



Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 210292

Ref: PSA90/20

Victorian Planning Authority
Re: Amendment C193/Lilydale Quarry CDP
Level 25, 35 Collins Street
MELBOURNE VIC 3000
amendments@vpa.vic.gov.au

Dear Sir/Madam,

EXHIBITION OF AMENDMENT C193 TO THE YARRA RANGES PLANNING SCHEME LILYDALE QUARRY COMPREHENSIVE DEVELOPMENT PLAN

The Department of Transport (the Department) welcomes the opportunity to provide comments on the exhibition of Lilydale Quarry Comprehensive Development Plan and draft Amendment C193 to the Yarra Ranges Planning Scheme.

The Department of Transport brings together the planning, management and coordination of the transport system formerly undertaken by TfV, VicRoads and PTV under one organisation.

The Department acknowledges the project's inclusion on the VPA Fast Track Program and is committed to working with the VPA and Shire of Yarra Ranges in its implementation to support growth in population and jobs in Lilydale. Central to the precinct achieving its objectives is the careful integration of transport and land use, a cautious approach to investment in transport infrastructure and rigorous precinct planning.

This submission is organised under key issues identified and to be addressed through changes to the amendment, followed by a detailed schedule of the required changes with justification. It also includes some comments on the Fast Track process and the Department's engagement on the precinct planning.

General comments on VPA Fast Track Program and engagement process

Noting the project's inclusion on the VPA Fast Track Program, the Department has questioned the suitability of this precinct for fast tracking given the site's unique location and features, and uncertainty around major transport infrastructure and land use outcomes the precinct is based around. Due to the nature of the Fast Track Program, there are a range of significant issues that have not been able to be properly considered and resolved. This is unfortunate given there is an expectation that this development is unlikely to proceed in the near term.

Despite the Department's ongoing engagement on the precinct planning process for the past two years, there are a number of fundamental issues around access and mitigation treatments that remain unresolved. The CDP requirement for a "Precinct Integrated Traffic and Transport Management Plan" that is to be prepared for each precinct provides an opportunity to resolve access and movement issues progressively while ensuring appropriate mitigation measures for the external network. The requested changes to the CDP in this submission are reflective of this approach and are intended to provide the necessary flexibility in staging of transport infrastructure to meet the needs of the precinct and the transport authorities.

In this context, there appear to be opportunities to continue discussions on those unresolved access and movement issues, and revisit and build on previous work and the content of the *Integrated Transport Plan* and the *Traffic Impact Assessment*.

Key issues identified and to be addressed through changes to the Amendment

The schedule of required changes to the Amendment are provided in Attachment 1. Tracked changes versions of the incorporated documents are provided in Attachments 2 and 3.

Potential Future Train Station

While the CDP appropriately refers to the train station as a "future potential train station", the reliance on the station to achieve 'transit-oriented development' (TOD) creates an expectation and implies a commitment to deliver a new station, when there is no current commitment. Thus, references and land use outcomes tied to a potential future train station should be presented as potential opportunities and not assumed outcomes.

The justification for a new train station is currently unclear due to the following factors:

- Uncertainty around the stability of the quarry fill material to support commercial development adjacent to the proposed station location to realise TOD (these concerns are also identified in the Geotechnical Report);
- The relocation of Lilydale Station from its current site to a high amenity site south of Maroondah Highway as part of the level crossing removal project, which brings the station closer to the precinct and reduces the catchment of a new train station.

Further, a future train station would be contingent on broader rail corridor upgrades that aren't planned for at least 8-10 years. The exact location, arrangement, required facilities and land requirement for the potential train station needs to be confirmed through a station design strategy that is to be undertaken by the Department prior to the development of Precinct 4.

Maroondah Highway Frontage Commercial / Mixed-Use Development

The proposed highway frontage land use on the north-west corner of the precinct fronting Maroondah Highway is not supported on the basis that safe and efficient ingress and egress of the arterial road network cannot be achieved. The department has determined that no form of access to the site from the arterial network can ensure safe and efficient operation of the road and intersection, on the basis that:

- Egress is likely to create a demand for U-turns at the Mooroolbark Road intersection; Due to the steep gradient of Maroondah Highway, movements across the carriageway to perform U-turns from the right-turn lane will be hazardous.
- Any form of access from Maroondah Highway is inconsistent with the development of a future Lilydale Bypass that requires a high level of access control at this location.

