Planning and Environment Act 1987

CASEY PLANNING SCHEME

FRANKSTON PLANNING SCHEME

AMENDMENT GC182

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 Western Port Highway 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 Western Port Highway and road reserve at the intersections of Ballarto Road and at Cranbourne-Frankston Road and adjacent land already within an existing Public Acquisition Overlay. The Project Land is generally shown at Figure 1.

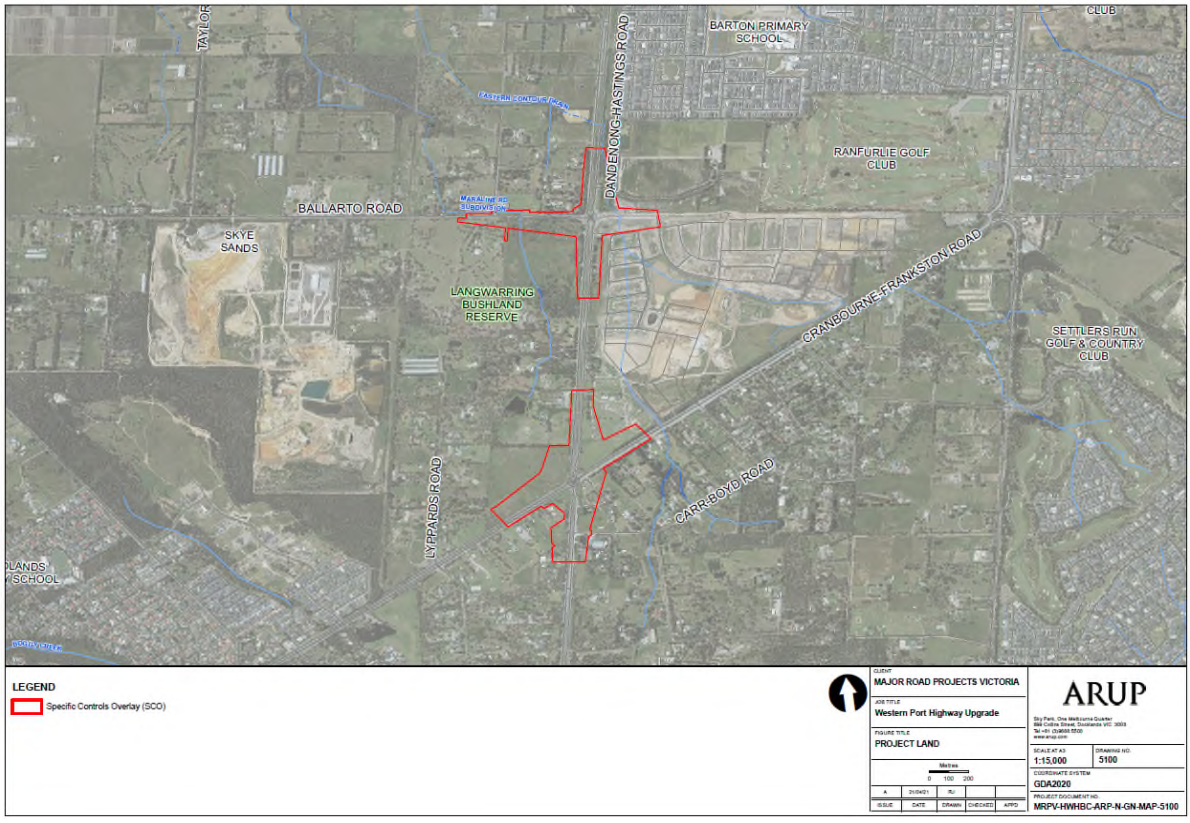

Figure 1: Western Port Highway Upgrade Project Land

The Project includes:

- The upgrade of the existing Western Port Highway - Ballarto Road roundabout to a signalised intersection.
- A new Shared Use Path to provide a connection between the existing Shared Use Path on the southern side of Ballarto Road and the Western Port Highway intersection.
- The upgrade of the existing Western Port Highway - Cranbourne-Frankston Road roundabout to a signalised intersection.
- A new Shared Use Path to provide a connection between the existing on-road cycle lanes on the north side of Cranbourne-Frankston Road and the Western Port Highway / Cranbourne-Frankston Road intersection.
- Provision of new bus bays along Cranbourne-Frankston Road, either side of the intersection.
- Provision of new prioritised bus lanes along Cranbourne-Frankston Road in both directions.
- Provision of signalised crossings at both intersections for cyclists and pedestrians.
- Provision of new road safety barriers, where practicable.
- Utility relocation, where required.

