

# Traffix Group

## Whittlesea Planning Scheme Amendment C241

### Shenstone Park Precinct Structure Plan

**Date of Statement:** 28 October 2020

**Date of Inspections:** 18 October 2020

**Prepared For the Applicant:** Barro Group Pty Ltd

**Instructed By:** Ponte – Business Lawyers for Business

**Reference:** G28896A-01A

**STATEMENT TO PLANNING PANELS VICTORIA BY JASON LEE WALSH, TRAFFIC ENGINEER**

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### **Shenstone Park Precinct Structure Plan**

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## Introduction

- 1 I have been instructed by Ponte – Business Lawyers for Business on behalf of Barro Group Pty Ltd to undertake a review of the proposed Shenstone Park Precinct Structure Plan proposed to be introduced as part of Whittlesea Planning Scheme Amendment C241.
- 2 In the course of preparing this statement, I inspected the PSP area most recently on 18 October 2020, and reviewed relevant background material.
- 3 I have previously provided advice to other landholders in relation to development of their land within this PSP, and the impact of the Donnybrook-Woodstock PSP to the north.
- 4 My qualifications and experience to undertake this assessment are set out in Appendix A.

## Preamble & Background

- 5 The Shenstone Park Precinct Structure Plan area includes the land bounded by Donnybrook Road to the north, the Wollert suburb boundary to the south, the Sydney/Melbourne railway corridor to the west, and the Urban Growth Boundary to the east.
- 6 The Donnybrook-Woodstock Precinct Structure Plan area is to the immediate north (northern side of Donnybrook Road) and the English Street Precinct Structure Plan area is to the west.
- 7 The Victorian Planning Authority prepared the draft Shenstone Park Precinct Structure Plan and exhibited it in September 2019. The project has been identified as part of the VPA's Fast Track Program and the Planning Panel is scheduled for November 2020.
- 8 There were a number of submissions made, including a submission from Contour Consultants on behalf of Barro Group Pty Ltd, dated 15 November 2019 (Submission 24).
- 9 Barro Group owns the land at 870 Donnybrook Road (known as the Woody Hill or Donnybrook Quarry) which is within the PSP area, and also owns Phillips Quarry, which is located at 430 Summerhill Road, Wollert. This quarry is located immediately south of the PSP, but has agreed access through the PSP area.
- 10 A permit exists for the use of the northern part of 870 Donnybrook Road for the purposes of a trade supplies business with modified access to Donnybrook Road. This access is proposed to replace the existing quarry access.
- 11 I am advised Barro Group is in the process of securing a Work Authority for Phillips Quarry. An agreement is in place to provide access to Phillips Quarry land via a linking road through land at 960 Donnybrook Road (held by Donnybrook Joint Venture Pty Ltd).
- 12 The VPA circulated an amended Precinct Structure Plan dated October 2020 in response to submissions. The amended PSP included amended versions of the Urban Structure Plan (Plan 3), the Street Network Plan (Plan 10) and Public Transport and Pathways Plan (Plan 11).
- 13 I have been engaged to provide my expert opinion in relation to the draft PSP and in particular the appropriateness of Section 3.6 Transport & Movement of the PSP in relation to the Quarry and Trade Supplies Operations and Access.

- 14 My assessment, and opinion is set out as follows.

## **Barro Group's Land**

### **Land Holdings**

#### **870 Donnybrook Road – Woody Hill Quarry, Concrete Batching Plant and Trade Supplies**

- 15 Barro Group owns the land at 870 Donnybrook Road.
- 16 This land includes the Woody Hill Quarry, which is sited in the southern portion of the site. Work Authority (WA 492) relates to the existing use and operation as a quarry and Planning Permit 710157 relates to the existing concrete batching plant operations on the site.
- 17 Work plans for expansion of the existing extraction area were statutorily endorsed in August 2019 (WA 6437), and February 2020 (variation to WA492).
- 18 The Woody Hill Quarry currently takes access from the western extent of the site's northern boundary to Donnybrook Road.
- 19 Planning Permit 715902 has been issued for a new Trade Supplies business to be located in the northern portion of 870 Donnybrook Road.
- 20 The permit includes new access arrangements to allow fully directional ingress and egress, including localised widening of Donnybrook Road to facilitate separate left and right turn lanes for entry. This access will serve the existing quarry and concrete batching plant, as well as the new trade supplies.

