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Lyndhurst Development Contributions Plan

Date updated: 19 June 2025

Responsible Department: Strategic Planning Growth & Contributions

Related policies: Nil

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Advisory Note

This Development Contributions Plan (DCP) relates to Local Structure Plan 1: Lyndhurst (LSP 1), which has been superseded following Council's adoption of the Hampton Park Development Plan (adopted 11 September 2001), the Cranbourne Development Plan (adopted 25 June 2002) and the Lynbrook and Lyndhurst Development Plan (adopted 24 June 2003). While LSP 1 has been superseded, it still forms the basis of the DCP for this area.

Amendment C49 to the Casey Planning Scheme has altered the existing DCP only insofar as providing for a signalised intersection on Dandenong-Hastings Road (Western Port Highway) in association with the subdivision of the land at 250 Dandenong-Hastings Road, Lyndhurst ("Figtree Hill Estate"), and updating some scheme references and the DCP to current dollar values.

In light of the status of LSP 1, Council resolved on 17 December 2002 to fully review the DCP to not only update the infrastructure requirements for the area but also to bring it into line with the current Planning Scheme provisions and the new Development Plans. Until such time as this review has been carried out, this document will comprise the relevant DCP for the area that is referred to in the Schedule to Clause 81 of the Casey Planning Scheme.

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/Lynbrook 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 a number of Development Plans covering the area shown in Appendix 1. The area generally bounded by the Westernport Highway, the South Gippsland Highway, Evans Road and Thompsons Road is covered by Local Structure Plan (LSP) 1 (refer to Appendix 2). This Development Contributions Plan applies to LSP 1.

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.

2. Council Policy Regarding Development Contributions

Clause 22.14 of the Casey 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 1 area is zoned Residential 1 and is affected by Development Plan Overlays. These Development Plan Overlays require the Responsible Authority to consider the provisions and requirements of any approved Development Plan/s in determining planning applications.

3. Details of Development

LSP 1 covers an area of 580 hectares of residential land.

The area is expected to accommodate a total population of some 23,000 people. This is based on a developable residential area of 479 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 2025.

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 provisions of Clause 56 of the Casey Planning Scheme and any approved Development Plan.

The Development Plan 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 Clause 56 of the Casey Planning Scheme.

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 Westernport Highway - a dual carriage way, which was duplicated in 1997/1998;
- to the east the South Gippsland Highway - a duplicated road - and Evans Road - an unsealed dual carriage way;
- to the south Thompsons Road - a dual carriageway.

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 a new railway station within the Development Contributions Plan area.

Road network

To assess the additional infrastructure required to enable the Cranbourne/Hampton Park/Lyndhurst/Lynbrook 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 former Cranbourne/Hampton Park/Lyndhurst Strategy Plan, which is shown in Appendix 3. It confirms that the roads surrounding LSP 1 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 1 to the arterial road network.

The specific infrastructure required for LSP 1 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	2,000m^2
Multi-functional centre	10,000	4,000m^2
Multi-purpose centre	20-30,000	8,000 m^2

Based on these criteria, sites for community facilities have been specified in LSP 1, choosing the most suitable locations in terms of accessibility and co-location with open space, commercial and other community facilities. In total 6 pre-school sites, 2 multi- functional centre sites and 1 multi-purpose centre site have been included in LSP 1 (as shown in Appendix 4).

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

Contribution for new railway station

The State Government requires a contribution of $200 per lot/dwelling towards the completion of the electrification of the railway line to Cranbourne. In particular, this contribution is to be used towards the construction of a new railway station within 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/Lynbrook urban area and LSP 1 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/Development Contributions Plan area (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 in the LSP/Development Contributions Plan area is shown below:

Item	Total cost for Strategy Plan ($2002)	Total cost for LSP1 ($2002)	Contribution per lot/dwelling ($2002)
Road works Strategy Plan area as a whole (level B contribution)	$25,391,239	$4,801,893	$668
Road works LSP 1		$8,893,059	$1,238
Traffic management works LSP 1		$4,265,140	$593
Sites for community facilities LSP 1		$2,098,656	$292
Railway line	$10,220,954	$1,795,100	$250
Total	**$35,612,193**	**$21,853,848**	**$3,041 (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 was a requirement of all LSP'S.

