

# **GREATER DANDENONG PLANNING SCHEME AND CASEY PLANNING SCHEME**

## **AMENDMENT GC143**

### **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 Agency which is an administrative office established under the *Public Administration Act 2004* in the Department of Transport (DoT).

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

The amendment applies to the land required for the Cranbourne Line Upgrade (the Project), as shown on the Greater Dandenong Planning Scheme Map numbers 5SCO, 6SCO, 9SCO, 12SCO, 9PAO and 12PAO and Casey Planning Scheme Map numbers 7SCO, 10SCO and 11SCO (the Project Land).

The Project Land is generally located within the Cranbourne rail corridor and nearby road reserves. The Project Land generally extends along the railway reserve between Dandenong Railway Station and Cranbourne Railway Station. The Project Land also includes parts of Greens Road, Pound Road, Abbotts Roads, Commercial Drive, Bayliss Drive and Thompson Road. Parts of waterways, including Eumemmerring Creek, Hallam Main Drain and Lyndhurst Drain are included in the Project Land. The amendment applies to public and private land.

#### ***What the amendment does***

The Amendment inserts the Cranbourne Line Upgrade Incorporated Document, July 2019 (the Incorporated Document) into the Greater Dandenong and Casey Planning Schemes (planning schemes) by amending the Schedule to Clause 45.12 and replacing the schedules to Clauses 72.03 (What Does this Scheme Consist of?) and 72.04 (Documents incorporated into the scheme) within the planning schemes.

The Amendment also inserts new Planning Scheme Map Nos. 6SCO, 9SCO, 12SCO, and amends Planning Scheme Map Nos. 5SCO, 9PAO and 12PAO to the Greater Dandenong Planning Scheme and inserts new Planning Scheme Map Nos. 7SCO, 10SCO and 11SCO to 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 controls contained in the Incorporated Document, without the need for planning permits to be obtained under the Greater Dandenong and Casey Planning Schemes.

The Public Acquisition Overlay (PAO) will be applied to land adjacent to Bayliss Road, Dandenong South to facilitate the future acquisition of land for the Port Rail Shuttle spur.

#### ***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.

The level crossing at the intersection of Greens Road, Dandenong South and the Cranbourne Rail Line will be removed as part of the Government's commitment to create a safer and more efficient transport network. On the Cranbourne line, boom gates can be down for up to 12 per cent of the morning peak, with up to 13 trains running through the crossings. Current network plans involve increasing trains running on the Cranbourne and Pakenham lines, meaning more boom gate downtime. The Greens Road Level Crossing Removal will therefore mitigate delays to vehicles, particularly during the weekday peak periods time between the 7am and 9am.

This level crossing removal is part of a co-ordinated approach to improving the efficiency of the Cranbourne Line between Dandenong Railway Station and Cranbourne Railway Station and as such the Cranbourne Line Upgrade will include:

- Demolition, buildings and works for the removal of the level crossing at Greens Road, Dandenong South through grade separation via a rail bridge.
- Duplication of the railway line between Greens Road, Dandenong South and Cranbourne Railway Station, including the construction of new rail bridges over Eumemmerring Creek and Abbots Road.
- Development of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- Construction of a new rail spur in Dandenong South.
- 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 and vegetation removal.
- 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.
- Creation and alteration of access to roads within the Road Zone Category 1.
- Relocation of telecommunications infrastructure.
- Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signalling, and the demolition and installation of a new tie station.
- Bus stops, car parking, bicycle facilities, landscaping, and loading and unloading facilities.
- Ancillary activities, preparatory and enabling works, including, but not limited to:
  - i) Creating and using lay down areas and depots for construction purposes.
  - ii) Stockpiling of excavation material.
  - 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, 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) Subdivision of land.

These works will provide benefits across the rail and road network including:

- Improving accessibility and transport efficiency with a focus on maximising access to residences, employment, services and recreation, including the Dandenong and Cranbourne Activity Centres.
- Delivering safety improvements by reducing the interface between road and rail users at Greens Road.
- Improving the reliability and frequency of services by duplicating the track between the Greens Road and Cranbourne Railway Station.
- Providing improved, safer access to the surrounding south east metropolitan area.
- Supporting the Metro Tunnel Project, with Cranbourne services running exclusively through the new tunnel.

