

*Planning and Environment Act 1987*

**CASEY PLANNING SCHEME**

**AMENDMENT C274**

**EXPLANATORY REPORT**

**Who is the planning authority?**

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

The amendment has been made at the request of the Level Crossing Removal Project (**LXRP**), part of the Major Transport Infrastructure Authority (**MTIA**). MTIA is an administrative office established under the *Public Administration Act 2004*, in relation to the Department of Transport.

**Land affected by the Amendment**

This Amendment applies to the land required for the Hallam Road, Hallam Level Crossing Removal Project (the **Project**), as shown on the Casey Planning Scheme Map numbers 04SCO and 07SCO as SCO6 (**Project Land**).

The Project Land is generally located within the Pakenham rail corridor, nearby road reservations, private land and other publicly-owned land. The Project Land generally extends along the railway corridor between Bella Crescent, Hallam in the east and Craven Court, Hallam in the west. The Project Land generally extends along Hallam Road from Empire Way and Keppel Drive in the north to Ogrady and Centre Roads in the south. The Project Land also includes several other roads in the locality that may be temporarily impacted to facilitate site access during construction.

Four parcels of privately-owned land, two parcels of land owned by Melbourne Water and one parcel of land owned by City of Casey are included in the Project Land as they are proposed to be temporarily used for construction purposes.

**What the Amendment does**

The Amendment inserts the *Hallam Road, Hallam Level Crossing Removal Project, Incorporated Document, November 2019 (the Incorporated Document)* into the Casey Planning Schemes by amending the Schedules to Clauses 45.12 (Specific Control Overlay), 72.03 (What Does this Scheme Consist of?) and 72.04 (Documents Incorporated in this Planning Scheme).

The Amendment also inserts new Planning Scheme Map Nos. 04SCO and 07SCO in the Casey Planning Scheme.

The effect of this will be to allow the use and development of the Project Land for the purposes of the Project in accordance with the control contained in the Incorporated Document, without the need for planning permits to be obtained under the Casey Planning Scheme.

**Strategic assessment of the amendment**

**Why is the Amendment required?**

The Amendment is required to facilitate the timely, coordinated and consistent delivery of the Project.

The Project is part of the Victorian Government's commitment to remove 75 dangerous and congested level crossings across Metropolitan Melbourne by 2025 which will increase road, rail and pedestrian safety and improve public transport facilities and efficiency.

Hallam Road is a major north-south arterial road which connects Hampton Park residential areas and Hallam industrial area to the Princes Highway and Monash Freeway. Hallam Road carries approximately 20,000 vehicles per day.

The operation of the boom gates at this intersection causes lengthy delays to vehicles, cyclists and pedestrians, particularly during the weekday peak periods when the boom gates are closed for 36 per cent of the time between the 7am and 9am.

The Project includes, but is not limited to, the following:

- a) Demolition, buildings and works for the removal of the level crossing at Hallam Road, Hallam where it crosses the Pakenham rail line.
- b) Construction of a new Hallam train station, including car parking, bicycle facilities, loading and unloading facilities and associated works and may include the selling of food, drinks and other convenience goods and services.
- c) Road and railway works, including but not limited to, works to facilitate the grade separation of rail and road infrastructure and provision of new rail and road infrastructure, relocation of utilities and installation of new utility infrastructure, earthworks, replacement of track infrastructure, access tracks, landscaping, vegetation removal and bicycle and pedestrian shared use paths.
- d) Use and development of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- e) Use and development of land for a road, including associated communications, signalling, and other road related infrastructure
- f) Buildings and works to facilitate the development of new publicly accessible spaces and public realm improvements including, but not limited to, streetscape and landscape works and associated infrastructure.
- g) Creation and alteration of access to roads.
- h) Relocation of telecommunications infrastructure.
- i) Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signalling.
- j) Bus stops, car parking, bicycle facilities, landscaping, and loading and unloading facilities.
- k) Ancillary activities, preparatory and enabling works, including, but not limited to:
  - i) Creating and using lay down areas for construction purposes.
  - ii) Temporary stockpiling of excavation material for construction purposes.
  - iii) Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
  - iv) Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
  - v) Demolishing and removing buildings, structures, infrastructure and works.
  - vi) Relocating, modifying and upgrading services and utilities.
  - vii) Constructing fences, temporary site barriers and site security.
  - viii) Constructing or carrying out works to create or alter roads, car parking areas, bunds, mounds, landscaping, or drainage, or to excavate land salvage artefacts and alter drainage.
  - ix) Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.

