

Melissa Allan

From: [REDACTED]
Sent: Thursday, 8 March 2018 10:21 AM
To: amendments
Subject: Submission - Pakenham East Precinct Structure Plan - C234
Attachments: submission.pdf

Hi,

We spoke to Ben Hawkins (Strategic Planning Manager) on Tuesday, and he said it would still be okay to lodge a submission in regards to the Pakenham East Precinct Structure Plan C234, despite the date for submissions closing.

Attached to this email is our submission.

[REDACTED]

Pakenham East Precinct Structure Plan – C234

We wish to raise a number of concerns we have with the proposed development between Ryan Road and Mount Ararat Road in Pakenham / Nar Nar Goon.

(a) Impact of development on the existing part of Ryan Road

Interface housing areas 1 & 2 fronting the entire length of the east side of Ryan Road are specified as being allotments of 800 m². This is completely out of character with the western side of Ryan Road and adjoining streets (Pinehill Drive, Fairway Court and Johanna Court) which are all zoned as Low Density Schedule 2. The minimum allotment size in these areas is 4,000 m², and some properties are as large as 10,000 m².

The entire character and ambience of Ryan Road will be destroyed by allowing suburban style allotments directly across the road from a low density zone.

Residents on the west side of Ryan Road have for many years enjoyed looking over vast areas of vacant rural land across the road. The only suitable development across the road that would result in minimal impact to them would be allotments of sizes identical to their own and those surrounding them.

A proposal to rezone a number of existing properties along the northern part of Ryan Road and land west of Johanna Court (which comes off Ryan Road) to Low Density Schedule 3 (minimum lot size of 2,000 m²) was exhibited in 2017 – refer to “**CARDINIA PLANNING SCHEME AMENDMENT C209**”. This was taken to an independent panel and rejected. So if a panel concluded making 2,000 m² allotment sizes on the north and west side of Ryan Road was inappropriate, then surely an independent panel would deem even smaller allotments of 800 m² on the entire east side of Ryan Road to also be inappropriate.

There is also a huge demand for allotments of size 4,000 m² in the Pakenham area due to the number of tradesmen and transport operators who need ample off-street space for their trucks and equipment. Land in the Ryan Road area and adjoining streets is highly sought after for this purpose as it doesn't interfere with neighbours, unlike in suburban residential areas. Demand for this outstrips supply.

PROPOSAL: *Interface housing areas 1 & 2 that front the entire east side of Ryan Road are zoned Low Density Schedule 2 (minimum allotment size of 4,000 m²) thus creating an identical environment on both sides of Ryan Road and retaining the character of the street. It also provides a badly needed supply of larger allotments for tradesmen.*

(b) Traffic on Ryan Road

The precinct plan proposes a number of access roads joining Ryan Road along its eastern side, including the major connector street of Canty Lane and several local access streets.

These streets joining Ryan Road will be ultimately used by residents in the development area to bypass traffic lights and traffic on the Princes Highway. Ryan Road will be subject to huge increased in traffic, not only from those avoiding the highway but also those who

live on properties close to Ryan Road. This will destroy the character of the road which is currently a low traffic dead-end local collector road that fronts low density allotments.

In order to preserve the current amenity of Ryan Road, it must only carry traffic destined for Ryan Road properties and the existing adjoining streets of Pinehill Drive, Fairway Court and Johanna Court.

PROPOSAL: *No roads are to join the eastern side of Ryan Road. No vehicular access to the new development is to be provided from Ryan Road.*

(c) Increased traffic on roads linking the Princes Highway and Freeway

The proposed development will add many thousands of extra vehicle journeys onto the Princes Highway.

In order for these vehicles on the Princes Highway to gain access to the Princes Freeway (M1) and drive westwards towards the city, those in the far east of the development will use the interchange at Nar Nar Goon. The vast majority of motorists will instead use the interchange at Koo Wee Rup Road.

