

Cranbourne North Development Contributions Plan

Development Contribution Rates and Explanatory Material

CITY OF CASEY

JANUARY 2007

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Responsible Department – Strategic Development

This version incorporates all amendments to 21 November 2006

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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.

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1 Introduction

1.1 Background

Cranbourne North is a large proposed suburban growth area within the City of Casey. Over the next 20 years or so, the precinct is expected to accommodate substantially residential development over 235.2 developable hectares¹. The area is expected to accommodate between 2,600 and 4,300 dwellings at full development (depending on density). The area is also expected to accommodate local shops and community services to support the residential community.

This development contributions plan is predicated upon the development of 235.2 developable hectares.

This level of development will demand and make use of many infrastructure items over time, including a number of roads (including drainage), open space and community facility projects. The cost of providing the infrastructure will be significant.

The City of Casey has resolved that new development in the Cranbourne North DCP Area is required to meet 100% of its share of the capital cost of scheduled infrastructure, in accordance with State Government policy on development contributions. This DCP has been prepared on that basis.

Accordingly, the DCP:

- Lists those infrastructure items that the City of Casey expects to provide over time to service the Cranbourne North DCP Area;
- Calculates development contribution charges for all developable hectares within the Cranbourne North DCP Area, based on anticipated share of usage; and
- Outlines all information inputs and the method of calculating charges.

This Development Contributions Plan forms part of the City of Casey Planning Scheme and must be read in conjunction with it (refer to the Development Contribution Plan Overlay Schedule 11).

¹ See Section 4.2 for a definition.

1.2 DCP Area

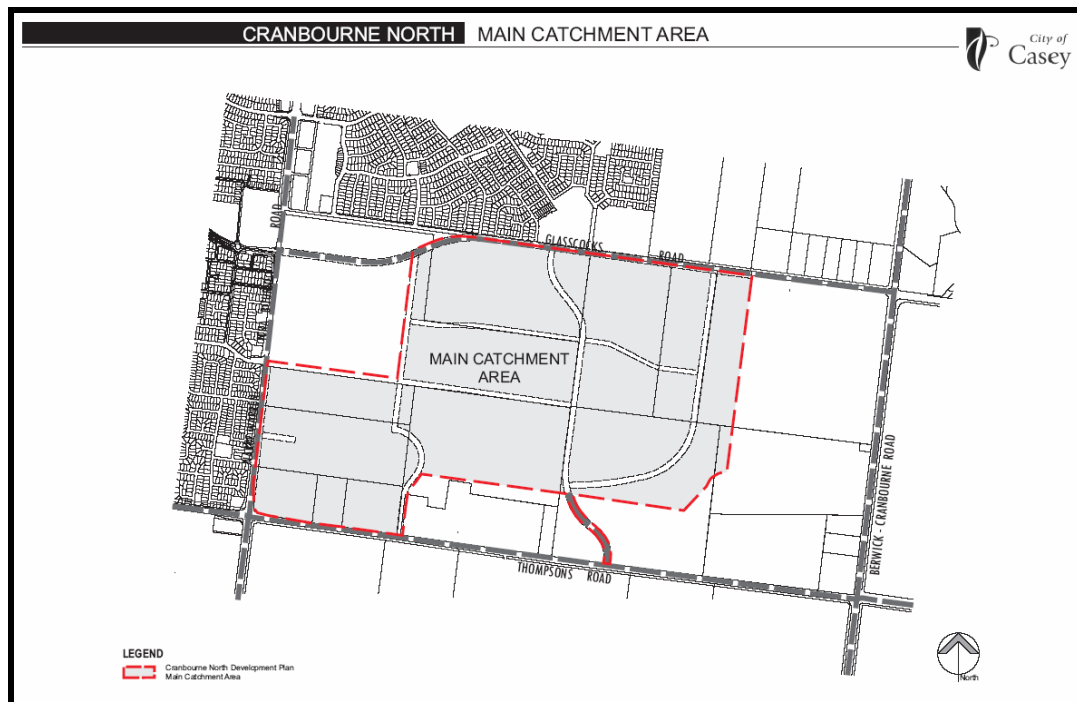
Figure 1 shows the Cranbourne North DCP Area. The DCP Area is generally bounded by Glasscocks Rd to the North, plan area boundary to the East, Thompsons Rd to the South, and Narre Warren–Cranbourne Rd to the West.

The DCP Area envelops all land in the Cranbourne North Development Plan Area, with the exception of the proposed Casey Central Town Centre, which has been omitted. It is envisaged that a subsequent DCP will be applied to the proposed Town Centre area, upon completion of more detailed land use and development planning for that particular precinct. A Town Centre Structure Plan Directions Paper was exhibited with Amendment C77 to the Casey Planning Scheme.

The City of Casey has determined that all developable hectares in the Cranbourne North DCP Area will make equal use of the infrastructure items set out under this DCP. On this basis, the DCP Area is considered to be a single charging area. Where necessary, an allowance for other or *external* usage of infrastructure items (i.e. usage arising from outside of the DCP Area) is factored into the calculation of infrastructure charges, to ensure users are charged fairly.

The allowance for external demand accounts for the use of various infrastructure items that will emanate from the proposed Casey Central Town Centre Area, as well as from other areas within the City of Casey.

Figure 1. Cranbourne North Development Contributions Plan Area



1.3 Information Inputs and Justification

For this DCP, the following demarcation of responsibilities has been adopted:

- Infrastructure funding policy and procedural matters – City of Casey;
- Strategic base for the DCP – City of Casey;
- Development stocktake and projections – City of Casey;
- Infrastructure project information and justification – City of Casey;
- Method of payment – City of Casey; and
- Methodology and calculations – SGS Economics & Planning.

1.4 Report Structure

This report comprises the following sections:

- Section 2 - Infrastructure Funding Principles and Policy;
- Section 3 - Strategic Base for the DCP;
- Section 4 - Charging Areas and Development Scenario;
- Section 5 - Infrastructure Projects;
- Section 6 - Development Contribution Charging Rates; and
- Section 7 - Procedural Matters.

Detailed information inputs and calculations are presented in the Appendices as follows:

- Appendix 1 – Development Stocktake and Projections;
- Appendix 2 – Infrastructure Project Details; and
- Appendix 3 – Calculation Sheets.

2 Infrastructure Funding Principles and Policy

2.1 Infrastructure Funding Principles

As development in the Cranbourne North DCP Area progresses, each developer will be required to build on-site infrastructure to service the development site to specifications approved by the City of Casey. For these developments to be properly integrated with the surrounding suburban community, certain off-site works will also be required. These works include a number of roads (including drainage), open space and community facility projects, which will be used by development within the DCP Area and - in some cases – development located outside of the DCP Area also.

