

Commit to Casey

ADVOCACY PRIORITIES 2020–2021



City of
Casey



Creating Australia's most liveable city

About Casey

Home to more than **350,000 people** from over **150 cultural backgrounds**, the City of Casey is one of Australia's largest and most culturally diverse municipalities.

It's expected that between 2019 and 2031, the city's population will grow by an average of 10,700 people each year and, by 2041, Casey will be home to almost 550,000 residents.

To meet these enormous growth challenges, Council remains focused on prioritising community needs and delivering the infrastructure essential to support a growing community.

In keeping with our vision of **'creating Australia's most liveable city'** by 2021, the City of Casey has adopted a proactive approach to the responsibilities, challenges and opportunities it faces.

Liveability in the context of Casey is defined as the extent to which it is safe, inclusive and environmentally balanced with its community

supported by infrastructure, affordable housing, a strong local economy and well-connected transport network.

To achieve this, Council remains committed to the creation of a collaborative community with shared intentions of fulfilling the life goals of its residents within an innovative, economically independent and thriving municipality.

This submission highlights the City of Casey's advocacy priorities that are critical to the successful delivery of the municipality's service and infrastructure needs.

By working in partnership with the relevant government organisations, Council hopes to secure the necessary funding to carry out these essential projects.



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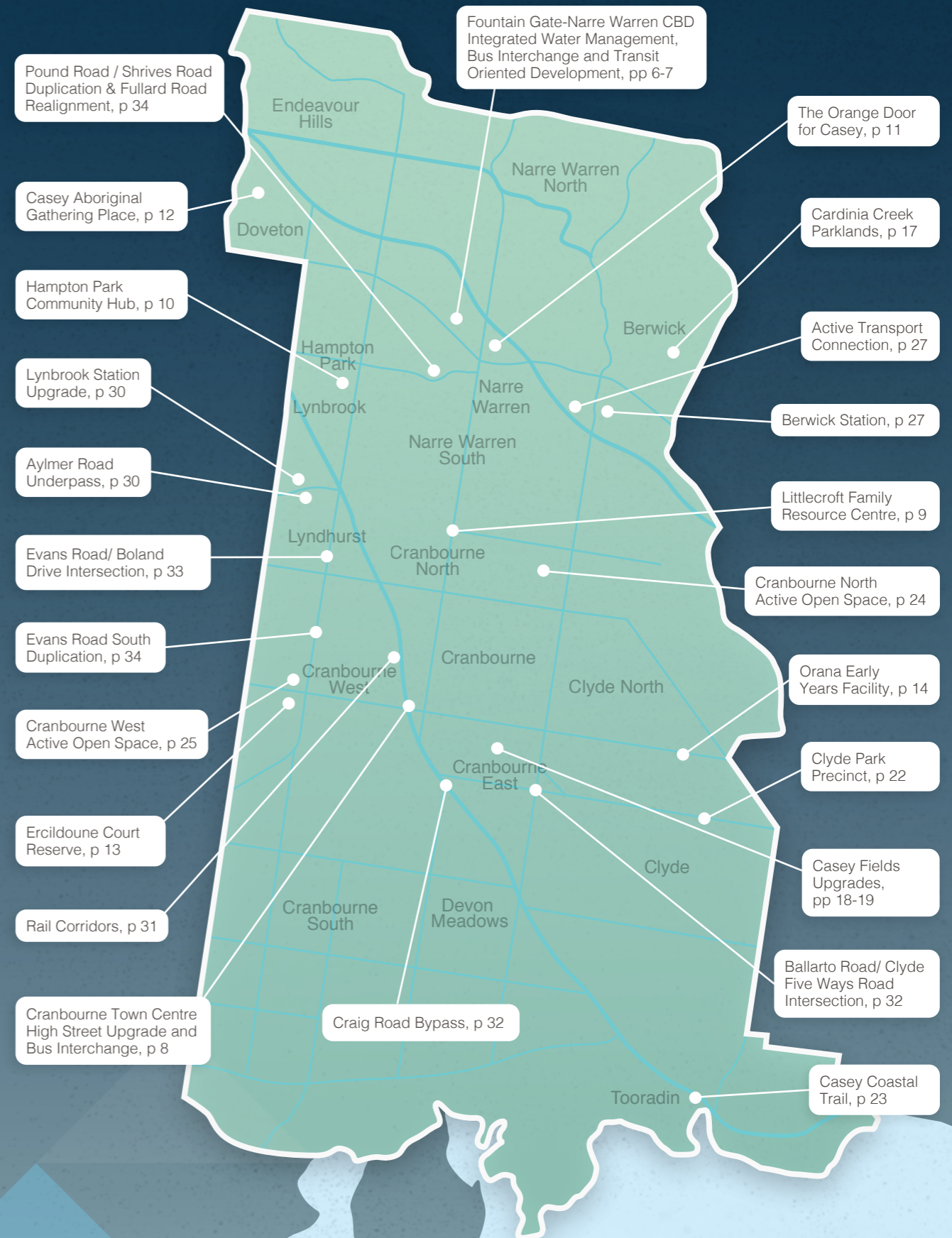
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Fountain Gate-Narre Warren CBD

At the northern heart of the City of Casey, Fountain Gate-Narre Warren CBD is strategically positioned in Melbourne's south east growth corridor. Long established as a major retail destination and civic centre, the CBD has been identified as a Metropolitan Activity Centre (MAC) by the Victorian Government's Metropolitan Planning Strategy, *Plan Melbourne*. Four precincts combine to form the Fountain Gate-Narre Warren CBD - civic and mixed use, retail core, business park and Narre Warren Village.

