Planning and Environment Act 1987

CASEY PLANNING SCHEME

FRANKSTON PLANNING SCHEME

AMENDMENT GC181

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The amendment has been made at the request of Major Road Projects Victoria (MRPV), a division of the Major Transport Infrastructure Authority (MTIA), an administrative office in the Department of Transport established under the *Public Administration Act 2004*.

Land affected by the amendment

The amendment applies to all land required for the Hall Road (McCormicks Road to Cranbourne-Frankston Road) Upgrade Project (the Project), which traverses the Casey Planning Scheme and the Frankston Planning Scheme (the Planning Schemes).

The land required for the Project (Project Land) includes the existing Hall Road and road reserve from west of McCormicks Road to Cranbourne-Frankston Road (excluding the road section between Atlas Drive and John Russell Road), and land along the northern side of Hall Road from opposite Atlas Drive to the existing Shared Use Path at Ballymarang Chase, the intersections of Hall Road with McCormicks Road, Rangeview Drive, Edinburgh Drive, Taylors Road, Western Port Highway, Evans Road and Cranbourne-Frankston Road, and land in the vicinity of the above. The Project Land is generally shown at Figure 1.

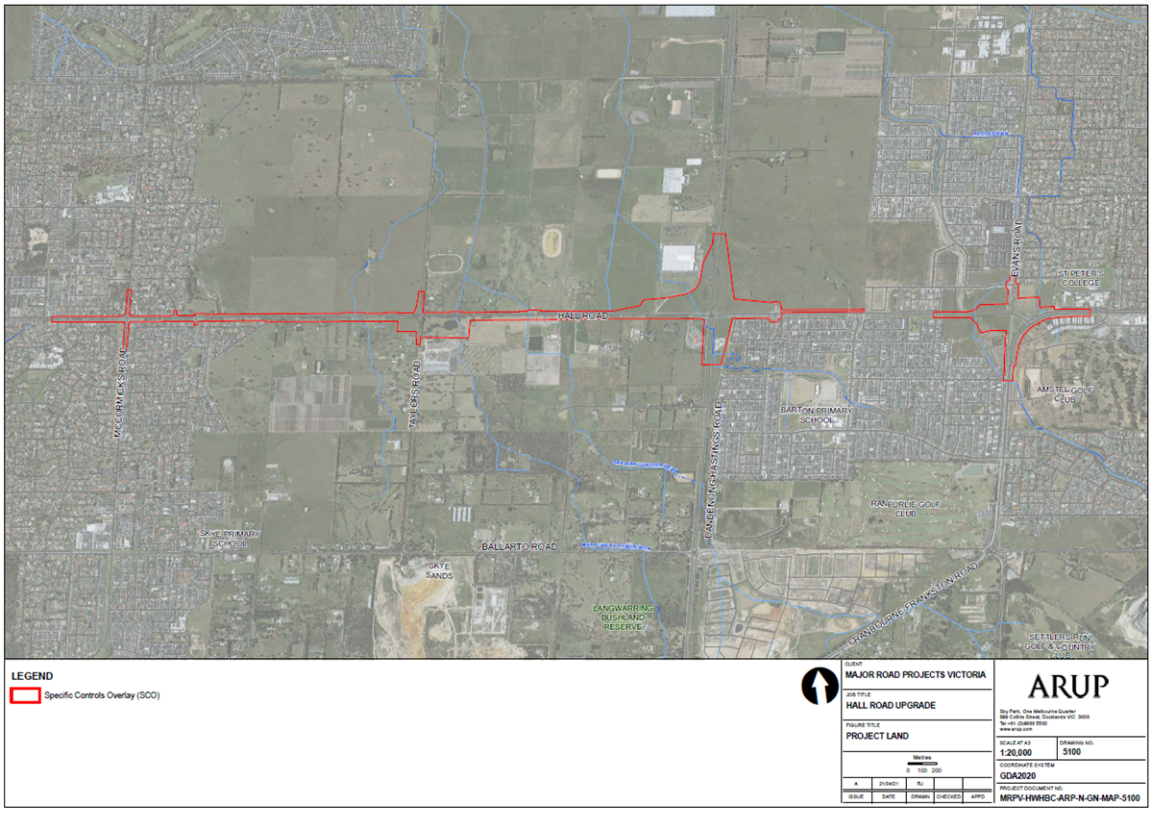

Figure 1: Hall Road (McCormicks Road to Cranbourne-Frankston Road) Upgrade Project Land

The Project includes:

