

Traffix Group

Greater Geelong Planning Scheme Amendment C434

Geelong Saleyards

Date of Statement: 21 November 2022
Date of Inspections: 18 November, 2022

Prepared For: Leaf Corporation
Instructed By: Rigby Cooke Lawyers

Reference: G26717A-01B

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

Level 28, 459 Collins St
Melbourne Victoria 3000

T: 03 9822 2888
admin@traffixgroup.com.au

Traffix Group Pty Ltd
ABN: 32 100 481 570

traffixgroup.com.au

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

Greater Geelong Planning Scheme Amendment C434

at

Geelong Saleyards

Our Reference: G26717A-01B

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

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

Table of Contents

Introduction	4
Background	4
Comprehensive Development Plan	5
Traffic Considerations	6
<i>Future Urban Structure – Plan 1</i>	<i>6</i>
<i>Integrated Transport</i>	<i>6</i>
<i>Infrastructure and Staging</i>	<i>7</i>
<i>Street Cross Sections and Plans</i>	<i>11</i>
Conclusions	13

List of Figures

Figure 1: Plan 1 – Future Urban Structure	5
Figure 2: Locations of Shared Infrastructure Items	8
Figure 3: Park Street - West Side of Central Park	11
Figure 4: Park Street - South Side of Central Park	12
Figure 5: Local Street	12

List of Tables

Table 1: Proposed Infrastructure Items	9
--	---

List of Appendices

Appendix A Qualifications & CV	
--	--

Introduction

- 1 I have been instructed by Rigby Cooke Lawyers on behalf of Leaf Corporation to undertake a traffic engineering assessment of the proposed Greater Geelong Greater Geelong Planning Scheme Amendment C434 for the Geelong Saleyards.
- 2 In the course of preparing this statement, I inspected the subject site most recently on 18 November, 2022, reviewed background material, and assessed the traffic matters associated with the proposed Amendment.
- 3 My qualifications and experience to undertake this assessment are set out in Appendix A.

Background

- 4 Strategic planning for the former Geelong Saleyards commenced following the closure of the Geelong Saleyards in August 2017.
- 5 In August 2018, Council resolved to support a mixed use development of the Saleyards Precinct.
- 6 Around this time, Council engaged with Leaf Corporation, the owners of 8-14 and 6A Thompson Road, about the potential rezoning of the land.
- 7 My firm was engaged by Leaf Corporation to provide traffic advice at this time. I was the Director managing this job.
- 8 Community Consultation followed.
- 9 Council commissioned a number of technical studies, including a Movement and Access Strategy completed by ESR Transport Planning in March 2020.
- 10 Council officers prepared a Precinct Plan, informed by the technical studies, and in June 2021 the Plan was adopted by Council.
- 11 Post adoption of the Precinct Plan, Council drafted the Planning Scheme Amendment, including the Saleyards Comprehensive Development Plan (CDP) and infrastructure planning.
- 12 The Amendment was exhibited between 16 June 2022 and 25 July 2022.
- 13 A total of 15 submissions were received, including a submission from Rigby Cooke Lawyers on behalf of Leaf Corporation. I prepared correspondence that informed the submission.
- 14 Council considered the submissions, prepared a report, and requested the Minister to appoint an Independent Panel.
- 15 On 4 November, Council provided a revised Saleyards CDP (Day 1 version).
- 16 My assessment is based on the Day 1 materials, and background documentation.

Comprehensive Development Plan

- 18 The CDP prepared by City of Greater Geelong, is a long term plan to facilitate the redevelopment of the Saleyards Precinct.
- 19 The CDP contemplates the development of the site for high density residential development expected to accommodate in the order of 1,000-1,300 residents.
- 20 The redevelopment is supported by a new road network, which is largely grid-based, with connections to the existing road network via Thompson Road and Weddell Road.
- 21 Figure 1 illustrates Plan 1 - Future Urban Structure contained within the CDP.