To access the Koo Wee Rup Road interchange, motorists need to drive west along the Princes Highway, south along Racecourse Road and south along Koo Wee Rup Road. This involves travelling through several traffic lights on the Princes Highway, traffic lights at the Henry Street junction (to be installed by mid-2018), crossing the Gippsland railway line (level crossing), through a roundabout at Bald Hill Road and onto Koo Wee Rup Road. Racecourse Road is an extremely congested Road, particularly at the Bald Hill Road roundabout, and is greatly affected when the boom gates go down on the railway crossing. The Princes Freeway interchange is also heavily congested for extensive periods of time during the day.

The Google Maps traffic congestion diagram attached to the end of this document shows a typical afternoon in the vicinity.

Traffic exiting the Princes Freeway at Koo Wee Rup Road completely fills the freeway exit ramp and is queued for over one kilometre just to get through the roundabout at Bald Hill Road. Traffic is also banked back for extensive distances along Bald Hill Road and south of the Princes Freeway at the interchange.

Imagine how 20,000 extra houses, plus schools and shops, will impact this interchange.

That is why a freeway interchange is needed into the heart of the new development, roughly mid-way between Koo Wee Rup Road and the Nar Nar Goon interchange. This will ensure that traffic from the new development that needs to access the Princes Freeway will not impact on roads which are already heavily congested.

We note the document "Interchange Comparative Traffic Modelling Assessment" that was prepared to assess the benefits of an interchange. This document and subsequent traffic analysis concluded a mid-way freeway interchange would have negligible benefit to those living in the new development area and not building it would have negligible impact on existing roads outside of the development area. This of course defies logic and is

completely at odds with those currently experiencing the effects of increasing traffic congestion in Pakenham.

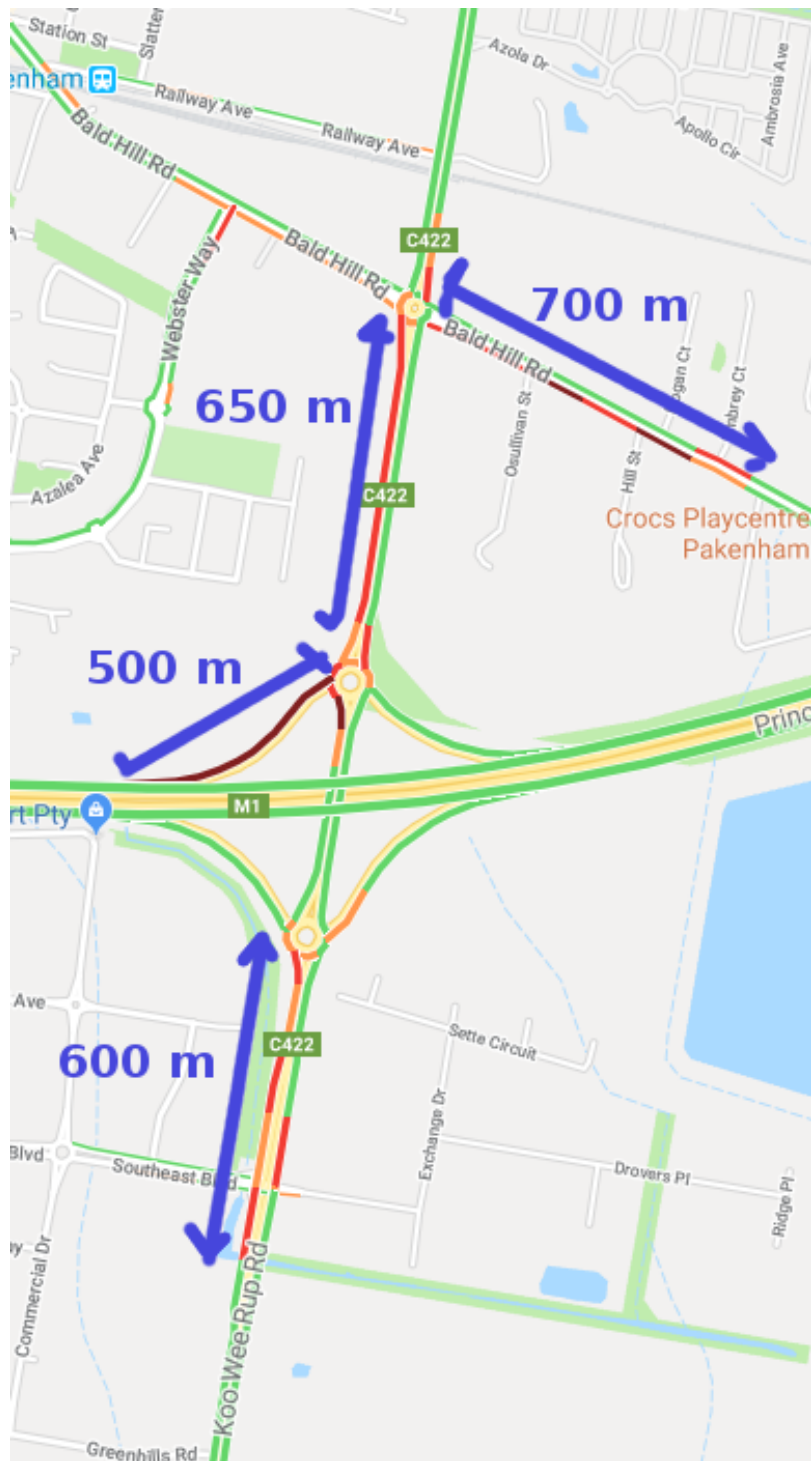
We believe the “Interchange Comparative Traffic Modelling Assessment” document is flawed for a number of reasons:

1) It was prepared 4 years ago. During those 4 years, the population of Pakenham (within the town boundaries) has increased by about 10,000 people. There are now significant issues with traffic congestion that simply didn't exist 4 years ago and there are some traffic issues that were simply not predicted. Thus we cannot simply dump all the traffic from this new development onto the existing highway and arterial road network.

2) The document states that its modelling is based on Racecourse road being “a 4-lane divided primary arterial with a posted speed limit of 80km/hour”. It uses this basis to justify that the mid-way freeway interchange is not required due to this excellent piece of future infrastructure. However, this is completely wrong. Racecourse Road simply does not have enough room to be widened into a highway-style road with a median strip without acquiring property. Unless residential properties are acquired along Racecourse Road, the Cardinia Shire has said that the extent of upgrades that can be done is for Racecourse Road to be widened so it is 2 lanes in each direction, plus a central turning lane, and no central median strip. Additionally, VicRoads does not permit 80 km/h limits on major suburban arterial roads where there are houses with direct driveway access, like along Racecourse Road. Simply look at McGregor Road in Pakenham – 60 km/h along the dual carriageway section north of the railway line (directly abutting driveways), and 70 km/h along the dual carriageway section south of the railway line (no directly abutting driveways). Thus the assumption that there will be an 80 km/h dual carriageway road in place there is wrong – the maximum posted speed limit will be 60 km/h.

3) No consideration in the traffic modelling was given to the delays caused by level railway crossing on Racecourse Road. There are no design plans or funding to grade separate this. In addition, the traffic modelling done in 2014 does not take into account extra planned V/Line train services due to growth in Drouin, Warragul and the Latrobe Valley, which will cause even more delays. The modelling done in 2014 also didn't factor in the large increase in trains which will cross Racecourse Road when the Pakenham East Railway Depot is operational, as it didn't exist in 2014. The Pakenham East Railway Depot will include maintenance facilities, a train simulator and stabling for up to 30 trains, which will impact upon the existing level crossing at Racecourse Road.

PROPOSAL: *An interchange on the Princes Freeway, mid-way between Koo Wee Rup Road and Nar Nar Goon, is built in order to minimise the huge strain the extra traffic from the development will place on Pakenham's existing road network which is currently struggling to cope at the moment with its existing population*



Typical afternoon congestion at the Koo Wee Rup Road interchange