

GREATER DANDENONG PLANNING SCHEME

CASEY PLANNING SCHEME

AMENDMENT GC136

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**), which is an administrative office established under the *Public Administration Act 2004*, in relation to the Department of Transport.

Land affected by the Amendment

The Amendment applies to both the Greater Dandenong and Casey Planning Schemes (**Planning Schemes**). This Amendment applies to the land required for the South Gippsland Highway, Dandenong South Level Crossing Removal Project (**Project**), as shown on Greater Dandenong Planning Scheme Map numbers 06SCO and 09SCO as SCO3 and on Casey Planning Scheme Map number 04SCO as SCO4 (**Project Land**).

The Project Land is generally located in the immediate vicinity of the South Gippsland Highway level crossing. It includes the Pakenham rail corridor and nearby roads, extending approximately 900 metres along the Pakenham rail corridor, approximately 800 metres along Princes Highway and approximately 530 metres along South Gippsland Highway between Princes Highway (to the north) and Dandenong Bypass (to the south).

The Project Land also includes the following private land, which is required for the Project. This land is proposed to be included in a Public Acquisition Overlay by Amendment C218 to the Greater Dandenong Planning Scheme:

- Part of 1-27 Princes Highway, Dandenong South;
- Part of 20 South Gippsland Highway, Dandenong South; and
- 23-25 South Gippsland Highway, Dandenong South.

What the Amendment does

The Amendment inserts the *South Gippsland Highway, Dandenong South Level Crossing Removal Project, Incorporated Document, INSERT DATE* (the **Incorporated Document**) into the Planning Schemes by amending the schedules to Clauses 45.12 (Specific Controls 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. 06SCO and 09SCO to the Greater Dandenong Planning Scheme and Planning Scheme Map No. 04SCO 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 control contained in the Incorporated Document, without the need for planning permits to be obtained under the Planning Schemes.

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.

Approximately 31,000 vehicles per day use the level crossing. To allow trains to pass through, boom gates must operate, causing lengthy delays to vehicles, pedestrians, cyclists and bus services near the level crossing, particularly during morning and evening peak periods. The boom gates are down for up to 40 minutes during the two hour morning weekday peak period. The level crossing also constrains pedestrian movement between nearby bus stops and places of employment. Removal of the level crossing will allow for increased public transport capacity on the Pakenham rail line and facilitate improved pedestrian and cycling connections in the area.

Further, South Gippsland Highway is a major arterial road, part of a road network which connects the Dandenong National Employment and Innovation Cluster (**Dandenong NEIC**) with Princes Highway and other nearby employment precincts and major arterial routes including the Dandenong Bypass, EastLink, South Gippsland Freeway and the Monash Freeway. The Dandenong NEIC is recognised in both *Plan Melbourne* and the Greater Dandenong Planning Scheme as being state-significant industrial land providing significant employment. *Plan Melbourne* notes the Dandenong NEIC employs more than 66,300 people.

Delays at the level crossing flow on to both Princes Highway and the Dandenong Bypass, given the proximity of these arterial roads to the level crossing. Removal of the level crossing will reduce delays on these arterials in addition to South Gippsland Highway. This will improve traffic flow and efficiency of vehicle travel within the Dandenong NEIC and surrounding road network. Improvement of the road network will also improve connections to other nearby employment areas.

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

- a) Demolition, buildings and works for the removal of the level crossing at South Gippsland Highway Dandenong South on the Pakenham Railway Line.
- b) Road and railway works, including but not limited to, works to facilitate the grade separation of rail and road infrastructure, including a new road bridge and provision of new road and rail infrastructure, relocation of utilities and installation of new utility infrastructure (including signals), earthworks, replacement of track infrastructure, access tracks, landscaping, vegetation removal and bicycle and pedestrian shared use paths.
- c) Use and development of land for a railway, including railway tracks and associated communications, signalling, and other rail related infrastructure.
- d) Use and development of land for a road, including associated communications, signalling, and other road related infrastructure.
- e) 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.
- f) Creation and alteration of access to roads.
- g) Relocation of telecommunications infrastructure.
- h) Associated road and rail infrastructure, including power upgrades and overhead infrastructure, cabling and signalling.
- i) Bus stops, car parking, bicycle facilities, landscaping, publicly accessible spaces and loading and unloading facilities.
- j) Creation, removal or variation of easements.
- k) 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) Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
- xi) 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
- xii) Displaying construction, directional and identification signs.
- xiii) Subdividing and consolidating land.

