

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

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1. Background

The City of Port Phillip is currently undertaking a significant capital works program in the wider Port Melbourne area to improve public infrastructure, open space, traffic management, foreshore access and the physical conditions within the Bay Street Shopping Centre. As part of this program Council has identified the need to substantially improve the former industrial area near the Port Melbourne foreshore. This area is currently undergoing a change in land use to residential and mixed uses as development takes advantage of the opportunities afforded by the decline in industry and port related activities.

This change in land uses has resulted in the need to undertake a number of public infrastructure improvements for streetscape, traffic management and drainage works. Whilst the existing infrastructure may have been suitable for an industrial area it is not considered to provide the required amenity, nor level and standard of public infrastructure, to cater for a modern residential and mixed use area.

This Development Contribution Plan ("the Plan") sets out the required streetscape works, the timing of proposed works and the relevant apportionment of the cost of works between Council, new development and other sources.

This Plan incorporates and replaces the *Port Melbourne Foreshore Development Contributions Plan 1994* which covers the immediate block fronting the foreshore.

This Plan is for physical infrastructure and does not specify any requirements for community infrastructure.

This Plan will supersede the Development Contribution Policy contained in the Port Melbourne Strategy 1997 which was exhibited as part of Amendment L62 to the Port Phillip Planning Scheme between the 29th January and 28th February 1998.

2. Policy Context

The State Government has provided legislation and guidelines to allow Councils to prepare infrastructure improvement plans and obtain development contributions from new development on an equitable and reasonable basis. Accordingly, this Plan has been prepared in line with the *Planning and Environment (Development Contributions) Act 1995* and the *Guidelines For Development Contributions*, Department of Planning and Development, December 1995.

The City of Port Phillip's policy is to approach the redevelopment of this area in partnership with the private development industry in a comprehensive and balanced manner. This is consistent with the Municipal Strategic Statement and Council's Corporate Plan objectives, in particular Key Result Areas No 3 and 5. These are:

- *To plan for, maintain and continue to enhance our physical infrastructure across the City of Port Phillip and to better understand the natural and built environment within which we live (KRA 3), and*
- *To optimise opportunities for generating income and maintaining financial viability (KRA 5)*

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The objectives of this Plan are:

- to improve the amenity, functioning and on-street parking capacity of the existing street network to a standard commensurate with a modern day residential and mixed use community,
- to fairly and reasonably apportion infrastructure cost across all users and beneficiaries of these works,
- to ensure that the nexus between new development and apportionment of cost meets the tests of causal, geographical and temporal nexus as far as practicable,
- to maximise flexibility by providing the opportunity for developers to provide works in kind in accordance with the infrastructure standards adopted in this Plan,
- to provide streetscape infrastructure in a reasonable and planned manner with Council being responsible for works that need to be provided over a larger area (eg median installation) and new development generally responsible for works immediately abutting individual sites, and
- to involve the developers and the community in the implementation of this Plan.

3. Plan Coverage

3.1 Plan Area

This Plan covers all properties within the area generally bounded by Esplanade West, Liardet, , Foote, Danks, Pickles, Beach, Princes and Graham Streets in Albert Park and Port Melbourne as shown in Figure 1. The Plan therefore covers all existing properties as well as redevelopment sites.

The Plan area covers an area of approximately 38 hectares which comprises 365 properties.

3.2 Expected Redevelopment

This area is currently characterised by a mix of heavy and light industrial uses, commercial, retail, dining and residential uses. Several former industrial buildings have been redeveloped for residential and office purposes such as the Swallow and Ariell factory, Sandridge Bay Towers (former Harpers Starch Factory), the Port (HMAS Lonsdale North naval depot) and the former Morley's Coal depot. In addition there are several recent residential developments mainly on infill sites.

The area includes a number of large former industrial sites which are expected to be redeveloped for residential and mixed uses over the next 10 years. These include the former Gasworks sites in Albert Park and Port Melbourne, the HMAS Lonsdale South former naval depot, several large redevelopment sites on Bay Street between Rouse and Graham Streets, as well as several smaller infill sites. These redevelopment sites are shown in Figure 2.

Development forecasts for the area range between an additional 1050 to 2500

new dwellings housing between 1785 to 4250 persons, as well as new retail, commercial and industrial uses. It is expected that the bulk of redevelopment will occur over the next 1 to 10 years with the final development yield dependant on the outcome of the planning process for each development site. This Plan does not pre-empt the planning process for this area and has therefore not indicated potential new dwelling and non residential yields.

3.3 Justification And Need For Works

- Irrespective of which development scenario is pursued the Plan area will still require substantial upgrade to cater for the needs of new development..

The streetscape works are required for most of the study area to:

- Support and provide an attractive setting for new residential and mixed use development;
- provide an appropriate level and standard of street infrastructure to complement the residential areas to the north and south of the study area.

The works will provide the following ancillary benefits:

- cater for increased demand for on-street car parking generated by new residential development, increase tourism and entertainment facilities and expected associated increase in foreshore usage;
- improve overall traffic flow;
- improve both vehicular and pedestrian safety;
- improve local amenity and public areas;
- improve drainage conditions by increasing the amount of pervious surfaces within the road reserve.

