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Ref: FOL/17/32376

Paul Cassidy
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Victorian Planning Authority
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Dear Paul,

EXHIBITION OF AMENDMENT C219 TO THE WHITTLESEA PLANNING SCHEME (SHENSTONE PARK PRECINCT STRUCTURE PLAN 1069.1)

I refer to your e-mail dated 10 October 2019 referring to the exhibition of Amendment C219 to the Whittlesea Planning Scheme to implement the Shenstone Park 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 and incorporated their input and advice where applicable.

DoT look forward to working collaboratively with both the City of Whittlesea and the Victorian Planning Authority (VPA) to resolve outstanding transport issues in the precinct.

General comments regarding transport issues in the precinct are outlined below. Detailed comments, requiring clarification are listed within *Attachment A*, attached to this response.

General comments

DoT are generally supportive of the vision for the Shenstone Park PSP area, subject to the changes identified within *Attachment A*.

DoT recommend that a forth objective is added to the Transport and Movement Objectives (Section 2.2) '*facilitate 20-minute neighbourhoods by providing for an integrated transport network that supports active and public transport options, movement of goods and connections to jobs*'. This objective ensures consistency with recently exhibited Precinct Structure Plans, whilst demonstrating how the Plan addresses Principle 5 of *Plan Melbourne*.

Donnybrook Road/Koukoura Drive

The Plan does not include reference to the additional land requirements along Donnybrook Road for the ultimate configuration, particularly for the grade separation along the Melbourne to Sydney Rail Line at Donnybrook Road. It is recommended that as part of this structure planning process, the additional land requirements be reserved through the application of a PAO (consistent with DoT's *Donnybrook Road Corridor Study*).

Previous discussions between DoT and VPA concluded that the intersection of Donnybrook Road and Koukoura Drive will be treated as a primary arterial to primary arterial connection in the ultimate configuration. This means that whilst Koukoura Drive is proposed to be 4 lanes in the ultimate configuration, it will flare out and contain 6 standing lanes towards the intersection with double right turns at all legs. This is in conjunction with VicRoads Guidance for Planning Road Networks in Growth Areas handbook. Table 9 should be updated to include land requirements and construction including as part of any GAIC/DCP/ICP item.

The following conditions, as previously agreed with the VPA, are required to be included in the Shenstone Park PSP regarding Koukoura Drive to ensure consistency with the Donnybrook / Woodstock PSP.

- Arterial roads to operate at a 80km/h speed;
- Provision for third stand up lanes at intersections including at least 150m on approach and 100m on departure;
- Mid-block access controls such as loop roads, courtbowls, hammerhead type treatments to local roads;
- Intersection spacing of at least 800m on the arterial road network;
- All movements not at designated intersections to be restricted to left-in, left-out;
- Arterial to arterial right turn movements to provide provision of double right turn movements;
- Diamond phased right turn movements provided at traffic signal locations; and
- Central median to restrict movements.

GTA Modelling Assessment Report

The modelling outlined within the GTAs report (*Shenstone Park PSP Strategic Transport Modelling Assessment Report, 25/09/19, GTA Reference: V133520 Issue: A*) appears to be based upon the previous road network design (see Attachment B), as proposed within the *Shenstone Park PSP Draft December 2017*. The report does not reflect the revised design as exhibited in the September 2019 document. DoT request that the modelling be revised to reflect the road network as exhibited and that DoT are advised of any changes identified as a result. DoT reserve the right to provide additional comments based on the feedback received.

Donnybrook Station Car Park

DoT also note that the *Strategic Transport Modelling Assessment Report* does not recognise the proposed station car park (1000 parking spaces). Car park traffic will impact the performance of the signalised intersection of Donnybrook Rd and Langley Park Drive, as realigned. It is unclear at present whether adverse traffic and capacity effects have been fully identified and considered in the exhibited road network design (e.g. additional traffic lanes at the intersection may be required). An initial review of the street network indicates that access to the car park will require a greater level of service than proposed (shown as a local access street level 1, Plan 10 – Street Network) which is effectively a single lane road. It is recommended that a level 2 local access street, which would provide 2 x 3.0m lanes with indented parking, be considered the absolute minimum provision. In addition to this surrounding business use land would likely benefit from the superior access and parking provided by a level 2 street.