- x) Creating or altering access to a road in a Road Zone, Category 1 or land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.
- xi) Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
- xii) Displaying construction, directional and identification signs.
- xiii) Subdividing and consolidating land.

Upgrading the rail track infrastructure and removing the level crossing, the Project will help to achieve the objectives for transport infrastructure envisaged in the metropolitan strategy *Plan Melbourne (2017)*, the *Network Development Plan- Metropolitan Rail (2012)* and *Trains, Trams, Jobs 2015-2025*, *The Victoria Rolling Stock Strategy (2015)*.

#### **How does the Amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives of planning in Victoria as set out in section 4 of the *Planning and Environment Act 1987* as follows:

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

The amendment facilitates a project that will ease road congestion and reduce travel times by removing the level crossing on one of Melbourne's major arterial roads. The Project will contribute to a more efficient use of existing infrastructure by improving reliability of the rail network as well as improving the safety and efficiency of the road network.

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

The Project is mainly in the rail corridor and road reserves with a modified landform and ecology. Vegetation in the Project Land generally consists of introduced grass species with scattered trees, patches of native and introduced trees surrounded by an industrial and residential urban environment.

The Project may impact limited areas of native vegetation. Previous ecological studies undertaken in 2015 outlines the presence of ecological vegetation classes (**EVCs**) including Plains Grassy Woodland, Plains Grassy Wetland and Swamp Scrub within the rail corridor. Further ecological studies have been conducted to accurately map the presence of all native flora and fauna within the Project Land. The design of Project works will minimise the impacts on native flora and fauna. The Incorporated Document includes a number of measures to manage such impacts, including:

- An Environmental Management Strategy (**EMS**) must be prepared to provide an overarching framework for site or work specific measures to reduce and manage environmental and amenity impacts during construction of the Project, including minimising impacts on native vegetation and habitat values. The EMS must be prepared to the satisfaction of the Minister for Planning in consultation with Casey City Council.
- Details of the removal, destruction or lopping of native vegetation necessary for construction of the project must be prepared, in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, December 2017), except as otherwise agreed by the Secretary to the Department of Environment, Land, Water and Planning (**DELWP**).
- Native vegetation offsets must be provided in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017), except as otherwise agreed by the Secretary to DELWP.

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

The Amendment facilitates a project that will contribute to a more efficient use of existing infrastructure by improving the reliability of the rail network as well as improving the safety and efficiency of the road network.

The Project will eliminate the conflict between trains, vehicles, cyclists and pedestrians. The design will facilitate safe and efficient movement of all modes of transport through the major transport crossing.

The Project will improve amenity for the local community by improving safety through the separation of trains, vehicular and active transport, landscape and urban design improvements, reducing traffic congestion associated with the level crossing and by improving cycling and pedestrian connectivity at the neighbourhood level.

Most of the works will be contained in the existing rail corridor and all works will be designed to respect the local environment.

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

The Project Land does not contain any places on the Victorian Heritage Register (VHR) or any land within the Heritage Overlay of the Casey Planning scheme.

The Project Land sits partially within an area of Aboriginal Cultural Sensitivity and as such an Aboriginal Cultural Heritage Management Plan (CHMP) is being developed to manage any potential impacts. The CHMP will provide management measures for any aboriginal heritage artefacts discovered within the construction footprint during works, in consultation with Aboriginal Victoria.

**e) *To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community***

The Incorporated Document creates a single integrated planning approval that will ensure orderly and coordinated provision of this upgraded public infrastructure and facilities for the benefit of the community. The works will result in improvements to road and rail infrastructure while also ensuring utilities such as water pipes, gas and electricity are adequately protected, relocated and upgraded where necessary.

**f) *To balance the present and future needs of all Victorians***

The Project proposes to remove one of the level crossings within the Victorian Government's level crossing removal program commitment to remove 75 level crossings on the metropolitan rail network by 2025.

The Project will benefit present and future users of public transport and Victorians living, working and travelling in the vicinity of the level crossing.

The delivery of the Project will be carefully managed to minimise disruption for rail and road users, local communities and businesses and will provide positive improvements to the local area, the Pakenham rail corridor and the broader public transport system.

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

The design of the Project has been and will continue to be informed by a range of specialist studies and has considered the potential environmental, social and economic effects of the construction and operation of the Project.

***Environmental Effects***

**Environmental Management Strategy (EMS)**

The Incorporated Document requires that an EMS be prepared for the Project to manage and minimise impacts on the environment. The EMS must include key construction methodologies and a

framework for site and work specific measures to reduce and manage environmental and amenity impacts during construction. The EMS must also include details of engagement activities with stakeholders and a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity impacts are reduced and managed during construction of the project.

