

26 April 2013



Mark Brennan & Dane Logan
Growth Areas Authority
Level 29, 35 Collins Street
MELBOURNE VIC 3000

Dear Mark and Dane,

**RIVERDALE PSP91 - SECTION 96A PLANNING PERMIT APPLICATION
CORNER OF LEAKES AND DAVIS ROADS TARNEIT
SUBMISSION OF AMENDED PLANS**

We write to you in relation to our Section 96A Planning Permit Application which is being assessed concurrently with the Riverdale PSP91. Please find enclosed with the letter a copy of the updated subdivision plan for our Section 96A Application at Riverdale.

The plans have been updated in response to our meeting on Friday 5 April 2013. The plans have been amended as follows:

General

- References to "raised kerb" in the Masterplan Report (November 2012) refers to "barrier kerb". When we update this report for future reference, this will be updated. For the time being this letter of confirmation will be sufficient.
- A notation has been added to the plans to state that shared paths will be located on both sides of the waterway. The easement provided allows for shared paths on both sides and the exact details will be provided as part of detailed permit plans when required.

Main Street 1: MS1-19.2-11.2

- Main Street on the plan of subdivision has been updated to provide 4.2m traffic lanes.
- Main Street on the plan of subdivision has been updated to provide 2.3m indented parking to meet PTV requirements. The total width of Main Street has been updated to 21m (MS1-21-11.2).
- Main Street will include traffic measures to ensure a speed limit of 30-40kph.

Avenue 1: AV1-26.6-14.6

- Nature strips have been increased to 3.5m on either side. The total width of Avenue 1 has been updated to 27.6m (AV1-26.7-14.6).
- Avenue 1 will include traffic measures to ensure a speed limit of 50kph.
- Intersection transition details have been prepared and will be provided with further detailed plans.

Avenue 2: AV2-27-11

- Avenue 2 will include traffic measures to ensure a speed limit of 50kph.
- Intersection transition details have been prepared and will be provided with further detailed plans.

Bendigo Head Office

57A Queen Street
Bendigo VIC 3550
Ph. 03 5445 7800

Melbourne

68-72 York Street
South Melbourne VIC 3205

Avenue 3: AV3-23-11

- Avenue 3 will include traffic measures to ensure a speed limit of 50kph.

Street 1: ST1-23.6-14.6

- Nature strips have been increased to 3.5m on either side. The total width of Street 1 has been updated to
- Street 1 will include traffic measures to ensure a speed limit of 50kph.

Street 2: ST2-20.2-11.2

- Nature strips have been increased to 3.5m on either side. The total width of Street 2 has been updated to 21.2m.
- Street 2 will include traffic measures to ensure a speed limit of 50kph.
- On-road bike lanes have not been provided within Street 2 as this is at odds with the objective of encouraging cyclists to choose the more appropriate and specifically designed shared path within the Davis Creek reserve. It is considered a waste of infrastructure to construct bike lanes within a road directly adjacent to a specifically designed shared path within the creek. Please see the enclosed excerpts from our Master Plan Report (pages 50 and 52) enclosed. These plans show the preferred cycle routes through the site and the traffic calming measures that will be included to facilitate these routes. Bicycle Network Victoria support proposals such as the one shown where it can be clearly demonstrated that a safe and efficient transition from off road to on road cycle paths can be provided. Our plan demonstrates that this is possible. Please also find enclosed a copy of a letter of support from GTA Consultants to advise that our proposed bike connections are satisfactory and supported.

Street 5: ST5-16-7.5

- Nature strips have been updated and are now in accordance with the GAA Local Access Level 1 cross section. Details of this will be reflected in the updated Master Plan Report. The subdivision plan lodged with this letter remains the same however.

Close 1: CL1-32.9-12

- The road pavement for the emergency services truck access was originally 6m as required. No change has been made in this regard.

You will also note that in response to the various meetings, further reporting by Neil Craigie and the submission of the 'as constructed' creek reserve in the south east corner of our site, we have updated the creek width to 40m. This width includes the required shared paths on either side of the creek.

