

Traffix Group

**25 Horseshoe Bend Road, 391-399 Barwon
Heads Road & 8 Tannery Road, Marshall**

**Marshall Precinct Structure Plan - Greater
Geelong Planning Scheme Amendment
C278GGEE**

Traffic Engineering Evidence Statement to Planning Panels Victoria

Date of Statement: 29 October 2024

Date of Inspection: 27 October 2024

Prepared For: Rich and Pure Pty Ltd

Instructed By: Russell Kennedy

Reference: G35793A-01A

**IN THE MATTER OF AMENDMENT C278GGEE OF THE GREATER GEELONG PLANNING
SCHEME RELATING TO THE MARSHALL PRECINCT STRUCTURE PLAN**

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

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& 8 Tannery Road, Marshall**

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Planning Scheme Amendment C278GGEE**

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Introduction

- 1 I have been instructed by Russell Kennedy on behalf of Rich and Pure Pty Ltd to undertake a traffic engineering assessment of the proposed Greater Geelong Planning Scheme Amendment C278ggee (the Amendment) as it relates to properties; 25 Horseshoe Bend Road in Marshall and 391-399 Barwon Heads Road, and 8 Tannery Road in Charlemont (collectively known as the subject land).
- 2 The Amendment seeks to incorporate the Marshall Precinct Structure Plan (PSP) into the Planning Scheme. The Marshall PSP identifies the subject land as follows, and are referred to as such from herein:
 - Property 20 – 25 Horseshoe Bend Road, Marshall.
 - Property 42 – 8 Tannery Road, Charlemont.
 - Property 43 – 391-399 Barwon Heads Road, Charlemont.
- 3 Specifically, I am instructed to consider traffic impacts arising from the proposed change in land use designation of the Subject Land from commercial to residential.
- 4 In the course of preparing this statement, I inspected the subject site on 27 October 2024, reviewed Amendment documents and background material, and assessed the traffic engineering considerations of the proposed Amendment as they relate to the Subject Land.
- 5 My qualifications and experience to undertake the following assessment in accordance with Planning Panels Victoria Practice Note 1 are set out in Appendix A.

Background

- 6 The Marshall PSP is approximately 123ha in size and located around 5km south of central Geelong.
- 7 The Marshall PSP is generally bound by the railway corridor and existing residential properties to the west, Reserve Road (identified to be upgraded as the proposed Bellarine Link) to the south and Barwon Heads Road and the Barwon River floodplain to the east, and Barwon River floodplain and existing residential properties to the north.
- 8 The North East Industrial Precinct is situated to the east of the Marshall PSP, across Barwon Heads Road. The Horseshoe Bend Precinct (residential) is situated to the south of the Marshall PSP, across the proposed Bellarine Link.

Armstrong Creek Urban Growth Plan

- 9 The area that the PSP applies to is located within the broader Armstrong Creek Urban Growth Plan.
- 10 The subject land in the context of the Armstrong Creek Urban Growth Plan – Framework Plan and the Marshall PSP is provided in Figure 1.

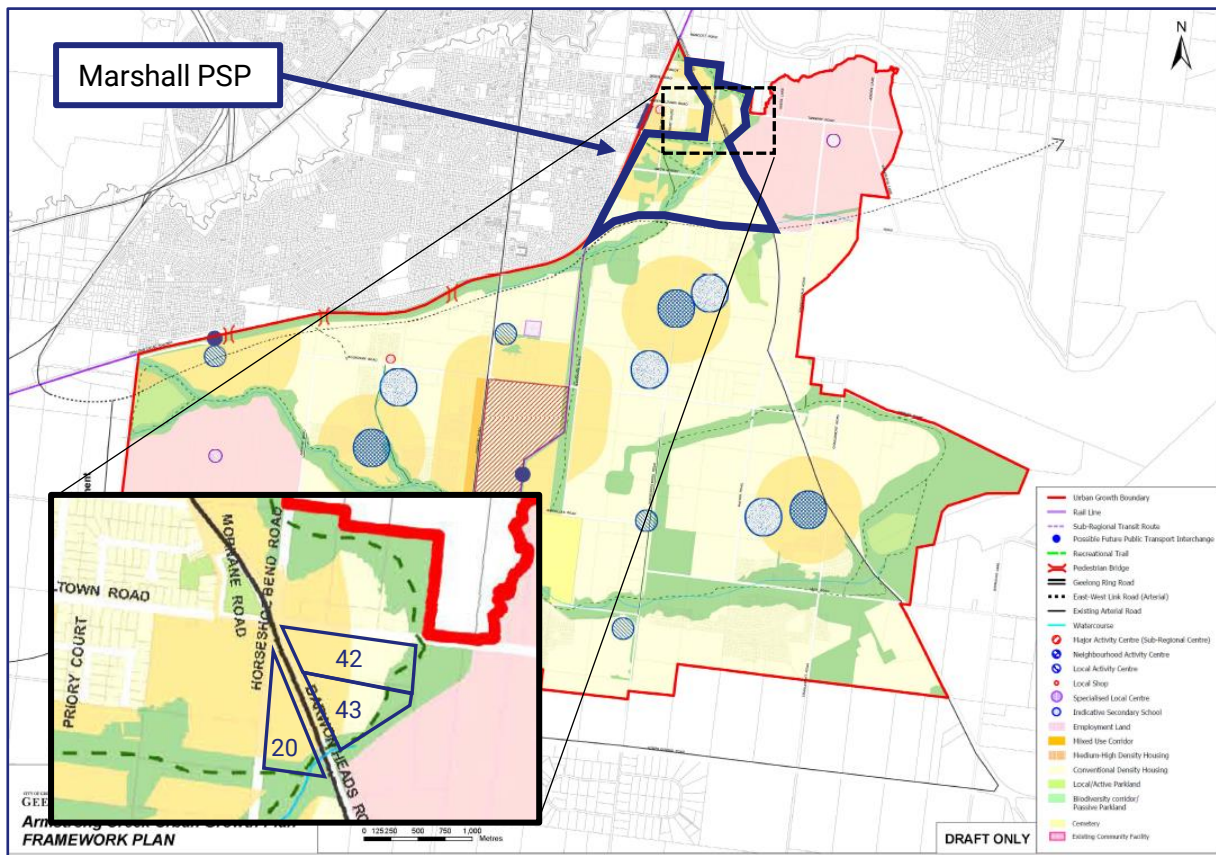


Figure 1: Subject Land - Armstrong Creek Urban Growth Framework Plan & Marshall PSP

- 11 In the Framework Plan (updated June 2015), the subject land is identified as 'conventional density housing' with the following guidance provided on housing densities:
- ensuring that housing achieves a minimum gross residential density of 15.5 dwellings per hectare across the whole growth area; and
 - providing medium and higher density housing (30 dwellings per hectare) proximate to activity centres, open space, the existing Marshall train station, the proposed new Rossack Drive train station and other areas of high amenity.
- 12 My interpretation of this information is that Property 20 was identified for medium to higher density housing (darker yellow designation), whilst Properties 42 and 43 were intended to be split between medium to higher density and standard density (lighter yellow designation).

Marshall PSP

- 13 Council prepared a draft Marshall PSP, dated July 2019.
- 14 The draft PSP identifies the land in the north east portion of the precinct, centred along Barwon Heads Road as commercial / bulky goods. This includes the subject land, being properties 20, 42 and 43.

- 15 There are a number of requirements in the draft PSP that direct / guide commercial development of the proposed commercial / bulky goods designated land, including the subject land.
- 16 The draft PSP was informed by The Marshall Precinct Structure Plan Access Management Strategy prepared by the City of Greater Geelong (not dated), and The Marshall Precinct Structure Plan Preliminary Transport Infrastructure Assessment, prepared by Cardno, dated 9 July 2019.
- 17 The Preliminary Transport Infrastructure Assessment is premised on the land along Barwon Heads Road in the northern part of the precinct being developed for commercial uses.
- 18 The inference from the draft PSP is that Council elected to nominate commercial development along Barwon Heads Road in the northern portion of the PSP, cognisant of the residential designation in the Armstrong Creek Growth Area Framework Plan.
- 19 In late 2019 Council released a draft Marshall PSP for public consultation, with informal submissions received from a mix of landowners, developers and government agencies / authorities.
- 20 Following the submissions and new technical assessments, Council refined / updated the Marshall PSP, with this version dated July 2023. On 26 September 2023, Council resolved to support the preparation and exhibition of Amendment C278ggee, and adopt the Marshall PSP, dated July 2023.
- 21 In relation to transport, the July 2023 Marshall PSP was informed by the Marshall Precinct Structure Plan Traffic Impact Assessment prepared by Ratio, dated 8 March 2023.
- 22 The July 2023 Marshall PSP and the Ratio Traffic Assessment continue to be premised on the land centred along Barwon Heads Road in the northern portion of the PSP being nominated for commercial / bulky goods.
- 23 On 23 January 2024, Council requested Ministerial Authorisation to exhibit the amendment. The Minister's delegate issued authorisation on 26 February 2024, subject to an amendment.
- 24 Council updated the Marshall PSP, dated March 2024, to address the amendment, and then placed the PSP and supporting reports on exhibition from 24 April 2024 to 3 June 2024.
- 25 Council received 26 submissions.
- 26 The Department of Transport and Planning (DTP) submission says the *'access arrangements to the proposed commercial / bulky goods areas are unclear in the PSP and TIA.'* The submission suggests the local road network, in particular Horseshoe Bend Road, is inadequate for the uses needs and that further consultation is required as DTP is unlikely to support direct access to Barwon Heads Roads.
- 27 Mesh (Submission 12) on behalf of the North East Industrial Precinct landowner requested the designation of the Marshall PSP commercial / bulky goods land use area to be changed to residential.

28 Council then corresponded with the landowners of the 'commercial / bulky goods' area, advised of Mesh's submission and sought further submissions from these parties. The large majority of the landowners rejected Mesh's position and sought the land use designation to be retained as 'commercial / bulky goods'.

Landowner Investigations

- 29 The landowner of PSP properties 20, 42 and 43 commenced investigations for commercial development in 2021, informed by the 2019 draft Marshall PSP.
- 30 These investigations involved discussions with Greater Geelong Council regarding use, and the Department of Transport and Planning regarding use and access to Barwon Heads Road.
- 31 In relation to the development of property 20 (25 Horseshoe Bend Road), DTP provided in-principal support for the proposed access to Barwon Heads Road via an email of 14th December 2023.

Council's Position

- 32 Council's delegate prepared a report, dated 28 August 2024. The report considered submissions.
- 33 Following the submissions, the Council position in relation to the commercial / bulky goods designated area is:
- Amend properties #38, #39, #40, #41, #42 and #43 to conventional residential.
 - Amend property #20 to medium / high density residential.
 - Retain properties #34, #35, #36, and #37 as commercial / bulky goods.

Amendment C278ggee – Marshall PSP

- 34 The Amendment proposes changes to the Greater Geelong Planning Scheme to incorporate the Marshall PSP by amending relevant zoning maps, amending and inserting relevant overlay maps and amending or inserting relevant schedules.

Exhibited PSP

- 35 The exhibited PSP, dated March 2024, identifies all properties within the subject land as 'commercial/bulky goods', as shown in Figure 2.
- 36 A portion of Property 42 and 43 sits outside of the Marshall PSP area and is within the NEIP Area.
- 37 A drainage reserve is shown extending across the southern portion of Property 20 and small portions on the eastern edge of Property 42 and 43.

