

# Traffix Group

## Traffic Engineering Report

Proposed Industrial Rezoning & Subdivision  
25 Cressy Road, Winchelsea

Prepared for  
Spectrum Planning Solutions

December 2020

G29014R-01B

# Document Control

Our Reference: G29014R-01B

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A	First Issue	13/11/2020	J. Place	H. Turnbull
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## 1. Introduction

Traffix Group has been engaged by Spectrum Planning Solutions to prepare a traffic engineering assessment for the proposed industrial rezoning and subdivision at 25 Cressy Road, Winchelsea.

This report provides our traffic engineering assessment of the traffic and access issues associated with the proposed development.

## 2. Proposal

The proposal is to rezone the subject site for the purposes of an industrial subdivision.

The subdivision will create 22 lots ranging in size from 1,055m<sup>2</sup> to 3,032m<sup>2</sup>, including 20 industrial lots with an average lot size of 1,441m<sup>2</sup>, and two lots containing existing structures to be retained, as follows:

- Lot 14 has an area of 3,032m<sup>2</sup> and contains existing outbuildings and will be accessed via the internal road network, and
- Lot 20 has an area of 1,491m<sup>2</sup> and contains an existing dwelling and will be accessed directly from Cressy Road via an existing crossover.

Access to the development is proposed as follows:

- six lots are proposed to be accessed directly from Cressy Road via existing and new crossovers, including five industrial lots and the existing dwelling, and
- the remainder of the lots will be accessed via a new industrial access street connecting to Cressy Road and terminating at a court bowl<sup>1</sup>.

Lots 14 and 15 will be accessed via a shared private accessway, connecting to the proposed industrial access street.

A copy of the proposed concept plan prepared by Smec is attached at Appendix A.

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<sup>1</sup> The industrial road reservation will be extended beyond the end of the court bowl to the property boundary to allow for the potential for future extension.

### 3. Existing Conditions

#### 3.1. Subject Site

The subject site is located to the southwest side of Cressy Road, northwest of the railway line in Winchelsea as shown in the locality map at Figure 1 below.

