

WYNDHAM CITY COUNCIL PLANNING SCHEME

AMENDMENT C250

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 the Department of Transport (DoT).

Land affected by the Amendment

The amendment applies to land covered by the Wyndham Planning Scheme (Planning Scheme) and captures land required for the Werribee Street, Werribee Level Crossing Removal (the Project), as shown on the Wyndham City Council Planning Scheme Map numbers 15SCO and 16SCO (the Project Land).

The Project Land is generally located within the Werribee rail corridor and nearby road reserves. The Project Land generally extends from the Werribee Street level crossing along the rail corridor approximately 700 m north-east to Werribee railway station and approximately 2 km to the south-west. The study area also extends 200 m south along Werribee Street, 120 m north along Ballan Road and Greaves Street and encompasses Cottrell Street from Greaves Street to Wedge Street. The Project Land includes the former Werribee Racecourse railway station (non-operational) and a small section of the Werribee River at the Werribee Street bridge crossing.

What the amendment does

The Amendment inserts the Werribee Street, Werribee Level Crossing Incorporated Document, October 2019 (the Incorporated Document) into the Planning Scheme by amending the Schedule to Clause 45.12 (Specific Controls Overlay) replacing the schedules to Clauses 72.03 (What Does this Scheme Consist of?) and 72.04 (Documents incorporated into the scheme). The Amendment also inserts new Planning Scheme Map Nos. 15SCO and 16SCO.

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 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.

Currently, in excess of 19,000 vehicles pass through the Werribee Street level crossing. The boom gates at this level crossing are down for up to 23% of the morning peak, resulting in significantly delays and frustration for commuters and local residents.

The Project is part of a co-ordinated approach to improving the efficiency of the Werribee Line, with the Cherry Street and Old Geelong Road level crossings to be removed. The Aviation Road level crossing was removed in September 2019.

The Project will include:

- Demolition and works for the removal of the level crossing at Werribee Street, Werribee where it crosses the Werribee Line.
- 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.
- Use of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- Use and development of land for informal outdoor recreation.
- 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.
- Relocation of telecommunications infrastructure.
- Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signalling.
- Bus stops, car parking, bicycle facilities, landscaping, publicly accessible spaces and loading and unloading facilities.
- Ancillary activities to the use and development of the Project Land for the purposes of or related to, the Project, including, but not limited to:
 - Creating and using lay down areas for construction purposes.
 - Temporary stockpiling of excavation material for construction purposes.
 - Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
 - Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
 - Demolishing and removing buildings, structures, infrastructure and works.
 - Relocating, modifying and upgrading services and utilities.
 - Constructing fences, temporary site barriers and site security.
 - 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.
 - Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.
 - 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.
 - Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
 - Displaying construction, directional and identifications signs.
 - Subdivision of land.

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

- Creating a safer transport network
- Reducing delay at the Werribee Street level crossing and increasing travel time reliability
- Delivering significant safety improvements for drivers and pedestrians
- Improving travel around Melbourne – for train users, pedestrians, cyclists and drivers
- Stimulating economic growth by creating jobs for construction
- Improving access to the Werribee Activity Centre and the East Werribee National Employment Cluster
- Revitalising the city centre
- Enabling more trains to run more often and on time

By upgrading the rail track infrastructure, 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* and *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 assist in easing road congestion and reducing travel times by removing the Werribee Street level crossing. 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. The improved service provision will create better connectivity to employment opportunities, residents, health and education facilities and recreational facilities.

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

The Project is predominantly in the rail corridor and road reserves which is largely modified landform. There are areas of native vegetation, particularly running along the Werribee River. The design of the project will aim to keep impacts to native vegetation a minimum.

The Incorporated Document includes several 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 Wyndham 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 project will improve safety, connectivity and amenity. Safety will be improved by the separation of trains, vehicular and active transport. Amenity and connectivity will be improved by landscaping, implementing urban design guidelines, reducing traffic congestion associated with the level crossings and by improving cycling and pedestrian connectivity at the neighbourhood level.

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.

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

A Cultural Heritage Management Plan (CHMP) is required under the *Aboriginal Heritage Act 2006*. Engagement with the Wathaurung Registered Aboriginal Party will inform the development of the CHMP and the assessment process. Works will be undertaken in accordance with the *Aboriginal Heritage Act 2006* and the conditions and contingencies set out in the CHMP.