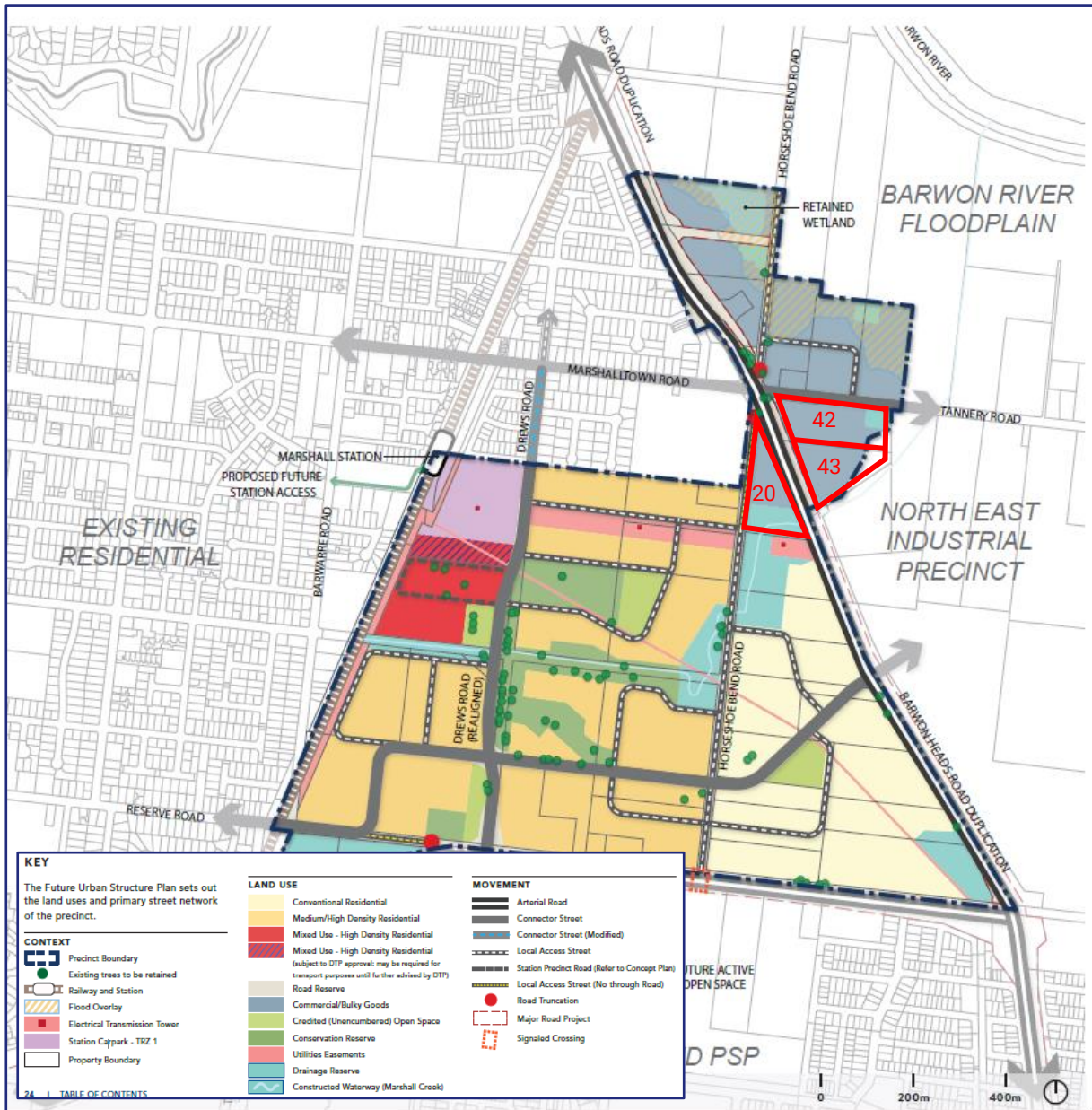


Figure 2: Exhibited Marshall PSP Urban Structure Plan

- 38 The majority of the PSP area is identified for residential use, with a mixed-use area to be provided adjacent to Marshall Station and other Commercial/Bulky Goods areas located on the east side of Barwon Heads Road, to the north of Tannery Road.
- 39 The Exhibited PSP also includes a road network and public transport plan and active transport network plan, copied as Figure 3 and Figure 4 respectively.

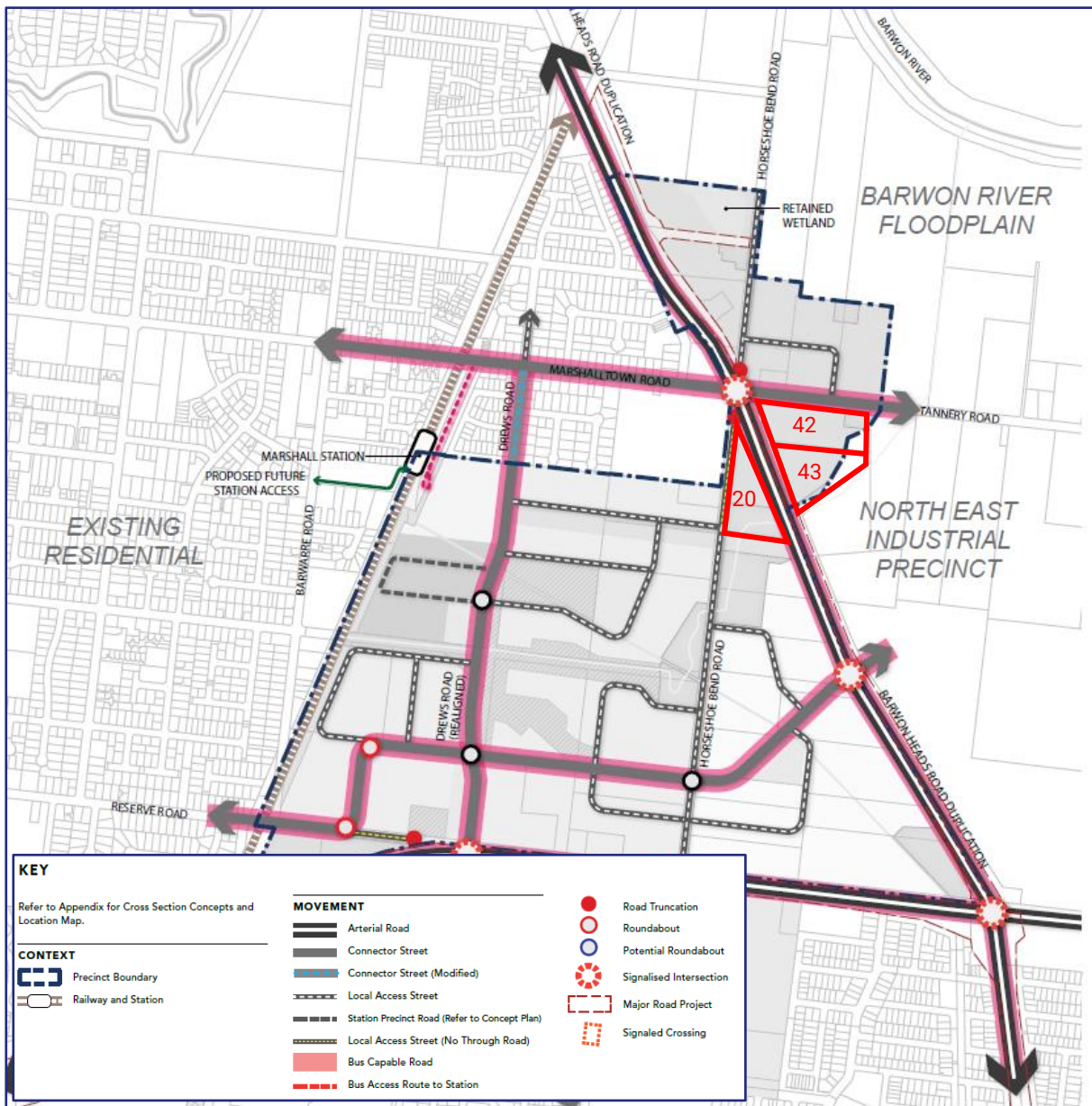


Figure 3: Exhibited Marshall PSP Road Network and Public Transport Plan

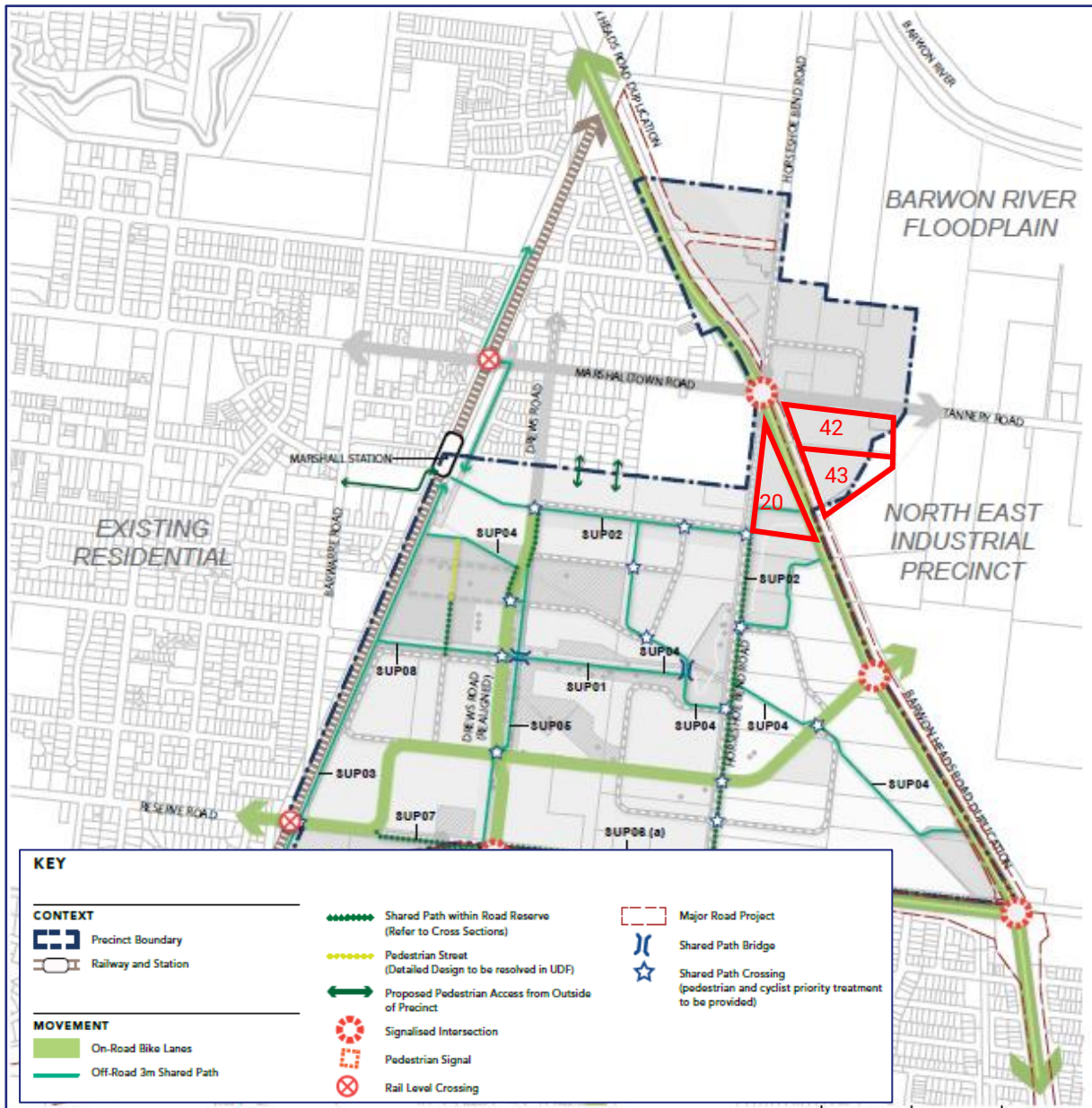


Figure 4: Exhibited Marshall PSP Active Transport Network

- 40 As it relates to the network around the subject land, the Exhibited PSP includes the following:
- Truncation of Horseshoe Bend Road on either side of Marshalltown Road/Tannery Road. (This is now complete as part of the Barwon Heads Road duplication project).
 - Horseshoe Bend Road, adjacent to Property 20, nominated as a 'Local Access Street' no through road.
 - A signalised intersection at the Barwon Heads Road / Tannery Road / Marshalltown Road intersection. (This is now complete as part of the Barwon Heads Road duplication project).

