

**6 Ordinary Business**  
**6.1 Town Planning Reports**

## **6.1.1 Amendment C238card Glismann Road - Review Panel Recommendations and Adopt Amendment**

**Responsible GM:** Lili Rosic  
**Author:** Lorna Lablache

### **Recommendation(s)**

That Council:

- Adopt Amendment C238card to the Cardinia Planning Scheme, with changes as outlined in this report, under Section 29 of the Planning and Environment Act 1987, generally in accordance with Attachment 8
- Submit adopted Amendment C238card to the Minister for Planning for approval under Section 31 of the Planning and Environment Act 1987.

### **Attachments**

1. Att 1 - Am C 238 Affected Area [6.1.2.1 - 1 page]
2. Att 2 - Cardinia C 238 card Summary and Corrections Panel Report 25 Jan 2022 [6.1.2.2 - 89 pages]
3. Att 3 - Am C 238 Panel Report Assessment Closing, Part A and Part B FOR COUNCIL REPORT [6.1.2.3 - 25 pages]
4. Att 4 - Am C 238 Panel Report Table Rec and Tasks FOR COUNCIL REPORT [6.1.2.4 - 14 pages]
5. Att 5 - Am C 238 card Review of DCP post panel FOR COUNCIL REPORT [6.1.2.5 - 17 pages]
6. Att 6 - Cardinia C 238 FAQ 3\_ Glismann Road DCPO and DCP Exhibition FINAL [6.1.2.6 - 2 pages]
7. Att 7 - Glismann Road TIA May 2022 Tracked changes ADOPTED 16 May 2022 [6.1.2.7 - 89 pages]
8. Att 8 - Cardinia C 238 card All Am Docs Tracked changes ADOPTED 16 May 2022 [6.1.2.8 - 63 pages]

### **Executive Summary**

At its meeting on 19 August 2019, Council resolved to seek authorisation to prepare and exhibit Planning Scheme Amendment C238card (Am C238) from the Minister for Planning. Council received authorisation from the Minister for Planning to prepare Am C238 on 23 April 2020 (subject to conditions).

Am C238 was exhibited from 9 July 2020 to 14 September 2020. Sixteen submissions were received. On 15 February 2021 Council resolved to refer all submissions to a Ministerial Planning Panel.

A Planning Panel was held on 4 May 2021 to 7 May 2021, with the final day on the 11 October 2021. The Panel report was received on 4 January 2022 with a Panel Report re-submitted on 25 January 2022, with minor typographical changes.

The Panel report generally supports Am C238 subject to changes to the suite of amendment documentation. These changes are predominately consistent with Council's submission to the Panel.

It is recommended that Council:

- support all the Planning Panel recommendations
- adopt the revised Am C238 documentation with changes
- submit the adopted Amendment to the Minister for Planning for approval.

## **Background**

### **What did the amendment propose to do?**

Am C238 applies to the 21 hectares of land in Beaconsfield (see Attachment 1).

The amendment proposed to:

- Rezone land within the 'Glismann Road Area' from the Rural Living Zone (RLZ1) and General Residential Zone (GRZ1) to the Neighbourhood Residential Zone (NRZ2) that recognises the natural topography, visual sensitivity, and landscape features of the area.
- Apply a Development Plan Overlay (DPO19) to facilitate an integrated design within an area of fragmented ownership and facilitate best practice planning initiatives in relation to subdivision layout, urban design, service provision and environmental considerations.
- Apply a Development Contributions Plan Overlay (DCPO5) that shares the cost of key infrastructure items triggered by the new development in a fair and reasonable manner.
- Facilitate the provision of local open space through the DCP (that would otherwise be collected under Clause 53.01 of the Cardinia Planning Scheme).
- Incorporate the Glismann Road Development Contributions Plan into the Cardinia Planning Scheme.

### **Exhibition of AmC238 and consideration of submissions**

Council received authorisation from the Minister for Planning to prepare Am C238 on 23 April 2020 (subject to conditions). Am C238 was exhibited from 9 July 2020 to 14 September 2020. Sixteen submissions were received and then considered by Council at its meeting of 15 February 2021.

The Council resolution identified some changes to the exhibited Amendment (in response to the submissions received) and it was resolved to refer all submissions to an independent planning panel to be appointed by the Minister for Planning.

In summary the changes related to:

- Residential density - focus on a design response for individual site features rather than average lot yield. The development density of properties located at the crest of the hill and/or contain clusters with substantial slope of 20% and over is likely to remain low.
- Providing further clarification regarding access management, the design/levels of Glismann Road and the impact with site boundaries regarding footpaths, the use of cut/fill and retaining walls.
- The removal of 11 Mahon Avenue from the Amendment.
- The insertion of a new item into the DCP - \$70,000 for the cost of the preparation of the Development Plan.

### **The Panel process**

The Panel Hearing for Am C238 was scheduled to be held from 4 May 2021 to 7 May 2021. Of the 16 submissions to the amendment, 7 submitters appeared before the Panel. At the close of the Hearing Council sought more time to respond to issues raised during the Panel. The Panel granted the request. Several postponements were required because two of the parties were unable to join an on-line hearing, and the Final Hearing day was reconvened on 11 October 2021.

### **The Panel Report**

The Panel Report for Am C238 was received by Council on 4 January 2022, with a corrected Panel Report received on 25 January 2022. The corrected report addressed minor typographical errors. The Panel Report was made available to the public on 18 January 2022 and the updated Corrected report on 25 January 2022.

The Panel is generally supportive of the changes proposed by Council to the amendment and recommends the Amendment proceed and be adopted as exhibited subject to these changes. The recommendations and the full Panel Report are provided in Attachment 2.

The recommended changes can be grouped under the following headings:

- Panel support of changes documented in Council's submission.
- 11 Mahon Avenue – removal from some elements of the Amendment.
- Content in the Development Plan Overlay (DPO19) – to provide further clarity.
- Content in the Traffic Impact Assessment Report prepared by TrafficWorks (which is referenced in DPO19) – to provide further clarity and consistency with content in DPO19.
- Amend and update the development Contributions Plan (DCPO5 and DCP document) – because of changes to the exhibited amendment.

### **Assessment of the Panel Report**

An assessment of the changes recommended by the Planning Panel identified that (with the exception of 11 Mahon Avenue remaining in the Development Plan Overlay to facilitate a pedestrian connection to Glismann Road and reference to a typographical error) the recommendations of the Panel are consistent with Council's position.

It is important to note that the Panel's first recommendation to 'Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19)' encompasses several documents.

AmC238 is a very complex amendment. The amendment rezones land, introduces a development plan overlay and a development contributions overlay and development contributions plan into an area which on its own can be challenging. In the case of the Glismann Road area, the fragmented land ownership and the unique site features and constraints adds to the level of complexity.

To ensure transparency, the matters raised in Council's Part A, Part B and Closing Submission (including all attachments and talking notes) have been assessed against the Panel's recommendations which is provided as Attachment 3. Attachment 3 also includes a snapshot overview of each of the Panel recommendations against Council's Part A, Part B and Closing submission. This helps to highlight the issues that were not discussed until later in the panel process.

The assessment has confirmed, that with the exception of 11 Mahon Avenue remaining in the Development Plan Overlay, to facilitate a pedestrian connection to Glismann Road, reference to a typographical error and amending the DPO schedule to reflect legislative updates, the recommendations of the Panel are consistent with Council's position. The tasks required to facilitate the Panel recommendations are provided in Attachment 4.

### Impact of changes to the Development Contributions Plan

Changes to the exhibited Amendment, (as outlined in Council's submission and supported by the Panel Report), will likely result in an increase in the number of lots in the Glismann Road area as well as an increase in the Glismann Road Development Contributions rate. It is important to discuss the content of the Development Contributions Plan as it forms part of Am C238 and is an incorporated document. It will ensure that infrastructure required to deliver the development of Glismann Road is provided as required.

A detailed assessment has been carried out regarding the changes required to Glismann Road Development Contributions Plan (GRDCP) and is provided as Attachment 5.

There are three key issues that impact on the for the DCP.

1. The removal of 11 Mahon Avenue from the Glismann Road Development Contributions Plan (DCP).

Removing 11 Mahon Avenue from the Glismann Road DCP has reduced the total NDA from 16.71 ha to 15.72 ha. The reduction in the NDA will increase the cost of the DCP rate.

2. Change in approach regarding residential density and slope management.

The majority of projects in the DCP entirely within the Glismann Road DP area are fully funded by the Glismann Road DCP, however there are two projects (upgrade of the O'Neil Road Recreation Reserve) that are only partially funded by the DCP.

The Glismann Road DP area is adjacent to the O'Neil Road Recreation Reserve. New residents within the Glismann Road area will enjoy quick and easy access to this open space area for both its passive and active facilities. As a neighbourhood park, O'Neil Road Recreation Reserve offers different facilities to the local park which is fully funded by the Glismann Road DCP.

A review of the population characteristics and forecasts in the O'Neil Road Reserve Master Plan Final Report (September 2018) and information collected from 'ID profile Cardinia' was used to determine the expected use of the reserve by the future residents of the Glismann Road area.

Regardless of the 'change in approach regarding residential density and slope management' an estimated lot yield is required to inform the DCP, which will, in turn, determine the estimated potential population for the Glismann Road area and the 'expected use of the O'Neil Road Recreation Reserve' by the Glismann Road future residents. The lot yield is not to intended to mandate dwelling density, nor will it form part of or inform the future Development Plan.

Attachment 5 outlines the methodology used to determine the expected use of the O'Neil Road Recreation Reserve by the future Glismann Road residents. The revised DCP estimates a lot yield of 267 and a population of 775 (which is estimated to be 12% of the expected population of the Beaconsfield Precinct). The revised DCP estimate is only slightly higher than the exhibited lot yield, which allocated a lot yield of 244 and a population of 708, 11% of the expected population for Beaconsfield Precinct.

3. Change in DCP items.

A new DCP item - \$70,000 in planning costs (for the preparation of the Development Plan) and an amended DCP item - RD-02 Glismann Road part construction costs - Access Street Level 1.5. Increase from \$1,085,275 to \$1,213,442. The change will increase the cost of the DCP.



As expected, there has been an increase in the DCP rate due to the reduction of the Net Developable Area (removal of 11 Mahon Avenue) and the increase in the cost of 2 projects. A tracked changes version of the DCP schedule is provided in Attachment 5.

In summary the DCP cost for:

- Development Infrastructure per Net Developable Hectare has increased from \$418,810.86 to \$458,767.93.
- Community Infrastructure Per Dwelling has decreased from \$892.62 to \$889.12. (These figures are based on 2019 values and will be subject to the indexation like Council's other DCPs).

Development Contributions are a complex planning tool. More information regarding the exhibited Glismann Road Development Contribution (FAQ3) is provided in Attachment 6.

For context purposes, the other DCP Development Infrastructure Levy (DIL) rates in Cardinia Shire are as follows:

DCP (indexed to 30 June 2022)	Per ha / net developable area
Officer Development Contribution Plan (DCP)	\$674,860
Cardinia Road Development Contribution Plan (DCP) (Cell 5)	\$388,248
Cardinia Road Employment Precinct	\$217,316
Pakenham East ICP	\$216,564

#### Traffic Impact Assessment

The Traffic Impact Assessment that informed Am C238 was discussed at length during the Panel process and is referenced throughout the Panel Report. Unlike the Glismann Road Development Contributions Plan, the Traffic Impact Assessment is a reference document.

A tracked changes version of the updated Traffic Impact Assessment, which reflects the recommendations of the Panel Report is provided as Attachment 7. The *Trafficworks (May 2022) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report*, is supported by Council.

#### Revised amendment documentation

A comprehensive assessment has been carried out regarding the Panel Report, Am C238 exhibited documents as well as Council's submission to the Panel. It is considered that the Panel recommendations are consistent with Council's position on the amendment and that Council should support all the Planning Panel recommendations. Attachment 8 provides tracked changes for the full suite of amendment documents for Am C238.

#### Next steps

We are at Stage 4 of the Planning Scheme Amendment process as detailed in Figure 1.



**Figure 1. Steps in the Planning Scheme Amendment process**

## Policy Implications

The Panel supported Council's strategic assessment of Am C238 and confirmed that the amendment had been prepared in accordance with both the State and Local Policy Framework, and it was consistent with the relevant Ministerial Directions and Practice Notes. The full strategic assessment is provided in the Explanatory Report contained in Attachment 8.

The Amendment was noted as being well founded and strategically justified.

## Relevance to Council Plan

### 2.1 We support the creation of liveable spaces and places

2.1.2 Plan and maintain safe, inclusive and connected open spaces, places and active travel routes.

2.1.3 Plan for housing diversity that meets community need, is affordable and delivers environmental sustainability, safety and healthy living outcomes.

2.1.5 Upgrade Council's road network to improve safety and connectivity while considering traffic demand and freight transport needs.

### 3.1 We value our natural assets and support our biodiversity to thrive

3.1.3 Work with community to improve and manage our natural assets, biodiversity and cultural heritage.

### 5.1 We practise responsible leadership

5.1.1 Build trust through meaningful community engagement and transparent decision-making.

## Climate Emergency Consideration

The land within the Glismann Road area presents an opportunity to create conditions for a more sustainable and resilient community, by developing land within the established urban area. Am C238 promotes pedestrian connectivity within a street network that has 'walkable' gradients. A connected local street network will enable long term behavioural change and improve the amenity of new neighbourhoods. Am C238 fosters the integration and retention of natural features and landforms of the area. These provisions also help maintain biodiversity and ensure established vegetation and view corridors are key features in the neighbourhood.

### **Consultation/Communication**

The amendment was exhibited from 9 July 2020 to 14 September 2020. Council had committed to an 8-week exhibition period for this amendment to provide the community with adequate time to review the amendment documentation. All submitters that participated in the panel process have received notification of the release of the Panel Report.

As with all milestones with this project, a letter was sent to the Glismann Road submitters advising of this Council Meeting.

### **Financial and Resource Implications**

The Glismann Road DCP has been prepared in a way that is consistent with the requirements and direction of the *Planning and Environment Act 1987*, the Ministerial Direction and the DCP Guidelines, and will enable the practical and equitable delivery of infrastructure required to support the development of the Amendment area.

All DCP infrastructure items except those relating to the O'Neil Road Recreation Reserve are fully apportioned to the DCP area (i.e. 100% apportionment). This means that the DCP fully funds the cost of those items on the basis that the items are needed only to respond to the development of the Amendment area.

With the exception of the modifications identified in the Panel Report (the content of which formed part of Council's submission), the DCP has been supported by the Panel.

The Panel's support of the \$70,000 to enable Council to engage a consultant to prepare the Development Plan provides a practical solution to help overcome the complexities of the fragmented land ownership. It is estimated the Development Plan for Glismann Road would take 6 – 7 months to complete. Council would need to fund the project upfront.

In addition to this, the DCP also:

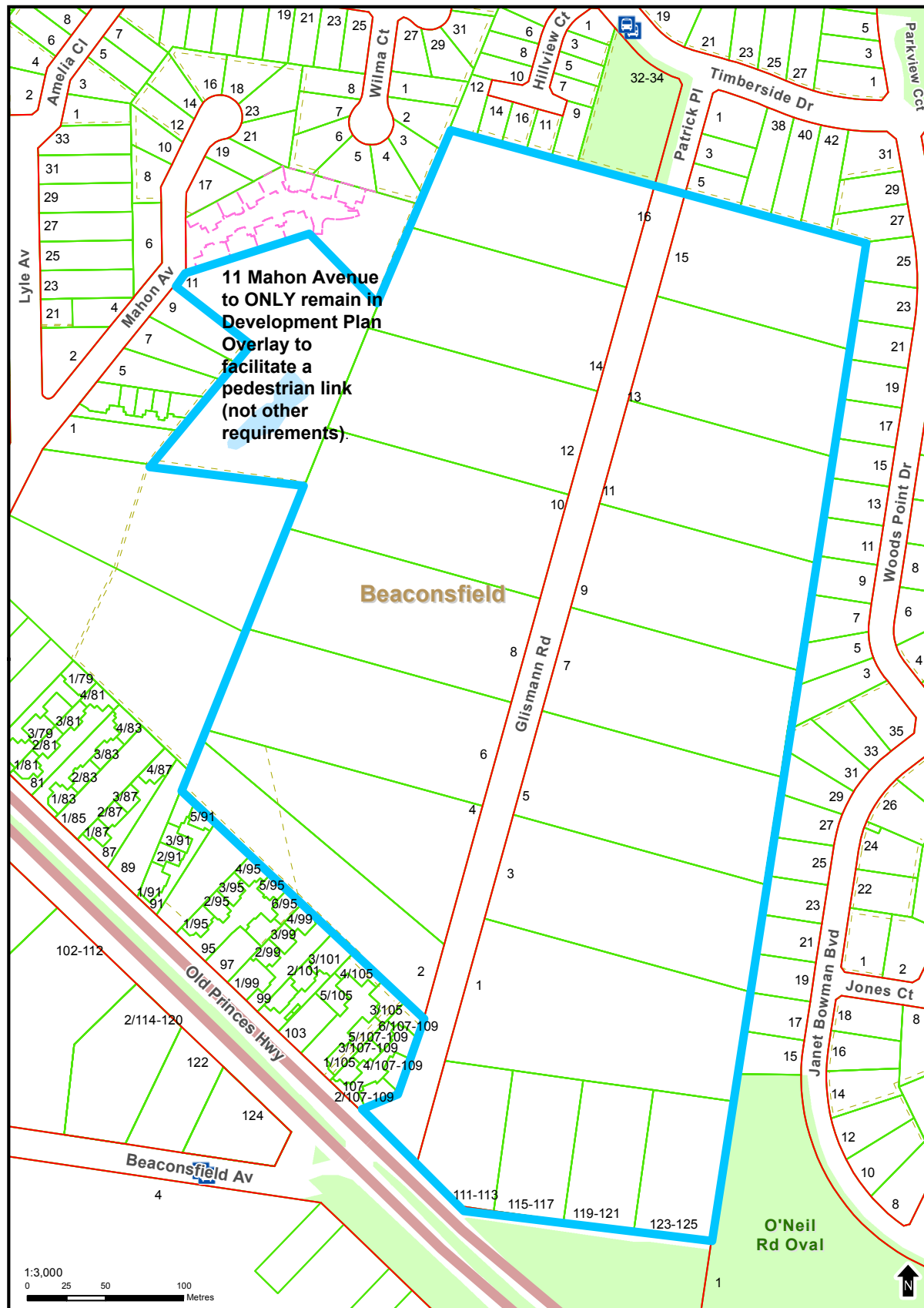
- reimburses Council the cost of specialist reports (\$159,891) that have been completed to inform the amendment and development plan process and
- contributes nearly \$400,000 towards the upgrade of the O'Neil Road Recreation Reserve.

Costs associated with the remaining amendment process are to be provided in current and proposed operating budgets.

### **Conclusion**

Am C238 has been considered by an independent planning panel, appointed by the Minister for Planning. The Panel report generally supports Am C238 subject to changes to the suite of amendment documentation. These changes are predominately consistent with Council's submission to the Panel.

It is recommended that Council support the Planning Panel recommendations and adopt Am C238 (with changes) and submit the adopted Amendment to the Minister for Planning for approval.

**Am C238 Affected Properties**

**Cardinia Planning Scheme Amendment C238card****Panel Report (dated 4 January 2022, corrected 25 January 2022)****RECOMMENDATIONS**

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Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238card be adopted as exhibited subject to the following:

1. Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19) subject to the following recommendations.
2. Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and:
  - a) allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link
  - b) include a notation "Pedestrian connection required" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.
3. In Development Plan Overlay Schedule 19, Schedule 1:
  - a) remove the reference to splitting the development plan into two parts
  - b) modify the reference to the height of the levee bank to read '450 mm'
  - c) update the requirements referring to contaminated land to reflect updated legislation
  - d) in respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection.
4. Update *Glismann Road Residential Development – Traffic Impact Assessment Report* (Trafficworks, June 2020) to:
  - a) In respect of the proposed roundabout in Glismann Road, note that a reverse priority-controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate.
  - b) In respect of pedestrian links, include a footpath that does not encroach on the property at 4 Glismann Road.
  - c) In respect of parking, include a parking lane adjacent to the park, and kerbside parking along the property frontages.
5. In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.
6. Update the Development Contributions Plan, based on:
  - a) the removal of 11 Mahon Avenue from the Plan
  - b) revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area
  - c) an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.
7. In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.

[Extract: Page 9 – 10, Cardinia Planning Scheme Amendment C238card, Corrected Panel Report, 25 January 2022]

**Planning  
Panels  
Victoria**

**Cardinia Planning Scheme Amendment C238card  
Glismann Road, Beaconsfield**

**Correction to the Panel Report**

*Planning and Environment Act 1987*

**25 January 2022**





*Planning and Environment Act 1987*

Correction to the Panel Report pursuant to section 25 of the PE Act

Cardinia Planning Scheme Amendment C238card

**25 January 2022**



Lester Townsend, Chair



Ian Gibson, Member

## Contents

	<b>Page</b>
<b>1 Correction.....</b>	<b>1</b>
1.1 Issues Raised .....	1
1.2 Panel Response .....	1
1.3 Revisions .....	1
1.4 Notice to Submitters .....	2

## Overview

Amendment summary	
The Amendment	Cardinia Planning Scheme Amendment C238card
Common name	Glismann Road, Beaconsfield
Brief description	<p>The Amendment seeks to:</p> <ul style="list-style-type: none"> <li>- rezone the land from Rural Living Zone Schedule 1 (RLZ1) and General Residential Zone Schedule 1 (GRZ1) to Neighbourhood Residential Zone Schedule 2 (NRZ2)</li> <li>- apply Development Plan Overlay Schedule 19 (DPO19)</li> <li>- apply Development Contribution Plan Overlay Schedule 5 (DCPO5)</li> <li>- amend the Schedule to Clause 53.01 Public Open Space Contribution and Subdivision to exempt the subject land from paying public open space contribution as it is to be provided in accordance with the Glismann Road Development Contributions Plan</li> </ul>
Subject land	<ul style="list-style-type: none"> <li>- 1 to 16 Glismann Road, Beaconsfield</li> <li>- 111 to 123 Old Princes Highway, Beaconsfield</li> <li>- 11 Mahon Avenue, Beaconsfield</li> </ul>
The Proponent	Cardinia Shire Council
Planning Authority	Cardinia Shire Council
Authorisation	The Amendment was authorised on the third attempt on 23 April 2020 subject to conditions
Exhibition	9 July to 14 September 2020
Submissions	<p>Number of Submissions: 16</p> <ul style="list-style-type: none"> <li>- Five were from public authorities, all supportive of the Amendment</li> <li>- Five were from landowners from outside the Amendment area, four of which objected to the Amendment and one supported the Amendment</li> <li>- Seven were from landowners and consultants on behalf of landowners. Of these, two objected and five supported the Amendment in principle but raised objection to detail within the Amendment</li> </ul>

Panel process	
The Panel	Lester Townsend (Chair) and Ian Gibson
Directions Hearing	Video conference, 26 March 2021
Panel Hearing	4, 5, 6 and 7 May 2021; reconvened in a workshop format on 11 October 2021
Citation	Cardinia PSA C238card [2021] PPV
Date of Panel Report	4 January 2022
Date of Corrected Panel Report	25 January 2022

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# 1 Correction

This report is to be read in conjunction with the Cardinia Planning Scheme Amendment C238card (Corrected) Panel Report dated 25 January 2022.

## 1.1 Issues Raised

After the Panel Report was submitted to Cardinia Shire Council on 4 January 2022, Planning Panels Victoria and Cardinia Shire Council have discovered the following issues:

- In the 'Parties to the Hearing' section of the Overview table:
  - Lorna Lablache of Council should be listed as Principal Strategic Planner, not Senior Strategic Planner
  - Fred and Liza Li represented by Anna Greening of Axiom Planning & Design is not listed
- In the 'The Amendment' section of the Overview table and in the 'Executive summary' section on page 8:
  - the Amendment number is referred to as C238cardcard, instead of C238card
- In Appendix B - Document List:
  - reference is made to two Tabled documents 7 – one from Ms Lablache and the other from Ms Greening
  - two submissions are listed (Documents 7 and 17) as being presented by Anna Greening of Axiom Planning & Design.

## 1.2 Panel Response

The Panel appointed to consider Cardinia Planning Scheme Amendment C238card has reviewed these issues and offers the following response:

- The title of Senior Strategic Planner attributed to Lorna Lablache is incorrect
- Fred and Liza Li were represented by Anna Greening at the Hearing
- The Amendment number should be referred to as C238card
- The Document 7 listed as being presented by Ms Lablache is correct
- The Document 7 listed as being presented by Ms Greening should be deleted
- The description previously used in the Document 7 presented by Ms Greening should replace the description for Document 17.

## 1.3 Revisions

Having considered the above, the Panel considers that the Panel Report dated 4 January 2022 should be changed to:

- 1. Amend the Parties to the Hearing section of the Overview Table to:**
  - a) replace the title of Lorna Lablache as Senior Strategic Planner with Principal Strategic Planner**
  - b) add Fred and Liza Li represented by Anna Greening of Axiom Planning & Design to the list of parties**
- 2. Amend any reference to the Amendment number as C238cardcard with C238card**
- 3. Amend the Document List to**

- a) **delete the document number 7 as presented by Anna Greening**
- b) **amend the description of document number 17 with the description from the deleted document number 7**

The Panel has prepared the Cardinia Planning Scheme Amendment C238card (Corrected) Panel Report dated 25 January 2022 that incorporates these changes.

#### **1.4 Notice to Submitters**

As Council has made the Cardinia Planning Scheme Amendment C238card Panel Report dated 4 January 2022 available to the Public, they are to write to all submitters and advise them of the Cardinia Planning Scheme Amendment C238card (Corrected) Panel Report dated 25 January 2022.



## **Planning Panels Victoria**

### **Cardinia Planning Scheme Amendment C238card Glismann Road, Beaconsfield**

#### **Corrected Panel Report**

*Planning and Environment Act 1987*

**25 January 2022**



**How will this report be used?**

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether or not to adopt the Amendment.

[section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act, and section 9 of the *Planning and Environment Regulations 2015*]


If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the PE Act]

*Planning and Environment Act 1987*

Corrected Panel Report pursuant to section 25 of the PE Act

Cardinia Planning Scheme Amendment C238card

**25 January 2022**



Lester Townsend, Chair



Ian Gibson, Member

## Contents

	Page
<b>1 Introduction.....</b>	<b>11</b>
1.1 The Amendment.....	11
1.2 Background.....	13
1.3 Procedural issues.....	15
1.4 Summary of issues raised in submissions .....	16
1.5 The Panel's approach .....	19
<b>2 Planning context .....</b>	<b>20</b>
2.1 Planning policy framework.....	21
2.2 Other relevant planning strategies and policies .....	22
2.3 Planning scheme provisions .....	24
2.4 Ministerial Directions and Practice Notes.....	25
2.5 Discussion and conclusion.....	26
<b>3 Exclusion of 11 Mahon Avenue from the Amendment .....</b>	<b>27</b>
<b>4 The Neighbourhood Residential Zone .....</b>	<b>30</b>
<b>5 The Development Plan Overlay .....</b>	<b>32</b>
5.1 Use of the Incorporated Plan Overlay or DPO .....	32
5.2 Preparation of the Development Plan .....	33
5.3 Splitting the Development Plan areas.....	34
5.4 Consultation in preparing the Development Plan.....	35
<b>6 Content of the Development Plan .....</b>	<b>38</b>
6.1 Lot size, residential density and slope management .....	38
6.2 Vegetation, landscape and views .....	40
6.3 Public open space.....	43
6.4 Flooding and drainage.....	45
6.5 Soil contamination.....	46
6.6 Road network and movement.....	48
<b>7 The Development Contributions Plan .....</b>	<b>60</b>
7.1 Introduction.....	60
7.2 Estimation of contributions.....	62
7.3 Public Open Space .....	64
7.4 Roads and traffic management .....	65

**Appendix A Submitters to the Amendment**

**Appendix B Document list**

**Appendix C Panel preferred version of the Development Plan Overlay Schedule 19**

## List of Tables

	<b>Page</b>
Table 1: Key issues raised by submitters .....	16
Table 2: Post-exhibition changes proposed by Council .....	18

## List of Figures

	<b>Page</b>
Figure 1: The Glismann Road area .....	12
Figure 2: Land affected by the Amendment .....	13
Figure 3: Location of submitters .....	17
Figure 4: Urban areas of Cardinia Shire.....	20
Figure 5: Framework for Change, Beaconsfield .....	23
Figure 6: Section of Development Plan (masterplan) showing road connection to 11 Mahon Avenue.....	29
Figure 7: Glismann Road Landscape Assessment – Vegetation and Land Use .....	42
Figure 8: Optimised Transport Network proposed by Mr Maina .....	52
Figure 9: Alternative T-intersection design at proposed roundabout .....	52
Figure 10: Detail of Traffic Impact Assessment design of roundabout.....	57
Figure 11: Development Contributions Plan Infrastructure items.....	61

## Glossary and abbreviations

AHD	Australian Height Datum
Council	Cardinia Shire Council
DCPO	Development Contributions Plan Overlay
DELWP	Department of Environment, Land, Water and Planning
DPO	Development Plan Overlay
EPA	Environment Protection Authority
ESO	Environmental Significance Overlay
FLP	Functional Layout Plan
GRZ	General Residential Zone
MSS	Municipal Strategic Statement
NRZ	Neighbourhood Residential Zone
PE Act	<i>Planning and Environment Act 1987</i>
PPF	Planning Policy Framework
VCAT	Victorian Civil and Administrative Tribunal

## Overview

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Panel process	
The Panel	Lester Townsend (Chair) and Ian Gibson
Directions Hearing	Video conference, 26 March 2021
Panel Hearing	4, 5, 6 and 7 May 2021; reconvened in a workshop format on 11 October 2021
Further information	29 October 2021. Documentation of the changes proposed by Council
Site inspections	Accompanied, 3 May 2021
Parties to the Hearing	<p><b>Cardinia Shire Council</b> represented by Lorna Lablache, <del>Senior</del><a href="#">Principal</a> Strategic Planner, calling the following expert evidence:</p> <ul style="list-style-type: none"> <li>- Traffic from Ali Abdou of Traffic Works</li> <li>- Development contributions from Paul Shipp of Urban Enterprise</li> </ul> <p><b>Pandeli Halamandaris</b>  <b>Lynn Williams</b>  <b>Marie Collins</b>  <b>Alan Poulton</b></p> <p><b>Glismann Road residents</b> represented by Stephen Davis of Urbis, calling the following expert evidence:</p> <ul style="list-style-type: none"> <li>- Traffic from John-Paul Maina of Impact Traffic Engineering Pty Ltd</li> </ul> <p><b>Richard and Leanne Spalding</b> represented by Stephen O'Brien of Universal Planning</p> <p><a href="#">Fred and Liza Li represented by Anna Greening of Axiom Planning &amp; Design</a></p>
Citation	Cardinia PSA C238card [2022] PPV
Date of this report	25 January 2022

## Executive summary

Cardinia Planning Scheme Amendment C238card (the Amendment) affects 21 hectares of land in Beaconsfield. Beaconsfield is in the Urban Growth Boundary and approximately 46 kilometres south-east of Melbourne.

The purpose of the Amendment is to allow the more intense development of the Glismann Road rural living area. The Amendment as exhibited proposed to:

- Rezone land within the 'Glismann Road Area' from the Rural Living Zone (RLZ1) and General Residential Zone (GRZ1) to the Neighbourhood Residential Zone (NRZ2) recognising the natural topography, visual sensitivity, and landscape features of the area.
- Apply a Development Plan Overlay (DPO19) to facilitate an integrated design within an area of fragmented ownership and facilitate best practice planning initiatives in relation to subdivision layout, urban design, service provision and environmental considerations.
- Apply a Development Contributions Plan Overlay (DCPO5) that shares the cost of key infrastructure items triggered by the new development in a fair and reasonable manner.
- Facilitate the provision of local open space through the Development Contributions Plan (DCP) (that would otherwise be collected under Clause 53.01 of the Cardinia Planning Scheme).
- Incorporate the Glismann Road DCP into the Cardinia Planning Scheme.

The Amendment has had a long gestation, and has to deal with facilitating development in a physically challenging area in multiple ownerships. The area has been identified as a priority area for urban development. Glismann Road remains the largest single tract of land where infill residential development can occur in the area.

While the Amendment is focussed primarily on Glismann Road it also included an adjacent parcel of residentially zoned land at 11 Mahon Street. Given the distinctly different planning and physical circumstances of this land, 11 Mahon Avenue should be excluded from the Amendment, with the exception that it should be retained in DPO19 to ensure pedestrian connection to the Glismann Road area.

It terms of the Glismann Road area the Panel supports:

- the use of the Neighbourhood Residential Zone
- the use of the Development Plan Overlay
- the proposal for Council to prepare the Development Plan.

Lot size and density should be addressed by removing references to specified average lot sizes and densities as proposed in the exhibited Amendment, and relying on other controls to provide better design and development outcomes.

While there will be some vegetation loss and changes in landscape when Glismann Road is developed the requirements of the proposed Development Plan Overlay, in association with Environmental Significance Overlay, provide the most effective planning tools to support biodiversity and landscape values.

Flooding and drainage issues have been addressed in the background reports, and the Amendment generally incorporates their recommendations appropriately.

The traffic network has sufficient capacity to cope with traffic generated. In respect of specific network issues, the Panel concludes:

- the western loop road is an important element of the road network design
- the classification of the roads within the site, the removal of the crest of the hill to enhance sight lines, restrictions on access and parking north of the roundabout, and inclusion of traffic calming within the area are all appropriate
- driveway access at the crest of Glismann Road can be maintained through planning permit conditions
- access to the Old Princes Highway lots should be in accordance with the exhibited Development Plan due to traffic safety issues
- road plans should include a parking lane adjacent to the park, and kerbside parking along the property frontages.

The ability to consider alternatives to the proposed roundabout in Glismann Road with a reverse-priority controlled T-intersection was subject to discussion and submission at the hearing. This option should be maintained.

The Panel considers that pedestrian linkages within the site, and between the area and surrounding areas, have not been adequately addressed. In particular, a pedestrian link is required between 11 Mahon Avenue and the Glismann Road area.

The Panel broadly supports the Development Contribution Plan as proposed but notes that it should be updated, based on removal of 11 Mahon Avenue.

### Recommendations

Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238card be adopted as exhibited subject to the following:

1. Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19) subject to the following recommendations.
2. Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and:
  - a) allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link
  - b) include a notation "*Pedestrian connection required*" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.
3. In Development Plan Overlay Schedule 19, Schedule 1:
  - a) remove the reference to splitting the development plan into two parts
  - b) modify the reference to the height of the levee bank to read '450 mm'
  - c) update the requirements referring to contaminated land to reflect updated legislation
  - d) in respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection.
4. Update *Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020)* to:
  - a) In respect of the proposed roundabout in Glismann Road, note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate.

- b) In respect of pedestrian links, include a footpath that does not encroach on the property at 4 Glismann Road.
  - c) In respect of parking, include a parking lane adjacent to the park, and kerbside parking along the property frontages.
- 5. In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.
- 6. Update the Development Contributions Plan, based on:
  - a) the removal of 11 Mahon Avenue from the Plan
  - b) revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area
  - c) an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.
- 7. In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.

# 1 Introduction

## 1.1 The Amendment

### (i) Amendment description

The purpose of the Amendment is to allow the more intense development of the Glismann Road rural living area.

The Amendment as exhibited proposed to:

- Rezone land within the 'Glismann Road Area' from the Rural Living Zone Schedule 1 (RLZ1) and General Residential Zone Schedule 1 (GRZ1) to the Neighbourhood Residential Zone Schedule 2 (NRZ2) that recognises the natural topography, visual sensitivity, and landscape features of the area.
- Apply a Development Plan Overlay (DPO19) to facilitate an integrated design within an area of fragmented ownership and facilitate best practice planning initiatives in relation to subdivision layout, urban design, service provision and environmental considerations.
- Apply a Development Contributions Plan Overlay (DCPO5) that shares the cost of key infrastructure items triggered by the new development in a fair and reasonable manner.
- Facilitate the provision of local open space through the Development Contributions Plan (DCP) (that would otherwise be collected under Clause 53.01 of the Cardinia Planning Scheme).
- Incorporate the Glismann Road DCP into the Cardinia Planning Scheme (The Glismann Road DCP was exhibited alongside the Amendment).

### (ii) The subject land

The Amendment affects 21 hectares of land in Beaconsfield. Beaconsfield is in the Urban Growth Boundary (UGB) and approximately 46 kilometres southeast of Melbourne. Nearby suburbs include Berwick (2.9 kilometres northwest of Beaconsfield in the City of Casey) and Officer (4.3 kilometres southeast of Beaconsfield).

Figure 1: The Glismann Road area



The Amendment area consists of large rural living style lots on Glismann Road, including four lots fronting the Old Princes Highway road reserve at the southern end of Glismann Road and an irregular shaped lot, which has a narrow frontage to Mahon Avenue.

The land is currently held in 21 individual title lots by 21 landowners. The properties are:

- 1 to 16 Glismann Road, Beaconsfield
- 111 to 123 Old Princes Highway, Beaconsfield
- 11 Mahon Avenue, Beaconsfield.



Figure 2 shows the affected land as  , and the surrounding zoning.

**Figure 2: Land affected by the Amendment**



The Environmental Significance Overlay Schedule 1 (ESO1) currently applies to the land zoned RLZ1. The ESO1 does not apply to the surrounding residential land zoned GRZ1, including the land at 11 Mahon Road.

## 1.2 Background

The Glismann Road area is described in the background report on the Beaconsfield Structure Plan (BSP):

Located centrally to the Beaconsfield suburb, the Glismann Road Precinct is a low density cul-de-sac, comprising twenty residential properties. The street was subdivided prior to the surrounding residential area and now exists as an anomaly within the Beaconsfield residential area. Due to the precinct's size, subdivision pattern and the existence of only one pedestrian link to the surrounding neighbourhood and single vehicle access onto the Old Princes Highway it creates a significant barrier to movement, through and across the precinct.

The precinct has a rural character, due to its substantial (predominantly native) vegetation, generous building setbacks and unsealed nature of the road. The streetscape is dominated by large vegetation with open drains, broad grass verge and no footpaths.<sup>1</sup>

The Glismann Road area was used for grazing, with a poultry farm off Mahon Avenue, until it was subdivided for rural residential purposes. A Meinhardt report on potential contamination describes an aerial image from 1963, with the majority of the properties within the site appearing to be rural residential or used as grazing farmland. Surrounding land use included *"rural or farmland adjoining the site as well as some crop farming to the east and heavily vegetated forest*

<sup>1</sup> Beaconsfield Structure Plan – Background Paper (December 2013), p. 75

areas to the north and north east”.<sup>2</sup> Later aerial images demonstrate significant residential subdivision surrounding the site.

### **Beaconsfield Township Strategy (2001)**

The Beaconsfield Township Strategy was prepared in 2001, identifying the Glismann Road area in a list of “priority actions”. This included:

...support the progressive subdivision and development of land in Glismann Road to urban density residential development.

### **Beaconsfield Structure Plan (2013)**

The BSP superseded the Beaconsfield Township Strategy. BSP was adopted by Council in December 2013 and sets out the strategic directions for Beaconsfield and provides a framework for change to guide built form, use and development outcomes for Beaconsfield for the next 10 to 15 years.

The BSP Background Paper includes the following summary of the development potential of Glismann Road:

Glismann Road remains the largest single tract of land where infill residential development can occur. It is clear that this precinct will probably see the greatest change of all precincts

The precinct has been identified by the State Government as a priority area for urban development. Cardinia Shire Council will guide change in this precinct with input from the community whilst taking into account all necessary expert information. Council will attempt to avoid the worst consequences of development that is unsympathetic to the place, context and its people.<sup>3</sup>

An action of the BSP is to rezone land in the Glismann Road area for residential use with a Development Plan (masterplan) and infrastructure plan.

### **Planning for Glismann Road**

In its submission to the Panel, Council outlined the steps that have been taken to plan for the residential redevelopment of Glismann Road:

Glismann Road has a long planning history. Since the preparation of the Beaconsfield Township Strategy, there have been:

- numerous specialist reports
- various forms of correspondence and forums for community engagement
- several council reports advising of the consultation process and the feedback/submissions received
- several versions regarding the layout of the site, including distribution of open space, housing densities and road alignments
- conflicting opinions from the landowners as to whether the area should be developed and if it were developed, what form of development should take place
- discussion and debate about the content of the planning scheme amendment in particular:
  - the most appropriate residential zone (General Residential versus Neighbourhood Residential)

<sup>2</sup> Meinhardt, *Glismann Road Development Plan: Contaminated Land Study* (March 2015, updated May 2020), p. 13

<sup>3</sup> Beaconsfield Structure Plan – Background Paper (December 2013), p. 61

- the deletion and insertion of overlays (the deletion of the ESO and the introduction of an EAO)
- the extent of text within the DPO schedule
- a significant change in planning legislation with regards to infrastructure contributions determining the most appropriate planning tool that could be used to fund and deliver infrastructure in the Glismann Road Development Plan area, and the potential liability for Council.

There have been three attempts to gain authorisation from the Minister for Planning to prepare and exhibit of the Amendment.

Following authorisation dated 23 April 2020, Amendment C238card was exhibited from 9 July 2020 to 14 September 2020. Submissions were considered by Council at its meeting of 15 February 2021, with a resolution to refer the submissions to a Panel with a number of changes to the exhibited Amendment:

- Amend Figure 1: Glismann Road Development Plan and text in DPO19 regarding residential density to focus on a design response for individual site features rather than average lot yield. The development density of properties located at the crest of the hill and/or contain clusters with substantial slope of 20 per cent and over is likely to remain low.
- Review what impact, if any, the changes proposed in (1) will have on the Glismann Road DCP.
- Amend DPO19 to state that the Development Plan will be facilitated and managed by Council.
- Amend the Glismann Road DCP to include a new item of \$70,000 for the cost of the preparation of the Development Plan.
- Remove the footpath shown on 4 Glismann Road.
- Amend text in DPO19 to include a provision to address the impact on adjoining lots regarding access management, the design/levels of Glismann Road and the impact with site boundaries regarding the use of cut/fill and retaining walls.
- Remove 11 Mahon Avenue from all of the documents relating to Amendment C238 and that the submitter be advised that Council maintains its position that the development of 11 Mahon Avenue will be affected by the compounding impact of significant site constraints which ultimately impact on the development potential of the site.
- Address any anomalies or errors provided that they do not change the intent of the suite of documents that form part of Amendment C238.

A late submission (submission 16) was received 24 March 2021 on behalf of the landowners of 15 Glismann Road. Council accepted the late submission and referred it to the Panel.

### 1.3 Procedural issues

At the last day of the hearing on 7 May 2021, Council requested an extension of time to attempt to resolve outstanding issues. Other parties to the Hearing were supported of the extension, and the Panel agreed to it.

After a number of postponements because two of the parties were unable to join an on-line format, the Hearing was reconvened on 11 October 2021.

## 1.4 Summary of issues raised in submissions

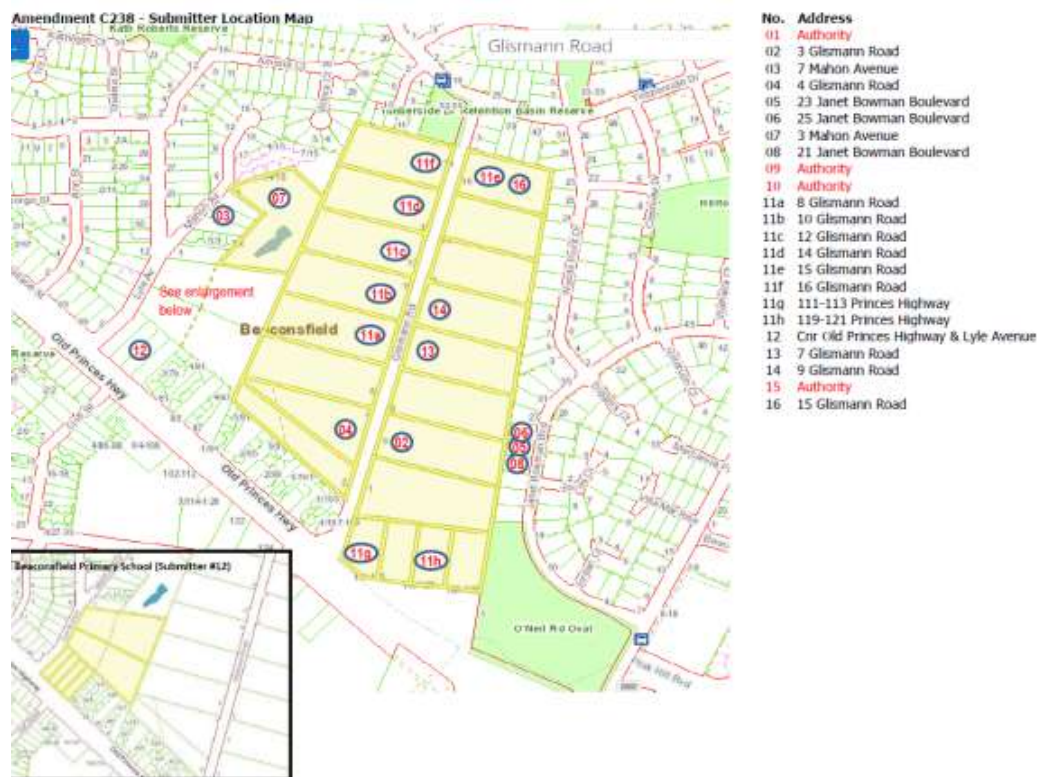
### (i) Individual submitters or groups of submitters

The key issues by submitters are shown in Table 1.

**Table 1: Key issues raised by submitters**

Submissions	Issue
4, 5, 11	Contamination issues
3, 5, 11, 14	Vegetation loss and biodiversity issues
5	Servicing
14	Levee bank flows
8	Traffic at O'Neil Road
9	GRZ more suitable than NRZ
4	Use the Incorporated Plan Overlay (IPO) not the DPO
4	Consultation on the DPO
7	11 Mahon
3, 4, 6, 11, 13, 14	Road network
11, 13, 14	Glismann Road design
3, 7	Connecting Mahon Avenue to Glismann Road
14	Rear access to dwellings
2, 6, 8, 11, 13, 14	Lot size and housing density
4	Remove footpath
5, 11, 12	Open space size and location
2, 11	Development plan cost to be part of DCP
2, 11, 13, 14	Development feasibility and DCP issues

Figure 3: Location of submitters

**(ii) Planning Authority**

The key issues for Council were:

- request to exclude 11 Mahon Avenue from the Amendment
- use of the NRZ
- use of a DPO
- preparation of a Development Plan
- DPO Schedule 19 (DPO19):
  - residential density and slope management
  - contaminated land
  - public open space
  - traffic
- the Glismann Road DCP.

Council submitted that there should be changes made to the Amendment as shown in Table 2.

**Table 2: Post-exhibition changes proposed by Council**

Amendment C238card documentation as exhibited	Post-exhibition changes proposed by Council
Insert Schedule 2 to Clause 32.09 Neighbourhood Residential Zone.	No changes proposed
Rezone 1 to 16 Glismann Road and 111 to 123 Old Princes Highway, Beaconsfield from the RLZ1 to the NRZ2.	No changes proposed
Rezone 11 Mahon Avenue, Beaconsfield from GRZ1 to NRZ2.	Delete 11 Mahon Avenue, Beaconsfield
Apply DPO19 to the land at 1-16 Glismann Road, 111 to 123 Old Princes Highway, and 11 Mahon Avenue, Beaconsfield.	Amend DPO19 to remove 11 Mahon Avenue, Beaconsfield
Insert Schedule 19 to Clause 43.04 Development Plan Overlay.	Changes proposed to content, including Figure 1: Glismann Road Development Plan (masterplan)
Apply DCPO5 to land at 1-16 Glismann Road, 111 to 123 Old Princes Highway, and 11 Mahon Avenue, Beaconsfield.	Amend DCPO5 to remove 11 Mahon Avenue, Beaconsfield
Insert Schedule 5 to Clause 45.06 DCPO.	Update figures to reflect: <ul style="list-style-type: none"> <li>- the removal of 11 Mahon Avenue, Beaconsfield from the DCP area</li> <li>- addition of costs associated with the preparation a Development Plan (\$70,000)</li> </ul>
Amend Schedule to Clause 53.01 Public Open Space Contribution and Subdivision to exempt the subject land from paying public open space contribution as it is to be provided in accordance with the Glismann Road DCP.	No changes proposed
Amend Schedule to Clause 72.04 Documents incorporated in this planning scheme to list the Glismann Road DCP (Urban Enterprise, June 2020) as an incorporated document.	Document date to be updated as advised by the Minister for Planning.
Amend Planning Scheme Maps as follows: <ul style="list-style-type: none"> <li>- Map No. 12 to include NRZ2 – Neighbourhood Residential 2 Zone</li> <li>- Map No. 12DPO to include DPO19 Development Plan Overlay – Schedule 19</li> <li>- Map No. 12DCPO to include DCPO5 Development Contributions Plan Overlay – Schedule 5.</li> </ul>	Amend to exclude 11 Mahon Avenue, Beaconsfield from any map changes.

**(iii) Relevant agencies**

The key issues for the Authorities were:

- Melbourne Water noted the potential for flooding in the south of the site, and supported the recommendations of a Water Technology drainage report proposing a levee to manage flows
- the Environment Protection Authority (EPA) supported the Amendment on the basis that its previous advice regarding the assessment of potentially contaminated land have been adopted and included in the exhibited Amendment.

## 1.5 The Panel's approach

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions, evidence and other material presented to it during the Hearing. It has reviewed a large volume of material, and has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Planning context
- Exclusion of 11 Mahon Avenue from the Amendment
- The Neighbourhood Residential Zone
- The Development Plan Overlay
- Content of the Development Plan
- The Development Contributions Plan.

The Panel generally supports the changes proposed by Council before the hearing and in response to specific issues. An updated version of the DPO was circulated after the Council's closing and this has been used as the basis of the Panel's recommendation.

Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238card be adopted as exhibited subject to the following:

**Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report) subject to the recommendations in this report.**

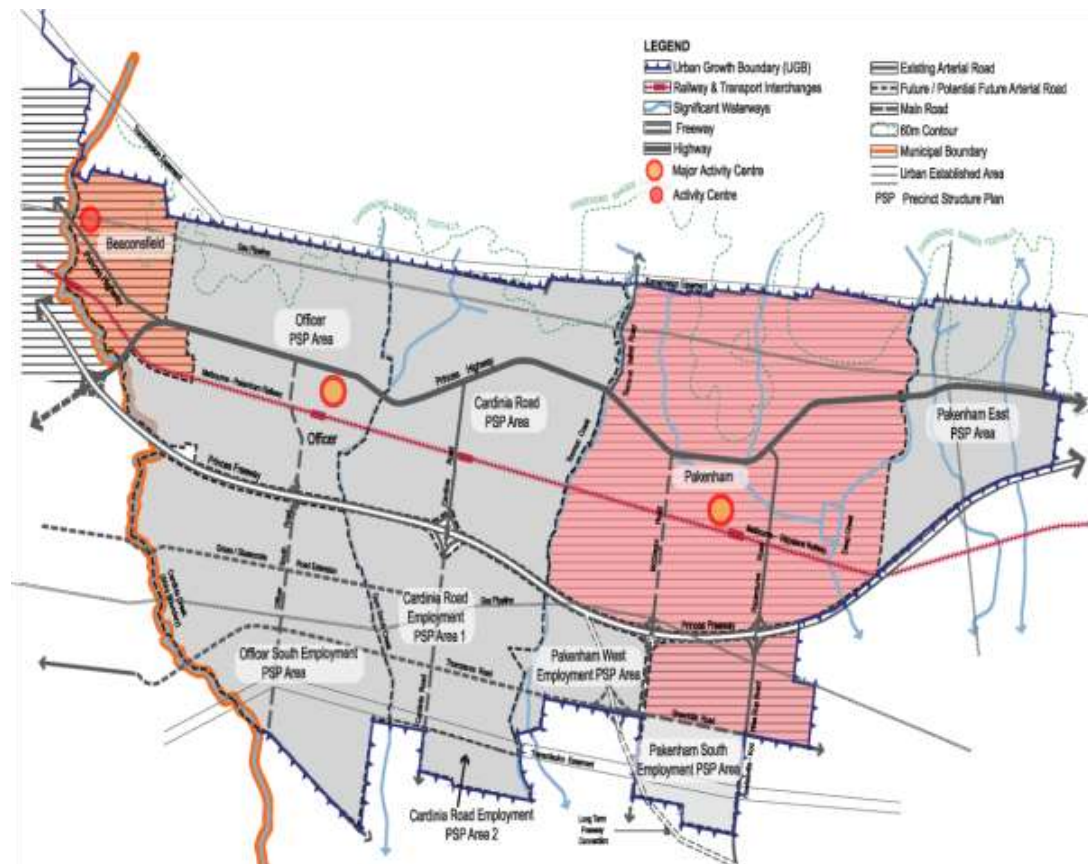


## 2 Planning context

Part of the Cardinia Shire, between Beaconsfield and Pakenham East, is located within the Casey-Cardinia Growth Area for metropolitan Melbourne, and has been recognised as part of a metropolitan growth corridor since 1971.

The Cardinia Shire urban area is divided into ten precincts. The Beaconsfield and Pakenham precincts represent the Urban Established Area of the Shire, as shown in Figure 4:.

**Figure 4: Urban areas of Cardinia Shire**



Clause 21.03-2 (Urban established area – Beaconsfield and Pakenham) of the Cardinia Planning Scheme includes the following:

### Objective

To create a functional, attractive, safe and sustainable urban environment for the existing and future community of the Urban Established Area.

### Strategies

- Provide for the development in the Urban Established Area in accordance with approved Development Plans, Structure Plans, Urban Design Frameworks, and Incorporated Provisions.
- Provide for Infrastructure Contributions or Development Contributions, as appropriate, to fund physical and community infrastructure associated with urban development.



- Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.
- Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.

## 2.1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework (PPF), which the Panel has summarised below.

**VPP 11 Settlement**, particularly Clause 11.02-1S (Supply of urban land), supporting redevelopment and intensification of existing urban areas.

**VPP 12 Environmental and Landscape Values**, particularly Clause 12.05-2S (Landscapes) which ensures that sensitive landscape areas are protected.

**VPP 15 Built Environment and Heritage**, particularly Clause 15.01-1S (Urban design) and Clause 15.01-3S (Subdivision design), by responding to the area's context in terms of character, cultural identity, natural features and surrounding landscape, and ensuring that the subdivision design achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

**VPP 16 Housing**, particularly Clause 16.01-1S (Integrated housing), Clause 16.01-2S (Location of residential development) and Clause 16.01-3S (Housing density), by facilitating an increase of residential and housing supply in an existing urban area, providing for a diverse range of housing options and ensuring the provision of supporting infrastructure.

**VPP 18 Transport**, particularly Clause 18.01-1S (Land use and transport planning), by encouraging a permeable pedestrian network that encourages the use of walking and cycling by creating environments that are direct, safe and attractive for users.

**VPP 19 Infrastructure**, particularly Clause 19.03-1S (Development and infrastructure contribution plans), by including a DCP to share the cost of new infrastructure. The Amendment also addresses Clause 19.02-6S (Open space) through the provision of the local open space that abuts the local primary school and integrates with the O'Neil Road Recreation Reserve.

Council also submitted that the Amendment supports its Municipal Strategic Statement.

**Clause 21.01 (Cardinia Shire Key Issues and Strategic Vision)** identifies the need to encourage an attractive, functional and sustainable built form in existing and future development to meet the needs of the existing and future community.

**Clause 21.02 (Environment)** identifies in Clause 21.02-2 (Landscape) that key issues are:

- Protecting significant landscapes, including the protection of the specific features of each landscape.
- Acknowledging that ridgelines are particularly vulnerable to inappropriate development.
- Recognising the pressures to develop land in locations of high scenic value.

Council submitted that DPO19 has been drafted to ensure the sensitive siting of buildings and other structures having regard to the protection of prominent ridgelines, significant views and areas of remnant vegetation.

**Clause 21.03 (Settlement and housing)** includes Clause 21.03-2 (Urban Established Area – Beaconsfield and Pakenham), which identifies that the key principles for development in this area

include the coordination of the appropriate staging and development of land and ensuring greater diversity of housing types and size.

**Clause 21.05 (Infrastructure)**, by providing a DCP for the Glismann Road area, which is essential to assist in the coordination of infrastructure provisions with fragmented land ownership.

**Clause 21.06 (Particular use and development)** by ensuring that all development considers the character and constraints of the site.

Council submitted that the amendment supports and implements these provisions:

The amendment will provide for greater housing choice that will create an attractive, functional, well-serviced and sustainable development that is consistent with the MSS. Varying dwelling densities and the use of building envelopes will ensure that the subdivision of the area has minimal impact to the unique environment, in particular the landscape and topographical site features.<sup>4</sup>

## 2.2 Other relevant planning strategies and policies

### (i) Beaconsfield Structure Plan

The BSP and its predecessor, the Beaconsfield Township Strategy (2001), both identify the Glismann Road area as a location for residential redevelopment, as outlined in Chapter 1.2 above.

The BSP was included in the Cardinia Planning Scheme as an incorporated document through Amendment C198 in 2016. The Schedule to Clause 72.04 identifies that the BSP will expire as an incorporated document on 31 December 2021. It is also listed as a reference document under Clause 21.03 (Settlement and Housing).

The panel report for Amendment C198 included the following conclusions regarding Glismann Road:

... the rezoning of Glismann Road will be a separate process to the Structure Plan and will be tested as part of a future amendment. However, the Structure Plan is unequivocal in identifying the land for future growth and change, and so a strong policy position for change will guide the assessment of any future amendment.

The Glismann Road area is a low density pocket surrounded by conventional residential development in a growth corridor. Rezoning such land would generally be considered appropriate, unless the land has some special characteristics that meant conventional residential development was not practical or appropriate.

Council has carried out sufficient background work to know that development is possible and hence the policy settings in the Structure Plan are appropriate.

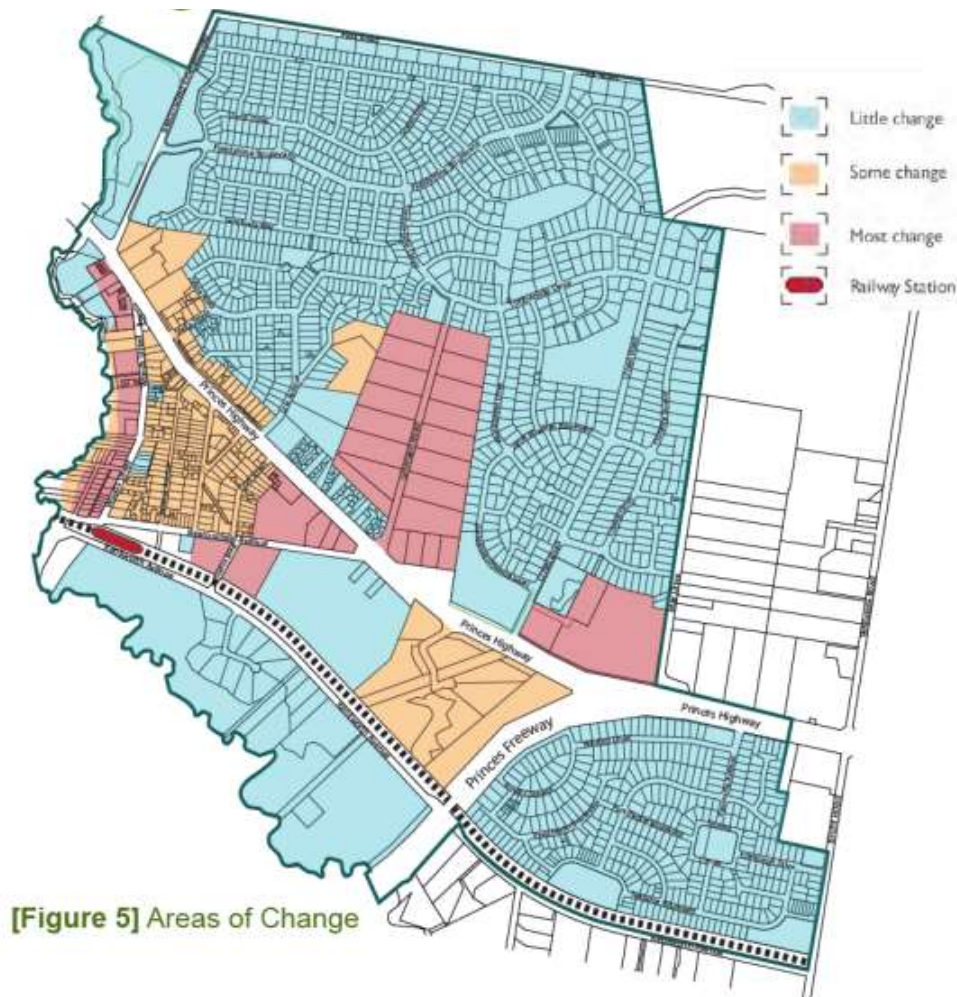
I conclude that the identification of the Glismann Road area for rezoning is appropriate.

BSP provides strategic support for the development of Established Urban Areas within Cardinia Shire. It identifies the Glismann Road area as a locality for “*most change*” in the Beaconsfield urban area:

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<sup>4</sup> Cardinia Shire Council, Part A Submission, p. 31

Figure 5: Framework for Change, Beaconsfield



Source: Beaconsfield Structure Plan, 2013, p. 12

Council submitted that the Amendment is consistent with the objectives, strategies and actions identified in the BSP, specifically the 'Framework for Change Plan', 'Residential growth', 'Movement network' as well as 'Open Space and Environment'. It proposed that the Amendment facilitates the following actions identified in the BSP:

#### Land use planning

- Facilitate a variety of housing options that offer diverse lifestyle and lifecycle opportunities and cater to all members of the community.
- Rezone land in the Glismann Road area for residential use with a Development Plan (master plan) and infrastructure plan.

#### Open Space

- Require the provision of open space as part of the redevelopment of the Glismann Road area.

#### Movement

- Require the provision of pedestrian and cycling routes through new developments.
- Require the provision of traffic lights at Glismann Road/Princes Highway intersection to support residential development of the Glismann Road area. The

construction of the intersection of Glismann Road with Old Princes Highway and Beaconsfield Avenue is fully funded through the Federal Government '\$121 million to bust congestion in East and South-East Melbourne'.<sup>5</sup>

## 2.3 Planning scheme provisions

A common zone and overlay purpose is to implement the Municipal Planning Strategy and the PPF.

### (i) Zones

The land is currently in the RLZ, with the exception of 11 Mahon Avenue which is currently GRZ. The purposes of the RLZ are:

To provide for residential use in a rural environment.

To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.

To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.

To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

The purposes of the GRZ are:

To encourage development that respects the neighbourhood character of the area.

To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations. It is proposed to rezone the land to NRZ. The purposes of the Zone are:

To recognise areas of predominantly single and double storey residential development.

To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations

The proposed Schedule 2 does not change the default settings of zone, and includes:

#### Neighbourhood character objectives

To create a residential precinct that delivers high quality urban design outcomes through a variety of lot sizes which respond to the existing natural topography and landscape features of the development plan area.

To protect and maintain the visual prominence of vegetated hilltops and hillsides when viewed from within and outside of the development plan area.

To encourage a subdivision layout which maximises the retention of existing vegetation, minimises the overall disturbance to the terrain and ensures that buildings and structures are sited so that they do not visually dominate the landscape.

To guide an integrated and coordinated design approach to an area with fragmented land ownerships.

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<sup>5</sup> Cardinia Shire Council, Part A Submission, p. 32

**(ii) Overlays and other provisions**

The purposes of the ESO are:

To identify areas where the development of land may be affected by environmental constraints.

To ensure that development is compatible with identified environmental values.

ESO Schedule 1 – Northern Hills includes the following environmental objectives:

To protect and enhance the significant environmental and landscape values in the northern hills area including the retention and enhancement of indigenous vegetation.

To ensure that the siting and design of buildings and works does not adversely impact on environmental values including the diverse and interesting landscape, areas of remnant vegetation, hollow bearing trees, habitat of botanical and zoological significance and water quality and quantity.

To ensure that the siting and design of buildings and works addresses environmental hazards including slope, erosion and fire risk, the protection of view lines and maintenance of vegetation as the predominant feature of the landscape.

To protect and enhance biolinks across the landscape and ensure that vegetation is suitable for maintaining the health of species, communities and ecological processes, including the prevention of the incremental loss of vegetation.

It is proposed to apply the DPO. The purposes of the Overlay are:

To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.

To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

It is proposed to apply the DCPO. The purposes of the Overlay include:

To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

## 2.4 Ministerial Directions and Practice Notes

### Ministerial Directions

The Explanatory Report discusses how the Amendment meets the relevant requirements of Ministerial Direction 11 (Strategic Assessment of Amendments) and *Planning Practice Note 46: Strategic Assessment Guidelines*, August 2018 (PPN46). That discussion is not repeated here.

Council submitted that the Amendment is consistent with the following Ministerial Directions:

- Ministerial Direction on the Form and Content of Planning Schemes, under Section 7(5) of the Act
- Ministerial Direction No. 1: Potentially contaminated land
- Ministerial Direction No. 9: Metropolitan Planning Strategy
- Ministerial Direction No. 11: Strategic Assessment of Amendments
- Ministerial Direction No. 19: Preparation and content of Amendments that may significantly impact the environment, amenity and human health
- Ministerial Direction on the preparation and content on Development Contribution Plans (*Planning and Environment Act 1987*, Sections 46M(1) and 46QD).

The Panel accepts that the Amendment is consistent with these Ministerial Directions.

### Planning Practice Notes

Council submitted that the Amendment is consistent with the following Planning Practice Notes:

- PPN90 *Planning Practice Note 90 Planning for housing* (2019), that provides guidance about how to:
  - plan for housing growth
  - protect neighbourhood character to ensure a balanced approach to managing residential development in planning schemes.
- PPN91 *Planning Practice Note 91 – Using the residential zones* (2019) that provides guidance about how to:
  - use the residential zones to implement strategic work
  - use local policies and overlays with the residential zones
  - make use of the key features of the residential zones.

PPN91 outlines the role and application of the residential zones:

- GRZ - Clause 32.08 applies to areas where housing development of three storeys exists or is planned for in locations offering good access to services and transport.
- NRZ Clause 32.09 applies to areas where there is no anticipated change to the predominantly single and double storey character. Also, to areas that have been identified as having specific neighbourhood, heritage, environmental or landscape character values that distinguish the land from other parts of the municipality or surrounding area.

## 2.5 Discussion and conclusion

Council's strategic assessment advised that the Amendment had been prepared in accordance with both the State and Local Policy Framework, and confirms that the Amendment is consistent with the provisions of PPN90 and PPN91.

For the reasons set out in the following chapters, the Panel concludes that the Amendment is supported by, and implements, the relevant sections of the PPF, and is consistent with the relevant Ministerial Directions and Practice Notes. The Amendment is well founded and strategically justified, and the Amendment should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.



### 3 Exclusion of 11 Mahon Avenue from the Amendment

#### (i) The issue

The issue is whether the property at 11 Mahon Avenue should be included within Amendment C238card as exhibited, or removed from the Amendment.

#### (ii) Submissions

Submission 7 requested the property at 11 Mahon Avenue be excluded from the Amendment.

Submission 7 raised concerns that:

- 11 Mahon Avenue is already zoned GRZ1 and has no physical connection to the 'Glismann Road Area' via pedestrian or vehicle links.
- Rezoning 11 Mahon Avenue to the NRZ is inconsistent with State Planning Policy as it reduces urban density in a location where increased density is encouraged, and underutilises land within walking distance of public transport, established infrastructure, community facilities and essential services.
- A planning permit application will be made under the current zoning regardless of whether the amendment proceeds as proposed. If the application is not supported by Council, this can be contested and heard at the Victorian Civil and Administrative Tribunal (VCAT).
- The site can be developed feasibly, in a visually, environmentally, and character sensitive manner, in its own right.

It included a planning report and formal submission prepared by Axiom Planning & Design, a civil engineering report and concept plans prepared by Civil Made and a traffic engineering report and assessment prepared by OneMile Grid. A 'concept development plan' was included, proposing a 21-lot subdivision with an average lot size of 500 sq m, a common property road reserve and six visitor car parks.

Council's response noted that 11 Mahon Avenue had been included in the Amendment and the early iterations of the draft Development Plans (masterplans) with the agreement of the former landowner. With the irregular shape of the lot, restricted frontage and significant slope of the site, inclusion of the site in the Development Plan (masterplan) provided it with an alternative access point through the loop road proposed in the west of the Glismann Road masterplan. However, the current landowner does not share the same opinion regarding the site's connection to the Glismann Road area.

When considering submissions, Cardinia Shire Council resolved to exclude it as requested, but reaffirmed concerns about significant site constraints, inconsistency of the current zone provisions (GRZ1) with the existing single and double storey character of the area, and a lack of Council support for the 'concept development plan' proposed in the submission.

Council's acceptance of the exclusion of the property from the Amendment meant that it did not consider that the Panel should consider the 'concept development plan' proposed in submission 7, and that a future planning permit application will deal with the merits of the proposal.

**(iii) Discussion**

11 Mahon Avenue is irregular in shape, with a total area of 1.3 hectares. The site has a 5.6 metre frontage to Mahon Avenue and falls from a maximum height of approximately 72 metres AHD at the northern most point, to approximately 51 metres AHD in the south eastern corner.

The Panel accepts the logic of including the site within the exhibited Amendment, with the support of the former landowner and Council. The site at 11 Mahon Avenue has challenging topography, a relatively narrow entrance from Mahon Avenue, and a lack of connectivity to surrounding areas. The residential development of this site in association with the properties along Glismann Road would facilitate an integrated approach to planning for the wider area.

However, it also accepts that, unlike the remainder of the Amendment area, it is zoned GRZ1; it currently lacks linkages to the Glismann Road area, and could feasibly be developed separately. The Panel also notes Council's support for the removal of the site from the Amendment.

The Panel considers that, at minimum, development of 11 Mahon Avenue should include a pedestrian link to the Glismann Road area. This would provide access from Mahon Avenue to the new public open space area in the Glismann Road area near Beaconsfield Primary School, and pedestrian connectivity between the areas.

An option is to exclude 11 Mahon Avenue from the rezoning to NRZ and the Development Contributions Plan, but retain it within the area covered by DPO19. Reference can be made in DPO19 to enable a permit to be issued for the development of 11 Mahon Avenue, subject to the inclusion of the pedestrian link to the Glismann Road area.

The solution results in an integrated approach to pedestrian connections between the areas.

The option of a pedestrian connection was flagged at the Hearing by the Panel. On behalf of the owners, Ms Anna Greening from Axiom Planning supported the proposal:

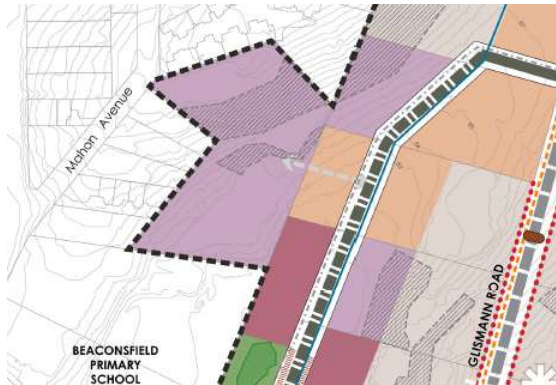
Further to conversation had during the Panel Hearing regarding pedestrian connectivity between the Glismann Road Area and the subject site, we submit:

- With the exclusion of all other requirements of DPO19, including any requirements of the Development Contribution Plan, we would not object to a pedestrian/cyclist accessway connection from the subject site into the Glismann Road Area.
- We would not object to the aforementioned pedestrian/cyclist connection being required through incorporation into the Planning Scheme via the applicable Schedule to the Development Plan Overlay.

An implication of the removal of 11 Mahon Avenue from the Amendment is the treatment of the *"Road connection"* in the Development Plan (masterplan) exhibited in DPO19, shown in Figure 6.



Figure 6: Section of Development Plan (masterplan) showing road connection to 11 Mahon Avenue



**(iv) Conclusion and recommendations**

The Panel accepts that:

- 11 Mahon Avenue should be excluded from the Amendment, with the exception that it should be retained in DPO19 to ensure pedestrian connection to the Glismann Road area.

The Panel recommends:

**Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and**

- a) allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link**
- b) include a notation "*Pedestrian connection required*" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.**

## 4 The Neighbourhood Residential Zone

### (i) The issue

The issue is whether rezoning to the NRZ is appropriate.

### (ii) Relevant policies, strategies and studies

PPN91 outlines the role and application of the residential zones:

- GRZ applies to areas where housing development of three storeys exists or is planned for in locations offering good access to services and transport.
- NRZ applies to areas where there is no anticipated change to the predominantly single and double storey character. Also, to areas that have been identified as having specific neighbourhood, heritage, environmental or landscape character values that distinguish the land from other parts of the municipality or surrounding area.

### (iii) Submissions

The use of the NRZ has been raised in submissions 2 and 11.

Submission 11, prepared by North Planning on behalf of eight Glismann Road landowners, opposed the application of the NRZ:

We say the application of the Neighbourhood Residential Zone (NRZ) is inappropriate and the General Residential Zone represents a more appropriate zone classification. We note there are no other lands within Beaconsfield of this zone classification.

The lands surrounding the subject area, and generally sited to the north side Old Princes Highway, are zoned General Residential Zone (GRZ). Many of these lands, and in particular those within the immediate local environs, exhibit the same topographical features of the subject site (i.e. slope), yet demonstrate a high degree of variation in lot averages and yields. This aligns with Council's settlement to *Encourage a range of lot sizes and housing types in new developments that satisfy the needs and aspirations of the community.*<sup>6</sup>

Mr Davis of Urbis Planning represented four of the eight landowners at the Hearing, and presented a different view:

We appreciate that Council previously proposed applying a GRZ to the land when authorisation was sought from the Minister for Planning to prepare and exhibit the Amendment.

Council received authorisation to prepare the amendment subject to conditions. Condition 1 states that Council must rezone the amendment area to NRZ, not the GRZ.

Additionally, Council's response on this matter states the application of the GRZ is an inappropriate zone on areas where a planning authority seeks to respect the existing single and double storey character of an area.

It is understood that as the application of an NRZ to the land stems from direction of the Minister at authorisation stage, and therefore, the proposed NRZ is accepted and considered resolved.