Integrated Water Management

Narre Warren

Project request: \$2 million - For the construction of a stormwater harvesting and recycling scheme that will supply an estimated 30 million litres of stormwater per annum for irrigation and reuse.

PROJECT DESCRIPTION

As a catchment area, the Fountain Gate-Narre Warren CBD precinct is prone to water management challenges resulting from an increase in potable water demand, water quality issues and flooding.

The *Integrated Water Management Project* will deliver an alternative water network, integrated water management and supply treated stormwater for fit for purpose use (i.e. irrigation, toilet and laundry usage). The program is to be delivered in stages over the next decade in collaboration with the Department of Environment, Land, Water and Planning (DELWP), Melbourne Water and South East Water.

Stage 1a of the project will comprise a stormwater harvesting and recycling scheme at Narre Warren's Max Pawsey Reserve, providing an estimated 30 million litres of stormwater pa for irrigation and reuse for facilities and open spaces.

COMMUNITY BENEFITS

The stormwater harvesting and recycling scheme will deliver:

- state-wide targets on water reuse,
- Victorian and Council integrated water management targets,
- a reliable supply of water to the Fountain Gate-Narre Warren CBD.

Bus Interchange

Narre Warren

Project request: \$10 million - To build an integrated public transport interchange at Fountain Gate.

PROJECT DESCRIPTION

The Fountain Gate-Narre Warren CBD single bus interchange is situated outside Fountain Gate Shopping Centre on Overland Drive, but it is disconnected from the shopping centre and is a congested, low standard facility.

Council proposes an upgrade that will create a more comprehensive and integrated public transport interchange befitting the CBD as a key regional centre.

The Department of Transport has provided high level in-principle support for the project.

COMMUNITY BENEFITS

Creation of a more comprehensive and integrated public transport interchange will:

- create a sheltered, accessible and connected precinct suitable for people of all ages and abilities,
- improve the precinct's connectivity,
- offer a greater sense of identity,
- provide public realm improvements.



Transit Oriented Development

Narre Warren

Project request: \$500,000 - To develop a detailed design of a transit oriented precinct to improve pedestrian and vehicle traffic flow and access within the Fountain Gate-Narre Warren CBD.

PROJECT DESCRIPTION

Council's vision for the Fountain Gate-Narre Warren CBD is the creation of a transit oriented precinct by improving connections through strong pedestrian and public transport infrastructure improvements.

Current traffic congestion results from large volumes of vehicles entering the Narre Warren Village, peak hour delays at the level crossing and dangerous queues across the Princes Highway intersection at Webb Street.

A detailed design of a Transit Oriented Development (TOD) for the precinct will include the removal of the level crossing at Webb Street, improved pedestrian connectivity and an upgrade of Narre

Warren Railway Station, along with provision of a bus interchange upgrade, drop off/pick up zone and additional commuter car parking.

COMMUNITY BENEFITS

A detailed design will facilitate the ideal delivery of the level crossing, station upgrade, car parking, bus interchange and pedestrian links around Narre Warren Railway Station, resulting in:

- improved safety and accessibility,
- pedestrian bus and parking integration and an enhanced station environment,
- support for future intensive development of the area.

Cranbourne Town Centre

Positioned centrally within the City of Casey and Melbourne's south east growth corridor, the Cranbourne Town Centre plays a significant regional role within rapidly growing and changing surrounds.

High Street Upgrade

Cranbourne

Project request: \$50-\$80 million - To undertake a much-needed upgrade of Cranbourne Town Centre to create a safe environment that is valued by the community.

PROJECT DESCRIPTION

Cranbourne Town Centre's popular High Street is in need of comprehensive renewal to improve its image by upgrading infrastructure, signage and technology.

The upgrade, as identified in the *Cranbourne Town Centre Structure Plan (2018) Implementation Plan*, will create a modern town centre that caters more effectively for buses and pedestrians and provides improved amenity to accommodate ongoing growth and investment.

COMMUNITY BENEFITS

An upgrade will:

- create inviting streets, plazas, open spaces and community hubs,
- accommodate for ongoing growth and investment,
- cater for buses and pedestrians more efficiently,
- improve the overall amenity and image of the centre.

Bus Interchange

Cranbourne

Project request: \$7.5 million - To construct a purpose-built public transport interchange at Lyall Street, Cranbourne to cater for more buses and provide better pedestrian access.

PROJECT DESCRIPTION

Cranbourne Town Centre's Lyall Street Bus Interchange is heavily utilised by the local community.

The *Cranbourne Town Centre Structure Plan (2018) Implementation Plan* identifies upgraded bus infrastructure as essential to this busy interchange to address current issues of congestion, low standard infrastructure with limited shelter, outdated technology and poor signage.

A purpose-built public transport interchange will reconfigure traffic and bus lanes, address public

safety issues and provide shelter with integrated street furniture and water-sensitive street planting.

COMMUNITY BENEFITS

A new contemporary landmark bus interchange will:

- improve the precinct's connectivity and attract activity,
- cater for pedestrians and commuters of all ages and abilities,
- vastly improve the commuter experience through weather protection, safety and functionality.

Littlecroft Family Resource Centre

Narre Warren South

Project request: \$2.625 million - To upgrade the busy, 30-year-old family, children's and community centre to increase capacity and provide fit for purpose modern facilities to improve service delivery.

PROJECT DESCRIPTION

Littlecroft Family Resource Centre is a popular facility providing four-year-old kindergarten, Maternal and Child Health (MCH) services and community activities. It is located beside Narre Warren South's busy Casey Central Shopping Centre.

The much-loved community space has been well used over its lifespan and requires upgrading to provide the standard of infrastructure our residents deserve and that supports modern service delivery.

