

CARDINIA PLANNING SCHEME
CASEY PLANNING SCHEME
GLEN EIRA PLANNING SCHEME
GREATER DANDENONG PLANNING SCHEME
KINGSTON PLANNING SCHEME
MELBOURNE PLANNING SCHEME
MONASH PLANNING SCHEME
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YARRA PLANNING SCHEME
AMENDMENT GC37
EXPLANATORY REPORT

Who is the planning authority?

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

The amendment has been made at the request of the Level Crossing Removal Authority (LXRA), an administrative office established under the *Public Administration Act 2004* in the Department of Economic Development, Jobs, Transport and Resources.

Land affected by the amendment

The amendment applies to the land required for the Caulfield Dandenong Rail Upgrade Project (the project) from Southern Cross Railway Station in Melbourne's CBD, around the Melbourne Underground Rail Loop (the city loop), to Pakenham and Cranbourne railway stations, as shown on the maps in the *Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016* (the project area).

What the amendment does

The amendment removes the *Cranbourne Pakenham Rail Corridor Upgrade Project Incorporated Document, September 2014* from the schedules to Clause 52.03 (Specific sites and exclusions) and Clause 81.01 (Documents incorporated in the scheme) of the following nine planning schemes:

- Cardinia
- Casey
- Glen Eira
- Greater Dandenong

- Kingston
- Melbourne
- Monash
- Stonnington
- Yarra

(together, the relevant planning schemes)

The amendment inserts the *Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016* (the incorporated document) in the schedules to Clause 52.03 and Clause 81.01 of the relevant 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 Caulfield Dandenong Rail Upgrade Project. The project contributes to the implementation of the Victorian Government's commitment to the removal of 50 level crossings on the metropolitan rail network.

The amendment will allow the use and development of the land in the project area for the purposes of the project, as of right, in accordance with the *Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016*.

The project includes the following key components:

- Level Crossing Removals

The removal of nine level crossings on the Cranbourne Pakenham line between Caulfield and Dandenong by constructing a rail over road solution in the form of four elevated viaducts in the following three areas:

- Area 1 – from the rail intersection of the Frankston and Dandenong lines to the east of Hughesdale Railway Station.
- Area 2 – from the west of Clayton Road to the east of Centre Road.
- Area 3 – from the west of Corrigan Road to the east of Chandler Road.

Area 3 contains two elevated sections of viaduct. The first viaduct is raised over Corrigan Road and Heatherton Road to Noble Park Railway Station. The second viaduct commences to the west of Mile Creek and ends to the east of Chandler Road. The one kilometre section of rail from Noble Park Railway Station to the west of Mile Creek will be at grade.

- Railway Stations

The redevelopment of Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park railway stations. The railway stations will be redeveloped in substantially the same location as the existing railway stations with the exception of Hughesdale Railway Station which will be relocated to the west of Poath Road.

The modification and refurbishment of other railway stations along the rail corridor to ensure compliance with the *Disability Discrimination Act 1992* and to accommodate new high capacity metro trains.

- Track Modifications

The track modifications will:

- facilitate the decoupling of the Cranbourne Pakenham rail corridor, enabling it to operate independently from other rail corridors. This will involve track works at Caulfield Junction, Dandenong Yard and East Dandenong Junction as well as the Westall, Oakleigh, Dandenong and Cranbourne sidings and Oakleigh Railway Station.
- cater for the increased length of the high capacity metro trains in comparison to trains currently on the network.
- provide for duplication of tracks on the Cranbourne line between Dandenong Junction and Greens Road to improve capacity and capability for increased services.

- Power Upgrades including Power Substations and Equipment

In order for the new high capacity metro trains to operate efficiently and with increased capacity on the Cranbourne Pakenham rail corridor, power supply upgrades are required along the full length of the rail corridor. The upgrades are designed to address existing voltage and capacity issues and include the upgrade of existing tie stations (small substations) or the installation of new substations.

- A Combined Services Route (the 'CSR'), Cabling and Signalling Upgrades

- Ancillary Activities and Enabling Works

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 will facilitate a project that will contribute to a much needed increase in public transport capacity to support one of Melbourne's fastest growing population and employment corridors. The project will assist in easing congestion and reducing travel times, and will link an expanded central city with national employment clusters and state significant industrial areas creating opportunities for jobs and investment.

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

The majority of the Cranbourne Pakenham rail corridor is highly modified and degraded, having a marked effect on the ecological value of the land within the project area.

