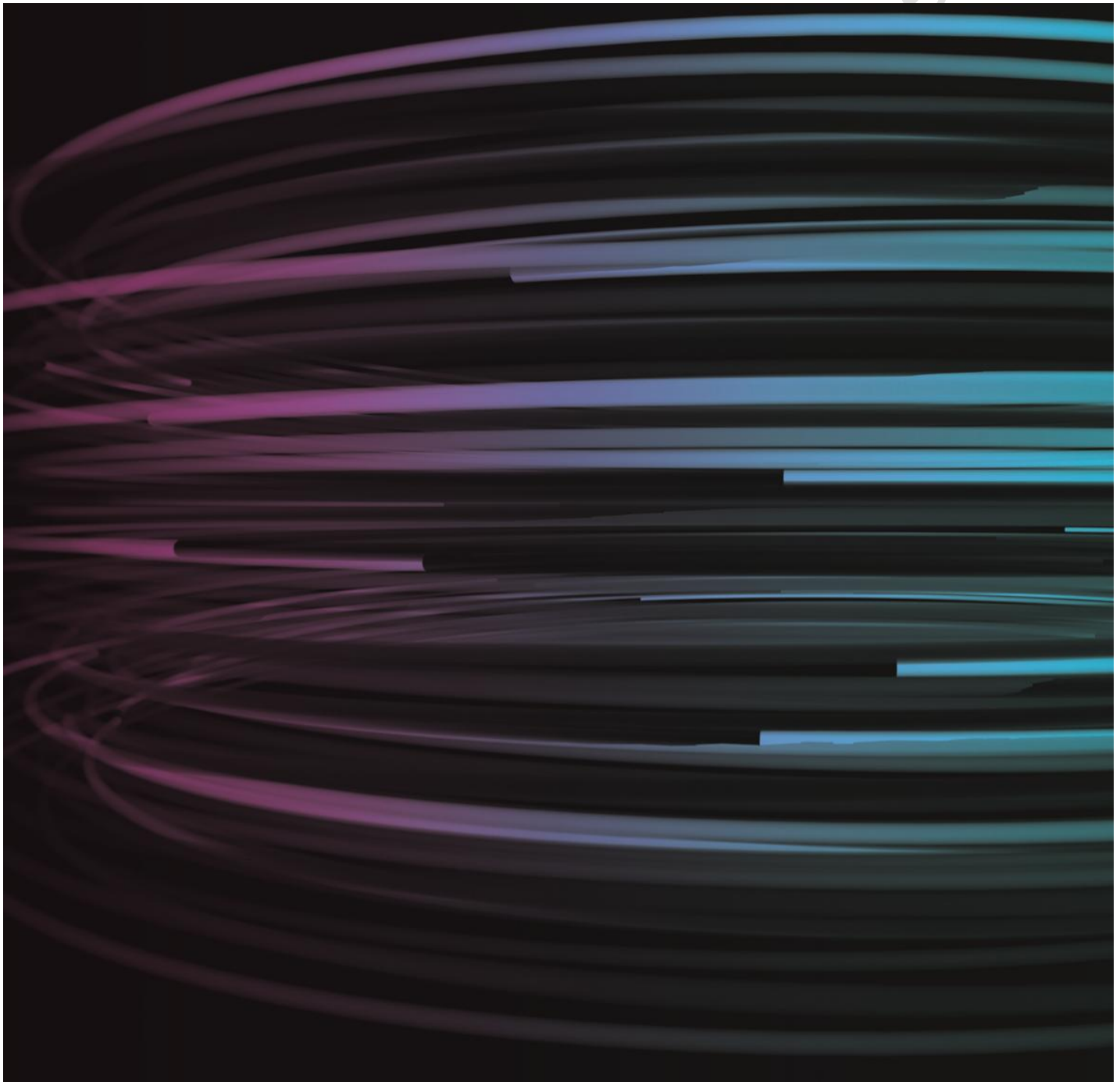


Port of Hastings Development Project - Land Use Transport Corridor

Land Use Planning Desktop Assessment



In May 2016 the Special Minister of State asked Infrastructure Victoria to provide advice on the future capacity of Victoria's commercial ports. Specifically, the Minister has asked for advice on when the need for a second container port is likely to arise and which variables may alter this timeline. The Minister has also asked for advice on where a second container port would ideally be located and under what conditions, including the suitability of, and barriers to investing in, sites at the Port of Hastings and the Bay West location.

In undertaking this task, Infrastructure Victoria reviewed work that was completed as part of the Port of Hastings development project before it was cancelled in 2014. This document forms part of the initial work undertaken for the proposed port development at Hastings. Infrastructure Victoria considers that much of the previous Hastings work, although preliminary in nature, is relevant and suitable for informing a strategic assessment. Therefore, Infrastructure Victoria has made the reports previously commissioned for the development project part of the evidence base on which Infrastructure Victoria will use in providing the Minister with advice.

The opinions, conclusions and any recommendations in this document are based on conditions encountered and information reviewed at the date of preparation of the document and for the purposes of the Port of Hastings Development Project.

Infrastructure Victoria and its consultants have used the information contained in these reports as an input but have not wholly relied on all the information presented in these reports.

Port of Hastings Development Project - Land Use Transport Corridor

Land Use Planning Desktop Assessment

Client: Port of Hastings Development Authority

ABN: 33 737 350 749

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Quality Information

Document Port of Hastings Development Project - Land Use Transport Corridor

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Date 12-Sep-2014

Prepared by Katrina Lee

Reviewed by Greg Harrison

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			Name/Position	Signature
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B	12-Sep-2014	Final	Mathew Peel Associate Director - Environment	

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Draft for discussion purposes

Executive Summary

AECOM Australia Pty Ltd (AECOM) has been commissioned by the Port of Hastings Development Authority to prepare a Land Use Desktop Assessment as part of a broader suite of preliminary environmental, social and economic studies to inform the overall planning of the Port of Hastings Development Project.

The Project responds to the State's need to develop and expand the Port of Hastings to meet Victoria's growing freight challenges with the Port of Melbourne expected to reach capacity within the coming decade. Significant expansion of the Port of Hastings will require upgrades to the existing land transport freight network that will connect the developed transport hub to wider metropolitan Melbourne and regional areas beyond.

This assessment focuses on the land transport corridor component of the Project and is based on a study area south of Ballarto Road, Skye and north of High Street, Hastings which generally follows the Western Port Highway corridor that runs north-south through the region.

This study area covers two out of the three development areas as defined under the Port of Hastings Development Project including the '*port landside development area*' and the '*transport infrastructure development area*' to the north of the existing port.

Past Land Use Desktop Studies prepared in 2010 and 2014 by URS Australia Pty Ltd for the proposed upgrade of the Western Port Highway addressed a smaller subset of this study area, generally one kilometre either side of the highway. These land use studies were undertaken by URS on behalf of VicRoads specifically to understand the land use and regulatory constraints for the upgrade of Western Port Highway based on a concept design of six lanes of road traffic with a separate pedestrian and bicycle path, and a double-track rail freight line in the median of the highway.

This report reviews and summarises these previous land use assessment findings, and supplements these findings by considering a wider study area for investigation to inform the strategic transport corridor analysis being undertaken by the Port of Hastings Development Authority and VicRoads.

This revised and updated Land Use Desktop Assessment includes additional land east of the Western Port Highway which curves to the east of the Pearcedale Township and generally follows a north-south alignment alongside the Western Port coastline towards Hastings. It also includes additional land west of the Western Port Highway and south of Hodgins Road to capture a wider geographic area which may impact on or be impacted by the land transport corridor for the future port.

This report has identified, analysed and assessed the existing and preferred land use compositions of the study area, the implications of State and Local Government planning policy and regulatory frameworks, and provided an overall geographic categorisation of land use precincts featuring common land use themes.

A total of fifteen discrete land use precincts have been identified within the study area, which are described in Section 5.0 of this report.

These precincts have been assessed against an adopted set of criteria to provide a high level qualitative assessment of land use compatibilities and incompatibilities within the study area.

Overall, the assessment has identified the likelihood of land use incompatibility of the Project with existing and future land uses in each precinct. Precincts 10, 12 and 14 were found to have a low likelihood of incompatibility with the Project. Precincts 1, 2, 6, 8, 9 and 15 had a moderate likelihood of incompatibility with the Project. Precincts 3, 4 and 5 had a high likelihood of incompatibility with the Project. Finally, Precincts 7, 11 and 13 had a very high likelihood of incompatibility with the Project.

This assessment and the summary of overall findings of this report are provided at Section 5.4 and Section 6.0 respectively.

Glossary of Terms

Term	Description
ABS	Australian Bureau of Statistics
AECOM	AECOM Australia Pty Ltd
CD	Collection districts
GWMP	Green Wedge Management Plan
HSCMP	Draft Hastings South Coastal Management Plan 2014
HPFV	High Productivity Freight Vehicle
LPPF	Local Planning Policy Framework
LPS	Localised Planning Statement
MNES	Matters of National Environmental Significance
MSS	Municipal Strategic Statement
PAO1	Public Acquisition Overlay 1
Plan Melbourne	Plan Melbourne – Metropolitan Planning Strategy 2014
PLUTS	Port of Hastings Land Use Transport Strategy 2009
Project	Port of Hastings Development Project
Project area	Area where the Project is located
PSP	Precinct Structure Plan
RFNSA	Radio Frequency National Site Archive
SERL	South East Rail Link
SPPF	State Planning Policy Framework
Study area	Area considered by this assessment
SUZ1	Special Use Zone 1
TEU	Twenty-Foot Equivalent Unit
The Authority	Port of Hastings Development Authority
The Freight State	Victoria the Freight State – The Victorian Freight and Logistics Plan 2013
URS	URS Australia Pty Ltd
URS Report	Western Port Highway (Ballarto Road to Hodgins Road) Land Use Desktop Assessment 2014

1.0 Introduction

1.1 Background

The Victorian Government has identified the Port of Hastings as the preferred site for the state's next major container port. This port is essential for the long-term economic growth of Victoria as container trades are increasing and the Port of Melbourne is expected to reach capacity.

The Victorian Government has identified the Port of Hastings as the preferred site for the state's next major container port. This port is considered to be essential for the long-term economic growth of Victoria as container trades are increasing and the Port of Melbourne is expected to reach capacity.

The Port of Hastings Development Authority (the Authority) is progressing staged planning of the Port of Hastings Development Project from 2014 to 2018, culminating in the development of a rigorous business case and a full environmental and social impact assessment.

The Authority has selected a team of specialists to undertake detailed environmental, social and economic studies that will form part of a strict approval process. Specialists will also plan the conceptual design of new port infrastructure including wharf facilities and a logistics precinct, with road and rail access to the Port. Involvement of community and industry will be a critical part of the success.

By the mid-2020's it is envisaged that a world-class sustainable container port facility will begin operations at Hastings, handling up to 3 million twenty foot equivalent units (TEUs) each year, increasing to around 9 million TEU by 2060.

The Project would include the following components:

- Port landside development area - includes the port precinct and port environs within the area zoned as Special Use Zone 1 (SUZ1) for port related activities, and the container terminal at Long Island Point which extends into the intertidal area of Western Port. The development area also includes the SUZ1 area at Crib Point and the Stony Point jetty.
- Transport infrastructure development area - road and provision for rail corridors and associated rail marshalling staging areas to connect the port with the state and national transport networks
- Marine development area - marine components of the Project would include shipping channels, swing basins, anchorage and aids for navigation connecting the port to Bass Strait as well as dredging and dredge material management.

1.2 Purpose of this Report

This report seeks to provide an updated Land Use Desktop Assessment to assess the land use and regulatory constraints of a land transport corridor to serve the expanded Port of Hastings. It comprises a study of land within the "*transport infrastructure development area*" and "*port landside development area*" as identified within the Port of Hastings Development Project (the Project).

The report will identify existing land uses and development patterns, assess the implications of State and Local Government planning policy and regulatory frameworks on existing and future land uses, and discuss the overall land use impacts of the land transport corridor within the study area.

The land use desktop assessment will complement a series of other specialist desktop assessments prepared for the Project. These assessments are required to identify issues and constraints affecting the potential Project area and assist VicRoads and the Authority in meeting obligations required under applicable acts. The desktop assessments will also include a review and incorporate the previous relevant desktop studies completed on the Western Port Highway.

1.3 Scope

AECOM Australia Pty Ltd (AECOM) has been commissioned by the Authority to prepare this Land Use Desktop Assessment for the study area.

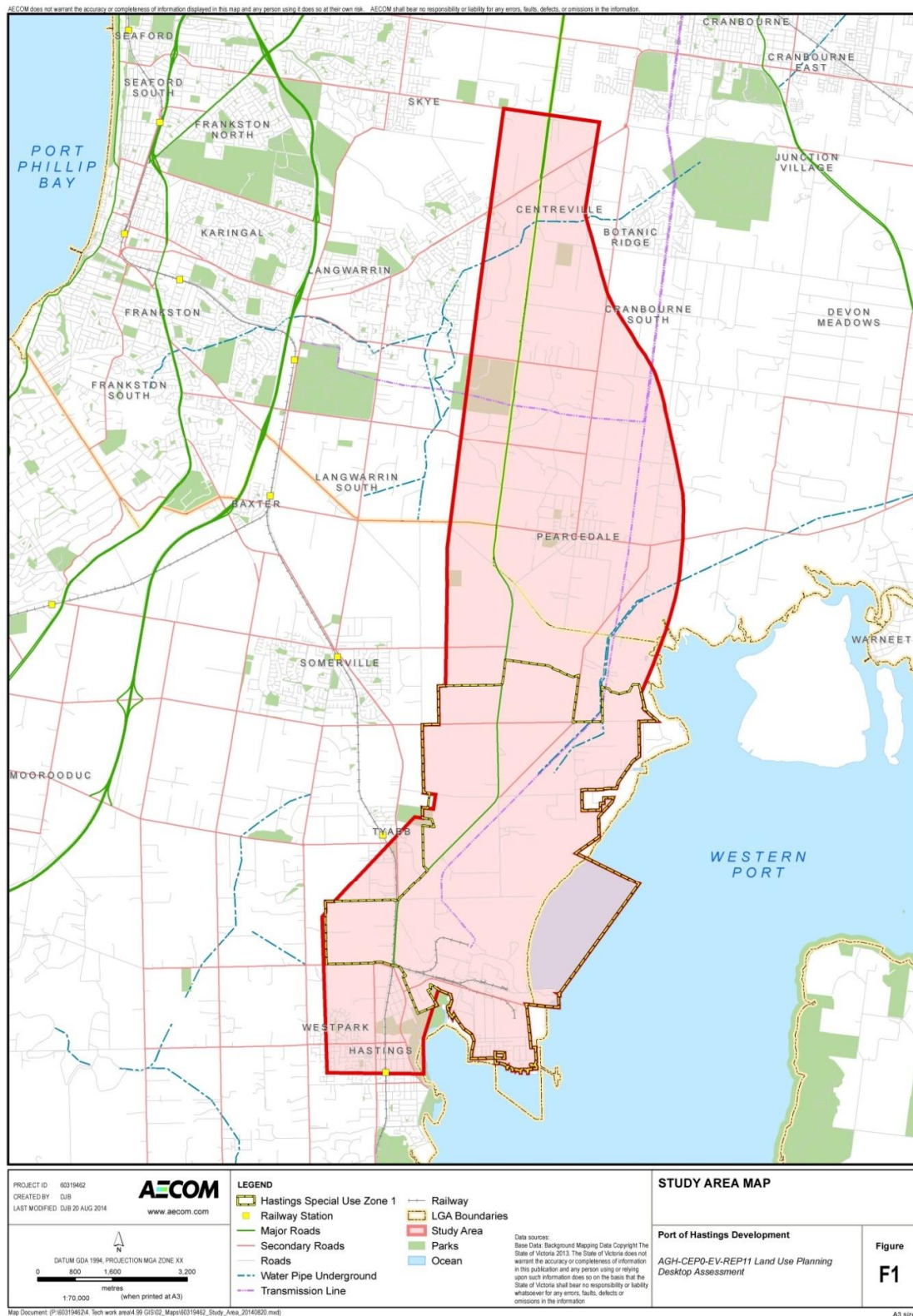
The scope of this report includes undertaking a desktop assessment of the specified study area and including findings from a detailed site visit to identify existing land uses and appraise State and Local Government land use policies and strategies that may affect both existing and future land uses.

This report reviews and summarises the findings of the previous *Western Port Highway (Ballarto Road to Hodgins Road) Land Use Desktop Assessment* produced by URS (URS Report) in January 2014 and provides an overall analysis of the wider revised study area forming part of this report. This wider study area includes additional land east of the Western Port Highway which has a linear alignment to the east of the Pearcedale Township and generally follows a north-south orientation alongside the Western Port coastline towards Hastings. It also includes additional land west of the Western Port Highway and south of Hodgins Road to capture a wider geographic area which may impact on or be impacted by the land transport corridor for the future port.

The study area for this assessment is shown in Figure 1 overleaf and includes the Hastings Special Use Zone 1 (i.e. the port landside development area) and the transport infrastructure development area to the south of Ballarto Road. The Crib Point Special Use Zone 1, Stony Point jetty and the transport infrastructure development area to the north of Ballarto Road are outside the scope of this assessment.

The contents of this document reflect AECOM's current position on the subject matter of this document. It is provided for discussion or information purposes and is intended to be a guide only. The contents of this document should not be relied upon as representing AECOM's final position on the subject matter, except where stated otherwise. Any views expressed by AECOM in this document may change as a consequence of the Authority finalising formal technical studies or specifications, or legislative, or procedure and regulatory developments. Any figures provided are indicative only, are subject to change and are dependent upon a number of factors.

Figure 1 Study Area

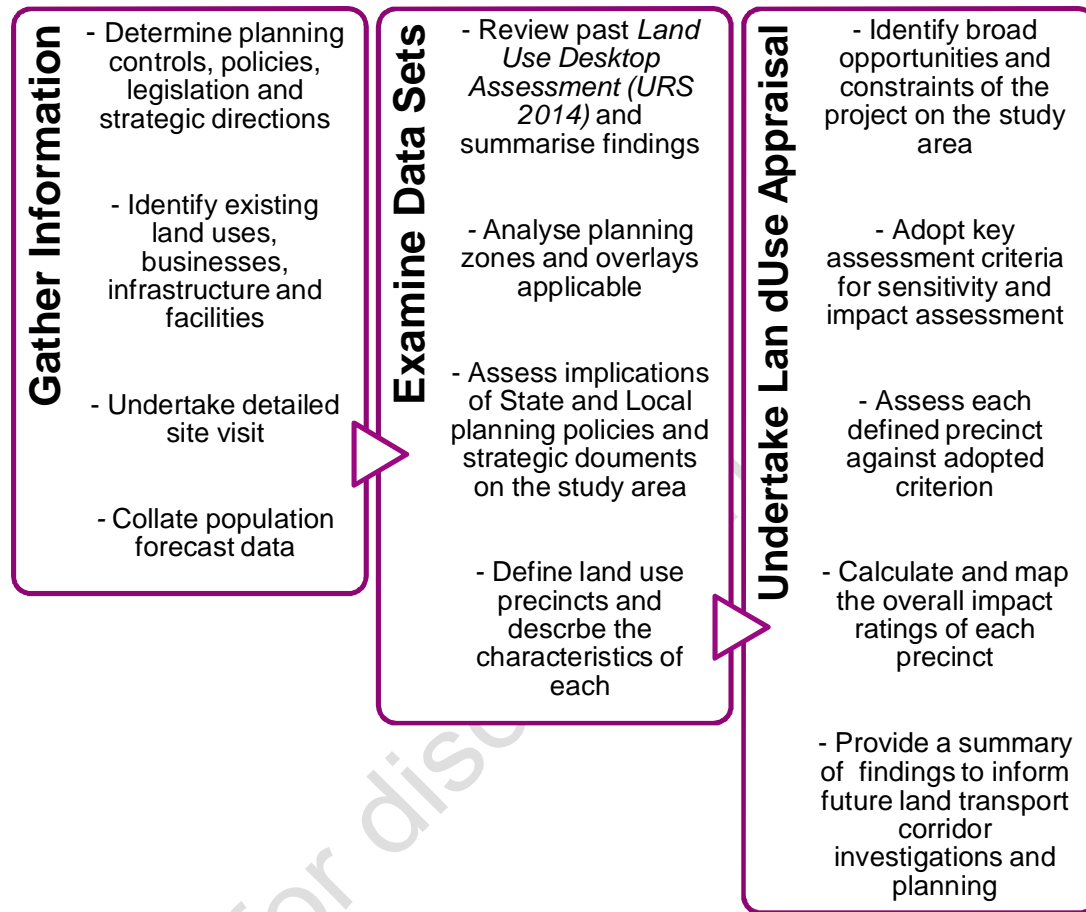


2.0 Methodology, Assumptions and Limitations

2.1 Methodology

The following methodology has been used for this Land Use Desktop Assessment.

Table 1 Methodology



2.2 Assumptions and Limitations

The findings of this report are limited by the desktop information sources available and the currency and accuracy of these sources. Online sources used to inform this study are detailed at Section 8.0.

Existing land use observations, as detailed from the site visit, are limited to the visible land uses from public roads and spaces only. Aerial mapping, online business directories, and online street directories were also used to identify the overall composition of land uses within the study area and as such any specific businesses identified in this report may have ceased.

Furthermore in determining high-level discrete land use precincts within the study area, smaller sub-precincts or minor land uses within a given area are not directly addressed. For the purposes of this report, the most 'common' land uses of a precinct are adopted as the key defining and characterising land uses of a precinct. Further assumptions used in the assessment of these precincts are detailed in Section 5.4.2.1 of this report.

3.0 Review of Previous Land Use Study

3.1 Western Port Highway Land Use Desktop Assessment (January 2014)

In January 2014, URS Australia Pty Ltd (URS) prepared the *Western Port Highway (Ballarto Road to Hodgins Road) Land Use Desktop Assessment* on behalf of VicRoads, to qualitatively assess the land use and regulatory constraints within the Western Port Highway corridor.

The report was commissioned by VicRoads to provide an update to the previous Land Use Study for the corridor that was undertaken by URS in 2010 and supersedes the findings of the original 2010 report.

The geographic area addressed in these desktop studies addressed a smaller subset of the study area than this report. The 2014 URS study focused on a concept design to specifically upgrade the Western Port Highway to accommodate "...six lanes of road traffic with a separated cycle/pedestrian path and a double-track freight rail line located in the median of the proposed road arrangement".

Subsequently, the study area analysed in the report was solely concentrated along the length of the Western Port Highway, spanning a width of two kilometres (one kilometre either side of the highway in general), between Ballarto Road in the north and Hodgins Road in the south. The study area also included land along the McKirdys Road corridor within the Hastings industrial area, which was noted as the economic and strategic driver for the project.

The URS report divided the study area into nine discrete land use precincts including:

1. North of Cranbourne-Frankston Road;
2. Skye Sands Quarries;
3. Langwarrin Low Density Residential;
4. Cranbourne South Low Density Residential;
5. Pearcedale Rural Residential;
6. Somerville-Tyabb Rural;
7. Tyabb Township;
8. Hastings Industrial; and
9. Hastings Township.

The report analysed fluctuations in populations within each of these precincts and their study area using Australian Bureau of Statistics (ABS) census data from 2006 and 2011. It concluded that a total population increase of thirteen per cent had occurred within the study area between 2006 and 2011. This relatively conservative growth was attributed to a natural population increase around the key townships within the study area, and limited increases in residential uses in this period.

The URS report used the nine defined land use precincts to assess the study area for overall levels of sensitivity to the specific concept design and existing route alignment proposed for the Western Port Highway upgrade.

An Environmental Risk Management methodology was adopted to categorise levels of risk with and without proposed mitigation measures.

The findings of the land use assessment without mitigations measures are summarised as follows:

- Precinct 1 and 9 at the northeast and southwest corners of the study area were found to have the highest levels of sensitivity to the concept design for the highway upgrade.
- Precincts 3, 4, 5, 6 and 7 located in the centre and composing the majority of the study area were found to have medium levels of sensitivity to the concept design for the highway upgrade.
- Precincts 2 and 8 located in the northwest and southeast corners of the study area were found to have the lowest levels of sensitivity to the concept design for the highway upgrade.

Suggested mitigation measures included implementing construction management procedures, maintaining the amenity of adjoining and nearby residential areas, including noise attenuation in project design, limiting construction work to normal working hours, providing landscaping for screening, providing public access for all roadside properties, and extending compensation to existing land owners where appropriate.

Based on the mitigation measures in the report, a land use assessment table was also prepared to summarise the level of sensitivity for each precinct if mitigation measures were undertaken. Changes in the overall levels of sensitivity within each precinct are summarised as follows:

- Precinct 1 and 9 at the northeast and southwest corners of the study area remained the most sensitive precincts in the study area, but were revised from high to medium levels of sensitivity.
- Precincts 3, 4, 5, 6 and 7 located in the centre and composing the majority of the study area were revised down from medium to low levels of sensitivity.
- Precincts 2 and 8 located in the northwest and southeast corners of the study area maintained their low levels of sensitivity to the concept design for the highway upgrade.

The report concluded that with a *"...fully developed suite of mitigations measures, the project, would have a low impact and would be consistent with planning policies, controls and future land use"*.

3.1.1 Implementation into current Land Use Desktop Assessment

Since the 2014 URS Land Use Study was undertaken, VicRoads and the Authority have sought to investigate a broader geographic area to inform the investigations and appraisal of a suitable land transport corridor for the expanded Port of Hastings.

This report seeks to supplement the above findings by considering land further west and particularly east of the existing Western Port Highway corridor. It incorporates and uses these past findings to contribute to a high level strategic analysis of land use and regulatory opportunities and constraints for this broader landside catchment without considering a specific pre-identified corridor design or route alignment.

4.0 Legislation, Policy and Guidelines

The following legislation, policies and planning strategies are of relevance to the Project and provide strategic guidance and direction on future land use and development for the region.

4.1 Commonwealth

4.1.1 Federal Legislative Framework

Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a national legal framework and decision-making process for the protection and conservation of Matters of National Environmental Significance (MNES).

The EPBC Act requires approval from the Australian Government Environmental Minister for 'controlled actions' which include:

- an action that will, or is likely to have, a significant impact on Matters of National Environmental Significance;
- an action that will, or is likely to have, a significant impact on Commonwealth areas and Commonwealth heritage places outside of the Australian jurisdiction; and
- an action of a Commonwealth agency that will, or is likely to, have a significant impact on the environment.

Controlled actions must be referred to the Minister to be assessed in accordance with the EPBC Act framework and approvals process.

Native Title Act 1993

The *Native Title Act 1993* recognises and protects under Australian Law, the traditional rights and interests of Indigenous Australians in land and waters arising from their original ownership under traditional law and custom.

As part of the URS *Land Use Impact Assessment Report (January 2014)* it was confirmed that an online search of the Register of Native Title Claims conducted in October 2013 found that there were no areas of claim under the Native Title Act within the study area used within this report.

A separate Cultural Heritage Desktop Assessment is being prepared which will provide further reference to aboriginal cultural heritage issues affecting the revised study area.

4.2 State

4.2.1 Victorian Legislative Framework

Planning and Environment Act 1987

The *Planning and Environment Act 1987* provides the principle framework for land use and development control in Victoria. Planning schemes prepared under the provisions of the Planning and Environment Act apply to each municipal area in Victoria.

The study area covers the City of Frankston, City of Casey and Shire of Mornington Peninsula who are the responsible authorities for their respective municipal areas.

The provisions of the Frankston, Casey and Mornington Peninsula Planning Schemes apply land use and development controls within the study area which are summarised at Section 4.0 of this report.

Transport Integration Act 2010

The *Transport Integration Act 2010* outlines the vision for transport in Victoria, which is "to have an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state." [s.6]. The Act requires decision makers to have regard to the promotion of inclusive, prosperous and

environmentally responsible transport. It requires all Victorian transport agencies, including The Authority and VicRoads, to work towards an integrated and sustainable transport system.

The Authority was established under the Transport Integration Act and will be responsible for facilitating development of the Port of Hastings to increase capacity and competition in container ports servicing Victoria.

In accordance with the Transport Integration Act, the Authority has commissioned a series of specialist experts to begin preliminary investigations to inform the planning and development of the Port of Hastings Development Project which will include:

- Land Use Desktop Assessment;
- Cultural Heritage Desktop Assessment;
- Social Impact Desktop Assessment;
- Aboriginal Cultural Heritage Desktop Assessment; and
- Flora and Fauna Desktop Assessment.

Major Transport Projects Facilitation Act 2009

The Minister for Ports, David Hodgett announced on the 29 May 2014 that the Port of Hastings Development Project will be 'declared' under the *Major Transport Projects Facilitation Act 2009*.

The Major Transport Projects Facilitation Act provides for a streamlined approach to assessment, approval and delivery of significant transport infrastructure projects following a nine-step assessment process over the next three to four years.

Investigations into the upgrade of the road and rail corridors within the transport infrastructure development area of this project are part of a wider series of components which form the Port of Hastings Development Project. This land use and planning will contribute to the wider assessment undertaken for the Project as a whole.

Other Victorian Legislation

Other State Legislation that will also be relevant to the Project includes:

- *Port Authorities Act 1999*
- *Port Management Act 1995*
- *Road Management Act 2004*
- *Aboriginal Heritage Act 2006*
- *Environmental Effects Act 1978*
- *Flora and Fauna Guarantee Act 1988*
- *Western Port Steel Works Act 1970*
- *Western Port Development Act 1967.*

4.2.2 Victorian Strategic Policies

Plan Melbourne (2014)

Melbourne's recently released Metropolitan Planning Strategy, *Plan Melbourne (2014)* sets out a long-term framework for the future growth and development of Greater Melbourne. It describes the development of the Port of Hastings as key city-shaping infrastructure which is required to meet the changing and growing demands of Victoria.

It is envisaged that by 2050 the Port of Hastings will be operating as the State's primary container port, utilising efficient road and rail links to be built along the Western Port Highway corridor to connect the Port to inland freight and industrial precincts. The upgraded road and rail links within this corridor will form part of the Principal Freight Network serving the city for decades to come.

Road and rail network upgrades to the Port will also assist in the Plan's objective of *Delivering Jobs and Investment* via an envisaged 'Integrated Economic Triangle'. The Port of Hastings forms part of this triangle, linking the Dandenong-Hastings/Western Port Hwy corridor (within the study area), the Hume corridor and the Wyndham-Geelong corridor. The Integrated Economic Triangle will link the Port of Hastings to an expanded central city and increase options for investment and employment along this corridor.

The Western Port Highway, a central corridor in the study area, is particularly acknowledged in Plan Melbourne as a significant transport connector between the State-significant industrial precincts of Dandenong South (also a National Employment Cluster) and Port of Hastings (a planned Transport Gateway). The provision of critical north-south transport links between the Port and Dandenong South will facilitate wider strategic policy goals to develop Melbourne's Southern Sub-Region allowing the two economically significant precincts to operate efficiently and form a productive synergy with one another. It is also expected that the development of the Port of Hastings will have flow on effects to the wider urban development patterns of the area including the anticipated development of Lyndhurst as a major intermodal facility for logistics and warehousing as its strategic location between Dandenong South and the Port.

Peripheral transport infrastructure projects that also complement the development of Port of Hastings are discussed in Plan Melbourne including a potential south east rail link between Dynon and Dandenong for freight and V/Line trains (supported by the Melbourne rail link and Cranbourne-Pakenham Rail Corridor Project), and the North-East Road Link which will provide additional orbital capacity in the freight network connecting western, northern and south-eastern freight and distribution nodes.

Specific actions defined in Plan Melbourne that relate to the Project include:

Initiative 1.1.2:

- *Update the State Planning Policy Framework to identify the spatial impact of the Integrated Economic Triangle on Melbourne's key infrastructure projects (including the Port of Hastings) and associated land uses.*

Initiative 3.5.2:

- *Continue to investigate and prepare a business case for a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains, in conjunction with planning for a rail connection to the Port of Hastings.*

Initiative 3.6.1:

- *Continue planning and development for the Port of Hastings.*
- *Identify a transport corridor for the Port of Hastings along the Western Port Highway corridor for both road and rail connections.*
- *Progressively convert the Western Port Highway to freeway standard along its entire length, to service demand from the Port of Hastings.*

Response

This Land Use and Planning Assessment identifies the high level land use and planning implications from Plan Melbourne's strategic directions and initiatives. These directions and initiatives are important considerations in the planning and design phases of the Port of Hastings.

Victoria: The Freight State (2013)

The State's freight and logistics plan titled *Victoria – The Freight State (August 2013)* outlines a long term strategy to improve connectivity and efficiency of the freight network to ensure Victoria remains the Nation's primary and preferred location for national distribution, warehousing and logistics business.

A number of transport initiatives in the plan have already been announced by the Victorian Government including the Port of Hastings development for which \$110 million (Nominal) of initial funding has been allocated to progress planning works. The Freight State also supplements *Plan Melbourne* in terms of highlighting complementary transport projects to the Port of Hastings development, which will improve road and rail infrastructure serving both the port and surrounding communities.

Rail upgrades of relevance include the South East Rail Link (SERL) planned to provide both broad and standard gauge rail between Dynon and Dandenong to significantly expand capacity for freight and passenger services along the Dandenong Rail Corridor. The SERL will support the future construction of a rail link continuing further south of Dandenong along the eastern side of the Mornington Peninsula.

By 2050 The Freight State envisages this new rail link constructed between Dandenong and the Port of Hastings, with the Western Port Highway to be progressively converted to freeway standard for its entire length and the new rail link constructed in the median or within the general corridor of this highway. This future rail link will contribute to increased rail freight use within the State, complementary to The Freight State vision whereby rail is relied upon more heavily to carry freight from key regional production areas and metropolitan intermodal terminals to the ports.

The Western Port Highway is also identified as the sole arterial forming part of the Cubic High Productivity Freight Vehicle (HPFV) network between the Port of Hastings and wider metropolitan area. This "Cubic Freight Network" supports the use of larger freight vehicle combinations (vehicles up to 30 metres in length in metropolitan Melbourne) for targeted high volume movements. Use of HPFVs will be concentrated on key strategic segments of the road network including the Western Port Highway and will provide flow on benefits to road safety, productivity, efficiency and decreased environmental impact by reducing the number of truck movements needed otherwise along key freight routes.

The Freight State provides a series of strategies and actions for implementation by 2017 to bring this '2050 freight vision' to fruition. Key actions within the freight and logistics plan, specifically relating to the Project include:

Action 2:

- *Accelerating planning and development for the Port of Hastings to ensure it is operational and available to supplement the capacity of the Port of Melbourne from the mid-2020s.*

Action 14:

- *Implementing the 'Cubic Freight Network' under the Moving More with Less Initiative.*

Action 28:

- *Planning for the upgrade of Western Port Highway to form a full freeway standard link to meet increasing transport movements generated by the growth of Melbourne's south east and the development of the Port of Hastings.*

Action 33:

- *Investigating and planning for a transport corridor for the Port of Hastings, which includes provision for adequate rail connections.*

Response
This Land Use and Planning Assessment details the existing composition of land use and planning controls within the study area including the Western Port Highway corridor and will specifically contribute to addressing Actions 2, 14, 28, and 33 contained in The Freight State.

