DEVELOPMENT CONTRIBUTIONS PLAN FOR LOCAL STRUCTURE PLAN 6 CRANBOURNE

This is a copy of the incorporated document
under the Casey Planning Scheme
adopted by Casey City Council on 7 July 2015

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Responsible Department – Strategic Development

This version includes the amendments to 7 July 2015

Preamble

In accordance with a resolution of Council on 21 June 2005 to include definitions of Council, Councillors and Council officers in all Council policy documents, the following definitions are provided:

Council – means Casey City Council, being a body corporate constituted as a municipal Council under the Local Government Act 1989

Councillors – means the individuals holding the office of a member of Casey City Council

Council officers – means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer

1. Introduction

The City of Casey forms the major part of the South Eastern Growth Area, which has been nominated by the Victorian State Government as one of the main growth corridors in Metropolitan Melbourne.

The population of the City of Casey is expected to increase from about 155,000 in 1996 to in the order of 300,000 by the year 2021, with most of this growth taking place in the next 15 years.

The Cranbourne/Hampton Park/Lyndhurst urban area incorporates the bulk of the southern section of the growth area within the City of Casey and is within the next 20 years expected to grow in population from 40,000 to 160,000.

Council's forward planning for the area is specified in the Cranbourne/Hampton Park/Lyndhurst Planning Policy Series, which includes a Strategy Plan (refer to Appendix 1) and a number of Local Structure Plans. The area generally bounded by the South Gippsland Highway, Thompsons Road, Narre Warren-Cranbourne Road and the (future) Cranbourne Bypass is covered by Local Structure Plan (LSP) 6 (refer to Appendix 2). This Development Contributions Plan applies to LSP 6.

The City of Casey has decided to fund the infrastructure needs generated by the population growth in part by using development contributions.

This Development Contributions Plan has been prepared for that purpose and accords with the relevant requirements of Part 3B of the *Planning and Environment Act 1987*.

2. Council policy regarding development contributions

Section 101-4 of the Cranbourne Planning Scheme specifies that it is local policy to make appropriate provision to fund the cost of local community infrastructure, wherever any development occurs.

The LSP 6 area is zoned Residential (Urban Development) Zone. This zone requires the responsible authority to consider the Cranbourne/Hampton Park/Lyndhurst Planning Policy Series and the provisions and requirements of Local Structure Plans in determining planning applications.

The Cranbourne/Hampton Park/Lyndhurst Planning Policy Series is an incorporated document of the Cranbourne Planning Scheme and introduced under Amendment L100 to the Cranbourne Planning Scheme.

3. Details of development

LSP 6 covers an area of 149 hectares of residential land.

The area is expected to accommodate a total population of some 6,000 people. This is based on a developable residential area of 126 hectares, a density of 15 dwellings per hectare and an occupancy ratio of 3.2 persons per household.

At present the area consists of a greenfields site. After some limited growth up to the year 2001, the bulk of the population growth for the area is envisaged to take place between 2001 and 2011.

During this development stage the population characteristics are expected to increasingly reflect those of a growth area, with predominantly young households and many households having school age children. As the area matures, these characteristics would change accordingly.

Planning approval for the development of the residential area is generally based on the Victorian Code for Residential Development (Subdivision and Single Dwellings) – VicCode 1 and the Cranbourne Outline Development Plan.

The LSP provides the spatial element for future development and applies in particular to:

- road layout;
- public open space;
- community facilities; and
- commercial facilities.

The road layout is based on a traffic generation rate of 10 vehicle movements per household per day, as specified in VicCode 1.

This Development Contributions Plan does not relate to any commercial development.

4. Details of existing infrastructure

The development is to take place in a greenfields site, and there are no existing local facilities available to the new community in the new development, other than the surrounding road network.

The surrounding road network comprises:

- to the west the South Gippsland Highway - a 4 lane divided road;
- to the north Thompsons Road - a dual carriage way;
- to the east Narre Warren Road - also a dual carriage way.

A road reservation exists for the future Cranbourne Bypass to the south, however, no road works have been constructed as at February 1997.

5. Infrastructure needs of new development

This Development Contributions Plan is limited to *Development Infrastructure* and does not include any provision for *Community Infrastructure* in the terms of Clause 46J of the Planning and Environment Act.

Council identifies the main infrastructure items required by new development as:

- roadworks;
- land for roads and road widening; and,
- sites for community facilities.

In addition the State Government requires a contribution towards the completion of the electrification of the railway line.