- Tannery Road, adjacent to Property 42, nominated as a 'Connector Street', bus capable road.
- A shared path extending through the drainage reserve in the southern portion of Property 20, which extends to the west to Marshall Station.
- It is noted there is no local road network designated in properties #20, #42 or #43.

41 Road cross-sections for Tannery Road and Horseshoe Bend are provided in the PSP, as shown in Figure 5 and Figure 6 respectively.

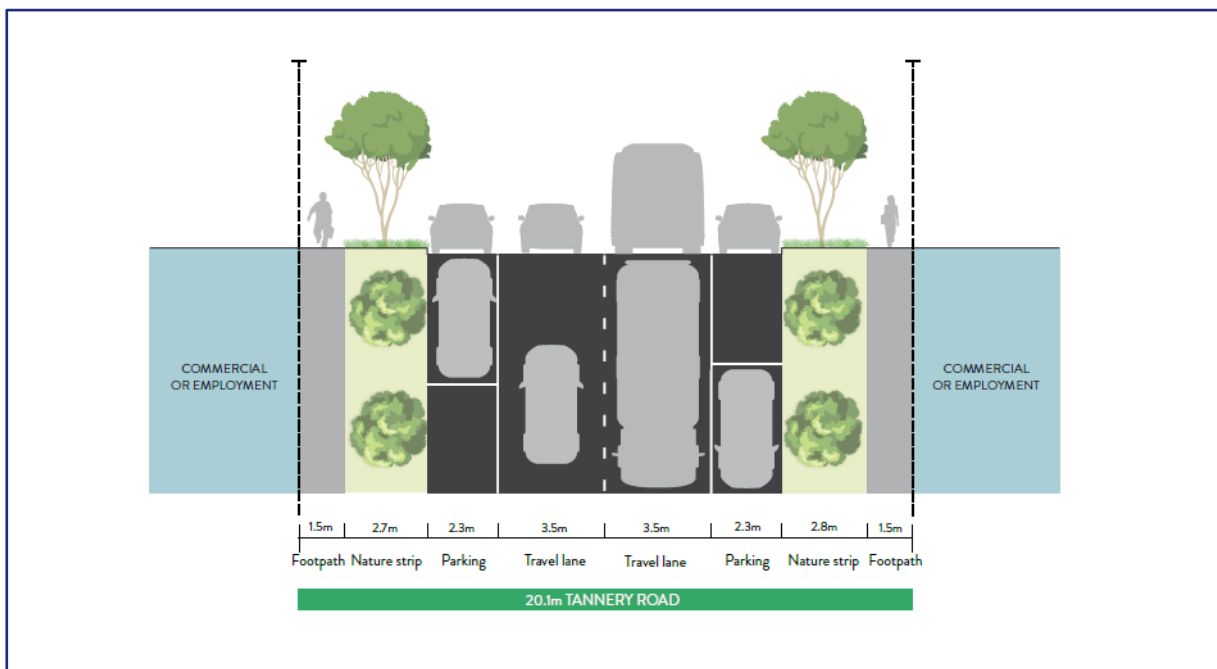


Figure 5: Exhibited PSP - Tannery Road Cross-section

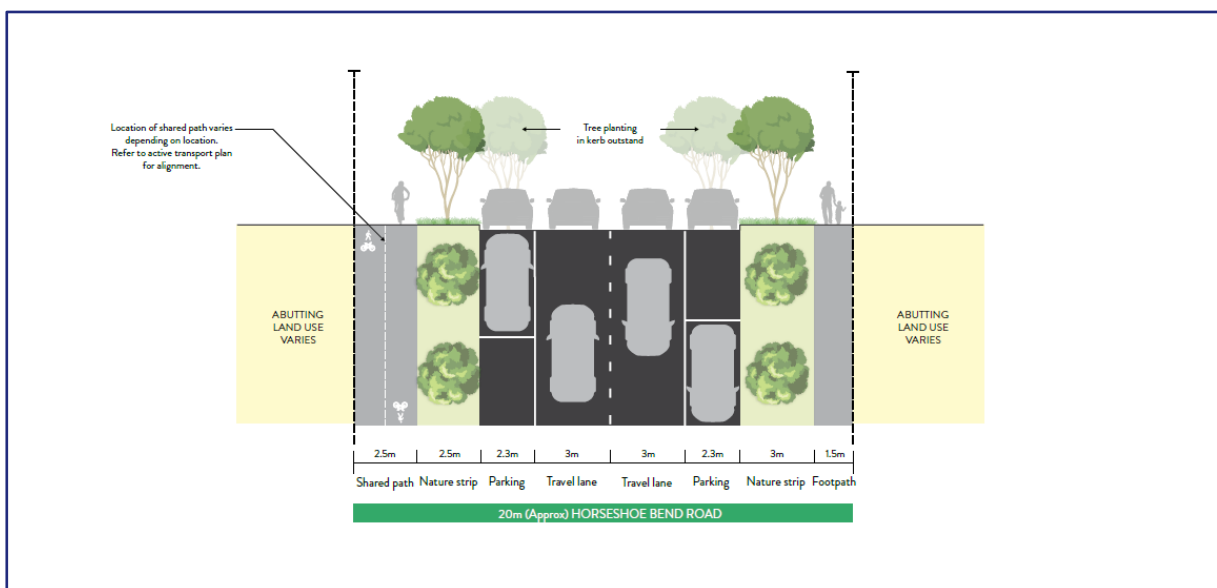


Figure 6: Exhibited PSP - Horseshoe Bend Road Cross-section

- 42 Based on the active transport map, the shared path indicated on the Horseshoe Bend Road cross-section does not extend along the subject land (property #20) frontage. The shared path is accommodated along the drainage reserve and Barwon Heads Road in this vicinity.

Existing Conditions

Subject Land & Planning Zones

- 43 The subject land is spread across two distinct parcels located on either side of Barwon Heads Road.
- 44 **Property 20** (25 Horseshoe Bend Road) is a triangular parcel bounded by Barwon Heads Road to the east and Horseshoe Bend Road to the west, located immediately south of the Barwon Heads Road/Tannery Road/Marshalltown Road signalised intersection.
- 45 It has a total area of approximately 1.748 ha and net developable area of 1.005 ha, once allowance is made for the drainage reserve.
- 46 It has frontages to Barwon Heads Road and Horseshoe Bend Road of approximately 280 metres and 245 metres respectively.
- 47 It is currently occupied by a single residential dwelling and associated outbuildings which take access to Horseshoe Bend Road, located in the southern portion of the property.
- 48 A secondary farm gate access to Horseshoe Bend Road is located towards the northern end of the property.
- 49 No access to Barwon Heads Road is provided.
- 50 **Property 42 and 43** (8 Tannery Road & 391-399 Barwon Heads Road) form an irregular shaped parcel bounded by Barwon Heads Road to the west, Tannery Road to the north and a drainage channel to the south.
- 51 This parcel (both properties combined) has a total area of approximately 3.821 ha and net developable area of 2.923ha, once allowance is made for drainage reserve and the portion of these properties that sit outside of the PSP area.
- 52 It has frontages to Barwon Heads Road and Tannery Road of approximately 240 metres and 235 metres respectively.
- 53 Each property is currently occupied by a single residential dwelling and associated outbuildings.
- 54 The dwelling on Property 42 takes access to Tannery Road with three crossovers provided at the western end of the frontage, close to Barwon Heads Road.
- 55 The dwelling on Property 43 takes access to Barwon Heads Road via single crossover, with access limited to left-in and left-out only by the central median.
- 56 An aerial view of the subject land is provided at Figure 7.

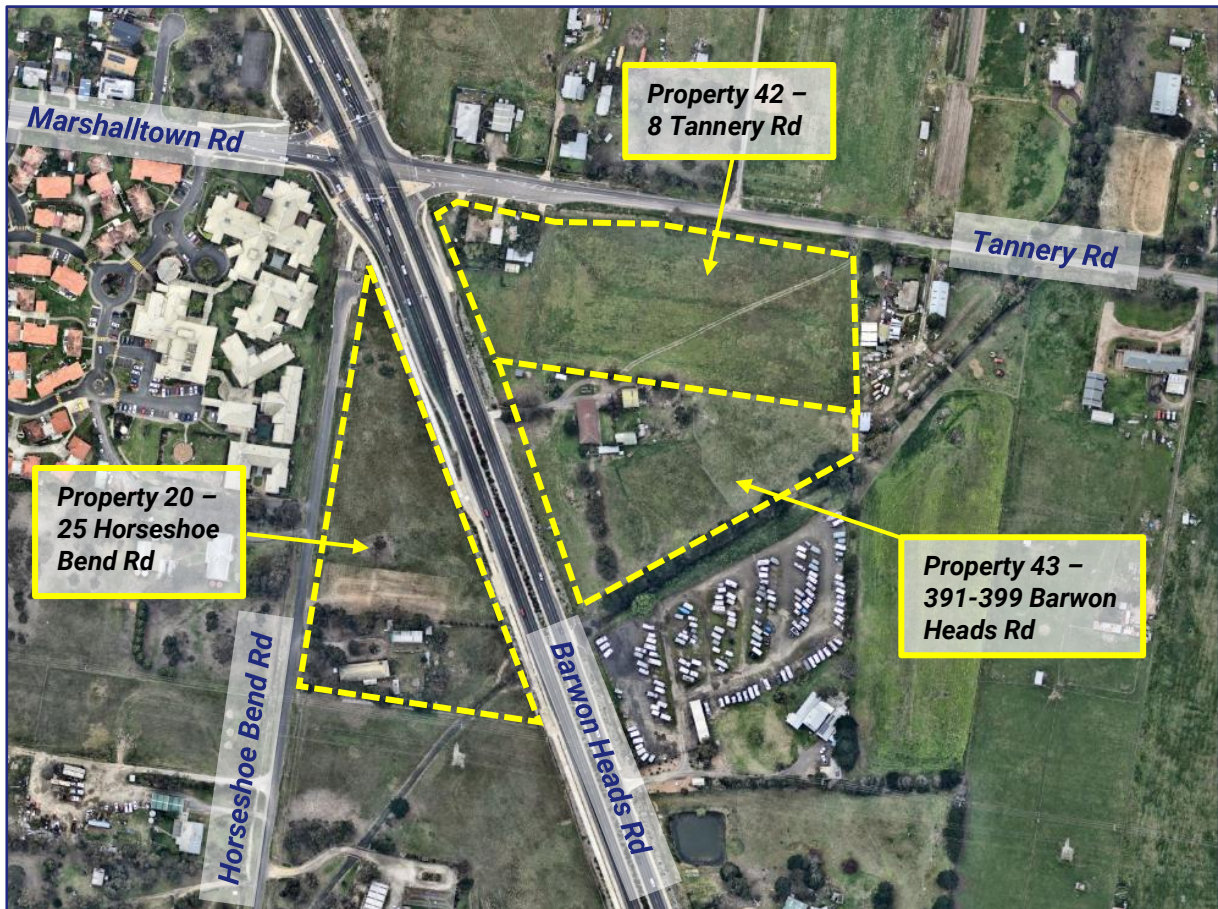


Figure 7: Aerial View of Subject Land

- 57 The subject land is zoned Urban Growth Zone (UGZ) under the Greater Geelong Planning Scheme, as shown in Figure 8, with the remainder of the land within the PSP area as well as the land within the NEIP to the east also zoned UGZ.
- 58 Established residential areas to the west of the subject land are zoned General Residential Zone (GRZ1) with small parks/reserves located in the nearby Public Park and Recreation Zone (PPRZ) to the north-west of the subject land.
- 59 A Public Acquisition Overlay (PAO) extends along the east side of Barwon Heads Road adjacent to the subject land, and a sliver along the southern side of Tannery Road extending from Barwon Heads Road. This PAO allowed for duplication works on Barwon Heads Road and signalisation of the Barwon Heads Road/Tannery Road/Marshalltown Road intersection, which are now complete.