By upgrading the rail track infrastructure and removing the Greens Road 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 land**

The amendment facilitates a project that will optimise network capacity and provide predictable and reliable services and journey times. The improved service provision will create better connectivity to employment opportunities, residents, health and education facilities and recreation grounds. Furthermore, increasing rail capacity creates more reliable sustainable personal transport options.

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

The project will have an unavoidable impact on native vegetation within the project area. The design of the project will aim to keep these impacts to a minimum. The Incorporated Document includes a number of measures to manage impacts on native vegetation, 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 Greater Dandenong City Council and Casey City Council.
- Prior to removal of native vegetation information about that native vegetation in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines) must be provided to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (DELWP).

- Prior to removal of native vegetation, the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.

**c) To ensure 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 track duplication will improve rail reliability and increased capacity to support the movements of people across Melbourne's south east, whilst the grade separation will eliminate the conflict between trains, vehicles, cyclists and pedestrians.

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 crossings and by improving cycling and pedestrian connectivity at the neighbourhood level.

The majority of works will be contained within the existing rail and road corridor, therefore minimising the impact on the living and recreational environment within the locality. Where project works are outside of the rail and road corridors, reasonable measures will be undertaken to reduce impact on amenity. The design of project works will recognise local values and opportunities to enhance the living and working environment for nearby communities.

**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**

An Aboriginal Cultural Heritage Management Plan (CHMP) and supporting Standard and Complex assessment of the Cranbourne Line Upgrade was undertaken in accordance with the *Aboriginal Heritage Act 2006*. The CHMP provides management measures for any aboriginal heritage artefacts discovered within the construction footprint during works, in consultation with Aboriginal Victoria. The conditions prescribed in the CHMP must occur before, during and after works have finished to ensure identified Aboriginal cultural heritage is minimised, and where there is potential impact, managed.

A heritage assessment and a site inspection were undertaken in June 2019. One place of heritage value was identified within the project area; the Former Lyndhurst Railway Station.

A Consent to Damage under the *Heritage Act 2017* will need to be sought should subsurface works impact upon or disturb the listed site. Management protocol in accordance with the EMS will be developed to provide a process for addressing the historical object or archaeological remains if they are uncovered during any subsurface works.

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

The Incorporated Document provides for a single, site specific control for the project area which will allow the orderly and timely provision of upgraded public infrastructure for the benefit of the wider community. Specifically, the Greens Road Level Crossing Removal is part of a metropolitan wide strategy to remove 75 level crossings, creating a more efficient rail and road network.

Carrying out of these works as part of the planned Cranbourne Line Upgrade project would be cost effective and limit disruption to road and rail users; noting that the rail service capacity of the Cranbourne railway line is limited by the single-track sections between Greens Road, Dandenong and Cranbourne Railway Station and that the lack of passing facilities on the line affects service reliability.

The project will contribute to improved rail and road infrastructure while ensuring existing utilities are protected, relocated and upgraded where necessary.

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

The Victorian Government has committed to the removal of 75 level crossings on the metropolitan rail network. 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 Project supports changing land use and associated transport demand to ensure future interests are satisfied and is required to ensure the network can provide more train services in response to Melbourne's growing population.

The Project will also help to facilitate a transport system that improves the amenity of communities while minimising impacts of the transport system on adjacent land uses.

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

The design of the project has been informed by a range of studies and assessments to ensure potential environmental, social and economic effects of the construction and operation of the project is eliminated, mitigated and/or managed. The amendment addresses environmental, social and economic effects as follows:

##### ***Environmental Effects***

###### Environmental Management Strategy

The Incorporated Document requires that an Environmental Management Strategy (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 effects 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 effects 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* (Department of Environment, Land, Water and Planning, 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.

###### Flood Management

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

###### Potentially contaminated land

The Incorporated Document requires the preparation and approval of an EMS, which will include measures to manage contaminated land within the Project Land.

