

## **GREATER GEELONG & SURF COAST PLANNING SCHEMES**

### **AMENDMENT GC104**

#### **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 Rail Projects Victoria (RPV).

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

The Amendment applies to land in the City of Greater Geelong and Surf Coast Shire. This land is identified as the Project Land and the Wider Project Land.

The Project Land includes all areas of land required within the Site for the purposes of the Project:

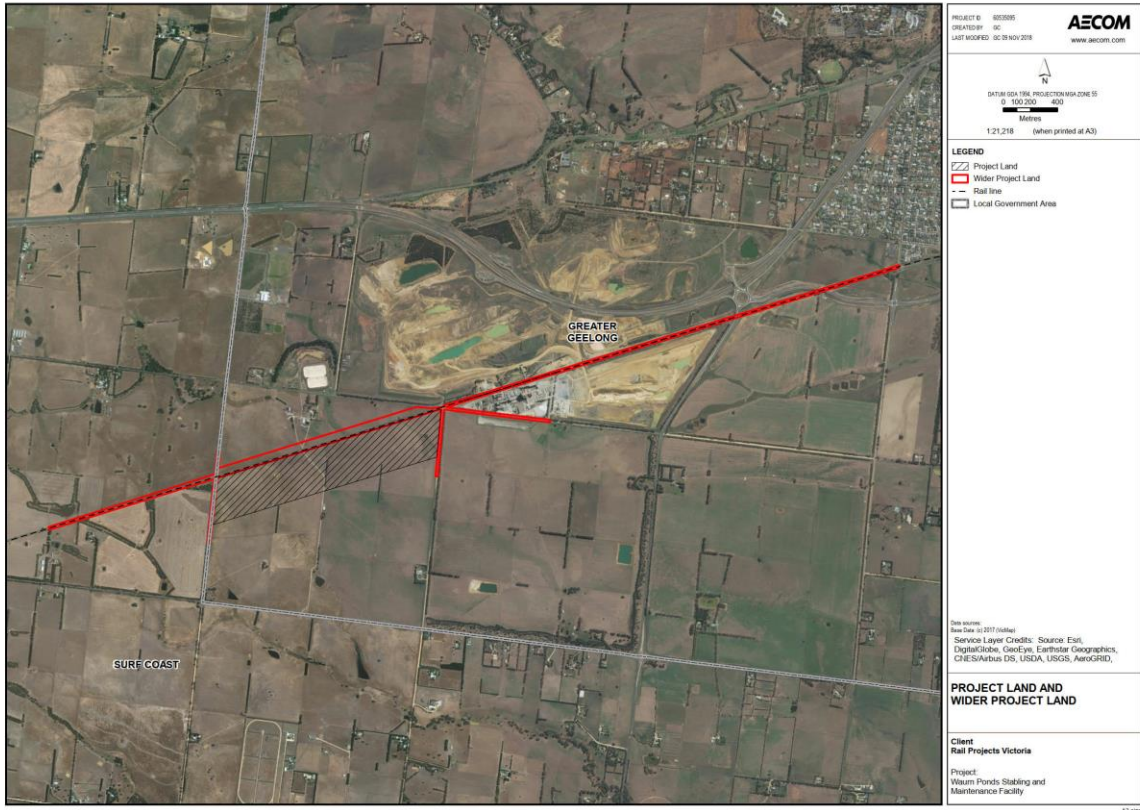
- At 255 Reservoir Road:
  - 350 metres south of the rail corridor between Pettavel Road and Bogans Lane.

The Wider Project Land includes all land that the Project requires for the delivery of ancillary infrastructure and associated construction activity:

- At 255 Reservoir Road:
  - Approximately 50 metres north of the rail corridor between Pettavel Road and Reservoir Road/Bogans Lane. It is anticipated that only a small portion of this wider project land will be required, subject to the determination of the ultimate location of the occupational crossing as part of Stage 2 of the project.
- Surrounding 255 Reservoir Road:
  - Within the existing rail corridor for approximately 3040 metres west and for 3550 metres east of Bogans Lane inclusive;
  - Within the Bogans Lane road reservation, 500 metres south of Reservoir Road;
  - Within the Pettavel Road road reservation, 170 metres north of the rail corridor and 480 metres south of the rail corridor;
  - Within the Reservoir Road road reservation, 800 metres east of, and including its intersection with Bogans Lane.