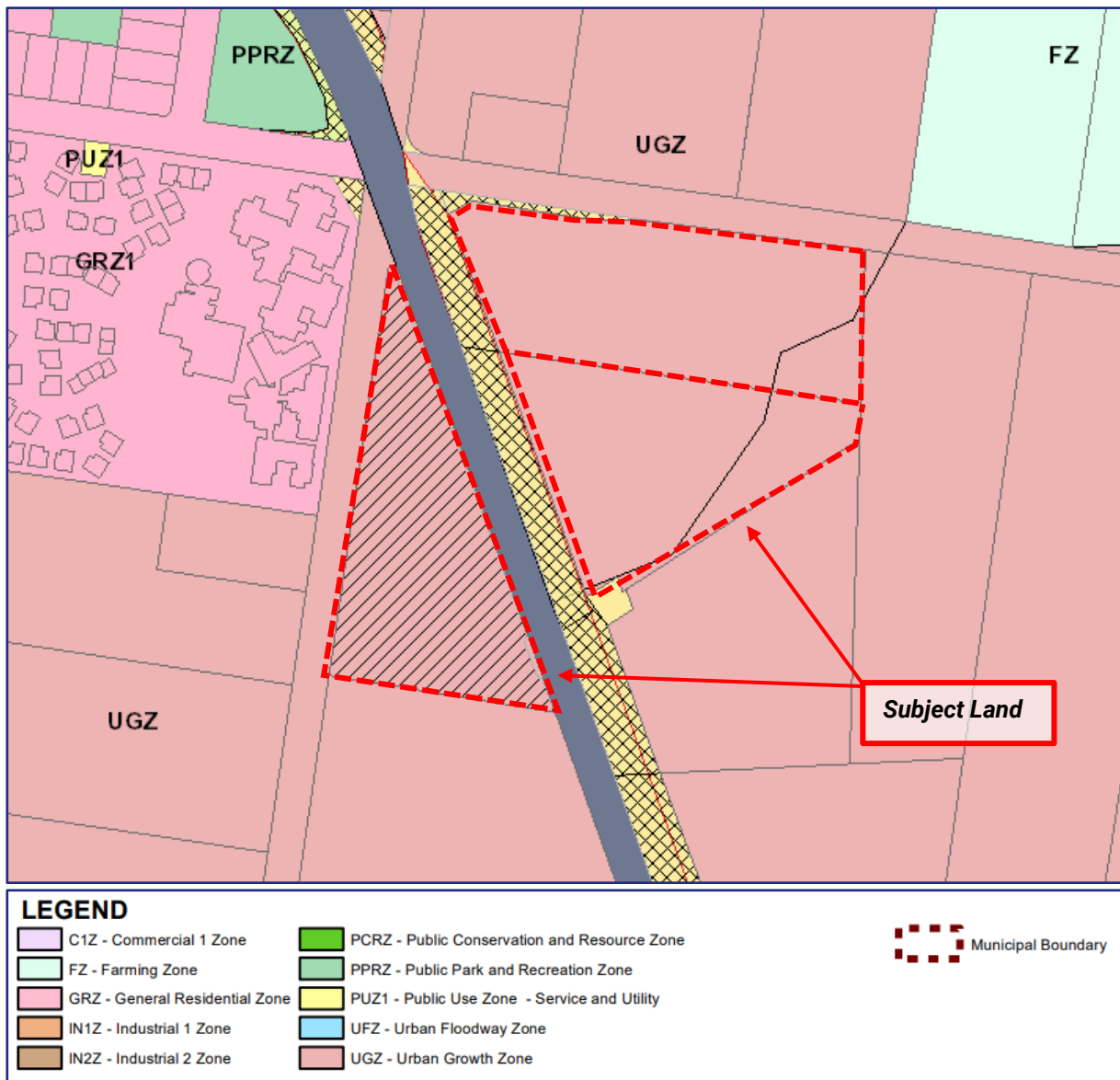


Figure 8: Land Use Zoning Map

Existing Road Network

- 60 **Barwon Heads Road** is a state declared arterial road and Transport Zone 2 – Principal Road Network (TRZ2). In the vicinity of the subject land, the road is aligned in a north-west to south-east direction connecting Geelong and Barwon Heads.
- 61 Adjacent to the subject land, Barwon Heads Road is constructed with a divided carriageway accommodating two through traffic lanes and a bicycle lane in each direction.
- 62 An off-road shared path is provided on the west side of the road, with no pedestrian provisions on the east side of the road aside from a small section of footpath (approximately 50m) extending south from Tannery Road to connect to a bus stop.

- 63 Guard rail has been installed on both sides of each carriageway.
- 64 A posted speed limit of 70km/h applies to Barwon Heads Road in the vicinity of the subject land.
- 65 At the signalised intersection with Tannery Road/Marshalltown Road, dedicated left and right turn lanes are provided on both Barwon Heads Road approaches.
- 66 A bus stop is provided on both sides of Barwon Heads Road, being at the frontage of Property 20 on the west side and at the frontage of Property 42 on the east side.
- 67 **Tannery Road** is identified as a local urban access road under Council's road register and aligns in an east-west direction from the Barwon River to Barwon Heads Road (where it continues as Marshalltown Road to the west).
- 68 Adjacent to the subject land, Tannery Road has been partly upgraded as part of the signalisation of Barwon Heads Road. Further to the east, but still along the site frontage Tannery Road operates two-way with a sealed carriageway of approximately 5 metres with gravel shoulders / verges.
- 69 No footpaths are provided on Tannery Road.
- 70 A posted speed limit of 60km/h applies to Tannery Road on approach to Barwon Heads Road, changing to 80km/h along the subject land frontage.
- 71 At the signalised intersection with Barwon Heads Road a dedicated left and right turn lane are provided on the Tannery Road approach.
- 72 **Horseshoe Bend Road**, adjacent to the subject land, is identified as a local urban access road under Council's road register and aligns in a north-south direction from Barwon Heads Road, where it terminates, to Reserve Road.
- 73 There is a continuation of Horseshoe Bend Road on the north side of Tannery Road, though it does not connect to Tannery Road. Similarly, there is a continuation to the south of Reserve Road, though it is on a different alignment to the section that connects to the subject land.
- 74 Adjacent to the subject land, Horseshoe Bend Road is constructed with an approximately 6.4m wide sealed carriageway accommodating through traffic in both directions.
- 75 A gravel path is provided on the west side of the street.
- 76 A 'T-head' turnaround treatment is provided at the termination of Horseshoe Bend Road for vehicular traffic. A pedestrian and bicycle connection are provided at this location, linking to the shared path on Barwon Heads Roads.
- 77 A posted speed limit of 60km/h applies to Horseshoe Bend Road in the vicinity of the subject land.
- 78 Figure 9 to Figure 16 illustrate views of the road network in the vicinity of the subject land.



Figure 9: Barwon Heads Rd NW Bound Carriageway – View North-West



Figure 10: Barwon Heads Rd NW Bound Carriageway – View South-East



Figure 11: Barwon Heads Rd SE Bound Carriageway – View North-West



Figure 12: Barwon Heads Rd SE Bound Carriageway – View South-East



Figure 13: Tannery Rd - View East



Figure 14: Tannery Rd - View West



Figure 15: Horseshoe Bend Rd - View North



Figure 16: Horseshoe Bend Rd - View South

Public Transport & Active Travel

- 79 The following bus routes operate along Barwon Heads Road with stops provided on either side of the road on the frontages of the subject land:
- Bus Route 52 – Operating between Jan Juc and Marshall Station.
 - Bus Route 54 – Operating between Torquay and Marshall Station.
 - Bus Route 55 – Operating Ocean Grove and Geelong Station via Barwon Heads and Marshall Station.
- 80 Marshall Station, which is on the Geelong and Warrnambool lines, is located approximately 750 metres walking distance to the west of the intersection of Barwon Heads Road and Marshalltown Road.
- 81 These public transport services are illustrated at Figure 17.
- 82 Barwon Heads Road is provided with on-road bicycle lanes and an off-road shared path and is a part of Geelong’s Principal Bicycle Network, linking to other key bicycle routes in wider area.

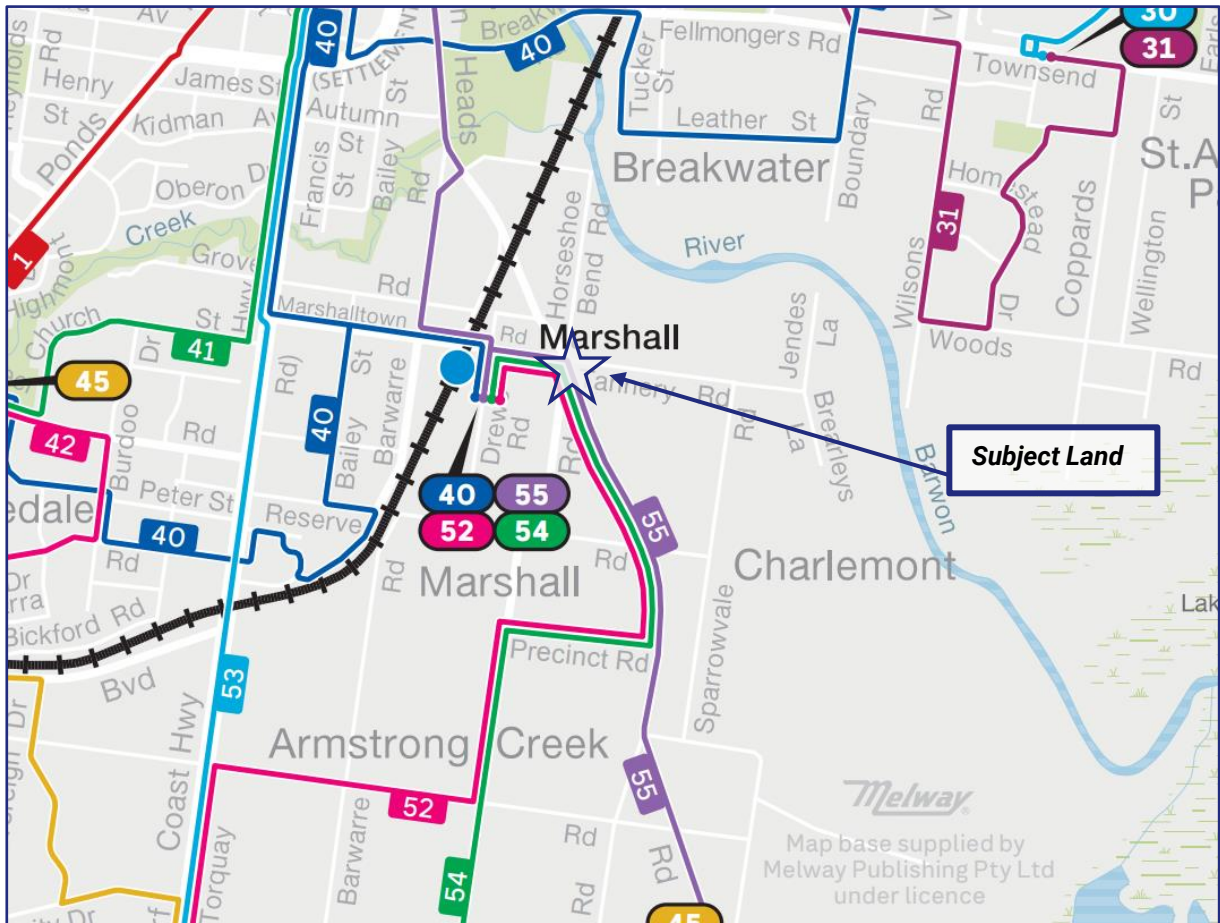


Figure 17: Existing Public Transport Map

Traffic Review

- 83 My assessment outlined following considers the appropriateness of the zoning of the subject land from a traffic engineering perspective based on the exhibited 'Commercial / Bulky Goods' designation and Council post exhibition proposed residential designations.
- 84 Specifically, I have considered from a strategic perspective:
- Whether an acceptable vehicle access arrangement could be provided to the subject land under the considered land use designations.
 - Whether an acceptable pedestrian and cyclist amenity outcome for the subject land would result from the considered land uses designations.
- 85 I have assessed Property 20 separately to Properties 42 and 43 given the distinct difference in location and road frontage characteristics.