###### Heritage

In accordance with the *Aboriginal Heritage Act 2006*, the CHMP provides management measures for any aboriginal heritage artefacts discovered within the construction footprint during works, in consultation with Aboriginal Victoria. The CHMP prescribes an appropriate response to unknown Aboriginal cultural heritage encountered through a contingency plan.

A heritage assessment has identified the Victorian Heritage Inventory (VHI) listed Former Lyndhurst Railway Station (VHI 7921-0120) as within the Project Land. In accordance with the *Heritage Act 2017*, an application for consent will be made to Heritage Victoria if impacts in the vicinity of the heritage site are anticipated. The EMS will prescribe management protocol for addressing historical object(s) or archaeological remains if they are uncovered during any subsurface works.

#### 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 effects during construction in accordance with the relevant policies and guidelines of the Environment Protection Authority (EPA).

The project must 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 therefore expected to improve air quality in the local community.

#### Noise

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

The Project must 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).

#### Built Environment

LXRP has prepared an Urban Design Framework that outlines the requirements for achieving high quality, context sensitive urban design outcomes for the project. The framework outlines eight key principles – identity, urban integration, connectivity, accessibility, safety, amenity, vibrancy and resilience and environmental sustainability.

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 LXRP's Urban Design Panel will continue to be involved in the detailed design of the project.

#### **Social Effects**

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

- Improved neighbourhood connectivity by reducing travel times for road and rail users along and across the rail corridor.
- *The Public Transport Victoria Network Development Plan – Metropolitan Rail (2012)* identifies the Duplication of the Cranbourne line as a key project to support metropolitan patronage growth to 2031.
- Increased frequency and reliability of services as a result of the project will assist in meeting growing commuter demand in the south east of Melbourne

- 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.

### ***Economic Effects***

The Project will have a number of positive economic effects including supporting the prosperity and competitiveness of Victoria by reducing travel delays, which will contribute to increased productivity.

A more efficient integrated transport network will provide equitable access to employment, health and education throughout the south-east corridor.

At a local level, the project will improve access to jobs and services within the Dandenong National Employment and Innovation Cluster, Dandenong South Industrial Area and the Dandenong and Cranbourne Activity Centres.

The Project will also stimulate economic growth by creating employment opportunities during the construction period.

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

The project area is not affected by a Bushfire Management Overlay or located within a bushfire prone area. The amendment is unlikely to result in an increased risk to life property or the environment.

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

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

#### ***Ministerial Direction on the Form and Content of 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*.

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

The Incorporated Document requires the preparation and approval of an EMS which will provide an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project. The EMS will manage and mitigate contaminated land risk associated with the intended use and will ensure the environmental condition of the land is suitable for the future intended use.

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

The amendment is consistent with *Ministerial Direction No. 9 – Metropolitan Strategy* as it facilitates a transport project which will deliver a number of key benefits (as previously identified) in accordance with the social, economic and ecological objectives of the *Planning and Environment Act 1987*.

The amendment implements Outcome 3 of *Plan Melbourne 2017-2050: Metropolitan Planning Strategy* which seeks to deliver an integrated transport system that connects people to jobs and services, and goods to market. In particular, the amendment facilitates a project that specifically delivers on Policy 3.1.1 by separating a road and rail crossing.

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

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

**Ministerial 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 *Ministerial 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*.

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

**Settlement**

Clause 11 (Settlement) recognises the role of planning to anticipate and respond to the needs of existing and future communities and, as far as practicable, contribute towards accessibility, economic viability, land use and transport integration. This project will contribute to the current and future needs of the community in the south east as well as facilitate sustainable development.

Clause 11.03-1R (Activity centres – Metropolitan Melbourne) aims to develop a network of activity centres linked by transport. The amendment supports and implements these objectives by delivering rail infrastructure to improve the reliability and frequency of services linking the eastern activity centres.

**Environment and Landscape Values**

Clause 12.01-2S (Native vegetation management) seeks to ensure that permitted clearing of native vegetation results in no net loss in its contribution to Victoria's biodiversity.

Vegetation removal will be unavoidable for this project. However; during the design phase decisions regarding the removal, destruction or lopping of native vegetation will apply the 'three-step' approach in accordance with DELWP's Guidelines for the removal, destruction or lopping of native vegetation.

