

WYNDHAM PLANNING SCHEME

AMENDMENT C248

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 Wyndham Planning Scheme (**Planning Scheme**) and captures land required for the Old Geelong Road, Hoppers Crossing Level Crossing Removal Project (the **Project**), as shown on the Wyndham Planning Scheme Map numbers 11SCO, 12SCO, 16SCO and 17SCO (the **Project Land**).

The Project Land is generally located in the immediate vicinity of the Old Geelong Road level crossing. It includes the Werribee rail corridor and nearby road reserves, extending from Derrimut Road to Broadstone Way in Hoppers Crossing (approximately 4km), and parts of Princes Freeway, Old Geelong Road, Heaths Road, Morris Road, Thorpe Avenue, Hoppers Lane and Old Sneydes Road.

The Project Land also includes private land, with a Public Acquisition Overlay (PAO) applied to the following allotments that are required to accommodate the new road alignment:

- 78B Old Geelong Road, Hoppers Crossing; and
- 78-80 Old Geelong Road, Hoppers Crossing.

What the amendment does

The Amendment inserts the *Old Geelong Road, Hoppers Crossing Incorporated Document, August 2019* (the **Incorporated Document**) into the Wyndham Planning Scheme by amending the Schedule to Clause 45.01 (Public Acquisition Overlay) and 45.12 (Specific Controls Overlay), and amends the schedules to Clauses 72.03 (What Does this Scheme Consist of?) and 72.04 (Documents incorporated into the scheme) within the planning scheme.

The Amendment also inserts new Planning Scheme Map numbers 11SCO, 12SCO, 16SCO and 17SCO, and amends Planning Scheme Map No 12PAO.

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 Wyndham 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.

The level crossing at the intersection of Old Geelong Road and the Werribee rail line will be removed as part of the Government's commitment to create a safer and more efficient transport network. On the Werribee line, boom gates can be down for up to 36 per cent of the morning peak, with up to 25 trains running through the crossings. Current network plans involve increasing trains running on the Werribee line, meaning more boom gate downtime. The Old Geelong 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 Werribee line.

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

- a) Demolition, buildings and works associated with the Old Geelong Road, Hoppers Crossing Level Crossing Removal Project where it crosses the Werribee rail line.
- b) 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.
- c) Use and development of land for road and railway, including railway tracks and associated communications, signaling and other rail related infrastructure.
- d) Use and development of land for informal outdoor recreation.
- 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 for informal outdoor recreation.
- f) Creation and alteration of access to roads within the Road Zone Category 1.
- g) Relocation of telecommunications infrastructure.
- h) Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signaling.
- i) Bus stops, car parking, bicycle facilities, landscaping, and loading and unloading facilities.
- j) Ancillary activities, preparatory and enabling works, including, but not limited to:
 - i) Creating and using lay down areas for construction purposes.
 - ii) Temporary stockpiling of excavation material for construction purposes.
 - iii) Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
 - iv) Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
 - v) Demolishing and removing buildings, structures, infrastructure and works.
 - vi) Relocating, modifying and upgrading services and utilities.
 - vii) Constructing fences, temporary site barriers and site security.
 - viii) Constructing or carrying out works to create or alter roads, car parking areas, bunds, mounds, landscaping, or drainage, or to excavate land, salvage artefacts and alter drainage.
 - ix) Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.

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

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

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

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

a) To provide for the fair, orderly, economic and sustainable use, and development of 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 Land. 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 Wyndham City Council.
- Prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), 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 DELWP. For the avoidance of doubt, the information provided to the Secretary to DELWP must include information about any native vegetation that has been, or is to be, removed under the clause below relating to preparatory buildings and works.
- Prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), 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 eliminate the conflict between trains, vehicles, cyclists and pedestrians. The final design will facilitate safe and efficient movement of all modes of transport through the major transport crossing.

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

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) has been prepared in accordance with the requirements of the *Aboriginal Heritage Act 2006*. The CHMP will be approved prior to the commencement of construction works and identifies a number of management conditions which are to be followed during project delivery, including the demarcation of exclusion zones around previously registered places.

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

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

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

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

The delivery of the Project will be carefully managed to minimise disruption for rail and road users, local communities and businesses and will provide positive improvements to the local area, the Werribee 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 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 impacts during construction. The EMS must also include details of engagement activities with stakeholders and a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity impacts are reduced and managed during construction of the Project.

Native vegetation

The Incorporated Document includes specific conditions to manage the removal, offsetting and habitat compensation requirements related to the biodiversity impacts of native vegetation removal.

Flood Management

The Incorporated Document requires that any buildings and works on Project Land affected by the 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 in accordance with EPA requirements.

Heritage

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

The EMS will prescribe management protocols 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 emission 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 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 in the vicinity of the level crossing by reducing the potential for conflict between vehicles, trains, pedestrians and cyclists and reducing delays that contribute to risk taking behaviour.
- Better neighbourhood connectivity by reducing travel times for road and rail users and providing enhanced pedestrian and cyclist connections along and across the rail corridor.
- Improved amenity in residential and commercial areas currently affected by congestion attributable to the level crossing.
- Providing commuters with a more reliable service through increased efficiency through the reduction of conflict points on the Werribee rail line.