Green Wedge Management Plans

Green Wedge Management Plans (GWMP) strategically identify the values and environmental features of the twelve designated green wedges that lie outside of the Urban Growth Boundary around metropolitan Melbourne.

Three green wedges exist within the study area and are summarised below:

- The South East Green Wedge:
This green wedge includes the municipalities of Kingston, Greater Dandenong, Frankston and Casey and covers the northern tip of the study area north of McKays Road, Langwarrin and Browns Road, Cranbourne South. A background report has been prepared on behalf of the respective municipalities to assemble and analyse base information on the South East Green Wedge, however no Green Wedge

Management Plan has been prepared by Frankston City Council or Casey City Council for the part of the green wedge which is applicable to the subject study area.

- The Westernport Green Wedge:
This green wedge includes the municipalities of Cardinia and Casey and generally covers the north-eastern part of the study area south of Browns Road, east of Western Port Highway and north of South Boundary Road East. Casey and Cardinia Councils are currently developing a joint Green Wedge Management Plan for this green wedge.
- The Mornington Peninsula Green Wedge:
This green wedge includes the municipalities of Frankston and Mornington Peninsula and covers parts of the study area to the southwest of Pearcedale and between the Somerville and Tyabb townships. The Mornington Peninsula Shire Council prepared an interim Green Wedge Management Plan in 2012 to provide a point of reference for other planning processes until a final GWMP is approved and adopted.

Key objectives of the Interim Mornington Peninsula GWMP seek to:

- retain the green and rural character of the green wedge by minimising further subdivision and development;
- promote and support farming and agricultural productivity in the green wedge;
- protect and enhance biodiversity in the green wedge; and
- maintain the long term recreational value of the green wedge.

Response

This Land Use and Planning Assessment identifies existing land use composition within green wedges in the study area, and highlight key areas of land use sensitivity including sensitivity to proposed works forming part of the Port of Hastings Development Project.

Port of Hastings Land Use and Transportation Strategy

The *Port of Hastings Land Use and Transport Strategy (2009)* (PLUTS) was completed as a key action as part of the Victorian Government's *Victorian Ports Strategic Framework (2004)* which sought to provide high level strategic guidance for the long term development of the State's ports network.

The PLUTS was prepared in line with State Government policies at the time including Melbourne 2030 (2008), The Victorian Transport Plan (2008), "Freight Futures" Strategy (2008), and "Port Futures" Strategy (2009). These strategies are now superseded and have been replaced with Plan Melbourne (2014) and Victoria: The Freight State (2013). The Port of Hastings Land Use Transport Strategy however remains the most relevant historical strategic planning document pertaining to the development of the Port of Hastings area.

The PLUTS comprises two sections including a "Port Land Use and Development Strategy" and a "Port Transport Strategy".

The Port Land Use and Development Strategy identifies three "port precincts" – Long Island, Crib Point and Stony Point – providing a geographical and functional focus for each area. The Long Island port precinct covers the main 'port landside development area' of this study northeast of the Hastings township, with the remaining two port precincts located outside of the study area.

The Long Island Precinct is planned to be the location for a new port operations centre and will be the focal point of future activity with the port related Special Use Zone 1 "...providing approximately 2,000 hectares of land which, once developed, can be readily connected by road and rail infrastructure with minimal impact to the residential population".

Future access to Long Island is most favourably sited along the existing McKirdys Road corridor, avoiding the need for trucks to enter the Hastings township to connect to Western Port Highway and the road network beyond. A new rail corridor parallel to McKirdys Road is suggested to provide rail access without compromising the amenity of urban areas.

Key development strategies within PLUTS for the Long Island Precinct relating to the study area are summarised as follows:

- Ensure adequate back up land is available beyond Long Island Point terminal areas for world class cargo handling facilities, container support activities and efficient transport and logistics connections.
- Identify and protect all rail and road access easements within the port precinct.
- Retain the existing Special Use Zone 1 (SUZ1) zoning buffer provisions to protect port operations, infrastructure and future development potential, sustainability and the interface with surrounding land uses.
- Redefine the SUZ1 specifications or establish a "Comprehensive Port Development Zone" (CDZ) around the Long Island Precinct to allow for long term certainty of port development. Develop criteria to support the SUZ1/CDZ decision process allowing port development approvals within the Zone.

The Port Transport Strategy sets a mode share target of 50 per cent distribution for road and rail transportation to ensure the sustainability of the port (with the exception of commodities to be transported by pipeline).

All road corridor options considered in this strategy utilise existing road corridors or road reservations, with the primary road access route for the expanded port proposed to be the Western Port Highway linking Hastings with Dandenong. Secondary access to the port will be provided via Peninsula Link connecting with East Link and the Mornington Peninsula Freeway. Western Port Highway is envisaged to be upgraded to four lanes and directly linked to the port via a redesigned and upgraded McKirdys Road.

Four possible rail access options were assessed – Frankston-Stony Point Rail Line, Port Phillip Corridor, Western Port Highway and Gippsland Corridor. Following the Department of Transport's investigation into these corridor options, the strategy outlines that the Port Phillip and Western Port corridor options were identified as suitable for future consideration.

Key transport development strategies relating to the study area are summarised as follows:

- develop Western Port Highway to freeway standard from the north to the Tyabb-Tooradin Road;
- upgrade McKirdys Road to provide direct access to Western Port Highway;
- identify and protect road and rail corridor easements within the port precinct (Long Island), and provide for an upgrading of McKirdys Road; and
- identify and protect a rail reservation for the preferred long term rail corridor option.

Response

The findings of this Land Use Desktop Assessment builds on and contributes to a base of background data to inform the identification of future road and rail connections for the Port. It supplements the original findings and strategies of the PLUTS.

4.2.3 State Planning Policy Framework

The State Planning Policy Framework (SPPF) is contained in every planning scheme in Victoria and outlines the State-wide planning policies to be considered in relation to land use and development.

The following Clauses are considered relevant to the Project:

Clause 11 Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Several subclauses are particularly relevant:

- Clause 11.02 Urban Growth: To ensure a sufficient supply of land and supporting infrastructure if available to support sustainable development and meet forecast demand.

- Clause 11.04-1 Delivering Jobs and Investment: To create a city structure that drives productivity, supports investment through certainty and creates more jobs.
- Clause 11.04-3 A more connected Melbourne: To provide an integrated transport system connecting jobs and services, and goods to market.
- Clause 11.04-7 Green Wedge: To protect the green wedges of metropolitan Melbourne and plan for major transport facilities that service the wider Victorian community with their associated access corridors.
- Clause 11.14-1 Localised Planning Statements: To protect and enhance the valued attributes of the distinctive areas including the Mornington Peninsula.

Response

The overall Port of Hastings Development Project will need to consider the short, medium and long term needs and goals of metropolitan Melbourne and its growing population. The provision of a critical transport link between the future primary port in Victoria and the wider metropolitan area will need to balance the social, economic and environmental benefits and impacts of this city-shaping infrastructure project.

The Project will also need to respond to the *Mornington Peninsula Localised Planning Statement (2014)* which is summarised at Section 4.3.2 of this report.

Clause 12 Environmental and Landscape Values

Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.

Several subclauses are particularly relevant:

- Clause 12.01 Biodiversity: To assist the protection and conservation of Victoria's biodiversity, including habitat for Victoria's flora and fauna.
- Clause 12.02 Coastal Areas: To recognise and enhance the value of the coastal areas to the community and ensure the sustainable use of natural coastal resources.
- Clause 12.04 Significant Environments and Landscapes: To protect and conserve environmentally significant areas and landscapes that contribute to the character, identify and sustainability of environments.

Response

The Frankston, Casey and Mornington Peninsula Planning Schemes contain various local planning policies and planning controls to manage land use and development within the study area. These are discussed in Section 4.3 below.

The Authority has also commissioned a Flora and Fauna Desktop Assessment for the study area. This provides a more detailed assessment of the environmental considerations applicable to the Project.

Clause 13 Environmental Risks

Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards.

Several subclauses are particularly relevant:

- Clause 13.02 Floodplains: To assist the protection of life, property and infrastructure from flood hazard; and maintain the function and importance of waterways and floodplains.
- Clause 13.04 Noise and Air: To assist in the control of noise effects on sensitive land uses; and the protection and improvement of air quality.

Response

The Port of Hastings Development Authority has commissioned a Flora and Fauna Desktop Assessment for the study area which will provide a more detailed assessment of the environmental risks applicable to the Project.

During the next stages in the planning phase for the Project specialist geotechnical, hydrological and noise impact assessments will need to be undertaken for the construction of any future road or rail links in the study area.

Section 5.4 of this report also highlights sensitive uses within the study area that may be affected by noise and air quality impacts from an upgraded Western Port Highway transport corridor.

Clause 14 Natural Resource Management

Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development.

Several subclauses are particularly relevant:

- Clause 14.01 Agriculture: To protect productive farmland of strategic significance in the local or regional context.
- Clause 14.02 Water: To assist the protection of water quality, catchments, waterways, water bodies, groundwater, and the marine environment.

Response

The study area traverses the Western Port region, which is known as one of the most fertile and agriculturally productive regions in the State. Section 5.1 of this report outlines the presence of existing agricultural land uses within the study area, to be considered in the future planning of road and rail connections in the area.

Clause 15 Built Environment and Heritage

Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protects places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Several subclauses are particularly relevant:

- Clause 15.01 Urban Environment: To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.
- Clause 15.03 Heritage: To ensure the conservation of places of European and Aboriginal cultural heritage significance.

Response

This Land Use Desktop Assessment identifies key townships, significant landscape areas of aesthetic value, and heritage areas contained within the Frankston, Casey and Mornington Peninsula Planning Schemes. These areas of planning significance will need to be considered in selecting future land transport links to the Port of Hastings.

Good quality urban design of future transport links will ensure that amenity and environmental impacts are minimised, and that attractive and integrated transport corridors are created.

The Authority have commissioned a separate Cultural Heritage Desktop Assessment and Aboriginal Cultural Heritage Desktop Assessment of the study area which will provide further assessment of the European and Aboriginal cultural heritage constraints for the port landside development area and the transport infrastructure development area in this Project.

Clause 17 Economic Development

Planning is to provide for a strong and innovative economy, where all sectors of the economy are critical to economic prosperity.

Several subclauses are particularly relevant:

- Clause 17.02-3 State Significant Industrial Land: To protect industrial land of State Significance and facilitate the sustainable development and operation of industry.
- Clause 17.03-3 Maritime Precincts: To develop a network of maritime precincts around Port Phillip and Western Port that serve both local communities and visitors.

Response

Section 4.3 of this report reviews and summarises local planning policies in relation to economic development within the Frankston, Casey and Mornington Peninsula Planning Schemes that relate to the study area.

A further series of commercial and economic investigations will be undertaken as part of the broader package of planning works commissioned by the Authority to analyse the economic effects of port development and the implications of future port transport routes on surrounding communities.

Clause 18 Transport

Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

Several subclauses are particularly relevant:

- Clause 18.01-1 Land Use and Transport Planning: To create a safe and sustainable transport system by integrating land-use and transport.
- Clause 18.02-4 Management of the 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.
- Clause 18.03-1 Planning for Ports: To recognise the transport and logistics role of Victoria's commercial trading ports at Melbourne, Geelong, Hastings and Portland in supporting the State's economy and to facilitate their ongoing sustainable operation and development. Support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels.
- Clause 18.03-2 Planning for Port Environs: To plan for and manage land in the environs of commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.
- Clause 18.05-1 Develop Freight Links: To further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre.

Response

The Authority has commissioned five preliminary desktop assessments into specialist areas (Land Use, Cultural Heritage, Social Impact, Aboriginal Cultural Heritage, and Flora and Fauna) to provide a set of background information to inform future decisions of the Authority and VicRoads for the integrated planning and development of the Port and surrounding transport network.

Clause 19 Infrastructure

Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.

Response

This Land Use Desktop Assessment outlines existing infrastructure and proposed future infrastructure initiatives to be considered in the planning of road and rail links to the Port of Hastings.

The development of these future road and rail links will need to be co-ordinated and timed with other infrastructure provisions/growth corridor development (i.e. new urban areas), and should maintain access to existing and future land uses and appropriately mitigate potential land use impacts.

4.3 Local

4.3.1 Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) and incorporated Municipal Strategic Statement (MSS) outlines the key characteristics, issues and visions of each municipality to be considered in town planning decisions.

The LPPF of the Frankston, Casey and Mornington Peninsula Planning Schemes have been reviewed in relation to the study area and relevant policies and objectives are summarised below.

City of Frankston

Frankston City Council is the responsible authority for land in the northwest part of the study area, north of Baxter-Tooradin Road and west of Western Port Highway. This includes the suburbs of Skye, Langwarrin and Langwarrin South.

The Frankston Strategic Land Use Framework Plan identifies the study area within Frankston Council as being located predominately in green wedges or environmentally sensitive urban areas and comprising mostly rural residential uses.

The Frankston MSS identifies key issues facing the City including urban growth constraints due to the presence of two green wedges and the application of the urban growth boundary. The low density rural residential areas east of Langwarrin within the study area are acknowledged as being of landscape quality and sensitivity and the MSS highlights the need to retain these areas for overall dwelling diversity, and balance future housing demand with the protection of remaining pockets of significant flora and fauna.

The MSS also acknowledges its role as providing regionally significance resources from its several active quarries, including the Sky Sands Quarry within the study area. The need to maintain adequate separation between this extractive industry and sensitive uses will continue for the estimated resource life of these quarries which can be up to 30 years.

Local Planning Policies of relevance to this investigation are summarised in Table 2 below.

Table 2 City of Frankston LPPF Summary Table

Policy	Impact on Project Area
Clause 21.04 Settlement <i>Seeks to address urban growth and development issues balancing social, economic and environmental needs.</i>	<p>This Clause contains various objectives to manage growth pressures on green wedge and environmentally sensitive areas, and maintain rural landscapes and rural uses in these areas.</p> <p>It discourages inappropriate use and development that may adversely impact the visual and ecological values of green wedges and environmentally sensitive precincts, and protects extractive sites from encroachment by further residential development.</p> <p>These settlement policies will result in the study area within Frankston City remaining generally consistent with existing conditions, comprising low-density rural residential houses and protected treed environs along with retention of a buffer around the Sky Sands Quarry.</p>
Clause 21.06 Environmental &	The <i>Environmental & Landscape Values Map</i> in this Clause highlights several habitat corridors within the study area. It also designates almost all of the study area in the

Policy	Impact on Project Area
<p>Landscape Values</p> <p><i>Seeks to protect habitat corridors, current levels of biodiversity and landscape amenity.</i></p>	<p>City of Frankston as being located within environmentally sensitive land areas.</p> <p>Objectives of this Clause will need to be considered for any works within the City of Frankston including to maintain areas of landscape and visual quality, significant trees and areas of vegetation, and to maintain and enhance the current level of biological diversity particularly along watercourses and habitat corridors.</p>
<p>Clause 21.07 Housing</p> <p><i>Seeks to provide for the housing needs of the City.</i></p>	<p>The <i>Housing Framework Plan</i> in this Clause designates any land within the study area that is not located in a green wedge as being retained as low density residential land.</p> <p>No significant increase in housing densities or substantial change in current urban development patterns within this part of the study area is expected based on this policy directive.</p>
<p>Clause 21.08 Economic Development</p> <p><i>Guides the future economic growth of the City.</i></p>	<p>This Clause identifies that the expansion of the Port of Hastings may provide a number of economic development opportunities for the City. It also recognises the strategic importance of the Carrum Downs industrial area and envisages a future sustainable industry park at Carrum Downs in accordance with Council's Industrial Strategy 2009.</p> <p>Planned growth of the Carrum Downs industrial precinct should be considered when planning future freight links from the Port of Hastings to the wider metropolitan region.</p>
<p>Clause 21.09 Natural Resource Management</p> <p><i>Seeks to protect extractive sites and productive farming land.</i></p>	<p>This Clause seeks to retain buffers around existing extractive industry sites and encourage the retention and expansion of productive farming and agricultural activities in green wedge areas.</p> <p>The study area in Frankston includes the Sky Sands Quarry and the South East Green Wedge. Development impacts on the quarry and the green wedge will need to be considered.</p>
<p>Clause 21.11 Transport</p> <p><i>Seeks to provide a safe, efficient and sustainable transport network.</i></p>	<p>A key action in this Clause is to advocate having any Port of Hastings rail link located in the Western Port Highway corridor.</p> <p>It also seeks to define an appropriate road network that caters to current and future transport needs, and ensure that development along arterial roads maintains the major transport role of those roads having regard to any access management policies of the road authority.</p>
<p>Clause 22.05 Outline Development Plans – Carrum Downs Skye and Langwarrin Policy</p> <p><i>Applies Outline Development Plans to guide development of remaining growth areas.</i></p>	<p>This policy applies to the developing parts of Frankston City including Skye and Langwarrin which are included within the Western Port Highway project area.</p> <p>The "Langwarrin and Carrum Downs Outline Development Plans" and the "Langwarrin, Carrum Downs and Langwarrin Low Density Outline Development Plans (in preparation)" are referenced in this local planning policy under Clause 22.05-4 and will need to be considered during the detailed design phase.</p>
<p>Clause 22.06 Protection of Potential Future Landfill Sites</p>	<p>This policy applies to extractive industry sites including:</p> <ul style="list-style-type: none"> - 60 and 65 Harold Road, Skye; and - 500 Ballarto Road, Skye.

Policy	Impact on Project Area
<p>Policy</p> <p><i>Seeks to maintain separation distances between future land fill sites and adjacent development.</i></p>	<p>These above properties comprise the Sky Sands Quarry which is located partially within the northwest corner of the study area. It is policy that:</p> <ul style="list-style-type: none"> - Appropriate separation distances be maintained between the identified potentially suitable landfill sites and incompatible adjacent land use and development. This is to be achieved by maintaining adjacent land in a non-urban zone and ensuring that land uses which are potentially sensitive to land fills receiving solid waste are located outside recommended buffer distances. - Buffer distances will not apply to a road given that it is not a defined sensitive land use. Nevertheless, the policy will guide the future development of adjacent land by limiting further intensification of residential (incompatible) land uses around the quarry site.
<p>Clause 22.07 Streetscapes Policy</p> <p><i>Seeks to enhance streetscape character and provide a high standard of built form and landscaping at gateway locations.</i></p>	<p>This policy applies to land within road reserves, those parts of properties adjoining road reserves that are set aside for landscaping, and building and works along major roads that form the gateways to the City.</p> <p>Roads within the study area in Frankston City include the western side of the Western Port Highway; the northern side of Baxter-Tooradin Road; parts of Cranbourne-Frankston Road, North Road; and Robinsons Road; and several small residential roads west of the Western Port Highway.</p> <p>Streetscape treatments and design of roads proposed in Frankston City will need to consider the Clause 22.07 policy guidelines.</p>
<p>Clause 22.08 Neighbourhood Character Policy</p> <p><i>Ensures development is responsive to the preferred future character of the area.</i></p>	<p>The study area includes part of Frankston City in <i>Langwarrin Precinct 6</i> generally south of Cranbourne-Frankston Road, north of Robinsons Road and west of Western Port Highway. This neighbourhood character precinct is described as having large sites of irregular shape and size with a semi-rural or “bush parkland” character. Preferred neighbourhood character objectives include to maintain and strengthen native vegetation dominated streetscapes, to encourage the retention and planting of indigenous vegetation, and to reflect the existing rhythm of dwelling spacing.</p>

City of Casey

Casey City Council is the responsible authority for land in the northeast part of the study area, south of Ballarto Road, north of South Boundary Road East and east of Western Port Highway. This includes the suburbs of Cranbourne South and Pearcedale.

The Casey MSS divides the City into five regions, three of which apply to the study area including The Urban Fringe, The Farm and The Bay.

The MSS highlights current issues facing the City, including the City's dependence on other municipalities for employment opportunities, entertainment, recreation and cultural facilities. A large proportion of Casey's workforce are noted to travel to other employment centres, including Dandenong and Frankston, mainly using one of four highways including Western Port Highway. This highway is central to the study area and is identified as a key north-south transport connection for Casey.

Accessibility to employment nodes and development of an effective and safe road network are key land use objectives identified for sustainable growth. The *Ultimate Transport Network Plan* in the MSS identifies a potential extension of Ballarto Road, along the northern boundary of the study area, linking Western Port Highway in the west with Narre Warren-Cranbourne Road in the east.

Casey is also slowly developing its own employment and industrial precincts to improve the City's economic and local job opportunities for its growing population. The MSSs Strategic Framework Plan identifies four main employment centres within the City, including Cranbourne and Cranbourne West north of the study area; whilst the Cranbourne West PSP includes a job intensive employment and industrial precinct north of the study area along the Western Port Highway.

Local Planning Policies of relevance to this investigation are summarised in Table 3 below.

Table 3 City of Casey LPPF Summary Table

Policy	Impact on Project Area
<p>Clause 21.06 The Urban Fringe</p> <p><i>Seeks to ensure the timely provision of infrastructure and foster development of new residential communities.</i></p>	<p>The Urban Fringe applies to only a small part of the study area north of Cranbourne-Frankston Road and east of Western Port Highway which is being redeveloped in part to accommodate a new master planned residential estate.</p> <p>Use and development within this region must generally conform to the Casey-Cardinia Growth Area Framework Plan and any Precinct Structure Plan or approved Development Plan which must be in place prior to land being developed for urban purposes.</p> <p>The Brompton Lodge Precinct Structure Plan is currently under preparation and will guide future development within this part of the study area.</p>
<p>Clause 21.07 The Farm</p> <p><i>Seeks to consolidate urban development within existing and planned settlements and maintain a non-urban buffer to Western Port.</i></p>	<p>The Farm covers most of the study area in Casey, east of Western Port Highway. It is used mainly for agricultural and rural residential purposes.</p> <p>This Clause notes that the Western Port Highway is an important north-south connector and provides the municipality's primary link to the deep water port at Hastings and the Mornington Peninsula.</p> <p>Strategies for The Farm will need to be considered for proposed development in this part of the study area, including to discourage the development of unwanted urban land uses, encourage intensive farming at established locations and dog breeding and keeping at Pearcedale, and to enforce native vegetation removal controls particular for significant tracts of remnant vegetation.</p>
<p>Clause 21.08 The Bay</p> <p><i>To protect the natural ecosystems of Western Port for the impacts of urban growth.</i></p>	<p>The Bay applies to a pocket of the study area between Baxter-Tooradin Road, Western Port Highway and South Boundary Road East and is valued for its ecological diversity and high quality agricultural soils.</p> <p>It has pockets of uncleared coastal vegetation and coastal landscapes recorded by the National Trust.</p> <p>Strategies for The Bay will need to be considered for proposed development in this part of the study area, including protecting coastal areas with landscape significance, to discourage isolated commercial development along Western Port Highway and Baxter-Tooradin Road, and to develop Tooradin township as a centre for tourism.</p>
<p>Clause 21.10 Natural and Built Assets</p> <p><i>Seeks to protect Casey's agricultural, landscape, cultural and environmental attributes.</i></p>	<p>Non-urban areas in Casey, within the study area, are valued as vital environmental assets and include rural lands south of the municipality around Pearcedale and Tooradin which possess high quality soils, coastal areas on the northern shores of Western Port which have great biological diversity, and waterways and tributaries off Western Port Bay which perform important functions for water quality, recreational use and habitat.</p> <p>Development should be responsive to site constraints, and avoid areas of high quality agricultural soils, environmental significance or outstanding landscape values.</p>

Policy	Impact on Project Area
<p>Clause 22.01 Future Urban Areas Policy</p> <p><i>To identify land suitable for urban purposes to ensure development does not prejudice possible future urban uses.</i></p>	<p>This policy applies to all land contained within the Urban Growth Boundary and identified for future urban purposes in the Casey-Cardinia Growth Area Framework Plan.</p> <p>The majority of the study area within Casey lies outside of the Urban Growth Boundary, with the exception of Urban Growth Zoned land which will be guided by the future Brompton Lodge Precinct Structure Plan.</p>
<p>Clause 22.02 Township Policy</p> <p><i>Seeks to guide growth in township areas.</i></p>	<p>This policy applies to all land zoned Township and residentially zoned areas of Pearcedale within the study area. It seeks to provide for limited growth in township areas and requires land use to be consistent with any approved Development Plan.</p>
<p>Clause 22.04 Western Port Coastal Policy</p> <p><i>Seeks to conserve the environmental and scenic qualities of Western Port.</i></p>	<p>This policy applies to a small pocket of the study area east of Tyabb-Tooradin Road and south of Baxter-Tooradin Road. It seeks to conserve the environmental and scenic qualities of Western Port and protect the biodiversity and natural ecosystems from damage and destruction.</p> <p>It includes the Pearcedale Conservation Park and Moonlit Sanctuary, and denotes a part of the study area that is particularly sensitive to and protected from development impacts.</p>
<p>Clause 22.10 Intensive Animal Husbandry Policy</p> <p><i>Recognises the significance of intensive farming and manages development around these areas.</i></p>	<p>This policy applies to land near the corner of Robinsons Road and Smiths Lane, Pearcedale within the study area.</p> <p>Intensive animal husbandry uses are encouraged to locate in this area and land use and development should not conflict with these uses.</p>
<p>Clause 22.17 Stormwater Policy</p> <p><i>To maintain and enhance stormwater quality throughout Casey.</i></p>	<p>This policy seeks to protect and improve the quality of stormwater being discharged from the municipality into the nearby Western Port and Port Phillip Bays.</p> <p>Advice and comments from Melbourne Water and the Environment Protection Authority will be considered for any application for major building construction works on sites larger than one hectare.</p>
<p>Clause 22.21 Non-Agricultural Uses in Green Wedge Areas Policy</p> <p><i>To discourage the intrusion of urban-type uses into green wedge areas.</i></p>	<p>This policy applies to most of the study area within Casey, which is zoned Green Wedge Zone or Rural Conservation Zone.</p> <p>It is policy that a non-agricultural uses not be supported if the use would result in the loss of agricultural land, be visually intrusive, or detrimentally affect the amenity of nearby residents or the environmental or natural resource values of the area.</p> <p>Non-agricultural uses should be located adjacent or close to urban or township areas.</p> <p>A Land Management Plan, prepared by a suitably qualified profession, is required to be submitted with a planning permit application where a site is currently used for or has the capacity to be used for productive agricultural purposes.</p>

Mornington Peninsula Shire Council

Mornington Peninsula Shire Council is the responsible authority for the southern half of the study area, south of Baxter-Tooradin Road and South Boundary Road East. This includes the suburbs of Somerville, Tyabb and Hastings.

The Mornington Peninsula MSS recognises the Port of Hastings as a key feature of the municipality's profile, which has attracted three major industries – the BHP Western Port Steelworks, the ESSO-BHP Gas Fractionation Plant, and the Whitemark Petrol Storage and Distribution Facility. The MSS notes that these plants directly employ over 1,600 people.

The MSS also highlights agriculture, recreation, tourism, and environmental and landscape values as other defining features of the City which need to be protected. The Mornington Peninsula Strategic Framework Plan identifies most of the study area within the City as being located in the “port and port related uses area”, the “agriculture – rural conservation area”, or “township area”.

Key pressures and challenges facing Mornington Peninsula include:

- urban expansion and population growth;
- the need to avoid the coalescence of the townships into a defacto growth corridor;
- the need to stabilise expectations regarding future residential development and promote sustainable rural land use;
- to protect areas of environmental, landscape, agricultural or recreational significance; and
- to maintain a separation between townships and areas designated for port related development.

The Western Port Highway is highlighted as one of several key north-south road linkages which combine with the wider road network to form the primary movement system on the Peninsula, whilst the existing rail system between Frankston and Stony Point is noted to carry a considerable amount of freight traffic associated with the BHP Western Port Steelworks.

Local Planning Policies of relevance to this investigation are summarised in Table 4 below.

Table 4 Shire of Mornington Peninsula LPPF Summary Table

Policy	Impact on Project Area
<p>Clause 21.06 Strategic Framework and the Peninsula's Settlement Pattern</p> <p><i>To establish an integrated land use pattern and ensure urban development does not prejudice environmental, recreational and agricultural values or the potential for appropriate port related development.</i></p>	<p>This Clause guides the future settlement pattern of the Mornington Peninsula including a green break between the Peninsula and metropolitan Melbourne.</p> <p>Council intend to provide for the planned expansion of major towns including Hastings, and avoid the extension of urban development into areas of high agricultural and landscape value.</p> <p>Appropriate buffers should be provided between residential areas and incompatible land uses including industrial land use and port and port related development.</p>
<p>Clause 21.07-4 Guiding Future Township Development – Industrial Areas</p> <p><i>To facilitate the</i></p>	<p>This Clause relates to service industry and manufacturing uses within the study area, including the major concentration of employment at the Western Port Industrial complex in Hastings.</p> <p>Key strategies include to retain a supply of land for further industrial development in locations which facilitate industrial activity, and to ensure the interface between</p>

Policy	Impact on Project Area
<i>expansion of existing industries and to attract new industries to contribute to local employment which are also compatible with the Peninsula's character and environment.</i>	<p>industrial areas and residential areas manages the loss of amenity or constraints on industrial use.</p> <p>The development of industrial land should be proportionate to the anticipated population growth of a township and should provide separation from major residential and commercial areas, and should not generate industrial traffic on residential roads.</p>
<p>Clause 21.08 Foreshores and Coastal Areas</p> <p><i>To protect the natural ecosystems and landscapes of the coast and increase their social, economic and recreational value.</i></p>	<p>This policy guides the protection of and development on the Western Port coastline within the study area.</p> <p>It seeks to ensure that coastal development is designed and constructed in a manner which respects and enhances the coastal environment and the experience and enjoyment of the coast by the community, and gives preference to the re-use of existing structures where feasible.</p>
<p>Clause 21.09 Planning for Rural Areas</p> <p><i>Seeks to conserve environmental values and support agriculture and primary production.</i></p>	<p>A large proportion of the study area within Mornington Peninsula is identified in the Strategic Framework Plan as "agriculture – rural conservation area". Development within these areas will need to accord with the environmental management strategies and policies within Clause 21.09, and be considerate of Council's objectives including protecting productive agricultural land from fragmentation and inappropriate development; and enhancing the safety, function and amenity of access routes and scenic roads.</p>
<p>Clause 21.10 Managing Port Area Development</p> <p><i>Seeks to protect the long term value of Western Port for selected port and industrial purposes.</i></p>	<p>This Clause recognises the Port of Hastings as making an important contribution to the Victorian economy, offering several advantages including major road links to Melbourne's existing industrial and manufacturing centres.</p> <p>Council seeks to promote the provision of major infrastructure, including the upgrading of the Western Port Highway and other road improvement works to facilitate and encourage greater utilisation of land designated for port related uses. Key issues that need to be addressed include the need to carefully plan and manage port related development to avoid damaging the environment or the amenity of existing residential communities; the need to provide major infrastructure improvements and connections by road and rail to support port related development; and the need to ensure that land in proximity to the port area remains available for port related development.</p>
<p>Clause 22.03 Dwelling Density, Excisions and Realignment in Rural Areas</p> <p><i>To maintain farmland as a long term resource and avoid fragmentation of rural land.</i></p>	<p>This policy applies to all Green Wedge Zone and Farming Zone land in the study area.</p> <p>It acknowledges the value of productive agricultural and rural land valued for its scenic, recreational and environmental value. Any proposed works within these parts of the study area in Mornington Peninsula will need to be considerate of Council's objectives to avoid boundary realignments and inappropriate subdivisions or excisions of land to avoid unreasonable loss of rural land which will impact the future rural use of land for the Shire.</p>
<p>Clause 22.04 Cultural Heritage Places</p> <p><i>To protect sites of</i></p>	<p>This policy applies to heritage places and adjoining land within the study area.</p> <p>It seeks to ensure that development has particular regard to the heritage values of the foreshore and coastal areas.</p>

Policy	Impact on Project Area
<i>aesthetic, historic, scientific or social value and places of cultural heritage significance.</i>	
<p>Clause 22.05 Aboriginal Cultural Heritage</p> <p><i>To identify and protect sites of aboriginal cultural heritage or significance.</i></p>	<p>This policy applies to all land in the study area within Mornington Peninsula Shire.</p> <p>It requires Council to consider the identification, protection and management of Aboriginal cultural heritage values in accordance with Aboriginal Affairs Victoria guidelines for proposed use and development of land.</p>
<p>Clause 22.06 Development on Highways, Main Roads and Tourist Routes</p> <p><i>To protect highways and roads from visual intrusion and maintain the rural character of land adjoining roads.</i></p>	<p>This policy applies to all land within the Green Wedge Zone and Farming Zone within the study area that adjoins highways, main roads and tourist routes.</p> <p>It acknowledges that the road network in the Peninsula serves as a key point of contact between visitors and the landscape, and the visual sequence along these roads is a key recreational asset to be protected.</p> <p>Any future roads proposed within the study area will need to be considerate of the objectives of this clause, including ensuring the rural outlook of land either side of existing and proposed roads is maintained and enhanced, and that the safety and efficiency of traffic movements is maintained.</p>
<p>Clause 22.09 Yaringa Area</p> <p><i>To recognise existing development patterns and guide future development in Yaringa.</i></p>	<p>This policy applies to land within the study area in the part of the Special Use Zone – Schedule 1 bound by Bungower Road, Tyabb Tooradin Road, Whitneys Road and Pikes Road.</p> <p>It seeks to limit further residential subdivision and development in this area, in addition to any development of broiler farms and intensive animal or rural industries.</p> <p>Tree and vegetation clearing in this area is restricted and the coastal conservation reserve is to be protected given the high conservation values of this area.</p>
<p>Clause 22.13 Township Environment</p> <p><i>Encourages environmental sustainable in existing townships and new growth areas.</i></p>	<p>This policy applies to parts of the study area including the township areas of the Mornington Peninsula.</p> <p>It seeks to ensure that construction activities do not adversely impact the regional drainage function of waterways, drains and floodplains; to ensure development does not reduce the extent or integrity of remnant indigenous vegetation; and that best practice environmental management applies to all new development and works.</p>
<p>Clause 22.14 Mornington Peninsula Land Units</p> <p><i>Seeks to support the Environmental Significance Overlays for land use and development proposals.</i></p>	<p>This policy applies to all land within the study area in Mornington Peninsula that is affected by an Environmental Significance Overlay (Schedules 1-16). Each Schedule relates to a distinct "land unit" of generally consistent environmental characteristics, landscape and capacity to absorb further development and existing land use patterns.</p> <p>Any application for use and development must address as appropriate the decision guidelines in Clause 22.14 in relation to sustainable land use and development; stream protection, stormwater management and effluent disposal, protection of vegetation, and maintaining landscape and recreation values.</p>

4.3.2 Local Strategic Plans and Studies

In addition to the LPPF, there are various local strategic plans and studies that have been undertaken by Frankston, Casey and Mornington Peninsula Shire Council which provide guidance to the future land use and development strategies envisaged by local Government in the study area.

