

# **CASEY PLANNING SCHEME**

## **AMENDMENT C260case**

### **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) as a project team within the Major Transport Infrastructure Authority, an administrative office in relation to the Department of Transport.

#### **Land affected by the Amendment**

The amendment applies to land that is required for the Hallam North Road Upgrade Project (the project). This includes land located within the existing road reservations of Hallam North Road and Heatherton Road. A map of the approximate area affected by this amendment is shown in Figure 1.



**Figure 1:** Approximate area affected by the amendment.

## What the amendment does

The amendment applies the Public Acquisition Overlay (PAO) to land required for the project and facilitates the use and development of the Hallam North Road (Heatherton Road to James Cook Drive) Upgrade Project (project) without the requirement for planning permits, provided it is undertaken in accordance with the *Hallam North Road (Heatherton Road to James Cook Drive) Upgrade Project Incorporated Document, February 2019* (incorporated document).

The incorporated document includes conditions requiring particular plans and documents, including an environmental management strategy, to be prepared before works (other than preparatory works) can commence.

The amendment makes the following changes to the Casey Planning Scheme:

- Amends the Schedule to Clause 45.12 (Specific Controls Overlay) to include a new incorporated document titled "*Hallam North Road (Heatherton Road to James Cook Drive) Upgrade Project Incorporated Document, February 2019*" (incorporated document), to exempt use and development associated with the project from the need of a planning permit, subject to conditions.
- Applies the Specific Controls Overlay (SCO5) to land associated with the project and inserts a new Planning Scheme Map No. 5SCO.
- Amends the Schedule to Clause 72.03 (What Does this Scheme Consist of?) to insert Planning Scheme Map No. 5SCO.
- Amends the Schedule to Clause 45.01 (Public Acquisition Overlay) to amend the purpose for acquisition for PAO1 to "road purposes".
- Amends Planning Scheme Map No. 5PAO to apply the PAO to make the Roads Corporation the acquiring authority for PAO1 applying to land required for the project.
- Amends the schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to insert the incorporated document into the planning scheme.

## Strategic assessment of the Amendment

### Why is the Amendment required?

This amendment is required to facilitate the timely and coordinated delivery of the project which is being delivered by MRPV as part of the \$4 billion Suburban Roads Upgrade Program. In recognition of the importance of roads to the liveability, productivity and economic competitiveness of Melbourne's growth areas, this program will improve arterial roads in the western, northern, and south-eastern outer suburbs.

The main features of the project include:

- Construction of an additional lane in each direction along a 1500 metre section of Hallam North Road between Heatherton Road and James Cook Drive, including a central median along the length of the upgrade.
- Conversion of the existing roundabout at Heatherton Road to a signalised intersection.
- Construction of a new signalised intersection at Thomas Mitchell Drive.
- Upgrades to the existing signalised intersection at James Cook Drive.
- Changes to vehicle turning options and median openings.
- New road signage and line markings along the project length.
- Construction of shared user paths.
- Installation of continuous safety barriers along the length of the project.

In the five years between July 2012 and June 2017 there were two serious car crashes, including one that resulted in fatal and serious injuries on this section of road. This section of Hallam North Road is also subject to congestion with approximately peak-hour traffic volumes of about 1,200 vehicles per hour. Travel speeds are significantly impacted by the currently experienced levels of congestion. Average travel speeds of 43km/hr have been identified on the single lane south approach to the Hallam North Road/Heatherton Road roundabout. Minimum travel speeds regularly fall below 20km/hr on Hallam North Road between James Cook Drive and Heatherton Road, particularly during school pick up times and the morning/afternoon peak hours.

The project will reduce congestion, improve safety and support improvements to active and public transport links.

## **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* including the following:

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

The amendment facilitates a project that will reduce congestion and travel times, improve safety, increase road network capacity and make sustainable transport improvements in the project area.

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

Prior to the commencement of works associated with the project, an Environmental Management Strategy (EMS) will be prepared to the satisfaction of the Minister for Planning. Any native vegetation removed for the project will be offset in accordance with conditions contained within the incorporated document.