Submission 2 supported the NRZ stating:

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<sup>6</sup> Submission 11, p. 1

Although the surrounding residential subdivisions are in the General Residential Zone, our clients acknowledge that the NRZ is an appropriate zone for this precinct for the reasons set out in the documentation prepared in support of the Amendment.<sup>7</sup>

In response, Council noted that it intended to rezone the land to GRZ, and included this in the third of its requests for authorisation from the Minister to prepare and exhibit the amendment. This was reflected in the Council resolution of 19 August 2019 seeking authorisation. Authorisation to prepare the amendment was received on 23 April 2020, with conditions that included the requirement to *“Rezone the land affected by the amendment to the Neighbourhood Residential Zone, not the General Residential Zone”*, as well as other conditions relating to the content within the DPO, the removal of the request to delete ESO1 and a requirement to seek EPA advice.

Council cited PPN 90 and PPN91 to support the use of the NRZ. Principle 4 and Principle 5 in PPN91 are relevant:

Principle 4 – The General Residential Zone is a three-storey zone with a maximum building height of 11 m. The General Residential Zone should be applied to areas where housing development of three storeys exists or is planned for. It is inappropriate to apply the General Residential Zone to areas where a planning authority seeks to respect the existing single and double storey character of an area.

Principle 5 - The density or number of dwellings on a lot cannot be restricted in the Neighbourhood Residential Zone unless special neighbourhood character, heritage, environmental or landscape attributes, or other constraints and hazards exist.

Council submitted that:

Unlike the surrounding residential area that is in the GRZ, the amendment area (excluding the Mahon Ave property) is affected by the Environment Significance Overlay (ESO1) (Schedule 1 to Clause 42.01 Environmental Significance Overlay – Northern Hills) ...<sup>8</sup>

Council concluded that the NRZ is consistent with PPN90 and PPN91, the environmental objectives of ESO1 and the advice of DELWP.

#### **(iv) Discussion**

The Panel considers that either GRZ or NRZ could produce satisfactory results for Glismann Road. GRZ is appropriate for increased density, and development up to three storeys. NRZ is appropriate for areas where special neighbourhood character, heritage, environmental or landscape attributes, or other constraints and hazards exist. In this case, the continued application of ESO1 is evidence of relevant environmental and landscape attributes.

The Panel accepts that a condition applied as a result of the Minister’s authorisation of the Amendment was the use of the NRZ rather than the GRZ. If the Amendment is to proceed, NRZ is satisfactory as part of a package of controls.

#### **(v) Conclusion**

The Panel concludes that:

- The use of the NRZ is appropriate.

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<sup>7</sup> Submission 2, p. 2

<sup>8</sup> DELWP (December 2019) Planning Practice Note 91 Using the residential zones, p. 3

## 5 The Development Plan Overlay

### 5.1 Use of the Incorporated Plan Overlay or DPO

#### (i) The issue

The issue is whether the IPO or DPO is more appropriate.

#### (ii) Relevant policies

#### (iii) Submissions

Submission 4 proposed the use of an Incorporated Plan Overlay (IPO) rather than or in addition to a DPO, largely on the basis that the DPO removed third party rights of appeal.

Submission 4 referred to Planning Practice Note 23 *Applying the Incorporated Plan and Development Plan Overlays* (November 2018), and proposed that:

...an IPO enables third parties to be involved in the process of making or changing the plan. For this reason, the IPO should normally be used for sites that are likely to affect third party interests and sites comprising multiple lots in different ownership. Would this not be a fairer process considering we are 21 landowners, not 1 or 2 developers?

My recommendation would be to use both a DPO and an IPO for democratic fairness. This would enable individuals to have a say on a plan that will directly affect them.

In response, Council cited Planning Practice Note 23, which explains the functions of an IPO and a DPO and provides advice about when and how to use these planning tools. It submitted that the main similarities between a DPO and IPO are that both overlays can include the requirements about the content of the plan and conditions and requirements for permits. An amendment is required to introduce or change a schedule in both overlays. Further:

- both prevent the granting of permits under the zone before a plan has been approved unless a schedule to the zone states that a permit may be granted
- once a plan is approved, both overlays require that all planning permits granted by the responsible authority must be 'generally in accordance' with the plan
- both overlays exempt permit applications that are 'generally in accordance' with the plan from notice and third-party review rights.

The main difference between the IPO and DPO is that, with an IPO, the plan will be an incorporated document which is part of the planning scheme, requiring a planning scheme amendment to introduce or change the plan. With a DPO, the plan will be a Development Plan which can be introduced or changed 'to the satisfaction of the responsible authority'.

Council did not support the use of an IPO, and submitted that the detail in DPO19 provides a comprehensive picture about development in the Glismann Road Area, specifically:

- The objectives of the Glismann Road Development Plan (Section 1.0)
- Conditions and requirements for future subdivision and development permit applications (Section 3.0)
- Requirements for a development plan, which includes Figure 1: Glismann Road Development Plan (masterplan) (Section 4.0)
- The DPO references to several specialist reports (all of which were made available during the exhibition period of this amendment).

**(iv) Discussion**

The strategic support for redevelopment of Glismann Road, the fragmentation of land ownership and complexity of the site means that the land needs to be master planned. In terms of permit applications, the rights of third parties are the same in the DPO and IPO. In terms of approving the 'master plan' the IPO would create an inordinate degree of inflexibility in planning because of its requirement for a planning scheme amendment each time the plan has to be modified. In this case, the complexity of planning for the site reinforces the need for some flexibility, while DPO19 is comprehensive about the material needed to ensure the Development Plan is appropriate.

The Panel does not consider that the application of both an IPO and DPO is feasible. The two overlays fundamentally differ in the way in which the plan can be amended, so one or the other is appropriate.

The Panel agrees that the DPO is the appropriate tool for master planning the redevelopment of the area. This is a common approach to the development of infill areas in suburban locations.

**(v) Conclusion**

The Panel concludes that:

- The use of the DPO rather than the IPO is appropriate.

## 5.2 Preparation of the Development Plan

**(i) The issue**

The issue is whether Council should facilitate preparation of the DCP.

**(ii) Evidence and submissions**

Submissions 2 and 11 suggested that the preparation of a Development Plan would be difficult because of the diversity of land ownership, and proposed that Cardinia Shire Council prepare the plan and include the cost in the DCP.

Submission 2 proposed that there were significant difficulties in preparing a Development Plan when there are multiple landowners:

It gives rise to the situation, which has occurred in other municipalities, where in the event that Council do not facilitate the Development Plan approval process, issues can arise that result in the ultimate approval of the Development Plan becoming extremely difficult and inequitable. Such issues can include:

- Some owners who want to proceed with Development Plan and some who do not, who may actively seek to frustrate the process
- In the event that those who want the Development Plan process to proceed, facilitate the process, these owners end up paying the lion's share of the costs associated with the process while others effectively "*get a free ride*"
- The difficulties in co-ordinating a group of separate owners who may have differing objectives and priorities as well as managing the consultation process required by the DPO19.

The submission suggested that Council facilitate the Development Plan and this cost be included in the DCP:

In terms of orderly planning, the Council must take the lead and facilitate the approval of the Development Plan, either "*in-house*" or via a consultant engaged by Council. If Council do not have the resources to undertake this work, then a cost item can be

added into the DCP to fund the subsequent Development Plan process, noting that there is already an allocation in the DCP to “*Planning*” costs.<sup>9</sup>

Mr Davis noted the fragmented nature of land ownership, and the associated challenges in delivering a comprehensive and holistic Development Plan. He submitted this would require “*the coordination of 21 separate landowners and assumes that all landowners would have the means to collectively raise the funds needed to achieve these outcomes*”.

Council supported the notion that it should facilitate the preparation of Development Plan, with cost reimbursed to Council via the DCP. It estimated that the cost of the Development Plan for the Glismann Road area would be about \$70,000, it would take around six months to complete, and that Council would need to fund the preparation of the Development Plan upfront.

In giving evidence on behalf of Council DCP, Mr Paul Shipp of Urban Enterprise confirmed that it is appropriate to include the Development Plan preparation costs in the DCP.<sup>10</sup>

### **(iii) Discussion**

The exhibited DPO19 outlines the requirements for the staging and content of the Development Plan, but is silent on who should prepare it.

The Panel considers that the complexity of planning within the Glismann Road area is demonstrated by the challenges confronted in reaching this point of the process. Each property within the area has unique characteristics and owners have distinct interests, so a coordinated approach by the Council is likely to produce the best result for the whole precinct.

### **(iv) Conclusion and recommendation**

The Panel supports the proposal for Council to prepare the Development Plan.

The Panel recommends that:

**In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.**

## **5.3 Splitting the Development Plan areas**

### **(i) The issue**

The issue is whether the option of splitting the development plan into two parts should be removed from DPO19.

### **(ii) Evidence and submissions**

Submission 2, 11, 13 and 16 raise concern about the practical application of the requirement of a Development Plan, whether it be for the whole of the site or in two parts as directed by Section 4.0 of DPO19 given the fragmented landownership between 21 landowners.

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<sup>9</sup> Submission 2, pp. 4-5

<sup>10</sup> Urban Enterprise (19 April 2021) Expert Evidence Statement page 19

**(iii) Discussion**

Section 4.0 of the exhibited DPO19 states that a development plan must be prepared for the whole site or prepared in two parts, including all lots on the west side of Glismann Road and all lots on the east side of Glismann Road.

Given the acceptance that Council should prepare the Development Plan, the need for retaining the option of splitting it into two parts is removed. Reference to it should be excluded from the DPO schedule.

**(iv) Recommendation**

The Panel recommends that:

**In Development Plan Overlay Schedule 19 remove the reference to splitting the development plan into two parts.**

## 5.4 Consultation in preparing the Development Plan

**(i) The issue**

The issue is whether there are sufficient opportunities for consultation with landowners in the preparation of the Development Plan.

**(ii) Submissions**

Submission 4 expressed concern about the nature of consultation with landowners in the preparation of the Development Plan. It noted that the proposed DPO schedule does not 'mandate' developers to consult with adjoining owners when reviewing the development potential of their site.

... there is no text within the DPO19 that discusses consultation between landowners prior to Council considering the DP. On the contrary it states the opposite, that notice requirements and third party review rights will be removed from planning permit applications. We need clarification not contradiction. Please amend to allow third party review rights.

Further:

I would like to be consulted in the areas which will directly affect me when development occurs. The boundary fence between the front of my property and Glismann Road will require a cut or infill. Either way, a retaining wall of some sort is evident. I'd like to be involved in the decision making process as to the material used and height of the wall, as it will directly affect my property, privacy and visual image. The same applies to the boundary fence between my property and number 6 Glismann Road.

Council's responded that the relevant question is whether sufficient community consultation has been undertaken in relation to not only the Amendment, but also the evolution of the Development Plan (masterplan) that informed the content of the DPO schedule. It cited the level of information made available for the community to consider over the various versions of the Development Plan (masterplan) and the degree of detail in the DPO.

Further, Council submitted that it had ensured that the absence of future notification and review rights has been clearly communicated when providing notice of the Amendment. However,

despite the lack of formal requirements for consultation, Council submitted the preparation of the Development Plan could include informal landowner engagement. Also:

Text can be added to DPO19 to ensure input and discussion with adjoining/affected landowners is considered in the design process when addressing road design for Glismann Road, connecting roads, the roundabout or between site boundaries and the use of cut/fill and retaining walls. However, it should be noted that this is not a formal process and ultimately, the final decision on what is approved will lie with Council.<sup>11</sup>

Council submitted that its practice is to consult and that the preparation of the Development Plan could include informal landowner engagement.

### **(iii) Discussion**

The Panel is aware that the use of a DPO ensures that there are no formal mechanisms defined in the PE Act for exhibiting a Development Plan or making submissions on its preparation. The DPO cannot be modified to include notification requirements and third party review rights. The Schedule cannot be amended to alter this provision.

The Panel is also aware that councils commonly engage with their local communities in the development of plans and strategies, independent of these processes.

Cardinia Shire Council submitted that it would ensure that informal engagement with landowners would take place during the planning process. The Panel supports regular communication and engagement on this long running and complex matter. The refinements to the Amendment since its exhibition are indicative of the challenging nature of planning for the Glismann Road area, and the Panel anticipates that the preparation of the Development Plan may also be complicated. Effective consultation will be needed to achieve excellent outcomes.

An associated issue is the possibility of appeal rights for landowners who have significant disputes with the content of the Development Plan. Discussion at the hearing focused on the possibility of an application for a review under Section 149 of the PE Act. This enables a 'specified person' to apply to VCAT for the review of:

... a decision of a specified body in relation to a matter if a planning scheme specifies or a permit contains a condition that the matter must be done to the satisfaction, or must not be done without the consent or approval, of the specified body.

An application for review of a decision must be made within 28 days after the day on which the decision is made. In this case, the definitions of a "*specified body*" includes a municipal council (among others), while a "*specified person*" includes "*the owner, user or developer of the land directly affected by the matter*".

The Panel accepts that this option is available to landowners if they have grounds to be concerned about the content of the approved Development Plan.

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<sup>11</sup> Council Part A submission, p. 34



**(iv) Conclusions**

The Panel concludes that:

- The use of a DPO means that formal exhibition and submission processes will not be possible in the preparation of the Development Plan.
- There are opportunities for Council to continue to engage with landowners and other key stakeholders on an informal basis; taking these opportunities will produce a planning outcome which is likely to be more effective and with stronger local ownership.
- Section 149 of the PE Act provides some basis for appeal on the content of the Development Plan for affected landowners.

## 6 Content of the Development Plan

### 6.1 Lot size, residential density and slope management

#### (i) The issue

The issues are whether the:

- proposed densities are appropriate
- densities should be specified as in the exhibited Amendment, or determined by design responses to each site within the Glismann Road area.

#### (ii) The proposed DPO Schedule

The exhibited DPO19 proposes four variations of residential density):

- 'Medium Density Residential' (average lot size: 400 square metres)
- 'Standard Density Residential' (average lot size: 650 square metres)
- 'Standard Density Residential' with envelopes (average lot size: 800 square metres)
- 'Low Density Residential' with envelopes (average lot size: 1,500 square metres).

#### (iii) Evidence and submissions

Issue regarding density were raised in several of submissions from landowners both within and outside of the amendment area. Some who live in neighbouring streets considered that the proposed densities were too high; others within the Glismann Road area submitted the densities proposed were too prescriptive, and proposed a design-led approach to density. The implication was that there may be an increase in lot numbers beyond those in the exhibited Amendment.

Residents of neighbouring streets (Submissions 3, 5, 6 and 8) expressed concern about the increase in density and its impact on the character of the neighbourhood, privacy, biodiversity, vistas, traffic and property values.

Submission 6 provided a list of concerns, including that the Amendment:

... enhances high density housing within a small area. High density housing is for inner metropolitan areas, in today's climate or current circumstances there is an abundance and an oversupply of high density housing that is currently available for occupancy and requires filling before land/housing does located 45 kilometres from the Melbourne CBD.

In contrast, Submissions 2, 11, 13, 14 and 16 objected to Council's approach to density and the distribution of the density within the Glismann Road Area. These submitters were seeking an increase in density and a design-led approach to density, supported by the proximity of some lots within the Glismann Road Area to Old Princes Highway and the services/facilities, as well as the presence of the medium density housing along the Highway. Submission 11 states that:

... greater emphasis should be based on site responsive design that will ultimately inform yields - the exhibited documents present a density led exercise...

... the provision of an average lot size of 1500 sqm to the east side of Glismann Road is creating semi-rural outcome within an established residential area and where

development to the immediate east show allotments equal to or less than 1000 sqm...<sup>12</sup>

Submission 2 related to 3 Glismann Road. It was generally supportive of the Amendment, with an exception being the density limits at the site:

In the explanatory documents, the justification for the varying lot density designations is that the Council considers that larger lots can accommodate the slope better than smaller lots. Although we acknowledge there is some logic in this analysis, the slope across this part of the site is not severe, being around 8.7 per cent, and this is well below the areas of “*substantial slope*”, above 20 per cent, which occur higher up in the precinct. As such it is submitted that the extent of slope on the site does not preclude the subdivision of lots of an *average* size of 400 sqm.

Submission 16 submitted a proposed plan of subdivision layout for 15 Glismann Road which showed nine lots serviced by a common property access.<sup>13</sup>

Council provided a detailed chronology of events<sup>14</sup> leading up to the exhibition of this Amendment, documenting the various forms of consultation and engagement with the landowners, occupiers and the local community over the last 20 years. Council noted there were several differing views amongst those within and outside of the Glismann Road area, raising questions such as whether the land should be rezoned to allow for residential development and if the area was to be developed, what that development should look like:

There have been at least five versions of the development plan (masterplan) that have been circulated to the landowners/occupiers within and outside of the Glismann Road amendment area. The versions have looked at various options for the Glismann Road Area in terms of road network (both the internal network and connection to the surrounding area), density distribution, open space (extent and location) as well as the treatment for the highest point of Glismann Road.

In reviewing submissions regarding residential density and slope management, Council supported a design response for individual site features rather than average lot yield. It submitted that the provisions of ESO1 and the objectives of DPO19 will more than likely result in a lower density for the properties located at the crest of the hill or contain clusters with substantial slope of 20 per cent and over than sites that do not have a similar constraint.<sup>15</sup>

In response to the subdivision layout plan that forms part of Submission 16, Council acknowledged that this plan is of benefit as it shows a scenario of a subdivision layout that maintains the existing dwelling, but was unable to provide any specific comment about the proposed layout. Based on the Council preferred ‘tracked changes’ DPO19, the layout and lot yield would be influenced by a slope management plan which would be prepared in response the slope management guidelines approved as part of the Development Plan.

Council did not support the additional text provided by Submitter 11 regarding natural topography on the basis that natural topography is different to topography created by earthworks. For managing development Council considered it is the final or created topography that matters, not the natural topography.

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<sup>12</sup> Submission no. 11 page 2

<sup>13</sup> On 10 April 2021 submitter no. 16 circulated background information that would be relied upon during the panel hearing

<sup>14</sup> Cardinia Shire Council Part A Submission (19 April 2021) Section H.2 Chronology of events –) from page 45

<sup>15</sup> Council Minutes 15 February 2021 – Attachment 4

Mr Abdou, giving traffic evidence for Council, identified the potential for increased lot yield based solely on the capacity of the road system concluding:

... the lot yield of the development plan area could reasonably be increased to accommodate an additional 80 lots (total of 330 lots) ...<sup>16</sup>

The estimate of “*up to 330 lots*” was referenced by Council at the hearing.

**(iv) Discussion**

For many years, Glismann Road has been identified as a locality for increased urban densities within Beaconsfield.

The Panel understands the desire of objecting submitters to protect the character of their neighbourhood. Given the strategic support for significant change, the key issues are the way in which development occurs and its impact on matters such as biodiversity, vistas and traffic. The package of existing and proposed planning controls (notably the proposed NRZ1 and DPO19, and the existing ESO1) will determine the outcomes, so their detail is critical.

The exhibited Amendment’s proposal to define four areas of different average lot sizes and densities attempted to provide direction for the development potential across the Glismann Road area. The Panel notes Council’s acceptance of the submissions that these were too prescriptive and that DPO19 should be modified to support a design-led approach to density. The Panel supports this approach, on the basis that a strengthened suite of controls including upgraded slope management guidelines can provide both clarity and flexibility, and support better design outcomes than the “*areas of average lot sizes and density*”.

The aggregate number of lots to be developed may increase using the design-led approach to density. The Panel does not accept that the traffic-related capacity of “*up to 330 lots*” has any status. This may provide a ceiling based solely on traffic capacity, but other factors such as protection of slopes, vegetation and landscapes will impact on the ultimate densities achieved.

**(v) Conclusion**

The Panel concludes that:

- The lot size and density should be addressed by removing references to specified average lot sizes and densities in the DPO19, and relying on other controls to provide better design outcomes.

## 6.2 Vegetation, landscape and views

**(i) The issue**

The issue is whether the amendment provides adequate protection for vegetation and biodiversity during the redevelopment of the area.

**(ii) Background and the proposal**

The objectives in DPO19 include:

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<sup>16</sup> Abdou, pp. 13-14

To create a residential precinct that delivers high quality urban design outcomes through a variety of lot sizes which respond to the existing natural topography and landscape features of the development plan area.

To protect and maintain the visual prominence of vegetated hilltops and hillsides when viewed from within and outside of the development plan area.

To encourage a subdivision layout which maximises the retention of existing vegetation, minimises the overall disturbance to the terrain and ensures that buildings and structures are sited so that they do not visually dominate the landscape.

DPO19 includes the following requirements prior to subdivision:

All proposals to subdivide land must be accompanied by the following:

- An assessment of how the proposal implements the vision, objectives, requirements and guidelines of the approved Development Plan, specifically:
  - existing physical, environmental and visual characteristics of the site and surrounding area, including the use of colours and materials that are sympathetic to the natural surrounds;
  - functional and safe subdivision which incorporates environmentally sensitive design;
  - subdivision layout and the distribution of lot sizes which respond to the visual sensitivity of the area, landscape character, topographical features and retention of significant vegetation and other identified characteristics;
  - site earthworks such as batters, cut and fill and retaining walls designed to have the least visual impact on the environment and landscape;
  - protection and, where necessary, rehabilitation of vegetation, particularly on prominent hill faces/ridgelines and roadsides;
  - strategically positioned building envelopes to respond to the landscape character, native vegetation and the significantly steep topographical features of the area;

The Development Plan itself is required to include a Site Analysis Plan that responds to the recommendations and mitigation measures outlined in the background report including Ecology Partners (2010) and Hansen Partnership (2014) reports.

The Hansen Partnership (June 2014) report concluded:

From the visual sensitivity analysis, a clear relationship between the more topographically defined areas with canopy vegetation coverage and higher relative levels of visual sensitivity can be seen. This is in part a result of the inherent higher level of visual exposure afforded to the more elevated terrain in the study area, in particular the central ridgeline. Undulating terrain was also a 'preferred landscape feature' in the landscape values assessment.<sup>17</sup>

The report also stressed the importance of established canopy vegetation, especially on small acreage areas near the central ridgeline. It noted areas of high visual sensitivity are on and near to the road easement land near the intersection of Glismann Road and Princes Highway.

The significance of the area's biodiversity was assessed in the Ecology Partners report, which concluded:

No threatened flora species were recorded within the study area during the assessment. The majority of native vegetation within the study area has been largely cleared as a result of previous land use activities (i.e. agriculture). Areas of remnant vegetation mainly occur in the northern half

<sup>17</sup> Hansen Partnership, *Glismann Road, Beaconsfield: Landscape Assessment* (June 2014), p. 102

of the study area, consisting of modified examples of Sedge Wetland, Swampy Riparian Woodland and Grassy Woodland. Based on available information (i.e. the literature review, results of the field surveys), the likelihood of nationally and state significant flora species occurring within the study area is considered low.<sup>18</sup>

**Figure 7: Glismann Road Landscape Assessment – Vegetation and Land Use**



### (iii) Submissions

Submissions 3, 5, 11, 14 are from landowners adjacent to the Glismann Road Area. Their concerns include the loss of vegetation and the impact on the biodiversity and 'vista' of the area.

Submission 3 provided a summary of concerns about vegetation loss:

I expect a greater effort to protect the large old growth trees in the valley that will be destroyed as part of the amendment. The current areas under protection do not take into consideration just how much biodiversity will be lost by their removal.

...I would also like to address the biodiversity impact issue that will arise due to the lack of restriction to removal of old growth trees.

I would also like to address the impact on the 'vista' due to a lack of trees and green space being preserved.

Part of the appeal of Beaconsfield is its rich flora and fauna, by only preserving small parcels of land, the amendments do not accurately reflect the level of impact the green space has on property appeal, and land and property value.

Submission 5 argued that the Glismann Road Area was 'Green Wedge' land and should not be rezoned.

<sup>18</sup> Ecology Partners Pty Ltd, *Final Report: Biodiversity Assessment for Area 1, 'Beaconsfield'*, prepared for the Growth Areas Authority (October 2010), p. 7

Council responded that the Amendment had been drafted to protect and maintain the visual prominence of vegetated hilltops and hillsides, while ESO1 provided additional protection for vegetation.

Council submitted the area is not in a Green Wedge area but is within the UGB and is within the Urban Established Area at Clause 21.03-2 of the Planning Scheme.

**(iv) Discussion**

Source: Hansen Partnership, Glismann Road - Landscape Assessment (June 2014), p. 11

The Panel accepts that a substantial increase in residential density within the Glismann Road area will impact on landscapes, including vistas from outside and within the locality. There will be loss of vegetation, particularly in smaller lots.

The issue for the Panel is not whether there will be any change in landscape and biodiversity, but whether the proposed controls provide the best possible protection if a substantial number of new lots will be created. The Panel supports Council's approach to include several requirements in DPO19 to minimise loss of biodiversity and landscape values. Combined with the requirements of ESO1, this provides the best possible solution to retain the biodiversity values and character of Glismann Road and the surrounding neighbourhood.

The Panel agrees with Council that the area is not within Melbourne's green wedges, and is identified as a location for significantly increased residential density.

**(v) Conclusions**

The Panel concludes that:

- There will be some vegetation loss and changes in landscape when Glismann Road is developed.
- The requirements of the proposed DPO19, in association with ESO1, provide the most effective planning tools to support biodiversity and landscape values.

## 6.3 Public open space

**(i) The issues**

The issue is whether the proposed public open space is justified.

**(ii) The proposed DPO Schedule**

The DPO19 proposes that an area of 0.3 ha of public open space area is to be provided adjacent to Beaconsfield Primary School in the south-west corner of the Glismann Road area is identified in the Development Plan (masterplan). Costs associated with it are allocated in the DCP.

**(iii) Submissions**

Submission 11 stated that:

We say there is a lack of strategic justification for the provision of a local park adjacent the western title boundary, noting it is displacement within the subject area. With a clear lack of connectivity with the balance of the subject area, we question the rationale for the open space, as apart from potentially retaining some vegetation, it serves very limited purpose. In this instance, the site shares a boundary with the O'Neil Road Recreation Reserve, which is a high order recreational area that



accommodates a number of amenities. The DCP apportions a levy to the upgrade of facilities within the reserve, which further puts to question the need for an internal park.

We say it is not unreasonable to suggest that its intent is to provide secondary connectivity to the Beaconsfield Primary School. Both financial and infrastructure burden is being placed on the subject area, yet a high proportion of users will likely be external to the subject area.<sup>19</sup>

In contrast, Submission 12 supported the location of the open space and *“looks forward to the opportunity for Council to engage with Beaconsfield Primary School students in the design process”*.

Submission 5 and 6 were from landowners adjoining the Amendment area, stating that the amendment would result in a ‘loss of open space’.

Council submitted that the need and location of the open space area is justified. It cited an assessment based on 400 metre walkable catchments, which identified a shortfall in the western section of the Glismann Road area. The location has the additional advantage that it protects a small patch of Swampy Riparian Woodland that has been identified as high conservation significance.<sup>20</sup>

#### **(iv) Discussion**

The Panel supports Council’s assessment of the value of the small area of public open space located near Beaconsfield Primary School. The O’Neil Road Recreation Reserve provides an active recreation space to the south of the site, but the proposed site close to the town centre provides an important link between the Primary School and the Glismann Road area.

The keys to the value of the public open are the quality of its assets including vegetation and infrastructure, its connectivity to surrounding areas, and the detail of its design aimed at crime prevention. A specific matter is the connection of the public open space to any residential development that occurs at 11 Mahon Avenue, as discussed in Chapter 3 of this report. While all of these are matters for the next steps of the planning process, there is a need to ensure that adequate public open space is made available.

The Panel considers that the public open space is justified. Development at Glismann Road would normally attract an open space contribution of up to 8 per cent, so any additional cost (if any) is minimal.

The Panel does not accept the argument that the loss of open space is a reason to constrain development at Glismann Road. There is currently no public open space at Glismann Road, but substantial amounts of private open space on large allotments. As noted above, the Panel supports increased densities on the site, subject to the range of controls aimed at minimising vegetation loss and protecting vistas and slopes.

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<sup>19</sup> Submission 11, p. 4

<sup>20</sup> Ecology Partners, *Biodiversity Assessment for Area 1 Beaconsfield* (Oct 2010), Figure ES3 and ES4



**(v) Conclusion**

The Panel concludes that:

- Inclusion of the area of 0.3 hectares in the south-west of the site as public open space is justified.

**6.4 Flooding and drainage****(i) The issue**

The issue is whether flooding and drainage issues have been addressed satisfactorily within the Amendment.

**(ii) Background and the proposal**

The four lots along the Old Princes Highway have been identified as having potential to flood. This was assessed in a report by Water Technology, *Glismann Road Drainage Scheme* (July 2014) and a supporting memo, *Additional Flooding and Water Quality Assessments* (May 2016). The supporting memo proposed the construction of a levee to the south of the Old Princes Highway properties to manage flows.

Two levee alignments were considered, both of which provide flood protection to the properties. A levee alignment that crosses the table drain to the east will provide the greatest protection to the property at the eastern end (123-125 Princes Highway). This alignment will need include a structure to drain the local catchment upstream of the levee.

The 2016 memo also provides advice on proposed floor levels, should the existing four properties be developed in the future. Recommendations were provided that future floor levels are set with a designated freeboard above 49.44 metres AHD.

DPO19 addresses the flooding and drainage issues by requiring the Development Plan to respond to the recommendations and mitigation measures outlined in both of the Water Technology reports. It also requires an integrated water management plan which includes the levee bank of 0.45 m along the frontage of the four existing properties fronting Old Princes Highway.

DPO19 also requires the following prior to subdivision of any land:

- A Stormwater Management Strategy which provides for the staging and timing of stormwater drainage works, including temporary outfall provisions, to the satisfaction of Melbourne Water and the Responsible Authority.
- The first application to subdivide land must, in consultation with Melbourne Water and Cardinia Shire Council, address the timing of the delivery of the levee bank ..., unless otherwise agreed by the Responsible Authority.

**(iii) Submissions**

Submission 14 raised concerns that the proposed levee bank will dam up and flood the existing houses.

Submission 9 from Melbourne Water noted that the site is wholly located within a Council catchment, and drainage works must be to the satisfaction of Council. The pipeline must also be owned and maintained by Council. Melbourne Water also supported the recommendations of the Water Technology Report which proposes a levee to manage flows within the subject site.

**(iv) Discussion**

The Panel agrees that a levee to protect the four properties along Old Princes Highway from increased below floor flooding is a sensible solution. Alternative mechanisms and levee options have been considered, and the Panel agrees that the current proposal appears to be the best solution.

The reference in DPO19 under 'Integrated Water Management and Utilities' refers to inclusion in the Development Plan of 'a levee bank of 0.45mm along the frontage of the four existing properties fronting Old Princes Highway'. This is clearly an error and should be corrected to read '0.45 metres'.

**(v) Conclusion and recommendation**

The Panel concludes that:

- Flooding and drainage issues have been addressed in the background reports, and that the Amendment generally incorporates their recommendations appropriately.

It recommends that:

**In Development Plan Overlay Schedule 19 modify the reference to the height of the levee bank to read '450 mm'.**

## 6.5 Soil contamination

**(i) The issue**

The issue is whether potential soil contamination issues have been addressed appropriately in the Amendment.

**(ii) Background and the proposal**

A report on the potential for soil contamination at the Glismann Road area was prepared by Meinhardt, *Glismann Road Development Plan: Contaminated Land Study* (March 2015, updated May 2020). It identified five of the properties as having 'medium' potential contamination risk, because fill had been placed on them, or because of the historic farming operations including buildings potentially used for the storage of hydrocarbons, insecticides (sheep dips), fungicides, herbicides and pesticides.

The Development Plan outlines the requirement for a site analysis plan that responds to the recommendations and mitigation measures outlined in the Meinhardt report.

The DPO schedule identifies the four properties along Glismann Road and 11 Mahon Avenue that require assessment prior to any further subdivision of the land and the form of environmental assessment required:

- If a site assessment recommends an environmental audit of all or part of the land, then a permit must include the following condition:
  - Before the commencement of any use for a sensitive purpose; or before any buildings or works; or
  - before the certification of a plan of subdivision; whichever is the earlier in respect of all or that part of the land as the case may be, the following must be provided to the Responsible Authority:

- A Certificate of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970; or
- A Statement of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970 stating that the environmental conditions of the relevant land are suitable for a sensitive use (with or without conditions on the use of the site).

If a Statement of Environmental Audit is provided rather than a Certificate of Environmental Audit and the Statement of Environmental Audit indicates that the environmental conditions of the land are suitable for a sensitive use subject to conditions, the owner of the land must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 before the construction of any building on the relevant land providing for the:

- Implementation and on-going compliance with all conditions in the Statement of Environmental Audit; and
- The payment of the Responsible Authority's legal costs and expenses of drafting/reviewing and registering the agreement by the owner of the land.

### (iii) Evidence and submissions

Several submitters raised concerns about soil contamination:

- Submission 5 stated that any disturbance of the soil in the future would create health risks for the residents in the surrounding residential area
- Submission 4 noted that two of the properties in Glismann Road received the same fill but only one is rated as “medium” risk in the Meinhardt report
- Submission 11 raised questions about the accuracy of the contamination report and methods used to determine and ultimately inform policy.

Council advised that it sought the views of the EPA<sup>21</sup> regarding the contaminated land study as well as the draft Amendment documents. EPA recommended that the planning controls include the following:

- the actual address of the sites requiring further assessment
- specify the form of further environmental assessment required
- require that further environmental assessment occur prior to any further subdivision of the land.

The EPA recommendations were included in the exhibited DPO schedule. In Submission 10, the EPA stated it:

... supports the proposed amendment and notes the inclusion of our previous advice (provided in correspondence dated 11 March 2020 (EPA Ref: 5010497) and 9 April 2020 (EPA Ref: 5010654).

EPA's previous recommendations regarding the assessment of potentially contaminated land have been adopted and included in the exhibited amendment, and therefore EPA has no further comments.

### (iv) Discussion

The Panel considers that the assessment of five of the 21 properties as having ‘medium’ potential contamination risk justifies a conservative approach to their development for residential purposes.

<sup>21</sup> As required by Minister Direction No. 19 – *Preparation and content of Amendments that may significantly impact the environment, amenity and human health*

It accepts the conclusions of the Meinhardt reports, and the responses of the EPA and Council to them.

DPO19 provides for comprehensive analysis of any risks associated with soil contamination on the five properties, prior to any subdivision and development. The Panel accepts that the contaminated land issue has been addressed to the satisfaction of EPA.

The Panel notes that the relevant legislation has changed and the relevant wording needs to be updated to reflect this. The Panel expects that Council will have a standard wording to address this.

#### **(v) Conclusion and recommendation**

The Panel concludes that:

- Potential soil contamination issues have been addressed appropriately in the Amendment.

The panel recommends:

**In Development Plan Overlay Schedule 19 update requirements referring to contaminated land to reflect updated legislation.**

## **6.6 Road network and movement**

### **6.6.1 The proposed DPO Schedule**

The proposed DPO19 includes the following requirements for the Development Plan:

Roads must be designed and constructed generally in accordance with Figure 1 *[the Development Plan (Masterplan)]* and a road network and movement plan must:

- respond to the recommendations and mitigation measures outlined in Trafficworks (June 2020) *Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report*;
- respond to the existing topography and encourages an integrated solution that will provide connected street access through the Glismann Road area;
- provide an efficient, legible and safe internal movement and ensure all properties are development to their maximum potential;
- locate roads to minimise the extent of cut and/or fill that is visible from areas outside the site;
- discourage culs-de-sacs gaining access from Glismann Road;
- provide a shared path along the top of the levee bank proposed along the south border of the development site (Old Princes Highway);
- ensure there is no vehicular connection through to Patrick Place or Timberside Drive;
- ensure that roads abutting the proposed local park and the O'Neil Recreation Reserve are designed to achieve slow vehicle speeds, provide on street parking and designated pedestrian crossing points;
- address how the road connection will be facilitated between the following properties:
  - 12 (Lot 23, LP 3783) Glismann Road, Beaconsfield and 11 Mahon Avenue (Pt Lot 13, LP2593 and Pt Lot 2 TP258025), Beaconsfield;
  - 111-113 (Lot 1, TP 627007), 115-117 (Lot 1, TP 579082), 119-121 (Lot 8, LP 3783), 123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield and 1 (Lot 10, LP 3783) Glismann Road, Beaconsfield.

## 6.6.2 Traffic generation

### (i) The issues

The key issue is whether development of the area will generate amounts of traffic that inordinately impact on neighbouring residents.

### (ii) Evidence and submissions

Several submissions raised concerns about the impact of an increase in traffic:

- Submission 3 expressed concern regarding an increase of traffic in Mahon Avenue, on the basis that 11 Mahon Avenue was included in the exhibited Amendment.
- Submission 6 argued that there will be a potential increase in traffic in Janet Bowman Boulevard area caused by Glismann Road residents driving to the parks and playgrounds in their estate.
- Submission 8 raised concern about the increase in traffic at both O'Neil Road and Glismann Road and the need for a signalised intersection at intersections of both roads with the Old Princes Highway.
- Submission 11 expressed concern that there will be an increase in external traffic in the Glismann Road Area created by the proposed 'back entrance' to Beaconsfield Primary School created by the location of the local public open space.

As noted above, Mr Abdou's gave evidence that current planning proposes to facilitate the development of approximately 250 residential lots, equivalent to a daily traffic generation of 2,250 vehicles per day. He considered that Glismann Road can carry up to 3,000 vehicles per day, or the daily traffic generated by an equivalent of 330 residential lots.

Council submitted that:

- It proposed to exclude 11 Mahon Avenue from the Amendment, so concern about the impact of traffic on Mahon Avenue is no longer relevant.
- The additional local public open space in the Glismann Road area near Beaconsfield Primary School would ameliorate any increase in traffic at O'Neil Recreation Reserve.
- Signalised intersections are currently being constructed at the Old Princes Highway at both Glismann Road and O'Neil Road.
- Regarding traffic linking to Beaconsfield Primary School via the new public open space, it noted that 'it is important that the layout of the urban development of Glismann Road encourages connectivity to the surrounding residential area'.

### (iii) Discussion

The Panel considers that the traffic network within and surrounding Glismann Road will cope with the level of traffic generated by the development. The lack of connectivity between the Glismann Road area and surrounding residential areas ensures that there will be minor traffic impacts in the immediate areas outside the development. Further, the construction of traffic signals at the intersections of the Old Princes Highway with Glismann and O'Neil Roads will provide significant and necessary improvements to traffic flows, and will ensure that additional traffic generated will be able to be managed.

The capacity of the traffic network was covered in detail in Trafficworks *Glismann Road Residential Development - Traffic Impact Assessment Report* (June 2020). Its conclusion was that 'the

proposed development would not adversely impact on the safety or operation of the surrounding road network', subject to a number of mitigating works that have since been completed (the signalisation of the intersection of Glismann Road and Old Princes Highway) or included in the Development Plan requirements in DPO19.

#### (iv) Conclusion

The Panel concludes:

- The traffic network has sufficient capacity to cope with traffic generated.

### 6.6.3 Design of the road network

#### (i) The issues

The key issues are whether:

- road network within the area is designed to achieve efficient, legible and safe internal movement existing residents will be able to access their properties following construction or reconstruction of the streets.

#### (ii) Evidence and submissions

##### The road network

The design of the proposed road network was the focus of several submissions:

- Submissions 11, 13 and 14 expressed concern about 'restricted vehicle access to Glismann Road', the limited number of access streets onto Glismann Road and the lack of an access street network in the north eastern section of the Glismann Road area.
- Submissions 3 and 11 were concerned about the location of the 'road connections'.
- Submissions 4 and 11 objected to the location of the roundabout in Glismann Road.

Submission 4 noted:

I also object to the roundabout being built at the entrance of my property. This can only be a dangerous hazard caused by excess traffic. A roundabout built on an incline would result in an elevation of the left hand turn road into number 6 Glismann Road, creating a very high retaining wall on our boundary.

The evidence provided by Mr Abdou reviewed the *Glismann Road Residential Development - Traffic Impact Assessment Report* (Trafficworks, June 2020), focusing on design of the network and covering the following issues:

- Glismann Road vertical alignment
- Restricted access along Glismann Road, including locations of side road and driveways ...
- Traffic calming devices
- Glismann Road cross section and capacity
- North-south loop road.

Mr Abdou provided justification for removing 1.6 metres from the crest of Glismann Road, outlining the limits on access and parking necessary to ensure safety at the top of the hill. He identified Safe Intersection Sight Distances to allow support limits to access along Glismann Road; described the need for traffic calming devices (horizontal deflection devices) on the approaches to the crest; identified appropriate cross sections using the *Engineering Design Construction Manual for Subdivision in Growth Areas*; and justified the north-south loop road which provides 'a

consolidated, alternative access road to facilitate access to the properties on the western side of Glismann Road’.

Mr Abdou considered that a number of refinements should be included in the Traffic Impact Assessment (TIA) referred to in DPO19, including:

- include a new figure in the TIA that overlays the extent of the Glismann Road reservation over an aerial photo
- update the photos within the TIA to show the signalised intersection
- update the figure which shows the Development Plan (masterplan) once Amendment C238 has been approved by the Minister and gazetted
- ensure the text relating to the road hierarchy is consistent with the classification shown on the final approved Development Plan (masterplan) further information regarding the Glismann Road vertical alignment
- show location of the 30 m no access location on a figure within the TIA
- include indicative possible access points for driveways and/or side streets from Glismann Road
- update longitudinal section diagrams to show property numbers in relation to the chainage
- update Sheets (where applicable) to remove the roundabout and pedestrian path from 4 Glismann Road and any other updates
- provide the cross-section showing the on street parking (both sides of road) adjacent to open space.<sup>22</sup>

Council supported Mr Abdou’s evidence, stressing the design differences in two distinct sections of Glismann Road either side of the proposed roundabout. It submitted that *“a significant amount of work has been undertaken to find the best solution for Glismann Road and access given its significant site constraints”*. However, it added that:

- Detailed plans will not be available until road construction plans are prepared and submitted to Council (as part of the subdivision permit application).
- Text can be added to DPO19 to ensure input and discussion with adjoining/affected landowners is considered in the design process when addressing road design for Glismann Road, connecting roads, the roundabout or between site boundaries and the use of cut/fill and retaining walls. However, it should be noted that this is not a formal process and ultimately, the final decision on what is approved will lie with Council.

Regarding the objection from Submission 4 about the location of a footpath on the site and location of the roundabout in Glismann Road, Council agreed that the property is an approved Offset Management Plan property bound by a S173 Agreement, and so it supported the removal of the footpath and any encroachment of the roundabout onto the site.

Mr Maina of Impact Traffic Engineering gave evidence on behalf of the Glismann Rd residents. He focused on the lack of permeability and resilience in the proposed road network, particularly east of Glismann Road. He submitted an alternative design (see proposed ‘optimised transport network’ Figure 8), with the roundabout on Glismann Road relocated to the west by about 30 to 50 metres, and the following changes east of Glismann Road:

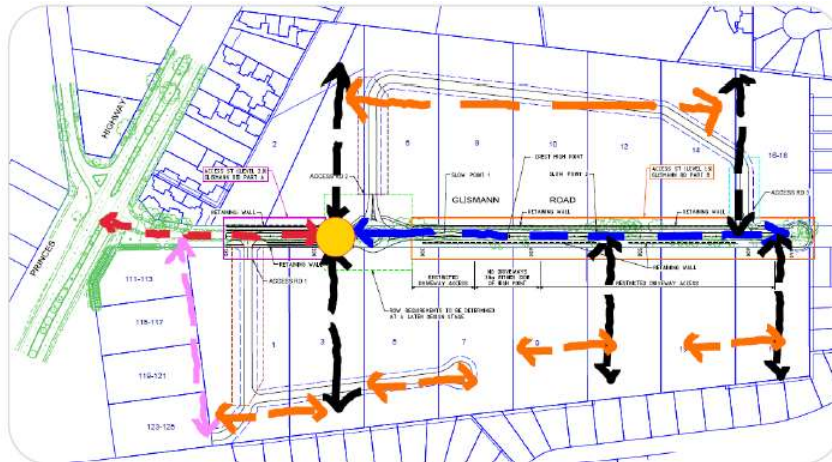
- two new access roads where access is not constrained by retaining structures, and a new access road at the roundabout

<sup>22</sup> Evidence of Mr Abdou, p. 20



- an access lane a direct connection to Glismann Road to the rear of the lots that have a frontage to Princes Highway
- short east - west local road cul-de-sacs to provide access to lots that are landlocked.

**Figure 8: Optimised Transport Network proposed by Mr Maina**



Source: John-Paul Maina, Cardinia Planning Scheme Amendment C238card - Glismann Road, Beaconsfield: Expert Evidence – Transport, 27 April 2021, p. 14

Council did not support Mr Maina's proposal, arguing that the extent of the crest along Glismann Road, the fact that Glismann Road is an existing 20 metre road reservation, the requirements of the existing ESO, and the approved Offset Management Plan property bound by a S173 Agreement at 4 Glismann Road all preclude elements of the 'optimised transport network'.

#### **The proposed roundabout in Glismann Road**

Mr Davis proposed to replace the roundabout with a reverse-priority controlled T-intersection, as shown in Figure 9 (with the original roundabout in blue, and the alternative T-intersection in red).

**Figure 9: Alternative T-intersection design at proposed roundabout**





Mr Davis submitted this alternative would be a cheaper option than the roundabout, required a reduced land take, and achieved satisfactory traffic safety outcomes.

In closing Council stated:<sup>23</sup>

The roundabout construction (TM-01) and additional land for splays (LA-04a and LA-04b) are included in the Glismann Road DCP at a cost of \$816,414 (which is around 12 per cent of the total DCP figure). Attachment J shows the location of the proposed DCP items.

Council maintains its position that roundabout 1 remain as shown in DPO19. As identified earlier in this submission, Council supports that DPO19 be amended to include 'unless otherwise approved by the Responsible Authority' regarding the recommendations and mitigation requirements outlined in the Glismann Road Traffic Impact Assessment. Should 111-113 Old Princes Highway not require the left in / left-out access onto Glismann Road, Council could consider an alternative traffic management solution in place of the roundabout.

### **Access to the Old Princes Highway lots**

Submission 11 proposed the site's fully directional access to Glismann Road from the eastern access road should be retained.

Mr Davis expanded on the submission, stating that the Development Plan should not prejudice the ability to maintain existing access to the site at 111-113 Princes Highway, even if it is kept as an interim solution. He considered that access to this site is limited due to the levee bank along the front of the property, and is subject to the delivery of the east-west access street and the delivery of the southern road connection by various landowners. He submitted 'there is a potential to explore direct access to Glismann Road, or the ability to gain temporary access off Glismann Road until the east-west local access street and connecting road is constructed to the east of the property boundary'.

The Department of Transport was asked to comment on the proposal, particularly the location of proposed access point, and whether the access would be an interim or permanent solution. It responded in a letter to Council dated 28 May 2021 that the distance of the proposed access to the Princes Highway/Glismann Road intersection is insufficient; full directional access at this location if allowed has potential to adversely affect the intersection's operation and safety; and 'Keep Clear' linemarking is used as a last resort and is very rarely accepted for private access points. It concluded that:

... full directional access onto Glismann Road should not be permitted at this location. Should a long-term access point be provided for 111-113 Old Princes Highway onto Glismann Road, it should be based on a left-in/left-out arrangement only, and located as far away from the Princes Highway/Glismann Road intersection as possible (towards the northern boundary).

In closing Council stated:<sup>24</sup>

Council notes that access for 111-113 Old Princes Highway could be from any of the following three scenarios:

- a left in/left out access onto Glismann Road – however, this would be subject to access to the first roundabout (as shown in exhibited DPO19 Figure 1) to facilitate a u-turn for vehicles to enter the site; or

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<sup>23</sup> Council Closing paras 63 and 64

<sup>24</sup> Council Closing paras 51 and 52

- the loop road provided to the east – however, this would be subject to the construction of the access street on #1 Glismann Road and subject to the development of all lots on Old Princes Highway to the east to provide a connection; or
- possibly integrate into the development of #1 Glismann Road – however, this would be subject to negotiations with the property owner.

To clarify access options for 111-113 Old Princes Highway, Council supports that DPO19 Figure 1 be amended to:

- show 'restricted vehicle access' within 80m of the signalised intersection
- a notation be added regarding a left-in / left-out access for the site (subject to the satisfaction of the Responsible Authority)
- remove the 'arrow' on the 'road connection' within the Old Princes Highway properties (no through access onto Glismann Road).

Council did not support additional text provided by Submitter 11 regarding access for 111-113 Old Princes Highway commenting that Department of Transport and Council have:

- considered access options outlined in submission 11 as discussed in Section C of Council's closing submission and
- re-confirmed that they do not support full-turning access (interim or permanently) from Glismann Road to 111-113 Old Princes Highway.

Council does not support additional text provided by Submitter 11 regarding an alternative road and movement network saying wording to this effect has already been added to the schedule, that is the road layout must be 'generally in accordance' with Figure 1 and the TIA prepared by Trafficworks.

#### **Driveway access at the crest of Glismann Road**

Submissions 13 and 14 expressed concern that the removal of 1.6 m from the crest of Glismann Road would limit driveway access to their properties.

Regarding access to these properties, Council submitted that the design for Glismann Road:

... achieves the mandatory road safety requirements, prevents the need for further road widening and reduces the required height of retaining walls as part of the road construction. Traffic calming devices are also proposed on the approaches to the crest to ensure speeds of less than 40 km/h will be maintained.

Site specific factors will be addressed through planning permit conditions, for example:

- access management to ensure existing lots/dwellings that may be affected by the construction of Glismann Road maintain safe and adequate road access at the cost of the developer ...

#### **(iii) Discussion**

##### **The road network**

The Panel accepts that a considerable amount of work has been conducted in developing the conceptual road network within the Glismann Road area. The area lacks connectivity to the east because of the existing residential development of Janet Bowman Boulevard and Woods Point Drive, to the north because of the closure of Patrick Place and to the west if any connection to Mahon Avenue is deleted. This means that the flow of traffic on Glismann Road, the western loop road and any other minor connections within the development will eventually flow to the intersection of the Old Princes Highway and Glismann Road.

The Panel regards the western loop road as a critical element of the road network design, by providing an alternative access to parts of Glismann Road north of the proposed roundabout. The loop road is the only option to achieve the relatively limited connectivity and accessibility, so is central to the design of the road network. This means that it is critical for traffic reasons, and by implication is an important element of the Development Contributions Plan, as discussed in Chapter 7.

Similarly, the Panel considers that the section of Glismann Road north of the proposed roundabout is a critical part of the road network design, even if access to it is constrained and parking is limited at the crest of the hill. The implication is that it should also be included in the DCP.

The Panel considers that many aspects of the design are determined largely by the topography of the site and the limited connections outside the site. These include:

- the classification of the roads within the site
- the removal of the crest of the hill to enhance sight lines
- restrictions on access and parking north of the roundabout, particularly at the crest of the hill
- inclusion of traffic calming within the area.

The Panel supports references to these aspects in the Amendment, either in their inclusion in the Development Plan (Masterplan) in DPO19, or in references to an updated TIA.

The Panel notes Mr Maina's 'optimised transport network'. However, the limits imposed by the physical nature of the site, the fragmentation and constraints of current property ownerships and therefore the potential for differences in times of development mean that it is not possible to achieve this outcome.

#### **Access to the Old Princes Highway lots**

The Panel supports any approach that improves connectivity within the Glismann Road area, but notes that the need for safety is paramount. It therefore accepts the advice of the Department of Transport regarding access to the Old Princes Highway lots and the eastern section of the Glismann Road area, and supports the approach in locating the eastern link road and its 'left-in, left-out' status.

#### **The proposed roundabout in Glismann Road**

The Panel accepts that the reverse-priority T-intersection would provide access and safety equivalent to the proposed roundabout. If the construction and land cost is less than the original proposal, there would be merit in pursuing it, but it does not provide for U-turns which to deal with the restricted access to the Old Princes Highway lots. Providing flexibility to further explore this issue is supported.

#### **Driveway access at the crest of Glismann Road**

The Panel accepts that the property owners at the crest of Glismann Road have genuine concerns about driveway access following the removal of 1.6 m from the crest, thus increasing the slope from the driveways to Glismann Road. However, it agrees with Council that this access can be addressed through planning permit conditions, ensuring that safe and adequate road access to existing dwellings will be provided at the developer's cost.

**(iv) Conclusions and recommendations**

The Panel concludes:

- The western loop road is an important element of the road network design
- The classification of the roads within the site, the removal of the crest of the hill to enhance sight lines, restrictions on access and parking north of the roundabout, and inclusion of traffic calming within the area are all appropriate
- The ability to consider alternatives to the proposed roundabout in Glismann Road with a reverse-priority controlled T-intersection is supported
- Access to the Old Princes Highway lots should be in accordance with the exhibited Development Plan (masterplan)
- Driveway access at the crest of Glismann Road can be maintained through Planning Permit conditions.

The Panel recommends that:

**In respect of the proposed roundabout in Glismann Road:**

- Update *Glismann Road Residential Development – Traffic Impact Assessment Report* (Trafficworks, June 2020) to note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate**
- In Development Plan Overlay Schedule 19 provide for alternative treatments of the intersection.**

**6.6.4 Design of the pedestrian network****(i) The issue**

The key issue is

- whether the pedestrian network within the area is designed to achieve efficient, legible and safe movement.

**(ii) Evidence and submissions**

Regarding pedestrian connectivity, Council submitted the following:

DPO19 shows pedestrian connectivity to the north (via Patrick Place) and to the east (through O'Neil Recreation Reserve). The O'Neil Road Recreation Reserve is located along the eastern boundary of the Glismann Road Area. The masterplan for the reserve identifies a potential new indented car park (5 spaces) adjacent to a road in the Glismann Road DP area and a new indented car park (18 spaces) adjacent to Janel Bowman Boulevard. There is no vehicle connection from the Glismann Road Area to the surrounding area.

DPO19 provides for a local park in the western section of the Glismann Road area that abuts the Beaconsfield Primary School. ... [T]he location of the park was chosen as it falls within the shortfall area (of a 400m walkable catchment for local open space) and protects the small patch of Swampy Riparian Woodland that has been identified as high conservation significance. A pedestrian access point from Beaconsfield Primary School to the local park may be possible, however this is an issue that requires further discussion.<sup>25</sup>

<sup>25</sup> Council Part B submission, p. 20

Submission 4 objected to the Amendment, requesting removal of a footpath which 'is clearly marked on my property' on page 67 of the traffic report.

Council submitted that it supported the request in Submission 4 to remove the footpath (as well as 'any encroachment of the roundabout onto their site'), on the basis that it is an approved Offset Management Plan property bound by a section 173 Agreement.

### (iii) Discussion

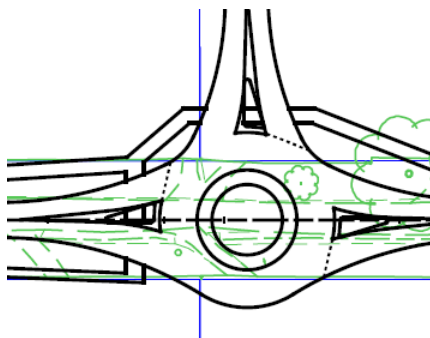
The Panel accepts that some pedestrian access is planned, including to O'Neil Recreation Reserve in the west, Patrick Place in the north and to Beaconsfield Primary School through the proposed new public open space on the south-west. However, it considers that pedestrian linkages within the site, and between the area and surrounding areas, have not been adequately addressed.

As noted in Chapter 3, the Panel considers that there should be adequate pedestrian links between the 11 Mahon Avenue site and the Glismann Road area. At minimum, there should be pedestrian connectivity between the lots proposed in the south and east of the 11 Mahon Avenue site and the nearby public open space near Beaconsfield Primary School within the Glismann Road area.

Clause 21.05 (Infrastructure) in the Planning Scheme identifies the importance of pedestrian networks in the Shire, with one of its Strategies to "*Ensure connectivity between new and existing development including pedestrian and bicycle paths*". The current lack of footpaths in Glismann Road reflects its unmade nature and the small number of residences in the area. However, significant increases in population following the residential development of the area warrants a much higher priority given to the pedestrian network.

The Panel notes that the proposed footpath to the west of the roundabout in Glismann Road in the TIA encroaches on the property referred to in Submission 4.

**Figure 10: Detail of Traffic Impact Assessment design of roundabout**



Source: Trafficworks, Glismann Road Residential Development - Traffic Impact Assessment Report (June 2020), p. 67

Redesign of the roundabout, or its replacement with a reverse-priority T-intersection, should include a footpath that does not encroach on the site.

### (iv) Conclusions and recommendation

The Panel concludes:

- Pedestrian linkages within the site, and between the area and surrounding areas, have not been adequately addressed.
- Pedestrian links are required between 11 Mahon Avenue and the Glismann Road area.

- A footpath should be included in a redesign of the roundabout in Glismann Road, or its replacement reverse-priority T-intersection.

The Panel recommends that:

**In respect of pedestrian links:**

- **Update *Glismann Road Residential Development – Traffic Impact Assessment Report* (Trafficworks, June 2020) to include a footpath that does not encroach on the property at 4 Glismann Road.**

## 6.6.5 Parking

### (i) The issue

The key issue is whether parking is adequately catered for in the Amendment.

### (ii) Evidence and submissions

Submission 11 objected to the provision of on-street parking near the proposed public open space area near Beaconsfield Primary School:

... on-street parking is proposed outside the proposed park, whilst a *shared* path is shown to connect to this school. In this, we strongly oppose:

- a. The increased external traffic being brought into the subject area.
- b. The subject area being required to address the traffic congestions associated with the school.
- c. O'Neil Road Recreational Reserve is not provided with any on-street parking, and we therefore question the purpose for its requirement here. If the purpose of the park is to service the subject area, all allotments are within readable walking distance and car parking is not required.

Mr Abdou proposed a design solution for the parking issue near the proposed public open space near Beaconsfield Primary School:

As per the development plan (masterplan), on-street car parking has been proposed to service the local park. It is acknowledged that this may also service a potential future pedestrian school connection adjacent to the local park. It is noted that a standard Access Street (Level 1) has a 7.3 m wide carriageway, with unmarked parking available on both sides. This arrangement results in shuttle flow if parking occurs on both sides. Due to the 20 m road reserve width required to accommodate the water easement, there is adequate space to provide a parking lane adjacent to the park, with kerbside parking available along the property frontages. This would improve two-way traffic flow and remove any shuttle flow arrangement.<sup>26</sup>

Submission 13 raised concern about a lack of on-street parking in the northern section of Glismann Road.

Mr Abdou's evidence identified the need to restrict car parking in Glismann Road:

Glismann Road cross section to the north of the roundabout is proposed to be an "Access Street (Level 1.5)" which provides the capacity and carriageway of an Access Street (Level 2) without the provision of on-street car parking.

Parking in this section of Glismann Road has been restricted to reduce the carriageway footprint and subsequently reduce the quantity of required earthworks

<sup>26</sup> Abdou, p. 17

and the height and extent of retaining walls. It is expected that residential car parking requirements will be met off-street within individual lots.

Should on-street car parking be provided along the full length of Glismann Road, a wider carriageway would be required, resulting in additional formation works and a greater reliance on retaining walls within the road reserve. Hence, this is not considered to be a viable option due to the topographical constraints of the site.<sup>27</sup>

Council supported Mr Abdou's evidence.

**(iii) Discussion**

The Panel has accepted the need for 0.3 hectares of public open space near Beaconsfield Primary School. While many of the users of this public open space will come from within the development and therefore may be within walking distance, the Panel considers it is appropriate to include car parking as part of the planning for the space.

The Panel supports Mr Abdou's proposal to include a parking lane adjacent to the park, and kerbside parking along the property frontages. This provides appropriate parking opportunities while allowing traffic flow.

The Panel also supports the need to restrict parking on the northern section of Glismann Road. Road safety is clearly a priority, and limits on parking are a superior outcome compared with an engineered solution with wider carriageways and higher retaining walls.

**(iv) Conclusions and recommendation**

The Panel concludes:

- Parking has been adequately catered for in the Amendment.
- The TIA should include a parking lane adjacent to the park, and kerbside parking along the property frontages.

The Panel recommends that:

**In respect of parking:**

- **Update *Glismann Road Residential Development – Traffic Impact Assessment Report* (Trafficworks, June 2020) to include a parking lane adjacent to the park, and kerbside parking along the property frontages.**

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<sup>27</sup> Abdou, p. 12

## 7 The Development Contributions Plan

### 7.1 Introduction

#### (i) Background

The allocation of planning and infrastructure costs between the landowners has been a vexed issue for the Glismann Road area. In the initial stages of planning, Council proposed the use of an Infrastructure Contributions Plan and not a DCP. However, following negotiations between 2018 and 2020 and advice from DELWP, Council agreed to include a DCPO in the Amendment, and prepare and exhibit an associated DCP.

Initially, the DCP was planned to include a share of the cost of a signalised intersection at the corner of at Glismann Road / Old Princes Highway and Beaconsfield Avenue. However, in February 2019 the Commonwealth Government announced funding aimed at reducing congestion in east and south-east Melbourne, and \$17.8 million was allocated for eight intersection upgrades in Cardinia Shire along the Princes Highway. The intersection of Glismann Road with Old Princes Highway and Beaconsfield Avenue was included in this funding, and was therefore excluded from the Glismann Road DCP.

The *Glismann Road Development Contributions Plan – Draft for Exhibition* (June 2020) was prepared by Urban Enterprise and exhibited as part of the Amendment. It includes:

- A contribution to Community Infrastructure through a share of the expansion of the O’Neil Road Recreation Reserve pavilion (C1-01 on Figure 10)
- Distribution of the costs of development infrastructure:
  - local roads (RD-01, RD-02, RD-03, RD-04 and RD-05)
  - traffic management (TM-01)
  - public open space (OSLP-01)
  - shared path (SP-01).
- Distribution of the costs of preparing plans
  - Development Contributions Plan.

The DCP includes the cost of development of infrastructure, as well as an estimate of the cost of land contributions for roads (LA-01, LA-02, LA-03, LA-04a and LA04b) and public open space (LA-05a and LA-05b).

The items included in the exhibited DCP are shown in Figure 11.



Figure 11: Development Contributions Plan Infrastructure items



## (ii) The issues

The complexity of the Glismann Road area, including multiple ownerships, results in the need for the Development Plan. Consequently, a means for equitably funding development and social infrastructure a DCP is essential. The Panel notes that there have not been submissions opposing the concept of a DCP, although there are several submissions on the details of the exhibited DCP.

There are several issues relating to the use of the DCPO and the preparation of the DCP:

- As described in Chapter 5, Submissions 2 and 11 proposed that Council prepare the Development Plan and include the cost in the DCP. The Panel supports this approach.
- Submission 7 proposed that 11 Mahon Avenue should be removed from the Amendment. As discussed in Chapter 3 the Panel supports this. This will result in the costs within the DCP being distributed over a reduced number of properties.

The remaining issues are:

- The need for a DCP
- The estimation of contributions including the exclusion of 11 Mahon Avenue be addressed?
- Are the contributions in the exhibited DCP justified? In particular:
  - Is the allocation of the cost of the proposed public open space in the south-west of the area justified?
  - Is the road and pedestrian network within the area designed in a way that minimises costs which are to be recovered in the DCP?

## 7.2 Estimation of contributions

### (i) Background

The DCP proposes development infrastructure charges for roads and intersections, public open space and planning be allocated per net developable hectare. The full costs of all proposed development infrastructure are allocated to the DCP, with the exception of O'Neil Road Recreation Reserve works, 11 per cent of which are allocated to the DCP. The figure of 11 per cent represents the proportion of all existing and future residents in the suburb, based on an estimated 244 new lots in Glismann Road.

The figure of 11 per cent is also used to estimate the contribution to Community Infrastructure (a share of the expansion of the O'Neil Road Recreation Reserve pavilion).

### (ii) The issues

Two issues relate to the estimation of contributions in the DCP:

- The consequence of excluding 11 Mahon Avenue, requiring a review of the DCP.
- A potential increase in density from a design-led approach to controlling density (as discussed in Chapter 6.1 of this report means the open space contribution for O'Neil Recreation Reserve works and the community contribution for the O'Neil Recreation Reserve pavilion upgrade is likely to be an under-estimate.

### (iii) Submissions

Submission 7 relating to 11 Mahon Avenue stated that *"the decision to include the subject site within the proposed amendment does not provide a fair and equitable outcome"*, with one of the reasons being:

The subject site will be required to contribute financially to infrastructure items and upgrades it has absolutely no requirement for. This is undeniably unwarranted and

excessive. The subject site is already provided with all services, road access, and other infrastructure it requires to be developed at 'urban densities'.<sup>28</sup>

On behalf of the owners of 11 Mahon Avenue, Ms Anna Greening submitted at the hearing that any requirements of the DCP should be excluded from the Amendment.

As a consequence of its acceptance of the case to remove the site from the Amendment, Council also supported the removal of DCPO5 from 11 Mahon Avenue.

**(iv) Discussion**

The exhibited DCPO and DCP do not include any development infrastructure items within 11 Mahon Avenue, so its removal implies a spread of development infrastructure costs over a smaller number of hectares, therefore increasing the cost per hectare of remaining landowners. The exhibited DCP shows the net developable area of the total area to be 16.71 hectares, of which 0.99 hectares is at 11 Mahon Avenue. With no other changes to the DCP, the cost per hectare of developable land for remaining landowners would therefore increase in the order of 6.3 per cent if 11 Mahon Avenue is removed.

The Panel supports the use of the DCPO and a DCP as part of the development of the Glismann Road area. The reduction in net developable area as a result of removal of 11 Mahon Avenue means that other landowners will be required to pay more per developable hectare.

The second issue relates to the number of lots that share the allocation of 11 per cent of the costs of the O'Neil Recreation Reserve works within development infrastructure and the community infrastructure contribution for the O'Neil Recreation Reserve pavilion upgrade. If 11 Mahon Avenue is excluded from the DCP, the percentage of the costs of the O'Neil Road pavilion to be allocated to the remaining Glismann Road area would decline slightly but be offset by the reduction of 12 in the number of lots.

A more significant matter is the number of lots in the remaining Glismann Road area. The change in density requirements may lead to some increase in lot yield up to 330 lots. The Panel does not accept that the figure of 330 is a forecast of yield, because this would depend on other factors such as the Slope Management Guidelines.

Given the changes, the Panel has not identified an accurate percentage to be allocated to the Glismann Road area, nor the number of lots that share the allocation, which may be between 244 and 330. This should be carried out in a revision of the DCP.

**(v) Conclusions and recommendations**

The Panel concludes that:

- The DCP should be updated, based on removal of 11 Mahon Avenue from the DCPO and adjustment of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve works
- DCPO5 should be updated, based on the revised cost estimates in the DCP.

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<sup>28</sup> Submission 7, p. 36

The Panel recommends:

**Update the Development Contributions Plan, based on:**

- a) **The removal of 11 Mahon Avenue from the Plan**
- b) **Revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area.**

**In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.**

### 7.3 Public Open Space

#### (i) Background

Aspects of public open space are included in three sections of the DCP:

- Construction of the shared path at the south of the site, linking to O'Neil Recreation Reserve, valued at \$69,000
- 0.3 hectares of land in the south-west of the area near Beaconsfield Primary School is included as public open space, and the land and development costs are included in the DCP. The land cost is valued at \$810,000 and the improvements at \$250,000
- 11 per cent of works on an upgrade of O'Neil Recreation Reserve (including oval works, lighting, fencing, drainage, footpaths, landscaping and carpark) are allocated to the area, adding \$147,750 to DCP costs.
- In addition, 11 per cent of the cost of a pavilion at O'Neil Recreation Reserve have been added as a contribution to Community Infrastructure, at an amount of \$217,800 to the DCP or \$892.62 per lot from an estimated 244 lots.

#### (ii) The issue

The issue is whether the cost of the public open space has been appropriately assessed as part of the DCP.

#### (iii) Evidence and submissions

Mr Paul Shipp gave evidence that the inclusion of public open space in the DCP was justified by citing:

- references to the need for provision of public open space in the Victoria Planning Provisions
- the action in the BSP to *"Require the provision of open space as part of the redevelopment of the Glismann Road area"*
- The default requirement under Schedule to Clause 53.01 of the Planning Scheme to require public open space contributions from all subdivisions for 'urban residential purposes' at a rate of 8 per cent.

He concluded:

- The need for and provision of open space within the Amendment area is well supported by State planning policy, local planning policy and the relevant local structure plan;

- There is a strong nexus between the provision of item OSLP-01 and the development of land in the Amendment area, particularly given that the majority of land will be within 400 metres of the reserve and that O'Neil Recreation Reserve primarily performs an active open space function; and
- The inclusion of local open space land and improvements in the DCP is a practical and equitable way of facilitating the provision of open space to meet local needs in lieu of public open space contributions under Clause 53.01 of the Planning Scheme.<sup>29</sup>

#### (iv) Discussion

The Panel accepts the principle that the public open space will be of benefit to the residents of the Glismann Road area, and so the costs should be shared across the whole development.

#### (v) Conclusion

The Panel concludes that:

- Public open space should form part of the DCP, and the shared path, 0.3 hectares of public open space in the south-west of the area and the contribution to the upgrade of O'Neil Recreation Reserve are justified.

## 7.4 Roads and traffic management

#### (i) The issue

The issues are whether the estimated costs of roads and traffic management devices are appropriate, and whether they have been allocated in a fair way. There are four specific issues:

- Should the local roads linking to the proposed western loop road (RD-03 and RD-04) be included in the DCP?
- Should the cost of reconstructing Glismann Road north of the proposed roundabout be included?
- Should the proposed roundabout in Glismann Road be replaced with a less expensive reverse-priority T-intersection?
- Should the costs of the functional layout plan be allocated to the first application to subdivide land with access to Glismann Road, or included within the DCP?

#### (ii) Evidence and submissions

##### Local roads linking to the western loop

Submission 16 expressed concern about the level of costs in the DCP is 'sizeable', impacting the feasibility of subdivision. It proposed that 'the Roadways other than Glismann Road should be financed by the properties using those particular other Roadways'.

Submission 11 proposed that the local roads linking to the western loop should be excluded from the DCP:

We hereby object to the excessive amount of infrastructure required (i.e. roadways) and state that there is a clear lack of nexus presented between this and the forecasted yields. In short, the capacity of the road network has the ability to cater for a much greater volume of traffic and in turn, a greater density across the subject area.

<sup>29</sup> Paul Shipp, Urban Enterprise, , *Expert Evidence Statement*, 19 April 2021, p. 21

We have a fundamental concern and strongly oppose the proposition that the primary throughfare through the site (i.e. Glismann Road), for which significant DCP funding is apportioned, is not being utilised to its full capacity. We say its utilisation is even more critical when dealing with the fragmented nature and limited size (21ha) of the subject area. Glismann Road represents the common, connecting element within the subject area, yet Council's approach looks to steer traffic to a second 'collector road' which is required to be delivered through a number of landholdings and self-funded. We say this represents an impractical solution for the site.<sup>30</sup>

Mr Davis submitted that it was reasonable to include the construction costs of the local roads in the DCP, but not the land costs:

We make this assertion on the basis that the future subdivision of land with a direct frontage to RD-03, 04 and 05 (i.e. properties 3, 16 and 1 (6, 16 and 1 Glismann Road), as identified in the Glismann Road DCP Land Budget) will benefit from the ability to gain direct property access to these key local access streets. It is submitted that a key principle for including land for a road project in a DCP usually limited to circumstances where properties are unable to gain direct access to it. To this end, the land required for a restricted access road does not form part of the NDA of a given area on the basis that development would need to build a secondary road to service the lots.

We argue that this is not the situation here in Glismann Road. We submit that the imposition of these segments of the loop road on the particular parcels is not unreasonable and amounts to works normal to a subdivision because there are no limitations of direct property access. Furthermore, any subdivision of land proposing the creation of lots would be expected to deliver the local street network.

We therefore argue that the inclusion of the land component is an unnecessary indulgence and imposes an unnecessary cost on the DCP and we note that removing the land component specifically for RD-03, 04 and 05 from the DCP reduces the overall cost of the DCP by \$1,290,000.00 or \$77,199.28 per hectare NDA.<sup>31</sup>

In his evidence, Mr Paul Shipp supported the inclusion of the construction and land costs for the access streets:

An important principle underpinning the approach to cost apportionment of local roads is that the local roads have been designed as an overall 'network' to provide access and circulation of traffic within the Amendment area.

An example of the 'network' approach is that due to topography and subsequent sight-line restrictions on Glismann Road, the north-south access road has been included in the proposed Development Plan to provide alternative road access to the western sections of properties on the western side of Glismann Road – these sections contain the majority of Net Developable Area within those properties.

All properties in the Amendment area benefit from the upgrades to Glismann Road because all properties rely to some extent on frontage and possible access to the road and/or access to Old Princes Highway via Glismann Road. Therefore, in my view it is equitable for the Glismann Road upgrades to be included in the DCP.

The alternative to including local roads (such as Glismann Road) in the DCP is to impose planning permit conditions for individual applications requiring road upgrades within and to individual developments. Given the fragmented landownership, in my view this is highly unlikely to result in a practical or equitable infrastructure delivery program.

The other access roads, being the north-south access road in the western section of the Amendment area, and the access roads to the east of Glismann Road, are of

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<sup>30</sup> Submission 11, p. 3

<sup>31</sup> Stephen Davis, Glismann Road Residents, 5 May 2021, p. 5



lesser benefit to other properties across the Amendment area - this is why these road are not included in the DCP. The only exceptions are the sections of these roads which provide critical access points back to Glismann Road and which would impose a greater construction and land cost on the affected landowner if the sections were not included in the DCP – therefore, RD-03, RD-04 and RD-05 are included in the DCP to ensure equity.<sup>32</sup>

### **Glismann Road north of the proposed roundabout**

Submission 11 accepted the principle of development contributions, but opposed inclusion of the cost of reconstructing Glismann Road north of the proposed roundabout (RD-02), on the basis that *“the DPO looks to restrict access to this road”*.

In his evidence, Mr Paul Shipp stated that Glismann Road needs to be sealed and upgraded to meet design guidelines. Further:

...this requirement will fall on the first subdivision requiring access to the road. If the upgrade is not included in the DCP, it would be inequitable for the first developer to be required to construct the upgrade without being able to recoup some of this cost from other landowners on an equitable basis.<sup>33</sup>

Council responded that the best solution for Glismann Road was included in the Amendment, given its significant site constraints.

### **Replacement of the proposed roundabout**

Mr Davis submitted that the replacement of the proposed roundabout with a reverse-priority T-intersection would reduce the construction cost and land take, and therefore lead to a reduced cost to the DCP.

### **Cost of functional layout plan**

Mr Davis submitted that it was appropriate to require a functional design for the whole of Glismann Road:

However, we consider that the requirement for the first planning permit application to prepare a Functional Layout Plan (FLP) for the entire length of Glismann Road is an onerous requirement and has the potential to unintentionally prejudice later development sites along Glismann Road by locking in the outcomes before site specific analysis and design response can be prepared for future applications.