4. Scope Of Works Required

The City of Port Phillip commissioned the Murphy Design Group Landscape Architects to prepare a Landscape Masterplan as the basis for streetscape works in the study area.

The Port Melbourne Landscape Masterplan and Streetscape Improvement Study (September 1998) ("Landscape Masterplan") provides an analysis of the existing streets and prevailing environmental conditions and recommends an upgraded streetscape which draws on the opportunities and character of the area as well as recognising the special qualities of the area's coastal location. The Landscape Masterplan identifies the importance of the street grid for ease of pedestrian movement within the area as well as providing clear view corridors to the foreshore. This Landscape Masterplan is at a conceptual level and it is expected that more detailed design work in consultation with site developers, local residents and property owners would occur prior to agreement on the final design for any streetscape works. This Plan is also flexible in that it allows for the development of different streetscape approaches as individual site designs are further developed.

The overall streetscape improvement plan is shown in Figure 3 and includes:

- streetscape works on the perimeter around most of the blocks within the study area- including kerb outstands, planting bays, tree plantings, garden bed areas, street furniture, road resheeting and footpath reconstruction, and

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- installation of new medians and upgrading of existing medians throughout the Plan area in all the east-west streets and within Bay and Foote Streets.

The works cover the 23 blocks of the Plan area and have been divided into perimeter works by each block side, and median works by block.

5. Proposed Apportionment Cost And Nexus

The proposed apportionment cost within the Plan area is as follows:

Perimeter Works

- New development to fund 100% of the cost of perimeter works for the length of their street abuttal by either payment to Council or agreement to provide works in kind.
- Balance of works to be undertaken by Council once funds are received and/or "works in kind" are undertaken for a minimum of 60% of a street as shown in Figure 4 (Street Section Staging Plan) or in accordance with Council priorities across the municipality as indicated in Table 1. Municipal wide priorities for these works have been determined on the basis of Council's Pavement Management System which specifies a municipal wide capital works program based on existing pavement conditions over the next 30 years. Where funds are received and/or "works in kind" are undertaken for a minimum of 60% of a street through contributions to a particular streetscape section, then the works program for that particular section will be brought forward to the following capital works cycle

Median Works

- Council to fund and construct all medians in the Plan area over 20 years,

Table 2 indicates the streetscape works development contribution payable for each applicable street abuttal within the Plan area. Figure 5 shows the estimated Street Section Staging Plan in 5 year intervals.

6. Liability For DCP - By Land and Type Of Development

All new development proposals are liable for a development contribution according to its street abuttal in accordance with the relevant block plan provided in this Plan. Where a site has two or more street abuttals then a contribution will apply to each site's street abuttal.

The contribution will be for the entire street abuttal of that property and is to be calculated by the total cost of works for each street divided by total street abuttal length to arrive at a contribution cost per lineal metre. Per metre contribution levies by street are specified in Table 2.

Contributions will be adjusted by CPI increases on the 1st July of each year for the duration of this Plan.

7. Exemptions - Certain Land Or Certain Types Of Development

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Exemptions from payment of development contributions apply where there is no significant increase in demand placed on streetscape infrastructure associated with a development proposal. Exemptions apply in the following cases:

- home renovations and alterations, provision of outbuildings and fences,
- minor refurbishment's and fitting out of office, shops and factories,
- reinstatement to the pre-existing standard of buildings damaged by fire, flood, storm,
- advertising signs,
- demolition of a building followed by construction of replacement building (s) on the same site. This exemption only applies to a single dwelling constructed to replace the one demolished. Where two or more dwellings are constructed on a site then the contribution applies for the whole length of the site's street abuttal,
- new use or development which does not substantially increase the number of vehicles that would be generated by the change in use or development,
- new use or development which does not substantially increase the number of persons that would be on the property, and
- any use or development which was approved before the date of gazettal of this Plan.

Any additional exemptions are to be determined by resolution of the City of Port Phillip.

8. Payment Of Development Levy

The owner of the land at the time development approval is obtained (either by town planning permit or endorsement of development plans or otherwise) will be responsible for the payment of the contribution.

Payment may be made following a written agreement with the Council, either:

- in cash or by bank guarantee to the value specified in Table 2 prior to the commencement of building works,
- in kind by carrying out the works in accordance with the level and scope of works shown in the relevant streetscape block plan in the Port Melbourne Landscape Masterplan and Streetscape Improvement Study (September 1998) and provided that the design and construction standards are to the satisfaction of Council and the works are the equivalent value of the assessed cash contribution. Furthermore the developer is to pay to Council a supervision fee determined in accordance with the *Subdivision Act 1988* for supervising the streetscape works and a landscape maintenance fee. Council will consider waiving the landscape maintenance fee if the developer enters into an agreement to undertake 12 months landscaping maintenance.

In the event of a dispute between an applicant and the Council over the value of works in kind, then the matter is to be referred to an Independent Qualified Quantity Surveyor for determination of the appropriate value and scope of works based on those works specified in the Landscape Masterplan

9. Administration Of Streetscape Works Development Contribution Fund

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Funds collected through development contributions for the provision of streetscape works will be held in a specific Reserve in Council's Account. Details of all relevant income and expenditure details will be disclosed in Council's Annual Report.