#### **430 Summerhill Road – The Phillips Quarry**

- 21 The land at 430 Summerhill Road is located to the south-east of 870 Donnybrook Road and borders Summerhill Road at the south. It does not share a boundary with the land at 870 Donnybrook Road, but does abut the land at 960 Donnybrook Road (owned by Donnybrook Joint Venture).
- 22 Planning Permit 704901 applies to the land permitting stone extraction and was issued in 1999 and subsequently amended in 2012 and 2014. The permit requires work to commence by July 8, 2024.
- 23 The extraction use has not commenced, as approval to the Work Authority (WA 6852) for the use is pending.
- 24 Access is contemplated to be provided via a linking road through the south-western corner of the land at 960 Donnybrook Road between the Woody Hill and Phillips Quarries. This linking road is detailed in Barro Plan 1 submitted as part of the response to the Panel Direction of 2<sup>nd</sup> October 2020.
- 25 Both the Woody Hill and Phillips Quarries have been identified as State significant resources, and I am advised they are anticipated to operate for the foreseeable future.

- 26 The relevant land parcels are shown in Figure 1 and Figure 2. Figure 3 gives more context to the existing and proposed uses and access for the site at 870 Donnybrook Road.

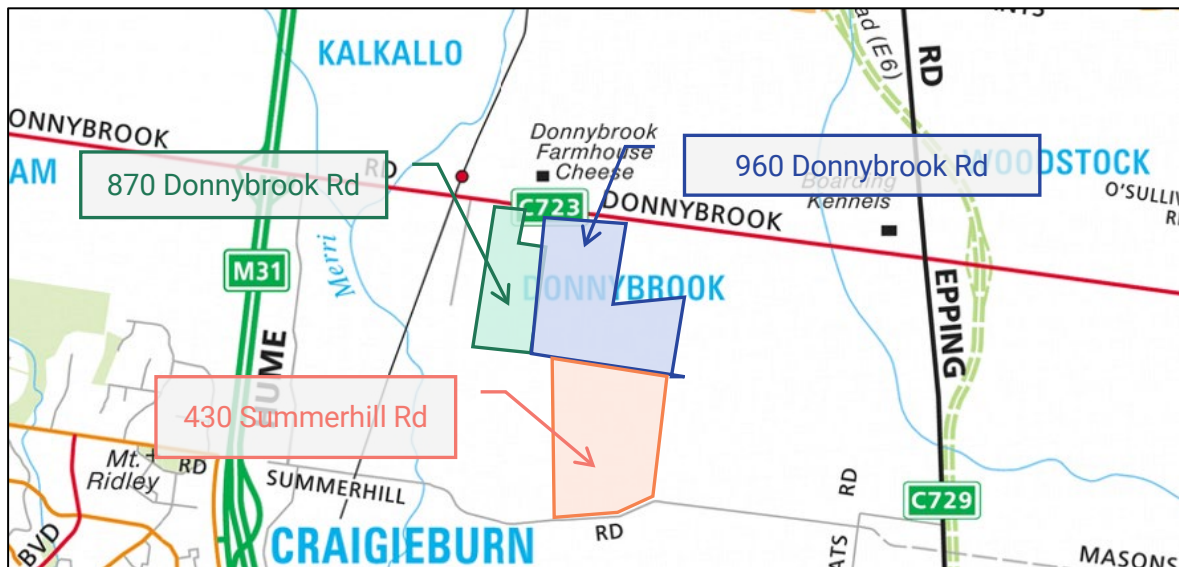


Figure 1: Subject Land (Map Courtesy Melway)