- Adding two new lanes and turning lanes along Hall Road between McCormicks Road and Atlas Drive.
- Upgraded intersections at:
    a. Hall Road and Rangeview Drive (left in/left out only).
    b. Hall Road and Edinburgh Drive (left in / left out intersection).
    c. Hall Road and Taylors Road (signalised intersection).
    d. Hall Road / Evans Road / Cranbourne-Frankston Road (to be upgraded to a new signalised intersection).
- Removal of existing roundabouts and upgrade to signalised intersections at:
    a. Hall Road and McCormicks Road.
    b. Hall Road and Western Port Highway.
- Changed access arrangements to/from the BP Service Centre on Hall Road to become left in/left out only.
- New shared use path on the southern side of Hall Road from Edinburgh Drive to Atlas Drive and from John Russell Road to Cranbourne-Frankston Road.
- New shared use path at the Hall Road / Evans Road / Cranbourne-Frankston Road intersection to provide a connection between the existing shared use path on the northern side of Cranbourne-Frankston Road and long the eastern side of Evans Road.
- New shared use path on the northern side of Hall Road from the eastern side of the Western Port Highway / Hall Road intersection to the existing Shared Use Path at Ballymarang Chase.
- Connection to the existing shared use path on the northern side of Cranbourne-Frankston Road and extending the connection along the eastern side of Evans Road.
- New footpath connection from Rangeview Drive to Edinburgh Drive on the northern side of Hall Road.
- Provision of new road safety barriers, where practicable, within the central median and on the outside of carriageways, between McCormicks Road and Atlas Drive, and at the Hall Road / Evans Road / Cranbourne-Frankston Road intersection.
- Provision of crossings for pedestrians and cyclists at all signalised intersections.
- Upgrade and provision of new bus bays along Hall Road.
- Utility relocation, where required.

What the amendment does

The amendment facilitates the project by introducing a new incorporated document titled ‘Hall Road (McCormicks Road to Cranbourne-Frankston Road) Upgrade Project Incorporated Document, August 2021’ (the incorporated document) to the planning schemes, applies the Specific Controls Overlay and Public Acquisition Overlay to land required for the project.

In relation to the Casey Planning Scheme, the Amendment:

- Amends the Schedule to Clause 45.12 (Specific Controls Overlay) to include the incorporated document at SCO11.
- Applies the Specific Controls Overlay (SCO11) to land required for the project.
- Amends Planning Scheme Maps 10SCO and 14SCO.

- Amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to include the incorporated document.
- Deletes the Public Acquisition Overlay (PAO3) on land required for the project.
- Applies a Public Acquisition Overlay (PAO1) to land required for the project.
- Amends Planning Scheme Map No. 14PAO.

In relation to the Frankston Planning Scheme, the Amendment:

- Amends the Schedule to Clause 45.12 (Specific Controls Overlay) to include the incorporated document at SCO7.
- Applies the Specific Controls Overlay (SCO7) to land required for the project.
- Amends Planning Scheme Map No. 2SCO and inserts new Planning Scheme Map No. 3SCO.
- Amends the Schedule to Clause 72.03 (What Does this Planning Scheme Consist Of?) to include Planning Scheme Map No. 3SCO.
- Amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to include the incorporated document.
- Deletes the Public Acquisition Overlay PAO2 on land required for the project
- Deletes the Public Acquisition Overlay PAO2 on land at 16 to 40 Postregna Way, Skye, to remove PAO2 from land which is not required for the project.
- Applies a Public Acquisition Overlay PAO1 to land required for the project.
- Amends Planning Scheme Map No. 3PAO.

Strategic assessment of the amendment

Why is the amendment required?

Hall Road is a key link road between Frankston, Carrum Downs, Cranbourne West and Cranbourne. It crosses the municipal boundary of Frankston City Council and the Casey City Council which is formed by Western Port Highway. The Casey City Council remains one of the fastest growing municipalities within metropolitan Melbourne and nationally. Population within the Casey City Council is anticipated to increase from 380,531 residents in 2021 to an estimated 549,190 by 2041. Population within the Frankston municipality, previously a significant growth area, is currently 145,985 and is forecast to grow to 163,610 by 2041.

Hall Road, between McCormicks Road and Western Port Highway, joins the predominantly residential urban growth areas of Carrum Downs with Cranbourne West across predominantly rural land located in Melbourne's Green Wedge. East of Western Port Highway, Hall Road runs through Cranbourne West to Cranbourne Frankston Road, Cranbourne, passing through new housing areas and areas earmarked for future commercial and industrial uses. Hall Road also passes through the Cranbourne West Precinct Structure Plan which includes key outcomes of more higher density residential development and employment uses.