Where there are unspent funds twenty years after collection the Council, 6 months after the decision not to proceed with the works, will:

- with the consent of the Minister, pay the unspent contributions (together with any interest, and less administrative costs) to the current owners of the land from which contributions were collected, or
- submit to the Minister an amendment to the Plan to provide for the expenditure of the unspent contributions, or
- with the consent of the Minister, spend the unspent contribution on other works or facilities in the area in a way which is consistent with the Plan.

Where works have been undertaken, new use and development will still be required to make a contribution in accordance with the levies specified in Table 2 for the duration of this Plan.

10. Life of the Plan

This Plan will continue from date of gazettal for a 20 year period, and will be subject to review every five years.

Regular review is required to make adjustments arising from changes in development rates, population projections, scope of works required and costings due to inflationary or other reasons.

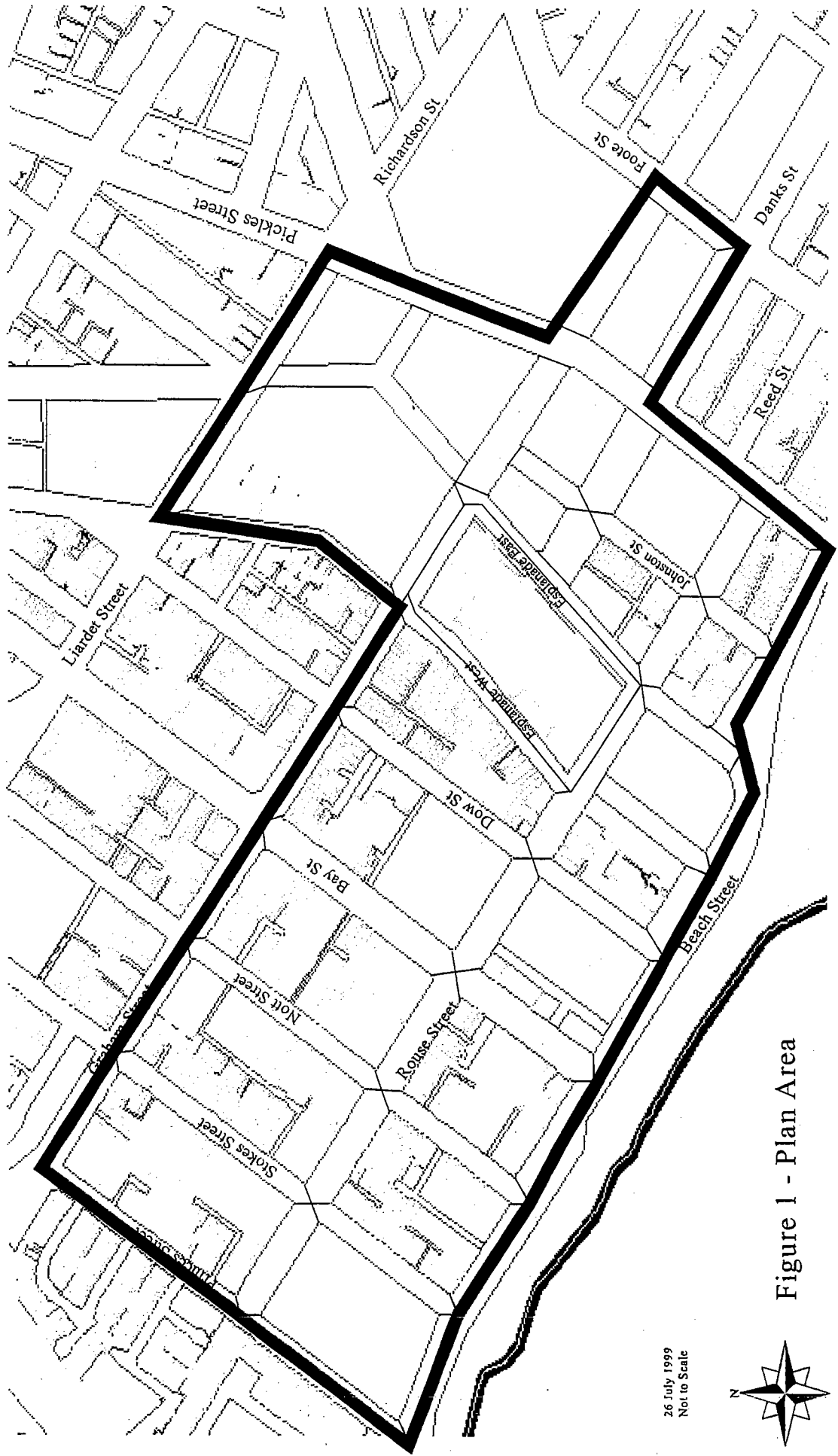
Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

Reference Document

Port Melbourne Landscape Masterplan and Streetscape Improvement Study,
(September 1998) Murphy Design Group, Landscape Architects.