Mooroolbark Road Bridge Widening

Given the complexity in widening an existing old bridge structure on an operating rail line, the feasibility of this project is conditional on a structural engineering assessment demonstrating the underpass can be widened and approval from the rail authority and owner. In the event the project is deemed not feasible, alternative access mitigation measures may be required. At the time of this submission, the Department had not been provided with an appropriate structural assessment or evidence of agreement with the rail authority/owner to demonstrate the project was feasible.

If you have any questions regarding our submission, please contact Michael Freeman (Statutory Referral Specialist) on 9881 8087 or michael.freeman@roads.vic.gov.au.

Yours sincerely



MICHAEL BAYLEY

Manager, Network Planning Integration - Metro South East Region

18 / 12 / 2020

Attachments

No.	Attachment
1	Department of Transport Request for Changes to Amendment C193 to the Yarra Ranges Planning Scheme (attached to this letter)
2	Tracked version of Requested Changes to Comprehensive Development Plan
3	Tracked version of Requested Changes to Schedule 1 to Clause 37.02 Comprehensive Development Zone

ATTACHMENT 1 – Department of Transport Request for Changes to Amendment C193 to the Yarra Ranges Planning Scheme

Item	Requested change	Reason
Comprehensive Development Plan		
A1	<p>At section 1.1 HOW TO READ THIS DOCUMENT, remove the following paragraph:</p> <p><i>“The CDP has been developed on the basis of a potential future train station being delivered central to the site. Should the new station not proceed, an amendment to the CDP will be required.”</i></p>	<p>As there is no current commitment to deliver a new train station, which the CDP accurately describes as a “potential future train station”, the CDP must be presented on the basis that a train station may or may not be delivered in the future. An amendment to the CDP in the event the station doesn’t proceed is therefore not appropriate and not required.</p> <p>A future train station would be contingent on broader rail corridor upgrades that aren’t planned for at least 8-10 years. The development of the precinct within that period will proceed without a train station.</p>
A2	<p>In Figure 2: Indicative Framework Plan, make the following changes:</p> <p>Delete <i>“Highway frontage commercial/mixed use”</i> shading and legend</p> <p>Add line adjacent to Maroondah Highway accompanied by text “Vehicular access to Maroondah Highway prohibited”</p> <p>Change <i>“TOD Mixed-use area”</i> to “Mixed Use area (potential TOD)” in legend</p>	<p>As per A3</p> <p>As per A3</p> <p>As per A4</p>
A3	<p>Under 3.1 PRECINCT 1 – WESTERN NEIGHBOURHOOD, <u>delete</u> the following paragraph:</p> <p><i>“The northern edge of the precinct will also allow for a commercial mixed use or restricted retail development that responds to the Maroondah Highway frontage”.</i></p>	<p>The proposed highway frontage land use on the north-west corner of the precinct is not supported on the basis that safe and efficient ingress and egress of the arterial road network cannot be achieved. This land use should be changed to reflect the adjacent land uses in the precinct where access is provided solely from the internal street network.</p>