Through community engagement, Council identified programs and activities the community would like to see at Littlecroft (in addition to existing services). Feedback included a desire for lifelong learning, wellbeing and early years initiatives, as well as community development, health and fitness activities which will be reflected in the upgrade.

COMMUNITY BENEFITS

Redeveloping this existing resource will:

- help to address increasing demand,
- support a high standard of service delivery,
- ensure existing kindergarten and MCH spaces are comparable to newer facilities,
- provide more space to better accommodate the community's social, cultural, educational and recreational needs.



Hampton Park Community Hub

Hampton Park

Project request: \$15 million - For the construction of an integrated community hub at Hampton Park.

PROJECT DESCRIPTION

Hampton Park is vibrant, close-knit, maturing, but still growing community that lacks modern community facilities and access to essential community services.

Council's recently adopted *Hampton Park Central Community Precinct Master Plan 2019* proposes a new community precinct within Hampton Park which includes an integrated community hub, kindergarten, new town square and revitalisation of the town centre.

This project will deliver a contemporary community hub comprising a redeveloped Arthur Wren Community Hall, community and office space and an enhanced library entrance. Council plans to deliver the Main Street and town square elements as part of the redevelopment of the community hub.

Prior to the commencement of works on the community hub, upgrades to the nearby Strong Drive and Coral Drive kindergartens are necessary to accommodate Hampton Park Kindergarten children who will be displaced during construction.

COMMUNITY BENEFITS

The Hampton Park Community Hub will:

- better service community needs,
- use Council-owned land to deliver improved services,
- provide a base for not-for-profit organisations to provide services.



COST

\$500,000 For a detailed design plan in 2020-21

\$14.5 million To complete the project over 2022-24

The Orange Door for Casey

Narre Warren

Project request: To prioritise the placement of The Orange Door service hub within the City of Casey. Once committed, \$3 million of the available Victorian Government project funding would be required to support relevant service delivery agencies to establish the much-needed facility.

PROJECT DESCRIPTION

The Orange Door is a Victorian Government initiative to establish 17 free, one-stop, integrated service hubs for people who are, or have experienced family violence and families in need of extra support with the care of children.

As of December 2019, there are five centres in operation with another 12 to be established.

The City of Casey is actively advocating for an Orange Door to be located in the municipality. Casey has the highest number of family violence Police reports in Victoria, yet localised support services are overstretched and difficult to access. The closest Orange Door services are in Frankston and Morwell.

An established building in the Narre Warren Business Park has been identified as a discreet

and accessible venue that could be readily converted to an Orange Door facility to help those in need with housing, health, legal, financial, counselling and material aid.

If the project is prioritised in Casey, further funding would be required to support the relevant service delivery agency to plan, establish and deliver this vital service.

COMMUNITY BENEFITS

The establishment of The Orange Door in Casey will provide:

- an accessible, discreet location for victims of violence to obtain support,
- improved service provision,
- a location for direct service delivery agencies.



Casey Aboriginal Gathering Place

Doveton

Project request: \$376,500 - To fund three ongoing positions at the centre.

PROJECT DESCRIPTION

Casey has the highest Aboriginal population in Melbourne's southern region, including a significant Aboriginal youth population. The Casey Aboriginal Gathering Place at Doveton opened in July 2016 as a dedicated space for local Aboriginal and Torres Strait Islander community members to drop in, engage in programs and activities and connect with Indigenous services.

Funding for the ongoing employment of an Aboriginal Youth Regional Coordinator, an Aboriginal Youth Case Manager & Mentor and a Gathering Place Business Support team member will enable the continued delivery of programs at the centre.

Current program and activities have led to increased youth participation in education, empowerment of older youths to actively engage in social, community and employment participation and improved health and wellbeing of Elders through better access to essential services and social activities.

COMMUNITY BENEFITS

Securing Aboriginal Engagement Unit staffing will enable continuity in:

- Responding to the emerging gaps and needs of the Aboriginal and Torres Strait Island youths,
- Reducing barriers to accessing essential services that enhances physical and mental health wellbeing, and enables active community engagement, independence and self-determination of community members,
- Ensuring that the community develops strong links to the family, community and country.



COST

\$130,000	Building Strong Aboriginal Youth Regional Coordinator
\$171,500	Aboriginal Youth Case Manager & Mentor
\$75,000	Gathering Place Business Support

Ercildoune Court Reserve

Cranbourne West

Project request: \$803,000 - To fund the restoration of the heritage home and grounds for future community use.

PROJECT DESCRIPTION

Dating back to 1860, Ercildoune Farm was one of the district's earliest dairy operations. Owned by Frederick Hall and his wife Elizabeth, the couple lived in the homestead, Hayton Park, for more than 30 years and raised twelve children.

Late in 2018, nearby residents petitioned Council to restore the historic homestead. Council has brought forward plans to prepare a master plan for the site to guide its restoration and future use.

The restoration of Hayton Park and landscaping of Ercildoune Court Reserve will secure the historic homestead for future use by the community.

COMMUNITY BENEFITS

Residents will benefit from:

- preservation of a significant part of local history,
- creation of a public recreational space at Ercildoune Court Reserve,
- opportunities to use the historic homestead for community activities.



Orana Early Years Facility

Clyde North

Project request: \$1.5 million - To deliver an interim facility at Clyde North to provide early years and family services.

PROJECT DESCRIPTION

Located beside the Interim Community Hub, as part of a new Community Place, the Orana Early Years Facility will provide vital early childhood services for families in this new community.

The combined population growth of Clyde and Clyde North in recent years is unprecedented, almost tripling from 11,400 people in 2016 to 30,300 in 2019, with an expected 57,400 people by 2024. The delivery of early community infrastructure, such as this, is critical in supporting new communities.