Property 20

Commercial

86 Requirement 40 in the Road & Rail Network Requirements, in part, states.

'With respect to Barwon Heads Road, development must:

- *Respond to and integrate with the truncation of Horseshoe Bend Road north, south of the Marshalltown Road / Tannery Road, ensuring no additional access points in the Commercial / Bulky Goods Area on to Barwon Heads Road, unless otherwise approved by the Head, Transport for Victoria.'*

87 Requirement 85 within the Employment Retail and Community Facilities section of the PSP, in part, states:

'With respect to the Commercial / Bulky Goods area west of Barwon Heads Road (i.e. 25 Horseshoe Bend Road, PSP Property ID 20), must:

- *Avoid permitting direct access onto Horseshoe Bend Road from Barwon Heads Road.*
- *If vehicle access from Horseshoe Bend Road is proposed ensure vehicles are unable to continue through to Barwon Heads Road.*
- *Vehicle access from the property must be accompanied by a Transport Impact Assessment and subject to further review and approved by the Head, Transport for Victoria and Council.'*

88 In my view, these requirements are discouraging access to Barwon Heads Road but acknowledging an access may be sought and viable, as long as it does not create a 'local' road connection (formal or informal) between Horseshoe Bend Road and Barwon Heads Road.

89 Cognisant of these requirements, the landowner has been exploring the potential for commercial uses, including a child care centre, a service station and convenience restaurants for this site.

90 The concept proposal includes a left-in / left-out access to Barwon Heads Road, with a deceleration lane, for the service station and convenience restaurants, and an access to the child care centre from Horseshoe Bend Road. There is no connection between Horseshoe Bend Road and Barwon Heads Road.

91 A concept access arrangement to Barwon Heads Road was prepared by Ratio, which included the following key elements:

- A single two-way crossover permitting left-IN and left-OUT movements only.
- A left turn deceleration lane for vehicles entering the site.
- Relocation of the existing bus stop on Barwon Heads Road.
- Reconstruction of guard rail, shared path and other infrastructure to accommodate new access.

- 92 Ratio (traffic) made representations to the Department of Transport and Planning (DTP) on behalf of the landowner to secure 'in-principal' agreement for the proposed access arrangements.
- 93 A copy the Ratio Plan that was discussed with DTP is provided in Figure 18.

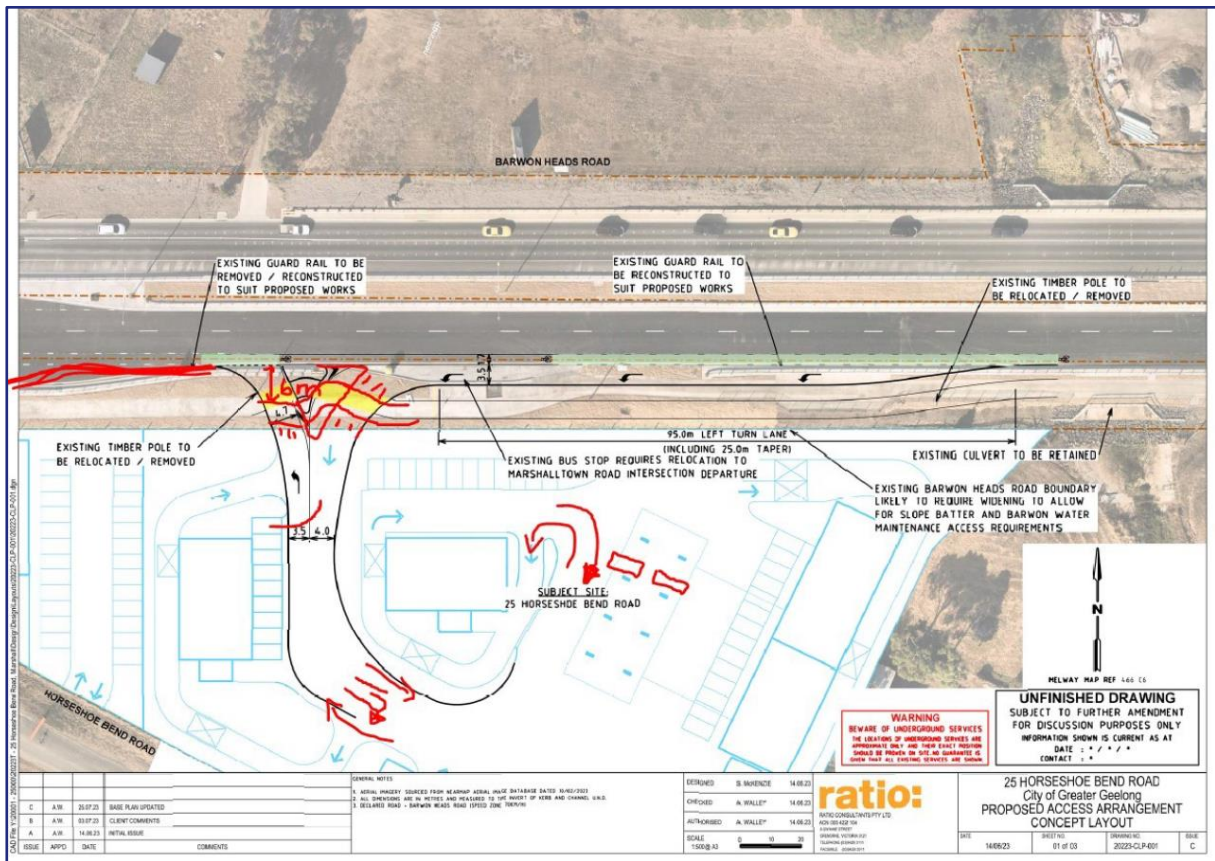


Figure 18: Ratio Plan - Barwon Heads Road Access to Property 20

- 94 In an email dated 14th December, 2023, Greg Hayes of DTP provided the following pre-application advice to Ratio Consultants:
...You have our support to proceed with a permit application to develop the land with access from Barwon Heads Road (LI/LO) with a decel lane and the changes as talk about already. This will include the deletion of the bus stop and minor upgrades to the bus stop on Marshalltown Road.
This support is subject to the detail that will form your application.
- 95 This agreement was the result of lengthy discussions with DTP, resulting in multiple revisions of the proposed access plan and a meeting between Ratio and DTP representatives.
- 96 The email correspondence and the concept access proposal is attached as Appendix B.
- 97 Pedestrian path connections could be provided to both the Barwon Heads Road frontage and Horseshoe Bend Road frontage to allow convenient access from all directions.

- 98 In my view, if the property is designated as commercial / bulky goods, then the most appropriate access for the service station / convenience restaurant uses sought is to / from Barwon Heads Road.
- 99 An access to Horseshoe Bend Road would not adequately service these types of uses, as they rely significantly on 'passing-trade' and the convenience of access.
- 100 Furthermore, in my opinion, a left-in / left-out access to Barwon Heads Road can be appropriately designed to provide for safe movements to / from the site, as depicted in the Ratio concept functional layout plan.
- 101 One only has to look a short distance to the north to observe that a service station has been developed with approved left-in / left-out access to Barwon Heads Road.
- 102 On this basis, I am satisfied the site can be developed for commercial purposes and provided with appropriate access to / from Barwon Heads Road.

Residential

- 103 In my view, DTP is unlikely to approve an access for residential development from Barwon Heads Road, leaving a local street connection to Horseshoe Bend Road as the only viable access for residential purposes. This could be achieved, however there are other transport guidelines that may limit the ability of the land to be developed efficiently.
- 104 More particularly the following PSP requirements would apply from a transport perspective.
- 105 Requirement 8 within the Character, Heritage and Housing section states: *'All subdivisions abutting arterial transport routes, the proposed Bellarine Link Road, Barwon Heads Road and the Geelong to Warrnambool Railway Line are required to provide an internal local road and lot frontage priority to establish a passive surveillance interface with the transport route.'*
- 106 Requirement 46 within the Transport and Movement Section states: *'Frontage roads must be the primary interface between the development and utility easements and open space in accordance with the relevant cross section '.*
- 107 The relevant cross section for the arterial lot frontage road and drainage frontage road depict a reservation of 14 metres.
- 108 These requirements mean the development of property 20 for residential purposes will need to include a frontage road of 14 metres to Barwon Heads Road and a frontage road of 14 metres to the drainage reserve in the southern portion of the property.
- 109 In consideration of the shape of the property, the inclusion of frontage roads, particularly to Barwon Heads Road, limits the opportunity to develop the land for residential purposes.
- 110 Council in its submission proposes to reclassify this property from Commercial / Bulky Goods to Medium Higher Density Residential.

- 111 The housing types contemplated within this designation include:
- *Some multi-unit apartments in areas of higher amenity.*
 - *Small lot housing including townhouses, attached, semi-detached and some detached houses.*
 - *Larger lots to be provided abutting arterial roads.*
- 112 Comparatively to areas to the west of property 20, this site does not have high amenity, particularly considering it is adjacent an arterial road. In this regard, it is not suitable for small multi-unit apartments.
- 113 The housing typology also requires larger lots abutting the arterial road, which in this instance is Barwon Heads Road being the longest frontage of the triangular site.
- 114 Furthermore, the site is not particularly well connected to community. It is bound by an arterial road to the east, a drainage reserve to the south, and a fenced retirement village, across Horseshoe Bend Road to the west that does not allow pedestrian permeability.
- 115 These guidelines coupled with the requirements for frontage roads and locality of the site, impose significant constraints on efficient residential development of the land.

Property 42 and 43

Commercial

- 116 Requirement 40 in the Road & Rail Network Requirements, in part, states.
- With respect to Barwon Heads Road, development must:*
- *Provide appropriate frontage local road(s) to the west of Barwon Heads Road within the boundary of the PSP. A service frontage road is not required on the eastern side of Barwon Heads Road to access the Commercial / Bulky Goods Area unless otherwise approved by the Head, Transport for Victoria.*
- 117 Requirement 84 within the Employment Retail and Community Facilities section of the PSP, in part, states:
- A Commercial / Bulky Goods Area is provided east of Barwon Heads Road that supports development which must:*
- *Provide appropriate crossovers and connections to Barwon Heads Road and to remove redundant vehicle crossings.*
- 118 These requirements infer direct access to Barwon Heads Road will be considered.
- 119 I have been provided with a concept sketch of a combined commercial development of properties 42 and 43. The sketch is not fully resolved but it contemplates uses such as; a service station, convenience restaurants, a gymnasium, medical centre, office suites, and small warehouse / storage units.

