

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Preston Market Precinct Structure Plan - DOT Submission  
**Date:** Friday, 23 July 2021 11:16:42 AM  
**Attachments:** [Preston Market PSP - Submission Head TFV.pdf](#)

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To: Submissions Coordinator, VPA

I refer to the Preston Market Precinct Structure Plan Amendment C182.

Please see attached the Department of Transport submission.

We acknowledge this is a late submission.

Regards,

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# Amendment C182 to the Darebin Planning Scheme

Preston Market Precinct Structure Plan and  
Development Contributions Plan

Submission of the Head, Transport for Victoria

# Preston Market Precinct Structure Plan and Development Contributions Plan

**ADDRESS OF LAND:** Land generally bounded by Murray Road, Cramer Street, the rear of the High Street shops and St Georges Road to the west.

**AMENDMENT:** Amendment C182 to the Darebin Planning Scheme

**DETAILS OF HEARING:** Submission: 23 July 2021

## Contents

<b>Overview</b>	<b>3</b>
<b>The Head, Transport for Victoria Role and Legislation</b>	<b>4</b>
<b>Submission</b>	<b>5</b>
Site Context	5
Transport Network Context	5
Regional Context	5
Subregional context	5
Local Network Improvements Context	5
Transport Network Requirements for DCP	6
<b>Conclusion</b>	<b>6</b>

## Overview

1. This submission is made by the Department of Transport (**the Department**) in its capacity as the Head, Transport for Victoria (**TfV**).
2. As the Victorian Government's central transport agency, the Department is accountable for designing, planning, and building the Victorian Transport Network, so that it works well today and in the future.
3. Amendment C182 to the Darebin Planning Scheme (**the Amendment**) seeks to incorporate the Preston Market Precinct Structure Plan and Development Contributions Plan.
4. The Head, TfV makes this submission in support of the Amendment that
  - 8.1 Incorporates infrastructure contributions for key intersections required for site access from Murray Road and Cramer Street,
  - 8.2 Safeguards land for the purpose of bus priority provision along Murray Road.
5. It is the view of the Head, TfV that these elements are critical to the on-going function of the transport network in the area.
6. The Department has provided ongoing support to the VPA in the preparation of the PSP and supporting documents. The Department appreciates the on-going collaboration with the VPA in ensuring that land use change and transport network development are able to be planned for through the PSP process.

# The Head, Transport for Victoria Role and Legislation

7. The *Transport Integration Act 2019* (TI Act) is Victoria's main transport legislation. It came into effect on 1 July 2010 to 'create a new framework for the provision of an integrated and sustainable transport system in Victoria.'<sup>1</sup>
8. On the 3 December 2019 the Transport Legislation Amendment Bill 2019 received Royal Assent.
9. The main purpose of this Act is to amend the TI Act to provide:
  - separation of the functions performed by the Secretary (strategic planning and policy functions) and Head, TfV (consolidating operational responsibilities across the road and public transport network); and
  - for the transfer of functions of Public Transport Victoria (PTV) and Roads Corporation to the Head, Transport for Victoria; and
  - the abolition of PTV and Roads Corporation and makes necessary consequential amendments to other statutes.
10. These changes provided the legislative foundation of one single and integrated transport department, who are working towards the delivery of integrated land use and transport outcomes.

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<sup>1</sup> TI Act, section 1.

# Submission

## Site Context

11. The land subject to the Preston Market Precinct Structure Plan is described as being the area bordered by Murray Road, Cramer Street, St Georges Road (excluding the existing apartment building and rail corridor) and the rear of the High Street shops to the east.
12. Notable existing transport infrastructure items located within or adjacent to the structure plan area include:
  - a) Murray Road along the northern precinct boundary, and St Georges Road along the western boundary,
  - b) The Mernda rail corridor and Preston Station, currently being rebuilt with a new station to be grade separated from Murray Road and Cramer Street.

## Transport Network Context

### Regional Context

13. Preston is situated within the established urban area in Melbourne's northern subregion. The growth and changing land use aspirations for established areas are outlined *Plan Melbourne*.
14. These land use aspirations include support for infill residential and commercial development in activity centre locations, in particular those served by rail and other high capacity transport links.
15. Preston is identified as a Major Activity Centre, located to the west of the La Trobe National Employment and Innovation Cluster.
16. The Mernda Rail corridor connects Preston to Melbourne CBD and provides Preston with a catchment from urban growth areas to the north. The frequent SmartBus services along Murray Road provide east-west connectivity to Coburg, Heidelberg, and other destinations.

### Subregional Context

17. St Georges Road and Spring Street functions as a primary north-south road connection through Melbourne's northern sub-region.
18. Murray Road is a declared arterial road, functioning as an east-west cross municipal connection between Darebin and neighbouring municipalities.
19. Continued infill development in the sub-region is expected to increase the role and reliance on the public transport system and active transport for providing access and mobility within the subregion.

### Local Network Improvements

20. Level crossing removals along the Mernda line including at Murray Road, Bell Street, and High Street Reservoir are providing improved road network reliability, and high quality passenger facilities at new train stations associated with the projects. At Preston the level crossing removal will also provide improved north-south cycling connectivity to the precinct.
21. DOT is planning for improved bus priority measures along Murray Road, to support improved bus performance, reliability, and reduced delay for east west bus services including SmartBus route 903. Critical to this planning is that sufficient space is available for bus priority measures as part of future road and intersection upgrades.
22. DOT has identified Cramer Street as an east-west Strategic Cycling Corridor, which has a key function to support cycling access across Darebin and to the Preston precinct. Planning for

future upgrades to improve separation from road traffic along the Cramer Street cycling route are a key consideration.

## Transport Network Requirements for DCP

23. The Department has no objection to the form and content of the exhibited PSP and associated DCP (May 2021).
24. The Framework Plan included in the exhibited DCP (Plan 2) reflects the Departments requirements for necessary infrastructure items including:
  - c) Signalised intersection on Murray Road at the western access road, including provision of land for bus priority treatments,
  - d) Signalised intersection on Murray Road at Mary Street,
  - e) Consideration for integration of bus stops on Murray Road into the precinct design,
  - f) Consideration of the bicycle routes along Cramer Street and along the rail corridor into the design of interfacing infrastructure.
25. The Head, TfV is supportive of the DCP, noting that the plans have been prepared by the VPA for the purpose of costings. The final detailed design of the intersections within are subject to separate approvals from the Department.

## Conclusion

26. In summary, the Head, TfV supports the Preston Market Precinct Structure Plan and associated Development Contributions Plan.
27. This completes the submission of the Department on behalf of the Head, TfV

For any enquiries in relation to this submission, please contact [REDACTED] r  
[REDACTED]

Department of Transport  
23 July 2021