

Development Contributions Plan for Local Structure Plan 3 – Cranbourne East

Date updated: 26 November 2025

Responsible Department: Strategic Planning Growth & Contributions

OFFICIAL

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1 Introduction and Context

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

Casey City Council's forward planning for the area was initially 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 Narre Warren-Cranbourne Road, Thompsons Road and Berwick-Cranbourne Road was included within Local Structure Plan (LSP) 3 (refer to Appendix 2). This Development Contributions Plan applies to the western part of LSP 3.

This Development Contributions Plan is a mechanism that will provide funding to the Casey City Council to be used towards specified local infrastructure items. A contribution to State road and rail projects is also a requirement of this plan.

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

The Casey Planning Scheme states that it is local policy to make appropriate provision to fund the cost of local infrastructure, where development occurs.

The western part of the LSP 3 area is zoned for urban development. This requires the responsible authority to consider the Cranbourne East Development Plan and the provisions and requirements of the Casey Planning Scheme in determining planning applications.

3 The Original and Amended Development Contributions Plan

Amendment L100 to Cranbourne Planning Scheme included the Original Development Contributions Plan for Local Structure Plan 3 Cranbourne – East in the Cranbourne Planning Scheme in the early 1990s. The Original plan was updated in the late 1990s through an amendment to the Casey Planning Scheme, to ensure that it met new legislative requirements.

The Original DCP as amended in the late 1990's is referred to as the 'Original DCP' in this document.

The Original DCP was amended through Amendment C121 to the Casey Planning Scheme in 2009 to create the *Development Contributions Plan for Local Structure Plan 3 Cranbourne – East, March 2009*.

Amendment C121:

- » Updated the list and cost of projects included in the plan to facilitate the timely provision of critical infrastructure to service the Cranbourne East community.
- » Deleted the application of the Development Contributions Plan to land affected by the Cranbourne East Precinct Structure Plan and the Collison Estate. These areas will be subject to future planning processes that will provide for any required contribution arrangements.

- » Updated the estimated future residential lot yield based on the revised area of land covered by the plan.
- » Updated the administrative arrangements which guide the implementation of the plan.
- » Specified the collecting agency for the plan, which is Casey City Council.
- » Specified the development agency for each project included in the plan.
- » Update the wording of the DCP to reflect the planning context in 2009.
- » Maintained the contribution rate in the Original DCP of \$2,675 per lot and indexed that rate to reflect December 2008 dollars. The 2008 dollar rate has been reflected in this document to reflect the applicable rate when the Amendment C121 came into operation.

Casey City Council collected development contributions under the Original DCP prior to it being updated by Amendment C121. The contributions collected and held by Casey City Council at the date that this DCP came into effect are to be used for projects contained in this Development Contributions Plan (refer project list in Appendix 4).

Prior to the date upon which this Development Contributions Plan came into effect, funds had been collected by Casey City Council from:

- » The Hunt Club Estate.
- » The Cascades on Clyde Estate.
- » Blue Hills Retirement Village.
- » The Avenues Estate.
- » Brindalee Estate.

Casey City Council has also entered into an agreement in relation to the implementation of the Original Development Contributions Plan and which also relates to this Development Contributions Plan. The details of this agreement are:

- » Agreement dated 9 January 2009 between Casey City Council and GEO Developments for the subject land at Part 545 Berwick-Cranbourne Road, Clyde North.

Prior to the introduction of this Development Contributions Plan, the following projects had been delivered under the Original DCP:

- » Land acquisition for Linsell Boulevard from Narre Warren-Cranbourne Road east to the Pipe Track.
- » Construction of Linsell Boulevard from Rochester Parade to Broad Oak Drive.
- » Land acquisition and construction of Linsell Boulevard from Clyde Road to Casey Fields Boulevard. *Note: The arrangements for the delivery of this project is subject to an agreement under section 173 of the Planning and Environment Act 1987 between Casey City Council and GEO Developments Pty Ltd dated 9 January 2009 for the property at Part 545 Berwick-Cranbourne Road, Clyde North.*

In 2015, Amendment C212 to the Casey Planning Scheme was approved to create this document, *Development Contributions Plan for Local Structure Plan 3 Cranbourne – East, July 2015*.

Amendment C212:

- » Updated the project list in Appendix 4 to include a recreation project located within DCPO4 and to adopt projects from the Cranbourne East PSP DCP area that account for external demand.
- » Revised the estimated timeframe for development by inserting a new expiry date, set at 2025.
- » Revised the wording of the railway electrification to allow for land purchases and interim public transport provision or upgrade of existing facilities / amenities.

4 Details of Development

In the early 1990s, the entire LSP 3 area was expected to accommodate a total population of some 37,000 people. This is based on a developable residential area of 712 hectares, a density of 15 dwellings per hectare and an occupancy ratio of 3.2 persons per household.