For your reference, we have also included the detailed concept plan for the Emergency Services Hub that has in-principle support from VicRoads. This will be the subject of a future planning permit application however it assists in understanding how this site would function appropriately in the future.

We trust that the plans have been updated to a standard that is acceptable. Please feel free to contact me should you have any queries in relation to the amended plans.

Yours faithfully,


Heidi Wilson
Planning Manager



Our Ref: 12M1845100

26 April 2013

Growth Areas Authority
 C/-Yourland Developments
 68 York Street
 SOUTH MELBOURNE VIC 3205

Attention: Ms Heidi Wilson (Planning Manager)

Dear Heidi

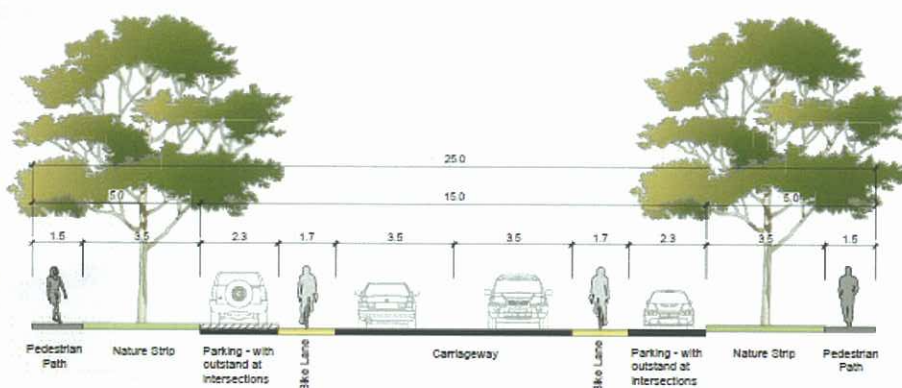
**RE: RIVERDALE DEVELOPMENT, TARNEIT – AMENDED 96A APPLICATION PLANS
 REVIEW OF NORTH-SOUTH CONNECTION BICYCLE INFRASTRUCTURE**

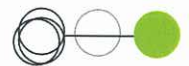
Reference is made to amended 96A Application plans currently being prepared by Human Habitats for Yourland Developments for the Riverdale development, Tarneit. It is understood that a number of changes are being implemented in accordance with several Growth Areas Authority (GAA) comments and requirements regarding verge widths, intersection treatments, etc.

In addition, it is understood that GAA has requested the inclusion of on-road bicycle lanes on the north-south Connector Road (street typology 'Street 2') that connects Leakes Road to the east-west Connector Road. For reference the 'standard' GAA Cross Section for a Connector Road is reproduced below in Figure 1. The current cross section for the north-south Connector Road does not include any on-road bicycle paths, and incorporates 3.5m trafficable lanes, plus parking lanes.

To this end, Yourland Developments is seeking a dispensation from the requirement to provide on-road bicycle lanes on this north-south road. The following letter sets out a response to our review of the requirement to provide on-road bicycle lanes on the north-south Connector Road.

Figure 1: Growth Areas Authority (GAA) 'Standard' Residential Connector Road Cross Section





In this instance reference is made to VicRoads Principle Bicycle Network for (PBN) for the City of Wyndham. It is noted that Leakes Road (to the east of Tarneit Road) is currently nominated as part of the PBN and as a Bicycle Priority Route (BPR). It is anticipated that the PBN and BPR will be amended to continue along Leakes Road to the west, up to and past, the subject site.

Under ultimate development conditions, this is likely to include a shared path or dedicated bicycle 'commuter' path on one side of the road.

It is further noted that the alignment of the future railway to the north of the site is also nominated as part of the current PBN. On this basis, it is anticipated that VicRoads has already given some consideration to the future PBN requirements in the area and included the future rail alignment as a possible Bicycle Priority Route (BPR).

The current PBN is reproduced below in Figure 2 for your reference.

Figure 2: VicRoads PBN – City of Wyndham



In order to put the subject site and the current PBN into context, Figure 3 illustrates the subject site and the future development anticipated under GAA's draft land uses for the area.