Road Network

To assess the additional infrastructure required to enable the Cranbourne/Hampton Park/Lyndhurst urban area to cope with the additional traffic in the long term, a report was prepared by VicRoads and Ashton Traffic in 1993 called ‘Cranbourne Traffic Study’.

On the basis of that report an outline of the future overall road network was determined in the Cranbourne/Hampton Park/Lyndhurst Strategy Plan, which is shown in Appendix 3. It confirms that the roads surrounding LSP 6 will all be subject to a substantial increase in traffic volumes and that the construction of the Cranbourne Bypass is essential for the development of the LSP.

It also shows the need for some major intersections, to enable proper access from LSP 6 to the arterial road network.

The specific infrastructure required for LSP 6 is shown in Appendix 4.

The future overall road network further shows that a range of road works for the Strategy Plan area as a whole are required to enable the population growth envisaged and retain a reasonable level of accessibility.

In addition the Strategy Plan identified the need for a bicycle network for the Strategy Plan area as a whole.

These works for the Strategy Plan area are detailed in Appendix 5.

Community Facilities

The Strategy Plan identifies in general terms the need for three types of community facilities:

Type of facility	Population base	Site area
Pre-school / health centre	4,000	2,000 m^2
Multi-functional centre	10,000	4,000 m^2
Multi –purpose centre	20-30,000	8,000 m^2

Based on these criteria, sites for community facilities have been specified in LSP 6, choosing the most suitable locations in terms of accessibility and co-location with open space, commercial and other community facilities. In total 1 pre-school site and 1 multi-functional centre site have been included in LSP 6 (as shown in Appendix 4). Despite the limited population base the latter was included, because of the relative 'isolation' of the LSP 6 area, which is the result of the area being surrounded by major roads.

The location of the sites for community facilities is shown in Appendix 2.

Electrification of the Railway

The Cranbourne/Hampton Park/Lyndhurst urban area has in 1995 been provided with an electrified railway line up to Cranbourne Station. The electrified line is to be extended further eastwards to serve the extended urban area and in addition a number of new stations are required. To achieve this, a contribution of $500 per dwelling is required to be provided to the Department of Economic Development, Jobs, Transport and Resources towards the rail project including the acquisition of land and other associated infrastructure that supports the future electrification and delivery of the Cranbourne East Railway station.

The contribution may also be used to fund other projects that improve the capacity or amenity of, or access to, the local public transport network in advance of the electrified line extension and construction of Cranbourne East railway station.

6. Nexus between the proposed infrastructure and the new development

The need for the additional infrastructure detailed above is clearly generated by the population growth that results from the Cranbourne/Hampton Park/Lyndhurst urban area and LSP 6 being located within a growth corridor. There is therefore a clear nexus between the need for additional infrastructure created by the incoming population and the requirement on new development to contribute to the costs of that infrastructure.

7. Cost of infrastructure to be provided for new development

The amount of the contribution comprises three parts:

- the costs for road works and community facilities directly related to the LSP (the level A contribution);
- the costs for road works for the Strategy Plan area as a whole (the level B contribution); and,
- the State Government contribution towards completing the electrification of the railway line.

An overview of the costs for infrastructure items is shown below.

Item	Total cost for Strategy Plan	Total cost for LSP 6	Contribution per lot/dwelling
Road works Strategy Plan area as a whole (level B contribution)	$20,326,000	$1,011,150	$535
Roads works LSP 6		$2,220,000	$1,175
Traffic management works LSP 6		$200,000	$106
Sites for community facilities LSP 6		$360,000	$190
Railway line	$8,182,000	$945,000	$500
Total	**$28,508,000**	**$4,736,150**	**$2,505 (rounded)**

The costs for the 'level A contribution' are detailed in Appendix 4 and the costs of the 'level B contribution' are specified in Appendix 5.

8. Apportionment of infrastructure costs

All new households that come into the urban area generate on average a similar need for additional infrastructure. The development contribution is therefore applicable to all new lots/dwellings.

All households also derive a similar benefit. The most appropriate method for the apportionment of these costs is therefore for all existing and future households to share the costs equally. The number of future households was established by calculating the area of developable urban land and by applying a density of 15 dwellings per hectare to the development of that land. This density is a requirement of all LSP's.

The total number of new households in LSP 6 is estimated to be 1,890. The 'level A contribution' is derived by equally distributing the direct costs for LSP 6 over these 1,890 households, as shown in Appendix 4.

The total number of additional households in the Strategy Plan area is estimated to be in the order of 31,275. The 'level B contribution' is calculated by equally distributing the costs for the Strategy Plan area over 3,800 'households', as shown in Appendix 5.