It is our submission that given there will be limited opportunities for third party notice and review, that greater transparency of the approvals process for the FLP is required and we ask that Council provide information on this matter. Furthermore, we seek confirmation from Council that the cost of producing the FLP is covered within the construction cost for RD-02 of the Glismann Road DCP.<sup>34</sup>

In its closing submission, Council proposed:

- DPO19 be amended so that the FLP need not be developed for all the road length
- Project RD-02 of the Glismann Road DCP be amended to:

... include the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5 page 7 of Glismann Road Development Contributions Plan Project Sheets). This will increase the DCP project

<sup>32</sup> Paul Shipp,: Expert Evidence Statement, 19 April 2021, p. 22

<sup>33</sup> Paul Shipp,: Expert Evidence Statement, 19 April 2021, p. 12

<sup>34</sup> Stephen Davis,: Glismann Road Residents, 5 May 2021, p. 5

cost from \$1,085,275 to \$1,213,442 (which is an increase of \$128,167 to the Glismann Road DCP), the 'marked up' project sheet is provided in Attachment D.<sup>35</sup>

**(iii) Discussion**

**Local roads linking to the western loop**

The Panel considers that the western loop road provides strategic benefit to the network, beyond the provision of access to properties along the proposed new road (as discussed in Chapter 6.6 of this report). It also accepts the principle outlined in Mr Shipp's evidence – roads that provide critical access points back to Glismann Road should be included in the DCP to ensure equity. On this basis, it accepts the proposition that land and construction costs should be included in the DCP.

**Glismann Road north of the proposed roundabout**

The Panel also accepts that Glismann Road will remain a significant part of the road network as the development proceeds. Its role will change as the area's population increases and the western loop road is constructed, but it remains an important element of an area with limited connectivity.

**Replacement of the proposed roundabout**

As discussed in Section 6.6 of this report, the Panel accepts that the reverse-priority T-intersection may provide satisfactory safety outcomes, and its cost may be lower than the proposed roundabout.

**Cost of functional layout plan**

The Panel supports Council's approach to the FLP. It is appropriate that there is funding for this in the DCP and some flexibility over its design length to allow relevant land owners to have input when they have progressed thinking of the access needs of their sites.

**(iv) Recommendation**

The Panel recommends:

**Update the Development Contributions Plan based on:**

- an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.

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<sup>35</sup> Council closing paragraph 42



## Appendix A Submitters to the Amendment

No.	Submitter
1	South East Water
2	Gray Kinnane
3	Peter Hynes
4	Lynn Williams
5a & b	Pandeli Halamandaris
6	Sue and Ken Grigg
7a & b	Axiom Planning and Design
8	Kerry Messina-Griffiths
9	Melbourne Water
10	Environment Protection Authority
11	The North Planning
12	Beaconsfield Primary School
13	Marie Collins
14	Allan Poulton
15	Country Fire Authority
16	Peile Lesleigh
Letter	Department of Education and Training

## Appendix B Document list

No.	Date	Description	Provided by
1	19/4/2021	Cardinia Shire Council Part A submission, 19 April 2021	Ms Lablache
2	19/4/2021	Ali Abdou, Trafficworks, – Traffic Matters: Expert Witness Statement	Mr Abdou
3	19/4/2021	Paul Shipp, Urban Enterprise, - Expert Evidence Statement	Mr Shipp
4	27/4/2021	John-Paul Maina, Impact Traffic Engineering Pty Ltd,: Expert Evidence - Transport	Mr Maina
5	30/4/2021	Cardinia Shire Council, Part B submission	Ms Lablache
6	3/5/2021	Marked up plan used during site visit	Ms Lablache
7	4/5/2021	Schedule 19 To Clause 43.04 Development Plan Overlay: marked up copy of post-Exhibition changes	Ms Lablache
<del>7</del>	<del>5/5/2021</del>	<del>Axiom Planning and Design: Submission on Behalf of Fred &amp; Liza Li, 11 Mahon Avenue, Beaconsfield</del>	<del>Ms Greening</del>
8	5/5/2021	Urbis Pty Ltd, Submission: Glismann Road Residents	Mr Davis
9	5/5/2021	John-Paul Maina, Technical Note 01: Alternate Intersection Design & Access Arrangements	Mr Davis
10	5/5/2021	Impact Traffic Engineering Pty Ltd, Traffic Addendum Plan No. 1, Drawing Number IMP2104040-DG-01-01	Mr Davis
11	5/5/2021	Impact Traffic Engineering Pty Ltd, Traffic Addendum Plan No. 2, Drawing Number IMP2104040-DG-01-02	Mr Davis
12	7/5/2021	Universal Planning,: Submission on behalf of Leanne and Richard Spalding (with Appendices)	Mr O'Brien
13	7/5/2021	15 Glismann Road, Level and Feature Survey	Mr O'Brien
14	7/5/2021	Preliminary Plan of Subdivision at 15 Glismann Road	Mr O'Brien
15	7/5/2021	Council Talking Notes – Closing submission	Ms Lablache
16	10/5/2021	Urbis Pty Ltd, Glismann Road Residents Supplementary Comments	Mr Davis
17	13/5/21	<a href="#">Axiom Planning and Design: Submission on Behalf of Fred &amp; Liza Li, 11 Mahon Avenue, Beaconsfield</a> <del>Submission</del>	Ms Greening
18	14/5/21	Panel Direction for additional Hearing day on 2 June 2021	PPV
19	7/7/21	Further direction on closing submissions	PPV
20	26/7/21	Department of Transport response to Council RE full-turning access to 111-113 Princes Highway Beaconsfield	Ms Hazendonk
21	22/9/21	Further direction on closing submissions	PPV
22	29/10/21	Council Closing submission including: - Attachment A.1 –Cardinia Shire Talking Notes for scheduled time for Council's closing submission 7 May 2021 ('talking notes	Ms Lablache

No.	Date	Description	Provided by
		7 May')	
		- Attachment A.2 –Cardinia Shire Talking Notes used during the Part B submission presented on the 4 May 2021 ('taking notes 4 May')	
		- Attachment B – 'Tracked changes' DPO19 (Version 3) (includes Council suggested changes for the Panel's consideration and the 'tracked changes' of (DPO19 (Version 2) which was provided to the Panel in Council's Part B submission) ('DPO19 (Version 3)')	
		- Attachment C – Restricted Vehicle Access Options table prepared by Trafficworks	
		- Attachment D – 'Marked up' RD-02 Glismann Road part construction costs – Access Street Level 1.5 (page 7 of Glismann Road DCP Project Sheets)	
		- Attachment E.1 – Council email sent to Department of Transport (DoT) on 11 May 2021 regarding proximity of an access road to the new signalised intersection at Glismann Road	
		- Attachment E.2 – Department of Transport response dated 28 May 2021	
		- Attachment F – Council Report 16 July 2016 (Connection of Glismann Road to Patrick Place shown)	
		- Attachment G – Council Report 18 February 2018 (Connection of Glismann Road to Patrick Place deleted)	
		- Attachment H – Amended Offset Management Plan for 4 Glismann Road	
		- Attachment I – Summary of Council's submitted changes	
		- Attachment J – Location of proposed DCP items (p 10 exhibited GRDCP)	
23	11/10/21	Traffic Technical Note (on behalf of Glismann Road Residents)	Cherish Lee
24	20/10/21	Further submission from Marie Collins 20 October 2021	Ms Collins
25	29/10/21	Final versions of documentation	Ms Lablache

## Appendix C Panel preferred version of the Development Plan Overlay Schedule 19

Tracked Added by Council Part B

~~Tracked Deleted by Council Part B~~

Tracked Added by Council closing

~~Tracked Deleted by Council closing~~

Tracked Added by Panel

~~Tracked Deleted by Panel~~

### SCHEDULE 19 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO19**.

#### 1.0 Objectives

- To create a residential precinct that delivers high quality urban design outcomes through a variety of lot sizes which respond to the existing natural topography and landscape features of the development plan area.
- To protect and maintain the visual prominence of vegetated hilltops and hillsides when viewed from within and outside of the development plan area.
- To encourage a subdivision layout which maximises the retention of existing vegetation, minimises the overall disturbance to the terrain and ensures that buildings and structures are sited so that they do not visually dominate the landscape.
- To guide an integrated and coordinated design approach to an area with fragmented land ownerships.

#### 2.0 Requirement before a permit is granted

A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority for the following:

- A minor extension, minor addition or minor modification to an existing building.
- Minor drainage works.
- Minor earthworks.
- The use and development of land provided the use or buildings or works will not prejudice the future use or development of the land in an integrated manner.
- The use, development or subdivision of land by a public authority or utility provider.
- The re-subdivision of existing lots (boundary realignment), provided the number of lots is not increased.
- Development of 11 Mahon Road provided a pedestrian link is provided to its eastern boundary that is capable of extension in the balance of the DPO area.

A permit must not be granted to subdivide land until a development plan has been prepared to the satisfaction of the responsible authority.

### 3.0 Conditions and requirements for permits

#### Requirements

All proposals to use or construct a building or construct or carry out works before a development plan has been prepared must be accompanied by the following:

- A site analysis plan that identifies:
  - the key attributes of the land as well as its relationship with the surrounding area and the future use of adjoining land;
  - the topography of the site, including the location of slope exceeding 20% ~~per cent~~ and visually prominent hilltops/hillsides to be protected and enhanced (as identified in *Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment* and *Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*); and
  - the location of vegetation.
- A report demonstrating that:
  - The proposal will not have a detrimental impact on the amenity of the area or prejudice the future development of the land for residential purposes as identified in Figure 1 to this schedule.
  - The proposal responds to existing physical, environmental and visual characteristics of the site and surrounding area by:
    - protecting and enhancing areas of native vegetation;
    - protecting and maintaining the visual prominence of vegetated hilltops and hillsides when viewed from outside the Glismann Road area;
    - demonstrates use of colours and materials that are sympathetic of the natural surrounds;
    - details of proposed batters, cut and fill earthworks, retaining walls, and/or drainage solutions required for the use or development of land; and,
    - prevents development on areas with existing pre-development slope of over 20% ~~per cent~~.

All proposals to subdivide land must be accompanied by the following:

- An assessment of how the proposal implements the vision, objectives, requirements and guidelines of the approved Development Plan, specifically:
  - existing physical, environmental and visual characteristics of the site and surrounding area, including the use of colours and materials that are sympathetic to the natural surrounds;
  - functional and safe subdivision which incorporates environmentally sensitive design;
  - subdivision layout and the distribution of lot sizes which respond to the visual sensitivity of the area, landscape character, topographical features and retention of significant vegetation and other identified characteristics;
  - site earthworks such as batters, cut and fill and retaining walls designed to have the least visual impact on the environment and landscape;
  - protection and, where necessary, rehabilitation of vegetation, particularly on prominent hill faces/ridgelines and roadsides;
  - strategically positioned building envelopes to respond to the landscape character, native vegetation and the significantly steep topographical features of the area;
  - active interfaces with adjacent streets, open space and key pedestrian locations to increase the sense of safety / surveillance within and surrounding the area; and
  - cohesive development that facilitates connectivity between adjoining lots and minimises court bowls.
- An overall masterplan for all land in contiguous ownership of the landowner demonstrating the:

- lot yield;
  - density distribution;
  - identify lots affected by a restriction/envelope; and,
  - an indication of staging of subdivision and timing.
- Documentation should clarify the purpose of the restriction/envelope and what buildings and/or works the restriction/envelope restrictions apply to.
- If the subdivision application includes land affected by the access streets located either side of Glismann Road as identified in Figure 1 of this schedule, a staging plan must be prepared that demonstrates the delivery of the access street connections in the first stage of development and that the access street is constructed to the title boundary of the adjoining property.
  - A Transport Impact Assessment Report that responds to *Trafficworks* (June 2020 updated document date) *Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report* to the satisfaction of the relevant roads authority (be it VicRoads Department of Transport or Council). If the road network and movement is altered through the preparation of the Development Plan, a new Traffic Impact Assessment Report must be provided to the satisfaction of the relevant roads authority (be it Department of Transport or Council).
  - An Infrastructure Plan which addresses the following:
    - what land may be affected or required for the provision of infrastructure works;
    - what, if any, infrastructure set out in the infrastructure contributions plan applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
    - any relevant traffic report or assessment;
    - the provision, staging and timing of road works internal and external to the land;
    - the first application to subdivide land with access to Glismann Road (Access Street – Level 1.5) must be accompanied by a functional design for the entire length of the road, or a length of road to the satisfaction of Responsible Authority and include plans demonstrating the following:
      - a complete sight lines assessment along the roadway ~~with~~;
      - ~~limited no vehicle~~ access from individual properties along Glismann Road at the crest of the hill, and 30 m either side of the crest;
      - compliance with sight distance requirements as set out in Australian Standard AS2890.1 and Austroads Guide to Road Design;
      - a road pavement of 6.5 m;
      - no on-street parking at the crest and within the 30 m of the crest of the hill;
      - traffic calming devices as identified in Figure 1 of this Schedule; and,
      - a 3 m shared path on the western side only.
    - the landscaping of any land;
    - the provision of public open space ~~with~~ the first application to subdivide land containing public open space must be accompanied by an indicative concept master plan for the entire local park; and,
    - any other matter relevant to the provision of infrastructure required by the Responsible Authority.
  - A Stormwater Management Strategy which provides for the staging and timing of stormwater drainage works, including temporary outfall provisions, to the satisfaction of Melbourne Water and the Responsible Authority.
  - ~~The first~~An application to subdivide land must, in consultation with Melbourne Water and Cardinia Shire Council address the timing of the delivery of the levee bank shown in Figure 1, unless otherwise agreed by the Responsible Authority.

- An assessment by a suitably qualified cultural heritage professional that addresses the recommendations outlined in *Tardis Enterprises Pty Ltd (November 2010) The Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452*.
- An assessment that responds to the *Meinhardt (March 2015) (updated May 2020), Glismann Road Development Plan Contaminated Land Study*:
  - A site assessment (*DELWP (June 2005), Potentially Contaminated Land General Practice Note (PPN30)*) is required to determine whether an Environmental Audit ~~is~~ required prior to the commencement of any development on the following properties:
    - 1 Glismann Road Lot 10 LP3783 Beaconsfield;
    - 2 Glismann Road Lot 2 LP64568 Beaconsfield;
    - 8 Glismann Road Lot 25 LP3783 Beaconsfield; and
    - 10 Glismann Road L24 LP3783 Beaconsfield; and
    - ~~11 Mahon Avenue PT Lot 13 LP2593 Beaconsfield.~~
- A flora and fauna assessment that responds to Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria.
- A Native Vegetation Information Management (NVIM) report and establish the protection requirements for any vegetation to be retained.
- A Slope Management Plan be prepared by a suitably qualified person generally in accordance with the Slope Management Guidelines approved as part of the Development Plan. The Slope Management Plan must include an assessment of how the plan responds to the Slope Management Guidelines and include:
  - ~~A statement of how the application responds to the visual sensitivity of the area, topographical features and retention of areas with significant vegetation and other identified characteristics identified in the development plan, specifically:~~
    - ~~describing how any land with a pre-development slope over 10% will be subdivided and/or developed to complement adjacent land;~~
    - ~~no development of areas with existing pre-development slope of over 20%; and,~~
    - ~~a design response of how areas of slope over 20% will be managed through the implementation of the Slope Management Plan.~~
  - Identification of:
    - natural topography and any earthworks which may have occurred over time;
    - any fill which may have occurred over time; and
    - any works proposed to alter ground levels, where this can reduce areas of substantial slope.
  - Proposed road cross sections and long sections to demonstrate how slopes over 10% ~~per cent~~ are being responded to through the road design.
  - Details of all proposed batters, cut and fill earthworks, retaining walls, driveway crossover locations and drainage solutions required for the subdivision of land that includes an existing pre-development slope of greater than 10% ~~per cent~~.
  - Detail of how the use of building envelopes (or an alternative design response) responds to the slope management methods utilised.
  - Detail of what works outlined in the Slope Management Plan will be undertaken by the developer prior to the issues of the Statement of Compliance.
- Building design guidelines and fencing controls which addresses the housing planning and design guidelines.
- A Landscape Masterplan which illustrates how the proposed development is responsive to the development including key themes, landscape principles and character that will define the subdivision and/or development.

If in the opinion of the Responsible Authority an application requirement listed is not relevant to the assessment of an application, the Responsible Authority may waive or reduce the requirement.

### Conditions

A condition that requires either an envelope/notice of restriction or an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 on the certified plan of subdivision, and recorded on the Certificate of Title of the land be implemented for the following:

- A restriction/envelope to prevent development on areas within the 'substantial area of slope 20% ~~per cent~~ and over' as shown in Figure 1 to this Clause.
- A restriction/envelope to maintain landscape character, native vegetation and significantly steep topographical features ~~of the site where applicable. for areas identified as 'standard residential with envelopes' and 'low density residential with envelopes' as shown in Figure 1 to this Clause.~~
- Allow only one (1) single dwelling on each lot and specify that lots may not be further subdivided for areas within the
  - 'substantial area of slope 20% ~~per cent~~ and over';
  - ~~'standard residential with envelopes'; and,~~
  - ~~'low density residential with envelopes' as shown in Figure 1 to this Clause.~~
- Building design guidelines and fencing controls.

The owner must pay for all reasonable costs (including legal costs) associated with preparing, reviewing, executing and registering the agreement on the certificate of title to the land (including those incurred by the Responsible Authority).

If a site assessment recommends an environmental audit of all or part of the land, then a permit must include the following condition:

Update to reflect new legislation

- Before the commencement of any use for a sensitive purpose; or before any buildings or works; or before the certification of a plan of subdivision; whichever is the earlier in respect of all or that part of the land as the case may be, the following must be provided to the Responsible Authority:
  - A Certificate of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970; or
  - A Statement of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970 stating that the environmental conditions of the relevant land are suitable for a sensitive use (with or without conditions on the use of the site).

If a Statement of Environmental Audit is provided rather than a Certificate of Environmental Audit and the Statement of Environmental Audit indicates that the environmental conditions of the land are suitable for a sensitive use subject to conditions, the owner of the land must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 before the construction of any building on the relevant land providing for the:

- Implementation and on-going compliance with all conditions in the Statement of Environmental Audit; and
- The payment of the Responsible Authority's legal costs and expenses of drafting/reviewing and registering the agreement by the owner of the land.

### 4.0 Requirements for development plan

A development plan must be generally in accordance with Figure 1 of this Schedule and must be prepared to the satisfaction of the Responsible Authority for the whole ~~site or prepared in two parts as follows:~~

- ~~All lots on the west side of Glismann Road~~
- ~~All lots on the east side of Glismann Road~~



A development plan must include ~~the following~~ a vision statement, objectives, requirements and guidelines that will guide development in the development plan area.

~~\* A requirement that a permit for subdivision must not be granted until the signalised intersection at the Old Princes Highway / Glismann Road / Beaconsfield Avenue has been constructed and controlled to the satisfaction of the Responsible Authority.~~

### Site analysis plan

- A site analysis plan that:
  - responds to the recommendations and mitigation measures outlined in:
    - *Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria*
    - *Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment*
    - *Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*
    - *Trafficworks (June 2020 updated document date) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report;*
    - *Meinhardt, (March 2015)(updated May 2020) Glismann Road Development Plan Contaminated Land Study*
    - *Tardis Enterprises Pty Ltd (November 2010) Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452*
    - *Water Technology (July 2014) Glismann Road Drainage Scheme*
    - *Water Technology (May 2016) Additional Flooding and Water Quality Assessments (Memo) (INC1633283).*
  - identifies key interface areas within the site as well as between the site and adjoining development, including Beaconsfield Primary School, open space areas, public transport, walking and cycling connections; and
  - identifies visually prominent hilltops and hillsides, including significant views of the site and views from the site, including:
    - the location of steep slopes of 20% per cent or more; and,
    - the location of vegetation.

### Slope Management Guidelines

- Slope Management Guidelines for the subdivision and/or development of land with a pre-development slope over 10% per cent that provides clarity and consistency for subdivision and development applications.
- The Slope Management Guidelines must include a statement of how the guidelines respond to the visual sensitivity of the area, topographical features and retention of areas with significant vegetation and other identified characteristics identified in the development plan, and include:
  - Slope Management Design Principles for:
    - The road network, including typical road cross sections and long sections to demonstrate how slopes over 10% per cent are to respond through the road design.
    - Batters, cut and fill earthworks, retaining walls, driveway crossover locations and drainage solutions.
    - Lot layout and design guidelines.
    - Buildable areas / building envelopes including detail of how the use of building envelopes (or an alternative design response) can be used to respond to slope management.
    - Areas of slope over 20% per cent and options of how they could be managed through the implementation of a Slope Management Plan. No development is permitted on areas with existing pre-development slope of over 20% per cent.

- Engaging in discussion with adjoining landowners regarding the treatment of the change in grade between the property boundaries.
- A statement of what works outlined in the Slope Management Plan will need to be undertaken by the developer prior to the issues of the Statement of Compliance.

### Staging

- Details on staging of the subdivision and/or development including the provision of the internal road network.

### Housing requirements and subdivision

- An indicative lot layout that:
  - includes a diverse range of lot sizes generally in accordance with Figure 1;
  - responds to the landscape character, topographical features and visual sensitivity of the area;
  - retains native vegetation; and,
  - provides building envelopes to maintain landscape character, native vegetation and significantly steep topographical features ~~for areas identified as 'standard residential with envelopes' and 'low density residential with envelopes'.~~
  - Acknowledgment that, based on the assessment of the road network capacity, the development plan lot yield is a total of 330 lots.
- Design guidelines for buildings and fencing to provide clarity and consistency for subdivision and development applications to ensure:
  - the siting, height, scale, materials, colours and form of proposed buildings and works will be designed to have the least visual impact on the environment and landscape;
  - dwellings and garages do not dominate the streetscape;
  - dwelling design provides for passive surveillance and attractive streetscapes;
  - topography is suitably addressed through dwelling, fencing and retaining wall design;
  - fencing visible from the public realm is minimised and provides for passive surveillance and attractive streetscapes; and
  - landscaping provides for passive surveillance and attractive streetscapes.
- A housing capacity analysis that assesses how affordable housing will be distributed throughout the site and how the proposed mix and type of housing responds to local housing needs.

### Vegetation, landscape and views

- A landscape master plan that provides clarity and consistency for subdivision and development applications and:
  - responds to the recommendations and mitigation measures outlined in:
    - *Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria*
    - *Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment*
    - *Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*
    - *Tardis Enterprises Pty Ltd (November 2010) Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452*
  - enhances areas of native vegetation;
  - protects and maintains the visual prominence of vegetated hilltops and hillsides when viewed from outside the development plan area;
  - includes an indicative plant and materials schedule; and,

- continues adjoining approved landscape themes.

### Public Open Space

- Provide for an area of 0.3 ha of public open space area generally in accordance with Figure 1.

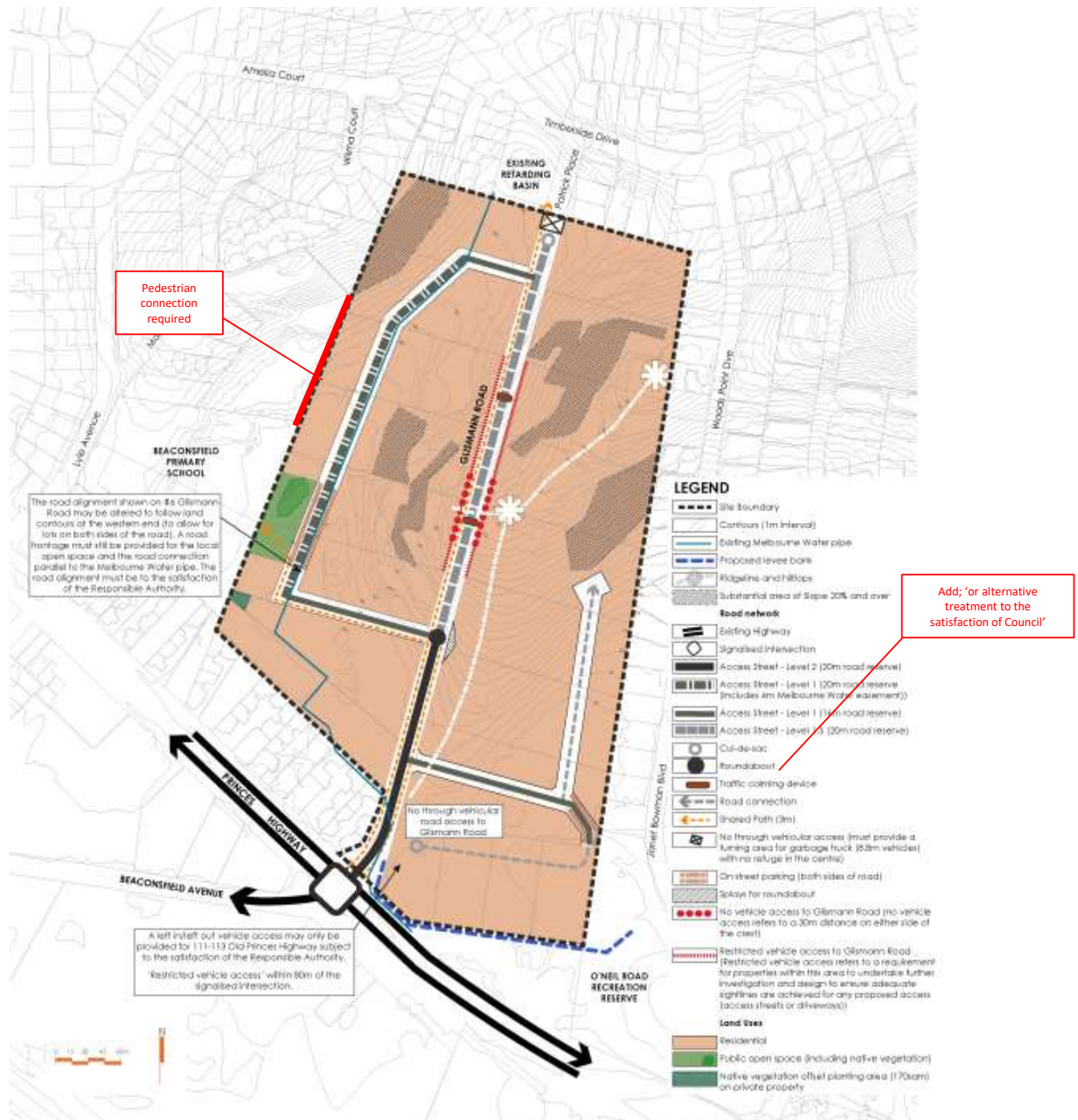
### Road Network and Movement

- Roads must be designed and constructed generally in accordance with Figure 1 and a road network and movement plan must:
  - respond to the recommendations and mitigation measures outlined in *Trafficworks (June 2020-updated document date) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report; unless otherwise agreed by the Responsible Authority;*
  - respond to the existing topography and encourages an integrated solution that will provide connected street access through the Glismann Road area;
  - provide an efficient, legible and safe internal movement and ensure all properties are development to their maximum potential;
  - locate roads to minimise the extent of cut and/or fill that is visible from areas outside the site;
  - discourage cul-de-sacs gaining access from Glismann Road;
  - provide a shared path along the top of the levee bank proposed along the south border of the development site (Old Princes Highway);
  - ensure there is no vehicular connection through to Patrick Place or Timberside Drive;
  - ensure that roads abutting the proposed local park and the O'Neil Recreation Reserve are designed to achieve slow vehicle speeds, provide on street parking and designated pedestrian crossing points;
  - demonstrate how pedestrian links to the reserves can be provided through the future local street network;
  - show location of the 30 m no access location for Glismann Road;
  - include indicative possible access points for driveways and/or side streets from Glismann Road.
- address how the road connection will be facilitated between the following properties:
  - 12 (Lot 23, LP 3783) Glismann Road, Beaconsfield and 11 Mahon Avenue (Pt Lot 13, LP2593 and Pt Lot 2 TP258025), Beaconsfield;
  - 111-113 (Lot 1, TP 627007), 115-117 (Lot 1, TP 579082), 119-121 (Lot 8, LP 3783), 123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield and 1 (Lot 10, LP 3783) Glismann Road, Beaconsfield.

### Integrated Water Management and Utilities

- An integrated water management plan that ensures residential developments provide an integrated water management system and:
  - responds to the recommendations and mitigation measures outlined in:
    - *Water Technology (July 2014) Glismann Road Drainage Scheme*
    - *Water Technology (May 2016) Additional Flooding and Water Quality Assessments (Memo) (INC1633283)*
  - includes a levee bank of ~~0.45~~450 mm along the frontage of the four existing properties fronting Old Princes Highway and designed to:
    - follow the existing shared path located on Crown land;
    - abut 111-113 (Lot 1, TP 627007), 115-117 (Lot 1, TP 579082), 119-121 (Lot 8, LP 3783), 123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield;

- allow ingress and egress for the existing residences located along Old Princes Highway;
- cross the table drain to the east, and in order to provide the greatest protection to the property at the eastern end (123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield) the alignment will need to include a structure to drain the local catchment upstream of the levee.is in accordance with current best practice water quality initiatives.
- An infrastructure plan that ensures all lots have access to potable water, electricity, reticulated sewerage, drainage, gas and telecommunications infrastructure.

**Figure 1: Glismann Road Development Plan**

Cardinia Shire Councils Closing Submission (11 October 2021)

<a href="#">Cardinia Shire Council Closing Submission (11 October 2021)</a> Matters Addressed in Council's Closing Submission	Panel's Recommendation ( <a href="#">Panel Report</a> ) and Councils Closing Submission ✓ = Supported by the Panel ± = Supported by the Panel in part - changes recommended
C. Glismann Road	
<p><b>C.1.1 Restricted Vehicle Access</b></p> <ul style="list-style-type: none"> <li>• <b>'No vehicle access'</b> is proposed to be permitted directly on either side of the crest (no roads, driveways or parking) to accommodate an absolute minimum sight distance requirement, which is 30m for a domestic driveway in a 40km/h speed zone.</li> <li>• <b>'Restricted vehicle access'</b> is proposed to be permitted along the remaining section of Glismann Road in the vicinity of the crest. This would allow driveway access to be provided onto Glismann Road, subject to an adequate sight distance assessment.</li> <li>• <b>Restricted Vehicle Access Options table</b> identifies maximum number of lots for driveways, laneways and local access streets, frontage road speed zones and minimum sight distance length.</li> <li>• <b>Alternate engineering solution / restricted access</b> - ability of a planning permit application to propose an engineered solution to the management of slope and sightline issues associated with access to Glismann Road.</li> </ul>	<p>✓</p> <ul style="list-style-type: none"> <li>• Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> </ul> <p><b>Council Closing Submission</b>  The following is to be included in the <b>Traffic Impact Assessment</b>:</p> <ul style="list-style-type: none"> <li>• Definition of <b>'No vehicle access'</b> and <b>'Restricted vehicle access'</b> as discussed during Panel.</li> <li>• <b>'Restricted Vehicle Access Options'</b> table (which provides further clarity regarding access options along Glismann Road)</li> <li>• An <b>alternative engineering solution</b> / restricted access would need to ensure good traffic engineering practice is followed and include the consideration of other factors such as: <ul style="list-style-type: none"> <li>– topographical constraints for construction</li> <li>– the avoidance of sign-controlled cross intersections</li> <li>– the impacts on the ability to provide or design retaining walls and their impacts on sightlines, as well as the protection of view lines.</li> </ul> </li> </ul> <p>To ensure further clarity regarding 'restricted vehicle access', the <b>Development Plan Overlay (DPO19)</b> be amended to include:</p> <ul style="list-style-type: none"> <li>• <b>text</b> 'unless otherwise approved by the Responsible Authority' regarding the recommendations and mitigation requirements outlined in the Glismann Road Traffic Impact Assessment.</li> <li>• a <b>notation</b> be added to DPO19 Figure 1 - 'Restricted vehicle access' that refers to a requirement for properties within this area to undertake further investigation and design to ensure adequate sightlines are achieved for any proposed access (access streets or driveways) for 40 km/h speed limit.'</li> </ul>



Cardinia Shire Councils Closing Submission (11 October 2021)

<p><a href="#">Cardinia Shire Council Closing Submission (11 October 2021)</a> Matters Addressed in Council's Closing Submission</p>	<p>Panel's response (<a href="#">Panel Report</a>)</p> <p>✓ = Supported by the Panel</p> <p>± = Supported by the Panel in part - changes recommended</p>
<p><b>C.1.2. Functional Layout Plan (FLP) requirement for Glismann Road</b></p> <p><b>The extent, responsibility and timing of the Functional Layout Plan (FLP).</b></p> <p>The Functional Layout Plan (FLP) process precedes the detail design process and is aimed at improving outcomes and reducing timelines for approvals. The preparation of a FLP is part of a best practice approach to the documentation of subdivision developments. The approved FLP is not a definitive statement of all construction requirements. Detailed engineering plans provide this information.</p> <p>The siteworks, earthworks and retaining wall components of the section of Glismann Road at the crest of the hill is funded by the Development Contributions Plan (known as RD-02 Glismann Road part construction costs – Access Street Level 1.5).</p> <p>The exhibited Development Plan Overlay (DPO19) states the first application to subdivide land with access to Glismann Road (at the crest of the hill), must be accompanied by a functional layout plan (FLP) for the entire length of road. Council submitted that it may be of benefit to modify the clause (DPO19) to enable some flexibility regarding the length of road for which the first FLP must be prepared.</p> <p>The Panel also sought clarification regarding the extent, responsibility and timing of the Functional Layout Plan for this section of Glismann Road.</p> <p>On review of the DCP project RD-02, Council discovered that the survey/design of this section of road (which is essentially the Functional Layout Plan component) had mistakeably been excluded from this project. (line item 10.4 \$98,500).</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> <li>Panel Recommendation 6c) - an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.</li> <li>Panel Recommendation 7 - In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.</li> </ul> <p><b>Council Closing Submission</b></p> <ul style="list-style-type: none"> <li><b>DPO19 be amended</b> to include <b>text</b> 'the first application to subdivide land with access to Glismann Road (Access Street – Level 1.5) must be accompanied by a functional design for the entire length of the road, or a length to the satisfaction of the Responsible Authority'.</li> <li>Project RD-02 of the Glismann Road <b>DCP be amended</b> to include the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5 page 7 of Glismann Road Development Contributions Plan Project Sheets). This will increase the DCP project cost from \$1,085,275 to \$1,213,442 (which is an increase of \$128,167 to the Glismann Road DCP).</li> </ul>



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<p><b>C.1.3. Access arrangements for 111-113 Old Princes Highway</b></p> <p>The first roundabout (as shown in exhibited DPO19 Figure 1) performs multiple functions, one of which is to permit u-turn movements to occur (i.e. to enable access to any left-in/left-out intersection to 111-113 Old Princes Highway).</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> <li>Panel Recommendation 3d - In Development Plan Overlay Schedule 19, Schedule 1 in respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection.</li> <li>Panel Recommendation 4a - Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to, in respect of the proposed roundabout in Glismann Road, note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate.</li> </ul> <p><b>Council Closing Submission</b></p> <p>To clarify access options for 111-113 Old Princes Highway, <b>DP019 Figure 1</b> be amended to:</p> <ul style="list-style-type: none"> <li><b>show</b> 'restricted vehicle access' within 80m of the signalised intersection</li> <li>a <b>notation</b> be added regarding a left-in / left-out access for the site (subject to the satisfaction of the Responsible Authority)</li> <li><b>remove</b> the 'arrow' on the 'road connection' within the Old Princes Highway properties (no through access onto Glismann Road).</li> </ul>
<p><b>C.1.4. Connection to Patrick Place</b></p> <p>Council does not support a connection of Glismann Road to Patrick Place that would allow a through road function to Timberside Drive, nor a connection to #15 and/or #16 Glismann Road</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> </ul> <p><b>Council Closing Submission</b></p> <ul style="list-style-type: none"> <li>To provide further clarity regarding the truncation of Glismann Road, a <b>notation</b> be added to <b>DP019 Figure 1</b> stating that the 'no through vehicle access must provide a turning area for garbage truck (8.8m vehicles) with no refuge in the centre'.</li> </ul>

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C.1.5. Traffic management and internal road network	
<p><b>Roundabouts</b></p> <p>As outlined in C.1.3. Access arrangements for 111-113 Old Princes Highway, the first roundabout (as shown in exhibited DP019 Figure 1) performs multiple functions, one of which is to permit u-turn movements to occur (i.e. to enable access to any left-in/left-out intersection to 111-113 Old Princes Highway).</p> <p>Should 111-113 Old Princes Highway not require the left in / left-out access onto Glismann Road, Council could consider an alternative traffic management solution in place of the roundabout.</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> <li>Panel Recommendation 3d - In Development Plan Overlay Schedule 19, Schedule 1 in respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection.</li> <li>Panel Recommendation 4a - Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to, in respect of the proposed roundabout in Glismann Road, note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate.</li> </ul> <p><b>Council Closing Submission</b></p> <p><b>Figure 1 DP019 be modified</b> as follows:</p> <ul style="list-style-type: none"> <li>roundabout 2 be replaced with a standard T-intersection in this location</li> <li>roundabout 3 be replaced with an arrow to show possible road connection further north.</li> </ul>

## Cardinia Shire Councils Closing Submission (11 October 2021)

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<p><b>Road network</b>  Discussion regarding the location and alignment of the local road located along the southern boundary of #6 Glismann Road (RD-03 Glismann Road DCP).</p> <p>Council maintained its position to remove shared infrastructure from Glismann Road.</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> <li>Panel Recommendation 4b Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) in respect of pedestrian links, include a footpath that does not encroach on the property at 4 Glismann Road.</li> </ul> <p><b>Council Closing Submission</b></p> <p><b>Figure 1 DP019</b> be modified as follows:</p> <ul style="list-style-type: none"> <li>If the location of RD-03 was modified the road alignment would need to maintain street frontage to the local park as well as provide a road connection aligning with the north-south Melbourne Water pipe.</li> <li>Remove shared infrastructure from Glismann Road.</li> </ul>
<p><b>Legend accompanying Figure 1 DP019</b></p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> </ul> <p><b>Council Closing Submission</b></p> <p><b>DP019 be amended</b> so that the naming of the 'road network' of DP019 is consistent with the Trafficworks Traffic Impact Assessment.</p>

## Cardinia Shire Councils Closing Submission (11 October 2021)

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<b>Permeability</b> While the development area has only one access location for vehicle movements, there is sufficient pedestrian permeability within the area.	± <ul style="list-style-type: none"> <li>Panel Recommendation 2 - Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and: <ul style="list-style-type: none"> <li>a) allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link</li> <li>b) include a notation "Pedestrian connection required" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.</li> </ul> </li> </ul> <b>Councils Closing Submission</b> <ul style="list-style-type: none"> <li>There is a level of uncertainty about the site being able to deliver of a safe 'pedestrian friendly' connection through the site to Mahon Avenue. Proposals that include 'steep' grades will only be considered provided that all possible alternatives have been fully investigated and proven to be impracticable. [Attachment A.1 – Cardinia Planning Scheme Amendment C238card Cardinia Shire Talking Notes for scheduled time for Council's closing submission 7 May 2021 ('talking notes 7 May')]</li> </ul>
<b>D. Slope Management Guidelines (SMG)</b> Council supports further clarification in DPO19 regarding the natural topography and any cut and fill activities on the land within future slope investigations	✓ <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> </ul> <b>Council Closing Submission</b> <ul style="list-style-type: none"> <li><b>DPO19 be amended</b> to provide further clarity regarding natural topography.</li> <li>Further clarification be included regarding the definition of natural topography, such as 'natural topography means the elevation of a parcel of land prior to any human modification of the topography'.</li> <li>The schedule should state that 'evidence must be provided regarding the assessment and considerations made to determine the sites natural topography to the satisfaction of the RA.'</li> <li>Content should be included in <b>DPO19, the development plan</b> and the <b>DCP</b> that 'should an area of land no longer be identified as 'substantial area of slope 20% and over' that the area be included in the NDA for the purpose of DCP contributions.'</li> </ul>

Cardinia Shire Councils Closing Submission (11 October 2021)

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<p><b>E. 4 Glismann Road Offset Management Plan requirements</b> The investigative work carried out regarding the offset planting commitments of 4 Glismann Road has identified that the extent of the land subject to the Offset Planting Management Plan will be restricted to 170 sq m at the western end of the property.</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> </ul> <p><b>Council Closing Submission</b></p> <p><b>DPO19 be amended</b> to including <b>text</b> regarding:</p> <ul style="list-style-type: none"> <li>The interface treatment between Offset Planting Management Plan area and proposed residential development/lots abutting 4 Glismann Road.</li> <li>When development of 4 Glismann Road occurs, the 170 sq m Offset Planting Management Plan area must be included within one new lot and the S173 agreement provisions be transferred to that lot.</li> </ul>
<p><b>F. The Development Contributions Plan (DCP)</b></p> <p><b>Local Roads</b> The local roads remain as per the exhibited DCP.</p> <p><b>Encumbered land</b> Council does not support any changes to the land budget regarding the allocation of encumbered land.</p>	<p>✓</p> <ul style="list-style-type: none"> <li>Panel Recommendation 1 - Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19).</li> <li>Panel Recommendation 7 - In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.</li> </ul> <p><b>Council Closing Submission</b></p> <ul style="list-style-type: none"> <li>That '<b>content should be included in DPO19</b>, the development plan and the DCP that 'should an area of land no longer be identified as 'substantial area of slope 20% and over' that the area be included in the NDA for the purpose of DCP contributions.'</li> <li>Except for the changes outlined in <b>Council's Part B submission, DCP Expert Witness Statement</b> and this <b>closing submission</b> regarding amending the cost of RD-02 costs to include design, it is Council's position that the DCP be supported by the Panel in its current form.</li> </ul>

Cardinia Shire Councils Closing Submission (11 October 2021)

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APPENDICES	
<a href="#">Attachment A.1 – Cardinia Planning Scheme Amendment C238card Cardinia Shire Talking Notes for scheduled time for Council's closing submission 7 May 2021 ('talking notes 7 May')</a>	
D. Council's response to new issues, material or comments raised by multiple submitters.	
<b>D.1. Glismann Road and the road network</b> The 30m Stopping Sight Distance (SSD) either side of the crest in Glismann Road is the 'best' outcome having considered several alternatives that have proven to be impracticable.	✓
<b>D.2. The Functional Layout Plan (FLP)</b> Council does not support the requirement that Council prepare the FLP	
<b>D.3. Slope Management Guidelines (SMG)</b> Subject to further clarification, the Slope Management Guidelines in the Development Plan Overlay (DPO19) have merit.	
<b>D.4. The modified t-intersection to replace the roundabout and D.5 The temporary access for 111-113 Old Princes Highway</b> This matter should be resolved as part of the panel process, rather than make alterations to the content of the Development Plan Overlay (DPO19) regarding future discussions.	
<b>D.6. The DCP</b> The DCP be supported by the Panel in its current form.	± The Panel recommendations regarding the DCP are consistent with Council's closing submission.

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<a href="#">Attachment A.2 – Cardinia Planning Scheme Amendment C238card Cardinia Shire Talking Notes used during the Part B submission presented on the 4 May 2021 ('taking notes 4 May')</a> This document provided additional information for the Panel and did not proposed any changes.	✓
<a href="#">Attachment B – 'Tracked changes' DPO19 (Version 3) (Includes Council suggested changes for the Panel's consideration and the 'tracked changes' of (DPO19 (Version 2) which was provided to the Panel in Council's Part B submission) ('DPO19 (Version 3)')</a> This document is summarised in Attachment I (which provides a comparison of the tracked changes overtime).	
<a href="#">Attachment C – Restricted Vehicle Access Options table prepared by Trafficworks</a> Restricted Vehicle Access Options Table is discussed in Section C of this Table and is to be included in updated the Trafficworks Traffic Impact Assessment.	
<a href="#">Attachment D – 'Marked up' RD-02 Glismann Road part construction costs – Access Street Level 1.5 (page 7 of Glismann Road Development Contributions Plan Project Sheets)</a> Amended Glismann Road DCP Project RD-021, is discussed in Section C of this Tablle. The DCP is to be amended to include this modification.	
<a href="#">Attachment E.1 - Council email sent to Department of Transport (DOT) on 11 May 2021 regarding proximity of an access road to the new signalised intersection at Glismann Road</a> <a href="#">Attachment E.2 - Department of Transport response dated 28 May 2021</a> <a href="#">Attachment F – Council Report 16 July 2016 (Connection of Glismann Road to Patrick Place shown)</a> <a href="#">Attachment G – Council Report 18 February 2018 (Connection of Glismann Road to Patrick Place deleted)</a> <a href="#">Attachment J – Location of proposed DCP items (p 10 exhibited GRDCP)</a> Provided to the Panel for information.	



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<a href="#">Attachment I – Summary of Council's submitted changes to Amendment C238</a>		
Section in DPO19 that is proposed to be change as shown in Attachment B 'Tracked changes' DPO19 (Version 3)	Reason for change (blue text – discussed in Council's Part B submission) / (red text – discussed in Council's closing submission)	
1. Updated date reference for Trafficworks <b>Traffic Impact Assessment</b> document	This document will also be updated to: <ul style="list-style-type: none"> <li>reflect the recommendations of the Traffic Expert Witness Statement</li> <li>include the Restricted Vehicle Access Options table as discussed in C.1.1</li> </ul>	✓
2. Update Glismann Road <b>Development Contributions Plan</b> incorporated plan document	This document will be revised and updated to accommodate the following: <ul style="list-style-type: none"> <li>the removal of 11 Mahon Avenue, Beaconsfield from the DCP area</li> <li>addition of costs associated with the preparation a Development Plan (\$70,000)</li> <li>the updated project cost of RD-02 to include cost of design</li> <li>revised NDA and DCP rates</li> </ul>	✓

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3. Amend <b>Development Plan Overlay (DPO19)</b> text in Section 3.0 under sub-heading 'Requirements'		Panel additions: <ul style="list-style-type: none"> <li>11 Mahon Ave to remain in DPO19</li> <li>Minor grammar/text corrections</li> </ul>
a. Dot point 3, page 2  <i>If the subdivision application includes land affected by the access streets located either side of Glismann Road as identified in Figure 1 of this schedule, a staging plan must be prepared that demonstrates the delivery of the access street connections in the first stage of development and that the access street is constructed to the title boundary of the adjoining property.</i>	Further clarity regarding the delivery of connecting road in first stage of development.	✓
b. Dot point 4, page 2  <i>A Transport Impact Assessment Report that responds to Trafficworks (document date) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report to the satisfaction of the relevant roads authority (be it Department of Transport or Council). If the road network and movement is altered through the preparation of the Development Plan, a new Traffic Impact Assessment Report must be provided to the satisfaction of the relevant roads authority (be it Department of Transport or Council).</i>	Further clarity regarding the Traffic Impact Assessment and update roads authority.	✓
c. Sub dot point 4, page 3  <i>The provision, staging and timing of road works internal and external to the land:</i> <ul style="list-style-type: none"> <li>the first application to subdivide land with access to Glismann Road (Access Street – Level 1.5) must be accompanied by a functional design for the entire length of the road, or a length of road to the satisfaction of Responsible Authority and include plans demonstrating the following:</li> <li>a complete sight lines assessment along the roadway with;</li> <li>no vehicle access from individual properties along Glismann Road at the crest of the hill, and 30 m either side of the crest;</li> </ul>	Further clarity regarding the extent of the Functional Layout Plan and no vehicle access and restricted vehicle access.	✓

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<ul style="list-style-type: none"> <li>compliance with sight distance requirements as set out in Australian Standard AS2890.1 and Austroads Guide to Road Design;</li> <li>a road pavement of 6.5 m;</li> <li>no on-street parking at the crest and within the 30 m of the crest of the hill;</li> <li>traffic calming devices as identified in Figure 1 of this Schedule; and,</li> <li>a 3 m shared path on the western side only.</li> </ul>		
d. Sub dot point below dot point 1, page 3  An application to subdivide land must, in consultation with Melbourne Water and Cardinia Shire Council address the timing of the delivery of the levee bank shown in Figure 1, unless otherwise agreed by the Responsible Authority.	This restriction has been amended to affect all applications.	✓
e. Sub dot point below dot point 3, page 3  Delete 11 Mahon Avenue	11 Mahon Avenue removed from AmC238card.	✓
f. Dot point 2, page 4  A Slope Management Plan be prepared by a suitably qualified person generally in accordance with the Slope Management Guidelines approved as part of the Development Plan. The Slope Management Plan must include an assessment of how the plan responds to the Slope Management Guidelines and include:	Introduce requirement for response to Slope Management Guidelines (prepared as part of the DP process)	✓
g. Sub dot point below dot point 2, page 4  Identification of: <ul style="list-style-type: none"> <li>natural topography and any earthworks which may have occurred over time;</li> <li>any fill which may have occurred over time; and</li> <li>any works proposed to alter ground levels, where this can reduce areas of substantial slope.</li> </ul>	Further clarity regarding topography existing topography and development of the site.	✓

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4. Amend <b>Development Plan Overlay (DP019)</b> text in Section 3.0 under sub-heading 'Conditions' page 4 & 5  Delete reference to 'standard residential with envelopes' and 'low density residential with envelopes'	Removal of density restrictions and reaffirm development regarding areas with 'substantial area of slope 20%.	✓  Panel additions: <ul style="list-style-type: none"> <li>EPA legislation to be updated.</li> </ul>
5. Amend <b>Development Plan Overlay (DP019)</b> text in Section 4.0 under heading 'Requirements for development plan', page 5 & 6.		Panel additions: <ul style="list-style-type: none"> <li>Minor grammar/text corrections</li> <li>Removal of the provision to allow the development plan to be prepared in two parts.</li> </ul>
a. Delete comment regarding signalised intersection	This is no longer relevant	✓
b. Updated date reference for Trafficworks Traffic Impact Assessment document	As per #1.	✓
c. Introduce a new section for Slope Management Guidelines.	Introduce requirement for Slope Management Guidelines to be prepared as part of the DP process	✓

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6. Amend <b>Development Plan Overlay (DPO19)</b> text in Section 4.0 under sub-heading 'Housing requirements and subdivision' page 6 & 7		
a. Delete reference to 'standard residential with envelopes' and 'low density residential with envelopes'	<a href="#">Delete reference to specific density requirements.</a>	✓
b. Acknowledge ultimate lot yield, sub dot point 5 <i>Acknowledgment that, based on the assessment of the road network capacity, the development plan lot yield is a total of 330 lots.</i>	<a href="#">Informed by Traffic Expert Witness Statement</a>	✓
7. Amend <b>Development Plan Overlay (DPO19)</b> text in Section 4.0 under sub-heading 'Road Network and Movement' page 8		
a. Sub dot point 1 to dot point 1 <i>Respond to the recommendations and mitigation measures outlined in Trafficworks (updated document date) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report; unless otherwise agreed by the Responsible Authority;</i>	<a href="#">To provide flexibility for Council to consider an alternative to that proposed in the TIA.</a>	✓
b. Sub dot point 9 to dot point 1 <i>demonstrate how pedestrian links to the reserves can be provided through the future local street network;</i>	<a href="#">To ensure pedestrian permeability.</a>	✓

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c. Sub dot point 10 and 11 to dot point 1 <ul style="list-style-type: none"> <li>• show location of the 30 m no access location for Glismann Road;</li> <li>• include indicative possible access points for driveways and/or side streets from Glismann Road.</li> </ul>	<a href="#">Further clarity regarding access onto Glismann Road.</a>	✓
d. Sub dot point 12 to dot point 1 <i>Delete 11 Mahon Avenue</i>	<a href="#">11 Mahon Avenue removed from AmC238card.</a>	✓
8. Figure 1: Glismann Road Development Plan	<a href="#">See Attachment B 'Tracked changes' DPO19 (Version 3)</a>	✓  Panel additions: <ul style="list-style-type: none"> <li>• Pedestrian connection between Mahon Avenue and Glismann Road DP area.</li> <li>• Roundabout notation 'or alternative treatment to the satisfaction of Council'.</li> </ul>
* Cardinia Shire Council Closing Submission (read in conjunction with Cardinia Shire Council Part A Submission (19 April 2021), Part B Submission (30 April 2021) and Talking Notes (4 May 2021 and 7 May 2021)).		

## Cardinia Shire Council Part A Submission (19 April 2021)

<a href="#">Cardinia Shire Council Part A Submission (19 April 2021)</a> <b>Suggested changes to the amendment in response to submissions as outlined in the Council Minutes of the 15 February 2021.</b>	<b>Panel's response [including Chapter issue was discussed]</b> <b>✓ = Supported by the Panel</b> <b>± = Supported by the Panel in part - changes recommended</b>
Amend Figure 1: Glismann Road Development Plan (masterplan) and text in DP019 regarding residential density to focus on a design response for individual site features rather than average lot yield. The development density of properties located at the crest of the hill and/or contain clusters with substantial slope of 20% and over is likely to remain low.	✓ [Chapter 6 Content of the Development Plan]
Review what impact, if any, the changes proposed in (1 – relating to the density) will have on the Glismann Rd DCP.	✓ [Chapter 7 The Development Contributions Plan (DCP)]
Amend DP019 to state the Development Plan will be facilitated and managed by Council.	✓ [Chapter 5 - The Development Plan Overlay]
Amend the Glismann Road DCP with a new \$70,000 item for the cost of preparing a Development Plan.	✓ [Chapter 5 - The Development Plan Overlay]
Remove the footpath shown on 4 Glismann Road (in the TIA).	✓ [Chapter 6 Content of the Development Plan]
Amend text in DP019 to include a provision to address the impact on adjoining lots regarding access management, the design/levels of Glismann Road and the impact with site boundaries regarding the use of cut/fill and retaining walls.	✓ [Chapter 1 – Introduction, Chapter 5 - The Development Plan Overlay, Chapter 6 Content of the Development Plan and Chapter 7 The Development Contributions Plan (DCP)]
Remove 11 Mahon Avenue from all the documents relating to Amendment C238 and that the submitter be advised that Council maintains its position that the development of 11 Mahon Avenue will be affected by the compounding impact of significant site constraints which impact on the development potential of the site.	<p>± Council's position on this issue was amended during the Panel process. Pedestrian connectivity as well as maintaining a provision in the amendment to facilitate a pedestrian connection between 11 Mahon Avenue and Glismann Road was discussed during the Panel.</p> <p>Panel recommends that 11 Mahon Avenue remain in DP019 to facilitate a pedestrian connection.</p> <p>[Chapter 3 - Exclusion of 11 Mahon Avenue from the Amendment, Chapter 6 Content of the Development Plan and Chapter 7 The Development Contributions Plan (DCP)]</p> <p><b>Council supports the Panel's recommendation.</b></p>

Cardinia Shire Council Part A Submission (19 April 2021)

<a href="#"><u>Cardinia Shire Council Part A Submission (19 April 2021)</u></a> <b>Suggested changes to the amendment in response to submissions as outlined in the Council Minutes of the 15 February 2021.</b>	<b>Panel's response [including Chapter issue was discussed]</b> <b>✓ = Supported by the Panel</b> <b>± = Supported by the Panel in part - changes recommended</b>
Address any anomalies or errors if they do not change the intent of the suite of documents that form part of Amendment C238.	✓ [Chapter 6 Content of the Development Plan]
Attachments Attachment A: Draft Development Plan (3 November 2014) (Version 1) Attachment B: Draft Development Plan (18 June 2015) (Version 2) Attachment C: Draft Development Plan (4 July 2016) (Version 3) Attachment D: Draft Development Plan (29 January 2018) (Version 4) Attachment E: EPA letter dated 9 April 2020 (recommendations included in Am C238) Attachment F: Authorisation to prepare Am C238 (23 April 2020) subject to several conditions. Attachment G: Figure 1: Glismann Road Development Plan (11 June 2020) (Version 5) to DPO19.	✓ [Information in Attachments referenced and discussed in several chapters of the Panel Report for context]



## Cardinia Shire Council Part B Submission (30 May 2021)

<a href="#">Cardinia Shire Council Part B Submission (30 April 2021)</a> Suggested changes to the amendment (read in conjunction with Cardinia Shire Council Part A Submission (19 April 2021)).	Panel's response ✓ = Supported by the Panel ± = Supported by the Panel in part - changes recommended
C.1. Request to be excluded from the Amendment (11 Mahon Avenue)	± Council's position on this issue was amended during the Panel process. Pedestrian connectivity as well as maintaining a provision in the amendment to facilitate a pedestrian connection between 11 Mahon Avenue and Glismann Road was discussed during the Panel.  The Panel recommends that: <ul style="list-style-type: none"> <li>11 Mahon Avenue remain in DPO19 to facilitate a pedestrian connection (Recommendation 2a).</li> <li>include a notation "Pedestrian connection required" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule (Recommendation 2b).</li> </ul> [Chapter 3 – Exclusion of 11 Mahon Avenue from the Amendment]  <b>Council supports the Panel's recommendation.</b>
C.2. The use of the Neighbourhood Residential Zone (NRZ)	✓ [Chapter 4 - The Neighbourhood Residential Zone]
C.3. The use of a Development Plan Overlay (DPO)	± In addition to the Council changes discussed in this section, the Panel identified that the need for splitting it into two parts is no longer required (as the Development Plan is being prepared by Council) (Recommendation 3a). This modification was discussed during the Panel.  [Chapter 5 – The Development Plan Overlay]  <b>Council supports the Panel's recommendation.</b>
C.4. The preparation of the Development Plan	
C.5. Development Plan Overlay (DPO19) – residential density and slope management	✓ [Chapter 6 – Content of the Development Plan]
C.6. Development Plan Overlay (DPO19)-contaminated land	± The Panel noted that the relevant legislation had changed, and the relevant wording needed to be updated to reflect this and concluded that potential soil contamination issues had been addressed appropriately in the Amendment. (Recommendation 3c).

## Cardinia Shire Council Part B Submission (30 May 2021)

<a href="#">Cardinia Shire Council Part B Submission (30 April 2021)</a> Suggested changes to the amendment (read in conjunction with Cardinia Shire Council Part A Submission (19 April 2021)).	Panel's response ✓ = Supported by the Panel ± = Supported by the Panel in part - changes recommended
	[Chapter 6 – Content of the Development Plan] <b>Council supports the Panel's recommendation.</b>
C.7.Development Plan Overlay (DPO19) –public open space	✓ [Chapter 6 – Content of the Development Plan]
C.8.Development Plan Overlay (DPO19)-traffic	± The concept of enabling some variation to the Traffic Impact Assessment (subject to the approval of Council) was discussed during the Panel and supported in Council's Closing Submission.  The Panel recommends that: <ul style="list-style-type: none"> <li>• In respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection (Recommendation 3d).</li> <li>• In respect of the proposed roundabout in Glismann Road, note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate (Recommendation 4a)</li> <li>• In respect of parking, include a parking lane adjacent to the park, and kerbside parking along the property frontages (Recommendation 4c).</li> </ul> [Chapter 6 – Content of the Development Plan] <b>Council supports the Panel's recommendation.</b>
C.9. The Glismann Road Development Contributions Plan (DCP)	✓ [Chapter 7 – The Development Contributions Plan (DCP)]
C.10. Other matters	✓ [Chapter 2 – Planning Context]
	The Panel identified an error in the text regarding 'm' instead of 'mm' regarding the height of the levee bank (Recommendation 3b). <b>Council supports the Panel's recommendation.</b>

Cardinia Shire Council Part B Submission (30 May 2021)

<p><a href="#">Cardinia Shire Council Part B Submission (30 April 2021)</a>  <b>Expert Witness Statements.</b>  <b>Suggested changes to the amendment (read in conjunction with Cardinia Shire Council Part A Submission (19 April 2021)).</b></p>	<p><b>Panel's response</b>  <b>✓ = Supported by the Panel</b>  <b>± = Supported by the Panel in part - changes recommended</b></p>
<p><b>E.1.Expert Witness (Traffic) –Mr Ali Abdou from Trafficworks</b>  The following recommended changes to the traffic report are recommended for the Panel to consider in response to the submissions:</p> <ul style="list-style-type: none"> <li>Update the report to acknowledge that on a traffic capacity perspective, the development plan lot yield could reasonably be increased to a total of 330 lots. This increase would be contingent on the signalised intersection being able to accommodate the subsequent increase in peak hour traffic volumes.</li> </ul>	<p><b>±</b> The Panel noted that the aggregate number of lots to be developed may increase using the design-led approach to density. This issue was discussed during the Panel and supported in Council's Closing Submission.</p> <p>Panel Recommendation 6b:  Update the Development Contributions Plan, based on a revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area.</p> <p>The Panel noted that the traffic-related capacity of "up to 330 lots" may provide a ceiling based solely on traffic capacity, but other factors such as protection of slopes, vegetation and landscapes will impact on the ultimate densities achieved.</p> <p>[Chapter 6 – Content of the Development Plan]</p> <p><b>Council supports the Panel's recommendation.</b></p>
<ul style="list-style-type: none"> <li>include a new figure in the TIA that overlays the extent of the Glismann Road reservation over an aerial photo</li> <li>update the photos within the TIA to show the signalised intersection</li> <li>update the figure which shows the Development Plan (masterplan) once Amendment C238 has been approved by the Minister and gazetted</li> <li>ensure the text relating to the road hierarchy is consistent with the classification shown on the final approved Development Plan (masterplan) further information regarding the Glismann Road vertical alignment</li> <li>show location of the 30 m no access location on a figure within the TIA</li> <li>include indicative possible access points for driveways and/or side streets from Glismann Road</li> <li>update longitudinal section diagrams to show property numbers in relation to the chainage</li> <li>update Sheets (where applicable) to remove the roundabout and pedestrian path from 4 Glismann Road and any other updates</li> <li>provide the cross-section showing the on-street parking (both sides of road) adjacent to open space.</li> </ul>	<p><b>✓</b></p>

Cardinia Shire Council Part B Submission (30 May 2021)

<p><a href="#">Cardinia Shire Council Part B Submission (30 April 2021)</a>  <b>Expert Witness Statements.</b>  <b>Suggested changes to the amendment (read in conjunction with Cardinia Shire Council Part A Submission (19 April 2021)).</b></p>	<p><b>Panel's response</b>  <b>✓ = Supported by the Panel</b>  <b>± = Supported by the Panel in part - changes recommended</b></p>
<p><b>E.2.Expert Witness (Development Contributions Plan) –Mr Paul Shipp from Urban Enterprise</b>  The following recommended changes to the DCP are recommended for the Panel to consider in response to the submissions:</p> <ul style="list-style-type: none"> <li>• The addition of costs associated with the preparation of a Development Plan</li> <li>• Any changes necessitated by the proposed removal of Property 6 (11 Mahon Avenue) from the Amendment area.</li> </ul>	<p><b>±</b> The need to amend a road project in the DCP was discussed during the Panel and supported in Councils Closing Submission. On review of RD-02 Project Sheet, the survey/design (line item 10.4 \$98,500) had mistakeably been excluded from this project.</p> <p>The Panel recommends that an updated Project RD-02 that includes the survey/design cost to provide for the cost of the Functional Layout Plan (Recommendation 6c).</p> <p>[Chapter 7 – The Development Contributions Plan]</p> <p><b>Council supports the Panel's recommendation.</b></p>
<p><b>Attachments</b>  Attachment A - Direction #3 – Plan showing the location of submitters including late submitters  Attachment B – ‘Tracked changes’ version of the exhibited DPO19 prepared by Council in response to submissions and Council’s Expert Witness Statements – For the Panel’s consideration.  Attachment C – Summary table of the sections of the exhibited DPO19 that have been amended and the reason for the proposed change – For the Panel’s consideration.  Attachment D – 400m walkable catchment assessment for open space.</p>	<p><b>✓</b> [Information in Attachments referenced and discussed in several chapters of the Panel Report for context]</p>

## Assessment of AmC238 Panel Report against Councils Part A, Part B and Closing Submission

<b>Checklist - Panel Report Executive Summary Recommendations</b> <i>Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238 be adopted as exhibited subject to the following:</i>	<b>Discussed in Panel Report / This table</b>	<b>What this addressed in Council's submission?</b>		
		<b>Part A</b>	<b>Part B</b>	<b>Closing</b>
1. Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19) subject to the following recommendations.	Discussed throughout this Table.	✓	✓	✓ Reaffirmed in Attachment I – Summary of Council's submitted changes to Amendment C238.  <b>Panel Recommendation 1 is consistent with Council's position on this issue.</b>
2. Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and: a. allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link	Section 3. Chapter 3 – Exclusion of 11 Mahon Avenue from the Amendment	<b>x</b> Remove from all AmC238 docs	<b>x</b> Remove from all AmC238 docs	✓ Discussed during Panel. Officers support pedestrian connectivity from the Glismann Road area to Mahon Avenue via the site when it is developed. No other requirements of DPO19 or the amendment would be applicable to the site.  <b>Panel Recommendation 2a and 2b are consistent with Council's position on this issue.</b>
b. include a notation "Pedestrian connection required" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.				
3. In Development Plan Overlay Schedule 19, Schedule 1: a. remove the reference to splitting the development plan into two parts.	Section 5.3 Splitting the Development Plan areas Section 6.4 Flooding and drainage Section 6.5 Soil contamination Section 6.6.2 The road network	<b>x</b>	<b>x</b>	<b>x</b> Officers support the removal of this requirement now that the development plan is being funded through the DCP.  <b>Panel Recommendation 3a is consistent with Council's position on this issue.</b>

## Assessment of AmC238 Panel Report against Councils Part A, Part B and Closing Submission

<b>Checklist - Panel Report Executive Summary Recommendations</b> <i>Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238 be adopted as exhibited subject to the following:</i>	<b>Discussed in Panel Report / This table</b>	<b>What this addressed in Council's submission?</b>		
		<b>Part A</b>	<b>Part B</b>	<b>Closing</b>
b. modify the reference to the height of the levee bank to read '450 mm'		x	x	x Error picked up by Panel and is supported by Officers.  <b>Panel Recommendation 3b supported by Council.</b>
c. update the requirements referring to contaminated land to reflect updated legislation		x	x	x Updated legislation picked up by Panel and is supported by Officers.  <b>Panel Recommendation 3d supported by Council.</b>
d. in respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection.		x	x	✓ Discussed during Panel. Officers support that the Development Plan Overlay be amended to allow alternative treatments of the intersections to be considered and will be subject to the approval of Council.  <b>Panel Recommendation 3d is consistent with Council's position on this issue.</b>

## Assessment of AmC238 Panel Report against Councils Part A, Part B and Closing Submission

Checklist - Panel Report Executive Summary Recommendations <i>Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238 be adopted as exhibited subject to the following:</i>	Discussed in Panel Report / This table	What this addressed in Council's submission?		
		Part A	Part B	Closing
4. Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to: a. In respect of the proposed roundabout in Glismann Road, note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate.	Section 6.6.2 The road network Section 6.6.3 Design of the pedestrian network Section 6.6.4 Parking	✗	✗	✓ Discussed during Panel. Officers support that the Traffic Impact Assessment be amended to allow alternative treatments of the intersections to be considered and will be subject to the approval of Council.  <b>Panel Recommendation 4a is consistent with Council's position on this issue.</b>
b. In respect of pedestrian links, include a footpath that does not encroach on the property at 4 Glismann Road.		✓	✓	✓ Reaffirmed in Attachment I – Summary of Council's submitted changes to Amendment C238.
c. In respect of parking, include a parking lane adjacent to the park, and kerbside parking along the property frontages.				The Panel also supports the need to restrict parking on the northern section of Glismann Road.  <b>Panel Recommendation 4b and 4c are consistent with Council's position on this issue.</b>

## Assessment of AmC238 Panel Report against Councils Part A, Part B and Closing Submission

<b>Checklist - Panel Report Executive Summary Recommendations</b> <i>Based on the reasons set out in this Report, the Panel recommends that Cardinia Planning Scheme Amendment C238 be adopted as exhibited subject to the following:</i>	<b>Discussed in Panel Report / This table</b>	<b>What this addressed in Council's submission?</b>		
		<b>Part A</b>	<b>Part B</b>	<b>Closing</b>
5. In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.	Section 5.2 Preparation of the Development Plan	✓	✓	✓ Reaffirmed in Attachment I – Summary of Council's submitted changes to Amendment C238.  <b>Panel Recommendation 5 is consistent with Council's position on this issue.</b>
6. Update the Development Contributions Plan, based on:	Section 7.1 Estimation of contributions Section 7.3 Roads and traffic management	✓	✓	✓ Reaffirmed in Attachment I – Summary of Council's submitted changes to Amendment C238.  <b>Panel Recommendation 6a, 6b and 6c are consistent with Council's position on this issue.</b>
a. the removal of 11 Mahon Avenue from the Plan				
b. revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area				
c. an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.		✗	✗	
7. In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.	Section 5.2 Preparation of the Development Plan Section 7.1 Estimation of contributions Section 7.3 Roads and traffic management	✓	✓	✓ Reaffirmed in Attachment I – Summary of Council's submitted changes to Amendment C238.  <b>Panel Recommendation 7 is consistent with Council's position on this issue.</b>



Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

<b>Recommendation / Conclusion in Panel Report<sup>i</sup></b>	<b>Comment / Tasks required</b>
<p><b>1. Chapter 1 - Introduction</b></p> <p>Based on the reasons set out in this Report, the Panel recommended that Cardinia Planning Scheme Amendment C238card be adopted as exhibited subject to the following:</p> <ul style="list-style-type: none"> <li>• <b>Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report) subject to the recommendations in this report.<sup>ii</sup></b></li> </ul> <p><b>Recommendation 1.</b></p> <p><b>Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19) subject to the following recommendations.</b></p>	<p>This summary table outlines:</p> <ul style="list-style-type: none"> <li>• the changes identified in Council's closing submission (and presented in Appendix C)</li> <li>• the changes adopted by Council on the 15 February 2021 in response to the submissions and</li> <li>• notes the minor variations recommended by the Panel.</li> </ul> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>• <b>Document changes identified in Council's closing submission (and presented in Appendix C) and cross reference against Panel recommendations (this Table).</b></li> </ul>
<p><b>2. Chapter 2 - Planning context</b></p> <p>The Panel concluded that:</p> <ul style="list-style-type: none"> <li>• The Amendment is supported by, and implements, the relevant sections of the PPF, and is consistent with the relevant Ministerial Directions and Practice Notes.</li> <li>• The Amendment is well founded and strategically justified, and the Amendment should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.<sup>iii</sup></li> </ul> <p><b>No change recommended.</b></p>	<p>This issue was discussed in Council's submission to the Panel and reaffirmed in its Closing Submission.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>• <b>No change required.</b></li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>3. Chapter 3 - Exclusion of 11 Mahon Avenue from the Amendment</b></p> <p>The issue was whether the property at 11 Mahon Avenue should be included within Amendment C238card as exhibited or removed from the Amendment.</p> <p>The Panel accepts that 11 Mahon Avenue should be excluded from the Amendment, with the exception that it should be retained in DPO19 to ensure pedestrian connection to the Glismann Road area.</p> <ul style="list-style-type: none"> <li>Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and             <ol style="list-style-type: none"> <li>allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link</li> <li>include a notation "Pedestrian connection required" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.<sup>iv</sup></li> </ol> </li> </ul> <p><b>Recommendation 2</b></p> <p>Remove 11 Mahon Avenue from the rezoning and Development Contributions Plan Overlay, but leave it in the Development Plan Overlay, and:</p> <ol style="list-style-type: none"> <li>allow a permit to be issued for the development of 11 Mahon Avenue subject to a pedestrian link</li> <li>include a notation "Pedestrian connection required" to 11 Mahon Avenue in the Development Plan (masterplan) shown on the Development Plan Overlay schedule.</li> </ol>	<p>The removal 11 Mahon Avenue from AmC238card was adopted by Council at its meeting on 15 February 2021.</p> <p>At the Panel and its Council's Closing Submission, Council:</p> <ul style="list-style-type: none"> <li>Reaffirmed its position about excluding 11 Mahon Avenue from AmC238, as well as its concerns about the significant site constraints and the 'concept development plan' proposed in the submission to the Panel.</li> <li>Suggested wording for the Development Plan Overlay (DPO19) that would ensure pedestrian connectivity from the Glismann Road area to Mahon Avenue when it is developed (and that no other requirements of DPO19 would be applicable to the site).<sup>v</sup></li> </ul> <p>The Panel's recommendation for 11 Mahon Avenue to remain in the Development Plan Overlay (but no other elements of the amendment) to ensure a pedestrian connection from this site to the Glismann Road area is <b>supported by Council</b>.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>Amend Development Plan Overlay Schedule 19 (DPO19) as per Council's tracked changes and the Panel's recommendation.</li> <li>Remove 11 Mahon Avenue from the amendment area for Planning Scheme Zone Map No 12 and Development Contributions Plan Overlay Map No 12DCPO.</li> </ul>
<p><b>4. Chapter 4 - The Neighbourhood Residential Zone</b></p> <p>The issue was whether rezoning to the NRZ is appropriate.</p> <p>The Panel accepted that a condition applied as a result of the Minister's authorisation of the Amendment was the use of the NRZ rather than the GRZ. If the Amendment is to proceed, NRZ is satisfactory as part of a package of controls. The Panel concluded that the use of the NRZ was appropriate<sup>vi</sup>.</p> <p><b>No change recommended.</b></p>	<p>This issue was discussed in Council's submission to the Panel.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>No change required.</li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>5. Chapter 5 - The Development Plan Overlay</b></p> <p><b>5.1. Use of the IPO or DPO</b></p> <p>The issue was whether the IPO or DPO is more appropriate.</p> <p>The Panel identified that the DPO is the appropriate tool for master planning the redevelopment of the area. This is a common approach to the development of infill areas in suburban locations. The Panel concluded that the use of the DPO rather than the IPO is appropriate.<sup>vii</sup></p> <p><b>No change recommended.</b></p>	<p>This issue was discussed in Council's submission to the Panel which argued that detail in the Development Plan Overlay (DPO19) provided a comprehensive picture about development in the Glismann Road Area,</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li><b>No change required.</b></li> </ul>
<p><b>5.2. Preparation of the Development Plan</b></p> <p>The issue was whether Council should facilitate preparation of the DCP.</p> <p>The Panel acknowledged that the complexity of planning within the Glismann Road area was demonstrated by the challenges confronted in reaching this point of the process. Each property within the area has unique characteristics and owners have distinct interests, so a coordinated approach by the Council is likely to produce the best result for the whole precinct.</p> <p>The Panel supported the proposal for Council to prepare the Development Plan.</p> <ul style="list-style-type: none"> <li><b>In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.<sup>viii</sup></b></li> </ul> <p><b>Recommendation 5</b></p> <p><b>In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.</b></p> <p><b>Recommendation 7</b></p> <p><b>In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.</b></p>	<p>At its meeting on 15 February 2021 Council resolved that the Development Plan be prepared by Council and that the cost be reimbursed to Council via the DCP.</p> <p>Council estimated that the cost of the Development Plan for the Glismann Road area would be \$70,000 and it would take around six months to complete.</p> <p>Council reaffirmed this position at the Panel and in its Closing Submission. Council's expert witness (Urban Enterprise) reaffirmed that the use of the development contributions plan to fund the planning costs for the preparation of the Development Plan was permitted.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li><b>Amend and update <i>Glismann Road Development Contributions Plan (Urban Enterprise, June 2020)</i>.</b></li> <li><b>Amend Development Contribution Plan Overlay Schedule 5 (DCPO5) to reflect updated DCP rates.</b></li> <li><b>Amend Schedule to Clause 72.04 Documents incorporated to list the updated DCP document.</b></li> <li><b>Amend Schedule to Clause 53.01 Public Open Space Contribution and Subdivision to reference the updated DCP document.</b></li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>5.3. Splitting the Development Plan areas</b></p> <p>The issue was whether the option of splitting the development plan into two parts should be removed from DPO19. The Panel supported that this reference should be excluded from the DPO schedule.</p> <ul style="list-style-type: none"> <li>In Development Plan Overlay Schedule 19 remove the reference to splitting the development plan into two parts.<sup>ix</sup></li> </ul> <p><b>Recommendation 3</b></p> <p><b>In Development Plan Overlay Schedule 19, Schedule 1:</b></p> <p><b>a. remove the reference to splitting the development plan into two parts.</b></p>	<p>The need for splitting it into two parts is no longer required (as the Development Plan is being prepared by Council).</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li><b>Amend Development Plan Overlay Schedule 19 (DP019) as per Council's tracked changes and the Panel's recommendation. .</b></li> </ul>
<p><b>5.4. Consultation in preparing the Development Plan</b></p> <p>The issue was whether there are sufficient opportunities for consultation with landowners in the preparation of the Development Plan.</p> <p>The Panel acknowledged that:</p> <ul style="list-style-type: none"> <li>The use of a DPO ensures that there are no formal mechanisms defined in the PE Act for exhibiting a Development Plan or making submissions on its preparation.</li> <li>The DPO cannot be modified to include notification requirements and third-party review rights. The Schedule cannot be amended to alter this provision.</li> </ul> <p>The Panel concluded that:</p> <ul style="list-style-type: none"> <li>The use of a DPO means that formal exhibition and submission processes will not be possible in the preparation of the Development Plan.</li> <li>There are opportunities for Council to continue to engage with landowners and other key stakeholders on an <b>informal basis</b>; taking these opportunities will produce a planning outcome which is likely to be more effective and with stronger local ownership.</li> <li>Section 149 of the PE Act provides <b>some basis for appeal</b> on the content of the Development Plan for affected landowners.<sup>x</sup></li> </ul> <p><b>No change recommended.</b></p>	<p>An extensive amount of community consultation has been undertaken in relation to this Amendment as well as during the evolution of the development plan. The development plan has informed the content of the Development Plan Overlay (DPO schedule) regarding a range of elements such as housing, vegetation/landscape, views, the road network and public open space.</p> <p>Council reaffirmed that it is standard practice for informal engagement to take place with landowners during the development plan process.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li><b>No change required.</b></li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

## 6. Chapter 6 Content of the Development Plan

### 6.1. Lot size, residential density and slope management

The issues were whether the:

- proposed densities are appropriate
- densities should be specified as in the exhibited Amendment or determined by design responses to each site within the Glismann Road area.