Mornington Peninsula Localised Planning Statement (2014)

On 22 August 2014, Amendment VC177 introduced changes to the Victoria Planning Provisions implementing new State policy for areas covered by "Localised Planning Statements" (LPS).

Under the amended SPPF, development and planning within the Mornington Peninsula region must now be consistent with and have regard to the Mornington Peninsula LPS.

The LPS affects the southern part of the study area, south of Baxter-Tooradin Road and South Boundary Road East, comprising the Mornington Peninsula Local Government Area.

The policy area map identifies a large proportion of the study area south of Pearcedale and east of Tyabb as "port related area", currently served by the Stony Point rail line and the Western Port Highway.

The LPS envisages the Mornington Peninsula to be planned as an area of special character and importance characterised by contained townships, substantial and diverse local economy and areas of national and international conservation significance. To achieve this, the LPS provides a series of key objectives and strategies around seven key themes:

- integrated planning;
- conservation of natural systems and biodiversity;
- protecting the character and role of the settlements, towns and villages;
- protecting landscape and cultural values;
- providing for sustainable agriculture;
- provision for recreation and tourism; and
- planning for the port area.

The LPS provides a key objective specific to the Project, which is to "ensure the appropriate use and development of the Hastings port area and adjacent hinterland".

Key strategies to achieve this objective include:

- *Planning will ensure the appropriate development of the Hastings port area and adjacent hinterland, having particular regard to the need to maintain the value of this area for selected port and port related industrial purposes which depend upon or gain significant economic advantage from proximity to natural deep water channels, and including the exclusion of further land subdivision within the port area pending determination of proper future use.*
- *Planning will provide for the protection of the important values and resources of Western Port and its land catchment having regard to the importance of recreation, nature conservation and tourism. These will be major considerations in the planning and management of the area for port and port related industrial purposes.*
- *Port and port related industrial development, including major transport routes will be physically and visually separated from township residential areas by the establishment of substantial landscaped rural buffers. Land at Crib Point will not be used for port purposes or port related uses which are likely to generate significant volumes of heavy vehicle movement on local roads or through towns and villages.*
- *Residential development in the port planning area will be strictly limited and contained to selected existing township areas within the existing Urban Growth Boundary.*

- *Port and port related industrial development will be carefully designed to limit environmental and visual impacts. Development controls will ensure a high standard of design and substantial onsite landscaped buffer areas for port related industrial facilities.*
- *Major port and port related development will occur within the framework provided by an approved Port Area Strategic Plan and Port Development Plan.*

Draft Hastings South Coastal Management Plan (2014)

Mornington Peninsula Shire Council has prepared a *Draft Hastings South Coastal Management Plan (2014)* (HSCMP) which was placed on public exhibition between March to May 2014.

The draft HSCMP covers the Hastings foreshore area south of Hastings Jetty which sits immediately outside of the subject study area.

Despite the HSCMP being applicable to land outside of the study area, its key objectives should be considered as land uses within the port landside development area and transport infrastructure development area of this study will have flow on impacts to bordering interfaces.

Key objectives of the HSCMP include:

- to promote and enhance the role of the Hastings south foreshore as a Regional Boating Precinct;
- to connect and enhance the Western Port Trail;
- to improve amenity of the foreshore; and
- to protect and enhance the biodiversity values of the foreshore.

Mornington Peninsula Access and Mobility Study – Final Transport Plan (November 2007)

The *Mornington Peninsula Access and Mobility Study (November 2007)* is a collaborative project between Frankston City Council and Mornington Peninsula Council designed to lay foundations for an integrated transport plan for the Mornington Peninsula region over the next 25 years.

Mornington Peninsula Shire adopted the final report in January 2008 and will use the report as the basis for planning existing and future transport infrastructure and services on the Peninsula.

As highlighted in the URS Report, the access and mobility study identified a key initiative for Councils, in conjunction with VicRoads, to “...implement a management strategy for the Western Port Highway corridor and plan for the upgrading of Western Port Highway so that it continues as a high capacity and safe access route to the eastern side of the Peninsula.”

The study also provided options that should be considered as part of the upgrading of the Western Port Highway including:

- further road widening;
- grade separation of major intersections;
- access control from abutting properties; and
- conversion to a freeway along part or most of its length.

Mornington Peninsula Activity Centre Strategy (September 2005)

The *Mornington Peninsula Activity Centre Strategy (September 2005)* is referenced in Local Planning Policy Clause 22.02 of the Mornington Peninsula LPPF. The strategy provides a comprehensive framework for the management and planning of activity centres within the Shire.

The activity centre strategy identifies the study area as covering the “eastern network” of inter-related activity centres within the Shire. Within this eastern network, Hastings is identified as a major town centre and Tyabb as a local supporting service centre. The activity centre catchments of Hastings, Tyabb and Somerville (just outside of the study area to the west) cover the southern half of the study area in total. The Hastings township is shown to have a wide reaching influence with a secondary visitor catchment stretching up to Frankston in the north and Flinders in the south.

Frankston Integrated Transport Strategy (April 2013)

The *Frankston Integrated Transport Strategy (April 2013)* seeks to guide Council towards undertaking key actions which will increase the efficiency and effectiveness of Frankston's transport network.

The strategy was adopted by Frankston City Council in April 2013 and highlights key issues and themes including freight and transport networks in association with the Port of Hastings.

The following actions are of relevance to the study area:

Action 4-4:

- This action seeks to *"monitor and provide input into the Western Port Highway planning study."*
- Council should continue to provide input into the planning of the Western Port Highway upgrade and advocate for items including:
 - a minimum northbound half diamond interchange at Ballarto Road, with preference for a full diamond interchange;
 - a rail corridor reserved in the freeway corridor; and
 - access to adjoining properties should be provided via service roads within the proposed freeway reserve boundaries.

Action 5-1:

- This action seeks to *"advocate for freight to access the Port of Hastings via a railway line along Western Port Highway."*
- It acknowledges that increased freight traffic from the developed Port of Hastings may increase demands for freight trains, and that the existing Frankston rail line is already operating at capacity resulting in delays to the transport network.

Frankston City Economic Development Strategy (2011)

The *Frankston City Economic Development Strategy (2011)* sets out an economic development vision and associated objectives to guide Council's decision making in relation to the Frankston economy to 2025.

It acknowledges the strategic location of Frankston in relation to the future developed Port of Hastings and Hastings industrial area, noting that Frankston *"...would be ideally positioned to perform the business centres role for that hub in the future, assuming strategic transport connections are improved"*.

The strategy highlights a preferred solution of rail transportation for port freight along the Western Port Highway corridor in the long term, to protect the amenity of residents in the vicinity of the Frankston and Stony Point rail line which will continue to be used to accommodate port freight movements in the short to medium term.

It also promotes a theme of an *"inclusive economy"* whereby the Frankston Central Activities Area is better connected via the transport network to regional economic catchments including the Western Port logistics hub at the Port of Hastings.

Casey Transport Strategy (2008)

The *Casey Transport Strategy (2008)* seeks to guide the planning of transport infrastructure in the City of Casey to address issues of mobility and access for the City's residents and businesses.

The strategy identifies that the planned expansion of the Port of Hastings will likely result in increased freight traffic passing through Casey. As such key freight objectives include:

- *to ensure the freight needs of business within Casey are reflected in the road hierarchy; and*
- *to limit the impact of freight transport on the amenity of residential areas and activity centres.*

4.4 Planning Controls

4.4.1 Clause 62 – Permit Exemptions

Clause 62 applies permit exemptions for uses, buildings, works, subdivisions and demolition within all Victorian Planning Schemes.

Pursuant to Clause 62, no permit is required for:

- The use of land for a “road” except within the Urban Flood Zone and a Public Conservation and Resource Zone (Clause 62.01).
- Building and works comprising “roadworks”, unless specifically required under a Planning Scheme Control (Clause 62.02-2).
- The removal, destruction or lopping of trees and the removal of vegetation, unless specifically required under a Planning Scheme Control (Clause 62.02-3).
- The demolition or removal of building or works, unless specifically required under a Planning Scheme Control (Clause 62.05).

4.4.2 Land Use Terms

For the purposes of the Project the following land uses and works are considered potentially relevant to this assessment:

- Road: For the use and development (buildings or works) of road transport corridors.
- Railway: For the use and development (buildings or works) of rail transport corridors.

4.4.3 Zonings Controls

This section provides a summary of the relevant planning zones as they apply to the study area across the three municipalities of Frankston, Casey and Mornington Peninsula.

The distribution of various land use zones throughout the study area can be summarised as follows:

- The *Green Wedge Zone* is the predominant land use zoning in the northern half of the study area.
- The *Special Use Zone 1* (Mornington Peninsula) is the predominant land use zoning in the southern half of the study area.
- Medium sized pockets of *Rural Conservation Zone* are most prominent in the northwest of the study area - west of the Western Port Highway in Skye, Langwarrin and Langwarrin East; plus a pocket south east of Baxter-Tooradin Road and Tyabb-Tooradin Rd by the Western Port Bay coastline.
- The *Low Density Residential Zone* is mainly present along the western boundary of the study area and includes the eastern periphery of Langwarrin and Langwarrin South, and the southeast periphery of the rural township of Tyabb.
- The *Urban Growth Zone* is located only in the northeast corner of the study area.
- The townships of Pearcedale, Tyabb and Hastings are characterised predominantly by the *General Residential Zone* with smaller areas of associated *Public Use Zone*, *Commercial Zone* and *Industrial Zone* land.
- The *Public Conservation and Resource Zone* is most prevalent around the Western Port coast both inside and outside the eastern border of the study area.
- The *Public Park and Recreation Zone* covers smaller land parcels scattered throughout the study area, often comprising local parks and recreation reserves.
- The *Special Use Zone 2* (Frankston) is located in the northwest part of the study area and comprises the Sky Sands Quarry, whilst the *Special Use Zone 3* (Mornington Peninsula) is located in the southwest part of the study area and comprises the Mornington Peninsula Airport.

A summary of the land use zones within the study area as they apply within each municipal area is provided at Table 5 below:

Table 5 Summary of study area Zones

Zoning	Frankston	Casey	Mornington Peninsula
Low Density Residential Zone	●		●
General Residential Zone	●	●	●
Industrial 3 Zone			●
Commercial 1 Zone		●	●
Commercial 2 Zone			●
Green Wedge Zone		●	●
Rural Conservation Zone	●	●	
Public Use Zone	●	●	●
Public Park and Recreation Zone	●	●	●
Road Zone – Category 1 & 2	●	●	●
Special Use Zone – 1			●
Special Use Zone – 2	●		
Special Use Zone – 3			●
Urban Growth Zone		●	

Details of the specific provisions and permit requirements of each of these zones are provided at Appendix A of this report. Figure 2 overleaf provides a zoning map of the study area.

Amendment VC112 - New Port Zone

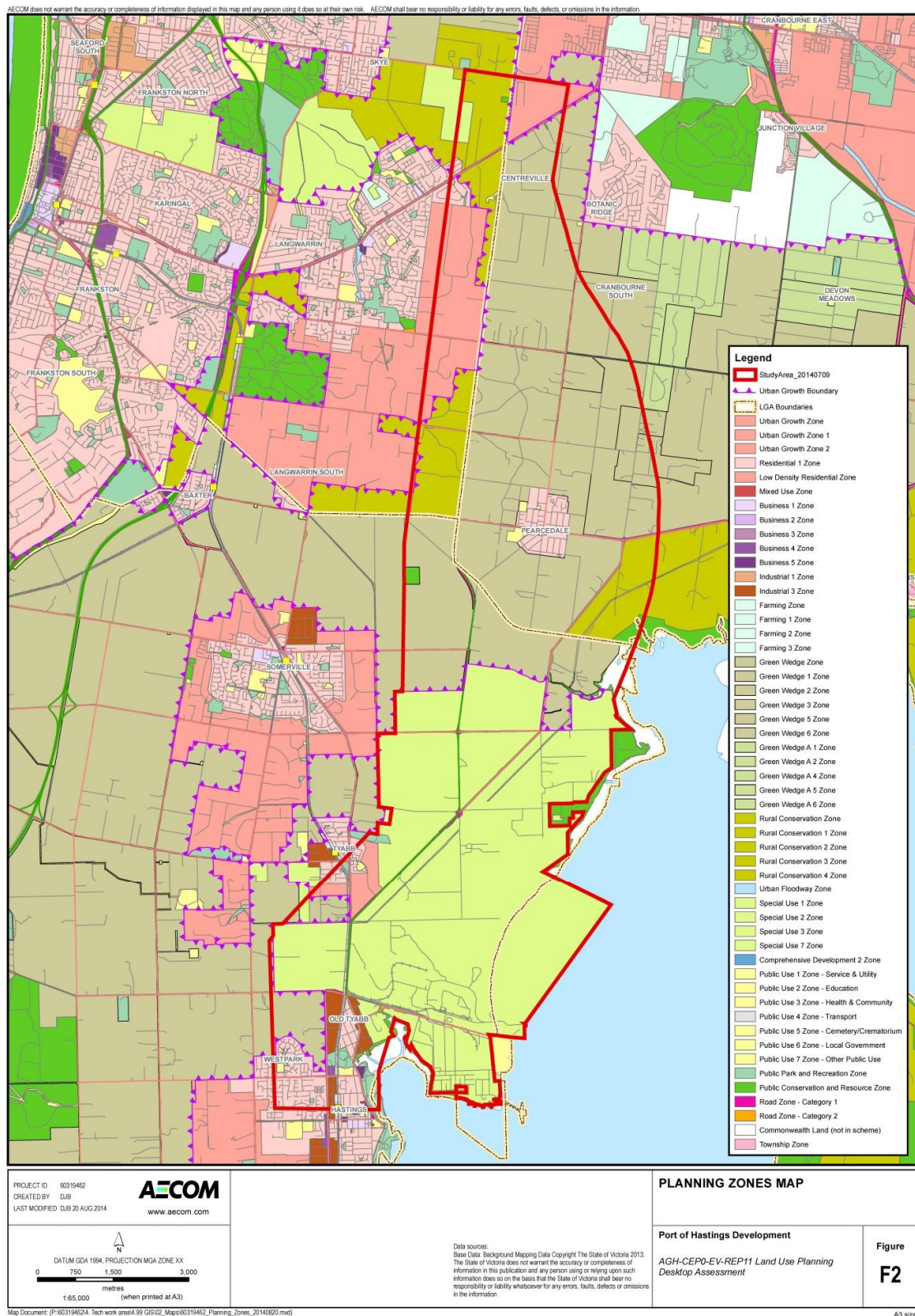
On 3 September 2014, the Minister for Planning announced a new port planning zone for three of Victoria's major ports including the Port of Hastings.

The new port zone seeks to provide certainty and consistency for port operators, councils and communities by allowing for the development and expansion of port operations whilst protecting surrounding areas.

It is expected that relevant planning schemes, including the Mornington Peninsula Planning Scheme, will be amended to apply the Port Zone to land currently zoned Special Use Zone – 1 (Port Related Uses).

Amendment VC112 will introduce the new Port Zone into the Victoria Planning Provisions. The Amendment is currently awaiting Gazettal.

Figure 2 Study Area Zoning Map



4.4.4 Overlay Controls

This section provides a summary of the relevant planning overlays as they apply to the study area across the three municipalities of Frankston, Casey and Mornington Peninsula.

The distribution of various overlays throughout the study area can be summarised as follows:

- The study area features two main areas largely unencumbered by overlays including:
 - land in and around the Pearcedale township extending to the north east curved boundary of the study area; and
 - land in a corridor generally south of South Boundary Road East, running in-line with Tyabb-Tooradin Road and Western Port Highway to Hastings.
- The *Environmental Significance Overlay* is the most common overlay that features throughout the study area. It is applicable across all three municipalities as follows:
 - land between Western Port Highway and Pearcedale Road, south of Cranbourne-Frankston Road and north of Robinsons Road;
 - land between Pearcedale Road and Smiths Lane, north of North Road;
 - pockets of land within the rural residential areas of Langwarrin and Langwarrin South, west of Western Port Highway;
 - east-west belt of land south of Baxter-Tooradin Road and South Boundary Road East, and north of Bungower Road generally;
 - land around the Tyabb township to the north and south; and
 - land northwest of the Hastings township and west of Frankston-Flinders Road.
- The *Significant Landscape Overlay* is found only in the northern half of the study area. Two main areas of land affected by the SLO are present including:
 - land west of the Western Port Highway, north of Baxter-Tooradin Road; and
 - land east of Tyabb-Tooradin Road, south of Baxter-Tooradin Road.
- The *Vegetation Protection Overlay* is found only in the southern half of the study area across parts Tyabb and Hastings.
- The *Wildfire Management Overlay* is present either side of the Western Port Highway in the northern part of the study area, plus along the Western Port coastal interface between Hastings and Yaringa.
- The *Design and Development Overlay* affects parts of the study area west of Western Port Highway, guiding the design and development of land in Langwarrin, Langwarrin South, Somerville, and Hastings West.
- The *Development Plan Overlay* features only in the northwest part of the study area, including land immediately south of the Sky Sands Quarry.
- The *Restructure Overlay* applies to one large 65 hectare area of land at the southeast corner of Bungower Road and Western Port Highway.
- The *Land Subject to Inundation Overlay* is located along tributaries and creeks from Western Port Highway and low-lying dried creek beds mostly south of Browns Road.
- The *Special Building Overlay* features minimally throughout the study area, occurring at two areas north of South Boundary Road East.
- The *Heritage Overlay* is present within the Casey and Mornington Peninsula municipal areas, but concentrated mainly within the townships of Pearcedale, Tyabb Hastings, and the Somerville East area. A full schedule of Heritage Overlays is provided at Appendix C.

- The *Public Acquisition Overlay* is located throughout the precinct particularly along road networks within the study area as follows:
 - southern side of Ballarto Road (approx. 20m wide);
 - eastern side of Western Port Highway between Ballarto Road and Cranbourne Frankston Road (approx. 12m wide), and between Cranbourne-Frankston Road and Boyd Carr Road (approx. 5m wide);
 - western side of Western Port Highway between Oakhill Road West and Robinsons Road (approx. 25m wide);
 - either side of the Western Port Highway (approx. 30m wide west of the highway, and approx. 10m wide east of the highway) between Robinsons Road and Baxter-Tooradin Road;
 - northern side (approx. 20m wide) of Baxter-Tooradin Road for the length of this road through the study area;
 - western side of Western Port Highway (approx. 25m wide) for a length of 500m north of South Boundary Road West;
 - either side of Western Port Highway (approx. 20m wide either side) between Queens Road and Pikes Road (one break along western side within this section); and
 - along both the north and south sides (different intervals) of Bayview Road which is currently the main access road to the Port of Hastings from the Western Port Highway.

A summary of the relevant overlays within the study area as they apply within each municipal area is provided at Table 6 below.

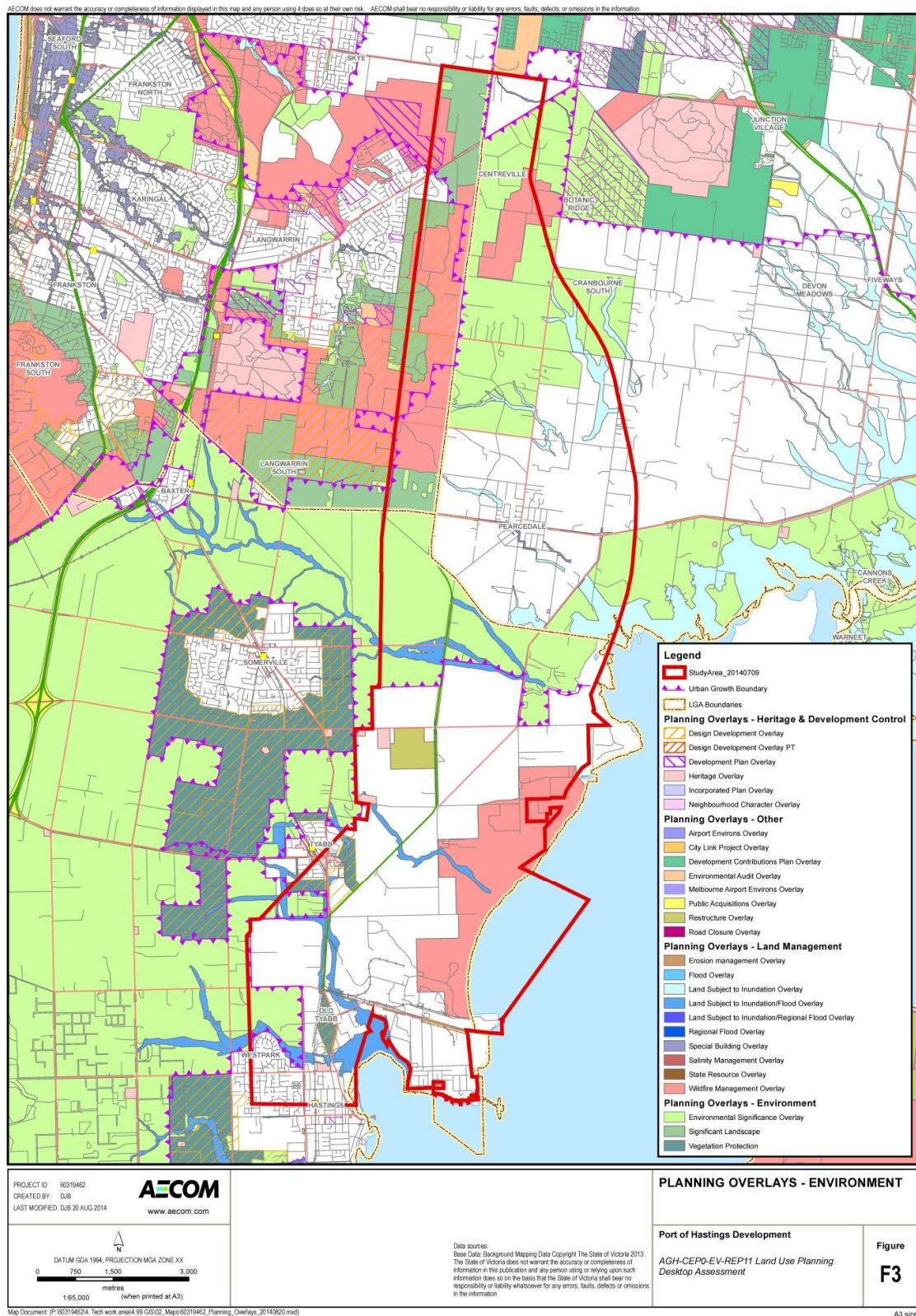
Further details of the provisions and permit requirements of these overlays are provided at Appendix C of this report.

An overall Overlay Map produced for the study area is located at Figure 3. Four separated overlay maps are provided at Appendix B which provides further clarity on the spatial distribution of environmental, heritage and development control, land management and other overlay categories within the study area.

Table 6 Summary of study area Overlay Controls

Overlay	Frankston	Casey	Mornington Peninsula
Environmental Significance Overlay	●	●	●
Vegetation Protection Overlay			●
Significant Landscape Overlay	●	●	
Heritage Overlay		●	●
Design and Development Overlay	●		●
Development Plan Overlay	●		
Land Subject to Inundation Overlay		●	●
Special Building Overlay		●	
Wildfire Management Overlay	●	●	●
Public Acquisition Overlay	●	●	●
Restructure Overlay			●

Figure 3 Overall Overlay Map



4.4.5 Particular Provisions

This section provides an overview of the relevant Particular Provisions contained at Section 50 of all planning schemes in Victoria.

The following Particular Provisions are considered to be of relevance to the Project.

Clause 52.17 Native Vegetation

The purpose of this clause is:

- To ensure permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria's biodiversity. This is achieved through the following approach:
 - Avoid the removal of native vegetation that makes a significant contribution to Victoria's biodiversity.
 - Minimise impacts on Victoria's biodiversity from the removal of native vegetation.
 - Where native vegetation is permitted to be removed, ensure that an offset is provided in a manner that makes a contribution to Victoria's biodiversity that is equivalent to the contribution made by the native vegetation to be removed.
- To manage native vegetation to minimise land and water degradation.
- To manage native vegetation near buildings to reduce the threat to life and property from bushfire.

Under this clause, a planning permit is required to remove, destroy or lop native vegetation, including dead native vegetation unless exempt in accordance with the schedule to the Clause or is listed in a native vegetation precinct plan.

Clause 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

The purpose of this clause is:

- To ensure appropriate access to identified roads.
- To ensure appropriate subdivision of land adjacent to identified roads.

A planning permit is required to create or alter access to a road in a Road Zone, Category 1, a road owned by the Roads Corporation, or land in a PAO if the Roads Corporation is the acquiring authority for the land.

An application to create or alter access to a road declared as a freeway or arterial road under the *Road Management Act 2004*, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the acquiring authority for the land, must be referred to the Roads Corporation under Section 55 of the Act.

Clause 52.36 Integrated Public Transport Planning

The purpose of this clause is:

- To ensure development supports public transport usage.
- To ensure that easily accessible public transport networks, which are appropriate to the scale of the development, and high quality public transport infrastructure are provided as part of new development.
- To ensure that development incorporates safe, attractive and convenient pedestrian access to public transport stops.
- To ensure that development does not adversely affect the efficient, equitable and accessible operation of public transport.

There are no planning permit requirements under this clause.

The clause requires that applications seeking to subdivide land, to construct a building or to construct or carry out works which alters public transport infrastructure or stops be referred to the Director of Public Transport.

4.5 Planning Scheme Amendment

Amendments to the Frankston, Casey and Mornington Peninsula Planning Schemes will be required to formally reserve land via the application of a Public Acquisition Overlay (PAO). A PAO will enable an Authority such as VicRoads to acquire land for the establishment of a transport corridor within the study area.

In addition, an Incorporated Document may need to be prepared to exempt the future development of any transport corridor from requiring planning permits. This would allow construction and associated works to occur in an integrated manner with a single process for assessment and approval of the use of land, removal of vegetation, earthworks and the construction of buildings and works.

4.5.1 Amendments C183, C99 and C199 – Western Port Highway (North) Upgrade

Amendments C183, C99 and C199 to the Greater Dandenong, Frankston and Casey Planning Schemes have been prepared by VicRoads as part of the proposed “Western Port Highway (North) Upgrade” project.

These Amendments seek to apply a Public Acquisition Overlay – Schedule 1 (PAO) to reserve necessary land to facilitate a future upgrading of Western Port Highway to freeway conditions between the South Gippsland Freeway at Lynbrook and Browns Road, Langwarrin.

C99 and C199 in particular apply to the subject study area, affecting the Western Port Highway between Ballarto Road and Browns Road.

The proposed upgrades will include construction of key road intersections along this part of the Western Port Highway, including a road overpass at Ballarto Road and a diamond interchange at Cranbourne-Frankston Road. The proposed PAO1 reserve will also have allowance for a possible future railway line to the Port of Hastings.

These Amendments are currently on exhibition until 22 September 2014. Approval from the Minister of Planning will be required before these Amendments can take effect.

5.0 Land Use Appraisal

5.1 Existing Land Use Conditions

Key land uses within the study area that are likely to be affected by a designated future land transport corridor for the Port of Hastings include activity centres, employment, industry, business and housing.

This section identifies where key land uses are currently located within the study area.

Town Centres

Within the study area there are three main town centres, all located in close proximity to the Western Port Highway (Dandenong-Hastings Road). The centres are:

- Pearcedale:
 - A rural settlement to the south of the Casey municipal area and partially in the Mornington Peninsula municipal area.
 - The township has a land area of approximately 3,100 hectares.
 - In 2011, the town had a population of 3,600 people and population density of approximately 1.16 persons per hectare (*Casey Community Profile, 2014*).
 - Land uses include conventional residential development within the town centre, and mostly rural-residential land around the township periphery used for market gardening, flower growing and grazing, and animal shelter and aid services.
- Tyabb:
 - An established rural township on the Mornington Peninsula;
 - The township has a land area of approximately 2,400 hectares.
 - In 2011, the town had a population of around 3,200 people and a population density of 1.35 persons per hectare (*Mornington Peninsula Community Profile, 2014*).
 - Major land uses include residential with a mix of retail and commercial uses in the town centre developed around the intersection of Frankston-Flinders Road and Mornington Tyabb Road.
 - Rural and industrial uses are generally located south and east of the township.
- Hastings:
 - A medium-sized activity centre and industrial precinct centred around the Port of Hastings within the Mornington Peninsula municipality.
 - The township has a land area of approximately 2,700 hectares.
 - In 2011, the town had a population of around 8,700 people and a population density of 3.29 persons per hectare (*Mornington Peninsula Community Profile, 2014*).
 - Land uses include port operations and facilities, residential township, industrial and commercial areas with rural land mainly west of the township.

Within ten kilometres of the study area there are numerous town centres and activity hubs, which are likely to utilise the Western Port Highway for inter and intra-regional commutes. These are:

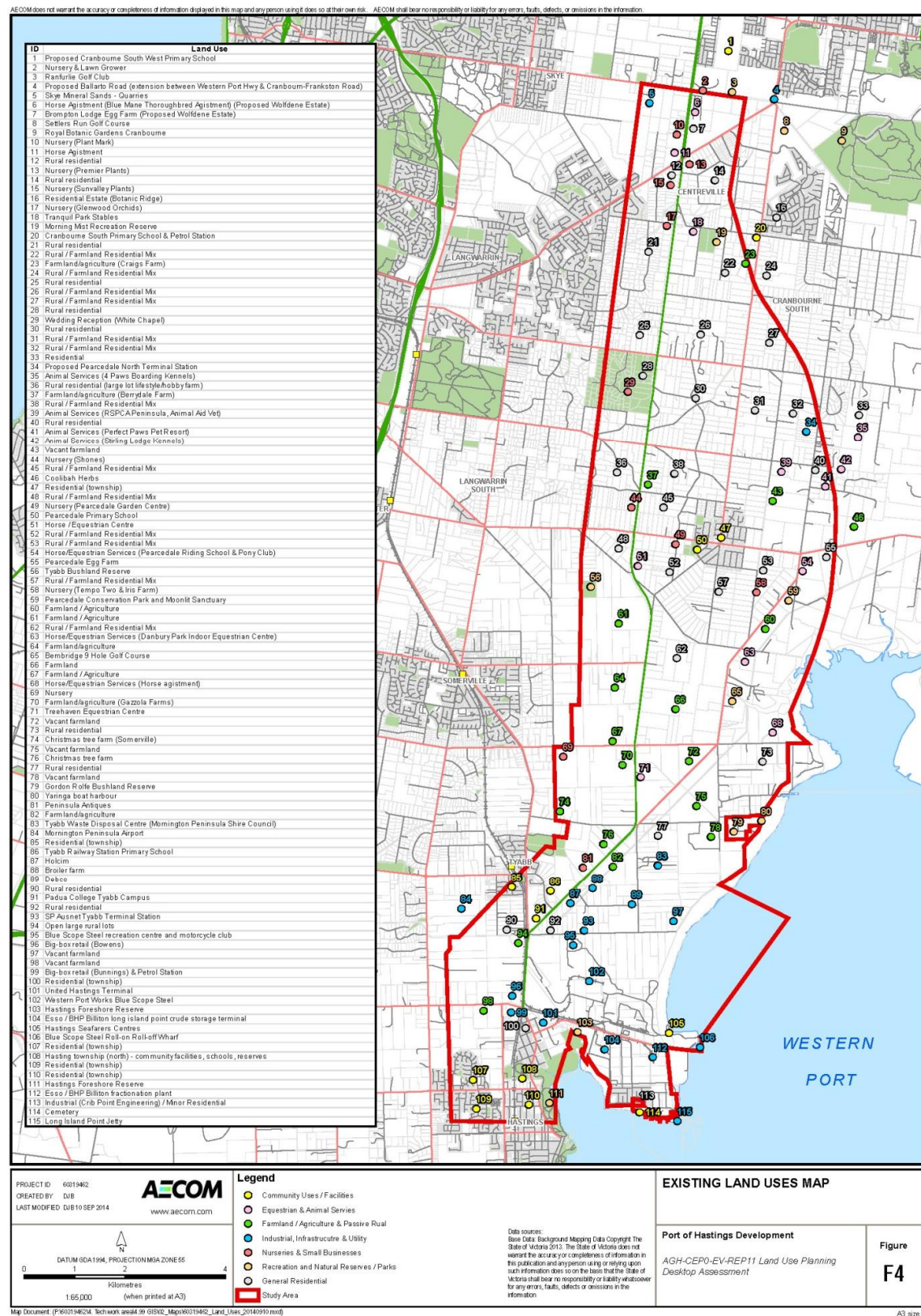
- Cranbourne;
- Somerville;
- Baxter;
- Langwarrin;
- Langwarrin North;

- Karingal;
- Bittern;
- Ballarto Road; and
- Carrum Downs.

Furthermore planned activity centres north and east of the study area within the Casey growth area, will add further activity nodes to the surrounding region which may use and be affected by future transport corridors between Ballarto Road and the Port of Hastings.

Figure 4 overleaf provides a detailed overview of identified land uses within the study area.