The additional 6,725 'households' represent a contribution from industrial and commercial precincts within the Strategy Plan area. These precincts, which derive a benefit from the improvement to the overall provision of infrastructure in the Strategy

Plan area, should contribute towards the costs of that infrastructure at twice the rate of residential development. Theoretically the precincts, which total an area of about 224 hectares, would achieve a yield of about 6,725 lots at a density of 30 (instead of 15) lots per hectare.

The contribution amount for industrial and commercial land within the Strategy Plan area is therefore (30 x $535=) $16,050 per hectare.

Appendices 4 and 5 show that the new infrastructure required is to be fully funded by the additional development. The apportionment of costs for roads between the 'level A and B contributions' is based on the proportion of through traffic expected on the affected roads.

The railway contribution of $500 per dwelling is a straight charge per dwelling as determined by the State Government.

In summary then, the development contribution per lot/dwelling results in the following (in 1993 dollars):

- 'level A contribution' - $1,470
- 'level B contribution' - $535
- railway contribution - $500
- **Total - $2,505**

- Industrial and commercial developments - $16,050 per hectare.

9. Staging

The staging of the infrastructure will be dependent on:

- rate of growth;
- changes in traffic volumes;
- land acquisition processes;
- funding availability.

The overall implementation of the LSP is envisaged over a 20 year period, starting in 1996.

10. Requirement of Development Contribution

Under Section 46J of the Planning and Environment Act this Development Contribution Plan requires the imposition of a development infrastructure levy as follows:

- The imposition of a levy applies to all land located within the LSP 6 area specified in the plan attached as Appendix 2.
- The imposition of the levy applies to all new residential, industrial and commercial lots or in the case of multi-dwelling, industrial and commercial developments, (the site area for) all new buildings. For any land the levy must be imposed only once.
- The levies must be calculated on the following basis:
  - $2,505 (1993 dollars) for every new residential lot, or in the case of multi-dwelling developments, each new dwelling (the first lot/dwelling being exempt);
  - the responsible authority may adjust the amount of $2,505 quarterly for inflation, starting on 1 July 1994, based on the general CPI index for Capital Cities;

- $16,050 (1993 dollars) per hectare for new development on industrial or commercial land;
- the responsible authority may adjust the amount of $16,050 quarterly for inflation, starting on 1 July 1994, based on the general CPI index for Capital Cities;
- the levy must be paid prior to the issue of a Statement of Compliance for the subdivision that creates the lots, or in the case of other developments, prior to the issue of a building permit, unless another arrangement for payment has been agreed to by the responsible authority;
- the responsible authority may accept works or land in-lieu as fulfilling the contribution requirement (except in case of the railway contribution).

Any planning permit for a residential, industrial or commercial subdivision, or for a multi- dwelling development or any new industrial/commercial buildings located in the area specified in Appendix 2, must include a condition that requires a development contribution in accordance with the provisions of this Development Contributions Plan.

11. Administration

Any planning permit for residential, industrial or commercial subdivision or multi-dwelling or industrial/commercial developments within the designated area, will include a condition that requires a development contribution in accordance with the provisions of this Development Contributions Plan.

Payment will be required before a Statement of Compliance for the subdivision is issued or, in the case of buildings, before a building permit is issued, unless Council has agreed to another arrangement for payment.