As a result of population growth and development in the area, traffic volumes along the corridor have steadily increased, resulting in increased delays at key intersections as well as increasing safety concerns for all users. Increasing road use and unsignalised intersections will lead to more unpredictable stop-start traffic along Hall Road. This will likely lead to more frequent rear end collisions. Further, the current design of Hall Road does not provide for any formal pedestrian or cycling infrastructure which would encourage active transport alternatives and safeguard these users from passing traffic.

The upgrade will:

- Improve the access, safety and efficiency of journeys along Hall Road for all users.
- Allow for better management of traffic flow and reduce congestion.
- Encourage physical activity, support sustainable and alternative transport options, and provide better lighting and landscaping to improve liveability in the area by introducing new shared

walking and cycling paths along Hall Road to connect with Carrum Downs and Cranbourne West.

This Amendment GC181 is required to facilitate the timely and coordinated delivery of the Project.

How does the amendment implement the objectives of planning in Victoria?

The following objectives of planning in Victoria as set out in Section 4 of the *Planning and Environment Act 1987*, are relevant to the amendment:

(a) To provide for the fair, orderly, economic and sustainable use, and development of land;

(b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;

(c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;

(d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;

(e) To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community;

(f) facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and

(g) To balance the present and future interests of all Victorians.

The amendment implements these objectives by facilitating the delivery of a Project that will:

- Reduce congestion, improve reliability and efficiency, increase road network capacity and enhance the safety of road infrastructure in the region and particularly between the growth areas of Cranbourne, Cranbourne West and Carrum Downs;
- Reduce the potential for conflict between vehicles, pedestrians and cyclists, and reduce congestion associated with the existing road network;
- Improve pedestrian and cycling linkages;
- Facilitate movement between residential, employment areas and services, and provide more predictable and reliable services and journey times; and
- Be carried out in accordance with the conditions of the Incorporated Document that will be prepared to the satisfaction of the Minister for Planning or other approving authority. This will ensure that the potential environmental impacts of the Project are appropriately managed and mitigated.

How does the amendment address any environmental, social and economic effects?

The amendment addresses environmental, social and economic effects by requiring the delivery of the project to comply with the conditions of the Incorporated Document. The Incorporated Document requires the preparation of an EMF to the satisfaction of the Minister for Planning and includes a number of conditions to manage and mitigate the potential impacts of the project.

A number of technical assessments have been undertaken to inform design development and to assess the potential environmental, social and economic effects of the Project. These technical assessments will inform the EMF and conditions within it to avoid, minimise and mitigate the potential impacts of the Project, including wetlands and waterways, significant landscapes, native and non-native vegetation removal and floodplain management.

Environmental Effects

Environmental Management Framework

The Incorporated Document requires that an EMF be prepared for the Project to manage and minimise impacts on the environment. The EMF must include a framework for site and work specific measures to reduce and manage environmental and amenity impacts during construction. The EMF must also include a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity impacts are reduced and managed during construction of the Project.

The EMF will require several environmental sub-plans to manage environmental and amenity impacts, including:

- A Construction Noise and Vibration Management Plan.
- An Integrated Water Management Strategy.
- A Tree Management Plan.
- An Urban Design and Landscape Strategy.

The EMF will also include the process and timing for the preparation of a Construction Environment Management Plan to manage the potential construction impacts of the Project.

Native vegetation

An ecological assessment has been undertaken and the Project will remove native vegetation. Condition 4.5 of the Incorporated Document sets out requirements for the removal, destruction or lopping of native vegetation necessary for construction of the Project in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning (DELWP), December 2017).

The Incorporated Document also contains a condition requiring a report be provided to the Minister for Planning's satisfaction which addresses matters contained in the Environmental Significance Overlay and Significant Landscape Overlay that affect the Project Land.

Tree retention

Development and refinement of the Project design is a continuing process. As the design develops, where possible the Project will avoid and minimise impacts to native vegetation, and trees of ecological and cultural value. This will be addressed in accordance with the EMF. A Tree Management Plan will be prepared to ensure protection measures are followed during the construction process.

Landscaping and planting will be a requirement of the EMF and will be set out in a Landscape and Urban Design Strategy.

Flood management

The Incorporated Document requires that any buildings and works on Project land within a Special Building Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

Noise and air quality

Construction activities may result in potential noise and air quality impacts. The EMF will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity impacts during construction The Project will also have regard to relevant EPA policies and guidelines, including the *Civil construction, building and demolition guide* (EPA Publication 1834), to minimise noise-related impacts during construction.

Cultural Heritage

The development of the Project will comply with the requirements of the *Aboriginal Heritage Act 2006*

and an approved Cultural Heritage Management Plan (CHMP) for the Project to manage potential impacts on Aboriginal cultural heritage values.