The project is part of a broader partnership between Council and developer Balcon Group which will create approximately 11 jobs during construction and permanent roles for a variety of Council staff once open.

The facility will be fully modular and deliver services until permanent infrastructure is developed, at which time it can be relocated to service another new community in the growth area.

COMMUNITY BENEFITS

Local families will benefit from:

- a variety of early years and family services, including Maternal and Child Health services,
- access to a flexible, multipurpose community room,
- a new playground and open space across the road,
- reduced need to travel outside the area for community services.



Kindergarten Funding

City-wide

Project request: \$3.682 million per annum - For continued funding of five hours of weekly kindergarten education for all Casey's children in the year before starting school equating to \$1227 per child.

PROJECT DESCRIPTION

Current funding contributions for four-year-old kindergarten include ten hours from the Victorian Government and an additional five hours from the Australian Government on a weekly basis.

This model provides a minimum of 15 hours of kindergarten each week in term time for eligible children in the year before they start school.

While Victorian Government contributions are ongoing, the Australian Government's commitment concludes at the end of 2020. Ongoing Federal Government commitment to funding will ensure Council can continue providing a minimum of 15 hours early childhood education for Casey's children in the year before they start school.

COMMUNITY BENEFITS

Children will benefit from:

- improved health, wellbeing and learning outcomes resulting from preschool education,
- high quality education and care for 15 hours each week,
- maximised developmental outcomes (especially for those from vulnerable families).





ACTIVE CASEY

Cardinia Creek Regional Parklands

Berwick to Officer South

Project request: Funding for the implementation of the *Cardinia Creek Regional Parklands Park Plan* in 2020.

PROJECT DESCRIPTION

The Victorian Government has committed \$154 million to the Suburban Parks Program, which includes development of the *Cardinia Creek Regional Parklands Park Plan* to consider use of 508 hectares of parklands running from Berwick to Clyde through the City of Casey and Cardinia Shire.

The *Cardinia Creek Regional Parklands Park Plan* will provide vital direction for the land acquisition, management and improved assets on public land, including green infrastructure and tourism assets for the region.

Existing biodiversity and habitat values along the Cardinia Creek waterway and riparian areas will be protected and enhanced and cultural heritage values will be protected. A regional shared trail will support walking, cycling, horse riding, attract visitors and connect people to the parklands and that in turn will positively impact the overall liveability of the region.

The Department of Environment, Land, Water & Planning (DELWP) is leading the development of a Park Plan that sets the values, key conservation areas, recreational opportunities, an integrated management model and partnership opportunities for the project.

Key stakeholders include the City of Casey, Cardinia Shire Council and landowners along the creek.

COMMUNITY BENEFITS

Funding for delivery of the Park Plan's recommendations will provide for:

- development of infrastructure and other amenities,
- staffing, advocacy and expert advice,
- landscaping and environmental upgrades,
- agreements and management,
- where necessary, land acquisition.



Casey Fields

Casey Fields is one of Melbourne’s most prominent regional park venues and sets itself apart by the quantum of sports and quality of facilities offered. *The Casey Fields Master Plan* sets the strategic direction for development, renewal and management of the park over the next 20 years.

AFL Boutique Stadium

Cranbourne East

Project request: \$100 million - For the staged delivery of a boutique stadium at Casey Fields AFL Oval to support women’s and men’s competitions and training.

PROJECT DESCRIPTION

The Draft Casey Fields AFL Precinct Master Plan forms part of Council’s forward vision for a 10-year phased development of facilities to meet the operational requirements during AFL/AFLW match days, other sporting code event days and non-event days for broader community engagement. Staged delivery of the master plan is proposed, with funding broken down into specific elements.

Delivery of a grandstand and a lighting upgrade have been identified as highest priorities, as both will deliver spectator outcomes that support the goals of the City of Casey, AFL and Melbourne Football Club.

COMMUNITY BENEFITS

The boutique stadium development will:

- create an AFL precinct that complies with minimum AFL standards for a Category 2 venue,
- improve player and spectator amenity,
- increase the venue’s capacity to comply with AFL guidelines and benchmarks,
- ensure the long-term commercial viability of the AFL precinct.



COST	
\$35 million	Stage 1: South-West Grandstand, Lighting, Entrances, Drop in Wicket
\$65 million	Stage 2: West and East Grandstands, Road & Car Park, Entrances

Football Centre of Excellence

Cranbourne East

Project request: \$25 million - To deliver an elite pitch, grandstand and pavilion expansion.

PROJECT DESCRIPTION

The Football Centre of Excellence is Stage 2 of Casey Fields Regional Football (Soccer) Precinct, catering for elite participation of A-League, W-League and high-profile games for football and other rectangular sports (i.e. rugby league, rugby union). Stage 1 delivered four community pitches, a regional level pavilion and car parking.

Funding for Stage 2 will assist delivery of a boutique rectangle stadium with an elite natural turf pitch and grandstand pavilion with 500 seats, spectator seating around the pitch for 4,000, car parking and associated infrastructure. Council is contributing \$10 million and is seeking funding partners to support the delivery of sporting infrastructure in Melbourne’s south east.

The proposed investment is predicted to create approximately 463 new jobs, \$34.67 million in value added spend during construction (Years 1 to 3) and an annual average of \$115,000 in total value added spend during operation. In addition, the project will result in total estimated rise in output of \$92.29 million.

COMMUNITY BENEFITS

Casey Fields Football Centre of Excellence will provide:

- a boutique soccer stadium with an elite level natural turf pitch, grandstand pavilion and spectator seating for regional and elite level sport,
- fill a critical gap in football pathways in south east Melbourne, where there are 22,000 registered participants.