The Panel noted Council's acceptance of the submissions that these were too prescriptive and that DPO19 should be modified to support a design-led approach to density.

The Panel supported this approach, **on the basis** that a strengthened suite of controls including upgraded slope management guidelines can provide both clarity and flexibility and support better design outcomes than the "areas of average lot sizes and density".

The Panel concluded that the lot size and density should be addressed by removing references to specified average lot sizes and densities in the DPO19 and relying on other controls to provide better design outcomes.<sup>xi</sup>

#### Recommendation 1

**Apply the changes documented by Council in its closing submission (and presented in Appendix C of this report for Development Plan Overlay, Schedule 19) subject to the following recommendations.**

In reviewing submissions regarding residential density and slope management, Council supported a design response for individual site features rather than average lot yield.

This position was adopted by Council on the 15 February 2021.

Council reaffirmed this position at the Panel and in its Closing Submission identifying that:

- The provisions of the existing Environment Significance Overlay – Northern Hills (ES01) requires consideration of key elements such as slope and protection of view lines.
- The proposed objectives of Development Plan Overlay (DPO19) and the requirements of the Slope Management Guidelines would deliver a mix of lot sizes within the Glismann Road area.
- 'Lower density lots' would occur on properties located at the crest of the hill or for the lots that contain clusters with substantial slope of 20 per cent.

The Panel's conclusion on this issue is consistent with Council's position.

#### Task

- **Amend Development Plan Overlay Schedule 19 (DPO19) as per Council's tracked changes and the Panel's recommendation.**

### 6.2. Vegetation, landscape and views

The issue was whether the amendment provides adequate protection for vegetation and biodiversity during the redevelopment of the area.

The Panel supported Council's approach to include several requirements in DPO19 to minimise loss of biodiversity and landscape values. Combined with the requirements of ES01, this provides the best possible solution to retain the biodiversity values and character of Glismann Road and the surrounding neighbourhood.

The Panel concluded that:

- There will be some vegetation loss and changes in landscape when Glismann Road is developed.
- The requirements of the proposed DPO19, in association with ES01, provide the most effective planning tools to support biodiversity and landscape values.<sup>xii</sup>

**No change recommended.**

Council reaffirmed this position at the Panel and in its Closing Submission identifying that:

- The Amendment had been drafted to protect and maintain the visual prominence of vegetated hilltops and hillsides.
- The existing Environmental Significance Overlay provides additional protection for vegetation.

The Panel's conclusion on this issue is consistent with Council's position.

#### Task

- **No change required.**

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>6.3. Public open space</b></p> <p><b>The issue</b> was <i>whether the proposed public open space was justified.</i></p> <p>The Panel acknowledged that the public open space was justified and that development at Glismann Road would normally attract an open space contribution of up to 8 per cent, so any additional cost (if any) was considered to be minimal.</p> <p>The Panel concluded that the inclusion of the area of 0.3 hectare sin the south-west of the site as public open space is justified.<sup>xiii</sup></p> <p><b>No change recommended.</b></p>	<p>Council submitted that the need and location of the open space area was justified. Council's expert witness (Urban Enterprise) reaffirmed that the use of the development contributions plan for the provision for open space was permitted.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>• <b>No change required.</b></li> </ul>
<p><b>6.4. Flooding and drainage</b></p> <p><b>The issue</b> was <i>whether flooding and drainage issues had been addressed satisfactorily within the Amendment.</i></p> <p>The Panel agreed that a levee to protect the four properties along Old Princes Highway from increased below floor flooding was a sensible solution. The Panel did identify an error in the text regarding 'm' instead of 'mm'.</p> <p>The Panel concluded that flooding and drainage issues had been addressed in the background reports, and that the Amendment generally incorporated the recommendations appropriately.</p> <ul style="list-style-type: none"> <li>• <b>In Development Plan Overlay Schedule 19 modify the reference to the height of the levee bank to read '450 mm'.<sup>xiv</sup></b></li> </ul> <p><b>Recommendation 3</b></p> <p><b>In Development Plan Overlay Schedule 19, Schedule 1:</b></p> <p><b>b. modify the reference to the height of the levee bank to read '450 mm'</b></p>	<p>Council submitted that DPO19 addressed the flooding and drainage issues.</p> <p>The error is noted. The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>• <b>Amend Development Plan Overlay Schedule 19 (DP019) as per the Panel's recommendation. .</b></li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>6.5. Soil contamination</b></p> <p><b>The issue</b> was whether <i>potential soil contamination issues had been addressed appropriately in the Amendment</i>.</p> <p>The Panel noted that the relevant legislation had changed, and the relevant wording needed to be updated to reflect this and concluded that potential soil contamination issues had been addressed appropriately in the Amendment.</p> <ul style="list-style-type: none"> <li>In Development Plan Overlay Schedule 19 update requirements referring to contaminated land to reflect updated legislation.<sup>xv</sup></li> </ul> <p><b>Recommendation 3</b></p> <p><b>In Development Plan Overlay Schedule 19, Schedule 1:</b></p> <p><b>c. update the requirements referring to contaminated land to reflect updated legislation</b></p>	<p>Council advised that it sought the views of the EPA regarding the contaminated land study as well as the draft Amendment documents. The EPA recommendations were included in the exhibited DPO schedule.</p> <p>The update in legislation is noted. The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>Amend Development Plan Overlay Schedule 19 (DP019) as per Council's tracked changes and the Panel's recommendation.</li> <li>Seeking confirmation from EPA regarding the updated wording.</li> </ul>
<p><b>6.6. Road network and movement</b></p> <p><b>6.6.1. Traffic generation</b></p> <p><b>The key issue</b> was whether <i>development of the area will generate amounts of traffic that inordinately impact on neighbouring residents</i>.</p> <p>The Panel considered that the traffic network within and surrounding Glismann Road would cope with the level of traffic generated by the development. The Panel concluded the traffic network has sufficient capacity to cope with traffic generated.<sup>xvi</sup></p> <p><b>Outlined in section 6.6.2 to 6.6.4 of this table.</b></p>	<p>The Panel reaffirmed Council's position that there has been a significant amount of work carried out regarding Glismann Road and the road network within the development plan area. The figures and plans within the Trafficworks Traffic Impact Assessment (which informed the amendment) were discussed during the Panel and Council's Expert Witness (Trafficworks) provided additional information in its Statement and under cross examination.</p> <p>The Panel's conclusion regarding road movement and traffic is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>The changes proposed are identified in the tasks in section 6.6.2 to 6.6.4).</li> </ul>



Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>6.6.2. The road network</b></p> <p>The key issues are whether:</p> <ul style="list-style-type: none"> <li>The road network within the area is designed to achieve efficient, legible, and safe internal movement (including the proposed roundabout in Glismann Road and access to the Old Princes Highway lots).</li> <li>The existing residents will be able to access their properties following construction or reconstruction of the streets (including the driveway access at the crest of Glismann Road).</li> </ul> <p>The Panel acknowledged that a considerable amount of work has been conducted in developing the conceptual road network within the Glismann Road area and that many aspects of the design were determined largely by the topography of the site and the limited connections outside the site.</p> <p>The Panel concluded that:</p> <ul style="list-style-type: none"> <li>The western loop road is an important element of the road network design.</li> <li>The classification of the roads within the site, the removal of the crest of the hill to enhance sight lines, restrictions on access and parking north of the roundabout, and inclusion of traffic calming within the area are all appropriate.</li> <li>The ability to consider alternatives to the proposed roundabout in Glismann Road with a reverse-priority controlled T-intersection is supported.</li> <li>Access to the Old Princes Highway lots should be in accordance with the exhibited Development Plan (masterplan).</li> <li>Driveway access at the crest of Glismann Road can be maintained through Planning Permit conditions.</li> <li>In respect of the proposed roundabout in Glismann Road:             <ol style="list-style-type: none"> <li>Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate</li> <li>In Development Plan Overlay Schedule 19 provide for alternative treatments of the intersection.<sup>xvii</sup></li> </ol> </li> </ul> <p><b>Recommendation 3</b></p> <p><b>In Development Plan Overlay Schedule 19, Schedule 1:</b></p> <p><b>d. in respect of the proposed roundabout in Glismann Road, provide for alternative treatments of the intersection.</b></p> <p><b>Recommendation 4</b></p> <p><b>Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to:</b></p> <p><b>a. In respect of the proposed roundabout in Glismann Road, note that a reverse-priority controlled T-intersection in place of the proposed roundabout in Glismann Road may be appropriate.</b></p>	<p>Minor changes to the road network and movement as outlined in the Traffic Impact Assessment and the Development Plan Overlay (DPO19) were outlined in the Trafficworks Expert Evidence Statement and Councils Submission. To ensure transparency these changes are listed in a separate table.</p> <p><u>Proposed changes</u></p> <p>In summary, the proposed changes to the Traffic Impact Assessment and Development Plan Overlay regarding the road network provides for the following:</p> <ul style="list-style-type: none"> <li>Flexibility for Council to consider alternatives to requirements outlined in the Traffic Impact Assessment, such as to traffic management devices.</li> <li>Further clarity regarding 'no vehicle access' and 'restricted vehicle access' at the crest of the hill.</li> <li>Protecting existing driveway access as development occurs along Glismann Road.</li> <li>Access arrangements for Old Princes Highway lots.</li> </ul> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>Amend Development Plan Overlay Schedule 19 (DPO19) as per Council's tracked changes and the Panel's recommendation.</li> <li>Update <i>Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020)</i> as per the expert witness statement, Councils submission and the Panel's recommendation.</li> </ul>



Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>6.6.3. Design of the pedestrian network</b></p> <p>The <b>key issue</b> was whether the pedestrian network within the area is designed to achieve efficient, legible and safe movement.</p> <p>The Panel accepted that some pedestrian access was planned, including to O'Neil Recreation Reserve in the west, Patrick Place in the north and to Beaconsfield Primary School through the proposed new public open space on the south-west. However, it considered that pedestrian linkages within the site, and between the area and surrounding areas, <u>have not been adequately addressed</u>.</p> <p>The Panel concluded that:</p> <ul style="list-style-type: none"> <li>• Pedestrian linkages within the site, and between the area and surrounding areas, had not been adequately addressed.</li> <li>• Pedestrian links are required between 11 Mahon Avenue and the Glismann Road area. This is discussed in Section 3 of this table.</li> <li>• A footpath should be included in a redesign of the roundabout in Glismann Road, or its replacement reverse-priority T-intersection.</li> <li>• In respect of pedestrian links: Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to include a footpath that does not encroach on the property at 4 Glismann Road.<sup>xviii</sup></li> </ul> <p><b>Recommendation 4</b></p> <p><b>Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to:</b></p> <p><b>b. In respect of pedestrian links, include a footpath that does not encroach on the property at 4 Glismann Road.</b></p>	<p><b>Pedestrian links</b></p> <p>Glismann Road is an infill site and the surrounding development has <u>restricted the possibilities</u> for pedestrian connectivity to the east and west of the amendment area.</p> <p>As noted by the Panel, pedestrian and cycle connections are available throughout the development plan area as well as the provision of connections to the north, south and east. The masterplan for the recreation reserve has allocated a pedestrian path to integrate with new road network within the Glismann Road area.</p> <p>Also, there is a possible connection through Beaconsfield Primary School outside of school hours via the proposed local park, however it would be at the discretion of the school as to whether this connection would be a public thoroughfare or a 'restricted' connection for school use only.</p> <p><b>4 Glismann Road</b></p> <p>The removal of the footpath shown on 4 Glismann Road was adopted by Council at its meeting on 15 February 2021.</p> <p>Council reaffirmed this position at the Panel and in its Closing Submission identifying that allocating shared infrastructure (such as a roundabout or footpath) on this site could prejudice and delay the sequential development of the Glismann Road Development Plan area.</p> <p><u>Proposed changes</u></p> <p>In addition to the changes outlined in 6.6.2, the Traffic Impact Assessment and the Development Plan Overlay (DPO19) will be amended to provide further clarity regarding pedestrian permeability in the future development of the Glismann Road area and the removal of the path shown on 4 Glismann Road.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>• Amend Development Plan Overlay Schedule 19 (DPO19) as per Council's tracked changes and the Panel's recommendation.</li> <li>• Update <i>Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020)</i> as per the expert witness statement, Council's submission and the Panel's recommendation.</li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>6.6.4. Parking</b></p> <p>The key issue was whether parking is adequately catered for in the Amendment.</p> <p>The Panel concluded that:</p> <ul style="list-style-type: none"> <li>• Parking had been adequately catered for in the Amendment.</li> <li>• The TIA should include a parking lane adjacent to the park, and kerbside parking along the property frontages.</li> <li>• In respect of parking: Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to include a parking lane adjacent to the park, and kerbside parking along the property frontages.<sup>xix</sup></li> </ul> <p><b>Recommendation 4</b></p> <p>Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) to:</p> <p>c. In respect of parking, include a parking lane adjacent to the park, and kerbside parking along the property frontages.</p>	<p>Text currently exists in the Development Plan Overlay (DPO19) regarding on-street parking adjacent to open space and along property boundaries where it can be safely provided.</p> <p>Council supports the Panel's recommendation as it will ensure consistency between the Development Plan Overlay and the Traffic Impact Assessment, as well as providing further clarity regarding parking along property frontages.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li>• Review Development Plan Overlay Schedule 19 (DPO19) as per Council's tracked changes and the Panel's recommendation regarding parking requirements adjacent to parkland and property frontages.</li> <li>• Update <i>Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020)</i> as per the expert witness statement, Council's submission and the Panel's recommendation</li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

## 7. Chapter 7 The Development Contributions Plan (DCP)

### 7.1. Estimation of contributions

The key issues were:

- The consequence of excluding 11 Mahon Avenue, requiring a review of the DCP.
- A potential increase in density from a design-led approach to controlling density (as discussed in Chapter 6.1 of this report means the open space contribution for O'Neil Recreation Reserve works and the community contribution for the O'Neil Recreation Reserve pavilion upgrade is likely to be an under-estimate).

The Panel noted that the removal of 11 Mahon Avenue (from the Glismann Road DCP) would increase the DCP rate of the Glismann Road area.

The Panel identified that a more significant matter related to the potential number of lots in the remaining Glismann Road area (which is to be amended to a design-led approach) and the impact this would have Glismann Roads contribution to Community Infrastructure Levy (which is a share of the expansion of the O'Neil Road Recreation Reserve pavilion).

The change in density requirements may lead to some increase in lot yield up. The Panel has not identified a percentage to be allocated to the Glismann Road area, nor the number of lots that share the allocation, which may be between 244 and 330. This was identified as a task should be carried out in a revision of the DCP.

The Panel concluded that:

- The DCP should be updated, based on removal of 11 Mahon Avenue from the DCPO and an adjustment of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve works.
- DCPO5 should be updated, based on the revised cost estimates in the DCP.
- Update the Development Contributions Plan, based on:
  - a. The removal of 11 Mahon Avenue from the Plan
  - b. Revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area.
- In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost.<sup>xx</sup>

### Recommendation 6

Update the Development Contributions Plan, based on:

- a. the removal of 11 Mahon Avenue from the Plan

At its meeting on 15 February 2021 Council acknowledged that the recommended changes to AmC238 would impact on the Development Contributions Plan, in particular:

- the removal of 11 Mahon Avenue from AmC238
- the changes to density within the development plan area, and
- the inclusion of the cost of \$70,000 to prepare the Development Plan.

This position was reaffirmed in Council's submission to the Panel and Council's expert witness (Urban Enterprise).

It is noted that the potential lot yield within the Glismann Road area needs to be reassessed based on the change in approach to density. The lot yield within the Glismann Road area will influence the percentage of use of the Glismann Road residents on the Development Infrastructure Levy (DIL) projects listed for O'Neil Road Recreation Reserve and the rate per lot for the Community Infrastructure Levy (CIL) projects.

The Panel's conclusion on this issue is consistent with Council's position.

### Task

- Assess the impact of the change in density requirements on the Glismann Road DCP. r
- Amend Development Contribution Plan Overlay Schedule 5 (DCPO5).
- Amend and update *Glismann Road Development Contributions Plan (Urban Enterprise, June 2020)*.

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

Recommendation / Conclusion in Panel Report <sup>i</sup>	Comment / Tasks required
<p><b>b. revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area</b></p> <p><b>Recommendation 7</b></p> <p><b>In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.</b></p> <p><b>7.2. Public Open Space</b></p> <p><b>The issue</b> was whether <i>the cost of the public open space has been appropriately assessed as part of the DCP.</i></p> <p>The Panel accepted that the principle that the public open space will be of benefit to the residents of the Glismann Road area, and so the costs should be shared across the whole development.</p> <p>The Panel concluded that the public open space should form part of the DCP, and the shared path, 0.3 hectares of public open space in the south-west of the area and the contribution to the upgrade of O'Neil Recreation Reserve are justified.<sup>xxi</sup></p> <p><b>No change recommended.</b></p>	<p>As outlined in Section 6.3 of this table, Council submitted that the inclusion of local open space land and improvements in the DCP was a practical and equitable way of facilitating the provision of open space to meet local needs in lieu of public open space contributions under Clause 53.01 of the Planning Scheme.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Task</b></p> <ul style="list-style-type: none"> <li><b>No change required.</b></li> </ul>
<p><b>7.3. Roads and traffic management</b></p> <p><b>The issues</b> related to the estimated costs of roads and traffic management devices and whether they had been allocated in a fair way. There were four specific issues:</p> <ul style="list-style-type: none"> <li>Should the local roads linking to the proposed western loop road (RD-03 and RD-04) be included in the DCP?</li> <li>Should the cost of reconstructing Glismann Road north of the proposed roundabout be included?</li> <li>Should the proposed roundabout in Glismann Road be replaced with a less expensive reverse-priority T-intersection?</li> <li>Should the costs of the functional layout plan be allocated to the first application to subdivide land with access to Glismann Road, or included within the DCP?</li> </ul> <p><b>Local roads linking to the western loop</b></p> <p>The Panel acknowledged that the western loop road provides strategic benefit to the road network and accepts the principle outlined in Council's submission (Mr Shipp's evidence) that roads that provide critical</p>	<p>Council's submission to the Panel, which included Council's Expert Witness (on Development Contribution Plans) Statement provided justification about the inclusion of the items in the DCP, including the construction and land costs for the access streets as well as the inclusion of the cost of the Functional Layout Plan into the DCP.</p> <p>The Panel's conclusion on this issue is consistent with Council's position.</p> <p><b>Tasks</b></p> <ul style="list-style-type: none"> <li><b>Amend and update <i>Glismann Road Development Contributions Plan (Urban Enterprise, June 2020)</i> to include the survey/design cost in road construction project RD-02 Glismann Road part construction costs.</b></li> <li><b>Amend Development Contribution Plan Overlay Schedule 5 (DCP05).</b></li> </ul>

Assessment of AmC238 Panel Report (25 January 2022) and tasks required.

<b>Recommendation / Conclusion in Panel Report<sup>i</sup></b>	<b>Comment / Tasks required</b>
<p>access points back to Glismann Road should be included in the DCP to ensure equity. On this basis, it accepts the proposition that land and construction costs should be included in the DCP.</p> <p><b>Glismann Road north of the proposed roundabout</b> The Panel also accepted that Glismann Road will remain a significant part of the road network as the development proceeds. Its role will change as the area's population increases and the western loop road is constructed, but it remains an important element of an area with limited connectivity.</p> <p><b>Replacement of the proposed roundabout</b> The Panel accepted that the reverse-priority T-intersection may provide satisfactory safety outcomes, and its cost may be lower than the proposed roundabout.</p> <p><b>Cost of functional layout plan (FLP)</b> The Panel supported Council's approach to the FLP and considered it to be appropriate that there was funding for this in the DCP.</p> <ul style="list-style-type: none"> <li>Update the Development Contributions Plan based on: an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.<sup>xvii</sup></li> </ul> <p><u>Recommendation 6</u></p> <p>Update the Development Contributions Plan, based on:</p> <p>c. an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.</p> <p><u>Recommendation 7</u></p> <p>In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.</p>	<ul style="list-style-type: none"> <li>Update Glismann Road Residential Development – Traffic Impact Assessment Report (Trafficworks, June 2020) regarding the inclusions of the cost of the Functional Layout Plan of Access Street Level 1.5 in the DCP.</li> </ul>

Assessment of key issues in AmC238 Panel Report (25 January 2022) and whether the issue was addressed in Council's Part A, Part B and/or Closing Submission

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i Cardinia Planning Scheme  
Amendment C238card, Corrected  
Panel Report, 25 January 2022. Lester  
Townsend, Chair and Ian Gibson,  
Member. (Panel Report)  
ii Panel Report Pg 19  
iii Panel Report Pg 26  
iv Panel Report Pg 29

v Attachment A.1 – Cardinia Planning  
Scheme Amendment C238card  
Cardinia Shire Talking Notes for  
scheduled time for *Council's closing  
submission 7 May 2021* ('talking notes  
7 May'), paragraph 14  
vi Panel Report Pg 31  
vii Panel Report Pg 33

viii Panel Report Pg 34  
ix Panel Report Pg 35  
x Panel Report Pg 37  
xi Panel Report Pg 40  
xii Panel Report Pg 43  
xiii Panel Report Pg 45  
xiv Panel Report Pg 46  
xv Panel Report Pg 48

xvi Panel Report Pg 50  
xvii Panel Report Pg 56  
xviii Panel Report Pg 58  
xix Panel Report Pg 59  
xx Panel Report Pg 64  
xxi Panel Report Pg 65  
xxii Panel Report Pg 68

## **Cardinia Planning Scheme Amendment C238card, Corrected Panel Report, 25 January 2022.**

### **Update and Review of the Glismann Road Development Contributions Plan (GRDCP)**

#### **Contents of this report.**

1.	Purpose of this document	1
2.	Key Documents to be amended	1
3.	Key Issues for the GRDCP	1
4.	The removal of 11 Mahon Avenue from the GRDCP	2
4.1.	Context	2
4.2.	Reduced Main Catchment Area (MCA)	3
4.3.	Reduced Net Developable Area (NDA)	3
5.	Change in approach regarding residential density and slope management	4
5.1.	Context	4
5.2.	Design-led approach to density	4
5.3.	Why do we need to estimate lot yield?	4
5.4.	Revised GRDCP lot yield & population	5
6.	.A new DCP item - \$70,000 in planning costs (Development Plan).	7
6.1.	Context	7
7.	An amended DCP item – RD-02 Glismann Road part construction costs – Access Street Level 1.5. Increase from \$1,085,275 to \$1,213,442.	8
7.1.	Context	8
8.	In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.	8
8.1.	Context	8
	APPENDIX A - Review of Housing Densities in Precinct Structure Plans with Cardinia's growth area	i
	APPENDIX B – Scenario A – Varied dwelling density (based on the four variations of residential density proposed in the exhibited documentation).	ii
	APPENDIX C – Scenario B – Standard dwelling density across entire Glismann Road area.	iii
	APPENDIX D – Scenario C – Varied dwelling density.	iv
	APPENDIX E – Amended Project RD-02 (Attachment D Council's closing submission)	v
	APPENDIX F – Exhibited SCHEDULE 5 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY	vii

## 1. Purpose of this document

This document provides an outline of the changes required to the exhibited C238card (1) Glismann Road Development Contributions Plan (Draft) (June 2020) (GRDCP) and (2) Development Contributions Plan Overlay Schedule 5 (DCPO5) as recommended in the Cardinia Planning Scheme Amendment C238card, Corrected Panel Report, 25 January 2022 (The Panel Report).

### *Panel's recommendations*

5. *In the Development Contributions Plan, include \$70,000 in planning costs so that the Development Plan can be progressed by Council.*
6. *Update the Development Contributions Plan, based on:*
  - a. *the removal of 11 Mahon Avenue from the Plan*
  - b. *revision of the Community Infrastructure contribution and the Development Infrastructure contribution relating to the upgrade of O'Neil Recreation Reserve, based on an amended estimate of the area's lot yield and the percentage allocated to Glismann Road area*
  - c. *an updated Project RD-02 that includes the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5) to provide for the cost of the Functional Layout Plan.*
7. *In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.*

## 2. Key Documents to be amended

- Urban Enterprise, Glismann Road Development Contributions Plan (Draft), June 2020 – Incorporated document AmC238card. (GRDCP)

The GRDCP was developed to support the funding of infrastructure to facilitate development within the Glismann Road Development Plan area (DP). The DCP::

- Will charge development contributions (payment or works-in-kind) to go towards planned infrastructure projects within the Glismann Road Development Plan area.
- Includes a range of development infrastructure items, including roads, intersections, open space, shared path and associated land as well as strategic planning costs.
- Includes a new local park and upgrades to the O'Neil Road Recreation Reserve.
- Schedule 5 to Clause 45.06 Development Contributions Plan Overlay (GLISMANN ROAD DEVELOPMENT CONTRIBUTIONS PLAN) – New schedule AmC238card
- Cardinia Shire Council, Glismann Road Development Contribution Plan Project Sheets, June 2020 – Supporting Information for AmC238card

## 3. Key Issues for the GRDCP

1. The removal of 11 Mahon Avenue from the Glismann Road Development Contributions Plan (GRDCP).
2. Change in approach regarding **residential density** and slope management
3. A **new DCP item** - \$70,000 in planning costs (Development Plan).
4. An **amended DCP item** – RD-02 Glismann Road part construction costs – Access Street Level 1.5. Increase from \$1,085,275 to \$1,213,442.



#### 4. The removal of 11 Mahon Avenue from the GRDCP

##### 4.1. Context

Although currently located within a residential zone (GRZ1); 11 Mahon Avenue was included in AmC238card at the request of the previous landowner. Including this property within this amendment would assist in providing development options of the site given its irregular shape and significant slope.

The current landowner requested to be excluded from AmC238card. Council has acknowledged that the current landowner does not share the same opinion of the previous landowner regarding the site's connection to the Glismann Road area.

Both Council and the Panel support **excluding 11 Mahon Avenue** from the following components of AmC238card:

- Rezone 11 Mahon Avenue, Beaconsfield from GRZ1 to NRZ2
- Apply Glismann Road Development Contribution Plan Overlay (DCPO5) to 11 Mahon Avenue

Development Plan Overlay (DPO19) will still be applied to 11 Mahon Avenue to facilitate a pedestrian link with 11 Mahon Avenue and the Glismann Road Development Plan area. No other components of the Development Plan Overlay apply to this site.

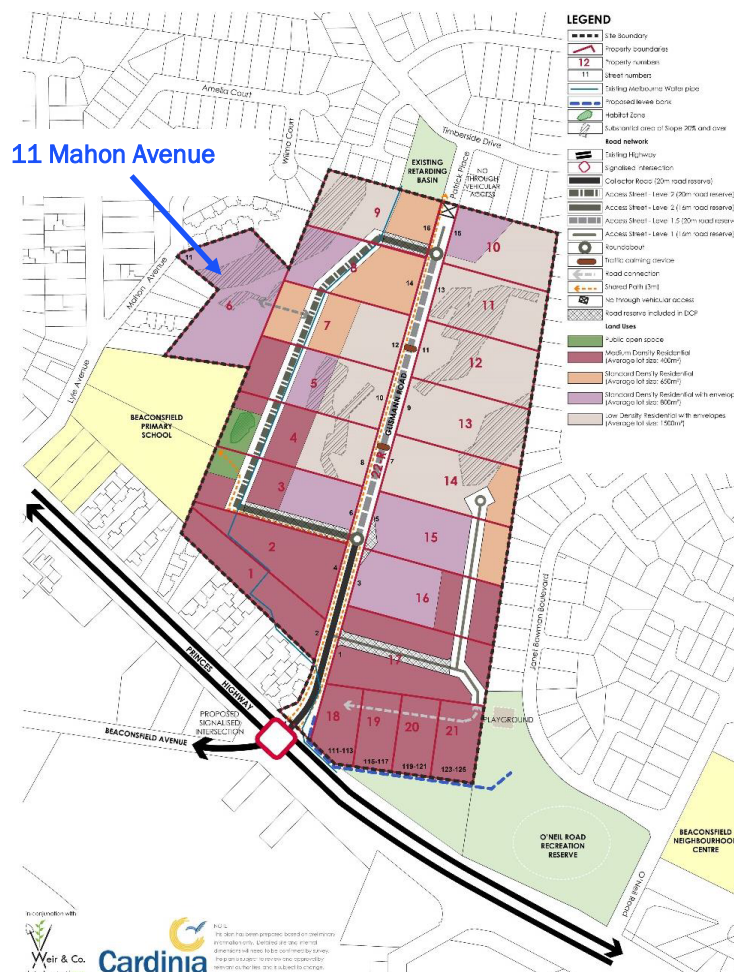


Figure 1: Extract from GRDCP (Draft) (June 2020) (exhibited AmC238)

## 4.2. Reduced Main Catchment Area (MCA)

A Development Contributions Plan (DCP) is a planning tool that facilitates the fair funding and delivery of infrastructure for a specific development area. The GRDCP (as exhibited) affects all land within the Glismann Road Development Plan area. The Panel supports the use of the DCPO and a DCP as part of the development of the Glismann Road area.

The Main Catchment Area (MCA) of the GRDCP (as exhibited), consisted of land identified in Figure 1 which affected 21 properties. 11 Mahon Avenue was identified as property #6. The total area of 11 Mahon Avenue is 1.31 ha.

The removal of 11 Mahon Avenue from the DCP results in the following changes to the MCA:

- reduces the amount of affected properties from 21 to 20
- reduces the DP total area / MCA<sup>1</sup> from 19.67 ha to 18.36 ha

## 4.3. Reduced Net Developable Area (NDA)

Development infrastructure contributions are payable on the amount of Net Developable Area (NDA) (expressed as net developable hectares) of any given development site. In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard “per net developable hectare” demand unit is used for the Development Infrastructure Levy (DIL).

Regarding the Glismann Road area, there are some sites that contain slope of 20% and over where development is not permitted. This area is excluded from the Net Developable Area in order to fairly apportion infrastructure costs across developable land only.

Calculations of NDA for each individual property (within the MCA) were outlined in the property-specific land budget in the exhibited DCP.

The total Net Developable Area (NDA) within the **exhibited DCP** versus the **revised DCP** (which excludes 11 Mahon Avenue) is as follows:

**Table 1: Comparison of Net Developable Area (NDA) - Exhibited vs Revised DCP**

	Exhibited DCP	Revised DCP
DP total area / MCA Total	19.67 ha	18.36 ha
Minus Road reserve land in DCP (Total)	0.57 ha	0.57 ha (no change)
Minus Local park included in the DCP (Total)	0.30 ha	0.30 ha (no change)
Minus Significant area of slope over 20% (encumbered land).	2.09 ha	1.77 ha
<b>Total NDA (Demand Units) <sup>2</sup></b>	<b>16.71 ha</b>	<b>15.72 ha</b>

Removing 11 Mahon Avenue from the Glismann Road DCP has reduced the total NDA from 16.71 ha to 15.72 ha. The reduction in the NDA will increase the cost of the DCP rate.

<sup>1</sup> Excluding Glismann Road reserve which is 1.33 ha

<sup>2</sup> This figure is consistent with the NDA calculation in the AmC238card Panel Report (page 63)

## 5. Change in approach regarding residential density and slope management

### 5.1. Context

The exhibited AmC238card documentation proposed four variations of residential density:

- 'Medium Density Residential' (average lot size: 400 square metres)
- 'Standard Density Residential' (average lot size: 650 square metres)
- 'Standard Density Residential' with envelopes (average lot size: 800 square metres)
- 'Low Density Residential' with envelopes (average lot size: 1,500 square metres).

This information was used to determine the **estimated residential lot yield in the exhibited DCP** (which was 244 dwellings) and this was used to determine Glismann Road's contribution to infrastructure items outside of the MCA.

As outlined in the **exhibited DCP**:

*For items associated with the O'Neil Road Recreation Reserve upgrade (OSNR-01 and CIL-01), a proportion of usage is generated from areas external to the Main Catchment Area. The costs of these items have been apportioned across all existing and future residents of the suburb of Beaconsfield that will benefit from the works. In 2041 (at the conclusion of the DCP timeframe), residents of the MCA are projected to comprise 11% of all existing and future residents in the suburb. Therefore, 11% of the cost of these works is apportioned to the DCP.<sup>3</sup>*

### 5.2. Design-led approach to density

In response to submissions regarding residential density and slope management, Council (as well as the Panel) support a design response for individual site features rather than average lot yield.<sup>4</sup> This approach is consistent with current planning practice.

Council and the Panel note that the existing Environmental Significant Overlay (ESO1) and provisions with other AmC238card components such as the Glismann Road Development Plan Overlay (DPO19) and the Neighbourhood Residential Zone (NRZ2) **will more than likely result in a lower density for the properties located at the crest of the hill or contain clusters with substantial slope of 20 % and over** than sites that do not have a similar constraint. This acknowledgment is consistent with the approach of the exhibited DCP (discussed in 3.3), where areas that contain slope of 20% and over area are excluded from the Net Developable Area (in order to fairly apportion infrastructure costs across developable land only).

The Panel also noted that the aggregate number of lots to be developed may increase using the design-led approach to density however, does not accept that the traffic-related capacity of "up to 330 lots" has any status. This may provide a ceiling based solely on traffic capacity, but other factors such as protection of slopes, vegetation and landscapes will impact on the ultimate densities achieved.

### 5.3. Why do we need to estimate lot yield?

While the 'density-led' approach has been removed from the Development Plan overlay an estimate of the development potential of the Glismann Road area is still required to inform the GRDCP.

It is important to note that the purpose of the estimated lot yield is to calculate the potential usage of the O'Neil Road Recreation Reserve upgrade projects that are in the GRDCP - it is not to restrict the density or number of dwellings within the Glismann Road.

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<sup>3</sup> Urban Enterprise, Glismann Road Development Contributions Plan (Draft) (June 2020) (page 11)

<sup>4</sup> AmC238card Panel Report (page 40)

As outlined in the GRDCP the cost of each infrastructure item in the DCP has been apportioned based upon the likelihood that an item will be used by residents of the Main Catchment Area of the DCP. All items except those associated with the O'Neil Road Recreation Reserve works are fully apportioned to the MCA on the basis that the items are needed to support the development of the Development Plan area.<sup>5</sup>

For items associated with the O'Neil Road Recreation Reserve upgrade (OSNR-01 and CIL-01), a proportion of usage is generated from areas external to the Main Catchment Area. The costs of these items have been apportioned across all existing and future residents of the suburb of Beaconsfield that will benefit from the works.

**The exhibited DCP identified that in 2041 (at the conclusion of the DCP timeframe), residents of the MCA are projected to comprise 11% of all existing and future residents in the suburb.** Therefore, 11% of the cost of these works is apportioned to the DCP. The Beaconsfield Precinct Forecast is outlined in the *Cardinia Shire Council, Glismann Road Development Contribution Plan Project Sheets, June 2020* which is supporting information for AmC238card.

#### **5.4. Revised GRDCP lot yield & population**

##### **Lot Yield**

The Glismann Road area is:

- an infill development within the Urban Growth Boundary (UGB)
- classified as a being an Urban Established Area within the Cardinia Planning Scheme (Clause 21.03 Settlement and Housing) and not the Urban Growth Area (Casey-Cardinia Growth Area Framework Plan, 2006)
- surrounded by residential development that is zoned General Residential Zone (GRZ) which provides a variation in lot size ranging from 500 sq m to over 1,000 sq m.

In order to calculate the estimated lot yield within the Glismann Road area a dwelling density per hectare (dw/ha) is calculated against the Net Developable Area (NDA) for each lot. To ensure consistency and transparency, the NDA used in the revised DCP will be based on the same methodology used in the exhibited Glismann Road DCP<sup>6</sup>.

The NDA calculation will exclude the following elements:

- The existing Glismann Road reservation
- Road reserved land included in the GRDCP
- The local park land included in the DCP
- Significant area of slope over 20%

While it is acknowledged that the Glismann Road area does not fall within the Urban Growth Area, for context purposes the following information was reviewed regarding dwelling density rates (dwellings per hectare (dw/ha)). This includes an assessment of Cardinia's three Precinct Structure Plans which is provided in Appendix A:

- Clause 11.03-2S of the Cardinia Planning Scheme outlines provisions for Growth area and encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net

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<sup>5</sup> Urban Enterprise, Glismann Road Development Contributions Plan (Draft) (June 2020) (page 11)

<sup>6</sup> Urban Enterprise, Glismann Road Development Contributions Plan (Draft) (June 2020) Appendix A Detailed Land Budget (page 19)

*Update and Review of the Glismann Road Development Contributions Plan (GRDCP)  
Council Report 16 May 2022*

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developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

- The Precinct Structure Planning Guidelines: New Communities in Victoria (2021) state that PSPs should facilitate densities within an average of 20 dwellings or more per net developable hectare.
- The standard dwelling density in the Cardinia Road and Officer PSP is 15 dw/ha and 17 dw/ha in the Pakenham East PSP.
- The Cardinia Road, Officer and Pakenham East PSP have lower density development rates for areas with significant slope; significant vegetation; the prominent ridgelines; and/or at the interface with green wedge areas. The lower density requirement ranges from 2.8 dw/ha to 12 dw/ha.

As discussed in Section 4.1 of this report, the exhibited amendment documentation focused on a density-led design. The four variations of residential density, in the exhibited AmC238 are as follows:

- 'Medium Density Residential' (average lot size: 400 square metres) – 25 dw/ha
- 'Standard Density Residential' (average lot size: 650 square metres) – 15 dw/ha
- 'Standard Density Residential' with envelopes (average lot size: 800 square metres) – 12.5 dw/ha
- 'Low Density Residential' with envelopes (average lot size: 1,500 square metres) – 7 dw/ha

In the exhibited AmC238 the four density ranges were based on the topographic features of the Glismann Road area. While the revised approach will be design-led rather than density-led it is likely that the design-led density outcome may have similar results.

For the purpose of understanding potential lot yield in the Glismann Road area three development scenarios have been reviewed and are outlined in the Table 2. It is important to note that the Scenarios do not mandate a particular density.

### **Revised population**

As outlined in *Cardinia Shire Council, Glismann Road Development Contribution Plan Project Sheets (June 2020)* the Glismann Road Area is adjacent to the O'Neil Road Recreation Reserve. New residents within the Glismann Road Area will enjoy quick and easy access to this open space area for both passive and active facilities. As a neighbourhood park, O'Neil Road Recreation Reserve offers different facilities to the local park which is fully funded by the Glismann Road DCP.

A review of the population characteristics and forecasts in the *O'Neil Road Reserve Master Plan Final Report (September 2018)* and information collected from 'ID profile Cardinia' was used to determine the expected use of the reserve by the future residents of the Glismann Road Area.

The 2022 population forecast for Beaconsfield Precinct is 4,768 and is forecast to grow to 6,326 by 2041.

In order to determine the population for the Glismann Road area a rate of 2.9 people per household is calculated with the estimated lot yield. This figure is then used to determine the percentage of Glismann Road population within the expected population of the Beaconsfield Precinct.

As identified in Section 4.3 of the report, the exhibited DCP identified that in 2041 (at the conclusion of the DCP timeframe), residents of the MCA are projected to comprise 11% of all existing and future residents in the suburb (based on 250 lots when 11 Mahon Avenue was included in the amendment area).

*Update and Review of the Glismann Road Development Contributions Plan (GRDCP)  
Council Report 16 May 2022*

**Table 2: Lot yield and population estimate comparison**

Scenario (Appendix)	Density (dwellings per hectare)	Lot Yield	Population % of Beaconsfield Precinct
Scenario A (AmC238 as exhibited) Varied dwelling density (based on the four variations of residential density proposed in the exhibited documentation) and excluding Mahon Avenue (Appendix B)	<ul style="list-style-type: none"> <li>• 'Medium Density Residential' – 25 dw/ha</li> <li>• 'Standard Density Residential' – 15 dw/ha</li> <li>• 'Standard Density Residential' with envelopes – 12.5 dw/ha</li> <li>• 'Low Density Residential' – 7 dw/ha</li> </ul>	233 lots	675 11% of the expected population of the Beaconsfield Precinct.
Scenario B – Standard dwelling density across entire Glismann Road area. (Appendix C)	<ul style="list-style-type: none"> <li>• 17 dw/ha across the entire Glismann Road area</li> </ul>	267 lots	775 12% of the expected population of the Beaconsfield Precinct.
Scenario C – Varied dwelling density. (Appendix C)	<ul style="list-style-type: none"> <li>• 12 dw/ha for lots with substantial areas of slope</li> <li>• 17 dw/ha for the balance of the area</li> </ul>	237 lots	686 11% of the expected population of the Beaconsfield Precinct.

Scenario A and C both use the 'density-led' plan and residential land allocation that was exhibited in AmC238. It is important to note, that the 'density-led' plan will no longer form part of the Development Plan Overlay (DPO19).

Scenario B allocates one density across the entire Glismann Road area, which is more in line with the revised plan that is to form part of the revised Development Plan Overlay (DPO19). An average dwelling density rate of 17 dw/ha is the most likely outcome for the Glismann Road area. As outlined in Section 4.2 of this report Council and the Panel noted that properties located at the crest of the hill or contain clusters with substantial slope of 20 % and over will more than likely result in a lower lot yield than sites that do not have a similar constraint. The Panel also noted that the design-led approach may also increase the aggregate number of lots within the Glismann Road area.

As stated earlier, the lot yield used to inform the GRDCP is not to mandatory dwelling density that will form part of or inform the future Development Plan. It's purpose is to estimate lot yield and population for the Glismann Road area to determine the percentage of use of Projects outside of the Glismann Road area..

**Scenario B will inform the revised GRDCP, which calculates a lot yield of 267 and a population of 775 (12% of the expected population of the Beaconsfield Precinct).**

## **6. A new DCP item - \$70,000 in planning costs (Development Plan).**

### **6.1. Context**

The Panel supports the inclusion of the \$70,000 in the 'planning' costs of the Glismann Road Development Contributions Plan.

The project will be included in the revised GRDCP.



## **7. An amended DCP item – RD-02 Glismann Road part construction costs – Access Street Level 1.5. Increase from \$1,085,275 to \$1,213,442.**

### **7.1. Context**

The Panel supports Project RD-02 of the Glismann Road DCP be amended to include the survey/design cost (line item 10.4 of Table 3: RD-02 Glismann Road part construction costs – Access Street Level 1.5 page 7 of Glismann Road Development Contributions Plan Project Sheets). This will increase the DCP project cost from \$1,085,275 to \$1,213,442 (which is an increase of \$128,167 to the Glismann Road DCP), the 'marked up' project sheet was provided as Attachment D in Council's closing submission (and Appendix E of this report).

The amended project will be included in the revised GRDCP.

## **8. In Development Contributions Plan Overlay Schedule 5 amend the cost based on the cost estimates in the revised Development Contributions Plan.**

### **8.1. Context**

The exhibited SCHEDULE 5 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY is provided in Appendix F. The Development Infrastructure Levy (DIL) was \$418,810.86 per net developable hectare and the Community Infrastructure Levy (CIL) was \$892.62 per lot.

The revised GRDCP has a reduced MCA and an increase in project costs, therefore the DIL and CIL will increase.

### **Summary of costs**

<b>Item</b>	<b>Total cost \$</b>	<b>Costs attributable to development \$</b>	<b>Proportion of cost attributable to development %</b>	<b>Time of provision</b>
<b>Roads and Intersections</b>	<del>\$5,689,855</del> \$5,561,688	<del>\$5,689,855</del> \$5,561,688	100%	Refer to DCP
<b>Open Space</b>	\$2,472,183	<del>\$1,290,182</del> \$1,276,750	52%	Refer to DCP
<b>Planning</b>	<del>\$229,891</del> \$159,891	<del>\$229,891</del> \$159,891	100%	Refer to DCP
<b>Community Infrastructure</b>	\$1,980,000	<del>\$237,600</del> \$217,800	<del>12%</del> 11%	Refer to DCP
<b>TOTAL</b>	<del>\$10,371,929</del> \$10,173,762	<del>\$7,447,528</del> \$7,216,129		

*Note: Contributions are listed in September 2019 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.*

*Update and Review of the Glismann Road Development Contributions Plan (GRDCP)  
Council Report 16 May 2022*

### Summary of contributions

<b>LEVIES PAYABLE BY THE DEVELOPMENT</b>		
	<b>Development Infrastructure Levy</b>	<b>Community Infrastructure Levy</b>
	<b>Per Net Developable Hectare</b>	<b>Per Dwelling</b>
Roads and Intersections	<del>\$362,045.64</del> <del>\$332,835.91</del>	\$0.00
Open Space	<del>\$82,094.31</del>	\$0.00
	<del>\$76,406.35</del>	
Planning	<del>\$14,627.99</del> <del>\$9,568.60</del>	\$0.00
Community Infrastructure	\$0.00	<del>\$889.12</del> <del>\$892.62</del>
<b>TOTAL</b>	<del>\$458,767.93</del> <del>\$418,810.86</del>	<del>\$889.12</del> <del>\$892.62</del>

*Note: Contributions are listed in ~~September~~ November 2019 values. Under the DCP the contributions are to be adjusted following annual indexation. These figure exclude GST*



*Update and Review of the Glismann Road Development Contributions Plan (GRDCP)  
Council Report 16 May 2022*

**APPENDIX A - Review of Housing Densities in Precinct Structure Plans with Cardinia's growth area**

	Medium Density	Standard Density	Other 1	Other 2	Other 3	Other 4
Cardinia Road PSP	Avg 20 dw/ha	Avg 15 dw/ha	5 dw/ha low density residential development <sup>(1)</sup>			
Officer PSP	25 dw/ha	15 dw/ha	9 dw/ha Large Lot Residential <sup>(2)</sup>	6 dw/ha Environmental Residential A <sup>(2)</sup>	9 dw/ha Environment Residential B <sup>(2)</sup>	3 dw/ha Environmental Residential C <sup>(2)</sup>
Pakenham East PSP	Min avg 22 dw/ha (inside the walkable catchment)  20 dw/ha Residential within Town Centre	Avg 17 dw/ha (outside the walkable catchment)	12 dw/ha Residential outside walkable catchment - Interface housing area 1 <sup>(3)</sup>	9.5 dw/ha Residential outside walkable catchment - Interface housing area 2 <sup>(4)</sup>	2.8 dw/ha Residential outside walkable catchment within and north of the electricity transmission easement <sup>(5)</sup>	-

<sup>(1)</sup> Lower density development in areas with significant slope; significant vegetation; the prominent ridgelines; and/or at the interface with green wedge areas.

<sup>(2)</sup> Required to address site constraints.

<sup>(3)</sup> Must be designed to minimise amenity impacts on surrounding areas.

<sup>(4)</sup> Must provide a building envelope to maximise the retention of native and non-native vegetation and respond to the environmental sensitivity of the area.

<sup>(5)</sup> Lot sizes greater than 0.2ha should be considered on land within and north of the transmission easement as a response to local constraints.

**APPENDIX B – Scenario A – Varied dwelling density (based on the four variations of residential density proposed in the exhibited documentation).**

PROPERTY ID	LAND DESCRIPTION	TOTAL AREA (HECTARES)	ROAD	CREDITED OPEN SPACE	ENCUMBERED LAND	NET DEVELOPABLE AREA (HECTARES)	RESIDENTIAL AREA AS EXHIBITED IN AMC238				NET RESIDENTIAL AREA (NRA)	RESIDENTIAL YIELD (BY DENSITY)				TOTAL ESTIMATED RESIDENTIAL LOT YIELD	ESTIMATED POPULATION 2.9 people per household
			Road reserve land included in DCP	Local Park	Significant area of slope over 20%		Low Density Residential	Standard Density Residential with envelopes	Standard Density Residential	Medium Density Residential		Low Density Residential 7 dwellings per hectare	Standard Density Residential with envelopes 12.5 dwellings per hectare	Standard Density Residential 15 dwellings per hectare	Medium Density Residential 25 dwellings per hectare		
1	2 Glismann	0.77	0.00	0.00	0.00	0.77	0.00	0.00	0.00	0.77	0.77	0	0	0	19	19	56
2	4 Glismann	0.90	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.90	0.90	0	0	0	23	23	65
3	6 Glismann	1.23	0.20	0.12	0.00	0.91	0.00	0.44	0.00	0.33	0.77	0	6	0	8	14	40
4	8 Glismann	1.17	0.00	0.18	0.11	0.88	0.41	0.00	0.00	0.33	0.74	3	0	0	8	11	32
5	10 Glismann	1.12	0.00	0.00	0.24	0.88	0.34	0.16	0.00	0.24	0.74	2	2	0	6	10	30
6	12 Glismann	1.06	0.00	0.00	0.00	1.06	0.42	0.00	0.50	0.00	0.92	3	0	8	0	10	30
7	14 Glismann	1.01	0.00	0.00	0.12	0.89	0.00	0.21	0.52	0.00	0.73	0	3	8	0	10	30
8	16 Glismann	0.95	0.09	0.00	0.26	0.60	0.32	0.00	0.26	0.00	0.58	2	0	4	0	6	18
9	15 Glismann	0.84	0.00	0.00	0.00	0.84	0.54	0.30	0.00	0.00	0.84	4	4	0	0	8	22
10	13 Glismann	0.89	0.00	0.00	0.36	0.53	0.53	0.00	0.00	0.00	0.53	4	0	0	0	4	11
11	11 Glismann	0.94	0.00	0.00	0.23	0.71	0.71	0.00	0.00	0.00	0.71	5	0	0	0	5	14
12	9 Glismann	1.00	0.00	0.00	0.33	0.67	0.67	0.00	0.00	0.00	0.67	5	0	0	0	5	14
13	7 Glismann	1.05	0.00	0.00	0.12	0.93	0.66	0.00	0.20	0.00	0.86	5	0	3	0	8	22
14	5 Glismann	1.11	0.04	0.00	0.00	1.07	0.00	0.75	0.21	0.00	0.96	0	9	3	0	13	36
15	3 Glismann	1.17	0.01	0.00	0.00	1.16	0.00	0.67	0.00	0.38	1.05	0	8	0	10	18	52
16	1 Glismann	1.47	0.24	0.00	0.00	1.23	0.00	0.00	0.00	1.11	1.11	0	0	0	28	28	80
17	111-113 Old	0.41	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41	0.41	0	0	0	10	10	30
18	115-117 Old	0.41	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41	0.41	0	0	0	10	10	30
19	119-121 Old	0.41	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.41	0.41	0	0	0	10	10	30
20	123-125 Princes Old Hwy	0.45	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.45	0.45	0	0	0	11	11	33
SUB-TOTAL		18.36	0.57	0.30	1.77	15.72	4.60	3.52	1.69	5.74	15.55	32	32	25	144	233	675

**APPENDIX C – Scenario B – Standard dwelling density across entire Glismann Road area.**

PROPERTY ID	LAND DESCRIPTION	TOTAL AREA (HECTARES)	ROAD	CREDITED OPEN SPACE	ENCUMBERED LAND	NET DEVELOPABLE AREA (HECTARES)	17 dwellings per hectare	TOTAL ESTIMATED RESIDENTIAL LOT YIELD	ESTIMATED POPULATION 2.9 people per household
			Road reserve land included in DCP	Local Park	Significant area of slope over 20%				
1	2 Glismann	0.77	0.00	0.00	0.00	0.77	13	13	38
2	4 Glismann	0.90	0.00	0.00	0.00	0.90	15	15	44
3	6 Glismann	1.23	0.20	0.12	0.00	0.91	15	15	45
4	8 Glismann	1.17	0.00	0.18	0.11	0.88	15	15	43
5	10 Glismann	1.12	0.00	0.00	0.24	0.88	15	15	43
6	12 Glismann	1.06	0.00	0.00	0.00	1.06	18	18	52
7	14 Glismann	1.01	0.00	0.00	0.12	0.89	15	15	44
8	16 Glismann	0.95	0.09	0.00	0.26	0.60	10	10	30
9	15 Glismann	0.84	0.00	0.00	0.00	0.84	14	14	41
10	13 Glismann	0.89	0.00	0.00	0.36	0.53	9	9	26
11	11 Glismann	0.94	0.00	0.00	0.23	0.71	12	12	35
12	9 Glismann	1.00	0.00	0.00	0.33	0.67	11	11	33
13	7 Glismann	1.05	0.00	0.00	0.12	0.93	16	16	46
14	5 Glismann	1.11	0.04	0.00	0.00	1.07	18	18	53
15	3 Glismann	1.17	0.01	0.00	0.00	1.16	20	20	57
16	1 Glismann	1.47	0.24	0.00	0.00	1.23	21	21	61
17	111-113 Old	0.41	0.00	0.00	0.00	0.41	7	7	20
18	115-117 Old	0.41	0.00	0.00	0.00	0.41	7	7	20
19	119-121 Old	0.41	0.00	0.00	0.00	0.41	7	7	20
20	123-125 Princes Old Hwy	0.45	0.00	0.00	0.00	0.45	8	8	22
SUB-TOTAL		18.36	0.57	0.30	1.77	15.72	267	267	775

**APPENDIX D – Scenario C – Varied dwelling density.**

PROPERTY ID	LAND DESCRIPTION	TOTAL AREA (HECTARES)	ROAD	CREDITED OPEN SPACE	ENCUMBERED LAND	NET DEVELOPABLE AREA (HECTARES)	12 dwellings per hectare	17 dwellings per hectare	TOTAL ESTIMATED RESIDENTIAL LOT YIELD	ESTIMATED POPULATION 2.9 people per household
			Road reserve land included in DCP	Local Park	Significant area of slope over 20%					
1	2 Glismann	0.77	0.00	0.00	0.00	0.77		13	13	38
2	4 Glismann	0.90	0.00	0.00	0.00	0.90		15	15	44
3	6 Glismann	1.23	0.20	0.12	0.00	0.91		15	15	45
4	8 Glismann	1.17	0.00	0.18	0.11	0.88	11		11	31
5	10 Glismann	1.12	0.00	0.00	0.24	0.88	11		11	31
6	12 Glismann	1.06	0.00	0.00	0.00	1.06		18	18	52
7	14 Glismann	1.01	0.00	0.00	0.12	0.89	11		11	31
8	16 Glismann	0.95	0.09	0.00	0.26	0.60	7		7	21
9	15 Glismann	0.84	0.00	0.00	0.00	0.84		14	14	41
10	13 Glismann	0.89	0.00	0.00	0.36	0.53	6		6	18
11	11 Glismann	0.94	0.00	0.00	0.23	0.71	9		9	25
12	9 Glismann	1.00	0.00	0.00	0.33	0.67	8		8	23
13	7 Glismann	1.05	0.00	0.00	0.12	0.93	11		11	32
14	5 Glismann	1.11	0.04	0.00	0.00	1.07		18	18	53
15	3 Glismann	1.17	0.01	0.00	0.00	1.16		20	20	57
16	1 Glismann	1.47	0.24	0.00	0.00	1.23		21	21	61
17	111-113 Old	0.41	0.00	0.00	0.00	0.41		7	7	20
18	115-117 Old	0.41	0.00	0.00	0.00	0.41		7	7	20
19	119-121 Old	0.41	0.00	0.00	0.00	0.41		7	7	20
20	123-125 Princes Old Hwy	0.45	0.00	0.00	0.00	0.45		8	8	22
SUB-TOTAL		18.36	0.57	0.30	1.77	15.72	73	164	237	686

**APPENDIX E – Amended Project RD-02 (Attachment D Council's closing submission)**

AmC238card Council Closing Submission

Attachment D: 'Marked up' RD-02 Glismann Road part construction to include design costs

Glismann Road Development Contribution Plan Project Sheets

June 2020

**3.1.2. RD-02 Glismann Road part construction costs - Access Street Level 1.5 (\$1,085,275)****Table 3: RD-02 Glismann Road part construction costs - Access Street Level 1.5**

Project ID: RD-02 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Glismann Road - Construction of Section 2 - Access Street Level 1.5				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	2067	m3	35	72,361	
1.3	Excavation (rock)	947	m3	250	236,794	
1.4	Formation works (fill)	3019	m3	35	105,672	
1.5	Set-Out	1	Item	15,000	15,000	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	2373	m2	180	427,050	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	730	LM	100	73,000	Incls excavation
3.2	Footpath + Shared Path	1460	m2	85	124,100	Incls excavation
3.3	Pram crossings	4	Item	1,500	6,000	Incls excavation
3.4	Retaining wall	405	m2	1,000	405,000	
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	730	LM	350	255,500	
4.2	Drainage - pits/junctions	12	No.	3,500	42,583	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	730	LM	55	40,150	Includes flush out pits
4.4	Drainage - WSUD	1	Item	15,208	15,208	Controlling of runoff due to crest
4.5	Drainage - Miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
5.2	Traffic Calming Devices	2	Item	10,000	20,000	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	61	No.	250	15,250	1 tree / 12m
6.2	Landscaping	3468	m2	15	52,013	Incl top soil/seeding
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	8	Item	12,000	96,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS	365	LM	10	3,650	
8.2	Regulatory Signage	7	Item	250	1,825	
8.3	Fence	365	LM	100	36,500	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation	1	Item	13,000	13,000	
9.2	Services protection		Item	10,000		
<b>SUB-TOTAL WORKS</b>					<b>\$ 2,059,157</b>	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$64,083	
10.3	Traffic/Environmental Management	5.5	%		\$108,449	
10.4	Survey/Design	5	%		<b>\$98,590</b>	Line item 10.4 to be included in this DCP Project to contribute towards cost of Functional Layout Plan
10.5	Supervision & Project Management	9	%		\$177,462	
10.6	Site Establishment	2.5	%		\$49,295	
10.7	Contingency	30	%		\$591,539	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 1,089,417</b>	
<b>TOTAL ESTIMATED COST</b>					<b>\$ 3,148,574</b>	
<i>RD-02 Items associated with siteworks, earthworks and retaining wall components (including 30% contingency)</i>					<b>\$ 1,085,275</b>	

RD-02 Glismann Road part construction costs - Access Street Level 1.5					
Amended Glismann Road DCP Project Sheet include Line Item 10.4					
Line item	Description	Quantity	Unit	Rate \$	Amount \$
1.2	Pavement Excavation	2067	m3	35	\$ 72,361
1.3	Excavation (rock)	947	m3	250	\$ 236,794
1.4	Formation works (fill)	3019	m3	35	\$ 105,672
1.5	Set-Out	1	item	15000	\$ 15,000
3.4	Retaining wall	405	m2	1000	\$ 405,000
10.4	Survey/Design	5	%		\$ 98,590
	<b>Total</b>				<b>\$ 933,417</b>
	Contingency	30%			\$ 280,025
	<b>Amended Project Cost</b>				<b>\$ 1,213,442</b>

Exhibited RD-02	\$ 1,085,275
Amended RD-02	\$ 1,213,442
Increase in DCP Project Cost	\$ 128,167

## APPENDIX F – Exhibited SCHEDULE 5 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

### CARDINIA PLANNING SCHEME

Proposed C238card

#### SCHEDULE 5 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as DCPO5.

#### GLISMANN ROAD DEVELOPMENT CONTRIBUTIONS PLAN

##### 1.0

Proposed C238card

#### Area covered by this development contributions plan

This Development Contributions Plan (DCP) applies to the Glismann Road area, which is covered by DCP05.

##### 2.0

Proposed C238card

#### Summary of costs

Facility	Total cost \$	Time of provision	Actual cost contribution attributable to development \$	Proportion of cost attributable to development %
Roads and intersections	\$5,561,688	Refer to DCP	\$5,561,688	100%
Open space	\$2,472,183	Refer to DCP	\$1,276,750	52%
Planning	\$159,891	Refer to DCP	\$159,891	100%
Community Infrastructure	\$1,980,000	Refer to DCP	\$217,800	11%
<b>TOTAL</b>	<b>\$10,173,762</b>	-	<b>\$7,216,129</b>	-

##### 3.0

Proposed C238card

#### Summary of contributions

Item	Levies payable by the development (\$)	
	Development infrastructure Levy (DIL)	Community infrastructure Levy (CIL)
	Per Net Developable Hectare	Per Dwelling
Roads and intersections	\$332,835.91	\$0.00
Open space	\$76,406.35	\$0.00
Planning	\$9,568.60	\$0.00
Community Infrastructure	\$0.00	\$892.62
<b>TOTAL</b>	<b>\$418,810.86</b>	<b>\$892.62</b>

*Note Costs in this DCP are in September 2019 dollars.  
The Development Infrastructure Levy (DIL) and Community Infrastructure Levy (CIL) in this DCP will be indexed annually according to Urban Enterprise (June 2020) Glismann Road Development Contributions incorporated document.*

##### 4.0

Proposed C238card

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

None specified.

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

## Frequently Asked Questions

### Planning Scheme Amendment C238 – Glismann Road Area Amendment

The content below is provided to assist with addressing common questions that may arise as part of Planning Scheme Amendment C238. The content is to be read in conjunction with C238 exhibition documents.



# Cardinia

## FAQ3 - Questions about the Glismann Road Development Contributions Plan Overlay (DCPO5) and the Glismann Road Development Contributions Plan

### Three FAQs have been prepared for Planning Scheme Amendment C238:

- FAQ1: Questions about this amendment and the Victorian planning system
- FAQ2: Questions about the Glismann Road Area Development Plan Overlay (DPO19) and Development Plan
- FAQ3: Questions about the Glismann Road Development Contributions Overlay (DCPO5) and the Glismann Road Development Contributions Plan (this FAQ)

### Q. What is a Development Contributions Plan (DCP)?

A Development Contributions Plan (DCP) is a planning tool that facilitates the fair funding and delivery of infrastructure for a specific development area.

The Victorian Government provides ministerial directions, practice notes and guidelines for preparing Development Contribution Plans.

A DCP identifies:

- the area of land it applies to;
- the infrastructure projects the financial contributions will fund; and,
- how these contributions were calculated and shared across property owners.

The Glismann Road DCP has been prepared by Urban Enterprise. The DCP has been informed by reports and costings prepared by Council as well as consultants on behalf of Council.

### Q. What is a Development Contributions Plan Overlay (DCPO)?

The Development Contributions Plan Overlay (DCPO):

- implements an approved DCP;
- indicates the area covered by the DCP; and,
- indicates the levies that apply in a particular area.

Ordinary Council Meeting 16 May 2022

A DCPO provides a summary of the key elements of the DCP such as

- Summary of costs – provides the total cost of the project types, the percentage of cost attributed to the DCP area and when the project will be delivered.
- Summary of contributions – provides a breakdown of the projects in relation to the DCP rate.

### Q. What is the Glismann Road DCP levy amount?

The Glismann Road DCP collects funds for two types of infrastructure:

- a development infrastructure levy (DIL)
- a community infrastructure levy (CIL).

The *Planning and Environment Act 1987* outlines what works, services or facilities that may be funded by a DCP and whether the project is a DIL or CIL.

- The proposed DCP rate for the Glismann Road Development Infrastructure Levy (DIL) is \$418,810.86 per net developable hectare.
- The proposed DCP rate for the Glismann Road Community Infrastructure Levy (CIL) is \$892.62 per dwelling.

### Q. What is a Development Infrastructure Levy (DIL)?

A DIL can include a variety of projects such as roads, intersections, and open space.

A 'per hectare of net developable land' demand unit is used for the collection of the DIL to ensure the levy is fair for developers regardless of the density or lot yield.

In basic terms, the DIL rate is determined by dividing the 'total cost of all development infrastructure (in the DCP)' by the 'net developable area' of the DCP area.

One hectare of Net Developable Area equates to one demand unit for the Development Infrastructure Levy.

### Q. What is a Community Infrastructure Levy (CIL)?

Generally, the CIL includes projects that are of a community or social nature.

A CIL can include 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 DIL, such as maternal and child health centres or recreational pavilions.

One dwelling equates to one demand unit for the Community Infrastructure Levy.

### Q. What is a net developable hectare (NDA)?

Net developable area refers to the total area of land available for development, not necessarily the total area of a property itself.

It excludes areas allocated for encumbered land, arterial roads, railway corridors, significant heritage, schools and community facilities and public open space.

The Glismann Road Area includes some areas which have a slope of 20% or more where development is not permitted. This area is also excluded from the NDA in order to fairly apportion infrastructure costs across developable land only.

The net developable area is calculated at the subdivision stage.

### Q. Will the DCP rate change overtime?

Yes.

The projects in the Glismann Road DCP are based on November 2019 land values and construction costs.

DCPO5 and the Glismann Road DCP outlines the indexing method that will be used to ensure the levies keep pace with the escalating cost of these projects and land values.



## ORDINARY COUNCIL MEETING 16 MAY 2022

The costs are indexed at the start of each financial year and published in local newspapers and on Council's website.

An example of how indexing affects the DCP rate is as follows:

- The Officer DCP (DCP04) was originally calculated on 2011 values and costs.
- The Officer DCP 2011 rate, as outlined in the DCPO schedule is \$277,549.07 per hectare of net developable area.
- The current Officer DCP rate calculated on 30 June 2019 (based on the indexation outlined in the schedule) is now \$523,481 per hectare of net developable area.
- This indexed rate is valid from 1 July 2019 to 30 June 2020.

### Q. When does the DCP get paid?

The sale or transfer of the land does not trigger a development contribution payment.

The DIL is payable upon subdivision of the land. Development contributions can be made as payments or works-in-kind for the provision of infrastructure.

The CIL is paid by the landowner prior to the issuing of a building permit for any new or additional dwelling (unless agreed to be paid by the developer).

### Q. Why do we need a DCP for the Glismann Road Area?

Development within the Glismann Road Area facilitated by this amendment triggers the need for additional infrastructure such as public open space, shared paths, roads and traffic management within and on the boundary of the development plan area.

The DCP is a funding arrangement that shares the cost of key infrastructure items triggered by the new development in a fair and reasonable manner.

### Q. What costs can be included in a DCP?

The Victorian State Government Development Contributions Guidelines (2007) identifies that the following costs can be included in the calculation of levies:

- the capital costs of providing the infrastructure projects
- the cost of financing the infrastructure projects, if provided early in the life of the DCP
- the design costs associated with the infrastructure projects, and
- the cost of preparing and approving the DCP.

### Q. What projects are included in the Glismann Road DCP?

Strategic planning and technical assessments undertaken by Council have identified a requirement for a range of development infrastructure items for the Glismann Road Area, which is as follows:

- roads (purchase of land and construction cost);
- intersections (purchase of land and construction cost);
- open space (purchase of land, development of the local park and contribution towards a neighbourhood park adjacent to the Glismann Road Area); and,
- shared path (construction).

Council has also:

- included strategic planning costs in the Glismann Road DCP;
- identified a requirement for one community infrastructure item (contribution towards the construction of a pavilion on a neighbourhood park adjacent to the Glismann Road Area).

All items in the DCP have been assessed to ensure they have a relationship or nexus to proposed development in the Glismann Road Area.

O'Neil Road Recreation Reserve is a neighbourhood park that benefits all existing and future residents of the suburb of Beaconsfield. The O'Neil Road Recreation Reserve Masterplan was adopted by Council in November 2018.

In 2041 (at the conclusion of the DCP timeframe), residents of the Glismann Road Area are projected to comprise 11% of all existing and future residents in Beaconsfield. Therefore, 11% of the cost of the works proposed for the O'Neil Road Recreation Reserve is apportioned to the Glismann Road DCP.

### Q. What is the value of the Glismann Road DCP?

DCP05 summarises the content of the Glismann Road DCP.

The total value of infrastructure funded through the Glismann Road DCP is \$7,216,129:

- Roads and intersections \$5,561,688
- Open space \$1,276,750
- Planning \$159,891
- Community Infrastructure \$217,800

## ATTACHMENT 6.1.2.6

### Q. What was the valuation rationale for the land items in the Glismann Road DCP?

The Glismann Road DCP has three land components:

- Land for a local park affects 6 and 8 Glismann Road.
- Land for roundabout splays affects 3 and 5 Glismann Road.
- Land for a road that provides an access point for adjoining landowners affects 1, 6 and 16 Glismann Road.

Council engaged Westlink Consulting (a registered valuer), to assess the land value for each property that has a land component in the DCP.

The land value will be adjusted each year by a registered valuer as outlined in the Glismann Road DCP.

### Q. How were the infrastructure items in the DCP calculated?

- Roads and the roundabout project costs have been prepared by Trafficworks Pty Ltd in consultation with Council.
- The shared path, local open space, neighbourhood open space (O'Neil Recreation Reserve) and strategic planning costs have been prepared by Cardinia Shire Council.

### Q. Where can I find out more about the costing of the projects in the DCP?

The Glismann Road DCP provides information about the cost of each project, whether it be capital works or land.

Project cost sheets which outline the cost breakdown of each of DCP items is provided in Glismann Road Development Contributions Plan Project Costings which can be found at <https://creating.cardinia.vic.gov.au/glismann-road>

### Q. Who do I contact to talk to about the Glismann Road Development Contributions Plan Overlay and the Glismann Road Development Contributions Plan?

You can contact Lorna Lablache from Council's Planning Strategy unit on 1300 787 624.

A video or phone meeting can also be arranged to help address any questions or concerns you may have about the amendment and the content of the amendment documentation. Please call Lorna to arrange a day and time that suits you.

For more information about Development Contribution Plans please go to <https://www.planning.vic.gov.au/policy-and-strategy/development-contributions>



## Glismann Road Residential Development, Beaconsfield

### Traffic Impact Assessment Report

Client:

Cardinia Shire Council

Project No. 156330a

Final 2 Report – 01/05/2022

1<sup>st</sup> Floor 132 Upper Heidelberg Road Ivanhoe Vic 3079  
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## DOCUMENT CONTROL RECORD

Document prepared by:

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Document Control				
Report Title	Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report			
Project Number	156330a			
Client	Cardinia Shire Council			
Client Contact	Lorna Lablache			
Rev	Date Issued	Revision Details / Status	Prepared by	Authorised by
Final	30/06/20	Final	Alison Dewar	Ali Abdou
Final 2	01/05/22	Amended Final	Bernadette Sargeant	Ali Abdou

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



## EXECUTIVE SUMMARY

Trafficworks has been engaged by Cardinia Shire Council to undertake a traffic impact assessment of the proposed residential development at Glismann Road in Beaconsfield.

This residential development comprises all existing lots along the length of Glismann Road, between Old Princes Highway to the south and its truncation at Patrick Place to the north. The site falls within the Beaconsfield Structure Plan.

A Traffic Impact Assessment was carried out to:

- estimate traffic generation and distribution associated with the proposed development
- determine the likely traffic impacts on the existing road network
- determine the suitability of the proposed road network within the Glismann Road area, including the location of side roads, vertical alignment of Glismann Road and sight distance assessments
- provide high-level costs to be included in the Glismann Road Development Contributions Plan (DCP) for the construction of Glismann Road, key local roads and traffic management devices
- identify any necessary mitigating works.

A summary for the site and the proposed development is shown below.

