



Department of Transport

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Tony Marks
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Dear Mr Marks

PUBLIC CONSULTATION ON THE CRAIGIEBURN WEST PRECINCT STRUCTURE PLAN (PSP) AND DRAFT AMENDMENT TO THE HUME PLANNING SCHEME

I refer to your letter dated 17 November referring the public consultation of the Craigieburn West Precinct Structure Plan and the draft amendment to the Hume Planning Scheme.

The Department of Transport (The Department) has reviewed the Precinct Structure Plan (PSP) and background documentation. In preparing this response, DoT has consulted with Major Roads Project Victoria (MRPV) incorporating their input and advice where applicable.

The Department is keen to work collaboratively with Hume City Council the Victorian Planning Authority (VPA) to resolve any outstanding issues so that the transport network can support the development of the precinct as anticipated in the Structure Plan.

The Department makes the following comments in responding to the public consultation:

1. The Department is supportive of the vision for the Craigieburn West PSP area, and is generally supportive of the PSP document. We support the inclusion of objective 2 and the requirements and guidelines outlined within Section 3.2 (Transport and Movement). These help to facilitate 20-minute neighbourhoods by providing an integrated transport network that incorporates active and public transport options.
2. The proposed transport network provides opportunities for high quality bus and active transport connections between the local centres and the surrounding residential neighbourhoods as well as sub regional areas located the North Growth Corridor. We are satisfied that the location, type and number of proposed intersections with Craigieburn Road, Mickleham Road and Mt Ridley Road are appropriate and will not compromise the ultimate network function of these important roads.
 - a. The Department welcomes any opportunity to participate in discussions that explore further detail relating to the design, arrangement and form of these intersections.

3. Craigieburn Road is planned for as a future Primary Arterial Road, which will generally support a 6 lane mid-block configuration and a posted speed limit of 80km/hr. It will support the movement of goods and people throughout the local and sub regional area to destinations and links including Craigieburn Town Centre, Craigieburn railway station, Wollert and the future Outer Metropolitan Ring Transport Corridor.
4. The Department supportive the inclusion of a Public Acquisition Overlay (PAO) through the PSP process to Craigieburn Road. The PAO is required to ensure that land can be acquired by the Department to deliver the ultimate intersection layout for Craigieburn Road (6 lanes) and Mickleham Road (6 lanes). The ultimate signalisation of the intersection will ensure the arterial road system provides a safe network for drivers, pedestrians and cyclists that travel through the area. Craigieburn Road is currently a declared arterial road.
 - a. The Department submits that it is appropriate for an ultimate intersection concept design to be prepared and considered for the purpose of refining this proposed additional PAO. This design must use the most current MRPV Craigieburn Road project design as a base.
5. Mickleham Road is planned for as a future Primary Arterial Road, which will generally support a 6 lane mid-block configuration and a posted speed limit of 80km/hr. It caters for key north – south movements and complements larger transport infrastructure including the Hume Freeway and the future Outer Metropolitan Ring Transport Corridor. The road will connect future and approved Precinct Structure Plan areas located with the urban fringe of Metropolitan Melbourne with more established urban growth areas located in the north. Mickleham Road is currently a declared arterial road.
6. Mount Ridley Road is planned for as a future Arterial Road, which will generally support a 6 lane mid-block configuration in the vicinity of the Craigieburn West PSP. It is anticipated that Mount Ridley Road will become a declared arterial road in the future.
7. The site which Mickleham Primary School is situated abuts Mount Ridley Road and Mickleham Road, which at present are the only roads that can afford the School vehicular access.
 - a. The Department has been working closely with Mickleham Primary School and Hume City Council to current address safety and operational issues at this location. If the VPA considers information relating to these present day issues contextually relevant to the further refinement of this PSP (as it relates to the School), DoT would be pleased to elaborate.
 - b. The Department submits that future vehicular access to the School from these roads, which are ultimately 6 lane roads, will result in significant traffic issues.
 - c. We therefore strongly support the inclusion of requirement R3 that facilitates the reorientation and proposed expansion of Mickleham Primary and requires that an internal subdivision layout must appropriately facilitate access to the School from the internal road network.
 - d. We submit that it is appropriate for additional requirements in relation to the School access to form part of the PSP. Namely:

- i. To show, on plans that are relied on for an understanding of the road network, an annotation to the effect of “School Access Road” or “School Access Location” be included.
 - ii. To expand requirement R3 to include that the school access provided by the network internal to the PSP must be to a standard and capacity that will enable the closure of any interim School access to Mickleham Road and Mt Ridley Road.
 - iii. That the PSP document be updated to reflect, without ambiguity, that ultimately the School will not have vehicle access from Mickleham Road or Mt Ridley Road. An adjustment to wording in R3 outlining this is sufficient.
- e. In making these submissions (point 7 of this letter), we are of the understanding that this is widely accepted as the preferred outcome and is supported by Hume City Council and The Department of Education based on the workshops held to date for this PSP. DoT requests to be notified as soon as practical if any other submission to the PSP seeks an outcome contrary to point 7 of this letter.
8. Requirement R8 requires access to lots to be undertaken to the satisfaction of the Road Authority. We request this requirement be amended so that it is clear that ‘arterial roads’ is defined as roads this PSP designates as arterial. This relates primarily to remove any potential ambiguity if this requirement applies to Mt Ridley Road - to which we submit it does apply.

As discussed, we would welcome the opportunity to engage further in this process. If you have any queries, please contact Daniel Zaslona at daniel.zaslona@transport.vic.gov.au.

Yours sincerely



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