

# Traffix Group

## Hume Planning Scheme Amendment C241 Craigieburn West Precinct Structure Plan

**Date of Statement:** 19 April 2021

**Date of Inspection:** 2 April 2021

**Prepared For:** PEET Limited

**Instructed By:** HWL Ebsworth Lawyers

**Reference:** G29497A-01A

**STATEMENT TO ADVISORY COMMITTEE BY JASON LEE WALSH, TRAFFIC ENGINEER**

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## **Hume Planning Scheme Amendment C241**

## **Craigieburn West Precinct Structure Plan**

**Our Reference: G29497A-01A**

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## **Introduction**

- 1 I have been instructed by HWL Ebsworth Lawyers on behalf of PEET Limited (PEET) to undertake a review of the proposed Craigieburn West Precinct Structure Plan proposed to be introduced as part of Hume Planning Scheme Amendment C241. More particularly, the review is of traffic matters as they relate Peet's land holdings.
- 2 In the course of preparing this statement, I inspected the PSP area most recently on 2 April 2021, and reviewed relevant background material.
- 3 I have provided advice to other landholders in relation to development of their land within this PSP.
- 4 My qualifications and experience to undertake this assessment are set out in Appendix A.

## **Preamble & Background**

- 5 The Craigieburn West Precinct Structure Plan area includes the land generally bounded by Mount Ridley Road to the north, the Craigieburn R2 PSP area to the east, the Greenvale North P1 PSP area to the south and Mickleham Road to the west.
- 6 Craigieburn Road bisects the precinct in an east-west direction. In addition, Aitken Creek runs northwest/southeast across the precinct.
- 7 The Victorian Planning Authority prepared the draft Craigieburn West Precinct Structure Plan and exhibited it in November 2020.
- 8 A Traffic and Transport Assessment was prepared by onemilegrid and exhibited with the draft PSP.
- 9 There were a number of submissions made, including a submission from PEET, dated December 2020 (Submission 29).
- 10 My assessment and opinion is set out as follows.

## **PEET's Land**

### **Land Holdings**

- 11 Peet owns 1480 Mickleham Road (property 28), 655 Craigieburn Road (property 29), 1430 Mickleham Road (property 30), 1390 Mickleham Road (property 31), and 1340 Mickleham Road (property 34).
- 12 The land parcels as a whole form a trapezoidal shape with a rectangular 'cut out' in the southern portion, relating to properties 32 and 33 owned by others.
- 13 The land parcels as a whole have frontage and access to both Craigieburn Road and Mickleham Road.

- 14 The relevant land parcels are shown in Figure 1 and Figure 2.