Item	Requested change	Reason		
A4	<p>Under 3.4, PRECINCT 4 – URBAN CORE, change the following paragraph: “The Urban Core will deliver vibrant higher density transit-oriented development focused around the potential future train station and an urban plaza, establishing opportunities for living and working within a walkable catchment of the station. Subject to the state providing a new train station on the Lilydale rail line, the Urban Core has the potential to provide for transit-oriented development.”</p> <p>Delete the following paragraph: “Sustainable transport will be supported with cycle infrastructure at the potential future train station, including secure and undercover cycle storage areas.”</p> <p>Change the following paragraph: “Pedestrians will be prioritised around the potential future train station and retail areas through traffic calming techniques.”</p>	<p>As there is no current commitment to deliver a new train station, the ambition for transit-oriented development should be presented as an opportunity enabled by a potential future train station, not an assumed outcome.</p> <p>References to a potential future train station that imply a commitment to, or expectation of, a train station should be removed.</p> <p>Train station facilities will be determined by the Department of Transport in accordance with relevant policies and articulated in a train station strategy.</p>		
A5	<p>Under 4.1 HOUSING, RETAIL & COMMERCIAL, <u>remove</u> following sentence: “The opportunity for restricted retail in the longer term will be provided at the north-western corner of the site (Precinct 1).”</p>	<p>As per A3</p> <p>The proposed highway frontage land use on the north-west corner of the precinct is not supported on the basis that safe and efficient ingress and egress of the arterial road network cannot be achieved.</p>		
A6	<p>Under 4.1 HOUSING, RETAIL & COMMERCIAL - GUIDELINES, change table as follows:</p> <table><tr><td>G2</td><td><p>Retail and commercial uses should be generally located within:</p><ul style="list-style-type: none">• Precinct 4 - Urban Core• Precinct 2 - Heritage Village and/or adjacent to:<ul style="list-style-type: none">• the a potential future train station</td></tr></table>	G2	<p>Retail and commercial uses should be generally located within:</p> <ul style="list-style-type: none">• Precinct 4 - Urban Core• Precinct 2 - Heritage Village and/or adjacent to:<ul style="list-style-type: none">• the a potential future train station	<p>As per A3</p> <p>The proposed highway frontage land use on the north-west corner of the precinct is not supported on the basis that safe and efficient ingress and egress of the arterial road network cannot be achieved.</p>
G2	<p>Retail and commercial uses should be generally located within:</p> <ul style="list-style-type: none">• Precinct 4 - Urban Core• Precinct 2 - Heritage Village and/or adjacent to:<ul style="list-style-type: none">• the a potential future train station			

Item	Requested change		Reason
		<ul style="list-style-type: none"> the intersection of Maroondah Highway and Mooroolbark Road (in proximity to the potential Lilydale Bypass alignment) 	
	G4	The site at the corner of Mooroolbark Road and Maroondah Highway should be used for Restricted Retail, Office or other commercial uses to facilitate an appropriate 'gateway' built form outcome on the approach to Lilydale.	
A7	Under 4.1 HOUSING, RETAIL & COMMERCIAL - OBJECTIVES, change table as follows:		As per A1, A4 Transit-oriented development to be presented as an opportunity but not an assumed outcome, in the absence of a commitment to deliver a station.
	O1	To develop the site as an exemplar transit-oriented development and 20-minute neighbourhood with the potential to be transit-oriented subject to the state providing a new train station in the longer term.	
	O3	To support maintain the potential for the site to be transit oriented by locating mixed-use development adjacent to the potential future train station , which incorporates retail, commercial, education, community and higher density residential uses within a walkable catchment of the potential train station precinct site.	
	O5	To establish the area around the site for a potential future train station in Precinct 4 as a neighbourhood activity centre, the site's primary focus for commercial and retail activity.	

Item	Requested change	Reason		
A8	<p>At Figure 4: Land Use Plan, make changes as follows:</p> <p>Delete “<i>Highway frontage commercial/mixed use</i>” shading and legend</p> <p>Add line adjacent to Maroondah Highway accompanied by text “Vehicular access to Maroondah Highway prohibited”</p> <p>Change “<i>TOD Mixed-use area</i>” to “Mixed Use area (potential TOD)” in legend</p>	As per A3		
A9	<p>Under 4.3 OPEN SPACE – REQUIREMENTS, change table as follows:</p> <table><tr><td>R11</td><td>A public open space of 0.1 hectares (minimum) must be provided in proximity to the site for a potential future train station, to maintain the potential for forming an urban plaza and public transport gateway to the site. At least 50% of the area of a plaza (as defined by Table 1) must receive a minimum of at least 5 hours of direct sunlight between 9am and 3pm on September 22.</td></tr></table> <p>At Figure 5: Open Space Plan, delete shading for “Highway frontage commercial/mixed use”</p>	R11	A public open space of 0.1 hectares (minimum) must be provided in proximity to the site for a potential future train station, to maintain the potential for forming an urban plaza and public transport gateway to the site. At least 50% of the area of a plaza (as defined by Table 1) must receive a minimum of at least 5 hours of direct sunlight between 9am and 3pm on September 22.	<p>As per A1, A4</p> <p>As per A3</p>
R11	A public open space of 0.1 hectares (minimum) must be provided in proximity to the site for a potential future train station, to maintain the potential for forming an urban plaza and public transport gateway to the site. At least 50% of the area of a plaza (as defined by Table 1) must receive a minimum of at least 5 hours of direct sunlight between 9am and 3pm on September 22.			
A10	<p>Change the third, fourth and fifth paragraphs under 4.4 INTEGRATED TRANSPORT to read:</p> <p>An expanded bus network will leverage the a centrally- located potential future train station or provide access to Lilydale Station. A bus capable street network will be provided within the site, linking new development to the</p>	<p>It is important to emphasise the proximity to a relocated Lilydale Station that will be the main station interchange until, or in the absence of, a future new train station within the precinct.</p>		