Within the Wider Project Land, north of the existing railway corridor there is a narrow corridor of land on the property at 255 Reservoir Road that is owned by the Barwon Region Water Corporation. The land runs from Pettavel Road parallel with the existing railway corridor past the existing stock crossing and then heads north. It has several small breaks in continuity to Reservoir Road. This land is for a pipeline connection to the Pettavel Basin, located north of Reservoir Road, Waurn Ponds.

The land affected by the Amendment is shown below (Map 1). A mapping reference table is attached at **Attachment 1** to this Explanatory Report identifies the changes to the SCO and PAO Maps of the Greater Geelong and Surf Coast Planning Schemes.



**Figure 1 - Project Land and Wider Project Land**

## What the Amendment does

The Amendment facilitates the development of the Waurm Ponds Train Maintenance and Stabling Facility and associated signalling and track works (the Project) through the introduction of the *Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document, June 2019* into the Greater Geelong Planning Scheme and the Surf Coast Planning Scheme.

The Amendment applies the Public Acquisition Overlay – Schedule 15 (PAO15) to facilitate the acquisition of land for the Project.

The Amendment applies the Specific Controls Overlay – Schedule 1 (SCO1) to introduce the *Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document, June 2019* into the Planning Schemes.

The Amendment will provide the approval and planning framework for the use and development of the Project. The Amendment will also provide the mechanism to acquire additional land and compensate affected parties in accordance with the *Land Acquisition and Compensation Act 1986*.

The acquiring authority will be the Secretary to Department of Transport. The Secretary is empowered to compulsorily acquire land pursuant to section 36 of the *Transport Integration Act 2010*, subject to the approval of the Minister for Public Transport.

The Amendment makes the following changes to both the Greater Geelong Planning Scheme and the Surf Coast Planning Scheme:

- Inserts Clause 45.12 (Specific Controls Overlay);
- Inserts Schedule 1 to Clause 45.12 (Specific Controls Overlay) to be titled *Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document, June 2019* (Incorporated Document);
- Amends the Schedule to Clause 51.01 (Specific Sites and Exclusions) to insert the *Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document, June 2019* (Incorporated Document);
- Amends the Schedule to Clause 72.01 (Responsible Authority for this Planning Scheme) to make the Minister for Planning the Responsible Authority for the purpose of the Project; and
- Amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to the Schemes to insert an incorporated document titled *Waurm Ponds Train Maintenance and Stabling Facility Project Incorporated Document, June 2019*.

## Strategic assessment of the Amendment

### Why is the Amendment required?

The Melbourne - Geelong corridor is the busiest of the five principal corridors radiating from the Melbourne CBD that comprise the V/Line regional passenger network. Its commuting zone extends 85 kilometres from Southern Cross Station to Waurm Ponds, before continuing to Warrnambool.

In response to continued patronage growth along the Melbourne - Geelong corridor, the VLocity fleet that serves the Geelong line has been steadily increased from an initial 58 cars in early 2007 to 198 cars in 2017. The expanding fleet of VLocity carriages has necessitated a similar increase in train stabling facilities and has steadily increased the demand on train maintenance.

There is no spare capacity available at current maintenance facilities and consequently, the 2015-16 State Budget committed \$257 million in new regional rail carriages and infrastructure to significantly boost capacity across the regional network. This included \$115 million for a train stabling and maintenance facility, proposed to be located in Waurm Ponds.

The Amendment will allow for the construction of railway infrastructure to support improvements to railway services and respond to continued patronage growth along the Melbourne - Geelong corridor. Specifically, the Project will provide for the more efficient and effective maintenance of the VLocity fleet, additional services to be added south of Geelong Station, the reduction of dead running of trains travelling from Waurm Ponds to the current stabling and maintenance sites, remove reduce impacts on passenger services between Geelong and Waurm Ponds, and only have minor interaction with relatively infrequent services to Warrnambool line.