#### Native Vegetation

The Incorporated Document requires that details of the removal, destruction or lopping of native vegetation necessary for construction of the Project must be prepared in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017), except as otherwise agreed by the Secretary to DELWP.

The Incorporated Document also requires native vegetation offsets to be provided in accordance with the guidelines, except as otherwise agreed by the Secretary to DELWP.

#### Heritage

The Project Land does not include any sites listed on the Victorian Heritage Register (VHR) or any land within the Heritage Overlay in the Casey Planning Scheme.

The works are classified as a high impact activity and will occur partially within in an area of cultural heritage sensitivity. As such, a Cultural Heritage Management Plan (CHMP) is required under the *Aboriginal Heritage Act 2006*. A CHMP will be prepared for the Project. The CHMP will contain measures to manage potential impacts of the Project of areas of cultural heritage sensitivity.

#### Flood Management

The Incorporated Document requires that any buildings and works on Project Land affected by the Special Building Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

#### Air quality

Potential air quality impacts from the project will primarily be associated with the construction phase, particularly the emissions of dust. The EMS will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity impacts during construction in accordance with the relevant policies and guidelines of the Environment Protection Authority (EPA).

The Project will have regard to the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise impacts on air quality during construction and the relevant provisions of the *Environment Protection Act 1970* and the *State Environment Protection Policy (Air Quality Management)*.

Removal of the level crossing will assist in reducing traffic congestion and associated vehicle emissions and is expected to contribute to improved air quality in the local community.

#### Noise

Construction activities may result in potential noise impacts. The EMS will include an overarching framework for site and work specific measures to reduce and manage environmental and amenity impacts during construction including noise impacts, in accordance with the relevant EPA policies and guidelines.

The Project will have regard to the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise noise-related impacts during construction and the relevant provisions for the *Environment Protection Act 1970*.

Noise associated with operational use of the rail line must comply with the Victorian Government's *Passenger Rail Infrastructure Noise Policy April 2013 (PRINP)*.

## **Social Effects**

The Project is expected to generate a range of positive social effects including:

- Reduced congestion and improved travel times for road users by removing the level crossing to facilitate continuous traffic flow to improve operational efficiency.
- Improved safety in the vicinity of the level crossing by reducing the potential for conflict between vehicles, trains, pedestrians and cyclists and reducing delays that contribute to risk taking behaviour.
- Better neighbourhood connectivity by reducing travel times for road and rail users and providing enhanced pedestrian and cyclist connections along and across the rail corridor.
- Improved amenity in residential and commercial areas currently affected by congestion attributable to the level crossing.
- Providing commuters with a more reliable service through increased efficiency through the reduction of conflict points on the Pakenham rail line.

## **Economic Effects**

The Project will have a number of positive effects such as supporting the prosperity and competitiveness of Victoria by easing congestion and reducing travel delays, which will contribute to increased productivity and greater efficiency in road-based freight movement.

At a local level, removing the level crossing will reduce congestion and improve accessibility to and from the State-significant employment and manufacturing precincts in Hallam and Melbourne's south-east.

As part of the broader Level Crossing Removal Program, the Project is expected to generate hundreds of jobs during the construction peak. The Project will also stimulate economic growth by creating employment opportunities beyond the immediate construction works during the construction period.

### **How does the amendment address any relevant bushfire risk?**

The Project Land sits partially within a Bushfire Prone Area. The use and development of the Project Land for the Project will not increase bushfire risk. The Project Land is not affected by a Bushfire Management Overlay under the Casey Planning Scheme.

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

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

#### ***Ministerial Direction on the Form and Content of the Planning Schemes***

The Amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987*.

#### ***Direction No. 1 Potentially Contaminated Land***

The Amendment is consistent with *Direction No.1 Potentially Contaminated Land* in that:

- The Incorporated Document requires the preparation of an EMS, which will include measures to manage contaminated land within the Project Land and ensure the environmental condition of the land is suitable for the future intended use.