<b>Address</b>	Glismann Road, Beaconsfield
<b>Zoning</b>	Current: Rural Living Zone 1 (RLZ1) Proposed (as part of Amendment C238 of the Cardinia Planning Scheme): Neighbourhood Residential Zone 2 (NRZ2)
<b>Proposed development</b>	Approximately <del>250</del> <b>267</b> residential lots
<b>Road Network</b>	<u>Old Princes Highway</u> <ul style="list-style-type: none"> <li>• Currently a four-lane two-way road <del>with left and right turn lanes at the Glismann Road intersection with a signalised intersection at Glismann Road</del></li> </ul> <u>Glismann Road</u> <ul style="list-style-type: none"> <li>• Currently a two-way unsealed road providing access to residential properties.</li> </ul>
<b>Crash History</b>	<del>Eight (8)</del> <b>Ten (10)</b> reported casualty crashes in the last 5 years at the Glismann Road / Old Princes Highway / Beaconsfield Avenue intersection <del>prior to the signalisation of the intersection.</del>
<b>Traffic Generation</b>	<del>2,250</del> <b>2,403</b> vehicles per day (vpd) to and from the proposed development

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



	213-226 vehicles per hour (vph)
<b>Recommendations</b>	<p>It is recommended that:</p> <ul style="list-style-type: none"> <li>the design criteria for roads, as set out in the Engineering Design and Construction Manual, are used as a base for the detailed design of the internal road network</li> <li><del>traffic signals be implemented at the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection prior to further development occurring (to be provided through funding external to the DCP)</del></li> <li>the vertical alignment of Glismann Road be altered to ensure Stopping Sight Distance (SSD) is met, involving dropping the existing surface level by 1.6 m at its highest point</li> <li>a left-out only access be implemented should the potential road connection through properties 111 – 125 Old Princes Highway be proposed to connect with Glismann Road</li> <li><u>'No vehicle access' is to be permitted directly on either side of the crest (no roads, driveways or parking) to accommodate a minimum sight distance requirement of 30 m</u></li> <li><u>'Restricted vehicle access' is to be permitted along the remaining section of Glismann Road in the vicinity of the crest. This would allow driveway access to be provided onto Glismann Road, subject to an adequate sight distance assessment</u></li> <li><del>no property driveways be located within 30 m on either side of the crest</del></li> <li>on-street car parking be restricted along Glismann Road, to the north of the proposed roundabout</li> <li>the Glismann Road truncation at Patrick Place be designed as a cul-de-sac type arrangement, with a bowl shaped geometry and a 10.5 m radius</li> <li>the design speed through the Glismann Road crest be reduced to 40 km/h</li> <li>traffic calming devices be implemented along Glismann Road on each approach to the crest to ensure speeds of less than 40 km/h will be maintained</li> <li>on-street car parking be provided along both sides of the carriageway adjacent to the proposed and existing public open space</li> <li>pedestrian links within the public open space be widened to a 2.5 – 3.0 m width and signed as shared paths for both pedestrians and cyclists</li> <li>1.5 m wide footpaths be provided along all local roads</li> <li>the levy bank be designed to be gradual to allow vehicles to cross over without "bottoming out" or scrapping.</li> </ul>

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022

**Referenced Documents**

References used in the preparation of this report include the following:

- RTA *Guide to Traffic Generating Developments*, Version 2.2, October 2002
- Austroads *Guide to Road Design - Part 3: Geometric Design*
- Austroads *Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections*
- VPA's *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
- VPA's PSP Notes, *Our Roads: Connecting People*
- *Public Transport Guidelines for Land Use and Development*, Department of Transport
- AS/NZS 2890.1: *Parking Facilities Part 1: Off-Street car parking*.



## TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS .....	2
2.1	Subject Site .....	2
2.2	Road Network.....	4
2.3	Traffic Volumes.....	6
2.4	Crash History .....	<del>124</del> 28
3	PROPOSED DEVELOPMENT.....	<del>141</del> 49
3.1	Proposed Development Summary .....	<del>141</del> 49
3.2	VPA Standard Cross-Sections.....	<del>161</del> 64
3.3	Proposed Internal Road Network .....	<del>181</del> 813
3.4	Connection to Surrounding Road Network.....	<del>181</del> 813
4	TRAFFIC GENERATION & DISTRIBUTION .....	<del>191</del> 914
4.1	Traffic Generation .....	<del>191</del> 914
4.2	Distribution of Traffic onto the Surrounding Road Network.....	<del>191</del> 914
4.3	Proposed Internal Road Network Volumes .....	<del>252</del> 518
5	TRAFFIC IMPACTS & INTERSECTION ANALYSIS .....	<del>262</del> 619
6	SUBDIVISION INTERNAL ROAD LAYOUT.....	<del>230</del> 23
6.1	Glismann Road Vertical Alignment .....	<del>230</del> 23
6.2	Location of Local Road Intersections .....	<del>331</del> 24
6.3	Location of Property Driveways.....	<del>432</del> 25
6.4	On-Street Car Parking .....	<del>236</del> 29
6.5	Glismann Road Cross Section.....	<del>337</del> 30
6.6	Interim Access onto Old Princes Highway .....	<del>337</del> 30
6.7	Cul-de-Sacs.....	<del>438</del> 31
6.8	Speed Zoning and Traffic Calming.....	<del>438</del> 31
6.9	Public Transport .....	<del>438</del> 31
6.10	Pedestrian and Cycle Network .....	<del>539</del> 32
7	CONSTRUCTION COSTS .....	<del>741</del> 34
8	CONCLUSIONS AND RECOMMENDATIONS .....	<del>842</del> 35





ATTACHMENT A – SIDRA ANALYSIS RESULTS  
ATTACHMENT B – MODIFIED SURFACE LEVEL  
ATTACHMENT C – LONG SECTION - SSD  
ATTACHMENT D – LONG SECTION - SISD  
ATTACHMENT E – TYPICAL CROSS SECTIONS  
ATTACHMENT F – COST ESTIMATES

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



## 1 INTRODUCTION

Trafficworks has been engaged by Cardinia Shire Council to undertake a traffic impact assessment of the proposed residential development at Glismann Road in Beaconsfield.

This residential development comprises all existing lots along the length of Glismann Road, between Old Princes Highway to the south and its truncation at Patrick Place to the north. The site falls within the Beaconsfield Structure Plan.

A Traffic Impact Assessment was carried out to:

- estimate traffic generation and distribution associated with the proposed development
- determine the likely traffic impacts on the existing road network
- determine the suitability of the proposed road network within the Glismann Road area, including the location of side roads, vertical alignment of Glismann Road and sight distance assessments
- provide high-level costs to be included in the Glismann Road Development Contributions Plan (DCP) for the construction of Glismann Road, key local roads and traffic management devices
- identify any necessary mitigating works.



## 2 EXISTING CONDITIONS

### 2.1 Subject Site

The residential development site (also referred to as the 'Glismann Road Area') includes 21 rural living style lots in Beaconsfield:

- along the length of Glismann Road - 1 to 16 Glismann Road
- 111 to 123 Old Princes Highway.
- ~~11 Mahon Avenue.~~

~~The majority of~~ Land in the residential development site is within the Rural Living Zone 1 (RLZ1) which is inconsistent with the surrounding residential area and State planning policy that is focused on reducing urban sprawl by promoting infill urban development and maximising the use of existing infrastructure, particularly in areas that are close to public transport. The majority of land surrounding the subject site is zoned as General Residential Zone 1 (GRZ1).

The Beaconsfield Structure Plan was adopted by Council in December 2013 and sets out the strategic directions for Beaconsfield for the next 10 – 15 years. An action of the structure plan is to rezone land in the 'Glismann Road area' from the Rural Living Zone 1 (RLZ1) to a residential zone (~~Neighbourhood Residential Zone 2 — NRZ2~~) to allow for residential subdivision with a development plan and infrastructure plan. Amendment C238 to the Cardinia Planning Scheme proposes to facilitate and implement this action. It is noted that the Mahon Avenue property has been included in the Cardinia Planning Scheme Amendment C238 for the 'Glismann Road Area' to ~~provide an alternative access point and enable the site to be developed to urban densities~~ facilitate a pedestrian connection between Glismann Road to Mahon Avenue.

Vehicular access to the site is proposed to be via the intersection of Glismann Road and Old Princes Highway, with pedestrian and cyclist access also available to the north through to Patrick Place and Timberside Drive.

The location of the site and its surrounding environment are shown in ~~Figure 1~~ Figure 1 ~~Figure 4.~~ The land use planning zones are shown in ~~Figure 2~~ Figure 2 ~~Figure 2.~~



Figure 1: Figure 1- Location Plan (reproduced with permission from Melways Publishing Pty Ltd)

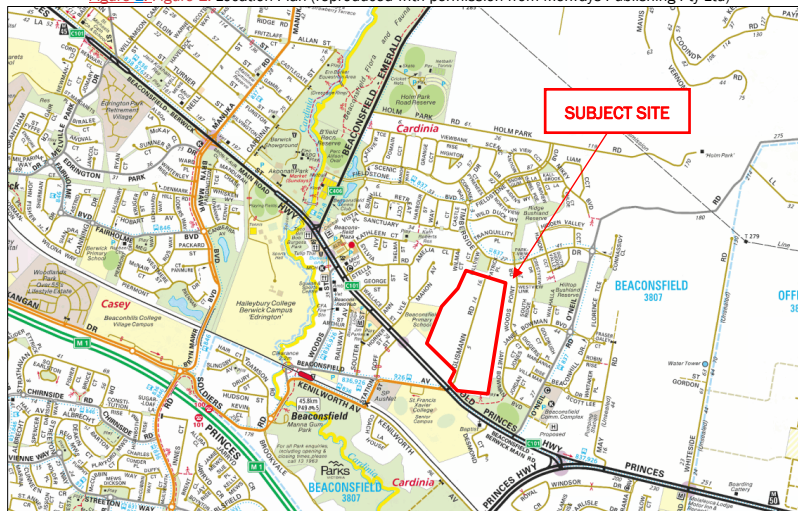
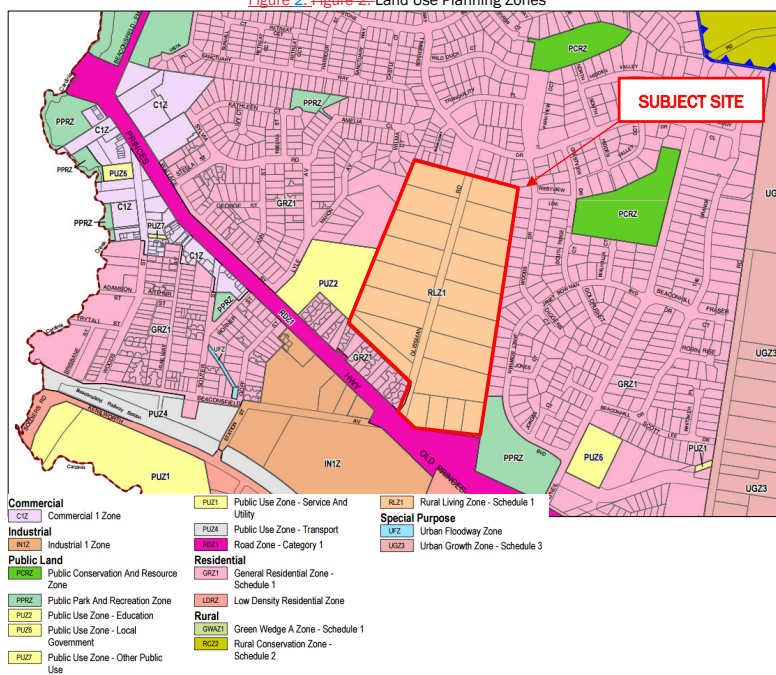


Figure 2: Figure 2- Land Use Planning Zones



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



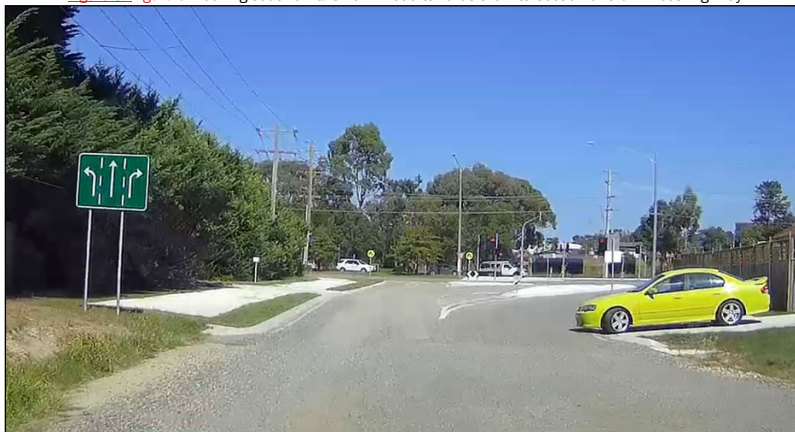
## 2.2 Road Network

### 2.2.1 Glismann Road

Glismann Road is a local road managed by Cardinia Shire Council which is aligned in a north – south direction. It provides access from Old Princes Highway to the residential properties along its length. Glismann Road is currently an unsealed gravel road with an approximate width of 6.0 m. There is a significant crest located mid-way along Glismann Road. The default urban speed limit of 50 km/h applies along its length.

Glismann Road is currently a cul-de-sac and does not provide a through connection to the north. Ultimately, this configuration is not proposed to be altered to provide a through route for vehicular traffic, however, is likely to accommodate a pedestrian and cyclist connection to Patrick Place and Timberside Drive to the north.

Figure 3: Looking south on Glismann Road towards the intersection of Old Princes Highway





~~Figure 4:~~ Looking north on Glismann Road towards the existing cul-de-sac

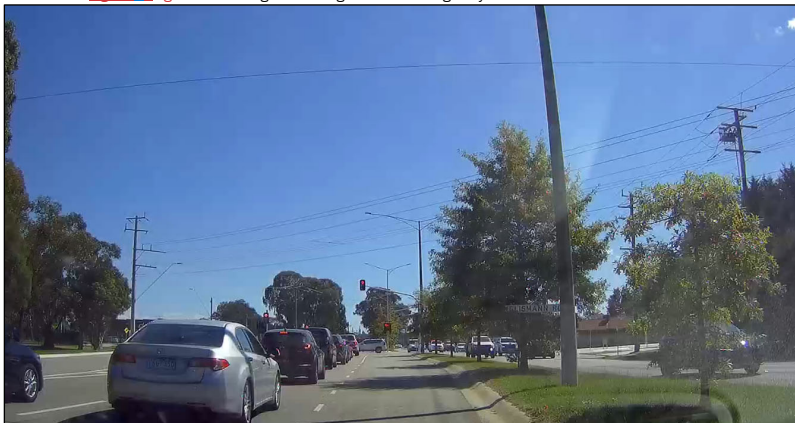


### 2.2.2 Old Princes Highway

Old Princes Highway is an arterial road managed by ~~VieRoads~~ the Department of Transport (DoT) and is aligned in a south-east to north-west direction. It provides a connection between the Monash Freeway (M1) in Berwick to the west and Pakenham to the east. Old Princes Highway is a four-lane two-way road with left and right turn lanes at the Glismann Road intersection. A speed limit of 70 km/h applies along Old Princes Highway in the vicinity of Glismann Road.

The Old Princes Highway / Glismann Road intersection is controlled by traffic signals which were constructed in July 2021.

~~Figure 5:~~ Looking west along Old Princes Highway at the Glismann Road intersection



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



### 2.2.3 Glismann Road / Old Princes Highway / Beaconsfield Avenue intersection

The Glismann Road / Old Princes Highway / Beaconsfield Avenue intersection is currently configured as a sign-controlled cross intersection, with right turn lanes provided along the Old Princes Highway approaches. It is understood that Council is currently progressing the construction of this signalised intersection, with design currently being undertaken and the intersection anticipated to be delivered in 2021.

## 2.3 Traffic Volumes

A turning movement survey was undertaken between 7:00am – 10:00am and 2:30pm – 7:00pm on Thursday 19 May 2016 to determine the exiting traffic volumes at the Glismann Road / Old Princes Highway / Beaconsfield Avenue intersection. The traffic volumes during each of the identified AM peak, PM peak and PM commuter peak periods are shown in Figures 7 – 9, with the full survey results provided in Attachment A.

Figure 7: Existing AM peak traffic volumes (8.00am – 9.00am)

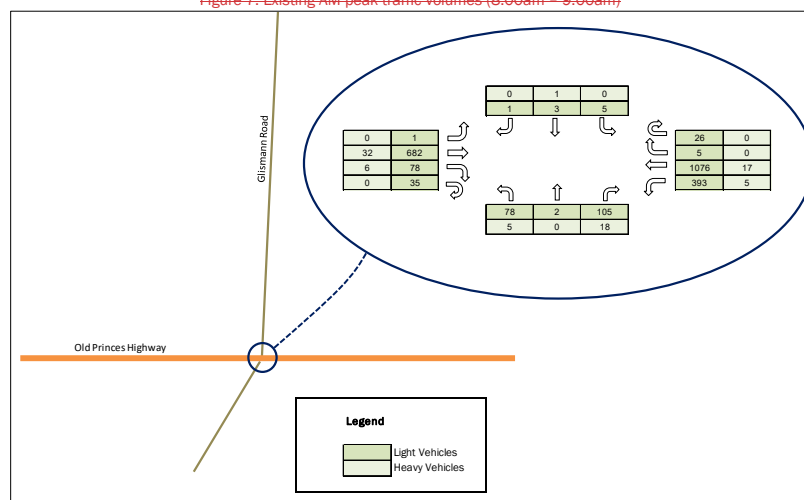






Figure 8: Existing PM-peak traffic volumes (3.30pm—4.30pm)

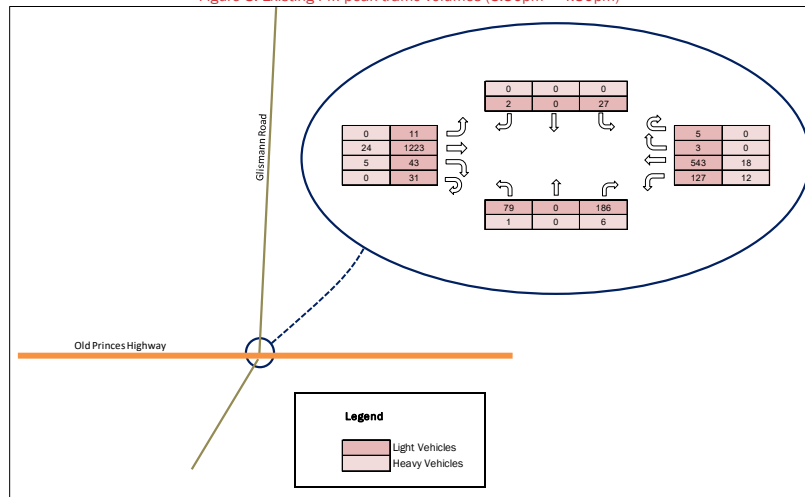
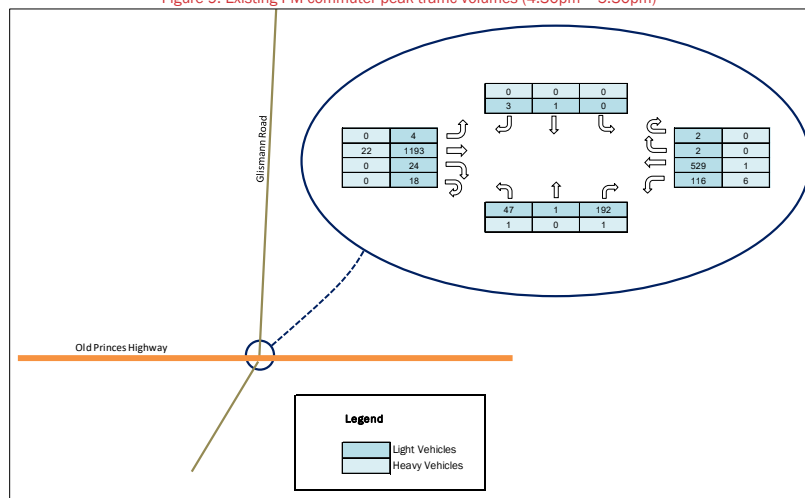


Figure 9: Existing PM-commuter peak traffic volumes (4.30pm—5.30pm)



Due to the government mandated COVID-19 restrictions, the current traffic patterns are not representative of typical conditions throughout the network, hence updated turning movement surveys are unable to be undertaken. As a result, additional available volume data from 2019 has been utilised to determine the applicable growth rates to enable the 2016 turning movement volumes to be projected to reflect 2020 conditions.

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022





#### Beaconsfield Avenue

A vehicle classification survey was undertaken by Cardinia Shire Council on Beaconsfield Avenue between 18 – 24 October 2019, directly to the west of the Glismann Road / Princes Highway / Beaconsfield Avenue intersection. This revealed an average daily volume of 5,387 vehicles per day (vpd) and 5.2% heavy vehicles. Peak hour traffic volumes on the peak day surveyed, Thursday 24 October 2019, are summarised as follows:

- 8.00 – 9.00 am – 673 vehicles per hour (vph)
- 3.00 – 4.00 pm – 374 vph
- 4.00 – 5.00 pm – 394 vph
- 5.00 – 6.00 pm – 413 vph

The May 2016 survey data indicates two way peak hour volumes of 694 in the AM peak, 459 in the school peak and 389 in the PM commuter peak. Comparing the May 2016 traffic volumes with the October 2019 volumes along Beaconsfield Avenue reveals that there has been a negligible change in volume over the 3.5 years, with a slight reduction in volume in each of the peak periods.

#### Old Princes Highway

SCATS data has been utilised to extract peak hour volumes along Old Princes Highway for both Thursday 19 May 2016 and Thursday 24 October 2019, extracted at the nearby pedestrian signals to the west of the intersection. The peak hour traffic volumes from SCATS are summarised in Table 1, which also provides a comparison to the May 2016 traffic volumes. This indicates an increase in the peak period traffic volumes in each direction of between 1.3% – 9.2%, with an average growth of 6.0%.

Table 1: Old Princes Highway – peak hour traffic volumes

Location	Peak Period	Old Princes Highway traffic volumes					
		North-westbound			South-eastbound		
		2016	2019	Change	2016	2019	Change
North-west of Glismann Road	AM-peak	1,175	1,526	+351 (+8.0%)	864	901	+37 (+1.3%)
	PM-school-peak	753	927	+174 (+6.3%)	1,462	1,816	+354 (+6.6%)
	PM-commuter-peak	648	747	+99 (+4.3%)	1,407	1,902	+495 (+9.2%)

The existing traffic volumes were obtained from the DoT Open Data Portal which provides SCATS data for signalised intersections.

The existing traffic volumes for Wednesday 23 February 2022 are shown in Figure 6 to Figure 8 for the following peak periods:

- morning peak hour 8:00 to 9:00 am
- afternoon school peak hour 3:15 to 4:15 pm
- afternoon commuter peak hour 4:30 to 5:30 pm



The traffic volumes in shared movement lanes have been assumed based on the distribution of traffic from surveys undertaken in 2016.

Figure 6: Existing AM peak traffic volumes (8:00 am – 9:00 am)

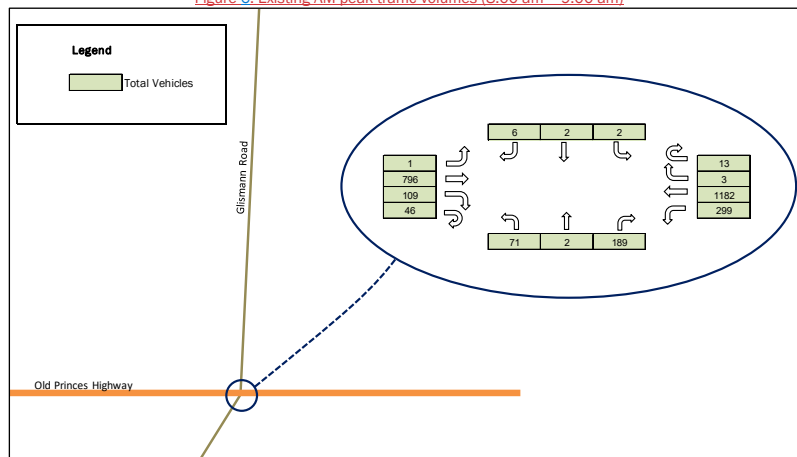


Figure 7: Existing PM school peak traffic volumes (3:15 pm – 4:15 pm)

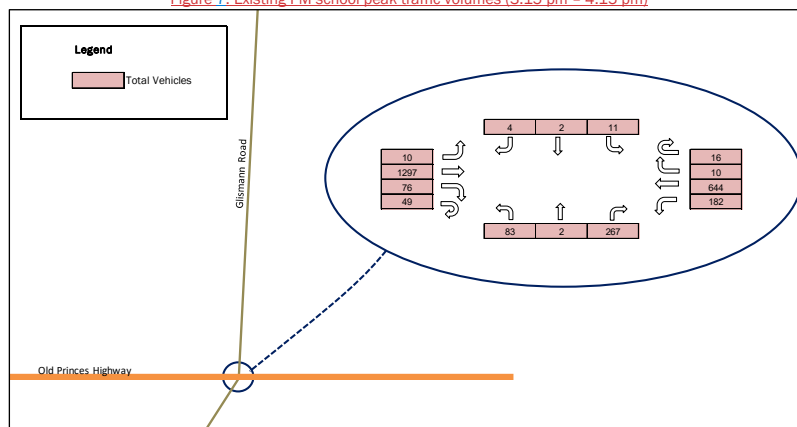
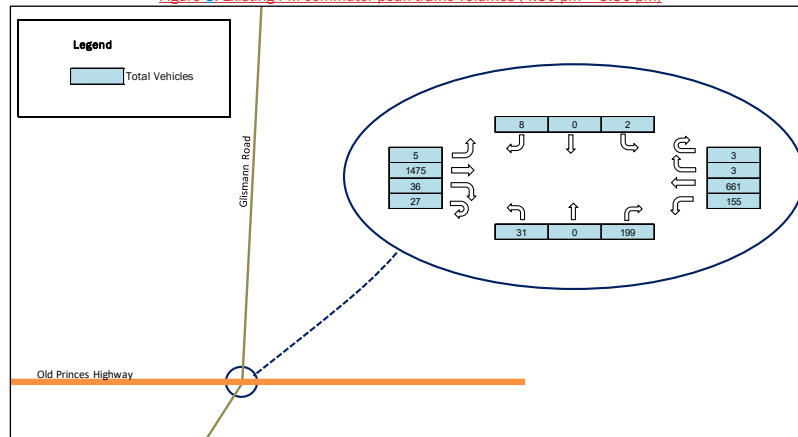




Figure 8: Existing PM commuter peak traffic volumes (4:30 pm – 5:30 pm)



Based on the above data, the 2016 surveyed traffic volumes have been projected over 4 years to estimate 2020 conditions at the intersection. For the purpose of this assessment, a 6% compounded annual growth rate has been applied to Old Princes Highway, a 2% growth rate has been applied to Beaconsfield Avenue and no growth has been applied to Glismann Road. No additional growth rate has been applied to Glismann Road as there is no opportunity for development along Glismann Road outside of the proposed development plan. The 2020 estimated peak hour traffic volumes are shown in Figures 10 – 12.

Figure 10: AM peak estimated 2020 traffic volumes (8.00am – 9.00am)

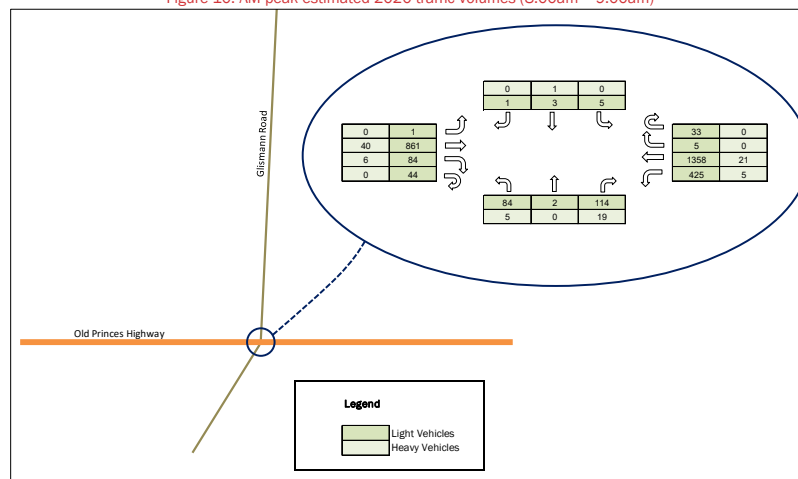




Figure 11: PM school peak estimated 2020 traffic volumes (3.30pm – 4.30pm)

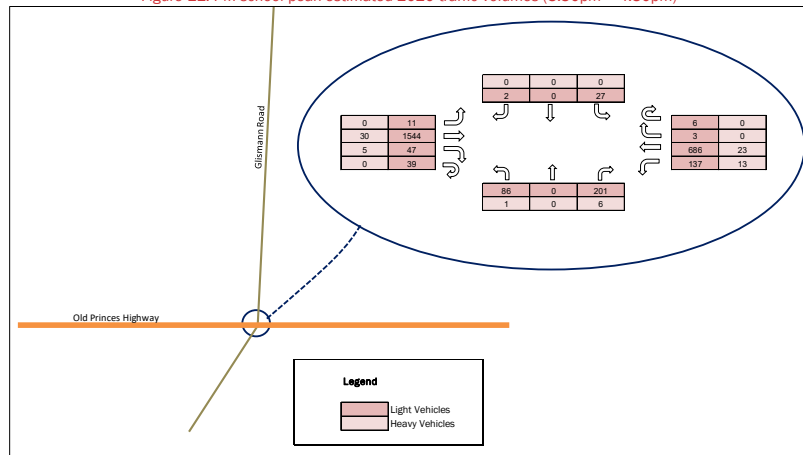
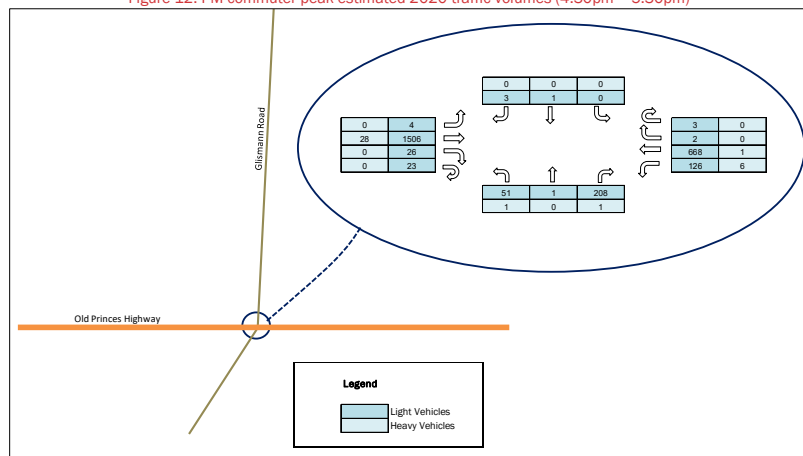


Figure 12: PM commuter peak estimated 2020 traffic volumes (4.30pm – 5.30pm)





## 2.4 Crash History

The DoT *Open Data* website indicates that ten casualty crashes have occurred in the last five years of available data (7/01/2015 – 5/10/2021) at the Glismann Road and Old Princes Highway intersection.

- Two “cross traffic” (DCA 110) type crashes. Details of these crashes are as follows:
  - an “other injury” crash occurred on Thursday 4 May 2018 at 6:37 pm, in dark conditions
  - an “other injury” crash occurred on Wednesday 21 January 2016 at 10:00 am, in daylight conditions
- Four “right near” (DCA 113) type crashes. Details of these crashes are as follows:
  - an “other injury” crash occurred at 3:00 pm on Wednesday 25 February 2015, in daylight conditions
  - an “other injury” crash occurred at 4:03 pm on Saturday 30 April 2016, in daylight conditions
  - a “serious injury” crash occurred at 9:49 am on Sunday 24 March 2019, in daylight conditions
  - an “other injury” crash occurred at 6:45 pm on Wednesday 19 February 2020, in daylight conditions
- Two “rear end” (DCA 130) type crashes. Details of these crashes are as follows:
  - an “other injury” crash occurred at 6:20 pm on Monday 3 October 2016, in daylight conditions
  - an “other injury” crash occurred on Tuesday 24 October 2018 at 5:21 pm, in daylight conditions
- An “other injury” crash occurred on Thursday 25 June 2020, in daylight conditions, which was classified as “other opposing manoeuvres not included in DCAs 120 – 125”
- An “other injury” other adjacent at intersection (DCA 119) type crash occurred at 7:45 am on Friday 8 February 2019, in daylight conditions.

The above crash history occurred prior to the signalisation of the intersection. The installation of the traffic signals is anticipated to have resolved the safety issues associated with the sign-controlled intersection.

The VicRoads *Open Data* website details all injury crashes on roads throughout Victoria. Scrutiny of these records indicates that eight casualty crashes have occurred in the last five year period that data is available for (1/04/2014 – 27/03/2019) at the unsignalised cross intersection of Glismann Road and Old Princes Highway, in Beaconsfield.

- Two “cross traffic” (DCA 110) type crashes. Details of these crashes are as follows:
  - an “other injury” crash occurred on Thursday 4 May 2018 at 6:37 pm, in dark conditions
  - an “other injury” crash occurred on Wednesday 21 January 2016 at 10:00 am, in daylight conditions
- Two “right near” (DCA 113) type crashes. Details of these crashes are as follows:



- ~~an “other injury” crash occurred at 3:00 pm on Wednesday 25 February 2015, in daylight conditions~~
- ~~an “other injury” crash occurred at 4:03 pm on Saturday 30 April 2016, in daylight conditions~~
- ~~Two “rear end” (DCA 130) type crashes. Details of these crashes are as follows:~~
- ~~an “other injury” crash occurred at 6:20 pm on Monday 3 October 2016, in daylight conditions~~
- ~~an “other injury” crash occurred on Tuesday 24 October 2018 at 5:21 pm, in daylight conditions~~
- ~~An “other injury” right turn side swipe (DCA 136) type crash occurred at 5:20 pm on Tuesday 10 June 2014, in low light (dusk) conditions.~~
- ~~An “other injury” other adjacent at intersection (DCA 119) type crash occurred at 7:45 am on Friday 8 February 2019, in daylight conditions.~~

~~Review of the crash history indicates that there is currently a crash trend involving turning vehicles colliding with through traffic along Old Princes Highway (five “vehicles from adjacent directions” type crashes). Any upgrade of the intersection should consider this trend and aim to improve road safety at the intersection.~~



### 3 PROPOSED DEVELOPMENT

#### 3.1 Proposed Development Summary

The proposed development consists of the following:

- Land area of approximately ~~24~~ 18.36 hectares
- Yielding approximately ~~250-267~~ dwellings, comprising a ~~variety of lot sizes which respond to the existing natural topography and landscape features of the development plan area.~~
- ~~combination of:~~
- ~~Low Density Residential (1,500 m<sup>2</sup> lots)~~
- ~~Standard Density Residential, with envelopes (800 m<sup>2</sup> lots)~~
- ~~Standard Density Residential (650 m<sup>2</sup> lots)~~
- ~~Medium Density Residential (400 m<sup>2</sup> lots)~~
- Public open space
- An internal trafficable road network comprising Access Streets, Access Places and Access Lanes.

The development is proposed to have vehicular access via the existing ~~signalised~~ intersection at Glismann Road / Old Princes Highway / Beaconsfield Road. No vehicular access will be provided to Timberside Drive / Patrick Place to the north of the development.

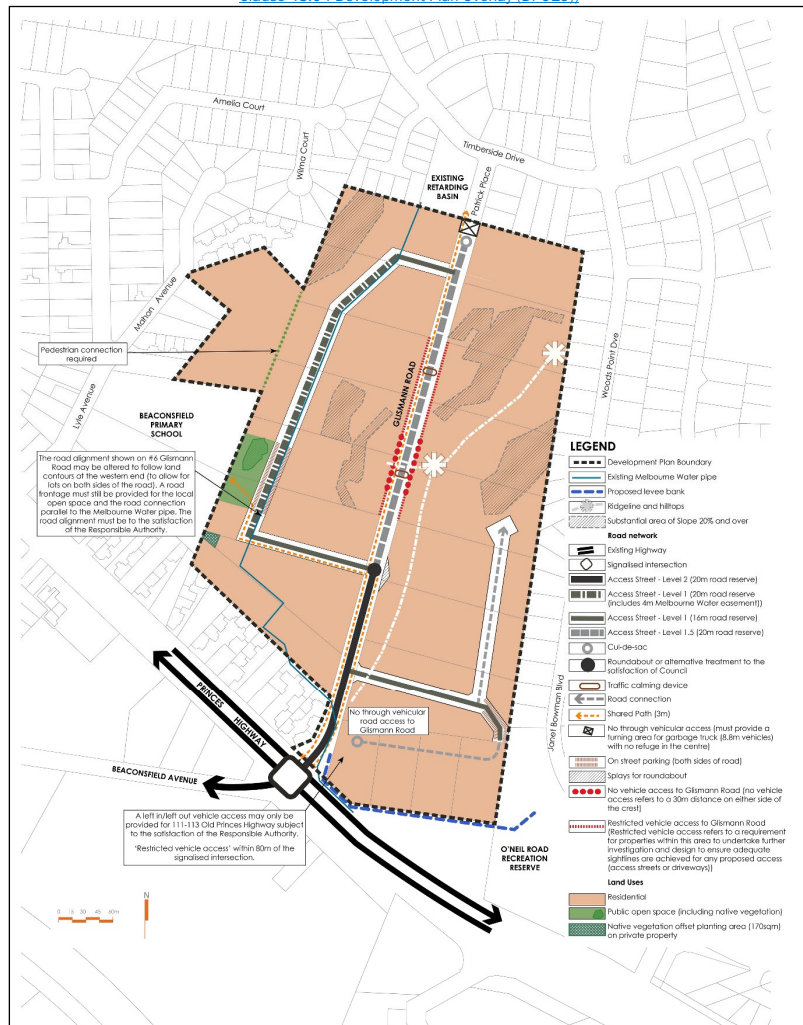
~~The intersection at Glismann Road / Old Princes Highway / Beaconsfield Road is currently a sign controlled intersection, which is proposed to be upgraded to a signalised intersection in the future<sup>4</sup>.~~

Cardinia Planning Scheme Amendment C238 ~~proposes to apply~~ applies a Development Plan Overlay (DPO) to the Glismann Road Area (~~Schedule 19 to Clause 43.04 Development Plan Overlay (DPO19)).~~ The DPO provides the planning framework and contains specific requirements (text and a plan) with regards to the road and pedestrian network, traffic management, open space and residential density for the Glismann Road Area. The plan (~~which is Figure 1 of DPO19) that forms part of the DPO, prepared by Urban Design and Management,~~ is shown in ~~Figure 9~~ Figure 9 ~~Figure 13. A development plan must be generally in accordance with Figure 1 of DPO19.~~

<sup>4</sup>~~It is understood that federal government funding has been provided for the construction of a signalised intersection in this location.~~



Figure 9: Figure 13: Overall plan of the proposed development Cardinia Planning Scheme, Figure 1 of Schedule 19 to Clause 43.04 Development Plan Overlay (DPO19)



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022





### 3.2 VPA Standard Cross-Sections

The Victorian Planning Authority (VPA), formerly the Metropolitan Planning Authority (MPA), outlines standards for the development of residential subdivisions, as stated within the *Engineering Design and Construction Manual for Subdivision in Growth Areas*. As indicated in the Engineering Design and Construction Manual:

*The 'Metropolitan Planning Authority (MPA)' formerly the 'Growth Areas Authority (GAA)', in partnership with Councils, land owners developers, service and utility providers, and key stakeholders are responsible for creating new communities in Melbourne's growth areas.*

*A key objective of the MPA and growth area Councils is to streamline the planning process for creating new communities to increase certainty, reduce costs and reduce regulatory burden to all stakeholders in the land development process through agreed common processes for approvals and shared engineering infrastructure standards and specifications.*

*The Engineering Design and Construction Manual outlines a series of shared engineering standards and specifications, prepared by the MPA, Cardinia Shire Council and other growth municipalities following consultation with key stakeholders.'*

The VPA design criteria for roads are summarised in sections 3.2.1 – 3.2.4. It is recommended that these criteria be used as a base for detailed design of the internal road network.

#### 3.2.1 Access Street (Level 2)

Access Street (Level 2) provides local residential access where traffic is subservient, speed and volume are low and pedestrian movements facilitated. A summary of the design criteria for Access Street (Level 2) is:

- traffic volumes between 2,000 and 3,000 vehicles per day (vpd)
- operating speeds of around 40 km/h
- 6.0 m carriageway width with 2.3 m marked parking on both sides
- minimum verge width of 4.7 m on both sides to accommodate services
- 1.5 m wide paths should be provided on both sides
- optional cycling path / lane
- road reserve width of 20.0 m.



### 3.2.2 Access Street (Level 1)

Access Street (Level 1) provides local residential access where traffic is subservient, speed and volume are low and pedestrian movements facilitated. A summary of the design criteria for an Access Street 1 (Level 1) is:

- traffic volumes between 1,000 and 2,000 vpd
- operating speeds of around 30 km/h
- 7.3 m carriageway width with unmarked parking on both sides
- verge width of 4.2 – 4.5 m to accommodate services
- 1.5 m wide footpaths should be provided on both sides, with no separate cycling provision
- 16.0 m road reserve.

### 3.2.3 Access Place

Access Places provide local residential access with shared traffic, however, pedestrians are given priority. A summary of the design criteria for Access Place is:

- traffic volumes between 300 and 1,000 vpd
- operating speeds of around 15 km/h
- 5.5 m carriageway width with unmarked parking<sup>2</sup>
- verge width of 4.2 – 4.5 m to accommodate services
- 1.5 m footpaths should be provided on both sides with no separate cycling provision<sup>3</sup>
- road reserve width of 16.0 m.

### 3.2.4 Access Lane

Access Lanes provide side or rear access to parking within a lot that has another street frontage. Access Lanes are likely to be the higher density lots near proposed open spaces and interfacing conservation areas. A summary of the design criteria for Access Lanes is:

- the traffic volumes are approximately 300 vpd
- operating speeds of around 10 km/h (can be shared zones with pedestrian, cycling and vehicular access)
- 6.0 m carriageway width with no parking<sup>4</sup>
- road reserve width of 7.0 m.

<sup>2</sup> Carriageway width to be 7.3 m if parking is required on both sides.

<sup>3</sup> Traffic volumes less than 300 vpd, may be reduced to a footpath on one side subject to Council approval.

<sup>4</sup> Turning requirements to access and egress parking on abutting lots may require additional carriageway width. The recommended carriageway width of 5.5 m will provide adequate access to a standard 3.5 m wide single garage built to the property line.



### 3.3 Proposed Internal Road Network

A north-south Access Street through the development site is proposed and will follow the existing alignment of Glismann Road, between Old Princes Highway and Patrick Place. The proposed Access Street will not provide a vehicular through connection to Patrick Place / Timberside Drive.

The upgraded Glismann Road (access street) is proposed to be located within the existing 20 m wide road reserve and will contain a shared path on one side and a footpath on the other side within the verge areas. The provision of retaining walls at the edge of the road reserve will also be provided, where required. This is to achieve the required carriageway and path crossfalls and verge slopes to match into the existing surface level without requiring land acquisition outside of the existing road reserve.

Due to the steep vertical alignment of Glismann Road and resultant sight line restrictions along the roadway, the access street will have two varying cross sections, with the two sections separated by a roundabout or reverse priority T-intersection.

The southern section of Glismann Road is proposed to be provided in line with the Access Street (Level 2) cross section. The northern section of Glismann Road is proposed to be provided with a modified Access Street cross section, generally in accordance with Access Street (Level 2) but with no provision of on-street car parking lanes (referred to as Access Street Level 1.5). The removal of parking in this location increases the available verge widths and reduces the required height of retaining walls to achieve acceptable grades.

The internal road network will also comprise the following:

- an Access Street (Level 1) along the Melbourne Water pipeline alignment, forming a loop to the west of Glismann Road and providing access to residential lots, the public open space and the rear of Beaconsfield Primary School
- an Access Street (Level 1) to the east of Glismann Road, proposed to be configured as a cul-de-sac and provide access to residential lots and the western end of the O'Neil Road Recreation Reserve
- a series of local access roads (Access Places and Access Lanes) that will connect the residential lots to the three proposed Access Streets.

All roads within the development need to provide sufficient space so that emergency service vehicles, waste collection vehicles and street-cleaning vehicles can carry out their functions while travelling in a forward direction only throughout the development.

### 3.4 Connection to Surrounding Road Network

The proposed development will have direct access onto Old Princes Highway to the south via the existing sign-signalised controlled intersection, ~~however, this intersection will ultimately be upgraded to be a signalised intersection (anticipated to be delivered by 2021).~~

As there is no through connection proposed, it is assumed that all traffic accessing the development site will be traffic generated from within the development plan area.



## 4 TRAFFIC GENERATION & DISTRIBUTION

### 4.1 Traffic Generation

The RTA *Guide to Traffic Generating Developments 2002* used to estimate traffic generation from developments recommends for residential houses:

- a daily rate of 9 trips per dwelling
- a weekday peak hour rate of 0.85 trips per dwelling.

The proposed development is estimated to yield ~~250-267~~ residential dwelling lots. This would result in a total traffic generation of ~~2,250-2,403~~ vehicles per day (vpd) to and from the development, with morning and afternoon peaks of ~~243-227~~ vehicles per hour (vph).

~~Table 1~~~~Table 1~~~~Table 2~~ shows the summary traffic generation from the proposed development.

~~Table 1: Table 2~~-Traffic generation from the proposed development

Land Use	Development Unit	Proposed Development	RTA Traffic Generation Rate				Internal Development Traffic Generation	
			Daily		Peak		Daily Vehicle Trips	Peak Vehicle Trips
			Vehicle Trips	Units	Vehicle Trips	Units		
Residential Dwellings	Dwelling	<del>250-267</del>	9	per dwelling	0.85	per dwelling	<del>2,250-2,403</del>	<del>243-227</del>

### 4.2 Distribution of Traffic onto the Surrounding Road Network

Peak hour traffic flow for the proposed development would generally be distributed as follows:

- AM peak                      80% leaving    20% entering
- PM peak                     30% leaving    70% entering

This assumes that all traffic generated will be to and from the proposed development, with no allowance made for the low level of internal trips that may occur.

The directional splits along Old Princes Highway have been determined using existing traffic splits in the peak periods as well as the anticipated destinations of vehicles (i.e. local attractors such as Beaconsfield Township, Beaconsfield train station and local schools and wider attractors such as Berwick, Pakenham and Melbourne via the Princes Freeway).

The traffic volumes anticipated to be generated by the development are shown in ~~Figure 10~~~~Figure 10 to Figure 12~~~~Figure 12~~~~Figures 14 – 16~~.

**Commented [LL1]:** To be updated to reflect increase in traffic volume



Figure 10: Figure 14: AM peak development traffic volumes (8:00 am – 9:00 am)

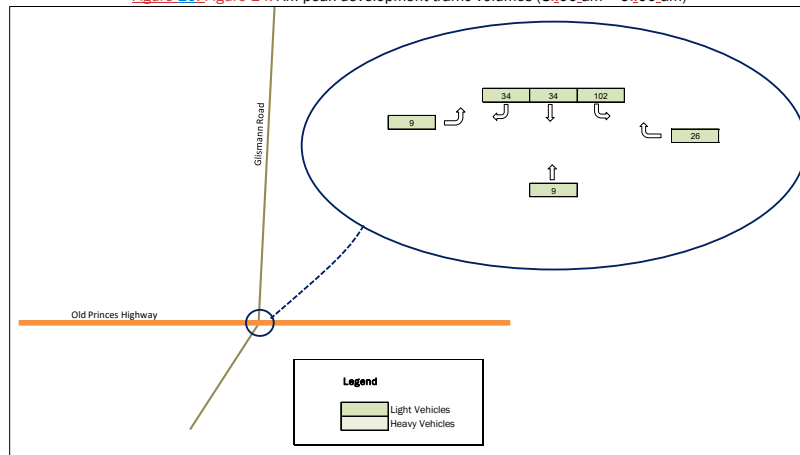
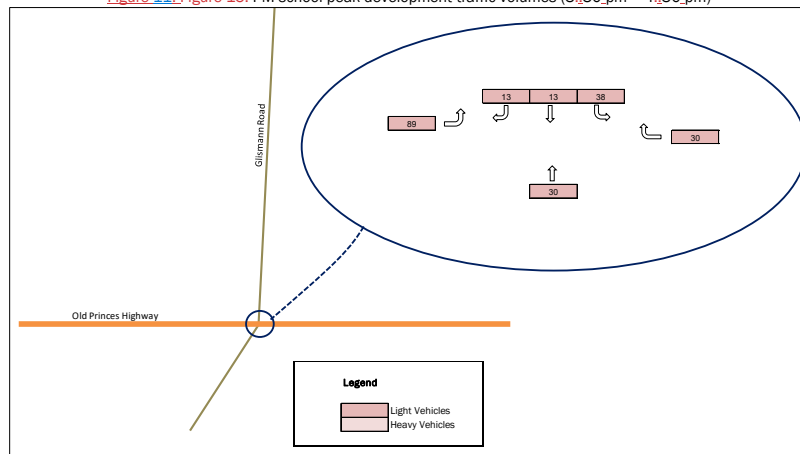
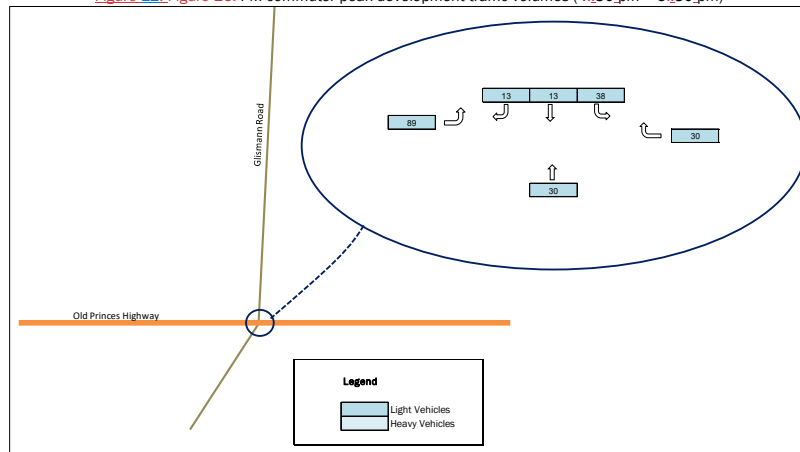


Figure 11: Figure 15: PM school peak development traffic volumes (3:30 pm – 4:30 pm)





**Figure 12: Figure 16: PM commuter peak development traffic volumes (4:30 pm – 5:30 pm)**



The ~~2020 estimated~~ peak hour traffic volumes, including the proposed development traffic, are shown in ~~Figure 13~~ **Figure 13 to Figure 15** ~~Figure 15~~ **Figures 17 – 19.**

**Figure 13: AM peak estimated full development traffic volumes (8:00 am – 9:00 am)**

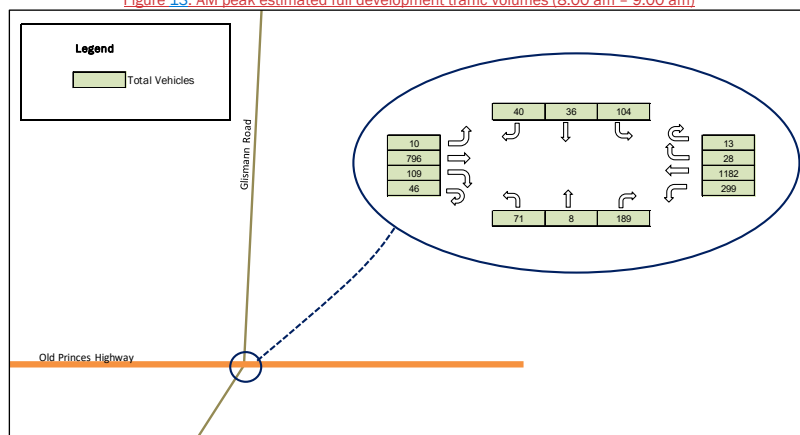




Figure 14: PM school peak estimated full development traffic volumes (3:30 pm – 4:30 pm)

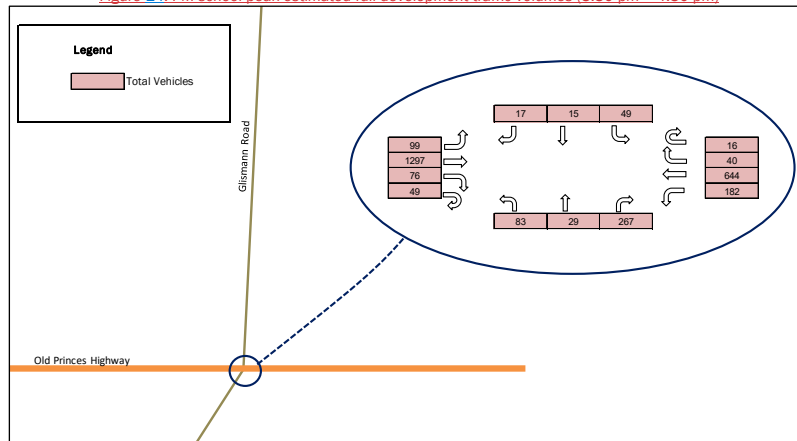


Figure 15: PM commuter peak estimated full development traffic volumes (4:30 pm – 5:30 pm)

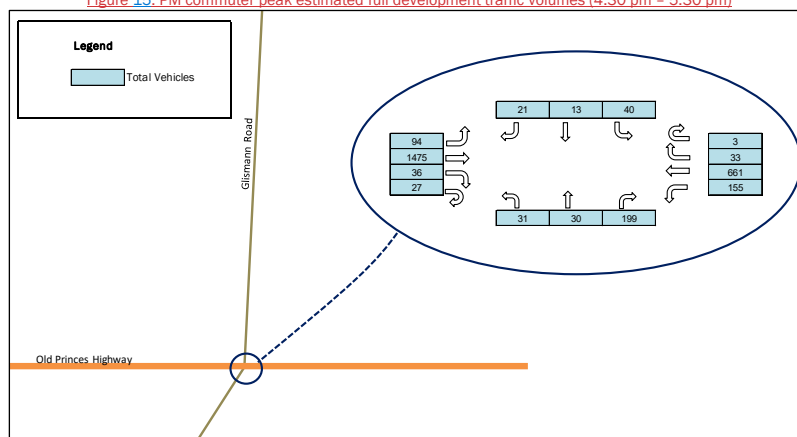




Figure 17: AM peak-estimated full-development traffic volumes (8.00am – 9.00am)

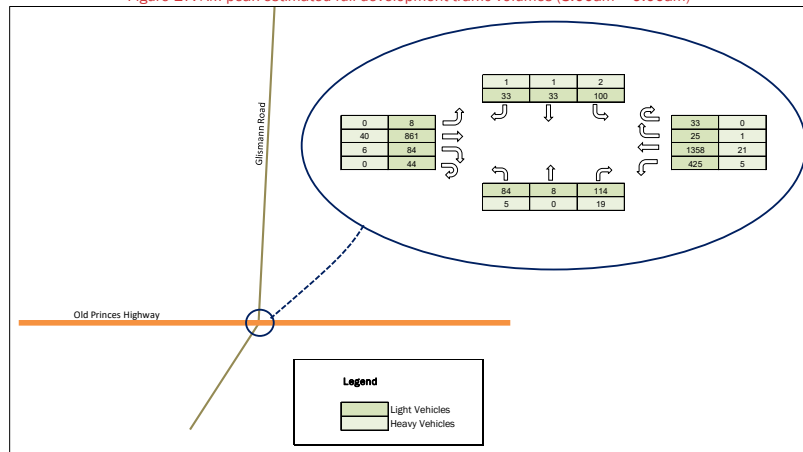


Figure 18: PM school peak-estimated full development traffic volumes (3.30pm – 4.30pm)

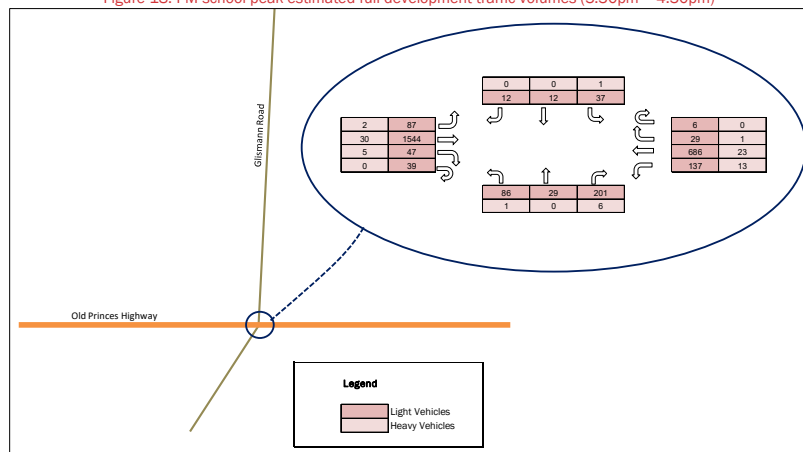
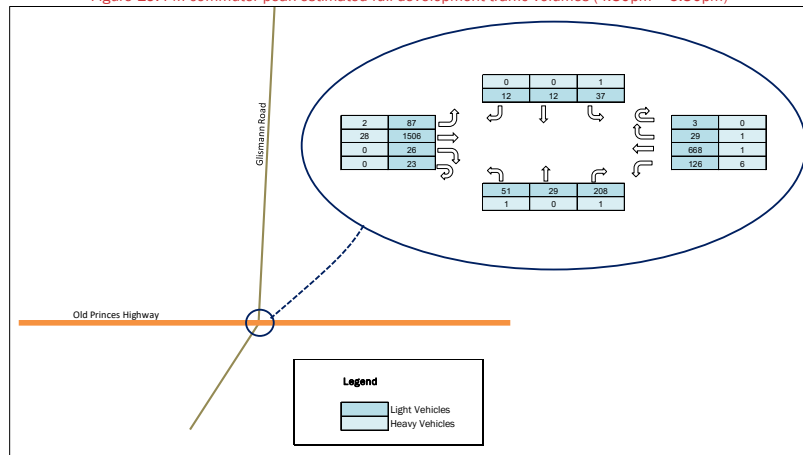






Figure 19: PM commuter peak estimated full development traffic volumes (4.30pm – 5.30pm)



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



### 4.3 Proposed Internal Road Network Volumes

This section discusses the likely classification of the key internal roads based on the traffic generation and distribution established in sections 4.1 and 4.2.

#### 4.3.1 Glismann Road – Access Street (Level 2)

The traffic volume on Glismann Road, north of Old Princes Highway, is expected to be approximately 2,250-2,403 vpd at full development. This is within the design criteria for the Access Street (Level 2) type cross section proposed for Glismann Road.

Based on the design criteria for the Access Street (Level 2), the lot yield of Glismann Road could reasonably be increased to 330 lots (approximately 2,970 vpd). However, the lot yield will be contingent on the signalised intersection being able to accommodate the subsequent increase in peak hour traffic volumes.

Refer to Section 3.2 for cross section specifications.

#### 4.3.2 Access Street (Level 1) / Access Place / Laneway

The development plan indicates that Access Streets (Level 1) are proposed to be located on both the east and west of Glismann Road. The daily traffic volume along each of these roads is not anticipated to exceed 2,000 vpd.

There will be a number of additional local roads (access places or laneways) proposed within the development. The daily traffic volume is anticipated to be up to 1,000 vpd, with volumes of up to 300 vpd along laneways and cul-de-sacs.



## 5 TRAFFIC IMPACTS & INTERSECTION ANALYSIS

The operation of the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection has been assessed using SIDRA analysis software for the existing and post development conditions, using the May 2016 surveyed volumes projected to 2020 (as per Section 2.3).

The program produces statistics and information on the operation of an intersection but typically the main characteristic used to assess the operation of the intersection is the Degree of Saturation (DOS) which takes into account the 95<sup>th</sup> percentile queue lengths and delay.

An explanation of the intersection operating characteristics is shown in Table 2Table 2Table 3.

Table 2: Table 3: Definitions of intersection operation characteristics

Degree of Saturation (DOS)			Operation
Sign control	Roundabout	Traffic Signals	
< 0.6	< 0.6	< 0.6	Excellent operating conditions, minimal delays
0.6 - 0.699	0.6 - 0.699	0.6 - 0.699	Very good operating conditions, minimal delays
0.7 - 0.799	0.7 - 0.849	0.7 - 0.899	Good operating conditions, delays and queuing increasing
0.8 - 0.899	0.85 - 0.949	0.9 - 0.949	Fair operating conditions, delays and queues growing. Any interruption to flow such as minor incidents causes increasing delays
0.9 - 1.0	0.95 - 1.0	0.95 - 1.0	Poor operating conditions, flows starting to breakdown and queues and delays increase rapidly.
> 1.0	> 1.0	> 1.0	Very poor operating conditions with queues and delays increasing rapidly. Once queues develop it takes a significant time for queues to dissipate resulting in long delays to traffic movements

A Degree of Saturation (DOS) of 0.80 for give-way controlled intersections, 0.85 for roundabouts and 0.90 for signalised intersections is generally used as the maximum acceptable degree of saturation (practical capacity). A DOS of 1.0 implies that theoretical capacity is reached (i.e. the demand is equal to the capacity).

The SIDRA layout is shown in Figure 16Figure 16. The intersection has been assessed based on a cycle time of 110 seconds.



Figure 16: SIDRA intersection layout – Glismann Road / Old Princes Highway / Beaconsfield Avenue

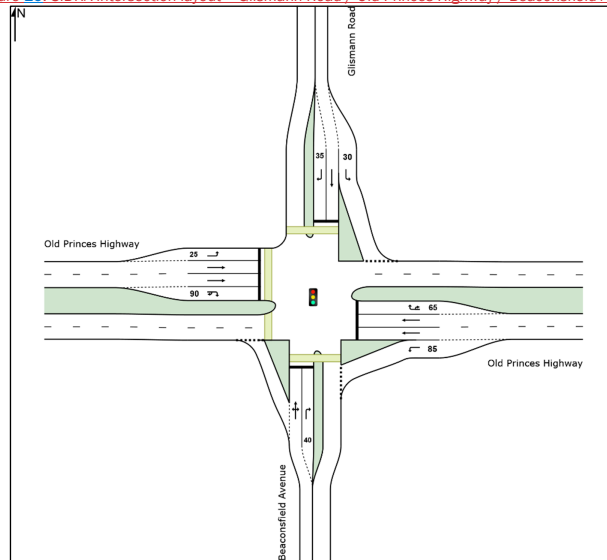


Table 3 Table 3 Table 4 provides a summary of the SIDRA analysis results in each of the modelled peak periods, with full SIDRA outputs shown in Attachment BA.

The analysis indicates that the intersection will continue to operate under 'good' conditions with the additional traffic generated by the development.



Table 3: Table 4: SIDRA Results – Existing Intersection Operations (estimated 2020 volumes)

Movements		Existing									Ultimate								
		DOS			95% Queue (m)			Average Delay (sec)			DOS			95% Queue (m)			Average Delay (sec)		
		AM	School PM	PM	AM	School PM	PM	AM	School PM	PM	AM	School PM	PM	AM	School PM	PM	AM	School PM	PM
Glismann Road / Old Princes Highway	Beaconsfield Avenue (south approach)	0.497	0.677	0.457	48.3	68.8	44.0	45.7	48.5	48.0	0.509	0.734	0.513	49.6	75.7	50.0	46.5	51.2	49.0
	Old Princes Highway (east approach)	0.787	0.453	0.386	226.3	100.1	88.8	24.1	23.1	17.3	0.800	0.633	0.386	227.0	100.1	88.8	25.5	24.7	19.0
	Glismann Road (north approach)	0.063	0.042	0.084	2.4	1.9	3.2	50.1	30.5	52.0	0.420	0.179	0.221	18.4	8.4	8.7	34.5	32.5	37.3
	Old Princes Highway (west approach)	0.757	0.737	0.810	102.2	221.0	268.6	24.0	23.2	25.2	0.757	0.776	0.851	105.1	204.9	289.6	24.5	22.8	28.3



~~From this analysis, it has been determined that the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection currently operates unsatisfactorily in the AM peak and PM (school) peak periods.~~

~~As a result, the intersection already requires upgrade to adequately accommodate the current traffic volumes, regardless of any future development or traffic growth along Glismann Road. This is particularly critical along Beaconsfield Avenue (south approach), and for right turning vehicles into Beaconsfield Avenue from Old Princes Highway (west approach).~~

~~Hence, the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection is required to be signalised prior to any further development occurring along Glismann Road.~~

~~It is understood that Cardinia Shire Council are currently in the process of installing traffic signals at this intersection to accommodate vehicle and pedestrian movements at the intersection, expected to be delivered in 2021.~~



## 6 SUBDIVISION INTERNAL ROAD LAYOUT

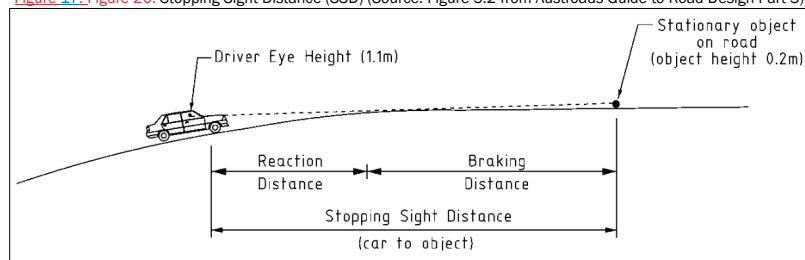
### 6.1 Glismann Road Vertical Alignment

The vertical alignment of Glismann Road needs to be considered to ensure that adequate sight lines along the roadway are provided, particularly in the vicinity of the crest.

An assessment has therefore been undertaken to ensure that Stopping Sight Distance (SSD) can be achieved along the road alignment.

Stopping Sight Distance (SSD) criteria are outlined in Section 5.3 of the *Austroads Guide to Road Design Part 3: Geometric Design*. This document provides information in relation to the minimum distance which should be provided along roadways to ensure sufficient distance is provided to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead (refer [Figure 17](#) [Figure 17](#) [Figure 20](#)). The SSD comprises both reaction distance and braking distance and is measured between driver eye height (1.1 m) and a 0.2 m high object on the road.

Figure 17: Figure 20: Stopping Sight Distance (SSD) (Source: Figure 5.2 from Austroads Guide to Road Design Part 3)



The minimum SSD criterion specified in Table 5.5 of the Austroads Guide requires clear visibility for a desirable minimum distance of 55 m, relating to the general reaction time RT of 2 seconds, a design speed of 50 km/h and a desirable deceleration coefficient of 0.36. Adjustments to correct the SSD based on the average grade of the roadway have also been applied.

In the direct vicinity of the crest, it is considered reasonable that the minimum deceleration coefficient of 0.46 could be applied, due to the constrained conditions and mountainous terrain. This reduces the SSD for a design speed of 50 km/h to 49 m through the crest.

The assessment of SSD along the Glismann Road alignment revealed that a sight distance in excess of 53 m is generally available along its length, however, the existing vertical alignment at the crest will not accommodate the required SSD of 49 m without significant modification.

It is therefore recommended that the design speed through the Glismann Road crest be reduced to 40 km/h, with a reduced equivalent SSD requirement of 36 m. Traffic calming devices should be installed on the approaches to the crest to ensure speeds of less than 40 km/h will be maintained.



Applying the reduced SSD requirement, the assessment indicates that there will still be a deficiency in SSD over the crest for the existing surface levels, however, the extent of the deficiency and the required changes to the existing surface level to achieve the minimum SSD is reduced. Hence, the existing surface level of Glismann Road should be lowered by 1.6 m at its highest point (measured along the centreline) to accommodate SSD requirements.

Refer to Attachment [C-B](#) for the Glismann Road long section, indicating both the existing and proposed surface levels. Refer to Attachment [D-C](#) for the SSD assessment.

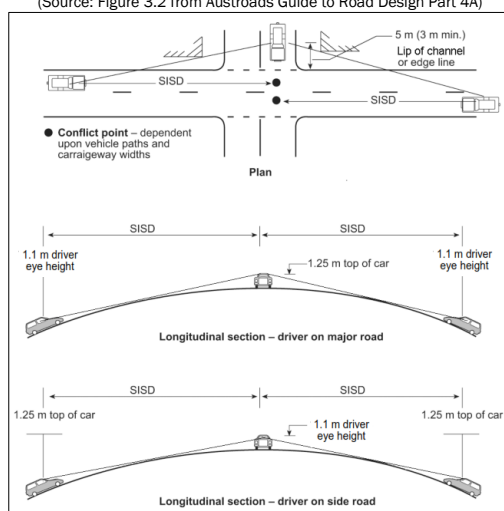
## 6.2 Location of Local Road Intersections

The location of intersections along Glismann Road (access street level 2) need to be considered to ensure that adequate sight lines along the roadway are provided, particularly on either side of the crest and in close vicinity to the Old Princes Highway intersection.

An assessment has therefore been undertaken to ensure that the proposed intersections are located where adequate Safe Intersection Sight Distance (SISD) can be achieved.

SISD criteria along major roads are outlined in Section 3.2.2 of the *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*. This document provides information in relation to the minimum distance which should be provided along major road to allow sufficient distance for a driver on a major road to observe a vehicle approaching from a minor road into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point (refer [Figure 18](#) [Figure 19](#) [Figure 24](#)).

Figure 18: Figure 24: Safe Intersection Sight Distance (SISD)  
(Source: Figure 3.2 from Austroads Guide to Road Design Part 4A)



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022





The minimum SISD criterion specified in Table 3.2 of the Austroads Guide requires clear visibility for a desirable minimum distance of 97 m, relating to the general reaction time RT of 2 seconds and a design speed of 50 km/h. Adjustments to correct the SISD based on the average grade of the roadway have also been applied.

There are three proposed access streets along Glismann Road. The SISD has been assessed at each of the proposed locations and the modified vertical alignment of Glismann Road. Review of the sight distance assessment indicates that SISD requirements will be met at each of the proposed intersections.

Refer to Attachment E-D for the SISD assessments, including both a plan view and long section.

The development plan indicates that the first side road intersection is proposed to be located approximately 110 m to the north of the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection. This is considered appropriate as there is adequate sight distance (73 m SSD required) between the side road and the Old Princes Highway intersection, to ensure that a northbound vehicle departing the intersection will be able to observe and react should a stationary vehicle be waiting to turn into the side road.

The Development Plan also indicates that there is a potential road connection through the four properties located at 111 – 125 Old Princes Highway. The northern boundary of these properties is located approximately 70 m north of Old Princes Highway.

Should this potential road connection be proposed to provide an additional connection to Glismann Road, it is considered that any access road would be located too close to the signalised intersection to permit full access, however, a left-out only access would be acceptable.

Hence, should this be implemented, vehicles entering via the proposed access street (first side road) and accessing lots to the south of the access street would be permitted to exit more directly onto Glismann Road via a left-out only access. This intersection would need to be designed to ensure that the other turning movements would be restricted.

### 6.3 Location of Property Driveways

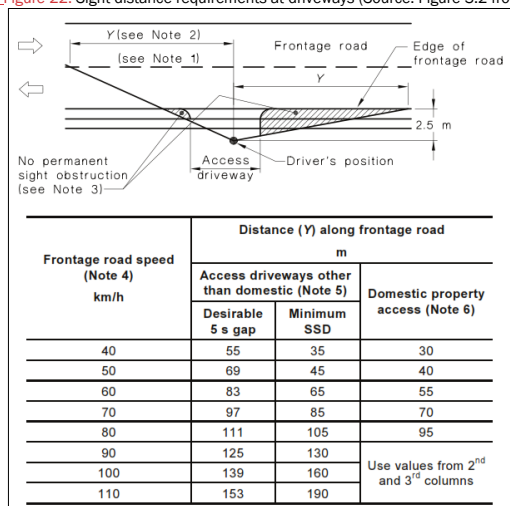
The location of property driveways along Glismann Road need to be considered to ensure that adequate sight lines along the roadway are provided, particularly in the vicinity of the crest.

An assessment has therefore been undertaken to ensure that the proposed driveways are located where adequate Entering Sight Distance (ESD) can be achieved. ESD criteria for a driver exiting an access driveway to traffic on the frontage road is outlined in Section 3.2 of AS/NZS 2890.1 *Parking Facilities - Part 1: Off-Street car parking*.

Unsignalised access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the driveway is at least that shown- [Figure 19](#)  
[Figure 22 below](#).



Figure 19: Figure 22: Sight distance requirements at driveways (Source: Figure 3.2 from AS2890.1)

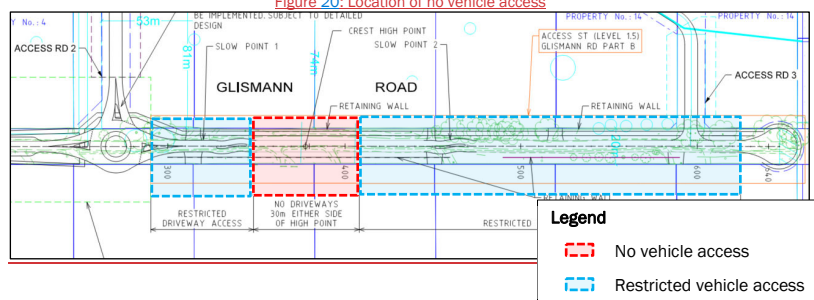


The minimum ESD criterion specified in Table 3.2 of the AS/NZS 2890.1 requires clear visibility for a minimum distance of 30 m, for a domestic property access and a design speed of 40 km/h. Hence, it is recommended that:

- 'No vehicle access' is to be permitted directly on either side of the crest (no roads, driveways or parking) to accommodate a minimum sight distance requirement of 30 m (refer to Figure 20).
- 'Restricted vehicle access' is to be permitted along the remaining section of Glismann Road in the vicinity of the crest. This would allow driveway access to be provided onto Glismann Road, subject to an adequate sight distance assessment.

A guide of the design options for the 'restricted vehicle access' section along Glismann Road is detailed in Table 4.

Figure 20: Location of no vehicle access



156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



Table 4: Restricted vehicle access options

Access Type	Typical Configuration	Maximum No. Lots	Sight Distance Type	Frontage Road Speed Zone	Minimum Sight Distance Length	Gradient
<u>Driveway Connection</u>	<u>3.0 m wide accessway (min.)</u> <u>(min. 3.5 m wide concrete driveway crossover)</u>	<u>3 lots</u>	<u>AS2809.1 Parking Facilities - Off-Street Car Parking</u> <u>Sight Distance Requirements at Access Driveways - Domestic Property Access</u>	<u>40 km/h</u>	<u>30 m</u>	<u>As per AS2809.1, a maximum domestic driveway gradient of 1 in 4 (25%) is desirable. Grade transitions also need to be considered.</u>
				<u>50 km/h</u>	<u>40 m</u>	
	<u>3.0 m - 6.1 m wide accessway</u> <u>(min. 3.5 m wide concrete driveway crossover)</u>	<u>&gt; 3 lots</u>	<u>Austroads Guide to Road Design, Part 4A - Minimum Gap Sight Distance (MGSD)</u>	<u>40 km/h</u>	<u>55 m</u>	
	<u>*As per Clause 52.06 of Cardinia Planning Scheme, if more than 10 parking spaces and the driveway is more than 50 m long, a 6.1 m wide x 7.0 m long passing area needs to be provided within the property boundary</u>			<u>50 km/h</u>	<u>69 m</u>	

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



Access Type	Typical Configuration	Maximum No. Lots	Sight Distance Type	Frontage Road Speed Zone	Minimum Sight Distance Length	Gradient
Laneway	6.0 m - 10.0 m wide laneway, with concrete driveway crossover provided	30 lots (i.e. daily traffic volume of 300 vpd)	Austroads Guide to Road Design, Part 4A - Minimum Gap Sight Distance (MGSD)	40 km/h	55 m	As per Austroads Guide to Road Design Part 3: Geometric Design - General maximum grade of 6-10% 15% "maximum negotiable" grade for heavy vehicles (Council preferred max. grade is 12%)
				50 km/h	69 m	
Local Access Street	5.5 m - 7.3 m wide road carriageway (Access Place)	approx. 30 - 100 lots (i.e. daily traffic volume of 300 - 1,000 vpd)	Austroads Guide to Road Design, Part 4A - Safe Intersection Sight Distance (SISD)	40 km/h	73 m*	
	7.3 m wide road carriageway (Access Street Level 1)	approx. 100 - 200 lots (i.e. daily traffic volume of 1,000 - 2,000 vpd)		50 km/h	97 m*	

*\*These figures provide a guide on the sight distance length required at types of intersections; however, individual sight distance assessments need to consider the impact of grade on the required distance. For example, a downgrade of 8% in a 40km/h zone increases the SISD requirement by 5 m. The above table is provided as a guide only, based on information provided in the following standards and guidelines:*

- the Cardinia Shire Council Planning Scheme
- Australian Standard AS2890.1: Parking Facilities Part 1 - Off-Street Car Parking
- Austroads Guide to Road Design Part 3: Geometric Design
- Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

~~property driveways are not located within 30 m on either side of the crest.~~



#### 6.4 On-Street Car Parking

The southern section of Glismann Road is proposed to provide indented 2.3 m wide car parking lanes along its length, south of the proposed roundabout (Access Street Level 2 cross section).