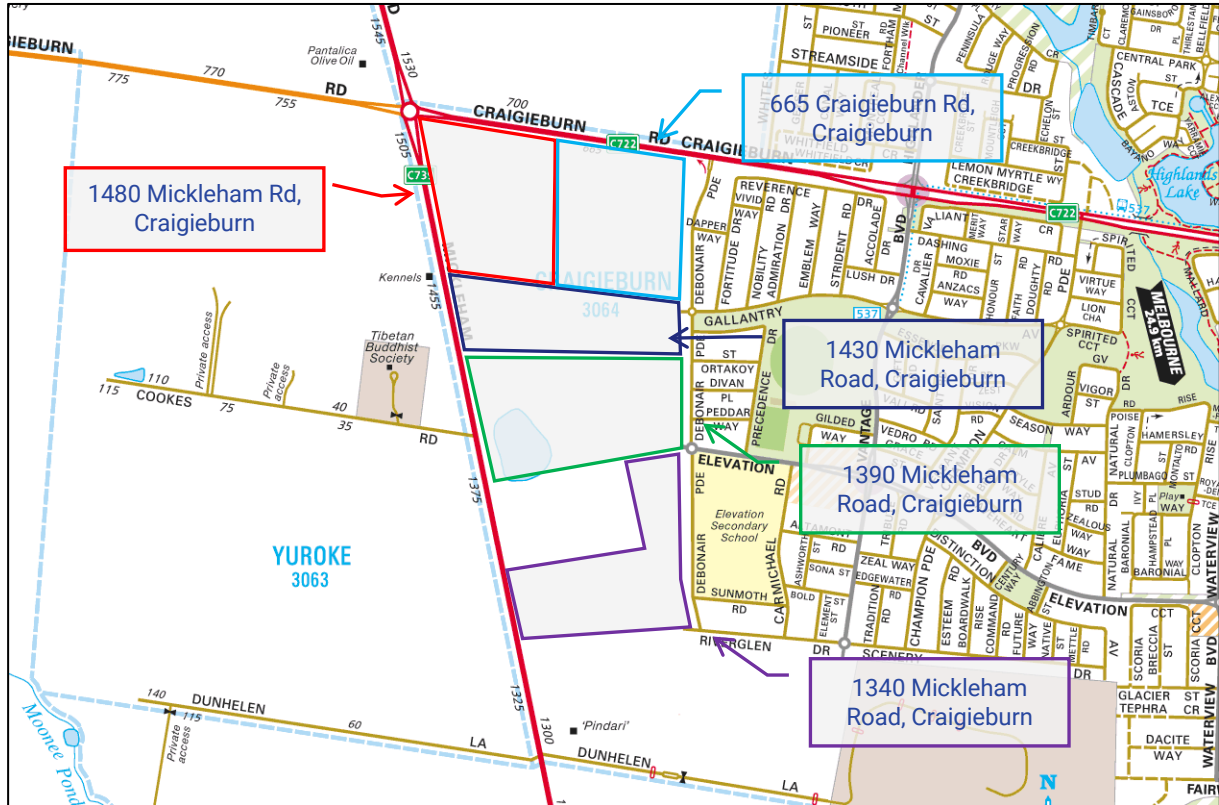


Figure 1: Subject Land (Map Courtesy Melway)

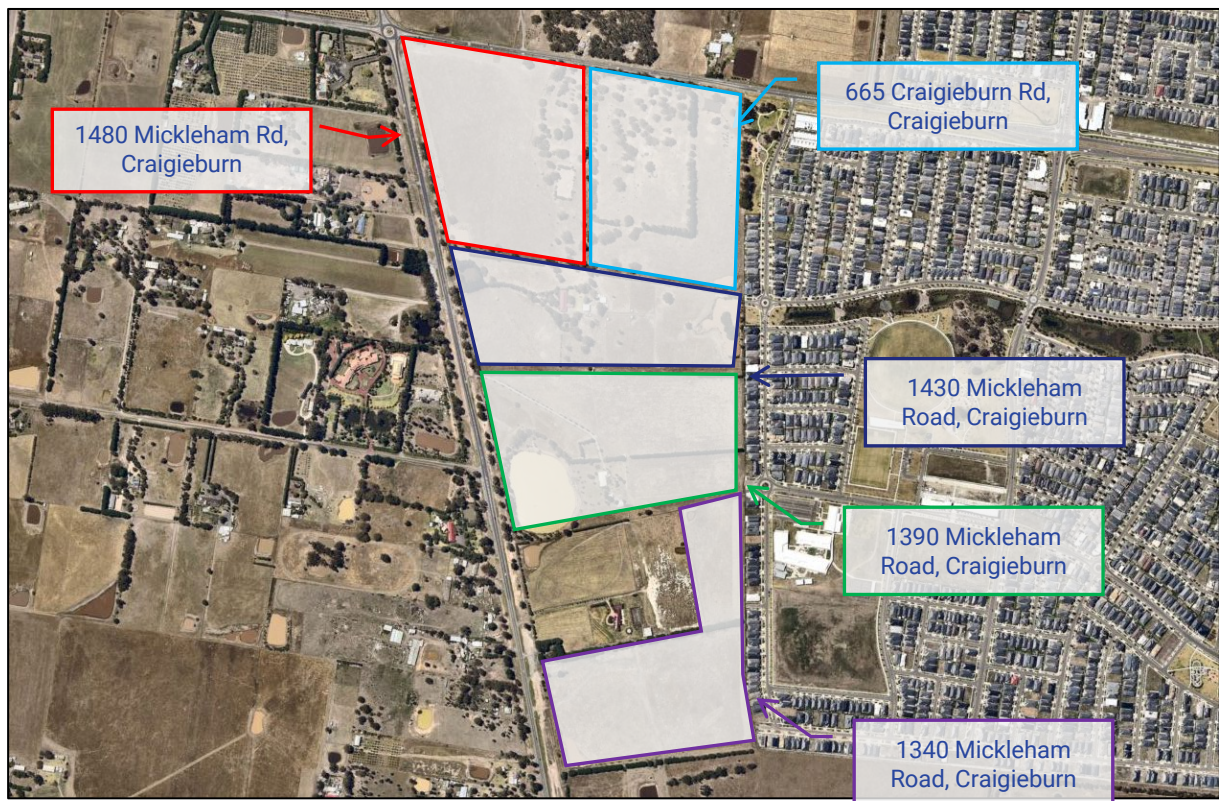


Figure 2: Subject Land (Aerial and Map Courtesy VicPlan)

## PSP Context

### Place Based Plan (Plan 4)

- 15 Figure 3 illustrates Peet's land in the context of the draft November 2020 PSP Place Based Plan (Plan 4).
- 16 Peet's land is identified as a mixture of residential and park uses.