Utility installation

The Incorporated Document requires buildings and works associated with above-ground utility installations that would otherwise require planning permission to be carried out in accordance with site plans and elevations prepared to the satisfaction of the Minister for Planning.

Social Effects

Consultation with key stakeholders to understand the views of the community and directly affected landowners is ongoing and has been considered. The Project is expected to generate a range of positive social effects, including:

- Reduced congestion and improved travel times for road users.
- Improved safety by reducing the potential for conflict between vehicles, pedestrians and cyclists and reducing delays that contribute to risk taking behaviour.
- Better neighbourhood connectivity by reducing travel times for road users.
- Providing enhanced pedestrian and cyclist connections along and across the road corridor.
- New shared walking and cycling paths along Hall Road which will encourage physical activity, support sustainable and alternative transport options, and provide better lighting and landscaping to improve liveability in the area.

Several land areas are subject to existing Public Acquisition Overlays (**PAO**) for road purposes. Planning Scheme Amendment C199 to the Casey Planning Scheme Amendment and C99 to the Frankston Planning Scheme applied the PAO1 to reserve land at the Hall Road/Western Port Highway intersection for road purposes. PAO2 also reserves land for road purposes along Hall Road and predates the Frankston Planning Scheme. Casey Planning Scheme Amendment C102 applied PAO3 to the western side of Evans Road for the purpose of road widening. The impact of this acquisition was considered as part of these previous amendments.

This amendment changes the Frankston PAO2 and Casey PAO3 to PAO1 for road purposes, and the acquiring authority to the Head, Transport for Victoria.

This amendment also applies PAO1 to additional land that is not already reserved but which is required for the Project. MRPV has consulted with landowners regarding land acquisition and the procedure for acquisition and compensation will comply with *the Land Acquisition and Compensation Act 1986*.

Economic Effects

The Project this amendment facilitates will have economic benefits for road users including reduced travel times, lower vehicle operating costs and improved reliability. The broader community will benefit from improved transport network resilience, safety and liveability. In addition, the Project will generate wider economic benefits such as improved access to jobs and services within a growth area.

Does the amendment address relevant bushfire risk?

The Project is partially located within a bushfire prone area. The amendment will not materially increase the risk to life, property, community infrastructure and the natural environment from bushfire. The amendment is not expected to increase bushfire risk and the upgrade may improve emergency access to bushfire prone areas.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

Section 12(2)(a) of the *Planning and Environment Act 1987* requires that in preparing a planning scheme amendment, a planning authority must have regard to the Minister's Directions. The following Minister's Directions are relevant to this amendment:

Ministerial Direction on Form and Content of Planning Schemes

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes issued under Section 7(5) of the *Planning and Environment Act 1987*.

Ministerial Direction No. 1 – Potentially Contaminated Land

The amendment does not propose the rezoning of any land or the enablement of sensitive uses on potentially contaminated land.

Ministerial Direction No. 9 – Metropolitan Planning Strategy

The amendment is consistent with Ministerial Direction No. 9, including:

- Direction 3.1 Transform Melbourne's transport system to support a productive city.
- Direction 3.2 Improve transport in Melbourne's outer suburbs.

Ministerial Direction No. 11 – Strategic Assessment of Amendments.

The purpose of this direction is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces. The amendment has been prepared having regard to this direction as set out in this Explanatory Report.

Ministerial Direction No. 19 – Amendments that may Significantly Impact the Environment, Amenity and Human Health.

The amendment has been prepared having regard to Ministerial Direction No. 19. This Direction requires planning authorities to seek the views of the Environment Protection Authority (**EPA**) in the preparation of planning scheme reviews and amendments that could result in significant impacts on the environment, amenity and human health due to pollution and waste. EPA provided advice on the amendment relating to the EMF including noise, air quality, water quality and waste. These matters will be appropriately managed through the EMF required to be approved under the Incorporated Document.

How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment is consistent with and supportive of the State Planning Policy Framework as set out in the below table:

State Planning Policy Framework	**Assessment**
Clause 11 Settlement	
Clause 11 seeks to: *Clause 11.01-1S – Settlement:* • Promote sustainable growth and development; • Focus investment and growth in places of state significance in major regional cities; • Improve transport network connections in and between regional cities, towns and Melbourne; • Promote transport and communications and economic linkages between the various settlements through the identification of servicing priorities in regional land use plans. *Clause 11.01-1R – Green Wedges – Metropolitan Melbourne* • Plan and protect major state infrastructure and resource assets, such as airports and ports with their associated access corridors, water supply dams, water catchments and	The Project this amendment facilitates will provide additional transport infrastructure to support existing and planned growth of residential and economic land uses, including the Cranbourne West Precinct Structure Plan. Existing capacity constraints will be removed to help create a safer, reliable and more efficient transport system.