Figure 4 Existing Land Uses Map



5.2 Discrete Land Use Precincts

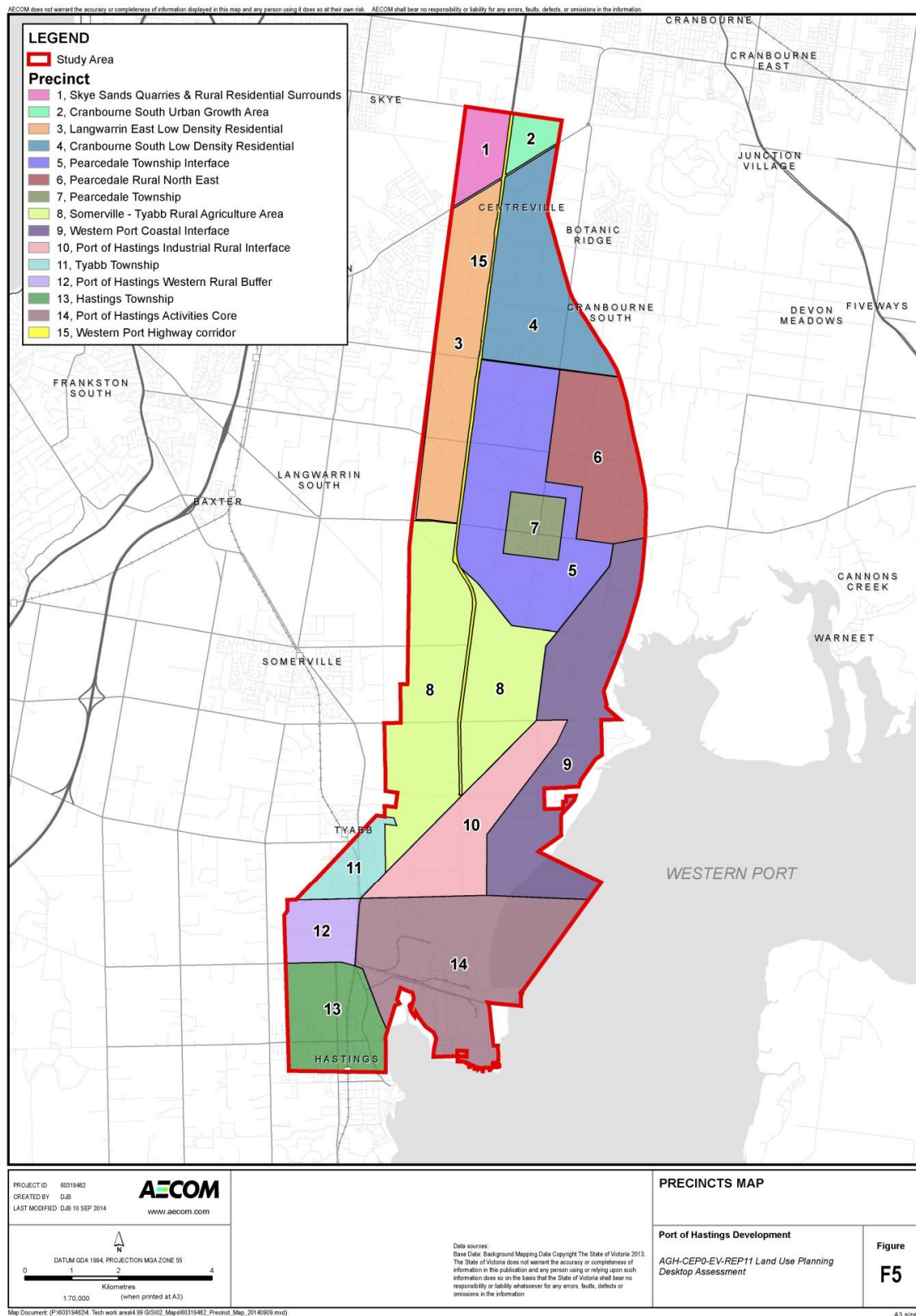
For the purposes of this Land Use Desktop Assessment, the study area has been divided into fifteen precincts which each feature land use characteristics that are generally distinct from surrounding precincts.

These precincts have been devised based on this report's assessment of the predominant land uses, character attributes and development patterns within each precinct, noting that there are always outlier land uses within each precinct.

The fifteen land use precincts are shown in Figure 5 and described in further detail overleaf.

Draft for discussion purposes

Figure 5 Precinct Map



5.2.1 Precinct 1: Skye Sands Quarries and Rural Residential Surrounds

Precinct 1 is located in the northwest corner of the study area and includes land north of Cranbourne-Frankston Road, west of the Western Port Highway corridor, and south of Ballarto Road in the suburbs of Skye and Langwarrin.

The features of Precinct 1 are summarised below:

- The dominant land use feature in this precinct is the Skye Sands Quarry used for natural resource (mineral sands, top soil, sandstone) extraction (*Skye Sands, 2014*).
- The Skye Sands Quarry features dense treed vegetation immediate south of the quarry site. The quarry is accessed off Harold Road via Ballarto Road to the north of the quarry site and is setback approximately 700 metres west of the Western Port Highway corridor.
- The balance of the precinct is generally characterised by rural residential uses, as well as the Plantmark nursery and a horse agistment centre.
- A small pocket of recent residential subdivision and development is present in the southwest corner of the precinct, which forms the eastern periphery of the Langwarrin residential area.
- The precinct is predominantly zoned Rural Conservation Zone with the exception of the Skye Sands Quarry site zoned Special Use Zone 2 and covers an area of approximately 97 hectares, and a pocket of General Residential Zone corresponding to the Langwarrin standard density residential area.
- Several clusters of established treed vegetation are scattered throughout this precinct and along internal unsealed rural residential roads. A triangular patch of dense treed vegetation is located at the interface of the Skye Sands Quarry and the Langwarrin residential area.
- The largest rural-residential land parcels in this precinct are located along the Western Port Highway and Ballarto Road interfaces with lot sizes of up to twelve hectares.
- Smaller rural-residential land parcels are present along internal rural residential roads in the precinct (Harolds Road and Lyppards Road). Typically they range from around two hectares to five hectares.
- A telecommunications facility (RFNSA Site No. 3910007) accommodating Optus, Telstra and Vodafone is located in the southeast part of Precinct 1, setback approximately 150 metres west of Western Port Highway.
- Amendment C99 to the Frankston Planning Scheme has been prepared by VicRoads to apply a Public Acquisition Overlay – Schedule 1 to land abutting Western Port Highway within Precinct 1. The PAO is for future road and intersection upgrades.

The proposed Amendments will allow for a Ballarto Road overpass and a diamond interchange at Cranbourne-Frankston Road, located within the northeast and southeast corners of Precinct 1 respectively, and will reserve additional land along the eastern boundary of the precinct for future widening of the highway.

Figure 6 Precinct 1 - Aerial Map



Figure 7 Precinct 1: View facing west on Ballarto Road near Harold Road



Figure 8 Precinct 1: View facing south along Lyppards Road (internal rural-residential road)



Figure 9 Precinct 1: View facing west to Plantmark Nursery off Western Port Highway



Figure 10 Precinct 1: Facing north from Cranbourne-Frankston Road into a new residential subdivision (Millicent Road)



5.2.2 Precinct 2: Cranbourne South Urban Growth Area

Precinct 2 is located in the north east corner of the study area and includes land north of Cranbourne-Frankston Road and east of the existing PAO1 along the Western Port Highway. A proposed east-west extension of Ballarto Road between Western Port Highway and Pearcedale Road/Cranbourne-Frankston Road runs along the northern boundary of this precinct.

The features of Precinct 2 are summarised below:

- This area comprises the only Urban Growth zoned land within the study area and will be developed to integrate with the urban areas of Cranbourne South and Cranbourne West, this includes the Cranbourne West Precinct Structure Plan area immediately north of the precinct.
- The precinct will be developed in accordance with the future Brompton Lodge Precinct Structure Plan (PSP) which is yet to be prepared and approved.
- The precinct comprises two large land holdings including an approximate 33 hectare site (Blue Mane Thoroughbred Agistment) in the northwest, and a remaining 67 hectare site (Brompton Lodge Egg Farm) covering the balance of the precinct.
- These two land holdings are proposed to be developed into the future master-planned community of "Brompton" developed by Wolfdene Pty Ltd, which will feature over 1,500 new dwellings with wetlands, walking and cycling tracks, parklands, and on-site shopping centre and a residents-only recreation facility (*Brompton, 2014*).
- Land in this area is generally cleared of treed vegetation, with the exception of stands of trees along property boundaries and roadways.
- The majority of the land remains undeveloped and comprises open farmland or pastures.
- Cranbourne-Frankston Road is located along the southern boundary of the site and is constructed as a dual carriageway. It provides an east-west road connection between Cranbourne and Frankston intersecting Western Port Highway at the southwest corner of the Precinct.
- Amendment C199 to the Casey Planning Scheme has been prepared by VicRoads to apply a Public Acquisition Overlay – Schedule 1 to land abutting Western Port Highway within Precinct 2. The PAO is for future road and intersection upgrades.

The Amendment will allow for a Ballarto Road overpass and a diamond interchange at Cranbourne-Frankston Road, located within the northwest and southwest corners of Precinct 2 respectively, and will reserve additional land along the western boundary of the precinct for future widening of the highway.

- Preparation of the Brompton Lodge Precinct Structure Plan will need to consider the land reserves proposed as part of the above Amendments. Future residences within Brompton are expected to be located clear of VicRoads land acquisition requirements and property access to the estate is to be provided via alternate road networks rather than the Western Port Highway (Western Port Highway (North) Upgrade Project, 2014).

Figure 11 Precinct 2 Aerial Map



Figure 12 Precinct 2: Looking east from the Western Port Highway to the Brompton Lodge Egg Farm



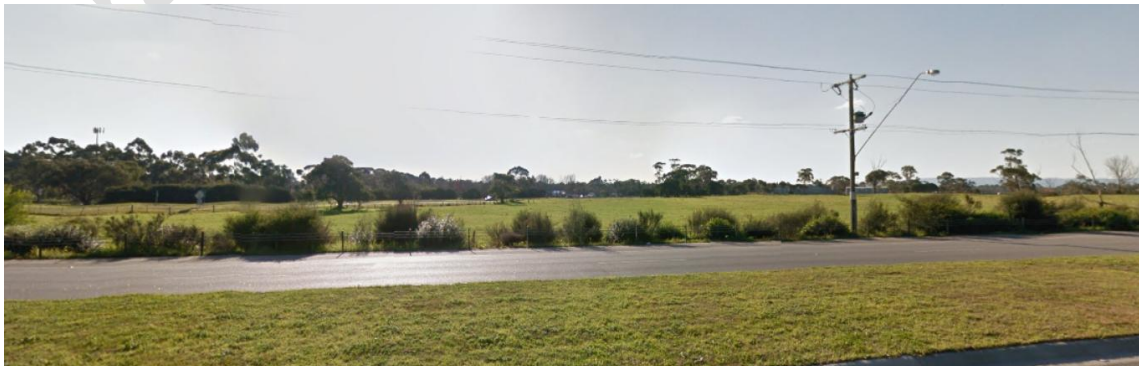
Figure 13 Precinct 2: Looking north-east at the Western Port Highway and Cranbourne-Frankston Road intersection



Figure 14 Precinct 2: Looking east along Cranbourne-Frankston Road constructed as a dual carriageway



Figure 15 Precinct 2: Looking north from Cranbourne-Frankston Road to largely undeveloped land in Precinct 2



5.2.3 Precinct 3: Langwarrin East Low Density Residential

Precinct 3 is located on the western side of the Western Port Highway corridor between Cranbourne-Frankston Road in the north and Baxter Tooradin Road in the south. It covers the eastern parts of the suburbs of Langwarrin and Langwarrin South.

The features of Precinct 3 are summarised below:

- This precinct is generally oblong in shape and generally consists of Low Density Residential zoned land with Rural Conservation zoned land at the north and south ends of the precinct area.
- It features low density rural residential uses and scattered small scale commercial uses including several nurseries, the White Chapel wedding reception centre, an assortment of home-based businesses, plus the Ahmadiyaa muslim community centre.
- Nurseries in the precinct include Busy Bees Plant Nursery, Sunvalley Plants Nursery – specialist wholesaler of native plants and ornamental varieties (*Sunvalley, 2014*), Glenwood Orchids – orchid specialist (*Glenwood Orchids, 2010*), Network Plants and Shones Nursery – premium producer of 75mm potted plants supplying to large department and hardware stores in Victoria and exporting interstate (*Shones Nursery, 2014*).
- Lot sizes north of North Road are generally around one to two hectares in size on average, increasing in size to around three to four hectares south of North Road.
- A small pocket of General Residential zoned land comprising standard residential subdivision within the suburb of Langwarrin is located in the northwest corner of this precinct.
- A Melbourne Water pipe track is located in the northeast part Precinct 2, north of McKays Road and west of Browns Road, and comprises a small section of Public Use Zone 1 land.
- Local roads within Precinct 2 servicing the rural residential area are generally unsealed with many of these roads being courts and no through roads.
- This precinct is well vegetated with established trees and shrubs forming the dominant visual characteristic of this area. Rural residences and buildings are generally set respectfully amongst the bushland surrounds.
- Several private dams and small lakes are scattered throughout the southern half of this precinct.
- A telecommunications facility (RFNSA No. 3912002) accommodating Optus and Vodafone is located at the corner of Robinsons Road and West Road.
- Amendment C99 to the Frankston Planning Scheme has been prepared by VicRoads to apply a Public Acquisition Overlay – Schedule 1 to land abutting Western Port Highway in the northeast corner of Precinct 3. The PAO is for future road and intersection upgrades.

The Amendment will allow for a diamond interchange at Cranbourne-Frankston Road and will reserve additional land along the eastern boundary of the precinct (north of Browns Road intersection) for future widening of the highway.

Figure 16 Precinct 3 Aerial Map



Figure 17 Precinct 3: Looking northeast along Kelvin Grove (internal rural residential road)



Figure 18 Precinct 3: Looking west towards Precinct 3 rural residences accessed off Western Port Highway



Figure 19 Precinct 3: Looking southwest on Leisureland Drive to Ahmadiyaa Community Centre and Place of Worship



Figure 20 Precinct 3: Looking north along West Road, Langwarrin South within rural residential area



5.2.4 Precinct 4: Cranbourne South Low Density Residential

Precinct 4 is located east of the Western Port Highway corridor between Cranbourne-Frankston Road in the north and North Road in the south. It is wholly located in the suburb of Cranbourne South.

The features of Precinct 4 are summarised below:

- This precinct is wholly zoned Green Wedge Zone. It is characterised by low density rural residential and hobby farm uses featuring a greater variety of lot sizes in general than surrounding areas west of Western Port Highway and east of Pearcedale Road.
- Lot sizes within Precinct 4 typically range from two to twelve hectares with the proportion of larger lots (7-12 hectares) more prevalent in the southern part of the precinct south of Browns Road.
- A small pocket of lots along the northern interface of the precinct features higher density subdivision than the balance of the precinct, with lot sizes ranging between 0.4-1.5 hectares around Woodlands Road and Stanhill Drive.
- A Melbourne Water pipe track runs east-west through the northern part of the precinct, with a South East Water installation and separate water tank tower located near the intersection of Browns Road and Western Port Highway.
- Two telecommunications facilities are located within this precinct along the eastern side of Western Port Highway including the SE Water tank tower (RFNSA No.3977001) accommodating Telstra and Vodafone and a monopole at Homewood Road (RFNSA No. 3977004) accommodating Optus and Vodafone.
- The precinct features a few parks and reserves including the Morning Mist Recreation Reserve, Carr-Boyd Reserve and the Cranbourne South Training Track.
- Non-residential land uses comprise horse and equestrian services (Heatherton Park Dressage Stables, Tranquil Park Stables, 5 Start Equestrian Centre, Bellbird Park Horse Agistment, Cranbourne Pony Club, The Cottage Agistment Centre, Lyndvale Farm, road side hay sales); nurseries (Bushwalk Native Nursery, Premier Plants, Maywood Flowers), Craigs Farm – chicken and egg farm (*Craigs Farms, 2014*), and an assortment of home based businesses.
- The Botanic Ridge residential estate, Cranbourne South Primary School, and Cranbourne South petrol station and general store are located just outside of the precinct to the northeast.
- Some areas of concentrated and dense treed vegetation are present in the precinct particularly near the Morning Mist Recreation Reserve and in parts of the precinct north of Browns Road.
- The remainder of the precinct features scattered vegetation, whilst the southwest corner of the precinct south of Homewood Road and west of Pearcedale Road features a more open character with recessive landscape elements.
- Amendment C199 to the Casey Planning Scheme has been prepared by VicRoads to apply a Public Acquisition Overlay – Schedule 1 to land abutting Western Port Highway in the northwest corner of Precinct 4. The PAO is for future road and intersection upgrades.

The Amendment will allow for a diamond interchange at Cranbourne-Frankston Road and will reserve additional land along the western boundary of the precinct (north of Browns Road intersection) for future widening of the highway.

Figure 21 Precinct 4 Aerial Map



Figure 22 Precinct 4: Facing south on Browns Road towards nursery (business name not available)



Figure 23 Precinct 4: Facing south to lifestyle property on Woodlands Road



Figure 24 Precinct 4: Looking north on Homewood Road to rural residences



Figure 25 Precinct 4: Facing west on Carramar Road to rural residential / hobby farm area



5.2.5 Precinct 5: Pearcedale Township Interface

Precinct 5 is located east of the Western Port Highway corridor, south of North Road, north of South Boundary Road East and west of Pearcedale Road and Tyabb-Tooradin Road. It also includes land within an approximate 200m wide buffer around the north-east periphery of the Pearcedale Township.

The features of Precinct 5 are summarised below:

- This precinct is wholly zoned Green Wedge Zone and comprises rural interface land surrounding the Pearcedale township area (Precinct 6).
- Land uses in this area generally comprise rural residential and small scale farming and agricultural uses. A number of nurseries and home-based businesses are scattered throughout this precinct.
- Precinct 5 is characterised by larger lot sizes than Precinct 4, north of North Road and Precinct 3 west of Western Port Highway and provides an interface between these adjoining low density residential areas north and rural agricultural uses further south.
- The average lot size throughout this precinct is around three to four hectares, interspersed with some larger lots of up to ten hectares and some smaller excised residential lots of 0.5 hectares.
- Two SP Ausnet high-voltage transmission lines run through parts of Precinct 5, one running east-west south of Oak Hill Road West and one running north-south west of Smiths Lane.
- Nurseries in the area include the Pearcedale Garden Centre, Tempo Two and Iris Farm nurseries, and Python Advanced Trees.
- Agricultural uses include the Berrydale farm (berry grower), Oak Hill Produce and other small scale produce operations that are not commercially advertised.
- Other land uses include an indoor equestrian centre, Chappell Park horse agistment, and an assortment of home-based businesses like Keshava Flowers, The Beauty Train (beauty salon) and Comm Art (web designers).

Figure 26 Precinct 5 Aerial Map

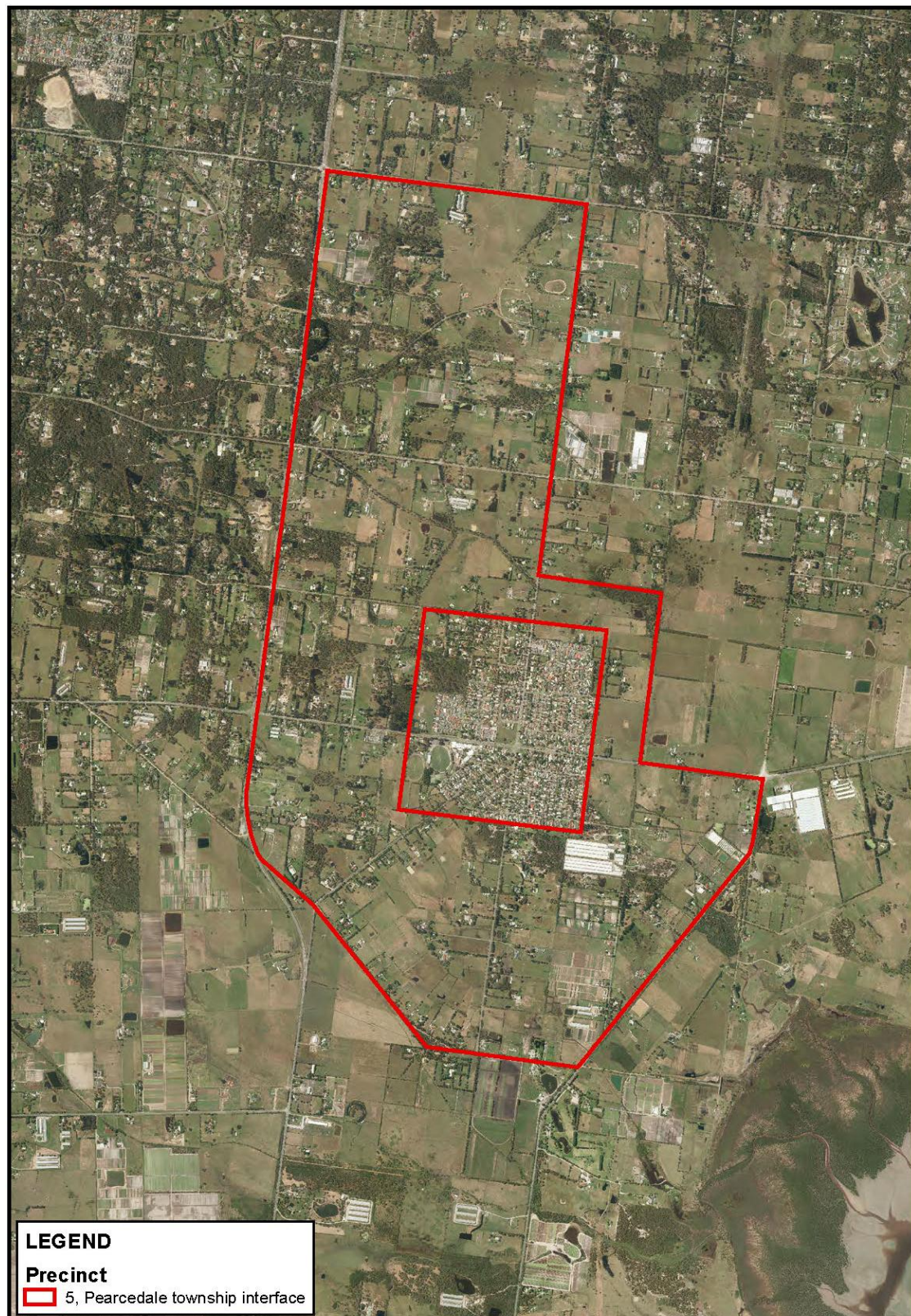


Figure 27 Precinct 5: Looking south of Baxter-Tooradin Road to Pearcedale Garden Centre



Figure 28 Precinct 5: Looking north on Oak Hill Road West to agricultural land



Figure 29 Precinct 5: Looking south on Favorite Hill Road



Figure 30 Precinct 5: Looking east from East Road towards open farmland and SP Ausnet transmission corridor



5.2.6 Precinct 6: Pearcedale Rural North East

Precinct 6 is located on the east side of Pearcedale Road, south of North Road and north of Baxter-Tooradin Road northeast of the Pearcedale town centre.

The features of Precinct 6 are summarised below:

- This precinct is wholly located within the Green Wedge Zone. It is predominately characterised by less developed open rural paddocks with farmland generally to the south of the precinct and some rural residential uses in the north.
- Larger lot sizes are typically found in the southern farmland area with lots sizes of up to 30 hectares, whilst lot sizes in the rural residential areas generally range from 1.5-8 hectares.
- A key land use features of this area is the presence of a high-voltage transmission corridor (and generally undeveloped land within this corridor) that runs north-south through the precinct. The proposed Pearcedale North SP Ausnet terminal station (reserved land parcel) is also located along this transmission corridor, south of North Road.
- A concentrated area of dense treed vegetation is present in and around the proposed SP Ausnet transmission station; however the balance of this precinct is generally cleared of trees with the exception of linear plantings along several land parcel boundaries.
- Several animal related services are clustered in Precinct 6, including the RSPCA Peninsula centre, Stirling Lodge Kennels, Perfect Paws Pet Resort, Animal Aid Vet, 4 Paws Boarding Kennels, WN Walker Harness Racing, and Genevra Park Horse Agistment.
- Agricultural and farming uses within the precinct include Bruyen Farms selling super kale and celeriac, A All Azalea Nursery, Green & Gold Wholesale Flower Growers, and private farm-gate sales of hay and ground cover.
- Coolibah Herbs farms are located immediately east of the Precinct 6 boundary outside of the study area, but remain part of the Pearcedale township operations. They supply washed salad greens, mixed leaves and a variety of herbs and vegetables to the restaurant industry, local markets, supermarkets across Australia, various fresh produce stores and greengrocers and farmers markets (*Coolibah Herbs, 2013*).
- Two telecommunications facilities are located in Precinct 6, including a Telstra monopole (RFNSA No.3912004) in the north and an Optus and Vodafone facility (RFNSA No. 3912001) in the south.

Figure 31 Precinct 6 Aerial Map

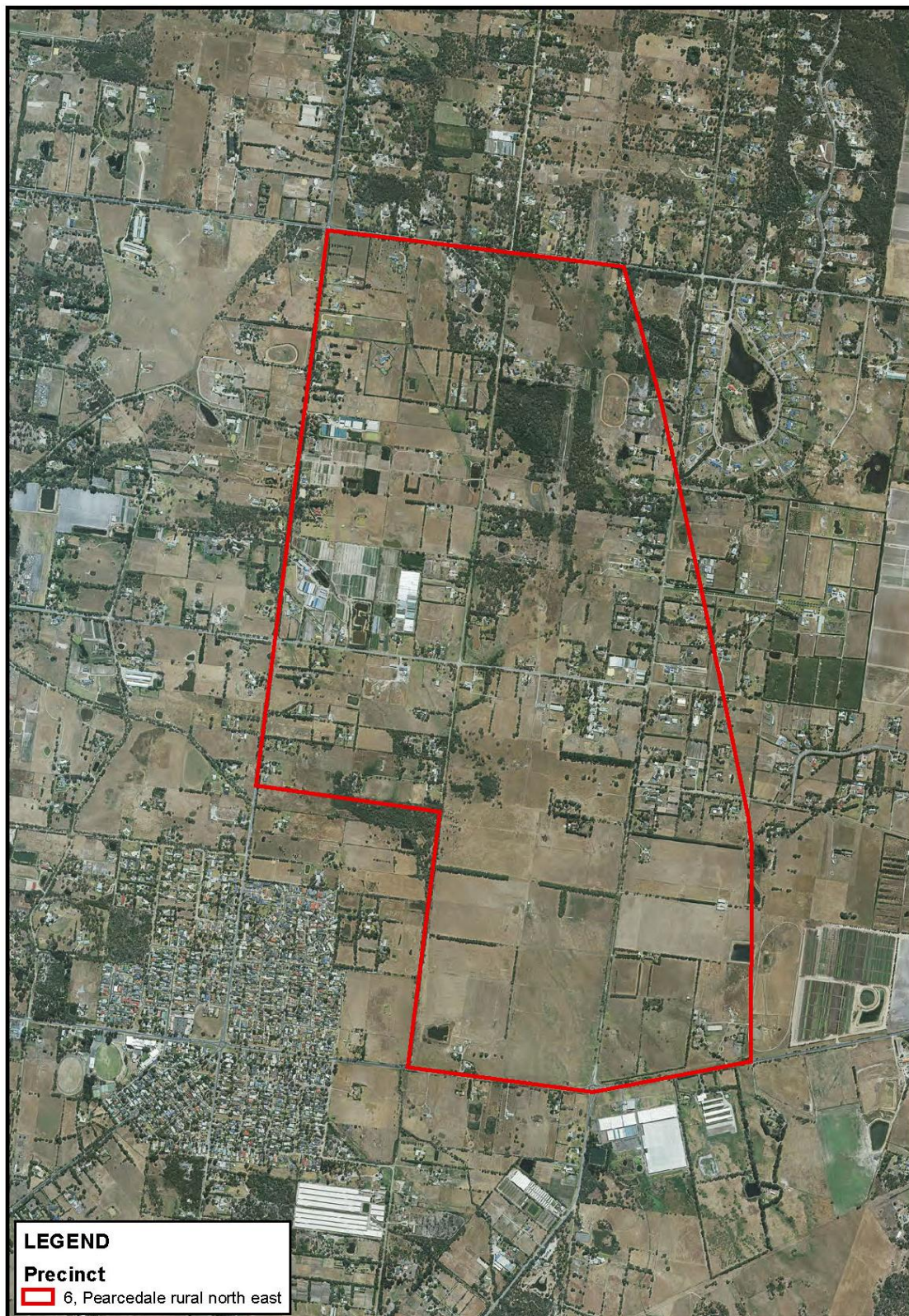


Figure 32 Precinct 6: Peninsula RSPCA Facility



Figure 33 Precinct 6: Looking south from North Road down the HV corridor largely undeveloped



Figure 34 Precinct 6: Looking north on Robinsons Road towards agricultural and farm land



Figure 35 Precinct 6: Looking north west from Smiths Lane to open rural paddocks and HV corridor in distance



5.2.7 Precinct 7: Pearcedale Township

Precinct 7 comprises the Pearcedale Town Centre at the intersection of Pearcedale Road and Baxter-Tooradin Road. It covers an area of approximately 1.5 square kilometres.

The features of Precinct 7 are summarised below:

- This precinct is generally zone General Residential Zone, with some Commercial and Public Use zonings within the town centre, and Green Wedge Zone on the township outskirts.
- It features standard residential subdivisions built around the intersection of Pearcedale Road and Baxter-Tooradin Road with lot sizes typically ranging between 700 square metres to 1,000 square metres, with some larger lots along the northern township periphery of up to 4,000 square metres.
- A range of community facilities and township infrastructure are present including the Pearcedale Recreation Reserve, Pearcedale Community Hall, George Wisken Memorial Oval, Colley St Bushland Reserve, Pearcedale Primary School, Public Hall and the Pearcedale Village Shopping Centre.
- The Pearcedale Farmers Market is also held within this precinct including a variety of stalls selling local produce from the agricultural and farming businesses in the area, and showcasing local artisans and businesses (*Ripefruit Media Co, 2014*).
- The Western Port Highway is the main north-south arterial road linkage accessible to the Pearcedale township, approximately one kilometre west of the township.
- Pearcedale Road is a secondary north-south road route serving the area, developed north of Baxter-Tooradin Road as a single carriageway with sealed shoulders and south of Baxter-Tooradin Road as an undivided local road.
- Tyabb-Tooradin Road is located approximately one kilometre east of the township, and provides a southerly linkage from Baxter-Tooradin Road towards Tyabb and the Port of Hastings.
- With the exception of Colley St Bushland reserve and a handful of land parcels west and south of the township residential area, vegetation within Precinct 7 generally takes the form of street trees and landscaping within the gardens of residential township properties.
- A Telstra telecommunications facility is located at the Pearcedale Recreation Reserve (RFNSA No. 3912007).

Figure 36 Precinct 7 Aerial Map



Figure 37 Precinct 7: Pearcedale Village Centre



Figure 38 Precinct 7: Looking north along Pearcedale Road



Figure 39 Precinct 7: Looking east along Oakden Street within township residential area



Figure 40 Precinct 7: Looking north along Baxter-Tooradin Road at eastern township boundary with rural interface



5.2.8 Precinct 8: Somerville-Tyabb Rural Residential Area

Precinct 8 is located south of Baxter-Tooradin Road and South Boundary Road East, and west of Tyabb-Tooradin Road in the suburbs on Somerville and small part of Pearcedale. The precinct is divided by the Western Port Highway corridor (Precinct 15) in a north-south direction.

The features of Precinct 8 are summarised below:

- This precinct is located southwest of the Pearcedale township and generally comprises Green Wedge Zone land in the north and Special Use Zone 1 land in the south.
- It is predominantly characterised by productive agricultural land uses on large rural lots of up to 60 hectares. Some smaller lot sizes of around two hectares are present in the area, generally excised off larger farming lots for residential purposes.
- Farms include Gazzola Farms which produces green vegetables for local, interstate and export markets (*Gazzola Farms, 2014*), and Taranto Farms north of the Tyabb township.
- Several Christmas tree farms including the Somerville Christmas Tree Farm, nurseries and farm gate sales are found in the precinct.
- Residential uses are limited to scattered houses associated with larger farm estates and rural residential properties that line the roadways within the area.
- Some horse and equestrian services are present, but to a lesser extent in this part of the study area. Related businesses include the Treehaven Equestrian Centre and Derby Equestrian Centre.
- Land within this precinct is generally cleared of treed vegetation, consisting of open farmland and paddocks or agricultural fields. Watson Creek and Queens Road Drain run through the precinct from Watsons Inlet in Western Port Bay.
- Two pockets of dense treed vegetation in this precinct are found at the Tyabb Bushland Reserve in the north of the precinct, and at the junction of O'Neills Road and Lower Somerville Road.

Figure 41 Precinct 8 Aerial Map

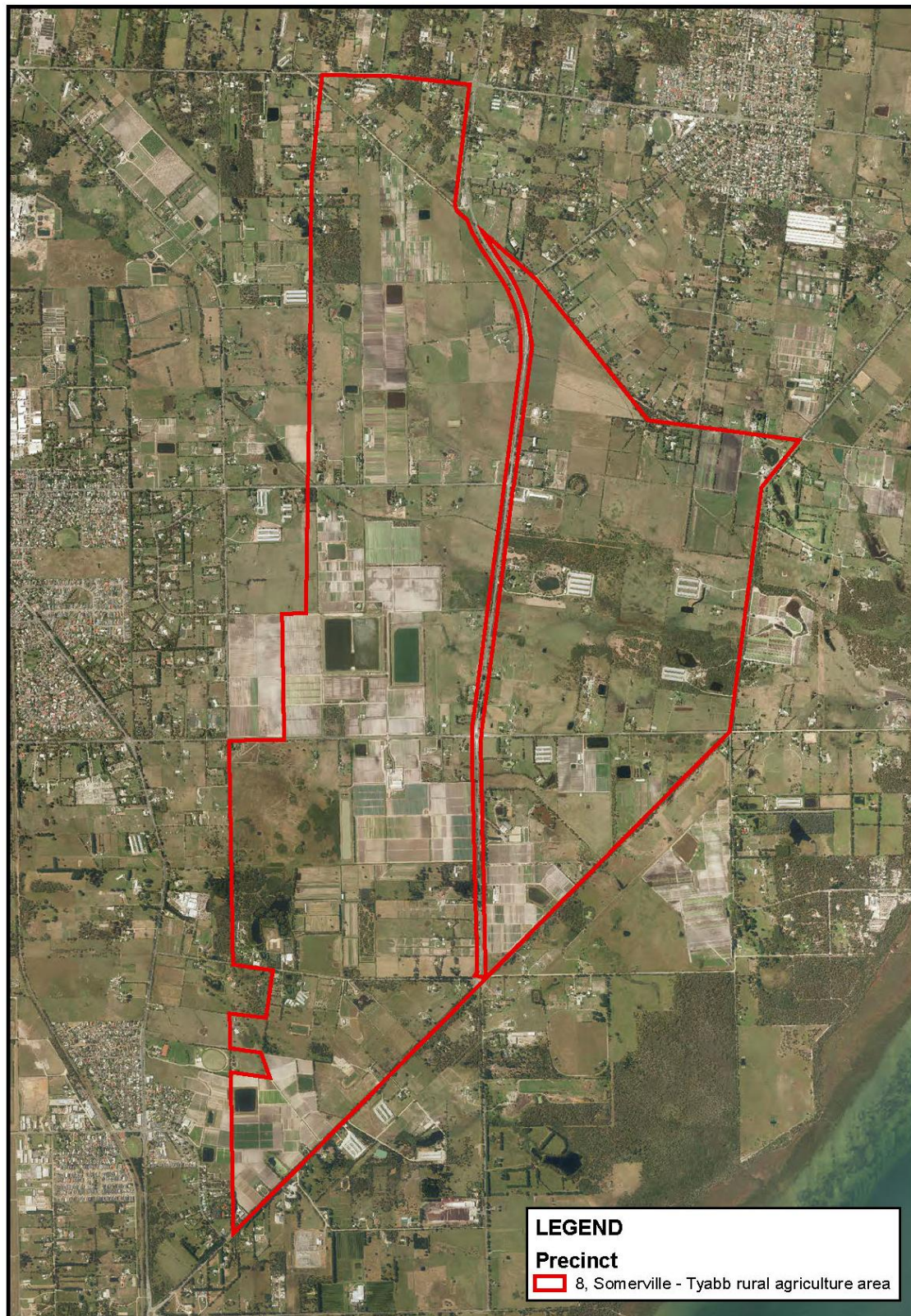


Figure 42 Precinct 8: Looking east from Frankston-Flinders Road to Somerville Christmas Tree Farm



Figure 43 Precinct 8: Looking south down Western Port Highway



Figure 44 Precinct 8: Looking north on Tyabb-Tooradin Road to agricultural land

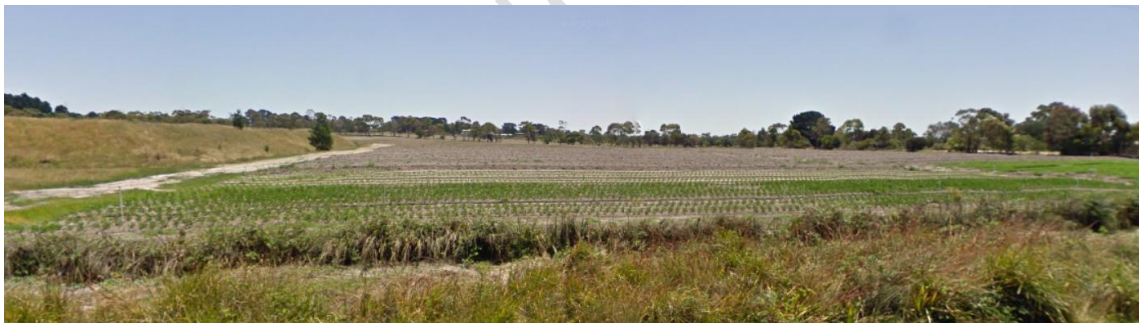


Figure 45 Precinct 8: Looking north on Bungower Road to open farmland



5.2.9 Precinct 9: Western Port Coastal Interface

Precinct 9 is located centrally along the eastern border of the study area. It comprises the coastal interface to Western Port's Watson Inlet.