The project will have an impact on limited areas of native vegetation but any impact is required to be kept to a minimum and native vegetation offsets must be provided in accordance with the *Permitted clearing of native vegetation - Biodiversity assessment guidelines* (Department of Environment and Primary Industries, September 2013), except as otherwise agreed by the Secretary to the Department of Environment, Land, Water & Planning (DELWP).

The incorporated document requires the preparation and approval of an Environmental Management Strategy (EMS) which will include key construction methodologies as well as an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project.

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

The amendment will facilitate a project that will contribute to a more efficient use of existing infrastructure by improving the reliability and capacity of the passenger and freight rail network as well as improving the safety and efficiency of the road network.

The level crossing removals will eliminate conflict between trains, vehicles and pedestrians while the rebuilt and refurbished railway stations and overall rail corridor improvements will be designed and constructed to enhance safety, functionality and usability.

The majority of the works will be contained within the existing rail corridor and will be cognisant of the existing 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 area includes four heritage places on the Victorian Heritage Register (VHR):

- H1083 Flinders Street Railway Station Complex, 206-361 Flinders Street, Melbourne
- H1575 Malvern Railway Station, 2 Station Street, Malvern
- H1665 Caulfield Railway Station Complex, Normanby Road, Caulfield North
- H1667 Clayton Road, Clayton Railway Station

In addition, H1068 Former South Yarra Railway Station, 165-167 Toorak Road, South Yarra is adjacent to the project area.

Works within the registered extent of these places will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995* (Vic).

Where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works within a Heritage Overlay, site plans and elevations (or other documentation as agreed to by the Minister for Planning) showing the extent of buildings and works must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.

Where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for the demolition or removal of a building within a Heritage Overlay, a full photographic survey of the building/s, comprising photographs of both the exterior and interiors of the building/s and contextual images on the building/s environs and its setting, must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.

The preparation and approval of a Cultural Heritage Management Plan (CHMP) is required for the project in accordance with the *Aboriginal Heritage Act 2006*. Two CHMPs have been prepared and approved for different parts of the project area approved via Amendment GC15. Works in accordance with these two approved CHMPs can commence at any time. A new CHMP has been prepared to reflect the expanded scope of the project and the project area. The new CHMP was recently submitted to the Office of Aboriginal Affairs Victoria for approval. Once approved, this CHMP will supersede the two previously approved CHMPs.

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 amendment applies a site specific control to the project area by way of an incorporated document that will allow the orderly and timely provision of upgraded public infrastructure for the benefit of the community.

The co-ordination of the various works, which combine to form the overall project, is essential to achieving the public transport improvements envisaged by the Victorian

Government. These works will facilitate wider railway network restructuring in Melbourne and lay critical foundations for future and complementary transport infrastructure projects for Victoria.

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

The Victorian Government has committed to the removal of 50 level crossings on the metropolitan rail network. Nine of these level crossings are located on the Cranbourne Pakenham rail corridor which currently carries one in ten Melburnians using the public transport system. This rail corridor is rapidly approaching capacity as the south-east growth corridor continues to experience population growth and development.

The project responds to the significant growth forecast for the south-east growth corridor by enabling a much needed boost to capacity on the Cranbourne and Pakenham lines.

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

Environmental Effects

Native vegetation

The incorporated document requires details of the removal, destruction or lopping of native vegetation to be prepared in accordance with the *Permitted clearing of native vegetation - Biodiversity assessment guidelines* (Department of Environment and Primary Industries, September 2013) (the guidelines) except as otherwise agreed by the Secretary to the Department of Environment, Land, Water & Planning (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 area includes four heritage places on the VHR. Works within the registered extent of all these places will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995* (Vic).

Where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works within a Heritage Overlay, site plans and elevations (or other documentation as agreed to by the Minister for Planning) showing the extent of buildings and works must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.

Where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for the demolition or removal of a building within a Heritage Overlay, a full photographic survey of the building/s, comprising photographs of both the exterior and interiors of the building/s and contextual images on the building/s environs and its setting, must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.

The preparation and approval of a Cultural Heritage Management Plan (CHMP) is required for the project in accordance with the *Aboriginal Heritage Act 2006*.

Waterways and hydrology

Works within waterways will be avoided through sensitive design and construction methods.

The incorporated document requires that building and works on land in the project area affected by the Floodway Overlay (FO), Special Building Overlay (SBO) or the Land Subject to Inundation (LSIO) 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 environmental assessment (or similar) demonstrating that the environmental conditions of the land to be used for newly created open space areas are suitable for the use.