Figure 3: GAA Draft Precinct Structure Plan Land Uses





The current 96A Application plans include the provision of shared path(s) aligned along the creek reserve running north-west to south-east on the western portion of the site, as shown in Figure 4 below. It is understood that connections will be provided to the future Leakes Road shared path (or dedicated bicycle 'commuter' path). The creek shared path(s) will continue and connect to the existing PBN aligned along the future railway reserve.

It is further noted that the future railway aligned PBN will connect to the future railway stations anticipated to be located near Sayers Road and Tarneit Road (to the south-west and north-east of the site respectively).

Figure 4: Riverdale Bicycle Route Connections

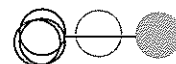


On the above basis, the proposed Riverdale bicycle network satisfactorily connects to the future Leakes Road, and the future railway aligned, PBN.

Moreover, the creek bicycle path shares a similar alignment to the majority of the north-south Connector Road. As such it is considered excessive to provide a further on-road bicycle lane in this section.

Notwithstanding, the small section to the north between the creek path and Leakes Road does not provide designated bicycle paths. Nonetheless, the current provision of a 3.5m traffic lane can satisfactorily accommodate the anticipated low number of 'local' bicycle trips that could be expected to be generated in this area.

In the event that bicycle lanes on the north-south Connector Road is considered necessary by GAA, a suitable compromise may include the provision of alternate 4.2m wide trafficable lanes,



which is consistent with general traffic engineering practice to provide wide lanes to accommodate bicycles and general traffic (up to and including buses).

I trust the above is clear and consistent with your expectations. Naturally, should you have any questions or require any further information, please do not hesitate to contact Peter Malinas or me in our Melbourne office on (03) 9851 9600.