What the amendment does

The amendment:

- Inserts Specific Controls Overlay SCO12 into the Casey Planning Scheme and Specific Controls Overlay SCO8 into the Frankston Planning Scheme to the Project Land, allowing the use and development of the Project Land in accordance with the Project specific control contained in the *Western Port Highway Upgrade Project Incorporated Document, August 2021* (Incorporated Document).
- Amends the Schedule to Clause 72.03 (What does this Scheme Consist Of?) of the Frankston Planning Scheme to insert reference to the new Frankston Planning Scheme Map No. 6SCO.
- Amends the Schedule to Clause 72.04 (Table of Documents Incorporated in this Planning Scheme) of the Planning Schemes to list the Incorporated Document.
- Amends the existing PAO1 in the Frankston Planning Scheme to make the Head, Transport for Victoria the acquiring authority.
- Amends the existing PAO1 in the Casey Planning Scheme to make the Head, Transport for Victoria the acquiring authority.

Strategic assessment of the amendment

Why is the amendment required?

Western Port Highway is a north-south arterial road 35km south-east of Melbourne's CBD, which extends south from South Gippsland Freeway to Frankston-Flinders Road. It is an important highway which links the south-eastern fringe of suburban Melbourne to Hastings, the Port of Hastings and the western coastal region of Western Port Bay. Western Port Highway is a key freight route and gateway to significant industrial and commercial precincts.

This section of Western Port Highway is adjoined by scattered residential properties and agricultural land parcels in the west, with higher-density urban and residential development located in the east. It abuts the areas subject to the Cranbourne West Precinct Structure Plan (PSP), the Brompton Lodge PSP and the Amstel Golf Club Development Plan, which all include key directions of increased residential and urban density.

The City of Casey remains one of the fastest growing municipalities within metropolitan Melbourne and nationally. The population within the City of Casey 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.

As a result of population growth and development in the area, traffic volumes along the corridor have steadily increased delays at key intersections. Increasing road use and unsignalised intersections may lead to more unpredictable stop-start traffic flows along the Western Port Highway and more frequent rear end collisions.

The Project is identified in Plan Melbourne 2017-2050 and recognised as a potential transport infrastructure project. In January 2016, Amendment C199 to the Casey Planning Scheme and Amendment C99 to the Frankston Planning Scheme were gazetted and applied a Public Acquisition Overlay (PAO) (being PAO1) to reserve land required for the Project.

The Project has been developed to provide benefits to all road users. The improvements and signalisation of the intersections at Ballarto Road and at Cranbourne-Frankston Road will reduce congestion and improve travel times. The Project will also improve safety for active transport users, with cyclists able to use traffic signals to pass through intersections. Pedestrians will also be prioritised when using the signalised crossings. Overall, the rapidly growing transport corridor will benefit from improved journey reliability and congestion alleviation.

Amendment GC182 is required to facilitate the timely and coordinated delivery of the Project.

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

The amendment supports the objectives of planning in Victoria as set out in Section 4 of the *Planning and Environment Act 1987*.

The following objectives are particularly 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; [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; particularly for communities of Cranbourne, Cranbourne West, Cranbourne South and Lyndhurst;
- 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 other 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 final design to either avoid, minimise and manage the potential impacts of the Project including significant landscapes and native and non-native vegetation removal.

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 some 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, the Project will seek further refinements to avoid and / or minimise impacts to native vegetation and high value trees. This will be a requirement of 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 an Urban Design and Landscape Strategy.