Costings for Perimeter and Median Works 1998, Murphy Design Group Landscape
Architects

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)



26 July 1999
Not to Scale

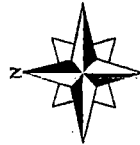
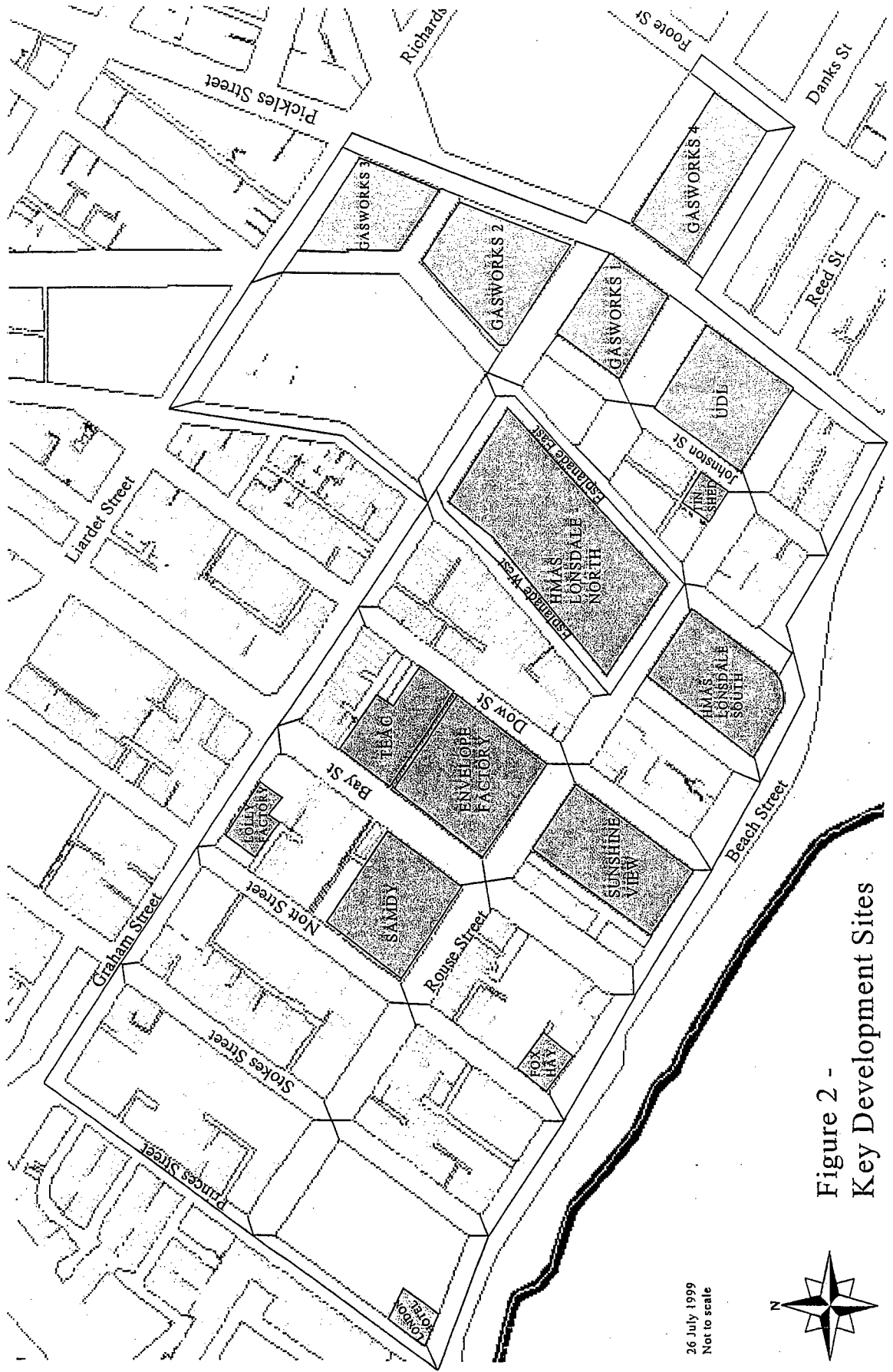


Figure 1 - Plan Area

City of Port Phillip, Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)



26 July 1999
Not to scale

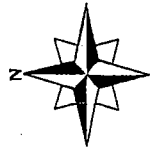


Figure 2 -
Key Development Sites

City of Port Phillip, Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

Strategic Planning and Facilitation Unit
City of Port Phillip
Adopted by Port Phillip Council 26th July 1999