Yours sincerely

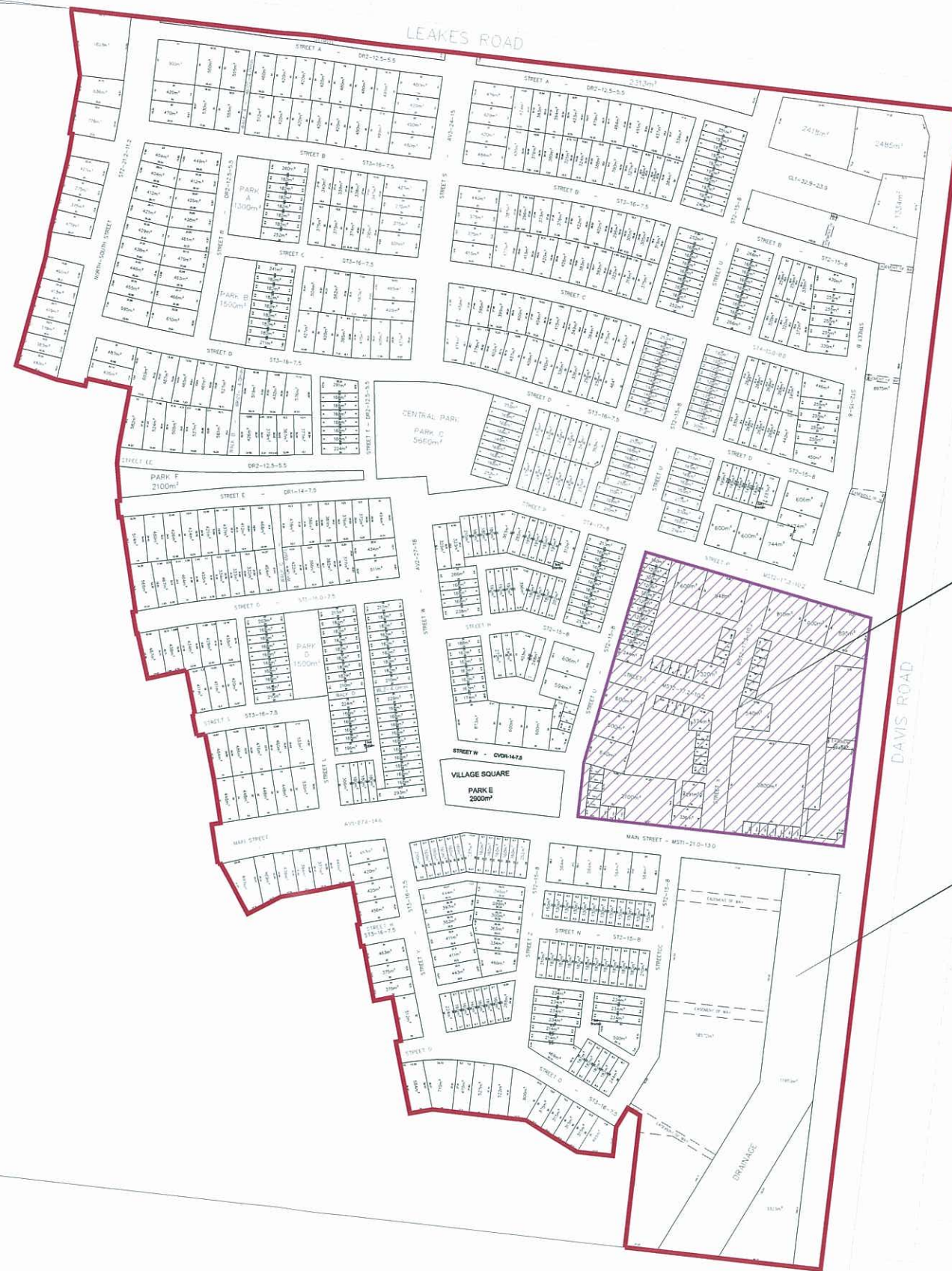
GTA CONSULTANTS

Ben Simpson
Senior Project Manager

encl.

FUTURE TRAIN
STATION

21



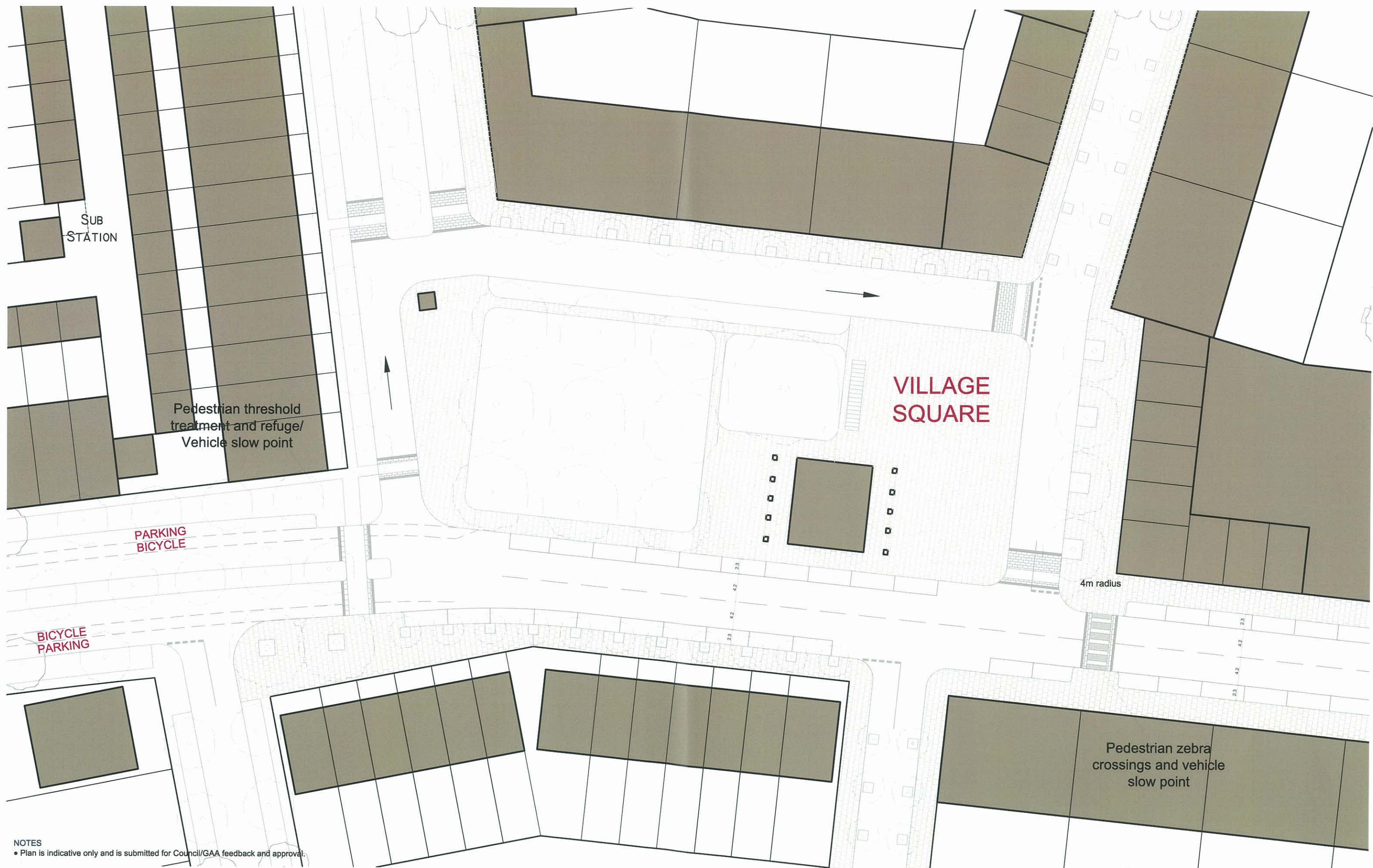
Village Centre
Design to be
finalised as part of
future planning
application