The purpose of this DCP is to ensure that the cost of providing new infrastructure is shared between the various developers of the Cranbourne North DCP Area and the wider community on a fair and reasonable basis. Fairness requires that costs be apportioned according to share of usage of the required infrastructure.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. A use or development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question are likely to make use of the infrastructure in question.

Costs are apportioned according to *projected* share of infrastructure usage. Since development contributions are levied 'up-front', a true measure of infrastructure usage by individual sites / developable hectares is not possible. Hence costs must be shared in accordance with projected share of usage, using best estimates.

This DCP calculates what each developable hectare should pay towards provision of the nominated infrastructure projects. As suggested above, this is the total cost of delivering the project divided by the total developable hectares within its usage catchment (referred to as its Main Catchment Area (MCA)). Where necessary, an allowance for other or *external* usage of the project (i.e. usage arising from outside the Main Catchment Area) is factored into the calculation in order to ensure users are charged fairly.

In practice, the DCP is used to charge *new* development for its share of the required infrastructure expenditure. On this basis, existing development is *not* charged through this funding tool – but is included in the calculation of charges. The proportion of infrastructure costs attributable to existing development must be funded by means other than development contributions.

2.2 Infrastructure Funding Policy

New development in the Cranbourne North DCP Area is required to meet 100% of its share of the total cost of delivering the required infrastructure works – as measured by its projected share of usage – through development contributions collected under this DCP.

The balance of the capital cost of the works not recovered under the DCP will be funded from alternative sources, including general rates and Federal and State government funding. Some other infrastructure, such as acquisition of local parks over and above the specified public open space contribution, will be provided via a public open space levy imposed under clause 52.01 of the Planning Scheme.

Council reserves the right to collect the balance of the total cost (or part thereof) of the works not recovered under the DCP (and funded by general rates) if this balance is due to development outside the current DCP Area, and where a future DCP is applied.

3 Strategic Base for the DCP

The strategic base for the DCP is provided by the City of Casey Planning Framework, as well as a range of strategies, policies, reports and internal Council documents that address planning and infrastructure development. A brief summary of the key reference documents is provided below. Please refer to the respective documents for further details.

3.1 Planning Framework

The main reference documents for the preparation of this DCP are:

- The City of Casey Planning Scheme (incorporating the Municipal Strategic Statement and Local Planning Policy Framework); and
- The Cranbourne North Development Plan (2004-2006), as prepared by the City of Casey.

3.1.1 Cranbourne North Development Plan 2004-2006

The Cranbourne North Development Plan (Draft 2004, 2005 and revised in 2006) is part of Amendment C77 to the Casey Planning Scheme. The Cranbourne North Development Plan applies to land affected by Development Plan Overlay Schedule 13, as shown in the Casey Planning Scheme maps. This Development Contributions Plan is necessarily based on the latest version of the Cranbourne North Development Plan.

The Cranbourne North Development Plan provides much of the information on the infrastructure that is required to service the new community of Cranbourne North. Each of the infrastructure items funded by this DCP are referred to in the Cranbourne North Development Plan either in text form or diagrammatically. The Cranbourne North Development Plan is, in turn, an outcome of a number of strategic planning studies and "expert" reports on matters such as, for instance, roads, drainage, vegetation and the like. Therefore, it is considered that the Cranbourne North Development Plan is a proper basis upon which to inform the infrastructure items which are included for funding under this DCP.

The Cranbourne North Development Plan "provides a detailed, strategically driven development framework to achieve world class development in Casey".

As set out in the Cranbourne North Development Plan, development in the Cranbourne North DCP Area is expected to commence in 2006. By 2024, the area is expected to accommodate 235.2 hectares of substantially residential development, supported by local shops and community services.

3.2 Infrastructure Planning Framework

The reference documents are:

- The Cranbourne North Development Plan, 2004-2006, prepared by the City of Casey; and
- Infrastructure project sheets compiled by the City of Casey for Development Contributions Planning purposes. All project information is attached as Appendix 2.

The Cranbourne North Development Plan should be referred to for a fuller description of the infrastructure items required to service the new Cranbourne North community.

Under Clause 45.06 of the Casey Planning Scheme, the City of Casey seeks to apply a Development Contributions Plan Overlay (DCPO) to the land affected by the Development Plan Overlay Schedule 13, in order to equitably recover the cost of providing nominated infrastructure items.

It should be noted, however, that the proposed Casey Central Town Centre is not part of this DCP. It is envisaged that a subsequent DCP will be applied to the proposed Casey Town Centre area, upon completion of more detailed land use and infrastructure planning for that precinct.

4 Charging Area and Development Scenario

4.1 Charging Area

In a DCP, contribution rates are set for areas known as 'charging areas'. A charging area is a small land area for which a discrete development contribution rate is calculated. All development within a particular charging area will be required to pay the same contribution amount.

In setting the boundaries of a charging area, the key principle is to ensure that the potential for serious 'cross-subsidies' is kept as low as possible. A cross-subsidy occurs when development is asked to pay for infrastructure that it will not (or hardly ever) use or is asked to pay above its fair share.

A DCP may include more than one charging area to ensure that development in any one area pays for infrastructure it will be deemed to make use of, and not other infrastructure. Contribution rates may therefore vary across different charging areas, depending on the number and cost of infrastructure projects provided to service each area.

However, the objective of the avoidance of cross-subsidies ought not to be taken to extremes making contribution plans unnecessarily complex. In some cases where there is an overriding community of interest in place, a common charge area may envelop many smaller precincts.

In this DCP, the Cranbourne North DCP Area is considered to be a single charging area. The Cranbourne North DCP Area envelops the planned Cranbourne North community covered by this DCP, which represents an integrated new suburb within the City of Casey. All development within the DCP Area is expected to make equal usage of the infrastructure items set out under this DCP. Thus, it has not been considered as necessary in this case to divide the Cranbourne North DCP Area into smaller charging areas.

Some usage of the infrastructure items will also be generated by development outside of the DCP Area. This is generally referred to as 'external demand'. Where necessary, an allowance for external demand has been factored into the calculation of infrastructure charges for each relevant project.

The allowance for external demand ascribed to each project has been derived by City of Casey based on modelling and strategic analyses conducted by the following organisations:

- Road projects – GTA Consultants P/L, for the City of Casey, 2004 and 2005;
- Community Facilities – ASR P/L, for the City of Casey, 2004; and
- Open Space projects – Stratcorp P/L, for the City of Casey, 2004 and 2005.

4.2 Development Stocktake and Projections

Table 1 below shows City of Casey's definition of developable hectares. Appendix 1 provides a stocktake of and projections for developable hectares in the Cranbourne North DCP Area. Essentially, it is deemed that zero hectares are developed at the end of 2005 and that development will proceed on a straight line basis to 2024.

