



Traffic Engineers and Transport Planners

Amendment C205 to the Hume Planning Scheme

Lindum Vale Precinct Structure Plan

Planning Panel Report – Expert Traffic Evidence Statement

Date of Statement: 12 February 2018

Prepared For the Applicant: Satterley Pty Ltd

Instructed By: Norton Rose Fulbright

Reference: G21460A1A

IN THE MATTER OF AMENDMENT C205 TO THE HUME PLANNING SCHEME

STATEMENT TO PLANNING PANELS VICTORIA BY JASON LEE WALSH, TRAFFIC ENGINEER

Planning Panel Report – Expert Traffic Evidence Statement

Amendment C205 to the Hume Planning Scheme: Lindum Vale Precinct Structure Plan

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1 Introduction

I have been instructed by Norton Rose Fulbright on behalf of Satterley Pty Ltd to review the proposed the Road Network Plan detailed within the Lindum Vale Precinct Structure Plan related to Amendment C205 to the Hume Planning Scheme.

In the course of preparing this statement, I have reviewed background material and assessed the operation of the road network within the PSP.

My qualifications and experience to undertake the following assessment are set out in Appendix A.

2 History of Application

In 2014, the Victorian Planning Authority (VPA) in conjunction with Hume City Council began planning for the Lindum Vale Precinct Structure Plan.

The first Landowners' Update (Concept Plan) was released in June 2015.

VPA released a Background Report for the PSP in August 2017.

The Amendment was exhibited between 31 August and 2 October 2017.

3 Lindum Vale Urban Structure Road Network

The Lindum Vale Future Urban Structure Plan illustrates the construction of two primary roads within the precinct, comprising:

- A north-south boulevard connector providing a link between Donnybrook Road in the north (connecting through Merrifield West PSP) and Mt Ridley Road in the south. The boulevard connector essentially bisects the Lindum Vale PSP, being centrally positioned.
- An east-west boulevard connector providing a link between Mickleham Road and the proposed north-south boulevard connector. The east-west connector is illustrated in the northern part of the PSP.

The Future Urban Structure Plan also identifies additional links to the existing low-density residential subdivision to the east through Callaway Drive and Coinda Avenue.

Traffic signals are proposed at the intersections of Mt Ridley Road and the north-south boulevard connector, and of Mickleham Road and the east-west connector.

The boulevard connectors will have a cross section consistent with this road type approved within the Merrifield West PSP. The boulevard cross section is illustrated in Figure 1.

It is noted that the boulevard connector has a target volume range of 7,000 – 12,000 vehicles per day.

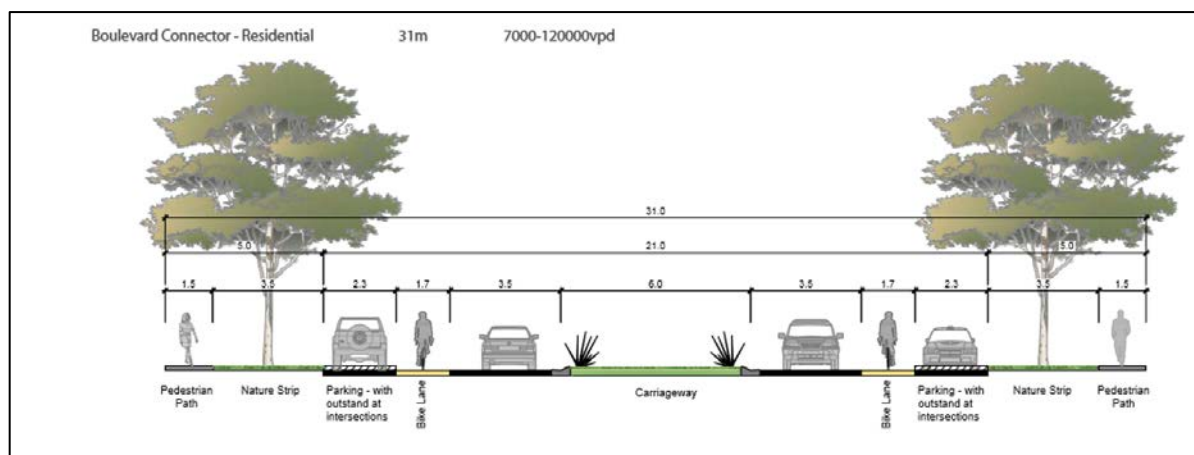


Figure 1: Boulevard Connector Cross-Section

4 Road Network

4.1 Arterial Roads

Mickleham Road is a declared arterial road under the management of VicRoads. Aligned generally north-south, Mickleham Road connects Donnybrook Road in the north with Melrose Drive in the south. In the vicinity of the site, Mickleham Road currently operates with an 8.6 metre wide carriageway providing for two-way traffic and is generally constructed with gravel shoulders on both the eastern and western sides.

Mickleham Road is currently set within a 60.0 metre road reserve, and is planned to ultimately operate as a six (6) lane divided carriageway.

The **Outer Metropolitan Ring Road (OMR)** is a proposed high speed link to connect Melbourne’s outer western and northern suburbs. In the context of Lindum Vale, it will connect the Calder Freeway in Sunbury to the Hume Freeway in Beveridge.

The nearest OMR interchange to Lindum Vale is proposed at Donnybrook Road to the north.

Donnybrook Road is an arterial road aligned east-west and forms the northern boundary of the Merrifield West PSP. It currently operates as a single carriageway providing for a single lane of traffic in each direction, however is ultimately planned as a divided carriageway.

