

# DEVON MEADOWS & CASEY FIELDS SOUTH (EMPLOYMENT) PSP

## INFRASTRUCTURE AND DEVELOPMENT STAGING BACKGROUND REPORT

MARCH 2025

### Purpose

This document explains how the methodology outlined in the [Infrastructure and Development Staging Guidance Note](#) was applied to prepare the Infrastructure and Development Staging Plan (IDSP) for the Devon Meadows and Casey Fields South Precinct Structure Plan (DM & CFS PSP). This document also draws on the various technical information which informs the DM & CFS IDSP.

### Guidance Note Background

The Victorian Planning Authority (VPA) developed the Guidance Note to assist planning authorities, responsible authorities, agencies and other stakeholders to:

1. Understand and inform the methodology for the preparation of an IDSP and accompanying requirements and guidelines in the PSP.
2. Define the stages of the IDSP to appropriately manage the expected growth scenarios for a new community and plan for the provision of infrastructure (local and state) in the most efficient way.
3. Apply and enforce the IDSP in practice.

Under this guidance, the draft DM & CFS IDSP has been prepared for public consultation in March 2025.

### Summary of Outcomes in the DM & CFS IDSP

Melbourne Water's Drainage Services Scheme (DSS) infrastructure was the main development driver informing this IDSP. There are significant outfall infrastructure items that must be delivered early in the precinct's development to ensure safe stormwater and drainage outcomes.

Drainage infrastructure must be delivered in the south of Devon Meadows and to the east of Casey Fields South before significant urban development can proceed. As such, development staging will broadly follow these directions.

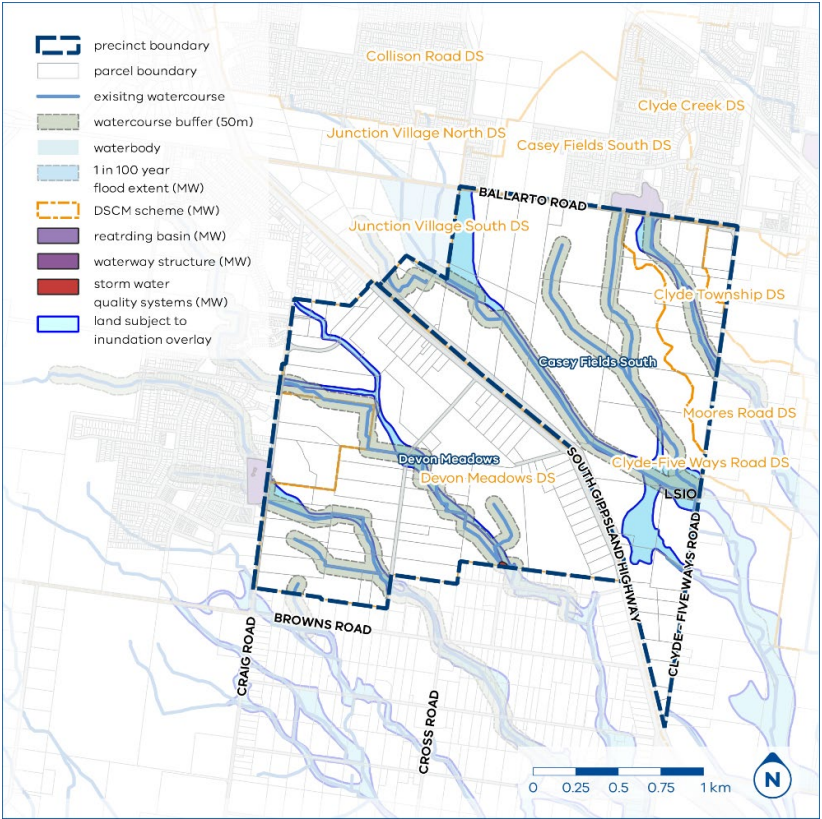
Beyond the IDSP implementation within the PSP and Urban Growth Zone (UGZ), there are no additional statutory controls proposed to manage infrastructure and development staging. The Responsible Authority may seek to apply the Generally in Accordance principle to provide reasonable discretion when assessing planning permit applications. Refer to the [Generally in Accordance Guidance Note](#) for further information. However, when considering this in the context of vital Development Services Scheme (DSS) infrastructure, discretion in decision making should also be subject to the satisfaction of Melbourne Water (MW).