Drainage Easement
Shared paths to be
associated with
drainage line on both
sides

NOTES
• Boundaries based on TAYLORS Survey Data.
• Layout is preliminary only and has not yet had Council/Authority feedback or approval.
• Layout & lot yield may change as a result of strategic planning outcomes yet to be finalized.
• Further requirements may be needed but not finalized until the appropriate investigations have been reported.

DATA
• Surrounding boundary and contour information derived from supplied VICMAP digital data.

ASSUMPTIONS
• Davis Road widening assumed at 20m



NOTES
 • Plan is indicative only and is submitted for Council/GAA feedback and approval.



HUMAN HABITATS
 Urban Design
 155 Dorcas Street, South Melbourne, VIC 3205
 info@humanhabitats.com.au
 0415 407 311

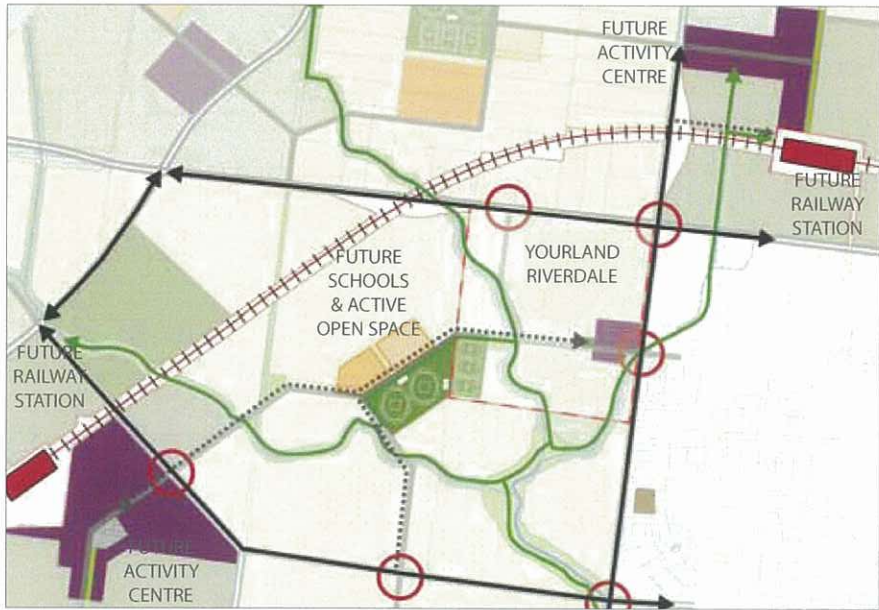


96A Application
Leakes and Davis Road, Tarneit
 JOB CODE: 1003
 CONCEPT 08
 DATE: 26/04/2013
 DRAFT: ROS