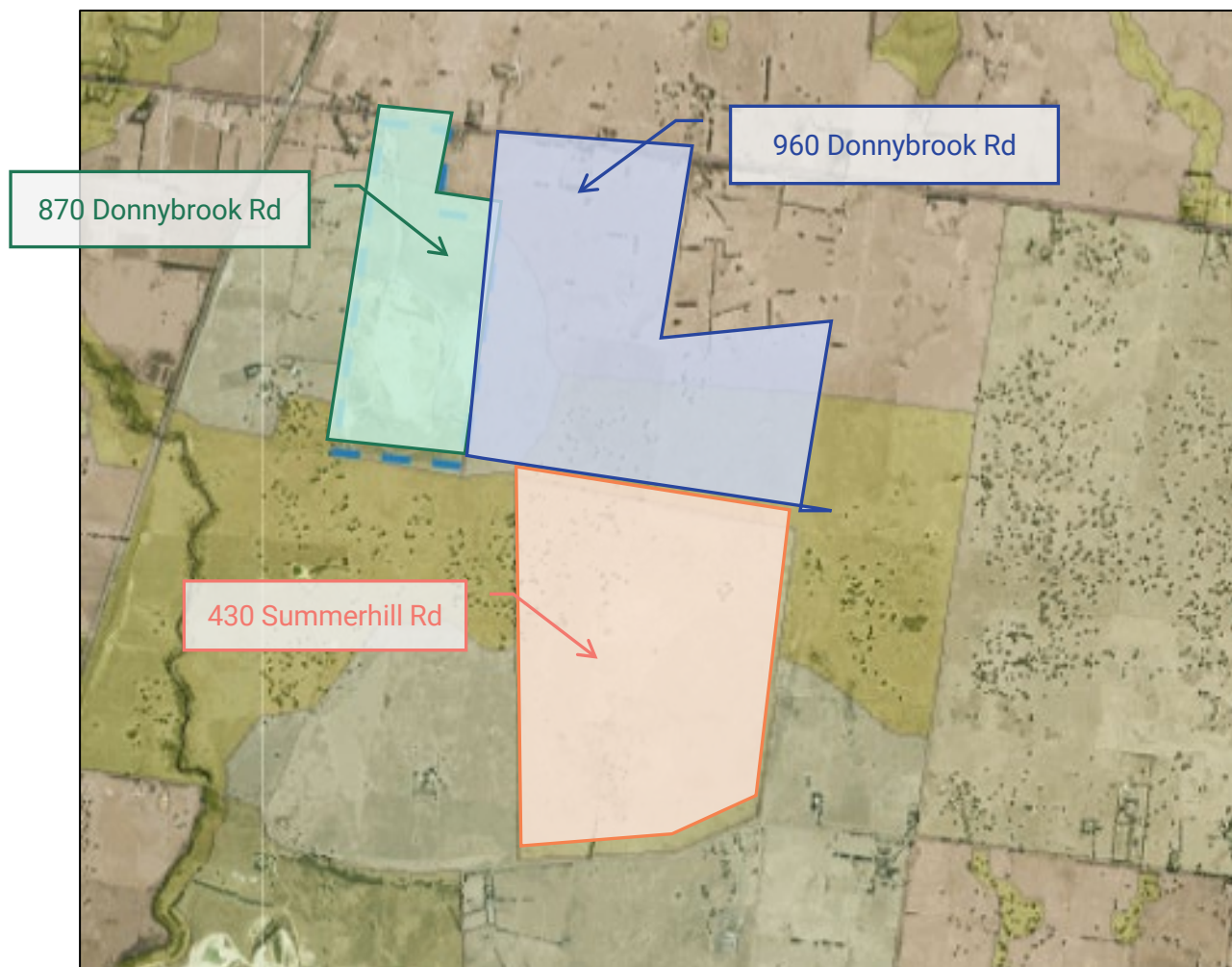


Figure 2: Subject Land (Aerial and Map Courtesy VicPlan)





Figure 3: 870 Donnybrook Road – Woody Hill Quarry, Trade Supplies and Access



## PSP Context

### Future Urban Structure Plan (Plan 3)

- 27 In relation to Barro's land, the Future Urban Structure Plan identifies the existing Woody Hill Quarry use, a mixture of business and industrial uses in the northern portion of the land, and credited open space.
- 28 Figure 4 provides an excerpt of the October 2020 PSP Urban Structure Plan.