Table 1. Definition of Developable Hectares

Site	Area (ha)
Total Site (excludes Casey Central Town Centre)	307.2
Arterial Roads	-6.1
Boulevard Collector Roads	-17.9
Community Places	-1.3
Education Facilities	-15.4
Hilltop Park	-13.1
Neighbourhood Convenience Centres	-3.2
Rural Land	-15.0
Total Developable Hectares	235.2

Source: City of Casey

4.3 Development and Infrastructure Usage Nexus

This DCP has four infrastructure categories, these being:

- Road projects;
- Open Space projects;
- Community Facilities; and
- The preparation of planning strategies necessary to facilitate sustainable future land use and development in the Cranbourne North Development Plan Area.

All 235.2 developable hectares are deemed to make use of these items.

5 Infrastructure Projects

5.1 Works Required

The City of Casey has determined through its strategic development and infrastructure planning processes (refer to Section 3 for details) that 30 infrastructure projects will be included in this DCP. Note that other infrastructure projects may be warranted in the area. However at the time of DCP preparation these were omitted for varying reasons. Furthermore, as development proceeds, infrastructure may be required which has not been anticipated in the preparation of this DCP. Those items of infrastructure are expected to be sought by the use of planning permit conditions at the permit stage.

The breakdown of the projects is as follows:

- 6 community facility projects;
- 8 land projects;
- 4 open space projects;
- 11 road projects; and
- 1 overall planning project.

The full list of projects is presented in Table 2 below. More detail on infrastructure projects and their justification is provided in Appendix 2 – Infrastructure Project Details.

The location of each project is shown in Figures 2 to 4 on the pages following Table 2.

Table 2. All Infrastructure Projects

PROJECT NUMBER:	PROJECT DESCRIPTION:
Community Infrastructure Levy Projects	
CI_CF_001	Tennis facilities in District Park adjoining Secondary College
CI_CF_014b	Base and Major Pavilions in District Park (Associated with Project DI_OS_14a)
CI_CF_015b	Base Pavilion in District Park (Associated with Project DI_OS_15a)
CI_CF_016b	Major Pavilion adjacent to Hilltop Park (Associated with Project DI_OS_16a)
Development Infrastructure Projects	
DI_CF_004	Western Multipurpose Community Centre
DI_CF_005	Eastern Multipurpose Community Centre
DI_LA_006	Community Centre site (west) (0.9 hectares)

DI_LA_007	Community Centre site (east) (0.4 hectares)
DI_LA_008	Land for Glasscocks Road affected by the Public Acquisition Overlay (PAO3)
DI_LA_009	Land for the North-South Arterial Road between the UGB and Thompsons Road
DI_LA_010	Land for the North-South Collector Road along the eastern boundary of the Recreation Reserve within the Green Wedge Zone and outside the UGB
DI_LA_011	Land for Hilltop Park: 6.7 hectares within the buffer
DI_LA_012	Land required for road widening of Glasscocks Road (1.8 hectares) (14m road widening)
DI_LA_013	Land required for road widening of Narre Warren - Cranbourne Road (1.2 hectares)
DI_OS_014a	District Park adjoining Secondary College Sports and Recreation Facilities
DI_OS_015a	District Park adjacent to the Primary School Sports and Recreation Facilities
DI_OS_016a	Sports and Recreation Facilities adjacent to Hilltop Park
DI_OS_017	Embellishment of Hilltop Park
DI_R_018	Glasscocks Road construction; the road length from Narre Warren – Cranbourne Road to The Promenade
DI_R_019	North-South Road as a Boulevard Collector Road (from the UGB to Thompsons Road)
DI_R_020	Boulevard Collector Road along the eastern edge of the Recreation Reserve (from the UGB to Thompsons Road)
DI_R_021	Narre Warren - Cranbourne Road and Glasscocks Road (ultimate) signalised intersection
DI_R_022	Boulevard Collector Road intersection to Thompsons Road (east of Recreation Reserve)
DI_R_023	North-South Arterial Road intersection to Thompsons Road; Road widening of Thompsons Road at the intersection only
DI_R_024	Signalised intersection at Boulevard Collector Road east of Casey Central Town Centre to Glasscocks Road
DI_R_025	Signalised intersection of North-South Boulevard Collector Road (west) to Glasscocks (T intersection)
DI_R_026	Signalised intersection of North-South Boulevard Collector Road (east) to Glasscocks (T intersection)
DI_R_027	Signalised intersection of East-West Trunk Collector Road (to Rosebank Drive) and Narre Warren - Cranbourne Road
DI_R_028	Pedestrian signalised crossing located north of Thompsons Road / Narre Warren – Cranbourne Road intersection
DI_X_029	Preparation of Cranbourne North DCP and Cranbourne Town Centre DCP and associated documents