Vehicle Movements from Woody Hill Quarry

The PSP does not outline any interim arrangements for the access to Woody Hill Quarry during the development of the PSP area. DoT's preference is for Woody Hill Quarry related vehicles to utilise a single dedicated intersection only so that it is not distributed around other intersections. It is essential that the design and operation of this intersection consider the safety and movement of other transport modes at this intersection.

Should you have any queries regarding the contents of this letter, please contact Daniel Zaslona on telephone 03 8392 7987 or email daniel.zaslona@ecodev.vic.gov.au.

Yours sincerely



CHAY GARDE
Team Leader, Place Planning
Department of Transport

06 / 01 / 2020

ATTACHMENT A – Detailed Comments

Document Section/Item	Comment	Proposed action
General		
All applicable plans	As the car park will consume the entire parcel in which it is shown (after removing the YVW PAO and adding the Donnybrook Rd PAO), it should be separately depicted in the plan and legend,	Amend plans to differentiate between business and public use (i.e. station car park) zoning.
Where applicable	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. This section must refer to The Head, Transport for Victoria (TfV).
Where applicable	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’
All applicable plans	PAO key (adjoining rail corridor) needs to be changed (when not depicted as yellow) throughout a number of plans. It is shown as being grey, leading appear as a (connector) road.	Revise the legend to ensure the PAO adjoining the rail corridor is shown consistently throughout the plans within the PSP.

Document Section/Item	Comment	Proposed action
Precinct Structure Plan		
Pg. 5. Plan 3 – Future Urban Structure	The Donnybrook / Woodstock PSP area (Plan 3) indicates that a ‘key local access street’ will connect into the Shenstone Park PSP area across/under (depending on the grade separation of the road) Donnybrook Road (See Figures 4 and 5 within Attachment B).	Clarify whether a connection will be provided and amend the Shenstone PSP if necessary.
Pg. 5. Plan 3 – Future Urban Structure	Please identify the status / classification of the road at the southern end of Langley Park Drive. It is identified in all plans but has no status. Please confirm its intended use.	Clarify status of the road and amend the legend accordingly.
Pg. 5. Plan 3 – Future Urban Structure	In contrast to the cross-section (Pg. 73, Railway Interface – Industrial Frontage), the above plan shows the road along the	Amend as necessary

	edge of the rail corridor to be clear of the pipe-track. This should be made clear.	
Pg. 5. Plan 3 – Future Urban Structure	The road alignment, as shown within the north west corner of the site is unclear. Please refer to Attachment B (Donnybrook & Woodstock PSP) and clarify whether there is a road connecting the station to the PSP site.	Amend as necessary
Pg. 5. Plan 3 – Future Urban Structure	In contrast to the cross-section, the above plan shows the road along the edge of the rail corridor to be clear of the pipe-track. This should be made clear.	Amend plan as necessary
Pg. 5. Plan 3 – Future Urban Structure	Plan 3 Future Urban Structure, Page 10 Donnybrook & Woodstock Precinct Structure Plan (October 2017) recognises the possible future east coast high speed railway corridor. (See Figure 1, Attachment B). This should be reflected within the Shenstone Park PSP.	Amend plan as necessary
Pg. 8, O18 Transport and Movement	This objective should be reworded to include 'encourage' alongside maximise in promoting public and active transport within the PSP area.	Amend plan as necessary
Pg. 9, Plan 4 - Land Use Budget	Arterial road PAO in diagram key – the plans appears to indicate that an arterial road will be delivered along the rail corridor – this is incorrect.	PAO is in favour of Yarra Water – please revise plan using a different key to differentiate between it and an arterial road.
Pg. 9, Plan 4 - Land Use Budget Pg. 10, Table 1 – Precinct Land Use Budget	It appears that land for ' <i>Arterial Road – Existing Road Reserve</i> ' and ' <i>Arterial Road – Widening / Intersection Flaring</i> ' 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 ' <i>Arterial Road – Existing Road Reserve</i> ' as a separate land use to ' <i>Arterial Road – Widening / Intersection Flaring</i> '
Pg. 10, Table 1 – Precinct Land Use Budget	The table does not include the land to be used for Donnybrook Station car parking within the transport heading.	Insert station car park as a transport item within the table and update the figures accordingly.
Pg. 11 Plan 5	Plan is confusing – PAO area (adjoining rail corridor) has the same colour as the road network. It appears that the road network adjoining the rail corridor extends to Donnybrook Road.	Amend PAO key and use consistently throughout the Plan.
Pg. 11 Plan 5	Confirm whether the off-road path is a shared user path / off road cycle path. The path connection from the Donnybrook & Woodstock PSP over the existing gas connection may not align.	Consider using the on-road cycling path / shared user path / off road cycling path key (See attachment B) from Donnybrook Maps for consistency.