The preparation and approval of the EMS will include measures to reduce and manage environmental and amenity effects during construction. The Incorporated Document requires details of the removal, destruction or lopping of native vegetation to be prepared in accordance with the permitted clearing of native vegetation except as otherwise agreed by the Secretary to DELWP. The incorporated document requires native vegetation offsets to be provided in accordance with the guidelines except as otherwise agreed by the Secretary to DELWP.

**Environmental Risks**

Clause 13 (Environmental risks and Amenity) recognises that planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. The Incorporated Document requires the preparation and approval of an EMS which 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.

**Flood Plain Management**

Clause 13.03-1S (Floodplain Management) seeks to avoid or minimise natural and human-made environmental hazards, environmental degradation and amenity conflicts. The Project has undertaken

due diligence studies to identify environmental risks. The Incorporated Document requires that buildings and works on land covered by the Urban Floodway Zone, Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.

Clause 13.07-1S: (Land use compatibility) aims to safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects. The majority of buildings and works will occur within the established rail and road reserves, supporting continuity of use.

### Water

Clause 14.02-2 (Water Quality) seeks to ensure all activities potentially discharging contaminated runoff or wastes to waterways are sited appropriately and managed. The Incorporated Document requires the preparation and approval of an EMS which 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 water quality. Onsite water re-use and recycling will be developed to sustain appropriate water management and efficiency during construction..

### Built environment and heritage

Clause 15.01-1S (Urban Design) seeks that development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness. The project supports public realm amenity and safe access to public transport. Design will take into consideration neighbourhood characteristics with a design informed by community consultation to reflect local values. The reinstatement of the project area will include, where practicable, landscaping that supports the amenity, attractiveness and safety of the public realm.

Clause 15.03-1S (Heritage conservation) seeks to ensure the conservation of places of heritage significance and to ensure the conservation and protection of cultural heritage significance. Subsurface works may impact the Former Lyndhurst Railway Station (H7921-0120) therefore Consent to Damage will be attained under the *Heritage Act 2017*. Management protocol will be developed to provide a process for addressing historical object(s) or archaeological remains if they are uncovered during any subsurface works in accordance with the *Heritage Act 2017*.

Clause 15.03-2S (Aboriginal cultural heritage) seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance. All works will be undertaken in accordance with the *Aboriginal Heritage Act 2006*. Management protocol will be developed to provide a process for addressing the historical object or archaeological remains uncovered during any subsurface works in accordance with the *Aboriginal Heritage Act 2006*.

### Transport

Clause 18.01-1S (Land Use and Transport Planning) aims to create a safe and sustainable transport system by integrating land use and transport. The project will deliver improved public transport infrastructure, with the removal of the Greens Road level crossing improving safety by eliminating the interface between rail and road-based transport and pedestrians. The amendment will facilitate works that will improve transport links between the south east activity centres, employment hub and the Melbourne CBD

Clause 18.01-2S (Transport system) seeks to coordinate development of all transport modes to provide a comprehensive transport system. The project will help improve the transport system through network-wide efficiencies allowing for the coordinated and more reliable movements of persons.

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

The amendment supports and implements the following clauses of the Local Planning Policy Framework.

Greater Dandenong Planning Scheme:

- Clause 21.03 A Vision for Greater Dandenong

- Clause 21.05: Built Form
- Clause 21.07 Infrastructure and Transportation

Casey Planning Scheme:

- Clause 21.02 Key Issues and Strategic Vision
- Clause 21.04 Environment
- Clause 21.05 Economic Development
- Clause 21.06: Transport
- Clause 21.07: Built Environment

The amendment supports and implements these clauses as:

- The completed project is mostly confined to the existing rail and road corridors and will be generally consistent with the form, appearance and location of infrastructure already existing within the area. The built form aims to ensure building design is consistent with the future character of an area and fully integrates with surrounding environment.
- The project will improve reliability on the Cranbourne line. Frequent services will create reliable access to expanding and changing industries within the south east.
- It will assist with creating a transport system that addresses community accessibility needs, provides more attractive modal-share options and integrates transport and land use planning.
- The Incorporated Document will require details of the removal, destruction or lopping of native vegetation to be prepared in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (December 2017) (Guidelines) except as otherwise agreed by the Secretary to DELWP.
- The Incorporated Document will require native vegetation offsets to be provided in accordance with the Guidelines except as otherwise agreed by the Secretary to DELWP.
- 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.