Economic Effects

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

At a local level, removing the level crossing will reduce congestion and improve accessibility to employment precincts in the area.

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

Does the Amendment address relevant bushfire risk?

The Project Land 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 Amendments 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

The Amendment is consistent with Clause 11 (Settlement) of the PPF in that it facilitates a project that will:

- Improve transport network connections for local and regional populations, by contributing to the public transport system, removing a conflict point between road and rail and improving safety and connectivity for pedestrians and cyclists in the vicinity of the level crossing.
- Support the establishment of a metro-style rail system by delivering separated road and rail crossings.
- Improve the safety and efficiency of a major arterial road connection by delivering grade separation.

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 includes a condition that prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), information about that native vegetation in accordance with Application Requirements

1, 5 and 9 of the Guidelines must be provided to the satisfaction of the Secretary to the DELWP. For the avoidance of doubt, the information provided to the Secretary to DELWP must include information about any native vegetation that has been, or is to be, removed under the clause below relating to preparatory buildings and works.

- The Incorporated Document includes a condition that prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), 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.

Environmental Risks

The Amendment is consistent with Clause 13 (Environmental Risks and Amenity) of the PPF in that:

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

Flood Plain Management

The Amendment is consistent with Clause 13.03 (Floodplains) of the PPF in that:

- The Project has undertaken due diligence studies to identify environmental risks. The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The majority of buildings and works will occur within the established rail and road reserves, supporting continuity of use.

Water

The Amendment is consistent with Clause 14.02-2 (Water quality) of the PPF in that:

- 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

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 LXR through the development of an Urban Design Framework, with the direct involvement of the Office of the Victorian Government Architect, which outlines principles, objectives, measures and qualitative benchmarks to be taken into consideration during the detailed design phase for the wider Level Crossing Removal Project. Site-specific urban design guidelines for the Project have been

developed in accordance with the principles and objectives set out in the Urban Design Framework, and in consultation with stakeholders. The LXRP'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.

Transport

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

- The Project facilitates development of a metro-style system through providing grade separation between vehicles, trains, pedestrians and cyclists.
- The Project will 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 road and rail-based freight to meet local needs and service markets throughout Victoria by removing constraints on the current road network.
- The removal and closure of the level crossing will improve safety by reducing the potential for conflicts between vehicles, trains, pedestrians and cyclists.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the Project.
- The Project will facilitate the reduction of greenhouse gas emissions through reduced road congestion and increased facilitation of sustainable transport options.

How does the Amendment support or implement 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.

- Clause 21.02-3: Liveability.
- Clause 21.03-1: Biodiversity.
- Clause 21.04-1: Sustainability.
- Clause 21.05-2: Waterways.
- Clause 21.06-1: Urban Environment.
- Clause 21.08: Economic Development.

The amendment supports and implements these clauses as:

- The Project delivers the grade separation of the Werribee rail line and Old Geelong Road, Hoppers Crossing 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. These are key objectives of Council's local policy for Liveability (Clause 21.02-3).
- 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. This includes biodiversity, sustainability and urban environment objectives of local planning policies.
- In accordance with the conditions of the Incorporated Document, any works within the bounds of the Land Subject to Inundation Overlay will need to be undertaken in consultation with the floodplain management authority. This approach is consistent with the objectives of Clause 21.04-3 (Flood Plains) and Clause 21.05-2 (Waterways).

- The Project will be designed and delivered with reference to the LXP Urban Design Framework. The Framework and Guidelines outline the principles, objectives, measures and benchmarks that will be considered during development of the project design and seek to ensure that the resulting built form recognises and responds to the local landscape, built form, urban fabric and cultural context consistent Clause 21.06-1 (Urban Environment).
- The Project delivers the grade separation between the Werribee rail line and Old Geelong Road, Hoppers Crossing improving the use and reliability of the existing public transport system. This is consistent with Clause 21.08 (Economic Development).

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 achieve a particular land use and development outcome in a manner that would otherwise be restricted under the planning scheme.

The PAO has been selected as the most appropriate planning control for the acquisition of land required for the road alignment. 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:

- DELWP;
- Public Transport Victoria;
- Wyndham City Council;
- VicRoads;
- VicTrack;
- Aboriginal Victoria;
- Melbourne Water;
- Environment Protection Authority;
- 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 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 promote the efficient use of public transport in the overall transport system and will support the development of the rail network as a sustainable transport option for all Victorians.
- S11 Integration of transport and land use: The Project will incorporate high quality urban design outcomes in accordance with LXP's Urban Design Framework and the site-specific urban design guidelines developed under this 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.
- S12 Efficiency, coordination and reliability: The Project is a part of a wider level crossing removal program that will facilitate network-wide efficient, coordinated and reliable movements of people and vehicles and contribute to a more efficient and reliable metropolitan rail network.
- S13 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

- 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 rail line, encouraging the use of sustainable personal transport, support the development of 20-minute neighbourhoods and improve access to the public transport system.
- S18 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.
- 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 LXP, 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 and delivery 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 DELWP website at: www.delwp.vic.gov.au/public-inspection.