North of the roundabout, the Access Street (Level 1.5) cross section will be implemented, with no on-street car parking to be provided along Glismann Road. This cross section is to be implemented to reduce the carriageway footprint and reduce the height and quantity of required retaining walls.

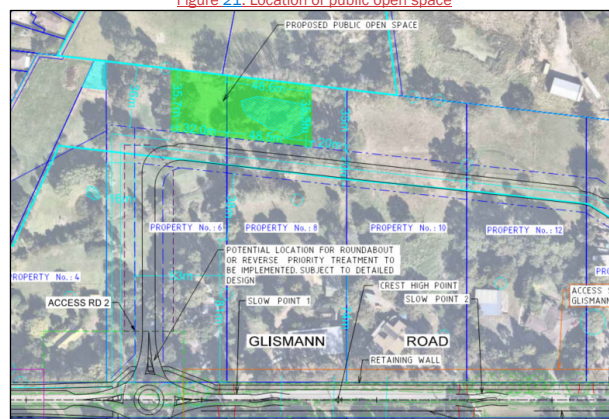
The two additional proposed roads are proposed to have an Access Street (Level 1) cross section, which permits kerbside on-street car parking to occur on both sides of the carriageway. All other internal roads have not yet been identified, however, are likely to permit kerbside car parking on either one or both sides of the carriageway. Car parking should be restricted around bends to ensure the swept paths of vehicles can be accommodated.

It is expected that residential car parking requirements will be met off-street within individual lots and that there will be sufficient on-street car parking to accommodate any visitor car parking demand.

Further to the above, it is recommended that on-street car parking also be provided on both sides of the carriageway adjacent to the proposed areas of public open space.

The proposed 20 m wide road reserve along the western access road adjacent to the public open space will ensure a carriageway of sufficient width can be provided to accommodate unrestricted two-way traffic flows and kerbside car parking on both sides of the road (refer to [Figure 21](#) [Figure 24](#)).

Figure 21: Location of public open space



The proposed 16 m wide road reserve along the eastern access road, adjacent to O'Neil Road recreation reserve, will allow kerbside car parking on both sides of the road, however, will require shuttle flow to allow two-way traffic movements. As this road does not provide a through connection, this arrangement is considered sufficient.

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



## 6.5 Glismann Road Cross Section

The vertical alignment along Glismann Road is proposed to be dropped by 1.6 m at its highest point to meet SSD requirements (refer to section 6.1).

As per Section 3.3, Glismann Road is proposed to have a unique Access Street (Level 1.5) cross section to the north of the proposed roundabout, with on-street car parking restricted to maximise the available verge width. This has been implemented to minimise the height and extent of retaining walls required to be provided along its length due to the altered vertical alignment, to match the road surface with the natural surface level within the existing road reserve width (20 m).

Typical cross sections along Glismann Road are shown in Attachment ~~FE~~.

An alternative option to avoid the use of retaining walls was considered, however, this option was deemed prohibitive due to the large area of land acquisition required to achieve suitable grades (maximum 4:1 batters) within a widened road reserve width.

It is noted that to provide 4:1 batters, rather than a retaining wall, the surface level will be required to be modified on either side of the existing road reserve, with up to an additional 25 m width required to be acquired as road reserve. As a guide, a high level estimate of the land required to be acquired for road reserve per property is shown in ~~Table 5~~~~Table 5~~~~Table 5~~, with earthworks required within the majority of properties achieve the 4:1 batters.

~~Table 5: Table 5~~-Indicative area of earthworks required to achieve 4:1 batters

Property Address	Area (approx.)
3 Glismann Road	300 m <sup>2</sup>
4 Glismann Road	350 m <sup>2</sup>
5 Glismann Road	350 m <sup>2</sup>
6 Glismann Road	250 m <sup>2</sup>
7 Glismann Road	1,250 m <sup>2</sup>
9 Glismann Road	1,350 m <sup>2</sup>
10 Glismann Road	900 m <sup>2</sup>
11 Glismann Road	700 m <sup>2</sup>
12 Glismann Road	1,300 m <sup>2</sup>
13 Glismann Road	1,800 m <sup>2</sup>
14 Glismann Road	1,050 m <sup>2</sup>
15 Glismann Road	150 m <sup>2</sup>
<b>Total</b>	<b>9,750 m<sup>2</sup></b>

## 6.6 Interim Access onto Old Princes Highway

A levy bank is required along the south border of the development site (along Old Princes Highway). The requirement is for a levy bank of ~~0.45-m~~~~450 mm~~ height to be installed in order to accommodate a 1 in 100 year flood.

There are existing shared paths from O'Neil Road Recreation Reserve that run along the southern border of the site, in the location of the required levy bank. Hence, this could be accommodated by creating a levy bank with a flat top and locating the shared path on the levy bank.



There are currently three properties that gain access directly onto Old Princes Highway, via a shared driveway located approximately 170 m east of Glismann Road. Once developed, this shared driveway access point will be closed and access to the lots will be via the internal road network. However, until such time that these lots are developed, temporary access will be required to be maintained from Old Princes Highway to the properties. This will require vehicles to traverse over the top of the levy bank.

Hence, the levy bank will need to be designed with a gradual slope to allow vehicles to cross over without “bottoming out” or scrapping.

### 6.7 Cul-de-Sacs

The northern end of Glismann Road is proposed to be truncated, and not provide a vehicular connection through to Patrick Place or Timberside Drive. However, a shared path connection will permit pedestrian and cyclist movements between the two residential development areas.

This truncation should be designed as a cul-de-sac type arrangement, to permit passenger and service vehicles to travel in a forward direction at all times. It is recommended that the cu-de-sac is implemented with a bowl shaped geometry and a 10.5 m radius. The design of the road truncation, including the allocated road reserve width, should ensure that there is adequate width available for verges, including a shared path to be accommodated on the west side of Glismann Road to connect into Patrick Place and the existing retarding basin.

Should any other internal roads be truncated to form cul-de-sacs, a similar bowl shaped geometry should be implemented.

### 6.8 Speed Zoning and Traffic Calming

It is expected that all internal roads within the proposed development will operate under the default urban speed limit of 50 km/h.

The design of Glismann Road (Access Street) should aim to meet target speeds of 40 – 50 km/h and be self-enforceable by avoiding long straight sections of road without traffic calming devices.

Glismann Road is proposed to follow its existing straight alignment, with no horizontal curves along its length. However, there is a vertical crest mid-way along the roadway which is likely to reduce vehicle speeds.

It is recommended that additional traffic calming devices be implemented on each approach to the crest. The specific treatment to be implemented is subject to detailed design due to the limitations on traffic calming devices that can be implemented as a result of the steep gradient along Glismann Road (15.3% to the south of the crest and 6.7% to the north of the crest).

### 6.9 Public Transport

The *Public Transport – Guidelines for Land Use and Development* indicates that 95% of residential land uses should be designed to allow access to public transport services within 400 - 500 metres

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



safe walking distance. It also states that as a guideline, bus stops should be located every 300 metres along a bus route.

The subject site has access to the following public transport facilities:

- Bus route 926 - operating between Pakenham Station and Fountain Gate Shopping Centre via Lakeside and Beaconsfield, at approximately hourly intervals. The bus route travels along Beaconsfield Avenue, with bus stops located approximately 110 m south-east of the site's southern access.
- Bus route 837 - operating between Berwick Station and Beaconsfield East via Brisbane Street and Beaconsfield Plaza Shopping Centre, at approximately hourly intervals. The bus route travels along Timberside Drive, with bus stops located approximately 120 m north-west of the site's northern access.
- Bus route 836 - operating between Berwick Station and Eden Rise Shopping Centre via Bridgewater Estate, at approximately hourly intervals. The bus route travels along Station Street and Beaconsfield Avenue, with bus stops at Beaconsfield Railway Station, approximately 700 m south-east of the site's southern access.
- Beaconsfield Railway Station is located approximately 700 m south-east of the site's southern access.

While the majority of lots within the proposed development are likely to be within 400 – 500 m safe walking distance to public transport services (approximately 85% - 90%), some lots developed within the existing properties at #7 – #10 Glismann Road are likely to be between 600 – 700 m from public transport services.

### 6.10 Pedestrian and Cycle Network

A network of pedestrian and cycling (shared path) linkages are proposed within the development.

Shared paths should be designed to be a minimum of 2.5 m width, with a desirable width of 3.0 m. Footpaths should be designed with a width of 1.5 m.

The [updated](#) Glismann Road [DPO](#) (comprising both Access Street Level 2 and Access Street Level 1.5 cross sections) is proposed to provide a footpath on one side of the road and a meandering shared path on the other side of the road. Additional pedestrian footpaths are proposed along each of the other local roads within the development site, with linkages provided through public open space to provide access to Beaconsfield Primary School to the west and O'Neil Road Recreation Reserve to the east.

An additional pedestrian and cyclist linkage is also proposed to be provided from the Glismann Road truncation to the north, via Patrick Place and the existing retarding basin, to provide access to the Timberside Drive residential area.

Footpaths should be provided along all local roads, as follows:

- where volumes are below 300 vehicles per day, footpaths could be provided on one side of the road
- where volumes exceed 300 vehicles per day, footpaths are required on both sides of the road to meet the requirements of the VPA's Engineering Design and Construction Manual for Subdivision in Growth Areas.

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022





It is recommended that path linkages through the open space are designed and signed as shared paths (2.5 m – 3.0 m width) to accommodate both pedestrians and cyclists.

This network will support recreational and commuter paths through the development site and will ultimately provide sustainable travel options for residents.



## 7 CONSTRUCTION COSTS

High-level construction costs associated with key infrastructure within the Glismann Road Development Plan have been estimated based on the concept Glismann Road alignment plans as shown in [Table 6](#). All estimates include a 30% contingency.

[Table 6](#): High-level Construction Cost Estimates

DCP reference	Infrastructure Item	Cost
RD-01	Glismann Road - Access Street (Level 2) <i>south of the roundabout</i>	\$837,418
RD-02	Glismann Road - Access Street (Level 1.5) <i>north of the roundabout</i>  <i>Costs associated with design, siteworks, earthworks and retaining wall components only (including 30% contingency)</i>	\$3,148,574  <del>\$1,085,213,275,442</del>
RD-03	Local Access Street (Level 1) <i>west of Glismann Road, within #6 Glismann Road</i>	\$494,929
RD-04	Local Access Street (Level 1) <i>west of Glismann Road, within #16 Glismann Road</i>	\$318,741
RD-05	Local Access Street (Level 1) <i>east of Glismann Road, within #1 Glismann Road</i>	\$718,911
TM-01	Glismann Road – Roundabout <i>within road reserve and splays from #3 and #5 Glismann Road</i>	\$681,413

Refer to Attachment [G-F](#) for the high-level cost estimates and site plan indicating road length extents.

It is noted that a reserve priority T-intersection may be appropriate at TM-01 in place of the proposed roundabout. The preferred intersection treatment for TM-01 is subject to detailed design and Council approval.



## 8 CONCLUSIONS AND RECOMMENDATIONS

The proposed development would not adversely impact on the safety or operation of the surrounding road network, provided the recommended mitigating works are undertaken.

It is concluded that:

- the proposed development is estimated to yield ~~250-267~~ conventional dwellings resulting in a total traffic generation of ~~2,250-2,403~~ vpd to and from the development, with morning and afternoon (school and commuter) peaks of approximately ~~243-227~~ vph
- the traffic volume along Glismann Road (Access Street Level 2) is expected to be less than 3,000 vpd at full development
- the traffic on access streets (level 1) is expected to be less than 2,000 vpd at full development
- there will be a number of local roads (access places and laneways) proposed within the development. The daily traffic volume along these roads is anticipated to be up to 1,000 vpd, with volumes of up to 300 vpd along laneways and cul-de-sacs
- the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection will continue to operate under 'good' conditions with the additional traffic generated by the proposed development, currently operates unsatisfactorily (i.e. above theoretical capacity)
- the location of the first side road approximately 110 m north of the Old Princes Highway intersection is considered appropriate.

It is recommended that:

- the design criteria for roads, as set out in the Engineering Design and Construction Manual, are used as a base for the detailed design of the internal road network
- ~~traffic signals be implemented at the Old Princes Highway / Glismann Road / Beaconsfield Avenue intersection prior to further development occurring (to be provided through funding external to the DCP)~~
- the vertical alignment of Glismann Road be altered to ensure Stopping Sight Distance (SSD) is met, involving dropping the existing surface level by 1.6 m at its highest point
- a left-out only access be implemented should the potential road connection through properties 111 – 125 Old Princes Highway be proposed to connect with Glismann Road
- ~~'No vehicle access' is to be permitted directly on either side of the crest (no roads, driveways or parking) to accommodate a minimum sight distance requirement of 30 m~~
- ~~'Restricted vehicle access' is to be permitted along the remaining section of Glismann Road in the vicinity of the crest. This would allow driveway access to be provided onto Glismann Road, subject to an adequate sight distance assessment~~
- ~~no property driveways be located within 30 m on either side of the crest~~
- on-street car parking be restricted along Glismann Road, to the north of the proposed roundabout
- the Glismann Road truncation at Patrick Place be designed as a cul-de-sac type arrangement, with a bowl shaped geometry and a 10.5 m radius
- the design speed through the Glismann Road crest be reduced to 40 km/h

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



- traffic calming devices be implemented along Glismann Road on each approach to the crest to ensure speeds of less than 40 km/h will be maintained
- on-street car parking be provided along both sides of the carriageway adjacent to the proposed and existing public open space
- pedestrian links within the public open space be widened to a 2.5 – 3.0 m width and signed as shared paths for both pedestrians and cyclists
- 1.5 m wide footpaths be provided along all local roads
- The levy bank be designed to be gradual to allow vehicles to cross over without “bottoming out” or scrapping.

Provided the recommendations outlined in this report are implemented, there are no traffic related reasons that would prevent this development from occurring.

Any alternative solutions recommended in this report would need to ensure good traffic engineering practice is followed and include the consideration of other factors such as:

- topographical constraints for construction
- the avoidance of sign-controlled cross intersections
- the impacts on the ability to provide or design retaining walls and their impacts on sightlines, as well as the protection of view lines.



**ATTACHMENT A – TRAFFIC VOLUMES**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



**ATTACHMENT A – SIDRA ANALYSIS RESULTS**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022

**Site: [Old Princes / Beaconsfield / Glismann Int - 8.00 - 9.00 AM Existing (Site Folder: General)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Green Split Priority has been specified

Phase Sequence: Split Phasing

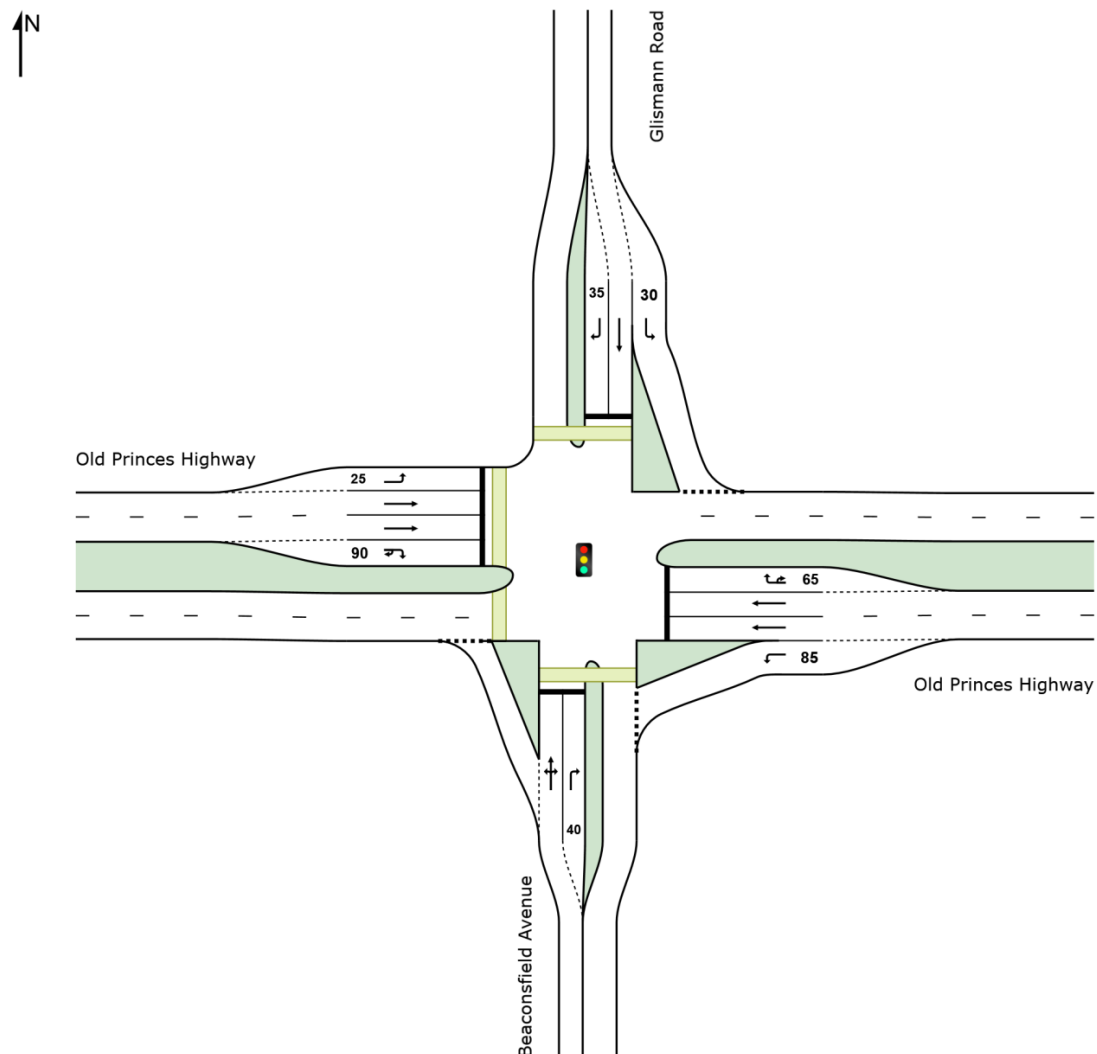
Reference Phase: Phase E

Input Phase Sequence: A, D, E, F1, F2

Output Phase Sequence: A, D, E, F1, F2

**Site Layout**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total	HV ]						[ Veh	Dist ]				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Beaconsfield Avenue													
Lane 1	147	6.0	296	0.497	100	40.8	LOS D	5.5	40.7	Full	500	0.0	0.0
Lane 2	129	6.0	259	0.497	100	51.2	LOS D	6.6	48.3	Short	40	0.0	NA
Approach	276	6.0		0.497		45.7	LOS D	6.6	48.3				
East: Old Princes Highway													
Lane 1	315	6.0	1576	0.200	100	7.7	LOS A	2.2	16.3	Short	85	0.0	NA
Lane 2	589	9.0	748 <sup>1</sup>	0.787	100	27.4	LOS C	26.0	196.0	Full	500	0.0	0.0
Lane 3	656	9.0	833 <sup>1</sup>	0.787	100	28.0	LOS C	30.0	226.3	Full	500	0.0	0.0
Lane 4	17	0.6	81	0.208	100	64.5	LOS E	0.9	6.6	Short	65	0.0	NA
Approach	1576	8.3		0.787		24.1	LOS C	30.0	226.3				
North: Glismann Road													
Lane 1	2	3.0	720	0.003	100	13.5	LOS B	0.0	0.3	Short	30	0.0	NA
Lane 2	2	3.0	105	0.020	100	56.2	LOS E	0.1	0.8	Full	500	0.0	0.0
Lane 3	6	3.0	100	0.063	100	60.3	LOS E	0.3	2.4	Short	35	0.0	NA
Approach	11	3.0		0.063		50.1	LOS D	0.3	2.4				
West: Old Princes Highway													
Lane 1	1	3.0	1166	0.001	100	13.9	LOS B	0.0	0.1	Short	25	0.0	NA
Lane 2	418	9.0	985 <sup>1</sup>	0.424	100	16.8	LOS B	13.5	101.6	Full	330	0.0	0.0
Lane 3	420	9.0	990	0.424	100	16.8	LOS B	13.6	102.2	Full	330	0.0	0.0
Lane 4	163	4.2	216	0.757	100	61.2	LOS E	9.2	66.4	Short	90	0.0	NA
Approach	1002	8.2		0.757		24.0	LOS C	13.6	102.2				
Intersection	2864	8.0		0.787		26.3	LOS C	30.0	226.3				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.



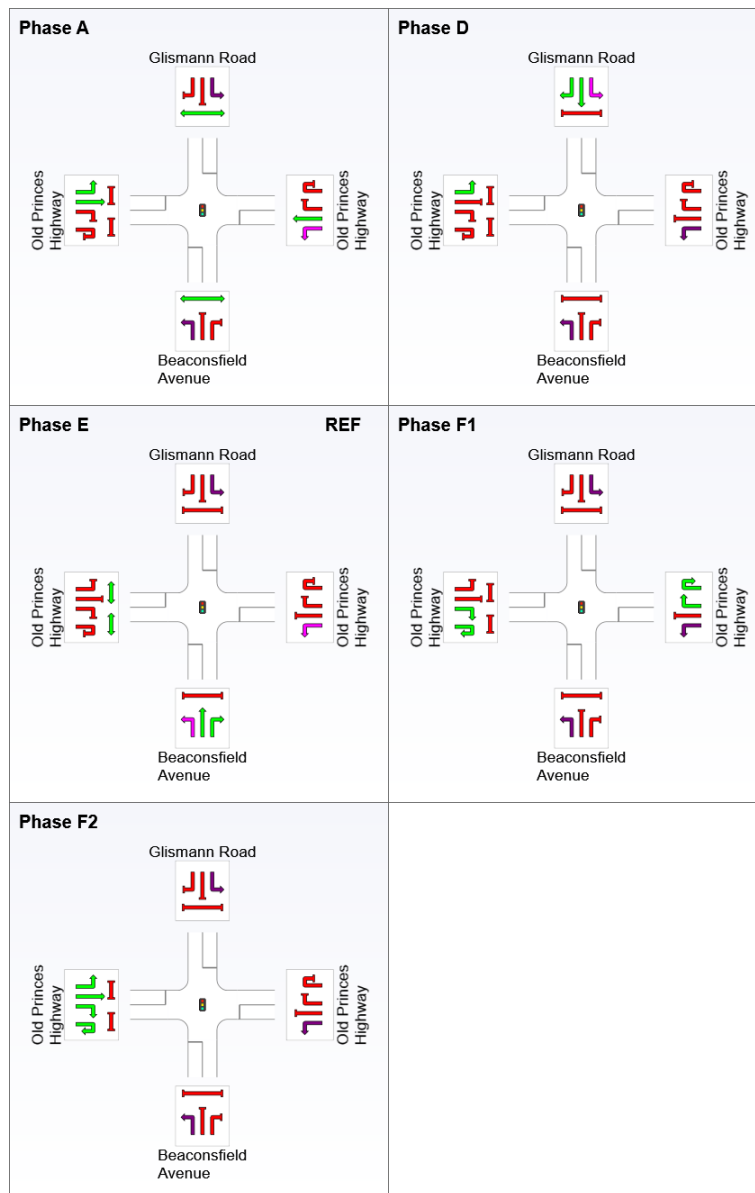
### Input Phase Sequence

Phase Reference Sequence: A, D, E, F1, F2

Sequence: Phase:

Split Phase

Phasing E



REF:  
VAR: Variable Phase

Reference

Phase



**Site: [Old Princes / Beaconsfield / Glismann Int - 3.30 - 4.30 PM Existing (Site Folder: General)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Green Split Priority has been specified

Phase Sequence: Split Phasing

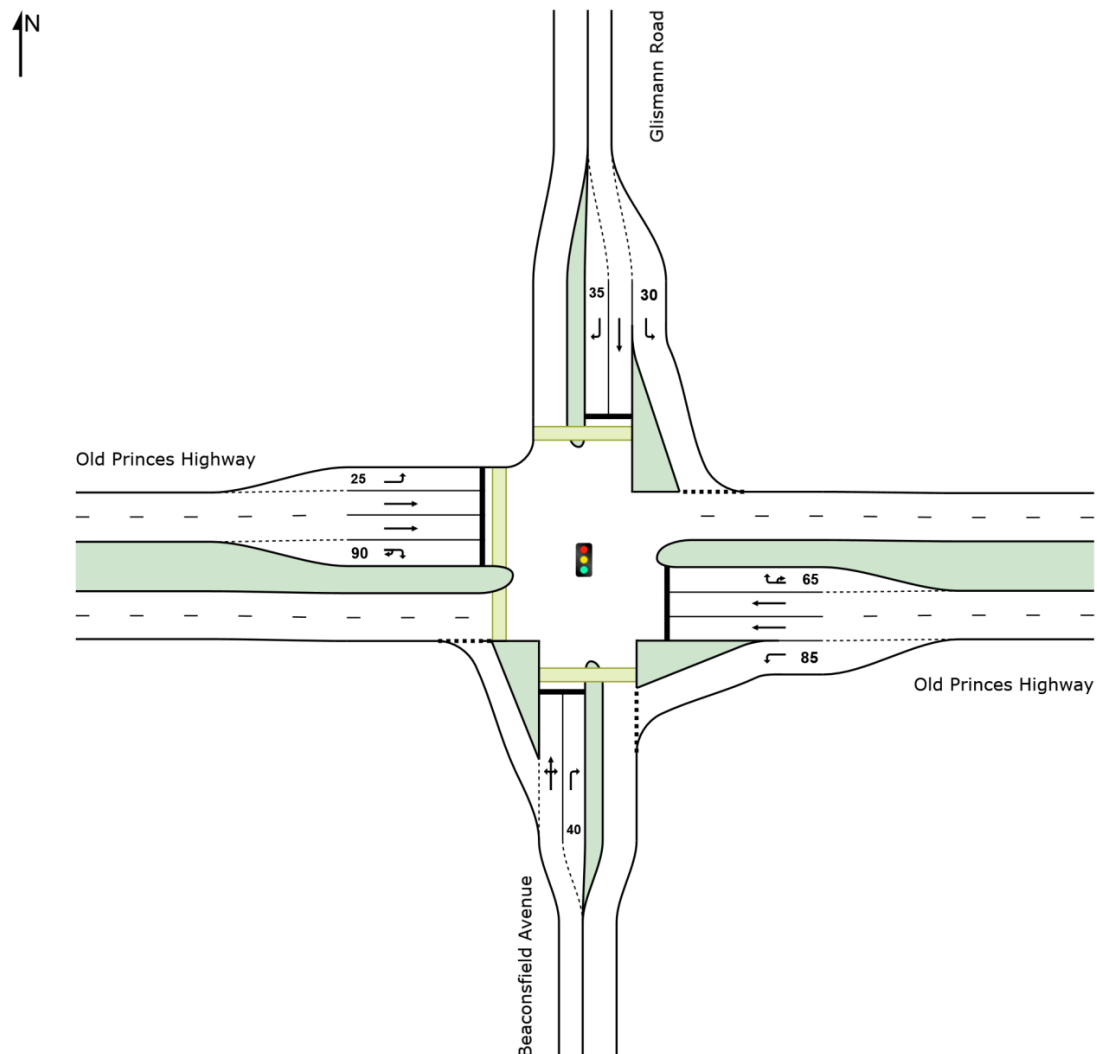
Reference Phase: Phase E

Input Phase Sequence: A, D, E, F1, F2

Output Phase Sequence: A, D, E, F1, F2

**Site Layout**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total	HV ]						[ Veh	Dist ]				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Beaconsfield Avenue													
Lane 1	195	6.0	288	0.677	100	44.0	LOS D	8.9	65.3	Full	500	0.0	0.0
Lane 2	175	6.0	259	0.677	100	53.5	LOS D	9.3	68.8	Short	40	0.0	NA
Approach	371	6.0		0.677		48.5	LOS D	9.3	68.8				
East: Old Princes Highway													
Lane 1	192	6.0	1579	0.121	100	7.4	LOS A	1.0	7.6	Short	85	0.0	NA
Lane 2	338	9.0	746	0.453	100	25.9	LOS C	13.2	99.8	Full	500	0.0	0.0
Lane 3	339	9.0	749	0.453	100	25.9	LOS C	13.3	100.1	Full	500	0.0	0.0
Lane 4	27	1.2	85	0.321	100	65.0	LOS E	1.5	10.8	Short	65	0.0	NA
Approach	897	8.1		0.453		23.1	LOS C	13.3	100.1				
North: Glismann Road													
Lane 1	12	3.0	592	0.020	100	15.1	LOS B	0.3	1.9	Short	30	0.0	NA
Lane 2	2	3.0	105	0.020	100	56.2	LOS E	0.1	0.8	Full	500	0.0	0.0
Lane 3	4	3.0	100	0.042	100	59.9	LOS E	0.2	1.6	Short	35	0.0	NA
Approach	18	3.0		0.042		30.5	LOS C	0.3	1.9				
West: Old Princes Highway													
Lane 1	11	3.0	1166	0.009	100	14.0	LOS B	0.2	1.4	Short	25	0.0	NA
Lane 2	718	9.0	975 <sup>1</sup>	0.737	100	21.3	LOS C	29.3	221.0	Full	330	0.0	0.0
Lane 3	647	9.0	878 <sup>1</sup>	0.737	100	20.0	LOS B	24.8	186.8	Full	330	0.0	0.0
Lane 4	132	3.6	301	0.438	100	50.7	LOS D	6.4	46.4	Short	90	0.0	NA
Approach	1507	8.5		0.737		23.2	LOS C	29.3	221.0				
Intersection	2793	8.0		0.737		26.6	LOS C	29.3	221.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

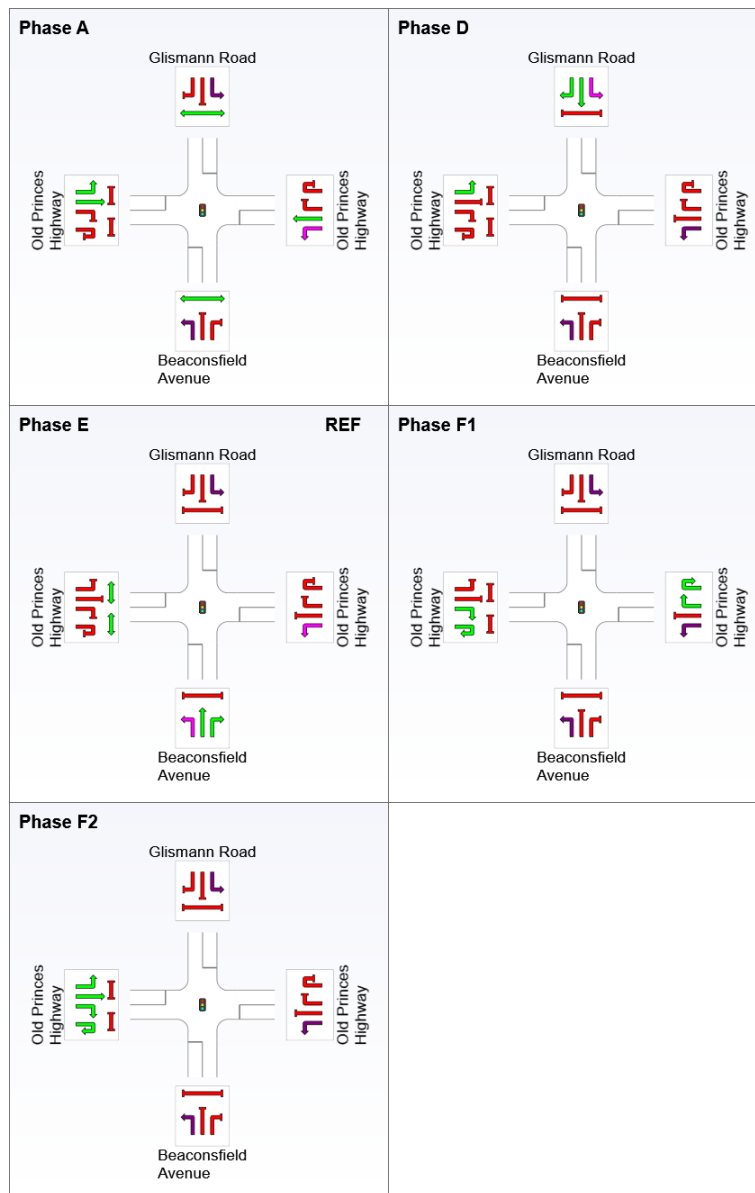
### Input Phase Sequence

Phase Reference Sequence: A, D, E, F1, F2

Sequence: Phase:

Split Phase

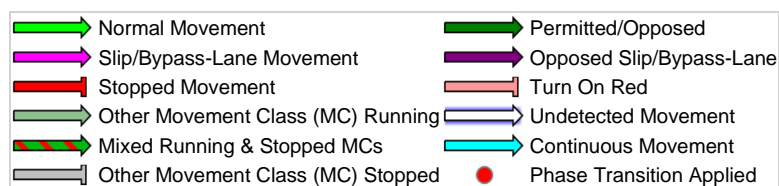
Phasing E



REF:  
VAR: Variable Phase

Reference

Phase



**Site: [Old Princes / Beaconsfield / Glismann Int - 4.30 - 5.30 PM Existing (Site Folder: General)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Green Split Priority has been specified

Phase Sequence: Split Phasing

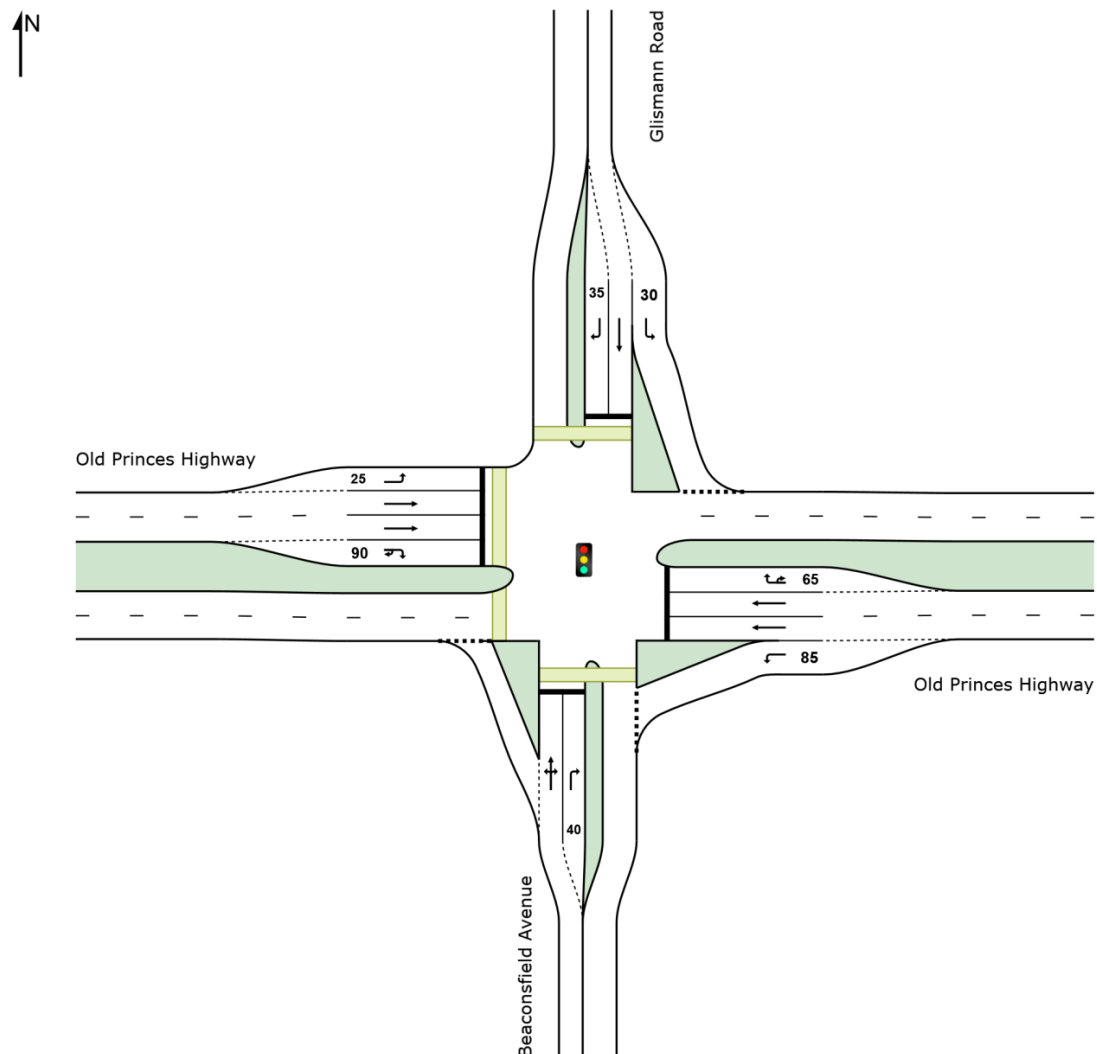
Reference Phase: Phase E

Input Phase Sequence: A, D, E, F1, F2

Output Phase Sequence: A, D, E, F1, F2

**Site Layout**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total	HV ]						[ Veh	Dist ]				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Beaconsfield Avenue													
Lane 1	125	6.0	273	0.457	100	45.2	LOS D	5.6	41.6	Full	500	0.0	0.0
Lane 2	118	6.0	259	0.457	100	50.9	LOS D	6.0	44.0	Short	40	0.0	NA
Approach	243	6.0		0.457		48.0	LOS D	6.0	44.0				
East: Old Princes Highway													
Lane 1	163	6.0	1655	0.099	100	7.2	LOS A	0.7	5.1	Short	85	0.0	NA
Lane 2	347	9.0	899	0.386	100	19.3	LOS B	11.7	88.5	Full	500	0.0	0.0
Lane 3	348	9.0	902	0.386	100	19.3	LOS B	11.8	88.8	Full	500	0.0	0.0
Lane 4	6	1.5	88	0.072	100	63.0	LOS E	0.3	2.4	Short	65	0.0	NA
Approach	865	8.4		0.386		17.3	LOS B	11.8	88.8				
North: Glismann Road													
Lane 1	2	3.0	617	0.003	100	16.2	LOS B	0.0	0.4	Short	30	0.0	NA
Lane 2	1	3.0	105	0.010	100	55.8	LOS E	0.1	0.4	Full	500	0.0	0.0
Lane 3	8	3.0	100	0.084	100	60.5	LOS E	0.5	3.2	Short	35	0.0	NA
Approach	12	3.0		0.084		52.0	LOS D	0.5	3.2				
West: Old Princes Highway													
Lane 1	5	3.0	1166	0.005	100	14.0	LOS B	0.1	0.7	Short	25	0.0	NA
Lane 2	795	9.0	981	0.810	100	24.0	LOS C	35.6	268.6	Full	330	0.0	0.0
Lane 3	758	9.0	935	0.810	100	23.6	LOS C	33.1	249.5	Full	330	0.0	0.0
Lane 4	66	3.4	164	0.405	100	59.1	LOS E	3.5	25.2	Short	90	0.0	NA
Approach	1624	8.8		0.810		25.2	LOS C	35.6	268.6				
Intersection	2744	8.4		0.810		24.9	LOS C	35.6	268.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

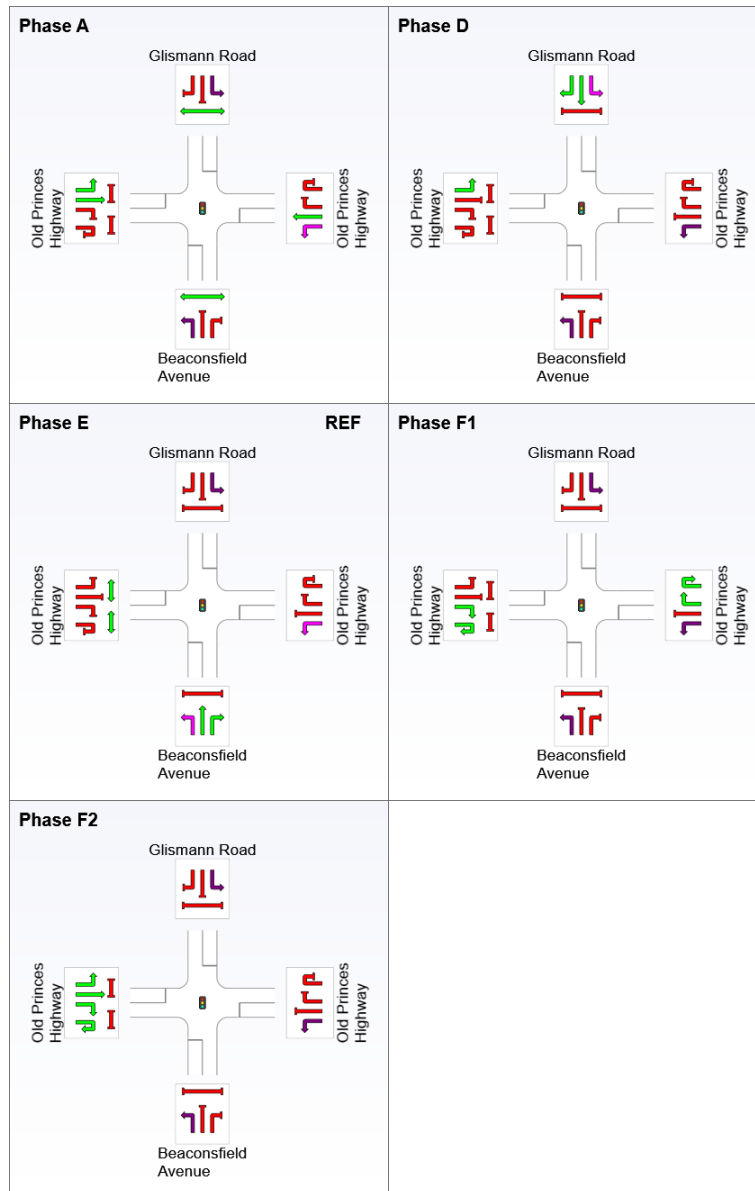
### Input Phase Sequence

Phase Reference Sequence: A, D, E, F1, F2

Sequence: Phase:

Split Phase

Phasing E



REF:  
VAR: Variable Phase

Reference

Phase



**Site: [Old Princes / Beaconsfield / Glismann Int - 8.00 - 9.00 AM Ultimate Proposed (Site Folder: General)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Green Split Priority has been specified

Phase Sequence: Split Phasing

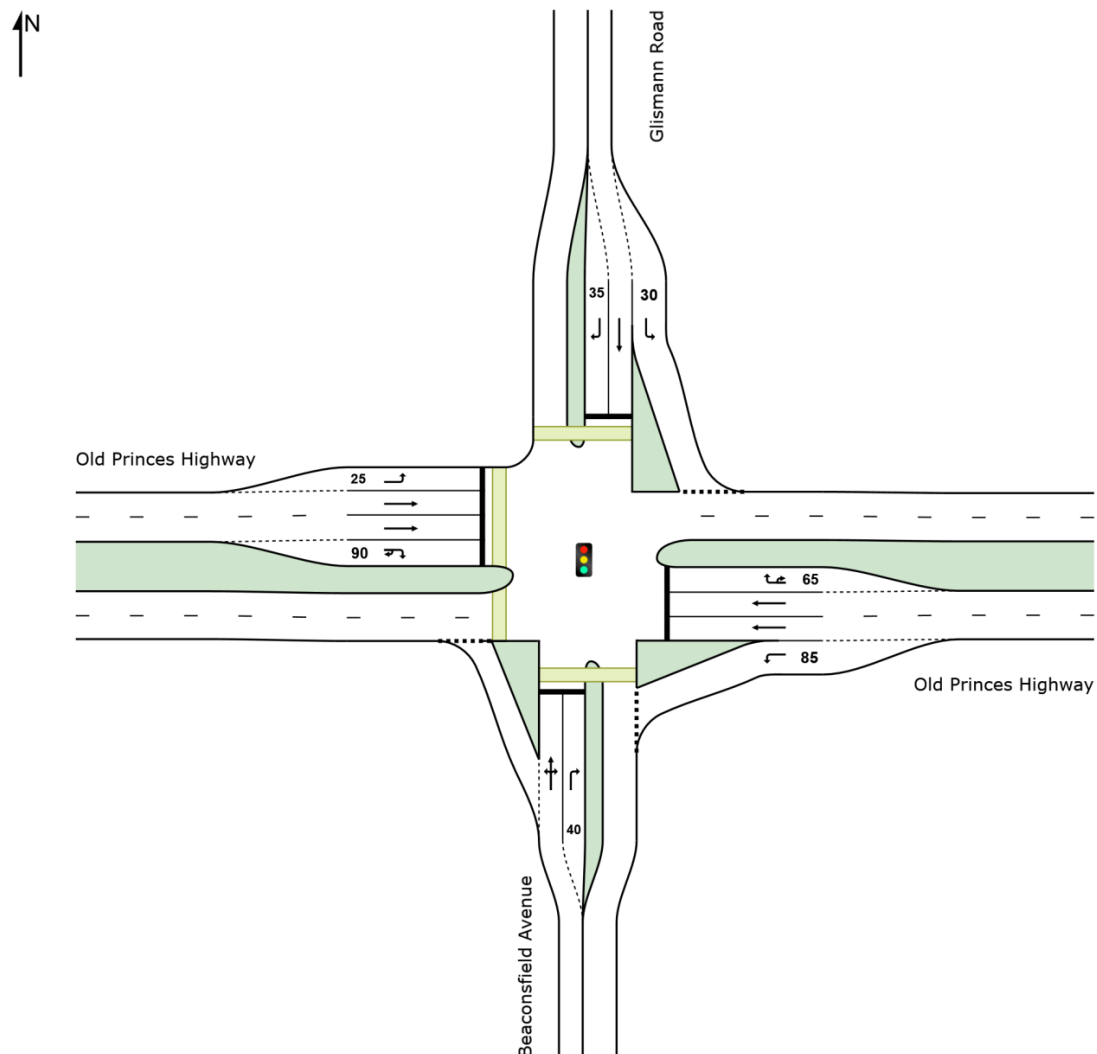
Reference Phase: Phase E

Input Phase Sequence: A, D, E, F1, F2

Output Phase Sequence: A, D, E, F1, F2

**Site Layout**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.





Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total	HV ]						[ Veh	Dist ]				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Beaconsfield Avenue													
Lane 1	150	6.0	295	0.509	100	42.3	LOS D	5.8	42.6	Full	500	0.0	0.0
Lane 2	132	6.0	259	0.509	100	51.3	LOS D	6.7	49.6	Short	40	0.0	NA
Approach	282	6.0		0.509		46.5	LOS D	6.7	49.6				
East: Old Princes Highway													
Lane 1	315	6.0	1549	0.203	100	8.0	LOS A	2.6	19.1	Short	85	0.0	NA
Lane 2	595	9.0	744	0.800	100	28.3	LOS C	26.8	202.1	Full	500	0.0	0.0
Lane 3	649	9.0	812	0.800	100	28.8	LOS C	30.1	227.0	Full	500	0.0	0.0
Lane 4	43	2.0	108	0.401	100	63.7	LOS E	2.4	17.0	Short	65	0.0	NA
Approach	1602	8.2		0.800		25.5	LOS C	30.1	227.0				
North: Glismann Road													
Lane 1	109	3.0	721	0.152	100	15.1	LOS B	2.6	18.4	Short	30	0.0	NA
Lane 2	38	3.0	105	0.359	100	59.1	LOS E	2.1	15.1	Full	500	0.0	0.0
Lane 3	42	3.0	100	0.420	100	62.7	LOS E	2.4	16.9	Short	35	0.0	NA
Approach	189	3.0		0.420		34.5	LOS C	2.6	18.4				
West: Old Princes Highway													
Lane 1	11	3.0	1149	0.009	100	14.4	LOS B	0.2	1.5	Short	25	0.0	NA
Lane 2	415	9.0	955	0.435	100	17.4	LOS B	13.6	102.7	Full	330	0.0	0.0
Lane 3	423	9.0	973	0.435	100	17.5	LOS B	13.9	105.1	Full	330	0.0	0.0
Lane 4	163	4.2	216	0.757	100	61.2	LOS E	9.2	66.4	Short	90	0.0	NA
Approach	1012	8.2		0.757		24.5	LOS C	13.9	105.1				
Intersection	3085	7.7		0.800		27.6	LOS C	30.1	227.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

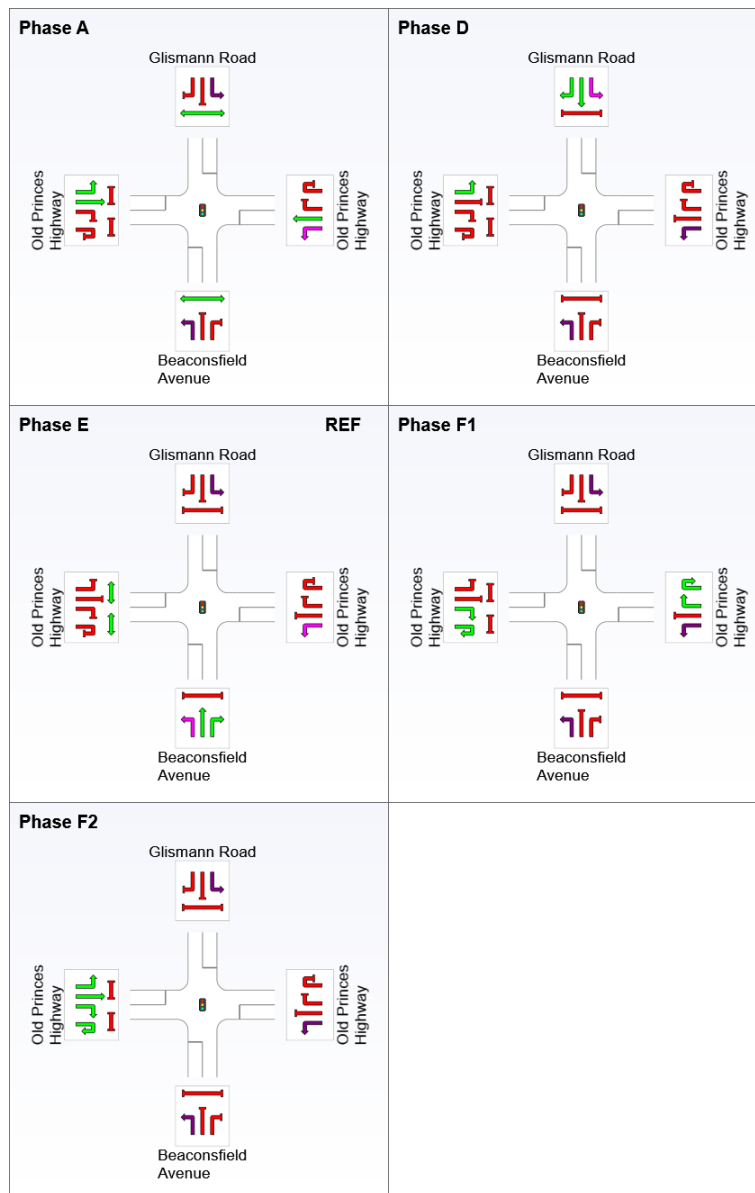
### Input Phase Sequence

Phase Reference Sequence: A, D, E, F1, F2

Sequence: Phase:

Split Phase

Phasing E



REF:  
VAR: Variable Phase

Reference

Phase



**Site: [Old Princes / Beaconsfield / Glismann Int - 3.30 - 4.30 PM Ultimate Proposed (Site Folder: General)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Green Split Priority has been specified

Phase Sequence: Split Phasing

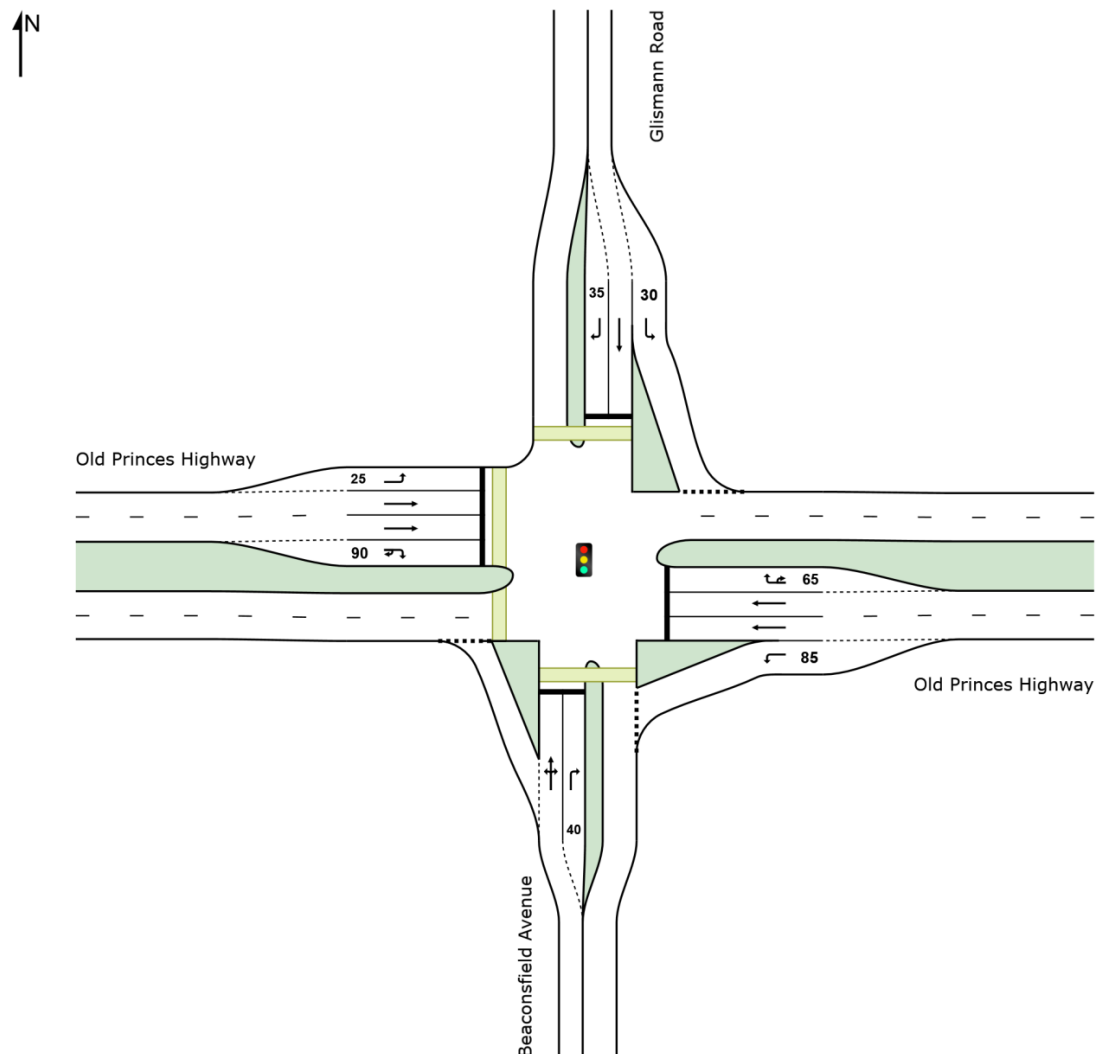
Reference Phase: Phase E

Input Phase Sequence: A, D, E, F1, F2

Output Phase Sequence: A, D, E, F1, F2

**Site Layout**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total	HV ]						[ Veh	Dist ]				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Beaconsfield Avenue													
Lane 1	211	6.0	287	0.734	100	47.7	LOS D	10.2	75.1	Full	500	0.0	0.0
Lane 2	188	6.0	256 <sup>1</sup>	0.734	100	55.1	LOS E	10.3	75.7	Short	40	0.0	NA
Approach	399	6.0		0.734		51.2	LOS D	10.3	75.7				
East: Old Princes Highway													
Lane 1	192	6.0	1569	0.122	100	7.5	LOS A	1.1	8.4	Short	85	0.0	NA
Lane 2	338	9.0	746	0.453	100	25.9	LOS C	13.2	99.8	Full	500	0.0	0.0
Lane 3	339	9.0	749	0.453	100	25.9	LOS C	13.3	100.1	Full	500	0.0	0.0
Lane 4	59	2.1	93	0.633	100	66.8	LOS E	3.4	24.2	Short	65	0.0	NA
Approach	928	7.9		0.633		24.7	LOS C	13.3	100.1				
North: Glismann Road													
Lane 1	52	3.0	591	0.087	100	14.7	LOS B	1.2	8.4	Short	30	0.0	NA
Lane 2	16	3.0	105	0.150	100	57.9	LOS E	0.9	6.1	Full	500	0.0	0.0
Lane 3	18	3.0	100	0.179	100	61.3	LOS E	1.0	7.0	Short	35	0.0	NA
Approach	85	3.0		0.179		32.5	LOS C	1.2	8.4				
West: Old Princes Highway													
Lane 1	104	3.0	1166	0.089	100	14.5	LOS B	2.1	15.1	Short	25	0.0	NA
Lane 2	680	9.0	877 <sup>1</sup>	0.776	100	20.8	LOS C	27.0	203.5	Full	330	0.0	0.0
Lane 3	685	9.0	883 <sup>1</sup>	0.776	100	20.8	LOS C	27.2	204.9	Full	330	0.0	0.0
Lane 4	132	3.6	301	0.438	100	50.7	LOS D	6.4	46.4	Short	90	0.0	NA
Approach	1601	8.2		0.776		22.8	LOS C	27.2	204.9				
Intersection	3014	7.7		0.776		27.4	LOS C	27.2	204.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

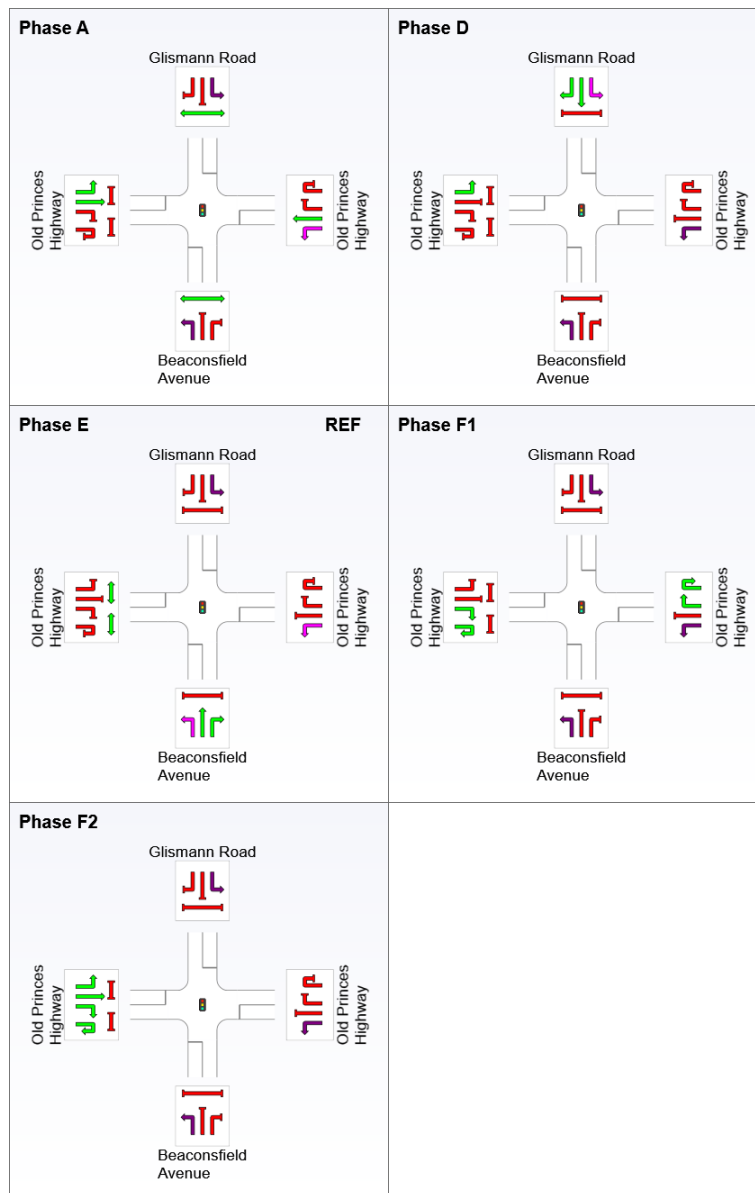
### Input Phase Sequence

Phase Reference Sequence: A, D, E, F1, F2

Sequence: Phase:

Split Phase

Phasing E



REF:  
VAR: Variable Phase

Reference

Phase



**Site: [Old Princes / Beaconsfield / Glismann Int - 4.30 - 5.30 PM Ultimate Proposed (Site Folder: General)]**

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Green Split Priority has been specified

Phase Sequence: Split Phasing

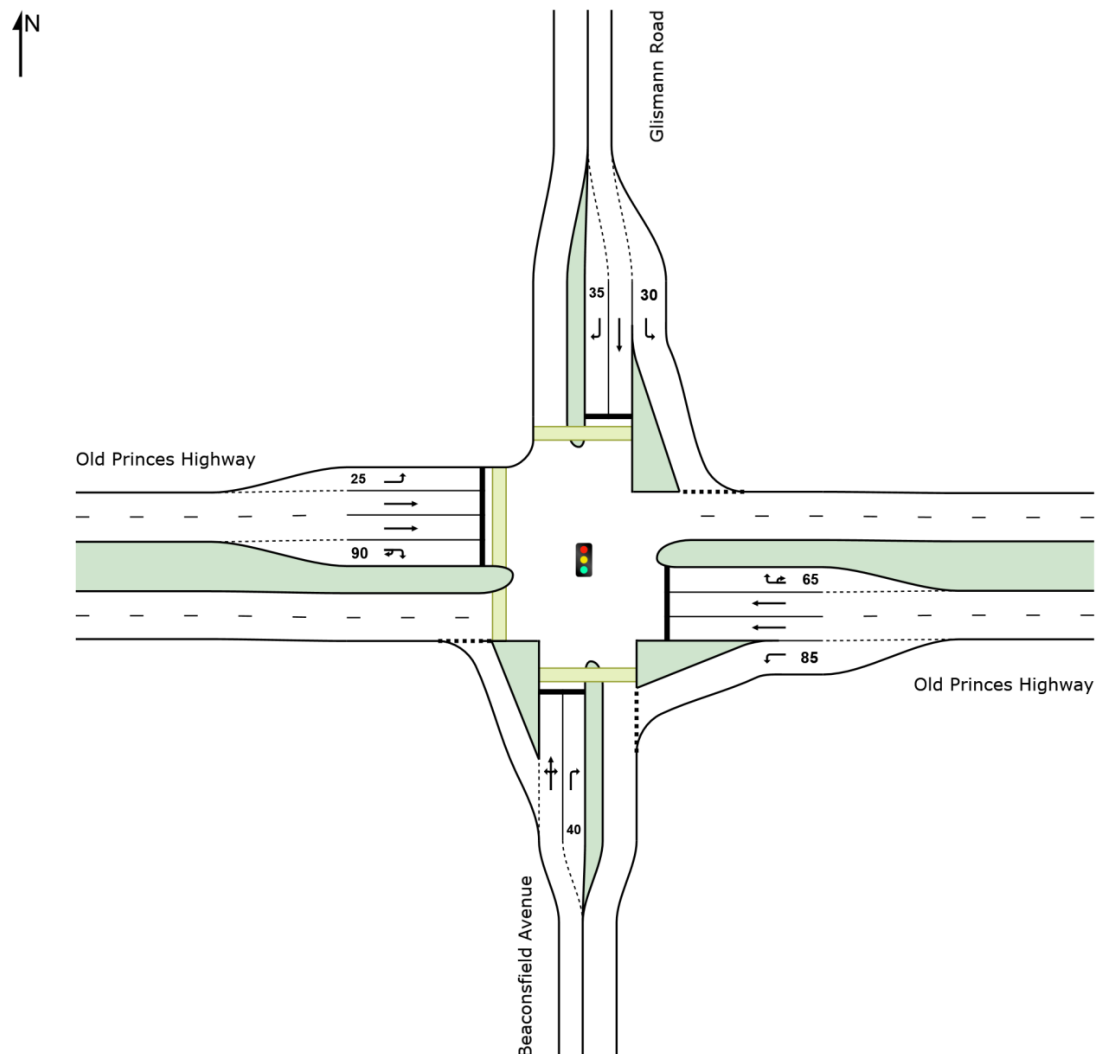
Reference Phase: Phase E

Input Phase Sequence: A, D, E, F1, F2

Output Phase Sequence: A, D, E, F1, F2

**Site Layout**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total	HV ]						[ Veh	Dist ]				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Beaconsfield Avenue													
Lane 1	141	6.0	275	0.513	100	46.9	LOS D	6.6	48.7	Full	500	0.0	0.0
Lane 2	133	6.0	259	0.513	100	51.3	LOS D	6.8	50.0	Short	40	0.0	NA
Approach	274	6.0		0.513		49.0	LOS D	6.8	50.0				
East: Old Princes Highway													
Lane 1	163	6.0	1646	0.099	100	7.2	LOS A	0.7	5.1	Short	85	0.0	NA
Lane 2	347	9.0	899	0.386	100	19.3	LOS B	11.7	88.5	Full	500	0.0	0.0
Lane 3	348	9.0	902	0.386	100	19.3	LOS B	11.8	88.8	Full	500	0.0	0.0
Lane 4	38	2.8	99	0.384	100	64.7	LOS E	2.1	15.1	Short	65	0.0	NA
Approach	897	8.2		0.386		19.0	LOS B	11.8	88.8				
North: Glismann Road													
Lane 1	42	3.0	604	0.070	100	17.9	LOS B	1.1	7.8	Short	30	0.0	NA
Lane 2	14	3.0	105	0.130	100	57.7	LOS E	0.7	5.3	Full	500	0.0	0.0
Lane 3	22	3.0	100	0.221	100	61.6	LOS E	1.2	8.7	Short	35	0.0	NA
Approach	78	3.0		0.221		37.3	LOS D	1.2	8.7				
West: Old Princes Highway													
Lane 1	99	3.0	1166	0.085	100	14.5	LOS B	2.0	14.3	Short	25	0.0	NA
Lane 2	755	9.0	888 <sup>1</sup>	0.851	100	27.8	LOS C	35.6	268.2	Full	330	0.0	0.0
Lane 3	798	9.0	938 <sup>1</sup>	0.851	100	27.9	LOS C	38.4	289.6	Full	330	0.0	0.0
Lane 4	66	3.4	164	0.405	100	59.1	LOS E	3.5	25.2	Short	90	0.0	NA
Approach	1718	8.4		0.851		28.3	LOS C	38.4	289.6				
Intersection	2966	8.0		0.851		27.6	LOS C	38.4	289.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

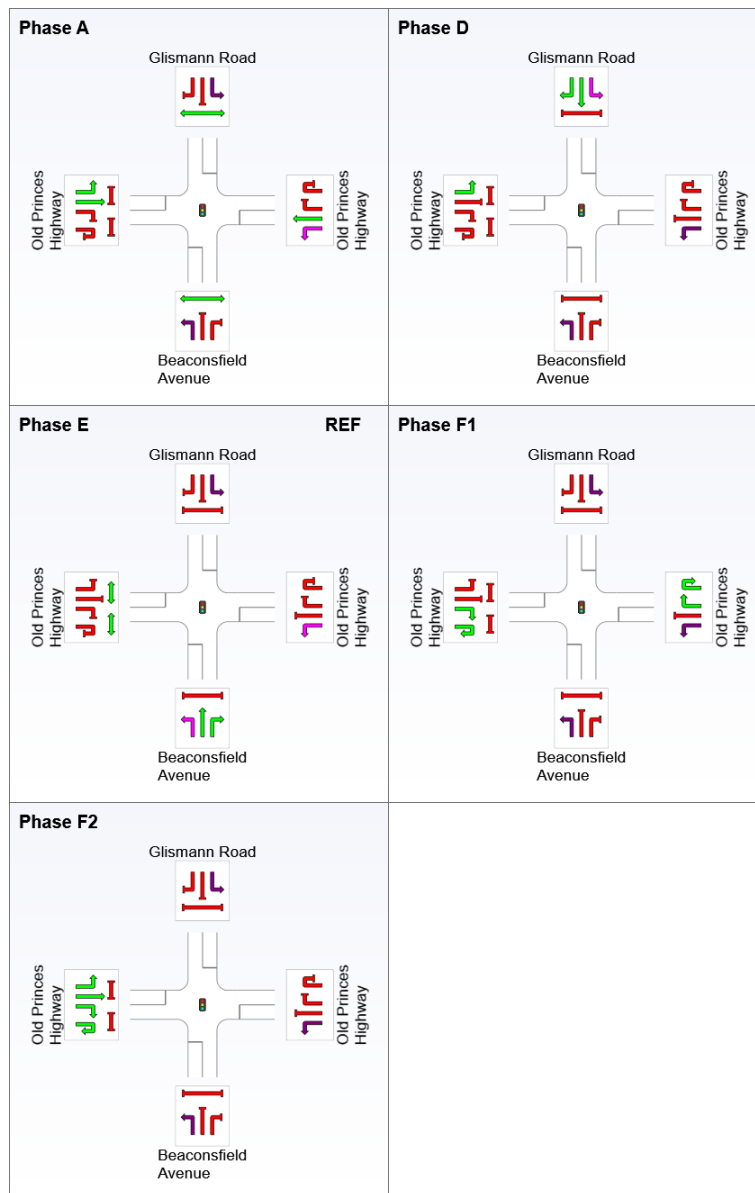
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

### Input Phase Sequence

**Phase Reference**                      **Sequence:**                      **Split**                      **Phasing**  
**Input Phase Sequence: A, D, E, F1, F2**                      **Phase:**                      **Phase**                      **E**



REF:  
VAR: Variable Phase

Reference

Phase

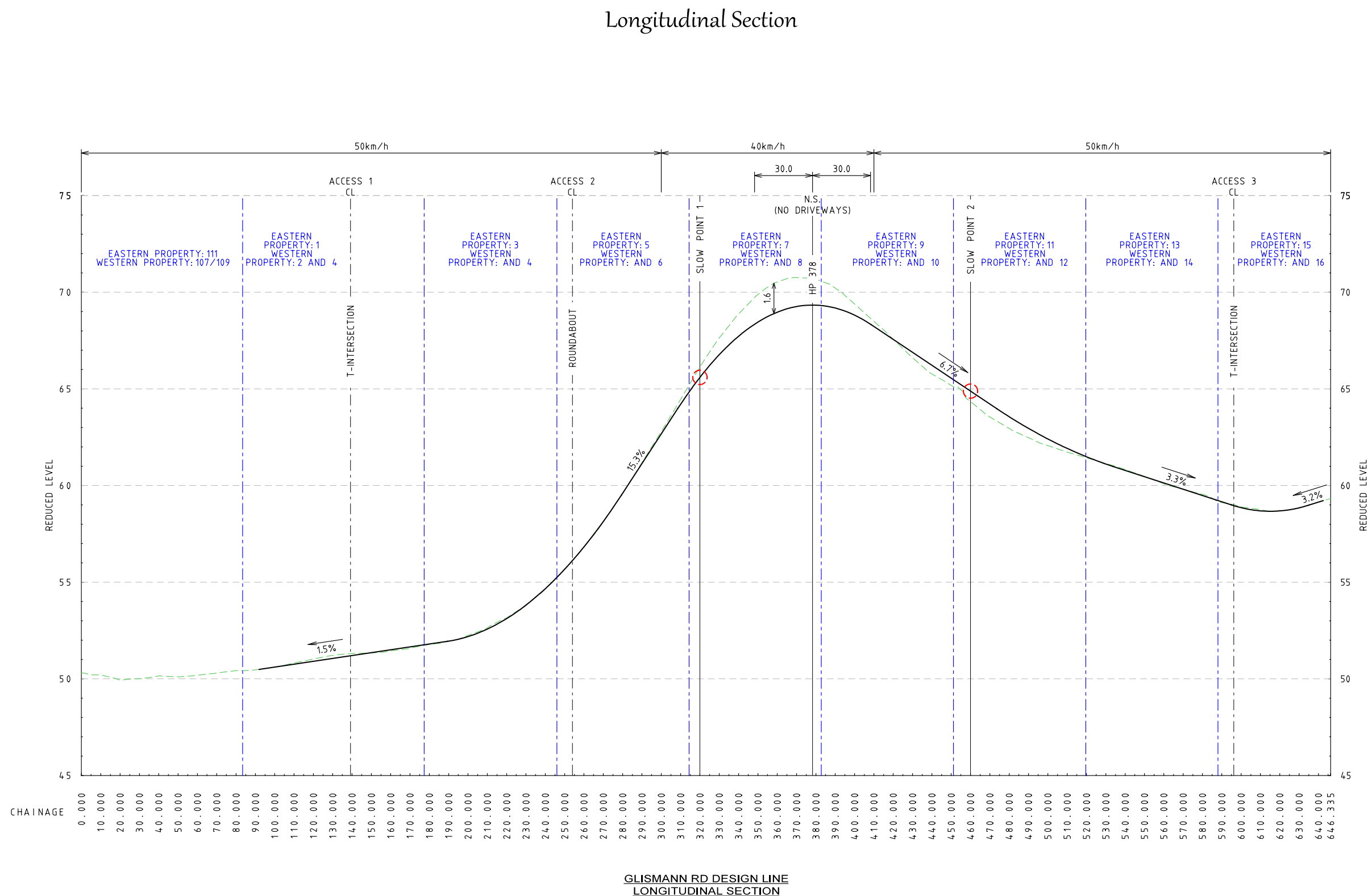






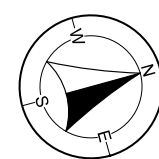
**ATTACHMENT B – MODIFIED SURFACE LEVEL**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