The incorporated document also requires the preparation and approval of an Environmental Management Strategy (EMS) which will include measures to manage contaminated land within the project area.

Air quality

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

The project must have regard to EPA Victoria's *Environmental Guidelines for Major Construction Sites* to minimise impacts on air quality during construction of the project and the relevant provisions of the *Environment Protection Act 1970* and the *State Environment Protection Policy (Air Quality Management)*.

Social Effects

The project is expected to generate a range of positive social effects including a boost to capacity on the Cranbourne and Pakenham lines, reduced travel times, reduced congestion on the road network, increased safety on the road network and improved access to jobs and services.

The project will also improve connectivity for those local communities where there will be an elevated railway as it will allow new road connections, more direct access to community facilities, and new shared use paths and open space areas.

The EMS 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, vibration, mud and dust, water quality, and traffic and transport impacts.

The LXRA has developed 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 project. The incorporated document requires the preparation and approval of a design statement which outlines measures to mitigate the visual impacts of the elevated railway and redeveloped railway stations.

Noise emissions from the operating railway will be subject to the requirements of the Victorian Government's *Passenger Rail Infrastructure Noise Policy* (April 2013) (the policy). The project will include appropriate noise mitigation where necessary to ensure the noise emissions from forecast passenger rail services do not exceed the investigation thresholds defined by the policy. The incorporated document requires the submission of an assessment of the noise emissions from the elevated railway having regard to the policy and details of any noise mitigation measures, within six months of the completion of the project allowed under this control or at such time as otherwise agreed to by the Minister for Planning.

Economic Effects

The amendment will facilitate the delivery of a key transport infrastructure project that will support the economic competitiveness of Victoria by reducing congestion on the road network, reducing travel times and providing a significant boost to capacity on the Cranbourne and Pakenham lines.

Melbourne's south-east corridor accommodates one of the largest concentrations of jobs outside of Melbourne's CBD. The project reflects a significant investment by the Victorian Government to improve connectivity within this significant employment corridor and enhance access to the Monash and Dandenong South employment clusters. The Cranbourne Pakenham rail corridor also connects a number of activity centres, state significant industrial precincts, and health and education precincts. The project is expected to generate a significant number of jobs during construction, while at a local level, the level crossing removals are likely to reduce congestion on the road network as well as enhance access to local commercial areas.

Does the amendment address relevant bushfire risk?

The project area is not affected by a Bushfire Management Overlay although part of the project area, generally to the east of Dandenong, is located within a bushfire prone area.

The amendment is unlikely to result in an increased risk to life, property or the environment and consideration will be given to the location of new substations and upgrade works to mitigate any inherent risks.

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

The amendment complies with the following relevant Ministerial Directions:

- Ministerial Direction No. 1 – Potentially Contaminated Land

This direction requires that in preparing an amendment which would have the effect of allowing potentially contaminated land to be used for a sensitive use, agriculture or public open space, a planning authority must satisfy itself that the environmental conditions of that land are or will be suitable for that use.

The incorporated document requires the preparation and approval of an environmental assessment (or similar) demonstrating that the environmental conditions of the land to be used for the newly created open space areas are suitable for the use.

The incorporated document also requires the preparation and approval of an Environmental Management Strategy (EMS) which will include measures to manage contaminated land within the project area.

The LXRA is currently undertaking site investigations within the project area and will continue to undertake these investigations during the detail design and construction phases. These investigations are being undertaken generally in accordance with the principles of National Environment Protection Measures (NEPM 2009 as amended in 2013).

- Ministerial Direction No. 9 – Metropolitan Strategy

Melbourne's metropolitan planning strategy, *Plan Melbourne 2014*, sets out a long-term framework for the future growth and development of Melbourne. *Plan Melbourne 2014* includes the following key concepts:

- Delivering jobs and investment
- Housing choice and affordability
- A more connected Melbourne
- Delivering a pipeline of investment opportunities
- Liveable communities and neighbourhoods
- Environment and water
- A state of cities
- Implementation: Delivering better governance

The project supports these key concepts by addressing the pressures associated with population growth, including congestion on road and public transport infrastructure, accessibility and providing adequate infrastructure and services in a timely and equitable manner.

Plan Melbourne 2014 acknowledges that there has been an unprecedented growth in train patronage in the last ten years. This growth is set to continue with patronage forecast to double to 1.7 million trips each weekday by 2031. The Cranbourne Pakenham rail corridor currently carries one in ten Melburnians using the public transport system and is nearing capacity, urgently requiring improvements to cater for such growth.