Figure 2. Road Infrastructure Projects

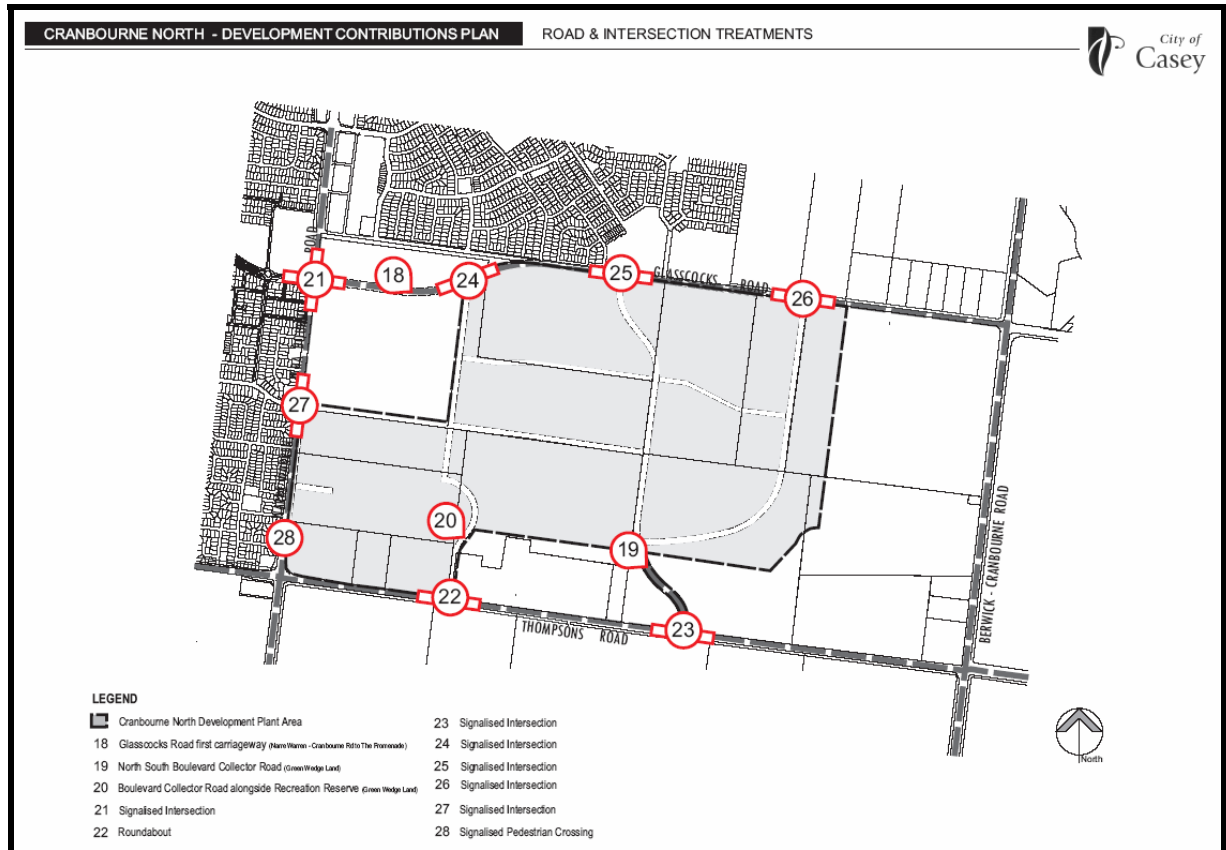


Figure 3. Open Space and Community Facility Projects

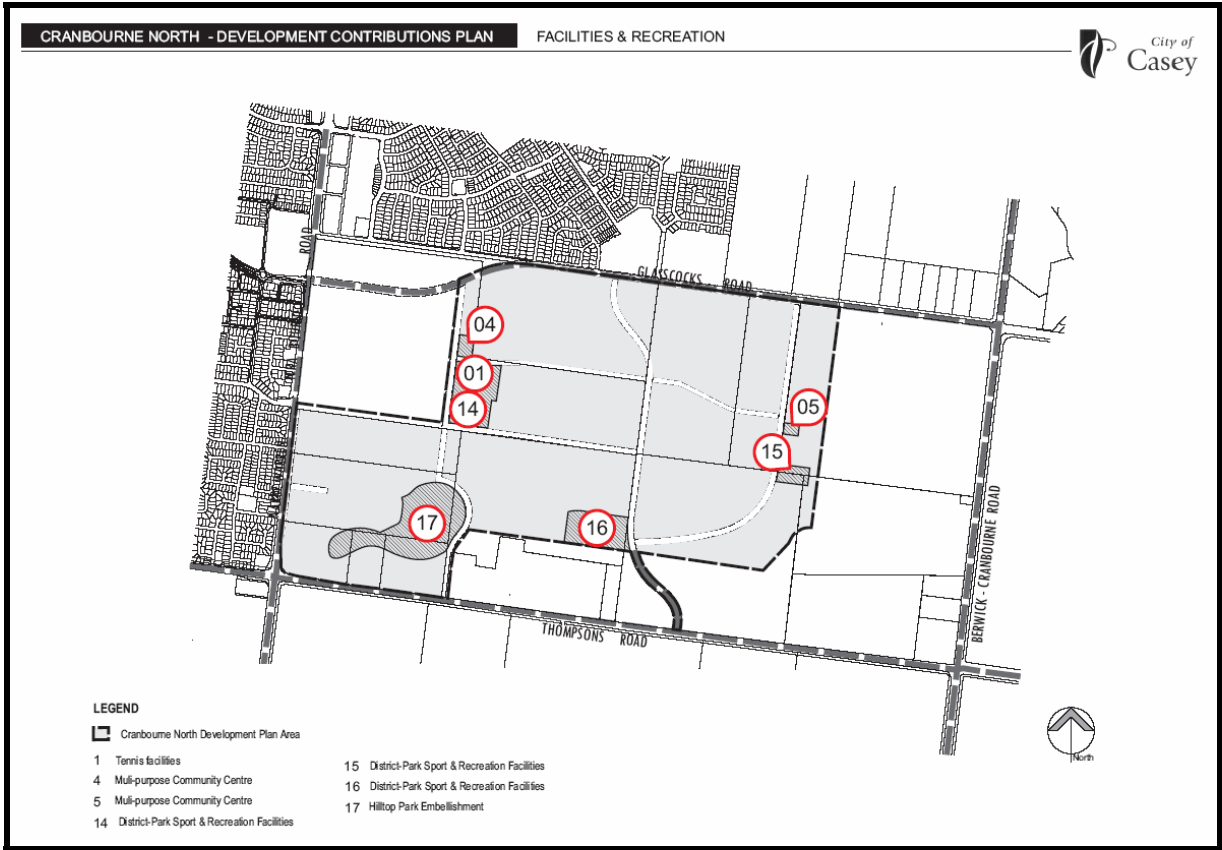
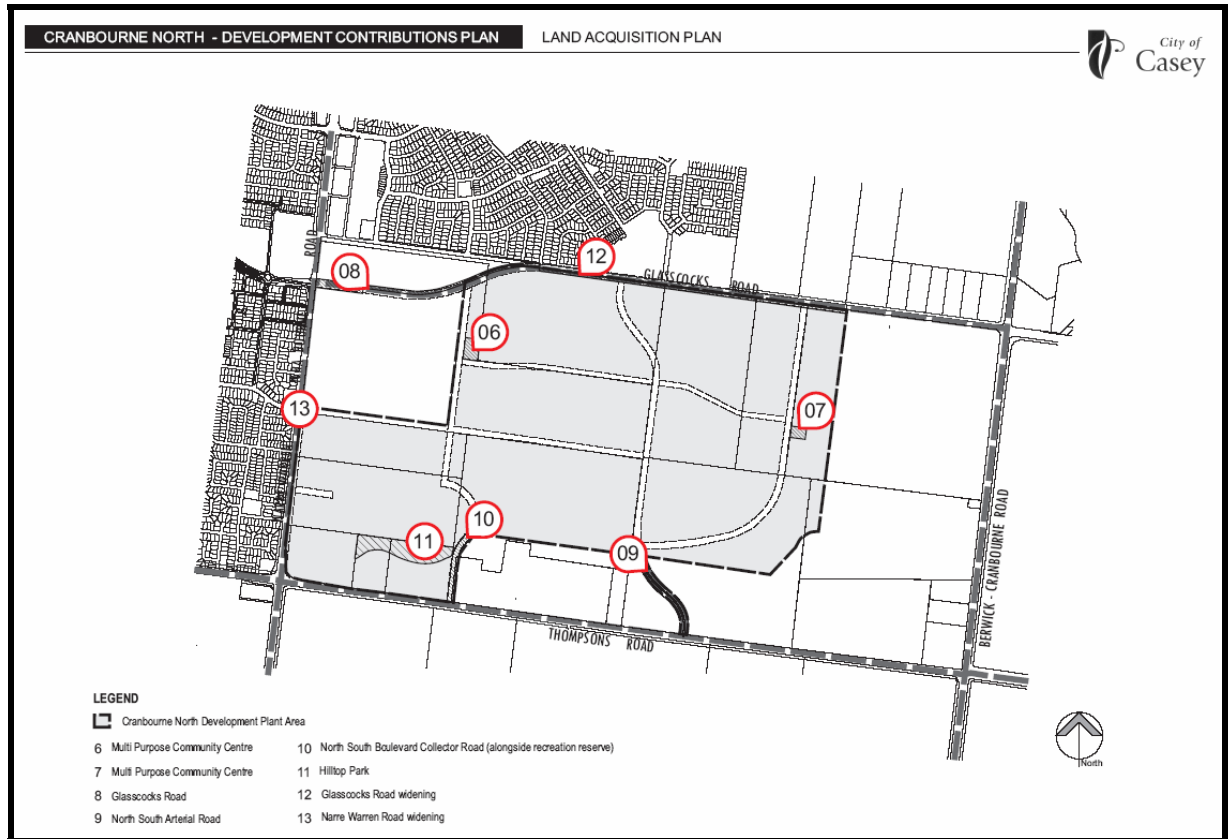


