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REPORT PREPARED IN RELATION TO THE PANEL  
HEARING FOR AMENDMENT C194 TO THE WYNDHAM  
PLANNING SCHEME 'LINCOLN HEATH SOUTH PRECINCT  
STRUCTURE PLAN'

**HEARING TO COMMENCE:** 15<sup>th</sup> JULY, 2015

**DATE OF REPORT:** 6<sup>TH</sup> JULY, 2015

**PREPARED FOR THE APPLICANT:** AUSTRALAND

STATEMENT TO THE PLANNING PANEL APPOINTED BY THE MINISTER FOR PLANNING FOR AMENDMENT C194  
TO THE WYNDHAM PLANNING SCHEME BY CHARMAINE DUNSTAN, TRAFFIC ENGINEER

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## 1. INTRODUCTION

I have been instructed by Australand Property Group ('Australand') to provide expert evidence in relation to traffic issues raised in submissions to the Planning Panel hearing for Amendment C194 to the Wyndham Planning Scheme relating to the Lincoln Heath South Precinct Structure Plan ('Lincoln Heath South PSP').

Amendment C194 seeks to incorporate the Lincoln Heath South PSP into the Wyndham Planning Scheme to facilitate residential development to occur with the PSP area. The Amendment also introduces Schedule 15 to the Urban Growth Zone and seeks to rezone the land from Residential Growth Zone Schedule 1 (RGZ1) to Urban Growth Zone Schedule 15 (UGZ15) and considers a concurrent planning permit for subdivision in the amendment area.

The Lincoln Heath South Precinct Plan area is wholly owned by Australand, who has been working in conjunction with the Metropolitan Planning Authority (MPA) and Wyndham Council to develop the PSP.

I have reviewed the recently released Cardno Precinct Structure Plan – Transport Assessment for the Lincoln Heath South PSP area, which has been prepared for the MPA and is an update of the November, 2014 draft Cardno report prepared for the MPA. I have also reviewed earlier documents prepared by Cardno for Australand and the submissions raised by third parties that raise traffic and transport issues in relation to the Lincoln Heath South PSP area.

## 2. STATEMENT OF WITNESS

### 2.1. Qualifications and Experience

My name is Charmaine Chalmers Dunstan. I am a Director of Traffix Group Pty Ltd practicing from Suite 8, 431 Burke Road, Glen Iris.

My qualifications and membership of professional associations are as follows:

- Bachelor of Civil Engineering (honours), Monash University, Clayton
- Masters of Traffic, Monash University
- Member, Engineers Australia (IEAUST)
- Member, Victorian Planning & Environmental Law Association

I have over 20 years' experience as a Traffic Engineering and Transport Planning consultant with Traffix Group Pty Ltd and formerly Turnbull Fenner Pty Ltd. My experience also includes a number of local government appointments which involved acting in the role of Council's Transport Co-ordinator or Senior Traffic Engineer.

I have experience and expertise in traffic management, transportation planning, road safety planning and engineering, parking management and strategy development, and development impact assessment of a broad range of land-use developments within established metropolitan, regional and growth areas.

### 2.2. Project Team

Ross Thomson (Associate, Traffix Group) assisted with the review of background documentation and the preparation of this statement.

## 2.3. Scope of Work

This report incorporates a peer review of the traffic and transport assessments undertaken by Cardno in relation to the Lincoln Heath PSP area, incorporating the development of approximately 547 residential allotments, associated open space areas and road infrastructure.

Having reviewed the submissions by third parties and planning report prepared by the Council officers, I am satisfied that the internal road layout, the extension of Fongeo Drive and the upgrade of the Point Cook Road/Saltwater Promenade intersection are appropriate.

Therefore, the primary traffic engineering issue to be assessed in this report relates to the wider traffic issues in the region including existing traffic congestion on Point Cook Road heading north towards the Princes Freeway during the AM peak period and in responding to the third party submissions on the same.

### 2.3.1. Key Tasks

Based on the exhibited documents and planning history of the site, the scope of my engagement has included the following tasks:

- review of the site location and the surrounding road network,
- review of current funding commitments to transport infrastructure projects,
- review of Amendment documentation and planning history,
- review of Council policies and other relevant documents,
- review of potential traffic generation impacts of the proposal,
- review of traffic analysis of data,
- review of third party submissions, and
- preparation and giving of Expert Evidence in accordance with *Planning Panels Victoria – Guide to Expert Evidence*.

### 2.3.2. Experiments

I have not undertaken any independent data collection for this assessment. Instead I have relied upon data that is documented within traffic and transport assessments undertaken by Cardno on behalf of MPA and Australand.

### 3. THE PROPOSAL

My assessment is based on the exhibited documents for Amendment C194, my familiarity with the existing road network in the wider Point Cook area and my knowledge of transport infrastructure projects that have been committed or are proposed by Government.

Amendment C194 seeks to incorporate the Lincoln Heath South PSP into the Wyndham Planning Scheme to facilitate the planned development of a residential precinct which will ultimately provide 547 new homes on approximately 43 hectares of land. The proposal includes a concurrent planning permit for subdivision of Stages 1 to 4 in the amendment area for approximately 145 dwellings.

Importantly, the proposal includes the eastward extension of Fongeo Drive (a key 'connector street') through the PSP area to connect with Point Cook Road and form a western leg at the existing signalised intersection at Point Cook Road/Saltwater Promenade. This road link will be delivered as part of Stage 1 of the development. The bringing forward of this road link in advance of any significant development in the estate will provide benefits to existing residents, particularly those to the west.

The following figure depicts the key transport connections.



**Figure 1: Lincoln Heath South PSP: Transport and Movement Network**

## 4. SITE AND SURROUNDING CONTEXT

### 4.1. Subject Site

Lincoln Heath South PSP area is located at 360-468 Point Cook Road in Point Cook, on the west side of Point Cook Road, at the southern extent of the existing residential area.

The precinct is bound to the north by the Lincoln Heath Estate, to the west by the Alamanda Estate, to the east by Point Cook Road, and to the south by rural land subject to the future Point Cook South PSP.

A locality plan and aerial photograph of the site location are presented in



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Figure 2 and Figure 3 respectively. A further plan giving the regional context of the PSP location is presented at Figure 4 whilst the existing land use zoning of the area is presented at Figure 5.

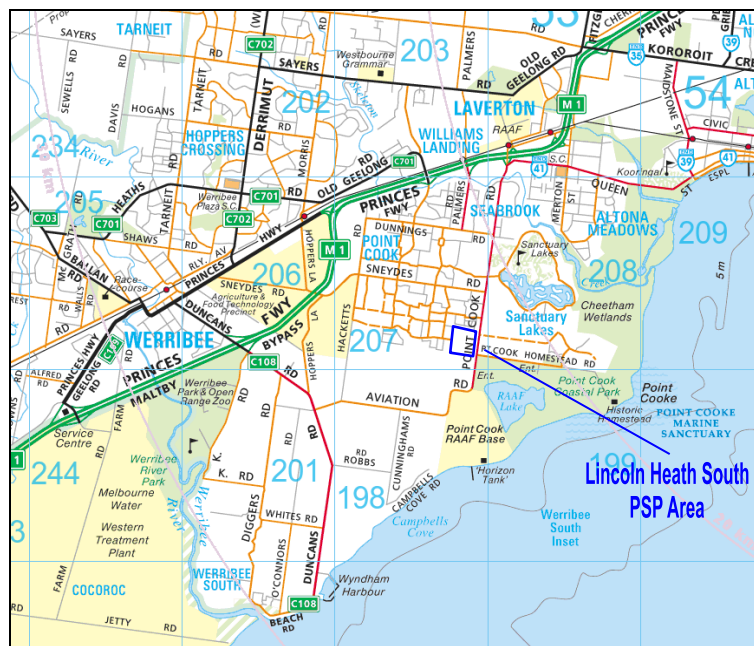
External road connections into the adjacent residential areas are provided via Parkwood Terrace to the north and Festival Drive and Fongeo Drive to the west. Parkwood Terrace and Festival Drive are both minor local streets whereas Fongeo Drive is a connector street which extends through to Hacketts Road to the west.

