

Melissa Allan

From: [REDACTED]
Sent: Sunday, 25 February 2018 10:29 PM
To: amendments
Subject: Submission - Pakenham East Precinct Structure Plan
Attachments: pakenham-east-ppsp.pdf

Hi,

As a resident who lives near (but not within) the Pakenham East Precinct, I wish to lodge feedback on this scheme and highlight two issues that concern me.

Attached to this email is a PDF document with my concerns.

Regards,

[REDACTED]

PAKENHAM EAST PSP (PRECINCT STRUCTURE PLAN)

I wish to highlight two issues that I have with the proposed Pakenham East PSP.

1) Existing bridge over Deep Creek at Ryan Road is inadequate

At the intersection of Ryan Road and Canty Lane, the PSP proposes to replace that intersection by a roundabout – refer to IN-05.

Just north of this roundabout is a bridge over Deep Creek. This bridge is old and very narrow, making it very tight for two cars travelling in opposite directions to pass. If meeting a wide vehicle, such as a truck, there is not enough room for both vehicles to pass on the bridge, thus at times this bridge functions as a single lane bridge.

This is not a suitable arrangement for this part of Ryan Road as it will carry much more traffic as a connector to Canty Lane. Thus the narrow bridge needs to be either widened or replaced to match the width of the existing sections of Ryan Road to its north and south.

Refer to the picture below, which shows the view looking north along Ryan Road towards Canty Lane and the bridge over Deep Creek. The narrow bridge causes a significant reduction in the width of the road carriageway.



2) Poor access to Princes Freeway in the west (M1)

The nearest freeway interchanges to the Pakenham East Precinct are Koo Wee Rup Road in the west and the Princes Highway at Nar Nar Goon in the east. The distance between these two interchanges, as measured between each overpass, is 6.75 kilometres.

There is no freeway in metropolitan Melbourne, the Mornington Peninsula or Geelong that has such a large distance between freeway interchanges in areas bordering suburban development. The Pakenham East Precinct should not set a new record for this distance.

There is a history in Melbourne of lack of easy access to freeways which run beside residential areas. It creates issues for local residents as they can see a major piece of transport infrastructure nearby, but are unable to get onto it easily.

As an example, consider the long battle locals have endured in Epping to try and get access ramps to the Hume Freeway at O'Herns Road built, with residents having to take a long route through congested roads in order to access the interchange at Cooper Street. Do we want a repeat of this here?

In contrast, consider the excellent work that was done in the East Werribee precinct where a freeway interchange was built on the edge of the development at Sneydes Road even before houses were built. This saved construction workers and eventually residents from driving long distances through congested Point Cook roads in order to get access to the freeway. It stands as a proud example of putting adequate transport infrastructure in place before housing development – something that all new housing precincts should aspire to.

While the Princes Highway interchange at Nar Nar Goon can service the far eastern part of the Pakenham East Precinct, other areas will be closer to the Koo Wee Rup Road interchange via Racecourse Road and the Princes Highway, particularly those who are travelling towards Melbourne. The Koo Wee Rup Road interchange suffers from extreme congestion, along with Racecourse Road, due to a level rail crossing (which is not planned to be removed) and a major intersection with Bald Hill Road. It is not unusual at certain times of the day to have queues of single lane traffic in this area that extend beyond one kilometre from each intersection.

The Pakenham East Precinct will add over 20,000 residents to this area. Many will need to use the Koo Wee Rup Road interchange, yet the road network in that area is woefully inadequate to cope with the existing traffic levels, let alone a vast increase.

It is unfair to existing residents to have the Pakenham East Precinct developed with absolutely no consideration to how traffic will affect areas outside of its boundary. It is not a fully self-contained development. Many people will need to travel outside of it on a daily basis and the effect this has on roads outside of the precinct boundary cannot be ignored.

The solution is a freeway interchange mid-way between Koo Wee Rup Road and the Princes Highway at Nar Nar Goon. This will reduce the distance between interchanges to just under 3.5 kilometres, which is much more consistent with existing arrangements along freeways throughout Melbourne, the Mornington Peninsula and Geelong.

An average drive outside of peak time, from the southern end of Ryan Road to the Koo Wee Rup Road interchange of the Princes Freeway, currently takes about 10 minutes. During peak time, or if the railway boom gates go down for a few minutes, this may extend

to 15 minutes or more. The length of this drive is roughly comparable to travelling from many other areas within the Pakenham East Precinct to the Koo Wee Rup Road interchange. Yet if there was a freeway interchange midway along the freeway, this 10 to 15 minute journey would be slashed to under 5 minutes. The other benefit is that the currently congested Racecourse Road and the saturated Koo Wee Rup Road interchange would not get worse.

An added benefit of the mid-way freeway interchange is that it provides an easy way for those living in the Pakenham East Precinct to travel across to areas on the south side of the railway line without having to use a level railway crossing. The three level crossings in Pakenham – McGregor Road, Main Street and Racecourse Road – are notorious for causing extensive delays for motorists. There are no plans to remove them, and if there were, the combined cost to remove all three would run into hundreds of millions of dollars.

An argument against a mid-way freeway interchange midway may be that the pressures of increased congestion could force the government to upgrade the Koo Wee Rup Road interchange to cope with all the extra traffic. However, this is not a good approach, as it means new residents will be condemned to many long years of traffic and stress to justify the upgrade. Additionally, upgrade options are limited in the approach to Koo Wee Rup Road as Racecourse Road is just one lane in each direction, with any widening difficult due to the presence of existing residential housing along each side. The railway crossing on Racecourse Road is also an intermittent bottleneck. No matter how extensive the upgrade of Koo Wee Rup Road and Racecourse Road ends up being, it cannot beat the convenience of having a mid-way freeway interchange that services the heart of the Pakenham East Precinct.

A mid-way interchange on the Princes Freeway would solve most of the traffic problems that people have raised in regards to the development of the Pakenham East Precinct.

Even if funding is not available now to build this mid-way freeway interchange, then the land must be reserved now, otherwise costly compulsory land acquisitions will be required in the future.