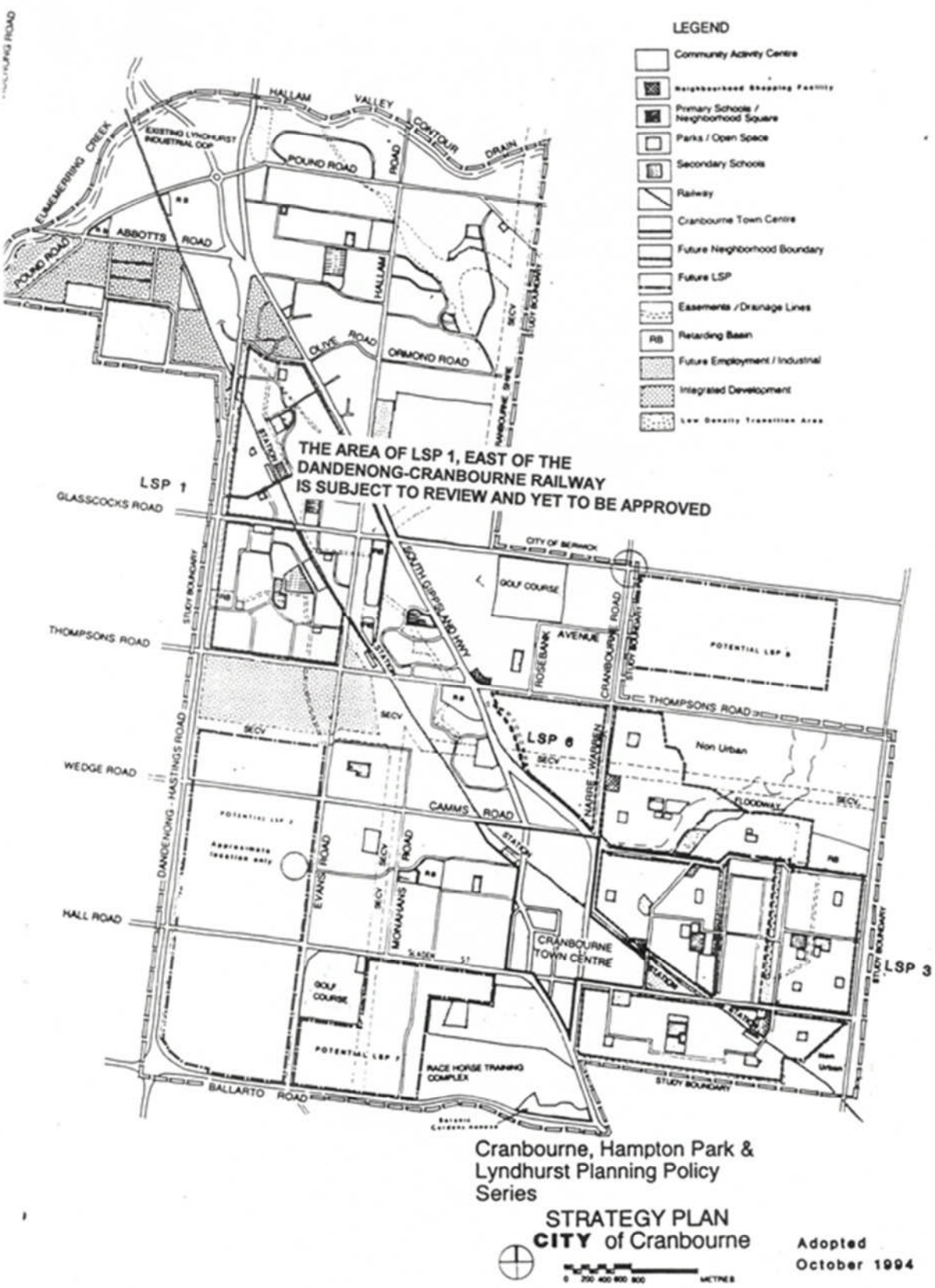
Funds collected through the 'level A contribution' in this Development Contributions Plan will be held by Council in a special reserve account for Local Structure Plan 1 Development Contributions. Any payments out of this account will only be spent on infrastructure within the LSP 6 area as specified in this Development Contributions Plan.

Funds collected through the 'level B contribution' in this Development Contributions Plan will be held by Council in a special reserve account for Cranbourne/Hampton Park/Lyndhurst Strategy Plan Development Contributions. Any payments out of this account will only be spent on infrastructure within the Strategy Plan area as specified in this Development Contributions Plan.