An existing signalised intersection at Saltwater Promenade exists part way along the Point Cook Road frontage. Saltwater Promenade is a connector street that extends into the Saltwater Coast residential estate located on the east side of Point Cook Road.

The Lincoln Heath South PSP area was included in the redefined Urban Growth Boundary as part of the 'logical' inclusions' investigations which were completed in 2012. The area forms a logical extension of the Alamanda Estate to the west and enables the completion of Fongeo Drive, which provides the missing link in a critical east-west Connector Street route between Hacketts Road and Point Cook Road. It also provides for a local road connection to Parkwood Terrace to the north (within the Lincoln Heath Estate) as well as future connections (including a connector street) to the south to Point Cook South PSP area, where a separate Precinct Structure Plan is currently being developed.

The precinct benefits from existing commercial services and employment opportunities provided within the surrounding areas, such as Point Cook Village, Centenary Lakes Shopping Centre as well as the Werribee Employment Precinct a little further afield. Similarly, the precinct is located in proximity to existing education facilities.





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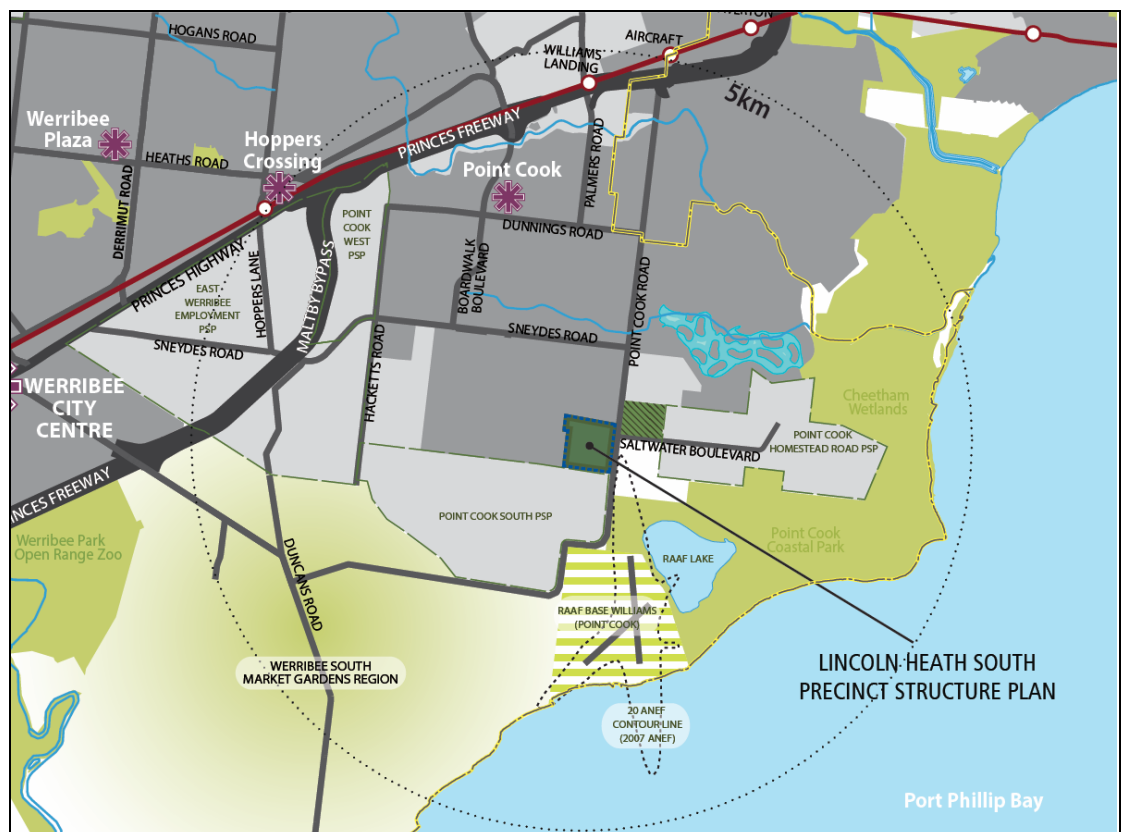
Figure 2: Locality Plan





Source: www.nearmap.com

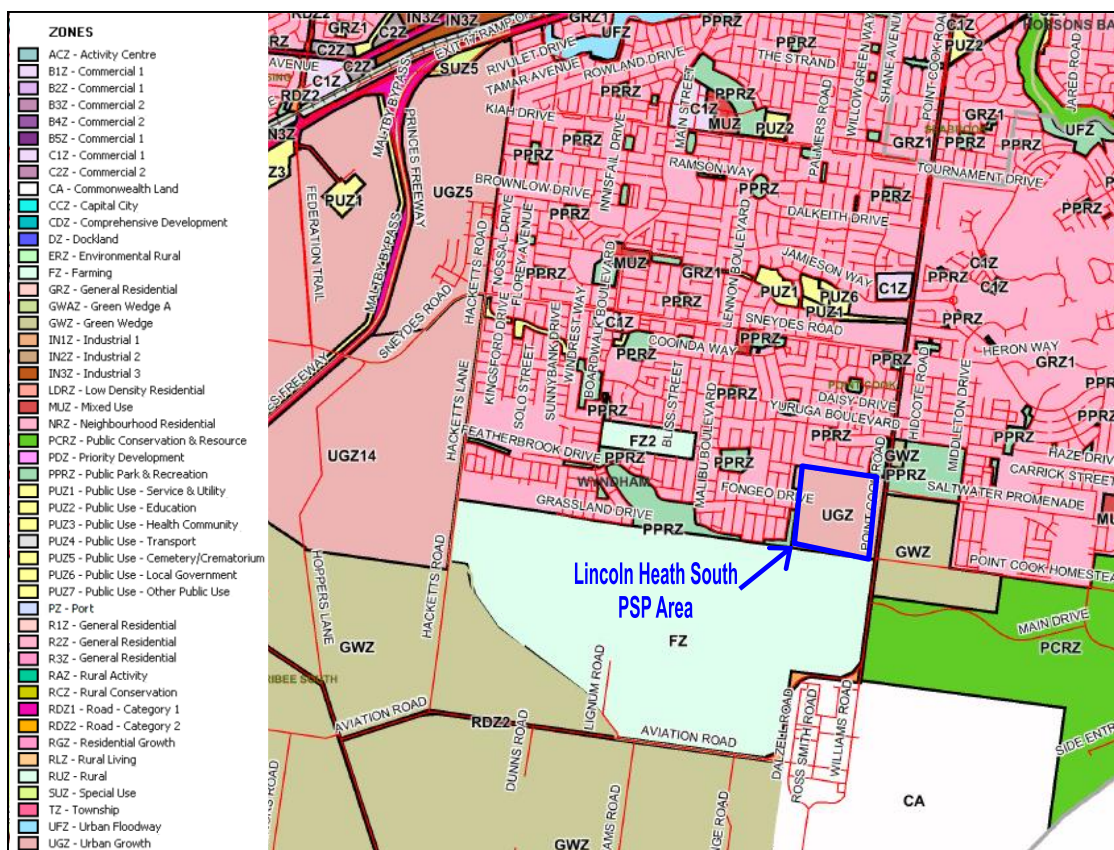
Figure 3: Aerial Photo (May, 2015)



Source: Lincoln Heath South Precinct Structure Plan (MPA)

Figure 4: Regional Context Plan





Source: www.land.vic.gov.au

Figure 5: Planning Scheme Zoning Map

## 4.2. Road Network

The regional context plan illustrates a number of the key roads within the area which are likely to be used for access to the Lincoln Heath South PSP area. These routes are described below.

**Point Cook Road** is a VicRoads arterial road which runs in a north-south direction between Railway Avenue in Laverton to the north and the RAAF Williams Point Cook Base to the south. The northern end of Point Cook Road provides access to an interchange to the Princes Freeway and also Aircraft Railway Station on the Werribee Rail Line. The interchange and railway station are located approximately 4.7km to the north of the Lincoln Heath South PSP area.