### Step Analysis

The Guidance Note stipulates a five-step methodology for preparing an IDSP. It is an iterative process, and the steps may need to be adjusted several times including after public consultation, before there is agreement on the final IDSP for gazettal within the PSP. The preparation of the IDSP includes the following steps:

<b>Step 1:</b>	Undertake contextual analysis.
<b>Step 2:</b>	Analyse and map development drivers within the precinct.
<b>Step 3:</b>	Analyse financial revenue against infrastructure expenditure over time
<b>Step 4:</b>	Combine the outputs of Steps 1 to 3 into a single IDSP identifying sub-areas within the precinct suitable for development stages numbered in order.
<b>Step 5:</b>	Monitor and review.

## Step 1 – Contextual analysis: Existing and planned infrastructure and services

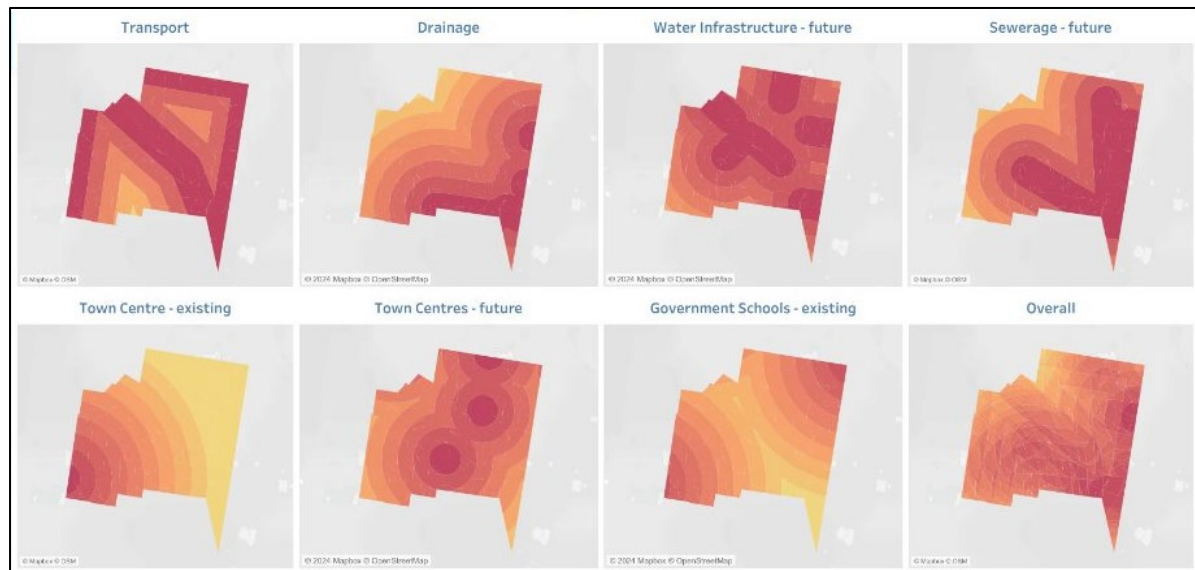
Factor	Analysis
<b>Existing Utilities Services</b>	As per the High-Level Utility Servicing Assessment prepared by SMEC, the precincts have access to services from the north, west and central corridor along the South Gippsland Highway.
<b>Existing Drainage Infrastructure</b>	<p>The PSPs have complicated internal drainage and flood management challenges, as well as needing to deliver outfall solutions for neighboring DSS schemes and existing semi-residential areas downstream.</p> 
<b>Existing and planned transport infrastructure within the precinct and/or surrounds</b>	<p>Key existing roads connect the PSPs to adjacent precincts such as Botanic Ridge and Clyde Creek and Casey Fields South Residential:</p> <ul style="list-style-type: none"> <li>• South Gippsland Highway</li> <li>• Ballarto Road</li> <li>• Craig Road</li> </ul> <p>Active Transport:</p> <ul style="list-style-type: none"> <li>• South Gippsland Highway and Clyde Five Ways Road forms part of the existing Principal Bicycle Network.</li> <li>• Craig Road via Casey fields boulevard forms part of the Strategic Cycling Corridor (SCC).</li> </ul> <p>Public Transport:</p> <ul style="list-style-type: none"> <li>• All future arterial and connector roads will be bus capable.</li> </ul>