waste management and recycling facilities. Protect important productive agricultural areas such as Werribee South, the Maribyrnong River flats, the Yarra *Clause 11.02-2S – Structure planning:* • Facilitate orderly development of urban areas and the logical and efficient provision of infrastructure. *Clause 11.02-3S – Sequencing of development:* • Manage the sequence of development in areas of growth so that services are available from early in the life of new communities. *Clause 11.03-2S – Growth areas:* • Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release. • Locate urban growth close to transport corridor and services.	
Clause 12 Environment and Landscape values	
Clause 12 seeks to: *Clause 12.01-1S – Protection of biodiversity* • Protect and conserve Victoria's biodiversity. *Clause 12.01-2 – Native vegetation management:* • Ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. Clause 12.05-2S Landscapes • Ensure development does not detract from the natural qualities of significant landscape areas. • Improve the landscape qualities, open space linkages and environmental performance in significant landscapes and open spaces, including green wedges, conservation areas and non-urban areas. • Ensure importance natural features are protected and enhanced.	The Project this amendment facilitates will be designed to avoid, minimise and mitigate biodiversity and landscape impacts. Where possible, the Project design minimises impacts to landscape values by reducing the width of the proposed design as much as possible. The proposed design footprint has a narrow cross section in order to minimise the impact on surrounding landscape and reduce land required for the Project. The EMF will require MRPV to prepare an Urban Design and Landscape Strategy to guide the reference design and provide direction for Project elements to ensure the Project contributes positively to the key environmental and landscape values of the locality, including consideration of bio links and includes hard and soft landscape outcomes. The Incorporated Document includes specific conditions to manage and offset native vegetation removal under the *Guidelines for the removal, destruction or lopping of native vegetation, December 2017* and provides for additional mitigation measures to manage environmental impacts to be identified within the EMF.
Clause 13 Environmental Risks and Amenity	
Clause 13 seeks to: *Clause 13.03-1S Floodplain Management:* • Assist the protection of: o Life, property and community infrastructure from flood hazard. o The natural flood carrying capacity of rivers, streams and floodways. o The flood storage function of floodplains and waterways. o Floodplain areas of environmental significance or of importance to river health. *Clause 13.05-1S – Noise abatement:*	The EMF will require MRPV to prepare an Integrated Water Management Strategy to inform road, drainage and landscaping design development. Project works will occur within the Special Building Overlay on Hall Road to the east of Evans Road and to the west of McCormick's Road. Under the Incorporated Document, works within the Special Building Overlay are required to be undertaken to the satisfaction of the floodplain manager. Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards which are

• To assist the control of noise effects on sensitive land uses. *Clause 13.06-1S – Air Quality:* • To assist the protection and improvement of air quality.	aligned to applicable EPA guideline documents and industry standards. The Project will not trigger the requirement under the Department of Transport's *Traffic Noise Reduction Policy 2005* for noise attenuation. Air quality impact risks from the reference design have been assessed against VicRoads' Air Quality Screening Tool. Construction dust management to be required as part of the EMF.
Clause 14 Natural Resource Management	
Clause 14 seeks to: *Clause 14.01-1S Protection of agricultural land:* • To protect the state's agricultural base by preserving productive farmland. *Clause 14.02-2S – Water quality* • Protect water quality.	The EMF will require MRPV to prepare an Integrated Water Management Strategy to inform road, drainage and landscaping design development. Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards, which are aligned to applicable EPA guideline documents and industry standards.
Clause 15 Built Environment and Heritage	
Clause 15 seeks to: *Clause 15.01-1S – Urban design:* • Create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. *Clause 15.01-4S – Healthy neighbourhoods:* • Achieve neighbourhoods that foster healthy and active living and community wellbeing. Clause 15.03-2S – Aboriginal cultural heritage*:* • Ensure the protection and conservation of places of Aboriginal cultural heritage significance.	The amendment facilitates a Project that will reduce travel times and contribute towards improved liveability outcomes by supporting alternative modes of transport, including walking and cycling. The EMF will require MRPV to prepare an Urban Design and Landscape Strategy to guide the Project design. A CHMP is presently being prepared and will be submitted for approval under the *Aboriginal Heritage Act 2006*. The road will be designed and constructed in accordance with the requirements and recommendations within the CHMP.
Clause 17 Economic Development	
Clause 17 seeks to: *Clause 17.01-1S – Diversified Economy:* • Strengthen and diversify the economy. • Improve access to jobs closer to where people live. • Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.	The Project will improve accessibility between Carrum Downs, Cranbourne, Cranbourne West and access to the Western Port Highway which forms part of a wider freeway network which services the south-eastern suburbs of Melbourne. This will allow current and future residents to more efficiently access economic opportunities in the broader region. Local businesses and agricultural activities will also benefit from the road duplication through more efficient transport networks.
Clause 18 Transport	
Clause 18 seeks to: *Clause 18.01-1S- Land use and transport planning:* • Create a safe and sustainable transport system by integrating land use and transport. *Clause 18.01-2S – Transport system:*	The Project aims to provide access to the area to meet forecast demand and supports safer and reduced travel times. Widening of Hall Road is identified within and aligned with the objectives within the Cranbourne West Precinct Structure Plan. The Project will integrate with the existing shared path and public transport network to provide an