The estimated number of new residential lots to be yielded from this DCP (from the Western component of the LSP 3 area) is estimated to be 1,713 lots, plus the yield from the Blue Hills Retirement Village site. This lot yield is an estimate only as the final number of lots yielded cannot be predicted with certainty until planning approvals are in place in the future. The yield is also contingent upon the lot size mix and the extent to which buffers to uses with adverse amenity potential in the north evolve in the future.

During the early part of the development stage, the population characteristics were, and still 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.

The original LSP provided the spatial element for future development in particular with regard to:

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

Later, the Cranbourne East Development Plan was adopted; it now provides the strategic planning direction for the development of the area. Current strategic plans for the development of the area are available for inspection from Casey City Council.

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 Part 3B of the Planning and Environment Act.

The DCP identifies the main infrastructure items required by new development as:

- » Local road infrastructure projects; and
- » A community centre including a pre-school, maternal child health centre, multi-purpose community rooms and ancillary works such as car parking and landscaping (this community centre is classified as Development Infrastructure under the Planning and Environment Act).

In addition, the State Government requires a contribution towards the completion of the electrification of the railway line to service Cranbourne East and a contribution towards State road upgrades (this includes upgrading of Narre Warren-Cranbourne and Berwick-Cranbourne Roads).

5.1 Road Network

To assess the additional infrastructure required to enable the broader 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 3 will all be subject to a substantial increase in traffic volumes and that within the area a number of sub-arterial roads are required.

It also shows the need for some major intersections, to enable proper access from LSP 3 to the arterial road network.

The specific infrastructure required for LSP 3 some of which now forms part of this DCP is shown in Appendix 4.

The following projects have been included in this Development Contributions Plan through Amendment C121 to the Casey Planning Scheme from the Original DCP (however the costs for the projects have been updated):

- » Construction of Linsell Boulevard from Rochester Parade to Narre Warren-Cranbourne Road.
- » Construction for Linsell Boulevard from Broad Oak Drive for a distance of 200 metres to the east.
- » Land Acquisition and Construction of Linsell Boulevard from Clyde Road to Casey Fields Boulevard. *Note: The arrangements for the delivery of this project is subject to an agreement under section 173 of the Planning and Environment Act 1987 between Casey City Council and GEO Developments Pty Ltd dated 9 January 2009 for the property at Part 545 Berwick-Cranbourne Road, Clyde North.*
- » State road and rail contributions.

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. These works will be funded from a range of funding sources.

5.2 Community Facility

The Strategy Plan identifies the need for community facilities in the area. The Casey City Council has changed their approach to the provision of community facilities and a single community facility co-located with the active open space area and the State school is now preferred.

The site for the community facility has been determined by Casey City Council, choosing the most suitable location in terms of accessibility and co-location with open space, commercial and other community facilities. The site for the facility is located off Broad Oak Drive adjacent to the proposed P-12 school.

5.3 Electrification of the Railway

The Cranbourne/Hampton Park/Lyndhurst urban area was provided with an electrified railway line up to Cranbourne Station in 1995. As set out in the Victorian Transport Plan 2008, the electrified line is to be extended further eastwards to serve the extended urban area and in addition a new station in Cranbourne East is required. To support the achievement of this, a contribution of \$722 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.

5.4 State Road Infrastructure Contribution

A contribution of \$601 per dwelling is also required to be provided to VicRoads towards the upgrading of Narre Warren-Cranbourne Road and Berwick-Cranbourne Road, in a manner that provides most benefits for the residents of the LSP area. The projects identified include upgrade of Narre Warren-Cranbourne Road in the vicinity of Linsell Boulevard and Rochester Parade and upgrade of Berwick-Cranbourne Road in the vicinity of Casey Fields Boulevard.

5.5 Recreation Project

Amendment C212 includes a recreation project, which is the construction of a single oval facility at Broad Oak Drive within the Hunt Club Estate. This project was not funded by the original DCP; however, the need for it is generated by the LSP area.

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 3 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 costs for the Development Contributions Plan projects are specified in Appendix 4. The proportion of the cost for each project that is expected to come from the DCP is also shown in Appendix 4.

8 Apportionment of Infrastructure Costs

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

A contribution has also been established 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. The basis for the contribution is set out in the Original DCP and is \$24,053 per hectare.

The railway contribution of \$722 per dwelling and the State Road infrastructure contribution of \$601 are charges per lot/dwelling.

In summary then, the development contribution per lot/dwelling results in the following (in December 2008 dollars):

» Projects for which Casey Council is the development agency	- \$2,686
» Railway contribution	- \$722
» State road infrastructure contribution	- \$601
» Total	- \$4,009
» Industrial and commercial developments - \$24,053 per hectare.	

9 Staging

The staging of the infrastructure will reflect the requirements of orderly and proper planning.

The Development Contributions Plan for Local Structure Plan 3 will expire on 31 December 2026.