<p><b>Existing activity nodes within the precinct or surrounds</b></p>	<ul style="list-style-type: none"> <li>• The closest existing Major Activity Centre (MAC) is Cranbourne to the north-west of the PSP area, it can be accessed via South Gippsland Highway.</li> <li>• The future Clyde MAC to the east of the PSP area can be accessed via Ballarto Road.</li> <li>• Existing government primary and secondary schools are located to the north of the PSP area, with a future government school planned in Botanic Ridge to the west.</li> </ul>

## Step 2 - Development analysis: Within in the precinct

Factor	Analysis
<p><b>Key proposed movement network infrastructure and intersections</b></p>	<p>Existing arterial roads noted in Step 1 and highlighted in dark red of the heat maps below will play a crucial role as gateways into the precinct, enabling the first stages of development.</p> <p>As the precinct develops, connector roads will provide logical access between the existing gateway corridors to key activity nodes.</p>
<p><b>Key proposed public transport infrastructure</b></p>	<p>Planning and development of routes that are bus capable and facilitate active transport should be prioritised. It drives development to leverage the access they provide to key services.</p>
<p><b>Key proposed drainage</b></p>	<p>The most critical drainage infrastructure is the diversion channel along the southern boundary of the Devon Meadows PSP which allows water to be diverted east under the South Gippsland Highway.</p> <p>Additional critical infrastructure includes three drainage outfalls at the eastern boundary of the Casey Fields South PSP along Clyde-Five Ways Road.</p>
<p><b>Key proposed community infrastructure, including schools, community facilities and emergency services</b></p>	<p>New housing growth and expansion of the connector road network will influence the demand, timing and delivery of the community facilities. First stages of development are able to leverage neighbouring existing services outside the precinct via the transport gateways.</p>

The information in the table above was then translated into 'heat maps', allowing for an analysis of where development would be staged from (in other words, where a logical location for stage 1 would be).



It is apparent that when considering the cumulation of factors, with emphasis to deliver critical drainage outfalls, it is logical to begin developing from the south-east of the precinct.

An order of 2 stages with sub-stages are proposed to manage this:

Stage	PSP
1a	Casey Fields South & Devon Meadows
1b	Casey Fields South
2a	Devon Meadows
2b	Casey Fields South

### Step 3 – Financial Analysis

The financial analysis for the IDSP provides an understanding of when revenue is likely to be available from ICP levies for the delivery of infrastructure. Although drainage infrastructure is the primary consideration for the proposed stages, the analysis is necessary to ensure other important infrastructure in a stage aligns with estimated funds. To this end, local transport projects have been considered.

#### Assumptions

It has been assumed that some projects identified to be delivered in a stage will be delivered by developers through Works in Kind (WIK) arrangements. If this is to occur, then developers will forward fund the cost of constructing the infrastructure and offset against their future ICP monetary contribution. This assumption relies on developer eagerness and ability to deliver projects through WIK arrangements.

#### Inputs

The financial analysis identifies how many hectares will be developed per year for each stage and uses this to calculate how much Transport Levies will be collected, based on the levies shown in the ICP. It

shows that a total of approximately 371 hectares will be developed throughout the life of the ICP and this will generate over \$51 million in transport levies.

#### Financial Analysis table and summary

The financial analysis demonstrates that broadly, the ICP can support the cost of infrastructure per stage, noting that the ICP system provides for developer 'contributions' and not a full cost recovery for infrastructure.

The table below shows the transport levies collected per stage and the net position against the estimated project cost per stage.

Stage	Area of stage (ha)	Transport levy / ha	Stage revenue	Stage cost	Overall position at end of stage
1a	35.15	\$147,562	\$10,442,867.21	\$9,737,205.38	\$3,705,661.84
1b	73.66	\$147,562	\$10,870,637.26	\$9,663,828.47	\$1,206,808.79
2a	89.35	\$147,562	\$13,185,256.42	\$6,837,063.50	\$6,348,192.92
2b	97.58	\$147,562	\$14,400,174.21	\$10,068,951.00	\$4,331,223.22

This analysis shows that at the end of each stage, there is expected to be a surplus in the ICP Transport Levy, thus every transport project can be sufficiently funded through ICP funds alone.