Figure 1: Plan 1 – Future Urban Structure

- 22 The CDP has a section on Integrated Transport, which outlines objectives and requirements that must be met to satisfy the transport needs of the Precinct.
- 23 The CDP also has a section on Infrastructure & Staging, where it sets out the indicative staging of development, as well as triggers for the construction of infrastructure required to support the CDP.

Traffic Considerations

Future Urban Structure – Plan 1

- 25 The Future Urban Structure is generally consistent with discussions between Council and Leaf Corporation in that the road network envisions an east-west street between Thompson Road and Weddell Road to provide for a connective network, however the street includes two turns to discourage 'rat-running'.
- 26 This is a suitable outcome for development of the land.
- 27 The Plan includes a local north-south street that is described as a 'possible future link' to the industrial zoned Hepner Place. In my view, a vehicle link between these land parcels provides limited benefit and therefore is not necessary.
- 28 I do support the provision of a pedestrian link, but this can be provisioned at the end of the 'green link' extension of Park Street and realised if and when Hepner Place is developed or rezoned.
- 29 To this end, I recommend the deletion of the possible future link and local street on the north side of the East/West Street.
- 30 The inclusion of a key pedestrian / cycle link travelling east-west through the site is a good sustainable transport outcome, albeit the expected traffic volumes do not necessarily warrant the separate provision of a shared path as described in the street cross sections.
- 31 The Plan illustrates a shared path along the Weddell Road frontage and implies an extension to the north (by arrowhead). This is a good sustainable transport outcome, but I question how the path is to be funded, particularly outside the frontage of the Precinct Plan.
- 32 The intersection upgrades to Thompson Road and Weddell Road are appropriately labelled as they are not definitive and imply an assessment is necessary to determine what type of upgrade may be necessary.

Integrated Transport

Transport

- 33 Requirements R16 – R19 are acceptable.
- 34 Guideline 45 - *Intersection treatment at Thompson Road access should safely manage anticipated vehicular traffic and improve pedestrian and cyclist safety and amenity.*
- 35 The level of mitigating works to be undertaken for the proposed access to Thompson Road is not specified anywhere within the CDP.
- 36 The Movement & Access Strategy prepared by ESR Transport Planning (dated March 2020) suggested the intersection to Thompson Road is provided with a right turn lane within the existing widened carriageway. A potential left turn lane was suggested although not considered a necessity.

- 37 My firm in its previous work on this precinct for Leaf estimated the former use of part of the site as the Target Head office (part of Leaf land) could have generated in the order of 156 movements and 208 movements in the morning and afternoon peak hours, respectively.
- 38 Mr McNeil's evidence statement describes a potential development yield of at least 540 dwellings for the precinct. Presuming 600 dwellings, at a peak hour traffic generation rate of 0.7 movements per dwelling, the precinct could generate 420 movements in peak hours. Assuming a 50/50 split between Thompson Road and Weddell Road, each access would accommodate in the order of 210 movements.
- 39 This level of traffic is roughly equivalent to the former generation of the land as the Target Head office.
- 40 To this end, in my opinion similar access arrangements to Thompson Road as per existing should provide appropriate access. This includes an auxiliary right turn lane, but no left turn deceleration lane.
- 41 Guidelines G46 – G53 are generally acceptable, however it is my opinion there should be minor variations to the street cross sections (discussed later within this statement).

Walking and Cycling

- 42 Requirements R20 – R22 are acceptable, however I am of the opinion that Requirement R20 should be more specific in that the pedestrian connections to bus stops should only be at the precinct frontage.
- 43 Guidelines G54 – G56 are acceptable.

Infrastructure and Staging

Infrastructure Delivery

- 44 Requirement R24 provisioning for the shared funding of infrastructure is acceptable measure in my view. However, I disagree with the inclusion of some of the traffic items listed in Table 1 – Precinct Infrastructure Plan of the CDP. I discuss these items as follows.