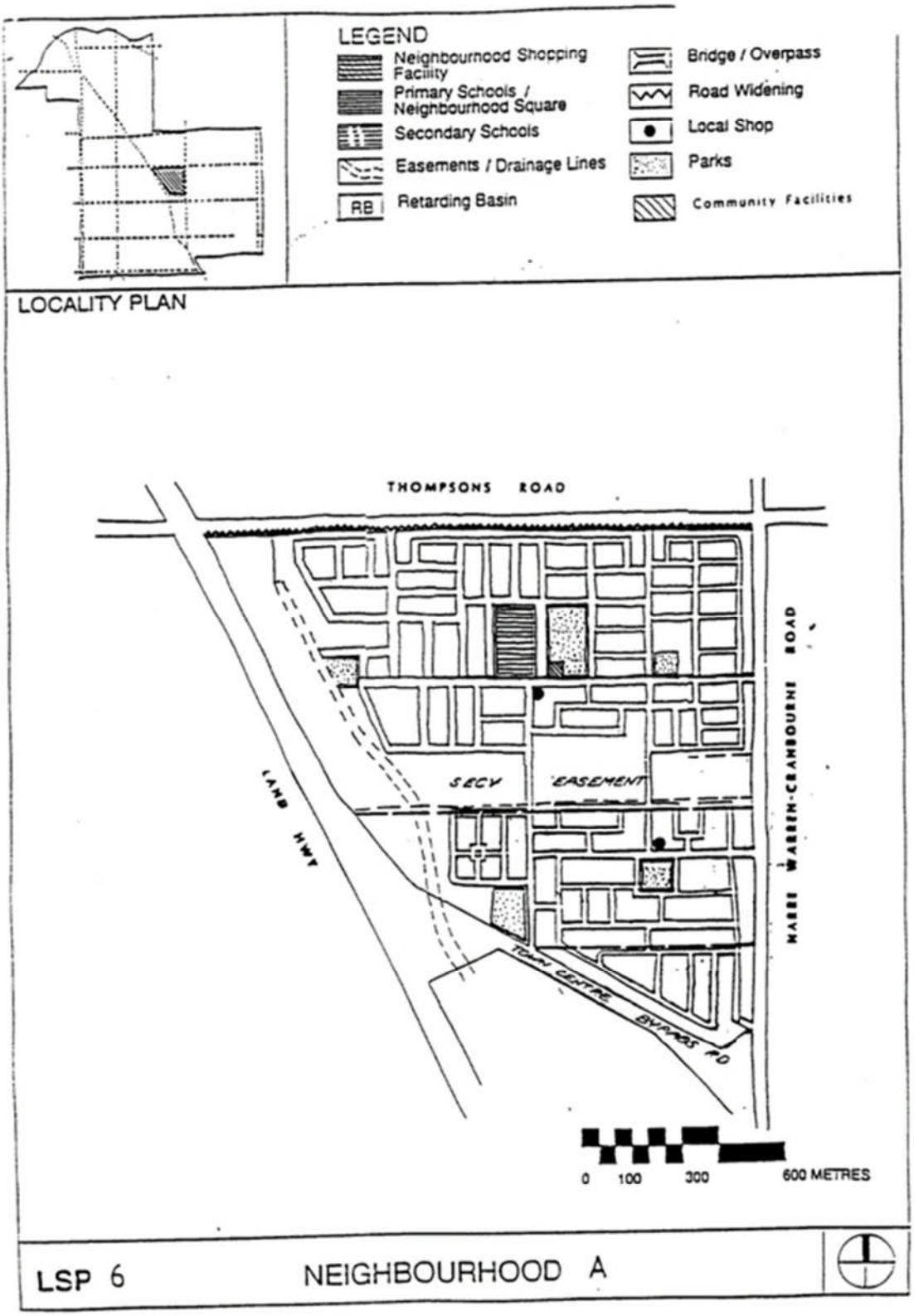
The funds collected under the railway contribution will be held in a special reserve account for this purpose and periodically transferred to the State Government.

Any expenditure from the above accounts will be specified in Council's Capital Improvement Program (which is a public document) and that Program will detail the extent to which infrastructure is funded from development contributions and/or other funding sources