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

The amendment facilitates a project that will result in efficient use of existing infrastructure, providing improved access to the Dandenong National Employment and Innovation Cluster (NEIC) and the Dandenong and Fountain Gate-Narre Warren Metropolitan Activity Centres (MAC). The project will reduce congestion on Hallam North Road and at the Heatherton Road intersection which will contribute to a safer and more reliable road network, with the introduction of safety barriers providing further safety improvements. Additionally, construction of shared user paths and a new signalised intersection at Thomas Mitchell Drive will improve the safety and accessibility of cycling and walking infrastructure within the region.

*1(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.*

The incorporated document facilitates the orderly and timely provision of the upgraded public infrastructure for the benefit of the community.

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

The project involves the upgrading of approximately 1.5 kilometres of Hallam North Road, which supports on average approximately 13,000 car trips per day. The amendment seeks to address current gaps in transport infrastructure provision that is impacting on liveability.

The growing population in the south-east growth corridor will require access to employment, education and services and this project will improve access to the Dandenong NEIC, the Dandenong and Fountain Gate-Narre Warren MAC, and the wider freeway network via the Monash Freeway.

## **How does the Amendment address any environmental, social and economic effects?**

A number of technical assessments have been undertaken to assess the potential environmental, social and economic effects of the project. These assessments include flora and fauna, surface and groundwater, environmental site investigations, air quality, noise and heritage.

### ***Environmental Effects***

#### *Environmental Management Strategy*

The incorporated document requires the preparation and approval of an EMS that will include a summary of construction methodologies, an overarching framework for site or works specific measures to reduce or manage environmental and amenity effects and a summary of performance monitoring and reporting processes.

### *Native vegetation, threatened flora, fauna and habitat for conservation of significant species*

The project has sought to avoid and minimise native vegetation and habitat impacts to the maximum extent possible. Areas of Sensitive Vegetation within the project area have been identified where native vegetation and habitat will be retained and protected.

The incorporated document requires that any native vegetation removed, destroyed or lopped be offset in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017) must be approved by the Secretary, Planning to the Department of Environment, Land, Water and Planning (DELWP), before any native vegetation is removed.

A biodiversity technical assessment was undertaken to determine the ecological values of the project area and surrounding land. No *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and *Flora and Fauna Guarantee Act 1988* (FFG Act) listed flora or fauna species were recorded. It is not expected that the removal of fauna habitat associated with the project will have a significant impact on any threatened fauna species that could occasionally utilise habitat in the project area.

### *Waterways and Hydrology*

To ensure the determining referral requirements for applications to the relevant authority under the Special Building Overlay remain, a condition is contained within the incorporated document ensuring works within the overlay are undertaken to the satisfaction of the relevant authority.

### *Air Quality*

An air quality assessment has been undertaken for the project using the Air Quality Screening Tool (AQST) [Revision 3, October 2018]. The assessment confirmed that future vehicle emissions would not exceed intervention levels prescribed in the *State Environment Protection Policy (Air Quality Management)* [SEPP(AQM)] for nitrogen dioxide (NO<sub>2</sub>), particulate matter with an aerodynamic diameter of 10 microns or less (PM<sub>10</sub>) and particulate matter with an aerodynamic diameter of 2.5 microns or less (PM<sub>2.5</sub>) at sensitive receptors along the project area.

### *Noise*

A road traffic noise impact assessment has been undertaken in accordance with the *VicRoads Traffic Noise Reduction Policy 2005*. The results of the assessment concluded that the noise levels along Hallam North Road are expected to increase due to road alignment changes moving the road closer to dwellings. Most of the dwellings are predicted to experience a 'barely perceptible' increase in noise levels, with only 3% predicted to experience a 'perceptible' increase of more than 3 decibels. The project will not trigger the requirement under the *Traffic Noise Reduction Policy 2005* for noise attenuation.