Item	Requested change	Reason				
	<p>potential future train station or Lilydale Station and the broader metropolitan network.</p> <p>Vehicular access to the site will be provided from Melba Avenue and Hutchinson Street (to the north) and Hull Road (to the south) via the north-south connector road, with multiple access points provided to the west of the site along Mooroolbark Road. Ultimately, signalised Signalised intersections will be provided along Mooroolbark Road at Churchill Drive and Landscape Drive and the southern end of the north-south connector road (at Hull Road). Access to Melba Avenue / Hutchinson Street will be provided via a roundabout that will not preclude the provision of future traffic signals should the actively futureproof for a signalised intersection with or grade separation of a potential future Lilydale Bypass be delivered in the future.</p> <p>The boulevard connector street that runs north-south through the development site will be traffic-calmed to create a sense of arrival at key destinations and avoid disconnecting seamlessly link Precinct 3 from and Precinct 4.</p>	<p>To clarify that no access will be provided from Melba Avenue and all access to the north will be limited to Hutchinson Street.</p> <p>Interim accesses along Mooroolbark Road will be provided in accordance with the relevant Precinct Integrated Traffic and Transport Management Plan.</p> <p>The proposed Melba Avenue / Hutchinson Street roundabout needs to be consistent with plans for a future Lilydale Bypass.</p> <p>Treatment of the north-south boulevard connector will need to be in accordance with the relevant Precinct Integrated Traffic and Transport Management Plan and as agreed with the responsible authority.</p>				
A11	<p>Under 4.4.2, Public Transport, change tables as follows:</p> <table><tr><th colspan="2">REQUIREMENTS</th></tr><tr><td>R20</td><td><p>The potential opportunity to provide a future train station and transport interchange must be located in Precinct 4, central to the site (generally consistent with Figure 7), must be protected until the final stage of development.</p></td></tr></table>	REQUIREMENTS		R20	<p>The potential opportunity to provide a future train station and transport interchange must be located in Precinct 4, central to the site (generally consistent with Figure 7), must be protected until the final stage of development.</p>	<p>The exact location of a potential future train station is to be determined by the Department of Transport and cannot be prescribed by the CDP. However, the site of a future station needs to be protected as part of the planning of Precinct 4.</p>
REQUIREMENTS						
R20	<p>The potential opportunity to provide a future train station and transport interchange must be located in Precinct 4, central to the site (generally consistent with Figure 7), must be protected until the final stage of development.</p>					

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	R22	A transport interchange must be provided to service the potential future train station and the TOD, including adequate bus parking bays with shelters, commuter car parking, real time service information, direct pedestrian access to the station entrance, and appropriate quality bicycle facilities. The design of the transport interchange must be to the satisfaction of the relevant transport authority.	Facilities of a potential future train station are to be defined as part of a station design strategy to be undertaken prior to the development of Precinct 4.
	GUIDELINES		
	G25	The Any provision of at-grade car parking near for the potential future train station should be limited to ensure priority is given to maximising the residential population that lives within a walkable catchment of the potential future train station. Multi-level decked parking is preferred should be considered.	
	G26	Car parking provision within Precinct 2 and Precinct 4 may be reduced if an appropriate level of active and public transport is available to encourage use of active and public transport those modes.	
A12	Under 4.6 BUILT FORM, delete the following sentence from the second paragraph: <i>"More dense, urban development will support the potential future train station at the centre of the site, in accordance with the principles of Transit Oriented Development."</i> And replace it with: "A provision of a future train station by the state has the potential to		As per A4 Transit-oriented development to be presented as an opportunity but not an assumed outcome, in the absence of a commitment to deliver a station.