120 In relation to access, the following is illustrated:

- A left-in / left-out access with deceleration lane to Barwon Heads Road. The access is sited towards the southern end of the land.
- A fully directional access to Tannery Road, towards the eastern boundary.

121 The left-in / left-out access to Barwon Heads Road was informed by an access plan prepared by Ratio, illustrated as Figure 19.



Figure 19: Property 43 Barwon Heads Road Concept Access Plan

122 I have reviewed the proposed access arrangements and am satisfied they are logically sited, consistent with the requirements / guidelines of the exhibited PSP and will provide for safe and reasonable access.

123 The NEIP PSP provides direction on the interface of NEIP land with Barwon Heads Road, as detailed in Figure 20 below.

FIGURE 5: INTERFACE WITH BARWON HEADS ROAD

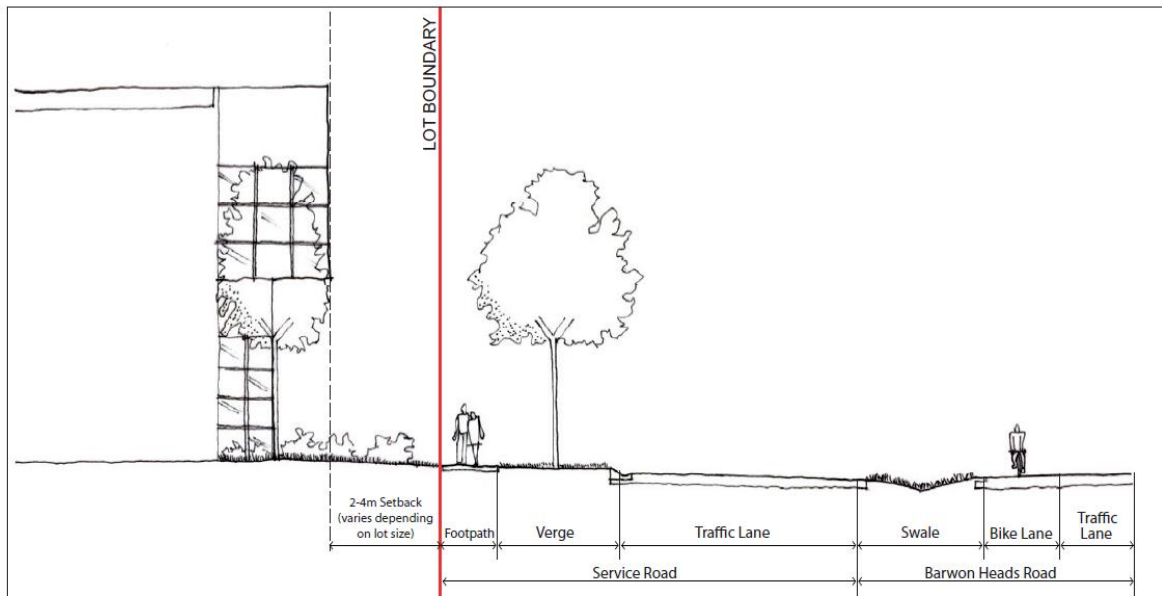


Figure 20: NEIP PSP Barwon Heads Road Interface

- 124 This figure includes the provision of a service road along Barwon Heads Road where buildings interface Barwon Heads Road. This arrangement infers that the NEIP land would be permitted access to Barwon Heads Road, via a service road.
- 125 I note that the NEIP PSP was prepared prior to the duplication of Barwon Heads Road, however, if service roads are to be provided, they would in all likelihood be restricted to left-IN, left-OUT arrangements.
- 126 I note the NEIP requirements for Barwon Heads Road are different than the Marshall PSP requirements.
- 127 In my view, access to Barwon Heads Road for the proposed uses is acceptable and is therefore not an impediment to commercial development of this land.

Residential

- 128 Similar to property 20, requirement 8 and 46 of the exhibited PSP would require the provision of frontage roads (14 metres) to Barwon Heads Road and the drainage reserve if the properties 42 and 43 were developed for residential purposes. These properties are larger and more appropriately shaped to accommodate these requirements.
- 129 In this circumstance the frontage roads for residential development could be readily provided.
- 130 My concern with the nomination of residential for the properties on the east side of Barwon Heads Road in the northern portion of the PSP is the isolation of these properties.
- 131 The Council position to nominate these properties as residential will result in the land being bordered by industrial land to the south east, the Barwon River floodplain to the north, and the recently duplicated Barwon Heads Road to the west.

- 132 Future residents wanting to access local shops, schools or Marshall Station by foot would need to cross Barwon Heads Road and have to walk in the order of 1km to access Marshall Station and future local shops, and about 1.5km to access Grovedale Primary School.
- 133 Crossing opportunities of Barwon Heads Road are few and far between. More particularly you can cross at the traffic lights at the intersection of Tannery Road / Marshalltown Road, but your next opportunity to the south is not until Reserve Road, some 1.2km's away. Informal crossings away from traffic signals are almost impossible as there are 4 sets of guard rail / wire fencing along Barwon Heads Road.

Response to Mesh Submission

- 134 The Mesh Submission includes a number of reasons supporting the designation of the subject land as residential, rather than the exhibited commercial/bulky goods designation.
- 135 From a traffic engineering perspective, the Mesh Submission contends the exhibited designation of the subject land adjacent to Tannery Road would undermine the role of Tannery Road as a public transport link to the NEIP.
- 136 Additionally, it raises concerns about the increased traffic volumes that could be expected from commercial development, when compared to residential development, and associated level of heavy vehicle movements.
- 137 In my view, the role of Tannery Road as it relates to the NEIP will be dictated by how the road and active transport network within the NEIP links to Tannery Road and the treatment provided to limit vehicle access to the east of the creek (as notated in the NEIP PSP).
- 138 Under a commercial/bulky goods designation there is likely to be a higher level of traffic generated when compared to a residential designation, however this traffic would be largely contained to Barwon Heads Road and the western portion of Tannery Road.
- 139 Therefore in my view, the exhibited commercial designation will not have a material impact on access to the NEIP.
- 140 I can see no reason why the land use designation of the subject land would impact on the provision of a bus route along Tannery Road connecting to the NEIP.
- 141 I can see no reason why the land use designation of the subject land would impact on the provision of active travel mode connections along Tannery Road to the NEIP.
- 142 I note that the NEIP PSP indicates the provision of an off-road shared path on Tannery Road within the NEIP, however this is not continued through the Marshall PSP land based on the exhibited cross-section.
- 143 I do not consider that the land use designation of the subject land, or other land abutting the north side of Tannery Road, will have any bearing on the ability of Tannery Road to deliver the transport and movements outcomes outlined in NEIP PSP.

Conclusions

- 144 Having undertaken a transport engineering assessment of the proposed Planning Scheme Amendment C278ggee for the Marshall PSP, in respect of the land designation of properties 20, 42 and 43, I am of the opinion that:
- a) A suitable vehicle access arrangement could be provided for all properties within the subject land under the exhibited commercial/bulky goods land use designation.
 - b) An acceptable pedestrian and cyclist amenity outcome would result for all properties within the subject land under the exhibited commercial/bulky goods land use designation.
 - c) A suitable vehicle access arrangement could be provided for all properties within the subject land under the proposed residential land use designation.
 - d) An acceptable pedestrian and cyclist amenity outcome would result for Property 20 under the proposed residential land use designation.
 - e) An undesirable pedestrian and cyclist amenity outcome would result for Property 42 and 43 under the proposed residential land use designation given the location of this land on the east side of Barwon Heads Road.
 - f) The land use designation of the subject land will have no material traffic impact on the role of Tannery Road as it relates to the NEIP.
- 145 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
29 OCTOBER 2024



Appendix A

Qualifications & CV

[Comments]

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 over 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 Russell Kennedy on behalf of Rich and Pure Pty Ltd to undertake a traffic engineering assessment and prepare an evidence statement for the proposed Planning Scheme Amendment C278GGEE as it relates to properties 20, 42 and 43.

[Comments]

Facts, Matters and Assumptions Relied Upon

- Amendment material, including exhibited PSP (March 2024) and Marshall PSP Traffic Impact Assessment by Ratio, dated March 2023.
- Draft Marshall PSP, dated July 2019.
- Marshall Precinct Structure Plan Access Management Strategy.
- Marshall Traffic Impact Assessment by Cardno, dated July 2019.
- Council Delegate report of 28 August 2024.
- Submissions.
- Armstrong Creek Urban Growth Plan Framework.
- Armstrong Creek North East Industrial Precinct – Precinct Structure Plan, dated May 2010.
- Concept Plans for development of properties 20, and 42 and 43.
- Concept Access Plans by Ratio for access to Barwon Heads Road.
- Email chains between Ratio and DTP regarding access to Barwon Heads Road for property 20.
- Greater Geelong Planning Scheme.
- Site inspection.
- Relevant experience.

Documents Taken into Account

See above.

Identity of Persons Undertaking Work

Jason Walsh as per the evidence statement.

Marcus Koorn (Senior Traffic Engineer, Traffix Group) assisted with preparation of the evidence report.

Summary of Opinions

See Conclusions section of the evidence statement.



Appendix B

DTP Correspondence & Concept Access Layout



A

T singh <tps16378@gmail.com>

FW: 25 Horseshoe Bend Road, Marshall - Update

Aaron Walley <aaronw@ratio.com.au>
To: "Greg Hayes (DTP)" <Greg.Hayes@transport.vic.gov.au>
Cc: nick Formichelli <nformichelli@gmail.com>, T singh <tps16378@gmail.com>

Thu, Dec 14, 2023 at 4:50 PM

Thank you very much Greg.

Aaron Walley

Director: Transport

Mobile 0419 548 316

Phone 03 9429 3111

Email aaronw@ratio.com.au

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Wurundjeri Country
(03) 9429 3111

Geelong
Wadawurrung Country
(03) 4224 0240

Sydney
Gadigal Country
(02) 9696 1225

Brisbane
Jagera Country
(07) 3724 9277

ratio:

Planning | Urban Design

Transport | Waste Management
Circular Economy | Landscape Architecture

Instagram | LinkedIn

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of Aboriginal and Torres Strait Islander Peoples and their enduring connection to Country.



Our offices will close on Friday 22 December and reopen on Monday 8 January 2024.

From: Greg Hayes (DTP) <Greg.Hayes@transport.vic.gov.au>
Sent: Thursday, December 14, 2023 4:45 PM
To: Aaron Walley <aaronw@ratio.com.au>
Cc: nick Formichelli <nformichelli@gmail.com>
Subject: FW: 25 Horseshoe Bend Road, Marshall - Update

Hello Aaron and Nick,

It would appear that the bus going north is a way off and so we will not hold up your development.

You have our support to proceed with a permit application to develop the land with access from Barwon Heads Road (LI/LO) with a decel lane and the changes as talk about already. This will include the deletion of the bus stop and minor upgrades to the bus stop on Marshalltown Road.

This support is subject to the detail that will form your application.

Many thanks for you patience on this one.

Thanks,

Greg

Greg Hayes

Team Leader Statutory Planning and External Works

Barwon South West

Department of Transport and Planning

180 Fyans Street, Geelong, 3220

M: 0407 928 054

E: greg.hayes@transport.vic.gov.au



Department
of Transport
and Planning

I acknowledge the Traditional Aboriginal Owners of Country throughout Victoria and pay my respect to Elders past, present and emerging and to the ongoing living culture of Aboriginal people.

