

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 the Applicant: Deague Group
Instructed By: Planning & Property Partners Pty Ltd

Reference: G26004A-01A

STATEMENT TO ADVISORY COMMITTEE BY JASON LEE WALSH, TRAFFIC ENGINEER

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Appendix A **Qualifications & CV**

Introduction

- 1 I have been instructed by Planning & Property Partners Pty Ltd on behalf of Deague Group 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 to the Deague Group'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.
- 5 My assessment, and opinion is set out as follows.

Preamble

- 6 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.
- 7 Craigieburn Road bisects the precinct in an east-west direction. In addition, Aitken Creek runs northwest/southeast across the precinct.
- 8 The Victorian Planning Authority prepared the draft Craigieburn West Precinct Structure Plan and exhibited it in November 2020.
- 9 A Traffic and Transport Assessment was prepared by onemilegrid and exhibited with the draft PSP.
- 10 There were a number of submissions made, including a submission from Deague Group, dated December 2020 (Submission 28).
- 11 My assessment and opinion is set out as follows.

Deague Group's Land

Land Holdings

- 12 Deague Group owns the land at 1720 Mickleham Road (property 7), 290 Olivers Road (property 9), 220 Olivers Road (property 11) and 225 Olivers Road (property 15).
- 13 1720 Mickleham Road and 220 Olivers Road have a shared abuttal and together form a 'L-shaped parcel of land.
- 14 220 Olivers Road and 225 Olivers Road are located on the north and south side of Olivers Road, directly opposite each other. Each land parcel is rectangular in shape.

- 15 Vehicle access to 1720 Mickleham Road is from Mickleham Road, with the other 3 properties accessible from Olivers Road.
- 16 The relevant land parcels are shown in Figure 1 and Figure 2.

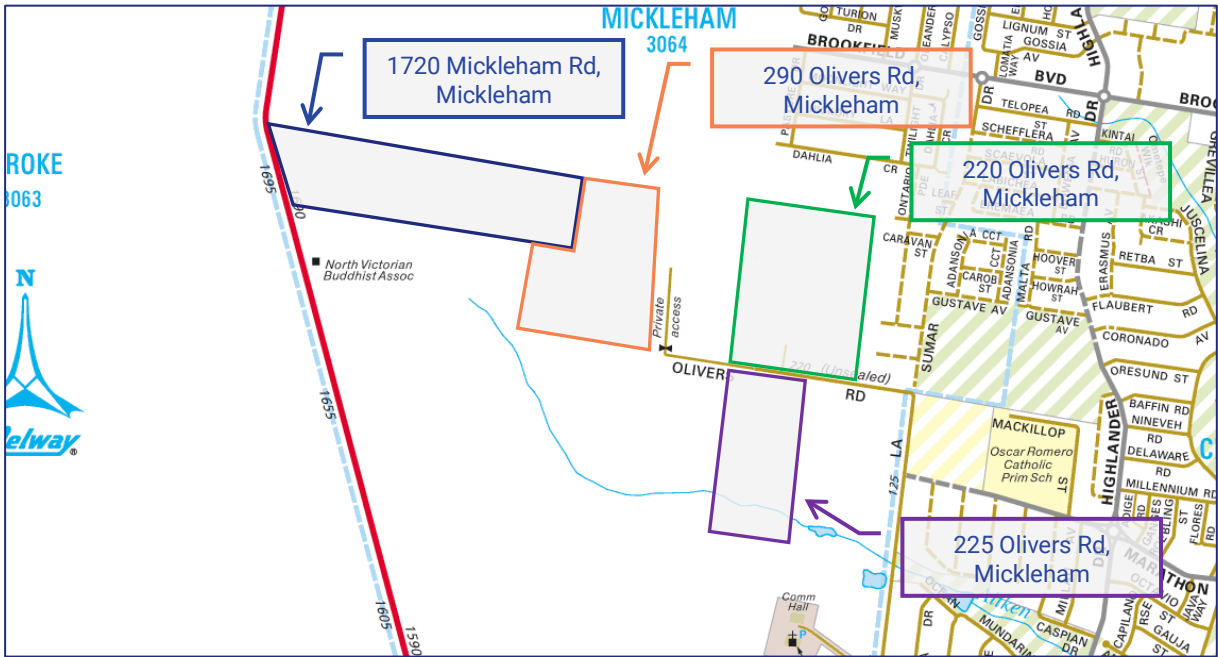


Figure 1: Subject Land (Map Courtesy Melway)