Plan Melbourne 2014 identifies the project and a wider program of level crossing removals as necessary to transform the transport system. *Plan Melbourne Refresh Discussion Paper (October 2015)* reinforces the importance of the project and the wider program of level crossing removals to Melbourne's road and rail system.

- Other Ministerial Directions

The amendment has been prepared in accordance with Ministerial Direction No. 11 Strategic Assessment of Amendments and the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the *Planning and Environment Act 1987*.

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

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. Planning should also facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport.

Clause 11.01 (Activity Centres) seeks to develop a network of activity centres that are connected by public transport and cycling networks.

Clause 11.02 (Urban Growth) seeks to provide urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability.

Clause 11.03 (Open Space) includes strategies to ensure that open space networks are linked through the provision of shared use paths, and land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

Clause 11.04 (Metropolitan Melbourne) seeks to provide an integrated transport system connecting people to jobs and services, and goods to market.

The amendment supports and implements these clauses as follows:

- The project will contribute to a much needed boost to capacity on the Cranbourne and Pakenham lines, reduce travel times, reduce congestion on the road network, increase safety on the road network and improve access to jobs and services.
- The project will enable improved public transport infrastructure and services (rail and bus), improved accessibility, new employment opportunities (particularly during construction) and contribute to economic development by delivering a more efficient road and rail system.
- The project is likely to encourage increased use of a sustainable mode of transport.
- The project will contribute to the development of a network of activity centres by improving access to these centres via public transport, walking and cycling

- The Cranbourne Pakenham rail corridor already services a population of around 900,000 people with this number forecast to increase by another 320,000 people by 2031 largely as a result of new development in the south-east growth areas (Victoria in Future 2015). The project will facilitate improved train services to new communities in these growth areas.
- The design of the project will create up to 225,000 square metres of new open space areas and will improve connectivity between local communities.
- Melbourne's south-east corridor accommodates one of the largest concentrations of jobs outside of Melbourne's CBD. The project will improve connectivity within this employment corridor and enhance access to the Monash and Dandenong South employment clusters.
- The project will transform the transport system to support a more productive central city, improve access to job-rich areas across Melbourne, strengthen transport networks in existing suburbs, improve local travel options to increase social and economic participation, and improve transport infrastructure and services in Melbourne's newer suburbs.

Environment and Landscape Values

Clause 12.01-1 (Protection of Biodiversity) seeks to assist the protection and conservation of Victoria's biodiversity and requires planning to consider the *Permitted clearing of native vegetation - Biodiversity assessment guidelines*.

Clause 12.01-2 (Native Vegetation Management) seeks to ensure that permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria's biodiversity.

The amendment supports and implements these clauses as follows:

- The completed project is confined to the existing rail corridor (with the addition of a small area of existing road reserve) where the land is highly modified. The project intends to reduce any environmental effects by ensuring that flora and fauna that has the potential to be affected by the works, is protected (where practicable) through avoidance and/or appropriate mitigation measures. More specifically, 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.
 - The incorporated document requires details of the removal, destruction or lopping of native vegetation to be prepared in accordance with the *Permitted clearing of native vegetation - Biodiversity assessment guidelines* (Department of Environment and Primary Industries, September 2013) 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.

Environmental Risks

Clause 13 (Environmental Risks) recognises that planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards.

Clause 13.02-1 (Floodplain Management) seeks to assist the protection of life, property and community infrastructure from flood hazard.

Clause 13.03-1 (Use of Contaminated and Potentially Contaminated Land) seeks to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Clause 13.04 (Noise and air) seeks to assist the control of noise effects on sensitive land uses and assist the protection and improvement of air quality.

The amendment supports and implements these clauses as follows:

- Buildings or works on land within the project area which is subject to the FO, SBO or LSIO are required to be undertaken to the satisfaction of the relevant floodplain management authority.
- 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, air and water quality. The project will also have regard to the EPA Victoria *Environmental Guidelines for Major Construction Sites*.
- The incorporated document requires the preparation and approval of an environmental assessment (or similar) demonstrating that the environmental conditions of the land to be used for newly created open space areas are suitable for the use.
- The EMS which will also include measures to manage contaminated land within the project area.
- Noise emissions from the operating railway will be subject to the requirements of the Victorian Government's *Passenger Rail Infrastructure Noise Policy* (April 2013) (the policy). The project will include appropriate noise mitigation where necessary to ensure the noise emissions from forecast passenger rail services do not exceed the investigation thresholds defined by the policy. The incorporated document requires the submission of an assessment of the noise emissions from the elevated railway having regard to the policy and details of any noise mitigation measures, within six months of the completion of the project allowed under this control or at such time as otherwise agreed to by the Minister for Planning.