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	support higher density development around the site in the form of transit-oriented development.”					
A13	<div>Under 4.6 BUILT FORM AND URBAN DESIGN, make changes to tables as follows:</div> <table><tr><td>R40</td><td><div>“Commercial or mixed use development at the corner of Maroondah Highway and Mooroolbark Road shall address the corner and respond to the site’s location as a gateway to Lilydale. Development adjacent to Maroondah Highway must be internally oriented and take vehicular access from boulevard connected streets, avenue streets or local access streets. Vehicular access to Maroondah Highway is prohibited.”</div></td></tr><tr><td>G33</td><td><div>Development should be generally consistent with the built form guidance specified in Table 3. Development of the Maroondah Highway-Mooroolbark Road Commercial Site should be generally consistent with the built form guidance specified in Table 4 and Figure 9.</div></td></tr></table>	R40	<div>“Commercial or mixed use development at the corner of Maroondah Highway and Mooroolbark Road shall address the corner and respond to the site’s location as a gateway to Lilydale. Development adjacent to Maroondah Highway must be internally oriented and take vehicular access from boulevard connected streets, avenue streets or local access streets. Vehicular access to Maroondah Highway is prohibited.”</div>	G33	<div>Development should be generally consistent with the built form guidance specified in Table 3. Development of the Maroondah Highway-Mooroolbark Road Commercial Site should be generally consistent with the built form guidance specified in Table 4 and Figure 9.</div>	<div>As per A3</div> <div>The proposed highway frontage land use on the north-west corner of the precinct is not supported on the basis that safe and efficient ingress and egress of the arterial road network cannot be achieved.</div>
R40	<div>“Commercial or mixed use development at the corner of Maroondah Highway and Mooroolbark Road shall address the corner and respond to the site’s location as a gateway to Lilydale. Development adjacent to Maroondah Highway must be internally oriented and take vehicular access from boulevard connected streets, avenue streets or local access streets. Vehicular access to Maroondah Highway is prohibited.”</div>					
G33	<div>Development should be generally consistent with the built form guidance specified in Table 3. Development of the Maroondah Highway-Mooroolbark Road Commercial Site should be generally consistent with the built form guidance specified in Table 4 and Figure 9.</div>					
A14	<div>In Table 3: Precinct Built Form Guidance, make the following changes:</div> <div>Precinct 1: Western Neighbourhood</div> <div><i>Built Form Character (delete)</i></div> <div>Development at the intersection of Maroondah Highway and Mooroolbark Road must address the site-specific urban design guidelines included within Table 2 and Figure 9.</div>	<div>As per A3</div> <div>The proposed highway frontage land use on the north-west corner of the precinct is not supported on the basis that safe and efficient ingress and egress of the arterial road network cannot be achieved.</div>				

Item	Requested change	Reason
	<p><i>Preferred Height (delete)</i> 2-4 storeys for the site at the intersection of Maroondah Highway and Mooroolbark Road (the area coloured purple in Figure 8)</p> <p><i>Key Interface Treatment (changes)</i> “Lot Access” (add) “Vehicle access to lots abutting arterial roads and Taylor Street must be provided from service roads, side or rear access lanes, access places or access streets. Direct lot access from Maroondah Highway, Mooroolbark Road and Taylor Street is prohibited.”</p> <p>Maroondah Highway frontage Development will provide an attractive and activated frontage to the corner of Maroondah Highway and Mooroolbark Road, creating a landmark for this gateway to Lilydale.</p> <p>Lots and built form will orient away from the precinct’s northern interface Maroondah Highway and Taylor Street owing to the significant slope of the land and the proposed alignment of the Lilydale Bypass.</p> <p><i>Precinct 2: Heritage Village</i></p> <p><i>Key Interface Treatment (add)</i> “Lot Access” “Vehicle access to lots abutting Melba Avenue must be provided from service roads, side or rear access lanes, access places or access streets. Direct lot access from Melba Avenue is prohibited.”</p>	<p>Ensures appropriate access control from existing and future arterial roads</p> <p>As per A3</p> <p>Ensures appropriate access control from existing and future arterial roads</p>
A15	Delete Table 4: Maroondah Highway-Mooroolbark Road Commercial Site Built Form Guidance	As per A3