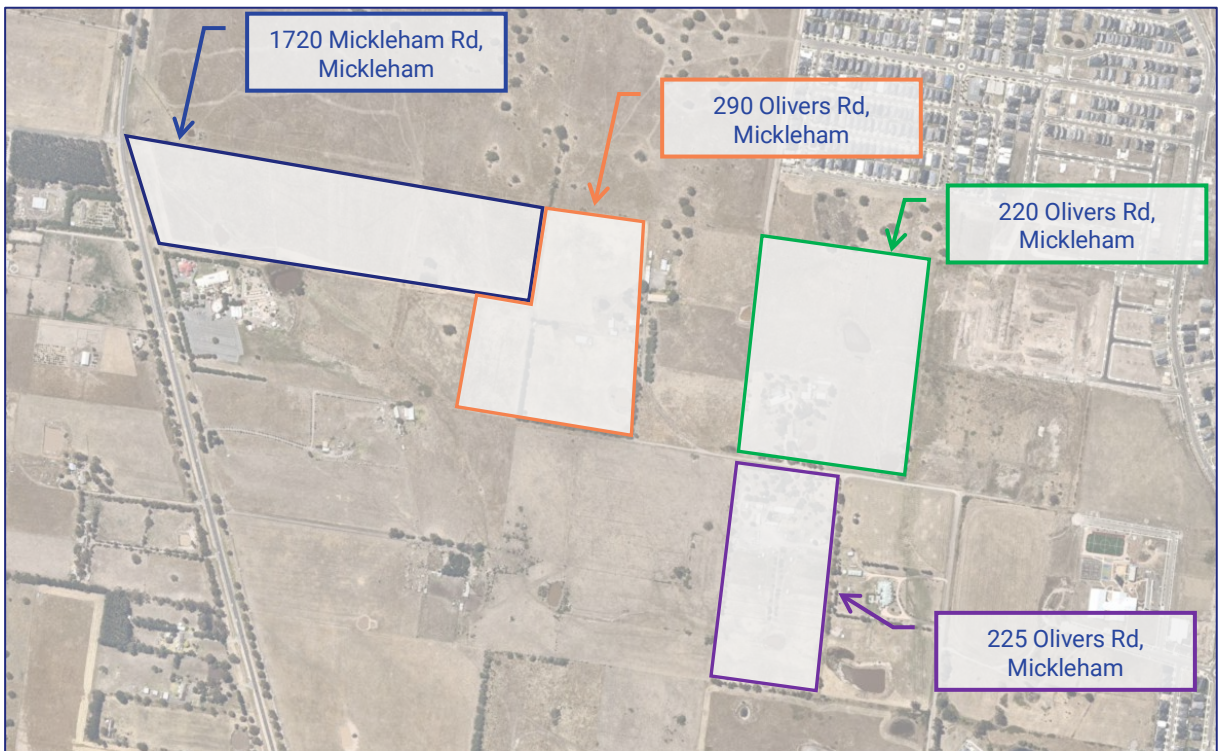


Figure 2: Subject Land (Aerial and Map Courtesy VicPlan)

PSP Context

- 17 The following gives context to the Deague Group Land in relation to the draft PSP that was exhibited in November 2020.

Place Based Plan (Plan 4)

- 18 Figure 3 illustrates Deague’s land in the context of the draft November 2020 PSP Place Based Plan (Plan 4).
- 19 The Place Based Plan identifies the 4 parcels of land as a mixture of residential, local sports reserve, local park and government school uses.