The features of Precinct 9 are summarised below:

- This precinct is characterised by areas of rich biodiversity and landscape values.
- Land in this precinct is zoned a mixture of Rural Conservation Zone, Green Wedge Zone, Public Conservation and Recreation Zone, and Special Use Zone 1.
- Land parcels vary in size generally between five to twenty hectares with some smaller residential lots in Yaringa around two hectares.
- Land uses include the Pearcedale Conservation Park and Moonlit Sanctuary, Pearcedale Riding School and Pony Club, Beach Park, Bembridge Golf Course, and the Gordon Rolfe Bushland Reserve.
- The Yaringa Boat Harbour is located centrally within this precinct and comprises a generally isolated settlement of rural residential uses around the Yaringa Marina.
- The Yaringa Boat Harbour also hosts a handful of related commercial uses including Superior Masts & Rigging, JNC Marine, The Yacht Doctor, Condor Trailers, Clow Marine Electronics, Supreme Marine, Steve's Marine Windows and Windscreens, and Yaringa Boat Hire (*Yaringa Boat Harbour, 2014*).
- There are approximately 600 boats at the Yaringa Boat Harbour. Their services include floating marina berths, trailer boat storage, 35 tonne straddle carrier, 40 tonne straddle carrier with crane jib and an extensive boatyard.
- Several tributaries from Western Port run inland through Precinct 9 including Watson Creek and Queens Road Drain. Mangroves within Watson Inlet which form part of the Yaringa Marine National Park line the coastal shores of the area.
- A Melbourne Water pipe track runs through the precinct from the northeast to the south west generally parallel to Tyabb-Tooradin Road.
- A high voltage SP Ausnet transmission line also runs in a north-south direction and through the precinct in-line with the Melbourne Water pipe track.
- A reasonable proportion of the land in this precinct is covered by dense trees on land and over water (mangroves), with some pocks of rural farmland scattered in between.
- Some agricultural and farming uses are located in this precinct including the Pearcedale Egg Farm and Hussey & Co – producing gourmet salad mixes (*Hussey & Co, 2011*).

Figure 46 Precinct 9 Aerial Map



Figure 47 Precinct 9: Moonlit Sanctuary and Pearcedale Conservation Park



Figure 48 Precinct 9: Looking south at the Yaringa Boat Harbour



Figure 49 Precinct 9: Looking east off Tyabb-Tooradin Road near Watson Creek Bridge



Figure 50 Precinct 9: Looking east off McKirdys Road (near Thornells Road intersection) towards Western Port Bay



5.2.10 Precinct 10: Port of Hastings Industrial Rural Interface

Precinct 10 is located south of Western Port Highway and Bungower Road, north of Denham Road and west of Precinct 9. It comprises of a mixture of industrial and rural land uses on the northern periphery of the Port of Hastings.

The features of Precinct 10 are summarised below:

- This precinct is wholly located within the Special Use Zone 1 with the exception of a utilities corridor zoned Public Use Zone 1.
- Lot sizes are larger north of Pikes Road (up to fifty hectares), whilst lots within the remainder of the precinct generally range from two to thirty hectares.
- Commercial and industrial land uses predominately characterise this precinct which sits to the north of the main Port of Hastings activities core.
- Uses include a Holcim's site – concrete producer (*Holcim, 2014*), Debco – garden products manufacturer (*Debco, 2009*), a broiler farm, Transpacific recycling services (*Transpacific, 2014*), Linden Marine – boat builder (*Linden Marine, 2012*), Setting Standards Wholesale Nursery, and the Westernport Coolstores – the largest fruit storage and processing facility in the region (*Snack Apple, 2014*).
- Public services and utility facilities are also found in Precinct 10 including the Tyabb Waste Disposal Centre, the SP Ausnet Tyabb Station, a high voltage transmission running south of Tyabb-Tooradin Road and Western Port Highway, and a Melbourne Water pipe track running in line with the transmission corridor.
- Some rural residential uses are located in this precinct.
- The Western Port Highway spans the western boundary of this precinct for a length of approximately 5.3 kilometres. McKirdys Road runs north-south through the precinct from and is developed as a single carriageway road with unsealed shoulders.
- Rural residential uses are concentrated in the southwest corner of this precinct along the Western Port Highway interface facing the Tyabb township.
- This area is generally cleared of established treed vegetation, although some linear planted tree formations exist along property boundaries and scattered trees present around dams along Thornells Road.

Figure 51 Precinct 10 Aerial Map

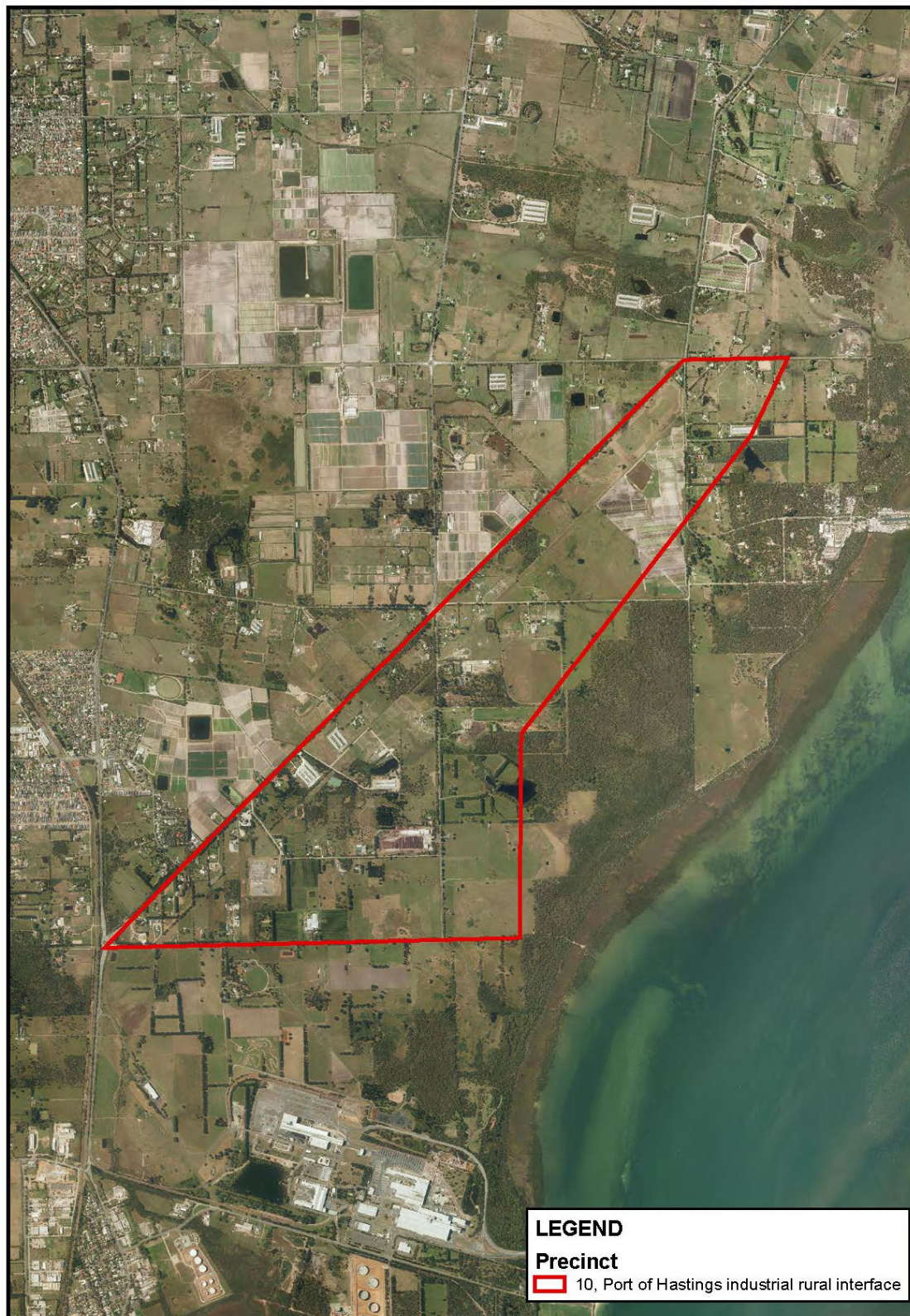


Figure 52 Precinct 10: SP Ausnet Tyabb Station



Figure 53 Precinct 10: Western Port Coolstores



Figure 54 Precinct 10: Debco



Figure 55 Precinct 10: Looking south on McKirdys Road looking toward Port of Hastings



5.2.11 Precinct 11: Tyabb Township

Precinct 11 comprises the Tyabb town centre located around the intersection of Frankston-Flinders Road and Mornington-Tyabb Road. It is generally bound by O'Niells road to the north, Denham Road to the south, and the eastern boundary of Bunguyan Reserve.

The features of Precinct 11 are summarised below:

- This precinct comprises several land use zonings including the General Residential Zone, Commercial 1 Zone, Public Park and Recreation Zone, Public Use Zone, Low Density Residential Zone, Special Use Zone 3, Industrial 3 Zone and Green Wedge Zone.
- It features a range of community facilities and township infrastructure including the Tyabb Central Recreation Reserve, Bunguyan Reserve, Western Port Lions Reserve, Tyabb North Sports Ground, Tyabb Train Station, Tyabb Hall, United Petroleum Petrol Station and Tyabb Shopping Strip.
- Two schools are located within the precinct being Padua College Tyabb Campus and Tyabb Railway Station Primary School, whilst the Tyabb township is also served by two additional schools outside of the study area to the west including Flinders Christian Community College (Tyabb Campus) and Tyabb Primary School.
- Part of the Mornington Peninsula Airport facility is located within the western boundary of the study area.
- Numerous commercial and retail uses are present within this precinct consisting of local businesses including the Tyabb IGA, Tyabb Antique Centre, Tyabb Packing House Antiques, and Tyabb Newsagency.
- Majority of the residential uses in this township comprise conventional residential subdivision with lot sizes between 400-800 square metres in general. Lower density rural residential development is present in the south and southeast of the township with lot sizes around two hectares on average.
- One Telstra telecommunications facility is located in the precinct at Bunguyan Reserve (RFNSA No. 3913001). A further Optus and Vodafone facility is located just outside of the precinct and study area to the west (RFNSA No. 3913002).

Figure 56 Precinct 11 Aerial Map

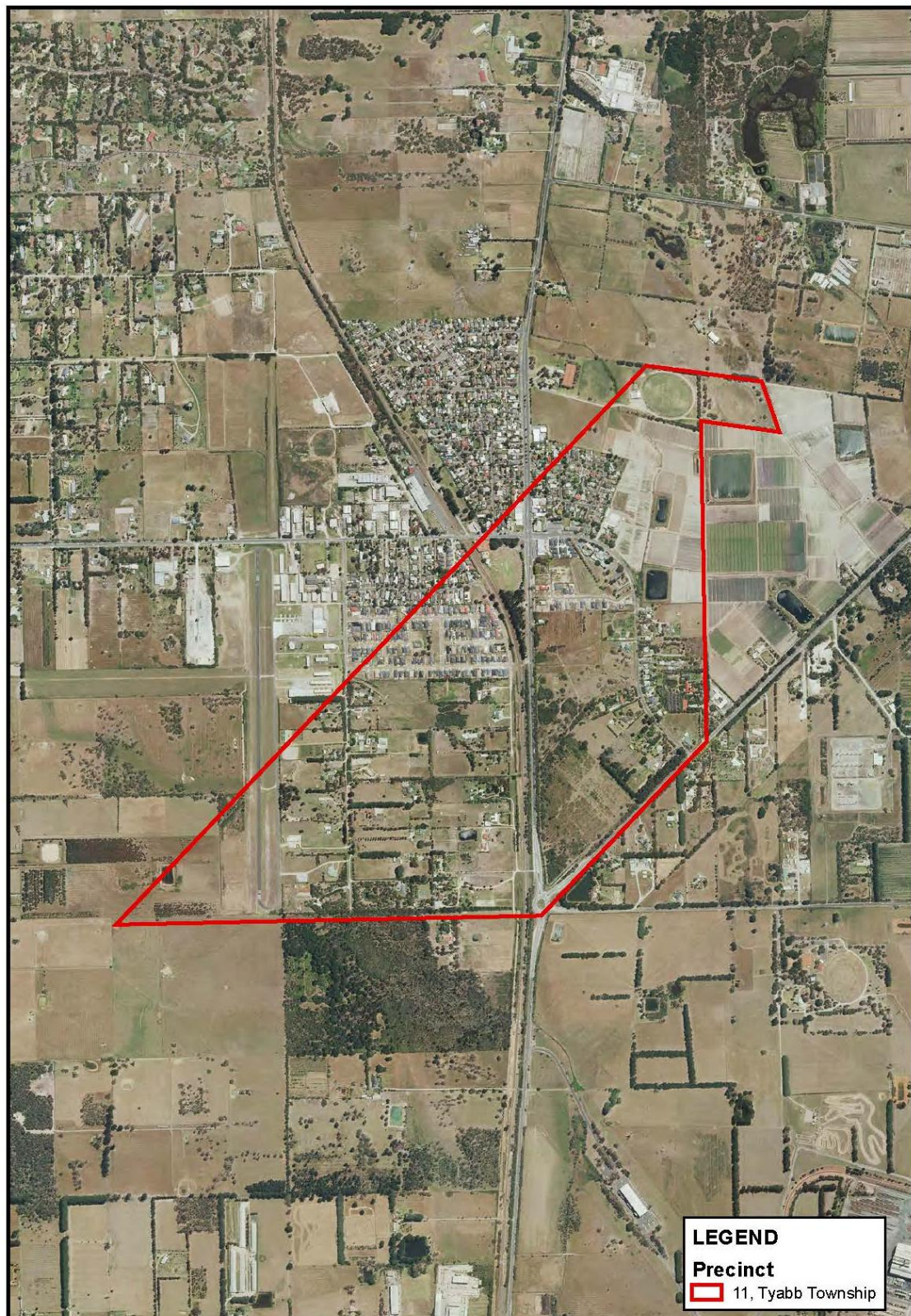


Figure 57 Precinct 11: Looking north on Frankston-Flinders Road



Figure 58 Precinct 11: Looking west on Mornington-Tyabb Road



Figure 59 Precinct 11: Looking south to Mornington Peninsula Airport



Figure 60 Precinct 11: Looking north on Mornington-Tyabb Road to Tyabb Industrial Area



5.2.12 Precinct 12: Port of Hastings Western Rural Buffer

Precinct 12 is located west of Frankston-Flinders Road (Western Port Highway), south of the Tyabb township and north of the Hastings township. Land parcels are larger than adjoining precincts to the north and south resulting in the precinct functioning as a township rural buffer between Tyabb and Hastings.

The features of Precinct 12 are summarised below

- This small precinct is generally located within the Special Use Zone 1 on the western periphery of the main Port of Hastings activity core.
- The Western Port Highway (Frankston-Flinders Road) and Stony Point rail line form the eastern boundary of this precinct and span a length of approximately 1.5 kilometres.
- The Blue Scope Steel rail line diverges at the southeast corner of this precinct from the Stony Point rail line running north-south, to run east-west along Bayview Road into the Western Port Blue Scope Steelworks site.
- This part of the Western Port Highway is developed as a single carriageway with sealed shoulders.
- The precinct is currently characterised by largely undeveloped rural land parcels with some farming and agricultural uses along Graydens Road.
- Dense vegetation is located on properties in the northeast and along the western boundary of this precinct whilst the balance of the precinct comprises generally open paddocks.
- A Melbourne Water pipe track runs east-west along the northern boundary of this precinct and is zoned Public Use Zone 1.
- Some commercial and industrial uses are also present along the Graydens Road interface of this precinct and include Bowens Hardware and Jack Thompson Engineering (*JTE, 2014*).
- Rural residential uses are generally concentrated in the southwest part of the precinct accessed off Graydens Road or Boes Road.
- Lot sizes generally range from three to thirty hectares, with some smaller excised rural residential lots of one to three hectares.

Figure 61 Precinct 12 Aerial Map

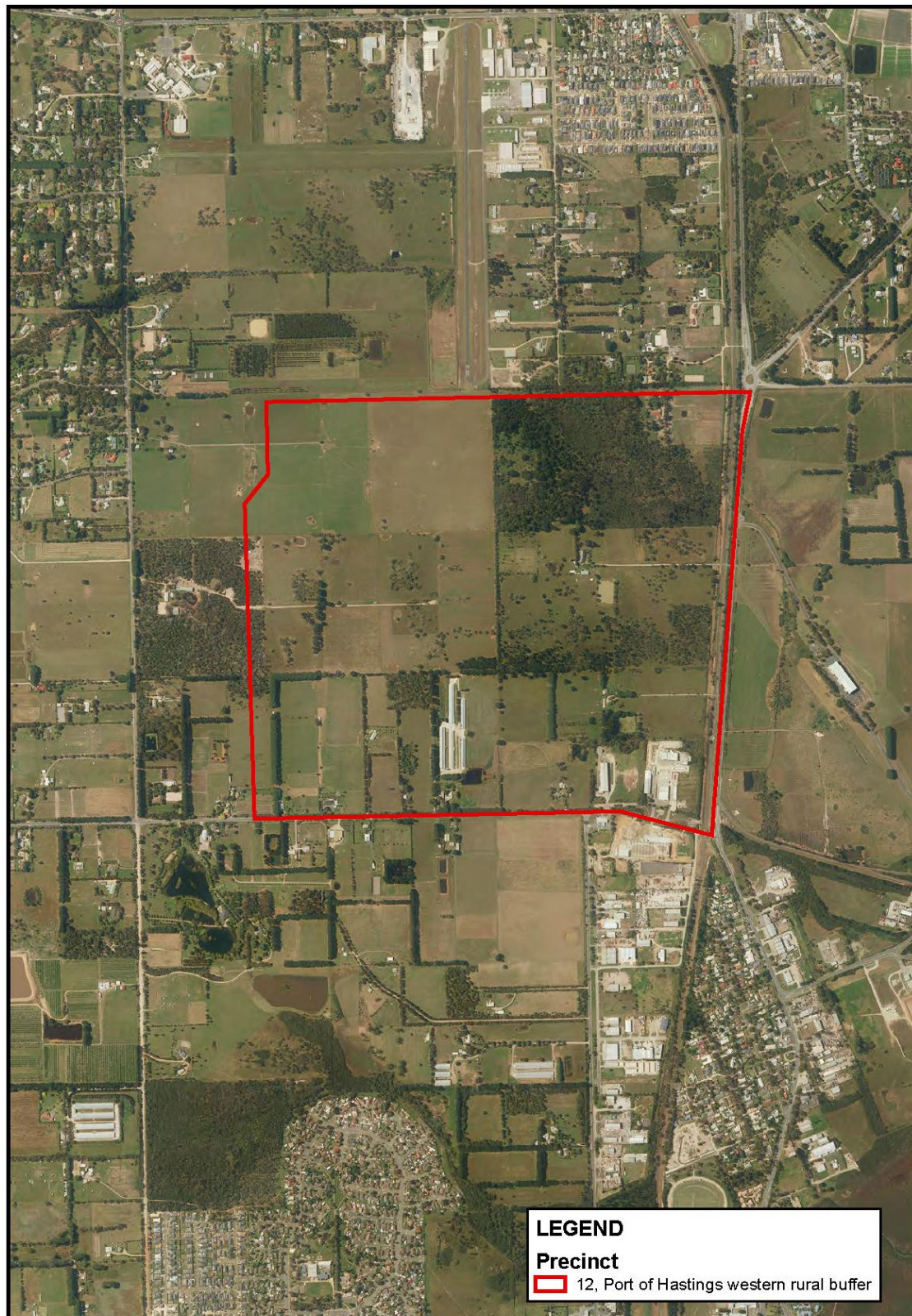


Figure 62 Precinct 12: Looking North on Graydens Road to open farmland



Figure 63 Precinct 12: Looking north on Graydens Road to Bowens and Jack Thompsen Engineering in distance



Figure 64 Precinct 12: Looking north on Graydens Road to rural residences



Figure 65 Precinct 12: Looking north on Western Port Highway near Stony Point-Blue Scope Steel rail line divergence



5.2.13 Precinct 13: Hastings Township

Precinct 13 comprises the Hastings town centre west of Mayne Avenue and the Western Port coastline (Hastings Bight), north of High Street and south of Graydens Road. Majority of this precinct comprises developed township areas, with the exception of land north of Kings Creek which is zoned Green Wedge Zone.

The features of Precinct 13 are summarised below:

- Land within this precinct consists of a variety of land use zonings including the General Residential Zone, Green Wedge Zone, Industrial Zone, Public Park and Recreation Zone, Public Use Zone, Low Density Residential Zone, Commercial 1 Zone and Commercial 2 Zone.
- This precinct features conventional residential subdivisions and a range of community facilities and township infrastructure including Hastings Westpark Primary School, Hastings Cove Retirement Village, The Bays Hospital, Hastings Train Station, St Marys School, Hastings Primary School, Hastings Fitness and Leisure Centre, Hastings Pre-School, Westpark Pre-School, Bunnings Warehouse.
- Several recreation and nature reserve are present in the area including King Creek Bushland Reserve, Hastings Park, Hastings Foreshore Reserve, Thomas Barclay Oval, Babington Park, Fred Smith Reserve, and Pelican Park. Kings creek runs inland through this precinct from Western Port bay.
- The Hastings industrial precinct is also present east of Frankston-Flinders Road and the railway line between Graydens Road and High Street.
- Other features within the township but outside of the study area include the Hastings Shopping Centre (High Street), Western Port Marina, Western Port Business Centre, Western Port Secondary College, Peninsula Parklands, and Warringine Park Creek Area.
- The Western Port Highway terminates at the northern boundary of this precinct diverging into Marine Parade which serves as the main entry into the Hastings township, and Frankston Flinders Road (Graydens Road) providing access to the western part of the township and linkages to suburbs further south.
- The township is bound to the east by Hastings Bight (Western Port Bay) which is the main point of orientation and source of amenity and recreational value for the township.
- Two telecommunications facilities are located east of Frankston-Flinders Road in the northern industrial and commercial part of this precinct, including an Optus and Vodafone facility (RFNSA No. 3915002) and a Telstra facility (RFNSA No.3915003).

Figure 66 Precinct 13 Aerial Map

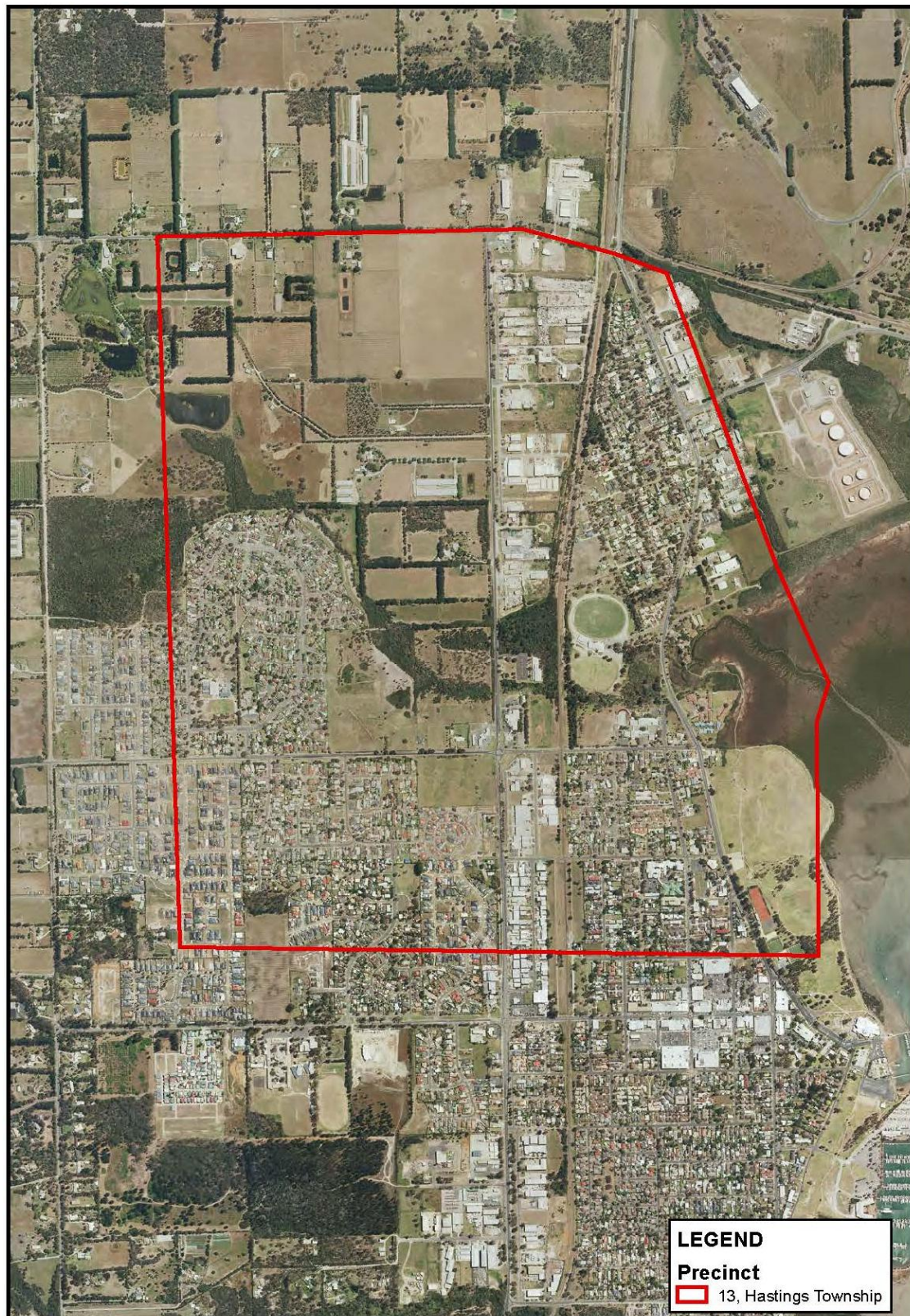


Figure 67 Precinct 13: Looking south down Marine Parade



Figure 68 Precinct 13: Looking south down Frankston-Flinders Road to commercial/industrial area



Figure 69 Precinct 13: Looking east to Hastings Foreshore Reserve from Marine Parade



Figure 70 Precinct 13: Looking north to residential estate from Hodgins Road



5.2.14 Precinct 14: Port of Hastings Activities Core

Precinct 14 is located east of Western Port Highway and Mayne Avenue and south of Denham Road to the Western Port (Hastings Bight) coastline.

The features of Precinct 14 are summarised below:

- This precinct is mainly comprised of the Special Use Zone 1 with some areas of Public Conservation and Resource Zone and Public Park and Recreation Zone along the coast.
- It comprises the core Port of Hastings operations area accessed via Bayview Road.
- Current land uses within the main Port of Hastings activities core include the Western Port Works Blue Scope Steel facility, United Hastings terminal, BOC Gasses, ESSO Long Island Point Plant, Long Island Point Jetty and the Blue Scope Steel roll on-roll off Wharf.
- The precinct also contains the Tyabb Public Cemetery, an old subdivision south of Cemetery Road incorporating a range of mixed uses including residential premises and Crib Point Engineering, Hastings Seafarers Centre, the Blue Scope Steel Recreation Reserve and Motorcycle Club.
- An industrial and warehousing precinct also exists east of Marine Parade and Mayne Avenue including companies such as A&A Morse Fibreglass Boat Repairs, Hastings Tyreright, Metal 2 Metal, Supa Centre, Coates Hire, Hastings Cheapest Cars, Steg Engineering, Winstons Self Storage, and Westernport Re-Winding.
- The Hastings foreshore reserve and mangroves are located along the coastal boundary of this precinct.
- Olivers Creek runs in a north-south direction from Hastings Bight (Western Port Bay) into the Blue Scope Steelworks site.
- The rail line that diverges from the Stony Point line along the Western Port Highway and enters this precinct is separated into three tributaries serving various Blue Scope Steelworks buildings and areas.
- Two telecommunications facilities are located in the southern (old subdivision) part of the precinct, including a Telstra facility (RFNSA No.3915004) and an Optus facility (RFNSA No. 3915006).

Figure 71 Precinct 14 Aerial Map

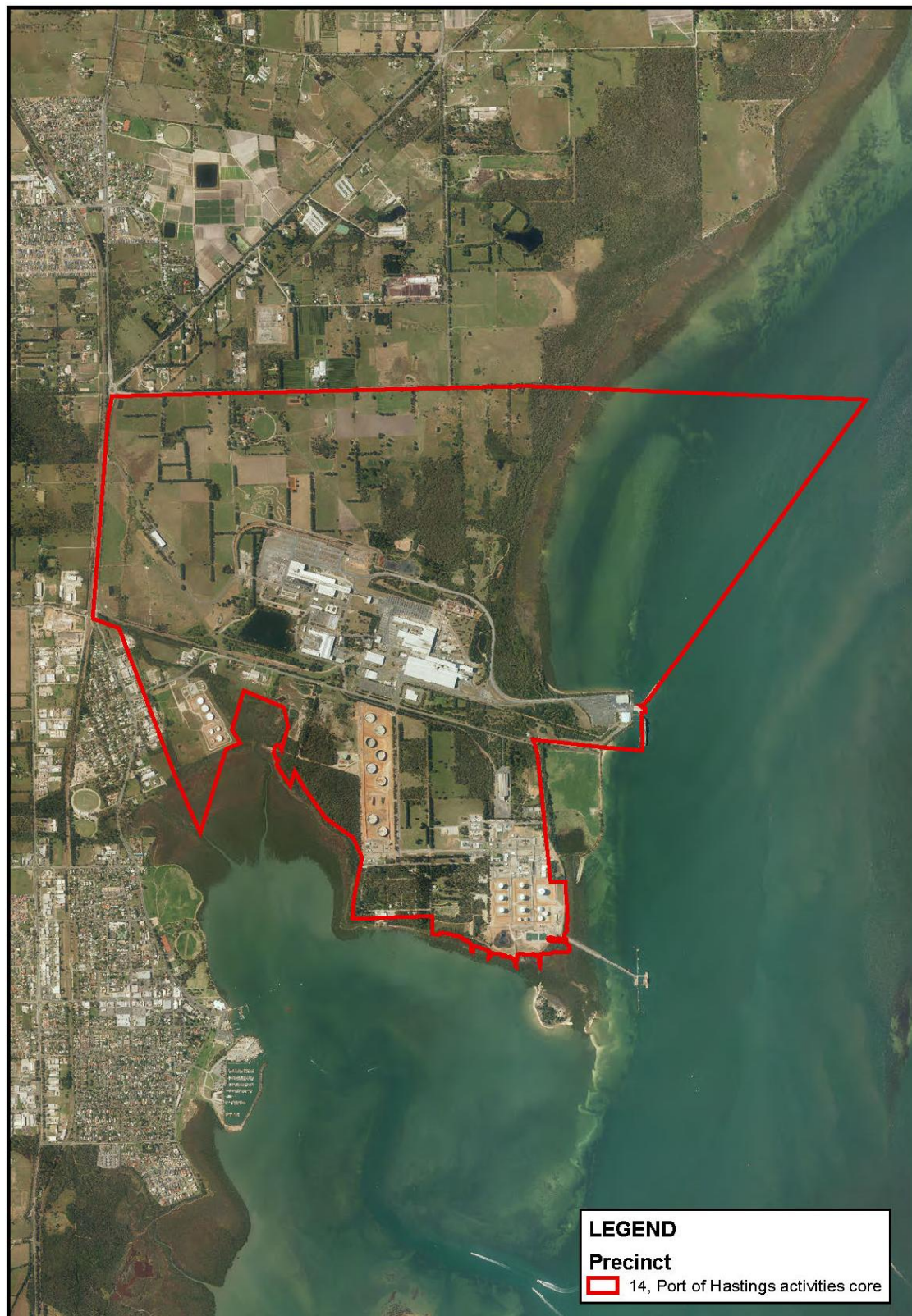


Figure 72 Precinct 14: Looking north on Bayview Road towards Blue Scope Steel Facility



Figure 73 Precinct 14: Looking southwest on Long Island Drive to Port of Hastings Long Island Point Jetty area



Figure 74 Precinct 14: Looking west on Beach Drive to industrial and rural uses in old subdivision



Figure 75 Precinct 14: Looking south on Denham Road to northern buffer to Port and transmission corridor



5.2.15 Precinct 15: Western Port Highway Corridor

Precinct 15 comprises the existing Western Port Highway road reservation and future road reservations covered by the Public Acquisition Overlay – Schedule 1 (PAO1) either side of the corridor between Ballarto Road and Pikes Road.