Village Square Functionality



CYCLIST NETWORK CONNECTIVITY



The Riverdale Master Plan celebrates the street as a major part of a neighbourhood's open space system. The street network is designed to connect people and to connect people with the major spaces and places within Riverdale.

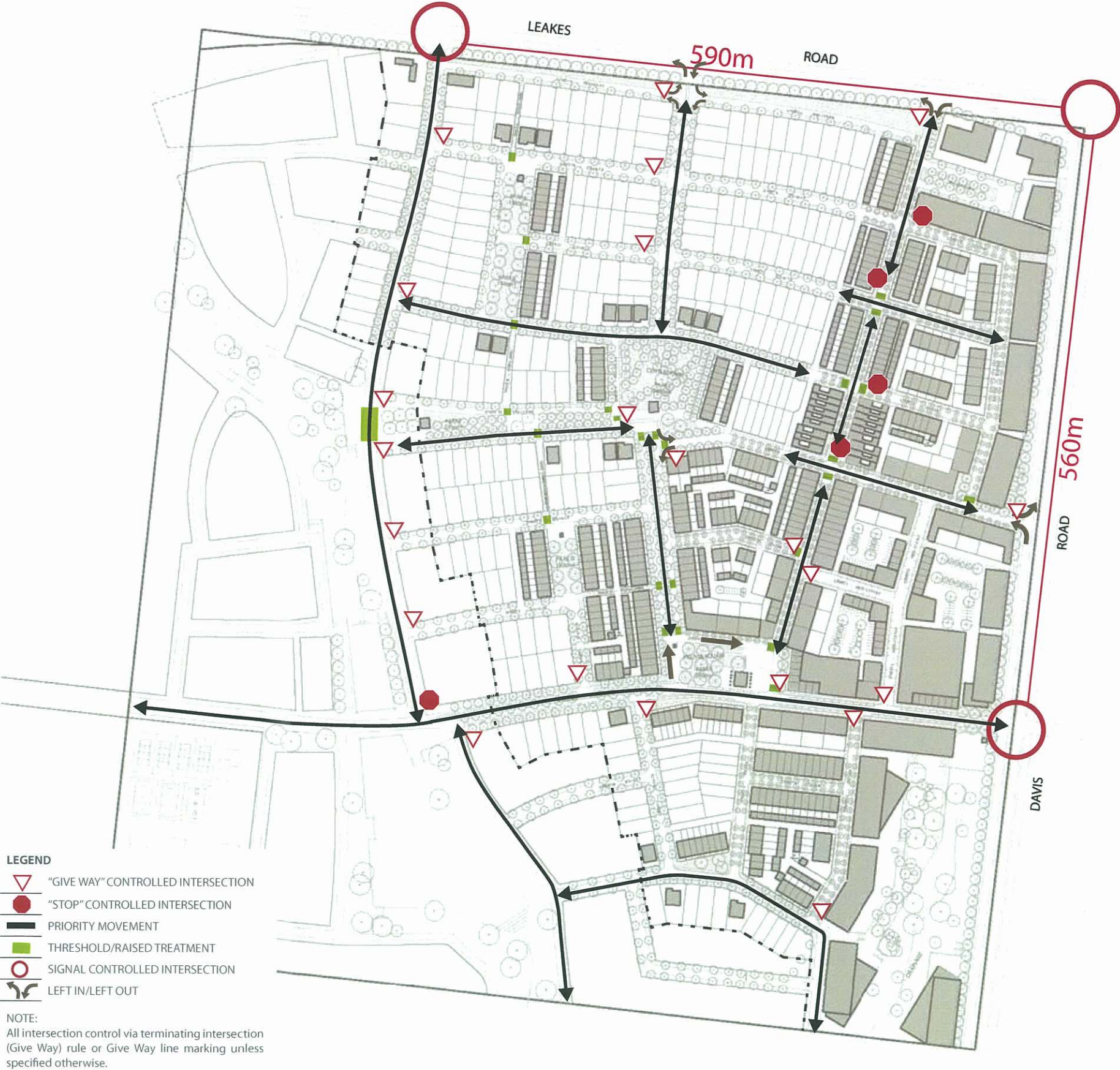
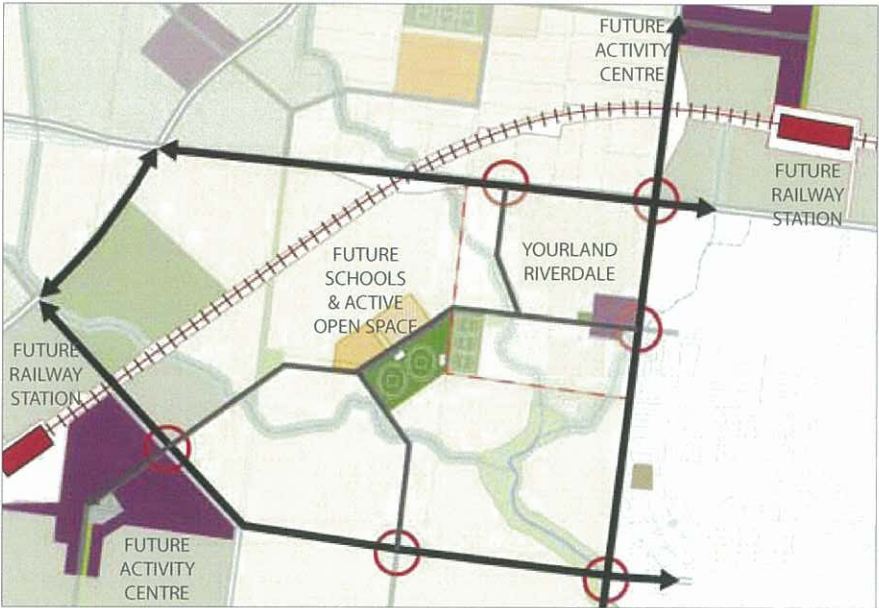
The major destination is the Village Square; it is the major destination for pedestrians and as well as for the local on-road bike link from the west. Once within the village centre precinct pedestrians and cyclists are within the urban core zone with wide fully paved footpaths. At all urban core cycle network destinations there will be cycle facilities to encourage people to cycle to the village centre.