The cross-section of Point Cook Road generally consists of an undivided carriageway with a single traffic lane in each direction, although localised widening exists in the vicinity of the traffic signals at Dunnings Road and the roundabout at Sanctuary Lakes Boulevard. On road bicycle lanes have been included along sections of Point Cook Road including the section to the north of Dunnings Road.

**Palmers Road** is another VicRoads arterial road which runs in a north-south direction that provides access to an interchange to the Princes Freeway and a railway station (Williams Landing) on the Werribee Rail Line. Palmers Road runs between Dunnings Road to the south and Boundary Road to the north, including a minor 'dog-leg' where it crosses Sayers Road.

Palmers Road generally contains an undivided carriageway with a single through traffic lane in each direction. In the vicinity of the freeway overpass the cross-section widens to include two southbound traffic lanes. Traffic wishing to access Palmers Road from the Lincoln Heath South PSP area would be required to travel along Point Cook Road as far as Dunnings Road or travel through the network of connector streets, utilising Fongeo Drive.

**Boardwalk Boulevard** is a third north-south road that provides access to the Princes Freeway from the Point Cook area. South of the interchange it is a major Council road (i.e. Council Arterial Road),

changing to an arterial road to the north of the freeway interchange where it changes name to Forsyth Road. Boardwalk Boulevard extends all the way through to the southern extent of the Point Cook residential area which would allow traffic from Lincoln Heath South to access the Princes Freeway without travelling on Point Cook Road. Boardwalk Boulevard has a divided cross-section with two through lanes in each direction to the north of Sneydes Road, reverting to a single lane in each direction further to the south.

**Dunnings Road** is a major Council road (i.e. Council Arterial Road) that runs in an east-west direction through the northern portion of the Point Cook residential area between Point Cook Road to the east and Hacketts Road to the west. Duplication of the central portion of this road has occurred between Palmers Road and Boardwalk Boulevard with two through traffic lanes in each carriageway. The remaining sections of Dunnings Road are generally undivided with a single traffic lane in each direction.

**Sneydes Road** is another major Council road (i.e. Council Arterial Road) that runs in an east-west direction through the Point Cook residential area, extending between Point Cook Road to the east, through to Princes Highway in the west, incorporating an overpass of the Princes Freeway. A new interchange at the Princes Freeway is currently under construction and is expected to be completed in 2016. Sneydes Road has a divided cross-section with two lanes in each carriageway between Point Cook Road and Hacketts Road. Sneydes Road is easily accessible from the Lincoln Heath South PSP area via the adjacent local street network or via Point Cook Road and is approximately 950m to the north.

In addition to the major roads illustrated within the regional context plan, other lower order roads relevant to the Lincoln Heath South PSP area are described below.

**Fongeo Drive/Featherbrook Drive** is a Council connector street which runs in an east-west direction from the western boundary of the Lincoln Heath South PSP area through to Hacketts Road to the west. The eastern section of the road is called Fongeo Drive, changing name to Featherbrook Drive to the west of Yellowbox Drive. It generally contains a 7.3m pavement to facilitate two way traffic, but widens to provide divided carriageways at its western end.

**Saltwater Promenade** is a Council connector street which runs to the east of Point Cook Road into the Saltwater Coast residential estate. It is a divided road with two traffic lanes in each carriageway.

### 4.3. Public Transport

Public transport services within the suburb of Point Cook comprises a number of bus routes, which link to nearby railway stations on the Werribee suburban railway line. Bus services have recently been upgraded following the opening of Williams Landing Railway Station in 2013 and the opening of the Regional Rail Project in June 2015.

Local bus routes servicing Point Cook include:

- Bus Route 494 from the Fongeo Drive/Yellowbox Drive intersection to Williams Landing Station via Alamanda Boulevard.
- Bus Route 495 from the Fongeo Drive/Yellowbox Drive intersection to Williams Landing Station via Boardwalk Boulevard,
- Bus Route 496 from Sanctuary Lake estate via Point Cook Road to Laverton Station.
- Bus Route 497 from the Saltwater Promenade/City Bay Drive intersection to Williams Landing Station.
- Bus Route 498 between Williams Landing Railway Station and Hoppers Crossing Railway Station via the Point Cook Town Centre and the East Werribee Employment Precinct.

A diagram showing bus routes in the Point Cook area is presented in Figure 6.

The Route 497 bus service runs directly past the Lincoln Heath South PSP area along Point Cook Road, whilst the route 494 service is located only 250m to the west of the western boundary of the PSP area.

Both services are run at a frequency of approximately 20 minutes during peak times and operate 7 days a week.

Bus Route 497 which operates via Saltwater Promenade provides a service 7 days a week, with the last services at the Point Cook stop at Saltwater Promenade at approximately 8:30-9pm (to Williams Landing) and 9:45pm (from Williams Landing), respectively.

Bus Route 494 which operates via Alamanda Boulevard provides a service 7 days a week, with the last services at the Point Cook stop at Alamanda Boulevard at approximately 9:45pm Sunday-Thursday and 12:35-12:45am Friday and Saturday (to Williams Landing) and 9:05-9:10pm (from Williams Landing), respectively.

Some of the key improvements being delivered by the recent changes for the Wyndham bus network include<sup>1</sup>:

- a new bus network and improved bus services to take advantage of the new train services, including more frequent and direct bus services along major roads between Williams Landing, Hoppers Crossing, Werribee, Wyndham Vale and Tarneit stations, with neighbourhood bus routes serving other areas. With respect to Point Cook specifically these include timetable and small route changes.
- more frequent peak services – with thirteen bus corridors operating approximately every 20 minutes (or better) in peak periods. During the busiest hour of the morning peak, the frequency of Route 495 will be doubled, with buses every 11 minutes.
- late evening weekend trips – Routes 494 and 495 will operate until around midnight on Friday and Saturday nights.
- improved access to the Point Cook Town Centre and East Werribee – with a new east-west Route 498 between Laverton and Hoppers Crossing, with connections to Werribee Plaza. This will also improve access to three schools near Dunnings Road.
- coordinated timetables – during the morning most buses will connect with trains towards Melbourne, while in the afternoon most buses will meet trains arriving from Melbourne.

Notably, Point Cook bus routes (494, 495 and 497) travelling along Palmers Road to Williams Landing Railway Station will benefit from the recently funded project for a northbound combined bus and multi-occupancy vehicle transit lane to be installed on Palmers Road between Dunnings Road and Williams Landing Railway Station.

Importantly, the connector street road network being developed through the Lincoln Heath South PSP area is 'bus-capable'. This enables PTV to plan for potential future bus routes to service Lincoln Heath South and ultimately, Point Cook South. An increased residential catchment through the provision of 547 new dwellings provides greater opportunity for increased service coverage and frequencies to key destinations.

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<sup>1</sup> Source: <http://ptv.vic.gov.au/june21timetablechanges/bus-network/wyndham/>