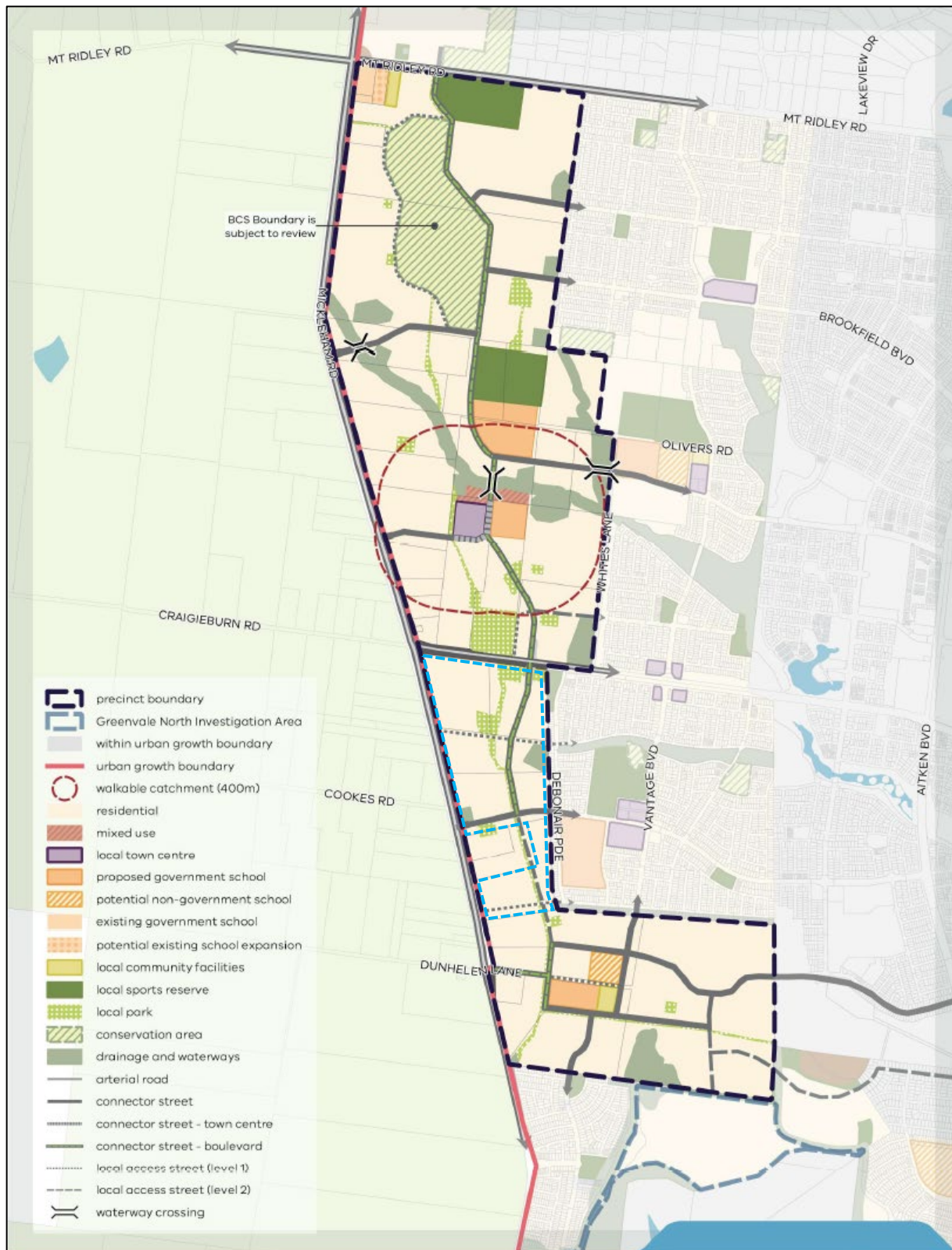


Figure 3: Place Based Plan with Subject Land (November 2020)

## **Transport Plan (Plan 5)**

### **Street Network**

- 17 The proposed street network is shown in the Transport Plan (Plan 5) of the PSP.
- 18 In relation to Peet's land holdings, the Transport Plan identifies a new north-south connector street (boulevard) extending south from Craigieburn Road to the proposed westerly extension of Elevation Boulevard.
- 19 South from Elevation Boulevard, the new north-south road is nominated as an access street (level 2) and it continues to the south to connect to a westerly extension of Fairways Boulevard, before reverting to a connector street (boulevard) and connecting to Dunhelen Lane.
- 20 I note the VPA Part A submission recommends the north-south connector street (boulevard), between Craigieburn Road and Elevation Boulevard, is downgraded to a connector street.
- 21 The Transport Plan also illustrates the following east-west roads through Peet's land.
- A connector street as a westerly extension of Elevation Boulevard to connect to Craigieburn Road. The VPA Part A submission recommends the portion of this road between Craigieburn Road and the north-south connector is upgraded to a connector street (boulevard).
  - A new local access street (level 1) through property 30, as a westerly extension of Gallantry Avenue connecting to Craigieburn Road.
  - A new local access street (level 1) through the southern part of property 34, as a westerly extension of Riverglen Drive connecting to Craigieburn Road.
- 22 Access from the arterial network is proposed as:
- A signalised intersection of Craigieburn Road and the new north-south connector street.
  - A signalised T-intersection of Elevation Boulevard and Mickleham Road.
  - 2 x left-in / left out intersections for the new east-west local access streets (level 1) with Mickleham Road.