Figure 4. Land Infrastructure Projects



5.2 Distinction between Development Infrastructure and Community Infrastructure

The Planning and Environment Act 1987 states that infrastructure in a DCP may be classified into one of two categories: Development Infrastructure or Community Infrastructure. The distinction is relevant in terms of the type of infrastructure that may be funded under the Ministerial Direction on Development Contributions and the manner of payment.

The Ministerial Direction identifies what can be levied as Development Infrastructure. There is no Ministerial Direction regarding what can be levied as Community Infrastructure. However, the Victorian State Government DCP Guidelines provide some assistance in this regard.

The collection of contributions for Community Infrastructure is limited to the building permit stage and there is a cap on Community Infrastructure contributions. Development Infrastructure may be charged for at the planning permit stage and there is no cap on contribution amounts.

In accordance with the relevant Victorian State Government DCP Guidelines, four DCP projects are classified as Community Infrastructure in this DCP (see Table 2 above).

5.3 Project Timing and Delivery

This DCP adopts a long-term outlook for development and infrastructure delivery. A horizon of 20 years has been adopted, based on the strategic framework for Cranbourne North. The development projections suggest full development of the DCP Area at 2024.

The infrastructure projects listed in this DCP have notional delivery dates shown, based on best estimates made at the time of DCP preparation. Determining an estimated delivery period allows the calculation of infrastructure charges to be cognisant of the time value of money (in terms of when funds are due to be expended and when they are due to be collected).

In terms of actual project delivery dates, flexibility is required. For the purpose of this DCP, the projects shall be delivered in accordance with the timing shown for each project in Appendix 2, or within a 20% margin (rounded down) beyond the date shown, using 2005 as the base year, but not less than two years.

For example, a project shown with a delivery date of 2020 shall be delivered before 2023 (ie. 15 years from 2005 x 20%).

Council reserves the right to deliver projects earlier than the delivery dates shown.

Where a developer brings forward works ahead of the scheduled time in this DCP, they will be responsible for meeting any costs of works that are above the costs identified in this DCP.

Developers may seek reimbursement for works either in cash or in lieu of required DCP payments. However, Council must first determine whether to agree to developers undertaking works that are funded by this DCP where they propose to seek a credit or reimbursement for works.

Council will maintain a priority list of all projects and only fund or credit developers according to that priority list. This is critical to ensure the balanced and orderly development and funding of infrastructure in the area. Where a developer brings forward works ahead of the approved priority list, Council may require that the developer will be responsible for meeting those costs until such time as the project reaches the top of the priority list after which cash or works in lieu credit will be achievable. Council's works priority list will be available for public inspection at the City of Casey and will be adjusted from time to time after providing landowners with an opportunity to make submissions to Council and after considering all submissions received.

6 Development Contribution Charging Rates

6.1 Method of Calculating Charges

As outlined previously, the cost apportionment methodology adopted in this DCP relies on the nexus principle. A development is deemed to have a nexus with an infrastructure item if the occupants of, or visitors to, the site in question will make use of the infrastructure in question. Costs are apportioned according to projected share of infrastructure usage.

The following method has been used to calculate infrastructure charges in this DCP:

- Specify the total cost to provide the infrastructure item;
- Spatially define the area that will make primary use of the item – this is known as the Main Catchment Area (MCA);
- Adjust the cost of the project downwards in line with the estimated share of usage emanating from outside of the MCA (i.e. in line with the estimated proportion of external demand);
- Count the existing developable hectares in the MCA;
- Project the growth in developable hectares in the MCA over the life of the DCP; and
- Express both the stream of developable hectares and the (adjusted) infrastructure costs in present value terms and divide the adjusted infrastructure cost by the number of developable hectares to arrive at a charge per developable hectare.

Note that for all projects in this DCP, the MCA is the same as the Cranbourne North DCP Area.

Infrastructure charge calculation sheets are shown in Appendix 3. The calculation sheets show all of the information inputs used to determine the infrastructure charge for each project.

6.2 Development Contribution Rates

The development contribution charges that apply to developable hectares in the Cranbourne North DCP Area are shown in Table 3 below. Charges are levied and payable on a 'per developable hectare' basis or 'per dwelling' basis for Community Infrastructure.

These contribution amounts are current as at 30th June 2005. The development contribution must be adjusted as follows:

In relation to the costs associated with all infrastructure items other than land, the costs must be adjusted and the contribution amounts recalculated according to the following method:

- Capital Cost as specified in Appendix 2 appearing in the Cranbourne North Development Contributions Plan for each item of infrastructure - the Building Price Index, Melbourne as published in the latest edition of Rawlinsons Australian Construction Handbook.
- The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.

In relation to the cost of land required under the Cranbourne North Development Contributions Plan, the land value must be adjusted by adopting a revised land value determined according to the following method:

- The adoption of the market value of a hectare of land, to the satisfaction of the Responsible Authority, which is the midpoint between a valuation of land in the area of the Plan conducted by the Victorian Valuer General and a registered valuer appointed by the President for the time being of the Victorian Division of the Australian Property Institute.
- The revised land value and the adjustment of the contributions must be calculated as at 1 July in each year.