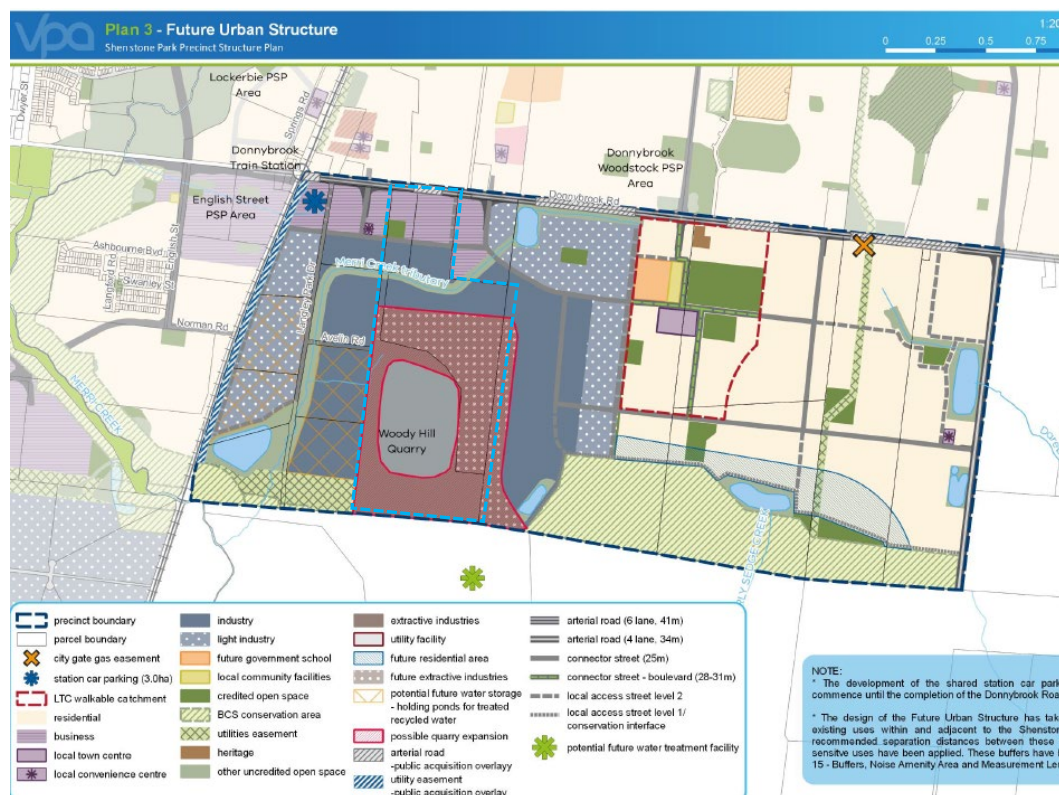


Figure 4: Future Urban Structure Plan with Subject Land (Amended October 2020)

### Street Network Plan (Plan 10)

- 29 The Street Network Plan proposes a new east-west connector road through the northern portion of the site, linking the land to the west and the east.
- 30 A new north-south Access Street is also nominated at the eastern boundary, within the land, that is to connect Donnybrook Road and the east-west connector. Access at Donnybrook Road is to be left-in/left-out restricted (I note the left-in/left-out symbol is incorrectly rotated 90 degrees).
- 31 Access to the land to the west and east is facilitated from Donnybrook Road via proposed cross-intersections that are to be signalised.

- 32 There is no change to the road network within Barro's land between the September 2019 and October 2020 versions with the exception of the removal of part of the public acquisition overlay land.
- 33 R53 of the street network requires vehicle access to properties fronting Donnybrook Road to the Employment Area must be from service roads, internal roads or rear laneways.
- 34 Figure 5 provides an excerpt of the October 2020 PSP Street Network Plan.

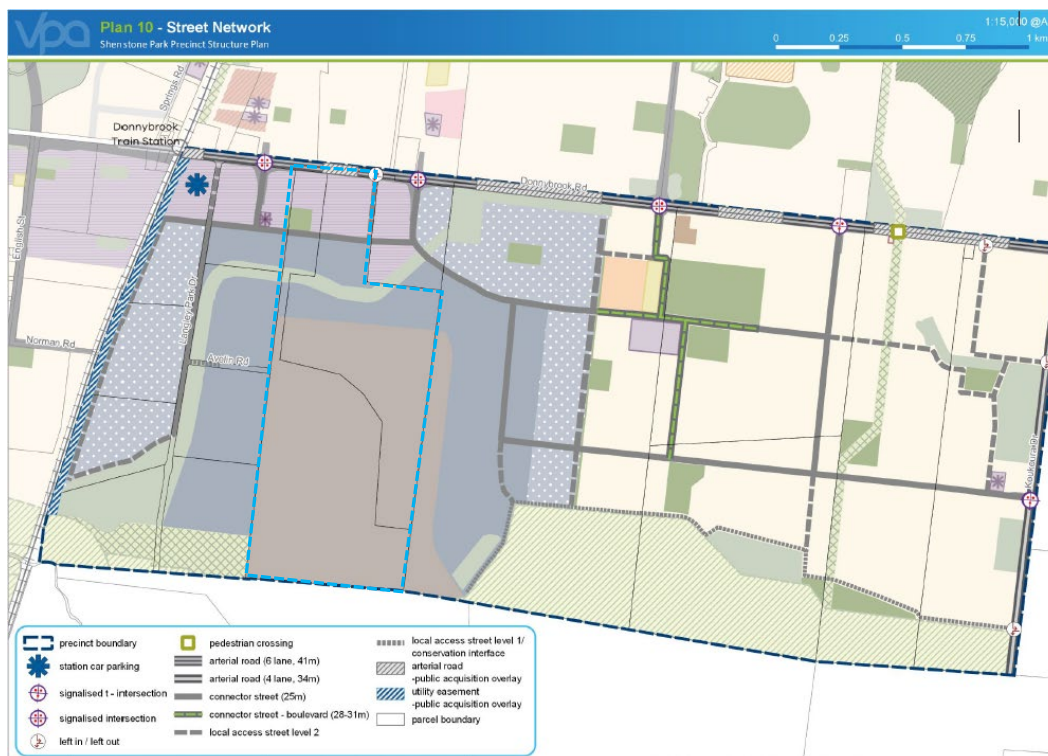


Figure 5: Street Network Plan with Subject Land (Amended October 2020)

### Public Transport and Pathways Plan (Plan 11)

- 35 The Public Transport and Pathways Plan identifies an off-road bike path on the east-west connector running through the subject land, as well as an off-road path (presumably shared path) along the Merri Creek Tributary.
- 36 The east-west connector is nominated as bus capable. Donnybrook Road is also nominated as bus capable.
- 37 Figure 6 provides an excerpt of the October 2020 PSP Public Transport and Pathways Plan.