### **Public Transport & Cycling**

- 23 The north-south connector street, access street (level 2) and Elevation Boulevard are nominated as potential public transport routes in the Transport Plan.
- 24 The cross section for connector streets includes a footpath on both sides, as well as a two-way bicycle path on one side.
- 25 The Transport Plan also identifies an off-road shared path within the north-south linear reserve.
- 26 Figure 4 shows the Peet's landholdings in relation to the Transport Plan.



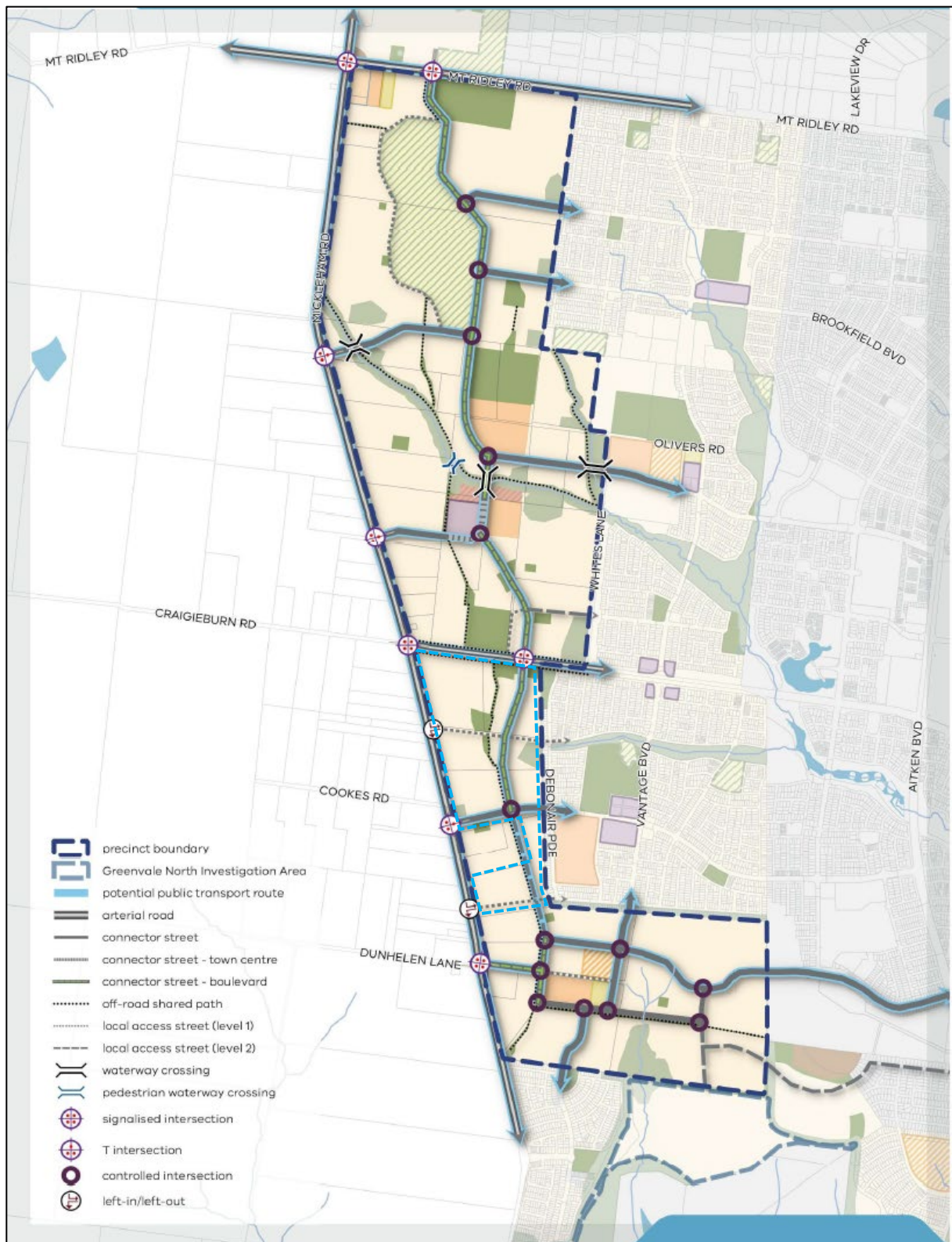


Figure 4: Transport Plan with Subject Land (November 2020)

## **Peet's Submission**

- 27 Peet prepared a submission to the Craigieburn West Precinct Structure Plan, in which it expressed general support for the vision, objectives and distribution of land uses. However, the submission raised concerns with specific guidelines and requirements, including some traffic items.
- 28 The submission attached a Masterplan for Peet's landholdings illustrating the preferred development. This Masterplan is attached as Appendix B.
- 29 I provide the following assessment of the traffic items raised within the Peet submission.