Mt Ridley Road is an arterial road aligned east-west and forms the southern boundary of the Lindum Vale PSP. Mt Ridley Road is ultimately planned to operate as a six (6) lane divided carriageway.

Aitken Boulevard is a planned north south arterial road, situated to the east of Lindum Vale. It will ultimately provide a connection between the Western Ring Road in Gowanbrae in the south to Gunns Gully Road in Mickleham to the north.

4.2 Merrifield West PSP

The Merrifield West PSP proposes a road network that includes a north-south boulevard connector that provides a connection between Donnybrook Road in the north and the northern boundary of Lindum Vale in the south. Due to the presence of the reservation for the future OMR, there is no connection from Merrifield West through to Mickleham Road.

A section of the boulevard connector has been constructed in the Annandale Estate from Donnybrook Road to its western boundary. There is currently no connection through to Lindum Vale.

A planning permit for residential subdivision of 2090 Mickleham Road has issued, and as there is currently no road connection, the permit allows a temporary connection to Mickleham Road.

5 Traffic Considerations

In the planning of road networks, a well advanced theory is a ‘one mile grid’. That is, arterial roads are arranged in a grid at one mile / 1.6 kilometre centres. Sub-arterials / connectors are then placed mid block at approximately 800 metre centres.

In the context of Lindum Vale, the north-south arterials of Mickleham Road and the planned Aitken Boulevard are approximately 3 kilometres apart at Donnybrook Road, and even further apart at Mt Ridley Road. The large separation is in part due to the Mount Ridley Nature Conservation Reserve, however the separation between arterials remains significant.

Similarly, Donnybrook Road and Mt Ridley Road, the east-west arterials in the area, are approximately 3.2 kilometres apart, which in normal circumstances would suggest that there is a need for another east-west arterial.

In this regard, I expect that the north-south boulevard connector and east-west connector through to Mickleham Road will service a more strategic role than a typical boulevard connector, and its function, in the absence of an alternative north-south arterial, will likely attract more than just local traffic.

Specifically, residents within Merrifield West have no connection through to Mickleham Road, and consequently those residents destined to or from the south will be forced to use the north-south boulevard connector and / or east-west connector in Lindum Vale.

This theory is supported by review of the Cardno draft traffic report (August 2014) for Lindum Vale prepared for the VPA. The report builds on modelling for the Merrifield West PSP and predicts that the boulevard connector will have a daily volume of some 11,000 vehicles at its southern end, increasing in volume beyond 12,000 vehicles towards Donnybrook Road, presumably due to the OMR interchange at Donnybrook Road.

The daily volume of 11,000 is at the upper end of the target range for a boulevard connector, with volumes increasing as one travels to the north.

More broadly the combination of the north-south boulevard connector and east-west boulevard connector will unlock the road network for Merrifield West. Without these roads, Merrifield West will have a disconnected network as motorists will not be able to travel to /from the south west, without having first to travel to the north to Donnybrook Road.

To this end, it is important that the Lindum Vale north-south and east-west boulevard connectors are delivered in a timely manner to improve accessibility to / from Merrifield West.

Based on the above, the boulevard connectors will serve a broader function than simply servicing the Lindum Vale PSP.

The cross section for the boulevard connectors has essentially been established by approval of, and construction of part of the boulevard connector in Merrifield West, and in this regard I am satisfied that a continuation of this cross section through Lindum Vale is appropriate.

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I have made all the inquiries that I believe are desirable and appropriate and there are no matters of significance I regard as relevant, which to the best of my knowledge, have been withheld from the Panel.

A handwritten signature in black ink, appearing to read 'J. Walsh'.

JASON LEE WALSH
DIRECTOR
TRAFFIX GROUP
9 FEBRUARY 2018

Appendix A Qualifications

VCAT Reference Number: Planning Panel Report – Expert Traffic Evidence Statement
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Name

Jason Lee Walsh - Director, Traffix Group Pty Ltd

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Suite 8, 431 Burke Road
GLEN IRIS
VICTORIA 3146

Qualifications

My educational qualifications and membership of professional associations are as follows:-

- Bachelor of Civil Engineering, Monash University
- Bachelor of Science, Monash University
- Member, Victorian Planning & Environmental Law Association

Experience

I have approximately 20 years experience in Traffic Engineering including,

- 1995-2000 at Turnbull Fenner (now Traffix Group), including short term placements at the cities of Bayside and Whittlesea,
- 2000-2011 at Grogan Richards Pty Ltd (now Cardno),
- 2011-present at Traffix Group.

Areas of Expertise

- Car parking and Traffic.
- Traffic advice and assessment of land uses and development proposals to planning authorities, government agencies, corporations and developers (including major residential, retail, food and drink, commercial, industrial, institutional and mixed use projects).
- Preparation and presentation of evidence before VCAT and Panels.

Expertise to Prepare this Assessment

My experience and expertise over the past 20 years, including involvement with varied forms of developments, qualifies me to comment on the traffic implications of the proposed development.

Instructions

I was instructed by Norton Rose Fulbright on behalf of Satterley Pty Ltd to undertake a traffic engineering assessment of the proposed road network and prepare an evidence statement for the Lindum Vale precinct structure plan at Amendment C205 to the Hume Planning Scheme.

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Facts, Matters and Assumptions Relied Upon

- Exhibition material.
- Cardno Traffic and Transport Assessment, November 2014.
- Satterley submission.
- Relevant experience.

Documents Taken into Account

See above.

Identity of Persons Undertaking Work

Jason Walsh as per the evidence statement.

Carlo Morello (Senior Associate, Traffix Group) assisted with preparation of the evidence report.

Summary of Opinions

See Conclusions section of the evidence statement.

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