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

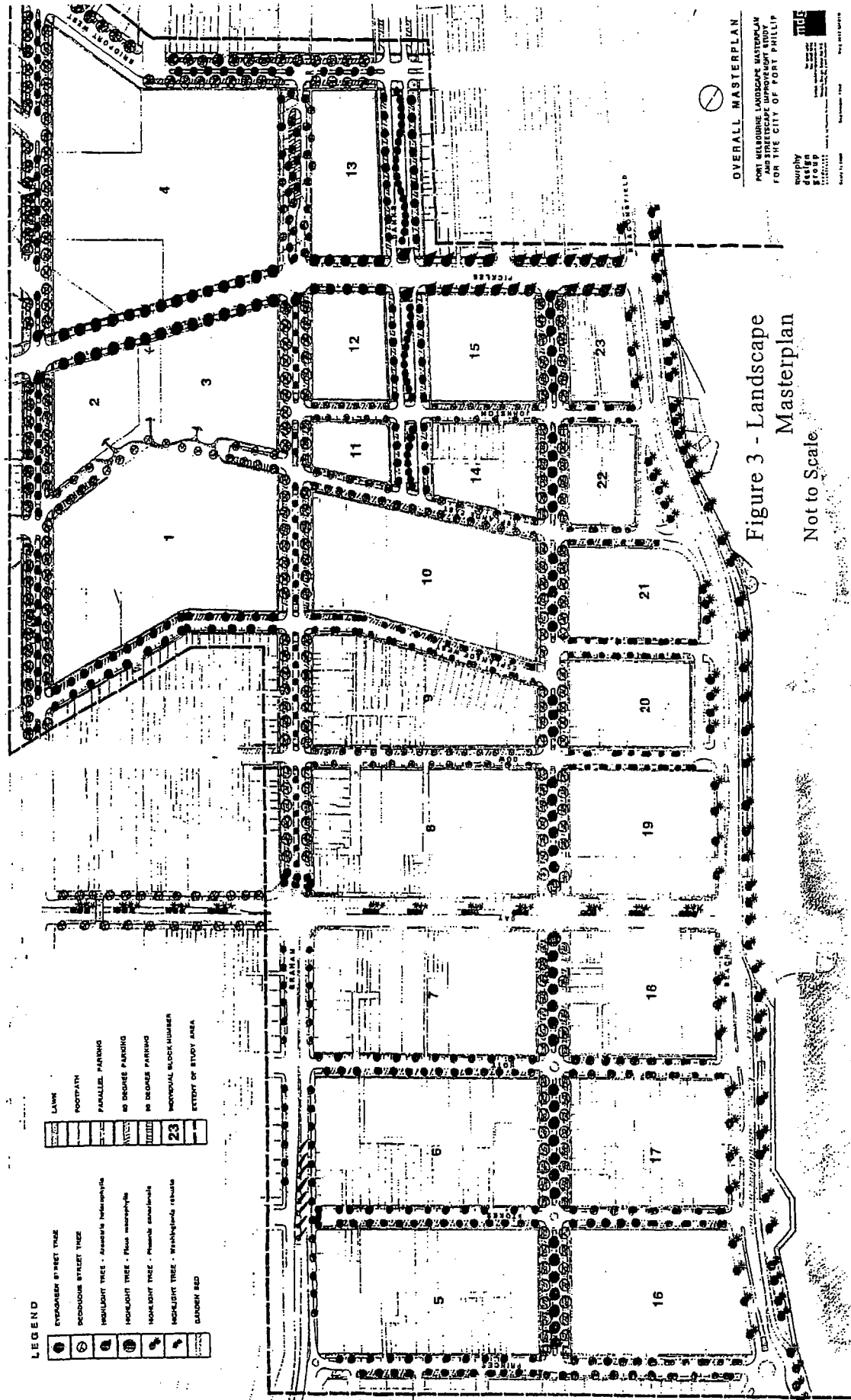
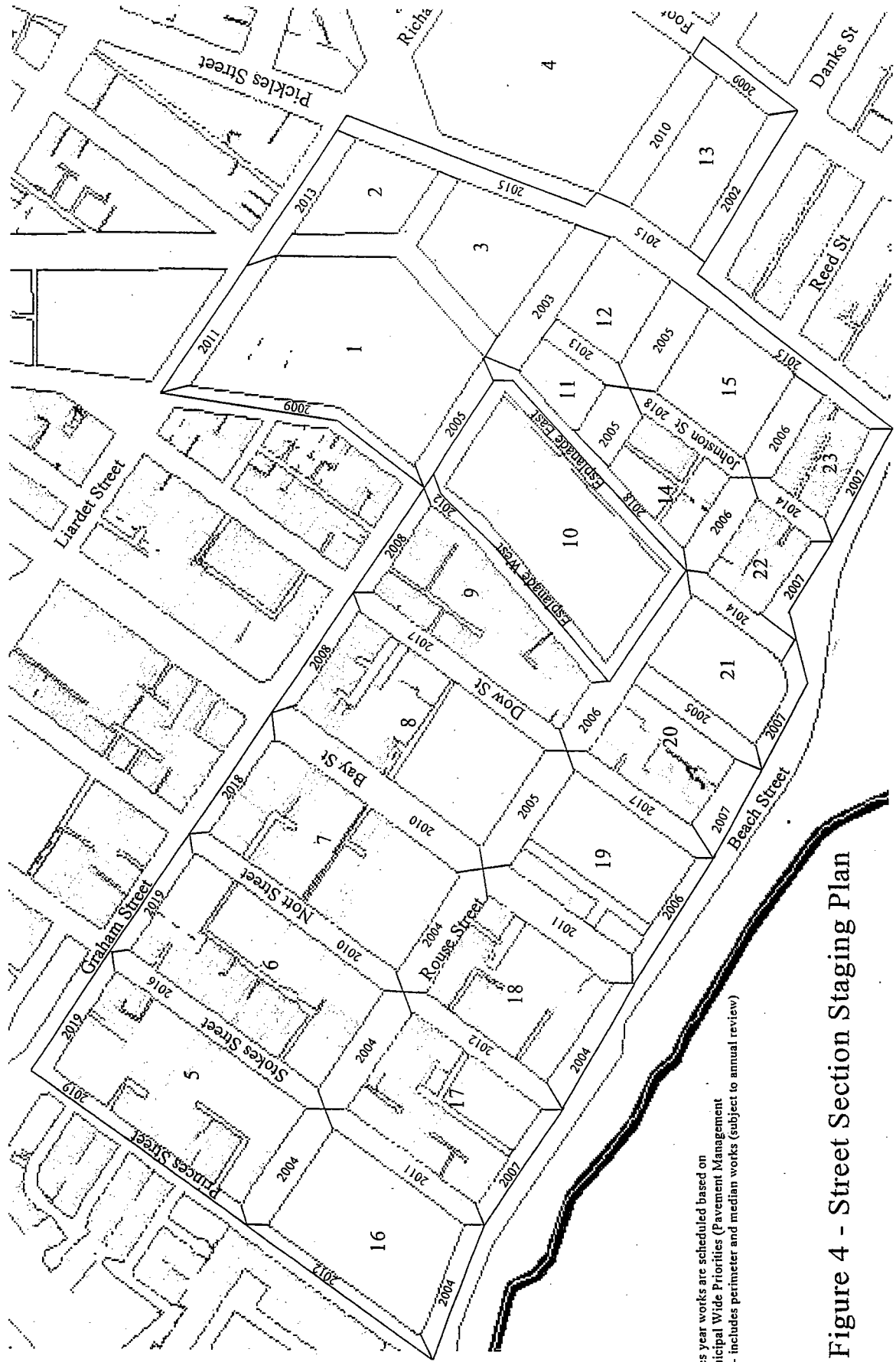


