

Our Ref: V171898:CB  
Contact: Chris Butler

13 April 2018

Planning Panels Victoria  
1 Spring Street  
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Attention: Michael Kirsch

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Dear Sir,

## **CASEY PLANNING SCHEME AMENDMENT C228: MINTA FARM PSP TRAFFIC ENGINEERING CONCLAVE**

### **Conclave Details**

- > Location: Cardno – Level 4, 501 Swanston Street, Melbourne
- > Date: Wednesday 11 April 2018 from 10am to 1pm
- > Attendees:
  - Chris Butler – Cardno
  - Will de Waard – Traffix Group
  - Hilary Marshall on behalf of Steve Hunt – Ratio
  - John Richardson – Jacobs
  - Bill Hronopoulos – Transport for Victoria (TfV)
  - Michael Bayley – Transport for Victoria (TfV)\*

\* Note: Michael Bayley attended the conclave from 10:40am onwards. Discussions and agreement on the below items occurred after his arrival.

The following matters were discussed at the conclave.

### **Street Network**

The experts agree that the Street Network Plan should be amended to show:

- > O'Shea Road as a primary arterial, with TfV also confirming that VicRoads are designing the O'Shea Road as part of the announced Monash Freeway Upgrade Stage 2 project to be a future primary arterial road.
- > The hierarchy of Soldiers Road, with Soldiers Road classified as a connector street north of Chase Boulevard and a Level 2 Local Street south of Chase Boulevard.
- > Cross-section(s) for Soldiers Road should be included in the PSP.

Hilary Marshall raised concern about the inclusion of boulevard connectors in the PSP, with the PSP cross-sections not satisfying PTV standards for bus capable roads. Referred to an example in Sunbury where PTV required no street trees in the median to allow buses to pass a broken down car. Other experts did not express opinion regarding boulevard connectors. TfV took the issue on notice and will follow-up and advise.

### **Public Transport / Path Network**

The experts agree that the Public Transport and Path Network Plan should be amended to show:

- > The removal of on-road bicycle lanes along O'Shea Road, with the off-road paths retained. TfV indicated O'Shea Road has a tight cross-section and were unsure that both bicycle path and pedestrian path would fit meaning shared paths may be required.

- > The missing section of the shared path adjacent the constructed waterway should be included.
- > A shared path extending south from the O'Shea Road pedestrian signals to the connector street alongside the mixed-use sub-precinct.

John Richardson preferred bus stops and bus routes to be identified in the PSP. Other experts and TfV disagreed that bus stops should be shown on the basis that it is too early to confirm bus stop locations.

### **Public Infrastructure Plan (PIP)**

With regard to the PIP, the experts considered that:

- > The description of interim works to the Grices Road / North-South Arterial roundabout (IN-05) be amended to remove reference to the 50% apportionment to the Clyde North DCP as the works outlined in the Clyde North DCP have been completed and funded.
- > Include the interim construction of a signalised intersection at Grices Road / North-South Arterial (IN-05). John Richardson and TfV noted that it is unusual the PSP identifies interim signals at the connector intersections, but not the secondary arterial (Grices Road) intersection. TfV noted that any upgrade works to the roundabout would be redundant 'throw-away' works.
- > Both the interim works to the roundabout and the interim signals could be included in the PIP for IN-05, with the intersection not upgraded to signals until it is warranted.
- > A signalised intersection is not required for the interim construction of the Grices Road / Connector Street intersection (IN-06) and it would be appropriate to defer the delivery of the signals to when Grices Road is extended to the east.

### **North-South Arterial**

- > The experts agreed that the North-South Arterial is an important link that will benefit broader region and this precinct, particularly with the O'Shea Road extension in place, and that it would be important to deliver the road as soon as possible.
- > Chris Butler, Will de Waard and John Richardson agreed that the 1,000 lot cap set out in the PSP is appropriate.
- > Hilary Marshall was opposed to the lot cap for the following reasons:
  - There may not be sufficient ICP credit created by 1,000 lots to facilitate the land acquisition and construction of the North South Arterial; and
  - It is our experience that a lot cap is often a hindrance to development.
- > TfV stated that the risks of not having a lot cap outweigh the risks of having a lot cap. Noted uncertainty over costs and how many lots need to be developed.
- > TfV and Hilary Marshall highlighted risks of The Minta Group not developing forcing Council to acquire the land. Chris Butler raised the possibility of council acquiring the land through the new planning powers granted for ICPs.
- > Uncertainty between experts as to whether retail and commercial development can continue to occur once lot cap has been reached.
- > Chris Butler and Will de Waard understood that commercial and retail developments would cover over and above a dwelling lot cap of 1,000 lots to enable the north-south road to commence from O'Shea Road to occur.
- > If external funds are available it would be sensible to initially construct a duplicated cross-section, however, the duplication is not the responsibility of Minta Farm PSP provided adequate capacity is provided at the interim intersections. TfV indicated that GAIC funds are typically not used for arterial road projects on the basis of current policy.

### **Soldiers Road**

The experts agreed that:

- > Soldiers Road can carry volumes higher than a connector street in the interim.
- > It would be reasonable for no lots to front Soldiers Road until the delivery of the North-South Arterial.

- > It would be reasonable to implement a modified cross-section under interim conditions as set out in Will de Waard's evidence statement. John Richardson noted that the cross-section was missing the verge and shared path.

**Additional Lot Caps**

With regard to the additional lot caps identified in John Richardson's statement, the experts agreed that:

- > No additional lot cap was required for the delivery of the O'Shea Road extension on the basis that it is a committed project by the State Government. TfV confirmed that the O'Shea Road duplication and extension to the Beaconsfield Interchange should be assumed at the Panel as fully funded and scheduled for completion by 2022.
- > No additional lot cap was required for the delivery of the Grices Road / Clyde Road upgrade on the basis that it has been identified as a short-term project under the Clyde North DCP.
- > No additional lot cap was required for the upgrade of the Soldiers Road / Grices Road roundabout on the basis that these would be throw-away works and the preference for interim signals to be included in the ICP.

Accordingly, this signed letter confirms our agreement to above.

Yours Faithfully,



Chris Butler



Will de Waard



Hilary Marshall



John Richardson

John Richardson



Bill Hronopoulos



Michael Bayley