Natural Resource Management

Clause 14.02-2 (Water Quality) seeks to protect water quality of surface water and groundwater resources.

The amendment supports and implements this clause as follows:

- The elevated design of the project will reduce potential impacts on groundwater and provide opportunities for the implementation of water sensitive urban design principles.

Built Environment and Heritage

Clause 15.01-1 (Urban Design) seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Clause 15.01-2 (Urban Design Principles) seeks to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impacts on neighbouring properties.

Clause 15.01-4 (Design for Safety) seeks to improve community safety and encourage neighbourhood design that makes people feel safe.

Clause 15.03 (Heritage) seeks to ensure the conservation of places of heritage significance and to ensure the conservation and protection of Aboriginal cultural heritage significance.

The amendment supports and implements these clauses as follows:

- The LXRA has developed 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 project. The incorporated document requires the preparation and approval of a design statement which outlines measures to mitigate the visual impacts of the elevated railway and redeveloped railway stations.
- The level crossing removals will improve safety by reducing the potential for conflicts between vehicles, trains, pedestrian and cyclists.

- The project will have regard to best practice principles for safety including the Victoria Police's *Crime Prevention Through Environmental Design* approach to crime prevention.
- The project area includes four heritage places on the VHR. Works within the registered extent of all these places will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995* (Vic).
- The incorporated document requires the preparation and approval of site plans, elevations and/or other documentation (except as otherwise agreed by the Minister for Planning) where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works or demolition within a Heritage Overlay.
- The preparation and approval of a CHMP is required for the project in accordance with the *Aboriginal Heritage Act 2006*.

Transport

Clause 18 (Transport) recognises that planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

The amendment supports and implements this clause as follows:

- The project will enable improved public transport infrastructure and services on the Principal Public Transport Network, will enable improved accessibility to activity centres, metropolitan Melbourne and employment corridors, and will contribute to economic development by delivering a more efficient road and rail system.
- The level crossing removals will improve safety by reducing the potential for conflicts between vehicles, trains, pedestrian and cyclists.
- The project will provide new shared use paths which will encourage the use of sustainable personal transport and improves access to the public transport system.
- The project will enable the safer and more efficient movement of freight to meet local needs and service markets throughout Victoria by removing constraints on the current road and rail networks.
- The project will provide opportunities for a reduction in greenhouse gas emissions through railway station design, which allows trains to decelerate on the 'up-slope', reduced road congestion and increased capacity on the Cranbourne and Pakenham lines.

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

Cardinia

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.01 (Cardinia Shire Key Issues and Strategic Vision)
- Clause 21.02 (Environment)
- Clause 21.04 (Economic Development)
- Clause 21.05 (Infrastructure)

The amendment supports and implements these clauses as follows:

- The upgrade works within the Shire of Cardinia will largely occur within the rail corridor and will be generally consistent with the type of infrastructure already existing in these locations. There are not expected to be any adverse effects on the agricultural, landscape, cultural or environmental values of the municipality.

- The project will complement the planned Pakenham East Train Maintenance Depot which will provide a stabling yard to accommodate the new high capacity metro trains, a train maintenance facility and a potential train assembly facility.
- The project will facilitate improved train services to new communities in the south-east growth corridor as well as enable improved access to employment opportunities and services (both planned and existing) along the Cranbourne Pakenham rail corridor.
- The project will contribute to improved passenger and freight services on the Cranbourne and Pakenham lines.

Casey

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (Vision – Strategic Framework)
- Clause 21.05 (The Built-up Area)
- Clause 21.11 (Employment)
- Clause 21.13 (Accessibility)
- Clause 22.18 (Aboriginal Cultural Heritage Policy)

The amendment supports and implements these clauses as follows:

- The project area includes five railway stations within the established areas of the City of Casey – Hallam, Narre Warren, Berwick, Merinda Park and Cranbourne. The project will facilitate improved train services to these established areas which are forecast to experience further increases in population.
- The project includes the partial duplication of tracks between Dandenong and Cranbourne which will significantly improve capacity and provide opportunities for more train services along this part of the rail corridor.
- The combined benefits of the project are likely to encourage increased use of a sustainable mode of transport.
- The project will facilitate improved train services to and from Melbourne's CBD and within the municipality, thereby improving access to employment opportunities, activity centres and other services.
- The works will occur largely in the rail corridor where the land is disturbed and has been used as a railway for a long period of time. While it is unlikely that any aboriginal heritage artefacts will be discovered, works will be undertaken in accordance with the *Aboriginal Heritage Act 2006* (Vic) and the CHMPs approved for the project.