Noise and air quality

Construction activities may result in potential impacts to noise and air quality amenity. 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 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 feedback 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.
- Better neighbourhood connectivity by reducing travel times for road users.
- Providing enhanced accessibility for pedestrians and cyclists.

The Project Land is within an existing PAO1. Amendment C199 to the Casey Planning Scheme and Amendment C99 to the Frankston Planning Scheme applied the PAO1 to reserve land for the upgrade of the Western Port Highway for road purposes. The impact of this acquisition was considered as part of amendments C199 and C99. Amendment GC182 only changes the acquiring authority to the Head, Transport for Victoria.

Economic Effects

The Project this amendment facilitates will have economic benefits for road users and freight 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 partly within a Bushfire Management Overlay and bushfire prone area. The amendment will not increase the risk to life, property, community infrastructure or the natural environment from bushfire. While amendment does not directly affect bushfire risk, 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 – Settlement – Metropolitan Melbourne*	The amendment facilitates a project that will provide additional transport infrastructure to support existing and planned growth of residential and economic land uses, including the Cranbourne West PSP. The amendment facilitates a project that will improve transport network connections and economic linkages between the south-eastern fringe of suburban Melbourne to Hastings, the Port of Hastings and the western coastal region of Western Port Bay. Western Port Highway is a key freight route and gateway to significant industrial and commercial precincts included in the Melbourne 2050 spatial framework in Clause 11.01-1R – Settlement – Metropolitan Melbourne.

State Planning Policy Framework	Assessment
• Focus investment and growth in places of state significance, including: o State-Significant Industrial Precincts. o Transport Gateways. *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 waste management and recycling facilities. • Protect important productive agricultural areas such as Werribee South, the Maribyrnong River flats, the Yarra Valley, Westernport and the Mornington Peninsula. *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.	Existing capacity constraints will be removed to help create a reliable and more efficient transport system.
Clause 12 Environment and Landscape values	
Clause 12 seeks to: *Clause 12.01-1S – Protection of biodiversity* • Protect and conserve Victoria's biodiversity. *Clause 12.01-2S – 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 amendment facilitates a project that will be designed to avoid, minimise and mitigate biodiversity and landscape impacts. The EMF will require MRPV to prepare an Urban Design and Landscape Strategy to guide the reference design. This will provide direction for quality design, material and finish, and to draw out any enhancement opportunities and best practice recommendations from the Biodiversity Assessment. The Incorporated Document includes specific conditions to manage native vegetation removal in accordance with State policy.
Clause 13 Environmental Risks and Amenity	
Clause 13 seeks to: *Clause 13.05-1S – Noise abatement:*	Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards, which are

State Planning Policy Framework	Assessment
• 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. The EMF will require MRPV to prepare a Construction Dust Management Plan. Air quality impact risks from the reference design have been assessed against VicRoads' Air Quality Screening Tool.
Clause 14 Natural Resource Management	
Clause 14 seeks to: *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's 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 EMF will require MRPV to prepare an Urban Design and Landscape Strategy to guide the Project design. A Cultural Heritage Management Plan (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 around Cranbourne and access to 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	

State Planning Policy Framework	Assessment
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:* • 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.	The Project is identified in, and is aligned with the objectives within, Plan Melbourne and the following: • Cranbourne West PSP • Brompton Lodge PSP The Project will support improved transit and access within Cranbourne and the wider region. Provisions will be made to better integrate the road network with surrounding transport corridors which will provide greater overall benefit to the community.
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 21.04 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 address the objectives of Environmental Significance Overlay, Schedule 4. The required EMF will include additional mitigation measures for managing environmental impacts.

Local Planning Policy Framework	Assessment
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.	The Project will improve the road network by providing safer, more efficient road infrastructure and accessibility and capacity to Western Port Highway users. This will improve access to goods, services, jobs and facilities.
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. • Plan for the appropriate design and provision of road and community infrastructure to ensure safe and liveable neighbourhoods.	The Project will provide a safer active transport network by improving road infrastructure and upgrading intersections so they are signalised to prioritise pedestrians.
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.	This Project is consistent with the direction provided in Clause 21.15 Cranbourne and Clause 21.18 Cranbourne West and will provide stronger links to Cranbourne from surrounding areas. The Project will provide safer roads; improving access and connectivity for active transport users.