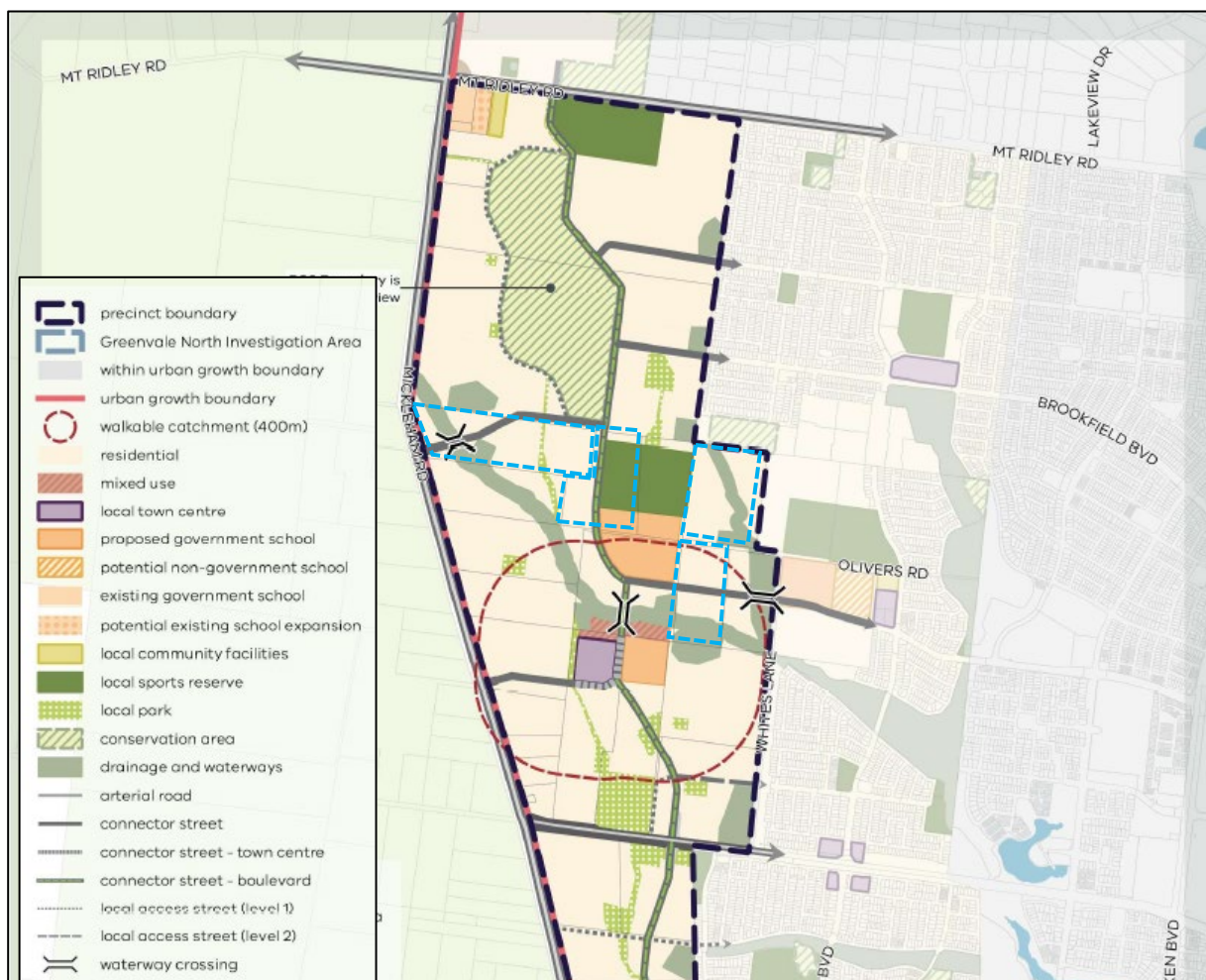


Figure 3: Place Based Plan with Subject Land (November 2020)

Transport Plan (Plan 5)

Street Network

- 20 The proposed street network is shown in the Transport Plan (Plan 5) of the PSP.
- 21 In relation to Deague's land holdings, the Transport Plan identifies a new east-west connector street that is aligned diagonally (south-west to north-east) through the western portion of 1720 Mickleham Road. This connector extends from a signalised t-intersection at Craigieburn Road to connect to the property to the north, before straightening and extending to the east to connect to a new north-south connector street (boulevard).
- 22 I note the VPA Part A submission recommends the east-west connector street is upgraded to a connector street (boulevard).
- 23 The north-south connector street (boulevard) extends south from Mt Ridley Road through to Craigieburn Road, and then continues further to the south. The north-south connector street (boulevard) is aligned through the western portion of 290 Olivers Road.
- 24 The Transport Plan illustrates a new east-west connector street as a westerly extension of Marathon Boulevard. This connector street bisects 225 Olivers Road.
- 25 220 Olivers Road is not encumbered by any designated roads within the Transport Plan. It has a southern abuttal to the existing Olivers Road, which has a 20 metre reservation and gravel construction. The PSP does not nominate this road within the PSP and severs the existing reservation at the proposed government secondary school.
- 26 Access from the broader road network to the Deague land parcels is proposed as:
- A signalised T-intersection of Mickleham Road and the new east-west connector street (boulevard).
 - Olivers Road via Whites Lane. Both of these roads are gravel roads.
 - Internal PSP connections via the new north-south connector street (boulevard) and extension of Marathon Boulevard.