The Amendment will allow for the acquisition of land for the Project and will facilitate the use and development of the land for the purposes of the Project in accordance with the proposed Incorporated Document. The Incorporated Document will provide the planning tool to ensure an appropriate and effective planning outcome by requiring further consideration by the Responsible Authority following development and detailed design of the Project.

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

The Amendment is supportive of, and assists in the implementation of the objectives of planning in Victoria (identified in section 4 of the Planning and Environment Act 1987) as detailed below:

*a) To provide for the fair, orderly, economic and sustainable use, and development of land*

Direction 7.2 of *Plan Melbourne* recognises the Regional Network Development Plan (RNDP) as Victoria's *long-term plan for transport investment in regional Victoria*. In accordance with the requirements of the RNDP, the Amendment will work towards facilitating the short, medium and long term stabling and maintenance requirements of Victoria's regional railway network. In doing so, it will also support the economy of the region and the State by enabling the better connection of people to places of employment, recreation, commerce, services and social networks.

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

A series of environmental investigations have been undertaken to determine the suitability of the land for the use and development of the Amendment. These investigations have identified potential impacts and mitigation measures which have been included in the preparation of this Amendment.

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

The Amendment will enable infrastructure that directly supports improvements to service capacity along the Melbourne - Geelong corridor and contribute to the State's stabling and maintenance infrastructure.

The Amendment supports the vision set out in *Plan Melbourne 2017-2050*, including jobs, investment and an efficient, effective and resilient railway network. The Project will service a critical piece of Victoria's rail infrastructure, thus improving regional passenger services and enhancing the reliability of the passenger rail network along the Melbourne - Geelong corridor.

*d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value*

The Project Land is not within an area of Aboriginal Cultural Heritage Sensitivity or affected by any historic heritage matters. Potential extensive or major effects on Aboriginal Cultural Heritage are considered unlikely.

The Wider Project Land will cross areas of Aboriginal Cultural Heritage Sensitivity and a Cultural Heritage Management Plan (CHMP) is currently being prepared for the Project to ensure appropriate measures are taken throughout the Amendment process.

*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 is a major initiative which will enable the delivery of key infrastructure that will benefit regional Victoria, as envisaged within the metropolitan planning strategy *Plan Melbourne 2017-2050*, *Victoria's 30-year Strategy, 2016*, *the State and Commonwealth Regional Rail Revival program* and *Victoria's Regional Statement 2015*. Additionally the Amendment is consistent with the *Regional Network Development Plan 2016* which identifies regional public transport priorities for Victoria.

The timely establishment of the Amendment is critical to Victoria's train stabling and maintenance facilities network and is a key component to future improvements along the Melbourne - Geelong corridor.

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

The reservation of the land provides for the long-term protection of the land for the ongoing development of the Project. The Project will contribute significantly to the efficient operation and increased capacity of the regional rail network, and this is expected to reduce dependency on

private vehicles and ease congestion along the Princes Freeway between Melbourne and Geelong in particular.

The Project can minimise its impact on the immediately impacted landowners subject to mitigation measures reflected in the proposed planning control.

Amenity impacts on nearby landowners and occupiers are being minimised and addressed where possible. Locating the facility adjacent to the already existing rail corridor will go some-way to reducing impacts. During detailed design, mitigation measures will be further developed to minimise residual impacts on sensitive land uses. Noise impacts will be managed in accordance with relevant policies and an Environmental Management Framework (EMF) will also be prepared for the Project to ensure appropriate mitigation during the construction phases of the Project. The Development Plan will ensure ongoing management of the operation of the facility.

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

The Incorporated Document outlines the proposed Development Plan and Environmental Management Framework (EMF). The Development Plan will address matters of design, operation and ongoing monitoring and the EMF will deal with the construction phases of the project.

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

An Ecological Assessment has been prepared for the Amendment which informs conditions of the Incorporated Document that will manage the design, construction and operation of the Project. It has found that the identified native vegetation to be removed is considered to be low risk and the Growling Grass Frog was not detected.