10 Administration

Casey City Council is the Collecting Agency pursuant to Section 46K(1)(fa) of the *Planning and Environment Act 1987* (the Act) for this Development Contributions Plan. This means that Casey City Council is the public authority to who all levies are payable and it is responsible for the approval of any proposals of in-kind works. As the Collecting Agency, Casey City Council is also responsible for the administration of this Development Contributions Plan and also its enforcement pursuant to Section 46QC of the Act.

The Development Agency for each project pursuant to Section 46K (1)(fb) of the Act is indicated in Appendix 4.

Under Section 46J of the 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 Development Contributions Plan Overlay Schedule 4 area shown in the Casey Planning Scheme.
- » 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:
 - » \$4,009 (December 2008 dollars) for every new residential lot, or in the case of multi-dwelling developments, each new dwelling (the first lot/dwelling being exempt);
 - » the Collecting Agency may adjust the amount of \$4,009 quarterly for inflation, starting on 1 January 2009, based on the Consumer Price Index – All Groups Melbourne, published by the Australian Bureau of Statistics;
 - » \$24,053 (December 2008 dollars) per hectare for new development on industrial or commercial land;
 - » the Collecting Agency may adjust the amount of \$24,053 quarterly for inflation, starting on 1 January 2009, based on the Consumer Price Index – All Groups Melbourne, published by the Australian Bureau of Statistics;
 - » the levy must be paid 21 days prior to the issue of the relevant 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 Collecting Agency;
 - » the Collecting Agency may accept works or land in-lieu as fulfilling the contribution requirement, with the approval of the Development Agency (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 DCP area must include a condition that requires a development contribution in accordance with the provisions of this Development Contributions Plan.

Funds collected for the projects for which Casey City Council is a Development Agency will be held by Council in a special reserve account for the DCP area. Any payments out of this account will only be spent on infrastructure as specified in this Development Contributions Plan.

The funds collected under the railway contribution and the State Road infrastructure contribution will be held in a special reserve accounts for these purposes and periodically transferred to the State Government.

Any expenditure from the above accounts will be specified in Council's Capital Works Program and will detail the extent to which infrastructure is funded from development contributions and/or other funding sources.