Item	Requested change	Reason
A16	<p>In Figure 8, make the following changes:</p> <p>Delete “<i>Highway frontage commercial/mixed use, 2-4 storey building height range</i>” shading and legend</p> <p>Delete “<i>Activation of main road intersection with commercial /mixed use</i>”</p> <p>Add line and text “Vehicular access to Maroondah Highway prohibited” adjacent to Maroondah Highway</p>	As per A3
A17	Delete Figure 9: Mooroolbark Road Commercial Site: Design Guidelines	As per A3
A18	<p>Under 4.8 INFRASTRUCTURE & STAGING, change R51 as follows:</p> <ul style="list-style-type: none"> Local bus stop infrastructure (where locations have been agreed in writing by at locations to be specified by the Department of Transport Public Transport Victoria) at locations to be specified by the Department of Transport 	
A19	<p>In the Project Staging Table commencing on page 46, change the trigger to:</p> <p>“As specified in the relevant Precinct Integrated Traffic and Transport Management Plan”</p> <p>For project id numbers: DI-RD-01 DI-RD-02 DI-RD-06 *DI-RD-07a *DI-RD-07b DI-BR-02</p>	<p>Project triggers subject to further assessment and as specified in relevant Precinct Integrated Traffic and Transport Management Plan</p> <p>Bridge widening is subject to feasibility assessment and agreement with asset owner/maintainer (MTM/VicTrack)</p>
A20	In the Project Staging Table commencing on page 46, identify projects DI-RD-07a and DI-RD-07b as being subject to feasibility assessment.	

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A21	<p>On Figure 12, make the following changes:</p> <p>Delete “<i>Highway frontage commercial/mixed use</i>” shading and legend</p> <p>Add line and text “Vehicular access to Maroondah Highway prohibited” adjacent to Maroondah Highway</p> <p>Change “<i>TOD mixed use area</i>” to “Mixed use area (potential TOD)” in legend</p>	As per A3
A22	<p>In Appendix B: Precinct Yield Summary Table – For PRECINCT 1 – Western Neighbourhood, delete the yield for the non-residential uses and revise the number of dwellings accordingly.</p> <p>For PRECINCT 4 – Urban Core, change “<i>TOD Neighbourhood Activity Centre</i>” to “Neighbourhood Activity Centre” under non-residential uses.</p>	As per A3
A23	<p>In Appendix C: Glossary, changes Arterial Road definition as follows: “In this CDP, Maroondah Highway and Mooroolbark Road are declared as Arterial Roads, and Taylors Road and Melba Avenue will become arterial roads in the long term when developed as the Lilydale Bypass. There are no arterial roads within the subject site.”</p>	To clarify the future arterial status of roads to be developed in the future as the Lilydale Bypass.
Schedule 1 to Clause 37.02 Comprehensive Development Zone		
B1	<p>Change the second item under Purpose to read:</p> <p><i>“To stage development to maintain, long term, create the opportunity for a transit-oriented development that encourages higher density housing within a walkable catchment of a the potential future train station, local</i></p>	To acknowledge that the Government has not committed to the provision of a new rail station in the future and that transit-oriented development is not appropriate until such time that it does (if it does).

