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Ref: FOL/13/31948

Tony Marks
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Level 25, 35 Collins Street
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Dear Mr Marks

EXHIBITION OF AMENDMENT C106 TO THE MITCHELL SHIRE PLANNING SCHEME (BEVERIDGE NORTH WEST PRECINCT STRUCTURE PLAN)

I refer to your letter dated 2 September 2019 referring the exhibition of Amendment C106 to the Mitchell Shire Planning Scheme to implement the Beveridge North West Precinct Structure Plan.

The Department of Transport (DoT) has reviewed the Precinct Structure Plan (PSP) and background documentation. In preparing this response, DoT has consulted with Freight Victoria (FV) and Regional Roads Victoria (RRV), incorporating their input and advice where applicable.

General comments and issues are outlined below. Detailed comments, requiring clarification, are listed within Attachment A of this response. DoT is keen to work collaboratively with Mitchell Shire Council and the Victorian Planning Authority (VPA) to resolve the outstanding issues outlined below so that the transport network can support the development of the precinct as anticipated in the Structure Plan.

General comments

DoT are supportive of the vision for Beveridge North West PSP area, and is generally supportive of the PSP document subject to changes identified within Attachment A. We support key PSP objective 5 and the requirements and guidelines outlined within Section 3.5 (Transport and Movement). These help to facilitate 20-minute neighbourhoods by providing an integrated transport network that incorporates active and public transport options.

The proposed on-road and active off-road network alignment provides good North to South and East to West connections throughout for the PSP area. The interconnected layout provides opportunities for high quality bus and active transport connections between the local centres and the surrounding residential neighbourhoods as well as areas within the wider North Growth Corridor.

The ultimate road layout within the PSP will provide alternative for local movements in lieu of the Hume Freeway. This layout will provide connections to the future Outer Metropolitan Ring Road OMR and E6, and upon completion of the adjoining PSPs to the North (Wallan South) and South (Beveridge South West) offers alternative movements to the freeway within the northern sub regional area. To ensure that this is an attractive alternative, at least one of the two north-south arterials (RD-03 or RD-04) should be designed to enable an operational speed of 80km/hr. It is understood that that the reservation investigation undertaken by VPA for RD-03 and RD-04 has been based on an operational speed of 60km/hr.

The Hume Freeway forms part of the Principal Freight Network, with a significant increase expected in the amount of on-road freight trips (including A and B double truck movements) generated in the future from the future Beveridge Interstate Freight Terminal. This can create an intimidating environment for light vehicle drivers sharing road with larger vehicles and add a significant volume of traffic to the network, to the detriment of freight movements. The ultimate road layout, as proposed, provides an opportunity to separate local traffic from freight movements and reduce potential adverse effects on the transport network.

DoT shares concerns raised by Mitchell Shire Council in relation to the short-term impacts to Old Sydney Road during the early stages of the PSP construction, due to the lack of alternate north-south connectivity to the south. This concern should be addressed when planning the staging of development within the PSP.

Camerons Lane Interchange

The Hume Freeway Interchange Strategy 2014, developed in partnership with the Victorian Planning Authority, has determined that the current Lithgow Street interchange does not meet the required safety, capacity and technical standards that will be required to service growth in the Beveridge area. In addition to this it does not align with the proposed arterial network and would direct heavy truck traffic from the proposed Beveridge Interstate Freight Terminal through the developing residential areas of Beveridge and Lockerbie North.

Accordingly, the strategy has determined that the existing interchange should be relocated to the Camerons Lane/Minton Street alignment to service the predicted growth. The existing Lithgow Street freeway underpass would be retained as an important local east-west link across the Hume Freeway. A review of the existing Lithgow Street interchange has determined that there is capacity for an additional 1100 lots from the adjoining PSP's of Lockerbie North, Beveridge Central and Beveridge North West, prior to significant upgrade of the interchange being required. Accordingly, this limitation has been reflected in the relevant planning ordinance for the adjacent PSP's that are reliant on the interchange for access to the Hume Freeway.

It is DoT's position (as agreed with the VPA) that any funding to cater for Hume Freeway access should be prioritised for the construction of the Camerons Lane interchange. The construction of the Camerons Lane interchange will therefore be critical to enable the ongoing development of this area. Already there are some 1900 lots in planning permit applications for the Beveridge Central PSP and in excess of 15000 lots planned for Beveridge North West PSP.

As discussed, we would welcome the opportunity to engage further in this process. If you have any queries, please contact Daniel Zaslona on telephone 03 8392 7987 or email daniel.zaslona@ecodev.vic.gov.au.

Yours sincerely

MARK BURTON
Manager, Place Planning and Referrals.

8 / 11 / 2019.