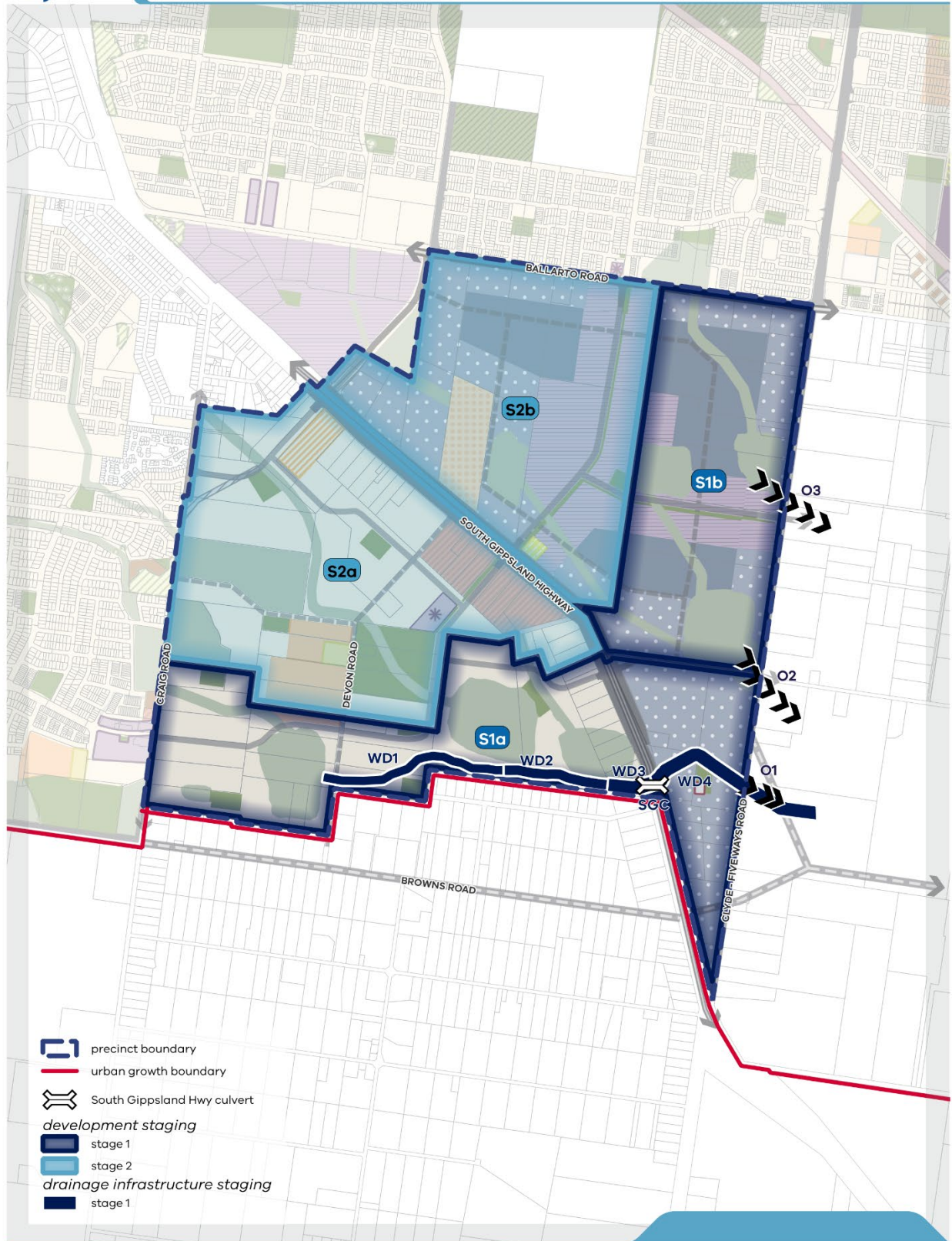
### Step 4 – Preparation of Infrastructure and Development Staging Plan (IDSP)

The order of staging for the DM & Casey Fields South PSP is shown in the map and table below.

Stage 1a: Casey Fields South and Devon Meadows PSP	
<b>Leverage existing conditions</b>	<p>Leverage:</p> <ul style="list-style-type: none"> <li>Existing road access along South Gippsland Highway</li> <li>Peri-urban development front to the south of Devon Meadows</li> <li>Nearby access to community facilities and activity centres in Botanic Ridge.</li> </ul>
<b>Enabling development and access in this stage</b>	<p>The drainage infrastructure within this stage <b>must</b> be delivered prior to any other development commencing in Casey Fields South/ Devon Meadows PSP.</p> <p>The drainage diversion channel provides outfall for the entire DM CFS precinct, this is represented in the IDSP by:</p> <ul style="list-style-type: none"> <li>WD1, WD2, WD3 and WD4</li> <li>O1, O2</li> </ul> <p>Interim solutions for assets WD1, WD2, WD3, SGC, WD4, O1, O2 is not recommended or supported. These assets are to be delivered in their ultimate form.</p> <p>The proposed east-west connector road links Hummingbird Drive to Moores Road and should be delivered within this stage to facilitate access through the Devon Meadows precinct.</p>
<b>ICP Projects</b>	<p>The identified projects should be delivered within this stage; however, they are not crucial and should not impede the development of the rest of the precinct.</p> <p>Transport projects:</p> <ul style="list-style-type: none"> <li>DM-IN-07, CF-IN-08, CF-IN-10</li> </ul> <p>Community infrastructure projects:</p> <ul style="list-style-type: none"> <li>N/a</li> </ul>