COST	
\$10 million	Council contribution
\$25 million	Funding request

Fitness Trail

Cranbourne East

Project request: \$500,000 - To build a five-kilometre long fitness trail that is safe and easily accessible, for runners and walkers to enjoy.

PROJECT DESCRIPTION

Development of a fitness trail at Casey Fields is a short-term priority of the *Casey Fields Master Plan*. The five-kilometre long track will appeal to runners, walkers and riders with its soft surface, wide path, and flat topography in a safe and attractive setting.

This project is set to be delivered in stages to align with the development of abutting new residential estates.

Once completed, the trail will become a regionally significant attraction within the premiere active park precinct. The looped route will also encourage

participation in the simplest form of activity to improve people’s health, walking!

COMMUNITY BENEFITS

The Casey Fields Fitness Trail will:

- provide a safe and easily accessible fitness track for casual walking, running and riding,
- support improved community health and wellbeing,
- create opportunities for active and passive recreation,
- become a regionally significant attraction.

ACTIVE CASEY

Tennis Court Renewal

Cranbourne East

Project request: \$160,260 - To support Council to upgrade two existing tennis courts at the Casey Fields Municipal Tennis Precinct to support increased participation and multi-purpose use.

PROJECT DESCRIPTION

Casey Fields Municipal Tennis Precinct consists of 12 tennis courts and associated infrastructure including a pavilion, sports lighting, court fencing and car parking. Courts at the facility are being progressively converted to better meet demand and the changing needs of the community.

As recommended in the *Casey Fields Master Plan*, this project involves conversion of two existing synthetic clay courts to acrylic hard courts and installation of a hit-up wall for general community access and associated civil works.

This will bring the courts in line with Tennis Victoria's infrastructure standards and Grand Slam tournament venues and will result in maintenance efficiencies.

COMMUNITY BENEFITS

The improved tennis courts and hit-up wall will:

- better accommodate additional participation and recreation use,
- be able to be used as multi-purpose courts by the wider community,
- require less maintenance.

COST

\$297,740	Council contribution
\$160,260	Funding request

Dog Friendly Space

Cranbourne East

Project request: \$120,000 - To provide a purpose built, open space environment for dogs to exercise in a high-density area where residential blocks are small.

PROJECT DESCRIPTION

Dog ownership in Cranbourne East's high-density residential areas is expected to increase with population growth.

Council plans to construct a regionally significant, fenced area that provides a fit for purpose environment for dogs (with their owners) to move freely, addressing the need for alternative open space.

The project will include a fenced area (0.7 hectares) with open grass, lawn, crushed rock, trees, shrubs, rocks and mounding areas that engage and interest dogs and provide shade for visitors.

Gated entrances with concrete pads will cater for high wear areas, users will also have access to drinking water, waste bag dispensers and bins, along with appropriate seating and shelter for visitors.

COMMUNITY BENEFITS

The Dog Friendly Space will:

- provide open space for people with limited access to space for dogs to exercise,
- feature a safe off-leash area for dogs,
- promote social engagement, a sense of community and responsible dog ownership.

ACTIVE CASEY

Regional Netball Precinct

Cranbourne East

Project request: \$18 million - To develop a new indoor/outdoor netball facility that will respond to a critical gap in facilities and available netball pathways in the region.

PROJECT DESCRIPTION

The *Casey Fields Precinct Master Plan* outlines the need for development of a Regional Netball Precinct at Casey Fields to cater for community participation, elite netball pathways and athlete development.

The current primary venue, Casey Stadium, will not be able to adequately balance the growing demand for netball while catering for increases in other indoor court sports, particularly basketball.

It is envisaged that the regional netball facility at Casey Fields will service the pathways of netball from community to state participation.

COMMUNITY BENEFITS

The Regional Netball Precinct will deliver:

- an indoor stadium with four courts (future expansion to eight courts) and 12 outdoor courts,
- pavilion amenities including change rooms for players and umpires, kiosk/canteen serving indoor and outdoor courts, office, meeting rooms, public toilets, storage,
- boulevard plaza, landscaping, paths and car parking that connects to the broader Casey Fields and residential areas.



Clyde Park Precinct

Clyde

Project request: \$200,000 - For master plan development for Clyde Park Sports Precinct and Clyde Regional Park.

PROJECT DESCRIPTION

In 2018, the City of Casey secured approximately 82 hectares of land in Clyde to deliver a regional active open space known as Clyde Park Sports Precinct. The site offers synergies with the recently gazetted Clyde Regional Park (a future regional conservation and recreation park) and the future Melbourne Water retarding basin (the final catchment before Western Port Bay).

The adjacent parcels of land represent approximately 398 hectares of potential public open space and planning should be coordinated to maximise benefit to the community.



Master plans for the Clyde Park Sports Precinct and the Clyde Regional Park will set the strategic direction for the development and management of the area over the next 20+ years. The master plans will address all areas of the precinct, providing direction on elements such as the park setting, informal open spaces, car parking, paths and road network.

The master plan will detail regional level facilities for sports (rugby league, rugby union, softball, baseball, hockey, athletics, gymnastics in addition to AFL, cricket and netball) that are not able to be accommodated within Casey's existing and proposed active open space network.

Additionally, parallel funding of a Park Plan for the Clyde Regional Park will enable synergies resulting from the co-location of the parks to be fully explored.

COMMUNITY BENEFITS

The master plans will be a strategic guide for the development of the Clyde Park Precinct, including:

- direction on park setting, informal open spaces, car parking, paths and roads,
- detailed requirements for regional level sporting and recreation facilities,
- cost estimates for all future projects,
- identification of future partnership and advocacy opportunities.