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	<i>retail village and district level open space.</i>	
B2	<p>At Infrastructure Contributions Agreement at Section 3.0, change the first paragraph to read:</p> <p><i>“Unless otherwise agreed to by the responsible authority and the Head, Transport for Victoria, a permit must not be granted to subdivide land until an agreement under section 173 of the Planning and Environment Act 1987 has been entered into between the owner of the land, the Head Transport for Victoria and the responsible authority to formalise infrastructure contributions.”</i></p>	The design and construction of road intersection projects and road and foot bridges will, in many instances, require the consent of the Head, Transport for Victoria under other legislation. Design and construction standards required by the Head, Transport for Victoria under other legislation may affect the costs to be included in the agreement. The timing of these works also has the potential to impact on the safe and efficient use of existing infrastructure operated by the Head, Transport for Victoria.
B3	<p>Change the opening paragraph under Design Strategy (Potential Future Train Station) - Precinct 4 at 3.0 Subdivision to read:</p> <p><i>“Unless otherwise agreed to by the responsible authority and the Head, Transport for Victoria, a permit must not be granted to subdivide land within Precinct 4 until a design strategy has been prepared for the potential future train station to the satisfaction of the responsible authority and the Head, Transport for Victoria Department of Transport.”</i></p>	Any permit granted could limit the ability for a station design strategy to be prepared to the satisfaction of the Head, Transport for Victoria.
Alt B3	<p>Change the opening paragraph under Design Strategy (Potential Future Train Station) - Precinct 4 at 3.0 Subdivision to read:</p> <p><i>“Unless otherwise agreed to by the responsible authority and the Head, Transport for Victoria, a permit must not be granted to subdivide land within Precinct 4 until the Government has confirmed, or otherwise, the provision of a new rail station in the long term.</i></p>	

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	<p>In the event that the Government confirms the provision of a new rail station in the long term, the first plan of subdivision must have regard to the station design and access requirements of the Head, Transport for Victoria. until a design strategy has been prepared for the potential future train station to the satisfaction of the responsible authority and the Department of Transport.”</p> <p>Delete subsequent text describing the contents of the design strategy.</p>	
B4	<p>At <i>Precinct Integrated Traffic and Transport Management Plan – all precincts</i> at Section 3.0, change the first paragraph to read:</p> <p><i>“Unless otherwise agreed to by the responsible authority and the Head Transport for Victoria, a permit must not be granted to subdivide land within precincts 1, 2, 3 or 4 until a precinct integrated traffic and transport management plan that promotes walking, cycling and public transport has been prepared for the relevant precinct, to the satisfaction of the responsible authority and the Head Transport for Victoria.”</i></p>	
B5	<p>At Works to be provided in association with development at Section 3.0, change the opening paragraph to read:</p> <p><i>“Development must provide and meet the total cost of delivering the following infrastructure internal and external to the site, if and where appropriate, unless provided for in the Infrastructure Contributions Agreement struck between the landowner, the Head, Transport for Victoria and the Responsible Authority:”</i></p>	Works at arterial road intersections are external to the site

Item	Requested change	Reason
B6	<p>At Works to be provided in association with development at Section 3.0, change the second dot point to read:</p> <ul style="list-style-type: none"> Local bus stop infrastructure at where locations are agreed in writing by the Head, Transport for Victoria. 	
B7	<p>At Works to be provided in association with development at Section 3.0, change the fourth dot point to read:</p> <ul style="list-style-type: none"> Intersection works and traffic management measures along arterial roads, connector streets and local streets to the satisfaction of the Head, Transport for Victoria where appropriate. 	
B8	<p>At Infrastructure Contributions Agreement at Section 4.0, change the first paragraph to read:</p> <p><i>“Unless otherwise agreed to by the responsible authority and the Head, Transport for Victoria, a permit must not be granted to subdivide land until an agreement under section 173 of the Planning and Environment Act 1987 has been entered into between the owner of the land, the Head Transport for Victoria and the responsible authority to formalise infrastructure contributions.”</i></p>	<p>The design and construction of road intersection projects and road and foot bridges will, in many instances, require the consent of the Head, Transport for Victoria under other legislation. Design and construction standards required by the Head, Transport for Victoria under other legislation may affect the costs to be included in the agreement. The timing of these works also has the potential to impact on the safe and efficient use of existing infrastructure operated by the Head, Transport for Victoria.</p>
B9	<p>Change the final paragraph and dot point under Urban Design Framework – Precincts 2 and 4 to read:</p> <p><i>“The following additional information must be included as part of an urban design framework for Precinct 4:</i></p> <ul style="list-style-type: none"> <i>Locations of public transport services, including the potential future train station (if appropriate), bus stops and</i> 	