Figure 3 - Landscape Masterplan
 Not to Scale.

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)



Year - Indicates year works are scheduled based on Council's Municipal Wide Priorities (Pavement Management System PMS) - Includes perimeter and median works (subject to annual review)
 Not to scale
 26 July 1999

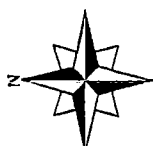
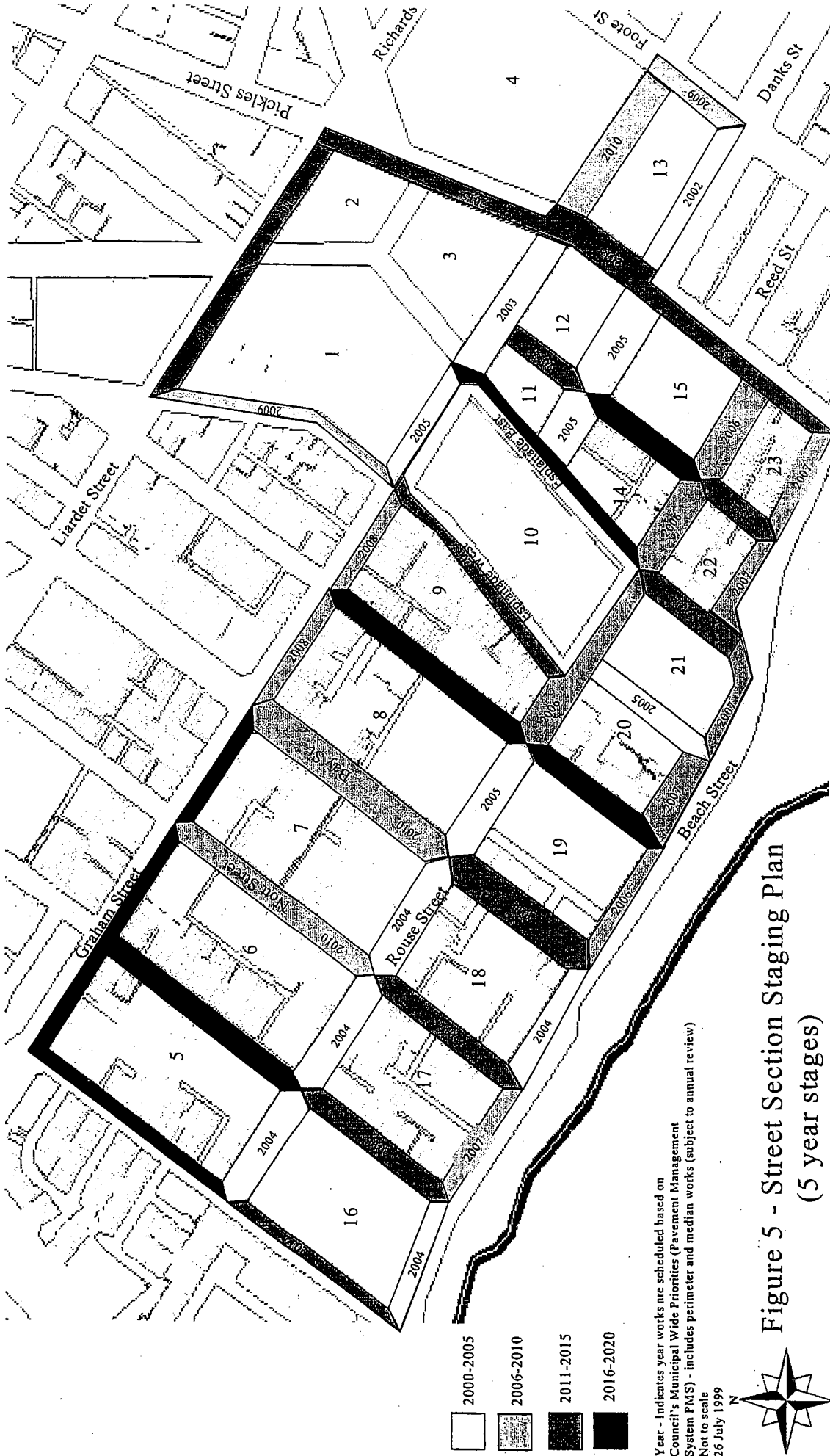