Within 14 days of the adjustments being made, the Responsible Authority must publish a notice of the amended contributions in a newspaper circulating in the municipality.

Table 3. Development Contribution Rates

	Area 001*
Development Infrastructure Levy	
DI Community Facilities	\$10,410
DI Open Space	\$18,250
DI Plan Preparation	\$2,553
DI Roads	\$15,229
Total (DI) Development Infrastructure Levy Per Developable Hectare	\$46,442
Community Infrastructure Levy	
CI Community Facilities	\$11,990
Total (CI) Community Infrastructure Charge Per Developable Hectare	\$11,990
Total (CI) Community Infrastructure Charge Per Dwelling**	\$944
Total (CI) Community Infrastructure Levy Capped at \$900 Per Dwelling	\$900
Total (CI) Community Infrastructure Levy Per Developable Hectare with Cap	\$11,430
TOTAL LEVY PER DEVELOPABLE HECTARE WITH CAP	\$57,872

*Cranbourne North DCP Area.

**Based on 12.7 dwellings per developable hectare (Source: City of Casey).

Note: These figures exclude GST.

7 Procedural Matters

7.1 Liability for Development Contributions

Proponents of all development types anywhere in the DCP Area shall be liable for development contributions, regardless of whether or not a planning permit is required. There are no as-of-right exemptions in respect of this requirement.

7.2 Method and Timing of Payment

Council may request that contributions be made at either the planning or building permit stage for Development Infrastructure, and only the building permit stage for Community Infrastructure.

A Development Infrastructure Levy must be paid to the Responsible Authority in accordance with the provisions of the Development Contribution Plan Overlay within the following specified time, namely after Certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that Plan.

Where the subdivision is to be developed in stages the Development Infrastructure Levy for that stage only may be paid to the Responsible Authority within the time specified provided that a Schedule of Development Contributions is submitted with each stage plan of subdivision. The schedule must show the amount of development contributions payable for each stage and paid in respect of prior stages to the satisfaction of the Responsible Authority.

The payment of the Development Infrastructure Levy in respect of developable hectares allowed under the permit (as distinct from all developable hectares in a stage) may be made to the Responsible Authority provided:

- The Council agrees;
- The subdivision is to proceed in stages; and
- A master plan is submitted in accordance with section 37(3) – 10 of the *Subdivision Act* 1988.

Before the issue of a statement of compliance or as agreed by the Responsible Authority the developer must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987 to provide for the payment of a Community Infrastructure Levy to the Council by a future land owner in accordance with the provisions of the Cranbourne North Development Contributions Plan and Section 46O of the Act.

Where the subdivision is to be developed in stages a schedule of development contributions must be submitted with each plan of subdivision. The schedule must show the amount of development

contributions paid for each stage together with running tallies of any credit balance in the amounts provided, to the satisfaction of the Responsible Authority.

Payment of development contributions is to be made in cash, or otherwise in accordance with the following, to the satisfaction of the Council. Council may consider accepting works or land in lieu of cash contributions. Such acceptance should be in accordance with Council's approved works priority list.

7.3 Funds Administration

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the *Local Government Act 1989* (Part 3b section 46Q(1)(a)). All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

The City of Casey will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP through a separate set of audited financial statements. Details of the implementation of the DCP can be obtained from the City of Casey.

Should Council resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of additional works, services and facilities as approved by the Minister responsible for the Planning and Environment Act 1987, or will be refunded to developers and/or owners of land, as appropriate, subject to these infrastructure charges.

Appendix 1 – Development Stocktake and Projections

The following table shows the development stocktake and projections adopted for this DCP, as based on the Cranbourne North Development Plan.

Cranbourne North DCP Area (Excluding Town Centre Area)

	Assumed Development Rate	Development of Hectares
Existing (2005)		0.00
At Capacity (Year 2024)		235.20
New Dev't 2006	5.26%	12.38
New Dev't 2007	5.26%	12.38
New Dev't 2008	5.26%	12.38
New Dev't 2009	5.26%	12.38
New Dev't 2010	5.26%	12.38
New Dev't 2011	5.26%	12.38
New Dev't 2012	5.26%	12.38
New Dev't 2013	5.26%	12.38
New Dev't 2014	5.26%	12.38
New Dev't 2015	5.26%	12.38
New Dev't 2016	5.26%	12.38
New Dev't 2017	5.26%	12.38
New Dev't 2018	5.26%	12.38
New Dev't 2019	5.26%	12.38
New Dev't 2020	5.26%	12.38
New Dev't 2021	5.26%	12.38
New Dev't 2022	5.26%	12.38
New Dev't 2023	5.26%	12.38
New Dev't 2024	5.26%	12.38
	100.00%	235.20

Appendix 2 – Infrastructure Project Details

PROJECT NUMBER:	INFRASTRUCTURE TOPIC:	PROJECT DESCRIPTION AND LOCATION:	MAIN CATCHMENT AREA:	EXTERNAL DEMAND DESCRIPTION:	EXTERNAL DEMAND (%):	CAPITAL COST (CURRENT DOLLARS):	TIMING:	PROJECT JUSTIFICATION:	STANDARD OF CONSTRUCTION:
COMMUNITY INFRASTRUCTURE (FOR COMMUNITY FACILITY)									
CI_CF_001	Community Infrastructure	Tennis facilities in District Park adjoining Secondary College	Regional catchment (includes Cranbourne North Development Contribution Plan Area)	8602 households based on ASR figures	74.6%	\$1,047,800	2020	The project is required to provide adequate recreation facilities for the new community	Project includes: 4 tennis courts (\$264,000); car park (\$112,800); and tennis pavilion (270 sq m) (\$671,000)
CI_OS_014b	Community Infrastructure	Base and Major Pavilions in District Park (Associated with Project DI_OS_14a)	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,893,000	2015	The project is required to provide adequate recreation facilities for the new community	Works include: base pavilion (248 sq m) (\$688,000); major pavilion (\$1,205,000).
CI_OS_015b	Community Infrastructure	Base Pavilion in District Park (Associated with Project DI_OS_15a)	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$688,000	2020	The project is required to provide adequate recreation facilities for the new community	Works include: base pavilion (\$688,000).