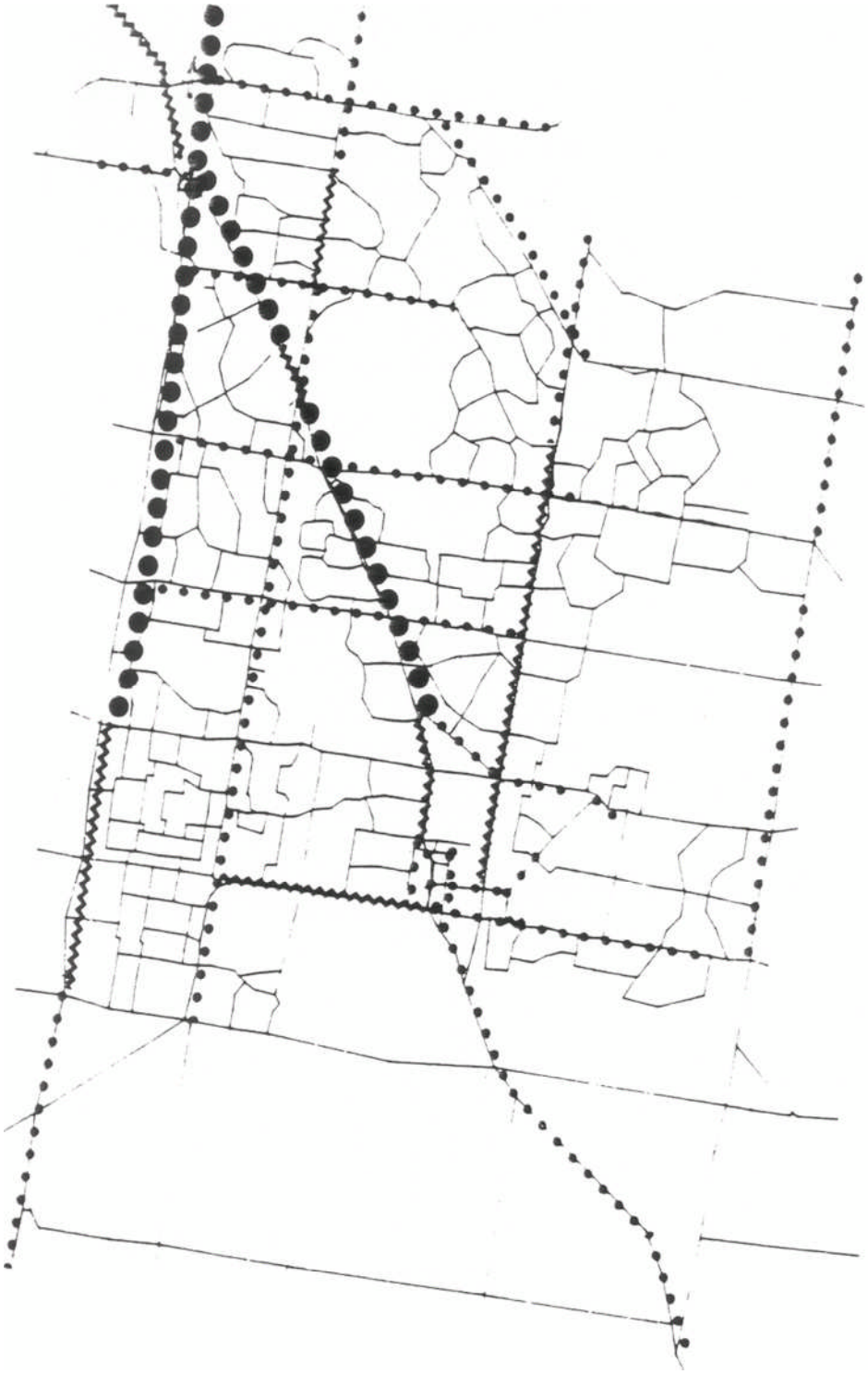
APPENDIX 1


LEGEND
Community Activity Centre
Neighbourhood Shopping Facility
Primary Schools / Neighborhood Square
Parks / Open Space
Secondary Schools
Railway
Cranbourne Town Centre
Future Neighborhood Boundary
Future LSP
Easements /Drainage Lines
RB Retarding Basin
Future Employment / Industrial
Integrated Development
Low Density Transition Area
THE AREA OF LSP 1, EAST OF THE DANDENONG-CRANBOURNE RAILWAY IS SUBJECT TO REVIEW AND YET TO BE APPROVED
LSP 1
LSP 6
LSP 3
GLASSCOCKS ROAD
THOMPSONS ROAD
WEDGE ROAD
HALL ROAD
BALLARTO ROAD
CAMMS ROAD
ABBOTTS ROAD
POUND ROAD
HALLAM VALLEY CONTOUR DRAIN
OLIVE ROAD
ORMOND ROAD
SOUTH GIPPSLAND HWY
CRANBOURNE ROAD
ROSEBANK AVENUE
NARRE WARREN
DANDENONG - HASTINGS ROAD
EVANS ROAD
MONAHANS ROAD
GOLF COURSE
RACE HORSE TRAINING COMPLEX
CRANBOURNE TOWN CENTRE
Non Urban
STUDY BOUNDARY
Cranbourne, Hampton Park & Lyndhurst Planning Policy Series
STRATEGY PLAN
CITY of Cranbourne
Adopted October 1994

APPENDIX 2


LEGEND
Neighbourhood Shopping Facility
Primary Schools / Neighbourhood Square
Secondary Schools
Easements / Drainage Lines
RB Retarding Basin
Bridge / Overpass
Road Widening
Local Shop
Parks
Community Facilities
LOCALITY PLAN
THOMPSONS ROAD
SECV EASEMENT
LAND MMT
TOWN CENTRE BYPASS RD
HALL WARREN-CRANBOURNE ROAD
0 100 300 600 METRES
LSP 6 NEIGHBOURHOOD A