The total number of new households in LSP 1 is estimated to be 7,185. The 'level A contribution' is derived by equally distributing the direct costs for LSP 1 over these 7,185 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 38,000 '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 $668 =) $20,040 per hectare in $2002.

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 $250 per lot/dwelling is a straight charge per lot/dwelling as determined by the State Government, in $2002.

In summary then, the development contribution per lot/dwelling results in the following (in 2002 dollars):

- ‘level A contribution’ - $2,123
- ‘level B contribution - $668
- Railway contribution - $250
- Total - $3,041
- Industrial and commercial developments - $20,040 ($2002) 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 Lyndhurst Development Contribution Plan will expire 12 months from the date of the gazettal of Planning Scheme Amendment C303case.

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 1 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:
  - $3,041 ($2002 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 $3,041 quarterly for inflation, starting on October 2002, based on the general CPI for Capital Cities;
  - $20,040 ($2002 dollars) per hectare for new development on industrial or commercial land;
  - the Responsible Authority may adjust the amount of $20,040 quarterly for inflation, starting on 1 October 2002 based on the general CPI 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.

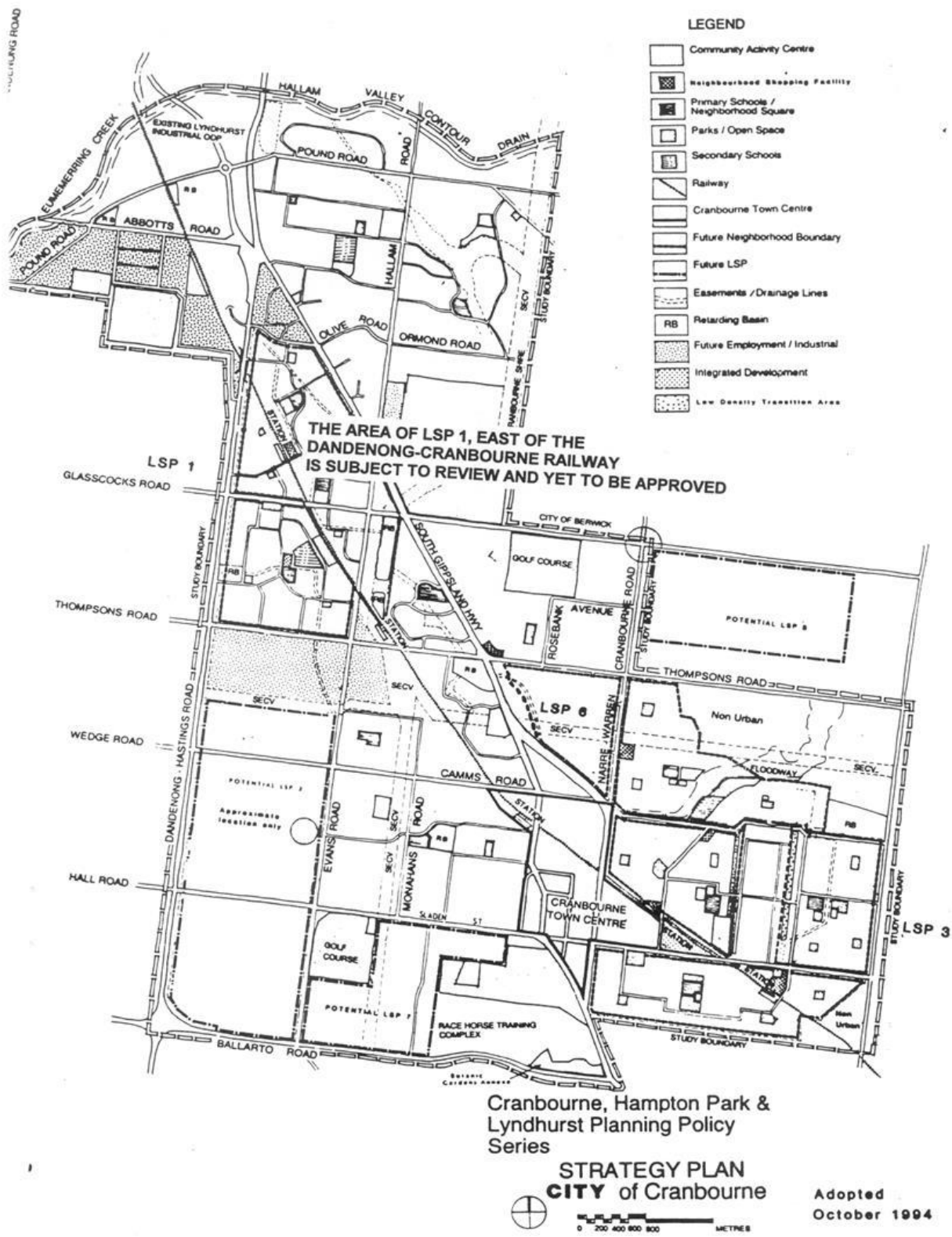
Funds collected through the 'level A contribution' in this Development Contributions Plan will be held by Council in a special reserve account for Local Structure Plan 1 Development Contributions. Any payments out of this account will only be spent on infrastructure within the area specified in this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