#### ***Environmental Management***

The Incorporated Document requires an EMF to be prepared to establish the targets and objectives for environmental management for the Project, consistent with relevant standards relating to noise and air quality. The Project will result in limited localised emissions to air during construction and operation due to the use of dust suppression and stormwater controls in accordance with the Environment Protection Agency (EPA, 1991 and 1996) guidelines. Given the location of the proposed stabling and maintenance facility within agricultural surroundings and as it is fully secured, exposure of a human community to severe or chronic health or safety hazards is considered unlikely. The Development Plan will be prepared to guide the ongoing use and maintenance of the Project consistent with relevant standards relating to noise and air quality.

#### ***Cultural Heritage***

There are no Historic heritage places registered within the Project Land. Further, the Project Land is not within an area of Aboriginal Cultural Heritage Sensitivity. The Wider Project Land will cross areas of Aboriginal Cultural Heritage Sensitivity and a CHMP is currently being prepared separate to this Amendment.

#### ***Waterways***

A Stormwater Management Plan (SMP) has been prepared to demonstrate how the development of the Project affects flood levels, water quality and drainage. The recommendations of the SMP inform the conditions included within the Incorporated Document and will be considered throughout the design and development of the Project to ensure minimal impact to flood levels, water quality and drainage.

#### ***Noise***

A Noise Assessment has been prepared for the Project which has informed the preparation of the Amendment. Mitigation measures specific to each affected dwelling are proposed to address the potential impacts of the Project. The proposed Incorporated Document also requires the creation of an EMF to reduce and manage environmental and amenity effects, including noise, during construction. The Incorporated Document includes requirements to ensure that the construction and operation of the Project is consistent with relevant EPA guidelines.

#### ***Air quality***

It is not expected that the Project and associated trains will result in excessive odour and dust discharges to air during operations due to appropriate mitigations and operational management.

### Visual impacts

A Landscape Visual Impact Assessment (LVIA) has been prepared for the Project to understand the impact of the Project on existing sensitive viewpoints. Mitigation measures are proposed and the findings of the LVIA inform the application of conditions of the Incorporated Document and the subsequent design and development of the Project to minimise impacts on sensitive receptors.

### **Social Effects**

A Social Impact Assessment has been prepared for the Project. Mitigation measures are proposed and the recommendations of the Social Impact Assessment inform the conditions of the Incorporated Document and the subsequent design and development of the Project to minimise impacts on directly and indirectly affected landowners.

### **Economic Effects**

#### Agronomic Impacts

An Agricultural Impact Assessment has been undertaken to understand the physical and financial impact of the Amendment. It has concluded that with appropriate mitigation, the impacted land remains viable for farming subject to mitigation measures.

#### Employment and productivity

The Project is located within the G21 Region, which is recognised as a significant rural, residential and resort area with a mix of industrial and commercial land uses.

It is anticipated that the Project will result in employment and productivity benefits at both a State and regional level, to both the G21 Region and Victorians generally through improved capacity and reliability of the regional rail network. Combined with other commitments to upgrade the Melbourne - Geelong corridor, the Project would contribute to upgrading and boosting capacity on the regional railway network's busiest railway corridor.

It is anticipated that improvements to services along the Melbourne - Geelong corridor will better connect the region to employment opportunities and assist in easing congestion and reducing travel times for those living in Melbourne's Western Corridor and the G21 Region. In addition, it is expected that improved services will encourage greater use of public transport within the G21 region.

At a local level, it is also anticipated that the Project will create up to 100 jobs during construction of the Project, with 10 ongoing staff for Stage 1 and 40 ongoing staff for Stage 2.

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

The Amendment satisfies Clause 13.02-1S of the Planning Policy Framework.

A Bushfire Assessment and Development Report has been prepared to demonstrate how the proposed development of land for the Project can respond to the Victorian planning and building controls for bushfire. The Project Land is not covered by a Bushfire Management Overlay, although it is in a Bushfire Prone Area (based on the Department of Environment, Land, Water and Planning Designated Bushfire Prone Area Maps).