### *Cultural Heritage*

A Cultural Heritage Due Diligence assessment has been completed for the project. This determined that the project area has been subject to significant ground disturbance since the early to mid-twentieth century and that a Cultural Heritage Management Plan pursuant to the *Aboriginal Heritage Act 2006* is not required. Instead, a Preliminary Aboriginal Heritage Test has been prepared and approved by Aboriginal Victoria for the project. It found there to be very low to negligible likelihood of any Aboriginal cultural heritage material within the project area.

No registered or identified places of local or state heritage significance are found within or adjacent to the project area.

### **Social Effects**

Consultation has been undertaken by MRPV to understand the views of the community and directly affected landowners. Feedback received through this consultation process has been considered and, where possible, incorporated into the amendment and the design of the project. The amendment is expected to have positive social effects through the reduction of traffic congestion and subsequent commuting times, and improved safety outcomes.

### ***Economic Effects***

The amendment facilitates a project which 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 accessibility to jobs and services.

### **Does the Amendment address relevant bushfire risk?**

Land in the project area is not affected by the Bushfire Management Overlay in the Casey Planning Scheme, however a small portion of the project area is located within a designated bushfire prone area and the provisions of Clause 13.02-1S have been considered.

The amendment will reduce bushfire risk and strengthens the resilience of the community by facilitating a project that will improve transportation outcomes, supporting access and safe egress to areas where human life can be better protected from the effects of bushfire.

### **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 Ministerial Directions are relevant to this amendment:

#### Ministerial Direction on Form and Content of Planning Scheme

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 Strategy

The amendment is consistent with *Ministerial Direction No. 9 – Metropolitan Strategy* and the following directions and policies of the *Metropolitan Planning Strategy: Plan Melbourne 2017-2050*:

- Direction 1.1 Create a city structure that strengthens Melbourne's competitiveness for jobs and investment.
- Direction 1.2 Improve access to jobs across Melbourne and closer to where people live.
- Direction 3.1 Transform Melbourne's transport system to support a productive city.
- Direction 3.2 Improve transport in Melbourne's outer suburbs.

The amendment facilitates improvement of the road network in the outer south-eastern suburbs of Melbourne. This will lead to more efficient and reliable travel, better connected active transport routes and improved safety. The project will enable better connections to key employment areas such as the Dandenong NEIC and the Dandenong and Fountain Gate-Narre Warren MAC, thereby contributing to a key outcome of *Plan Melbourne 2017-2050*.

#### Ministerial Direction No.19 – Preparation and content of amendments that may significantly impact the environment, amenity and human health

A potentially contaminated land preliminary report has been prepared and referred to the Environment Protection Authority (EPA) in accordance with Ministerial Direction Number 19. If required, the EPA will provide advice regarding the EMS which will include an appropriate Construction Environmental Management Plan.

*Other Ministerial Directions*

The amendment is also consistent with and has been prepared with regard to the following Ministerial Directions:

- Ministerial Direction No. 11 – Strategic Assessment of Amendments.

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

The amendment supports or implements the following clauses of them Planning Policy Framework:

PPF	Amendment Assessment
<b>Clause 11 Settlement</b>	
<p>Clause 11 seeks to:</p> <ul style="list-style-type: none"> <li>• Promote sustainable growth and development (11.01-1S Settlement).</li> <li>• Link activity centres by transport (11.01-1R Settlement - Metropolitan Melbourne, 11.03-1S Activity centres and 11.03-1R Activity centres - Metropolitan Melbourne).</li> <li>• Facilitate orderly development and the timely delivery of infrastructure (11.02-2S Structure Planning).</li> <li>• Locate urban growth close to transport corridor and services (11.03-2S Growth areas).</li> </ul>	<p>The amendment supports the listed clauses within Clause 11 by facilitating a project which will provide additional transport infrastructure to support growth.</p> <p>Additionally, the project will support existing and planned growth of residential and economic land uses in existing urban areas.</p> <p>This upgraded infrastructure will enable more efficient movement of goods and people to key destinations, including to the Dandenong NEIC and MAC and the Fountain Gate-Narre Warren MAC.</p>
<b>Clause 12 Environment and Landscape Values</b>	
<p>Clause 12 seeks to:</p> <ul style="list-style-type: none"> <li>• Protect and conserve Victoria’s biodiversity (12.01-1S Protection of biodiversity).</li> <li>• Ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation (12.01-2S Native vegetation management).</li> <li>• To protect and enhance river corridor, waterways, lakes and wetlands (12.03-1S River corridors, waterways, lakes and wetlands).</li> </ul>	<p>The project will avoid, minimise and offset impacts caused by the removal of native vegetation. Where required, native vegetation offsets will be obtained in accordance with the <i>Guidelines for the removal, destruction or lopping of native vegetation, December 2017</i>.</p> <p>The incorporated document includes specific conditions to manage environmental and amenity impacts during construction, native vegetation removal, and buildings and works in a floodplain.</p>