### **North-South Connector Street**

- 30 Peet propose to retain the intersection of the north-south connector street and Craigieburn Road as drafted in the PSP, however as the connector street travels to the south, Peet propose an alteration to the alignment, such that the alignment moves to the west. This is proposed with open spaces changes and to allow delivery of the stormwater management strategy.
- 31 The proposed Peet alignment is preferable from a traffic perspective, as it is more centrally placed between Mickleham Road and Debonair Parade.
- 32 The connector street is largely contained in Peet's land, and even though proposed to be aligned further west remains in Peet's land. In this regard, there is no material impact that results from the change.
- 33 For that part of the connector within Property 33 and 35, whilst the alignment is altered, I do not believe the change will materially impact the development prospects for properties 32 and 33 (in single ownership) or 35.
- 34 Therefore, I am of the view Peet's preferred alignment should be adopted.
- 35 Peet also propose to downgrade the north-south connector street (boulevard) to a bus capable access street (level 2) with a reservation of 21 metres.
- 36 The VPA Part A submission attached an addendum traffic statement prepared by Onemilegrid. This statement summarised the results of updated traffic modelling based on a larger lot yield for the PSP.
- 37 In relation to the north-south connector street, the traffic addendum highlights the revised modelling projects the north-south connector street (between Craigieburn Road and Elevation Boulevard) will have a daily volume in the order of 5,000 vehicles. On this basis, the report recommends a downgrade of the nomination of this section of road from a connector street (boulevard) to a connector street.
- 38 Based on the projected daily traffic volume, I am of the opinion this is the correct nomination for the road and agree with the proposed VPA amendment.
- 39 The connector street cross section includes a footpath on both sides of the road and a two-way bicycle path on one side.

- 40 The bus capable access street (level 2) provides a similar carriageway to the connector street with the material difference being there is no two-way bicycle path.
- 41 The requirements within Section 3.2.2 Walking and Cycling require development of the linear park must, amongst other things:
- Provide for a shared path (pedestrian and cycling) which is interconnected with the surrounding footpath and cycling network.
  - Have a standard width of 15 metres or 10 metres where adjacent to a connector road, unless otherwise agreed by the responsible authority.
- 42 The north-south connector street is aligned with the north-south linear open space for a portion of its length. When this occurs, the effective cross section will include a shared path, a footpath and two-way bicycle path.
- 43 In my view, this is an unnecessary duplication of facilities, and perhaps the PSP nominated reduction in width of the linear park from 15m to 10m in this circumstance is suggesting there is no need for the shared path, but it is not clear.
- 44 I am of the opinion the PSP should include a cross section that clearly shows how the connector street and abutting linear park is to function.
- 45 Similarly, there should be a cross section for how the linear park, and bus capable access street (level 2) is to function.
- 46 In my view, the cross sections, should simply include a shared path on the linear open space side and a pedestrian path on the other side.
- 47 Example cross sections for these roads are attached as Appendix C.

### **Gallantry Boulevard and Riverglen Drive**

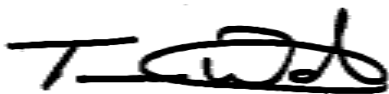
- 48 I note Gallantry Boulevard and Riverglen Drive within the Craigieburn R2 PSP are nominated as access street (level 2).
- 49 The Craigieburn West PSP nominates Gallantry Boulevard and Riverglen Drive as access street (level 1).
- 50 The updated PSP traffic modelling projects Gallantry Boulevard will have a daily volume of 2,300 vehicles. There is no volume projected for Riverglen Drive, but given its connectivity to the east, I expect a similar volume to Gallantry Boulevard.
- 51 It is noted whilst the PSP designates these roads as access streets (level 1), the addendum traffic report designates Gallantry Boulevard as an access street (level 2).
- 52 Peet propose both Gallantry Boulevard and Riverglen Drive should be upgraded to access street (level 2).
- 53 The projected traffic volumes are consistent with an access street (level 2), and accordingly I am of the view these roads should be designated as access street (level 2). This would also be consistent with the designation in the Craigieburn R2 PSP.

### **Elevation Boulevard / Craigieburn Road Intersection**

- 54 I am instructed Peet prepared an alternative plan for development of its land, and has been having without prejudice discussions on these matters. The plan is dated 31 March 2021.
- 55 The plan has been prepared to accommodate the drainage and open space strategy for the land. The plan illustrates a shift of Elevation Boulevard to the southern boundary as it connects to Craigieburn Road.
- 56 In my view, the shift of Elevation Boulevard as shown on the plan of 31 March 2021 is an acceptable road alignment.