Glen Eira

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (Vision – Strategic Framework)
- Clause 21.10 (Heritage)
- Clause 21.12 (Transport)
- Clause 22.01 (Heritage Policy)
- Clause 22.06 (Phoenix Precinct Policy)

The amendment supports and implements these clauses as follows:

- The project area includes three railway stations within the City of Glen Eira – Caulfield, Carnegie and Murrumbeena. The project includes grade separations at two of these railway stations (Carnegie and Murrumbeena). These railway stations will also be rebuilt as part of the project. The project will modernise the municipality's rail infrastructure,

improve operational efficiency and accommodate the needs of future generations. The rebuilt railway stations will provide an improved level of accessibility and safety for users as well as opportunities for improved public amenity with better connections to surrounding land uses.

- The removal of level crossings within the City of Glen Eira will reduce congestion on the local road network and improve accessibility in and around key activity centres.
- The project area includes one railway station on the VHR within the City of Glen Eira – Caulfield Railway Station Complex – as well as land affected by a Heritage Overlay. Works within the registered extent of the VHR listed railway station will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995* (Vic). The incorporated document requires the preparation and approval of site plans, elevations and/or other documentation (except as otherwise agreed by the Minister for Planning) where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works or demolition within a Heritage Overlay.
- The new signalling and other new communications and utilities infrastructure will be located within the rail corridor and will not have an unreasonable impact on the amenity of the surrounding area.

Greater Dandenong

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (A Vision for Greater Dandenong)
- Clause 21.07 (Infrastructure and Transportation)
- Clause 22.07 (Central Dandenong Local Policy)
- Clause 22.08 (Noble Park Activity Centre Local Policy)
- Clause 22.10 (Springvale Activity Centre Local Policy)

The amendment supports and implements these clauses as follows:

- The Cranbourne Pakenham rail corridor is the central spine that connects the municipality with Melbourne's CBD and the south-east growth areas. The project area includes six railway stations within the City of Greater Dandenong – Springvale, Sandown Park, Noble Park, Yarraman, Dandenong and General Motors.
- The project includes the partial duplication of tracks between Dandenong and Cranbourne which will significantly improve capacity and provide opportunities for more train services along this part of the rail corridor.
- The Noble Park Railway Station will be rebuilt as part of the project which will provide an improved level of accessibility and safety for users as well as opportunities for improved public amenity with better connections to surrounding land uses.
- The project supports the strategic vision for Dandenong, Springvale and Noble Park activity centres by improving accessibility and delivering more efficient public transport options for these centres.
- The combined benefits of the project are likely to encourage increased use of a sustainable mode of transport.

Kingston

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.04 (Vision)
- Clause 21.12 (Transport, Movement and Access)

The amendment supports and implements these clauses as follows:

- The project area is located within the north-east corner of the City of Kingston which includes Westall Railway Station and the Westall Activity Centre. The project will modernise the municipality's rail infrastructure and facilitate improved train services within the City of Kingston and to the wider region.
- The works within the City of Kingston will not compromise existing industrial uses or road freight networks. The level crossing removal at Clayton Road, Clayton in the City of Monash will assist in reducing traffic congestion along this east-west arterial road – improving both accessibility and mobility for freight and passenger vehicles.
- The level crossing removal at Centre Road, Clayton in the City of Monash will reduce congestion on the local road network and improve accessibility in and around the Westall Activity Centre.

Melbourne

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (Vision)
- Clause 21.05 (Environment and Landscape Values)
- Clause 21.06 (Built Environment and Heritage)
- Clause 21.08 (Economic Development)
- Clause 21.09 (Transport)
- Clause 21.10 (Infrastructure)
- Clause 22.04 (Heritage Places within the Capital City Zone)

The amendment supports and implements these clauses as follows:

- The project will facilitate improved train services both to Melbourne's CBD from Melbourne's south-east corridor and wider regional areas and within Melbourne's CBD itself. These improvements will have a flow on effect to Melbourne's economy as it will reduce travel times, reduce congestion on the road network and deliver people to the state's main employment centre more efficiently.
- The upgrade works within the City of Melbourne will largely occur within the rail corridor (both underground and above ground) and will be generally consistent with the type of infrastructure already existing in these locations.
- The project area includes one railway station on the VHR within the City of Melbourne – Flinders Street Railway Station Complex – as well as land affected by a Heritage Overlay. Works within the registered extent of the VHR listed railway station will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995* (Vic). The incorporated document requires the preparation and approval of site plans, elevations and/or other documentation (except as otherwise agreed by the Minister for Planning) where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works or demolition within a Heritage Overlay.