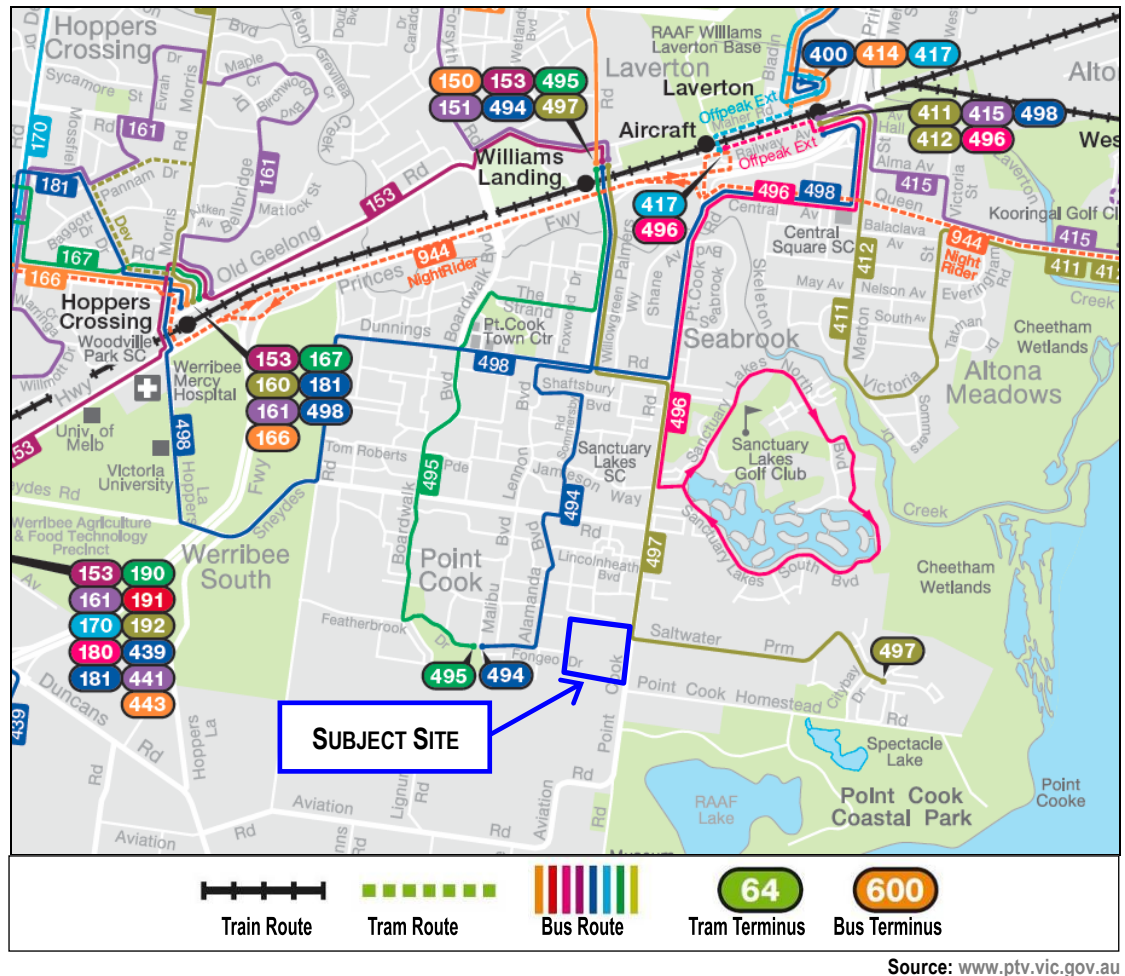


Figure 6: Public Transport Services

## 5. KEY TRANSPORT PROJECTS

The City of Wyndham is Melbourne's fastest growing urban corridor and is forecast to have a population of approximately 425,000 people by 2040 and 151,000 dwellings.

It is well recognised in the Victorian Planning Scheme that with such a rapidly growing community, it is fundamental that development fronts must be effectively managed and coordinated with the timely provision of key infrastructure.

There is a clear push through policy and major transport projects to adopt a multi-modal approach in addressing the current lag between growth and infrastructure delivery to support Wyndham's rapidly expanding community.

The effective coordination of infrastructure delivery and urban growth in Melbourne's newest communities is an issue affecting all of Melbourne's Growth Corridors, and it is not an issue facing only one community or area. It will often be the case that there are time lags in delivery of infrastructure followed by increased capacity as an when larger projects are delivered to ensure there is sufficient capacity in the network.

There is an on-going commitment from all levels of Government to deliver transport infrastructure within Melbourne's West. This is evidenced by the significant steps being undertaken with current projects in this area through improvements to transport infrastructure across all modes and projects that will deliver greater access to local employment opportunities in the longer term.

There are a number of key transport projects within the City of Wyndham which have either recently been completed, are currently underway or are proposed to be implemented in the near future to accommodate forecast growth within Wyndham. Some of these key projects are discussed in the following sections of this evidence.



## 5.1. Regional Rail Link (RRL)

The Regional Rail Link (RRL) project provided a new rail link between Deer Park West and West Werribee, which included two new stations within the City of Wyndham at Tarneit and Wyndham Vale as part of a \$3.65 billion project funded by Federal and State governments to separate metropolitan and regional train services. The project opened in June 2015. This project included improvements to Wyndham bus services, which provides more services in and around Sanctuary Lakes and Point Cook.

It is understood that a pre-condition of the Commonwealth funding the RRL project was that the Victorian Government must increase further services onto the Werribee line.

The Regional Rail Link website ([www.regionalraillink.vic.gov.au/](http://www.regionalraillink.vic.gov.au/)) outlines a range of benefits of the project, including the following:

- *Increasing the number of peak trains - When complete, Regional Rail Link will provide capacity for an extra 23 metropolitan and 10 regional services during each morning and evening peak period, allowing more Victorians to use sustainable public transport.*
- *Enabling future network expansions - Regional Rail Link will also provide essential infrastructure that lays the foundations for future rail projects.*
- *Reducing road congestion - Regional Rail Link will expand the rail network to increase connections between Victorian communities. The additional transport capacity created by Regional Rail Link will be equivalent to taking about 45,000 cars off the road during peak periods, which will result in an estimated \$300 million saving to the Victorian economy per year.*
- *Boosting investment in Melbourne's west - Regional Rail Link will improve links between Melbourne's west and the city centre, making the western region more attractive to businesses and employees. It is estimated labour productivity in Melbourne's west will grow, boosting gross regional product by more than \$1.6 billion.*
- *Introducing new services - Wyndham Vale and Tarneit will be connected to the rail network for the first time. This will support sustainable growth in Melbourne's west and allow people to access jobs, education, recreation and services more easily.*

It is anticipated that the RRL project will boost investment in Melbourne's west, making it more attractive to businesses, allowing Lincoln Heath South residents more opportunities to work locally, rather than travelling towards the CBD.

An overview of the RRL works is shown in Figure 7 below.



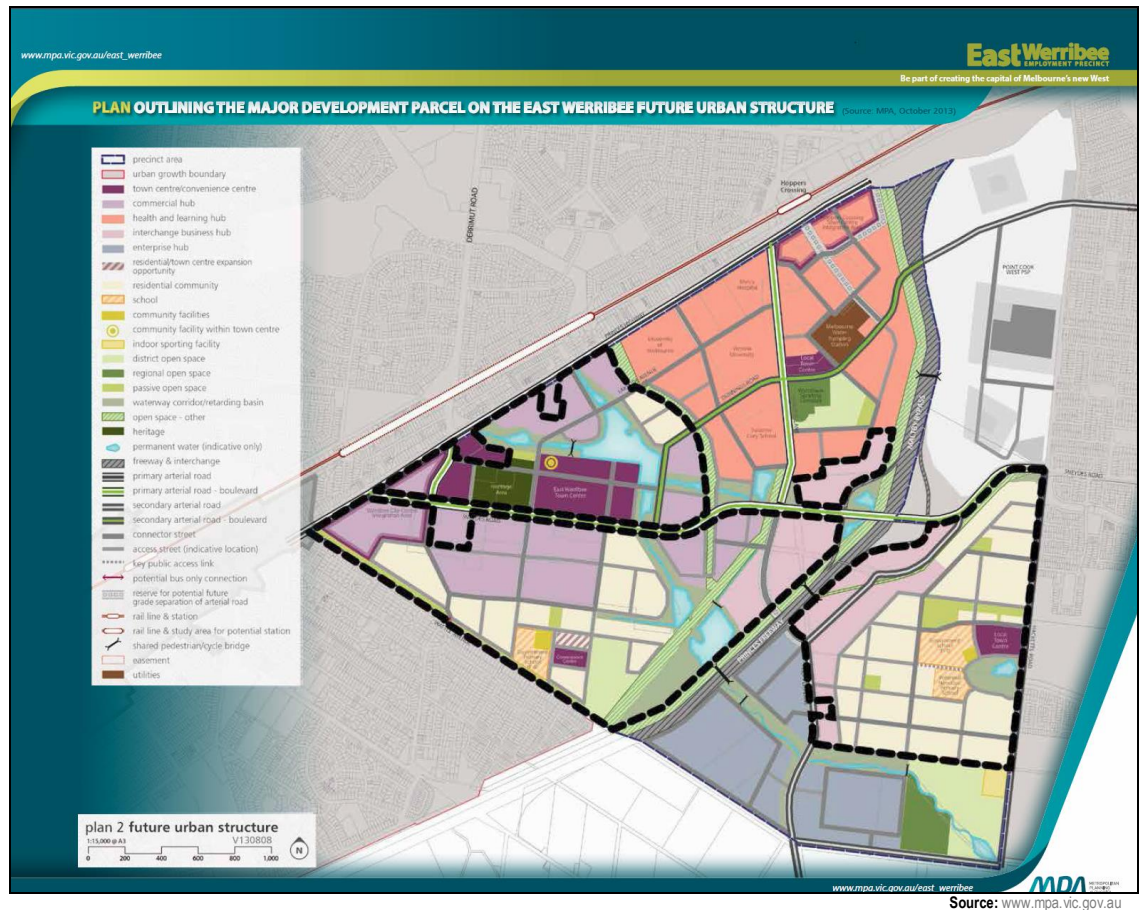
Source: [www.regionalrailink.vic.gov.au](http://www.regionalrailink.vic.gov.au)