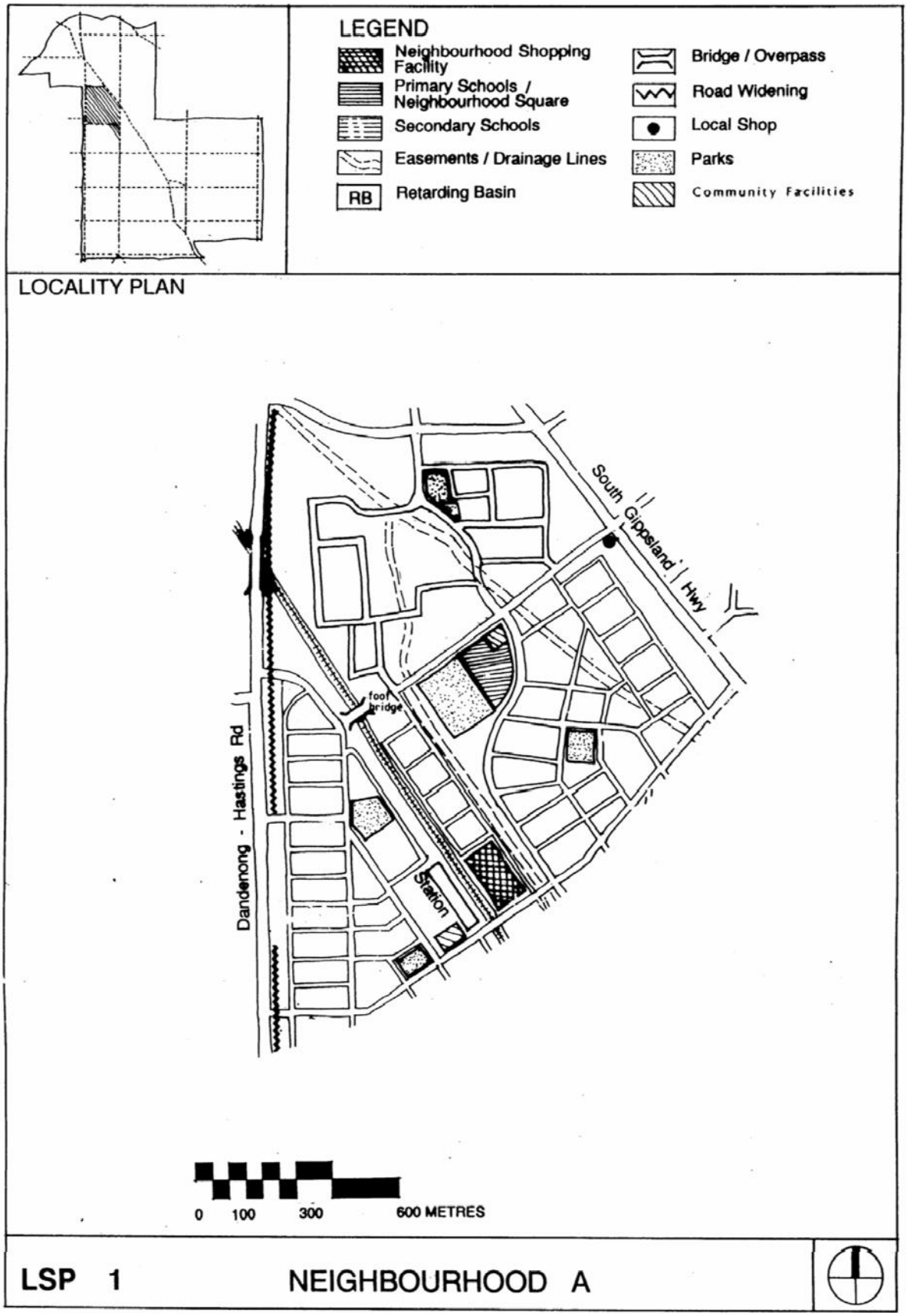
The funds collected under the railway contribution will be held in a special reserve account for this purpose and periodically transferred to the State Government.