Removing the level crossing at South Gippsland Highway will increase road, rail and pedestrian safety and improve public transport efficiency, helping 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 (the Act)* as follows:

(a) to provide for the fair, orderly, economic and sustainable use, and development of land

The Amendment facilitates a project that will ease road congestion and reduce travel times by removing the level crossing adjacent to the intersection of two of Melbourne's major arterial roads. The Project will provide a more efficient use of existing infrastructure by contributing to improvements to the rail network, improving the safety and efficiency of the road network and local connectivity for pedestrians, cyclists and vehicles.

(b) to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity

The Project is located in the road reserve, rail corridor and private land, which is significantly modified both physically and ecologically given the surrounding area's development with both transport infrastructure on public land and industrial development on private land. Vegetation in the Project Land generally consists of introduced grass species with patches of mostly planted native and introduced trees surrounded by an urban environment.

The Project will impact limited areas of native vegetation consisting of a patch of remnant native vegetation representative of Plains Grassy Woodland (EVC 55), which is highly modified, with only a few elements of the modelled EVC present. The patch includes two River Red-Gums *Eucalyptus camaldulensis* (one of which is a large tree). The design of Project works will minimise these impacts and 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 the councils.

- 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), to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (DELWP), except as otherwise agreed by the Secretary to 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.

Given the location of the project in a developed area within metropolitan Melbourne, the amendment will not adversely impact any natural or man-made resources.

(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.

Removing the level crossing will eliminate the potential for conflict between trains, vehicles, pedestrians and cyclists by raising the road over the railway line. The final design will facilitate safe and efficient movement of all modes of transport through both major transport routes. The project will also include reconfiguration and relocation of the intersection of South Gippsland Highway and Princes Highway, which will enhance the safety and operation of this intersection.

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

Most permanent works will be contained within the existing road reserve, rail corridor and private land required for the Project. 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 include any sites listed on the Victorian Heritage Register (VHR).

The property at 1-27 Princess Highway Dandenong South is located within a Heritage Overlay (HO) Schedule 56 within the Greater Dandenong Planning Scheme. The westernmost part of this property is in the Project Land. The place is of local heritage significance given its former use as the 'International Harvester' factory, developed in the 1950s. Under the HO, tree and paint controls also apply. The place is of heritage significance because of industrial buildings and River Red Gum trees on the property.

The part of the property at 1-27 Princess Highway Dandenong South in the Project Land contains no buildings. An open car park separates the Project Land from the factory buildings and River Red Gum trees. Given this separation, the Project will not adversely impact upon the identified heritage significance of the place. Where works within the HO would normally require a planning permit, the Incorporated Document will require that site plans, elevations and other documentation be prepared to the satisfaction of the Minister for Planning. This will ensure that the identified heritage values have been appropriately considered and managed.

Further, no River Red Gum trees exist within the part of the property proposed to be acquired. The construction of the Project will ensure any impact of the project on River Red Gum trees on the property will be managed.

An assessment regarding whether a Cultural Heritage Management Plan (**CHMP**) is required for the Project has been undertaken by a qualified archaeologist. The archaeologist has concluded no CHMP is required.

(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 provides for a single integrated approval that will ensure orderly and coordinated provision of public infrastructure and facilities for the benefit of the community.

The Project will result in improvements to road and rail infrastructure while also ensuring existing utilities such as water pipes, gas, electricity and drainage are adequately protected, relocated and upgraded where necessary.

(g) to balance the present and future interests of all Victorians

The Project proposes to remove one level crossing 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 infrastructure and Victorians living, working and travelling in the vicinity of the level crossing. The removal of the level crossing will reduce congestion, improve road, rail, bicycle and pedestrian links for Victorians living, working and travelling in the vicinity of the South Gippsland Highway level crossing and improve the safety and operational efficiency of the road and rail networks.

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 and Gippsland 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 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. The Amendment addresses environmental, social and economic impacts in the following ways:

Environmental Effects

Environmental Management Strategy

The Incorporated Document requires that an EMS be prepared for the Project to manage and minimise impacts on the environment. The EMS must include a summary of key construction methodologies and a framework for site and works specific measures to reduce and manage environmental and amenity effects during construction. The EMS must also include details of consultation activities that informed the preparation of the EMS 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* (DELWP, December 2017) (guidelines), 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 VHR however the westernmost part of the property at 1-27 Prices Highway Dandenong South is located within a HO.