From: Greg Hayes (DTP)
Sent: Monday, 9 October 2023 9:34 AM
To: Aaron Walley <aaronw@ratio.com.au>
Subject: FW: 25 Horseshoe Bend Road, Marshall - Update

Hello Aaron,

Can you send the current drawings for the site with the changes as given below...



e

T singh <tps16378@gmail.com>

FW: 25 Horseshoe Bend Road, Marshall - Update

Aaron Walley <aaronw@ratio.com.au>

To: "Greg Hayes (DTP)" <greg.hayes@roads.vic.gov.au>

Cc: nick Formichelli <nformichelli@gmail.com>, T singh <tps16378@gmail.com>

Mon, Oct 9, 2023 at 11:39 AM

Hi Greg,

Thanks for getting back to me this morning. And thank you for your efforts re feedback and support that the Barwon Heads Road bus stop can be removed to facilitate access to the 25 Barwon Heads Road land.

I also confirm for your information that CoGG adopted and approved exhibition of the Marshall PSP and DCP on the 26th September and that the proposed use of the 25 Horseshoe Bend Road land remains commercial/bulky goods. A link to the Council minutes that includes the approved PSP/DCP is below.

<https://www.geelongaustralia.com.au/meetings/documents/item/8dbc4c0a6099b11.aspx>

As discussed, whilst a formal DA is still a little while off, we'd appreciate your response with in-principle support for the access, subject to any requirements such as upgrading the Marshalltown Rd bus stop and/or access design details.

Many thanks,

Aaron Walley

Director: Transport

Mobile 0419 548 316

Phone 03 9429 3111

Email aaronw@ratio.com.au

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(03) 9429 3111

Geelong
Wadawurrung Country
(03) 4224 0240

Sydney
Gadigal Country
(02) 9696 1225

Brisbane
Jagera Country
(07) 3724 9277

ratio:

Planning, Urban Design,

Transport & Waste Management.

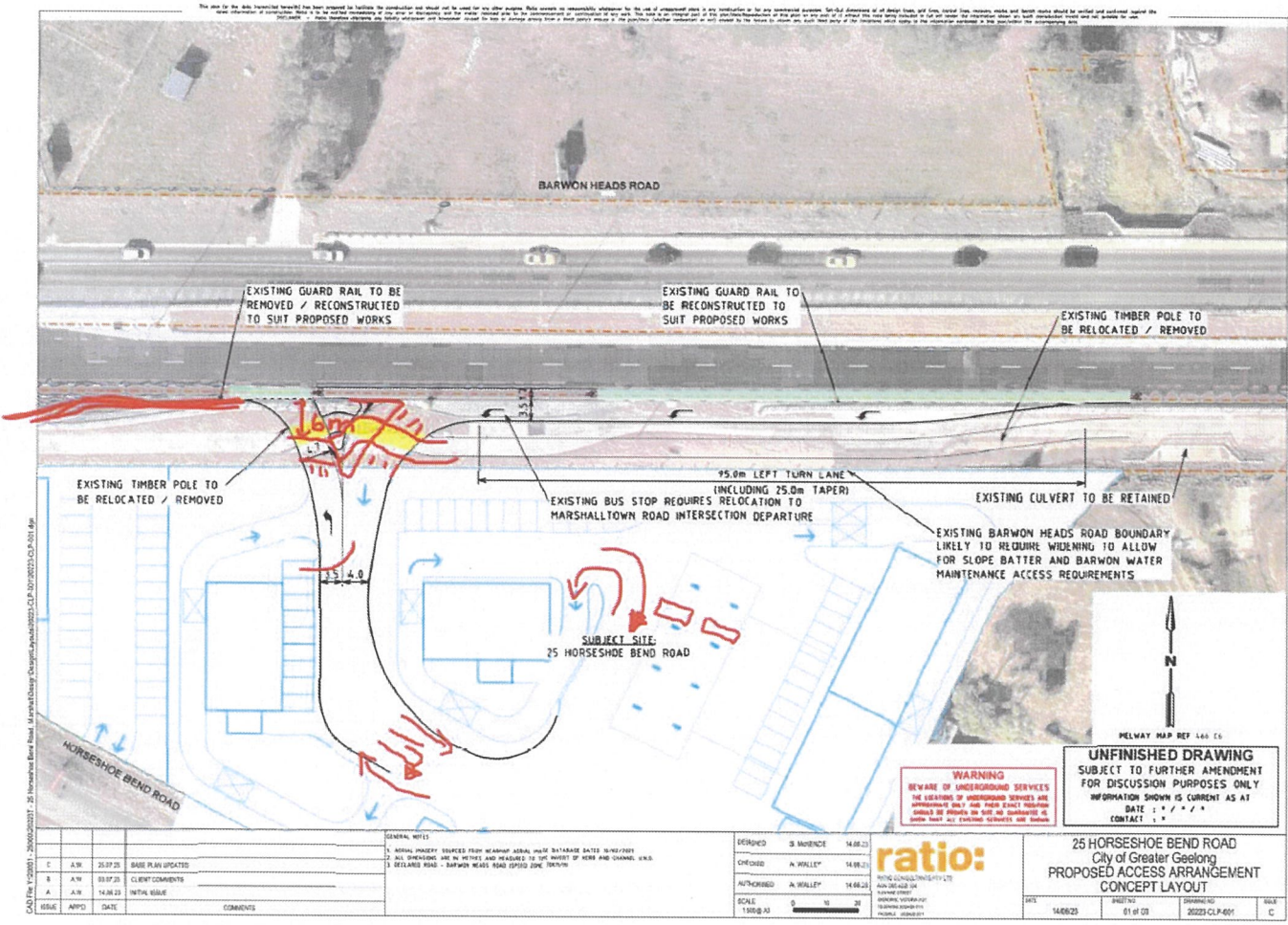
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From: Greg Hayes (DTP) <greg.hayes@roads.vic.gov.au>
Sent: Monday, October 9, 2023 9:34 AM
To: Aaron Walley <aaronw@ratio.com.au>
Subject: FW: 25 Horseshoe Bend Road, Marshall - Update

Hello Aaron,

Can you send the current drawings for the site with the changes as given below...



Thanks,

Greg

[Quoted text hidden]

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FW: 25 Horseshoe Bend Road, Marshall - Update

Stuart McKenzie <stuart.mckenzie@ratio.com.au>

Tue, Sep 5, 2023 at 10:41 AM

To: "Greg Hayes (greg.hayes@roads.vic.gov.au)" <greg.hayes@roads.vic.gov.au>

Cc: T singh <tps16378@gmail.com>, nick Formichelli <nformichelli@gmail.com>, Aaron Walley <aaronw@ratio.com.au>

Good morning Greg,

Further to your recent correspondence with Aaron Walley of this office, please find attached a concept design for the potential relocation of the bus stop on Marshalltown Road.

Please note that while there appears to be enough clear space for the relocated bus stop hardstand and shelter in the nominated location, this will be subject to feature and level survey and arborist assessment.

At this stage we have not provided a design for the potential however there appears to be sufficient distance between the Marshalltown Road intersection and the commencement of the Tamala Ave decel lane to provide an indented bus bay should this be required.

Naturally, should you have any further questions or comments, please do not hesitate to contact Aaron or myself.

Kind regards,

Stuart McKenzie

Associate: Transport

Phone 03 9429 3111

Melbourne Office

Email stuart.mckenzie@ratio.com.au 8 Gwynne Street

Cremorne VIC 3121

Planning, Urban Design,

ratio.com.au

Transport & Waste Management.

[Instagram](#) | [Linkedin](#)



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We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of Aboriginal and Torres Strait Islander Peoples and their enduring connection to Country.

From: Aaron Walley <aaronw@ratio.com.au>
Sent: Thursday, August 10, 2023 4:29 PM
To: Greg Hayes (greg.hayes@roads.vic.gov.au) <greg.hayes@roads.vic.gov.au>
Cc: T singh <tps16378@gmail.com>; nick Formichelli <nformichelli@gmail.com>
Subject: RE: 25 Horseshoe Bend Road, Marshall - Update

Hi Greg,

As per my voicemail, touching base again to see if you've received internal comments on the concept layout plan for access to the 25 Horseshoe Bend Road land.

We're keen to understand DTP's position and any specific requirements as soon as possible so we can continue working through the site concept.

Many thanks,

Aaron Walley RPEng (Civil)

Director: Transport

Mobile 0419 548 316

Geelong Office

Phone 03 4224 0240

Suite 2, 12-14 Union Street

Email aaronw@ratio.com.au

Geelong VIC 3220

ratio.com.au

Transport

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We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of Aboriginal and Torres Strait Islander Peoples and their enduring connection to Country.

From: Aaron Walley
Sent: Thursday, August 3, 2023 9:40 AM
To: Greg Hayes (greg.hayes@roads.vic.gov.au) <greg.hayes@roads.vic.gov.au>
Subject: 25 Horseshoe Bend Road, Marshall - Update

Hi Greg,

Touching base post our meeting last week to see if there's any feedback on the access concept plan for the [25 Horseshoe Bend Road](#) site, and the bus stop relocation in particular.

Kind regards,

Aaron Walley RPEng (Civil)

Director: Transport

Mobile 0419 548 316

Geelong Office

Phone 03 4224 0240

Suite 2, 12-14 Union Street

Email aaronw@ratio.com.au

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ratio:

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From: Aaron Walley
Sent: Thursday, August 3, 2023 9:40 AM
To: Greg Hayes (greg.hayes@roads.vic.gov.au) <greg.hayes@roads.vic.gov.au>
Subject: 25 Horseshoe Bend Road, Marshall - Update

Hi Greg,

Touching base post our meeting last week to see if there's any feedback on the access concept plan for the **25 Horseshoe Bend Road** site, and the bus stop relocation in particular.

Kind regards,

Aaron Walley RPEng (Civil)

