
Request to be heard?: Yes

Full Name: Daniel Heley

Organisation: Department of Transport

Affected property:

Attachment 1: DoT_submission_Bulleen_Precinct_Advisory_Committee.pdf

Attachment 2: VicRoads_additional_detailed_comments_and_requested_changes.pdf

Attachment 3:

Comments: DoT and VicRoads joint submission attached as pdf files.



Ref: FOL/19/17703

Department of Environment, Land, Water and Planning
8 Nicholson St,
East Melbourne VIC 3002

To Whom It May Concern

Yarra River – Bulleen Precinct Advisory Committee

The Department of Transport (DoT) thanks you for the opportunity to review the exhibition of the Bulleen Precinct Plan and to provide preliminary comments on the:

- Draft Land Use Framework Plan (LUFP);
- Planning Scheme Amendment for the Yarra Valley Country Club; and
- Planning Scheme Amendment Former Bulleen Drive-in Site.

This DoT response should be considered as a whole of transport portfolio response, incorporating the views of DoT and VicRoads. It is noted that there has also been consultation between DoT and the Northeast Link Authority (NELA).

Consultation

DoT and VicRoads have previously been consulted during the preparation of the LUFP in early 2019, where informal comments and feedback were communicated to the Department of Environment Land Water and Planning project (DELWP) team.

It is noted that DoT will require ongoing dialogue with DELWP and the Bulleen Precinct Advisory Committee to ensure the consideration of the current and future transport network as the precinct develops.

Ongoing consultation is particularly important to ensure alignment with DoT's ongoing work with NELA on potential complementary projects, to consider the implications of the ongoing review of the Strategic Cycling Corridor network and development of new major infrastructure projects such as the Suburban Rail Loop project.

Additional detailed comments from VicRoads are provided as an attachment to this submission.

Draft Land Use Framework Plan Comments

DoT and VicRoads support the overall strategic intent of the Bulleen Precinct Plan which aims to balance the impacts of development with the protection of the Yarra River corridor.

As stated in the LUFP, the Plan forms part of the broader Yarra Strategic Plan that enables agencies to plan, protect and manage the Yarra River corridor as one continuous natural entity.

It is recognised that the LUPF is a framework plan and that it broadly recommends what the future land use and connections will be for this section of the Yarra River and surrounding areas. VicRoads also notes that the LUPF will be subject to a subsequent planning scheme amendment process, where the strategic objectives will be given statutory effect.

It is noted that the LUPF proposes some road changes, including the installation of new intersections. VicRoads is unable to provide support for these changes, as there has been little detailed analysis to support their justification. However, both DoT and VicRoads are supportive of the overall intent and welcome the opportunity to work with DELP through the statutory implementation process to confirm appropriate changes to road traffic measures.

Public Transport

Bus

A key consideration is to ensure bus capable through connections remain through the LUPF site, particularly through the West of the site from the Heidelberg Activity Centre West to Bulleen Road via Manningham Road West.

Suburban Rail Loop Project

The Suburban Rail Loop (SRL) project is a long-term plan to construct a new rail network forming a circle around Melbourne's suburbs that is currently under development. The planning work being undertaken by the advisory committee would need to consider the future SRL as the alignment is further developed.

Active Transport

The proposed new cycling paths and walking paths are supported and the additional Yarra Bridge crossings for Active Transport users to ensure connectivity through the precinct is strongly encouraged,

DoT advises that the Strategic Cycling Corridor network is currently under review, however this is unlikely to affect the Yarra Trail corridor. Further planning of the cycling network proposed trail must be in consultation with the DoT.

Yarra Valley Country Club

Amendment C125 to the Manningham Planning Scheme on the Yarra Valley Country Club (YVCC) land has been reviewed proposes to rezone land within the Bulleen Precinct area to facilitate future residential development.

Creating access to an arterial road

The development application proposes to create two new access treatments that intersect with Templestowe Road (zoned Road Zone – Category 1). It is the responsibility of VicRoads as the Roads Authority to determine if the proposed access points are appropriate and whether they affect the operation of the arterial road network.