Public Transport & Cycling

- 27 The north-south connector street (boulevard), east-west connector street (boulevard) and westerly extension of Marathon Boulevard are nominated as potential public transport routes in the Transport Plan.
- 28 The cross section for connector street (boulevard) and connector street includes a footpath on both sides, as well as a two-way bicycle path on one side.
- 29 The Transport Plan also identifies off-road shared paths adjacent to the waterways as they align through 1720 Mickleham Road, 220 Olivers Road and 225 Olivers Road. There is also a shared path nominated in the north-south linear reserve aligned through 1720 Mickleham Road.
- 30 Figure 4 shows the Deague's landholdings in relation to the Transport Plan.

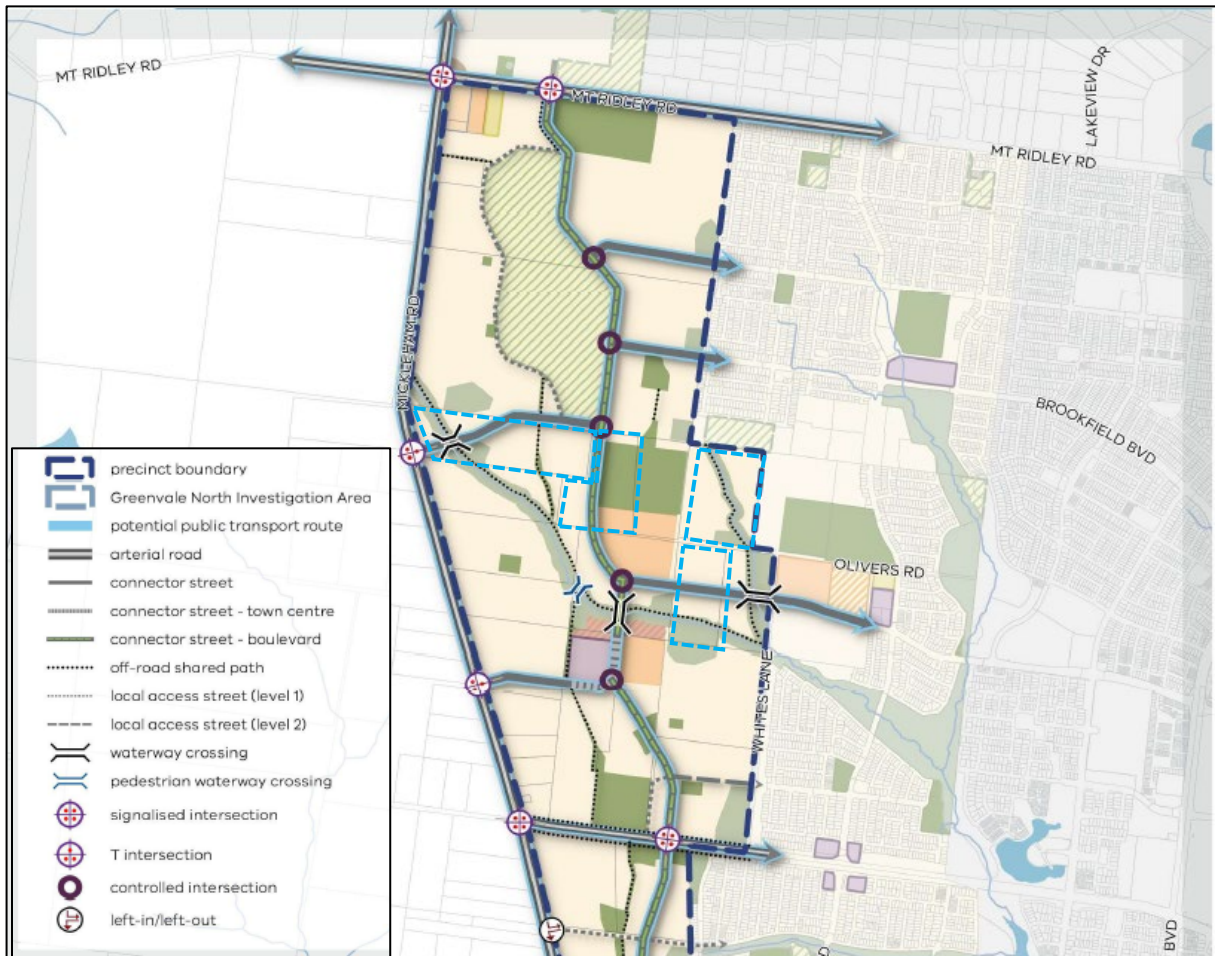


Figure 4: Transport Plan with Subject Land (November 2020)

Deague Group Submission

- 31 Deague Group prepared a submission to the Craigieburn West Precinct Structure Plan, in which it expressed general support for the vision. However, the submission raised Deague’s concerns with key issues, including some traffic items.
- 32 I provide the following assessment of the traffic items raised within the Deague submission.