ATTACHMENT A – Detailed Comments
ATTACHMENT B – Camerons Land Interim Diagram

ATTACHMENT A – Detailed Comments

Document Section/Item	Comment	Proposed action
All documents		
General	The organisations formerly known as Public Transport Victoria ("PTV") and VicRoads were amalgamated into the Department of Transport on the 1 July 2019 and no longer exist as an entity.	Change all references to PTV and VicRoads within the PSP and associated documents to the Department of Transport (DoT), except for the condition relating to public transport within Schedule 3 to Clause 37.07 Urban Growth Zone.
Beveridge Interstate Freight Terminal	The PSP and supporting documents should acknowledge the relationship between the PSP area and the future Northern Freight precinct (BIFT).	An appropriate buffer should be provided in the future to avoid environmental/community amenity issues e.g. air quality or noise.

Document Section/Item	Comment	Proposed action
Precinct Structure Plan		
Section 1 Introduction		
Pg 5, Plan 3 – Future Urban Structure	The proposed local convenience centre located on the north east corner of Camerons Lane and Pattersons Road is located on the intersection of two arterial roads.	It is requested that access to the site is restricted to left in left out.
Section 2 - Outcomes		
Page 7 Plan 4 – Land Use Budget	The PAO gazetted for the Beveridge Central PSP was based on the blue dashed line in the attached PDF. Following the exhibition of the PSP the concept was refined with better photogrammetry which reduced the land requirement along the north side of Camerons Lane. The exhibited planning scheme ordinance does not include the amended PAO boundary.	Amend the PAO boundary north of Camerons Lane based on the orange and red dashed line within the attached plan (Appendix B of this response).
Pg 7, Plan 4 - Land Use Budget Pg 8, Table 1 – Precinct Land Use Budget	It appears that land for 'Arterial Road – Existing Road Reserve' and 'Arterial Road – Widening / Intersection Flaring' are combined as one land use on Plan 4, however these land uses are split in Table 1.	For clarity, amend Plan 4 to show 'Arterial Road – Existing Road Reserve' as a separate land use to 'Arterial Road – Widening / Intersection Flaring'
Pg 8, Table 1 – Precinct Land Use Budget	It is unclear whether the Arterial Road – Public Acquisition Overlay area (2.6ha) is accurate, having considered the above comment regarding its realignment under the Beveridge Central PSP.	Please review and confirm the PAO area and amend if necessary.
Section 3 – Implementation		

Pg 13, Table 2 - Hume Freeway column, row 2	Point requires clarification/updating following the transition of VicRoads to DoT	Update wording to the following: *Must meet the requirements of 'VicRoads Traffic Noise Reduction Policy, 2005'*
Pg 31, Figure 11 – Linear Park Interface Concept	Figure indicates that lots have direct frontage to an arterial road which would not be appropriate. This is only a concept plan, however it would be preferable to show access internalised or alternatively, a frontage road along the arterial road.	Internalise access on concept plan
Pg 35, Plan 9 – Public Transport and Path Network	Should this plan show 'on-road bike lanes' instead of 'off-road bike paths' along arterial roads? Refer to secondary arterial road cross section.	Amend plan if applicable
Pg 35, Plan 9 – Public Transport and Path Network	The plan shows bus capable routes but does not define the Principal Public Transport Network.	Amend plan to show the PPTN
Pg 35, Plan 9 – Public Transport and Path Network	This plan shows the location of a potential east west connector road across the Hume Freeway. No further information regarding the crossing is provided within the PSP or associated documentation	The potential crossing is shown in the wrong location. It should be located further to the north, opposite the horizontal connector road serving the Eastern Local Town Centre.
Pg 36, Section 3.5.1 – Public Transport	The Public Transport Guidelines for Land Use Development is currently being reviewed. Its title is subject to change as part of this review, reference should be made to DoT's applicable guidance rather than the document identified.	Amend the text to refer to 'Department of Transport's guidance for public transport and land use development'
Pg 36, Section 3.5.1 – Public Transport (Guideline G46	Acknowledge that the relationship between bus stop locations in environments where there are other elements (trees, general traffic, cycling, peds) adjoining is subject to detailed design and that the cross sections are indicative. Bus stop facilities may also be located within other areas as listed within guideline G46.	Update guideline to reflect need for detailed design where appropriate. Update guideline to reflect other bus stop facility locations beyond those already identified.
Pg 38, 3.5.3 – Street Network G54	Guideline requires updating following the transition of VicRoads to DoT	Amend guideline wording to the following: All signalised intersections should be designed having regard to the working document *Guidance for Planning Road Networks in Growth Areas November 2015 (as updated)*, to the satisfaction of the Roads Corporation and the responsible authority.