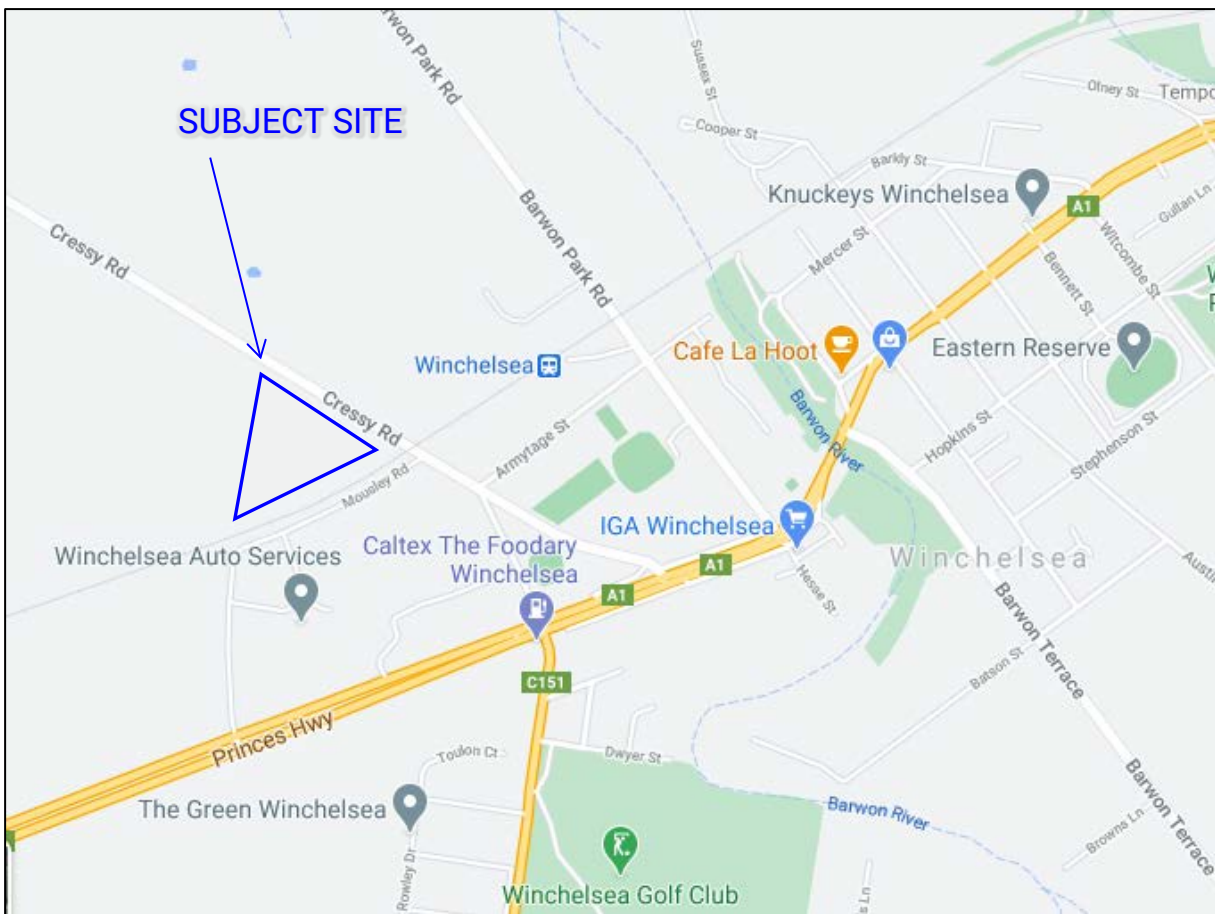


Figure 1: Locality Map

The site is triangular in shape with an overall area of 3.91 hectares and a frontage to Cressy Road of approximately 289m. The site is comprised of nine titles which form part of a historic subdivision which has not been acted upon, and the western and south-eastern boundaries of the site abut unmade government road reserves which were originally intended to provide access to the nine lots.

Access to the site is currently provided via three gravel crossovers to Cressy Road. There is also informal access across the government road reserve to the west, providing access to farmland.

An aerial view of the subject site and surrounds is presented in Figure 2.



Figure 2: Aerial View – Source: [www.nearmap.com](http://www.nearmap.com)

### 3.2. Land Use

The subject site is located within the Farming Zone (FZ) as shown in Figure 3 below. There are no overlays affecting the land.

Surrounding land use is:

- farming to the north, northeast and west,
- industrial to the south and southwest on the opposite side of the railway line with predominantly large industrial sites and some smaller lots located on Alsop Drive,
- standard density residential (General Residential Zone) approximately 150m east of the site, and
- Winchelsea Primary School approximately 300m east of the site.