PPF	Amendment Assessment
<b>Clause 13 Environmental Risks and Amenity</b>	
<p>Clause 13 seeks to:</p> <ul style="list-style-type: none"> <li>Strengthen the resilience of communities by seeking to ensure that settlements and land uses appropriately respond to risks and environmental constraints, including bushfire, flooding and land contamination (13.02-1S Bushfire planning, 13.03-1S Floodplain management, 13.04-1S Contaminated and potentially contaminated land).</li> <li>Ensure amenity is not prejudiced by noise and air quality emissions (13.05-1S Noise abatement, 13.06-1S Air quality management).</li> </ul>	<p>The project will strengthen the resilience of the community to improving access and egress to areas of low bushfire risk.</p> <p>The incorporated document includes a condition that requires works within the Special Building Overlay to be undertaken to the satisfaction of the relevant floodplain management authority.</p> <p>The incorporated document requires the preparation and approval of an EMS that will include an overarching management framework and specific measures to manage environmental and amenity impacts during construction.</p> <p>Works will be undertaken in accordance with EPA's best practice environmental management guidelines including <i>Construction Techniques for sediment pollution control</i> (EPA Publication 275), <i>Environmental Guidelines for Major Construction Sites</i> (EPA Publication 480).</p> <p>The project will not trigger the requirement under the <i>Traffic Noise Reduction Policy 2005</i> for noise attenuation.</p> <p>Results from a preliminary air quality screening assessment using the Air Quality Screening Tool (AQST Revision 3, October 2018) indicate that air quality impacts for the project will not exceed Intervention Levels prescribed in the <i>State Environment Protection Policy (Air Quality Management)</i> [SEPP(AQM)] for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.</p>
<b>Clause 14 Natural Resource Management</b>	
<p>Clause 14 seeks to:</p> <ul style="list-style-type: none"> <li>Assist in protection and restoration of catchments, water bodies, ground water and the marine environment (14.02-1S Catchment planning and management).</li> <li>Protect water quality (14.02-2S Water quality).</li> </ul>	<p>To manage potential impacts on water quality, the project will be undertaken in accordance with EPA's best practice environmental management guidelines including <i>Construction Techniques for sediment pollution control</i> (EPA Publication 275), <i>Environmental Guidelines for Major Construction Sites</i> (EPA Publication 480).</p> <p>The incorporated document requires the preparation and approval of an EMS that will include an overarching management framework and specific measures to manage environmental and amenity impacts during construction.</p> <p>The incorporated document includes a condition that requires works within the SBO to be undertaken to the satisfaction of the relevant floodplain management authority.</p>
<b>Clause 15 Built Environment and Heritage</b>	
<p>Clause 15 seeks to:</p> <ul style="list-style-type: none"> <li>Protect and enhance Melbourne's urban environments, including along transport corridors by creating urban environments that are safe, healthy, functional and enjoyable (15.01-1S Urban design).</li> <li>Create healthy and sustainable neighbourhoods that encourage public transport usage, walking and cycling (15.01-4S Healthy neighbourhoods, 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne, 15.02-1S Energy and resource efficiency).</li> <li>Conserve areas of cultural heritage significance (15.03-1S Heritage conservation, 15.03-2S Aboriginal cultural heritage).</li> </ul>	<p>The project will support improved liveability outcomes and contribute to the creation of safe and functional urban environments by enabling the safer and more efficient movement of goods and people, and by supporting alternative modes of transport, including public transport, walking and cycling.</p> <p>The project will not impact on any heritage places.</p> <p>A Preliminary Aboriginal Heritage Test has been approved for the Hallam North Road upgrade. It found there to be very low to negligible likelihood of any Aboriginal cultural heritage material within the project area.</p>