Figure 4 - Street Section Staging Plan

City of Port Phillip, Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)



- 2000-2005
- 2006-2010
- 2011-2015
- 2016-2020

Year - Indicates year works are scheduled based on Council's Municipal Wide Priorities (Pavement Management System PMS) - includes perimeter and median works (subject to annual review)
 Not to scale
 26 July 1999



Figure 5 - Street Section Staging Plan
 (5 year stages)

City of Port Phillip, Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

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Block	North				East				South				West			
	\$total **	Cost per lineal metre	Estimated Timing	Major Contribution	\$total **	Cost per lineal metre	Estimated Timing	Major Contribution	\$total **	Cost per lineal metre	Estimated Timing	Major Contribution	\$total **	Cost per lineal metre	Estimated Timing	Major Contribution
1	103,265	939	2011	Council	190,387	854	-	Council	88,560	791	2005	Council	151,843	700	2009	Council
2	76,145	777	2013	Developer	53,447	685	2015	Developer	0	0	-	Developer	71,593	762	-	Developer
3	0	0	-	Developer	62,107	565	2015	Developer	91,405	768	2003	Developer	88,667	829	-	Developer
4	158,446	649	-	Council	114,310	527	-	Council**	122,778	865	2010	Council	94,032	450	-	Council
5	30,612	306	2019	Council/ Developer	137,833	682	2016	Council/ Developer	80,711	791	2004	Council	124,523	635	2019	Council/ Developer
6	31,630	313	2019	Council/ Developer	140,725	693	2010	Council/ Developer	78,413	769	2004	Council/ Developer	123,320	610	2016	Council/ Developer
7	30,866	309	2018	Council/ Developer	159,011	787	2010	Council/ Developer	73,025	723	2004	Developer	122,717	599	2010	Council/ Developer
8	67,468	668	2008	Council	125,820	620	2017	Council/ Developer	74,669	732	2005	Developer	158,296	772	2010	Council/ Developer
9	70,828	778	2008	Council	135,821	653	2012	Council	43,411	868	2006	Council	144,055	706	2017	Council/ Developer
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	5,672	162	2003	Council	32,448	484	2013	Council	34,433	733	2005	Council	11,011	157	2018	Council
12	98,879	1,163	2003	Developer	31,966	499	2015	Developer	104,438	1,229	2005	Developer	83,095	1,204	2013	Developer
13	120,508	899	2010	Developer	83,538	1,440	2009	Developer	157,282	1,165	2002	Developer	38,716	615	2015	Developer

Table 1 - Port Melbourne Streetscape Development Contributions Plan - Cost and Staging Program for Streetscape Works

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

Table 1 - Port Melbourne Streetscape Development Contributions Plan - Cost and Staging Program for Streetscape Works