COST

\$100,000	Clyde Park Sports Precinct Master Plan
\$100,000	Clyde Regional Park Plan

Casey Coastal Trail

Coastal communities from Tooradin to Warneet

Project request: \$100,000 - To prepare a business case and feasibility study for a destination coastal trail through the Tooradin mangrove foreshore.

PROJECT DESCRIPTION

The Casey Coastal Trail has been identified in Council's *Walk and Ride in Casey Strategy* and the *Western Port Coastal Management Plan* as a potential initiative to attract tourism to the area and connect coastal communities.

A business case and feasibility study will determine the alignment of the trails, specific factors regarding infrastructure delivery in protected areas and consideration of multiple landowners. The study will also help to strategically stage the project, as follows:

Stage 1 – Business case and feasibility study for a destination coastal trail incorporating a boardwalk through the Tooradin mangrove foreshore.

Stage 2 – Business case and feasibility study for a coastal trail between Tooradin and Warneet townships.

COMMUNITY BENEFITS

The Casey Coastal Trail initiative will:

- connect the coastal communities with an improved path network,
- enhance progress and economic development through tourism,
- provide health and wellbeing benefits through physical activity and recreation opportunities,
- ensure protection, management and celebration of the accessible and sensitive areas of the Casey coastline.



Cranbourne North Active Open Space

Cranbourne North

Project request: \$2.03 million - To deliver an active open space reserve with multipurpose community pavilion, playspace, paths, soccer pitches and cricket oval.

PROJECT DESCRIPTION

Despite its location in a growth area, surrounded by residential development, a school and a community centre, Cranbourne North has limited local active open space for community activities, recreation and organised sport. The suburb's current population of 26,158 is predicted to surpass 29,000 by 2041 and the local Tullialan Primary School is expected to grow to over 1100 students by 2020, requiring additional modular buildings on an already constrained site.

To meet local demand for open space, sport and community infrastructure, Council proposes the transformation of a nearby greenfield site into an open space reserve with a multipurpose community pavilion, playspace, paths, soccer pitches and cricket oval.

The project will generate economic benefits and growth to the region – specifically, the investment of \$10.8 million will result in 116 jobs in Casey, 128 across Victoria and 129 nationally and output of \$34.41 million in Casey, \$37.06 million in Victoria and \$37.30 million nationally.

COMMUNITY BENEFITS

The open active space will provide:

- a multipurpose pavilion for school and community use,
- outdoor spaces for recreation including a district level playspace, shared walking and cycling paths, and landscaping,
- sport playing surfaces for school and community use including three soccer pitches, a cricket oval, cricket nets and associated infrastructure,
- space for delivery of programs promoting wellbeing and healthy lifestyles, such as the school's partnership with Melbourne Football Club.

COST

\$4.62 million	Council contribution
\$4.16 million	Development Contributions Plan funds
\$2.03 million	Funding request
\$10.81 million	Total project cost

Cranbourne West Active Open Space

Cranbourne West

Project request: \$3.45 million - To develop an open space reserve site alongside the new Cranbourne West Secondary College and Inclusion Hub.

PROJECT DESCRIPTION

Cranbourne West residents have limited access to active open space for community activities, recreation or organised sport. The suburb's population is currently 20,313 and is expected to reach 26,108 by 2041.

Council plans to develop a site alongside the new Cranbourne West Secondary College and Inclusion Hub into an open space reserve with a multipurpose community pavilion, play space, paths, AFL/cricket ovals and netball courts. A joint use oval will also be delivered in conjunction with the Victorian School Building Authority (VSBA) at the college.

The project provides community infrastructure to bring together Cranbourne West's population – with over one third of its residents born overseas – to participate in community life, recreation and school in a community hub model. The reserve's pavilion can also be used as a learning/meeting space for students and community, as well as open space for sport and lunch/recess periods.

COMMUNITY BENEFITS

The active open space will deliver:

- convenient co-location of an active open space reserve beside a school and community centre,
- a community pavilion for use as a learning/meeting space for students and community,
- opportunity for community engagement, enhanced social networks, improved health and wellbeing,
- surfaces for AFL, netball and cricket,
- casual recreation spaces including a playspace, shared walking and cycling paths.



COST

\$3.45 million	Council contribution
\$6.2 million	Development Contributions Plan funds
\$3.45 million	Funding request
\$13.1 million	Total project cost

Berwick Health and Education Precinct (HEP)

Berwick Health and Education Precinct covers approximately 122 hectares of land on either side of Clyde Road, north of the Princes Highway and south of Berwick Village.

Recognised by *Plan Melbourne* as a significant precinct, Berwick HEP represents a hub of knowledge, technology, health, employment, research and education for the south east. On completion, the HEP will accommodate up to 11,000 jobs, 1,3000 students, 700 hospital beds and 1,000 high density dwellings.

The precinct has excellent access to transport infrastructure due to its central location near Berwick Railway Station and bus interchange, the Monash Freeway, Clyde Road and Princes Highway.

Active Transport Connection

Berwick

Project request: \$15 million - To construct a shared path bridge across the Monash Freeway from Sweeney Reserve into the HEP.

PROJECT DESCRIPTION

Improved pedestrian and cycle connectivity to Berwick HEP will reduce vehicle congestion and enhance the accessibility and liveability of the precinct. The proposed active transport bridge will connect the HEP and train station to the Hallam Valley strategic cycling network and surrounding residential areas, cutting over 3km from this journey for cyclists and walkers.

The project was identified as a key piece of unfunded infrastructure in the *2017 Berwick HEP Comprehensive Development Plan (CDP)*.