• Coordinate development of all transport modes to provide a comprehensive transport system. • Reserve land for strategic transport infrastructure. • Incorporate the provision of public transport, cycling and walking infrastructure in all major new state and local government road projects. • Locate transport routes to achieve the greatest overall benefit to the community to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity. • Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne. • Ensure the design, construction and management of all transport modes reduces environmental impacts. *Clause 18.02-3S – Road system:* • To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.	essential sustainable transport link within the growth area.
Clause 19 Infrastructure	
Clause 19 seeks to: *Clause 19.03-2S – Infrastructure design and provisions:* • Provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.	The Project seeks to provide timely, efficient and cost-effective infrastructure that meets the requirements of the growth area.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment implements the following policy directions of the Local Planning Policy Framework of the Planning Schemes.

Casey Planning Scheme

Local Planning Policy Framework	Assessment
Clause 21.03 Settlement seeks to: • Casey is experiencing significant population increases. Therefore, it is key to provide a framework for urban growth and development that will support and strengthen the diverse communities in Casey.	Lack of road capacity poses a significant constraint on future growth. The Project will facilitate movement between residential, employment, industrial areas and services and will provide more predictable, safer and reliable services and journey times.
Clause 21.04 Environment seeks to: • To protect and significantly restore Casey's biological diversity; recognising its fundamental importance in achieving a healthy environment and way of life for current and future generations. • To progressively improve the health of Casey's built and natural environments through ecologically sustainable land use and development practices.	The Incorporated Document includes specific conditions to manage and offset native vegetation removal and provides for additional mitigation measures for managing environmental impacts to be identified within the EMF.

Clause 21.06 Transport seeks to: • To take advantage of Casey's competitive edges to create local employment opportunities across a diverse economic base to secure a sustainable and prosperous future. • Facilitate the development of new industry and business parks in Cranbourne West to provide a diverse range of employment opportunities, including large-lot traditional and "advanced" manufacturing to take advantage of access to Western Port Highway.	Transport infrastructure upgrades are necessary to connect new and existing areas of development, such as the Cranbourne West area, which are reliant on access to appropriate road infrastructure. The Project supports the strategies of this clause and improves business and employee accessibility to industries and business parks in Cranbourne West.
Clause 21.06 Transport seeks to: • To develop a highly accessible city structure that ensures people and businesses have easy access to goods, services, jobs and facilities. • Plan for the development of an east-west arterial road network that provides links through Casey from Clyde Road to Western Port Highway and further west to Dandenong-Frankston Road and EastLink.	The Project aligns with this strategy by providing an east-west arterial road network between Clyde Road to Dandenong-Frankston Road that will improve transport, increase capacity and safety by duplicating the road and by upgrading existing intersections. The Project provides an off-road bicycle trail that supports east-west community links.
Clause 21.07 Built Environment seeks to: • To manage Casey's physical and community development to improve safety, acknowledging the strong community desire to feel safe and secure. • Provide extensive boulevard planting along Casey's main road network. • Maintain attractive views of Casey from the main road network to enhance the overall image and perception of the City.	The Project provides a safer road network for all users by improving road infrastructure, upgrading intersections and providing formal cycling and pedestrian facilities and crossings. The Urban Design and Landscape Strategy for the Project will inform detailed design.
Clause 21.15 Cranbourne seeks to: • To create strong links to Cranbourne from surrounding areas. • To upgrade main roads/intersections and provide safer local streets, convenient bus services and a safe trail network. **Clause 21.18 Cranbourne West seeks to:** • To upgrade main roads/intersections and provide safer local streets, convenient bus services and a safe trail network. • Upgrade Evans Road and Hall Road to an arterial road standard.	The Project upgrades Hall Road to an arterial road standard which aligns with these strategies. The Project will contribute to the provision of safer local streets through the upgrade of Hall Road and its intersections. The Project will provide better access to the Cranbourne Industry Park. This will allow those industries with a reliable and efficient connection, and better connect people to job opportunities.