Furthermore, the Project will be managed through the proposed Incorporated Document and future buildings will comply with *Building Regulations 2018*.

### **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. 9 Metropolitan Strategy – the Amendment is consistent with the directions and policies of *Plan Melbourne: Metropolitan Planning Strategy* (Department of Environment, Land, Water and Planning (DELWP), 2017) as detailed above and in the following section of this report.
- Ministerial Direction No. 11 Strategic Assessment of Amendments - the Amendment has been prepared in accordance with the direction.

- Ministerial Direction No. 15 The Planning Scheme Amendment Process – the Amendment will adhere to the steps outlined in the direction.
- Ministerial Direction No. 19 Preparation and Content of Amendments that may significantly impact the Environment, Amenity and Human Health – the Amendment has included consultation with the EPA.

The Amendment has been prepared in accordance with 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 Planning Policy Framework and any adopted State policy?**

The Amendment supports the relevant policies of the PPF as outlined below.

In accordance with **Clause 11 (Settlement)**, the Project supports the continued and improved functioning and expansion of the metropolitan train network and facilitates future investment in transport. The needs of existing and future communities are met through the provision of improved public transport as well as new employment opportunities.

The Project is consistent with **Clause 11.01-1S (Settlement)** as it supports future sustainable growth through the provision of infrastructure to accommodate the increasing V/Line fleet.

The Project will support the future growth of public transport infrastructure in Victoria particularly the Melbourne - Geelong corridor in accordance with **Clause 11.01-1R (Settlement - Geelong G21)**. The project is expected to create more than 100 jobs during construction and approximately 40 ongoing positions once the Project is completed. The Project is a direct response to planned improvements in the transport network which will ultimately support the region's and Melbourne's economic growth.

Furthermore, in accordance with **Clause 11.02-1S (Supply of urban land)**, the Project will provide infrastructure to support the forecasted transport patronage demands of the G21 Region and metropolitan Melbourne. The location of the Project has been selected due to its proximity to existing train infrastructure and particularly to Waurn Ponds Railway Station. The Project can accommodate all of the requirements identified by RPV over the next fifty years.

The development of the Project will be guided by appropriate measures to ensure that existing biodiversity within the site is protected and not detrimentally impacted in accordance with **Clause 12.01-1S (Protection of biodiversity)**. In addition, mitigation measures will be implemented to ensure any significant Victorian biodiversity is appropriately removed or protected.

The Project has been chosen to avoid or reduce where possible the environmental impact and the removal of native vegetation through design in accordance with **Clause 12.01-2S (Native vegetation management)**. In accordance with the *Guidelines for the removal, destruction or lopping of native vegetation*, the three-step approach to avoid, minimise and offset the removal of native vegetation will be implemented where possible.

The Project will be designed to avoid, reduce and manage potential impacts while still providing a suitable design solution. This will be further supported by specific actions contained in an EMF to be implemented during construction of the Project in accordance with **Clause 13 (Environmental Risks and Amenity)**.

The location of the Project has considered the susceptibility to bushfire risk in accordance with **Clause 13.02-1S (Bushfire planning)**. It has been identified that the land is not covered by a Bushfire Management Overlay however, is located within a bushfire prone area (based on the DELWP Bushfire Prone Area Maps). There are no inherent risks to or caused by the Project, although all development will be managed through the proposed Incorporated Document and comply with the *Building Regulations 2006*.

In accordance with **Clause 13.04-2S (Erosion and landslip)**, the Project will be designed to prevent erosion, landslip and other land degradation, through design development and vegetation planting.

The ability to minimise interaction with sensitive receptors was one of the reasons the land was selected in accordance with **Clause 13.05-1S (Noise abatement)**. The Project is separated from established and identified areas for future growth and is located close to existing rail services. Furthermore, the surrounding area in which the Project is located has a relatively low number of rural dwellings. Various mitigation measures are proposed to further limit the impact of the Project on these receptors.

In accordance with **Clause 13.06-1S (Air quality management)**, it is not expected that the Project and associated trains will result in excessive odour and dust discharges to air during operations due to appropriate mitigations and operational management.