The locations of the two intersections proposed in the development application are generally supported, however we note that there is a conflict between the locations in the YVCC

development proposal and the LUP. In this case, VicRoads would be more supportive of intersections being located where they benefit multiple sites rather than a single site within the precinct.

DoT and VicRoads will continue to be involved in the progression of the development application including the approval of Functional Layout Plans for the intersections and the subsequent consents required under the Road Management Act 2004.

Public Acquisition Overlay

A Public Acquisition Overlay (PAO4) that identifies land to be acquired by the 'Roads Authority' for future road widening is located within the development site. Specifically, it reserves land for the widening of Templestowe Road which borders the southern boundary of the site. It is in the interest of VicRoads as the Road Authority to ensure that the PAO is identified and referenced appropriately in the amendment documentation.

If you have any queries on the above please contact Chay Garde (Senior Place Planner, DoT) on (03) 03 8392 6544 or chay.garde@ecodev.vic.gov.au.

Yours sincerely



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7 16 2019

Bulleen Precinct Plan - VicRoads Comments

1. VicRoads role and responsibilities

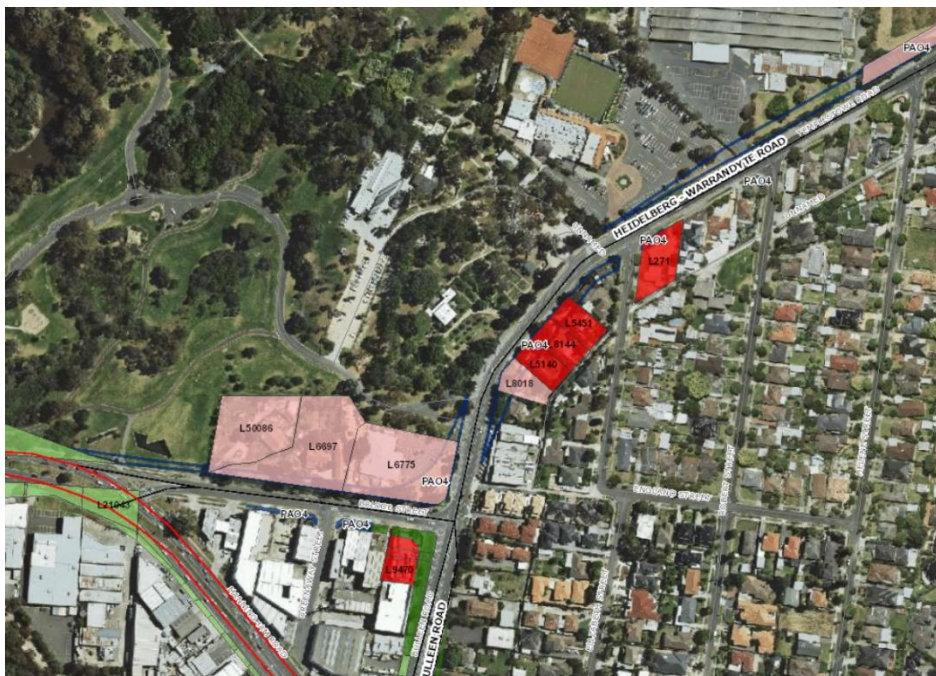
The primary objective of VicRoads is to provide, operate and maintain the road system in Victoria consistent with the vision statement and the transport objectives, as set out in the *Transport Integration Act 2010* (TIA Act). In addition to the TIA Act, three other Act that support VicRoads to achieve its primary objectives are:

- The *Road Management Act 2004* that enables VicRoads to manage road assets under its control;
- The *Road Safety Act 1986* that enables VicRoads to regulate and manage road users on a road, and
- The *Planning and Environment Act 1987* that enables VicRoads to participate in the making of planning decisions that could affect its ability to achieve its primary objective under the TIA Act.