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MELWAY MAPS 131 K1 & 212 A12



1st Floor 132 Upper Heidelberg Road IVANHOE VIC. 3079  
P.O. Box 417 IVANHOE VIC. 3079  
Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au

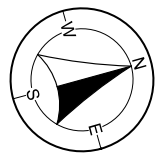
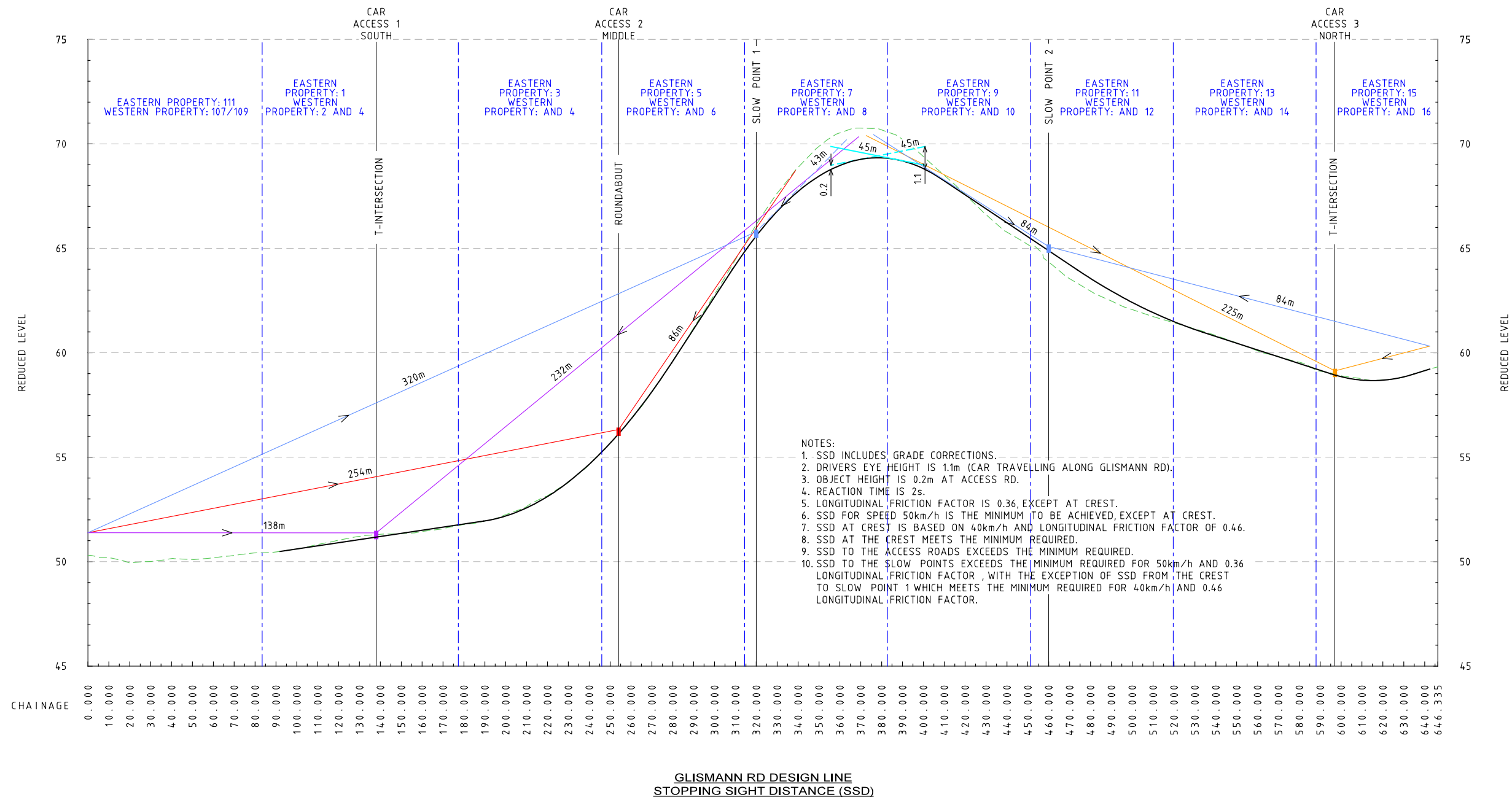
Sheet 2



**ATTACHMENT C – LONG SECTION - SSD**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022

Stopping Sight Distance (SSD)  
Sight Lines along Glismann Rd  
Longitudinal Section



MELWAY MAPS 131 K1 & 212 A12



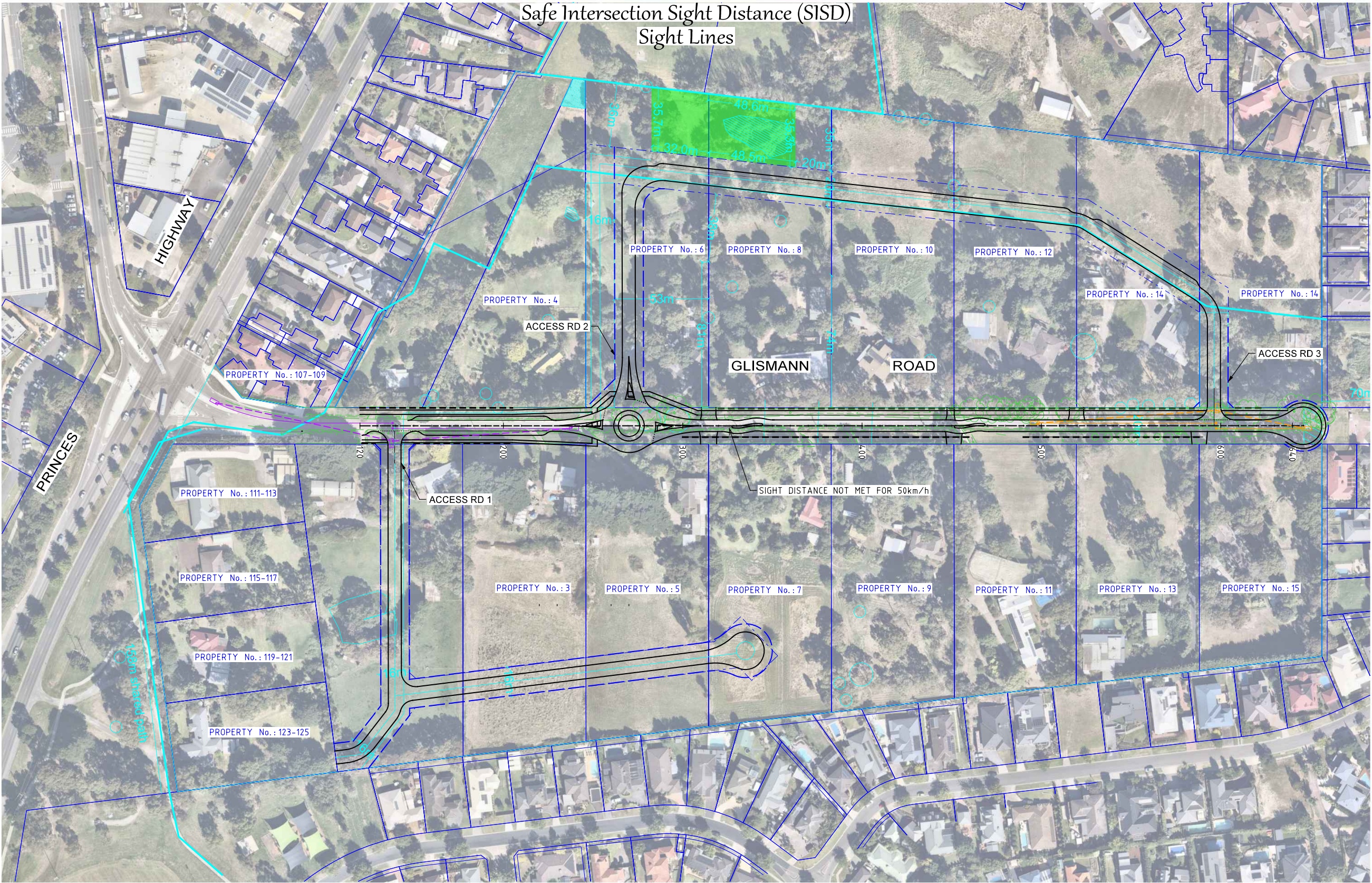
1st Floor 132 Upper Heidelberg Road IVANHOE VIC. 3079  
P.O. Box 417 IVANHOE VIC. 3079  
Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au



**ATTACHMENT D – LONG SECTION - SISD**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022

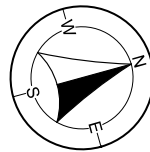




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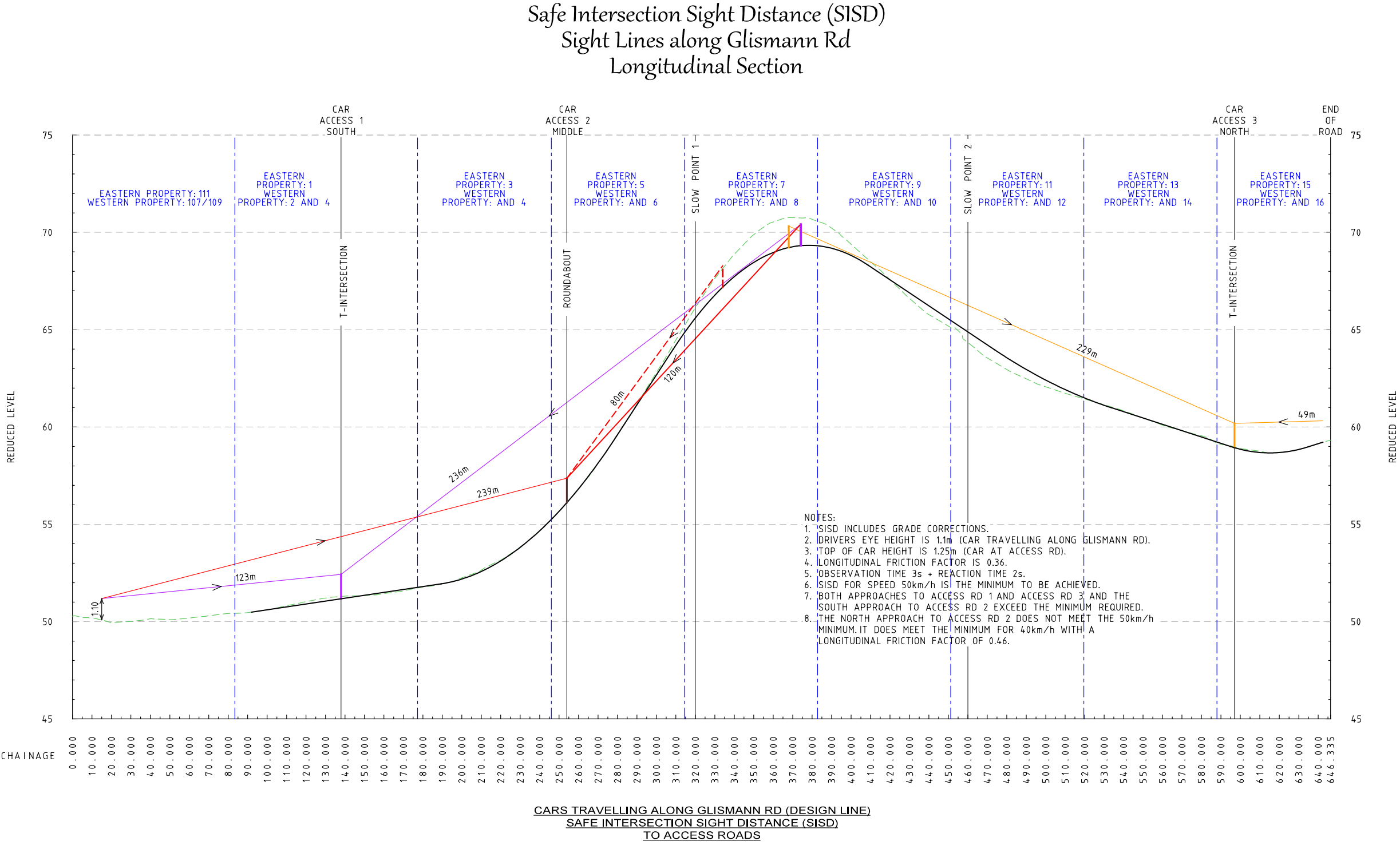
MELWAY MAPS 131 K1 & 212 A12



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P.O. Box 417 IVANHOE VIC. 3079  
Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au

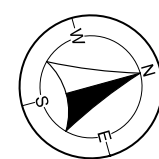
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MELWAY MAPS 131 K1 & 212 A12



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P.O. Box 417 IVANHOE VIC. 3079  
Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au

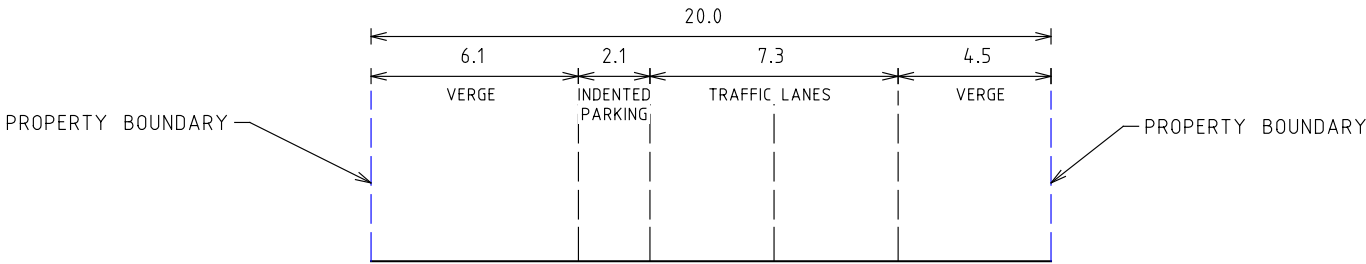
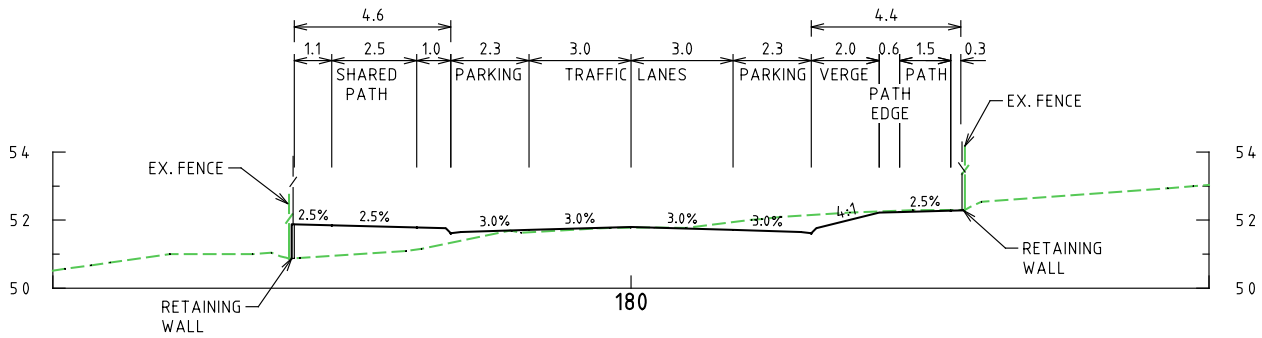
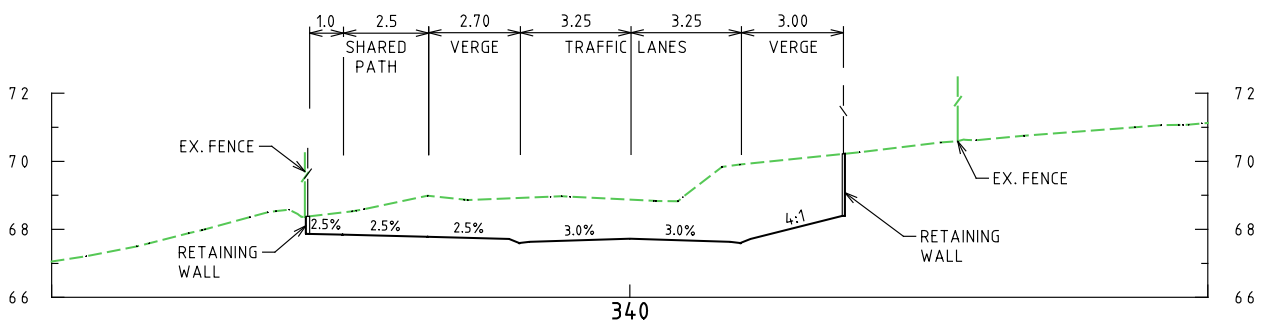
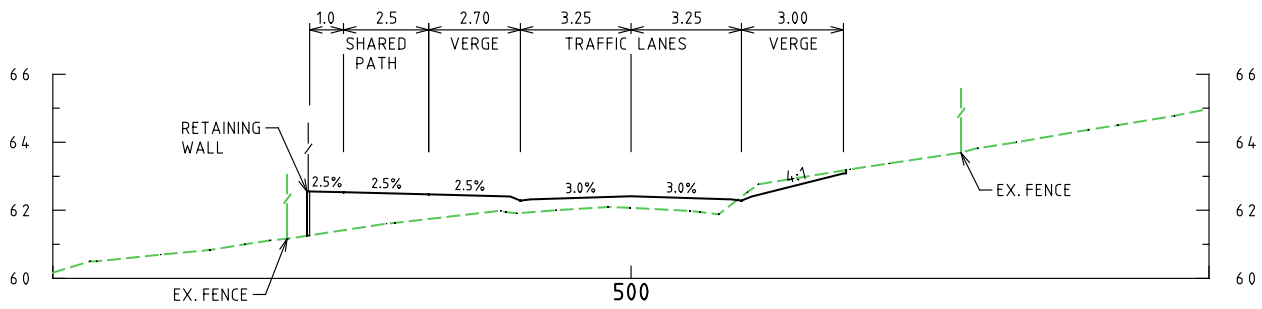


**ATTACHMENT E – TYPICAL CROSS SECTIONS**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022



Typical Sections



20m WIDE ROAD RESERVE TYPICAL CROSS SECTION



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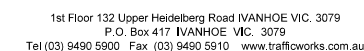
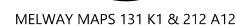
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**ATTACHMENT E – COST ESTIMATES**

156330a: Glismann Road Residential Development, Beaconsfield – Traffic Impact Assessment  
Final 2: 01/05/2022







Project ID: RD-01 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Glismann Road - Construction of Section 1 - Access Street Level 2				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	367	m3	35	12,830	
1.3	Excavation (rock)	132	m3	250	32,949	
1.4	Formation works (fill)	530	m3	35	18,536	
1.5	Set-Out	1	Item	5,000	5,000	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	937	m2	180	168,660	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	220	LM	100	22,000	Incls excavation
3.2	Footpath + Shared Path	400	m2	85	34,000	Incls excavation
3.3	Pram crossings	2	Item	1,500	3,000	Incls excavation
3.4	Retaining wall	80	m2	1,000	80,000	
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	200	LM	350	70,000	
4.2	Drainage - pits/junctions	4	No.	3,500	14,000	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	220	LM	55	12,100	Includes flush out pits
4.4	Drainage - WSUD	1	Item	5,000	5,000	Controlling of runoff due to crest
4.5	Drainage - Miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	17	No.	250	4,250	1 tree / 12m
6.2	Landscaping	628	m2	15	9,420	Incl top soil/seeding
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	3	Item	12,000	36,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS	100	LM	10	1,000	
8.2	Regulatory Signage	2	Item	250	500	
8.3	Fence	100	LM	100	10,000	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation	1	Item	4,000	4,000	
9.2	Services protection		Item	10,000		
	<b>SUB-TOTAL WORKS</b>				\$ 545,745	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$17,157	
10.3	Traffic/Environmental Management	5.5	%		\$29,035	
10.4	Survey/Design	5	%		\$26,396	
10.5	Supervision & Project Management	9	%		\$47,512	
10.6	Site Establishment	2.5	%		\$13,198	
10.7	Contingency	30	%		\$158,374	
	<b>SUB-TOTAL DELIVERY</b>				\$ 291,673	
	<b>TOTAL ESTIMATED COST</b>				\$ 837,418	

Project ID: RD-02 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Glismann Road - Construction of Section 2 - Access Street Level 1.5				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	2067	m3	35	72,361	
1.3	Excavation (rock)	947	m3	250	236,794	
1.4	Formation works (fill)	3019	m3	35	105,672	
1.5	Set-Out	1	Item	15,000	15,000	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	2373	m2	180	427,050	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	730	LM	100	73,000	Incls excavation
3.2	Footpath + Shared Path	1460	m2	85	124,100	Incls excavation
3.3	Pram crossings	4	Item	1,500	6,000	Incls excavation
3.4	Retaining wall	405	m2	1,000	405,000	
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	730	LM	350	255,500	
4.2	Drainage - pits/junctions	12	No.	3,500	42,583	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	730	LM	55	40,150	Includes flush out pits
4.4	Drainage - WSUD	1	Item	15,208	15,208	Controlling of runoff due to crest
4.5	Drainage - Miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
5.2	Traffic Calming Devices	2	Item	10,000	20,000	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	61	No.	250	15,250	1 tree / 12m
6.2	Landscaping	3468	m2	15	52,013	Incl top soil/seeding
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	8	Item	12,000	96,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS	365	LM	10	3,650	
8.2	Regulatory Signage	7	Item	250	1,825	
8.3	Fence	365	LM	100	36,500	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation	1	Item	13,000	13,000	
9.2	Services protection		Item	10,000		
<b>SUB-TOTAL WORKS</b>					<b>\$ 2,059,157</b>	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$64,083	
10.3	Traffic/Environmental Management	5.5	%		\$108,449	
10.4	Survey/Design	5	%		98,590	
10.5	Supervision & Project Management	9	%		\$177,462	
10.6	Site Establishment	2.5	%		\$49,295	
10.7	Contingency	30	%		\$591,539	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 1,089,417</b>	
<b>TOTAL ESTIMATED COST</b>					<b>\$ 3,148,574</b>	
<i>RD-02 Items associated with design, siteworks, earthworks and retaining wall components (including 30% contingency)</i>					<b>\$ 1,213,442</b>	

Project ID: RD-03 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Construction of Local Access Street Level 1 (west of Glismann Road, southern section)				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	166	m3	35	5,813	
1.3	Excavation (rock)		m3	250		
1.4	Formation works (fill)		m3	35		
1.5	Set-Out	1	Item	4,167	4,167	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	730	m2	180	131,400	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	200	LM	100	20,000	Incls excavation
3.2	Footpath + Shared Path	300	m2	85	25,500	Incls excavation
3.3	Pram crossings	2	Item	1,500	3,000	Incls excavation
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	200	LM	350	70,000	
4.2	Drainage - pits/junctions	3	No.	3,500	11,667	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	200	LM	55	11,000	Includes flush out pits
4.4	Drainage - WSUD		Item			
4.5	Drainage - Miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	17	No.	250	4,250	1 tree / 12m
6.2	Landscaping	570	m2	15	8,550	Incl top soil/seeding
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	2	Item	12,000	24,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS		LM	10		
8.2	Regulatory Signage	2	Item	250	500	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation		Item	5,000	0	
9.2	Services protection		Item	10,000		
<b>SUB-TOTAL WORKS</b>					<b>\$ 322,346</b>	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$10,152	
10.3	Traffic/Environmental Management	5.5	%		\$17,180	
10.4	Survey/Design	5	%		\$15,618	
10.5	Supervision & Project Management	9	%		\$28,113	
10.6	Site Establishment	2.5	%		\$7,809	
10.7	Contingency	30	%		\$93,710	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 172,583</b>	
<b>TOTAL ESTIMATED COST</b>					<b>\$ 494,929</b>	

Project ID: RD-04 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Construction of Local Access Street Level 1 (west of Glismann Road, northern section)				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	108	m3	35	3,778	
1.3	Excavation (rock)		m3	250		
1.4	Formation works (fill)		m3	35		
1.5	Set-Out	1	Item	3,000	3,000	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	475	m2	180	85,410	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	130	LM	100	13,000	Incls excavation
3.2	Footpath + Shared Path	195	m2	85	16,575	Incls excavation
3.3	Pram crossings	2	Item	1,500	3,000	Incls excavation
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	130	LM	350	45,500	
4.2	Drainage - pits/junctions	2	No.	3,500	7,000	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	130	LM	55	7,150	Includes flush out pits
4.4	Drainage - WSUD		Item			
4.5	Drainage - Miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	11	No.	250	2,750	1 tree / 12m
6.2	Landscaping	371	m2	15	5,558	Incl top soil/seeding
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	1	Item	12,000	12,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS		LM	10		
8.2	Regulatory Signage	2	Item	250	500	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation		Item	5,000	0	
9.2	Services protection		Item	10,000		
<b>SUB-TOTAL WORKS</b>					<b>\$ 207,721</b>	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$6,531	
10.3	Traffic/Environmental Management	5.5	%		\$11,052	
10.4	Survey/Design	5	%		\$10,047	
10.5	Supervision & Project Management	9	%		\$18,085	
10.6	Site Establishment	2.5	%		\$5,024	
10.7	Contingency	30	%		\$60,283	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 111,021</b>	
<b>TOTAL ESTIMATED COST</b>					<b>\$ 318,741</b>	

Project ID: RD-05 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Construction of Local Access Street Level 1 (east of Glismann Road)				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	249	m3	35	8,719	
1.3	Excavation (rock)		m3	250		
1.4	Formation works (fill)		m3	35		
1.5	Set-Out	1	Item	6,250	6,250	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	1095	m2	180	197,100	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	300	LM	100	30,000	Incls excavation
3.2	Footpath + Shared Path	450	m2	85	38,250	Incls excavation
3.3	Pram crossings	2	Item	1,500	3,000	Incls excavation
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	300	LM	350	105,000	
4.2	Drainage - pits/junctions	5	No.	3,500	17,500	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	300	LM	55	16,500	Includes flush out pits
4.4	Drainage - WSUD		Item			
4.5	Drainage - Miscellaneous		Item			
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees	25	No.	250	6,250	1 tree / 12m
6.2	Landscaping	855	m2	15	12,825	Incl top soil/seeding
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	2	Item	12,000	24,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS		LM	10		
8.2	Regulatory Signage	2	Item	250	500	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation		Item	5,000	0	
9.2	Services protection		Item	10,000		
<b>SUB-TOTAL WORKS</b>					<b>\$ 468,394</b>	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$14,736	
10.3	Traffic/Environmental Management	5.5	%		\$24,938	
10.4	Survey/Design	5	%		\$22,671	
10.5	Supervision & Project Management	9	%		\$40,808	
10.6	Site Establishment	2.5	%		\$11,336	
10.7	Contingency	30	%		\$136,028	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 250,517</b>	
<b>TOTAL ESTIMATED COST</b>					<b>\$ 718,911</b>	



Project ID: TM-01 of the Glismann Road Development Contribution Plan (Urban Enterprise) June 2020		Glismann Road - Roundabout Construction				
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
	<b>WORKS</b>					
<b>1</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Preconstruction					
1.2	Pavement Excavation	282	m3	35	9,874	
1.3	Excavation (rock)		m3	250		
1.4	Formation works (fill)		m3	35		
1.5	Set-Out	1	Item	3,000	3,000	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	New pavement	1240	m2	180	223,200	Incls excavation and sub surface drains
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	200	LM	100	20,000	Incls excavation
3.2	Footpath + Shared Path	250	m2	85	21,250	Incls excavation
3.3	Pram crossings	4	Item	1,500	6,000	Incls excavation
3.4	Concrete Islands	280	m2	100	28,000	Incls excavation
<b>4</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	160	LM	350	56,000	
4.2	Drainage - pits/junctions	6	No.	3,500	21,000	Includes connection to existing drain system
4.3	Drainage - Sub-soil drainage	160	LM	55	8,800	Includes flush out pits
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	2,500	2,500	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Landscaping	40	m2	75	3,000	plants, topsoiling and grass
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	2	Item	12,000	24,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Linemarking and RRPMS	20	LM	10	200	
8.2	Regulatory Signage	9	Item	250	2,250	
<b>9</b>	<b>SERVICES</b>					
9.1	Services relocation	1	Item	3,000	3,000	
9.2	Services protection		Item	10,000		
	<b>SUB-TOTAL WORKS</b>				\$ 438,914	
<b>10</b>	<b>DELIVERY</b>					
10.1	VicRoads	-	%		-	
10.2	Council	3.25	%		\$14,265	
10.3	Traffic/Environmental Management	5.5	%		\$24,140	
10.4	Survey/Design	5	%		\$21,946	
10.5	Supervision & Project Management	9	%		\$39,502	
10.6	Site Establishment	2.5	%		\$10,973	
10.7	Contingency	30	%		\$131,674	
	<b>SUB-TOTAL DELIVERY</b>				\$ 242,500	
	<b>TOTAL ESTIMATED COST</b>				\$ 681,413	



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## Cardinia C238card\_Summary Table of Amendment Documents\_ADOPTED 16 May 2022

CARDINIA PLANNING SCHEME, AMENDMENT C238card_exhibited	AmC238 Panel changes	Comments
EXPLANATORY REPORT	Cardinia C238card_Tracked changes_Explanatory Report ADOPTED 16 May 2022	<b>Updated to reflect changes</b> as adopted by Council 16 May 2022
INSTRUCTION SHEET	Cardinia C238card_Tracked Changes_Instruction Sheet ADOPTED 16 May 2022	<b>Updated</b> to reflect omission of CI32.09 NRZ.
<b>Zoning Maps</b>		
1. Zone Map 12	Cardinia C238card_Tracked changes_ZnMap12 ADOPTED 16 May 2022	<b>Remove 11 Mahon Avenue</b> from NRZ2 (to remain in GRZ1)
<b>Overlay Maps</b>		
2. Development Plan Overlay Map 12 (DP019)	Cardinia C238card_No change_DPOMap12 ADOPTED 16 May 2022	<b>No change</b> , 11 Mahon Avenue is to remain in DP019.
3. Development Contributions Plan Overlay Map 12 (DCP05)	Cardinia C238card_Tracked changes_DCPOMap12 ADOPTED 16 May 2022	<b>Remove 11 Mahon Avenue</b> from DCP05
<b>Planning Scheme Ordinance</b>		
Clause 32.09 SCH 2 TO CL 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE (NRZ2) GLISMANN ROAD DEVELOPMENT PLAN AREA	Cardinia C238card_No Changes_Sch2 to Cl 32.09 NRZ ADOPTED 16 May 2022	<b>No change.</b>
Clause 43.04 SCH 19 TO CL 43.04 DEVELOPMENT PLAN OVERLAY (DP019) GLISMANN ROAD AREA DEVELOPMENT PLAN (GRADP)	Cardinia C238card_Tracked changes_Sch19 to Cl 43.04 DPO ADOPTED 16 May 2022	<b>Updated to reflect changes</b> as adopted by Council 16 May 2022.
Clause 45.06 SCH 5 TO CL 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCP05). GLISMANN ROAD DEVELOPMENT CONTRIBUTIONS PLAN	Cardinia C238card_Tracked changes_Sch5 to Cl 45.06 DCPO ADOPTED 16 May 2022	<b>Updated to reflect changes</b> as adopted by Council 16 May 2022.
Clause 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION	Cardinia C238card_Tracked changes_Sch to Cl 53.01 POS ADOPTED 16 May 2022	<b>Updated</b> Glismann Road DCP document date.
Clause 72.04 DOCUMENTS INCORPORATED IN THIS PLANNINGScheme	Cardinia C238card_Tracked changes_Sch to Cl 72.04 ADOPTED 16 May 2022	<b>Updated</b> Glismann Road DCP document date.

## Cardinia C238card\_Summary Table of Amendment Documents\_ADOPTED 16 May 2022

Incorporated Document		
Glismann Road Development Contributions Plan (Draft for Exhibition) (Urban Enterprise, June 2020)	Cardinia C238card_Tracked changes_Glismann Road Development Contributions Plan (Urban Enterprise, May 2022) ADOPTED 16 May 2022	<b>Updated to reflect changes</b> as adopted by Council 16 May 2022
Reference Documents		
<i>Trafficworks (June 2020) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report;</i>	Cardinia C238card_Tracked changes_Reference doc_Traffic Impact Assessment ADOPTED 16 MAY 2022	<b>Updated to reflect changes</b> as adopted by Council 16 May 2022.
<i>Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria</i>	No change	No change
<i>Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment</i>	No change	No change
<i>Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework</i>	No change	No change
<i>Meinhardt, (March 2015) (updated May 2020) Glismann Road Development Plan Contaminated Land Study</i>	No change	No change
<i>Tardis Enterprises Pty Ltd (November 2010) Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452</i>	No change	No change
<i>Water Technology (July 2014) Glismann Road Drainage Scheme</i>	No change	No change
<i>Water Technology (May 2016) Additional Flooding and Water Quality Assessments (Memo) (INC1633283).</i>	No change	No change

*Planning and Environment Act 1987***CARDINIA PLANNING SCHEME****AMENDMENT C238card****INSTRUCTION SHEET**

The planning authority for this amendment is the Cardinia Shire Council.

The Cardinia Planning Scheme is amended as follows:

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

**Zoning Maps**

1. Amend Planning Scheme Map No. 12 in the manner shown on the 1 attached map marked "Cardinia Planning Scheme, Amendment C238".

**Overlay Maps**

2. Amend Planning Scheme Map No. 12DPO in the manner shown on the 1 attached map marked "Cardinia Planning Scheme, Amendment C238".
3. Amend Planning Scheme Map No. 12DCPO in the manner shown on the 1 attached map marked "Cardinia Planning Scheme, Amendment C238".

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

4. In **Zones** – Clause 32.09, insert a new Schedule 2 in the form of the attached document.
5. In **Overlays** – Clause 43.04, insert a new Schedule 19 in the form of the attached document.
6. In **Overlays** – Clause 45.06, insert a new Schedule 5 in the form of the attached document.
7. In **Particular Provisions** – Clause 53.01, replace the Schedule with a new Schedule in the form of the attached document.
8. In **Operation Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

**End of document**

## Cardinia C238card\_Tracked changes\_Explanatory Report ADOPTED 16 May 2022

*Planning and Environment Act 1987*

## CARDINIA PLANNING SCHEME

### AMENDMENT C238card

#### EXPLANATORY REPORT

##### Who is the planning authority?

This amendment has been prepared by the Cardinia Shire Council, which is the planning authority for this amendment.

The Amendment has been made at the request of Cardinia Shire Council.

##### Land affected by the amendment

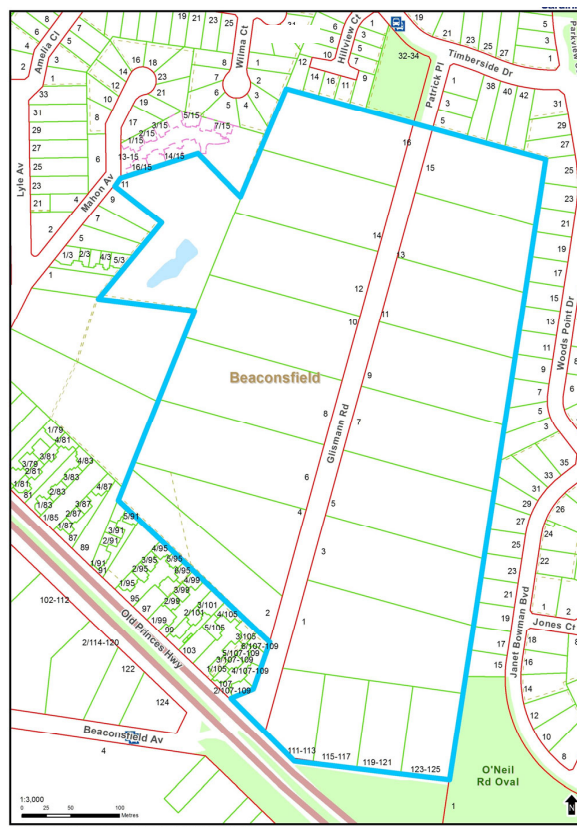
The Amendment applies to the 21 hectares of land in Beaconsfield. The amendment area is described as large rural living style lots on Glismann Road, which includes four lots fronting the Old Princes Highway road reserve at the southern end of Glismann Road and an irregular shaped lot, which has a narrow frontage to Mahon Avenue.

The land is currently held in 21 individual title lots (by 21 landowners). The properties are:

- 1 to 16 Glismann Road, Beaconsfield;
- 111 to 123 Old Princes Highway, Beaconsfield; and,
- 11 Mahon Avenue, Beaconsfield.

The properties are shown bordered in blue on the plan below. A map and reference table can be found at Attachment A to this Explanatory Report.

**Figure 1: Land affected by the amendment**



### What the amendment does

The Amendment ~~seeks to rezone~~ the land from Rural Living Zone Schedule 1 (RLZ1) ~~and General Residential Zone Schedule 1 (GRZ1)~~ to Neighbourhood Residential Zone Schedule 2 (NRZ2) and apply a Development Plan Overlay Schedule 19 (DPO19) and a Development Contribution Plan Overlay Schedule 5 (DCPO5) to guide the future development of the land.

More specifically, the amendment makes the following changes to the Cardinia Planning Scheme:

- Insert Schedule 2 to Clause 32.09 Neighbourhood Residential Zone into the Cardinia Planning Scheme.
- Rezone 1 to 16 Glismann Road and 111 to 123 Old Princes Highway, Beaconsfield from the RLZ1 to the NRZ2.
- ~~Rezone 11 Mahon Avenue, Beaconsfield from GRZ1 to NRZ2.~~
- Insert Schedule 19 to Clause 43.04 Development Plan Overlay into the Cardinia Planning Scheme.
- Apply DPO19 to the land at 1-16 Glismann Road, 111 to 123 Old Princes Highway, and 11 Mahon Avenue, Beaconsfield.
- Insert Schedule 5 to Clause 45.06 Development Contributions Plan Overlay into the Cardinia Planning Scheme.
- Apply DCPO5 to land at 1-16 Glismann Road ~~and~~, 111 to 123 Old Princes Highway, ~~and 11 Mahon Avenue~~, Beaconsfield.
- Amend Schedule to Clause 53.01 Public Open Space Contribution and Subdivision to exempt the subject land from paying public open space contribution as it is to be provided in accordance with the Glismann Road Development Contributions Plan.
- Amend Schedule to Clause 72.04 Documents incorporated in this planning scheme to list the *Glismann Road Development Contributions Plan* (Urban Enterprise, ~~June 2020~~ May 2022) as an incorporated document.
- Amend the relevant Planning Scheme Maps accordingly.

### Why is the amendment required?

The majority of land subject to this amendment is currently within the RLZ1, which is inconsistent with the surrounding area.

The current RLZ1 is also inconsistent with State planning policy that is focused on reducing urban sprawl by promoting increased urban densities within existing settlements and maximising the use of existing infrastructure, particularly in areas that are close to public transport.

In December 2013, the *Beaconsfield Structure Plan* was adopted by Council, which sets out the strategic directions for Beaconsfield and provides a framework for change to guide built form, use and development outcomes for the centre for the next 10 – 15 years. An action of the structure plan is to rezone land in the 'Glismann Road area' from the RLZ1 to a residential zone to allow for residential subdivision with a development plan and infrastructure plan. This amendment is required to achieve the Beaconsfield Structure Plan action.

11 Mahon Road Beaconsfield is currently located within a residential zone (GRZ1). ~~however the site is irregular in shape and has significant constraints which impacts on its development potential.~~ Including this property within this amendment ~~provides the site with an alternative access point and ability to be further developed to urban densities~~ ensures there is pedestrian connectivity between Mahon Avenue and the Glismann Road area.

The ~~Development development Plan plan~~ will ensure that properties are developed in a cohesive manner. The current title boundaries of the lots do not lend themselves to be developed in isolation of each other. A development plan ~~is required to manages~~ an integrated design for the amendment area and ~~ensures~~ best practice planning initiatives and solutions in relation to subdivision layout, urban design, service provision and environmental considerations.

The development plan not only provides the foundation for determining what role each property has to play in achieving the overall objectives of the amendment area, but it will also streamlines the future planning permit process by removing notice requirements and third-party review rights from planning permit applications for proposals that conform to the requirements of the development plan.

The Development Contributions Plan (DCP) will be used to collect payments (or works-in-kind) towards the provision of infrastructure triggered by new development. The Glismann Road Development Contributions Plan will be exhibited as part of this amendment (*Urban Enterprise (June 2020) May 2023*), *Glismann Road Development Contributions Plan (Draft for exhibition)*.

### **How does the amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives of planning in Victoria (sections 4(1) and 12(1) (a) of the *Planning and Environment Act 1987*).

The amendment ~~seeks to facilitate the~~ development of land through the guidance of a development plan that provides clear direction regarding the residential density, traffic management, road network, pedestrian movement and public open space provision.

The amendment balances the need for new housing against the environmental constraints and opportunities of the area. It also ensures natural and visually prominent site features are protected and integrated into the development of the land to minimise adverse impact on the amenity of the area.

### **How does the amendment address any environmental, social and economic effects?**

#### **Environmental**

##### **Conservation**

The amendment area forms part of the metropolitan wide Melbourne Strategic Assessment (MSA) program area (as it fell within one of the existing 28 urban precincts within the 2005 Urban Growth Boundary). The MSA required the Victorian Government to make commitments to the Commonwealth Government in relation to conservation outcomes and measures to protect matters of national environmental significance, which led to the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (BCS) (Victorian Government Department of Environment and Primary Industries, June 2013) and other sub-regional reports. The BCS is the overarching strategy for protecting biodiversity in Victoria's growth corridors.

The *Melbourne Strategic Assessment (Environment Mitigation Levy) Act 2020* (MSA Act) establishes a new Victorian legislative framework for the existing Melbourne Strategic Assessment program and takes effect from 1 July 2020. Its purpose is to impose a levy to fund measures to mitigate impacts on biodiversity caused by the development of land in Melbourne's growth corridors.

The liability to pay an MSA levy is triggered when the land is subdivided.

Further information about the environment mitigation levies set out in the MSA Act can be found at <https://www.msa.vic.gov.au/melbourne-strategic-assessment-act-2020>.

##### **Landscape**

A biodiversity assessment for the land within the amendment area was completed in 2010 (*Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria*).

The report identified that the area is highly modified and is dominated by exotic vegetation. No national or state significant fauna species, flora species or habitats were recorded on site.

The DPO19 identifies five (5) properties that require further survey work and requires that the development plan respond to the biodiversity report.

##### **Cultural Heritage**

An approved Cultural Heritage Management Plan (CHMP) was completed in 2010 for the land affected by the amendment (*Tardis Enterprises Pty Ltd (November 2010) Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan 11452*).

The report identified that there is no previously recorded Aboriginal cultural material within the amendment area and no Aboriginal cultural heritage was identified during the desktop or standard assessments.



The DPO19 requires that the development plan respond to the CHMP.

### **Topography**

A slope analysis identified that the topography of the land is fairly level along the southern section of the amendment area, and a valley runs north to south, west of Glismann Road (*Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment*).

The landscape assessment and management framework (*Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*) identifies significant landscape qualities, key views and maps the 'visual sensitivity' of the area.

The DPO19 requires that the development plan respond to the slope assessment as well as the landscape assessment and management framework.

### **Drainage**

To cater for the future development of the amendment area a drainage assessment was completed in 2014 (*Water Technology (July 2014) Glismann Road Drainage Scheme*) and in 2016 (*Water Technology (May 2016) Additional Flooding and Water Quality Assessments (Memo) (INC1633283)*).

Melbourne Water has determined that a dedicated flood detention infrastructure (retarding basin) is not required. The Melbourne Water O'Neil Road Drainage Scheme contributions will be used to construct projects downstream of the amendment area.

To ensure the properties fronting Old Princes Highway are protected from increased flooding, a temporary solution is to install a levee bank and when these properties are redeveloped (in the future), they will need to be filled above the 100-year flood level.

The DPO19 requires that the development plan respond to the drainage assessment of 2014 and 2016.

### **Essential services**

All essential services can be made available to the amendment area, with the exception of recycled water, which is not available at this point in time.

### **Social and Economic**

The amendment is considered to result in overall positive social and economic effects.

The amendment site is conveniently located close to the existing Beaconsfield Activity Centre, public transport, access to jobs, schools, community facilities as well as public open space and recreation facilities.

There remains a significant demand for housing in this area with provision for new residential land supply that will improve affordability and choice for homebuyers. The amendment site will allow this land to be 'unlocked' and developed in a manner that provides for a diverse range of household size and type and is consistent with the established area of Beaconsfield.

The development facilitated by this amendment triggers the need for additional infrastructure such as public open space, paths, roads and traffic management within and on the boundary of the amendment area.

The amendment ensures that this infill development provides infrastructure that is essential to the health, well-being and safety of the existing and new community. The infrastructure items will be provided through a number of mechanisms including:

- subdivision and development construction works by developers;
- development contributions (levies as shown in this amendment);
- utility service provider contributions; and
- other capital works projects by Council as well as state and federal government agencies.

### Development Contributions Plan (DCP)

The amendment includes a DCP for the Glismann Road Development Plan area (*Urban Enterprise (June 2020 May 2022) Glismann Road Development Contributions Plan (Draft for exhibition)*) which will be implemented by a development contribution overlay.

The DCP will charge development contributions (payment or works-in-kind) to go towards planned infrastructure projects within the Glismann Road Development Plan area. The DCP includes a range of development infrastructure items, including roads, intersections, open space, shared path and associated land as well as strategic planning costs. The cost apportionment methodology adopted in the DCP relies on the nexus principle.

Local roads have been included in the DCP due to the fragmented nature of landownership and the need to equitably apportion the cost of local infrastructure that is needed to support multiple landowners and beneficiaries across the development plan area. The DCP also funds high cost elements of Glismann Road that are required due to topographical condition of section of the road.

The DCP also funds local open space land and improvements, including a new local park and upgrades to the O'Neil Road Recreation Reserve. These contributions replace the contribution that would otherwise be applicable under Clause 53.01 of the Cardinia Planning Scheme. The relevant open space provisions form part of this amendment.

### Does the amendment address relevant bushfire risk?

Country Fire Authority (CFA) has advised that the land affected by the amendment is not in the Bushfire Management Overlay or a Bushfire Prone Area and is considered low risk of bushfire.

### Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*.

#### Direction No.1 – Potentially Contaminated Land

An assessment on the potential for environmental contamination was completed in 2015 and updated in 2018 and 2020 (*Meinhardt, (May 2020) Glismann Road Development Plan Contaminated Land Study*). The assessment was based upon the current and historic land use activities and the environmental setting.

The overall likelihood or risk of contamination being encountered across the majority of the amendment site is considered 'Low'. Five (5) properties have been assigned a medium potential for contamination (PfC) rating and requires further assessment to assess whether an Environmental Audit is appropriate.

The DPO identifies the five (5) properties that require further assessment prior to any further subdivision of the land and the form of further environmental assessment required.

#### Minister Direction No. 19 – Preparation and content of Amendments that may significantly impact the environment, amenity and human health

As required by this direction, Council ~~has~~sought the views of the Environment Protection Authority (EPA) with regard to the contaminated land study as well as the draft amendment documents.

EPA recommended that the planning controls include the following:

- the actual address of the sites requiring further assessment;
- specify the form of further environmental assessment required; and
- require that further environmental assessment occur prior to any further subdivision of the land.

The EPA recommendations have been included in this amendment.

Direction No. 9 – Metropolitan Strategy

Direction No. 9 requires a planning authority have regard to Metropolitan Planning Strategy, Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land, Water and Planning, 2017).

The amendment is consistent with Direction No. 9 and:

- facilitates the rezoning of land that is currently within the RLZ1 that is inconsistent with the surrounding area;
- addresses the topographical constraints of the amendment area through lot density which will ultimately housing types to cater for the community;
- provides a road network that responds to the significant slope and site constraints and provides a convenient pedestrian and cycle link to surrounding neighbourhoods, schools and open space; and
- includes a local park adjacent to the Beaconsfield Primary School and the road network provides an alternative access/exit point for the school.

Minister Direction No. 11 – Strategic Assessment of Amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. This report addresses the requirements outlined in this direction.

Ministerial Direction on the preparation and content on Development Contribution Plans

This direction guides planning authorities in relation to the preparation and content of developer contributions.

The development plan provides the strategic justification for the DCP items. The Glismann Road Development Contributions Plan ~~is was~~ exhibited alongside this amendment.

This amendment ~~proposes to insert~~s a development contribution overlay and incorporates the Glismann Road Development Contributions Plan into the Scheme.

**How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

The amendment is consistent with the directions of *Plan Melbourne* which is reflected within the planning policy framework. The amendment is consistent and has been prepared in accordance with the relevant State planning policies as follows:

*Clause 11.02-1S Supply of urban land* - the amendment provides the opportunity the redevelopment and intensification of existing urban areas.

*Clause 12.05-2S Landscapes* – the amendment ensures that sensitive landscape areas are protected through the provision of building envelopes and larger lots to protect areas of significant slope and facilitate the retention of vegetation and significant view lines.

*Clause 15.01-1S Urban design* – the amendment requires development to respond to its context in terms of character, cultural identity, natural features and surrounding landscape.

*Clause 15.01-3S Subdivision design* – the amendment ensures the subdivision design achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

*Clause 16.01-1S Integrated housing, 16.01-2S Location of residential development and 16.01-3S Housing density* - the amendment provides for a diverse range of housing options and ensures the provision of supporting infrastructure. The amendment facilitates an increase of residential and housing supply in an existing urban area that is consistent with the objective of the policy.

*Clause 18.01-1S Land use and transport planning* - the amendment facilitates a permeable pedestrian network that encourages the use of walking and cycling by creating environments that are direct, safe and attractive for users.

*Clause 19 Infrastructure* – the amendment includes a development contributions plan to share the cost of new infrastructure.

*Clause 19.02-6S Open space* – the amendment includes local open space abutting the local primary school and integrates with open space from abutting subdivisions.

*Clause 19.03-1S Development and infrastructure contribution plans* – the amendment includes a development contribution plan overlay and seeks to incorporate the DCP into the scheme.

#### **How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The amendment supports the Local Planning Policy Framework and implements key provisions of the Municipal Strategic Statement (MSS).

*Clause 21.01 Cardinia Shire Key Issues and Strategic Vision* identifies the need to encourage an attractive, functional and sustainable built form in existing and future development to meet the needs of the existing and future community.

Key issues for the amendment are *Environment (Cl 21.02)*, *Settlement and housing (Cl 21.03)*, *Economic development (21.04)*, *Infrastructure (Cl 21.05)* and *Particular use and development (Cl 21.06)*.

The amendment will provide for greater housing choice that will create an attractive, functional, well-serviced and sustainable development that is consistent with the MSS. Varying dwelling densities and the use of building envelopes will ensure that the subdivision of the area has minimal impact to the unique environment, in particular the landscape and topographical site features.

#### **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment meets the form and content requirements of the Victoria Planning Provisions.

The use of the NR22 is consistent with the surrounding development which is predominantly single and double storey character. This zone also acknowledges the specific character of the area which is created by the natural topography, visual sensitivity and landscape features.

The introduction of the DPO19 is the most appropriate mechanism to apply particular controls to guide future use and development of the area through the specification of conditions and requirements for permits.

The use of the DCPO5 and incorporation of the Glismann Road Development Contributions Plan (~~May 2020~~ **May 2022**) into the Scheme provides a cost apportionment funding tool that will assist in the coordinated delivery of infrastructure, transparency between council and landowners and to ensure the proper and orderly planning for the area.

The DCP is also an appropriate tool to facilitate the provision of local open space that would otherwise be collected under Clause 53.01 of the Scheme.

#### **How does the amendment address the views of any relevant agency?**

The amendment ~~has been~~ **was** prepared in consultation with Department of Environment, Land, Water and Planning, Public Transport Victoria, VicRoads, Melbourne Water, Department of Education and Training, Heritage Victoria, Aboriginal Affairs Victoria, EPA and CFA.

The views of the EPA ~~have been~~ **were** sought as required by Ministerial Direction 19 as discussed above in this report. The EPA do not object to ~~proceeding with the proposed~~ amendment.

The views ~~of these agencies were will be~~ **will be** sought ~~further through during~~ the exhibition of this amendment. **No objection was received.**

#### **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment is likely to have an impact on the transport system at a local level. It ~~will require~~ **requires** an upgrade to Glismann Road and allow s the creation of new local roads that will set the future pattern of development in the amendment area.

The development plan facilitates a road network that minimises impacts on the site's topography and provides an integrated network that would otherwise be difficult to achieve with fragmented land ownership.

The Glismann Road/Old Princes Highway ~~signalised~~ intersection ~~is already at capacity. This intersection will be~~ was constructed from funds provided by the Federal Government. ~~Construction is expected to commence later this year.~~

#### Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment ~~will have~~ has minimum impact on the resources and administrative costs of the responsible authority.

The amendment consolidates the future rezoning and development of 21 land parcels which significantly reduces resource and administrative cost burdens on the responsible authority by avoiding piecemeal amendments.

The introduction of a development contributions plan also facilitates the shared cost of key infrastructure that would otherwise be cost prohibitive to deliver.

Reasonable costs and expenses incurred by a Council in preparing the development contributions plan and the preparation of the Glismann Road Development Plan will be refunded to Council through the DCP.

~~Council will have to consider a future application for approval of a development plan and subdivision of the land.~~

#### Where you may inspect this amendment

The amendment can be inspected free of charge at:

- the Cardinia Shire Council website at <https://creating.cardinia.vic.gov.au/glismann-road>
- the Department of Environment, Land, Water and Planning website at [www.planning.vic.gov.au/public-inspection](http://www.planning.vic.gov.au/public-inspection).

#### Submissions

~~Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by Monday 14 September 2020.~~

- ~~Electronic submissions are preferred and should be sent to [mail@cardinia.vic.gov.au](mailto:mail@cardinia.vic.gov.au) (please include Amendment C238 in the e-mail title) or~~
- ~~Or mail to:  
Cardinia Shire Council (Planning Strategy)  
Amendment C238  
PO Box 7  
PAKENHAM VIC 3810~~

#### Panel hearing dates

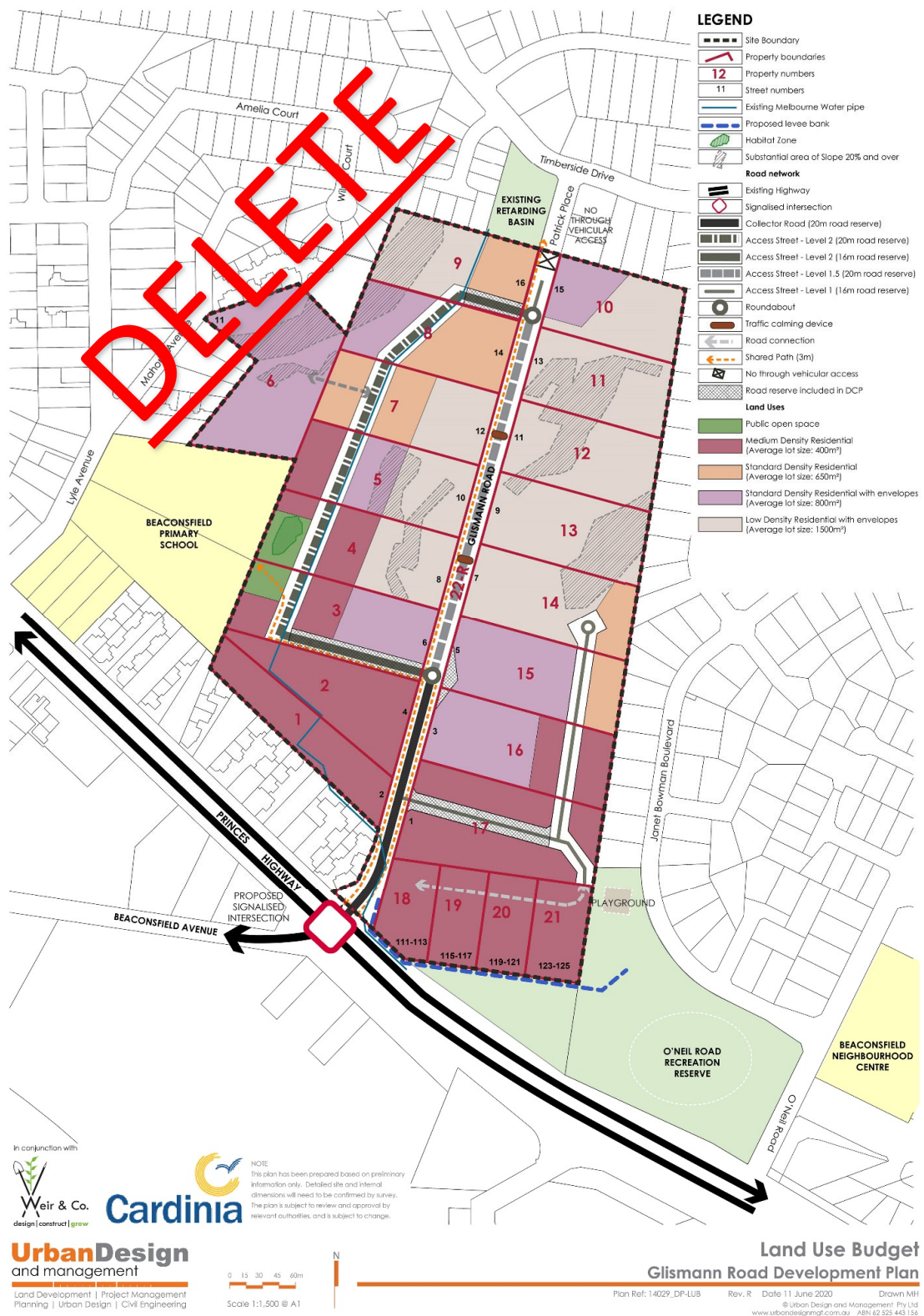
~~In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:~~

- ~~directions hearing to commence in the week of 24 March 2021.~~
- ~~panel hearing to commence in the week of 3 May 2021.~~

## ATTACHMENT A - Mapping reference table

Location on map	Land /Area Affected	Mapping Reference
1	2 Glismann Road Lot 2 LP64568 Beaconsfield	Cardinia C238 001znMap12 Exhibition
2	4 Glismann Road Lot 1 LP64568 Beaconsfield	
3	6 Glismann Road Lot 26 LP3783 Beaconsfield	Cardinia C238 002dpoMap12 Exhibition
4	8 Glismann Road Lot 25 LP3783 Beaconsfield	Cardinia C238 003dcpoMap12 Exhibition
5	10 Glismann Road L24 LP3783 Beaconsfield	
<del>6</del>	<del>11 Mahon Avenue PT Lot 13 LP2593 Beaconsfield</del>	
<del>7</del>	12 Glismann Road Lot 23 LP3783 Beaconsfield	
<del>8</del>	14 Glismann Road Lot 22 LP3783 Beaconsfield	
<del>9</del>	16 Glismann Road Lot 21 LP3783 Beaconsfield	
<del>10</del>	15 Glismann Road Lot 17 LP3783 Beaconsfield	
<del>11</del>	13 Glismann Road Lot 16 LP3783 Beaconsfield	
<del>12</del>	11 Glismann Road Lot 15 LP3783 Beaconsfield	
<del>13</del>	9 Glismann Road Lot 14 LP3783 Beaconsfield	
<del>14</del>	7 Glismann Road Lot 13 LP3783 Beaconsfield	
<del>15</del>	5 Glismann Road Lot 12 LP3783 Beaconsfield	
<del>16</del>	3 Glismann Road Lot 11 LP3783 Beaconsfield	
<del>17</del>	1 Glismann Road Lot 10 LP3783 Beaconsfield	
<del>18</del>	111-113 Old Princes Hwy Lot 1 TP627007 Beaconsfield	
<del>19</del>	115-117 Old Princes Hwy Lot 1 TP579082 Beaconsfield	
<del>20</del>	119-121 Old Princes Hwy Lot 8 LP3783 Beaconsfield	
<del>21</del>	123-125 Old Princes Hwy Lot 9 LP3783 Beaconsfield	
<del>21</del>	<del>11 Mahon Avenue PT Lot 13 LP2593 Beaconsfield</del>	<del>Cardinia C238 002dpoMap12 Exhibition</del>



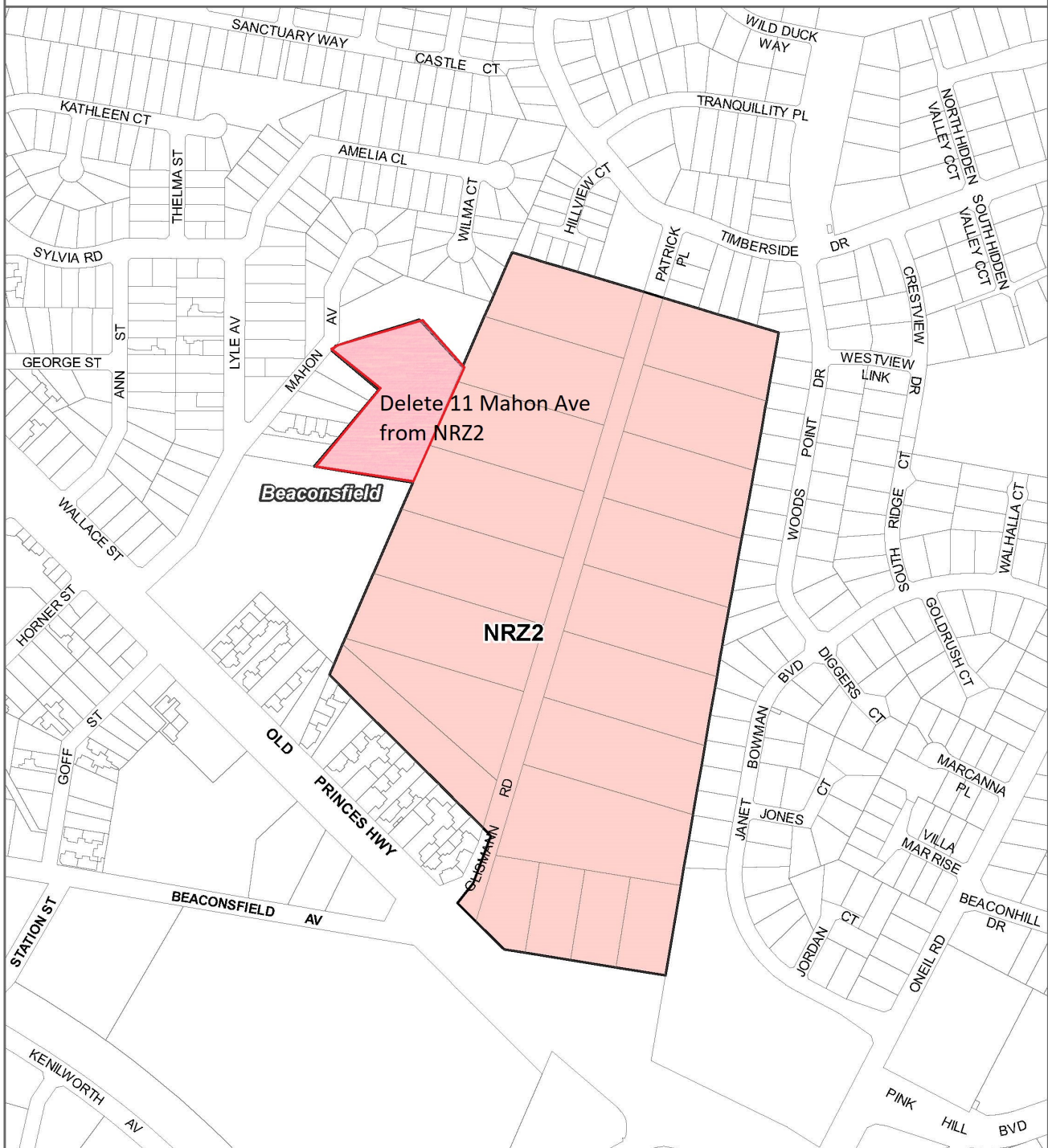


**ATTACHMENT B – Location of lots in Mapping reference table**



## CARDINIA PLANNING SCHEME - LOCAL PROVISION

### AMENDMENT C238



#### LEGEND

- NRZ - Neighbourhood Residential Zone
- Local Government Area



Part of Planning Scheme Map 12

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Print Date: 15/05/2020  
Amendment Version: 1



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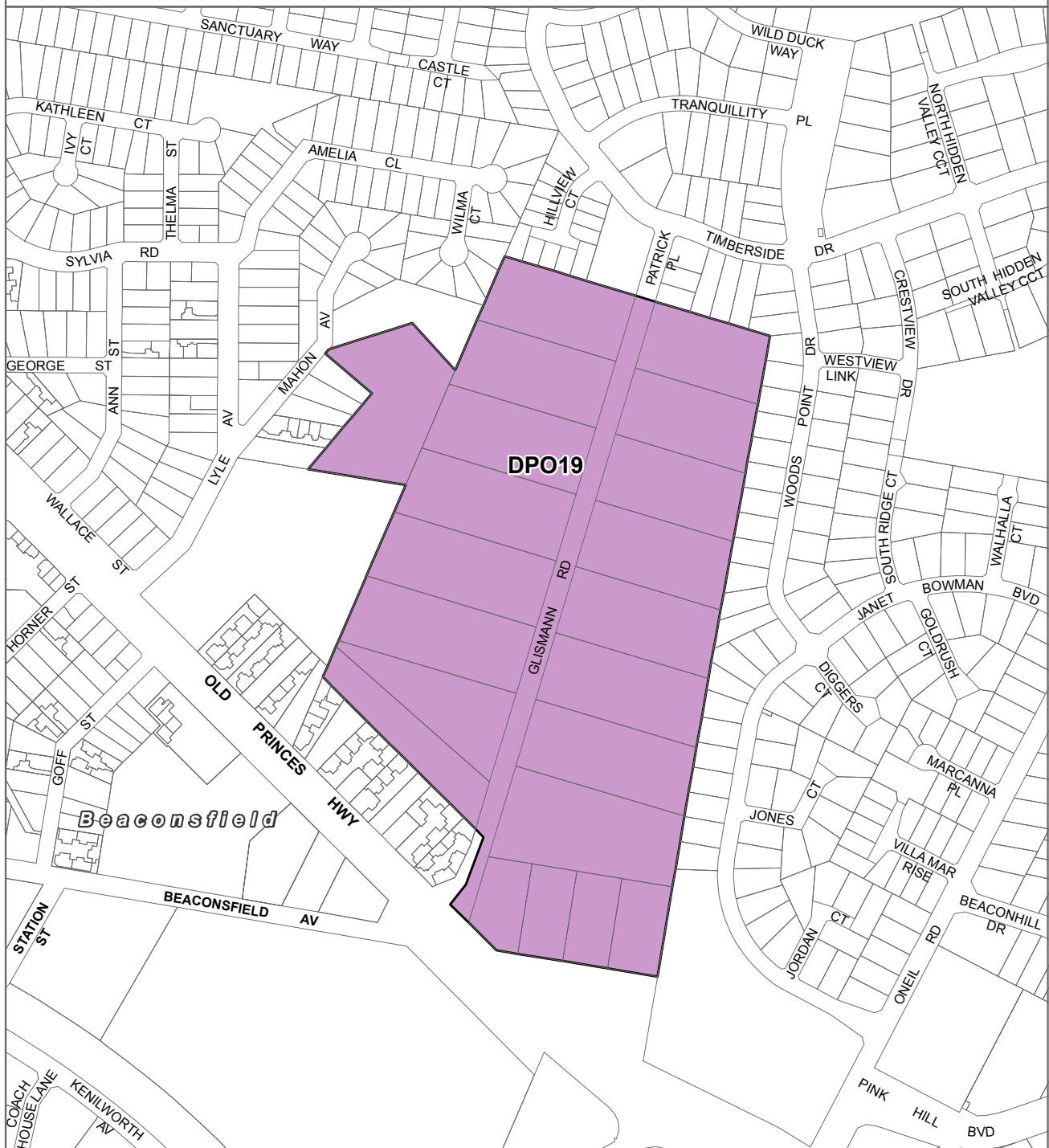


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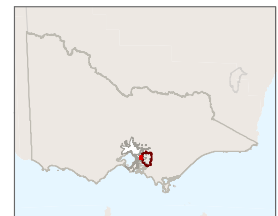
# CARDINIA PLANNING SCHEME - LOCAL PROVISION

## AMENDMENT C238



### LEGEND

- DPO19 - Development Plan Overlay - Schedule 19
- Local Government Area



Part of Planning Scheme Map 12DPO

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Print Date: 16/01/2019



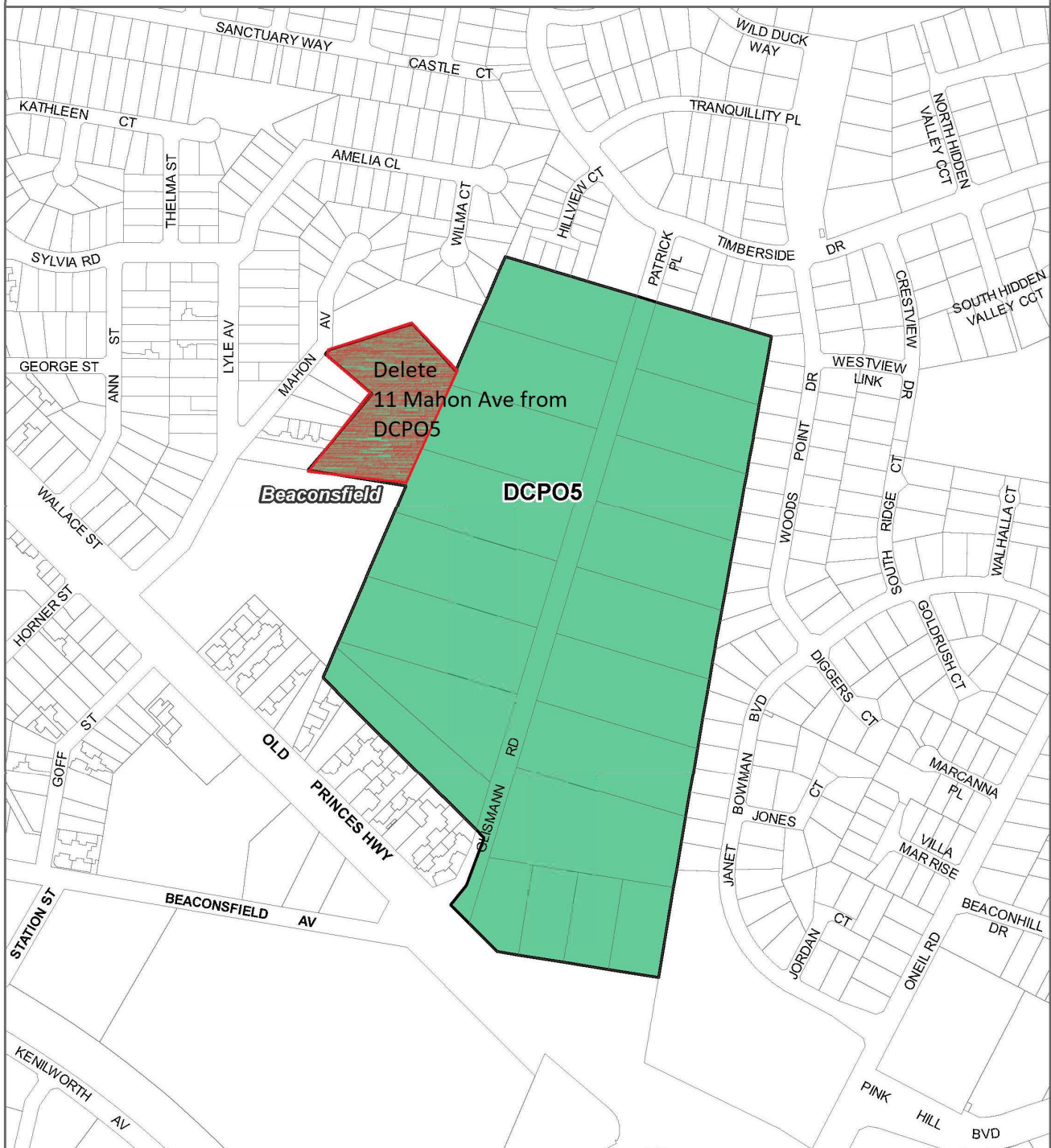
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## CARDINIA PLANNING SCHEME - LOCAL PROVISION AMENDMENT C238



### LEGEND

- DCPO5 - Development Contributions Plan Overlay - Schedule 5
- Local Government Area



Part of Planning Scheme Map 12DCPO

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## CARDINIA PLANNING SCHEME

--/---  
Proposed C238card

**SCHEDULE 2 TO CLAUSE 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE**

Shown on the planning scheme map as **NRZ2**.

**GLISMANN ROAD DEVELOPMENT PLAN AREA****1.0**

--/---  
Proposed C238card

**Neighbourhood character objectives**

- To create a residential precinct that delivers high quality urban design outcomes through a variety of lot sizes which respond to the existing natural topography and landscape features of the development plan area.
- To protect and maintain the visual prominence of vegetated hilltops and hillsides when viewed from within and outside of the development plan area.
- To encourage a subdivision layout which maximises the retention of existing vegetation, minimises the overall disturbance to the terrain and ensures that buildings and structures are sited so that they do not visually dominate the landscape.
- To guide an integrated and coordinated design approach to an area with fragmented land ownerships.

**2.0**

--/---  
Proposed C238card

**Minimum subdivision area**

None specified.

**3.0**

--/---  
Proposed C238card

**Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot**

	Requirement
Permit requirement for the construction or extension of one dwelling on a lot	None specified
Permit requirement to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot	None specified

**4.0**

--/---  
Proposed C238card

**Requirements of Clause 54 and Clause 55**

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

**5.0**

--/---  
Proposed C238card

**Maximum building height requirement for a dwelling or residential building**

None specified.

CARDINIA PLANNING SCHEME

**6.0 Application requirements**

--/---  
**Proposed** C238card None specified.

**7.0 Decision guidelines**

--/---  
**Proposed** C238card None specified.

## CARDINIA PLANNING SCHEME

**SCHEDULE 19 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO19**.

**1.0 Objectives**

- To create a residential precinct that delivers high quality urban design outcomes through a variety of lot sizes which respond to the existing natural topography and landscape features of the development plan area.
- To protect and maintain the visual prominence of vegetated hilltops and hillsides when viewed from within and outside of the development plan area.
- To encourage a subdivision layout which maximises the retention of existing vegetation, minimises the overall disturbance to the terrain and ensures that buildings and structures are sited so that they do not visually dominate the landscape.
- To guide an integrated and coordinated design approach to an area with fragmented land ownerships.