Werribee Racecourse Station and the Former Werribee Racecourse Station are within the Project Land, however design has avoided impacts to these areas.

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. 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 Project removes one of the level crossings within the Victorian Government's level crossing removal program. The Project will benefit both present and future users of public transport and Victorians living, working and travelling near 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 the future in response to Melbourne's growing population.

The Project supports local connectivity north and south of the existing rail line. 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.

The delivery of the Project will be carefully managed to minimise disruption for rail and road users, local communities and businesses.

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 has considered the potential environmental, social and economic effects of the construction and operation of the Project. The amendment addresses environmental, social and economic effects as follows:

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 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 Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines). 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.

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 in accordance with EPA requirements.

Heritage

In accordance with the *Aboriginal Heritage Act 2006*, a Cultural Heritage Management Plan (CHMP) will be prepared for the Project. The CHMP provides management measures for any Aboriginal heritage artefacts discovered within the construction footprint during works, in consultation with Aboriginal Victoria. The CHMP also prescribes an appropriate response to unknown Aboriginal cultural heritage encountered through a contingency plan.

In accordance with the *Heritage Act 2017*, an application for consent will be made to Heritage Victoria if impacts in the vicinity of Werribee Railway Station or the Former Werribee Racecourse Station cannot be avoided. The EMS will prescribe management protocol for addressing historical object(s) or archaeological remains if they are uncovered during any subsurface works.

Waterways management

The Project land is partly encumbered by the Environmental Significance Overlay – Schedule 1 (ESO1) – Waterway Corridors. The Incorporated document will ensure that buildings and works on land within the ESO1 minimise impacts on waterway identified in the Statement of Environmental Significance contained within the ESO1.

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*, the *Environment Protection Act 2017*, relevant regulations 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 Advisory 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:

- 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 near 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 users and providing enhanced pedestrian and cyclist connections along and across the rail corridor.
- Providing commuters with a more reliable service through increased efficiency through the reduction of conflict points on the Werribee rail line
- Improved amenity in residential and commercial areas currently affected by congestion attributable to the level crossing.

Economic Effects

The Project will have several positive economic effects including supporting the prosperity and competitiveness of Victoria by reducing travel delays, which will contribute to increased productivity and providing more equitable access to employment, health and education.

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 Amendment is consistent with *Direction No. 1 Potentially Contaminated Land* in that the particular provision requires the preparation of an EMS, which will include measures to manage any contaminated land identified within a project area. The assessment of land use suitability is being undertaken in general accordance with the principles of National Environment Protection Measures (NEPM 2009 as amended in 2013).

Ministerial Direction No. 9 Metropolitan Strategy

The most relevant directions and policies of *Plan Melbourne 2017-2050* to the Project are:

- Direction 1.1 – Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment
 - Facilitate the development of national employment and innovation clusters
 - Support the significant employment and servicing role of health and education precincts across Melbourne
- Direction 1.2 – Improve access to jobs across Melbourne and closer to where people live
 - Support the development of a network of activity centres linked by transport
 - Facilitate investment in Melbourne’s outer areas to increase local access to employment.
- Direction 3.1 – Transform Melbourne’s transport system to support a productive city.
 - Improve arterial road connections across Melbourne for all road users
- Direction 3.2 – Improve transport in Melbourne’s outer suburbs
 - Improve roads in growth areas and outer suburbs
- Direction 3.3 Improve local travel options to support 20-minute neighbourhoods
 - Create pedestrian-friendly neighbourhoods
 - Create a network of cycling links for local trips
- Direction 4.1 – Create more great public places across Melbourne
 - Protect and enhance the metropolitan water’s edge parklands
- Direction 5.2 – Create neighbourhoods that support safe communities and healthy lifestyles
 - Improve neighbourhoods to enable walking and cycling as a part of daily life

The amendment is consistent with the *Plan Melbourne 2017-2050* in that it:

- facilitates a more safe, reliable and efficient transport system, for motorists and public transport
- supports a more productive city by creating improved local access to the Werribee National Employment and Innovation Cluster, the Werribee Health and Education Precinct and the Werribee Major Activity Centre
- supports north-south local connectivity through the rail corridor to the Werribee River and Wyndham Park.