The Project has been designed in a manner that will limit the amount of agricultural land required for the Project. Any land not required for Stage 1 is proposed to be leased back to allow farming operations to continue, and other mitigation measures are proposed to further limit impacts on the single directly impacted farm. Impacts on agricultural land are therefore localised such that the broader agricultural land is not detrimentally impacted by the Project. In this manner, the Project seeks to ensure that impacts on agricultural land are minimised, in accordance with **Clause 14.01-1S (Protection of agricultural land)**.

The location of the Project has been chosen to ensure there is minimal impact on sustainable agricultural land use and the continued long-term viability of these land uses in accordance with **Clause 14.01-2S (Sustainable agricultural land use)**.

In accordance with **Clause 14.02-2S (Water quality)**, Water Sensitive Urban Design (WSUD) principles will be implemented for the treatment of stormwater on-site. In order to sustain and develop appropriate water management, on-site water harvesting, water re-use and recycling and, the construction of a retarding water base will be developed where possible.

The location of the site is within close proximity to the existing railway corridor infrastructure. However, in order to minimise the visual impact on nearby sensitive land uses and the broader, rural environment, design measures will be implemented, such as landscaping, to minimise visual impact on sensitive land uses in accordance with **Clause 15.01-1S (Urban design)**.

In accordance with **Clause 15.02-1S (Energy and resource efficiency)**, the Project will seek to incorporate environmental controls to reduce greenhouse gas emission from buildings and works during construction and the future operation of the land.

There are no Aboriginal places registered within the Project Land and an inspection of the land concluded that a CHMP is not required for the works in accordance with **Clause 15.03-2S (Aboriginal cultural heritage)**. The Project will cross areas of Aboriginal Cultural Heritage Sensitivity within the Wider Project Land, and specifically further west of Pettavel Road, therefore a CHMP will be prepared separate to this Amendment.

In accordance with **Clause 17 (Economic Development)** the Project will contribute to a strong and innovative economy by improving the operation of the public transport network, specifically along the Melbourne - Geelong corridor. This will benefit the local community but also will have a positive effect on the Geelong region and Victoria's rail network as a whole, which will in turn benefit the State.

In accordance with **Clause 18.01-1S (Land use and transport planning)**, **Clause 18.01-2S (Transport system)**, **Clause 18.01-2R (Transport system – Geelong G21)** and **Clause 18.02-2S (Public Transport)**, the Project will assist in improving the operation of the public transport network, specifically along the Melbourne - Geelong corridor. This Project contributes to a broader co-ordinated roll-out of improvements in order to increase the capacity of the rail corridor to meet future demands of transport infrastructure. The Project will assist with the restructuring of the broader rail network for the Melbourne – Geelong corridor, thereby increasing the efficiency of the entire rail system.

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

The Amendment has been assessed against the provisions of the Greater Geelong Planning Scheme. Whilst it is noted that the project also impacts land within the Surf Coast Shire, the majority of the Project Land is within the City of Greater Geelong.

In accordance with **Clause 21.01 (Introduction)** the Project will provide the delivery of additional rail services to Geelong and the broader region and contributes positively to the vision of Greater Geelong City Council.

The Amendment is consistent with the key elements of **Clause 21.02 (City of Greater Geelong Sustainable Growth Framework)**, and specifically '*building sustainable infrastructure*'. The Project will contribute to developing a comprehensive and accessible public transport network and assist in providing infrastructure to meet future demands. The Project, given its nature, is appropriate in regards to its location, size and proximity to the existing rail infrastructure. Additionally, in accordance



with **Clause 21.04 (Municipal Framework Plan)** the Project Land and Wider Project Land for the Project are located beyond existing and identified future urban areas.

The Project will be developed to ensure the protection and enhancement of existing waterways within the site in accordance with **Clause 21.05-2 (Waterways)**. Furthermore, the mitigation measures proposed will ensure the construction will not detrimentally impact waterways in the broader vicinity of the site.

