

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: Pask Group

Instructed By: Best Hooper Lawyers

Reference: G29469A-01A

STATEMENT TO ADVISORY COMMITTEE BY JASON LEE WALSH, TRAFFIC ENGINEER

STATEMENT TO ADVISORY COMMITTEE BY JASON LEE WALSH, TRAFFIC ENGINEER

Hume Planning Scheme Amendment C241

Craigieburn West Precinct Structure Plan

Our Reference: G29469A-01A

COPYRIGHT: The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd – ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.

LIMITATION: This report has been prepared on behalf of and for the exclusive use of Traffix Group's client and is subject to and issued in connection with the provisions of the agreement between Traffix Group and its client. Traffix Group accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

Table of Contents

Introduction	4
Preamble & Background	4
Pask Group's Land	4
PSP Context	5
<i>Place Based Plan (Plan 4)</i>	5
<i>Transport Plan (Plan 5)</i>	7
Street Network.....	7
Public Transport & Cycling	7
Pask's Submission	9
<i>School Siting</i>	9
<i>Connector Road Alignment</i>	10
Conclusions	11

List of Figures

Figure 1: Subject Land (Aerial and Map Courtesy VicPlan)	5
Figure 2: Place Based Plan with Subject Land (November 2020)	6
Figure 3: Transport Plan with Subject Land (November 2020)	8

List of Appendices

Appendix A	Qualifications & CV
Appendix B	Pask N-S Connector Street Options

Introduction

- 1 I have been instructed by Best Hooper Lawyers on behalf of Pask Group to undertake a review of the draft 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 Pask'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 Pask Group, dated 17 December 2020 (Submission 18).
- 10 My assessment and opinion are set out as follows.

Pask Group's Land

- 11 Pask Group owns 4 parcels of land within the PSP area. The Pask Group parcels are referred to in the draft PSP as parcels 12, 13, 18 and 24.
- 12 1660 Mickleham Road (property 12) and 1630 Mickleham Road (property 13) abut each other and form a regular shaped parcel. Access is provided from Mickleham Road.
- 13 1570 Mickleham Road (property 18) is situated further to the south and is of trapezoidal shape. It has access via Mickleham Road.
- 14 680 Craigieburn Road (property 24) is a rectangular parcel of land.
- 15 The relevant land parcels are shown in Figure 1.