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 (PPF)

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, and land use and transport integration. The project will contribute to the current and future needs of the community 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 and road infrastructure to improve reliability that promotes the linking of activity centres, including to the Werribee Major Activity Centre, Werribee National Employment and Innovation Cluster and the Werribee Health and Education Precinct.

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 the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017).

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 *Guidelines for 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 Application Requirements 1, 5 and 9 of 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 Project has undertaken due diligence studies to identify, environmental risks, including consideration of flooding, geotechnical risks and noise. 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.

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. Majority of the Project's 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 Project's design will minimise works within the Werribee River corridor. The preparation and approval of an EMS will include an overarching framework for managing construction activities, including managing sediment runoff, to reduce and manage environmental and amenity effects. 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 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 of level crossing removal projects. 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 Panel will continue to be involved in the detailed design of the Project.

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 CHMP to be prepared prior to works in accordance with the *Aboriginal Heritage Act 2006*.

Management protocols will be developed to provide a process for addressing the historical object or archaeological remains uncovered during any subsurface works in accordance with the *Heritage Act 2017*.

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 local transport, with the removal of the Werribee Street, Werribee level crossing, improving safety by eliminating the interface between rail and road-based transport and pedestrians. The project will create and reinstate shared user paths, and will facilitate safer and more efficient road, rail, cycling and pedestrian movements. The amendment supports transport links between activity centres and employment and health precincts.

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, including:

- Clause 21.02-3: Liveability
- Clause 21.03-1: Biodiversity
- Clause 21.03-2: Significant environments and landscapes
- Clause 21.05-2: Waterways
- Clause 21.06-1: Urban Environment
- Clause 21.08: Economic growth
- Clause 21.09: Transport

The amendment supports and implements these clauses as:

- The Project delivers the grade separation of the Werribee rail line and Werribee Street, which will encourage safety, health, mobility, accessibility, a sense of place and will help to ensure that Wyndham is a city in which people feel confident to move freely and safely.
- 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.
- The Incorporated Document will require details of the removal, destruction or lopping of native vegetation to be prepared in accordance with the Guidelines except as otherwise agreed by the Secretary to DELWP.
- The Project will be designed and delivered with reference to the LXP Urban Design Framework. The Framework and site-specific urban design 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.
- The Project will improve reliability on the Werribee line as well as reducing delays associated with level crossings and increasing travel time reliability.
- The Project promotes the formation of a transport system that addresses community accessibility needs and integrates transport and land use planning.
- The works will improve access to the Werribee Activity Centre and the Werribee National Employment and Innovation Cluster, helping activate and revitalise the city centre;

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 Wyndham Planning Scheme to facilitate the Project. The purpose of Clause 45.12 is to provide specific controls designed to apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances.

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 relevant organisations were sought and considered during the preparation of the amendment:

- Aboriginal Victoria
- Department of Environment, Land Water and Planning
- Melbourne Water
- Office of the Victorian Government Architect
- VicRoads
- VicTrack
- Wathaurung Registered Aboriginal Party
- Wyndham City Council

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 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.
- S10 Environmental sustainability: The project will improve local sustainable travel options by providing improved pedestrian connectivity which aims to decrease the reliance of car travel, reducing congestion, pollution and greenhouse gas emissions.
- S11 Integration of transport and land use: The Project Land 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 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.
- S13 Safety and health and wellbeing: Removal of the level crossing will eliminate conflict between trains, vehicles, pedestrians cyclists and the overall corridor improvements will be designed and constructed to enhance safety, functionality and usability.

Division 3 – Decision-making principles

- S15 Principle of integration 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.
- 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: 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 Project Land, encouraging the use of sustainable personal transport, supporting the development of 20-minute neighbourhoods.
- S18 Principle of the transport system user perspective: The project will facilitate more reliable transport system.
- 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 Project is supported by a consultation strategy by the LXRPP, which included consultation with nearby residents, commuters, local communities, their representatives, and relevant agencies.
- S21 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 responsible authority.

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.