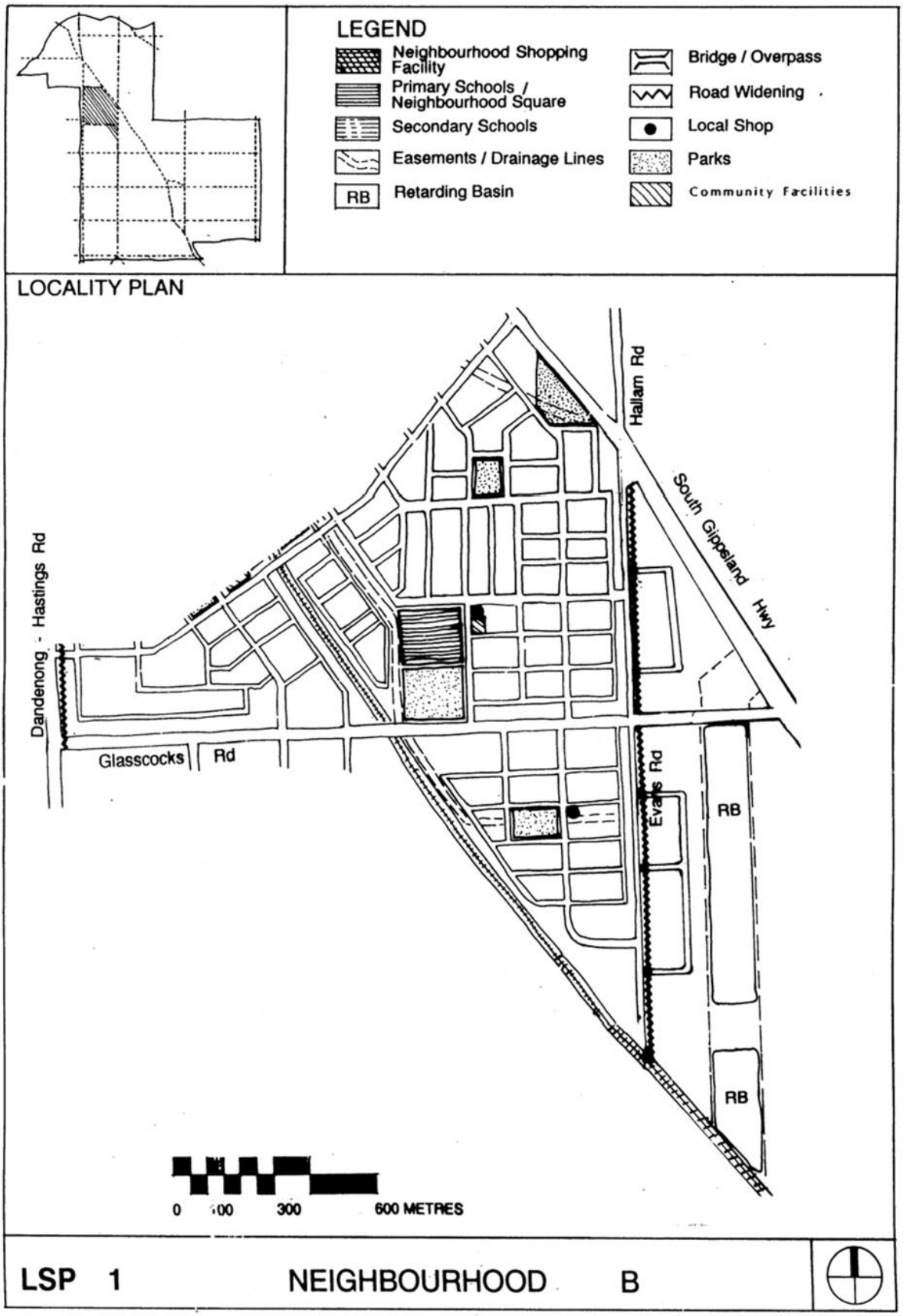
Any expenditure from the above accounts will be specified in Council's Capital Improvement Program (which is a public document) and that Program will detail the extent to which infrastructure is funded from development contributions and/or other funding sources.