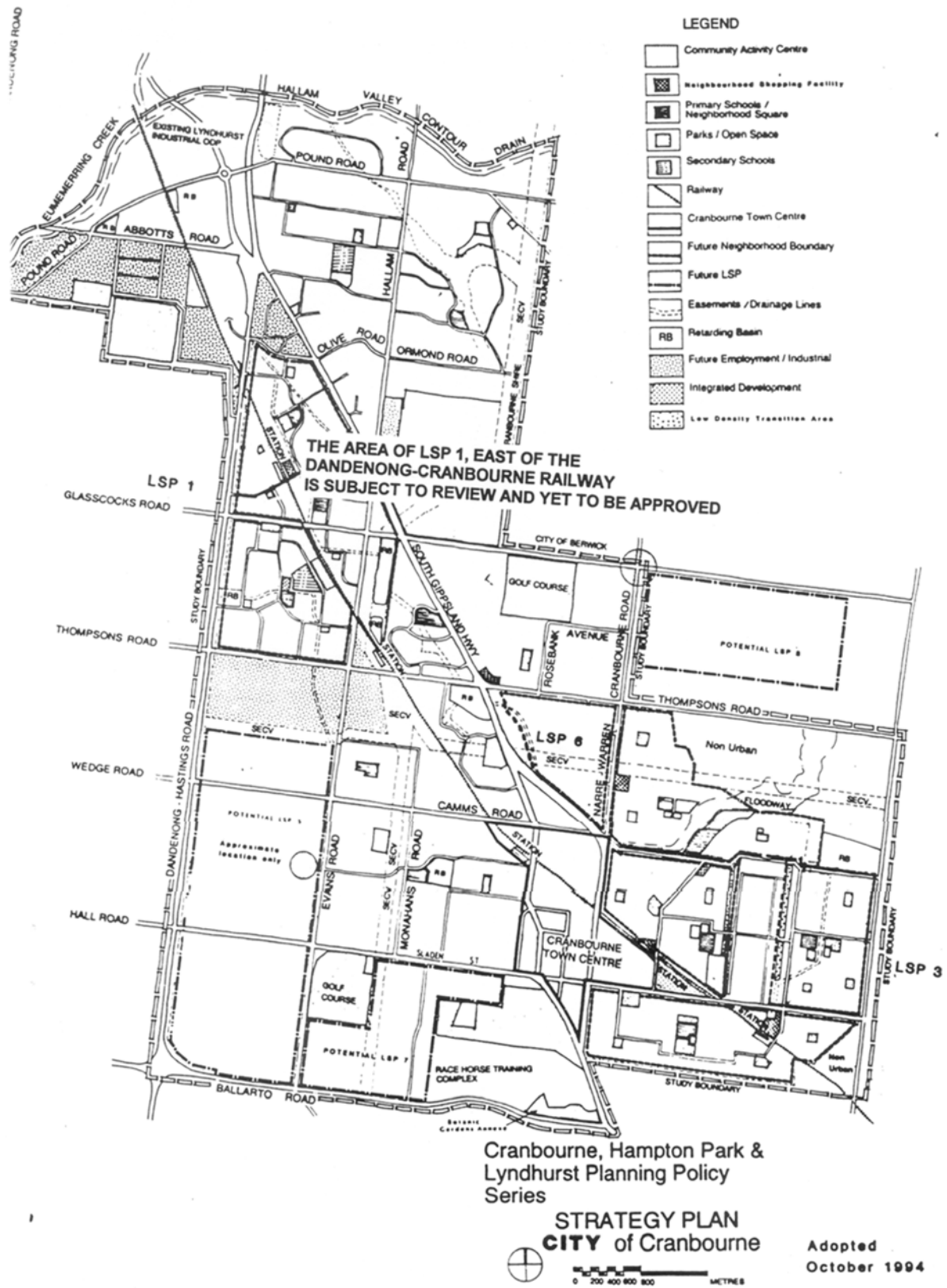
11 Definitions

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 officer	means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer.

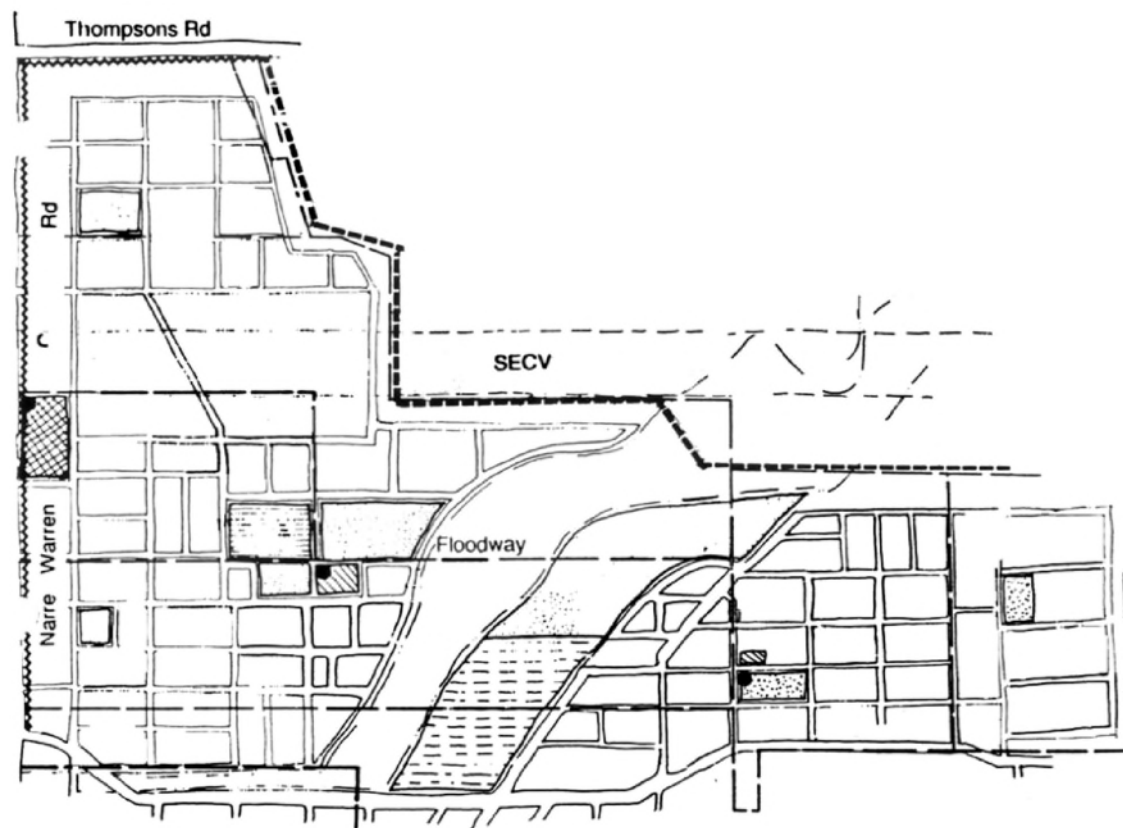
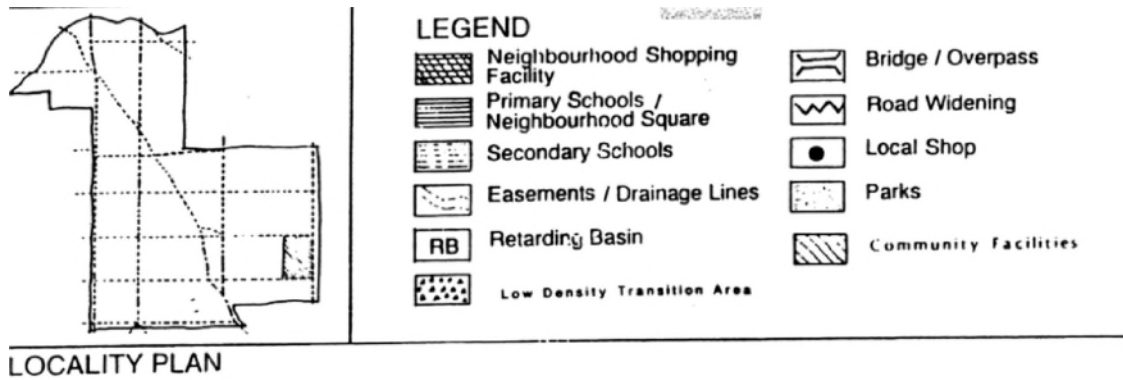
12 Administrative Updates

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.