Development Staging

- 45 Requirements R25 and 26 are acceptable, albeit again I disagree with the inclusion of some of the traffic items listed in Table 1 – Precinct Infrastructure Plan of the CDP.

Precinct Infrastructure Plan

- 46 The items contained in Table 1 – Precinct Infrastructure Plan include local items to be funded by individual landholders and shared items to be funded by all landowners within the Amendment area.
- 47 The local traffic items that are listed and would be the responsibility of Leaf as the land holder include:
- East West Road through the Saleyards Development, including shared user path and greenlink.
 - This is acceptable.

- Delivery of a Main Intersection Access from Thompson Road.
 - In my view this should be a shared item, as the overall precinct derives benefit from these works. In similar regard, the Weddell Road intersection upgrade should also be a shared item.
- Potential Bus stop Relocation - Thompson Road.
 - This should be a shared item as all landholders will derive benefit from this work. Similarly, the Weddell Road bus stop upgrade should be a shared item.
- Bust Stop Upgrade – Ballarat Road.
 - I am of the view this item should be deleted as there is no nexus for its requirement.

48 The proposed shared infrastructure items are illustrated at Figure 2.



Figure 2: Locations of Shared Infrastructure Items

49 My review of shared items is discussed at Table 1.

Table 1: Proposed Infrastructure Items

Project category	Title	Project description	Timing/Trigger	Response
ROAD	Pedestrian Crossing Upgrade	Wombat Crossing (with curb outstands) to be placed mid-way along Weddell Road.	To be delivered in early stages of the eastern side development area fronting onto Weddell Road or as determined by Council	I am of the opinion this is acceptable.
ROAD	Pedestrian Crossing Upgrade	3 x Pedestrian Refuge Islands to be placed at Hepner Place, at the northern end of Weddell Road and Backwell Streets	Hepner Place triggered by early stages of the western development area fronting onto Thompson Road or as determined by Council. Weddell Road triggered by the early stages of either the eastern or western development areas (whichever comes first) or as determined by Council. Backwell Street triggered by the early stages of either the eastern or western development areas (whichever comes first) or as determined by Council.	The pedestrian refuge items are away from the street frontages and in my view it is not equitable to require the Amendment to fund these works. These items should be deleted from Table 1 and the SIFP. They should be funded separately by Council if thought necessary.
TRAILS	Shared User Path	Shared user path on western side of Weddell Road between Ballarat Road and Victoria Street, and Landscaping	To be delivered in early stages of the eastern development area fronting onto Weddell Road or as determined by Council	This is a project that delivers benefits for the wider community including existing local residents and businesses. To this end, it is inequitable to require the Amendment to fund the whole of these works. A more equitable arrangement would require the Amendment to fund the works along the Weddell Road frontage for the precinct and for Council to pay for the remainder of the path.

TRAILS	Shared User Path	Shared user path on south side of Victoria Street between Weddell Road and Thompsons Road and Landscaping	To be delivered in early stages of either the western or eastern development areas (whichever comes first) or as determined by Council	<p>There is no nexus for the precinct to pay for these works.</p> <p>The proposed Victoria Street shared user path runs parallel to the East / West Street within the CDP which also provides a shared path. In this regard, I do not expect any material use of the Victoria Street path by future residents.</p> <p>Therefore, this item should be deleted from Table 1 within the CDP and the SIFP.</p>
TRAILS	Footpath	Pedestrian Path upgrade on eastern side of Weddell Road between 138 Weddell Road and Victoria Street	To be delivered in early stages of the eastern side development area fronting onto Weddell Road or as determined by Council	<p>This is an existing shortcoming of the existing path, and accordingly should be funded by Council.</p> <p>Therefore, this item should be deleted from Table 1 within the CDP and the SIFP.</p>
TRAILS	Footpath	Pedestrian Path Upgrade on the northern side of Ballarat Road from Thompsons Road to the bus stop	To be delivered in early stages of the western development area fronting onto Thompson Road or as determined by Council	<p>There are bus stops at the site frontage at Thompson Road (bus route 1), which are more likely to be used than those on Ballarat Road (bus route 22) as both routes go to Geelong CBD.</p> <p>There is no nexus for these works.</p> <p>Therefore, this item should be deleted from Table 1 within the CDP and the SIFP.</p>

Street Cross Sections and Plans

Main East West Road

- 50 I am comfortable with the alternative cross sections illustrated for the Main East West Road.
- 51 As I understand it, either cross section can be constructed.
- 52 I am of the opinion the CDP could be clearer that either cross section can be constructed.