## **Conclusions**

- 57 Based on the preceding assessment, I am of the opinion:
- a) The PSP should be amended to adopt the Peet preferred alignment for the north-south connector street / bus capable access street (level 2) between Craigieburn Road and Riverglen Drive.
  - b) The north-south road, between Craigieburn Road and Elevation Boulevard, should be amended to a connector street as recommended by VPA in its Part A submission.
  - c) The PSP should be amended to include cross sections for the instances where the linear park abuts the north-south connector street and north-south bus capable access street (level 2). The recommended cross sections are attached as Appendix C.
  - d) Gallantry Boulevard and Riverglen Drive should be amended to access street (level 2).
- 58 I have made all the inquiries that I believe are desirable and appropriate and there are no matters of significance I regard as relevant, which to the best of my knowledge, have been withheld from the Advisory Committee.



JASON LEE WALSH  
DIRECTOR  
TRAFFIX GROUP  
19 April 2021



# Appendix A

## Qualifications & CV



### **Name**

Jason Lee Walsh - Director, Traffix Group Pty Ltd

### **Address**

Level 28, 459 Collins Street

MELBOURNE

VICTORIA 3000

### **Qualifications**

My educational qualifications and membership of professional associations are as follows:-

- Bachelor of Civil Engineering, Monash University
- Bachelor of Science, Monash University
- Fellow, Victorian Planning & Environmental Law Association

### **Experience**

I have approximately 25 years experience in Traffic Engineering including,

- 1995-2000 at Turnbull Fenner (now Traffix Group), including short term placements at the cities of Bayside and Whittlesea.
- 2000-2011 at Grogan Richards Pty Ltd (now Cardno).
- 2011-present at Traffix Group.

### **Areas of Expertise**

- Car parking and Traffic.
- Traffic advice and assessment of land uses and development proposals to planning authorities, government agencies, corporations and developers (including major residential, retail, food and drink, commercial, industrial, institutional and mixed use projects).
- Preparation and presentation of evidence before VCAT and Panels.

### **Expertise to Prepare this Assessment**

My experience and expertise over the past 25 years, including involvement with varied forms of developments, qualifies me to comment on the traffic implications of the proposed development.

### **Instructions**

I was instructed by HWL Ebsworth Lawyers on behalf of PEET Limited to undertake a traffic engineering assessment and prepare an evidence statement in relation to Hume Planning Scheme Amendment C241 and the Craigieburn West Precinct Structure Plan.

### **Facts, Matters and Assumptions Relied Upon**

- Amendment C241 supporting documentation.
- Craigieburn West PSP Draft – November 2020.
- Craigieburn West PSP supporting material and reports, including Onemilegrid Traffic Impact Assessment.
- Hume Planning Scheme.
- Submissions, including Peet submission and Peet Masterplan.
- Peet without prejudice plan of 31 March 2021.
- VPA Part A submission.
- Onemilegrid Traffic Addendum.
- Site inspection.
- Relevant experience.

### **Documents Taken into Account**

See above.

### **Identity of Persons Undertaking Work**

Jason Walsh as per the evidence statement.

Carlo Morello (Senior Associate, Traffix Group) assisted with preparation of the evidence report.

### **Summary of Opinions**

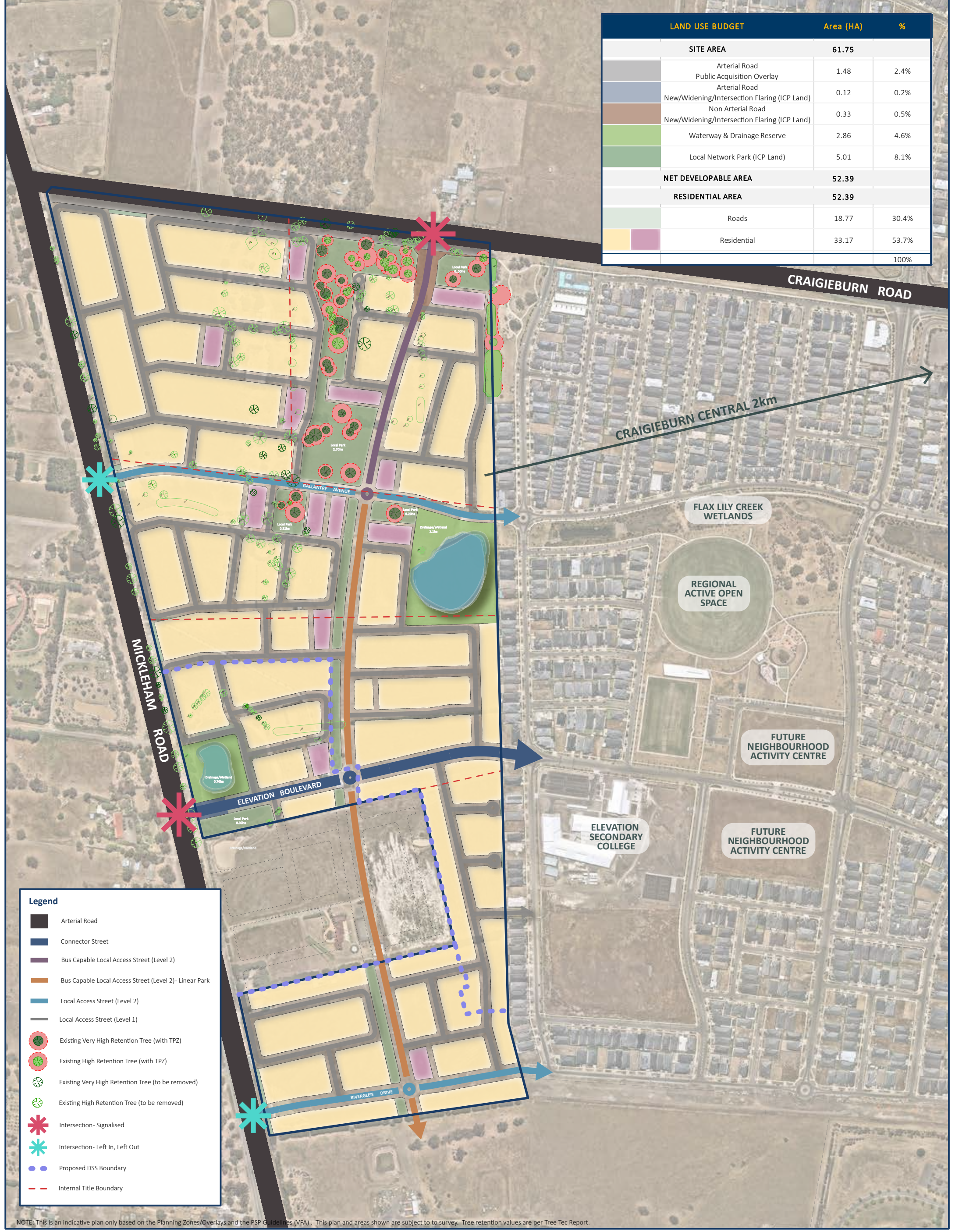
See Conclusions section of the evidence statement.