CI_OS_016b	Community Infrastructure	Major Pavilion adjacent to Hilltop Park (Associated with Project DI_OS_16a)	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,205,000	2015	The project is required to provide adequate recreation facilities for the new community	Works include: major pavilion (\$1,205,000).
DEVELOPMENT INFRASTRUCTURE (FOR COMMUNITY FACILITY)									
DI_CF_004	Development Infrastructure	Western Multipurpose Community Centre	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,320,500	2012	The project is required to provide adequate facilities for the new community	Works include: Double unit preschool and maternal child health centre (\$1,250,000; Car parking (\$70,500)
DI_CF_005	Development Infrastructure	Eastern Multipurpose Community Centre	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,320,500	2020	The project is required to provide adequate facilities for the new community	Works include: Double unit preschool and maternal child health centre (\$1,250,000); Car parking (\$70,500)
DEVELOPMENT INFRASTRUCTURE (FOR LAND)									
DI_LA_006	Development Infrastructure	Community Centre site (west) (0.9 hectares)	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component).	23.4%	\$450,000	2010	The project provides the land that is required for future community facility provision	Land only (0.9 ha at \$500,000 per hectare)

DI LA 007	Development Infrastructure	Community Centre site (east) (0.4 hectares)	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$200,000	2015	The project provides the land that is required for future community facility provision	Land only (0.4 ha at \$500,000 per hectare)
DI LA 008	Development Infrastructure	Land for Glasscocks Road affected by the Public Acquisition Overlay (PAO3)	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	92.5%	\$1,180,000	2008	The project is required to provide for the orderly and proper development of the area in a manner that ensures traffic growth is linked to the arterial road network and not to existing local streets (for example within the Hillsmeade and Berwick Springs Residential Estates)	Land only (2.36 ha at \$500,000 per hectare); Includes 43m reservation within 200m of Narre Warren – Cranbourne Road intersection and 17m width (1/2 of 34m reservation) up to The Promenade.

DI LA 009	Development Infrastructure	Land for the North-South Arterial Road between the UGB and Thompsons Road	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	75.0%	\$22,500	2015	The project is required to provide for appropriate road access to the development area	Land only (0.15 ha at \$150,000 per hectare); The difference between a Boulevard Trunk Collector Road reservation (31 metres) and a 4 lane Arterial Road reservation (34 metres)
DI LA 010	Development Infrastructure	Land for the North-South Collector Road along the eastern boundary of the Recreation Reserve within the Green Wedge Zone and outside the UGB	Mainly Cranbourne North Development Contribution Plan Area (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	21.0%	\$180,000	2015	The project is required to provide for appropriate road access to the development area	Land only (1.2 ha at \$150,000 per hectare)
DI LA 011	Development Infrastructure	Land for Hilltop Park: 6.7 hectares within the buffer	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,005,000	2015	The project is required to provide for a unique passive open space experience for the new community	Land only: 6.7 ha at \$150,000 per hectare within buffer.

DI_LA_012	Development Infrastructure	Land required for road widening of Glasscocks Road (1.8 hectares) (14m road widening)	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	91.5%	\$270,000	2012	The project is required to assist traffic movement to the development area	Land only (1.8 ha at \$150,000 per hectare (rural rate))
DI_LA_013	Development Infrastructure	Land required for road widening of Narre Warren - Cranbourne Road (1.2 hectares)	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	95.0%	\$180,000	2015	The project is required to assist traffic movement to the development area	Land only (1.2 ha at \$150,000 per hectare (rural rate))
DEVELOPMENT INFRASTRUCTURE (FOR OPEN SPACE)									
DI_OS_014a	Development Infrastructure	District Park adjoining Secondary College Sports and Recreation Facilities	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$2,143,000	2015	The project is required to provide adequate recreation facilities for the new community	Works include: 1 junior oval (\$392,000); 1 senior oval (\$1,064,000); Netball courts (\$75,000); 100 car spaces (\$282,000); 200 metre long access road to car parking areas (\$280,000); 1 playground (\$50,000)
DI_OS_015a	Development Infrastructure	District Park adjacent to the Primary School Sports and Recreation Facilities	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$806,600	2020	The project is required to provide adequate recreation facilities for the new community	Works include: junior oval (\$392,000); 30 car spaces (\$84,600); 200 metre long access road to car parking areas (\$280,000); 1 playground (\$50,000)

DI OS 016a	Development Infrastructure	Sports and Recreation Facilities adjacent to Hilltop Park	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,142,800	2015	The project is required to provide adequate recreation facilities for the new community	Works include: 3 soccer pitches (\$840,000); 40 car spaces (\$112,800); 100 metre long access road to car parking areas (\$140,000); 1 playground (\$50,000)
DI OS 017	Development Infrastructure	Embellishment of Hilltop Park	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area (residential component)	Casey Central Town Centre Structure Plan Area (residential component)	23.4%	\$1,000,000	2015	The project is required to provide for a unique passive open space experience for the new community	Works include paths, rehabilitation of vegetation and additional landscaping
DEVELOPMENT INFRASTRUCTURE (FOR ROADS)									
DI_R_018	Development Infrastructure	Glasscocks Road construction; the road length from Narre Warren – Cranbourne Road to The Promenade	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	92.5%	\$865,240	2010	The project is required to provide the necessary road infrastructure to service this new growth area; Glasscocks Road is a future arterial road and is presently unconstructed	Construction of the first carriageway (one lane each way with no median) of Glasscocks Road from The Promenade to Narre Warren – Cranbourne Road is 485 metres; The length of road excludes the 200 metre intersection treatment the following locations: Narre Warren – Cranbourne Road and the Town Centre eastern boundary (200 m each way); The length of road to be constructed is 485 metres x rate of road construction @ \$1,784 per metre; The construction of the first carriageway from The Promenade to Clyde Road is funded through the Capital Works Program 2005/2006; In accordance with Casey Standard Road Drawings, City of Casey, 17 December 2003 and including: First half construction of future arterial road; One traffic lane in each direction; Underground drainage; Lighting

DI_R_019	Development Infrastructure	North-South Road as a Boulevard Collector Road (from the UGB to Thompsons Road)	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	75.0%	\$781,392	2015	The project is required to provide for appropriate road access to the development area	The length of road is 438 metres x rate of road construction @ \$1,784 per metre; In accordance with Casey Standard Road Drawings, 17 December 2003 and including: Boulevard Trunk Collector; One traffic lane in each direction; No parking lanes (as no adjacent development); Underground drainage; Shared path one side only; Lighting; Tree planting
DI_R_020	Development Infrastructure	Boulevard Collector Road along the eastern edge of the Recreation Reserve (from the UGB to Thompsons Road)	Mainly Cranbourne North Development Contribution Plan Area (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	21.0%	\$672,568	2015	The project is required to provide for appropriate road access to the development area	The length of road is 377 metres x rate of road construction @ \$1,784 per metre; In accordance with Casey Standard Road Drawings, 17 December 2003 and including: Boulevard Trunk Collector; One traffic lane in each direction; No parking lanes (as no adjacent development); Underground drainage; Shared path one side only; Lighting; Tree planting