Appendix 1



Appendix 2: Neighbourhood A

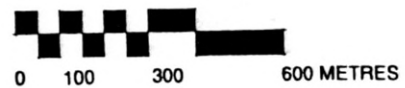
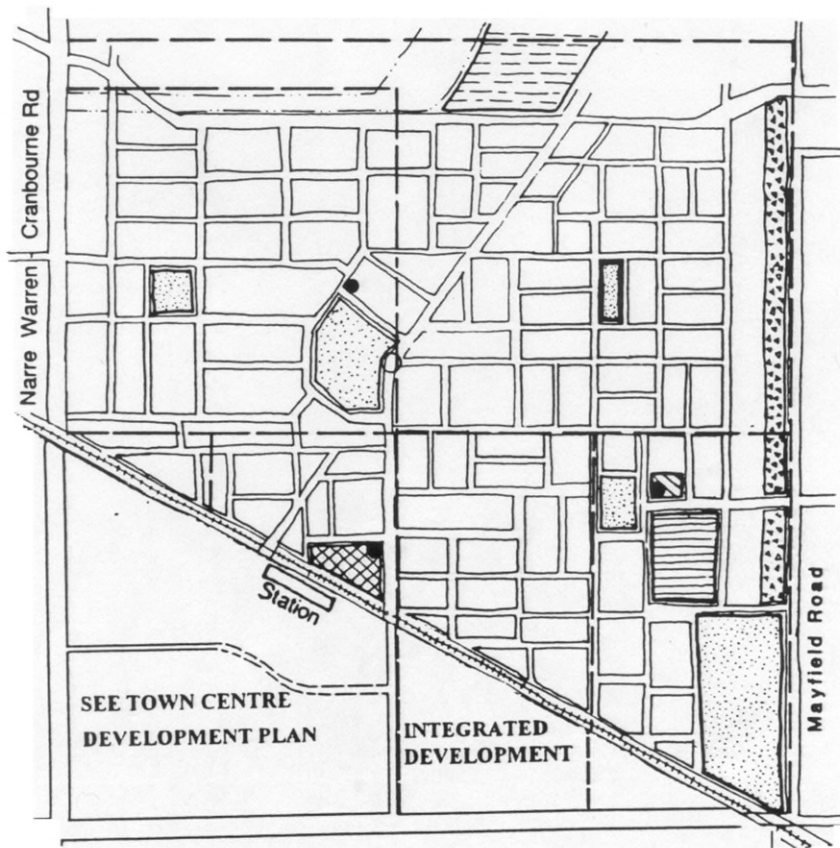
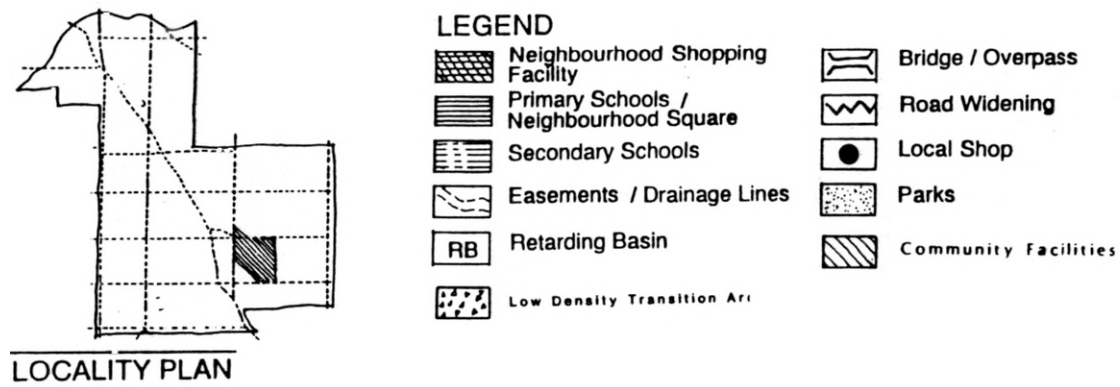