Pg.13	G1 – do we want street networks to maximise connections onto arterial roads? This contradicts requirement R53 (page	Please clarify the discrepancy between the guideline / requirement and amend as necessary.
Pg. 19 Plan 6	It is proposed that buses would drive through a pedestrian led area (located outside of a school) within the local centre. This is unacceptable – bus operators do not drive through such areas as the safety risks are deemed unacceptable.	Remove pedestrian led area and provide suitable pedestrian crossings.
Pg. 29, Plan 9B – Conservation Area 28B Concept Plan	Plan 9B legend has the item ' <i>Primary arterial road (4 lane)</i> ', which is not consistent with other plans (Plan 3 and 10) which list ' <i>arterial road (4 lane, 34m)</i> '	Update Plan 9B item to ' <i>arterial road (4 lane, 34m)</i> '
Pg. 30, Plan 10 (Street Network)	Ensure plan indicates the locations of the SCC routes, i.e. along the Melbourne Sydney Rail Corridor, Donnybrook Road and Koukoura Drive;	SCC route should be shown within the plan. Please contact DoT if you require this information.
Pg. 30, Plan 10 (Street Network)	the Donnybrook Rd widening PAO is not adequate and needs to reflect advice provided by NW metro region	Please contact DoT to arrange further meetings to discuss the PAO alignment
Pg. 30, Plan 10 (Street Network)	the plan does not recognise the Yarra Valley Water pipe-track; the plan includes an obsolete PAO and is inconsistent in how the surface of the pipe-track should be used	Please review and amend accordingly
Pg. 31 R60 - 3.6 – rail / utility easement?	The text indicates that What is the rail element being protected? Discussions with VPA indicate that this is for Yarra Water – This appears to be poorly worded as it infers the easement area is also for rail purposes. The easement is in Yarra Valley Waters favour only.	Please revise the text removing the word 'rail'.
Pg. 31, 3.6.1 – Street Network	Requirements and guidelines should include commentary on the operation of the quarry in the interim and ultimate to ensure minimal effect on the transport network and the surrounding land use e.g. pavement design and ongoing road maintenance. This may also include spillage of quarry material onto the road network. It is recommended further liaison with the quarries to ensure effects on the road are kept to a minimum.	Revise requirements and guidelines to address the quarry and its operation within the street network. The quarry is an ongoing operation which needs to be considered and addressed as part of the short term (and potentially mid - long term) delivery of the PSP.
Pg. 31, section 3.6.1	The station car park will play an important role in delivering increased parking capacity for Donnybrook Station	A requirement identifying how the station car park is to be connected into the street network, in the interim and ultimate layout should be included within the PSP.
Pg. 32, 3.6.1 Street Network, G44	Guideline requires updating following the transition of VicRoads to DoT	Amend guideline wording to the following:

		<i>All signalised intersections should be designed having regard to the VicRoads working document <i>Guidance for Planning Road Networks in Growth Areas November 2015 (as updated)</i>, to the satisfaction of <i>The Head, Transport for Victoria</i> VicRoads and the responsible authority.</i>
Pg. 33, Plan 11 – Public Transport and Pathways	Please show the location of the shared pathways, (the plan already shows the location of off-road paths and off-road bike paths) within the plan. The key reads as if there are no shared pathways, which is contrary to the cross sections, where the railway interface and local access (conservation interface) plans show shared paths.	Update as applicable. It is recommended, for consistency, that the key, as shown in Figure 6 within Attachment B, be used to ensure consistency with the Donnybrook & Woodstock PSP.
Pg. 33, Plan 11 – Public Transport and Pathways	Please clarify whether the proposed cycling path along rail corridor continues north south, connecting into the PSP area (i.e. through the conservation area).	Please revise the plans accordingly.
Pg. 33, Plan 11 – Public Transport and Pathways	Off road path shown going through a pond (western boundary of the site adjoining Avelin Road).	Please revise the plan showing the correct off-road path alignment.
Pg. 33, Plan 11 – Public Transport and Pathways	Pedestrian crossings along Donnybrook drive are shown within the plans. No ped crossing shown on Koukoura drive. – how do sound bound patrons cross the road into the PSP area?	Revise the plan to show the location of future Ped Crossing(s) on Koukoura Drive. Please ensure that any infrastructure contribution considerations are updated accordingly.
Pg. 34, Section 3.6.3	DoT are in the process of releasing the Strategic Cycling Corridors (SCC) network. The SCC network are higher level cycling routes linking key destinations such as activity centres and rail stations. The preference for these routes is for dedicated off road paths. Therefore, it is recommended that the PSP:	Please discuss with DoT to obtain up to date plans showing the location of the Strategic Cycling Corridors and include these within the PSP.
Page 34, R70 – R73	Include a summary and reference the SCC network within the PSP's cycling guideline and SCCs;	Revise text as necessary
Pg. 34, 3.6.3 Walking & Cycling, R71	Requirement includes the wording ' <i>Plan 8 – Public Transport and Path Network</i> ' which appears to be an error	Change reference to ' <i>Plan 11 – Public Transport and Pathways</i> ' which correctly reflects the plan on the previous PSP page
Page 34 section 3.6.2 – R66	Pg. 36, Section 3.5.1 – Public Transport. The Public Transport Guidelines for Land	Amend the text to refer to 'Department of Transport's guidance

	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.	for public transport and land use development'.
Page 34 Section 3.6.2 R69	Please expand on why this has been included under public transport? It is good design to ensure that developments (not just for those adjoining the public transport network) provide passive surveillance.	Relocate the requirement to the street network (3.6.1) heading, as it appears better placed here.
Page 34 Section 3.6.2 R70 – R73	Text should be provided to ensure that the off-road path connects to the street network where applicable to ensure suitable connections are provided	Revise text accordingly.
Page 34 section 3.6.2 – R67	The text within this requirement does not read coherently. It should be revised to ensure that they (the bus stop facilities) are suitably positioned to serve the town centres, schools, sport fields etc.	Revise text accordingly.
Page 34 Section 3.6.3 R70	No specific mention of trails or the SCC. Should be revised to support specific cycling networks.	Revise text accordingly.
Page 34 Section 3.6.2 R73	This differentiates between the three different types of path (shared, bicycle and pedestrian). Therefore, the pathways on plan 11 should reflect these.	Revise Plan 11 to reflect the requirement.
Page 35 Section 3.6.2 G50	the use of the word <i>should</i> is discouraged as it does not guarantee that the guidelines will be adhered to by the developer. Replace with <i>must</i> unless agreed with by the responsible authority. This is a matter of safety and the design should reflect this unless demonstrated otherwise.	Revise text accordingly
Pg. 36, Section 3.5.1	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. 40, 3.7.2 Utilities, R82	Guideline requires updating following the transition of VicRoads to DoT	Replace 'VicRoads' with 'The Head, Transport for Victoria'
Pg. 44, Table 9	What is the funding mechanism for the proposed interim pedestrian crossing as shown on Plan 10, 11 and 14 (Intersection of Langley Park Drive and Donnybrook Road).	Please include this as an item in Table 9 i.e. who will construct and fund the interim treatment.
Table 9 – Page 44	The Shenstone Park PSP, does not recognise the car park serving the station	Include the car park within the Precinct Infrastructure Plan. Note: The car park is in property 4

