



Department of Transport

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Ms Sherie O'Meara
Statutory Planning
Casey City Council
2 Patrick North East Drive
Narre Warren VIC 3805

20 March 2020

Dear Ms O'Meara

PLANNING APPLICATION No.: PLNA00992/08.C
DoT REFERENCE NO: PPR 31794/20
PROPERTY ADDRESS: 1 O'SHEA ROAD, BERWICK VIC 3806

Thank you for your notification letter dated the 24 December 2019 for the above application, forwarded to the Department of Transport (Head, Transport for Victoria) pursuant to Section 55 of the *Planning and Environment Act 1987*. In the first instance, the Department apologises for the delay in the turnaround time of this matter.

The Department notes that the application is seeking amendment to an existing Planning Permit PLNA00992/08.B for the Development of Stage 2 of the Eden Rise Shopping Centre.

Stage 2, or the expansion to the Eden Rise Shopping Centre is understood to include the following:

- Additional 3800sm supermarket,
- 200sm Bottle Shop
- Additional 130sm Retail, providing an overall leasable floor area of 18,423 sm
- Additional 226 car parking spaces, providing an overall 878 car parking spaces

Further, under Clause 52.05 of the Casey Planning Scheme, the Department also understands the permit applicant proposes to replace signage associated with the Stage 2 upgrades to the Shopping Centre.

The Department notes comment from within the Cardno prepared traffic report that accompanied the referral, the proposal is intended to have due consideration of the Monash Freeway upgrade project, including Clyde Road and O'Shea Road, with it understood that the permit applicant has been involved in ongoing discussions with representatives from Major Road Projects Victoria (MRPV) as part of Stage 2 of the Monash Freeway Upgrade (MFU2). MRPV is the dedicated body charged with planning and delivering Stage 2 of the Monash Freeway Upgrade (MFU2) works.

Stage 2 of the Monash Freeway upgrade includes the Beaconsfield Interchange and its connection to the Princes Freeway and will extend to include an upgrade of O'Shea Road, through to and including the Clyde Road/Greaves Road/O'Shea Road intersection.

The Department has reviewed the broader context of the Cardno traffic report and provides the following comment with respect to the proposed upgrades to the O'Shea Road and Clyde Road access points:

O'SHEA ROAD

The proposal to signalise the **right turn exit** onto O'Shea Road is accepted. This treatment is considered to offer safe and efficient opportunities or gaps for vehicles to exit the site onto O'Shea Road and will also be beneficial to the broader arterial road network, as it will reduce the right turn and 'U' turn demand on the east approach to the Clyde Road/O'Shea Road intersection. The signals provide only for right turn exit from the Eden Rise Shopping Centre– there is no right turn entry, and no pedestrian crossing of O'Shea Road to be provided.

Whilst the cost of constructing the mitigating works to upgrade the O'Shea Road access arrangements would be borne by the permit applicant, the Department understands there may be a process whereby the permit applicant and MRPV can negotiate the coordinated delivery of both levels of work – that is the Monash Freeway upgrade together with the O'Shea Road upgrade to service the Eden Rise Shopping Centre. In this instance the permit applicant would be invited to discuss options with MRPV representatives.

CLYDE ROAD

The proposal also seeks to upgrade the existing unsignalised left-in/left-out access on Clyde Road to a fully directional signalised access.

From a design perspective, the upgrade to the Clyde Road/Greaves Road/O'Shea Road, that is to be constructed as part of the Monash Freeway Upgrade (MFU2), includes double right turn lanes (northbound) from Clyde Road to O'Shea Road – with the double right turn lane arrangement extending beyond, or south of, the proposed signalised location. This design overlaps the location of the proposed signalised right turn treatment from Clyde Road, and therefore removes the opportunity to upgrade the existing unsignalised left-in/left-out access on Clyde Road to a fully directional signalised access.

Further to this, from an operation perspective, even if there was to be consideration of a signalised right turn treatment from Clyde Road to the Shopping Centre, given the spacing between the existing signalised intersections on Clyde Road, (at Crethaven Boulevard and Greaves Road/O'Shea Road), the proposed signalisation of the Clyde Road access would likely reduce green time for the movement of Clyde Road traffic and hence would adversely impact on signal linking along Clyde Road, negatively impacting on what is soon to be a significant upgrade to the Clyde Road/Greaves Road/O'Shea Road intersection as part of the State Government's commitment to the broader Monash Freeway Upgrade Stage 2.

Therefore, the Department objects to the proposal to signalise the existing left in – left out Clyde Road access under the subject proposal on the following grounds:

- An additional set of traffic signals to Clyde Road as proposed is inconsistent with the future plans to upgrade the Clyde Road/Greaves Road/O'Shea Road intersection as part of the broader Monash Freeway Upgrade Stage 2,
- An additional set of traffic signals to Clyde Road as proposed will have a detrimental effect on the operation of Clyde Road and the Clyde Road/Greaves Road/O'Shea Road intersection.

The Department would be willing to withdraw its objection should the proposal be amended to seek an upgrade to the O'Shea Road access arrangements only.

Please forward a copy of Council's decision to this office as required under Section 66 of the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Jeremy Beaver on 9881-8084 or mseplanning@roads.vic.gov.au

Yours sincerely

A handwritten signature in blue ink, appearing to read 'J. Beaver', is positioned above the printed name.

JEREMY BEAVER
SENIOR STATUTORY REFERRAL OFFICER