Frankston Planning Scheme

LPPF	Assessment
Clause 21.04 Settlement seeks to: • Maintain rural landscapes and rural uses in the municipalities Green Wedge areas.	The Project supports maintaining areas of rural landscape by minimising the Project's cross section and by design being informed by 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. Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards, which are aligned to applicable EPA's 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.	The road design has sought to avoid native vegetation and habitat impacts to the maximum extent possible by reducing road extent. Where impacts are unavoidable these will be minimised to the extent practicable, and offsets will be secured in accordance with the Guidelines. The Incorporated Document includes specific conditions to manage the vegetation removal, including a requirement to address relevant environmental overlays, and the offsetting of native vegetation removal. It also provides for

LPPF	Assessment
• Maintain areas of landscape or visual quality and significant trees or areas of vegetation.	management of environmental and landscape impacts through the EMF.
Clause 21.09 Natural Resource Management seeks to: • To improve water quality and ensure the water resources are managed sustainably.	Road, drainage and landscaping design development and water management will be informed by an Integrated Water Management Strategy. Construction will be undertaken in accordance with MRPV's Contract Specification and relevant environmental performance standards, which are aligned to applicable EPA's 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 the 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 improve the road network by providing a safer, efficient road infrastructure and accessibility to Western Port Highway users.
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 will provide improved road infrastructure to meet the requirements of the municipality and its community.

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.

In the absence of an amendment, the Project would be subject to multiple permit requirements under various provisions of the two Planning Schemes. The Specific Controls Overlay (SCO12 and SCO8) and associated Incorporated Document have the effect of exempting the Project from the usual requirements of the Planning Schemes and allowing the use and development of land for the Project in accordance with the specific control in the Incorporated Document. This provides for a coordinated and consistent approach to the use and development of land for the Project, subject to conditions.

The amendment also changes Clause 45.01 to make the Head, Transport for Victoria the acquiring authority within PAO1 for the purpose of the Project as an administrative update.

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 retained in the road reserve.

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

The views of the following organisations were sought and considered during the preparation of the amendment:

- Bunurong Land Council Aboriginal Corporation.
- City of Casey.
- 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*. As described below, the amendment addresses key transport system objectives and decision-making principles set out in 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 Western Port Highway and improve access to employment and economic and education clusters. These include two future schools that are proposed in the Cranbourne West PSP. These same benefits will support local agribusinesses, surrounding retail centres and commercial businesses such as the Cranbourne Town Centre.

S9 Economic prosperity: The Project will facilitate economic prosperity through improved transport capacity. This will respond to future population growth and improve connections 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 the Western Port Highway providing a vital connection to Cranbourne, Brompton Park, Cranbourne-Frankston Road and to the wider south-eastern suburbs.

S12 Efficiency, coordination and reliability: The amendment facilitates a more efficient transport network, improving the capacity, reliability and safety of Western Port Highway. 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 of the active transport network would be increased through providing pedestrian prioritised signalised intersections.

Division 3 – Decision-making principles

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

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.

S17 Principle of equity: The Project will improve the capacity of Western Port Highway and the overall operation of the transport system within Cranbourne. The Project will facilitate reduced travel times 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 along Cranbourne-Frankston Road, 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 significant environmental and cultural and historic heritage impacts having been undertaken.

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

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

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 authority. 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 can be inspected free of charge at the Casey City Council website at www.casey.vic.gov.au

The amendment is available for public inspection, free of charge, during office hours at the following places:
City of Casey Municipal Offices
Bunjil Place
2 Patrick Northeast Drive
NARRE WARREN

The amendment can be inspected free of charge at the Frankston City Council website at:

https://www.frankston.vic.gov.au

The amendment is available for public inspection, free of charge, during office hours at the following places:
Frankston City Council - Frankston Civic Centre
30 Davey Street
Frankston

The amendment is available for public inspection, 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.