Figure 7: RRL Project Map

## 5.2. East Werribee Employment Precinct (EWWP)/Sneydes Road Interchange

The East Werribee Employment Precinct (EWWP) is located on the site of the former 775 hectare State Research Farm and is proposed to deliver 58,000 new jobs, 7,000 dwellings and 170 hectares of open space and waterways. The site is located within the area generally bounded by Princes Highway to the north-west, Hacketts Road to the east and an existing irrigation channel to the south-west.

A diagram showing the location and proposed urban structure of the EWWP is presented at Figure 8.



**Figure 8: East Werribee Employment Precinct**

Some of the objectives of the EWEPP include:

- *support and strengthen one of the fastest growing areas in Australia;*
- *espouse all of the qualities of a '20-minute neighbourhood', allowing nearby residents and workers to access goods and services locally;*
- *enhance Melbourne's productivity and competitiveness by attracting investment and encouraging contra-flow transport movements;*
- *be driven by innovation and best practice; and*
- *integrate and coordinate employment and high density housing with access to existing (and potentially new) rail stations.*

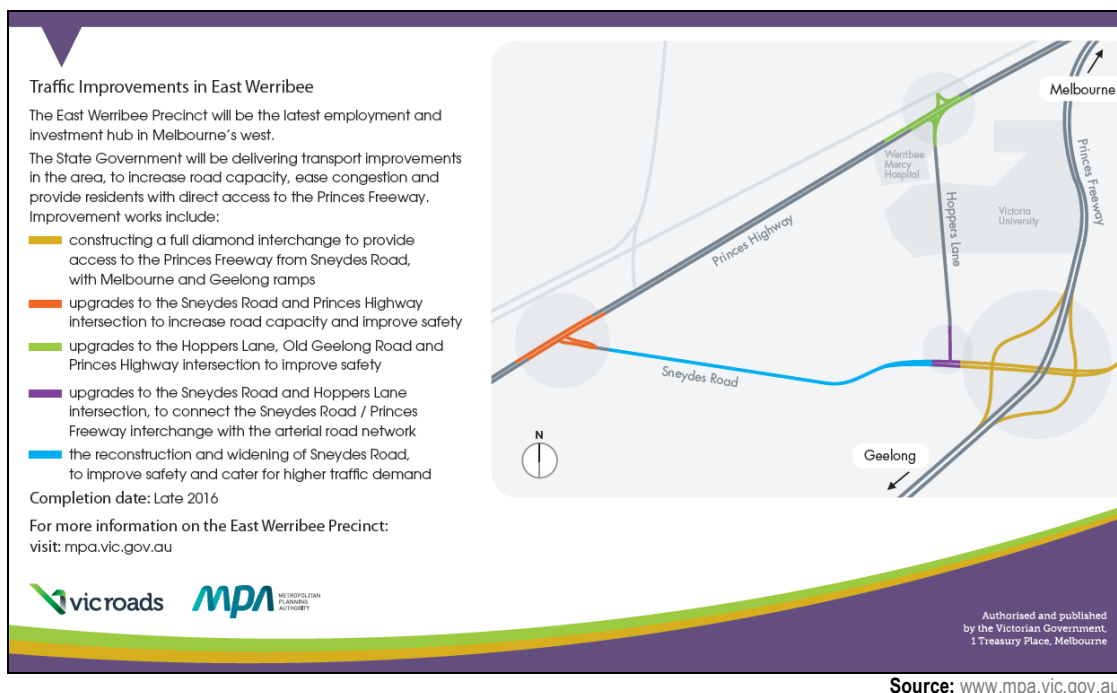
A key benefit of the EWEPP to the Lincoln Heath South PSP area is that it will provide significant employment opportunities in close proximity to the area, which will not require travel to the north to access the Princes Freeway or Werribee Train Line.

A number of major transport projects are being delivered as part of the EWEPP. These include:

- A new full-diamond interchange to the Princes Freeway from Sneydes Road, which will include on and off ramps for easier access towards Melbourne and Geelong.
- Upgrade of Sneydes Road between Hacketts Road and Princes Highway.
- Signalisation of the Princes Highway/Sneydes Road intersection.
- Upgrade to the existing signalised intersections at Princes Highway/Hoppers Lane and Princes Highway/Old Geelong Road.

These projects are either under construction or soon to commence and are due for completion in 2016.

A diagram illustrating the transport upgrades that are being delivered as part of the EWEP are presented in Figure 9.



**Figure 9: East Werribee Employment Precinct Transport Projects**

The transport improvements being implemented as part of the EWEP will also assist Lincoln Heath South by providing an additional point of access to the Princes Freeway. Transport modelling undertaken for the EWEP project suggests that there will be sufficient capacity at the Sneydes Road interchange following full development of the EWEP to also accommodate traffic from the wider Point Cook area to allow for future development.

### 5.3. Palmers Roads & Forsyth Road Upgrades

A project jointly funded by Wyndham City Council and the State Government has recently been announced to upgrade Palmers Road between Dunnings Road and the Williams Landing Railway Station and provide a second exit lane from the Princes Freeway at the Forsyth Road/Boardwalk Boulevard interchange. Both of these improvements will reduce congestion for vehicles travelling to and from the Point Cook area.

Palmers Road, northbound between Dunnings Road and Skeleton Creek, will be widened to provide a combined bus and transit lane for multi-occupancy vehicles, and traffic signals at the Palmers Road/Dunnings Road intersection will be adjusted, allowing buses more time to pass through the intersection. Palmers Road is an important and heavily used route that connects the Point Cook community to the Werribee railway line and the Princes Freeway. The works will also improve access to the Williams Landing Railway Station.

Three Point Cook bus routes (routes 494, 495 and 497) travel along the length or part of Palmers Road to access Williams Landing Railway Station and accordingly, this project will have a direct benefit to the main bus routes that will service Lincoln Heath South residents.

Traffic flow and delay times will be improved for drivers exiting the Princes Freeway onto Forsyth Road in Hoppers Crossing, with the State Government contributing \$1.9 million to widen the off-ramp to two lanes.

The improved off-ramp will reduce the length of traffic queues, particularly during the evening peak period. The works will also help prevent traffic queues from spilling over onto the Princes Freeway, in turn reducing the risk of rear-end collisions.



#### 5.4. Get Wyndham Moving ([www.getwyndhammoving.com.au](http://www.getwyndhammoving.com.au))

The City of Wyndham's "Get Wyndham Moving" campaign is providing a very effective community voice for lobbying Government to fund transport improvements in Wyndham. In 2015, the campaign won best Advocacy/Public Affairs communications campaign across all of Australia's local, state and federal governments.