# Appendix B

## PSP Masterplan





LAND USE BUDGET		Area (HA)	%
SITE AREA		61.75	
	Arterial Road	1.48	2.4%
	Public Acquisition Overlay		
	Arterial Road	0.12	0.2%
	New/Widening/Intersection Flaring (ICP Land)		
	Non Arterial Road	0.33	0.5%
	New/Widening/Intersection Flaring (ICP Land)		
	Waterway & Drainage Reserve	2.86	4.6%
	Local Network Park (ICP Land)	5.01	8.1%
NET DEVELOPABLE AREA		52.39	
RESIDENTIAL AREA		52.39	
	Roads	18.77	30.4%
	Residential	33.17	53.7%
			100%

Legend

Arterial Road

Connector Street

Bus Capable Local Access Street (Level 2)

Bus Capable Local Access Street (Level 2)- Linear Park

Local Access Street (Level 2)

Local Access Street (Level 1)

Existing Very High Retention Tree (with TPZ)

Existing High Retention Tree (with TPZ)

Existing Very High Retention Tree (to be removed)

Existing High Retention Tree (to be removed)

Intersection- Signalised

Intersection- Left In, Left Out

Proposed DSS Boundary

Internal Title Boundary

NOTE: This is an indicative plan only based on the Planning Zones/Overlays and the PSP Guidelines (VPA) . This plan and areas shown are subject to to survey. Tree retention values are per Tree Tec Report.