The existing features of Precinct 15 are summarised below:

- Land within this precinct is currently used as existing roadway or is planned to be used for future roadway under the Frankston, Casey and Mornington Peninsula Planning Schemes.
- The section of Western Port Highway at the northern end of this precinct between Ballarto Road and North Road is currently constructed as a dual carriageway generally featuring a sealed verge on either side of the road (except for the eastern side of the highway north of Cranbourne-Frankston Road).
- The section of Western Port Highway south of North Road is generally constructed a single carriageway with a sealed verge either side of the road.
- The Western Port Highway road reservation and associated future reservations covered by the PAO1 generally covers an area with a width of approximately 55-60 metres for the length of this precinct.
- Five round-a-bouts are currently located along this part of the Western Port Highway at road intersections including Ballarto Road, Cranbourne-Frankston Road, Browns Road, North Road, Baxter-Tooradin Road, and Bungower Road.
- The existing Western Port Highway reservation and PAO1 areas within Precinct 15 include nature strips and roadside vegetation.
- Planning Scheme Amendments C99, C199 and C183 to the Frankston, Casey and Greater Dandenong Planning Schemes have been prepared by VicRoads to apply the PAO1 to additional land outside of, but adjoining the northern end of this precinct.
 - These Amendments form part of the proposed “Western Port Highway (North) Upgrade”.
 - The Amendments seek to facilitate an upgrade of the Western Port Highway to freeway standard between South Gippsland Freeway and Browns Road and will include sufficient land for the possible future provision of a rail line to the Port of Hastings.
 - These Amendments are currently on exhibition and have not yet been approved or incorporated into the respective Council Planning Schemes. As such, these proposed PAO1 areas outlined within Amendment C99 and C199 have not been included within Precinct 15.
 - The proposed Amendments will allow for a Ballarto Road overpass and a diamond interchange with Cranbourne-Frankston Road overpass, over the proposed upgraded Western Port Highway.

Figure 76 - Precinct 15 Aerial Map

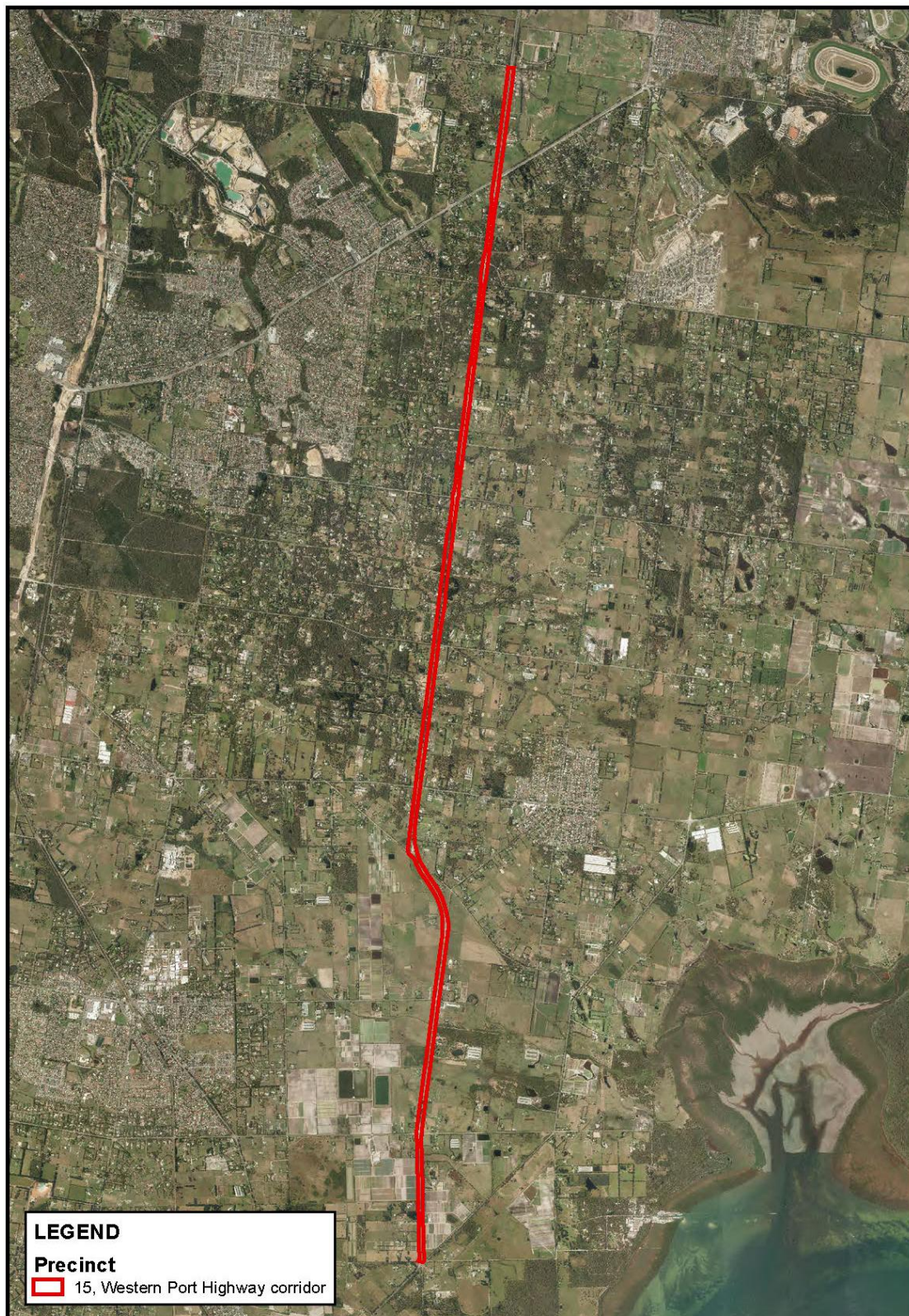


Figure 77 Precinct 15: View facing south from Western Port Highway near the Ballarto Road intersection



Figure 78 Precinct 15: View facing south from Western Port Highway near Homewood Road intersection



Figure 79 Precinct 15: View facing south from Western Port Highway between Robinson Road and Victoria Road



Figure 80 Precinct 15: View facing north at Tyabb-Tooradin Road / Pikes Road towards Western Port Highway



5.3 Population Profile

The URS 2014 Report provided a summary of population changes between 2006 and 2011 based on census data obtained from the Australian Bureau of Statistics (ABS). Since the URS 2014 Report was prepared, no further ABS population data has been released. In general, the findings of the report are applicable to the amended study area contained within this assessment. There is generally overlapping census collection districts (CDs) outside of the URS study area.

Findings of the URS 2014 Report are summarised as follows:

- Between 2006 and 2011 the geographical units used by the ABS to collect data were amended and as such patterns of population growth or decline within the study area may be skewed.
- The URS study area featured an overall population increase of 13 per cent between 2006 and 2011.
- Population growth was most apparent in the metropolitan fringe areas of Cranbourne South, the eastern periphery of Langwarrin and Langwarrin South, and in rural townships including Pearcedale and Hastings.

This Land Use Desktop Assessment supplements these findings by providing updated population forecast data from the Mornington Peninsula, Frankston and Casey Community Profiles (*Community Profiles, 2014*), which forecasts population growth from 2014 to subsequent years in the future.

It is noted that each municipality's Community Profile uses a varied end-year to forecast growth from the base year of 2014. Mornington Peninsula, Frankston and Casey Council's forecast growth from 2014 to 2031, 2036 and 2041 respectively. Furthermore, the precinct boundaries adopted for this report do not align or correlate to the catchment boundaries used in the population forecasts within the municipal Community Profiles.

Based on the varied end-years and differentiation between precinct and catchment boundaries, the population forecast information provided may be slightly overstated or understated. It does however provide a general indication of demographic change within the study area.

The catchment forecast areas and boundaries within the respective Community Profiles are provided at Appendix D. The below table summarises the population forecasts relevant to the study area.

Table 7 Population Forecast Table - Mornington Peninsula, Frankston, Casey

Community Profile - Catchment	Relevant Study Precinct	2014 Population	Population By (end-year)	Population Change	Percentage (%) Change
Mornington Peninsula 2014 – 2031					
Baxter-Pearcedale	8	2,468	2,731	+263	+10.65%
Somerville	8, 9, 10	11,596	12,312	+716	+6.17%
Tyabb	9, 10, 11	3,385	4,053	+668	+19.74%
Hastings	12, 13, 14	9,641	12,079	+2438	+25.28%
Frankston 2014 – 2036					
Skye	1	7,904	8,002	+98	+1.23%
Langwarrin-Langwarrin South	1,3	23,982	26,930	+2,949	+12.29%
Casey 2014 – 2041					
Cranbourne West	2	11,623	26,882	+15,259	+131.28%
Casey Farm – Cranbourne South	4	3,443	3,736	+293	+8.53%
Pearcedale	5, 6, 7, 9	3,743	4,095	+352	+9.43%

Based on Table 7, the following population trends are identified:

- Population is expected to increase between 2014 and 2031 across all of the catchment forecast areas within the study area;
- The catchment areas with the most growth in terms of number of people include Cranbourne West (Precinct 2), Hastings (Precincts 13 and 14), and Langwarrin-Langwarrin South (Precinct 3).
- The majority of population growth in the Cranbourne West catchment is attributed to areas outside of the study area to the north. A portion of this population growth however will be captured in the proposed 1,500 new dwellings to be developed within Precinct 2 of the study area as part of the Brompton Lodge Precinct Structure Plan.
- The two southern-most catchments of Hastings and Tyabb are expected to grow by 20-25 per cent between 2014 and 2041.
- This will add an additional 3,100 people to the southern end of the study area and is expected to place increased travel demands on existing transport infrastructure within the eastern side of the Mornington Peninsula.
- These two southern-most catchments are currently served by the Western Port Highway and Frankston-Flinders Road transport corridors operating as the main north-south links for these areas to the wider metropolitan Melbourne region.
- The rural townships of Pearcedale and Tyabb are also predicted to increase in population size by around 10 per cent and 20 per cent respectively.
- The lowest levels of population growth are present in the northwest corner of the study area within Skye (Precinct 2) and the central rural band near Somerville (Precincts 8, 9 and 10).

5.4 Land Use Sensitivity and Impact Assessment

5.4.1 Perceived Impacts on Existing and Future Land Uses

Potential Positive Impacts of the Project

The development of the Port of Hastings and associated upgrades of road and rail links through the study area is expected to result in various benefits to existing and proposed land uses in the area. These benefits include improvements in:

- Connectivity of workers to major employment nodes areas (Dandenong South, Cranbourne West, Hastings employment areas);
- Development and emergence of new employment areas along future transport routes (future Lyndhurst industrial area);
- Effective transport networks for agricultural industry to deliver goods to market;
- Accessibility of activity centres along corridor for residents and general public;
- Capacity of transport infrastructure to accommodate population growth;
- Efficiency of freight networks (road and rail) increasing competitiveness and timeliness;
- Sustainability of transport movements through provision of rail infrastructure; and
- Improvements to the Principal Public Transport Network (predominately bus network) and bicycle networks to occur alongside road infrastructure upgrades.

These potential positive impacts are expected to generally apply throughout the entire study area, across various land-uses within the identified land-use precincts.

Potential Negative Impacts of the Project

The development of the Port of Hastings and associated road and rail links may result in potential negative impacts on existing and future land uses including:

- Incompatibility with existing and desired land use character and composition;
- Loss of land affecting a number of land parcels and ownerships (in some circumstances consolidation of surplus land may occur);
- Incompatibility with existing transport network and linear infrastructure corridors;
- Incompatibility with areas of environmental sensitivity as identified in the Planning Scheme.

These potential negative impacts can be broken down more specifically throughout the study area based on the dominant land uses within the designated precincts. An assessment of existing and future land uses against the potential negative impacts of the Project is detailed in Section 5.4.2 below.

5.4.2 Assessment Criteria

Based on the potential extent of positive and negative impacts and degree of compatibility with current and future land uses, a high-level assessment has been undertaken on the degree of impact across various criteria within each precinct.

The following criteria have been adopted as part of this assessment:

Criteria 1: Incompatibility with existing and desired land use character and composition	
Very High	Very high presence of incompatible and highly sensitive land uses (urban/township residential, schools, community facilities).
High	High presence of incompatible and sensitive land uses (rural residential, low-density residential, lifestyle farms, planned future urban areas)
Moderate	Moderate presence of incompatible and sensitive land uses (productive agricultural, recreation/tourism)
Low	Low presence of incompatible and sensitive land uses (industrial, low intensity rural)

Criteria 2: Extent of loss of land (number of affected land parcels)	
Very High	Very high number of land parcels present (General lot size <2 hectares)
High	High number of land parcels present (General lot size 2-10 hectares)
Moderate	Moderate number of land parcels present (General lot size 10-25 hectares)
Low	Low number of land parcels present (General lot size >25 hectares)

Criteria 3: Incompatibility with the existing transport network and linear infrastructure corridors	
Very High	Very high incompatibility with existing north-south transport and infrastructure corridors (No existing road, rail or infrastructure corridors present)
High	High incompatibility with existing north-south transport and infrastructure corridors (Minimal presence of existing road, rail or infrastructure corridors present)
Moderate	Moderate incompatibility with existing north-south transport and infrastructure corridors (Some presence of existing road, rail or infrastructure corridors present)
Low	Low incompatibility with existing north-south transport and infrastructure corridors (High presence of existing road, rail or infrastructure corridors present)

Criteria 4: Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	
Very High	Very high presence of planning scheme controls for environmental protection and management.
High	High presence of planning scheme controls for environmental protection and management.
Moderate	Moderate presence of planning scheme controls for environmental protection and management.
Low	Low presence of planning scheme controls for environmental protection and management.

5.4.2.1 Assessment Criteria Assumptions

For the purposes of this assessment the following assumptions are made:

- The assessment criteria are applied in consideration of both existing and future (planned) land uses of each precinct.
- Existing land uses are given greater weighting than potential future land uses. Where a Precinct Structure Plan is being prepared, this will be given less weighting than an existing land use.
- Each precinct is marked against the four criteria on a qualitative basis.
- Where multiple land uses exist within a precinct, the most prevalent land use is assessed.
- The overall land use sensitivity ratings provided in Section 5.4.4 will be determined using the following parameters:
 - The most frequently occurring rating category will be adopted as the overall rating result.
 - Where two rating categories feature equally within a precinct (eg. L, L, M, M), the higher value category is adopted for the overall rating result (M).
 - Where one rating category features across two of the assessment criteria and the remaining two criteria ratings are varied yet higher than this most frequently occurring rating (eg. L, L, M, H), the lower of the two varying criteria ratings will be adopted as the overall rating result (M).

5.4.3 Precinct Specific Impact Assessments

Precinct 1: Skye Sands Quarries and Rural Residential Surrounds

Table 8 Precinct 1: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>The Skye Sands Quarry is a project compatible land use which is partly located within this precinct. Planning controls and policy seek to retain an amenity buffer around this land use and restrict future intensification of residential development in local surrounds. As such, it is expected that future land use composition in this area will remain relatively consistent with existing land use patterns.</p> <p>Existing residential use currently enjoys a moderate level of amenity, with the pocket of conventional residential development setback approximately one kilometre west of the Western Port Highway. Overall, it is considered that there is a <i>moderate presence of incompatible and sensitive land uses</i> in this Precinct.</p>	M
Extent of loss of land (number of affected land parcels)	<p>Precinct 1 has a total area of approximately 1.6 square kilometres.</p> <p>The Sky Sands Quarry site is substantial in size covering approximately 100 hectares, whilst the balance of land parcels in the precinct generally comprising rural-residential lots ranging from approximately two to twelve hectares.</p> <p>Overall, it is considered that there is a <i>moderate number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	M
Incompatibility with the existing transport network and linear infrastructure corridors	<p>No road, rail or infrastructure corridors exist within this precinct; however future freeway and rail infrastructure is formally proposed via Amendment C99. The Amendment seeks a widening of the Western Port Highway which will apply the full length of the eastern precinct boundary to accommodate freeway standard road and a potential rail line within the upgraded corridor.</p> <p>The Amendment is consistent with the LPPF contained in the Frankston Planning Scheme which specifically encourages the upgrade of the Western Port Highway corridor to incorporate a rail link to cater for future transport demands through the municipality.</p> <p>Overall, it is considered that there is a <i>moderate incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	M
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The Frankston Planning Scheme applies a Significant Landscape Overlay – Schedule 1 over majority of the precinct, and two small pockets of Environmental Significance Overlay – Schedule 1. A Wildfire Management Overlay also applies to the western part of this precinct.</p> <p>The Frankston Planning Scheme's LPPF encourages the protection of treed environs and low density residential character of this precinct and identifies this precinct as an environmentally sensitive area with a habitat corridor running east-west through the area.</p> <p>Overall, it is considered that there is a <i>high presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	H

Precinct 2: Cranbourne South Urban Growth Area

Table 9 Precinct 2: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct comprises the only Urban Growth zoned land in the study area. Whilst the precinct currently features low intensity rural land uses, it is set to accommodate the future master-planned community of Brompton.</p> <p>Brompton will be designed to ensure high levels of amenity for future residents and will form the southern tip of the urbanised area of Cranbourne South. The Casey Planning Scheme's LPPF requires the development of this Precinct to be in accordance with the future Brompton Lodge Precinct Structure Plan. The PSP is expected to address proposed Amendment C199 to the Casey Planning Scheme and will need to set back residential uses from future road reservations accordingly. Access to the future estate will be from alternate road networks rather than the Western Port Highway.</p> <p>Overall, it is considered that there will be a <i>moderate presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	M
Extent of loss of land (number of affected land parcels)	<p>Precinct 2 has a total area of approximately 90 hectares. The master-planned Brompton community is expected to feature over 1,500 new dwellings on conventional and higher density residential lots expected to be less than one hectare in size. It is noted that the development of the Brompton community will be subject to the approval of the Brompton Lodge Precinct Structure Plan yet to be prepared. Land currently remains un-subdivided.</p> <p>Overall, it is considered that there will be a <i>moderate number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	M
Incompatibility with the existing transport network and linear infrastructure corridors	<p>No road, rail or infrastructure corridors exist within this precinct; however future freeway and rail infrastructure is formally proposed via Amendment C199. The Amendment seeks a widening of the Western Port Highway which will apply the full length of the western precinct boundary to accommodate freeway standard road and a potential rail line within the upgraded corridor. It is noted that a Public Acquisition Overlay – Schedule 1 for road widening currently abuts the western boundary of Precinct 2.</p> <p>Overall, it is considered that there is a <i>moderate incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	M
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>This precinct is relatively unencumbered by overlays. The Casey Planning Scheme applies no environmental protection overlays to this precinct. A small linear area (i.e. drainage corridor) is affected by the Special Building Overlay. The LPPF contained in the Casey Planning Scheme does not provide any references to this region in particular in relation to environmental protection, value and sensitivity.</p> <p>Overall, it is considered that there is a <i>low presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	L

Precinct 3: Langwarrin East Low Density Residential

Table 10 Precinct 3: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>Land in this precinct is predominately characterised by rural-residential and low-density residential areas. A small presence of utility infrastructure exists via the Melbourne Water pipe track.</p> <p>The Frankston Planning Scheme LPPF identifies this precinct comprising parts of Langwarrin and Langwarrin South, as having particular landscape qualities. The rural residential nature of this area is expected to be retained in the future, as the MSS highlights the need to retain lower residential densities for dwelling diversity and to balance future housing demand with the protection of significant flora and fauna in key areas.</p> <p>Overall, it is considered that there will be a <i>high presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	H
Extent of loss of land (number of affected land parcels)	<p>Precinct 3 has a total area of approximately seven square kilometres. Lot densities are consistent with rural residential and low-density residential uses. Lot sizes generally range between two to four hectares.</p> <p>Overall, it is considered that there will be a <i>high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	H
Incompatibility with the existing transport network and linear infrastructure corridors	<p>No road, rail or infrastructure corridors exist within this precinct.</p> <p>Future freeway and rail infrastructure is formally proposed via Amendment C99 in a small part of the precinct (north of Browns Road) as part of the Western Port Highway upgrade.</p> <p>No other road upgrades or rail links have been formally proposed throughout the remainder of the precinct at this stage. A Public Acquisition Overlay currently applies to the western side of Western Port Highway, south of Oakhill Road West and north of Baxter-Tooradin Road however the extent of this PAO1 does not allow for upgrading of the Western Port Highway to freeway standard or allow for a rail link.</p> <p>Overall, it is considered that there is a <i>high incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	H
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The Frankston Planning Scheme applies number of environmental protection overlays to the precinct. This includes the Significant Landscape Overlay – Schedule 1, Environmental Significance Overlay – Schedule 1 and the Wildfire Management Overlay over the majority of Precinct 3.</p> <p>The Frankston LPPF encourages the protection of treed environs and low density residential character of this precinct, and identifies this precinct as an environmentally sensitive area with a number of habitat corridor running through the area.</p> <p>Overall, it is considered that there is a <i>very high presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	VH

Precinct 4: Cranbourne South Low Density Residential

Table 11 Precinct 4: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct is generally comprised of rural-residential and low-density residential areas. A small presence of utility infrastructure exists via the Melbourne Water pipe track, South East Water water tank, and telecommunications facilities.</p> <p>The Casey Planning Scheme's LPPF refers to this area as "The Farm" and seeks to discourage the development of inappropriate urban land uses and encourage the protection of rural residential and agricultural land uses in this area.</p> <p>Overall, it is considered that there will be a <i>high presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	H
Extent of loss of land (number of affected land parcels)	<p>Precinct 4 has a total area of approximately 8.5 square kilometres.</p> <p>Lot densities vary between approximately three to ten hectares, with larger lot sizes more prevalent in the southern half of the precinct.</p> <p>Overall, it is considered that there will be a <i>high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	H
Incompatibility with the existing transport network and linear infrastructure corridors	<p>No road, rail or infrastructure corridors currently exist within this precinct.</p> <p>Future freeway and rail infrastructure is formally proposed via Amendment C199 in a small part of the precinct (north of Browns Road only) as part of the Western Port Highway upgrade.</p> <p>No other road upgrades or rail links have been formally proposed throughout the remainder of the precinct at this stage. A small 250m stretch of the Western Port Highway between Cranbourne-Frankston Road and Carr-Boyd Road features an existing Public Acquisition Overlay east of the highway within this precinct, however the extent of this PAO1 does not allow for upgrading of the Western Port Highway to freeway standard or allow for a rail link.</p> <p>Overall, it is considered that there is a <i>high incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	H
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The Casey Planning Scheme applies an Environmental Significance Overlay – Schedule 4 over majority of the precinct. A Wildfire Management Overlay and Land Subject to Inundation Overlay are also present in parts of the precinct.</p> <p>The Casey MSS seeks to enforce native vegetation controls within "The Farm" to protect significant tracts of remnant vegetation that may exist through the area.</p> <p>Overall, it is considered that there is a <i>high presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	H

Precinct 5: Pearcedale Township Interface

Table 12 Precinct 5: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct comprises a rural-residential residential area interspersed with small scale farming and low intensity rural uses. A small presence of utility infrastructure exists via the SP Ausnet Pearcedale terminal.</p> <p>The Casey Planning Scheme's LPPF refers to this area as "The Farm" and seeks to discourage the development of inappropriate urban land uses and encourage the protection of rural residential and agricultural land uses in this area.</p> <p>It is expected that the existing land use composition within this precinct will remain relatively unchanged in the future, generally protected from further subdivision and development, in accordance with Council planning policy and direction.</p> <p>Overall, it is considered that there will be a <i>high presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	H
Extent of loss of land (number of affected land parcels)	<p>Precinct 5 has a total area of approximately ten square kilometres. Lot densities are consistent with mix of rural residential and small scale passive rural uses, between approximately four to twelve hectares.</p> <p>Overall, it is considered that there will be a <i>high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	H
Incompatibility with the existing transport network and linear infrastructure corridors	<p>No major road, rail or infrastructure corridors exist within this precinct.</p> <p>A Public Acquisition Overlay is located along parts of the Western Port Highway along the border of this precinct (south of Robinsons Road and north of Baxter-Tooradin Road). The extent of this PAO1 does not allow for upgrading of the Western Port Highway to freeway standard or allow for a rail link.</p> <p>Overall, it is considered that there is a <i>high incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	H
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>This precinct is largely unaffected by environmental protection overlays with the exception of an Environmental Significance Overlay – Schedule 4 applied to the northwest part of the precinct.</p> <p>A Land Subject to Inundation Overlay also affects minor low-lying creek beds or ravines in the area. The Casey MSS seeks to enforce native vegetation controls within "The Farm" to protect significant tracts of remnant vegetation that may exist through the area.</p> <p>Overall, it is considered that there is a <i>moderate presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	M

Precinct 6: Pearcedale Rural North East

Table 13 Precinct 6: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct currently comprises a mix of rural residential, low intensity agricultural, animal services and productive agricultural land uses. An existing high voltage transmission corridor cuts north-south through precinct and two telecommunications facilities are encompassed within.</p> <p>The Casey Planning Scheme's LPPF seeks to protect the high quality soils and agricultural land in this area, and to encourage intensive animal husbandry to continue to be located in this precinct. No future intensification of residential uses is promoted within the LPPF.</p> <p>Overall, it is considered that there will be a <i>moderate presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	M
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately six square kilometres.</p> <p>Lot densities vary, consistent with the mixture of land uses in the area. There is a presence of larger land holdings particularly south of precinct ranging between eight to thirty hectares.</p> <p>Overall, it is considered that there will be a <i>moderate number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	M
Incompatibility with the existing transport network and linear infrastructure corridors	<p>Pearcedale Road provides an existing north-south road corridor through precinct; however no highway standard road corridor is present. A transmission infrastructure corridor also runs north-south through the corridor. No rail corridor currently exists.</p> <p>A PAO runs on the northern side of Baxter-Tooradin Road (southern precinct boundary) facilitating a potential road upgrade of this east-west connector road.</p> <p>Overall, it is considered that there is a <i>moderate incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	M
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>This precinct is largely unaffected environmental protection overlays with the exception of an Environmental Significance Overlay – Schedule 4 in the northwest corner of the precinct, plus a small pocket of Environmental Significance Overlay – Schedule 7 affected land.</p> <p>The northern part of the precinct also features some land affected by the Land Subject to Inundation Overlay.</p> <p>The Casey MSS highlights this area as having agricultural values, with biodiversity and significant environmental values noted to generally occur further south of this precinct towards the Western Port coastal interface.</p> <p>Overall, it is considered that there is a <i>moderate presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	M

Precinct 7: Pearcedale Township

Table 14 Precinct 7: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct is currently developed as the rural town centre of Pearcedale. Township development will have a very high degree of sensitivity to amenity impacts, with numerous schools, community facilities and other sensitive uses.</p> <p>Population growth (approximately 10 per cent) is expected to occur within this rural township between 2014-2041 with further conventional residential subdivision and development expected to occur around the township borders.</p> <p>A handful of Heritage Overlays are also located within this precinct, mostly sited in the southwest quadrant of the township close to Baxter-Tooradin Road.</p> <p>Overall, it is considered that there will be a <i>very high presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	VH
Extent of loss of land (number of affected land parcels)	<p>Precinct 7 has a total area of approximately 80 hectares.</p> <p>Lot densities are consistent with conventional residential subdivision within a rural township. Lots are generally less than two hectares in size. Future residential subdivision is expected to occur in and around the township as the population grows over time.</p> <p>Overall, it is considered that there will be a <i>very high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	VH
Incompatibility with the existing transport network and linear infrastructure corridors	<p>Pearcedale Road provides an existing north-south road corridor through precinct; however no highway standard road corridor is present. No rail or infrastructure corridor currently exists.</p> <p>A public acquisition overlay runs on the northern side of Baxter-Tooradin Road (southern precinct boundary) facilitating a potential road upgrade of this east-west connector road.</p> <p>Overall, it is considered that there is a <i>high incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	H
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>This precinct is unaffected by environmental protection overlays with the exception of the Land Subject to Inundation Overlay which runs northwest to southeast through parts of the Pearcedale township.</p> <p>The Casey MSS highlights land around the Pearcedale township as having agricultural values; however no specific environmental sensitivities are identified within the township itself.</p> <p>Overall, it is considered that there is a <i>low presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	L

Precinct 8: Somerville-Tyabb Rural Residential Area

Table 15 Precinct 8: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct is currently characterised by low-intensity rural and productive agricultural land uses on large lots. Several Christmas tree farms and food produce farms are located in the area.</p> <p>A lesser presence of residential uses exist in the form of scattered rural residential houses often associated with larger farm estates. Commercial uses including horse and equestrian services and home based businesses have a minimal presence in comparison to precincts further north.</p> <p>The Mornington Peninsula Planning Scheme's LPPF acknowledges this precinct to be within the City's "agriculture-rural conservation area" where Council seek to protect productive agricultural land from fragmentation and inappropriate development. No significant change in land use conditions within this precinct is expected in the medium-long term.</p> <p>Overall, it is considered that there will be a <i>moderate presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	M
Extent of loss of land (number of affected land parcels)	<p>Precinct 8 has a total area of approximately 14.5 square kilometres.</p> <p>Large land holdings are present throughout this precinct, with lot sizes generally between twenty to fifty hectares.</p> <p>Overall, it is considered that there will be a <i>low number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	L
Incompatibility with the existing transport network and linear infrastructure corridors	<p>No road, rail or infrastructure corridors existing within this precinct.</p> <p>A PAO currently affects land immediately west of the Western Port Highway for much of the length of the highway through this precinct. The extent of this PAO does not allow for upgrading of the Western Port Highway to freeway standard or allow for a rail link.</p> <p>Overall, it is considered that there is a <i>high incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	H
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The Mornington Peninsula Planning Scheme applies an Environmental Significance Overlay – Schedule 2 to the northern part of this precinct.</p> <p>The LSIO, ESO17 and ESO28 also apply to creeks and tributaries throughout the northern part of the precinct.</p> <p>The southern part of the precinct is relatively unencumbered by environmental protection overlay controls.</p> <p>Overall, it is considered that there is a <i>moderate presence of planning scheme controls for environmental protection and management</i> in this precinct.</p>	M

Precinct 9: Western Port Coastal Interface

Table 16 Precinct 9: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct features a range of recreation, conservation and tourist land uses including a Golf Course, Conservation Park, and Marina.</p> <p>Limited residential uses are present in area. The Mornington Peninsula LPPF discourages future intensification of residential uses particularly near the Yaringa Boat Harbour which is identified as an isolated settlement.</p> <p>Overall, it is considered that there will be a <i>moderate presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	M
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately eleven square kilometres.</p> <p>Lot sizes vary with substantial presence of larger lots scattered throughout precinct. Lots generally range between ten to twenty hectares.</p> <p>Overall, it is considered that there will be a <i>moderate number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	M
Incompatibility with the existing transport network and linear infrastructure corridors	<p>Tyabb-Tooradin Road currently serves as the main transport corridor running north-east to south-west through this precinct; however no highway standard road route is provided.</p> <p>An existing infrastructure corridor including SP Ausnet transmission and Melbourne Water pipe track run parallel to Tyabb-Tooradin Road within this precinct. No rail corridor currently exists.</p> <p>Overall, it is considered that there is a <i>moderate incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	M
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The northern half of this precinct is generally covered by a high level of environmental protection overlays.</p> <p>The Casey Planning Scheme applies an Environmental Significance Overlay 1, Land Subject to Inundation Overlay and Significant Landscape Overlay 2 to the northern part of the precinct. The Mornington Peninsula Planning Scheme applies an Environmental Significance Overlay 5, 17, 18 and 28 and Land Subject to Inundation Overlay to the central parts of the precinct. A WMO affects the southern part of the precinct.</p> <p>The Casey LPPF describes the part of the precinct in the Casey municipality as located within "The Bay" which is valued for its landscape significance and ecological diversity. The Mornington Peninsula LPPF seeks to protect the Western Port coastline within this precinct to maintain the experience and enjoyment of the community, and to protect the scenic value along key tourist roads like the Tyabb-Tooradin road as recreational assets.</p> <p>Overall, it is considered that there is a <i>high presence of planning scheme controls for environmental protection and management</i> in this precinct.</p>	H

Precinct 10: Port of Hastings Industrial Rural Interface

Table 17 Precinct 10: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct features industrial uses that will have low sensitivity to amenity impacts from the Project. Some rural residential uses are located at the southern end of Western Port Highway in this precinct, but there is limited residential presence within the eastern part of this precinct along McKirdys Road.</p> <p>The Mornington Peninsula Planning Scheme's LPPF acknowledges industrial land in Hastings as being a key area of employment for the municipality, and seeks to retain a supply of industrial land proportionate to the population growth of a township. It is unlikely that future intensification of residential or sensitive uses will occur within this precinct over time. Rather, this precinct is expected to remain a northern industrial interface between the Port to the south and the rural belt to the north.</p> <p>Overall, it is considered that there will be a <i>low presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	L
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately four square kilometres. Lot densities vary with some rural residential uses interspersed with mainly industrial land uses and a minor presence of low intensity rural uses. Lot sizes are generally between five to ten hectares.</p> <p>Overall, it is considered that there will be a <i>high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	H
Incompatibility with the existing transport network and linear infrastructure corridors	<p>Existing transport corridors are present via the Western Port Highway and Tyabb-Tooradin Road. An infrastructure corridor is also present running northeast to southwest through precinct including a SP Ausnet transmission line and Melbourne Water pipe track. An existing rail corridor is located at the south-western tip of this precinct.</p> <p>The <i>Mornington Peninsula Access and Mobility Study (2007)</i> specifically identifies the Western Port Highway bordering this precinct as a preferred land transport route to serve the future needs of the community.</p> <p>Overall, it is considered that there is a <i>low incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	L
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>This precinct is generally unencumbered by environmental protection overlays.</p> <p>A small portion of the area is affected by the Land Subject to Inundation Overlay and Wildfire Management Overlay. The Mornington Peninsula LPPF does not highlight any specific environmental values within the Hastings industrial area, with environmental sensitivity largely concentrated east of this precinct along the Western Port Bay coastline.</p> <p>Overall, it is considered that there is a <i>low presence of planning scheme controls for environmental protection and management</i> in this precinct.</p>	L

Precinct 11: Tyabb Township

Table 18 Precinct 11: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct is comprised of rural township development within Tyabb. The area includes substantial areas of conventional residential development, numerous schools, community facilities and other sensitive uses which have a very high degree of sensitivity to project.</p> <p>The Tyabb township also features the highest concentration of Heritage Overlays present within the overall study areas. The heritage values of this township are also reflected in the retail land uses in the area, including antique shops and centres.</p> <p>The population within the Tyabb area is expected to grow by around 20 per cent between 2014 and 2031 and as such further intensification of residential uses is expected.</p> <p>Overall, it is considered that there will be a <i>very high presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	VH
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately two square kilometres.</p> <p>Lot densities are consistent with conventional density residential subdivision within a township. Lot sizes are generally less than two hectares.</p> <p>Overall, it is considered that there will be a <i>very high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	VH
Incompatibility with the existing transport network and linear infrastructure corridors	<p>Two existing road/highway are corridors present within and bordering the precinct including Frankston-Flinders Road and the Western Port Highway.</p> <p>An existing rail corridor runs north-south, centrally through Precinct 11. No infrastructure corridors are identified however.</p> <p>Overall, it is considered that there is a <i>low incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	L
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The Mornington Peninsula Planning Scheme applies a number of environmental protection overlays to this precinct.</p> <p>This precinct is affected by the Environmental Significance Overlay 4, 5, 17, and 28; the Vegetation Protection Overlay 1, and Land Subject to Inundation Overlay.</p> <p>The Mornington Peninsula Planning Scheme's LPPF identifies Tyabb as being located at the boundary of the "<i>Agriculture –Rural Conservation</i>" area west and "<i>Port and Port Related Uses Area</i>" east of the precinct. Development within township environs should not reduce the extent or integrity of remnant indigenous vegetation and should incorporate best practice environmental management.</p> <p>Overall, it is considered that there is a <i>high presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	H