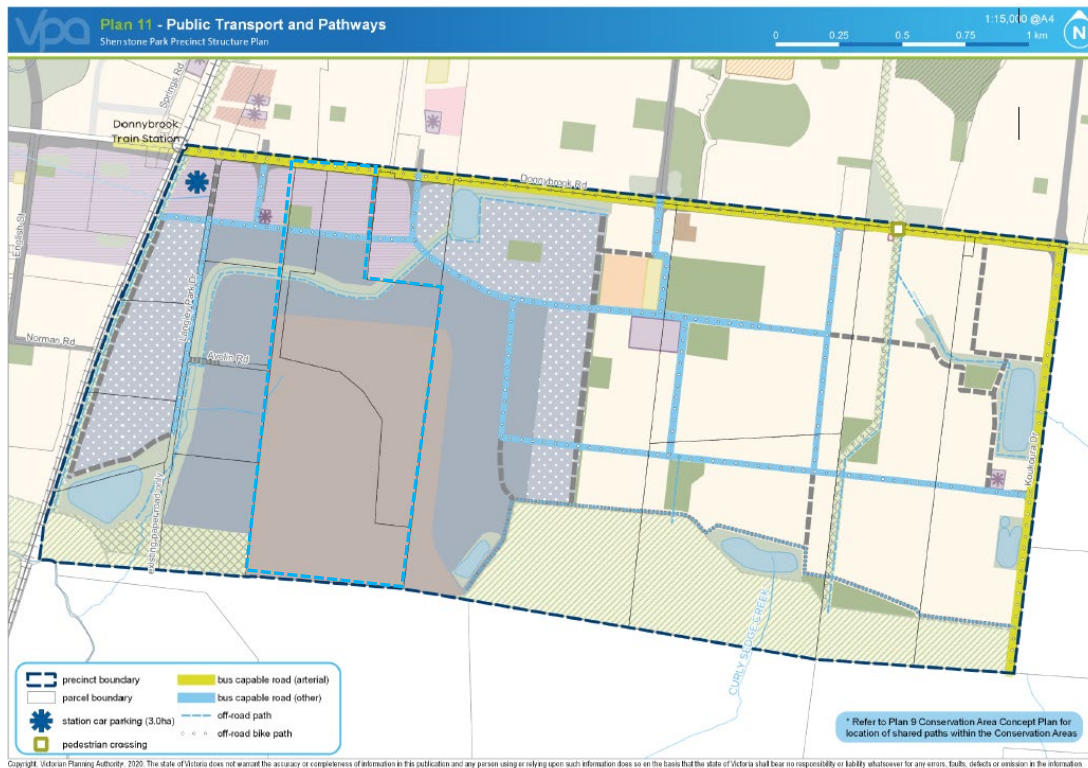


Figure 6: Public Transport and Pathways with Subject Land (Amended October 2020)

## Transport Considerations

### Continuation of Existing and Permitted Uses

- 38 The existing and expanded Woody Hill Quarry and Phillips Quarry will operate for the foreseeable future.
- 39 The permitted Trade Supplies business, to be located in the northern portion of the land at 870 Donnybrook Road has approved access to Donnybrook Road.
- 40 This approved access will serve the quarries and is intended on being maintained to Donnybrook Road for the foreseeable future.
- 41 In this regard, there is no obligation on the quarry to alter its access as part of the PSP.
- 42 In any event, I am of the opinion that it is desirable to maintain a separate access for the quarries, as that will separate quarry traffic from other business traffic.



- 43 This is consistent with the Department of Transport submission of 6<sup>th</sup> January 2020, where it states:

*"The PSP does not outline any interim arrangements for the access to Woody Hill Quarry during the development of the PSP area. DoT's preference is for Woody Hill Quarry related vehicles to utilise a single dedicated intersection only so that it is not distributed around other intersections. It is essential that the design and operation of this intersection consider the safety and movement of other transport modes at this intersection".*

- 44 I have prepared Figure 7, which overlays the approximate location of the Trade Supplies development and the modified quarry access on the PSP Street Network Plan.
- 45 It demonstrates the approved access is sited approximately 200 metres from the proposed signals to the west, and 380 metres from the proposed signals to the east.