### ***Direction No. 9 Metropolitan Planning Strategy***

The principles / outcome / directions most relevant to the Project under *Direction No. 9 Metropolitan Planning Strategy (Plan Melbourne 2017-2050)* are:

- Principle 8 – Infrastructure investment that supports balanced city growth.
- Outcome 3 – Melbourne has an integrated transport system that connects people to jobs and services and goods to market
- Direction 1.2 - Improve access to jobs across Melbourne and closer to where people live
- Direction 3.1 – Transform Melbourne’s transport system to support a productive city.
- Direction 3.2 – Improve transport in Melbourne’s outer suburbs
- Direction 3.3 – Improve local travel options to support 20-minute neighbourhoods

The Amendment is consistent with *Direction No. 9 Metropolitan Planning Strategy and Plan Melbourne 2017-2050* in that it:

- facilitates a more reliable and efficient transport system, for motorists and public transport, to support a more productive city;
- facilitates transport projects that improve accessibility to jobs and community services, including the State-significant employment and manufacturing areas in Melbourne’s south-east;
- facilitates the improvement of local travel options, which will increase social and economic participation;
- facilitates improvement in the safe and efficient operation of the existing transport network; and
- ensures the environmental and construction impacts are managed and minimised through the preparation and approval of the EMS.

### ***Direction No.11 Strategic Assessment of Amendments***

The Amendment has been prepared having regard to the *Direction No.11 Strategic Assessment of Amendments* and *Planning Practice Note 46: Strategic Assessment Guidelines*.

### ***Direction No. 19 Preparation and Content of Amendments that may significantly impact the environment, amenity and human health***

The Amendment has been prepared having regard to *Direction No. 19 – Ministerial Direction on the Preparation and Content of Amendments that may significantly impact the environment, amenity and human health* and *Ministerial requirement for information for authorisation or preparation of amendments that may significantly impact the environment, amenity and human health*.

This Direction requires planning authorities to seek the views of the EPA in the preparation of planning scheme reviews and amendments that could result in significant impacts on the environment, amenity and human health due to pollution and waste. It is not considered that the Amendment will result in the use or development of land that may result in significant impacts on the environment, amenity and human health due to pollution or waste.

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

The Amendment supports or implements the following clauses of the Planning Policy Framework (PPF):

#### ***Settlement***

The Amendment is consistent with Clause 11 (Settlement) of the PPF. The Project will:

- Improve transport network connections within and between local, regional and metropolitan centres via public transport, walking and cycling to improve levels of productivity and competitiveness while maintaining liveability.
- Improve access by walking, cycling and public transport to services and facilities for local and regional populations, by contributing to a more reliable and efficient public transport system, and improving safety and connectivity for pedestrians and cyclists in the vicinity of the level crossing.
- Support the establishment of a metro-style rail system by delivering separated road and rail crossings.
- Improve the safety and efficiency of a major arterial road connection by delivering grade separation.

### ***Environmental and Landscape Values***

The Amendment is consistent with Clause 12 (Environmental and Landscape Values) of the PPF. The Project responds well to all relevant environment and landscape values, as follows:

- The Project has undertaken due diligence studies to identify environmental and landscape values, including flora and fauna, post-contact and Aboriginal cultural heritage.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site and works specific measures to reduce and manage environmental and amenity impacts during construction of the Project, including noise and air quality.
- The Incorporated Document requires that the removal, destruction and lopping of native vegetation be detailed in accordance with *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017), except as otherwise agreed by the Secretary to DELWP.
- The Incorporated Document requires native vegetation offsets to be provided in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017), except as otherwise agreed by the Secretary to DELWP.

### ***Environmental Risks and Amenity***

The Amendment is consistent with Clause 13 (Environmental Risks) of the PPF. The environment risks will be acceptably managed:

- The Project has undertaken due diligence studies to identify environmental risks, including consideration of flooding and geotechnical risks, noise and air quality.
- The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including noise and air quality.

### ***Natural Resource Management***

The Amendment is consistent with Clause 14 (Natural Resource Management) of the PPF. The location of the Project is highly urbanised and relevantly:

- The Project has undertaken due diligence studies to identify requirements and opportunities to manage natural resources, including water mains and local storage facilities from potential contamination, measures to manage stormwater runoff, erosion and sediment control.

- The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site and work specific measures to reduce and manage environmental and amenity effects during construction of the project, including protection of water quality, resources use and waste management.

### ***Built Environment and Heritage***

The Amendment is consistent with Clause 15 (Built Environment and Heritage) of the PPF in that:

- The role of urban design and building design is recognised by LXP through the development of an Urban Design Framework, with the direct involvement of the Office of the Victorian Government Architect, which outlines principles, objectives, measures and qualitative benchmarks to be taken into consideration during the detailed design phase for the wider Level Crossing Removal Project. Site-specific urban design guidelines for the Project have been developed in accordance with the principles and objectives set out in the Urban Design Framework, and in consultation with stakeholders. The LXP's Urban Design Advisory Panel will continue to be involved in the detailed design of the Project.
- The Project will improve safety by reducing conflict between trains, vehicles, cyclists and pedestrians.
- The CHMP provides management measures for any aboriginal heritage artefacts discovered within the construction footprint during works in consultation with Aboriginal Victoria.