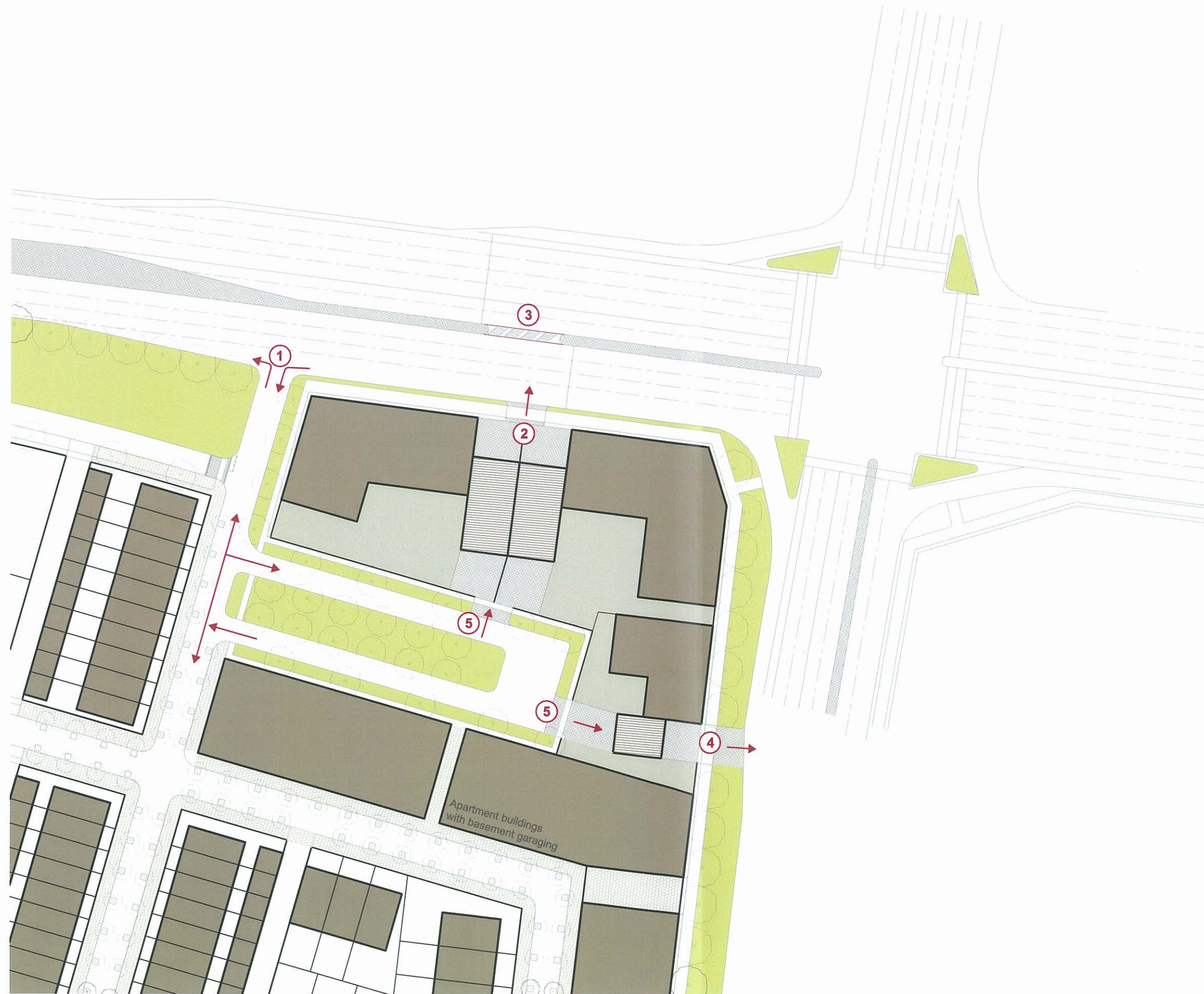
The urban core streets are designed in the context of a higher density, high pedestrian traffic mixed use zone. Off-road shared paths that link Riverdale to adjacent communities to the west with these trails occurring within creek reserves and through avenues and parks and all link ultimately up to the village precinct.