Page 39, Table 11 – Streets and slopes	The slope should be denoted as % grade	Amend table to include %
Pg 45, Plan 13 – Precinct infrastructure Plan	The plan indicates direct lot frontage to the arterial road. Direct property access to RD-01 to RD-04 should be prohibited.	Provide additional text within the Plan report confirming that access would be via local connector roads or alternatively via access or frontage roads.
Pg 45, Plan 13 – Precinct infrastructure Plan	It should be noted that the section of Camerons Lane between the Hume Freeway and Patterson Road will need to form part of the proposed connection to the future Camerons Lane Interchange. It is not clear if the interchange works will precede the upgrade of Camerons Lane denoted in Plan 13 as RD-01	It is recommended that the contribution to the construction of RD-01 is utilised for the upgrade of Camerons Lane as part of the interchange construction. Interim access to the Hume Freeway would be via Patterson Road and Lithgow Street.
Section 4 - Appendices.		
Page 49 – 4.1 Precinct Infrastructure Plan	For RD-02 to RD-04, the reservation of land for arterial road should allow for the formation requirements for the ultimate construction of each of these roads, particularly RD-03 which will exceed 34m width. The land requirement for RD-01 has been defined by the PAO boundary for the proposed Camerons Lane interchange.	
Pg 51, 4.1 Precinct Infrastructure Plan	Lead agency for 'Camerons Lane Interchange' and 'BR-01' is currently VicRoads.	Change the lead agency for both items to 'Roads Corporation'
Pages 64 – 68, Section 4.5 – Street cross sections	Suggest that cross sections are denoted as minimum width and final reservation widths will vary depending on road formation requirements	Amend as appropriate
Pages 64 – 68, Section 4.5 – Street cross sections	There is no cross section for connector street - town centre shown within the report	Amend the report to include a cross section. If no cross section is to be included, details relating to how the cross section differs from a connector street - boulevard should be provided
Pages 64 – 68, Section 4.5 – Street cross sections	There is no cross section for connector street shown within the report	Amend the report to include a cross section. If no cross section is to be included, details relating to how the cross section differs from a connector street - boulevard and connector street – town centre should be provided
Pg 65, Appendix 4.5: Cross section– Local Access Street Level 2	Cross section for 'Local Access Street – Level 2' included. However, Plan 10 only shows 'Local Access Street – Level 1' roads. Clarification is sought as to which is correct.	Amend Plan 10 or cross section (depending on which is correct)

Pg. 72, Freeway Interface cross section	Note 1 of cross section refers to VicRoads	Change 'VicRoads' to 'the Roads Corporation'
Pg. 72, Freeway Interface cross section	The height of the noise wall has been indicated on the cross section. This detail has not been indicated on similar cross sections in other PSPs	Please clarify why this has been included

Document Section/Item	Comment	Proposed action
Strategic Transport Modelling Assessment		
Page 16 - Northern Highway Traffic Modelling	Appendix D has assumed an operational speed of 80km/hr for the RD-03 which is contrary to the VPA proposed operational speed of 60km/hr	

Document Section/Item	Comment	Proposed action
Explanatory Report		
Land affected by the Amendment		
Pg 1	Explanatory report states the PSP is 1254ha in size. Total PSP area shown as 1279ha in land use budget	Confirm which figure is correct and amend accordingly.

Document Section/Item	Comment	Proposed action
Schedule 3 to Clause 37.07 Urban Growth Zone		
Section 3 – Acoustic Assessment Report	The Schedule identifies noise limits (being 35db(A) for the bedroom assessed as an LAeq 8hours from 10 pm – 6am and 40db(A) for the living area assessed LAeq from 6am to 10pm) that must be met for developments adjoining the Hume Freeway. There is no reference detailing where these levels have been derived from.	Acoustic assessment report. Include the following requirement: Any use or development of land directly abutting the Hume Freeway boundary must comply with the *VicRoads Traffic Noise Reduction Policy 2005* to the satisfaction of, and at no cost, to the Roads Corporation.
Section 3.0	include the following requirement: After certification under the Subdivision Act 1988 of a plan of subdivision containing the 1100th lot of land within the Lockerbie North, Beveridge Central and Beveridge North West precincts combined, any subsequent permit application for subdivision must be referred to VicRoads pursuant to Section 55 of the *Planning and Environment Act 1987*. VicRoads must consider whether a	Amend as requested

	permit can be issued prior to the construction of a new interchange at Camerons Lane. Note that this requirement needs to be included in Schedule 2 (Lockerbie North PSP) and Schedule 5 to Clause 37.07 Urban Growth Zone as all three PSP's rely on the existing interchange at Lithgow Street for access to the Hume Freeway. This was mistakenly omitted from the final gazettal of provisions for the Beveridge Central PSP.	

ATTACHMENT B – Camerons Land Interim Diagram

CAMERONS LANE
PATTERSON STREET
LITHGOW STREET
MALCOLM STREET
OLD HUME HIGHWAY
MINTON STREET
SPRING STREET
ARROWSMITH STREET