Frankston Planning Scheme

Local Planning Policy Framework	Assessment
Clause 21.04 Settlement seeks to: • Maintain rural landscapes and rural uses in the municipalities Green Wedge areas.	The Project duplicates the existing Hall Road along the existing alignment and seeks to minimise landscape impact in the Green Wedge area through minimising its cross section. The narrower design footprint means less Green Wedge land is affected by the development of the Project. Further, the design and landscaping will be informed by the preparation of an Urban Design and Landscape Strategy as required by the EMF.
Clause 21.05 Environmental Risk seeks to: • To protect the community, environment, infrastructure and services from the impacts of flooding and inundation.	Road, drainage and landscaping design development and water management will be informed by an Integrated Water Management Strategy as required by the EMF. The Incorporated Document includes a condition which requires that works within the Special Building Overlay must be undertaken to the satisfaction of the relevant floodplain management authority. Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards, which are aligned to applicable EPA guideline documents and industry standards.
Clause 21.06 Environmental and Landscape Values seeks to: • Maintain and enhance the current level of biological diversity in the municipality and encourage the retention and revegetation of indigenous and Australian native species, particularly along watercourses, wetlands, the foreshore and identified habitat corridors. • Maintain and enhance vegetation and biodiversity of local and regional significance, in addition to vegetation and biodiversity of importance at the national and state level. • Maintain areas of landscape or visual quality and significant trees or areas of vegetation.	The road design has sought to avoid native vegetation and habitat impacts to the maximum extent possible. Where impacts are unavoidable these will be minimised to the extent practicable, and offsets will be secured in accordance with the native vegetation removal Guidelines. The Incorporated Document includes specific conditions to manage and offset native vegetation removal and provides for additional mitigation measures for managing environmental impacts to be identified within the EMF.
Clause 21.09 Natural Resource Management seeks to: • Encourage the retention and expansion where appropriate of productive horticultural and agricultural activities in the Green Wedge areas. • To improve water quality and ensure the water resources are managed sustainably.	The Project duplicates the existing Hall Road and seeks to minimise impact to agricultural businesses in the Green Wedge area. Road, drainage and landscaping design development and water management will be informed by an Integrated Water Management Strategy which is a requirement of the EMF. The Incorporated Document includes a condition which requires that works within the Special Building Overlay must be undertaken to the satisfaction of the relevant floodplain management authority. Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards, which are aligned to applicable EPA guideline documents and industry standards.

Clause 21.10 Built Environment and Heritage seeks to: • Seek a high level of architectural, urban and sustainable design in new development, which projects a positive image of the City. • Protect and maintain the integrity of significant Aboriginal cultural heritage and "post settlement" heritage sites.	The Project is consistent with the direction provided in this clause as it will provide an upgraded road infrastructure that is responsive to its context and well-designed. No areas within the Heritage Overlay will be impacted and potential cultural heritage impacts will be managed as part of the CHMP under the *Aboriginal Heritage Act 2006*. The EMF requires an Urban Design and Landscape Strategy be prepared in order to guide Project design and safeguard significant built environment and heritage assets.
Clause 21.11 Transport seeks to: • Provide a safe, effective and efficient transport network. • Provide for and encourage the use of non-private vehicle transport. • Provide a safe and well-connected cycling network.	The Project will contribute to the provision of a safe, effective and efficient transport network through the upgrade of Hall Road and associated intersections. It will contribute to delivering appropriate infrastructure for sustainable transport modes such as walking and cycling through the provision of a shared user path along Hall Road.
Clause 21.12 Infrastructure seeks to: • Plan, build, maintain and retire infrastructure to meet the needs of the municipality and its community. • Ensure that infrastructure requirements are provided in a timely manner to support development opportunities, economic growth and job creation in the municipality.	The Project seeks to provide timely and efficient infrastructure that meets the requirements of the municipality and its communities.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions and is consistent with the Ministerial Direction: The Form and Content of Planning Schemes.

The amendment uses the Specific Controls Overlay to allow land subject to the Project to be used and developed in a coordinated and timely manner under one planning control. This allows for a coordinated and consistent approach to the use and development of land for the Project. It also allows for the use and development of the Project Land for the purposes of the Project to be appropriately managed in accordance with the controls of the Incorporated Document, ensuring any potential environmental or amenity impacts are appropriately managed in accordance with approved controls.