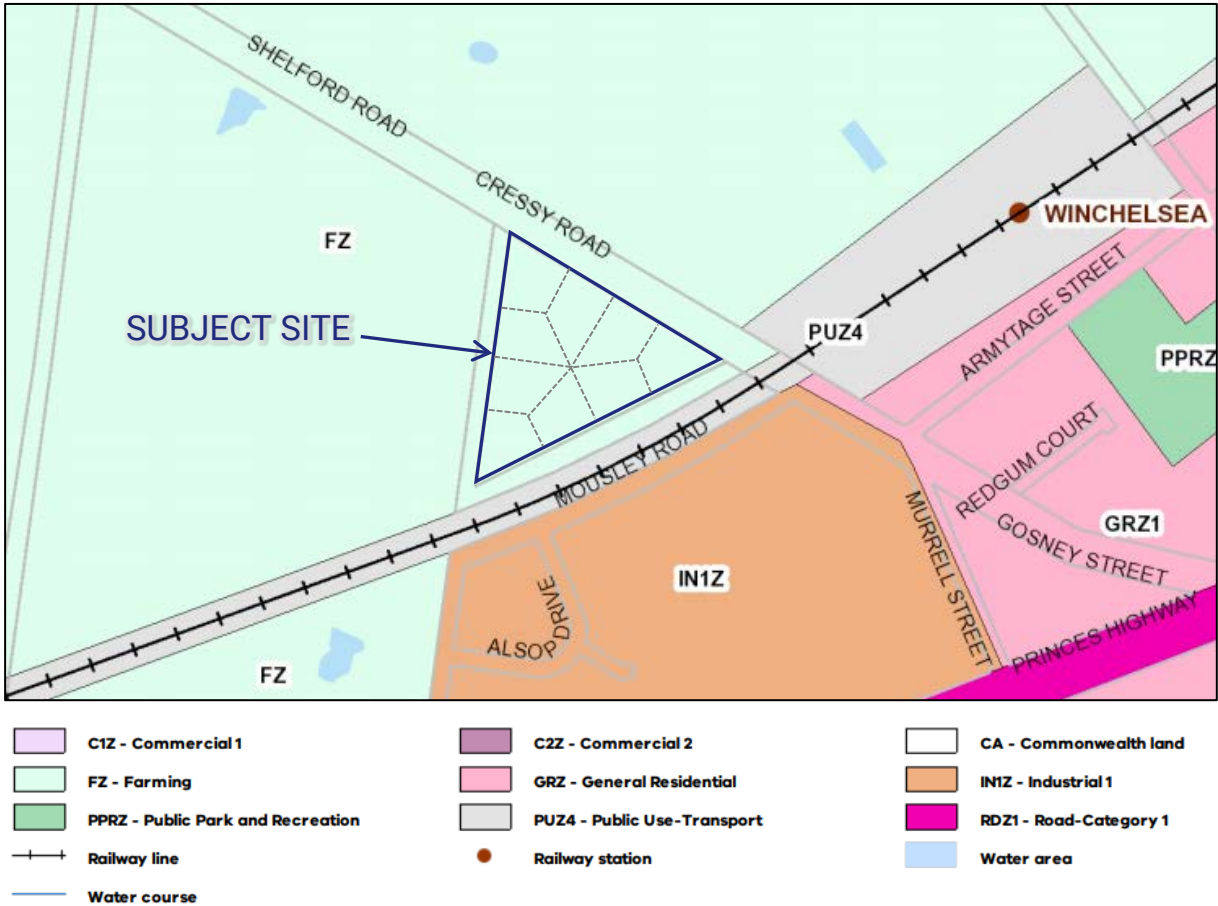


Figure 3: Land Use Zoning Map

### 3.3. Road Network

#### Cressy Road

Cressy Road is classified as a Primary Access Road under Surf Coast Shire Council’s Register of Public Roads, and extends approximately 26.5km between Mousley Road, Winchelsea and Mount Hesse Road, Eurack. To the east of Mousley Road, it continues as Gosney Street through the Winchelsea township.

In the vicinity of the subject site, Cressy Road is constructed with a 6.8m wide (approx.) sealed carriageway within a 42m road reservation.

The posted speed limit across the railway line and within the existing township boundary is 50km/h, and increases to 80km/h part-way along the site frontage.



Figure 4: Cressy Road Looking West Towards Subject Site



Figure 5: Cressy Road Looking East Towards Railway Level Crossing and Winchelsea Township

#### Unmade Government Road Reserves

There are two existing unmade government road reserves on the site’s south-eastern and western boundaries, which were historically created to serve the nine-lot rural subdivision of the site which has never been acted on.

The western reserve is approximately 19.5m wide, and the south-eastern reserve has a varying width between 19.5m and 26m.



### 3.4. Traffic Volumes

The Department of Transport Open Data Portal provides traffic volume data for freeways and arterial roads throughout Victoria. The data provided is for the current year, with values derived from traffic surveys or estimates.

Cressy Road is a local (Council) road and accordingly there are no available traffic volumes for this route on the Department of Transport Open Data Portal.

The relevant data for key arterial roads providing access to the Winchelsea area is provided in Table 1 below.