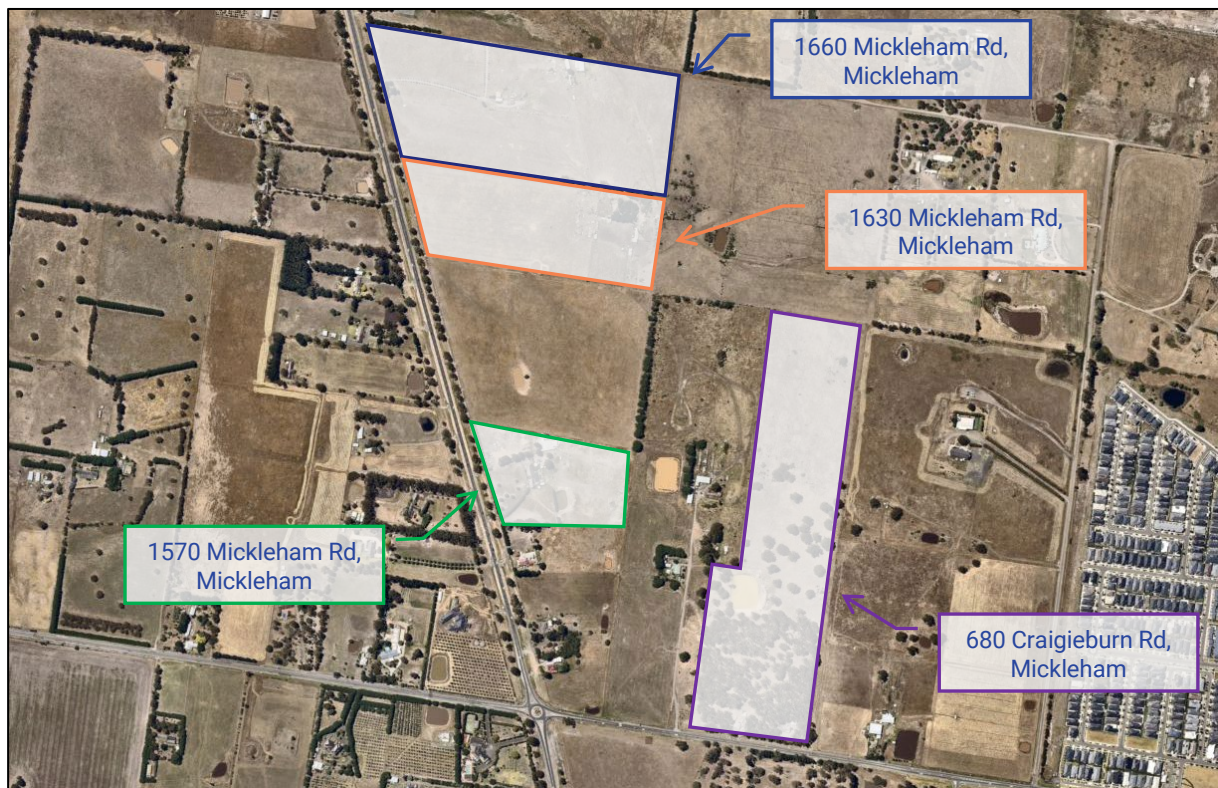


Figure 1: Subject Land (Aerial and Map Courtesy VicPlan)

PSP Context

Place Based Plan (Plan 4)

- 16 Figure 2 illustrates Pask's land in the context of the draft November 2020 PSP Place Based Plan (Plan 4).
- 17 The Pask land is identified as a mixture of residential, open space and government school uses.