Monash

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (A Vision for Monash)
- Clause 21.05 (Economic Development)
- Clause 21.06 (Activity Centres)
- Clause 21.08 (Transport and Traffic)

- Clause 21.11 (Physical Infrastructure)
- Clause 21.12 (Heritage)
- Clause 21.13 (Sustainability and Environment)
- Clause 22.07 (Heritage Policy)

The amendment supports and implements these clauses as follows:

- The project area includes four railway stations within the City of Monash – Huntingdale, Clayton, Hughesdale and Oakleigh. Both Clayton and Hughesdale railway stations will be rebuilt as part of the project. Clayton Railway Station operates as a key rail-bus interchange for people travelling within the Cranbourne Pakenham rail corridor to and from the Monash University (Clayton Campus) precinct.
- The project includes a grade separation at Clayton Road, Clayton which will reduce congestion on the local road network and improve safety and accessibility in and around Clayton Activity Centre and the Monash University precinct. The Hughesdale and Oakleigh activity centres will also benefit from improved train services.
- The works within the City of Monash will largely occur within the rail corridor and are not expected to have any adverse effect on the amenity of the surrounding area.
- The project will modernise the municipality's rail infrastructure and facilitate improved train services to and from Melbourne's CBD and within the City of Monash.
- The combined benefits of the project, including additional car parking at Huntingdale Railway Station, are likely to encourage increased use of a sustainable mode of transport.
- The project area includes one railway station on the VHR within the City of Monash – Clayton Railway Station – as well as land affected by a Heritage Overlay. Works within the registered extent of the VHR listed railway station will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995 (Vic)*. The incorporated document requires the preparation and approval of site plans, elevations and/or other documentation (except as otherwise agreed by the Minister for Planning) where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works or demolition within a Heritage Overlay.

Stonnington

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (Vision)
- Clause 21.04 (Economic Development)
- Clause 21.06 (Built Environment and Heritage)
- Clause 21.07 (Open Space and Environment)
- Clause 21.08 (Infrastructure)
- Clause 22.04 (Heritage Policy)
- Clause 22.19 (Prahran, South Yarra and Windsor Activity Centre Policy)

The amendment supports and implements these clauses as follows:

- The project area includes five railway stations within the City of Stonnington – South Yarra, Hawksburn, Toorak, Armadale and Malvern. The project will modernise the municipality's rail infrastructure and facilitate improved train services to and from Melbourne's CBD and within the City of Stonnington.
- The project will facilitate improved train services for the local community which will in turn contribute to a more efficient Principal Public Transport Network (PPTN), improved

access to activity centres and improved connections to other parts of metropolitan Melbourne.

- The combined benefits of the project are likely to encourage increased use of a sustainable mode of transport.
- The project area includes one railway station on the VHR within the City of Stonnington – Malvern Railway Station – as well as land affected by a Heritage Overlay. Works within the registered extent of the VHR listed railway station will require consultation with Heritage Victoria and permits (or exemptions from permits) from Heritage Victoria in accordance with the *Heritage Act 1995* (Vic). The incorporated document requires the preparation and approval of site plans, elevations and/or other documentation (except as otherwise agreed by the Minister for Planning) where, but for the incorporated document, a planning permit would be required under the relevant planning schemes for buildings and works or demolition within a Heritage Overlay.

Yarra

The amendment supports and implements the following clauses of the LPPF:

- Clause 21.03 (Vision)
- Clause 21.05 (Built Form)
- Clause 21.06 (Transport)
- Clause 21.07 (Environmental Sustainability)
- Clause 22.08 (Protection of Biodiversity)

The amendment supports and implements these clauses as follows:

- The project will contribute to a much needed boost in capacity along the Cranbourne Pakenham rail corridor, reduced travel times, more reliable services and overall improvements to the efficiency of the rail network.
- The project includes platform modifications to Richmond Railway Station to accommodate the new high capacity trains which will result in improved train services to a major transport hub east of Melbourne's CBD.
- The combined benefits of the project are likely to encourage increased use of a sustainable mode of transport.
- The works within the City of Yarra will largely occur within the rail corridor and are unlikely to have a significant visual impact when viewed from the public domain (including the Yarra River environs).