### ***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 relevant planning schemes 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 Public Acquisition Overlay (PAO) has been selected as the most appropriate planning control for the future acquisition of land required for the proposed new rail spur in Dandenong South. The PAO will reserve private land for this purpose and ensure that changes to the use or development of the land will not prevent future development. The site-specific controls are detailed in the associated Incorporated Document and will allow the use and development of Project Land for the purposes of the Project, as of right, 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 relevant organisations were sought and considered during the preparation of the amendment:

- Department of Environment, Land Water and Planning
- Victorian Planning Authority
- Public Transport Victoria
- Greater Dandenong City Council
- Casey City Council
- VicRoads

- VicTrack
- Heritage Victoria
- Aboriginal Victoria
- Melbourne Water
- Office of the Victorian Government Architect

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

The amendment facilitates a project that will have a positive impact on the transport system which is defined in Section 3 of the *Transport Integration Act 2010*. As described below, the amendment addresses key transport system objectives and decision-making principles set out in Part 2, Divisions 2 and 3 of the *Transport Integration Act 2010* as follows:

#### ***Division 2 – System objectives***

- S8 Social and economic inclusion: The project will support social and economic inclusion by improving the reliability of the rail network, thereby expanding opportunities for access to social and economic opportunities, particularly in the surrounding key employment areas.
- S9 Economic prosperity: The project will facilitate more efficient and effective access to employment and business opportunities in Dandenong, Cranbourne and beyond, and improve timeliness for commuters.
- S10 Environmental sustainability: The project will improve local sustainable travel options by providing an attractive public transport option that aims to decrease the reliance of car travel, reducing congestion, pollution and greenhouse gas emissions.
- S11 Integration of transport and land use: The project area generally follows the existing rail corridors and surrounding rail reserves thereby minimising access impacts on the surrounding area. The project is part of a wider program expected to contribute to a more efficient and reliable transport system which will encourage increased use of a sustainable mode of transport and facilitate better access to, and greater mobility within, local communities. 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 this part of Melbourne.
- S12 Efficiency, coordination and reliability: The project is part of a wider program that will facilitate network-wide efficient, coordinated and reliable movements of persons.
- S13 Safety and health and wellbeing: The project will eliminate the interface between trains and road users and will improve road, rail and pedestrian safety at Greens Road and the surrounding road network and the Cranbourne line.

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

- S15 Principle of integration decision making: The project has been the subject of a coordinated process between LXRP, local councils and relevant stakeholders.
- S16 Principle of triple bottom line assessment: The economic, environmental and social costs and benefits of the project have been considered. The investigations and assessments undertaken for the project satisfy the principles of triple bottom-line assessment.
- S17 Principle of equity: The project will improve the overall operation of the transport system which will in turn provide better access for all the community to facilities and services appropriate to the needs of the diverse in the south east of Melbourne.
- S18 Principle of the transport system user perspective: The project will facilitate improvements to the transport system which will improve the public transport experience for users by providing more frequent, reliable services.
- S19 Precautionary principle: The precautionary principle was adopted during the development of the project through specialist investigations and evaluations to avoid serious or irreversible damage to the environment.

- S20 Principle of stakeholder engagement and community participation: The amendment is supported by a communications strategy which included consultation with local communities and business, transport system users and other key stakeholders.
- S21 Principle of transparency: The amendment is supported by a communications strategy which included consultation with local communities and business, transport system user and relevant agencies during the preparation of the amendment.

### ***Resource and administrative costs***

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

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

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

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

Greater Dandenong Council  
Dandenong Civic Centre  
225 Lonsdale Street  
DANDENONG VIC 3175

City of Casey  
Bunjil Place  
2 Patrick Northeast Drive  
NARRE WARREN VIC 3805

The Amendment can also 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).