**2.0 Requirement before a permit is granted**

A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority for the following:

- A minor extension, minor addition or minor modification to an existing building.
- Minor drainage works.
- Minor earthworks.
- The use and development of land provided the use or buildings or works will not prejudice the future use or development of the land in an integrated manner.
- The use, development or subdivision of land by a public authority or utility provider.
- The re-subdivision of existing lots (boundary realignment), provided the number of lots is not increased.
- Development of 11 Mahon Avenue provided a pedestrian link is provided to its eastern boundary that is capable of extension in the balance of the DPO area.

A permit must not be granted to subdivide land until a development plan has been prepared to the satisfaction of the responsible authority.

**3.0 Conditions and requirements for permits****Requirements**

All proposals to use or construct a building or construct or carry out works before a development plan has been prepared must be accompanied by the following:

- A site analysis plan that identifies:
  - the key attributes of the land as well as its relationship with the surrounding area and the future use of adjoining land;
  - the topography of the site, including the location of slope exceeding 20% per cent and visually prominent hilltops/hillsides to be protected and enhanced (as identified in *Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment* and *Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*); and
  - the location of vegetation.
- A report demonstrating that:

~~Red deleted~~ and blue text = Panel recommendations  
~~Red deleted~~ and blue text = Council changes (Part B, Closing submission and post Panel report)

## CARDINIA PLANNING SCHEME

- The proposal will not have a detrimental impact on the amenity of the area or prejudice the future development of the land for residential purposes as identified in Figure 1 to this schedule.
- The proposal responds to existing physical, environmental and visual characteristics of the site and surrounding area by:
  - protecting and enhancing areas of native vegetation;
  - protecting and maintaining the visual prominence of vegetated hilltops and hillsides when viewed from outside the Glismann Road area;
  - demonstrates use of colours and materials that are sympathetic of the natural surrounds;
  - details of proposed batters, cut and fill earthworks, retaining walls, and/or drainage solutions required for the use or development of land; and,
  - prevents development on areas with existing pre-development slope of over 20% ~~per cent~~.

All proposals to subdivide land must be accompanied by the following:

- An assessment of how the proposal implements the vision, objectives, requirements and guidelines of the approved Development Plan, specifically:
  - existing physical, environmental and visual characteristics of the site and surrounding area, including the use of colours and materials that are sympathetic to the natural surrounds;
  - functional and safe subdivision which incorporates environmentally sensitive design;
  - subdivision layout and the distribution of lot sizes which respond to the visual sensitivity of the area, landscape character, topographical features and retention of significant vegetation and other identified characteristics;
  - site earthworks such as batters, cut and fill and retaining walls designed to have the least visual impact on the environment and landscape;
  - protection and, where necessary, rehabilitation of vegetation, particularly on prominent hill faces/ridgelines and roadsides;
  - strategically positioned building envelopes to respond to the landscape character, native vegetation and the significantly steep topographical features of the area;
  - active interfaces with adjacent streets, open space and key pedestrian locations to increase the sense of safety / surveillance within and surrounding the area; and
  - cohesive development that facilitates connectivity between adjoining lots and minimises court bowls.
- An overall masterplan for all land in contiguous ownership of the landowner demonstrating the:
  - lot yield;
  - density distribution;
  - identify lots affected by a restriction/envelope; and,
  - an indication of staging of subdivision and timing.

Documentation should clarify the purpose of the restriction/envelope and what buildings and/or works the restriction/envelope restrictions apply to.

- If the subdivision application includes land affected by the access streets located either side of Glismann Road as identified in Figure 1 of this schedule, a staging plan must be prepared that demonstrates the delivery of the access street connections in the first stage of development and that the access street is constructed to the title boundary of the adjoining property.
- A Transport Impact Assessment Report that responds to *Trafficworks (June 2020 May 2023) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report* to the satisfaction of the relevant roads authority (be it ~~VieRoads~~ Department of

## CARDINIA PLANNING SCHEME

[Transport](#) or Council). [If the road network and movement is altered through the preparation of the Development Plan, a new Traffic Impact Assessment Report must be provided to the satisfaction of the relevant roads authority \(be it Department of Transport or Council\).](#)

- An Infrastructure Plan which addresses the following:
  - what land may be affected or required for the provision of infrastructure works;
  - what, if any, infrastructure set out in the infrastructure contributions plan applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
  - any relevant traffic report or assessment;
  - the provision, staging and timing of road works internal and external to the land:
    - the first application to subdivide land with access to Glismann Road (Access Street – Level 1.5) must be accompanied by a functional design for the entire length of the road, [or a length of road to the satisfaction of Responsible Authority and include plans demonstrating](#) the following:
      - a complete sight lines assessment along the roadway with;
        - ~~limited-no vehicle~~ access from individual properties along Glismann Road at the crest of the hill, and 30 m either side of the crest;
        - [compliance with sight distance requirements as set out in Australian Standard AS2890.1 and Austroads Guide to Road Design;](#)
        - a road pavement of 6.5 m;
        - no on-street parking at the crest and within the 30 m of the crest of the hill;
        - traffic calming devices as identified in Figure 1 of this Schedule; and,
        - a 3 m shared path on the western side only.
    - the landscaping of any land;
    - ~~the~~ provision of public open space: [with](#)
    - the first application to subdivide land containing public open space must be accompanied by an indicative concept master plan for the entire local park; and,
    - any other matter relevant to the provision of infrastructure required by the Responsible Authority.
  - A Stormwater Management Strategy which provides for the staging and timing of stormwater drainage works, including temporary outfall provisions, to the satisfaction of Melbourne Water and the Responsible Authority.
    - ~~The first~~ [An](#) application to subdivide land must, in consultation with Melbourne Water and Cardinia Shire Council address the timing of the delivery of the levee bank shown in Figure 1, unless otherwise agreed by the Responsible Authority.
  - An assessment by a suitably qualified cultural heritage professional that addresses the recommendations outlined in *Tardis Enterprises Pty Ltd (November 2010) The Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452*.
  - An assessment that responds to the [Meinhardt \(March 2015\) \(updated May 2020\), Glismann Road Development Plan Contaminated Land Study](#):
    - A [preliminary risk screen site](#)-assessment (PRSA) (~~DELWP (June 2005, July 2021)~~, *Potentially Contaminated Land General Practice Note (PPN30)*) is required to determine whether an Environmental Audit is required prior to the commencement of any development on the following properties:
      - 1 Glismann Road Lot 10 LP3783 Beaconsfield;
      - 2 Glismann Road Lot 2 LP64568 Beaconsfield;
      - 8 Glismann Road Lot 25 LP3783 Beaconsfield; [and](#)
      - 10 Glismann Road L24 LP3783 Beaconsfield; ~~and~~.

**Commented [LL1]:** Document will be updated to reflect updated PPN30 and relevant legislation



## CARDINIA PLANNING SCHEME

~~11 Mahon Avenue PT Lot 13 LP2593 Beaconsfield.~~

- A flora and fauna assessment that responds to *Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria.*
- A Native Vegetation Information Management (NVIM) report and establish the protection requirements for any vegetation to be retained.
- A Slope Management Plan be prepared by a suitably qualified person generally in accordance with the Slope Management Guidelines approved as part of the Development Plan. The Slope Management Plan must include an assessment of how the plan responds to the Slope Management Guidelines and include:
  - ~~• A statement of how the application responds to the visual sensitivity of the area, topographical features and retention of areas with significant vegetation and other identified characteristics identified in the development plan, specifically:~~
    - ~~• describing how any land with a pre-development slope over 10% will be subdivided and/or developed to complement adjacent land;~~
    - ~~• no development of areas with existing pre-development slope of over 20%; and,~~
    - ~~• a design response of how areas of slope over 20% will be managed through the implementation of the Slope Management Plan.~~
  - Identification of:
    - natural topography and any earthworks which may have occurred over time;
    - any fill which may have occurred over time; and
    - any works proposed to alter ground levels, where this can reduce areas of substantial slope.
- Proposed road cross sections and long sections to demonstrate how slopes over 10% per cent are being responded to through the road design.
- Details of all proposed batters, cut and fill earthworks, retaining walls, driveway crossover locations and drainage solutions required for the subdivision of land that includes an existing pre-development slope of greater than 10% per cent.
- Detail of how the use of building envelopes (or an alternative design response) responds to the slope management methods utilised.
- Detail of what works outlined in the Slope Management Plan will be undertaken by the developer prior to the issues of the Statement of Compliance.
- Building design guidelines and fencing controls which addresses the housing planning and design guidelines.
- A Landscape Masterplan which illustrates how the proposed development is responsive to the development including key themes, landscape principles and character that will define the subdivision and/or development.

If in the opinion of the Responsible Authority an application requirement listed is not relevant to the assessment of an application, the Responsible Authority may waive or reduce the requirement.

#### Conditions

A condition that requires either an envelope/notice of restriction or an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 on the certified plan of subdivision, and recorded on the Certificate of Title of the land be implemented for the following:

- A restriction/envelope to prevent development on areas within the 'substantial area of slope 20% per cent and over' as shown in Figure 1 to this Clause.
- A restriction/envelope to maintain landscape character, native vegetation and significantly steep topographical features of the site where applicable, for areas identified as 'standard residential with envelopes' and 'low density residential with envelopes' as shown in Figure 1 to this Clause.

### CARDINIA PLANNING SCHEME

- Allow only one (1) single dwelling on each lot and specify that lots may not be further subdivided for areas within the:
  - 'substantial area of slope 20% per cent and over':
  - 'standard residential with envelopes'; and;
  - 'low density residential with envelopes' as shown in Figure 1 to this Clause.
  - Building design guidelines and fencing controls.
- The owner must pay for all reasonable costs (including legal costs) associated with preparing, reviewing, executing and registering the agreement on the certificate of title to the land (including those incurred by the Responsible Authority).

If a preliminary risk screen assessment (PRSA) is required for the site, then a permit must include the following conditions:

site assessment recommends an environmental audit of all or part of the land, then a permit must include the following condition:

- Before the commencement of any use for a sensitive purpose; or before any buildings or works; or before the certification of a plan of subdivision; whichever is the earlier in respect of all or that part of the land as the case may be, the following must be provided to the Responsible Authority: a PRSA statement (Environment Protection Act 2017) must be provided for the site.
- If the PRSA recommends an environmental audit, before the commencement of any use for a sensitive purpose; or before any buildings or works; or before the certification of a plan of subdivision; whichever is the earlier in respect of all or that part of the land as the case may be the permit holder must provide:
  - An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the site is suitable for the use and development allowed by this permit; or
  - An environmental audit statement under Part 8.3, Division 3 of the *Environment Protection Act 2017* which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.
- All the recommendations of the environmental audit statement must be complied with to the satisfaction of the responsible authority, prior to commencement of use of the site. Written confirmation of compliance must be provided by a suitably qualified environmental consultant or other suitable person acceptable to the responsible authority.
- Compliance sign off must be in accordance with any requirements in the environmental audit statement recommendations regarding verification of works.
- In the absence of a site management order and where there are recommendations on an environmental audit statement that require significant ongoing maintenance and/or monitoring the owner of the land must enter into a Section 173 Agreement under the *Planning and Environment Act 1987*.
  - The s 173 Agreement must be executed on the title of the relevant land prior to the commencement of the use and prior to the issue of a statement of compliance under the *Subdivision Act 1988*.
  - The owner of the land must meet all costs associated with drafting and execution of the Agreement, including those incurred by the responsible authority.
- A Certificate of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970; or
- A Statement of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970 stating that the environmental conditions of the relevant land are suitable for a sensitive use (with or without conditions on the use of the site).

**Commented [LL2]:** Permit condition wording to be confirmed. Update of the Meinhardt (March 2015) (updated May 2020), Glismann Road Development Plan Contaminated Land Study pending.

Panel requested that this section be updated to reflect new legislation.

## CARDINIA PLANNING SCHEME

- ~~\* If a Statement of Environmental Audit is provided rather than a Certificate of Environmental Audit and the Statement of Environmental Audit indicates that the environmental conditions of the land are suitable for a sensitive use subject to conditions, the owner of the land must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 before the construction of any building on the relevant land providing for the:~~
- ~~\* Implementation and on-going compliance with all conditions in the Statement of Environmental Audit; and~~
- ~~\* The payment of the Responsible Authority's legal costs and expenses of drafting/reviewing and registering the agreement by the owner of the land.~~

**4.0 Requirements for development plan**

A development plan must be generally in accordance with Figure 1 of this Schedule and must be prepared to the satisfaction of the Responsible Authority for the whole site, ~~or prepared in two parts as follows:~~

- ~~▪ All lots on the west side of Glismann Road~~
- ~~▪ All lots on the east side of Glismann Road~~

A development plan must ~~include the following:~~

- ~~A~~ vision statement, objectives, requirements and guidelines that will guide development in the development plan area.
- ~~\* A requirement that a permit for subdivision must not be granted until the signalised intersection at the Old Princes Highway / Glismann Road / Beaconsfield Avenue has constructed and controlled to the satisfaction of the Responsible Authority.~~

**Site analysis plan**

- A site analysis plan that:
- responds to the recommendations and mitigation measures outlined in:
  - *Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria*
  - *Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment*
  - *Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*
  - *Trafficworks (June 2020/May 2022) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report;*
  - *Meinhardt, (March 2015)(updated May 2020\*\*to be updated\*\*) Glismann Road Development Plan Contaminated Land Study*
  - *Tardis Enterprises Pty Ltd (November 2010) Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452*
  - *Water Technology (July 2014) Glismann Road Drainage Scheme*
  - *Water Technology (May 2016) Additional Flooding and Water Quality Assessments (Memo) (INC1633283).*
- identifies key interface areas within the site as well as between the site and adjoining development, including Beaconsfield Primary School, open space areas, public transport, walking and cycling connections; and
- identifies visually prominent hilltops and hillsides, including significant views of the site and views from the site, including:
  - the location of steep slopes of 20% ~~per cent~~ or more; and,
  - the location of vegetation.

## CARDINIA PLANNING SCHEME

**Slope Management Guidelines**

- Slope Management Guidelines for the subdivision and/or development of land with a predevelopment slope over 10 per cent that provides clarity and consistency for subdivision and development applications.
- The Slope Management Guidelines must include a statement of how the guidelines respond to the visual sensitivity of the area, topographical features and retention of areas with significant vegetation and other identified characteristics identified in the development plan, and include:
  - Slope Management Design Principles for:
    - The road network, including typical road cross sections and long sections to demonstrate how slopes over 10 per cent are to respond through the road design.
    - Batters, cut and fill earthworks, retaining walls, driveway crossover locations and drainage solutions.
    - Lot layout and design guidelines.
    - Buildable areas / building envelopes including detail of how the use of building envelopes (or an alternative design response) can be used to respond to slope management.
    - Areas of slope over 20 per cent and options of how they could be managed through the implementation of a Slope Management Plan. No development is permitted on areas with existing pre-development slope of over 20 per cent.
    - Engaging in discussion with adjoining landowners regarding the treatment of the change in grade between the property boundaries.
  - A statement of what works outlined in the Slope Management Plan will need to be undertaken by the developer prior to the issues of the Statement of Compliance.

**Staging**

- Details on staging of the subdivision and/or development including the provision of the internal road network.

**Housing requirements and subdivision**

- An indicative lot layout that:
  - includes a diverse range of lot sizes generally in accordance with Figure 1;
  - responds to the landscape character, topographical features and visual sensitivity of the area;
  - retains native vegetation; and,
  - provides building envelopes to maintain landscape character, native vegetation and significantly steep topographical features for areas identified as 'standard residential with envelopes' and 'low density residential with envelopes'.
  - Acknowledgment that, based on the assessment of the road network capacity, the development plan lot yield is a total of 330 lots.
- Design guidelines for buildings and fencing to provide clarity and consistency for subdivision and development applications to ensure:
  - the siting, height, scale, materials, colours and form of proposed buildings and works will be designed to have the least visual impact on the environment and landscape;
  - dwellings and garages do not dominate the streetscape;
  - dwelling design provides for passive surveillance and attractive streetscapes;
  - topography is suitably addressed through dwelling, fencing and retaining wall design;

## CARDINIA PLANNING SCHEME

- fencing visible from the public realm is minimised and provides for passive surveillance and attractive streetscapes; and
- landscaping provides for passive surveillance and attractive streetscapes.
- A housing capacity analysis that assesses how affordable housing will be distributed throughout the site and how the proposed mix and type of housing responds to local housing needs.

**Vegetation, landscape and views**

- A landscape master plan that provides clarity and consistency for subdivision and development applications and:
  - responds to the recommendations and mitigation measures outlined in:
    - *Ecology Partners Pty Ltd (October 2010) Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Victoria*
    - *Hansen Partnership (June 2014) Glismann Road, Beaconsfield Landscape Assessment*
    - *Hansen Partnership (August 2014) Glismann Road, Beaconsfield Landscape Management Framework*
    - *Tardis Enterprises Pty Ltd (November 2010) Glismann Road, Beaconsfield Structure Plan Cultural Heritage Management Plan (CHMP) 11452*
  - enhances areas of native vegetation;
  - protects and maintains the visual prominence of vegetated hilltops and hillsides when viewed from outside the development plan area;
  - includes an indicative plant and materials schedule; and,
  - continues adjoining approved landscape themes.

**Public Open Space**

- Provide for an area of 0.3 ha of public open space area generally in accordance with Figure 1.

**Road Network and Movement**

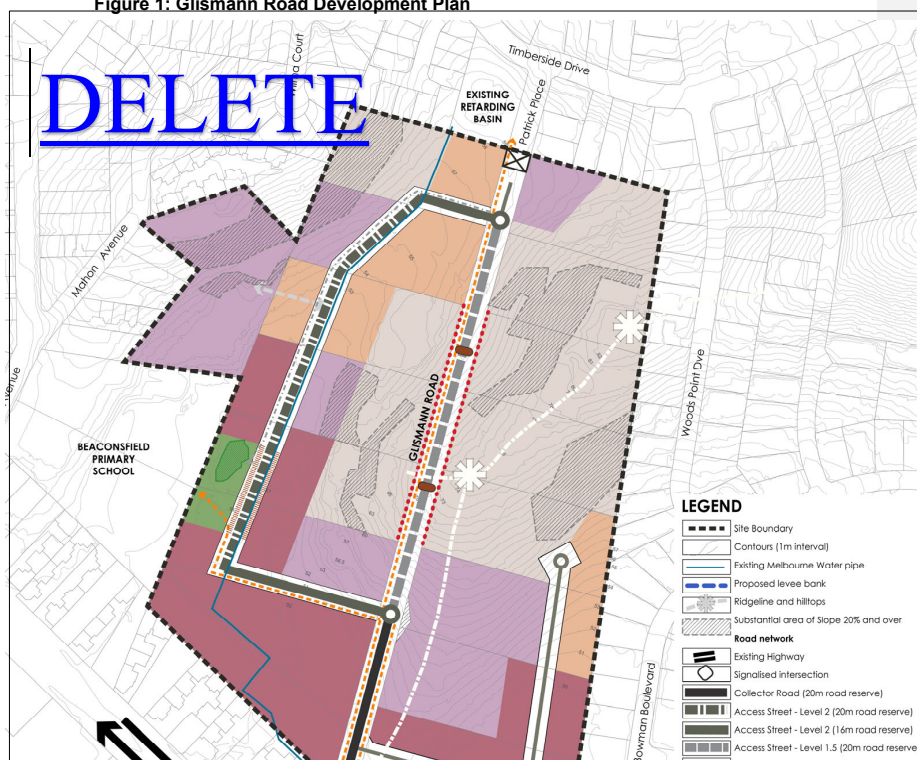
- Roads must be designed and constructed generally in accordance with Figure 1 and a road network and movement plan must:
  - respond to the recommendations and mitigation measures outlined in *Trafficworks (June 2020/May 2022) Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report* unless otherwise agreed by the Responsible Authority;
  - respond to the existing topography and encourages an integrated solution that will provide connected street access through the Glismann Road area;
  - provide an efficient, legible and safe internal movement and ensure all properties are development to their maximum potential;
  - locate roads to minimise the extent of cut and/or fill that is visible from areas outside the site;
  - discourage cul-de-sacs gaining access from Glismann Road;
  - provide a shared path along the top of the levee bank proposed along the south border of the development site (Old Princes Highway);
  - ensure there is no vehicular connection through to Patrick Place or Timberside Drive;
  - ensure that roads abutting the proposed local park and the O'Neil Recreation Reserve are designed to achieve slow vehicle speeds, provide on street parking and designated pedestrian crossing points;

## CARDINIA PLANNING SCHEME

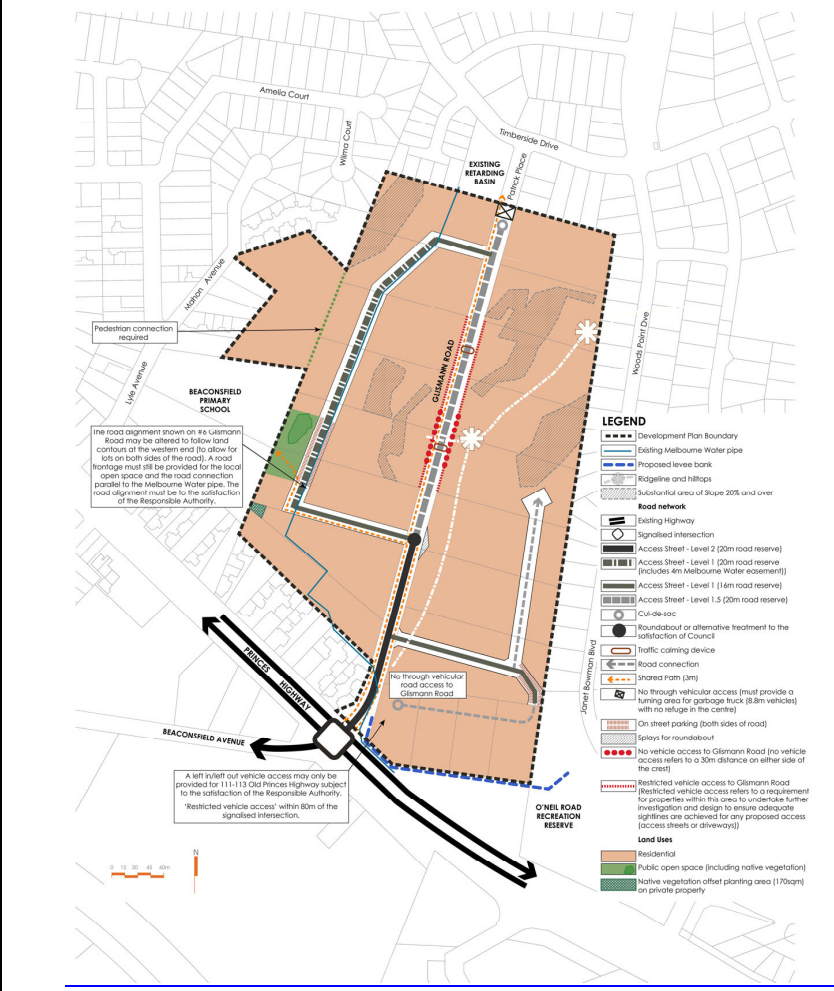
- demonstrate how pedestrian links to the reserves can be provided through the future local street network;
- show location of the 30 m no access location for Glismann Road;
- include indicative possible access points for driveways and/or side streets from Glismann Road; and
- address how the road connection will be facilitated between the following properties:
  - 12 (Lot 23, LP 3783) Glismann Road, Beaconsfield and 11 Mahon Avenue (Pt Lot 13, LP2593 and Pt Lot 2 TP258025), Beaconsfield;
  - 111-113 (Lot 1, TP 627007), 115-117 (Lot 1, TP 579082), 119-121 (Lot 8, LP 3783), 123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield and 1 (Lot 10, LP 3783) Glismann Road, Beaconsfield.

**Integrated Water Management and Utilities**

- An integrated water management plan that ensures residential developments provide an integrated water management system and:
  - responds to the recommendations and mitigation measures outlined in:
    - *Water Technology (July 2014) Glismann Road Drainage Scheme*
    - *Water Technology (May 2016) Additional Flooding and Water Quality Assessments (Memo) (INC1633283)*
  - includes a levee bank of 0.45m along the frontage of the four existing properties fronting Old Princes Highway and designed to:
    - follow the existing shared path located on Crown land;
    - abut 111-113 (Lot 1, TP 627007), 115-117 (Lot 1, TP 579082), 119-121 (Lot 8, LP 3783), 123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield;
    - allow ingress and egress for the existing residences located along Old Princes Highway;
    - cross the table drain to the east, and in order to provide the greatest protection to the property at the eastern end (123-125 (Lot 9, LP 3783) Old Princes Highway, Beaconsfield) the alignment will need to include a structure to drain the local catchment upstream of the levee in accordance with current best practice water quality initiatives.
- An infrastructure plan that ensures all lots have access to potable water, electricity, reticulated sewerage, drainage, gas and telecommunications infrastructure.

**Figure 1: Glismann Road Development Plan**

CARDINIA PLANNING SCHEME



OVERLAYS – CLAUSE 43.04 – SCHEDULE 19



## CARDINIA PLANNING SCHEME

---/---  
Proposed  
C238card

## SCHEDULE 5 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO5**.

### GLISMANN ROAD DEVELOPMENT CONTRIBUTIONS PLAN

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

---/---  
Proposed  
C238card

This Development Contributions Plan (DCP) applies to the Glismann Road Precinct, which is covered by the DCPO5.

#### 2.0 Summary of costs

---/---  
Proposed  
C238card

Item	Total cost \$	Costs attributable to development \$	Proportion of cost attributable to development %	Time of provision
Roads and Intersections	<u>\$5,689,855</u> <del>\$5,561,688</del>	<u>\$5,689,855</u> <del>\$5,561,688</del>	100%	Refer to DCP
Open Space	\$2,472,183	<u>\$1,290,182</u> <del>\$1,276,750</del>	52%	Refer to DCP
Planning	<u>\$229,891</u> <del>\$159,891</del>	<u>\$229,891</u> <del>\$159,891</del>	100%	Refer to DCP
Community Infrastructure	\$1,980,000	<u>\$237,600</u> <del>\$217,800</del>	<u>12%</u> <del>11%</del>	Refer to DCP
<b>TOTAL</b>	<u><b>\$10,371,929</b></u> <del><b>\$10,173,762</b></del>	<u><b>\$7,447,528</b></u> <del><b>\$7,216,129</b></del>		

Note: Contributions are listed in September 2019 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.

#### 3.0 Demand Units

---/---  
Proposed  
C238card

The Development Contributions Plan apportions cost based on demand units. In the DCP one demand unit is equal to one hectare of net developable land within the Main Catchment Area (for the Development Infrastructure Levy), and one demand unit is equal to one dwelling within the Main Catchment Area (for the Community Infrastructure Levy).

#### 4.0 Summary of contributions

---/---  
Proposed  
C238card

LEVIES PAYABLE BY THE DEVELOPMENT		
	Development Infrastructure Levy Per Net Developable Hectare	Community Infrastructure Levy Per Dwelling
Roads and Intersections	<u>\$362,045.64</u> <del>\$332,835.91</del>	\$0.00
Open Space	<u>\$82,094.31</u>	\$0.00



## CARDINIA PLANNING SCHEME

	<del>\$76,406.35</del>	
Planning	<del>\$14,627.99</del> <del>\$9,568.60</del>	\$0.00
Community Infrastructure	\$0.00	<del>\$889.12</del> <del>\$892.62</del>
<b>TOTAL</b>	<del>\$458,767.93</del> <del>\$418,810.86</del>	<del>\$889.12</del> <del>\$892.62</del>

Note: Contributions are listed in ~~September~~<sup>November</sup> 2019 values. Under the DCP the contributions are to be adjusted following annual indexation. These figure exclude GST

The Development Infrastructure Levy and Community Infrastructure Levy for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost of those projects will be adjusted (and then the contribution amounts recalculated) by reference to the Producer Price Indexes Australia, Victoria (Table 17 Output of the Construction industries, Building Construction Victoria (for buildings) and Road and Bridge Construction Victoria (for roads, bridges, trails, etc.) published by the ABS (Series 6427.0) or similar index. The adjusted costings will then produce a recalculated Development Infrastructure Levy.
- The revised infrastructure costs and the adjustment of the contributions will be calculated as at June 30th of each year.
- In relation to the value of land required under the DCP, a revaluation of all land projects is to be carried out on a biennial basis in accordance with the same principles as the July 2019 valuation report prepared by Westlink. In the non revaluation year, valuations will be indexed in accordance with an index amount to be determined using market transactions of land in the Urban Growth Zone and other residential development land within the Cardinia growth area. The valuations are to be carried out by a qualified valuer and member of the Australian Property Institute to be appointed by Cardinia Shire Council.
- The revised land value and then the resulting adjustment of the Development Infrastructure Levy will be calculated as at June 30th of each year.
- Within 14 days of the adjustments being made, the Collecting Agency will publish a notice of the amended contributions in a newspaper circulating in the municipality.

## 5.0 Land or development excluded from development contributions plan

~~Proposed~~  
~~CxxC238card~~ Nil.

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

31/07/2018  
VC148**SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND  
SUBDIVISION****1.0**-/-/-/-/  
**Proposed** C238card**Subdivision and public open space contribution**

Type or location of subdivision	Amount of contribution for public open space
Subdivision of land for urban residential purposes.	8 per cent
Land shown as Urban Growth Zone 3 and Urban Growth Zone 4 on the planning scheme maps	5.5 percent Land and/or cash contribution requirements must be in accordance with Section 4.5.4 of the <i>Officer Precinct Structure Plan (September 2011)</i> .
Land shown as DCPO5 Schedule 5 to Clause 45.06 Development Contributions Plan Overlay on the planning scheme maps	To be provided in accordance with the <i>Glismann Road Development Contributions Plan (Urban Enterprise, May 2022 June 2020)</i>

## CARDINIA PLANNING SCHEME

21/02/2019  
C253card**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME****1.0**---/---/---  
Proposed C238card**Incorporated documents**

Name of document	Introduced by:
Beaconsfield Structure Plan (December 2013 expires 30 June 2020)	C220card
Bunyip Township Strategy (September 2009)	C124
Cardinia Local Heritage Study Review, Volume 3: Heritage Places and Precinct citations – Revised September 2017	C230
Cardinia Road Employment Precinct Structure Plan (including the Cardinia Road Employment Precinct Native Vegetation Precinct Plan) September 2010	C130
Cardinia Road Precinct Development Contributions Plan (September 2008 – Revision 1.4 June 2017)	GC75
Cardinia Road Precinct Structure Plan (September 2008)	C92
Cardinia Shire Council - Subdivision Restructure Plans, January 2002	C29
Cardinia Shire Council Significant Tree Study – Volume 2 (May 2009)	C162
Cardinia Shire Council Subdivision Restructure Plan, 36-38 Beaconsfield – Emerald Road, Upper Beaconsfield February 2016	C188
Cardinia Shire Council, Subdivision Restructure Plan - 440, 445, 447, 460, 462-464 and 466 Bayles-Cora Lynn Road, 455 and 465 Bunyip River Road and 710 Nine Mile Road, Cora Lynn (October 2011)	C146
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	GC37
Cockatoo Township Strategy (March 2008)	C124
Emerald District Strategy (June 2009)	C124
Former Pakenham Racecourse Comprehensive Development Plan, February 2010	C141
Gembrook Township Strategy (June 2011)	C167
<i>Glismann Road Development Contributions Plan</i> (Urban Enterprise, <del>June 2020</del> ) <i>May 2022)</i>	C238card
Gippsland Line Upgrade - Corridor Works Incorporated Document, November 2019	GC124
Healesville – Koo Wee Rup Road – Stage 1A (Koo Wee Rup Bypass) – Incorporated Document (September 2012)	C150
Healesville-Koo Wee Rup Road (Princes Freeway and Manks Road) Upgrade Project Incorporated Document, December 2019	GC158
Koo Wee Rup Township Strategy (October 2015)	C189
Lang Lang Township Strategy (July 2009)	C124
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
Monash Freeway Upgrade Project Incorporated Document, March 2016	GC47
Monash Freeway Upgrade Project (Stage 2) Incorporated Document, August 2018	GC103
Officer Development Contributions Plan, September 2011 (Amended November 2019)	C232card
Officer Native Vegetation Precinct Plan, September 2011	C149
Officer Precinct Structure Plan, September 2011 (Amended November 2019)	C232card
Officer Town Centre Civic Office Development Incorporated Document, June 2011	C158

## CARDINIA PLANNING SCHEME

Name of document	Introduced by:
Pakenham Activity Centre Incorporated Provisions, 20 March 2017 (revised May 2017) (expires 30 June 2021)	C260card
Pakenham East Train Maintenance Depot Incorporated Document, March 2016	C210
Pakenham Township Development Contributions Plan, September 1997 (Amended June 2017)	GC75
Pakenham West Comprehensive Development Plan, 1 September 2005	C82
Puffing Billy Railway Discovery Centre Incorporated Document, August 2018	C243
Plans Incorporated at Clause 43.01	
Cardinia Commercial Heritage Precincts Incorporated Plan	C161
Cardinia Residential Heritage Precincts Incorporated Plan (Amended August 2019)	C242card
Maryknoll Township Heritage Precincts Incorporated Plan	C237card
Site Specific Control – Bessie Creek Road, Nar Nar Goon, October 2014	C202
Site Specific Control - Lot 1 PS301568Q No. 322 Brown Road, Officer. September 2014	C197
Site specific control - Lot 3 LP90591, 20 Split Rock Road, Beaconsfield Upper, October 2014	C203
Site Specific Control – Lot 9 LP65205, 22-30 Downey Road, Dewhurst, October 2011	C165
Site specific control – Lots 1-3 LP 41796, 100 Beaconsfield-Emerald Road, Beaconsfield, December 2008	C111
Site specific control - 16 Beaconsfield-Emerald Road, Emerald (Lot 1 PS 702042V) July 2015	C206
Site Specific Control CA 51A, 335 McGregor Road, Pakenham, February 2017	C224
Site specific control CA85, 8 Drake Court, Bunyip September 2013	C72
Site specific control under the Schedule to Clause 52.03 of the Cardinia Planning Scheme Lot B PS443268J Dixons Road, Cardinia February 2008	C105(Part 2)
Sites of Botanical and Zoological Significance Maps, Department of Natural Resources and Environment, September 1997	NPS1
Upper Beaconsfield Township Strategy (July 2009)	C124
Victorian Desalination Project Incorporated Document, June 2009	C131

CELEBRATING  
**30**  
YEARS  
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# GLISMANN ROAD

DEVELOPMENT CONTRIBUTIONS PLAN ~~(DRAFT FOR EXHIBITION)~~

CARDINIA SHIRE COUNCIL | ~~JUNE 2020~~ MAY 2022



[www.urbanenterprise.com.au](http://www.urbanenterprise.com.au)

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3

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**CONTENTS**

<b>1. INTRODUCTION</b>	<b>1</b>
1.1. BACKGROUND	1
1.2. INFRASTRUCTURE DELIVERY	1
1.3. THE DCP AREA	2
1.4. DCP TIMEFRAME	2
<b>2. STATUTORY FRAMEWORK</b>	<b>3</b>
2.1. PLANNING AND ENVIRONMENT ACT 1987	3
2.2. STATE PLANNING POLICY CONTEXT	3
<b>3. LOCAL STRATEGIC CONTEXT</b>	<b>4</b>
3.1. LOCAL PLANNING AND INFRASTRUCTURE CONTEXT	4
<b>4. NEED AND NEXUS</b>	<b>5</b>
4.1. INTRODUCTION	5
4.2. LAND BUDGET	5
4.3. DEMAND UNITS	6
<b>5. INFRASTRUCTURE ITEMS FUNDED BY THE DCP</b>	<b>7</b>
5.1. COMMUNITY INFRASTRUCTURE ITEMS	7
5.2. DEVELOPMENT INFRASTRUCTURE ITEMS	7
5.3. INFRASTRUCTURE LOCATIONS	10
<b>6. CALCULATION OF LEVIES</b>	<b>11</b>
6.1. INTRODUCTION	11
6.2. INFRASTRUCTURE COSTS	11
6.3. COST APPORTIONMENT	11
6.4. LEVY CALCULATION	12
6.5. LEVY SUMMARY	13
<b>7. DCP ADMINISTRATION</b>	<b>14</b>
7.1. INDEXATION OF LEVIES	14
7.2. VALUATION OF LAND	14
7.3. COLLECTING AGENCY	14
7.4. DEVELOPMENT AGENCY	14
7.5. COLLECTION OF LEVIES	14
7.6. ADMINISTRATIVE PROCEDURES	16
7.7. METHOD OF PROVISION	16
<b>8. IMPLEMENTATION STRATEGY</b>	<b>17</b>
8.1. INTRODUCTION	17
8.2. PROVISION OF LAND AND WORKS IN-KIND	17
8.3. LAND	17
<b>APPENDICES</b>	<b>18</b>
APPENDIX A DETAILED LAND BUDGET	19
 <b>FIGURES</b>	
F1. GLISMANN ROAD DEVELOPMENT PLAN AREA	2
F2. LOCATION OF PROPOSED DCP ITEMS	10

**TABLES**

T1. LAND BUDGET SUMMARY

655

T2. DEMAND UNITS

766

T3. INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION

988

T4. LEVY CALCULATIONS BY INFRASTRUCTURE ITEM

161212

T5. LEVIES PER DEMAND UNIT

171313



# 1. INTRODUCTION

## 1.1. BACKGROUND

This Glismann Road Development Contributions Plan (DCP) has been developed to support the funding of infrastructure to facilitate development within the Glismann Road Development Plan Area (the Study Area). The DCP is intended to be implemented through Amendment C238 to the Cardinia Planning Scheme.

A suite of reports has been prepared on behalf of Cardinia Shire Council to guide the proposed development of the land and the DCP. Development of the Study Area will be guided by a Development Plan to be prepared in accordance with the requirements of a Schedule to the Development Plan Overlay (DPO).

This DCP is informed by details of the proposed development as described in the Council report of 19 August 2019 and a draft DPO Schedule for the Glismann Road Area Development Plan. The Council Report sets out the strategic justification and framework for development of the Study Area in relation to:

- Residential land use and densities;
- Transport networks (roads and trails);
- Open space; and
- Visually prominent hilltops and hillsides and substantial areas with slope of greater than 20%.

This DCP requires contributions to infrastructure from all landowners/developers within the Study Area. Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the life of a new development. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in future residential areas such as the Study Area.

## 1.2. INFRASTRUCTURE DELIVERY

A number of reports and analyses have been prepared to identify the infrastructure items required to support development of the Study Area, including roads and intersections, drainage and open space. These reports are itemised in Section 3.1.

The infrastructure included in the DCP has been identified to support the entire Study Area. This DCP will collect levies to ensure that shared infrastructure identified in the background reports is funded to enable Council and other agencies to provide the infrastructure. However, this DCP is not the sole source of funding for all infrastructure in the Precinct. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources.

The infrastructure items will be provided through a number of mechanisms including:

- Subdivision and development construction works by developers;
- Development contributions (levies as shown in this DCP);
- Utility service provider contributions; and
- Other capital works projects by Council and state government agencies.

Decisions have been made about the type of infrastructure which will be funded by this DCP, and these decisions are in line with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans* (11 October 2016).

This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act* (1987) and the Victorian State Government *Development Contributions Guidelines* (2007).

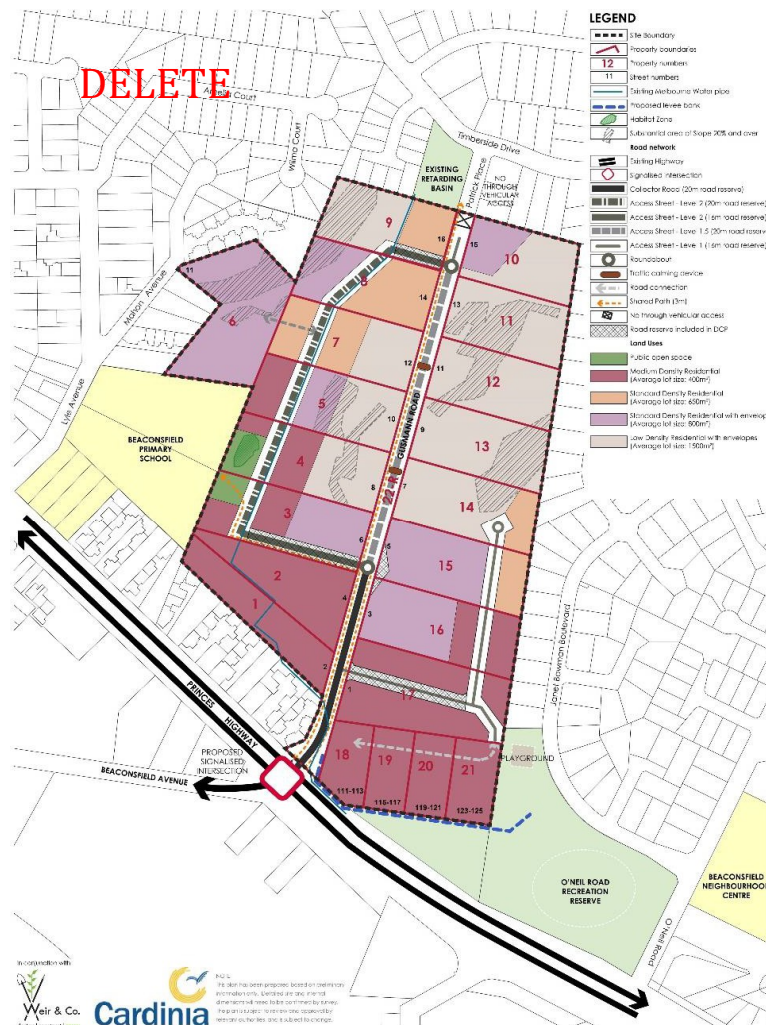
### 1.3. THE DCP AREA

The Study Area, also referred to as the Main Catchment Area (MCA), consists of land identified in Figure 1 and is generally bounded by:

- The Old Princes Highway and existing residential land to the south; and
- Existing residential land areas to the north;
- Primary school and existing residential to the west; and
- O'Neil Recreation Reserve and existing residential areas to the east.

#### F1. GLISMANN ROAD DEVELOPMENT PLAN AREA





Source: ~~Draft~~ Glismann Road Development Plan, Urban Design and Management, ~~2020~~.

#### 1.4. DCP TIMEFRAME

For the purposes of the DCP a 20 year life has been adopted. This period commences from the date that the DCP is incorporated into the Cardinia Planning Scheme.

Regular reviews are recommended to monitor the rate of development and adjust the DCP timeframe if necessary. Review provisions are outlined in section 7.6.

## 2. STATUTORY FRAMEWORK

### 2.1. PLANNING AND ENVIRONMENT ACT 1987

Part 3B of the *Planning and Environment Act 1987* outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for, amongst other things:

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (Section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community infrastructure levy must not exceed \$1,190 per dwelling for the 2019-20 financial year.<sup>1</sup> This limit is indexed annually (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

### 2.2. STATE PLANNING POLICY CONTEXT

The Ministerial Direction (11 October 2016) outlines what may be funded with a development contribution levy, namely:

- Acquisition of land for roads, public transport corridors, drainage, public open space, community facilities;
- Construction of roads, including bicycle, footpaths and traffic management 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 maternal and child health centre, child care centre, kindergarten or a combination of these.

The Ministerial Direction also states that: *“a development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school.”*

### GUIDELINES

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2007)*. The *Development Contributions Guidelines (2007)* are available through the Department of Environment, Land, Water and Planning (DELWP) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

<sup>1</sup> The Community Infrastructure Levy will be adjusted and published by the Victorian government on 1 July each year.

## 3. LOCAL STRATEGIC CONTEXT

### 3.1. LOCAL PLANNING AND INFRASTRUCTURE CONTEXT

A number of assessments have been prepared by, or on behalf of Council that identify the need, standard and costs for the infrastructure items that are included in this DCP.

The documents that have informed the provision of infrastructure items to be funded by the DCP are:

- Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report (Trafficworks, ~~November 2019~~ May 2022);
- Glismann Road Drainage Scheme (Water Technology, July 2014)
- Additional Flooding and Water Quality Assessments (Water Technology, May 2016);
- O'Neil Road Recreation Reserve Masterplan (Simon Leisure, September 2018); and
- Glismann Road Valuation Report (Westlink, July 2019).

This DCP has been prepared in close consultation with officers from relevant departments of Cardinia Shire Council.

## 4. NEED AND NEXUS

### 4.1. INTRODUCTION

Council has identified a need for each of the infrastructure items that have been included in this DCP. Council has identified that each item is needed in order to provide for the wellbeing, health and safety of the future occupants of the Study Area.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. The MCA for this DCP is deemed to have a nexus with an infrastructure item if the occupants of the MCA are likely to make use of the infrastructure item.

### 4.2. LAND BUDGET

Table T1 shows the budget of allocated land uses in the MCA. A detailed land budget by title boundary is shown in Appendix A.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard “per net developable hectare” demand unit is used for the Development Infrastructure Levy (DIL).

The Study Area includes some areas which have a slope of 20% and over where development is not permitted. This area is excluded from the Net Developable Area in order to fairly apportion infrastructure costs across developable land only.

#### T1. LAND BUDGET SUMMARY

LAND USE BUDGET	HECTARES	% OF DP AREA
TOTAL DEVELOPMENT PLAN AREA	<del>19.69</del> 21.00	100%
ENCUMBERED LAND		
Significant area of slope over 20%	<del>1.77</del> 2.09	<del>9.0%</del> 10.0%
Sub-total Encumbered	<del>1.77</del> 2.09	<del>9.0%</del> 10.0%
TRANSPORT		
Existing Road Reserves (retained for road purposes)	<del>1.33</del> 1.33	<del>6.8%</del> 6.4%
Road reserve land included in DCP	<del>0.57</del> 0.57	<del>2.9%</del> 2.7%
Sub-total Transport	<del>1.90</del> 1.90	<del>9.7%</del> 9.1%
CREDITED OPEN SPACE		
Local Park	<del>0.30</del> 0.30	<del>1.5%</del> 1.4%
Sub-total Credited Open Space	<del>0.30</del> 0.30	<del>1.5%</del> 1.4%
NET DEVELOPABLE AREA (NDA) HA	<del>15.72</del> 16.71	<del>79.8%</del> 79.6%
Residential NDA	<del>15.72</del> 16.71	<del>79.8%</del> 79.6%
Commercial/Other NDA	0.00	0.0%
Estimated Residential lot/dwelling yield	<del>244</del> 267 dwellings	

Source: Glismann Road Development Plan, Urban Design and Management, ~~2019~~.

### 4.3. DEMAND UNITS

In this DCP, one hectare of Net Developable Area equates to one demand unit for the Development Infrastructure Levy, and one dwelling equates to one demand unit for the Community Infrastructure Levy.

The total number of demand units is shown in Table T2.

#### T2. DEMAND UNITS

Levy Category	Unit	Demand Units
DIL	Net Developable Hectare	<del>15.72</del> 16.71
CIL	Dwellings	<del>267</del> 244

Source: Glismann Road Development Plan, Urban Design and Management, ~~2019~~.

## 5. INFRASTRUCTURE ITEMS FUNDED BY THE DCP

### 5.1. COMMUNITY INFRASTRUCTURE ITEMS

Council has identified a requirement for one community infrastructure item. This item is the O'Neil Road Recreation Reserve Pavilion (CIL\_01).

### 5.2. DEVELOPMENT INFRASTRUCTURE ITEMS

Strategic planning and technical assessments undertaken by Council have identified a requirement for range of development infrastructure items, including roads, intersections, open space, shared path and associated land as well as strategic planning costs.

The project number and description of each item has been summarised in Table T3.

#### LOCAL ROADS

This DCP includes local roads due to the fragmented nature of landownership and the need to equitably apportion the cost of local infrastructure that is needed to support multiple landowners and beneficiaries across the DP area.

The DCP also funds elements of the required upgrade to Glismann Road which are not commonly required for a local access road due to topographical conditions of the land in this section of the road.

#### OPEN SPACE

This DCP funds local open space land and improvements, including a new local park and upgrades to the O'Neil Road Recreation Reserve. These contributions replace the contribution that would otherwise be applicable under Clause 53.01 of the Cardinia Planning Scheme. The relevant open space provisions form part of Amendment C238 to the Cardinia Planning Scheme.



**T3. INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION**

PROJECT ID	PROJECT NAME AND DESCRIPTION	STRATEGIC JUSTIFICATION	TRIGGER
Roads and Intersections			
RD-01	Glismann Road construction - Access Street Level 2 cross section - Within existing road reservation Section from Old Princes Highway intersection to the first roundabout	These projects are identified in the traffic impact assessment as required to provide for the orderly and proper development of the area and to ensure that the road layout and hierarchy caters for projected traffic volumes.	Subdivision of the affected property
RD-02	Glismann Road part construction costs - Access Street Level 1.5 - Within existing road reservation Section from first roundabout to truncation of road		Subdivision of the affected property
RD-03	Local Access Street Level 1 (16 m road reserve) - 6 Glismann Road (LA-01) Southern section of road between Glismann Road and road constructed along easement		Subdivision of the affected property
RD-04	Local Access Street Level 1 (16 m road reserve) - 16 Glismann Road (LA-02)) Northern section of road between Glismann Road and road constructed along easement		Subdivision of the affected property
RD-05	Local Access Street Level 1 (16 m road reserve) - 1 Glismann Road (LA-03) Section of road from Glismann Road to T-junction		Subdivision of the affected property
TM-01	Roundabout at Glismann Road and west loop road - part existing road reserve, part 3 Glismann Road ( <del>#16-15</del> Land Use Budget) and part 5 Glismann Road ( <del>#15-14</del> Land Use Budget)		First subdivision requiring access from the intersection.
LA-01	Local Access Street Level 1 (16 m road reserve) - 6 Glismann Road (RD-03) (16 m x 120 m = 1,920 sqm)		Subdivision of the affected property
LA-02	Local Access Street Level 1 (16 m road reserve) - 16 Glismann Road (RD-04) (16 m x 50 = 800 sqm)		Subdivision of the affected property
LA-03	Local Access Street Level 1 (16 m road reserve) - 1 Glismann Road (RD-05) (16 m x 149 = 2384 sqm)		Subdivision of the affected property
LA-04 a	Roundabout splay - 3 Glismann Road (TM-01) (115 sqm)		First subdivision requiring access from the intersection.
LA-04 b	Roundabout splay - 5 Glismann Road (TM-01)(366 sqm)		First subdivision requiring access from the intersection.
Open Space			
SP-01	Shared path - from Glismann Road to O'Neil Road Recreation Reserve (230 m x 3 m @ \$100 sqm)	This project is required to create a shared trail for pedestrians and cyclists.	Once sufficient DCP funds are available.

LA-05 a	Local open space - 6 Glismann Road, Beaconsfield (OSLP-01) (1,200 sq m)		Subdivision of the affected property
LA-05 b	Local open space - 8 Glismann Road, Beaconsfield (OSLP-01) (1,800 sq m)		Subdivision of the affected property

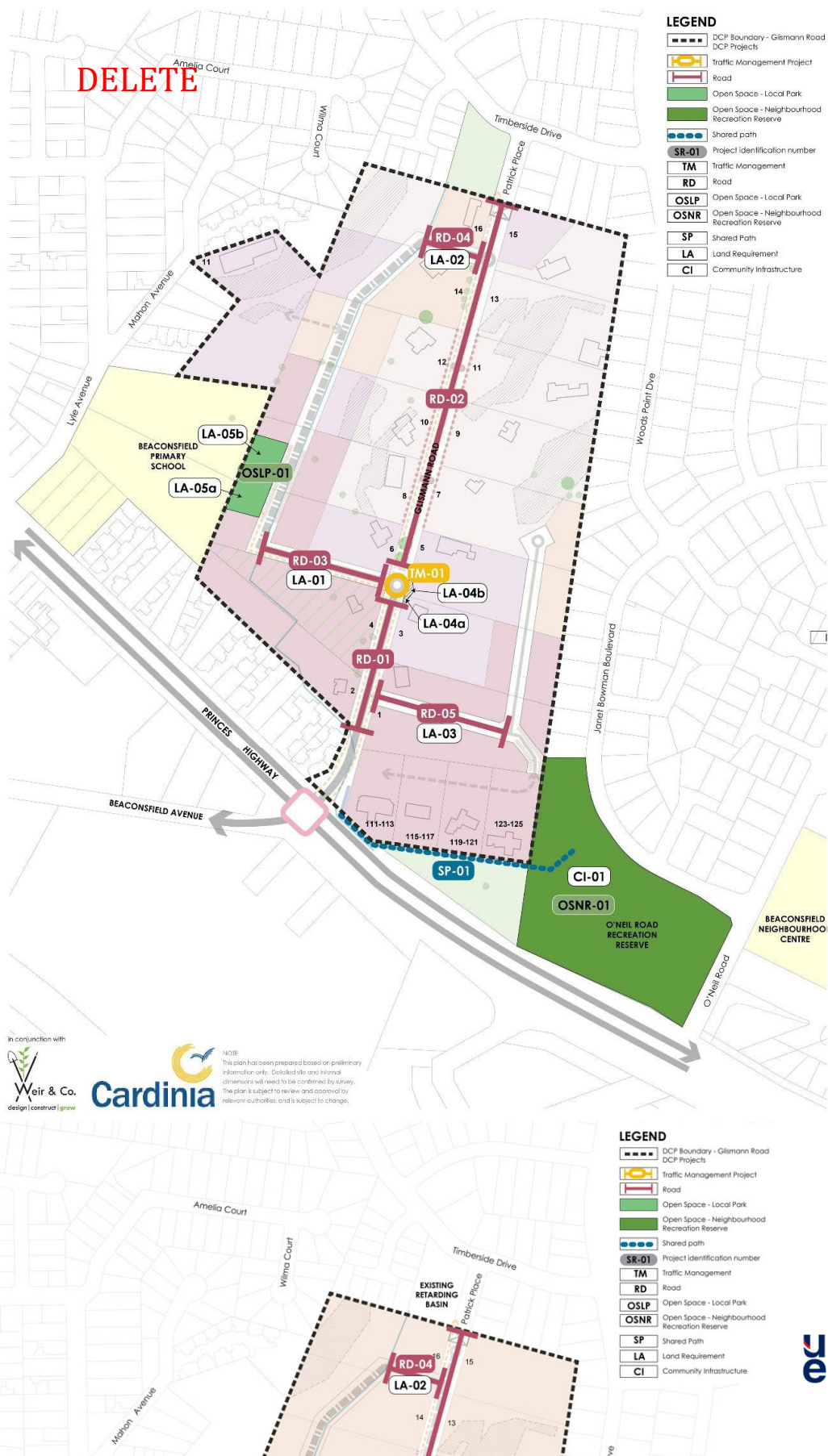
PROJECT ID	PROJECT NAME AND DESCRIPTION	STRATEGIC JUSTIFICATION	TRIGGER
OSLP-01	Local open space embellishment, including weed control, paths, play space, landscape formation and planting, picnic sets, seating, etc.	These projects are required to provide adequate land for open space for residents.	Subdivision of the affected property
OSNR-01	O'Neil Road Recreation Reserve upgrade Oval works, lighting, fencing, drainage, footpaths, landscaping, carpark.	Upgrades identified in the O'Neil Recreation Reserve Masterplan to meet community open space needs.	Once sufficient DCP funds are available.
Planning			
<del>DCP-01</del> <del>DP_01</del>	Planning Costs Preparation of DCP including supporting assessments, infrastructure design and costing and land valuation.	Required to prepare appropriate planning for residential development.	Complete
<del>DP_01</del>	<u>Planning Costs</u> <u>Preparation of a Development Plan.</u>	<u>Required to prepare appropriate planning for residential development.</u>	<u>First subdivision requiring an approved Development Plan.</u>
COMMUNITY INFRASTRUCTURE			
CI_01	O'Neil Road Recreation Reserve – Pavilion.	Projections indicate demand.	Once sufficient DCP funds are available.

Source: Urban Enterprise, ~~2019~~.

### **5.3. INFRASTRUCTURE LOCATIONS**

The location of each infrastructure project is shown in Figure F2.

#### **F2. LOCATION OF PROPOSED DCP ITEMS**



| Source: Glismann Road Development Contributions Plan (DCP) Items, Urban Design and Management, ~~2020~~

## 6. CALCULATION OF LEVIES

### 6.1. INTRODUCTION

The method of levy calculation is described in this section.

### 6.2. INFRASTRUCTURE COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Table 4 based on information provided to Urban Enterprise by Council.

Construction costs are current as at November 2019 and land valuations are current at July 2019. For the purposes of indexation, all costs are current for the September quarter of 2019 and will be indexed annually in accordance with the method specified in this DCP.

### 6.3. COST APPORTIONMENT

The cost of each infrastructure item has been apportioned based upon the likelihood that an item will be used by residents of the Main Catchment Area of the DCP.

All items except those associated with the O'Neil Road Recreation Reserve works are fully apportioned to the MCA on the basis that the items are needed to support the development of the Development Plan area.

For items associated with the O'Neil Road Recreation Reserve upgrade (OSNR-01 and CIL-01), a proportion of usage is generated from areas external to the Main Catchment Area. The costs of these items have been apportioned across all existing and future residents of the suburb of Beaconsfield that will benefit from the works. In 2041 (at the conclusion of the DCP timeframe), residents of the MCA are projected to comprise 124% of all existing and future residents in the suburb. Therefore, 44.12% of the cost of these works is apportioned to the DCP.

## 6.4. LEVY CALCULATION

The cost attributable to the MCA for each infrastructure item is then divided by the number of demand units for that item to calculate the levy for each item.

The levy amounts for each item are then aggregated to form an overall Development Infrastructure Levy and Community Infrastructure Levy.

### T4. LEVY CALCULATIONS BY INFRASTRUCTURE ITEM

Project ID	Project Name	Project Cost	Apportionment to DCP	Cost to MCA	Demand Units	Levy per demand unit
<b>Roads and Intersections</b>						
RD-01	Glismann Road construction - Access Street Level 2	\$837,418.00	100%	\$837,418.00	15.7246.71	\$53,284.93\$50,114.78
RD-02	Glismann Road part construction costs - Access Street Level 1.5	<del>\$1,213,442.00</del> \$1,085,275	100%	<del>\$1,213,442.00</del> \$1,085,275	15.7246.71	\$77,211.35\$64,947.64
RD-03	Local Access Street Level 1 (Southern section)	\$494,929.00	100%	\$494,929.00	15.7246.71	\$31,492.35\$29,618.73
RD-04	Local Access Street Level 1 (Northern section)	\$318,741.00	100%	\$318,741.00	15.7246.71	\$20,281.50\$19,074.87
RD-05	Local Access Street Level 1	\$718,911.00	100%	\$718,911.00	15.7246.71	\$45,744.33\$43,022.80
TM-01	Glismann Road Roundabout	\$681,413.99	100%	\$681,413.99	15.7246.71	\$43,358.39\$40,778.81
LA-01	Local Access Street Level 1 (Land)	\$520,000.00	100%	\$520,000.00	15.7246.71	\$33,087.61\$31,119.09
LA-02	Local Access Street Level 1 (Land)	\$150,000.00	100%	\$150,000.00	15.7246.71	\$9,544.50\$9,766.66
LA-03	Local Access Street Level 1 (Land)	\$620,000.00	100%	\$620,000.00	15.7246.71	\$39,450.62\$37,103.53
LA-04 a	Roundabout splay (Land)	\$30,000.00	100%	\$30,000.00	15.7246.71	\$1,908.90\$1,795.33
LA-04 b	Roundabout splay (Land)	\$105,000.00	100%	\$105,000.00	15.7246.71	\$6,681.15\$6,283.66
<b>Open Space</b>						
SP-01	Shared path	\$69,000.00	100%	\$69,000.00	15.7246.71	\$4,390.47\$4,129.26
LA-05 a	Local open space	\$330,000.00	100%	\$330,000.00	15.7246.71	\$20,997.91\$19,748.65
LA-05 b	Local open space	\$480,000.00	100%	\$480,000.00	15.7246.71	\$30,542.41\$28,725.31
OSLP-01	Local open space improvements	\$250,000.00	100%	\$250,000.00	15.7246.71	\$15,907.51\$14,961.10
OSNR-01	O'Neil Road Rec. Reserve works	\$1,343,182.50	<del>12%</del> 11%	<del>\$161,181.90</del> \$147,750	15.7246.71	\$10,256.01\$8,842.02
<b>Planning</b>						
DCP_01	Planning Costs – Council Costs	\$159,891.27	100%	\$159,891.27	15.7246.71	\$10,173.89\$9,568.60
DP_01	Planning Costs – Preparation of Development Plan	\$70,000.00	100%	\$70,000.00	15.72	\$4,454.10
<b>Community Infrastructure</b>						
CIL-01	O'Neil Road Rec. Reserve Pavilion	\$1,980,000.00	<del>12%</del> 11%	<del>\$237,600.00</del> \$217,800	267244	\$889.12\$892.62

Source: Urban Enterprise, 2019. Demand units shown are rounded to 2 decimal places. Levies are calculated on unrounded demand units.



## 6.5. LEVY SUMMARY

A summary of levies payable is provided in Table T5. These contributions are in September 2019 dollars. Table T5 will be indexed annually in accordance with the method specified in Section 7.

**T5. LEVIES PER DEMAND UNIT**

Levy Type	DIL amount per ha NDA (Sept 2019)	CIL amount per dwelling (Sept 2019)
Roads and Intersections	<del>\$362,045.64</del> <del>\$332,835.91</del>	<del>\$0.00</del> <del>\$0.00</del>
Open Space	<del>\$82,094.31</del> <del>\$76,406.35</del>	<del>\$0.00</del> <del>\$0.00</del>
Planning	<del>\$14,627.99</del> <del>\$9,568.60</del>	<del>\$0.00</del> <del>\$0.00</del>
Community Infrastructure	\$0.00	<del>\$889.12</del> <del>\$892.62</del>
Total	<del>\$458,767.93</del> <del>\$418,810.86</del>	<del>\$889.12</del> <del>\$892.62</del>

Source: Urban Enterprise, ~~2019~~.

## 7. DCP ADMINISTRATION

### 7.1. INDEXATION OF LEVIES

Costs in this DCP are in September 2019 dollars. They will be indexed annually according to the following method.

The Development Infrastructure Levy and Community Infrastructure Levy for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost of those projects will be adjusted (and then the contribution amounts recalculated) by reference to the Producer Price Indexes Australia, Victoria (Table 17 Output of the Construction industries, Building Construction Victoria (for buildings) and Road and Bridge Construction Victoria (for roads, bridges, trails, etc.) published by the ABS (Series 6427.0) or similar index. The adjusted costings will then produce a recalculated Development Infrastructure Levy.
- The revised infrastructure costs and the adjustment of the contributions will be calculated as at June 30th of each year.
- In relation to the value of land required under the DCP, a revaluation of all land projects is to be carried out on a biennial basis in accordance with the same principles as the July 2019 valuation report prepared by Westlink. In the non revaluation year, valuations will be indexed in accordance with an index amount to be determined using market transactions of land in the Urban Growth Zone and other residential development land within the Cardinia growth area. The valuations are to be carried out by a qualified valuer and member of the Australian Property Institute to be appointed by Cardinia Shire Council.
- The revised land value and then the resulting adjustment of the Development Infrastructure Levy will be calculated as at June 30th of each year.
- Within 14 days of the adjustments being made, the Collecting Agency will publish a notice of the amended contributions in a newspaper circulating in the municipality.

### 7.2. VALUATION OF LAND

Valuations for land to be acquired under this DCP were provided by a qualified independent valuer (Westlink). Future valuations must adopt a methodology consistent with the July 2019 valuation report.

### 7.3. COLLECTING AGENCY

Cardinia Shire Council is the Collecting Agency pursuant to section 46K of the *Planning and Environment Act* (1987).

### 7.4. DEVELOPMENT AGENCY

Cardinia Shire Council is the development agency for all infrastructure items pursuant to section 46K of the *Planning and Environment Act* (1987).

### 7.5. COLLECTION OF LEVIES

The Development Infrastructure Levy (DIL) will be payable to and collected by Cardinia Shire Council, the collecting agency, for the:

- Subdivision of land; or
- Development of land which requires a planning permit; or
- Development of land which does not require a planning permit, as set out in this DCP.

### **CALCULATION OF LEVIES**

The DIL will be calculated on the basis of the Net Developable Area of the subdivision or development of the relevant land:

- In the particular stage of subdivision; or
- The land in the particular parcel upon which the development has occurred or will occur.

### **DEVELOPMENT REQUIRING A PERMIT**

A planning permit for the development of land to which this DCP applies must include the following condition:

#### *Development Infrastructure Levy*

*A Development Infrastructure Levy must be paid to the Collecting Agency, being Cardinia Shire Council, in accordance with the approved Glismann Road Development Contributions Plan. The Development Infrastructure Levy must be paid to the Collecting Agency within the time specified in the Glismann Road Development Contributions Plan. If no time is specified in the Glismann Road Development Contributions Plan, the Development Infrastructure Levy must be paid to the Collecting Agency, being Cardinia Shire Council after certification of the relevant plan of subdivision, but not more than 21 days prior to the issue of a statement of compliance.*

*Unless otherwise agreed, a Schedule of Development Contributions must be submitted with each stage of the plan of subdivision. This Schedule of Development Contributions must show the amount of development contributions likely to be payable for each subsequent stage and the value of the development contributions in respect of prior stages to the satisfaction of the Collecting Agency.*

### **DEVELOPMENT NOT REQUIRING A PERMIT**

For a development which does not require a planning permit the party who proposes to develop the land must:

- Pay the DIL to Cardinia Shire Council within a time and in a manner specified by Cardinia Shire Council which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with Cardinia Shire Council to pay the DIL to Cardinia Shire Council within the time specified in the agreement.

### **SUBDIVISIONS**

In respect of the subdivision of land affected by the DCP the following applies:

- A requirement may be imposed, including by a planning permit condition requiring payment of the DIL as a precondition to any statement of compliance being issued;
- If a staged subdivision, the DIL will be payable in respect of the number of lots created within the relevant stage, excluding any residual or superlot;
- In respect of any residual or superlot, the DIL will be incurred upon the subsequent subdivision or development of such lot.

### **COMMUNITY INFRASTRUCTURE LEVY**

The Community Infrastructure Levy will be collected by Cardinia Shire Council at the Building Approval Stage in accordance with section 46(0) of the Planning & Environment Act (1987).

## 7.6. ADMINISTRATIVE PROCEDURES

Cardinia Shire Council will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;
- Updating the DCP to reflect any relevant amendments to the Planning and Environment Act (1987), or any new Ministerial Directions relating to development contributions.

Cardinia Shire Council will be required to undertake a formal review of this DCP every 5 - 10 years during the lifespan of the DCP.

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the *Planning and Environment Act* (1987). All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

If Council resolves not to proceed with any of the infrastructure projects listed in this Development Contribution Plan, the Responsible Authority will comply with section 46(Q) of the *Planning & Environment Act* (1987).

## 7.7. METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described in this DCP resides with Cardinia Shire Council.

Infrastructure works may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority. The process by which developers may receive this credit is outlined in Section 8.

## 8. IMPLEMENTATION STRATEGY

### 8.1. INTRODUCTION

This section provides further details of the implementation of the DCP following on from the Method of Provision outlined in Section 7, particularly with regards to the provision of Land and Works In-Kind.

### 8.2. PROVISION OF LAND AND WORKS IN-KIND

As outlined in Section 7, payment of development contributions is to be made in monetary form.

Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority.

Council may enter into Section 173 Agreements with landowners to formalise details of infrastructure items to be provided in-kind. All development infrastructure (including land) can be provided in-kind under this agreement.

Where a developer intends to undertake any DCP works in-kind, this must first be agreed to by the Responsible Authority.

In determining whether to agree to the provision of works in lieu of cash the Responsible Authority will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of monetary contributions;
- Works must be provided to a standard that generally accords with the DCP unless agreed between the Responsible Authority and the developer;
- Detailed design must be approved by the Responsible Authority and generally accord with the standards outlined in the DCP unless agreed by the Responsible Authority and the developer;
- The construction of works must be completed to the satisfaction of the Responsible Authority;
- The impact on the DCP must be cost and revenue neutral.

Where the Responsible Authority agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided shall equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- Where credit for works-in-kind can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit at the time of provision in the DCP;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral.

### 8.3. LAND

Council wishes to obtain land required under the DCP as an offset against a developer's development contributions. As with works-in-kind, the provision of land would be agreed between the developer and the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act* (1987). The value of the offset for providing land will equal the value shown in the DCP, subject to indexation.

## APPENDICES

## APPENDIX A DETAILED LAND BUDGET

PROPERTY ID	LAND DESCRIPTION	TOTAL AREA (HECTARES)	TRANSPORT		CREDITED OPEN SPACE	ENCUMBERED LAND	NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL ROADS	RESIDENTIAL AREA				NET RESIDENTIAL AREA (NRA)	RESIDENTIAL YIELD (BY DENSITY)				TOTAL ESTIMATED RESIDENTIAL LOT YIELD	OPEN SPACE	
			Existing Road Reserves	Road reserve land included in DCP						Low-Density Residential	Standard-Density Residential with envelopes	Standard-Density Residential	Medium-Density Residential		Low-Density Residential (Average lot size 1500m²)	Standard-Density Residential with envelopes (Average lot size 650m²)	Standard-Density Residential (Average lot size 650m²)	Medium-Density Residential (Average lot size 400m²)			
PRIVATE LAND																					
1	2 Glismann	0.77	0.00	0.00	0.00	0.00	0.77	100.0%	0.00	0.00	0.00	0.00	0.77	0	0	0	19	19	0%		
2	4 Glismann	0.90	0.00	0.00	0.00	0.00	0.90	100.0%	0.00	0.00	0.00	0.00	0.90	0	0	0	23	23	0%		
3	6 Glismann	1.23	0.00	0.20	0.12	0.00	0.91	74.1%	0.14	0.00	0.44	0.00	0.33	0.77	0	6	0	8	14	13%	
4	8 Glismann	1.17	0.00	0.00	0.18	0.11	0.88	75.2%	0.14	0.41	0.00	0.00	0.33	0.74	3	0	0	8	11	21%	
5	10 Glismann	1.12	0.00	0.00	0.00	0.24	0.88	78.6%	0.14	0.34	0.16	0.00	0.24	0.74	2	2	0	6	10	0%	
6	11 Mahon Ave	1.31	0.00	0.00	0.00	0.32	0.99	75.6%	0.00	0.00	0.99	0.00	0.00	0.99	0	12	0	0	12	0%	
6	7	12 Glismann	1.06	0.00	0.00	0.00	0.00	1.06	100.0%	0.14	0.42	0.00	0.50	0.00	0.92	3	0	8	0	10	0%
7	8	14 Glismann	1.01	0.00	0.00	0.00	0.12	0.89	88.1%	0.16	0.00	0.21	0.52	0.00	0.73	0	3	8	0	11	0%
8	9	16 Glismann	0.95	0.00	0.09	0.00	0.26	0.61	63.7%	0.03	0.32	0.00	0.26	0.00	0.58	2	0	4	0	6	0%
9	10	15 Glismann	0.84	0.00	0.00	0.00	0.00	0.84	100.0%	0.00	0.54	0.30	0.00	0.00	0.84	4	4	0	0	7	0%
10	11	13 Glismann	0.89	0.00	0.00	0.00	0.36	0.53	59.6%	0.00	0.53	0.00	0.00	0.00	0.53	4	0	0	0	4	0%
11	12	11 Glismann	0.94	0.00	0.00	0.00	0.23	0.71	75.5%	0.00	0.71	0.00	0.00	0.00	0.71	5	0	0	0	5	0%
12	13	9 Glismann	1.00	0.00	0.00	0.00	0.33	0.67	67.0%	0.00	0.67	0.00	0.00	0.00	0.67	4	0	0	0	4	0%
13	14	7 Glismann	1.05	0.00	0.00	0.00	0.12	0.93	88.6%	0.07	0.66	0.00	0.20	0.00	0.86	4	0	3	0	7	0%
14	15	5 Glismann	1.11	0.00	0.04	0.00	0.00	1.07	96.7%	0.11	0.00	0.75	0.21	0.00	0.96	0	9	3	0	13	0%

<del>15-16</del>	3 Glismann	1.17	0.00	0.01	0.00	0.00	<b>1.16</b>	99.0%	0.11	<del>0.00</del>	<del>0.67</del>	<del>0.00</del>	<del>0.38</del>	<b>1.05</b>	0	8	0	<del>10</del>	<b>18</b>	<b>0%</b>
<del>16-17</del>	1 Glismann	1.47	0.00	0.24	0.00	0.00	<b>1.23</b>	83.8%	0.12	<del>0.00</del>	<del>0.00</del>	<del>0.00</del>	<del>1.11</del>	<b>1.11</b>	0	0	0	<del>28</del>	<b>28</b>	<b>0%</b>
<del>17-18</del>	111-113 Old Princes Hwy	0.41	0.00	0.00	0.00	0.00	<b>0.41</b>	100.0%	0.00	<del>0.00</del>	<del>0.00</del>	<del>0.00</del>	<del>0.41</del>	<b>0.41</b>	0	0	0	<del>10</del>	<b>10</b>	<b>0%</b>
<del>18-19</del>	115-117 Old Princes Hwy	0.41	0.00	0.00	0.00	0.00	<b>0.41</b>	100.0%	0.00	<del>0.00</del>	<del>0.00</del>	<del>0.00</del>	<del>0.41</del>	<b>0.41</b>	0	0	0	<del>10</del>	<b>10</b>	<b>0%</b>
<del>19-20</del>	119-121 Old Princes Hwy	0.41	0.00	0.00	0.00	0.00	<b>0.41</b>	100.0%	0.00	<del>0.00</del>	<del>0.00</del>	<del>0.00</del>	<del>0.41</del>	<b>0.41</b>	0	0	0	<del>10</del>	<b>10</b>	<b>0%</b>
<del>20-21</del>	123-125 Princes Old Hwy	0.45	0.00	0.00	0.00	0.00	<b>0.45</b>	100.0%	0.00	<del>0.00</del>	<del>0.00</del>	<del>0.00</del>	<del>0.45</del>	<b>0.45</b>	0	0	0	<del>11</del>	<b>11</b>	<b>0%</b>
SUB-TOTAL		<del>19.47</del>	0.00	0.57	0.30	<del>2.09</del>	<del>16.71</del>	<del>84.9%</del>	1.16	<del>4.60</del>	<del>3.52</del>	<del>1.69</del>	<del>5.74</del>	<del>15.55</del>	31	44	26	144	244	2%
		18.36				1.77	15.72	86%						14.56						
PUBLIC LAND																				
<del>21-22-R</del>	Glismann Road reserve	1.33	1.33	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00	0.00						
SUB-TOTAL		1.33	1.33	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00	0.00						
TOTALS		21.00	1.33	0.57	0.30	2.09	16.7	79.6%	1.16	4.60	3.52	1.69	5.74	15.55	31	44	26	144	244	2%
		19.69				1.77	15.72	80%						14.56						





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