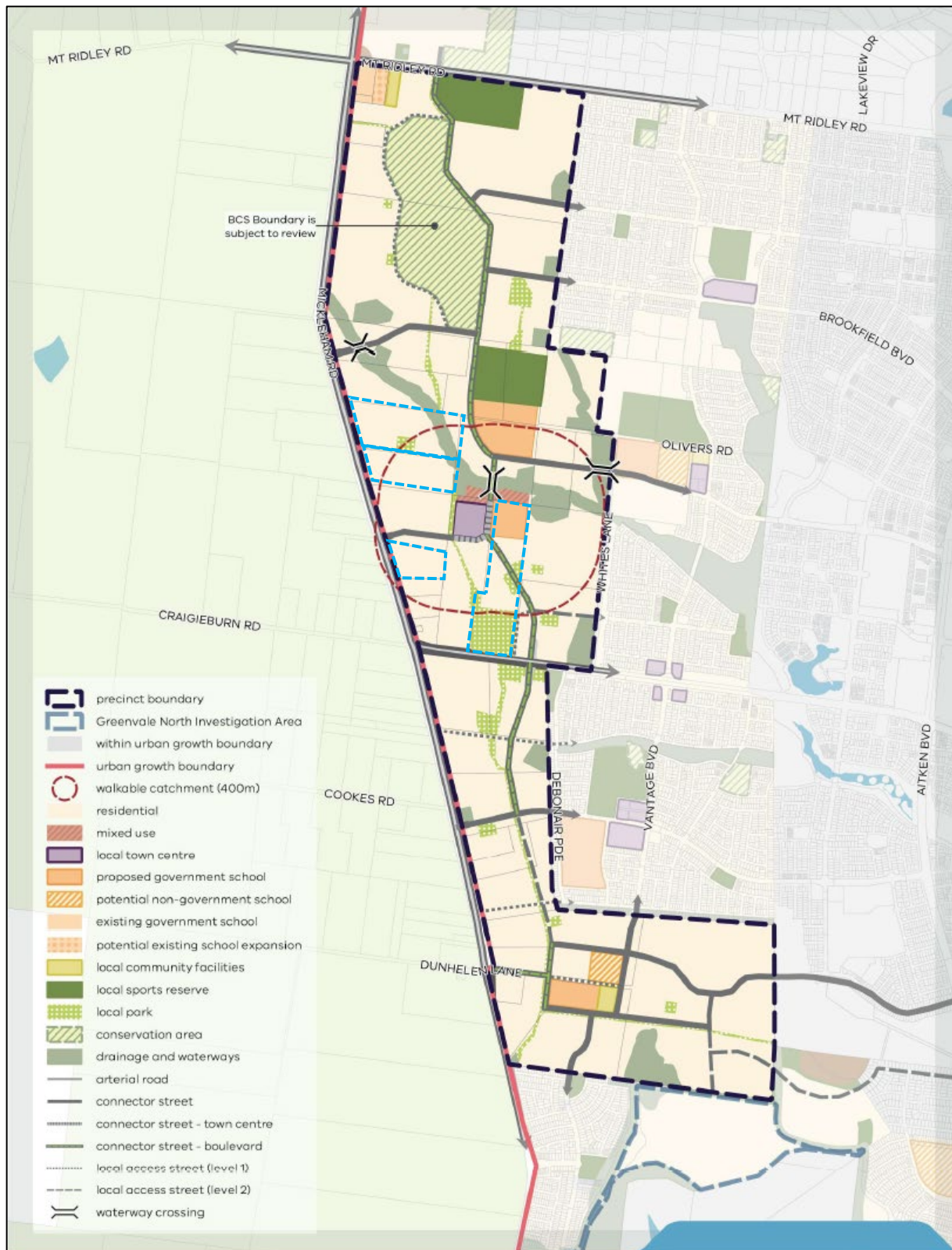


Figure 2: Place Based Plan with Subject Land (November 2020)

Transport Plan (Plan 5)

Street Network

- 18 The proposed street network is shown in the Transport Plan (Plan 5) of the PSP.
- 19 In relation to Pask's land holdings, the Transport Plan nominates a new north-south connector street (Boulevard), which connects Mt Ridley Road and Craigieburn Road via signalised intersections at both ends. The north-south connector street (boulevard) is aligned northwest-southeast through 680 Craigieburn Road (property 24).
- 20 The Transport Plan does not nominate any connector streets or key local access streets within Pask's other three land parcels.

Public Transport & Cycling

- 21 The north-south connector street (boulevard) is nominated as a potential public transport route within the Transport Plan.
- 22 The Transport Plan identifies an off-road shared path along the Aitken Creek, running through 1660 Mickleham Road (property 13).
- 23 In addition, an off-road shared path is nominated along the south-western boundary of 680 Craigieburn Road (property 24).
- 24 Figure 3 shows Pask's landholdings in relation to the Transport Plan.