APPENDIX 3



CRANBOURNE ULTIMATE BASE NETWORK TRAFFIC VOLUMES

Bandwidth Ranges

_____	0 to 16000
••••••••••••••••••	16001 to 38000
WWWWWWWWWWWW	38001 to 58000
● ● ● ● ● ● ●	58001 to 85000

October 4th 1993
VicRoads/Ashton Traffic P/L
SE Metro Region

APPENDIX 4

LSP6 LEVEL A APPORTIONMENTS
No. Dwellings 1,890

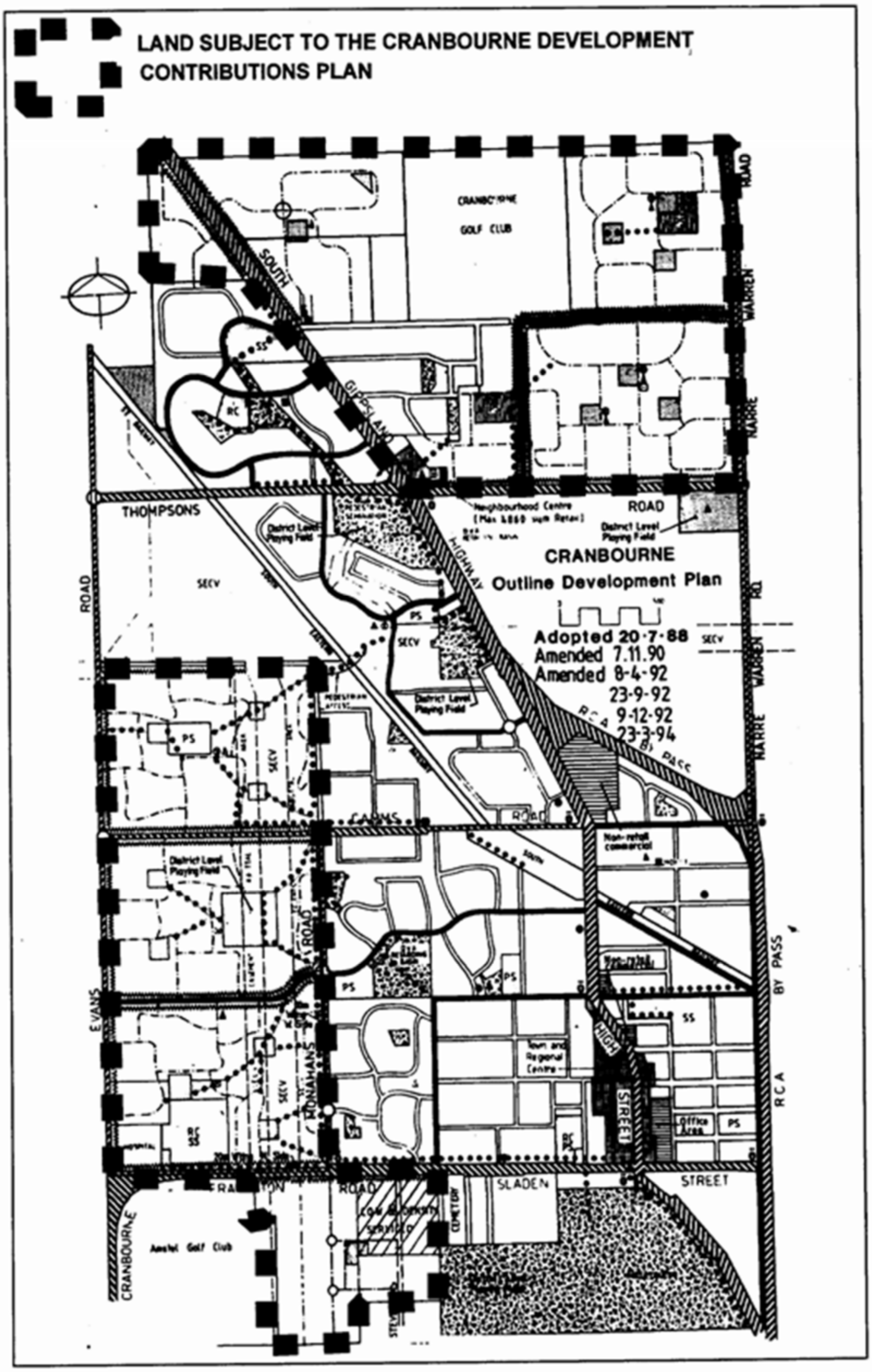
Item	Quantity	Percent to Levy B	Rate $M	Cost $M	Cost per Dwelling
ROADS					
MAJOR ARTERIAL ROADS					
Cranbourne By-Pass				1.89	$1,000
ARTERIAL ROADS					
– New Construction					
SUB-ARTERIAL ROADS					
– New Construction					
TRUNK COLLECTORS ROADS	300 m	100%	1.1/Km	0.330	
RAILWAY CROSSINGS					
– Overpass					
– At Grade					
MAJOR INTERSECTIONS	½ No.	100%	0.4/No.	0.200	
TOTAL CONSTRUCTION				**2.420**	
LAND ACQUISITION					
TOTAL ACQUISITION	0 Ha			**0.000**	
LAND FOR COMMUNITY FACILITIES					
Multi-Purpose Centre	0 No.	100%	0.84/No.	0.000	
Multi Function Centre	1 No.	100%	0.24/No.	0.240	
Pre-Schools/Maternal & Health	1 No.	100%	0.12/No.	0.120	
TOTAL COMMUNITY FACILITIES				**0.360**	
SUMMARY FOR LEVEL A					
ROADS					
CONSTRUCTION			2.625 m	**2.42**	
ACQUISITION			0.000 m		
COMMUNITY FACILITIES					
ACQUISITION			0.360 m	0.360	
TOTAL				**2.780**	**$1,470**