Director: Transport

Mobile 0419 548 316

Geelong Office

Phone 03 4224 0240

Suite 2, 12-14 Union Street

Email aaronw@ratio.com.au

Geelong VIC 3220

ratio.com.au



T singh <tps16378@gmail.com>

25 Horseshoe Bend Road, Marshall


Aaron Walley <aaronw@ratio.com.au>

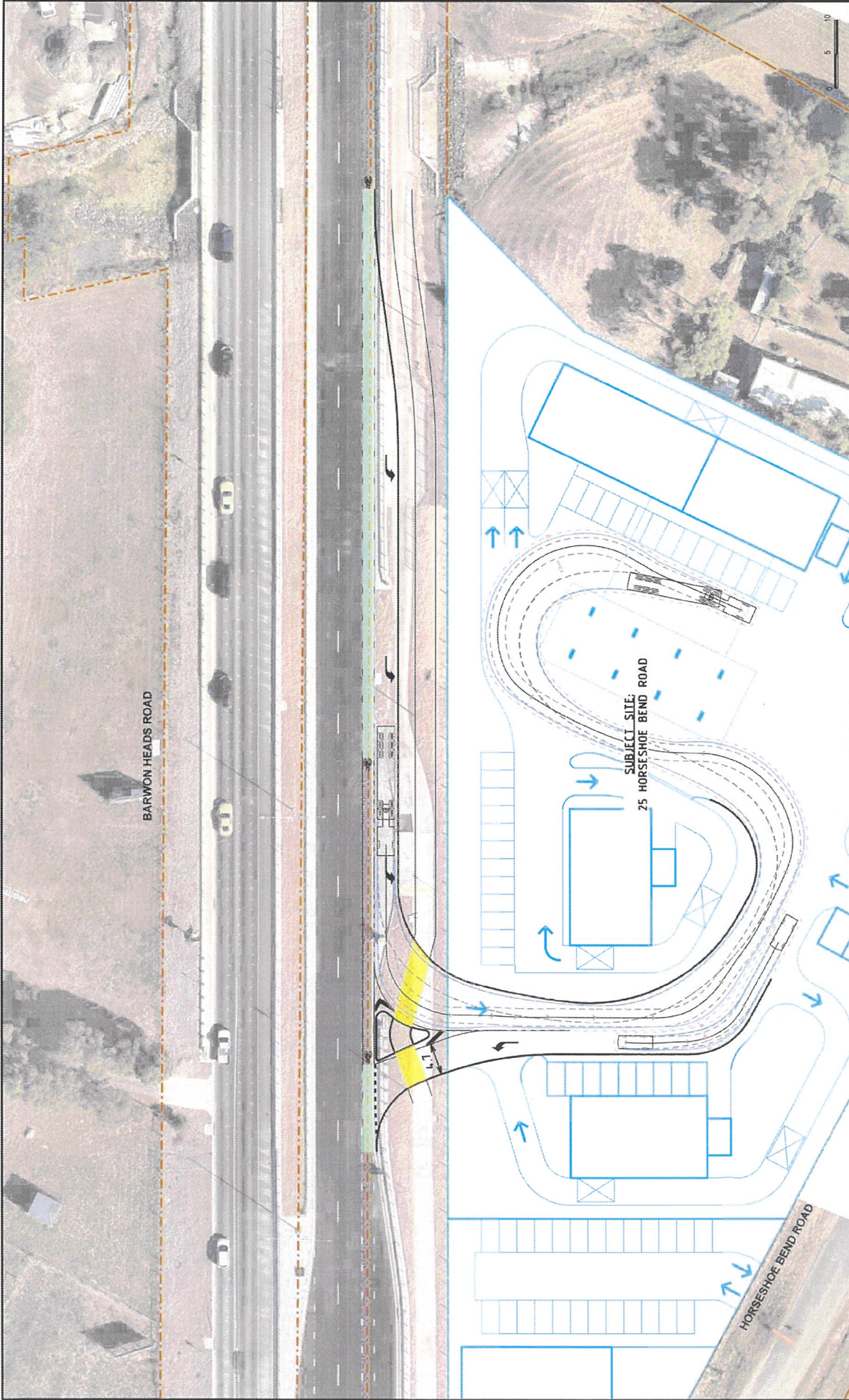
Tue, Jul 25, 2023 at 11:42 AM

To: "Greg Hayes (greg.hayes@roads.vic.gov.au)" <greg.hayes@roads.vic.gov.au>, nick Formichelli <nformichelli@gmail.com>, T singh <tps16378@gmail.com>, kulbeer singh <kbsingh1502@gmail.com>

2 attachments

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 **invite.ics**
3K





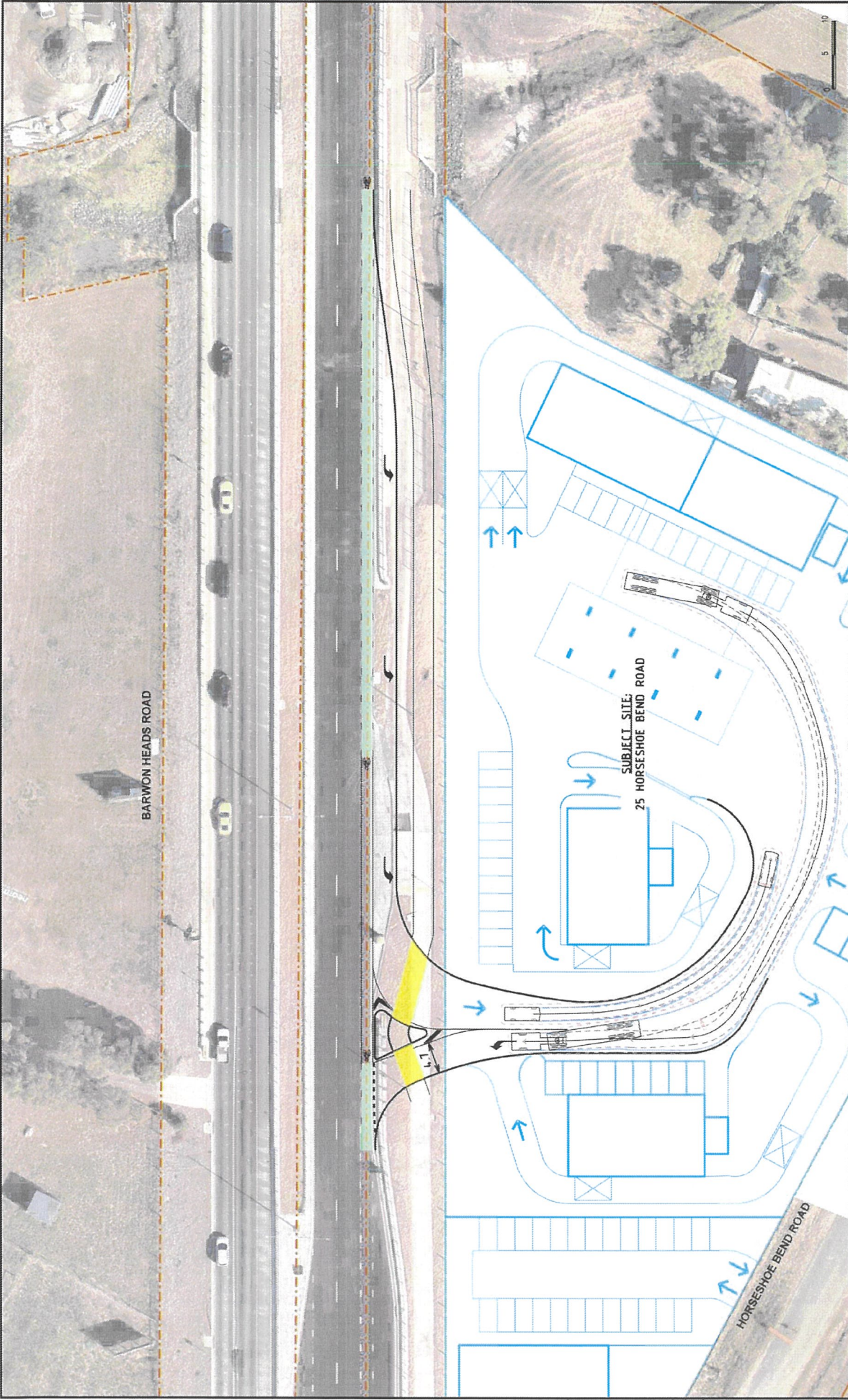
RATIO CONSULTANTS PTY LTD
 8 CUYAMBE STREET
 CREWRIE, VICTORIA 3171
 TELEPHONE 039429 3111
 FACSIMILE 039429 3811

Proposed Commercial Development
25 Horseshoe Bend Road, Marshall
Swept Path Assessment

DATE: 03/07/2023
 SCALE: 1:500 @A3
 PREPARED BY: S.M.
 SHEET No. 02 of 03
 RATIO REFERENCE: 2022-02-PR1-SWPT-03.dwg

NOTE:
 1) Blue Print Supplied By Archilog
 2) Swept Path Design Speed 60km/h

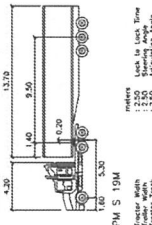
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trough width	width to back of kerb	2.0
trough depth	width to back of kerb	2.0
trough depth	width to back of kerb	2.0
trough depth	width to back of kerb	2.0



Proposed Commercial Development
 25 Horseshoe Bend Road, Marshall
 Swept Path Assessment

RATIO REFERENCE	SHEET No.	DATE
2023-01-PIV-SWPC-03pr	03 of 03	03/07/2023
PREPARED BY	SCALE	
S.M.	1:500 @ A3	

NOTE:
 1) Base Plans Supplied By Applicant
 2) Swept Path Design Speed 50km/h



ratio:

RATIO CONSULTANTS PTY LTD
 ABN 005 422 104
 8 OWING STREET
 CREMORNE VICTORIA 3171
 TELEPHONE 039403 3111
 FACSIMILE 039403 3071




T singh <tps16378@gmail.com>

25 Horseshoe Bend Road, Marshall

Aaron Walley <aaronw@ratio.com.au>

Fri, Jul 21, 2023 at 3:44 PM

To: "Greg Hayes (greg.hayes@roads.vic.gov.au)" <greg.hayes@roads.vic.gov.au>, nick Formichelli <nformichelli@gmail.com>, T singh <tps16378@gmail.com>, kulbeer singh <kbsingh1502@gmail.com>

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3K

J



T singh <tps16378@gmail.com>

25 Horseshoe Bend Road, Marshall - Barwon Heads Road access discussion

Aaron Walley <aaronw@ratio.com.au>

Fri, Jul 21, 2023 at 3:43 PM

To: "Greg Hayes (DTP)" <greg.hayes@roads.vic.gov.au>

Cc: nick Formichelli <nformichelli@gmail.com>, T singh <tps16378@gmail.com>, kulbeer singh <kbsingh1502@gmail.com>

Thanks Greg

Aaron Walley RPEng (Civil)

Director: Transport

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From: Greg Hayes (DTP) <greg.hayes@roads.vic.gov.au>

Sent: Friday, July 21, 2023 3:36 PM

To: Aaron Walley <aaronw@ratio.com.au>

Cc: nick Formichelli <nformichelli@gmail.com>; T singh <tps16378@gmail.com>; kulbeer singh <kbsingh1502@gmail.com>

Subject: RE: 25 Horseshoe Bend Road, Marshall - Barwon Heads Road access discussion

Thanks Aaron,

4pm Tuesday 25th at 180 Fyans Street SOUTH GEELONG – call me on mobile when out the front and I will come and get you.

If you send the plans following the meeting I can send around to those impacted for comment.

Thanks,

Greg

Greg Hayes

Team Leader Statutory Planning

Barwon South West

Department of Transport and Planning

180 Fyans Street, Geelong, 3220

M: 0407 928 054

E: greg.hayes@roads.vic.gov.au



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of Transport
and Planning

I acknowledge the Traditional Aboriginal Owners of Country throughout Victoria and pay my respect to Elders past, present and emerging and to the ongoing living culture of Aboriginal people.

From: Aaron Walley <aaronw@ratio.com.au>
Sent: Friday, 21 July 2023 3:32 PM
To: Greg Hayes (DTP) <greg.hayes@roads.vic.gov.au>
Cc: nick Formicelli <nformicelli@gmail.com>; T singh <tps16378@gmail.com>; kulbeer singh <kbsingh1502@gmail.com>
Subject: [EXTERNAL] 25 Horseshoe Bend Road, Marshall - Barwon Heads Road access discussion

Hi Greg,

Following my voicemails and your conversation with Nick Formicelli from yesterday, can we confirm the 4pm Tuesday meeting time to progress the previous discussions re seeking access from Barwon Heads Road to the land?

We've now prepared a formal concept plan and site layout for uses that align with the draft Marshall PSP and want to talk through the merits of and seek in-principle support from DTP to progress further design.

We're happy to come to you. If you can confirm that date/time still suits and advise attendees at your end I'll send a meeting request and circulate the concept plan. Or I can circulate the plan as a reply if you prefer to send the meeting invite.

Many thanks,

Aaron Walley RPEng (Civil)

Director: Transport

Mobile 0419 548 316

Geelong Office

Phone 03 4224 0240

Suite 2, 12-14 Union Street

Email aaronw@ratio.com.au

Geelong VIC 3220

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