Get Wyndham Moving's priorities for 2015 focus on:

- Continuing to advocate to the State and Federal Governments to roll out transport improvements to benefit the City of Wyndham; and
- Developing local solutions to transport congestion issues where Council and the community have greater control. These solutions include promoting behaviour change initiatives, and developing a way-finding strategy highlighting travel times via walking and cycling to key transport modes and community facilities. Council is also piloting community bus services and investigating supporting a car pooling program.

The City of Wyndham have budgeted \$500,000 each year for two years for capital works projects to support the Get Wyndham Moving campaign. In addition, Council has already set aside \$100,000 to fix footpath connectivity to Williams Landing train station. Council is also working with Public Transport Victoria and Bicycle Network Victoria to secure additional bike facilities at Wyndham rail stations.

## 6. EXISTING TRAFFIC DATA

Traffic volume data for a number of the major traffic routes surrounding the Lincoln Heath South PSP area is available in the Wyndham Council report titled 'Review of 2014 Traffic Volumes in Wyndham'.

- Point Cook Road – 23,280 vehicles per day between Dunnings Road and Central Avenue,
- Point Cook Road – 26,480 vehicles per day between Sneydes Road and Dunnings Road,
- Palmers Road – 17,300 vehicles per day between Dunnings Road and Princes Freeway,
- Boardwalk Boulevard – 22,290 vehicles per day between Dunnings Road and Princes Freeway,
- Boardwalk Boulevard – 20,300 vehicles per day between Sneydes Road and Dunnings Road,
- Dunnings Road – 13,640 vehicles per day between Point Cook Road and Palmers Road,
- Dunnings Road – 13,260 vehicles per day between Palmers Road and Boardwalk Boulevard,
- Dunnings Road – 13,260 vehicles per day between Boardwalk Boulevard and Hacketts Road, and
- Sneydes Road – 8,600 vehicles per day between Point Cook Road and Boardwalk Boulevard.

The traffic data suggests that the northern end and central portion of Point Cook Road is close to capacity, based on the existing two lane cross-section and assuming an approximate capacity of 10,000 vehicle movements per lane per day, however spare capacity is generally available on the other routes.

The Cardno traffic and transport assessment for the Lincoln Heath South PSP area also includes turning movement counts undertaken in 2014 at a number of key intersections surrounding the PSP area during the AM and PM peak periods.<sup>2</sup> The intersections that were surveyed include Point Cook Road/Dunnings Road, Point Cook Road/Sneydes Road, Point Cook Road/Saltwater Promenade and Sneydes Road/Lennon Boulevard/Malibu Boulevard.

The results from the Cardno traffic counts are presented in Figure 10.

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<sup>2</sup> The Cardno surveys were undertaken on Thursday 18<sup>th</sup> September 2014, between 7:30am and 9:30am, and between 4:30pm and 6:30pm.

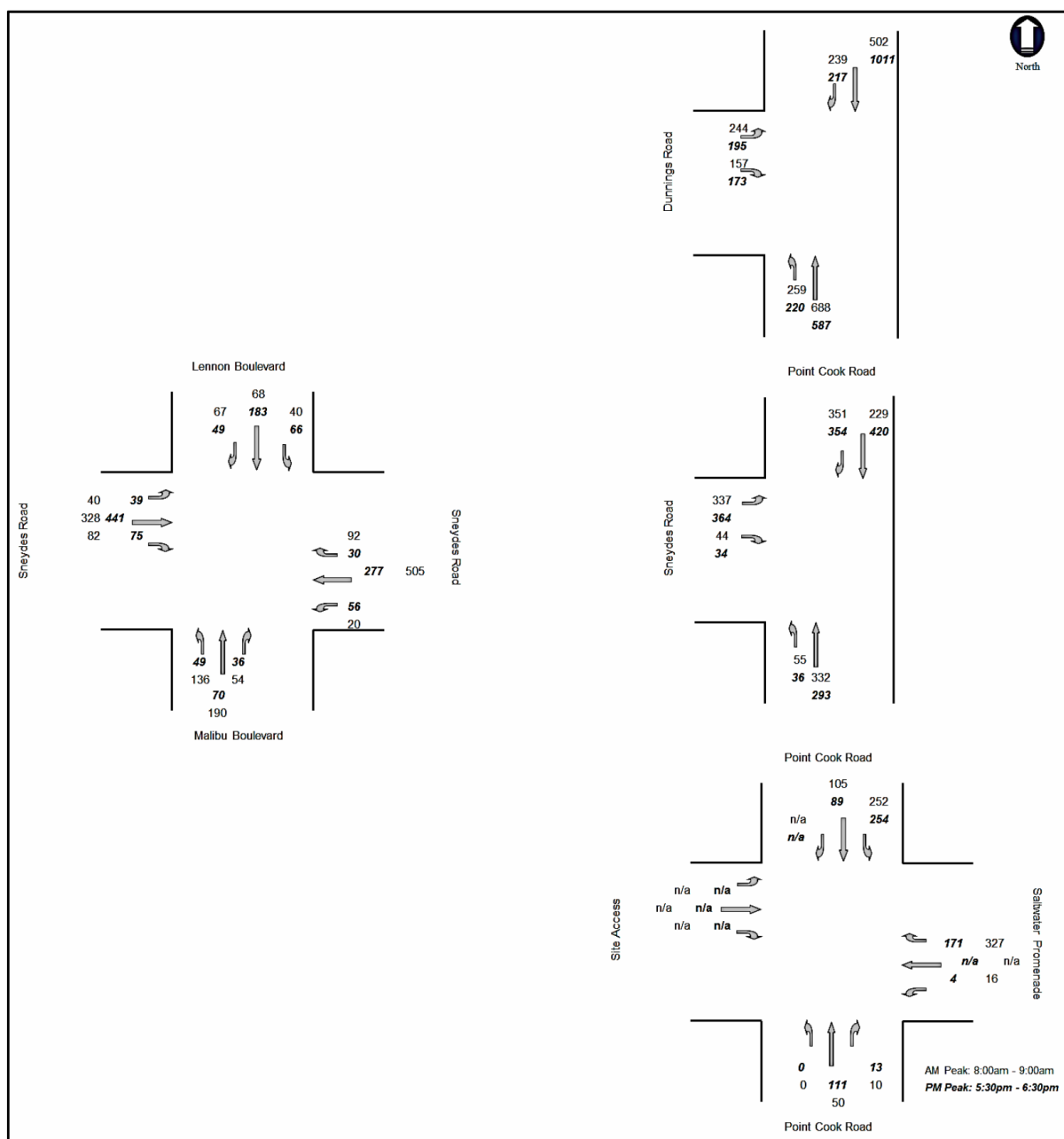


Figure 10: Cardno Turning Movement Count Volumes

## 7. TRAFFIC ENGINEERING ASSESSMENT

### 7.1. Background

The Cardno traffic and transport assessment prepared for the MPA (titled Precinct Structure Plan – Transport Assessment Lincoln Heath South (Draft), dated 12<sup>th</sup> November, 2014) assumed an upper limit of 580 dwellings within the Lincoln Heath South PSP area, which is greater than the number of described within the PSP document, which is now approximately 547 dwellings.

Cardno provided the traffic modelling input for the Lincoln Heath South PSP and modelled interim (2019 at full build out of the PSP area) and ultimate scenarios (2046), noting that the 2046 scenario represents a further full build out of the wider area.

The interim modelling also tested a ten-year horizon for the interim assessments to ensure the full development of the PSP area for the purposes of assessing the potential infrastructure contribution requirements for PSP area.

A recently released report by Cardno for the Lincoln Heath South PSP area, which has been prepared for the MPA and is an update of the November, 2014 (draft) Cardno report. This assessment relies on the earlier modelling work and retains the assumption of 580 dwellings as an upper limit of development.

## 7.2. Traffic Generation and Distribution

From the turning movement counts undertaken at the Point Cook Road/Saltwater Promenade intersection, Cardno determined that the 835 dwellings that existed within the Saltwater Coast residential estate at the time of the surveys generated traffic at a rate of 0.7 vehicle movements per dwelling in each peak hour period. Cardno has then applied this rate to the upper limit of 580 dwellings within Lincoln Heath South to produce a traffic generation of 406 vehicle movements in each peak hour.