2. VicRoads Land Holdings

Firstly, it should be noted that VicRoads owns five properties in the vicinity of the Precinct. One property is located within the precinct boundary on the corner of Templestowe Road and Bridge Street and the other four properties are located adjacent to the precinct boundary along Templestowe Road (see map below).

These properties have been acquired for road purposes, but it is noted that the North East Link Project (NELP) and road widening projects may impact the future use of these land holdings.



3. Draft Land Use Framework Plan Comments

Requested Changes

VicRoads requests that the following changes be made to the LUFP:

Section/Page	Proposed change	Rational/Position
Draft Land Use Framework Plan, pg 19 – Map 2	Add explanatory box for PAO4 with the following wording: 'Templestowe Road (multiple sites) – PAO Purpose: Reserves land for the widening of Templestowe Road'	The map doesn't currently identify PAO4 (road widening) or provide a description.
Precinct Plan – Map 5A & 5B	Update 'North East Link proposed road connections' legend symbol from solid line to segmented line to align with map.	The maps currently show a segmented line, but the legend item shows a solid line.
Precinct Plan – Map 5B	Update Map 5B to clearly distinguish intersections that are proposed or existing.	It is difficult to determine which intersections are proposed or existing on the Maps.
Precinct Plan – Map 5B	Update Maps 5B to represent the correct locations of intersections discussed in the Traffic Report.	Maps in the Precinct Plan appear to have different locations for some intersections compared to the Traffic Report.
Draft Land Use Framework	Include an explanation of the role/function of Templestowe Road in the context of the Precinct. Will its modal priorities be general traffic, freight, public transport, active transport; or a combination of these. Comments from NELA may inform the role/function of this road.	The role/function of this road is not clarified in the document.

4. LUFP Traffic Engineering Assessment Comments

VicRoads has reviewed the exhibited Traffix 'Traffic Engineering Assessment – May 2019' which was prepared for the Bulleen Precinct Plan. We provide the following comments:

Section/Page	Proposed Change
Existing Conditions, pg 6	A discussion of current Public Transport along Templestowe Road should be included in this section (eg Is it a bus priority route, current stop locations, frequency etc)
Traffic Generation, pg 12	<ul style="list-style-type: none"> The report adopts a peak daily visitation rate of 250 patrons/day. Has this figure been provided by Heidi Museum? If

	<p>so, please include reference to data in the report.</p> <ul style="list-style-type: none"> The report also adopts parking generation rate of 0.4 vehicles per patron. Can background information be provided as to how this number was chosen?
Residential dwellings, pg 13	The report adopts traffic generation rates of 0.6 trips per dwelling in commuter peaks and 0.4 for weekend peaks. In order to undertake a more conservative assessment, it is recommended that adopting higher rates for both these rates.
Sports grounds, pg 13	<ul style="list-style-type: none"> Report adopts a 30% reduction factor for traffic generation rates, but no background is provided. The same comment is made for the 40% reduction factor for weekday PM peak periods. <p>Could background information be provided for these figures?</p>
Table 6, pg 14	Update Table 6 with revised figures discussed above for traffic generation numbers
Traffic Distribution, pg 21	<p>The report has indicated that residential traffic distribution associated with the YVCC will be weighted to westbound trips.</p> <p>Please clarify if this is based on existing traffic data.</p>
Traffic Distribution, pg 21	<p>Previous sections suggest that the precinct is split into 3 sections, the southern (drive in) site, western site and eastern site with a total of 5 proposed access points.</p> <p>However, this section then splits the areas up into the Western Access, Eastern Access and Henderson Seeds Access and only analyses 3 intersections.</p> <p>Clarification is sought as to why the traffic distribution has been undertaken this way and why all 5 proposed access points to the precinct have not been reviewed?</p>
Eastern Templestowe Road – pg 24	<p>General comment: The SIDRA analysis has indicated that the 2036 post development volumes for the High Yield scenario will operate within capacity, although nearing full capacity.</p> <p>VicRoads considers this acceptable.</p>
General report comment	<p>Has a network assessment been undertaken using SIDRA, i.e. all proposed intersections linked in order to determine how they operate together?</p> <p>In order to undertake a detailed review, could SIDRA files be provided for each intersection?</p>
General report comment	Given the impact the proposed Precinct Plan will have on Templestowe Road, it may be worth discussing likely impact on the existing PTV network and if there is a possibility to include additional stop locations along Templestowe Road to cater for the increased public uses.