Table 1: Arterial Road Traffic Volumes

Road Name	Location	AADT <sup>2</sup>	% Trucks	Annual Growth Rate
Princes Hwy	West of Anderson Street	9,100vpd	17%	2.9%
Princes Hwy	East of Anderson Street	9,100vpd	18%	2.1%
Anderson Street	South of Princes Highway	1,200vpd	7%	1.5%

### 3.5. Road Safety

A review of Department of Transport’s Crashstats database shows there have been no recorded casualty crashes on Cressy Road within 500m of the subject site during the past five years of available data.

### 3.6. Public Transport

Winchelsea Railway Station is located approximately 500m east of the site and is a V/Line service providing connections to Melbourne, Geelong, Colac and Warrnambool.

There are no local bus services in Winchelsea.

<sup>2</sup> AADT = Average Annual Daily Traffic, which is the sum of all traffic for a year divided by 365.

## 4. Traffic Impacts

### 4.1. Floor Area Estimates

The overall site area is 3.91 hectares, broken down as follows:

- 0.45 hectares for existing structures,
- 0.02 hectares for landscape buffers,
- 0.55 hectares for roads, and
- 2.88 hectares net developable (industrial lots).

For the purpose of analysis, it is assumed that the gross floor area of buildings will be the equivalent of 50% site coverage on average, corresponding to an overall combined floor area of 14,400m<sup>2</sup> for full build-out of the 20 industrial lots. The remaining portion of the lots will be occupied by car parking, vehicle manoeuvring areas, landscaping, etc.

### 4.2. Traffic Generation

The RTA Guide to Traffic Generating Developments (2002) (RTA Guide) sets out traffic generation rates for a range of developments, based on survey data collected in New South Wales for a range of land uses. This guide is referred to in the Austroads Guide which is used by the Department of Transport (DOT) and is generally regarded as the standard for metropolitan development characteristics.

Technical Direction TDT 2013/04a provides updated traffic generation rates which supersede the RTA Guide for some land uses, based on more recent NSW surveys.

For business parks and industrial estates within regional areas, TDT 2013/04a sets out the following average rates:

- AM peak hour: 0.70 vehicle trips per 100m<sup>2</sup> gross floor area
- PM peak hour: 0.78 vehicle trips per 100m<sup>2</sup> gross floor area
- Daily (24-hour): 7.83 vehicle trips per 100m<sup>2</sup> gross floor area

Based on these rates and the overall estimated floor area of 14,400m<sup>2</sup>, the traffic generation is calculated in Table 2 below.

Table 2: Traffic Generation

Period	Floor Area	Rate	Traffic Generation
AM Peak Volume	14,400m <sup>2</sup>	0.70 trips per 100m <sup>2</sup>	101 vph
PM Peak Volume		0.78 trips per 100m <sup>2</sup>	112 vph
Daily (24-Hour) Volume		7.83 trips per 100m <sup>2</sup>	1,128 vpd

### 4.3. Traffic Distribution

Having regard to the site’s locality with respect to the arterial road network and key destinations, the following traffic distribution assumptions have been adopted:

- 90% in and 10% out during the AM road network peak hour,
- 10% in and 90% out during the PM road network peak hour,
- 95% to/from Princes Highway via Winchelsea and 5% to/from the east,
- all Princes Highway traffic accessing the site will do so via the Murrell Street signalised intersection having regard to the local traffic management on Gosney Street,
- at Princes Highway, 60% to/from the north-east (towards Geelong and Melbourne) and 40% to/from the south-west (towards Colac and Warrnambool), and
- 0.75 hectares (26% of the total site area, corresponding to an estimated 3,730m<sup>2</sup> gross floor area) will be accessed directly via crossovers to Cressy Road and will not enter the new industrial access road.