The Cardno assessment has considered the full extent of traffic generated by full development of the Lincoln Heath South PSP as well as five further years of development of the Saltwater Coast residential estate based on a rate of development of 180 dwellings per year. This results in a total of 1,480 additional dwellings and 1,036 additional vehicle movements in each peak hour.

Cardno has determined a distribution of traffic for the Lincoln Heath South and Saltwater Coast residential areas based on the proximity to work, education, shopping, education and other trip purposes in the area. Overall, the traffic distribution that has been adopted includes:

- 40% of vehicle movements via either Point Cook Road or the local road network to utilise Sneydes Road to access the new Princes Freeway interchange or the EWEP,
- 36% of vehicle movements via Point Cook Road to the north beyond Dunnings Road to access the Princes Freeway or nearby railway stations, and
- 24% of vehicle movements to the local area within Point Cook including the Point Cook Town Centre or Sanctuary Lakes Shopping Centre.

It is my opinion that the adopted traffic generation and distribution is acceptable noting that the existing congested conditions of Point Cook Road will tend to result in traffic seeking other alternate (and faster) routes to access the Princes Freeway including the new interchange at Sneydes Road to be completed in late 2016.

## 7.3. Intersection Analysis and Identification of Network Improvements

The Cardno assessment includes SIDRA Intersection assessments of each of the key intersections surrounding the Lincoln Heath South PSP area where turning movement counts were undertaken to consider the post development scenario in 2019 (incorporating 5 years of development of the surrounding area) and also a 2024 scenario which also includes the development of an additional 800 dwellings in the adjacent Point Cook South PSP area.

Works considered as part of the intersection analysis include the addition of a fourth (western) leg of the Point Cook Road/Saltwater Promenade intersection to incorporate the extension of Fongeo Drive and the need for the signalisation of the existing unsignalised T-intersection at Point Cook Road/Sneydes Road.

The assessment found that the existing intersection layouts at Point Cook Road/Dunnings Road and Sneydes Road/Lennon Boulevard/Malibu Boulevard can adequately accommodate post development traffic volumes in the 5 year 2019 scenario and also the 10 year 2024 scenario. The analysis found that the modified intersection layout at Point Cook Road/Saltwater Promenade to incorporate a fourth leg can also adequately accommodate the projected traffic volumes in both scenarios.

The traffic analysis however found that the existing unsignalised T-intersection at Point Cook Road/Sneydes Road would be unable to adequately accommodate traffic movements in both the 2019 and 2024 scenarios and that the installation of traffic signals would be required due to insufficient capacity for the right turn movement out of Sneydes Road. The assessment considered that approximately 20% and 31% of vehicles undertaking this movement would be attributed to the Lincoln Heath South PSP area during the AM and PM peak hour, respectively, and therefore the need to signalise this intersection is only partially attributed to the development of the Lincoln Heath South PSP area.

The Cardno assessment ultimately concludes that:

*Furthermore, the Point Cook Road/Sneydes Road intersection will require additional capacity and signalisation to cater for the assessed interim traffic volumes. However the need to upgrade the intersection can only be partially attributed to the development of the Lincoln Heath South PSP area. Background traffic growth and the development of the Saltwater Coast Estate also contribute to the need for the intersection to be signalised. Given the declared arterial status of Point Cook Road, the upgrade and signalisation of this intersection will be a matter for the coordinating road authority to consider.*

This is an appropriate conclusion in my opinion, however, I note that traffic arriving from the west along Sneydes Road wishing to access the Lincoln Heath South PSP area has the benefit of alternative routes via the 'connector street' network (Boardwalk Boulevard, Alamanda Boulevard, Malibu Boulevard, Fongeo Drive, etc) that would reduce the demand for right turn movements from Sneydes Road into Point Cook Road at peak times if this movement approached capacity.

The Cardno assessment does not contemplate any further transport improvements that are required to accommodate traffic generated by the Lincoln Heath PSP area.

#### **7.4. Benefits of Completing Fongeo Drive and Local Connections**

The PSP area enables the eastward extension of Fongeo Drive to Point Cook Road, which provides the missing link in a critical east-west Connector Street route between Hacketts Road and Point Cook Road. This connection forms the western leg of an existing signalised intersection between Point Cook Road/Saltwater Promenade.

This road link will be delivered as part of Stage 1 of the development, providing a direct connection to the arterial road network of new dwellings developed in this area, as well as providing convenient access to the west via the Connector Street network, especially for local trips.

Importantly, the bringing forward of this road link in advance of any significant development in the estate will provide benefits to existing residents, particularly those to the west in the Alamanda Estate by providing a more direct connection to Point Cook Road as well as residents of the Saltwater Coast Estate who may wish to access local schools or community facilities to the west (including Alamanda College).

The provision of an additional connections to the arterial road network enables traffic to be more evenly distributed accord the wider road network, with motorists utilising those roads that are more convenient for their trip purpose, recognising that these include local trips accessing schools, recreation, shopping, entertainment as well as work-based trips.

The development provides for local road connections to Parkwood Terrace to the north (within the Lincoln Heath Estate), Festival Drive to the west (within the Alamanda Estate). It also provides for future connections (including a connector street) to the south to Point Cook South PSP area, where a separate Precinct Structure Plan is currently being developed.

The subdivision plan for the first stages of the Lincoln Heath South PSP area provides for appropriate intersection treatments (in the form of roundabouts) to cater for these future connections.

Importantly, the connector street road network being developed through the PSP area is 'bus-capable'. This enables PTV to plan for potential future bus routes to service Lincoln Heath South and ultimately Point Cook South.

#### **7.5. Wider Network Transport Implications**

The northern end of Point Cook Road currently accommodates a traffic volume of approximately 23,280 vehicles per day, which is close to capacity based on the existing road cross-section.

The trip distribution determined by Cardno, suggests that the Lincoln Heath South PSP area would generate an additional 146 vehicle movements on this section of Point Cook Road during peak hours, which is likely to represent approximately 1,460 vehicle movements per day. This represents an increase of approximately 6% compared to the existing traffic volume.



Whilst it is acknowledged that there are existing congestion issues associated with Point Cook Road, it is also clearly evident that there are a number of works proposed within the Point Cook area that will add to traffic and transport capacity including works on Palmers Road, Boardwalk Boulevard and Sneydes Road. Further, the development of Lincoln Heath South PSP represents only a small proportion of the overall traffic volume likely to be using the road.

Indeed, the development of the Lincoln Heath PSP area was previously assessed at the time of the Logical Inclusions Advisory Committee process in 2011/2012 when it was determined that it was appropriate to extend the Urban Growth Boundary to facilitate future residential growth within the Lincoln Heath South site.

Whilst it is my opinion that the Point Cook area would benefit as a whole from a project to widen or duplicate Point Cook Road (if this is indeed possible), it is not necessary as a result of the development of Lincoln Heath South PSP area, noting that access out of Point Cook will be available via other means including the new Sneydes Road interchange to be opened in late 2016. The extension of Fongeo Drive to be constructed as part of the PSP area will provide a relatively direct route to access this interchange in addition to Sneydes Road itself.

Increasing opportunities for local employment, particularly to the west within the East Werribee Employment Precinct, will also ultimately achieve a greater distribution of work-based trips across the road network, enable improved public transport accessibility to key work destinations, and increase opportunities for cycling trips to these destinations.

## 8. WYNDHAM COUNCIL'S ASSESSMENT

Wyndham Council considered Planning Scheme Amendment C194 incorporating the Lincoln Heath South Structure Plan at its Ordinary Council Meeting on 22 June 2015.