Item	Requested change	Reason
	<i>commuter parking areas, to the satisfaction of the Head, Transport for Victoria."</i>	
B10	<p>Change the opening paragraph under Design Strategy (Potential Future Train Station) - Precinct 4 at 4.0 Buildings and works to read to read:</p> <p>"Unless otherwise agreed to by the responsible authority and the Head, Transport for Victoria, a permit must not be granted to construct a building or construct or carry out works within Precinct 4 until a design strategy has been prepared for the potential future train station to the satisfaction of the responsible authority and the Head, Transport for Victoria Department of Transport."</p>	Any permit granted could limit the ability for a station design strategy to be prepared to the satisfaction of the Head, Transport for Victoria.
Alt B10	<p>Change the opening paragraph under Design Strategy (Potential Future Train Station) - Precinct 4 at 4.0 Buildings and works to read:</p> <p>"Unless otherwise agreed to by the responsible authority and the Head, Transport for Victoria, a permit must not be granted to construct a building or construct or carry out works within Precinct 4 before the Government has confirmed (or otherwise) the provision of a new rail station in the long term. In the event that the Government confirms the provision of a new rail station in the long term, any permit to construct a building or construct or carry out works must have regard to the station design and access requirements of the Head, Transport for Victoria. until a design strategy has been prepared for the potential future train station to the satisfaction of the responsible authority and the Department of Transport."</p>	

Item	Requested change	Reason
	Delete subsequent text describing the contents of the design strategy.	
B11	<p>At Precinct Integrated Traffic and Transport Management Plan – all precincts at Section 4.0, change the first paragraph to read:</p> <p><i>“Unless otherwise agreed to by the responsible authority and the Head Transport for Victoria, a permit must not be granted to construct a building or construct or carry out works within precincts 1, 2, 3 or 4 until a precinct integrated traffic and transport management plan that promotes walking, cycling and public transport has been prepared for the relevant precinct, to the satisfaction of the responsible authority and the Head Transport for Victoria.”</i></p>	
B12	<p>At Works to be provided in association with development at Section 4.0, change the opening paragraph to read:</p> <p><i>“Development must provide and meet the total cost of delivering the following infrastructure internal and external to the site, if and where appropriate, unless provided for in the Infrastructure Contributions Agreement struck between the landowner and the Responsible Authority:”</i></p>	Works at arterial road intersections are external to the site
B13	<p>At Works to be provided in association with development at Section 4.0, change the second dot point to read:</p> <ul style="list-style-type: none"> Local bus stop infrastructure at where locations are agreed in writing determined by the Head, Transport for Victoria. 	
B14	At Works to be provided in association with development at Section 3.0, change the fourth dot point to read:	

Item	Requested change	Reason
	<ul style="list-style-type: none"> Intersection works and traffic management measures along arterial roads, connector streets and local streets to the satisfaction of the Head, Transport for Victoria as appropriate. 	
B15	On Map 1 to Schedule 1 to Clause 37.02 remove the Highway frontage commercial/mixed use shading and legend.	Due to its longitudinal gradient (5%) safe access cannot be provided to Maroondah Highway
B16	On Map 1 to Schedule 1 to Clause 37.02 add a line adjacent to Maroondah Highway and the accompany text "Vehicular Access to Maroondah Highway Prohibited"	Due to its longitudinal gradient (5%) safe access cannot be provided to Maroondah Highway
Policy and VPP Clauses		
C1	No changes to proposed clause 22.13 are requested	N/A
C2	Change <i>"Roads Corporation"</i> to "Head, Transport for Victoria" as the Acquiring Authority identified in column 2 pf Schedule to clause 45.01 Public Acquisition Overlay with respect to PAO12 and, if appropriate to change as part of this amendment, PAO1, PAO2, PAO3, PAO5, PAO9, PAO10 and PAO11	To give recognition to the Head, Transport for Victoria as the statutory entity following the amendment of the Transport Integration Act 2010
Maps		
D1	Review extent of PAO12 shown on proposed change to map 40PAO for consistency with AECOM drawing 60303372-SKE-0019 Issue B, dated 06.02.14 (contained in <i>Healesville Arterial Road Concept Design, Design Report</i> , AECOM 04 April 2014) and revise proposed change to map 40PAO as required	The proposed extent of PAO12 shown on the proposed change to map 40PAO appears to be insufficient to meet the needs of DoT for the proposed upgrade of Mooroolbark Road.