Park Street – West Side of Central Park (14.5m)

- 53 The proposed 14.5 metre Park Street cross-section along the western side of central park is provided with a carriageway width of 7.0 metres as illustrated within Figure 3.
- 54 I recommend the carriageway width is increased to 7.3 metres to provide for more comfortable two way traffic and kerbside car parking. The additional 300mm of width can be taken from the verges so that the reservation remains at 14.5 metres.

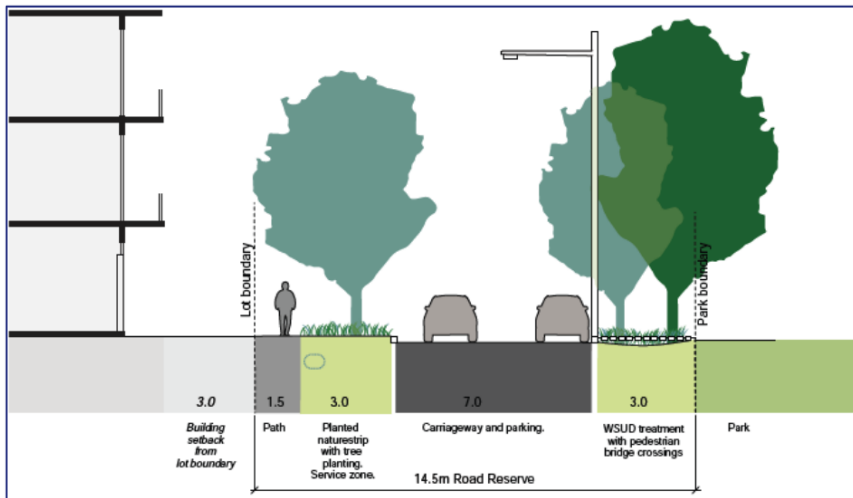


Figure 3: Park Street - West Side of Central Park

Park Street – South Side of Central Park & Local Street (16m)

- 55 The proposed 16 metre cross-sections are provided with a carriageway width of 7.0 metres as illustrated within Figure 4 and Figure 5.
- 56 As per the 14.5 metre cross section, I recommend the carriageway width be increased to 7.3 metres to provide for more comfortable two-way traffic and kerbside car parking. The additional 300mm of width can be taken from the verges so that the reservation remains at 16 metres.