PPF	Amendment Assessment
<b>Clause 17 Economic Development</b>	
Clause 17 seeks to strengthen and diversify the economy, as well as to facilitate growth and improve access to jobs (17.01-1S Diversified economy).	The project will support access to existing and future commercial and industrial precincts, improve the timely provision of goods and services, and reduce vehicle operating costs.
<b>Clause 18 Transport</b>	
<p>Clause 18 seeks to:</p> <ul style="list-style-type: none"> <li>• Integrate land use and transport planning (18.01-1S Land use and transport planning).</li> <li>• Coordinate development of all transport modes to provide a comprehensive transport system (18.01-2S Transport system).</li> <li>• Promote the use of sustainable personal transport and improve local travel options to support 20 minute neighbourhoods (18.02-1S Sustainable personal transport, 18.02-1R Sustainable personal transport - Metropolitan Melbourne).</li> <li>• Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure (18.02-3S Road system).</li> </ul>	<p>Existing capacity constraints of Hallam North Road will be improved to create a safer, reliable and more efficient arterial road network.</p> <p>The project will support access to the Dandenong NEIC, MACs and the wider freeway network via the Monash Freeway.</p> <p>Through the provision new and safer cycling and walking infrastructure, the project will promote sustainable personal transport and improve local travel options, supporting 20 minute neighbourhoods.</p> <p>The project will upgrade the arterial road network in the south-eastern outer suburbs to support future growth, and access to jobs and services.</p>

**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 set out in the Casey Local Planning Policy Framework:

LPPF	Amendment Assessment
<p>Clause 21.01 Introduction describes the municipal profile, community context, environmental context, economic and regional context for the City of Casey.</p> <p>Specifically, it highlights the significant population and housing growth the City of Casey is experiencing and the need to improve road connections to the neighbouring City of Greater Dandenong to support access to jobs.</p> <p>Clause 21.02 Key Issues and strategic vision identifies the need to upgrade regional transport routes in order to improve access to the major employment precincts to the west.</p>	<p>The project will support ongoing urban growth by meeting increasing traffic demand. It will also improve road connections to surrounding municipalities, including the Dandenong NEIC and MAC, by completing the duplication of Hallam North Road from Princes Highway to Heatherton Road and upgrading key intersections.</p>



LPPF	Amendment Assessment
<p>Clause 21.04 Environment seeks to restore and enhance the City of Casey's environmental assets within the framework of continuing rapid development, including strategies to identify, protect, preserve and minimise the loss of native vegetation (Strategy 1.2 and 1.3).</p>	<p>The project has sought to avoid and minimise native vegetation and habitat impacts to the maximum extent possible. Areas of Sensitive Vegetation within the project area have been identified where native vegetation and habitat will be retained and protected.</p> <p>The incorporated document requires that native vegetation offsets will be obtained in accordance with the <i>Guidelines for the removal, destruction or lopping of native vegetation, December 2017</i>.</p> <p>The incorporated document requires the preparation and approval of an EMS that will include an overarching management framework and specific measures to manage environmental and amenity impacts during construction.</p>
<p>Clause 21.06 Transport recognises the importance of the community's accessibility to goods, services, jobs and facilities.</p> <p>The objective of Clause 21.06-2 seeks to develop a highly accessible city structure that ensures people and businesses have easy access to goods, services, jobs and facilities. This includes strategies to undertake road safety improvements to the local road network and to develop the capacity of key arterial roads in growing suburbs.</p> <p>Clause 21.06-3 Implementation identifies the application of the PAO to land required for the future provision of road upgrades as an appropriate measure to implement the strategies of Clause 21.06-2.</p>	<p>The project will improve accessibility and facilitate a safe and efficient movement of people and goods within Casey by upgrading a key arterial road and intersections, providing shared user paths for pedestrians and cyclists, and by supporting improved public transport outcomes. The project will also improve accessibility to the Dandenong NEIC, Monash Freeway.</p> <p>The application of the PAO to land required for the provision of a road upgrade is consistent with the identified implementation measures in this clause.</p>
<p>Clause 21.20 Endeavour Hills (Urban Area) contains an objective to upgrade main roads/intersections and provide safer local streets and convenient bus services.</p>	<p>The amendment facilitates a project that will upgrade intersections and main roads within the Endeavour Hills urban area, improving safety and reducing congestion. Hallam North Road is a primary north-south arterial road, with Heatherton Road being a primary arterial road.</p> <p>By reducing congestion in the area, the project will support the convenience of bus services.</p>