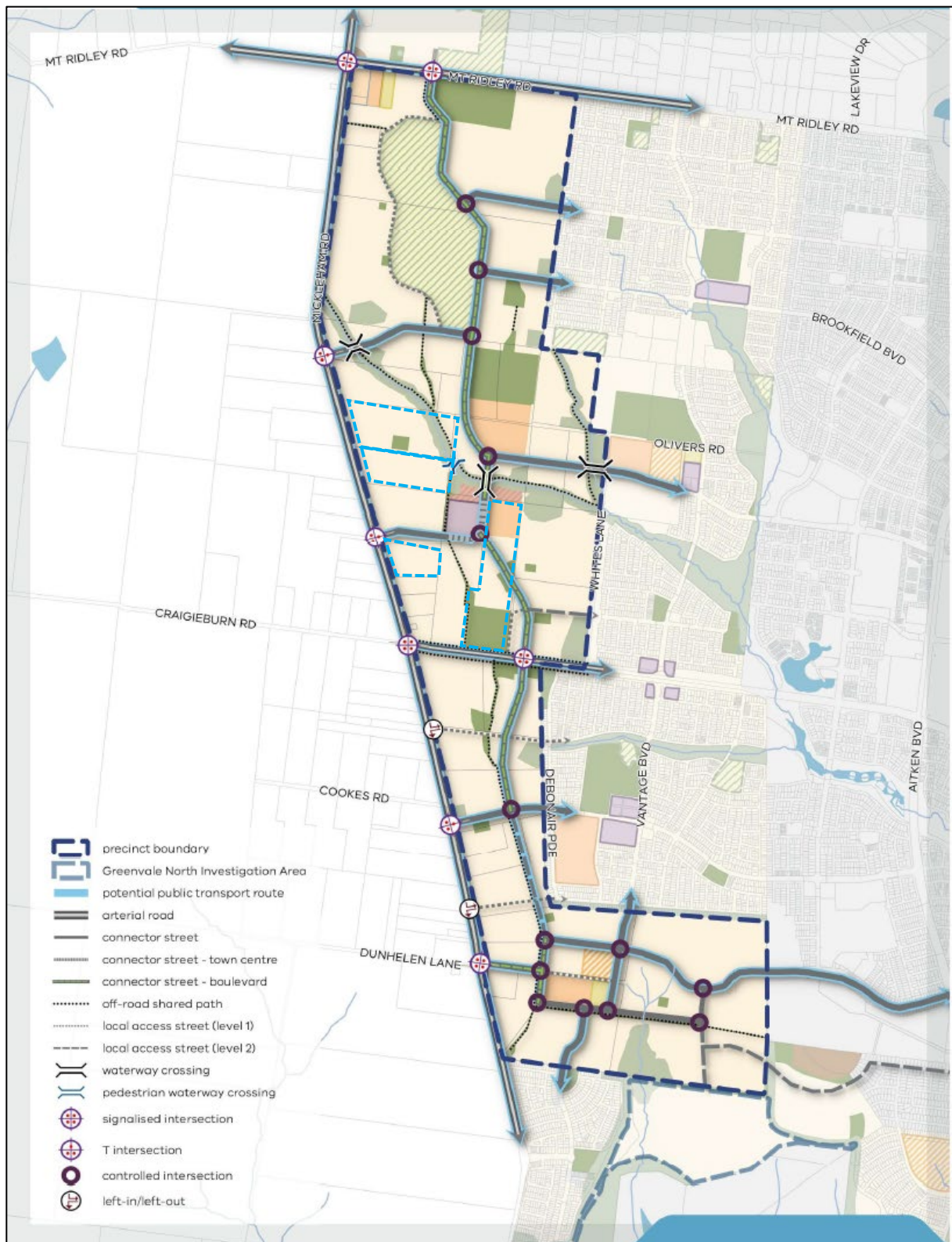


Figure 3: Transport Plan with Subject Land (November 2020)

Pask's Submission

- 25 Tract prepared a submission on behalf of Pask to the Craigieburn West Precinct Structure Plan, in which it expressed general support for the amendment, however sought reconsideration and modification of some matters, including some traffic items.
- 26 I provide the following assessment of the traffic items raised within the Pask submission.
- The siting of the school realises some issues with how the road network will function. Pask's suggestion is to translate the school to the north to the creek boundary.
 - The diagonal alignment of the boulevard connector creates inefficiencies in lot design. Pask has sought a more regular grid type road network.