### ***Economic Development***

- The Amendment supports and implements Clause 17 (Economic Development) of the PPF as the Project will improve relationships between regions by allowing improved flow of traffic.
- The Project will support the local area with improved public transport and integrated walking and cycling paths.

### ***Transport***

The Amendment supports and implements Clause 18 (Transport) of the PPF as follows:

- The Project facilitates development of a metro-style system through providing grade separation between vehicles, trains, pedestrians and cyclists.
- The Project will improve the efficiency of road-based freight transport within and around the State-significant employment and manufacturing areas in Melbourne's south-east;
- The Project will provide or reinstate shared user paths and pedestrian links that will encourage the use of sustainable personal transport and improve access to the public transport system.
- The Project will facilitate safer and more efficient movement of freight to meet local needs and service markets throughout Victoria by removing constraints on the current road network.
- The removal and closure of the level crossing will improve safety by reducing the potential for conflicts between vehicles, trains, pedestrians and cyclists.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the Project.
- The Project will facilitate the reduction of greenhouse gas emissions through reduced road congestion and increased facilitation of sustainable transport options.

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

The Amendment supports and implements the Local Planning Policy Framework (LPPF) of the Casey Planning Scheme in that it will support the following clauses:

### **Casey Planning Scheme**

Specifically, the amendment supports and implements the following clauses of the LPPF under the Casey Planning Scheme:

- Clause 21.02 (Municipal Strategic Assessment (MSS) – Key Issues and Strategic Vision)
- Clause 21.04 (Environment)
- Clause 21.05 (Economic Development)
- Clause 21.06 (Transport)
- Clause 21.07 (Built Environment)
- Clause 21.21 (Local Area Approach - Hallam)
- Clause 22.03 (Industrial Development Policy)

The Amendment supports and implements these Clauses because:

- The Project delivers the grade separation of the Pakenham rail line and Hallam South Road, Hallam which will assist in addressing the challenges outlined in the MSS by “improving the accessibility of its residents to services” and which will improve access to employment precincts and assist with the development of a prosperous economic base for Casey (Clause 21.02).
- The Project will offer improved accessibility, greater reliance on public transport and pedestrian/cycling networks through the grade separation and associated pedestrian and cycling upgrades at Hallam South Road, consistent with Clause 21.04 (Environment)
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site and work specific measures to reduce and manage environmental and amenity impacts during construction of the project consistent with Clause 21.04 (Environment).
- The Project delivers improved accessibility and traffic flow to the Hallam industrial area which will support the development of employment and trade opportunities, consistent with Clause 21.05 (Economic Development).
- The Project delivers the grade separation between the Pakenham rail line and Hallam South Road, Hallam to improve relationships and connections between regions allowing for improved flows of traffic consistent with Clause 21.06 (Transport).
- The CHMP provides management measures for any aboriginal heritage artefacts discovered within the construction footprint during works in consultation with Aboriginal Victoria, consistent with Clause 21.07 (Built Environment).
- The Project will be designed and delivered with reference to the LXP Urban Design Framework and site-specific Urban Design Guidelines. The framework and guidelines outline the principles, objectives, measures and benchmarks that will be considered during development of the project design and seek to ensure that the resulting built form recognises and responds to the local landscape, built form, urban fabric and cultural context consistent with Clause 21.04 (Environment) and Clause 21.07 (Built Environment).
- The Project delivers a safe and integrated transport system through the grade separated railway to facilitate the growth of the Hallam industrial area consistent with Clause 21.21 (Local area Approach - Hallam) and Clause 22.03 (Industrial Development Policy)

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

The Amendment uses the Specific Control Overlay, a new schedule to Clause 45.12 and schedule to Clauses 72.03 (What does this Planning Scheme Consist of?) and 72.04 (Documents incorporated into the scheme) of the Casey Planning Scheme to facilitate the Project. The purpose of Clause 45.12 is to provide specific controls designed to achieve a particular land use and development outcome in a manner that would otherwise be restricted under the planning scheme.

The site-specific controls are detailed in the associated Incorporated Document and allow the use and development of Project Land for the purposes of the Project in accordance with the conditions in the Incorporated Document.