In relation to traffic and transport improvements, the report noted:

*In general, the existing Point Cook community is concerned about population growth and the potential traffic impacts. Within the PSP, the east-west Fongeo Drive is to be delivered as part of Stage 1 of the development, this will improve local traffic movements. The traffic background studies that informed the development of the PSP have confirmed that there is transport capacity in the wider Point Cook area that will allow for the development of the Lincoln Heath South PSP area. There are also several important transport improvements occurring in the wider area.*

*The following projects will have a significant impact:*

- *Proposed Palmers Road improvements to pedestrian and bicycle movements, and addition of a northbound bus and multi-occupant traffic lane plus upgrades to the intersection. The expected construction dates are the end of 2015 and the end of 2016, respectively. Please note that the above timeframes are provided as a rough guide only and may be affected by service relocation needs.*
- *Sneydes Road Diamond Interchange construction by the end of 2016.*
- *Opening of the Regional Rail Link and changes to bus timetables/routes (21 June 2015).*

The report recommended that Council support Planning Scheme Amendment C194 subject to officer satisfaction regarding MPA response to a number of non-traffic related conditions.

## 9. CONSIDERATION OF THIRD PARTY SUBMISSIONS

The following table sets out my comments in relation to the traffic-engineering related issues raised by third party submitters relating to Planning Scheme Amendment C194.

**Table 1: Consideration of Grounds & Objections**

Issue	Comment
<b>Third Party Issues/Objections</b>	
<p><i>Point Cook Road is the primary access route from Lincoln Heath South to the Princes Freeway for city bound traffic and is very congested during the AM peak period when it can take 45 minutes to access the freeway. This will be worsened as a result of additional development in Lincoln Heath South.</i></p> <p><i>A solution must be provided to widen Point Cook Road or create another nearby alternative road. Alternative roads that lead away from the city are not appropriate.</i></p>	<p>I acknowledge that Point Cook Road is currently congested particularly in the AM peak period. However as noted in my evidence there are other alternative routes which allow residents to access the Princes Freeway, noting that there are a number of projects currently underway or about to commence that will improve capacity via alternative routes.</p> <p>Whilst I acknowledge that the Sneydes Road interchange will require Lincoln Heath South residents to travel slightly further to access the freeway via this route I disagree that this is inappropriate as it will provide a quicker route. In my experience, most people will choose the faster route to access their destination even if it requires them to travel slightly further.</p> <p>I note also that the Sneydes Road interchange will result in some traffic that currently uses other access routes to the Freeway to transfer to Sneydes Road which is likely to result in some improvements to Point Cook Road following the opening to the Sneydes Road interchange, irrespective of any other development that may occur.</p> <p>I agree that the widening of Point Cook Road is a desirable project and should continue to be advocated by Council and the local community. It is not however the responsibility of the Lincoln Heath South PSP area to resolve this issue.</p>
<p><i>The document 'Review of 2014 Traffic Volumes in Wyndham recommends that action should be taken now to plan and secure funding for the design and construction of existing roads which are at capacity and require duplication including Palmers Road south of Princes Freeway and Point Cook Road between Dunnings Road and Sneydes Road. It does not make sense to allow additional dwellings to be constructed without this capacity.</i></p>	<p>I support the duplication of both Palmers Road and Point Cook Road however I do not consider these projects to be the responsibility of the Lincoln Heath South PSP area to construct. These projects are State Infrastructure, which will benefit the whole of the Point Cook area.</p>

Issue	Comment
<p><i>Public transport is a joke and is often caught in traffic. One bus every hour to Sanctuary Lakes is not good public transport.</i></p>	<p>The Lincoln Heath South PSP area does not rely on the Sanctuary Lakes estate bus service.</p> <p>The two bus services that operate closest to the Lincoln Heath South PSP area (routes 494 and 497) already have headways of 20 minutes and 30 minutes during peak periods, which is significantly better than the one hour headway noted for the Sanctuary Lakes service.</p> <p>The recently funded works on Palmers Road include a bus and multi-occupancy vehicle transit lane in the northbound direction and bus priority signalling measures, which will provide increased priority to bus services.</p> <p>Point Cook bus routes (494, 495 and 497) travelling along Palmers Road to Williams Landing Railway Station will benefit from this project.</p> <p>I acknowledge that bus services can be further improved to these areas in the future, with often comes from increasing demand through an expanding catchment.</p>
<p><i>The 15 year timeframe suggested by VicRoads to duplicate Palmers Road is not acceptable. Realistic pressure needs to be placed on VicRoads to come up with an immediate solution not only for Palmers Road but for the congestion and entry to the freeway of Point Cook Road and Boardwalk Boulevard as well.</i></p>	<p>Whilst the current funding commitments do not go as far as duplication, I expect that the additional northbound transit lane on Palmers Road and the extra freeway off-ramp at Boardwalk Boulevard/Forsyth Road will deliver some improvement.</p> <p>I agree that Council should continue to advocate that VicRoads fund additional improvements to the arterial road network that serves the Point Cook area.</p> <p>To this end, the City of Wyndham's "Get Wyndham Moving" campaign has provided an effective community voice for lobbying Government to fund transport improvements in Wyndham.</p>
<p><i>Point Cook has no high capacity public transport and is dominated by the motor vehicle.</i></p>	<p>It is a historical relic that the suburb of Point Cook has been developed with buses providing the only form of public transport to the area. The decision to allow development of the Lincoln Heath South PSP area will not change this.</p> <p>I note that recent improvements in the Point Cook area have resulted in additional bus routes being provided that provide relatively direct routes to railway stations and that the frequency and service timetables of bus services have been improved. On-going improvements can be expected, particularly as the area further develops.</p>
<p><i>The nearest train station is over five kilometres away from my residence and the stations currently have insufficient vehicle parking to accommodate the current level of residents. This still after several parking expansion works.</i></p>	<p>I agree that more parking should be provided at railway stations where possible to meet demands. This however is a responsibility of the State Government through its agencies and not a responsibility for the development at Lincoln Heath South.</p> <p>More so, it is important to provide safe and efficient connections between bus and rail services with coordinated timetables to reduce the need for parking at railway stations for those that have bus services available within reasonable walking distances.</p>

## 10. CONCLUSIONS

This report has provided an assessment of the potential traffic impacts of Amendment C194 of the Wyndham Planning Scheme, affecting the incorporation of the Lincoln Heath South PSP area into the Planning Scheme to facilitate the development of approximately 547 residential allotments.

I am satisfied that there are no discernible traffic or transport matters associated with the Planning Scheme Amendment that should prevent the development proceeding.

Having undertaken reviewed the relevant background material, I am of the opinion that:

- a) The proposed extension of Fongeo Drive to connect to Point Cook Road to form a fourth leg at the existing Point Cook Road/Saltwater Promenade signalised intersection is appropriate.
- b) The traffic generation rate and traffic distribution adopted by Cardno for the Lincoln Heath South PSP area are appropriate.
- c) The extent of traffic anticipated to be generated by Lincoln Heath South can be adequately accommodated by the surrounding road network, noting that a number of capacity improvements are currently proposed, have recently been completed or are under construction.
- d) The Sneydes Road interchange will significantly benefit the Lincoln Heath South area, providing an additional access to the freeway which is likely to be faster than the more direct route via Point Cook Road at peak times.
- e) Point Cook Road is currently at or close to capacity, but is not required to be used by the majority of residents of Lincoln Heath South in order to access the Princes Freeway and public transport services.
- f) Council should continue to advocate for further improvements to Point Cook Road and Palmers Road, however they should not be the responsibility of the Lincoln Heath South PSP area to resolve or construct.
- g) The Cardno assessment indicates that traffic signals at the Point Cook Road/Sneydes Road intersection will be necessary to accommodate the full development of the Lincoln Heath South PSP area but that the need to upgrade this intersection can only be partially attributed to the development of the Lincoln Heath South PSP area. I agree that given the declared arterial status of Point Cook Road and the location of this intersection in the road network given the other improvements works being undertaken along Sneydes Road to the west (which are associated with the East Werribee Employment Precinct), that the upgrade and signalisation of this intersection will be a matter for the coordinating road authority to consider in the near future.
- h) There are no traffic engineering reasons why Amendment C194 to the Wyndham Planning Scheme for the Lincoln Heath PSP should be refused.

I have made all inquiries that I believe are desirable and appropriate and there are no matters of significance which I regard as relevant which, to the best of my knowledge, have been withheld from the Panel.



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