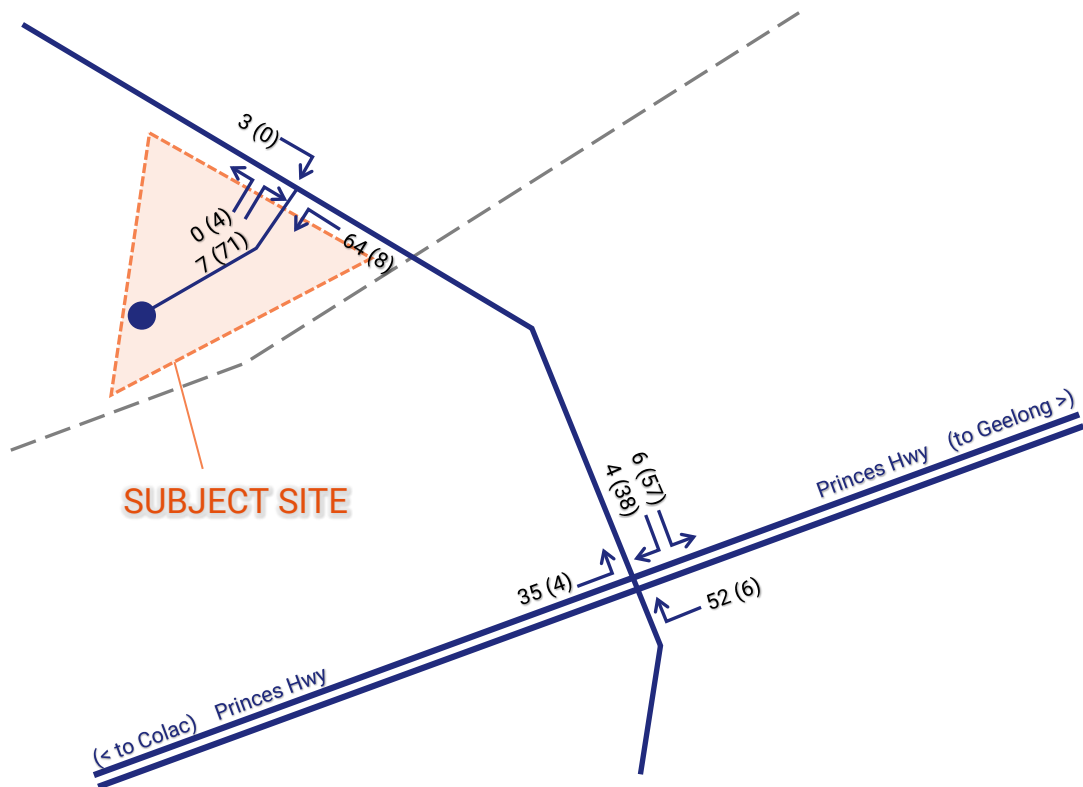


Figure 6: AM (PM) Peak Hour Traffic Distribution

#### 4.4. Traffic Impact

The Princes Highway between Winchelsea and Colac was only recently upgraded to a duplicated four lane configuration (previously single carriageway two-lane two-way road), with the upgrade works completed in late 2019.

As part of the duplication works, the Princes Highway/Murrell Street/Anderson Street was upgraded to a signalised cross-intersection (previously un-signalised two-way stop controlled), and has ample capacity to accommodate the traffic generated by the proposed industrial subdivision.

Table 3 below shows the two-way daily traffic volumes on key roads providing access to the site.

Table 3: Two Way Daily Traffic Volumes

Location	Existing Volume	Site-Generated Traffic	Post-Development
New Industrial Road	-	836 vpd	836 vpd
Cressy Road West of Site	500 vpd <sup>(1)</sup>	56 vpd	556 vpd
Cressy Road East of Site	500 vpd <sup>(1)</sup>	1,072 vpd	1,572 vpd
Murrell Street	1,000 vpd <sup>(1)</sup>	1,072 vpd	2,072 vpd
Princes Hwy West of Murrell St	9,100 vpd	429 vpd	9,529 vpd
Princes Hwy East of Murrell St	9,100 vpd	643 vpd	9,743 vpd

Note (1) – volume has been estimated.

Cressy Road is classified under Surf Coast Shire Council’s Register of Public Roads as a Primary Access Road, while Murrell Street is classified as a Secondary Access Road<sup>3</sup>. These classifications correspond to Level 2 and Level 1 Access Streets respectively, under the definitions at Clause 56.06-8 of the Planning Scheme.