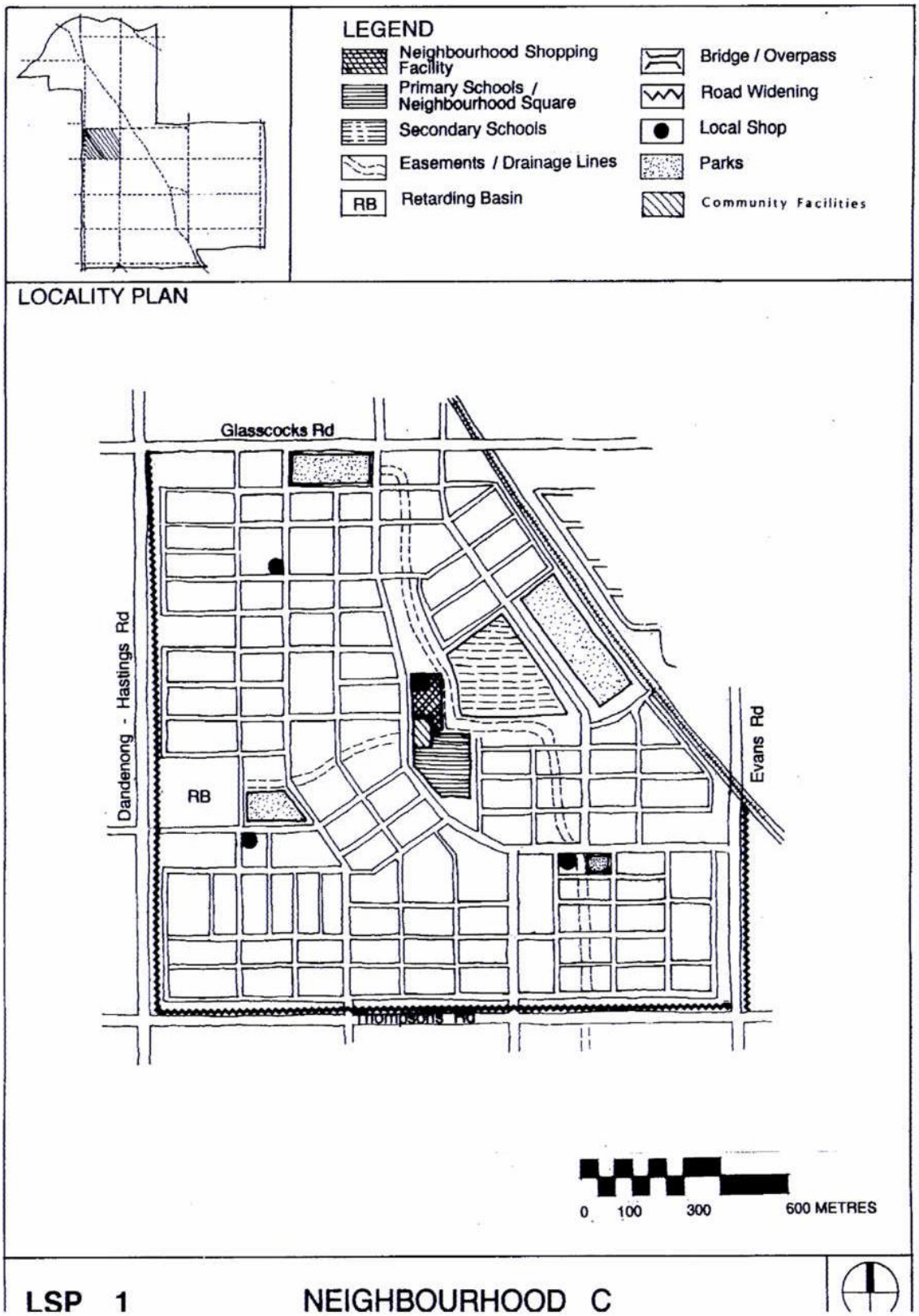
Appendix 1


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
DANDENONG - HASTINGS ROAD
CRANBOURNE ROAD
CAMMS ROAD
EVANS ROAD
MONAVANS ROAD
SLADEN ST
HALLAM VALLEY CONTOUR DRAIN
POUND ROAD
ABBOTTS ROAD
OLIVE ROAD
ORMOND ROAD
ELMEMERRING CREEK
EXISTING LYNDHURST INDUSTRIAL COP
SOUTH GIPPSLAND HWY
ROSEBANK AVENUE
NARRE WARREN
CITY OF BERWICK
GOLF COURSE
POTENTIAL LSP 5
POTENTIAL LSP 7
Non Urban
FLOODWAY
CRANBOURNE TOWN CENTRE
RACE HORSE TRAINING COMPLEX
STATION
STUDY BOUNDARY
SECV
Cranbourne, Hampton Park & Lyndhurst Planning Policy Series
STRATEGY PLAN
CITY of Cranbourne
Adopted October 1994
METRES