Pg. 44, Table 9 - Precinct Infrastructure Plan	Table references require updating following the transition of VicRoads to DoT	Replace all references to 'VicRoads' with 'The Head, Transport for Victoria'
Page 45, Table 9	It is noted Table 9 labels IN-01 as the intersection of Donnybrook Road and Langley Park Drive. However, this differs from Plan 14, which shows Langley Park Drive intersecting Donnybrook Road where the proposed interim crossing is. Please confirm whether this is due to the interim and ultimate locations of the intersection due to the grade separation at the rail corridor. If so, should be noted within the exhibition document.	Revise plan and text accordingly
Pg. 45, Table 9	The ultimate description for IN-03 is currently the following: <i>'Construction of a primary arterial to connector road fourth leg to existing T - intersection (interim treatment)'</i> However, it should be noted that the whole intersection would be upgraded in the ultimate if/when it is required, not just the additional leg referred to in the interim description. The IN-03 ultimate description is also not consistent with the ultimate IN-05 description, despite both these intersections constructing a fourth leg in the interim description.	For consistency, update the wording of the IN-03 ultimate description to the following: <i>'Construction of a primary arterial to connector road 4 -way intersection (ultimate treatment)'</i>
Pg. 45, Table 9	The current ultimate description for item IN-04 is <i>'Construction of a primary arterial to connector road 4 -way intersection (ultimate treatment)'</i> . However this intersection should only be a t-intersection in the ultimate as there is no fourth northern leg connecting to the Donnybrook & Woodstock PSP area.	Replace '4-way intersection' with 't-intersection' for the ultimate description.
Pg. 45, Table 9	Current IN-05 (Donnybrook/Koukoura) ultimate description: <i>'Construction of a primary arterial to connector road 4 -way intersection (ultimate treatment).'</i>	Update description to the following: <i>'Construction of a primary arterial to secondary arterial connector road 4 -way intersection (ultimate treatment).'</i> This is consistent with the interim description.
Pg. 48, 3.8.2 Development staging	No information is provided re: staging development and access to the quarry.	Please revise the requirements to include text advising how

	This is an existing (and will be ongoing) land use that needs to be considered as part of the development.	Requirement to ensure quarry movements are to be appropriately considered as part of any development staging
Table 9 (Donnybrook/Woodstock PSP consistency)	<p>The Shenstone Park PSP lists 'M' or medium term as the indicative timing for the ultimate treatments of the following intersection projects:</p> <ul style="list-style-type: none"> - IN-01 (Donnybrook/Langley) - IN-02 (Donnybrook/N-S Connector 3) - IN-03 (Donnybrook/Patterson) - IN-05 (Donnybrook/Koukoura) <p>However, the Donnybrook/Woodstock PSP lists the same projects as having 'L' or long term delivery timing.</p>	For consistency change the indicated timing of these projects to 'L' to reflect the Donnybrook/Woodstock PSP.
Page 49 section 3.8.2 – R91	Subdivision works remove PTV reference	Revise text accordingly
Page 49 section 3.8.2 – R91	Subdivision works insert TfV and VicTrack for fencing along the rail corridor.	Revise text accordingly
Page 49 section 3.8.2 – R91	Subdivision works insert TfV for bus infrastructure and to our standard.	Revise text accordingly
Page 52	The land required for the station parking should be deducted from the NDA	Revise text accordingly
Page 52	Station should be identified within the Parcel specific land budget table	Revise text accordingly
Page 52	The Arterial Road PAO figures are incorrect, Donnybrook Rd widening, and grade separation will require about 27m or about 0.36 ha from property 4	Please contact DoT to further discuss what alterations are required to ensure the PAO overlay alignment is accurate.
Page 55 Principle 02	Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers.	There is no station within the PSP. This should be reworded or removed as it appears to be a cut and paste of generic text.
Page 57 Principle 7	States that LTC should comply with cross sections. In Appendix 4.4. there is no cross section for a pedestrian led zone as per plan 6. Consider specific cross section plan for this LTC area (but not pedestrian led) in relation to Pg. 19 comment.	Revise text / plans accordingly.
Pg. 74	Cross section appears to indicate that there will be a road connecting the car park to the station (over Donnybrook road?). The plan is unclear. Is there an interim arrangement for this or will it be delivered along with the bridge? No other plans show a road (in the ultimate layout)	Please advise DoT and amend plans as necessary

	connecting the site to the Donnybrook & Woodstock PSP area.	
Pg. 76	The cross-section below should show the YVW pipe-track (it's about 20m wide).	Amend the plans accordingly
	Most of the 1.62 ha PAO in property 4 is an old Yarra Valley Water PAO. YVW has purchased the land it requires, which is somewhat less than the full extent of the PAO	Amend the plans accordingly
Planning Scheme Ordinance		
Pg. 6 - UGZ Schedule 7, Traffic Impact Assessment	Current wording of Traffic Impact Assessment section: <i>'...to the satisfaction of VicRoads or the Whittlesea City Council, as required'</i>	Change wording to the following: <i>'...to the satisfaction of The Head, Transport for Victoria VicRoads or the Whittlesea City Council, as required'</i>