COMMUNITY BENEFITS

The bridge will:

- reduce dependency on private vehicles and alleviate congestion,
- maximise access to public transport,
- encourage active modes of transport,
- deliver a safe and continuous network of regionally significant pedestrian and cyclist paths to and through the precinct,
- ensure public parks and trails are visible and accessible.

Berwick Railway Station

Berwick

Project request: \$120 million - To build a landmark railway station at Berwick in conjunction with the level crossing removal at Clyde Road.

PROJECT DESCRIPTION

When Berwick Railway Station opened on 8 October 1877, it was the only station between Dandenong and Pakenham on the Gippsland Line. Today, Berwick is one of the busiest and most used lines along the Dandenong Corridor within the City of Casey. Recognised as a 'Premium' Metropolitan Station, Berwick Station is staffed from the first train service in the morning to the last service at night.

The scale and potential cost of the funded Clyde Road level crossing removal and the significance of the Berwick HEP highlights the necessity for a new and contemporary railway station at Berwick to service a large and growing population.

COMMUNITY BENEFITS

A new Berwick Railway Station will:

- improve the precinct's connectivity and identity as a contemporary landmark station,
- reduce and alleviate congestion,
- create a strong sense of place and destination,
- enhance Berwick Station's 'Premium' status and position the station precinct as a pivotal modern gateway,
- reduce the impact of continual long-term upgrades by future-proofing the station, car parking, bus interchange and road network.

Bus Network Review

City-wide

Project request: \$30 million - To undertake a comprehensive review of bus networks for growth areas, activity centres and tourism locations.

PROJECT DESCRIPTION

Casey's population growth and record car ownership are placing pressure on transport infrastructure and impacting the everyday life of residents. Bus services and infrastructure in the City of Casey are inadequate and do not meet community expectations.

In some areas of the municipality, commuters wait between 2.5 and 4 hours between buses. High quality bus infrastructure and services to offer sustainable, efficient, accessible and affordable options that readily connect neighbourhoods, workplaces, community facilities and services.

A bus network review will identify frequent and reliable transport options that meet Council's goal of providing 10-minute services across the transport network.

COMMUNITY BENEFITS

A Bus Network Review will provide a plan for delivery of the following:

- improved connectivity, accessibility and choice for the community,
- maximise potential to deliver neighbourhoods where residents everyday needs can be met locally with a 20-minute journey from home,
- reduced congestion along highways, arterial roads and other local roads in the area, also resulting in improved local amenity,
- provide high-quality bus access to job-rich and activity centres and railway stations.



Active Transport Improvements

City-wide

Project request: \$5 million - To install pedestrian operated signals at ten intersections.

PROJECT DESCRIPTION

There are many intersections across the City of Casey's arterial road network that are considered unsafe access points for pedestrians and cyclists. Ten intersections have been identified along Victorian Government Arterial Roads as points where pedestrians and cyclists would benefit from the installation of new pedestrian operated signals.

COMMUNITY BENEFITS

Delivery of the pedestrian operated signals will:

- ease congestion,
- cater for better access and safer movement of vehicles, buses and pedestrians.



Cranbourne Rail Duplication Project

The duplication of the Dandenong to Cranbourne rail track and the extension of rail to Clyde promises significant benefits to the Casey community. The following have been identified as key supplementary projects.

Lynbrook Railway Station Upgrade

Project request: \$2.5 million - For an additional 100 car parking spaces and improved amenity infrastructure at Lynbrook Railway Station.

PROJECT DESCRIPTION

Lynbrook Railway Station is situated on the Cranbourne line and currently serves the community as an unstaffed station with approximately 250 commuter car parking spaces. As the population of Lynbrook and Lyndhurst continues to grow, a shortage of commuter car parking spaces at the station has resulted in significant parking congestion along neighbouring roads.

Car parking at Lynbrook Railway Station will increase by 235 spaces under the Victorian Government's \$150 million commitment to build an extra 1500 new station car spaces along the Cranbourne and Pakenham lines. Council has identified a need for further commuter parking and improved amenity to cater for future growth in

the area and encourage greater use of public transport.

One hundred extra car parking spaces and improved amenity infrastructure at Lynbrook Railway Station will supplement 235 car parking spaces proposed under the Victorian Government's commitment.

COMMUNITY BENEFITS

Extra parking and new amenities at Lynbrook Station will:

- improve the community's connectivity and accessibility to transport,
- encourage residents to use public transport,
- provide enhanced bike facilities.

Aylmer Road Underpass

Lynbrook

Project request: \$10 million - For the construction of a road underpass at Aylmer Road, Lynbrook.

PROJECT DESCRIPTION

The current road configuration at Aylmer Road requires motorists, pedestrians and cyclists to take a lengthy round-trip to access nearby services and facilities. In addition, crossing the Cranbourne railway line as a pedestrian or cyclist currently involves a 10 kilometre round-trip along highways and arterial roads that are often congested during peak periods.

In the early 1990s, an at-grade level crossing at Aylmer Road Lynbrook was proposed however a road underpass (under the Cranbourne rail line) is now mandated by the Victorian Government,

representing a significant increase in the scope of the project.

COMMUNITY BENEFITS

An underpass at Aylmer Road will deliver:

- direct access to the local shopping centres, schools and community facilities,
- possible extension of bus services from Lynbrook
- improved connectivity and accessibility for Lynbrook and Lyndhurst residents,
- a 20-minute neighbourhood, reducing travel time for commuters.

Rail Corridors

Project request: \$200,000 - For a detailed design for construction of a section of the Great Southern Rail Trail from Clyde to Korumburra.

PROJECT DESCRIPTION

The City of Casey is working in partnership with Cardinia Shire Council, South Gippsland Shire Council and Bass Coast Shire Council to extend the Great Southern Rail Trail (GSRT) along the disused rail corridor from Clyde to Leongatha, where it will join the existing GSRT section that runs from Leongatha to Welshpool, creating over 140 kilometres of trail for recreation and tourism.