Commuter cyclists can very quickly disperse along the interconnected local street system to the major bikeways along Davis and Leakes Road and to the networks beyond.



TRAFFIC MANAGEMENT PLAN





KEY ELEMENTS

- ① LEFT IN/OUT ACCESS ONLY
- ② SHARED EXIT ONLY
Location of emergency vehicle "Exit Only" based on layout/location to be confirmed.

Single exit only access to be shared by CFA and SES.
- ③ PARTIAL CONTROL SIGNALS
Partial control signals with potential flashing lights.

Partial control signals offset from main intersection to be maximised subject to building layout location.
- ④ EMERGENCY EXIT ONLY
Emergency exit only access to be linked to Leakes/Davis signalised intersection.

Phasing to clear East approach and intersection for exiting emergency vehicles.
- ⑤ VEHICLE ENTRY
Back of residential building parking and access for staff and emergency vehicle entry.

NOTES

- Plan is indicative only and has not yet had Council feedback or approval.
- Layout & lot yield may change as a result of strategic planning outcomes yet to be finalized by the Council.

HUMAN HABITATS

Leakes and Davis Road, Tarneit

JOB CODE: 1003
CONCEPT 07

DATE: 10/04/2013
DRAFT: ROS

EMERGENCY SERVICES HUB

Scale 1:1000 @ A3
0 10 20 40