Precinct 12: Port of Hastings Western Rural Buffer

Table 19 Precinct 12: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct is generally characterised by open rural pastures and low intensity rural uses within the Special Use Zone 1. A small number of rural residential uses are present in the south-western part of precinct facing Graydens Road.</p> <p>The Mornington Peninsula Planning Scheme's LPPF identifies this small pocket of land within the "port and port related uses area" and is the only part of this port area west of the existing rail line.</p> <p>This precinct also provides a green belt and rural buffer between the rural township of Tyabb to the north and the Hastings township area to the south. It is expected that future land uses in this area will be port-related and will not comprise further intensification of residential or sensitive uses.</p> <p>Overall, it is considered that there will be a <i>low presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	L
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately two square kilometres.</p> <p>It comprises medium-large lot sizes, generally ten to thirty hectares with some smaller lots between three to six hectares along Graydens Road.</p> <p>Overall, it is considered that there will be a <i>moderate number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	M
Incompatibility with the existing transport network and linear infrastructure corridors	<p>The Western Port Highway provides an existing north-south highway corridor along the eastern boundary of the precinct. A rail corridor (Stony Point Line) is also already present immediately west of the highway.</p> <p>A Melbourne Water pipe track runs east-west along northern border of precinct.</p> <p>The <i>Mornington Peninsula Access and Mobility Study (2007)</i> specifically identifies the Western Port Highway bordering this precinct as a preferred land transport route to serve the future needs of the community.</p> <p>Overall, it is considered that there is a <i>low incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	L
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>Majority of this precinct is generally unencumbered by environmental protection overlays.</p> <p>The Environmental Significance Overlay 4 and Environmental Significance Overlay 28 runs along the western boundary of the site only, whilst the Land Subject to Inundation Overlay runs along the eastern boundary of the precinct.</p> <p>Overall, it is considered that there is a <i>low presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	L

Precinct 13: Hastings Township

Table 20 Precinct 13: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct covers the northern half of the Hastings township area. Development in this precinct is largely comprised of conventional residential development, numerous schools, community facilities and other sensitive uses.</p> <p>The Hastings township is the largest and closest township to the future Port of Hastings. The population in Hastings is expected to grow by around 25 per cent between 2014 and 2031, whilst the township will be developed to accommodate a growing working population employed within the expanded Port of Hastings and associated industrial precincts.</p> <p>Subsequent intensification of residential and sensitive uses is expected in the area as the Port is developed.</p> <p>Overall, it is considered that there will be a <i>very high presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	VH
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately six square kilometres.</p> <p>Lot densities are consistent with conventional density residential subdivision within a township and a range of commercial, retail and industrial subdivisions. Lot sizes are generally less than two hectares.</p> <p>Overall, it is considered that there will be a <i>very high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	VH
Incompatibility with the existing transport network and linear infrastructure corridors	<p>Frankston-Flinders Road provides an existing north-south road linkage through the precinct, whilst an existing rail corridor is present via the Stony Point railway line. No highway standard road or infrastructure corridors are located within the precinct however.</p> <p>Overall, it is considered that there is a <i>moderate incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	M
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>The Mornington Peninsula Planning Scheme applies various environmental protection overlays to the northern parts of this precinct.</p> <p>The precinct is affected by the Environmental Significance Overlay 4, 17, and 28; the Vegetation Protection Overlay 1, and Land Subject to Inundation Overlay.</p> <p>The Mornington Peninsula LPPF seeks to protect the Western Port coastline within this precinct to maintain the experience and enjoyment of the community. The <i>Draft Hastings South Coastal Management Plan (2014)</i> applies to land immediately southeast of this precinct, but should be considered as it seeks to improve the overall amenity and biodiversity of the Hastings foreshore.</p> <p>Overall, it is considered that there is a <i>high presence of planning scheme controls for environmental protection and management</i> in this precinct.</p>	H

Precinct 14: Port of Hastings Activities Core

Table 21 Precinct 14: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct comprises the main operations and activities area of the Port of Hastings within the Special Use Zone 1. Existing land uses within this precinct are highly compatible with the Project and limited residential uses are concentrated only within an old subdivision south of precinct.</p> <p>The Mornington Peninsula Planning Scheme's LPPF recognised the importance of port related land in its contribution to the local economy, and seeks to support port related development in a manner that avoids damaging the environment or amenity of residential communities. It is expected that this precinct will remain used for port operations and that no further intensification of residential or sensitive uses will be supported in the area.</p> <p>Overall, it is considered that there will be a <i>low presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	L
Extent of loss of land (number of affected land parcels)	<p>This precinct has a total area of approximately ten square kilometres.</p> <p>Very few land holdings make up this precinct, with a minimal presence of smaller subdivision present to the south near the Tyabb Cemetery.</p> <p>Overall, it is considered that there will be a <i>low number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	L
Incompatibility with the existing transport network and linear infrastructure corridors	<p>The Western Port Highway provides an existing north-south highway corridor that terminates at the northwest corner of the precinct.</p> <p>An existing rail corridor is present via the Blue Scope Steel railway line, running east-west into precinct from the Stony Point Line west of the Western Port Highway.</p> <p>An existing infrastructure corridor is also present via SP Ausnet high voltage transmission lines that run north-south into the main port operations area.</p> <p>Overall, it is considered that there is a <i>low incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	L
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>This precinct is generally unencumbered by environmental protection overlays. A LSIO affects the western and southern parts of precinct and WMO affects north eastern part.</p> <p>The Mornington Peninsula LPPF highlights the need for port related development to be respectful of the environmental values of the coast and Western Port marine habitat.</p> <p>Overall, it is considered that there is a <i>moderate presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	M

Precinct 15: Western Port Highway Corridor

Table 22 Precinct 15: Land Use Impact Table

Assessment Criteria	Assessment	Rating
Incompatibility with existing and desired land use character and composition	<p>This precinct comprises the existing Western Port Highway corridor and associated road reservations covered by the PAO for future road widening works along this corridor.</p> <p>Overall, it is considered that there will be a <i>low presence of incompatible and highly sensitive land uses</i> in this precinct.</p>	L
Extent of loss of land (number of affected land parcels)	<p>This precinct spans a length of approximately 14.7 kilometres.</p> <p>Whilst the existing Western Port Highway road reservation comprises the majority of land within this precinct, the PAO located along the eastern and western precinct boundaries extends across various land parcels ranging in size from under two hectares to over fifty hectares.</p> <p>Overall, it is considered that there will be a <i>high number of land parcels present</i> in this Precinct that may be potentially affected by the Project.</p>	H
Incompatibility with the existing transport network and linear infrastructure corridors	<p>The Western Port Highway provides an existing north-south highway corridor with existing road reservations for future widening via the PAO1.</p> <p>Amendments C199 and C99 to the Casey and Frankston Planning Schemes will allow for further applications of the PAO1 along parts of the Western Port Highway within this precinct, to support road upgrades to a width that will accommodate a potential future rail link within this transport corridor.</p> <p>Overall, it is considered that there is a <i>low incompatibility with existing north-south transport and infrastructure corridors</i> in this Precinct.</p>	L
Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	<p>Several environmental overlays are present along varying parts of this corridor precinct throughout Casey, Frankston and Mornington Peninsula.</p> <p>The precinct has been largely developed with road infrastructure and is already operating as a major arterial road, or in parts affected by the PAO1 has been designated to accommodate future road widening.</p> <p>Overall, it is considered that there is a <i>moderate presence of planning scheme policies and controls for environmental protection and management</i> in this precinct.</p>	M

5.4.4 Summary of Land Use Impact Assessment

A summary of the Land Use Impact Tables for each of the fifteen discrete land use precincts are provided at Table 23 below.

The following overall impact categorisations are applied to each precinct:

VH : Very high likelihood of incompatibility with existing/future land uses.

H : High likelihood of incompatibility with existing/future land uses.

M : Moderate likelihood of incompatibility with existing/future land uses.

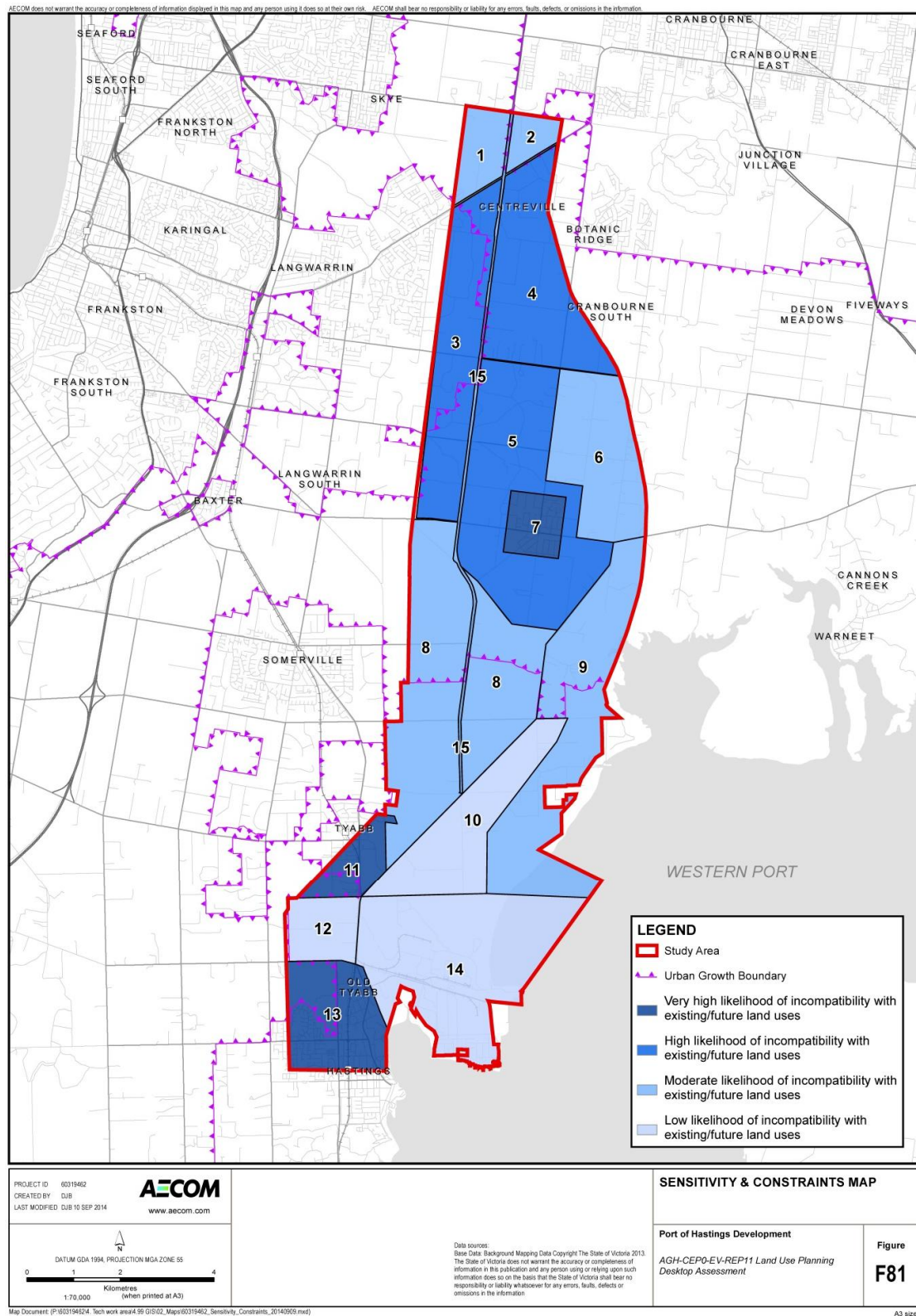
L : Low likelihood of incompatibility with existing/future land uses.

Table 23 Summary of Precinct Assessments and Overall Impact Rating

Precinct	Criteria				
	Incompatibility with existing and desired land use character and composition	Extent of loss of land (number of affected land parcels)	Incompatibility with the existing transport network and linear infrastructure corridors	Incompatibility with areas of environmental sensitivity (as per Planning Scheme)	Overall Impact
1	M	M	M	H	M
2	M	M	M	L	M
3	H	H	H	VH	H
4	H	H	H	H	H
5	H	H	H	M	H
6	M	M	M	M	M
7	VH	VH	H	L	VH
8	M	L	H	M	M
9	M	M	M	H	M
10	L	H	L	L	L
11	VH	VH	L	H	VH
12	L	M	L	L	L
13	VH	VH	M	H	VH
14	L	L	L	M	L
15	L	H	L	M	M

These overall impact ratings have been spatially represented at Figure 81 overleaf to form an overall Sensitivity Map for the study area based on the qualitative assessment in this section of the report.

Figure 81 Sensitivity Map



6.0 Summary of Preliminary Findings

6.1 Land Use Summary

This Land Use Desktop Assessment has reviewed the existing and desired future land use arrangements within the study area. A high level qualitative assessment on the overall sensitivity of each precinct to the potential impacts of a future land transport corridor has been undertaken.

This section provides a summary of the preliminary land use opportunities and constraints identified from this desktop assessment for consideration in future planning activities for the Project.

- Opportunities

- Existing Infrastructure Corridor (Precincts 6, 9, 10):
An existing north-south utility infrastructure corridor is located along the eastern part of the study area. This corridor currently accommodates an SP Ausnet transmission line and Melbourne Water pipeline track. Land uses within this corridor are generally compatible with an infrastructure corridor, featuring limited presence of residential or sensitive land uses (it contains low intensity rural or industrial land uses).
- Existing Public Acquisition Overlay (Road Widening):
A PAO already exists within much of the Western Port Highway corridor, located at varying intervals either side of the existing highway between Ballarto Road and Pikes Road. This is reflective of the existing plans for the future upgrading of the Western Port Highway by State Government.
- Strategic policy support for the upgrade of the Western Port Highway corridor:
The Western Port Highway corridor is highlighted in local planning policy and strategic planning documents as the preferred transport route to be developed as the “land transport corridor” to serve the future Port of Hastings. Multiple references are made to designing a co-located road and rail transport corridor to limit amenity impacts and loss of land in the region, with a new rail line suggested to be co-located within the median strip of the upgraded highway.
- Limited support for residential intensification in Green Wedge Areas (Precincts 4, 5, 6, 8 9):
A large proportion of the study area is located within the Green Wedge Zone where residential uses are currently low density and rural in nature. Local policy guidance seeks to maintain these current conditions and discourage further intensification of residential uses which are an incompatible land use to the Project.
- Protection of the existing compatible land use at the Sky Sands Quarry (Precinct 1):
The Frankston LPPF and planning controls seek to limit further intensification of residential development around the Sky Sands Quarry site which is a compatible land use that will derive benefit from the Project. This directive will maintain the existing level of land use compatibility for future transport corridor upgrades within this precinct.
- Regions of minimal overlay controls (Precincts 5, 6, 7, 8, 10, 12):
Two regions within the study area have been identified as being relatively unencumbered by overlay controls, including the Pearcedale township surrounds stretching to the north-east, and the agricultural corridor generally inclusive of Precincts (8, 10 and 12). These areas highlight parts of the study area where Planning Schemes remain generally silent on environmental sensitivities or development constraints for future land use and development.
- Preserved areas of Industrial and Port-Related land uses (Precinct 10, 12, 14):
The Mornington Peninsula Planning Scheme has provided for the protection of industrial and port-related land in Hastings, acknowledging its contribution and value to the local and State economies. The LPPF and planning controls do not support the future intensification of residential or incompatible land uses within these areas.

- Forecast Population Growth:
Population forecast data indicates a general increase in population will occur throughout the study area from 2014 up until 2041. Population growth will occur at both the northern and southern ends of the study area, and will contribute to the business case for an upgraded north-south land transport corridor to accommodate the needs of the growing communities.
- Larger land parcels in the southern half of the study area:
The southern part of the study area between Pearcedale and Hastings generally comprises larger land holdings. Precinct 6, 8 9 and 10 feature lot sizes of 20 hectares and above, reducing the amount of land owners potentially affected by the Project.
- Yaringa Isolated Settlement
Limited residential development and growth is planned within the Yaringa locality within Precinct 9, which is the only residential area in this precinct. This area is expected to remain relatively undeveloped and rural, consistent with the environmental and biodiversity values of the coastal interface.
- Brompton Lodge future land use (Precinct 2):
The northeast corner of the study area will feature the most drastic land use change from existing land use conditions and will be developed to accommodate a master-planned community. This area will be developed in accordance with the future Brompton Lodge Precinct Structure Plan which will need to consider associated land use projects including Amendment C199 and C99 for the upgrade of the Western Port Highway. As such, future residential uses are expected to be appropriately setback from the Western Port Highway and access to the Brompton Estate will be planned from alternate roads.
- Constraints
 - Langwarrin and Langwarrin South Rural-Residential Growth (Precinct 3):
Land on the western side of the Western Port Highway corridor and north of Baxter Tooradin Road is expected to accommodate the most growth in rural residential uses within the study area. This is based on the forecast population growth rates for the suburbs of Langwarrin and Langwarrin South, which will result in an intensification of incompatible land uses within this part of the study area.
 - Areas of Productive Agricultural Value (Precinct 8 and Precinct 6):
Two agricultural regions of value are located within the study area including Precinct 8 and Precinct 6 to a lesser extent. Limited residential development is expected to occur within these agricultural areas, however Council's local policies seek to protect productive agriculture and farming industries from inappropriate development and further land fragmentation.
 - Western Port coastal protection (Precinct 9 and Precinct 14):
The Casey and Mornington Peninsula Planning Schemes identify land along the Western Port coastline as being of environmental, landscape and habitat significance. Local planning policies and Council strategies seek to protect these areas from inappropriate development to enhance the recreation, tourism and conservation values in this region. The development of a land transport corridor is generally incompatible with these coastal land use policies.
 - Smaller land holdings in the north of the study area:
The northern part of the study area between Cranbourne West and Pearcedale generally comprises smaller land holdings outside of main township areas in contrast the lower part of the study area. Precinct 1, 2 (planned), 3, 4 and 5 feature lot sizes generally between three to fifteen hectares and are likely to have a higher number of land owners potentially affected by the Project than in the south.
 - Pearcedale, Tyabb and Hastings township growth and increases in incompatible land uses:
Demographic forecasts for Pearcedale, Tyabb and Hastings indicate population increases in these townships areas in the medium-long term. These increases are likely to result in the amplified intensity of residential and sensitive (incompatible) land uses within and around the peripheries of

these township areas which will need to be considered in the future transport corridor planning for the Project.

- Environmentally sensitive land areas:

The northern part of the study area, with the exception of the Pearcedale township and immediate surrounds, is largely encumbered by environmental protection overlays in the form of Environmental Significance Overlays and Significant Landscape Overlays. These areas are identified within the Planning Scheme as areas to be protected from inappropriate development to maintain and enhance the flora and fauna values of these areas. Land use and development within these areas will likely be constrained by vegetation protection and ecological conservation measures.

Draft for discussion purposes

7.0 Conclusion

AECOM has prepared this Land Use Desktop Assessment to qualitatively assess the land use and regulatory opportunities and constraints within the study area generally comprising land either side of the Western Port Highway between Ballarto Road, Skye and High Street, Hastings.

The study area contains land within both the *“port landside development area”* and *“transport infrastructure development area”* which comprise two key components of the overall Port of Hastings Development Project.

The assessment has identified existing and desired future land use arrangements and divided the study area into fifteen discrete land use precincts based on observations from a detailed site visit and desktop analysis, in addition to previous work undertaken by URS.

Largely due to the expanded study area, the precinct breakdown features a greater number of precincts and varied precinct boundaries in comparison to the URS study. New land use characteristics have been identified and other core land use and development patterns reconfirmed.

Based on the identified precincts, a qualitative assessment methodology has provided a high-level analysis of land use compatibilities with the Project. The land use assessment has identified various levels of compatibility which exist within the study area. It is evident that the most compatible precincts are situated closest to the existing port operations area outside of main townships. Moderately compatible uses are generally located in agricultural areas of limited residential use, or where existing infrastructure corridors are generally present.

Areas which are likely to have high levels of incompatibility with a future designated land transport corridor include rural residential precincts particularly concentrated in the northern half of the study area; whilst the established township areas of Pearcedale, Tyabb and Hastings are likely to have the highest levels of incompatibility given the existing presence, and potential future intensification of, sensitive land uses in these activity centres.

Demographic forecast analysis has shown that the study area overall is expected to experience continued population growth in the coming decades, which will place increased pressures on the region's transport network and strengthen the business case for the development of the land transport corridor.

Existing support for the land transport corridor already exists in current local planning policies and strategic plans, which have earmarked the Western Port Highway as the preferred route for both future road and rail alignments. Nonetheless, these policies and strategic documents have also highlighted the need to further investigate the most suitable alignment for the transport corridor to ensure impacts of this corridor are minimised on existing sensitive land uses and development.

The preliminary findings of this assessment have sought to contribute to the growing body of research and investigations into the identification of a suitable land transport corridor, by providing a strategic level summary of land use and regulatory constraints for further consideration. The findings will complement a series of associated specialist desktop assessments for the study area as part of the broader suite of environmental, social and economic studies informing the planning and delivery of the Port of Hastings Development Project.

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Appendix A Zoning Controls

Summary of Zones

Table 24 below is a summary of where permits are required for use and/or development of a road within the study area. (* Refer to zoning provisions below for further detail).

Table 24 Summary of Zones and Permit Requirements

	Road		Railway		Subdivision	Demolition	Native Vegetation
	Use	Buildings & Works	Use	Buildings & Works			
Low Density Residential Zone	✗	✗	✗	✗	✓	-	-
General Residential Zone	✗	✗	✗	✗	✓	-	-
Industrial 3 Zone	✗	✓	✗	✓	✓	-	-
Commercial 1 Zone	✗	✓	✗	✓	✓	-	-
Commercial 2 Zone	✗	✓	✗	✓	✓	-	-
Green Wedge Zone	✗	✓*	✗	✓*	✓	-	-
Rural Conservation Zone	✗	✓*	✗	✓*	✓	-	-
Public Use Zone	✗	✗	✗	✗	✓	-	-
Public Park and Recreation Zone	✗	✓	✓*	✓	✓	-	-
Public Conservation and Recreation Zone	✓*	✓*	Prohibited	✓*	✓	-	-
Road Zone – Category 1 & 2	✗	✗	✗	✗	✓	-	-
Special Use Zone – 1 (Mornington Peninsula)	✗	✓	✗	✓	✓	-	✓
Special Use Zone – 3 (Mornington Peninsula)	✗	✓	✗	✓	✓	-	-
Special Use Zone – 2 (Frankston)	✗	✓	✗	✓	✓	-	-
Urban Growth Zone	✗	✓*	✗	✓*	✓	-	-

Zone Purposes and Provisions

Clause 32.03 Low Density Residential Zone (LDRZ)

The Low Density Residential Zone (LDRZ) applies to the western fringe of the study area between McKays Road and Robinsons Road, Langwarrin and Langwarrin South; and to the eastern periphery of the Tyabb Township.

The purpose of the LDRZ is to:

- *To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.*

Clause 32.08 General Residential Zone

The General Residential Zone (GRZ) applies to pockets of the study area including the Pearcedale township, Tyabb township, Hastings township and parts of Langwarrin and Skye north of McKays Road.

The purpose of the GRZ is to:

- *To encourage development that respects the neighbourhood character of the area.*
- *To implement neighbourhood character policy and adopted neighbourhood character guidelines.*
- *To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Clause 33.03 Industrial 3 Zone (IN3Z)

The Industrial 3 Zone applies to pockets of land within the Tyabb township and Hastings industrial area.

The purpose of the IN3Z is to:

- *To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.*
- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

Clause 34.01 Commercial 1 Zone (C1Z, B1Z, B2Z, B5Z)

The Commercial 1 Zone applies to pockets of land within the Pearcedale, Tyabb and Hastings town centres.

The purpose of the C1Z, B1Z, B2Z, B5Z is to:

- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Clause 34.02 Commercial 2 Zone (C2Z, B3Z, B4Z)

The Commercial 2 Zone applies to pockets of land within the Hastings town centre only.

The purpose of the C2Z, B3Z, B4Z is to:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

Clause 35.04 Green Wedge Zone (GWZ)

The Green Wedge Zone applies to most of the land north of the Special Use Zone – 1 port environs area.

The purpose of the GWZ is to:

- *To provide for the use of land for agriculture.*
- *To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.*
- *To encourage use and development that is consistent with sustainable land management practices.*
- *To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.*

- *To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.*
- *To protect and enhance the biodiversity of the area.*

A permit is not required to build a road, railway or railway station; however a permit is required under the GWZ for earthworks specified in a schedule to this Zone, if on land specified in a schedule.

Under the Casey Planning Scheme, Schedules 1, 2, 3, 5 and 6 apply to the study area.

Under the Mornington Peninsula Planning Scheme, Schedule 2 applies to the study area.

Pursuant to these Schedules to the GWZ, a permit is required on all land for *"earthworks which change the rate of flow or the discharge point of water across a property boundary"* and *"earthworks which increase the discharge of saline groundwater"*.

Clause 35.06 Rural Conservation Zone (RCZ)

The Rural Conservation Zone applies to land in the northeast corner of the study area, west of Western Port Highway and north of McKays Road in Langwarrin and Skye; land west of Western Port Highway north of Baxter-Tooradin Road and south of Oakhill Road West in Langwarrin South; and land east of Tooradin-Tyabb Road and south of Baxter-Tooradin Road in Pearcedale.

The purpose of the RCZ is to:

- *To conserve the values specified in a schedule to this zone.*
- *To protect and enhance the natural environment and natural processes for their historic, archaeological and scientific interest, landscape, faunal habitat and cultural values.*
- *To protect and enhance natural resources and the biodiversity of the area.*
- *To encourage development and use of land which is consistent with sustainable land management and land capability practices, and which takes into account the conservation values and environmental sensitivity of the locality.*
- *To provide for agricultural use consistent with the conservation of environmental and landscape values of the area.*
- *To conserve and enhance the cultural significance and character of open rural and scenic non-urban landscapes.*

A permit is required for earthworks specified in a schedule to this Zone, if on land specified in a schedule.

Under the Casey Planning Scheme, the Schedule to the RCZ applies to the study area.

Pursuant to this Schedule to the Casey RCZ, a permit is required on all land for *"earthworks which change the rate of flow or the discharge point of water across a property boundary"* and *"earthworks which increase the discharge of saline groundwater"*.

Under the Frankston Planning Scheme, Schedules 1 and 2 apply to the study area.

Pursuant to these Schedules to the Frankston RCZ, a permit is not required for earthworks.

Clause 36.01 Public Use Zone (PUZ)

The Public Use Zone applies to land in the study area as outlined below:

Public Use Zone	Location in Project Area
PUZ1 – Service and Utility	Melbourne Water Pipe Track – 2 sections: Section 1 runs diagonally north-east to south-west along the Western Port coastline east of Tyabb-Tooradin Road and Western Port Highway, then east-west from Denham Road to Tyabb Reservoir. Section 2 is a small area which runs from Western Port Highway north of Browns Road, southwest towards Kelvin Grove and McKays Road.
PUZ2 – Education	Hastings Westpark Primary School, Hastings Primary School, Tyabb Railway Station Primary School, Pearcedale Primary School, Cranbourne

Public Use Zone	Location in Project Area
	South Primary School
PUZ4 – Transport	Railway Line: Frankston to Stony Point line (with tributary into Western Port steel works)
PUZ5 – Cemetery/Crematorium	Tyabb public cemetery
PUZ6 – Local Government	Council car parks along King Street, Hastings, reserves at the corner of Lyall Street & Thornhill Street, Hastings; Youth Halls & Guides, Council car park and Western Port Christian Family Church, Tyabb; Pearcedale Recreation Reserve, George Wisken Memorial Oval, Colley Street Bushland Reserve, several small nature reserves in the Pearcedale township.
PUZ7 – Other Public Use	Long Island Drive and port land east of Long Island Drive, Hastings,

The purpose of the PUZ is to:

- *To recognise public land use for public utility and community services and facilities.*
- *To provide for associated uses that are consistent with the intent of the public land reservation or purpose.*

Clause 36.02 Public Park and Recreation Zone (PPRZ)

Small pockets of land zoned Public Park and Recreation Zone is scattered throughout the study area, including the Bunguyan Reserve, Tyabb Central Recreation Reserve, Thomas Barclay Oval, Hastings Park, Hastings Fitness and Leisure Centre, and the Hastings Foreshore Reserve.

The purpose of the PPRZ is to:

- *To recognise areas for public recreation and open space.*
- *To protect and conserve areas of significance where appropriate.*
- *To provide for commercial uses where appropriate.*

A permit is not required to use land as a Railway if it is a use specified in an Incorporated Plan in a schedule to the zone.

Clause 36.03 Public Conservation and Resource Zone (PCRZ)

The Public Conservation and Resource Zone applies to pockets of land scattered throughout the study area including:

- 1005N Dandenong-Hastings Road, Skye (adjoins Western Port Highway);
- 1A Woods road, Pearcedale (Tyabb Bushland Reserve);
- Western Port (Watsons Inlet/Yaringa Marine National Park) coastline and Watsons Creek tributary;
- Gordon Rolfe Bushland Reserve, Yaringa and surrounding coastline; and
- Hastings Foreshore Reserve and Kings Creek tributary, and surround coastline.

The purpose of the PCRZ is to:

- *To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.*
- *To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.*
- *To provide for appropriate resource based uses.*

A permit is not required to use the land as a road if it is:

- *A use conducted by or on behalf of a public land manager or Parks Victoria under the relevant provisions of the Local Government Act 1989, the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries*

Act 1995, the Wildlife Act 1975, the Forest Act 1958, the Water Industry Act 1994, the Water Act 1989, the Marine Act 1988, the Port of Melbourne Authority Act 1958 or the Crown Land (Reserves) Act 1978;

- *Specified in an Incorporated plan in a schedule to this zone; or works comprise*
- *Any other use not in Section 2 or 3 to Clause 36.03-1 which is conducted by or on behalf of a public land manager or Parks Victoria under the relevant provisions of the Local Government Act 1989, the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975, the Forest Act 1958, the Water Industry Act 1994, the Water Act 1989, the Marine Act 1988, the Port of Melbourne Authority Act 1958 or the Crown Land (Reserves) Act 1978.*

Any other use not in Section 2 or 3 that does not meet the conditions of Section 1 is prohibited.

Clause 36.04 Road Zone – Category 1 and 2 (RDZ1 and RDZ2)

The Road Zone – Category 1 and Category 2 covers the primary road network within the study area across all three municipalities.

It applies to roads including the Western Port Highway, Ballarto Road, Robinsons Road, Pearcedale Road, North Road, Baxter-Tooradin Road, Tyabb-Tooradin Road, Eramosa Road East, Bungower Road, Frankston-Flinders Road, Tyabb-Mornington Road, Marine Parade, Bayview Road, Graydens Road, Hodgins Road, and High Street.

The purpose of the RDZ1 and RDZ2 is to:

- *To identify significant existing roads.*
- *To identify land which has been acquired for a significant proposed road.*

Clause 37.01 Special Use Zone (SUZ)

The Special Use Zone applies to land in the study area as outlined below:

Special Use Zone	LGA	Location in Project Area
SUZ1 – Port Related Uses	Mornington Peninsula	Port of Hastings and surrounding environs, Hastings/Somerville <i>This land use zoning covers a large proportion of the study area and is explained in detail at Section 2.4.14.1 below.</i> There are 3,453 hectares of land in Hastings and the surrounding areas which this planning zone applies.
SUZ3 – Airfield Development	Mornington Peninsula	Mornington Peninsula Airport, Tyabb
SUZ2 – Earth and Energy Resources Industry	Frankston	Skye Sands Quarries, Skye

The purpose of Schedule 3 to the Special Use Zone under the Mornington Peninsula Planning Scheme is:

- *To provide for the coordinated use and development of land in the vicinity of the Tyabb Airfield.*

The purpose Schedule 2 to the Special Use Zone under the Frankston Planning Scheme is:

- *To recognise or provide for the use and development of land for earth and energy resources industry.*
- *To encourage interim use of the land compatible with the use and development of nearby land.*
- *To encourage land management practice and rehabilitation that minimises adverse impact on the use and development of nearby land.*

Under the SUZ2 (Frankston Planning Scheme) and SUZ3 (Mornington Peninsula Planning Scheme), no permit is required for construction or use of a road.

Special Use Zone – 1 (Port Related Uses): Mornington Peninsula

The SUZ1 under the Mornington Peninsula Planning Scheme covers almost half of the study area generally south of Eramosa Road East. There are 3,453 hectares of land in Hastings and the surrounding areas which this planning zone applies.

The purpose of Schedule 1 to the Special Use Zone under the Mornington Peninsula Planning Scheme is:

- *To provide a location for selected port and industrial uses which depend upon or gain significant economic advantages from the natural deep water channels in Westernport.*
- *To enable the effective implementation of the Hastings Port Industrial Area Land Use Structure Plan (Department of Planning and Development 1996).*
- *To protect the environmental values of the waters, coastline and intertidal areas of Westernport and adjoining land.*
- *To provide for the interim rural use of land to the extent consistent with maintaining land resources for future port and port related development.*
- *To protect the towns of Tyabb, Hastings, Crib Point and Bittern by ensuring that no port industrial development which may have an adverse affect on the amenity or safety of residents occurs in proximity to residential areas.*

Setback requirements apply to buildings and works under Clause 4.0 of this zone with regards in accordance with the Buffer Area Table. These requirements do not apply to existing approved port related development or buildings and works constructed or carried out by the Council or a public authority.

A permit is required to remove, destroy or lop native vegetation. This includes natural swamp vegetation or vegetation forming part of the natural plant associated along the shoreline of Western Port Bay. Clause 52.17 exemptions apply.

Clause 37.07 Urban Growth Zone (UGZ)

The Urban Growth Zone applies to a small triangular area in the northern part of the study area, bound by Western Port Highway, Cranbourne-Frankston Road and the proposed Ballarto Road extension.