Clause 56.06-8 provides an indicative target traffic volume range of 2,000 to 3,000 vehicles per day for a Level 2 Access Street and 1,000 to 2,000 vehicles per day for a Level 1 Access Street.

The Surf Coast Shire Council has adopted the Infrastructure Design Manual (IDM)<sup>4</sup>, which sets out road network requirements which differ from the Victorian Planning Provisions. The IDM provides an indicative traffic volume range of up to 2,500 vehicles per day for an Access Street and doesn’t distinguish between a Level 1 and a Level 2.

<sup>3</sup> Murrell Street’s classification pre-dates the duplication of Princes Highway and upgrade of the Murrell Street/ Princes Highway intersection to a signalised configuration. Given that Murrell Street abuts industrial and the back of the primary school (with school parking located in Gosney Street) and Gosney Street is configured as the minor road with Cressy Street continuing to Murrell Street, Murrell Street should be classified as a Primary Access Street under Council’s Register of Public Roads to reflect its usage.

<sup>4</sup> The Infrastructure Design Manual (IDM) is a joint initiative of Victorian of Victorian rural and regional Councils working together to formulate and maintain a set of consistent requirements for the design and development of Infrastructure. The current version is Version 5.30 (March 2020).

Table 3 indicates that both Cressy Road and Murrell Street will remain within the range for an Access Street as defined in the IDM (2,500vpd), and the proposed industrial subdivision will not change the classification.

Murrell Street already provides access to industrial land use, and no road upgrades are required to facilitate the proposed development.

Princes Highway is a duplicated arterial with two lanes in each direction. Austroads Guide to Traffic Generating Developments provides an indicative capacity of 36,000vpd for a two-lane two-way arterial.

The post-development volume of 9,843vpd and 9,529vpd east and west of the Murrell Street signalised intersection respectively remains well within the capacity of Princes Highway and no upgrades are triggered by the proposed development.

### 4.5. Internal Road Hierarchy & Cross-Sections

The concept plan attached at Appendix A shows the following internal roads:

- a new public industrial road with a road reservation of 20m,
- a court bowl with a carriageway diameter of 30m, and
- a private road/driveway providing access to two lots (Lots 14 and 15) which will remain in private ownership, with a reservation width of 10m.

The new industrial road will carry less than 1,000 vehicle movements per day.

The IDM provides the following recommended road dimensions for industrial streets, regardless of the traffic volume:

- 12.5m carriageway,
- 25m road reservation,
- 6m verge width,
- footpath both sides,
- 15m radius court bowl (carriageway), and
- verge widths can be reduced to 3m where the length of the street is less than 100m or where access gates are set back from the property boundary by 3m.

The proposed 20m road reservation is sufficient to allow for a 12.5m carriageway in accordance with the IDM, with 3.75m verges on both sides.

While the verge width falls short of the IDM recommended 6m width, the IDM allows for reduced verges (down to 3m in width) if any access gates to individual lots are set back such that they are 6m from the road carriageway. In this case, access gates would need to be set back 2.25m from the property boundary to meet the IDM requirement.

The proposed 15m radius court bowl accords with the IDM requirements and will be sufficient for the manoeuvring of large trucks.

It is noted that the proposed 20m industrial street reservation does not set a precedent. Alsop Drive is an existing industrial street in Winchelsea and has a road reservation width of 18m and Murrell Street provides access to industrial uses on one side and has a 20m reservation.

Elsewhere in Surf Coast Shire, a recent industrial subdivision behind Bunnings in Torquay includes a number of industrial streets which all have a 20m wide reservation, including Castles Drive, Boneyards Avenue, Haystacks Drive and Sawmill Way.

We are satisfied that the proposed road reservation width for the new industrial road is appropriate.

In addition to the new public road, a private roadway is proposed to provide access to Lots 14 and 15. This will essentially operate as a shared driveway for the two lots and will not be a public road. The 10m reservation is adequate to accommodate a two-way access driveway suitable for large trucks. No parking will be permitted within the driveway and it will be signed as a private access driveway.

