



Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 210292

Ref: DOC/19/416555

[REDACTED]
Executive Director Outer Melbourne
Victorian Planning Authority
Level 25, 35 Collins Street
MELBOURNE VIC 3000

Dear Ms Rhodes

PLANNING SCHEME AMENDMENT C269 TO THE CASEY PLANNING SCHEME – MINTA FARM INFRASTRUCTURE CONTRIBUTIONS PLAN

Thank you for the opportunity to reply to proposed Amendment C269 to the Casey Council Planning Scheme.

DoT have reviewed the Infrastructure Contributions Plan (ICP) and supporting documents for the Minta Farm PSP area and in relation to these we make the following general comments:

O'Shea Road Upgrade / Extension

The north side of the Minta Farm precinct is bounded by the proposed O'Shea Road. The Monash Freeway Upgrade Stage 2 (MFU2) also includes funding to upgrade the O'Shea Road corridor between Clyde Road and the Princes Freeway into a six-lane divided arterial. The State and Commonwealth governments have recently committed an extra \$367 million towards MFU2 (in addition to previously committed funding of over \$700 million for Stage 2).

The upgrade of the O'Shea Road corridor will facilitate the development of the Minta Farm precinct (expected completion in late 2022). The project includes upgrading the existing Clyde Road intersection, widening the existing O'Shea Road between Clyde Road and Soldiers Road to six lanes, extending O'Shea Road from Soldiers Road to the Princes Freeway as a new six lane divided road (abutting the Minta Farm precinct), and a new fully directional interchange with the Princes Freeway.

Projects interfacing with O'Shea Road in the ICP (and associated layout plans) need to be reviewed and be based on the design of the O'Shea Road corridor to be built as a divided six lane arterial as part of the MFU2.

Application of Public Acquisition Overlay

It is recognised that the amendment includes the addition of a Public Acquisition Overlay (PAO) to protect land for and provide certainty around the delivery of the North-South Arterial. It will

need to be confirmed that the area covered by the PAO accurately reflects agreed ultimate layout plans for the road corridor including its connection to O'Shea Road.

Interim Intersection layouts

DoT note that the revised ICP includes both ultimate and interim intersection layout plans. DoT had assumed that the interim lane configurations for road intersecting with the North-South Arterial reflect their ultimate configurations. It is recommended that the ultimate lane configurations for intersecting roads be adopted in the interim, noting that the intersections are being constructed according to their ultimate footprint.

Whilst not forming part of the funded scope of the MFU2, the tender documentation for MFU2 includes an option for the construction of the O'Shea Road intersection with the North-South Arterial (to be funded separately as part of the development of the Minta Farm precinct). The assumed layout in the ICP for this intersection is not consistent with the option included in the MFU2 tender documentation and will need to be reviewed and discussed.

Ultimate Intersection layouts

DoT welcomes the opportunity to work with the VPA to address some previously raised issues in relation to the ultimate intersection layouts. Specific comments, which have been conveyed in previous correspondence, are as follows:

Intersection IN-02

- The layout plan is missing a north to east left turn slip lane (it incorrectly shows a left-turn stand-up lane), which is inconsistent with the accompanying traffic assessment. The plan should be updated to include a slip lane, sized appropriately to support the future inclusion of a bus queue jump lane extending from the left-turn lane.
- The western leg left receiving lane length is 55m based on the SIDRA model reported in the accompanying traffic assessment. DoT previously advised that this lane should be extended to 100-120m to resolve the low lane utilisation on the north approach and the resulting poor performance (low LOS). The plan should be updated to reflect the lengthened receiving lane.

Intersection IN-05

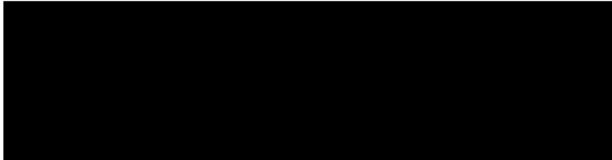
- On Grices Road west and east legs, departure side bus lanes (with indented bus bays) are missing. These are required for bus stops and are considered to be good practice to gain the full benefit of bus queue jump lanes. There would appear to be sufficient space on the south-west corner and a small amount of additional space can be set aside on north-east corner to accommodate the treatments. The plans should be updated to include the departure side lanes and bus stops.

All North-South Arterial intersections

- As per previous advice from DoT, departure side short merge lanes with indented bus stops should be provided on all north and south departures to accommodate bus stops and bus priority. Plans should be updated for all intersections accordingly.

DoT welcome the opportunity to continue to engage with the VPA and City of Casey Council further regarding this process. If you have any queries regarding this submission, please contact Daniel Zaslona on telephone 03 8392 7987 or e-mail daniel.zaslona@ecodev.vic.gov.au.

Yours sincerely



Acting Manager, Place Planning and Referrals
Department of Transport

30/9/2019