In accordance with **Clause 21.05-3 (Biodiversity)**, the Project will be designed to ensure the development and subsequent use will protect the biodiversity within and surrounding the site through the use of appropriate mitigation measures.

The Project will endeavour to ensure principles are incorporated in relation to energy efficiency, WSUD and, water and energy supply systems which would meet **Clause 21.05-6 (Natural resource management)**.

Although the Project Land is not covered by a Bushfire Management Overlay, it is classified as a Bushfire Prone Area pursuant to the DELWP Designated Bushfire Prone Area Maps. In accordance with **Clause 21.05-8 (Wildfire)**, the Project will be managed through the proposed Incorporated Document and all buildings will comply with the *Building Regulations 2006*.

In accordance with **Clause 21.07-1 (Key issues and influences)** and **Clause 21.07-5 (Rural Areas)**, the development and operation of the Project will ensure the use of land within the broader vicinity is not compromised or detrimentally impacted. In particular the Project will ensure impact to the existing farming operations at 255 Reservoir Road, Waurn Ponds is minimised.

The Project is a State significant transport improvement project and will support future demands expected along the Melbourne - Geelong corridor. The land to be reserved for the Project provides the opportunity to develop existing train networks and capabilities whilst ensuring there are minimal impacts on surrounding sensitive land uses in accordance with **Clause 21.08-2 (Transport)**.

The Project will facilitate improvements to services along the Melbourne - Geelong corridor and subsequently, improve access within the G21 region and the broader Victorian region in accordance with **Clause 21.08-5 (Accessibility)**.

**Clause 22.05 (Agriculture, Rural Dwellings and Subdivision)** and **Clause 22.64 (Discretionary Uses in Rural Areas)** relates to land zoned for farming purposes and land zoned Farming and Rural Conservation Zones respectively. The land selected has been chosen for a number of reasons including its close proximity to existing railway corridor infrastructure and ensuring minimal impact on the farming character of the area. Furthermore, the existing agricultural use of the property will be able to continue as a result of the Project.

The Project is consistent with **Clause 22.64 (Discretionary Uses in Rural Areas)** as it is not plausible for the use and development of the Project to be catered for in an urban area. Furthermore, the location of the Project minimises the impact on surrounding agricultural land. As noted above the existing agricultural use of the property will be able to continue.

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

The Amendment supports the relevant policies of the LPPF as outlined below.

The Project is generally consistent with **Clause 21.01 (Introduction)**, as the Project will help to improve public transport services between Waurn Ponds and Melbourne, thus helping to address key issues identified in the clause, such as improving the accessibility of the Shire to Geelong and Melbourne.

In accordance with **Clause 21.02-2 (Objectives)**, the Project will build on the existing transport system and contribute towards reducing car dependence for residents in the Shire travelling to Geelong and Melbourne.

The Project will meet the objectives of **Clause 21.03 (Environmental Management)** by undertaking appropriate measures to ensure that the development of the Project does not result in adverse consequences on the natural and man-made environment.

The Project is considered to be consistent with the objectives and strategies of **Clause 21.06 (Rural Landscape)** as the Project will be located south of the existing railway corridor to minimise visual impacts from surrounding areas. Visual impacts of the Project will be further mitigated through landscaping and built form treatments.

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

The Amendment makes proper use of the Victoria Planning Provisions and meets the form and content requirements of these provisions. The use of the PAO is considered an appropriate tool to provide the mechanism to acquire additional land and compensate affected parties in accordance with the *Land Acquisition and Compensation Act 1986*.

The use of the SCO is considered the most appropriate tool to apply site specific controls to streamline the development process for an infrastructure project of this nature.