A shared use path along the Cranbourne Rail Corridor from Dandenong to Cranbourne and ultimately the future Clyde Station could join the GRST at Clyde, offering a range of potential economic, social and environmental benefits for the people of Casey. This shared path route could also link up to the Djerring Trail which was recently constructed as part of the Caulfield level crossing removal project.

Council requires funding to undertake detailed design for the GSRT from Clyde to Korumburra/Cardinia Shire border.

COMMUNITY BENEFITS

Once complete, the rail trails will provide:

- alternative transport and recreation options for residents and visitors,
- connection to the GSRT,
- environmental benefits through decreased CO2 and noise emissions,
- economic growth through construction and tourism attraction.



Intersection Improvement

Craig Road Bypass

Devon Meadows

Project request: \$8 million - To construct the Craig Road Bypass – Casey Fields Boulevard extension on the South Gippsland Highway.

PROJECT DESCRIPTION

The South Gippsland Highway in Devon Meadows runs through a once rural area that is becoming rapidly urbanised. In future, safe access onto and across the South Gippsland Highway will represent a pain point for commuters and local residents going about their daily business.

Construction of the Craig Road Bypass – Casey Fields Boulevard extension intersection on the South Gippsland Highway will link two major growth area development fronts in the City of

Casey and provide a key and safe access point to the highway.

COMMUNITY BENEFITS

Early delivery of this intersection infrastructure will:

- improve safety on a key route to Phillip Island and South Gippsland,
- link major development fronts,
- deliver future infrastructure in a growing area of congestion in the south east.

Ballarto Road and Clyde Five Ways Road

Clyde

Project request: \$8 million - To construct an intersection with signals at Ballarto Road and Clyde Five Ways Road.

PROJECT DESCRIPTION

The Ballarto Road and Clyde Five Ways Road intersection at Clyde is currently considered dangerous as an unsignalled intersection.

This rural junction is being used by regional traffic moving between Casey and Cardinia.

An intersection with signals in place would link future developments in Casey and provide a key and safe access point in a rapidly growing area.

COMMUNITY BENEFITS

The intersection upgrade will:

- reduce congestion,
- cater for better access and safer movement of vehicles, buses and rapidly increasing pedestrian access.



Evans Road and Boland Drive

Lyndhurst

Project request: \$6 million - To upgrade the Evans Road and Boland Drive intersection at Lyndhurst to ease current congestion and provide broader economic and safety benefits.

PROJECT DESCRIPTION

Situated in Lyndhurst, between Cranbourne West and Lynbrook, the Evans Road and Boland Drive intersection provides access from residential communities in Lynbrook for Lyndhurst to Merinda Park Railway Station.

Currently without signals, the crossing is considered dangerous and would benefit from the early installation of signals to secure a safe link to major mixed-use development fronts in the City of Casey and provide a key access point for a growing area of congestion.

It's expected the intersection will be heavily used post completion of the Evans Road rail crossing removal project when Evans Road will be opened. The area will be a point of significant traffic congestion and decreased safety, generating delays to commuters as they travel to railway stations, access the bus network and other key destinations including employment and services.

An upgrade of the Evans Road and Boland Drive intersection is necessary to ensure the safety of motorists and pedestrians once Evans Road is reopened to through traffic.

COMMUNITY BENEFITS

The upgraded Evans Road and Boland Drive intersection will:

- facilitate more efficient movement of vehicles, provide better pedestrian access and promote improved connectivity to the new Merinda Park Station,
- link major mixed-use development fronts in the City of Casey,
- provide key and safe access to ease a growing area of congestion.



Priority Roads

Pound Road, Shrives Road Duplication and Fullard Road Realignment

Narre Warren/Hampton Park

Project request: \$130 million - For the duplication of Pound and Shrives Roads from Hallam Road through to the Narre Warren Cranbourne Road, including the deviation of Fullard Road and the upgrade of the Webb Street and Shrives Road intersection.

PROJECT DESCRIPTION

The Fountain Gate-Narre Warren CBD is an area affected by significant and growing congestion.

Heavy traffic along sections of Pound Road (26,000 vehicles per day) and Shrives Road (12,000 vehicles per day) in Narre Warren/Hampton Park is expected to increase as a result of the future construction of 500-700 dwellings in the *Pound and Shrives Road Development Plan* area.

Duplication of Pound and Shrives Roads has been

flagged for many years and land was set aside for with other areas of Public Acquisition Overlay. At the eastern end, realignment of Shrives Road along Fullard Road will ensure traffic is funnelled onto the arterial network at Narre Warren-Cranbourne Road.

COMMUNITY BENEFITS

The duplication and realignment will:

- reduce congestion and travel time,
- improve access for vehicles and pedestrians.

Evans Road South Duplication

Cranbourne West

Project request: \$100 million (plus) - For the duplication of Evans Road at Cranbourne West and Lynbrook, south of the South Gippsland Highway.

PROJECT DESCRIPTION

Located within the growing suburbs of growing Cranbourne West and Lynbrook, Evans Road is often very congested.

Once the level crossing removal at Evans Road is completed, the road will become a key north-south connection that's expected to carry in excess of 25,000 vehicles per day.

Duplication of the road south of the South Gippsland Highway will link development fronts

and provide a key north-south access point to address this growing area of congestion in the south east. A declaration of the road and duplication is required to ensure traffic is funnelled onto the arterial network.

BENEFITS

The upgrade will:

- reduce congestion,
- provide improved pedestrian access,
- improve connectivity, safety and travel times.