The Amendment will allow the Project to be developed in a coordinated, consistent and timely manner under a single planning control.

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

The views of the following agencies were sought and considered by the LXP prior to the preparation of the amendment:

- Aboriginal Victoria
- Casey City Council
- Department of Environment, Land, Water and Planning
- Environment Protection Authority
- Melbourne Water
- Metro Trains Melbourne
- Office of the Victorian Government Architect
- Public Transport Victoria
- Transport for Victoria
- VicRoads
- VicTrack

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

The *Transport Integration Act 2010* requires interface bodies (i.e. planning authorities) to have regard to the transport system objectives, the decision-making principles and any applicable statement of policy principles when exercising powers and performing functions that are likely to have a significant impact on the transport system.

In particular, the Amendment was drafted in consultation with key stakeholders and facilitates a project that will:

- Contribute to a program of network wide improvements;
- Improve reliability, capacity and travel time;
- Improve safety for road and rail users and pedestrians.

In doing so, the amendment has addressed the following key transport system objectives and decision-making principles in the *Transport Integration Act 2010*:

#### ***Division 2- Transport system objectives***

- *Section 8 Social and economic inclusion*: The Project will support social and economic inclusion by improving road congestion, thereby expanding opportunities for access to social and economic opportunities for south-eastern suburban communities.

- *Section 9 Economic prosperity:* The Project will support economic prosperity in the metropolitan area and the region by creating jobs and facilitating easier access to employment opportunities. The project will improve existing transport infrastructure, achieving greater operational efficiencies for Victoria.
- *Section 10 Environmental sustainability:* The Project will promote the efficient use of public transport in the overall transport system and will support the development of the rail network as a sustainable transport option for all Victorians.
- *Section 11 Integration of transport and land use:* The Project will incorporate high quality urban design outcomes in accordance with LXRP's Urban Design Framework. The project area generally utilises the existing rail reserve and adjacent road reserves, thereby maximising integration with existing road operations and minimising impacts on non-transport infrastructure related land uses.
- *Section 12 Efficiency, coordination and reliability:* The Project is a part of a wider level crossing removal program that will facilitate network-wide efficient, coordinated and reliable movements of people and vehicles and contribute to a more efficient and reliable metropolitan rail network.
- *Section 13 Safety and health and wellbeing:* Removal of the level crossing will eliminate conflict between trains, vehicles and pedestrians and the overall corridor improvements will be designed and constructed to enhance safety, functionality and usability.

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

- *Section 15 Principle of integrated decision-making:* The Project has been the subject of a coordinated process between different levels of government and relevant agencies. The Amendment will ensure the project is delivered in a timely manner to support the current and future requirements of the transport system and the demands of metropolitan Melbourne.
- *Section 16 Principle of triple bottom line assessment:* Economic, environmental and social factors have been considered. The investigations and assessments undertaken for the Project satisfy the principle of triple bottom line assessment.
- *Section 17 Principle of equity:* Improvements to transport infrastructure will increase train and network efficiencies. These rail services are available to all persons and provide transport opportunities to those who may not have alternative options such as ownership of a private vehicle. The Project will also provide new pedestrian links and cyclist paths across the rail line, encouraging the use of sustainable personal transport, support the development of 20-minute neighbourhoods and improve access to the public transport system.
- *Section 18 Principle of the transport system user perspective:* The transport system upgrades facilitated by the project will improve the public transport experience for users of the rail network.
- *Section 19 Precautionary principle:* The precautionary principle has been followed in the development of the project through careful specialist investigation and evaluation to avoid serious or irreversible damage to the environment.
- *Section 20 Principle of stakeholder engagement and community participation:* The Project is supported by a consultation strategy by the LXRP, which included consultation with nearby residents, commuters, local communities, their representatives and relevant agencies.
- *Section 21 Principle of transparency:* A stakeholder consultation process has taken place and will continue to ensure transparency in the development of the Project.

### **Resource and administration costs**

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

The implementation of the new planning provisions will have minimal impact on the resource and administrative costs of the relevant responsible authorities.

**Where you may inspect this amendment**

The Amendment can be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

The Amendment is also available for public inspection, free of charge, during office hours at:

Casey City Council – Narre Warren Customer Service Centre  
2 Patrick Northeast Drive  
Bunjil Place  
Narre Warren, VIC 3805

Casey City Council - Cranbourne Customer Service Centre  
Cranbourne Park Shopping Centre  
Shop 156, South Gippsland Highway  
Cranbourne, VIC 3977

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