East-West Connector Street

- 33 The east-west street aligned through property 7 is nominated as a connector street.
- 34 The onemilegrid traffic addendum to the VPA Part A submission provided revised modelling. The east-west connector street is projected to have a two-way daily volume of 8,900 vehicles, and consequently the VPA propose to upgrade this street to a connector street (boulevard).
- 35 I agree with this recommendation.

- 36 Deague propose to realign and straighten the east-west connector street such that it bisects property 7 rather than being aligned diagonally through property 7 and connecting to property 6.
- 37 In my view, this will provide for a more efficient lot layout and result in an easier delivery of the east-west connector as it would be contained in properties 7 and 9, which are within the same ownership.
- 38 Furthermore, I do not think the realignment will have any material impact on the development of property 6, as access could still be achieved via the proposed north-south connector street (boulevard) or via a local street connection through property 7, or alternatively as an interim access to its frontage along Mickleham Road.
- 39 In fact, in my view given the extended frontage of Mickleham Road between Mt Ridley Road and the proposed east-west connector street, there is an opportunity for the provision of a new left-in / left out access, that would be sited approximately central to these two roads.
- 40 The realignment also does not impact the provision of an access street along the southern abuttal of the conservation area.
- 41 I note the Council submission proposed amendments to the conservation area and a potential revised road network that translates the east-west connector street from property 7 to property 6.
- 42 This shift of the east-west connector is an acceptable outcome for the broader network but is not necessary in my view. Furthermore, it makes development of property 7, contingent on properties to the north or south constructing the north-south connector street or providing local access street connections. Alternatively, an interim access could be sought for Mickleham Road, albeit the roadworks associated with such an access would be redundant.
- 43 Based on the above assessment, I recommend the alignment of the east-west connector street is amended as per the Deague alignment.

Active Open Space and Secondary School

- 44 The Deague submission suggests the inclusion of access street (level 2) roads on the northern boundary of the Active Open Space and eastern boundary of the Active Open Space and Government secondary school.
- 45 In my view, this is a logical inclusion as R34 prefers schools to have 3 road frontages and it is preferable from a planning perspective for active open space to have frontages with passive surveillance.


Marathon Boulevard Westerly Extension (Connector Street)

- 46 The Deague submission proposes the extension of Marathon Boulevard be included as a project in the Precinct Infrastructure Plan and funded via the Infrastructure Contributions Plan.

- 47 The logic behind this recommendation is that development will occur in a westerly direction from the Highlands Estate, via Whites Lane. The PSP does not propose to utilise the existing Olivers Road reservation as a connector street, but rather construct an extension of Marathon Boulevard through properties 16, 15 and 14 to connect to the north-south connector street, as well as provide access to the secondary school.
- 48 The extension of Marathon Boulevard also includes a culvert crossing of Aitken Creek.
- 49 The early construction of this road will facilitate development of the western portion of the PSP.
- 50 I understand the reasoning and agree with the benefits of early delivery of this road.
- 51 In my view, the recent ministerial direction on the preparation and content of infrastructure contribution plans allows a road such as this to be included as a supplementary levy.
- 52 More specifically, the direction sets out culverts can be included as supplementary items, as well as connector roads when land fragmentation makes delivery of such a road difficult. In this circumstance, the connector road travels across three parcels and includes a culvert crossing within property 16, which is also significantly encumbered by open space.
- 53 Property 16 may not be in a position to construct the 1st section of the connector road, which would stymie the provision of the connector road and in turn the secondary school.

Conclusions

- 54 Based on the preceding assessment, I am of the opinion:
- a) The PSP should be amended to include the Deague road alignment for the east-west connector street (boulevard) through property 7.
 - b) The westerly extension of Marathon Boulevard as a connector street through properties 14-16 should be included as a project within the Precinct Infrastructure Plan to facilitate early development.
- 55 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 Panel.



JASON LEE WALSH
DIRECTOR
TRAFFIX GROUP
19 April 2021



Appendix A

Qualifications & CV

Name

Jason Lee Walsh - Director, Traffix Group Pty Ltd

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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 Planning & Property Partners Pty Ltd on behalf of Deague Group to undertake a traffic engineering assessment and prepare an evidence statement in relation to Hume Planning Scheme Amendment C241 and the proposed 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 Deague submission.
- 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.