APPENDIX 5

LEVEL B APPORTIONMENTS
No. Dwellings 38,000

Item	Quantity	Percent to Levy B	Rate $M	Cost $M	Cost per Dwelling
PLAN PREPARATION COST		100%	0.030	0.030	
ARTERIAL ROADS					
– New Construction					
Evans Road	2350m	50%	1.300/km	1.528	
– Upgrading					
Evans Road	3350m	50%	0.840/km	1.407	
SUB ARTERIAL ROADS					
– New Construction					
Gold Club Road	2700m	50%	1.100/km	1.485	
Ormon Road Ext	1000m	100%	1.100/km	1.100	
ULA Road	780m	50%	1.100/km	0.429	
Glasscocks Road	2150m	20%	1.100/km	0.473	
Camms Road	1650m	20%	1.100/km	0.363	
Ballarto Road 1	1650m	50%	1.100/km	0.908	
East-West Link	1650m	100%	1.100/km	1.815	
East-West Link	2000m	100%	1.100/km	2.200	
LSP3 E-W Rd West	1675m	20%	1.100/km	0.369	
LSP3 E-W Rd East	1675m	20%	0.840/km	0.281	
LSP3 Pipe Track Road	1300m	20%	1.100/km	0.286	
LSP3 Pipe Track Rd (Sth of Rail Line)	400m	20%	0.840/km	0.067	
– Upgrading					
Hall Road	1650m	20%	0.840/km	0.277	
RAILWAY CROSSINGS – At Grade	1 No.	100%	0.400/No	0.400	
MAJOR INTERSECTIONS	1No.	100%	0.400/No	0.400	
TOTAL CONSTRUCTION				**13.817**	
REGIONAL PATHS	30km	100%	0.100	**3.000**	
LAND ACQUISITION					
Evans Road	11.40 ha	50%	0.124/ha	0.707	
Golf Club Rd	9.18 ha	50%	0.124/ha	0.569	
Ormond Road ext	2.50 ha	100%	0.124/ha	0.310	
ULA Road	2.65 ha	50%	0.124/ha	0.164	
Glasscocks Road	7.31 ha	20%	0.124/ha	0.181	
Camms Hall	5.61 ha	20%	0.124/ha	0.139	
Road Ballarto	2.31 ha	20%	0.124/ha	0.057	
Road 1	5.61 ha	50%	0.124/ha	0.348	
East-West Link	2.31 ha	100%	0.124/ha	0.286	
East-West Link	2.80 ha	100%	0.124/ha	0.347	
LSP3 E-W Rd	11.39 ha	20%	0.124/ha	0.282	
LSP3 Pipe Track Rd	4.70 ha	20%	0.124/ha	0.117	
TOTAL ACQUISITION				**3.508**	
SUMMARY FOR LEVEL B LEVY					
	CONSTRUCTION			13.817	
	ACQUISITION			3.508	
	REGIONAL PATHS			3.000	
				20.326	**$535**

APPENDIX 6


LAND SUBJECT TO THE CRANBOURNE DEVELOPMENT CONTRIBUTIONS PLAN
CRANBOURNE
Outline Development Plan
Adopted 20·7·88
Amended 7.11.90
Amended 8-4-92
23-9-92
9-12-92
23-3-94
THOMPSONS
ROAD
SOUTH
GIPPSLAND
HIGHWAY
NARRE WARREN RD
BY PASS
RCA
EVANS
ROAD
MONAHANS
FRANKSTON
ROAD
SLADEN
STREET
HIGH
CRANBOURNE
CAIRNS
GOLF CLUB
SECV
PS
SS
RC
Town and Regional Centre
Office Area
Non-retail commercial
District Level Playing Field
Neighbourhood Centre
CEMETERY