Stage 1b: Casey Fields South	
<b>Leverage existing conditions</b>	<p>Leverage:</p> <ul style="list-style-type: none"> <li>Existing road access along South Gippsland Highway, Ballarto Road and Clyde Five Ways.</li> <li>Development front north of Ballarto Road</li> <li>Nearby access to activity centre in Clyde North</li> </ul>
<b>Enabling development and access in this stage</b>	<p>The drainage infrastructure within this stage <b>must</b> be delivered prior to any other development commencing in Casey Fields South PSP.</p> <p>An interim solution will not be considered for asset O3. This asset must be delivered in its ultimate form.</p> <p>The drainage provides an outfall for the entire CFS precinct, this is represented in the IDSP by O3.</p>
<b>ICP Projects</b>	<p>The identified projects should be delivered within this stage; however, they are not crucial and should not impede the development of the rest of the precinct.</p> <p>Transport projects:</p> <ul style="list-style-type: none"> <li>CF-IN-02, CF-IN-03, CF-IN-06, CF-IN-09</li> </ul>
Stage 2a: Devon Meadows	
<b>Leverage existing conditions</b>	<p>Leverage:</p> <ul style="list-style-type: none"> <li>Existing access to South Gippsland Highway and Craig Road.</li> <li>Stage 1 development front and Botanic Ridge development front from Craig Road.</li> </ul>
<b>Enabling development and access in this stage</b>	<p>To enable any development within this stage, drainage <b>must</b> be delivered and connected to the outfall corridors established in Stage 1a.</p> <p>An integrated network of connector roads will enable movement and access within the precinct for the development of the community facilities and activity centre.</p>
<b>ICP Projects</b>	<p>The identified projects should be delivered within this stage; however, they are not crucial and should not impede the development of the rest of the precinct.</p> <p>Transport projects:</p> <ul style="list-style-type: none"> <li>CF-IN-04, CF-IN-05</li> </ul> <p>Community infrastructure project:</p> <ul style="list-style-type: none"> <li>DM-SR-01</li> <li>CF-POS-01</li> <li>DM-CI-01</li> </ul>
Stage 2b: Casey Fields South	
<b>Leverage existing conditions</b>	<p>Leverage:</p> <ul style="list-style-type: none"> <li>Existing access to Ballarto Road, Clyde Five Ways Road and South Gippsland Highway.</li> <li>Development front established by Stage 1b and Clyde Creek PSP.</li> </ul>
<b>Enabling development and access in this stage</b>	<p>To enable any development within this stage, drainage <b>must</b> be delivered and connected to the outfall corridors established in Stage 1b.</p> <p>An integrated network of connector roads will enable movement and access within the precinct and across to the activity centre and community facilities in Devon Meadows.</p>
<b>ICP Projects</b>	<p>The identified projects should be delivered within this stage; however, they are not crucial and should not impede the development of the rest of the precinct.</p> <p>Transport projects:</p> <ul style="list-style-type: none"> <li>CF-IN-01, CF-IN-02</li> </ul>



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### Step 5 - Monitor and review

The DM & CFS IDSP will be tested through the panel process and amended as appropriate.

Periodic review of the IDSP and supporting ordinance is recommended post gazettal of the PSP. This would be the responsibility of the responsible authority and should have regard to updates in funding information, developability, relevant consultation with landowners and updated information or policy from government.



## References

Victorian Planning Authority, *Draft Casey Fields South (Employment) and Devon Meadows Precinct Structure Plan: Draft for Public Consultation March 2025*, Victorian Government, 2025

Victorian Planning Authority, *Generally in Accordance: Guidance Note*, Victorian Government, 2020.

Victorian Planning Authority, *Infrastructure Coordination: Infrastructure and Development Staging Guidance Note*, Victorian Government, 2025.