CONCEPT PLAN

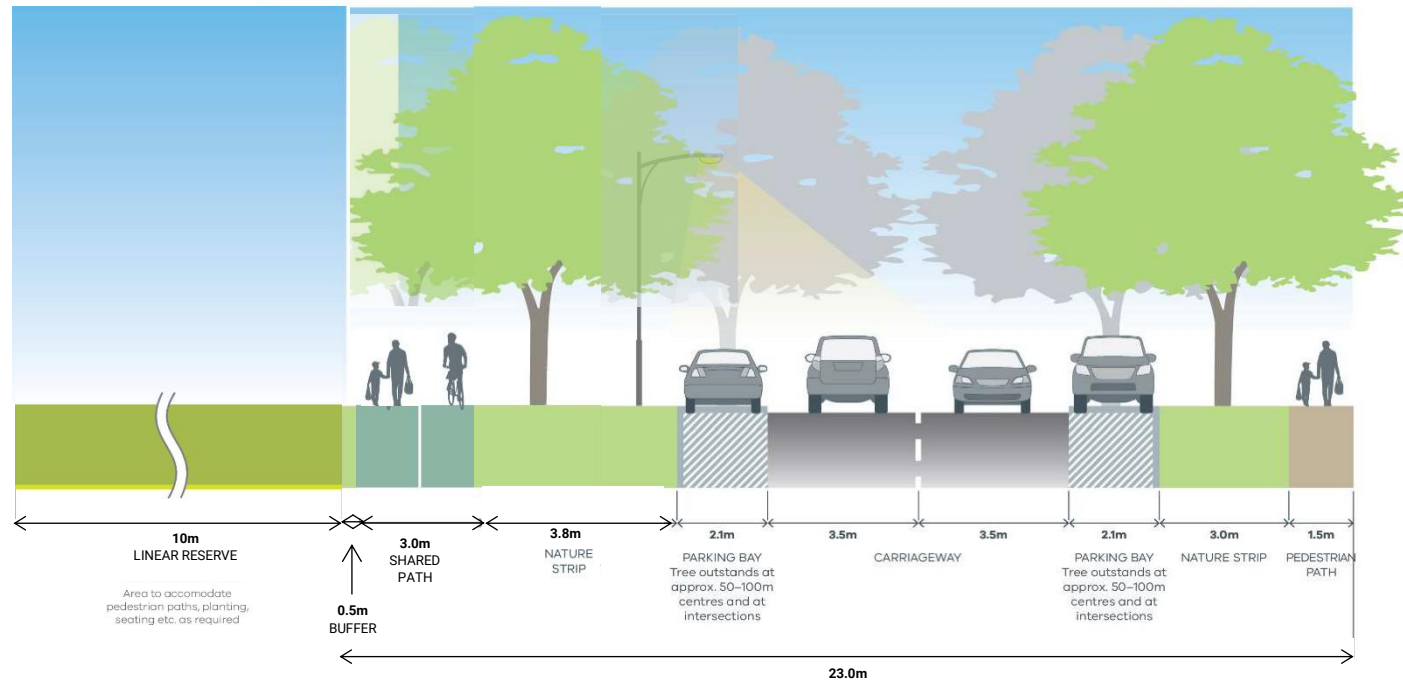




# Appendix C

## Cross Section Examples



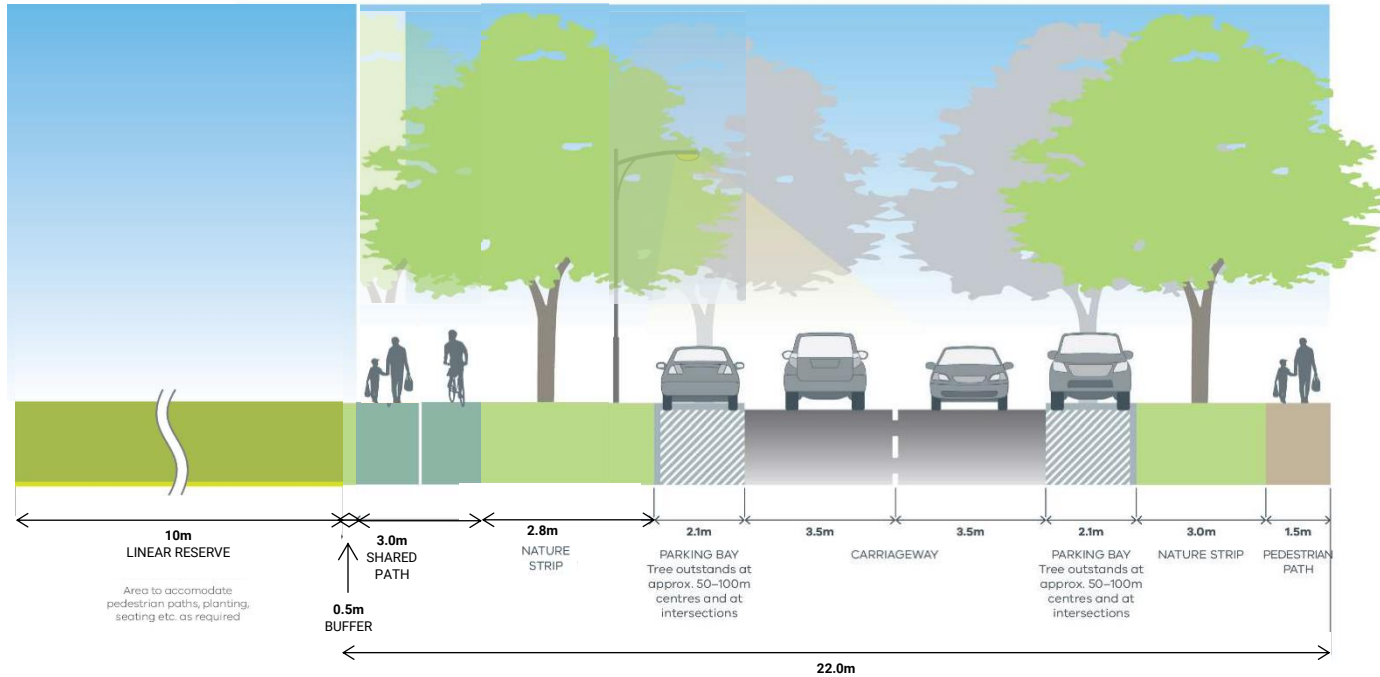


#### NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verges widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

**Connector Street - Adjacent Linear Reserve (23.0 m)**  
Residential

## BUS CAPABLE



### NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verges widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

### Local Access Street Level 2 – Adjacent Linear Reserve (22.0m)