## **How does the Amendment address the views of any relevant agency?**

The following agencies were contacted and provided information regarding the Project. The views of those that responded have been considered in the preparation of the Amendment:

- Barwon Water
- City of Greater Geelong
- Corangamite Catchment Management Authority
- Country Fire Authority - Barwon South West Region
- Department of Environment, Land, Water and Planning (DELWP)
- Department of Transport (DoT)
- Environmental Protection Authority (EPA) Victoria
- First Nations Legal & Research Services
- Gas Networks / Ausnet Services
- Nbnco Limited
- Powercor Australia Ltd
- Southern Rural Water
- Surf Coast Shire
- VicRoads
- VicTrack
- Wathaurung Aboriginal Corporation

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

The Amendment is likely to 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 opportunity for communities in the G21 region.
- **S9 Economic Prosperity:** The Project will support economic prosperity in the region by creating jobs and facilitating easier access to employment opportunities locally and beyond.
- **S10 Environmental Sustainability:** Comprehensive environmental investigations and assessments of Amendment GC104 have resulted in a Project that will minimise its impact on the natural environment. The Project will also promote efficiency in the overall transport system of the region and support the development of the train system which is a sustainable transport option for Victorians.
- **S11 Integration of Transport and Land Use:** The Project Land is adjacent to an existing railway corridor, thereby maximising integration with the existing rail operations. The Project will also be located away from established residential areas, within a rural area with a small number of affected residents. Its impacts will also be managed through the proposed Incorporated Document.
- **S12 Efficiency, Coordination and Reliability:** The Project is expected to deliver a more efficient and reliable regional rail network, including facilities to house and maintain new trains.
- **S13 Safety and Health and Wellbeing:** The Project will be located away from urban areas to minimise potential impacts. Appropriate measures will be further developed during detailed design to mitigate residual impacts on sensitive land uses.

### **Division 3 – Decision-Making Principles**

- **S15 Principle of Integrated Decision Making:** There has been coordination between DELWP, PTV, RPV, the City of Greater Geelong, the Surf Coast Shire and other agencies.
- **S16 Principle of Triple Bottom Line Assessment:** The economic, environmental and social factors that may affect the Project have been considered through the various technical reports that have been prepared to inform the Amendment.
- **S17 Principle of Equity:** Improved transport infrastructure will be provided to increase train and network efficiencies. These train services are available to all persons, and they provide transport opportunities to those who may not have alternative options such as ownership of a private vehicle.
- **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 regional rail network.
- **S19 Precautionary Principle:** The precautionary principle has been followed in the development of the Project by careful evaluation to avoid serious or irreversible damage to the environment wherever practicable.
- **S20 Principle of Stakeholder Engagement and Community Participation:** The proposed amendment has and will continue to be supported by an appropriate consultation strategy which will include consultation with the affected landowners, nearby residents, local community and relevant agencies.
- **S21 Principle of Transparency:** The amendment process is envisaged to comprise a further stakeholder consultation process to continue transparency in the development of the Project. All relevant parties will be advised of the proposed amendment.

## **Resource and administrative costs**

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

The implementation of the new planning provisions will have minimal impact on the resource and administrative costs of the Responsible Authority in administering and enforcing the Incorporated Document. Additionally, the application of a Public Acquisition Overlay will provide a level of certainty for the proponent, community government agencies and developers in terms of the location of the Project and the future use of the land.

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

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

- The City of Greater Geelong at 100 Brougham Street, Geelong; and
- The Surf Coast Shire Council at 1 Merrijig Drive, Torquay.

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

**ATTACHMENT 1 - Mapping reference table**

<b>Location</b>	<b>Land /Area Affected</b>	<b>Mapping Reference</b>
Greater Geelong	Land bounded by Bogans Lane and Pettavel Road, north and south of the existing railway corridor	Greater Geelong GC104 PAO Map64 Exhibition Greater Geelong GC104 PAO Map 65 Exhibition Greater Geelong GC104 PAO Map75 Exhibition
Greater Geelong	Land bounded by and within Bogans Lane and Pettavel Road, north and south of the existing railway corridor and within the existing railway corridor to Ghazeepore Road and a portion of land within the Reservoir Road reserve located east of Bogans Lane	Greater Geelong GC104 SCO Map64 Exhibition Greater Geelong GC104 SCO Map 65 Exhibition Greater Geelong GC104 SCO Map75 Exhibition Greater Geelong GC104 SCO Map76 Exhibition
Surf Coast	Land in Pettavel Road and within the existing railway corridor	Surf Coast GC104 SCO Map 12