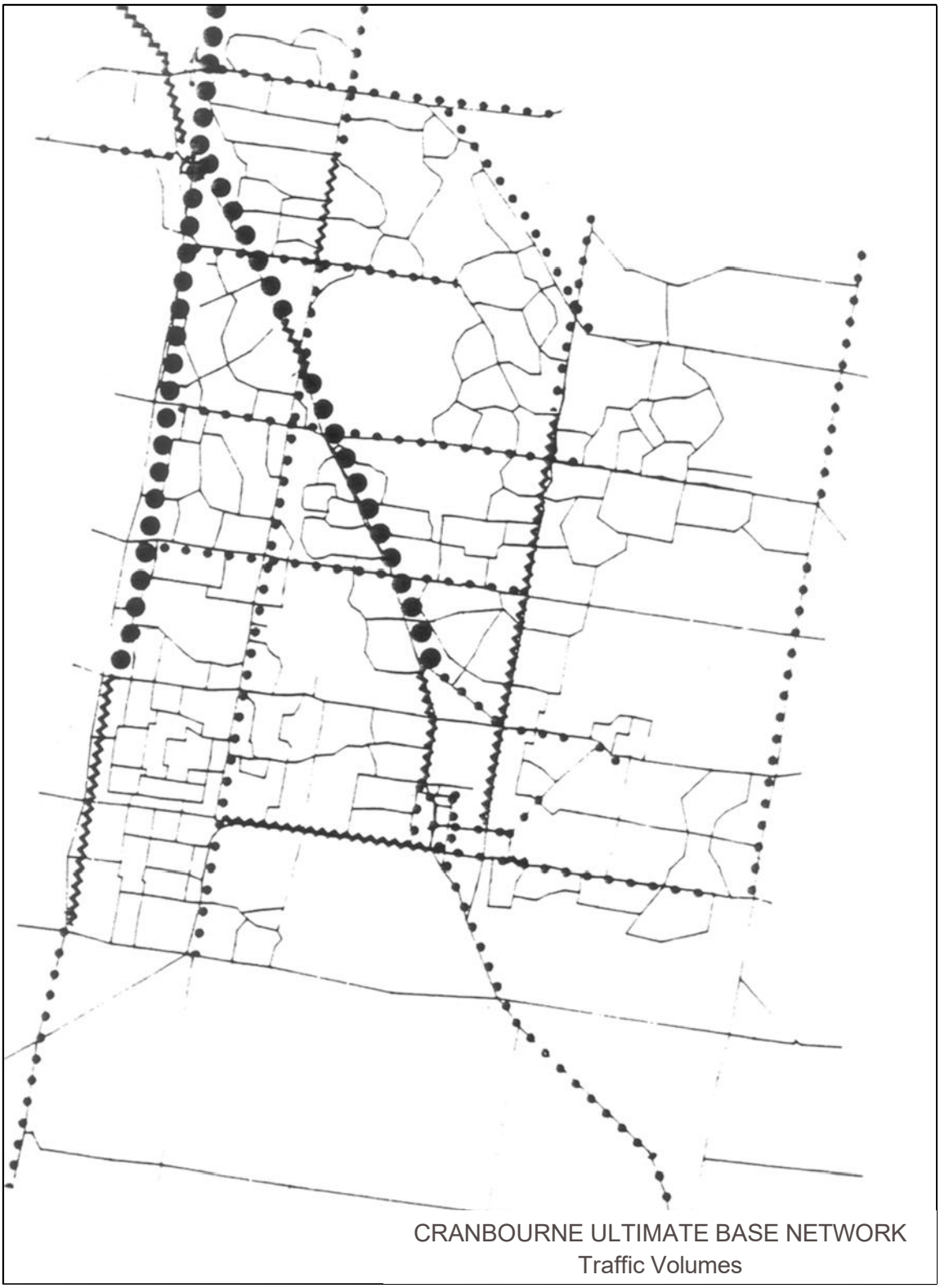
Appendix 2


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
South Gippsland Hwy
Dandenong - Hastings Rd
foot bridge
Station
0 100 300 600 METRES
LSP 1
NEIGHBOURHOOD A

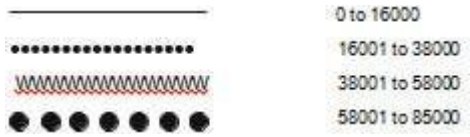

LEGEND
Neighbourhood Shopping Facility
Primary Schools / Neighbourhood Square
Secondary Schools
Easements / Drainage Lines
RB Retarding Basin
Bridge / Overpass
Road Widening
Local Shop
Parks
Community Facilities
LOCALITY PLAN
Hallam Rd
South Gippsland Hwy
Dandenong - Hastings Rd
Glasscocks Rd
Evans Rd
RB
RB
0 300 600 METRES
LSP 1 NEIGHBOURHOOD B


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
Glasscocks Rd
Dandenong - Hastings Rd
RB
Evans Rd
Thompsons Rd
0 100 300 600 METRES
LSP 1
NEIGHBOURHOOD C