LSP 3

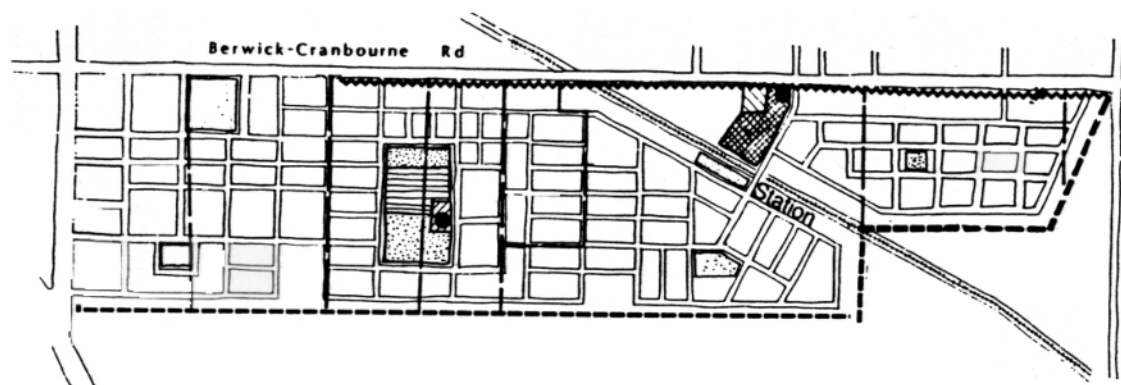
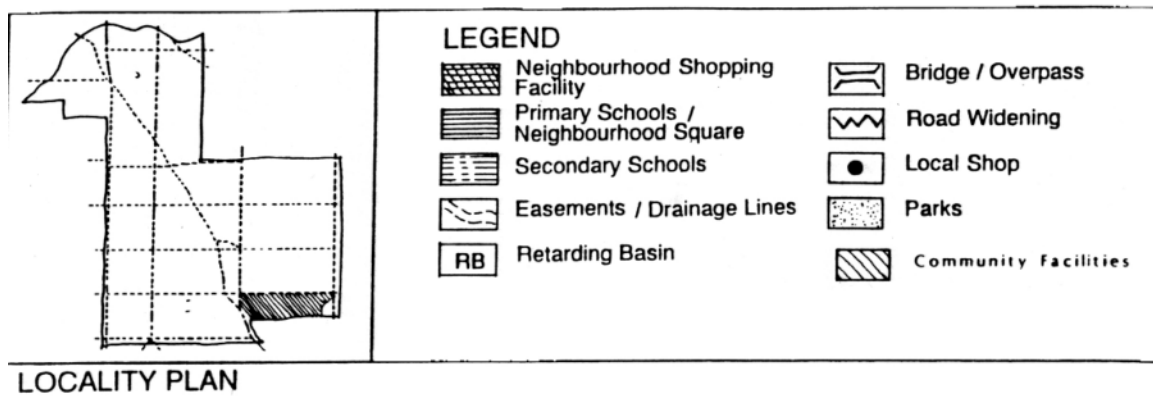
NEIGHBOURHOOD A