The purpose of the UGZ is to:

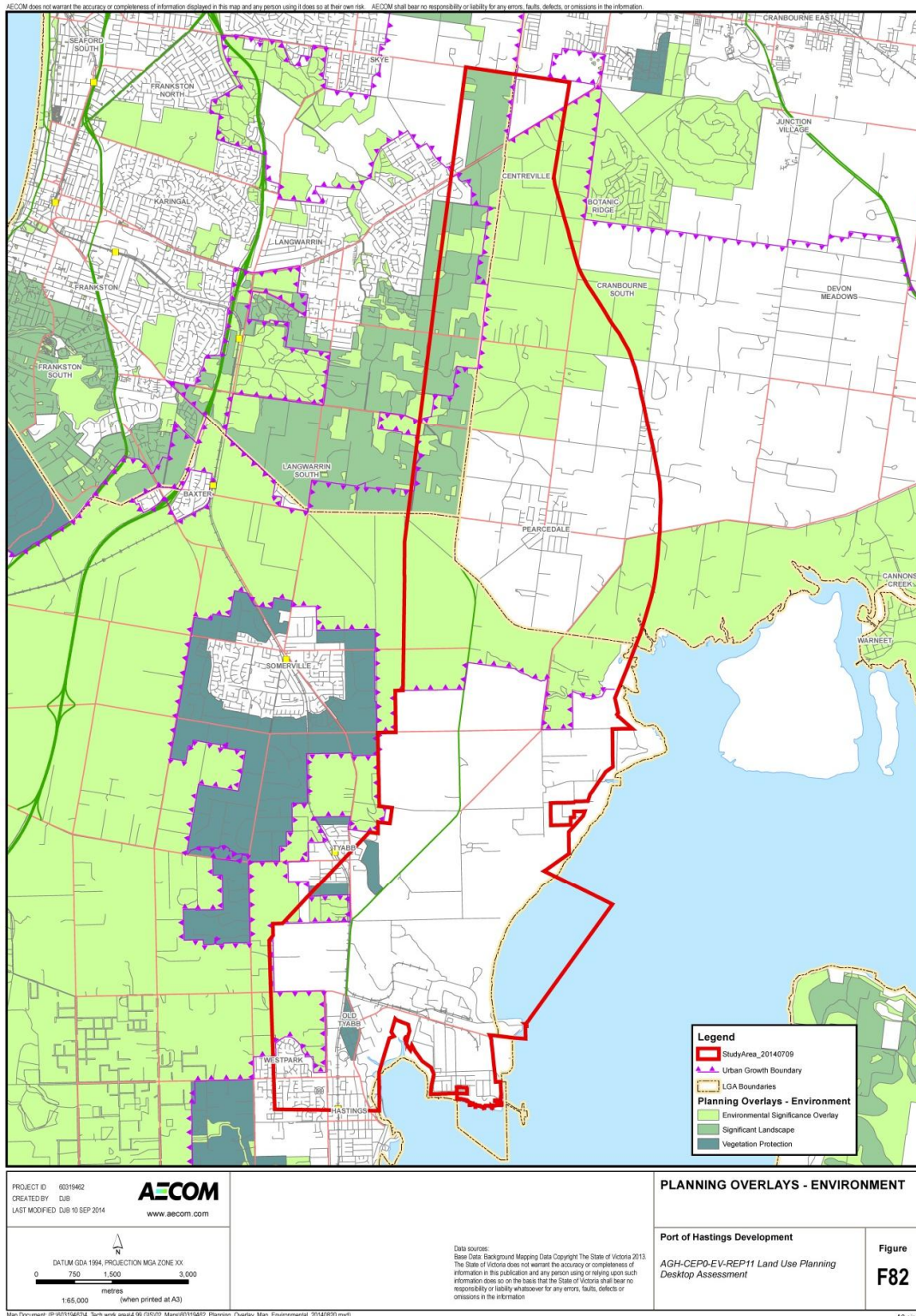
- *To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.*
- *To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.*
- *To contain urban use and development to areas identified for urban development in a precinct structure plan.*
- *To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.*
- *To ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.*

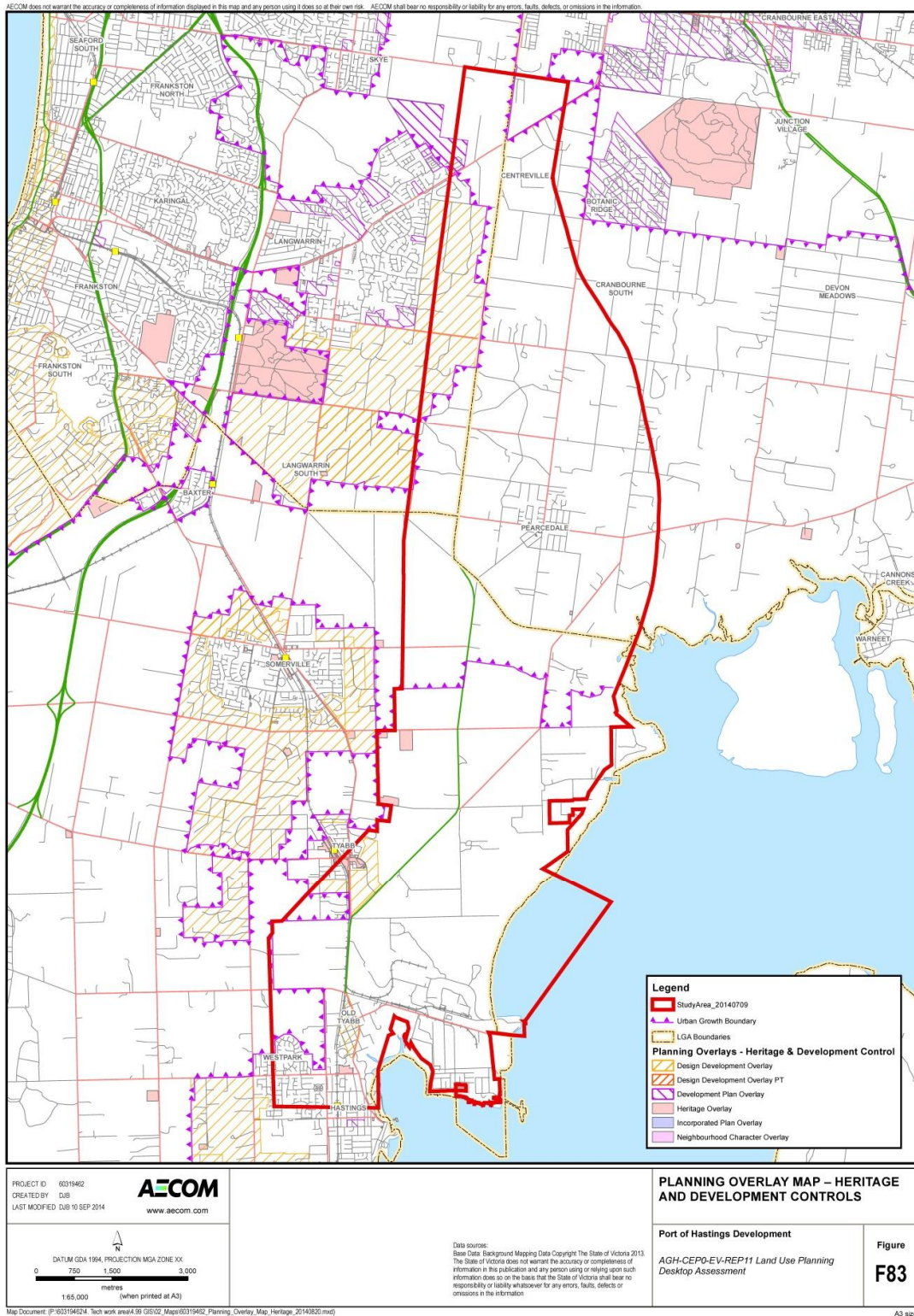
No Precinct Structure Plan currently applies to the UGZ land within the study area and therefore the provisions of Clause 37.07-1 to 37.07-8 applies to the land.

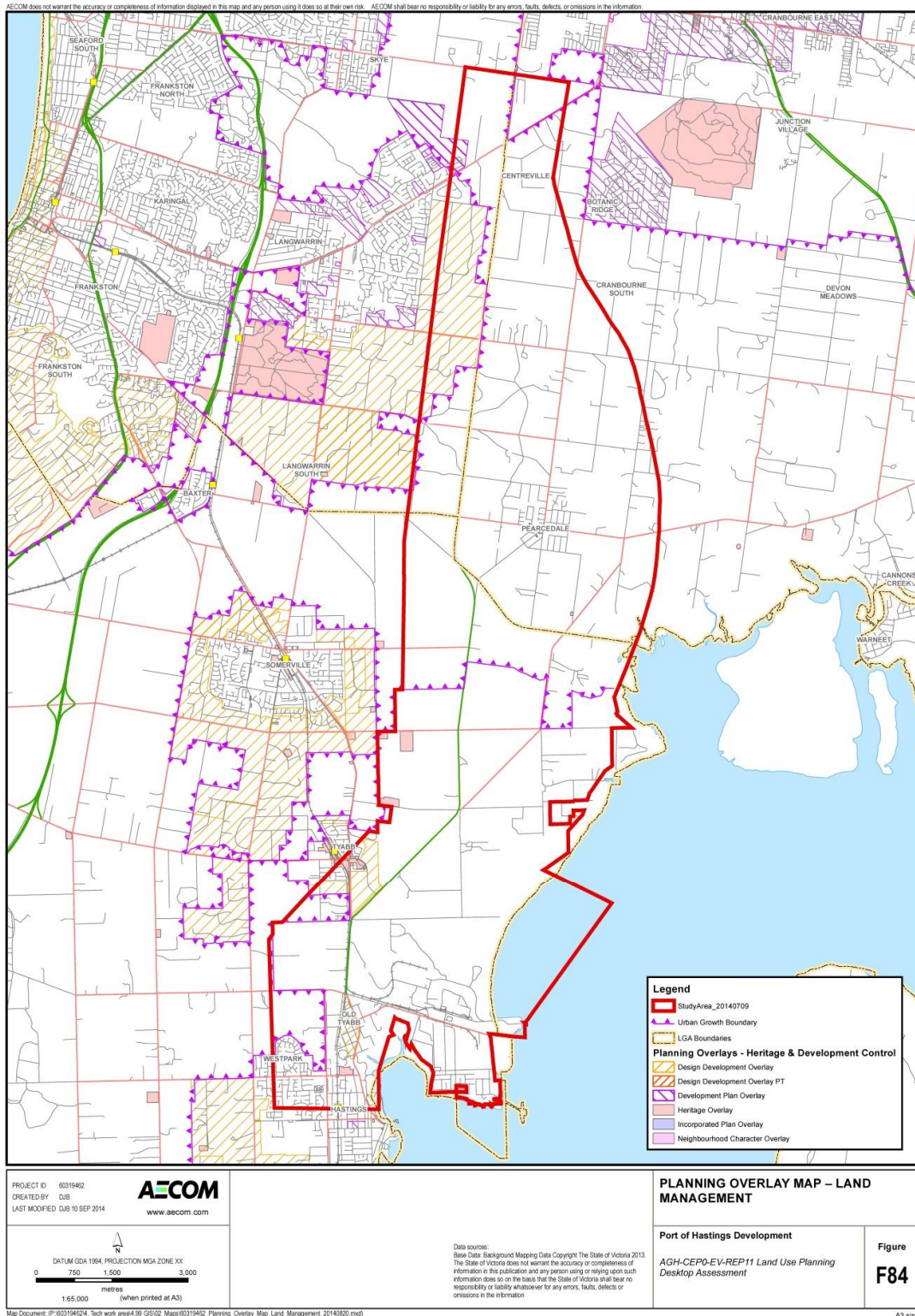
A permit is required for earthworks which change the rate of flow or the discharge point of water across a property boundary or earthworks which increase the discharge of saline water.

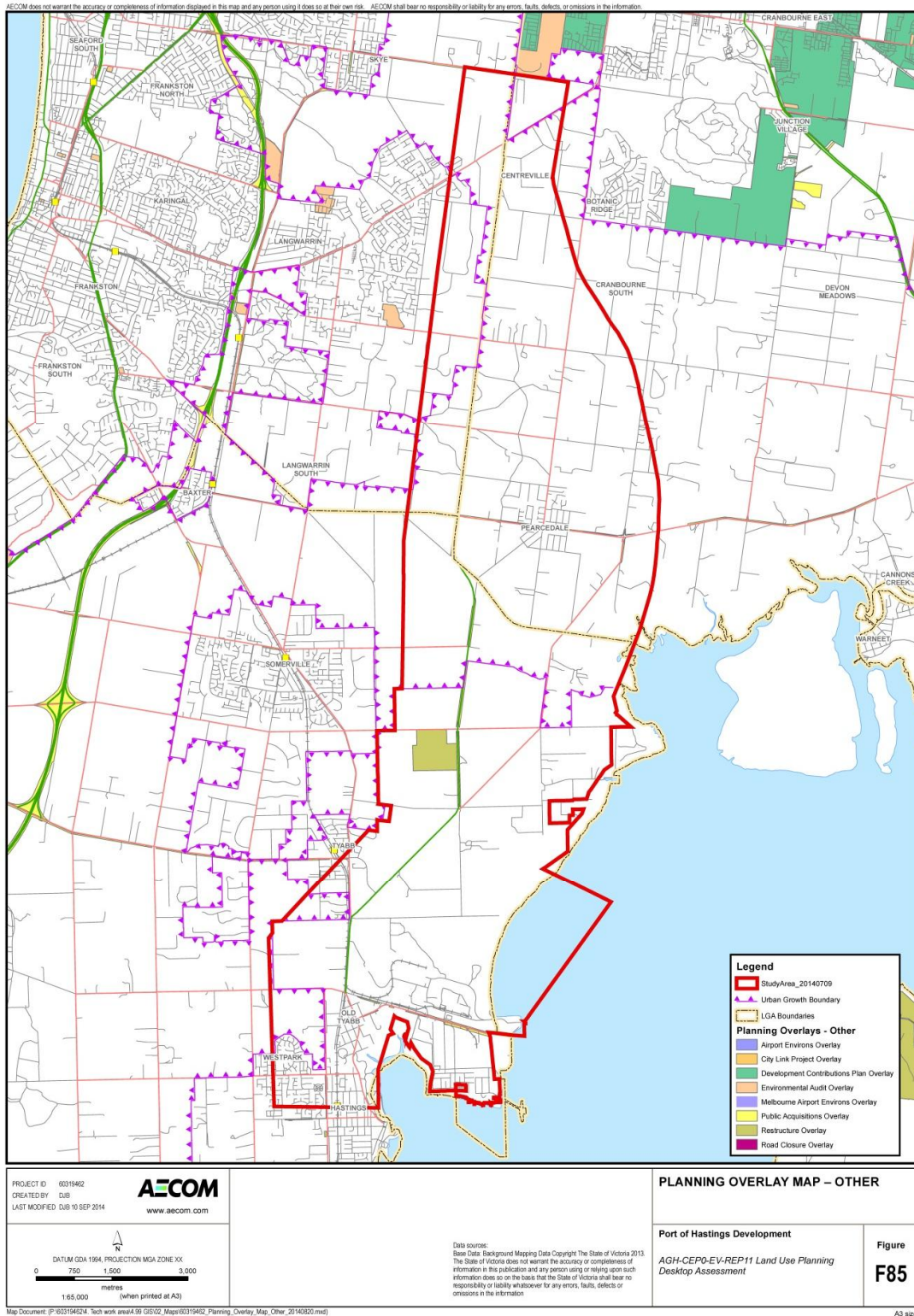
Appendix B Overlay Maps

Draft for discussion purposes









Appendix C Overlay Controls

Overlay Purposes and Provisions

Clause 42.01 Environmental Significance Overlay

The Frankston, Casey and Mornington Peninsula Planning Schemes apply an Environmental Significance Overlay to various parts of the study area. Ten different schedules to the ESO apply to the study area across the three municipalities.

A permit is required under the ESO to:

- Construct a building or construct or carry out works; or
- Remove, destroy or lop any vegetation.

The above triggers do not apply if a Schedule to the overlay specifically states that a permit is not required as detailed below.

ESO Schedule	Purpose	Permit Trigger Exemptions
Frankston Planning Scheme		
Schedule 1 <i>Areas of Botanical or Zoological Significance</i> (ESO1)	Identifies areas of remnant indigenous vegetation	Some native vegetation exemptions apply under the Schedule.
Schedule 4 <i>Significant Trees and Areas of Vegetation</i> (ESO4)	Identifies native and exotic trees and vegetation.	No permit required to construct a building or carry out works outside of the Tree Protection Zone of a significant tree under the Schedule. Some other vegetation exemptions apply.
Casey Planning Scheme		
Schedule 1 <i>Coastal Environs</i> (ESO1)	Identifies environmentally sensitive land fringing Western Port.	No permit is required to remove, destroy or lop exotic vegetation.
Schedule 4 <i>Cranbourne South Conservation Area</i> (ESO4)	Identifies environmentally sensitive land in Cranbourne South.	No permit is required to remove, destroy or lop exotic vegetation. No permit is required to construct a building more than 20 metres from any boundary of the land or the bank of any creek or watercourse.
Schedule 7 <i>Significant River Red Gums in Casey</i> (ESO7)	Identifies significant River Red Gum trees in Casey.	No permit is required to remove, destroy or lop any vegetation which is listed in the <i>City of Casey Significant Tree Study 2011</i> . No permit is required to construct a building or construct or carry out works outside of the Tree Protection Zone of any significant trees in the above Tree Study.
Schedule 8 <i>Significant Exotic and Native Trees in Casey</i> (ESO8)	Identifies individual native and exotic trees and groups of trees of special significance.	No permit is required to remove, destroy or lop any vegetation which is listed in the <i>City of Casey Significant Tree Study 2011</i> . No permit is required to construct a building or

ESO Schedule	Purpose	Permit Trigger Exemptions
		construct or carry out works outside of the Tree Protection Zone of any significant trees in the above Tree Study.
Mornington Peninsula Planning Scheme		
Schedule 2 Northern Mosaic (ESO2)	Identifies environmental values of part of the catchment of Watsons Creek and northern segment of Westernport Bay.	No permit is required to remove, destroy or lop exotic vegetation. Some buildings and works exemptions apply to works in the Rural Zone, Special Use Zone or Public Use Zone subject to conditions.
Schedule 4 Eastern Peninsula (ESO4)	Identifies environmental values of part of the Werrengine Creek catchment and Eastern Peninsula.	No permit is required to remove, destroy or lop exotic vegetation. Some buildings and works exemptions apply to works in the Rural Zone, Special Use Zone or Public Use Zone subject to conditions.
Schedule 5 Westernport Hinterland (ESO5)	Identifies environmental values of part of the Western Port Bay catchment and the rural edge to the townships of Tyabb, Hastings and bittern.	No permit is required to remove, destroy or lop exotic vegetation. Some buildings and works exemptions apply to works in the Rural Zone, Special Use Zone or Public Use Zone subject to conditions.
Schedule 17 Streamlines (ESO17)	Identifies streamlines that should be protected from inappropriate development.	No exemptions under the Schedule. General ESO permit triggers apply.
Schedule 18 Wetlands (ESO18)	Identifies wetlands that should be protected from inappropriate development.	No exemptions under the Schedule. General ESO permit triggers apply.
Schedule 28 Mornington Peninsula Bushland (ESO28)	Identifies areas of remnant native vegetation.	No permit is required to remove, destroy or lop exotic vegetation.

Vegetation Protection Overlay

The Mornington Peninsula Planning Scheme applies a Vegetation Protection Overlay to parts of the study area.

A permit is required under the ESO to remove, destroy or lop any vegetation.

The above trigger does not apply if a Schedule to the overlay specifically states that a permit is not required as detailed below.

VPO Schedule	Purpose	Permit Trigger Exemptions
Mornington Peninsula Planning Scheme		

VPO Schedule	Purpose	Permit Trigger Exemptions
Schedule 1 <i>Township Vegetation</i> (VPO1)	Identifies residential areas where substantial vegetation cover, rather than built form, is the dominant visual and environmental feature.	Some vegetation exemptions apply.

Significant Landscape Overlay

The Frankston and Casey Planning Schemes apply a Significant Landscape Overlay to various parts of the study area.

A permit is required under the SLO to:

- Construct a building or construct or carry out works; or
- Remove, destroy or lop any vegetation specified in a Schedule to the overlay.

The buildings and works permit requirement does not apply if a Schedule to the overlay specifically states that a permit is not required. A summary of permit exemptions and specified triggers is provided below.

SLO Schedule	Purpose	Permit Trigger Exemptions
Frankston Planning Scheme		
Schedule 1 <i>Langwarrin Hinterland and Baxter – Mt Eliza Escarpment</i> (SLO1)	Identifies a generally enclosed landscape with undulating topography and a mosaic of pasture and remnant bushland in Langwarrin Hinterland and Baxter.	No permit is required to construct a building or carry out works on land outside the area defined on Map 1. The study area falls outside the area defined on Map 1. Some native vegetation exemptions apply.
Casey Planning Scheme		
Schedule 1 <i>Western Port Coast</i> (SLO2)	Identifies ecologically diverse land in the Western Port coastal area.	No exemptions under the Schedule. General SLO permit triggers apply.

Heritage Overlay

The Casey and Mornington Peninsula Planning Schemes apply a Heritage Overlay to various parts of the study area.

A permit is required under the HO to (*inter alia*):

- Demolish or remove a building;
- Construct a building or construct or carry out works;
- Remove, destroy or lop a tree if the Schedule to the overlay applies tree controls;

No permit is required under the HO to develop a place which is included on the Victorian Heritage Register (VHR).

A heritage place identified in the Schedule to the overlay as an Aboriginal Heritage Place will be subject to the requirements of the *Aboriginal Heritage Act 2006*.

A summary of Heritage Places and applicable controls is provided below.

HO Schedule	VHR Listed	Tree Controls Apply	Aboriginal Heritage Place
Casey Planning Scheme			
HO149 <i>Perry (Male) Cottage. 103 Baxter-Tooradin Road, Pearcedale</i>	No	No	No
HO150 <i>St Peter's Church of England. 46 Baxter-Tooradin Road, Pearcedale</i>	No	No	No
HO160 <i>House. 71 East Road, Pearcedale</i>	No	No	No
HO177 <i>Pearcedale Public Hall. 45 Pearcedale Road, Pearcedale</i>	No	Yes	No
HO180 <i>Former Pearcedale Methodist Church 12 Queens Rd, Pearcedale</i>	No	No	No
Mornington Peninsula Planning Scheme			
HO60 <i>Tyabb Soldiers Memorial. Frankston-Flinders Rd, Tyabb</i>	No	No	No
HO142 <i>Former Vicarage 64 King St, Hastings</i>	No	No	No
HO268 <i>Bunning's Farm House and Trees. 75 Bungower Rd, Somerville</i>	No	Yes	No
HO269 <i>Thomas Bunning's Farm. 83 Bungower Rd, Somerville</i>	No	Yes	No
HO270 <i>Tyabb Public Cemetery. 1 Cemetery Rd, Hastings</i>	No	Yes	No
HO283 <i>Tyabb Halls. 1535 Frankston-Flinders Rd, Tyabb</i>	No	No	No
HO284 <i>George G & Sarah Cole House & Trees. 1559 Frankston-Flinders Rd, Tyabb</i>	No	Yes	No
HO289 <i>Tyabb Residential, Commercial & Civic Precinct</i>	No	Yes	No
HO293 <i>Hastings State School 1098, Memorial Gateway, Trees. 10 Hodgins Rd, Hastings</i>	No	Yes	No
HO299 <i>Holy Trinity Anglican Church Complex. 62 King St, Hastings</i>	No	No	No
HO308 <i>David Grant House. 9 Mornington-Tyabb Rd, Tyabb</i>	No	Yes	No
HO311 <i>John Bunning & Sons Complex, Trees. 48 O'Neils Rd, Somerville</i>	No	Yes	No
HO320 <i>Former Tyabb Methodist Church. 70 The Crescent, Tyabb</i>	No	No	No

HO Schedule	VHR Listed	Tree Controls Apply	Aboriginal Heritage Place
HO321 <i>Hybrid Oak & Tyabb Railway Station School SS3544. 98 The Crescent, Tyabb</i>	No	Yes	No

Design and Development Overlay

The Frankston and Mornington Peninsula Planning Schemes apply a Design and Development Overlay to various parts of the study area.

A permit is required under the DDO to construct a building or construct or carry out works.

This permit requirement does not apply if a Schedule to the overlay specifically states that a permit is not required. A summary of permit exemptions is provided below.

DDO Schedule	Purpose	Permit Trigger Exemptions
Frankston Planning Scheme		
Schedule 4 <i>Langwarrin Rural Residential Area</i> (DDO4)	To maintain the well vegetation, rural residential character of the fringe of Langwarrin.	Some buildings and works exemptions apply including that no permit is required for development of public land by or on behalf of a public land manager. Building and works design requirements apply under the Schedule.
Mornington Peninsula Planning Scheme		
Schedule 1 <i>Township Design</i> (DDO1)	To ensure new development has regard for established township streetscapes and development patterns.	No exemptions apply for non-residential uses under the Schedule. General DDO permit triggers apply. Building and works design requirements apply under the Schedule.
Schedule 7 <i>Low Density – Environmental</i> (DDO7)	To prevent the overdevelopment of sensitive low-density areas.	No exemptions apply for non-residential uses under the Schedule. General DDO permit triggers apply. Building and works design requirements apply under the Schedule.

Development Plan Overlay

The Frankston Planning Scheme applies a Development Plan Overlay to various parts of the study area.

Pursuant to the DPO a permit must not be granted to construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

This does not apply if a Schedule to the overlay specifically states that a permit may be granted prior to a development plan being prepared.

A summary of permit requirements is provided below.

DPO Schedule	Applicable Development Plans	Development Plan Requirement
Frankston Planning Scheme		

DPO Schedule	Applicable Development Plans	Development Plan Requirement
Schedule 1 <i>Carrum Downs, Langwarrin and Baxter Outline Development Plans</i> (DPO1)	The study should have regard to the future " <i>Langwarrin Outline Development Plan</i> " yet to be prepared.	A permit cannot be granted for buildings and works prior to a Development Plan being approved unless it is for residential or agricultural use, or consists minor extensions or alterations to existing buildings or works.
Schedule 7 (DPO7) Affects land south of the Sky Sands Quarry	No Development Plan has been approved. The study may have regard to the " <i>Indicative Plan of Subdivision</i> " contained in the Schedule. The Indicative Plan of Subdivision shows land intended for future low density residential, including tree reserves and a conservation reserve buffer around quarry site of approximately 150m.	A permit cannot be granted for buildings and works prior to a Development Plan being approved unless it is for subdivision of land subject to conditions under the Schedule.

Land Subject to Inundation Overlay

The Casey and Mornington Peninsula Planning Schemes apply a Land Subject to Inundation Overlay to various parts of the study area.

A permit is required under the LSIO to construct a building or construct or carry out works, including roadworks.

This does not apply if a Schedule to the overlay specifically states that a permit is not required.

A summary of permit exemptions is provided below.

LSIO Schedule	Permit Trigger Exemptions
Casey Planning Scheme	
Schedule (LSIO)	Some buildings and works exemptions apply. No specific exemptions apply for "roadworks" or any other works related to transport infrastructure development.
Mornington Peninsula Planning Scheme	
Schedule (LSIO)	Some buildings and works exemptions apply. No specific exemptions apply for "roadworks" or any other works related to transport infrastructure development.

Special Building Overlay

The Casey Planning Scheme applies a Special Building Overlay to various parts of the study area.

A permit is required under the SBO to construct a building or construct or carry out works, including roadworks.

This does not apply (*inter alia*):

- If a Schedule to the overlay specifically states that a permit is not required;
- To roadworks and associated works if this is limited to resurfacing the existing road or the relevant floodplain management authority has agreed in writing that the flowpath is not obstructed.

A summary of permit exemptions is provided below.

SBO Schedule	Permit Trigger Exemptions
Casey Planning Scheme	
Schedule (SBO)	No exemptions under the Schedule. General SBO permit triggers apply.

Wildfire Management Overlay

The Frankston, Casey and Mornington Peninsula Planning Schemes apply a Wildfire Management Overlay to various parts of the study area.

A permit is not required to construct a roadway, railway or other transport infrastructure related development within the WMO.

Public Acquisition Overlay

The Frankston, Casey and Mornington Peninsula Planning Schemes apply a Public Acquisition Overlay to various parts of the study area.

A permit is required to (inter alia):

- Use land for any Section 1 or Section 2 use in the zone;
- Construct a building or construct or carry out works;
- Damage, demolish or remove a building or works;
- Damage, destroy or lop any vegetation.

This does not apply:

- To the acquiring authority for the land if the land has been acquired and any of the above matters for which a permit is required is consistent with the purpose for which the land was acquired.
- To an authority or a municipal council if the responsible authority, after consulting with the acquiring authority for the land, is satisfied that any of the above matters for which a permit is required is consistent with the purpose for which the land is to be acquired.

A summary of permit exemptions is provided below.

PAO Schedule	Acquiring Authority	Purpose of Acquisition
Frankston Planning Scheme		
PAO1	Roads Corporation	Road purposes
Casey Planning Scheme		
PAO1	Roads Corporation	Construction or widening of a road declared under the Transport Act
Mornington Peninsula Planning Scheme		
PAO1	Roads Corporation	Road construction and widening
PAO2	Mornington Peninsula Shire Council	Municipal purposes
PAO4	Department of Finance	Port services and access corridor

Clause 45.05 Restructure Overlay

The Mornington Peninsula Planning Scheme applies a Restructure Overlay to part of the study area.

A permit is not required to construct a roadway, railway or other transport infrastructure related development within the RO.

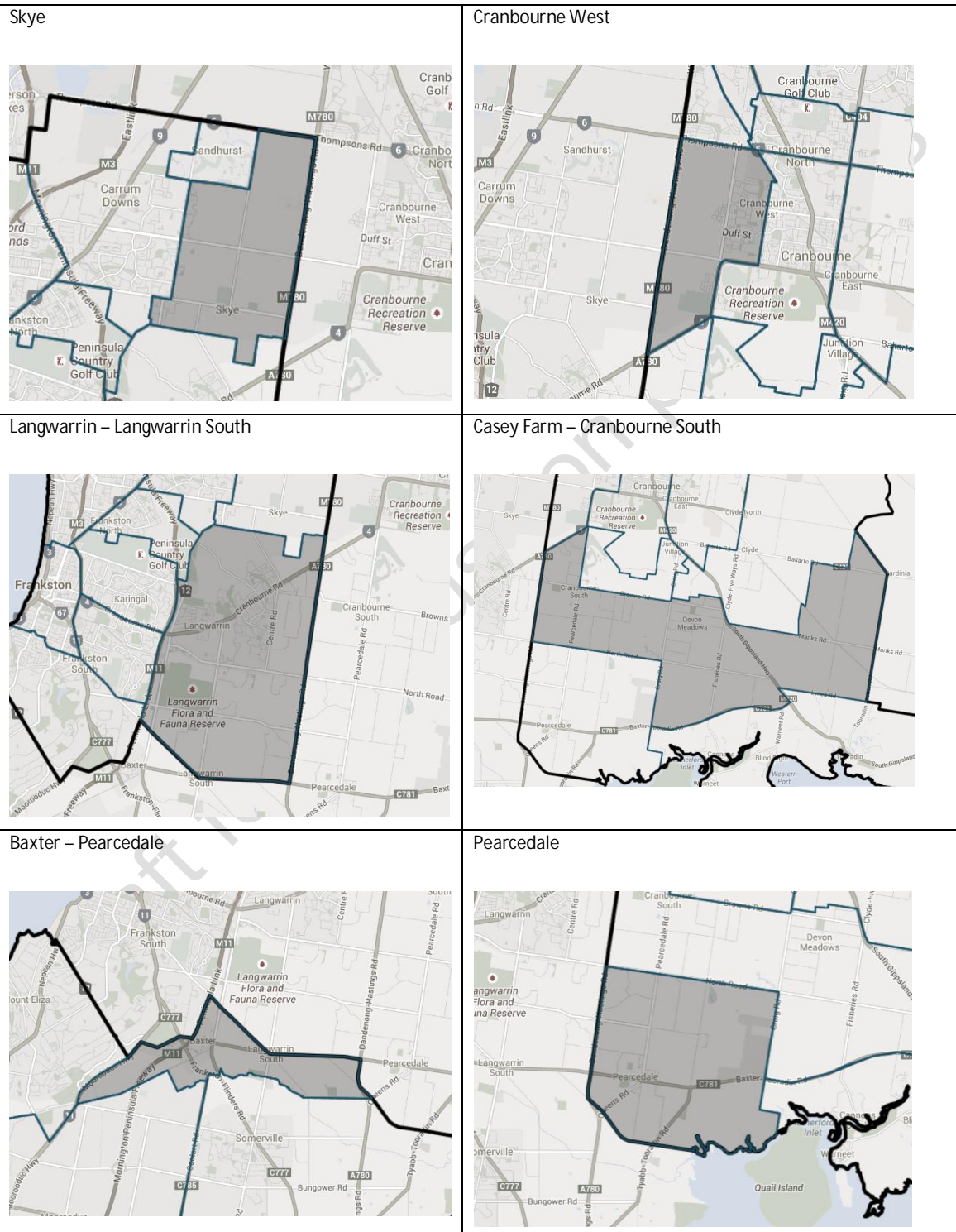
Details of the applicable RO are provided below.

RO Schedule	Land	Title of Restructure Plan
Mornington Peninsula Planning Scheme		
RO9	63 and 69 Bungower Road, Somerville	Bungower Road Area Restructure Plan, December 2011

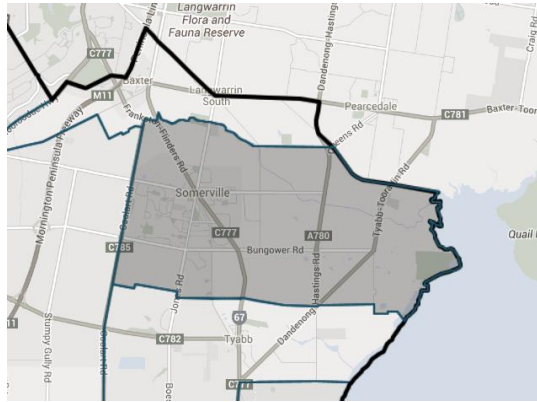
Draft for discussion purposes

Appendix D Population Forecast Areas

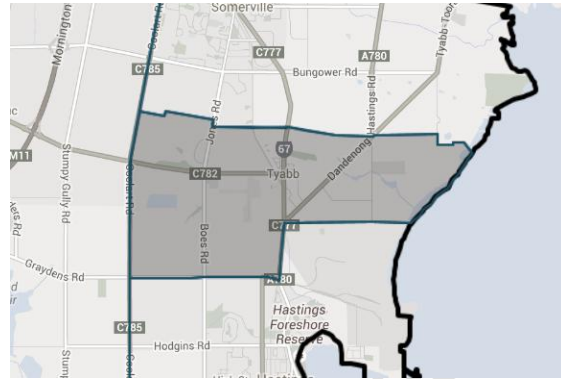
Frankston, Casey and Mornington Peninsula Community Profile Population Forecast Areas



Somerville



Tyabb



Hastings

