

King, Michelle

From: James Noy (DOT) <James.Noy@transport.vic.gov.au>
Sent: Friday, 12 June 2020 2:56 PM
To: King, Michelle
Cc: Joe Grech
Subject: FW: PLN20/0006 - 462-482 Swan Street, Richmond
Attachments: 462 482 Swan Street Richmond Delegate Response (final as at 10 June 2020)-WL18YN8S2.pdf; 462 482 Swan Street Richmnd Delegate Response (draft as at 9 June 2020).docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle..... I was just talking to Joe regarding the conditions and they have requested a small change to our condition 1 (a) which is in red below. I have no objection to the rewording proposed below if you could please update in your report to Council

Thank You

James

James Noy

Senior Statutory Planner (Public Transport)
Metro North West (Surface Transport)
Department of Transport
Located: Level 23, 1 Spring Street
Melbourne Victoria 3000 Australia
PO Box 2392 Melbourne Victoria 3001
Telephone +61 3 8392 7984
Email james.noy@ecodev.vic.gov.au



From: Joe Grech <jgrech@humanhabitats.com.au>
Sent: Friday, 12 June 2020 2:10 PM
To: James Noy (DOT) <James.Noy@transport.vic.gov.au>; James Noy (DOT) <James.Noy@transport.vic.gov.au>
Subject: [EXTERNAL] RE: PLN20/0006 - 462-482 Swan Street, Richmond

Hi James

I've tried to call again as I am hoping to discuss the intent behind Condition 10:

Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to pen beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack

And to discuss the wording of Condition 1(a), specifically if it were to be amend to the following:

The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and left turn out" vehicular access from Swan Street (informed by the Road Safety Audit) unless otherwise recommend by the Road Safety Audit

Please give me a call on 0431 088 874 at your earliest convenience so that we can better understand what is required.

Kind Regards

JOE GRECH

SENIOR PLANNER

03 9909 2202

0431 088 874

jgrech@humanhabitats.com.au



HUMAN HABITATS

Level 4, Suite 424, 838 Collins Street

Docklands, VIC 3008, Australia

From: Joe Grech

Sent: Thursday, 11 June 2020 9:14 PM

To: james.noy@ecodev.vic.gov.au

Subject: PLN20/0006 - 462-482 Swan Street, Richmond

Hi James

I called and left a message for you earlier today. I was hoping to discuss the intent behind Condition 10:

Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to pen beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack

Please give me a call on 0431 088 874 at your earliest convenience so that we can better understand what is required.

Kind Regards

JOE GRECH

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Level 4, Suite 424, 838 Collins Street

Docklands, VIC 3008, Australia



Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Ref: PPR 32739/20

Michelle King
Acting Principal Planner
Yarra City Council
PO BOX 168
Richmond VIC

email: michelle.king@yarracity.vic.gov.au

**YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN20/0006
PROPOSAL: CONSTRUCTION OF A THIRTEEN STOREY BUILDING, REDUCTION IN
THE CAR PARKING REQUIREMENT, ALTERATION OF ACCESS TO A ROAD ZONE,
CATEGORY 1.
ADDRESS: 462 – 482 SWAN STREET, RICHMOND**

Thank you for your email dated 29th April 2020 referring the above application to the Head, Transport for Victoria (TfV) pursuant to Section 55 of the *Planning and Environment Act 1987*.

A key priority of the Department since the reform of the *Transport Integration Act 2010* on 1 January 2020 has been the integration of referral functions by the Head, Transport for Victoria for both former Vic Roads and Public Transport for Victoria. Considering this, please note that this response provides a whole of Department of Transport position including both Public Transport and Roads.

As Council will be aware, the Department have considered a previous application for this site through a Planning Scheme Amendment and Planning Panel several years ago. At the time, there was considerable debate at the Panel about the provision of traffic signals to access the site, delays to trams along Swan Street and public realm works to integrate Burnley Station and surrounds.

The new use and development has less car parking spaces and places emphasis on the site's public and active transport access which is welcomed. The Department have reviewed the new application and have concluded that traffic signals can be waived in this instance provided access is restricted to a left in left out arrangement like the application at the adjoining property to the east.

The Department have also recommended a detailed road safety audit for the site and public realm works to assess and improve pedestrian / cycle movements and traffic safety to and from the site and surrounds.

The Burnley Street underpass was also discussed during the Planning Panel and is currently used for Metro Trains bus replacements. The underpass is also slated for a bus terminal when

funding for a bus route becomes available. The space available in the underpass is already restrained and we would respectfully request Council use this opportunity to remove on street parking in this location for pedestrian improvements and protection of existing and future public transport requirements.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit subject to the following conditions:

Conditions:

1. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

- a) the installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and "left turn out" vehicular access from Swan Street (informed by the Road Safety Audit);
- b) modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement;
- c) retention of Metro Train bus replacement space in the Burnley Street underpass;
- d) tram shelter and associated works in an agree location on Swan Street;
- e) a landscaping plan and schedule;
- f) demonstrate compliance with air, light and fire requirements without reliance on railway land, and;
- g) any recommendations of the road safety audit,

to the satisfaction of the TfV.

2. Before the development commences (excluding demolition), unless otherwise agreed in writing with TfV, the permit holder must submit a formal road safety audit, (including a function layout plan) by a suitable qualified consultant, to the satisfaction of TfV and the Responsible Authority. The audit must include, but not limited to:

- i) the function and layout of the left in left out Swan Street access,
- ii) pedestrian, cycle and vehicle access/egress arrangements (including pedestrian crossings at/in vicinity of the intersection of Swan & Burnley Streets)
- iii) loading arrangements,
- iv) buildings and works within the public realm,
- v) internal circulation/layout,
- vi) lighting and vegetation impact on adjoining roadway/s.

The findings of the audit must be incorporated into the development and at the developer's expense.

3. Unless otherwise agreed in writing with TfV within six (6) months of the occupation of the development the permit holder must submit a post development road safety audit, to the satisfaction of TfV, demonstrating that all works associated with the approved road safety

audit have been tested and any reasonable alterations required are completed to the full cost of the permit holder and to the satisfaction of TfV.

4. Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending along the frontage to the railway land and connecting to the Burnley Station ramps as appropriate) being 'public realm works' on railway land. The plans must:
 - (i) show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;
 - (ii) meet Rail Operator specifications and standards; and
 - (iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.
 - a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Realm Works on Railway Land.
 - b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.

5. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:
 - a. building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;
 - b. design loadings for the building include for:
 - i) compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,
 - ii) compliance with AS1170 Part 4 - Earthquake Actions in Australia,
 - c. working adjacent to overhead power to the satisfaction of the RO;
 - d. demonstrate compliance with air, light and fire requirements without reliance on railway land; and
 - e. demonstrates a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

6. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.
7. Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the permit holder.
8. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must be in place to the satisfaction of TfV at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.
9. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), the permit holder must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.
10. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.
11. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out only access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.
12. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.
13. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.
14. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.
15. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder.

16. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the permit holder.
17. The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.
18. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.
19. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

Should you require any further clarification, please feel free to contact myself or James Noy on telephone 03 8392 7984 or email james.noy@ecodev.vic.gov.au.

Yours sincerely



SIMON BASIC

Manager Transport Planning Metropolitan North West
Delegate of the Head, Transport for Victoria

10/06/2020

cc: wpearce@humanhabitats.com.au