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

The amendment uses the schedule to Clause 52.03 and Clause 81.01 of the relevant planning schemes to facilitate the project. The purpose of Clause 52.03 is to provide specific controls designed to achieve a particular land use and development outcome in a manner that would otherwise be restricted under the planning scheme. The site specific controls are detailed in the associated incorporated document and allow the use and development of the land in the project area for the purposes of the project, as of right, in accordance with the conditions in incorporated document.

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

The views of the following agencies were sought during the preparation of this amendment:

- Cardinia Shire Council
- Casey City Council

- Glen Eira City Council
- Greater Dandenong City Council
- Kingston City Council
- Melbourne City Council
- Monash City Council
- Stonnington City Council
- Yarra City Council
- Department of Economic Development, Jobs, Transport and Resources
- Department of Environment, Land, Water and Planning
- Heritage Victoria
- Melbourne Water
- Metropolitan Planning Authority
- Metro Trains Melbourne
- Office of Aboriginal Affairs Victoria
- Office of the Victorian Government Architect
- Public Transport Victoria
- VicRoads
- Victoria Police
- VicTrack

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

The amendment will have a positive impact on the transport system as 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*:

Division 2 – System objectives

- *S8 Social and economic inclusion*: The project will support social and economic inclusion by increasing the capacity of the rail network and thereby expanding opportunities for access to social and economic opportunities, particularly for those communities in the south-east growth areas.
- *S9 Economic prosperity*: The project will support economic prosperity by creating jobs and facilitating easier access to employment opportunities in the south-east employment corridor and beyond. The project will modernise and improve existing transport infrastructure which will achieve greater operational efficiencies for Victoria.
- *S10 Environmental sustainability*: The project will improve the operational efficiency of the transport system which will encourage increased use of a sustainable mode of transport.
- *S11 Integration of transport and land use*: The project area generally follows the existing rail corridor and surrounding road reserves thereby maximising access to residences, employment, markets, services and recreation. The project is 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 on the south-east growth areas.

The LXRA has developed 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 project. The incorporated document requires the preparation and approval of a design statement which outlines measures to mitigate the visual impacts of the elevated railway and redeveloped railway stations.

- *S12 Efficiency, coordination and reliability:* The project is expected to contribute to a more efficient and reliable transport system.
- *S13 Safety and health and wellbeing:* The level crossing removals will eliminate conflict between trains, vehicles and pedestrians while the rebuilt and refurbished railway stations and overall rail corridor improvements will be designed and constructed to enhance safety, functionality and usability.

Division 3 – Decision-making principles

- *S15 Principle of integrated decision making:* The project has been the subject of a coordinated process between LXRA, local councils and other relevant agencies.
- *S16 Principle of triple bottom line assessment:* The economic, environmental and social costs and benefits of the project have been considered. The investigations and assessments undertaken for the project satisfy the principles of triple bottom-line assessment.
- *S17 Principle of equity:* The project will improve the overall operation of the transport system in Melbourne's south-east corridor, including the growth areas, and will cater for the needs of existing and future communities.
- *S18 Principle of the transport system user perspective:* The project will facilitate improvements to the transport system which will improve the public transport experience for users.
- *S19 Precautionary principle:* The precautionary principle was adopted during the development of the project through specialist investigations and evaluations to avoid serious or irreversible damage to the environment.
- *S20 Principle of stakeholder engagement and community participation:* The amendment is supported by a communications strategy which included consultation with local communities, transport system users and relevant agencies.
- *S21 Principle of transparency:* The amendment is supported by a communications strategy which included consultation with local communities, transport system users and relevant agencies during the preparation of the amendment.

Resource and administrative costs

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

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

Where you may inspect this amendment

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

Cardinia Shire Council
20 Siding Avenue
Officer

Casey City Council

Magid Drive
Narre Warren

Glen Eira City Council

Corner Glen Eira and Hawthorn Roads
Caulfield

Greater Dandenong City Council

225 Lonsdale Street
Dandenong

Kingston City Council

1230 Nepean Highway
Cheltenham

Melbourne City Council

Melbourne Town Hall
120 Swanston Street
Melbourne

Monash City Council

293 Springvale Road
Glen Waverley

Stonnington City Council

311 Glenferrie Road
Malvern

Yarra City Council

333 Bridge Road
Richmond

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.