The amendment also makes use of Clause 45.01 to include PAO1, which makes the Head, Transport for Victoria the acquiring authority for the purpose of the Project. The use of a PAO to reserve land to enable the acquisition of land required for the Project is considered a proper use of Clause 45.01 which has the purpose of reserving land for a public purpose and identifying land which is proposed to be acquired by a public authority.

The amendment is compliant with the subdivision requirements of the Green Wedge Zone as it will not allow for the creation of an additional lot as defined in the *Subdivisions Act 1988*. Land in the Green Wedge Zone acquired for the Project will be acquired for the purposes of a road pursuant to the PAO and will be retained in the road reserve.

How does the amendment address the views of any relevant agency?

The views of the following agencies have been sought and considered during the preparation of this Amendment:

- Bunurong Land Council Aboriginal Corporation.

- Casey City Council.
- Department of Environment, Land, Water and Planning.
- Environment Protection Authority.
- Frankston City Council.
- Melbourne Water.
- Transport for Victoria.

Does the amendment address relevant requirements of the *Transport Integration Act 2010*?

The amendment facilitates a project that will have a positive impact on the transport system as defined in Section 3 of the *Transport Integration Act 2010*. The Amendment addresses key transport system objectives and decision-making principles under Part 2, Divisions 2 and 3 of the *Transport Integration Act 2010*.

Division 2 – Transport system objectives

S8 Social and economic inclusion: The Project will reduce congestion and travel times on Hall Road and improve the access to employment and education clusters. These include the Pebble Patch Early Learning Centre and St Peter's College Cranbourne Campus and two future schools that are proposed in the Cranbourne West Precinct Structure Plan. These same benefits will support local agribusinesses, surrounding retail centres and commercial businesses such as Carrum Downs Regional Shopping Centre, Cranbourne Town Centre and Hall Road Neighbourhood Activity Centre.

S9 Economic prosperity: The Project will facilitate economic prosperity through improved transport capacity. This will meet the future population growth of the area, as well as economic growth needs and improve connection to economic opportunities.

S10 Environmental sustainability: The Project adopts an 'avoid and minimise' approach to managing possible impacts on remnant native vegetation, fauna habitats, adjacent areas of ecological, environmental or landscape significance and Aboriginal and historic heritage.

S11 Integration of transport and land use: The Project will improve the capacity of Hall Road, providing a vital connection between Cranbourne to Carrum Downs, to the Cranbourne-Frankston Road, Cranbourne West PSP and the Amstel Golf Course Residential Area.

S12 Efficiency, coordination and reliability: The amendment facilitates a more efficient transport network, improving the capacity, reliability and safety of Hall Road. The Project makes efficient use of existing infrastructure to reduce travel times, congestion and risk of vehicular collisions.

S13 Safety and health and wellbeing: The safety benefits of the Project include improved traffic flow, safer turning movements, safer cycling and walking infrastructure with the provision of a shared user path.

Division 3 – Decision-making principles

S15 Principle of integrated decision-making: The duplication is currently recognised in the Planning Schemes. Both councils have been consulted during the design development process and during the preparation of this amendment and are generally supportive of the proposal.

S16 Principle of triple bottom line assessment: The economic, social and environmental costs and benefits have been taken into account in the development of the Project and assessment of the amendment, including as outlined in this report.

S17 Principle of equity: The Project will improve the capacity of Hall Road and the overall operation of the transport system within Cranbourne West. The Project will contribute to reduced travel time to employment, education and services for existing and future communities.

S18 Principle of transport system user perspective: The Project will enhance the reliability, safety and connectivity of the transport system, improve the user experience with reduced congestion and travel times. It will also support a more efficient public transport network, and active transport network.

S19 Precautionary principle: The precautionary principle was considered throughout the development of the Project, with extensive technical investigations aiming to avoid irreversible environmental and cultural and historic heritage damage having been undertaken.

S20 Principle of stakeholder engagement and community participation: The amendment is supported by an extensive communications strategy which includes consultation with local communities, transport system users, landowners and other key stakeholders.

S21 Principle of transparency: The amendment is supported by a communications strategy, which includes the provision of reliable and relevant information to relevant stakeholders and agencies during the preparation of the amendment.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment is not expected to have a significant impact on the resources and administrative costs of the responsible authorities. The amendment will reduce the regulatory burden for the relevant councils by regulating the use and development of the Project in accordance with the specific control in the Incorporated Document.

Where you may inspect this amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

Casey City Council
Magid Drive
Narre Warren
www.casey.vic.gov.au

Frankston City Council
30 Davey Street
Frankston
www.frankston.vic.gov.au

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection or by contacting 1800 789 386 to arrange a time to view the amendment documentation.