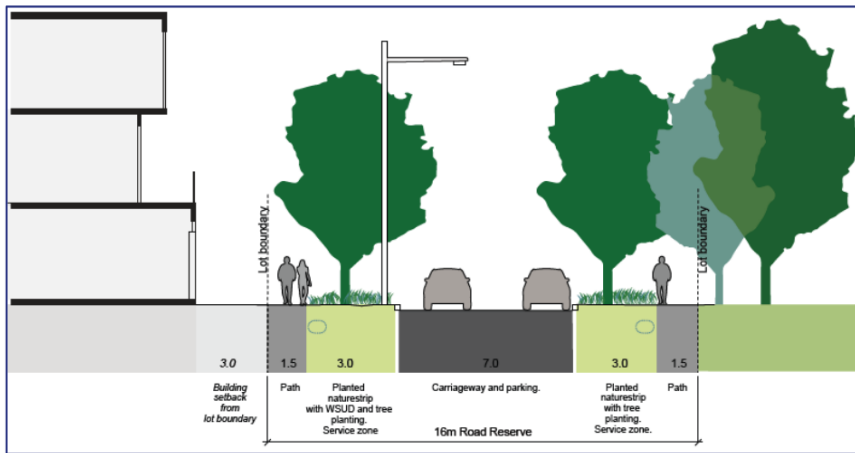


Figure 4: Park Street - South Side of Central Park

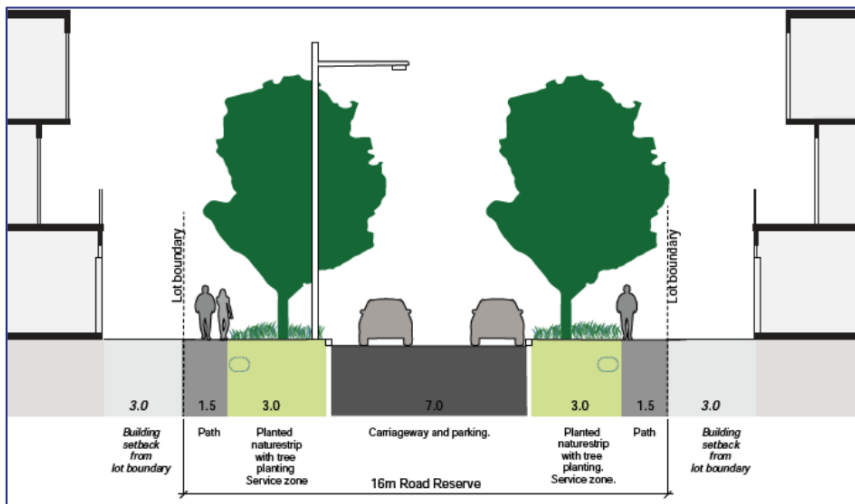
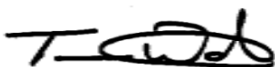


Figure 5: Local Street

Conclusions

- 57 Having undertaken a traffic engineering assessment of the proposed Greater Geelong Planning Scheme Amendment C434, Geelong Saleyards, I am of the opinion that:
- a) Plan 1 – Future Urban Structure within the CDP should be amended to delete the notation of the future link to Hepner Place and delete the local street on the north side of the East / West Street.
 - b) The Precinct Infrastructure Plan Table 1 within the CDP and the draft SIFP should be amended to:
 - Change the designation of local to shared for the intersection upgrade works at Weddell Road and Thompson Road.
 - Remove the 3 x pedestrian refuge islands (Hepner Place, northern end of Weddell Road and Backwell Street).
 - Change the designation of local to shared for the potential relocation of the bus stop on Thompson Road and upgrade on Weddell Road.
 - Remove the upgrade of the Ballarat Road bus stop.
 - Change the provision of a shared user path on the western side of the Weddell Road between Ballarat Road and Victoria Street to only cover the precinct frontage.
 - Remove the requirement for a shared user path on Victoria Street between Weddell Road and Thompson Road.
 - Remove the pedestrian upgrades for the eastern side of Weddell Road and north side of Ballarat Road.
 - c) Amend the Park Street and Local Street cross sections contained in the CDP to provide for a 7.3 metre carriageway rather than 7.0 metres. There is no change required to the overall reservations.
- 58 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
21 November 2022



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 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 Rigby Cooke Lawyers on behalf of Leaf Corporation to undertake a traffic engineering assessment and prepare an evidence statement for the Greater Geelong Planning Scheme Amendment C434 at Geelong Saleyards.

Facts, Matters and Assumptions Relied Upon

- Amendment C434 supporting documentation.
- Draft Saleyards Precinct Share Infrastructure Funding Plan May 2022.
- Saleyards Comprehensive Development Plan - Panel Version Day 1, dated 3 November 2022.
- Supporting Movement and Access Strategy – prepared by ESR Transport Planning, dated 20 March 2020.
- City of Greater Geelong 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.

James Cossins (Senior Traffic Engineer, Traffix Group) assisted with preparation of the statement.

Summary of Opinions

See Conclusions section of the evidence statement.