DI_R_021	Development Infrastructure	Narre Warren - Cranbourne Road and Glasscocks Road (ultimate) signalised intersection	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	94.0%	\$3,064,000	2015	The project is required to provide the necessary roadworks for safe and efficient access to the development area	Ultimate duplicated intersection works include: Traffic signals is \$190,000; Glasscocks Road (east) intersection (incl 200 m leg length) is \$958,000; Glasscocks Road (west) intersection (incl 200 m leg length) is \$479,000; Narre Warren – Cranbourne Road (north) intersection (incl 200 m leg length) is \$718,500; Narre Warren – Cranbourne Road (south) intersection (incl 200 m leg length) is \$718,500
DI_R_022	Development Infrastructure	Boulevard Collector Road intersection to Thompsons Road (east of Recreation Reserve)	Mainly Cranbourne North Development Contribution Plan Area (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	21.0%	\$1,269,480	2015	The project is required to provide the necessary roadworks for safe and efficient access to the development	Works include: Roundabout (160 m) is \$311,480; Boulevard Collector Road intersection NOT FUNDED BY DCP; Thompsons Road intersection (east) (incl 200 m leg length) is \$479,000; Thompsons Road intersection (west) (incl 200 m leg length) is \$479,000; Widening of Thompsons Road at the roundabout site only, in advance of duplication of Thompsons Road; Upgrade of Boulevard Collector Road approaches not funded by DCP

DI_R_023	Development Infrastructure	North-South Arterial Road intersection to Thompsons Road	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	83.0%	\$942,000	2015	The project is required to provide the necessary roadworks for safe and efficient access to the development	Works include: Traffic signals is \$152,000; Boulevard Collector Road intersection NOT FUNDED BY DCP; Thompsons Road intersection (east) (incl 200 m leg length) is \$395,000; Thompsons Road intersection (west) (incl 200 m leg length) is \$395,000; North – South Road intersection (south) within the Cranbourne East Development Plan is NOT FUNDED BY DCP; Road widening of Thompsons Road at the intersection only, in advance of duplication of Thompsons Road; Upgrade of Boulevard Collector Road approaches not funded by DCP
DI_R_024	Development Infrastructure	Signalised intersection at Boulevard Collector Road east of Casey Central Town Centre to Glasscocks Road	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Town Centre and Other traffic	77.5%	\$750,750	2020	The project is required to provide the necessary roadworks for safe and efficient access to the development	Works include: Traffic signals is \$152,000; Boulevard Collector Road intersection (north side of Glasscocks Road) NOT FUNDED BY DCP; Boulevard Collector Road intersection (south side of Glasscocks Road) NOT FUNDED BY DCP; Glasscocks Road intersection (east) (incl 200 m leg length) is \$299,375; Glasscocks Road intersection (west) (incl 200 m leg length) is \$299,375; Works include 200 m duplication of Glasscocks Road (but not the ultimate design of the intersection); Upgrade of Boulevard Collector Road approaches not funded by DCP

DI_R_025	Development Infrastructure	Signalised intersection of North-South Boulevard Collector Road (west) to Glasscocks (T intersection)	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	64.5%	\$750,750	2010	The project is required to provide the necessary roadworks for safe and efficient access to the development	Works include: Traffic signals is \$152,000; Boulevard Collector Road intersection NOT FUNDED BY DCP; Glasscocks Road intersection (east) (incl 200 m leg length) is \$299,375; Glasscocks Road intersection (west) (incl 200 m leg length) is \$299,375; Works include 200 m duplication of Glasscocks Road; Upgrade of Boulevard Collector Road approach not funded by DCP
DI_R_026	Development Infrastructure	Signalised intersection of North-South Boulevard Collector Road (east) to Glasscocks (T intersection)	Mainly Cranbourne North Development Contribution Plan Area (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	42.0%	\$750,750	2010	The project is required to provide the necessary roadworks for safe and efficient access to the development	Works include: Traffic signals is \$152,000; Boulevard Collector Road intersection NOT FUNDED BY DCP; Glasscocks Road intersection (east) (incl 200 m leg length) is \$299,375; Glasscocks Road intersection (west) (incl 200 m leg length) is \$299,376; Works include 200 m duplication of Glasscocks Road; Upgrade of Boulevard Collector Road approach not funded by DCP

DI_R_027	Development Infrastructure	Signalised intersection of East-West Trunk Collector Road (to Rosebank Drive) and Narre Warren - Cranbourne Road	Broad sub-region (traffic volumes sourced from GTA, 8 December 2005)	Other and Town Centre traffic	92.0%	\$1,672,000	2015	The project is required to provide the necessary roadworks for safe and efficient access to the development	Works include: Traffic signals is \$190,000; (Rosebank Drive) Boulevard Collector Road intersection NOT FUNDED BY DCP; Trunk Collector Road intersection NOT FUNDED BY DCP; Narre Warren – Cranbourne Road intersection (north) (incl 200 m leg length) is \$718,500; Narre Warren – Cranbourne Road intersection (south) (incl 200 m leg length) is \$718,500; Works include duplication of Narre Warren – Cranbourne Road, in advance of duplication of Narre Warren – Cranbourne Road; Rosebank Drive and Trunk Collector approach not funded by DCP
DI_R_028	Development Infrastructure	Pedestrian signalised crossing located north of Thompsons Road / Narre Warren – Cranbourne Road intersection	Cranbourne North Development Contribution Plan Area, Casey Central Town Centre Structure Plan Area (residential component) and residential area west of Narre Warren-Cranbourne Road	Casey Central Town Centre Structure Plan Area (residential component) and residential area west of Narre Warren-Cranbourne Road	40.0%	\$150,000	2015	The project is required to provide for convenient and safe pedestrian access to neighbouring facilities	City of Casey specifications

DEVELOPMENT INFRASTRUCTURE (FOR PLANNING)									
DI_X_029	Development Infrastructure	Preparation of Cranbourne North DCP and Casey Central Town Centre DCP and associated documents	Cranbourne North Development Contribution Plan Area & Casey Central Town Centre Structure Plan Area; Cranbourne North Development Contribution Plan Area is 60%	Casey Central Town Centre Structure Plan area is 40%	40.0%	\$700,000	2008	The project is required to provide the necessary basis for the development of this area; Without the project, there would be no ability for the development of the area to commence	Preparation of the Cranbourne North Development Contributions Plan and related planning, design and infrastructure planning work; The project will be completed within 2 years of the approval of Amendment C77 to the Casey Planning Scheme; The delivery includes a further Amendment to the Casey Planning Scheme to implement the Casey Central Town Centre Structure Plan Development Contributions Plan as well as final changes to the Cranbourne North Development Contribution Plan as a consequence of the approval of the Casey Central Town Centre Structure Plan

Appendix 3 – Calculation Sheets

The calculation sheets are shown overleaf.