### 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 on the Form and Content of Planning Schemes*.

The amendment inserts Clause 45.12 Specific Controls Overlay and a new Schedule 5 to Clause 45.12 and uses the schedule to Clause 72.04 of Casey Planning Scheme to facilitate the project. The purpose of Clause 45.12 is to apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances consistent with the purpose of the control. Specific controls are detailed in the incorporated document and allow the use and development of land for the purposes of a road and associated infrastructure, in accordance with the conditions in the incorporated document.

The amendment also applies Clause 45.01 Public Acquisition Overlay (PAO) to land required for the project and to be acquired by the Roads Corporation. The purpose of the Clause 45.01 includes the identification and reservation of land which is proposed to be acquired by a public authority for a public purpose.

### How does the Amendment address the views of any relevant agency?

The views of the following agencies considered during the preparation of this amendment:

- Aboriginal Victoria
- Casey City Council

- DELWP
- Melbourne Water
- Public Transport Victoria
- South East Water
- Transport for Victoria
- VicRoads

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

The amendment facilitates the project and it 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 improve the efficiency of the road network and thereby expand opportunities for access to social and economic opportunities, particularly in the south-eastern growth areas.
- *S9 Economic prosperity:* The project will facilitate the efficient and effective access to places of employment through an improved transport connection.
- *S10 Environmental sustainability:* The road upgrade and amendment include a requirement to reduce impacts on remnant native vegetation, fauna habitats and adjacent areas of ecological, environmental or landscape significance designated as 'no-go' zones.
- *S11 Integration of transport and land use:* The project area follows the existing road corridor and surrounding road reserves. It maximises access to existing users and seeks to minimise access changes. The amendment will ensure the project is delivered in a timely manner to support the current and future requirements of the transport system and the demands of those communities in the south-east growth areas.
- *S12 Efficiency, coordination and reliability:* The project will facilitate efficient, coordinated and reliable movements of persons and vehicles.
- *S13 Safety and health and wellbeing:* The project will reduce congestion and hence improve road user safety within the south-eastern road network.

#### ***Division 3 – Decision-making principles***

- *S15 Principle of integrated decision-making:* The project has been the subject of a coordinated process between MRPV, Casey City Council and other relevant agencies.
- *S16 Principle of triple bottom line assessment:* The economic, environmental and social costs and benefits of the project have been considered and have been found to satisfy the principles of triple bottom-line assessment.
- *S17 Principle of equity:* The project will improve the overall operation of the transport system in the south-eastern suburbs of Melbourne and will cater for the needs of existing and future communities.
- *S18 Principle of the transport system user perspective:* The project will facilitate improvements to the transport system which will improve the road network experience for users.
- *S19 Precautionary principle:* The precautionary principle was adopted during the development of the project through technical investigations and evaluations to avoid serious or irreversible damage to the environment.
- *S20 Principle of stakeholder engagement and community participation:* The amendment is supported by a 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 consultation with local communities, transport system users, landowners and relevant 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 authority.

### **Where you may inspect this Amendment**

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

#### **City of Casey Customer Service Centre**

Bunjil Place  
2 Patrick Northeast Drive  
NARRE WARREN  
8:30am – 5:00pm (Mon-Fri)

The Amendment can also be inspected free of charge at the DELWP website at [www.planning.vic.gov.au/public-inspection](http://www.planning.vic.gov.au/public-inspection).