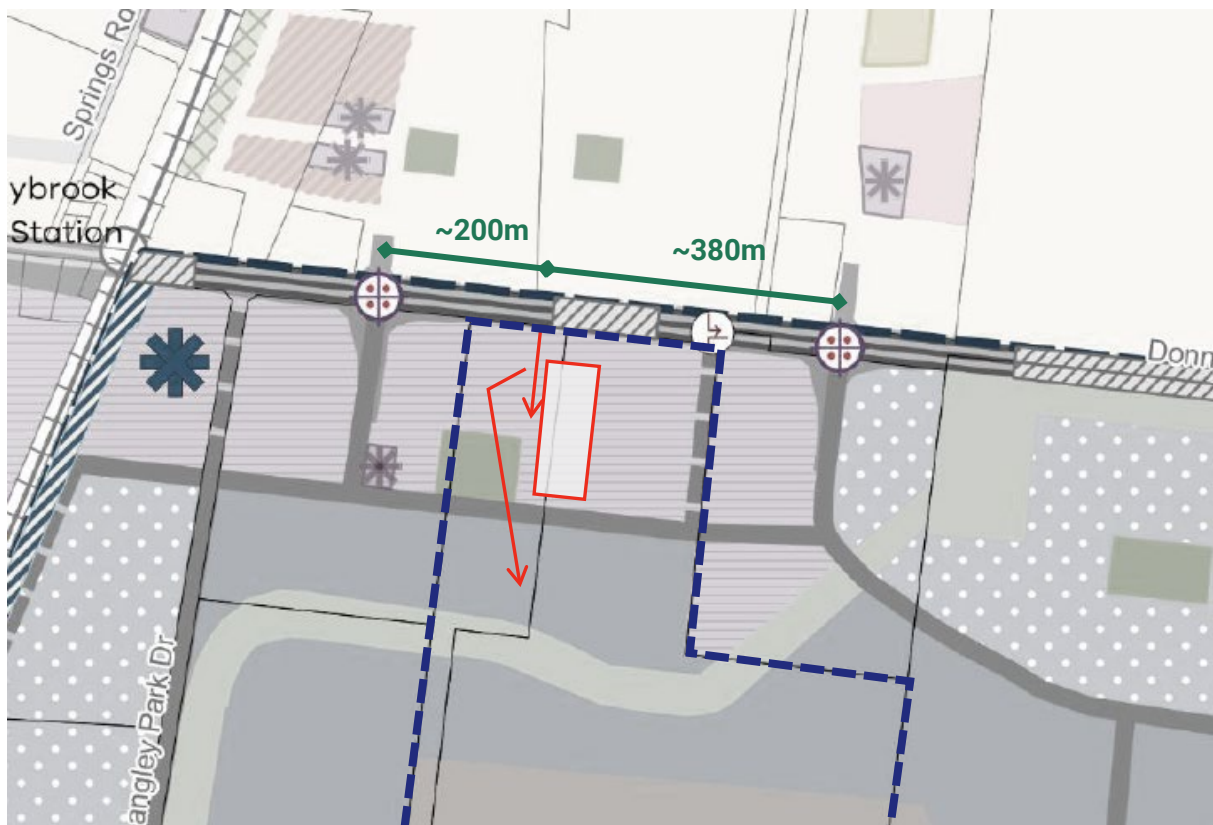


Figure 7: PSP Street Network Plan with approximate approved quarry access

- 46 In my view, this is sufficient separation between the two proposed signals to allow the quarry ingress/egress to operate safely, and it does not necessitate any changes to the siting of the proposed PSP signals to the east and west.
- 47 Based on the above, I recommend the Future Urban Structure (Plan 3), Street Network (Plan 10), and Public Transport and Pathways (Plan 11) should be amended to notate the permitted fully directional ingress/egress to the quarry, and the internal quarry road.



- 48 The ingress/egress should be nominated as fully directional, as that is what is currently permitted.
- 49 It is also likely that upon duplication of Donnybrook Road, the quarry access would be upgraded to traffic signals to retain a suitable level of accessibility.
- 50 I am comfortable the separation to the PSP proposed signals is sufficient to allow inclusion of traffic signals for the quarries at that time.
- 51 Figure 7 also illustrates the existing quarry internal access road traverses proposed LP-01. To this end, LP-01 should be repositioned to avoid the existing quarry access road.
- 52 The PSP should also be amended to notate the agreed access road for access from Woody Hill Quarry through 960 Donnybrook Road to Phillips Quarry.