Appendix 3



Bandwidth Ranges



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

Appendix 4 - Cranbourne Structure Plans Development Contributions

LSP1 LEVEL A APPORTIONMENTS No Households 7,185					
Item	**Quantity**	**Percent to Levy A**	**Rate $M**	**Cost $M**	**Cost per Household**
ROADS					
Major Arterial Roads					
Arterial Roads					
- New Construction					
Evans Road	2,350m	50%	1.65/km	1.94	
Sub Arterial Roads					
- New Construction					
ULA Road	780m	50%	1.4/km	0.546	
Glasscocks Road	2,150km	80%	1.4/km	2.408	
Other					
Aylmer Road	400m	100%	1.07km	0.43	
Trunk Collector Roads	1,500m	100%	1.4/km	2.10	
Railway Crossings					
- at grade (pedestrian)	1 No	100%	0.19/No	0.19	
- at grade	3 No	100%	0.5/No	1.50	
Major Intersection	4 No	100%	0.5/No	2.00	
Western Port Highway intersection	1 No.	100%	0.58/No	0.58	
Total Construction				**11.694**	
Land Acquisition					
Evans Road	4.7ha	50%	0.157/ha	0.369	
ULA Road	2.65ha	50%	0.157/ha	0.208	
Glasscocks Road	7.31ha	50%	0.157/ha	0.574	
Total Acquisition				**1.151**	
LAND FOR COMMUNITY FACILITIES					
Multi-Purpose Centre	1 No	100%	0.61/No	0.610	
Multi Function Centre	2 No	100%	0.30/No	0.600	
Pre-School Maternal & Health	6 No	100%	0.15/No	0.900	
Total				**2.110**	
SUMMARY FOR LEVY A					
Roads					
Construction			11.694m		
Acquisition			1.151m		
				12.845	
Community Facilities					
Acquisition			2.110m		
				2.110	
TOTAL				**14.955**	**3,041**

All costs in this table are in September $2002 and are to be adjusted for CPI to current $ for use. Amendment C49 to the Casey Planning Scheme adjusted this table to add an additional Major Intersection at a cost of $580,000 in September $2002. This intersection is to be 100% funded by the DCP and requires a cost per household increase of $81 in September 2002 dollars.

Appendix 5 - Cranbourne Structure Plans Development Contributions

LEVEL B APPORTIONMENTS No. Dwellings 38,000					
Item	**Quantity**	**Percent to Levy B**	**Rate $M***	**Cost $M***	**Cost per Dwelling***
CONSTRUCTION					
Plan Preparation Cost		100%	0.030	0.030	
Arterial Roads					
- New Construction					
Evans Road	2,350m	50%	1.3/km	1.528	
Upgrading					
Evans Road	3,350m	50%	0.840/km	1.407	
Sub Arterial Roads					
- New construction					
Golf Club Road	2,700m	50%	1.100 /km	1.485	
Ormond Road Ext	1,000m	100%	1.100 /km	1.100	
ULA Road	780m	50%	1.100 /km	0.429	
Glasscocks Rd	2,150m	20%	1.100 /km	0.473	
Camms Road	1,650m	20%	1.100 /km	0.363	
Ballarto Road 1	1,650m	50%	1.100 /km	0.908	
East-West Link	1,650m	100%	1.100 /km	1.815	
East-West Link	1,650m	100%	1.100 /km	2.200	
Upgrading					
Hall Road	1,650m	20%	0.840 /km	0.277	
Railway Crossings					
At Grade	1 No	100%	0.400 /No	0.400	
Major Intersections	1 No	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	5.61 ha	20%	0.124/ha	0.139	
Hall Road	2.31 ha	20%	0.124/ha	0.057	
Ballarto 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 East West Rd	11.30 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				**13.817m**	
Acquisition				**3.508m**	
Regional Paths				**3.000m**	
				20.326m	**535**
* All Level B levies in $1993					