Where works within the HO would normally require a planning permit, the Incorporated Document will require that site plans, elevations and other documentation be prepared to the satisfaction of the Minister for Planning. This will ensure that the identified heritage values have been appropriately considered and managed.

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 reducing associated vehicle emissions, so is expected to contribute to improved air quality.

Noise

Construction activities may result in increased 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 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 of 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*.

Operational noise associated the road bridge will have no impact on residential amenity given there is no residential land near or adjacent to the road bridge.

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.
- Improved 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 removing a potential point of conflict with vehicle traffic, bicycles and pedestrians on the Pakenham rail line.

Economic Effects

The Project will have a number of positive economic effects including 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 between employment and manufacturing precincts in Melbourne's south-east.

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

How does the Amendment address any relevant bushfire risk?

The Project Land is not affected by a Bushfire Management Overlay or located within a bushfire prone area. The Amendment will not therefore increase the risk to life, property, community infrastructure or the natural environment from bushfire.

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

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

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.
- Direction 4.4 – Respect Melbourne's heritage as we build for the future.

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;
- Improves vehicle and freight movements within the Dandenong NEIC, a State-significant industrial precinct;
- Facilitates transport projects that improve accessibility to jobs and community services;
- 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;
- Ensures the environmental and construction impacts are managed and minimised through the preparation and approval of the EMS; and
- Ensures impacts on the HO affected land at 1 – 27 Princes Highway Dandenong South are managed.

Direction No. 11 Strategic Assessment of Amendments

The Amendment has been prepared having regard to *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 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.

However, the EPA is consistently involved with the Level Crossing Removal Program and will be regularly consulted as detailed design of the project progresses.

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 in that it facilitates a project that 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 road connection by delivering grade separation.

Environment and Landscape Values

The Amendment is consistent with Clause 12 (Environmental and Landscape Values) of the PPF in that:

- 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 or 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 in that:

- The Project has undertaken due diligence studies to identify environmental risks, including consideration of contamination, flooding and geotechnical risks, noise and air quality.
- Advice has been sought from the EPA regarding managing potential contamination.
- 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 emissions and air quality.

Natural Resource Management

The Amendment is consistent with Clause 14 (Natural Resource Management) of the PPF in that:

- The Project has undertaken due diligence studies to identify requirements and opportunities to manage natural resources, including protection of water mains and local storage facilities from potential contamination, measures to manage stormwater runoff, erosion and sediment control.
- 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 protection of water quality, resource 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 will be 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 Incorporated Document will ensure impacts on land covered by the HO are managed.

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 rail 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 Dandenong NEIC.
- 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 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 improved flow of traffic 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 Planning Schemes in that it will support the following clauses:

Greater Dandenong Planning Scheme

Specifically, the Amendment supports and implements the following clauses of the LPPF under the Greater Dandenong Planning Scheme:

- Clause 21.02 (Introduction - Municipal Profile)
- Clause 21.03 (A Vision for Greater Dandenong)
- Clause 21.04 (Land Use)
- Clause 21.05 (Built Form)
- Clause 21.06 (Open Space and Natural Environment)
- Clause 21.07 (Infrastructure and Transportation)
- Clause 22.03 (Urban Design in Commercial and Industrial Areas Policy)
- Clause 22.05 (Greater Dandenong Gateways Policy)
- Clause 22.06 (Environmentally Sustainable Design Policy)

The Amendment supports and implements these clauses because:

- The Project will improve local accessibility and transport within a state-significant industrial area, recognising the importance of industry in Greater Dandenong and supporting the economy, consistent with Clause 21.02 (Municipal Profile) and Clause 21.07 (Infrastructure and Transportation).
- The Project delivers improved accessibility which will support the development of employment and trade opportunities, consistent with Clause 21.02 (Municipal Profile) and 21.07 (Infrastructure and Transportation).
- The Project will improve local transport links, improve public transport and promote walking and cycling, consistent with the 'economic well-being' and 'integrated transport' visions contained in Clause 21.03 (A Vision for Greater Dandenong) and consistent with objectives and strategies contained in Clause 21.07 (Infrastructure and Transportation).
- The Project delivers the grade separation between the Pakenham rail line and South Gippsland Highway, improving relationships and connections between regions by allowing for improved flows of traffic, consistent with Clause 21.03 (A Vision for Greater Dandenong) and Clause 21.07 (Infrastructure and Transportation).
- The Project minimises the loss of industrially-zoned land to a small parcel of land on the western side of South Gippsland Highway, ensuring industrial land in Greater Dandenong is not undermined, consistent with Clause 21.04-3 (Land Use).
- 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, heritage, built form, urban fabric and cultural context consistent with Clause 21.03 (A Vision for Greater Dandenong), Clause 21.05 (Built Form), Clause 21.06 (Open Space and Natural Environment), Clause 21.07 (Infrastructure and Transportation), Clause 22.03 (Urban Design in Commercial and Industrial Areas Policy) and Clause 22.05 (Greater Dandenong Gateways Policy).

- The Project will not unreasonably impact on the heritage significance of 1-27 Princes Highway, as the road bridge will be separated from the heritage buildings and will not impact upon the heritage-listed trees on the site. The Project will be designed and delivered with reference to the LXP Urban Design Framework and site-specific Urban Design Guidelines, which will include, where relevant, reference to the heritage values of 1-27 Princes Highway, consistent with Clause 21.03 (A Vision for Greater Dandenong).
- The Incorporated Document will require 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 effects during construction of the project, consistent with Clause 21.06 (Open Space and Natural Environment) and Clause 22.06 (Environmentally Sustainable Development Policy).

Casey Planning Scheme

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

- Clause 21.01 (Introduction - Municipal Profile)
- 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)
- Clause 21.19 (Doveton/Eumemmerring)
- Clause 22.03 (Industrial Development Policy)
- Clause 22.05 (Stormwater Policy)

The Amendment supports and implements these clauses because:

- The Project will improve local accessibility and transport between the City of Casey and the City of Greater Dandenong, enhancing access to employment, consistent with Clause 21.01 (Municipal Profile), Clause 21.02 (Key Issues and Strategic Vision), Clause 21.05 (Economic Development) and Clause 21.06 (Transport).
- The Project will improve local transport links, improve public transport and promote walking and cycling within Melbourne's south-eastern region and improve access to and from the City of Casey, consistent with Clause 21.02 (Key Issues and Strategic Vision) and Clause 21.06 (Transport).
- The Project supports the City of Casey's local economy and industrial and uses by improving local transport (Clause 21.02 (Key Issues and Strategic Vision), Clause 21.05 (Economic Development), Clause 21.06 (Transport) and Clause 22.03 (Industrial Development Policy).
- 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, heritage, built form, urban fabric and cultural context consistent with Clause 21.04 (Environment), Clause 21.19 (Doveton/Eumemmerring) and Clause 22.03 (Industrial Development Policy).
- The Incorporated Document will require 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 effects during construction of the project consistent with Clause 21.02 (Key Issues and Strategic Vision), Clause 21.04 (Environment) and Clause 22.05 (Economic Development).

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment replaces the Schedules to Clauses 45.12 (Specific Controls Overlay), 72.03 (What does this Planning Scheme Consist of?) and 72.04 (Documents Incorporated in this Planning Scheme) of the 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 Schemes.

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, 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 agencies will be sought and considered by LXP prior to the preparation of the Amendment:

- Aboriginal Victoria
- Greater Dandenong City Council
- 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 relevant 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; and
- Improve safety for road and rail users, pedestrians and cyclists.

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 relationships between regions by allowing improved traffic flows, thereby expanding opportunities for access to social and economic opportunities for metropolitan communities and south-eastern 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 it 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 LXP's Urban Design Framework. The Project Land 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 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 principles 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 a new shared user path that will encourage the use of sustainable personal transport.
- *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 LXP, 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 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 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.

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

Greater Dandenong City Council - Dandenong
Level 2, 225 Lonsdale Street
Dandenong

Greater Dandenong City Council - Springvale
397 - 405 Springvale Road
Springvale

Greater Dandenong City Council - Parkmore
Shop A7 Parkmore Shopping Centre
Cheltenham Road
Keysborough

Greater Dandenong City Council - Paddy O'Donoghue Centre
18-32 Buckley Street
Noble Park

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