### **Impact on the Internal PSP Street Network**

- 53 For the purposes of maintaining traffic separation between the quarry and other uses I also recommend removal of the east-west connector road through 870 Donnybrook Road.
- 54 This will not materially impact the vehicle accessibility of land to the east or west as they are individually accessible by traffic signals.
- 55 The east-west connector to the east and west should be maintained so as to not preclude the long term future connection of this road through 870 Donnybrook Road upon the cessation of the quarry.
- 56 The east-west connector is also not essential for bus accessibility. Land to the west could be serviced by a loop of the traffic signals and Langley Park Drive. Similarly land to the east would access Donnybrook Road through IN02.
- 57 Pedestrian and bicycle accessibility would be provided via the off road bicycle path and footpath along Donnybrook Road, or via the nominated path along the Merri Creek Tributary. Although it should be noted the construction of the path along the Tributary through 870 Donnybrook Road will not occur until such time as the abutting land is developed, and that is unlikely given its proximity to the quarry.
- 58 The north-south local access street along the eastern boundary of the subject land provides limited benefit in my view. The northern portion of the subject land is nominated as business, and the PSP contemplates service road accessibility for the frontage to Donnybrook Road for these uses.
- 59 Development of the southern part of the business land and industrial land could be developed by standard roads that need not be shown on the PSP.

- 60 In view of the foregoing assessment, I recommend the following changes to the PSP.
- Future Urban Structure (Plan 3) – deletion of the east-west connector within 870 Donnybrook Road, and deletion of the north-south access street level 2 within 870 Donnybrook Road.
  - Update Plan 5, Plan 7 and Plan 14 with the deletion of these roads.
  - Street Network (Plan 10) - deletion of the east-west connector within 870 Donnybrook Road, and deletion of the north-south access street level 2 within 870 Donnybrook Road. Deletion of the left-in / left-out intersection to Donnybrook Road.
  - Public Transport and Pathways (Plan 11) - deletion of the east-west connector within 870 Donnybrook Road, and deletion of the north-south access street level 2 within 870 Donnybrook Road. Amendment of the bus capable route in the western part of the PSP to the north-south connector for IN-01, the east-west connector between IN-01 and Langley Park Drive, and the northern part of Langley Park Drive.

### **Public Acquisition Overlay**

- 61 The VPA's part A submission outlines proposed changes to the existing Public Acquisition Overlay (PAO2) along Donnybrook Road.
- 62 Figure 8 illustrates the existing PAO, whilst Figure 9 shows the proposed extent of PAO as drawn in the October 2020 PSP.
- 63 I note the existing PAO extends along the entire frontage, albeit the PAO in the eastern portion of the land is significantly narrower than the western portion.