Block	North					East					South					West																	
	86,148	1,538	2005	Council/ Developer	63,518	676	2018	Council/ Developer	52,708	703	2006	Council/ Developer	63,834	665	2018	Council/ Developer	104,119	1,225	2005	Developer	53,728	554	2015	Developer	69,929	823	2006	Developer	73,660	759	2018	Developer	
14	86,148	1,538	2005	Council/ Developer	63,518	676	2018	Council/ Developer	52,708	703	2006	Council/ Developer	63,834	665	2018	Council/ Developer	104,119	1,225	2005	Developer	53,728	554	2015	Developer	69,929	823	2006	Developer	73,660	759	2018	Developer	
15	104,119	1,225	2005	Developer	53,728	554	2015	Developer	69,929	823	2006	Developer	73,660	759	2018	Developer	16	0	2004	Council	41,520	403	2004	Council	0	0	2012	-					
16	0	0	2004	Council	41,520	403	2004	Council	0	0	2004	Council	0	0	2012	-	17	77,437	759	2004	Council	91,458	644	2012	Council	103,654	1,016	2007	Council	83,904	591	2011	Council
17	77,437	759	2004	Council	91,458	644	2012	Council	103,654	1,016	2007	Council	83,904	591	2011	Council	18	68,891	682	2004	Council/ Developer	116,130	886	2011	Council/ Developer	150,766	1,493	2004	Council/ Developer	101,006	771	2012	Council/ Developer
18	68,891	682	2004	Council/ Developer	116,130	886	2011	Council/ Developer	150,766	1,493	2004	Council/ Developer	101,006	771	2012	Council/ Developer	19	66,389	657	2005	Council	21,175	162	2017	Council	99,881	989	2006	Council	121,963	931	2011	Council
19	66,389	657	2005	Council	21,175	162	2017	Council	99,881	989	2006	Council	121,963	931	2011	Council	20	56,590	797	2006	Council	76,994	469	2005	Council	36,791	518	2007	Council	6,204	56	2017	Council
20	56,590	797	2006	Council	76,994	469	2005	Council	36,791	518	2007	Council	6,204	56	2017	Council	21	59,254	812	2006	Developer	73,075	731	2014	Developer	85,474	1,068	2007	Developer	89,936	833	2005	Developer
21	59,254	812	2006	Developer	73,075	731	2014	Developer	85,474	1,068	2007	Developer	89,936	833	2005	Developer	22	63,931	809	2006	Council/ Developer	45,976	754	2014	Council/ Developer	59,465	743	2007	Council/ Developer	49,272	864	2014	Council/ Developer
22	63,931	809	2006	Council/ Developer	45,976	754	2014	Council/ Developer	59,465	743	2007	Council/ Developer	49,272	864	2014	Council/ Developer	23	58,385	687	2006	Council/ Developer	39,607	762	2015	Council/ Developer	50,386	586	2007	Council/ Developer	53,305	935	2014	Council/ Developer
23	58,385	687	2006	Council/ Developer	39,607	762	2015	Council/ Developer	50,386	586	2007	Council/ Developer	53,305	935	2014	Council/ Developer																	

MEDIAN WORKS

Cost	Estimated Timing Program																									
\$Total **	Princes - Stokes St	2004	Stokes - Nolt St	2004	Nolt - Bay Street	2004	Bay - Dow Street	2005	Dow St - Esplanade West	2006	Esplanade West to East	2006	Esplanade East - Johnston St	2006	Johnston - Pickles St	2006	Pickles - Foote St	2006	Beach - Rouse Street	2006	Rouse - Graham St	2006	Danks - Barrett St	2006	Barrett - Richards on St	2006
407,993																										

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Median-Danks Street	222,004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Median - Graham Street	165,115	-	-	-	2008	2008	2005	2003	2003	-	-	-	-	-	-	-	-	-	-
Median - Llardet Street	130,565	-	-	-	-	-	2011	2013	2013	-	-	-	-	-	-	-	-	-	-
Median- Beach Street	150,912	2004	2007	2004	2006	2007	2007	2007	2007	-	-	-	-	-	-	-	-	-	-
Median - Bay Street	166,038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Median - Foote Street	35,354	-	-	-	-	-	-	-	-	-	-	-	2011	2010	-	-	-	2009	-
Total	1,277,981																		

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

Block	North		East		South		West	
	\$total	\$ per metre of street abuttal **	\$total	\$ per metre of street abuttal **	\$total	\$ per metre of street abuttal **	\$total	\$ per metre of street abuttal **
	1	103,265	939	190,387	854	88,560	791	151,843
2	76,145	777	53,447	685	0	0	71,593	762
3	0	0	62,107	565	91,405	768	88,667	829
4	158,446	649	114,310	527	122,778	865	94,032	450
5	30,612	306	137,833	682	80,711	791	124,523	635
6	31,930	313	140,725	693	78,413	769	123,320	610
7	30,866	309	159,011	787	73,025	723	122,717	599
8	67,468	668	125,820	620	74,669	732	158,296	772
9	70,828	778	135,821	653	43,411	868	144,055	706
10	0	0	0	0	0	0	0	0
11	5,672	162	32,448	484	34,433	733	11,011	157
12	98,879	1,163	31,966	499	104,438	1,229	83,095	1,204
13	120,508	899	83,538	1,440	157,282	1,165	38,716	615
14	86,148	1,538	63,518	676	52,708	703	63,834	665
15	104,119	1,225	53,728	554	69,929	823	73,660	759
16	0	0	0	0	41,520	403	0	0

TABLE 2 PORT MELBOURNE DEVELOPMENT CONTRIBUTIONS PLAN - STREETSCAPE WORKS- DEVELOPMENT CONTRIBUTIONS PAYABLE

Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works)

TABLE 2 PORT MELBOURNE DEVELOPMENT CONTRIBUTIONS PLAN - STREETScape WORKS DEVELOPMENT CONTRIBUTIONS PAYABLE

Block	North		East		South		West	
17	77,437	759	91,458	644	103,654	1,016	83,904	591
18	68,891	682	116,130	886	150,766	1,493	101,006	771
19	66,389	657	21,175	162	99,881	989	121,963	931
20	56,590	797	76,994	469	36,791	518	6,204	56
21	59,254	812	73,075	731	85,474	1,068	89,936	833
22	63,931	809	45,976	754	59,465	743	49,272	864
23	58,385	687	39,607	762	50,386	586	53,305	935