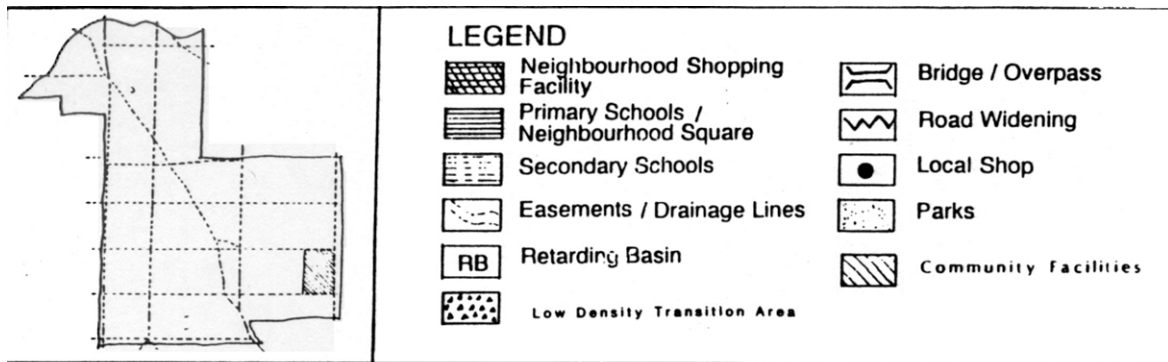
Appendix 2: Neighbourhood B



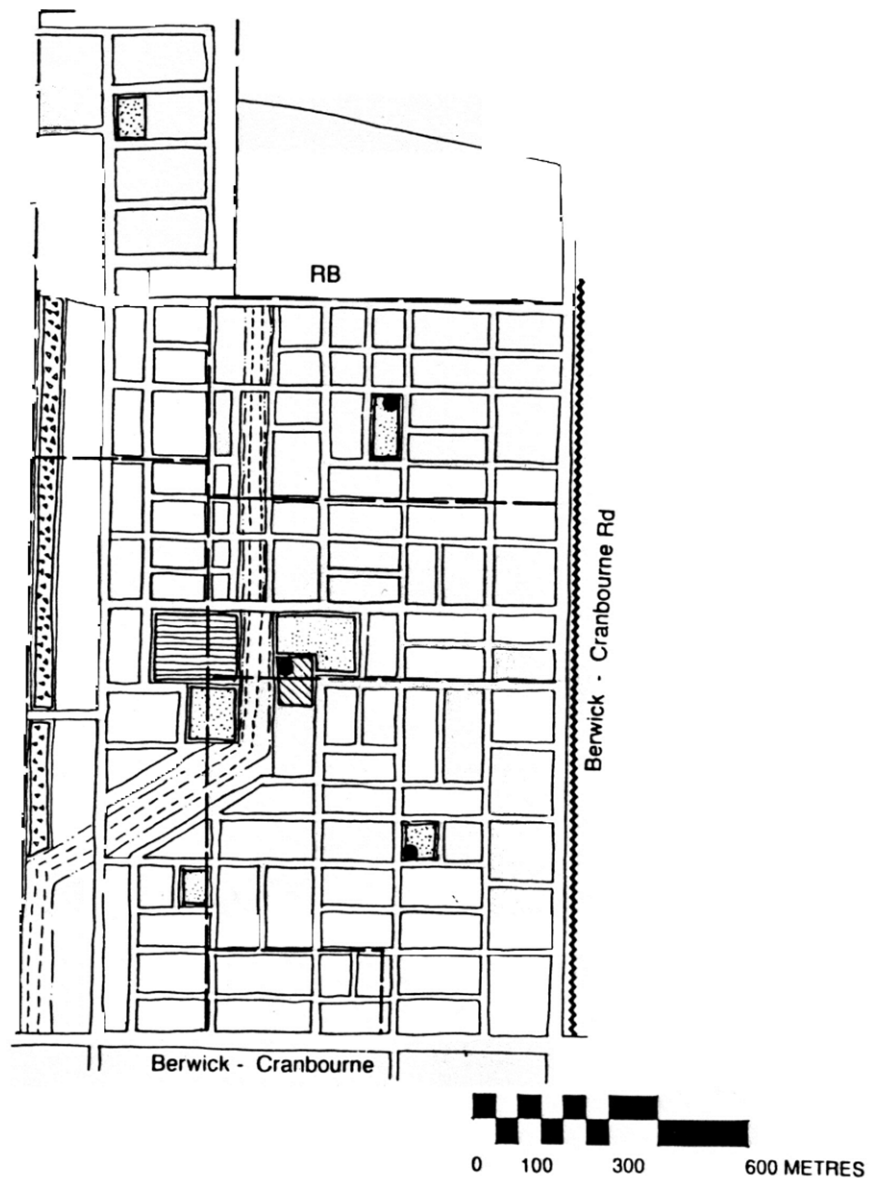
Appendix 2: Neighbourhood C



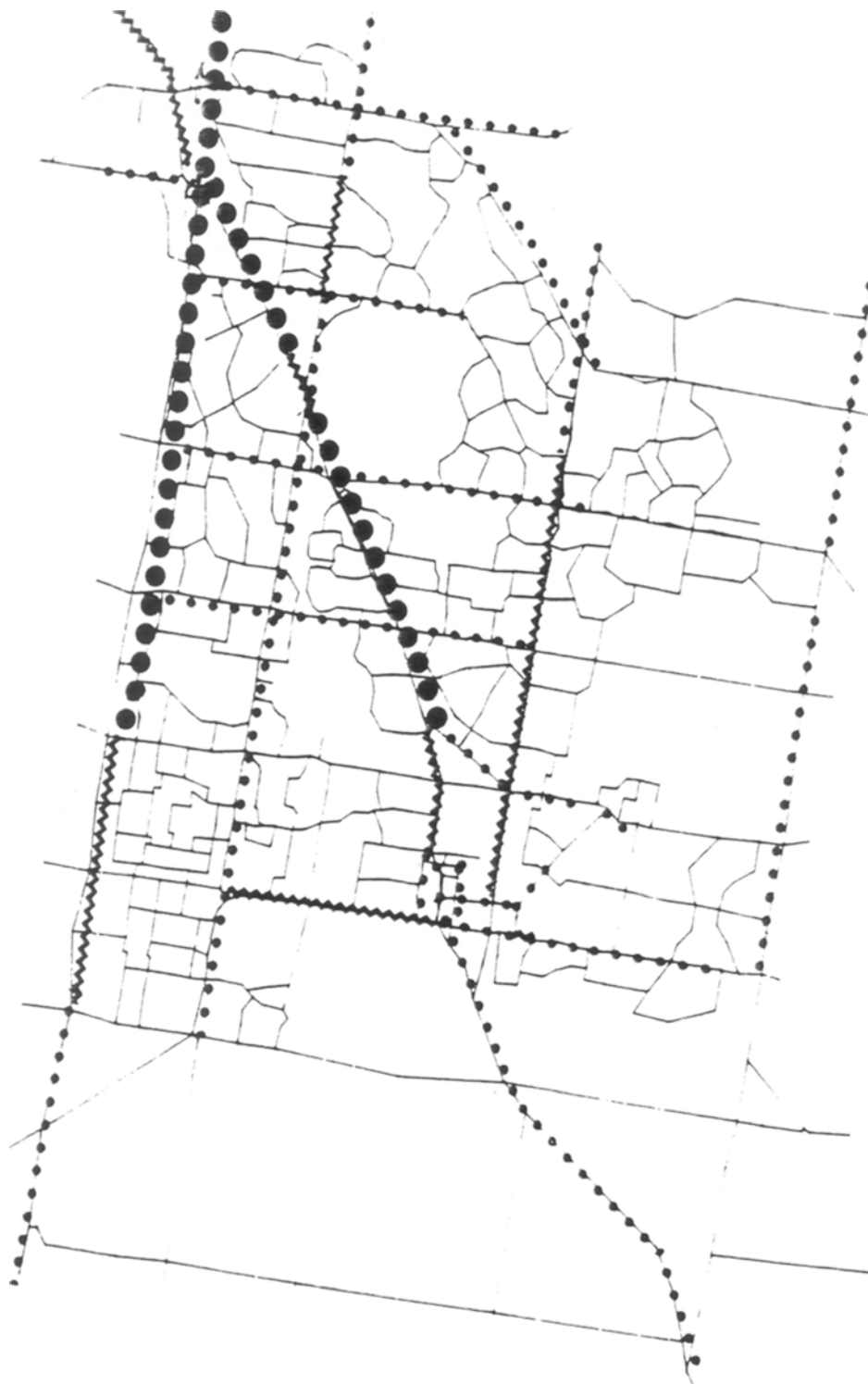
Appendix 2: Neighbourhood D



LOCALITY PLAN



Appendix 3



CRANBOURNE ULTIMATE BASE NETWORK TRAFFIC VOLUMES

Bandwidth Ranges

—————	0 to 16000
.....	16001 to 38000
~~~~~	38001 to 58000
● ● ● ● ● ● ● ●	58001 to 85000

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

## Appendix 4: Project List

Item	Quantity	Cost \$M	Development Agency	Funding Source
Construction of Linsell Boulevard from Rochester Parade to Narre Warren - Cranbourne Road	350m	2.2	Casey City Council	100% DCP
Construction for Linsell Boulevard from Broad Oak Drive to East	200m	1.3	Casey City Council	100% DCP
Land and construction of Linsell Boulevard from Casey Fields Boulevard to Berwick-Cranbourne Road	1,600m	Not applicable *Refer notes below	Casey City Council	*Refer notes below
Construction of Community Centre	1 No.	2.0	Casey City Council	100% DCP
State Road Upgrade	1 No.	2.3	VicRoads	100% DCP
Cranbourne East Railway Upgrade	1 No.	2.9	Department of Transport	100% DCP
Construction of an active recreation reserve (single oval) at Broad Oak Drive within Hunt Club Estate	1 No.	2.4	Casey City Council	100% DCP
Projects in Cranbourne East PSP DCP (DCPO10) featuring external demand generated by this DCP's area	As required	Remaining contributions after all above projects are delivered*	Casey City Council	DCP
<b>Total</b>		<b>13.1*</b>		

* Notes to table above.

The arrangements for provision of the land and construction of Linsell Boulevard are set out in an Agreement under section 173 of the *Planning and Environment Act 1987*. The details of this agreement are:

- » Agreement dated 9 January 2009 between Casey City Council and GEO Developments for the subject land at Part 545 Berwick-Cranbourne Road, Clyde North.

The projects listed in the Agreement are:

- » Land acquisition for Linsell Boulevard between Clyde Road and Casey Fields Boulevard (4.174 hectares).
- » Construction of Linsell Boulevard between Clyde Road and Casey Fields Boulevard for a distance of 1.6 kilometres.
- » Payment of the Railway contribution and the State Road infrastructure contribution.

The costs for this item have been established as set out in this agreement. The project is 100% funded and is cost neutral to this Development Contributions Plan.

A number of infrastructure projects identified within Cranbourne East PSP DCP have an external demand proportion. The demand for many of these items is generated by the Cranbourne East LSP3 area. These projects are as follows:

- » AR05 – Land for Northern Active Playing Fields 1
- » AR06 – Land for Northern Active Playing Fields 2
- » CI03 – Land for Eastern Community Centre
- » CI04 – Construction of Eastern Community Centre
- » CI05 – Land for Selandra Rise Community Centre
- » CI06 – Construction of Selandra Rise Community Centre
- » RD01(a) – Land for Casey Fields Boulevard
- » RD01(d) – Land for Casey Fields Boulevard
- » RD05 – Land for Linsell Boulevard
- » RD06 – Construction of Linsell Boulevard

Since the DCP's collection area directly benefits from the provision of above listed infrastructure, all contributions remaining after the delivery of all other projects are to be directed to these items.