5. Yarra Valley Country Club

Requested Changes

VicRoads requests that the following changes be made to the exhibition documentation to ensure the interests outlined previously are reflected appropriately in Amendment C125.

Document/Section	Proposed change	Rationale/Position
Development Plan Overlay (Schedule 4)	<p>Page 3 – ‘Traffic and Access’ – 5th dot point</p> <p>Current wording: “All intersections between subject site and Templestowe Road designed and managed to the satisfaction of the Responsible Authority”</p> <p>Requested wording: “All the intersections between the subject site and Templestowe Road designed and constructed to the satisfaction of the relevant Road Authority and, where appropriate, to the satisfaction of the Responsible Authority”</p>	<p>The control requires updating to recognise the differing roles of a road authority and a responsible authority. Roadworks are generally exempt from permit, with a permit only being triggered by certain overlay controls. Accordingly, roadworks only need to be to the satisfaction of Council, in its capacity as the responsible authority, if an overlay control triggers a permit. Otherwise, the design and construction of roadworks need only be to the satisfaction of the relevant road authority, which could be VicRoads and/or Council (but in its capacity as a road authority under the Road Management Act or Local Government Act, not under the Planning and Environment Act).</p> <p>The management of an intersection is entirely the domain of the Road Management Act and the Road Safety Act. Accordingly, any reference to the management falling under the Planning and Environment Act (eg. Management to the satisfaction of the responsible authority) should be deleted.</p>

<p>Development Plan Overlay (Schedule 4)</p>	<p>Page 4 – Subsection ‘C’ – 5th dot point</p> <p>Current wording: “A Traffic Management Plan that includes an assessment of the likely traffic impacts which will be generated by the proposal upon the existing road operation of Templestowe Road and the surrounding network, to the satisfaction of the Responsible Authority”</p> <p>Requested wording: “A Transport Plan, prepared in consultation with and approved by the Responsible Authority, VicRoads and Public Transport Victoria, which must include:</p> <ul style="list-style-type: none"> • An assessment of the likely traffic impacts generated by the proposal upon the existing safety and operation of Templestowe Road and surrounding network with regard to all modes of transport and their priority on the network • Traffic management and traffic control works considered necessary on the land and affected roads to mitigate the expected traffic impacts of the proposed development • The location and layout of the accessways onto Templestowe Road.” 	<p>An application under this control should include a ‘Transport Plan’ which incorporates all transport aspects, not just traffic.</p> <p>The change also lists the specifics of what should be included in the Plan.</p>
<p>Development Plan Overlay (Schedule 4)</p>	<p>Page 5 – Map 1 – Outline Development Plan</p> <p>Change Map 1 to include the extent of required land for future road widening on the map and add a legend item for it.</p>	<p>There is currently no reference to the PAO in the DPO despite it being located within the development area.</p>

6. Former Bulleen Drive-in Site

VicRoads notes that the amendment documents have not been exhibited in accordance with Section 18 of the Planning and Environment Act and, as a consequence, VicRoads is unable to provide comments. Provision of the amendment documents and the preparation of a Traffic Impact Assessment (TIA) by the applicant would assist VicRoads on this matter.

Furthermore, it is understood that this proposed development may be impacted by the North East Link Project. Any subsequent comments that VicRoads makes concerning this development will be subject to the information provided in the North East Link Authority’s submission to the Precinct Plan.

It is also noted that the land uses proposed in this amendment contrast with the land uses described in the LUPP and accompanying Traffic Engineering Assessment (residential versus active open space).