School Siting

- 27 A school is sited in the northern portion of 680 Craigieburn Road (property 24). To its north is a mixed use zone and then Aitken Creek.
- 28 Pask propose a translation of the school to the north such that it straddles the creek.
- 29 R34 of the PSP requires education facilities must have a minimum of two road frontages (three preferred), with one connector road abutting the school with a road easement wide enough to allow for school bus movement while accommodating on-street parking and two-way traffic movement.
- 30 In this instance, for other than the connector street, the school roads would be likely provided as a local access street level 2, with a 20-21 metre reservation.
- 31 The draft PSP has sited the school with a single designated connector street frontage.
- 32 Opposite to the school, across the north-south connector street (boulevard) is a local town centre, and the connector street is a public transport route. In this regard, there is likely to be bus stops near to the school / town centre that will lessen the amount of on-street parking able to be provided, and there is likely to be competition between the school and town centre patronage for this parking.
- 33 Therefore, the need for a third frontage for the school is heightened in this circumstance.
- 34 To the north is a mixed use zone that is sited between the school and the creek. I am instructed the mixed-use zone has a maximum depth of 60 metres, and development has a requirement to have a 19 metre setback to the creek boundary. Accounting for a road reservation of 20-21 metres, this only allows an effective development depth of 20-21 metres for the mixed-use zone.
- 35 In this regard, I am instructed the inclusion of a road on the northern boundary of the school will compromise the feasibility of the mixed-use zone.
- 36 Furthermore, in consideration of the bridge crossing of the creek on the connector street, a road on the northern boundary will present issues with the intersection between a northern school road and the connector street.

- 37 A road on the southern boundary could be provided, albeit it will need to manage the intersection of the connector streets which will be irregular given the angle of the connector street as it is aligned to the south east.
- 38 In my view, it would be a better road outcome for the school if the connector aligned with the school's southern boundary before turning to the south.
- 39 For these reasons, it is logical to translate the school to the north.

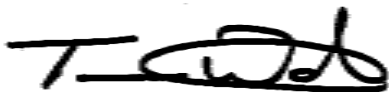
Connector Road Alignment

- 40 The north-south connector street (boulevard) runs parallel to Mickleham Road. In this regard, its design needs to balance local accessibility but provide sufficient traffic management such that it does not become an attractive alternative to Mickleham Road for through traffic.
- 41 The diagonal connector street (boulevard) arrangement through 680 Craigieburn Road is a constraint to efficient lot design.
- 42 A more regular network would provide for a better road outcome for the school and lot design, whilst not materially impacting on the function of the north-south connector street (boulevard).
- 43 In this regard, Tract on behalf of Pask has prepared 2 options for a modified north-south connector street layout. Both options include the translation of the school to the north to abut the creek.
- 44 These options are attached as Appendix B.
- 45 Option 1, Pask's preferred option, proposes a realignment of the connector street to turn east and align along the southern boundary of the school, and then turn through 90 degrees to travel to the south, along the western boundary of property 25.
- 46 This option is generally consistent with the plan included in the Pask submission.
- 47 The benefit of this option is that it improves accessibility of the school and provides it with another connector street frontage, whilst not diminishing the legibility of the north-south connector street.
- 48 Option 1 is a similar road arrangement to the school to the north with the connector street wrapping two frontages of the school.
- 49 Option 2 realigns the north-south connector street (boulevard) to continue south beyond the school and turn 90 degrees and travel east in line with Steamside Drive (in the Highlands Estate) before reverting back to the north-south alignment.
- 50 Option 2 is also suitable as an alternative. It provides the opportunity for an access street (level 2) along the southern boundary of the school and delivery of a regular intersection of this road with the connector street. It also does not diminish the legibility of the north-south connector street.
- 51 In my view, either realignment of the connector street is an acceptable road network outcome., and better provides for the PSP road network to meet R34 and R35 when compared to the draft PSP road network.

- 52 If the Advisory Committee deems the school should not be translated to the north, this does not prohibit the realignment of the connector street to remove the diagonal component.

Conclusions

- 53 Based on the preceding assessment, I am of the opinion:
- a) The PSP should be amended to translate the school in property 24 to the north to straddle the creek.
 - b) The PSP road network should be amended to remove the diagonal component of the north-south connector street, whilst maintaining the intended function and operation of the road.
- 54 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 Best Hooper Lawyers on behalf of Pask 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 Pask submission.
- Pask North-South Connector Street Options.
- 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

Pask N-S Connector Street Options