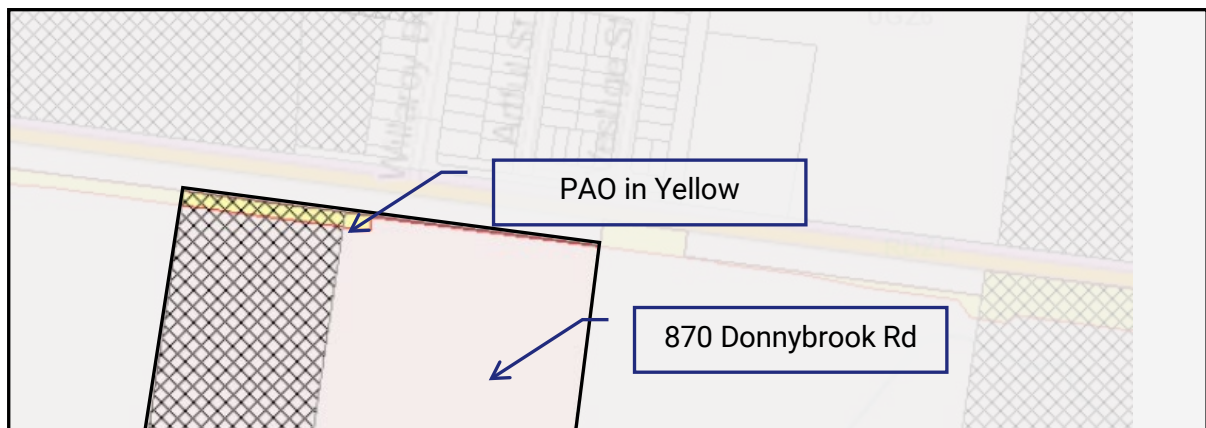


Figure 8: Existing Public Acquisition Overlay (PAO) Extents

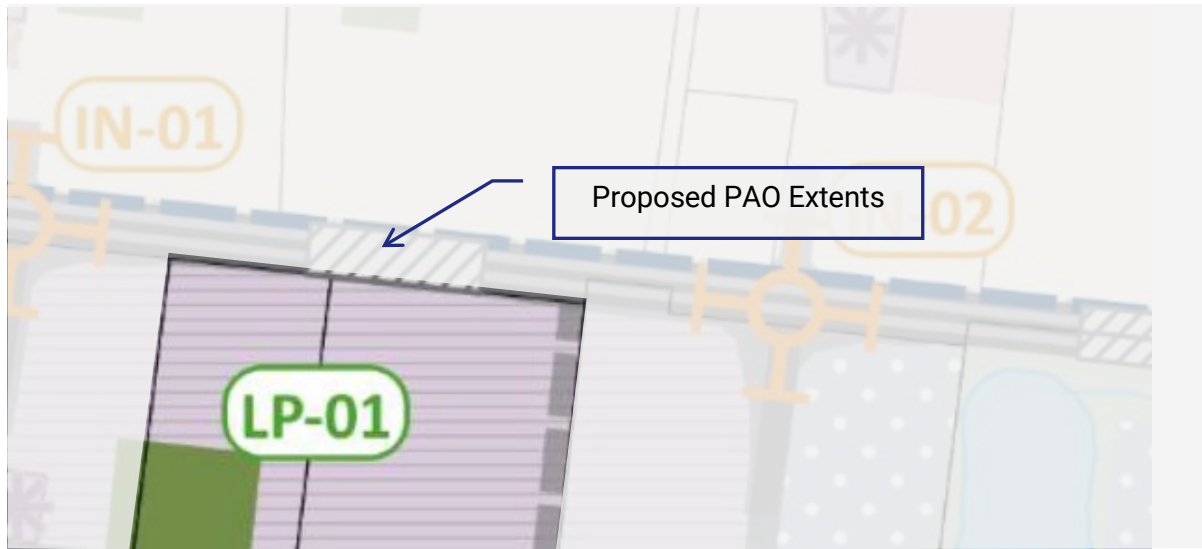
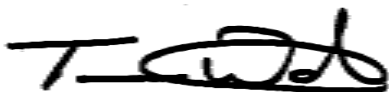


Figure 9: Proposed PSP Precinct Infrastructure Plan (Hatching shows Proposed PAO )

- 64 The areas do not match. It seems the VPA is proposing to remove part of the existing PAO from the western and eastern portions of 870 Donnybrook Road, and only retain the PAO in the central portion of the land.
- 65 I presume this is proposed to obviate the responsibility of the Department of Transport to acquire land associated with the PSP intersections (IN-01 and IN-02), despite that land being previously identified as required for the duplication of Donnybrook Road.
- 66 Plans and particulars should be provided by the VPA to allow review of the PAO amendments.

## Conclusions

- 67 Based on the preceding assessment, I am of the opinion:
- a) The following changes should be made to the PSP with respect to the land at 870 Donnybrook Road.
- Delete the east-west connector road within 870 Donnybrook Road from the series of plans.
  - Delete the local access street level 2 within 870 Donnybrook Road from the series of plans.
  - Include a notation to identify the approved fully directional quarry ingress/egress to / from Donnybrook Road on the relevant plans.
  - Include a notation to identify the agreed access between Woody Hill Quarry and Phillips Quarry through 960 Donnybrook Road on the relevant plans.
  - Reposition LP-01 such that it does not impact on the existing quarry access road.
  - Amend Plan 11 (Public Transport and Pathways) to identify a bus capable route between the north-south connector for IN-01, the east-west connector between IN-01 and Langley Park Drive, and the northern part of Langley Park Drive.
- b) Better particulars should be provided to allow assessment of the proposed changes to the PAO along Donnybrook Road.
- 68 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  
28 October 2020





# **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 Ponte – Business Lawyers for Business on behalf of Barro Group Pty Ltd to undertake a traffic engineering assessment and prepare an evidence statement in relation to Whittlesea Planning Scheme Amendment C241 and the proposed amendment to Shenstone Park Precinct Structure Plan.

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

- Amendment C241 supporting documentation.
- PSP of October 2020.
- Donnybrook-Woodstock PSP.
- Woody Hill Quarry WA492 and WA6437 Site Layout Plans.
- Planning Permit 710157 (Concrete Batching Plant).
- Planning Permit 715902 (Trade Supplies).
- Phillips Quarry Planning Permit 704901.
- Barro Plan 1.
- Whittlesea Planning Scheme.
- Submissions.
- 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.