#### **4.6. Speed Limits**

Currently a 50km/h speed limit applies within the Winchelsea township, including on Murrell Street and other industrial roads as well as on Cressy Road to the east of the site.

The speed limit increases to 80km/h near the site's eastern boundary, with the 80km/h speed limit applying along most of the site's Cressy Road frontage.

The proposal will expand the current extent of the Winchelsea "township" area. Accordingly, it is recommended that the 80km/h speed zone be moved westward, to the western boundary of the site.

This will ensure that the new Cressy Road/Industrial Court intersection will operate safely without the need for separate channelised turning lanes. Notably, in an 80km/h rural speed zone, channelised turning lanes are typically required to ensure that high speed through traffic can overtake vehicles propped to turn at intersections. Cressy Road is a local street (not in a Road Zone) and in a built-up urban environment with a 50km/h speed limit, separate turning lanes are not required from either a safety or road network capacity perspective.

A 50km/h speed limit is also appropriate in the context of the proposed lots fronting directly onto Cressy Road, which will require individual driveway access. Having regard to the volumes and classification of Cressy Road, direct property access as proposed is appropriate subject to the recommended speed limit change.

The default urban 50km/h speed limit will also apply to the new industrial street within the site.

#### **4.7. Cressy Road/Industrial Road Intersection**

The proposed Cressy Road/Industrial Road intersection has been designed in accordance with IDM requirements, including, and with splays suitable to accommodate the manoeuvring requirements of 19m semi-trailers.

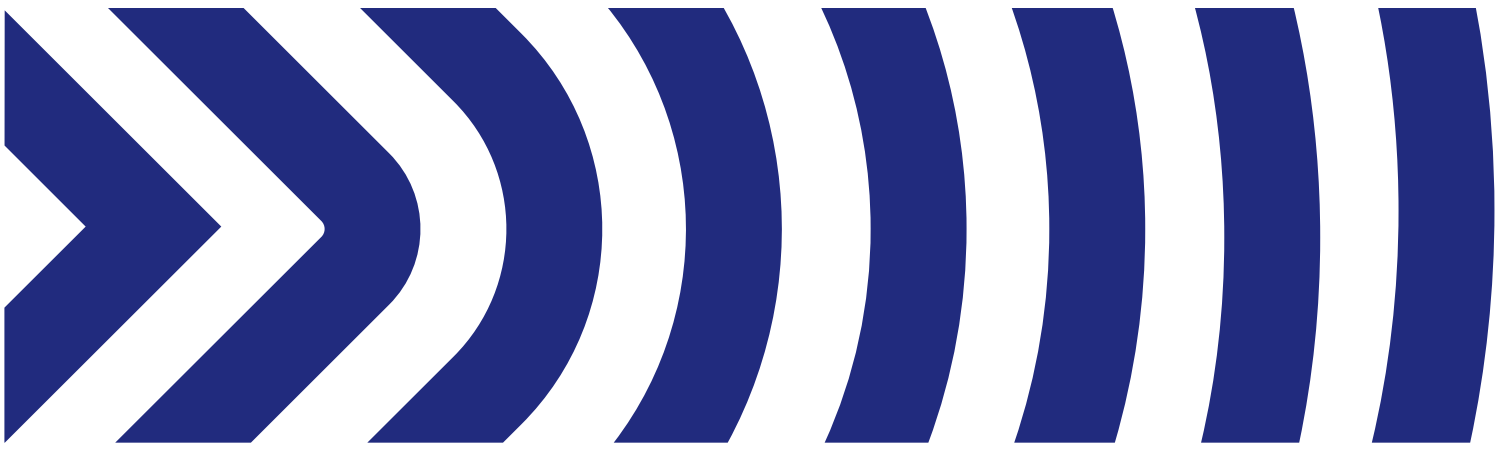
A concept intersection plan and swept path plans showing these manoeuvres is attached at Appendix B. The intersection plan also shows the proposed signage relocation.

The intersection plan shows a 10.6m wide carriageway, which is adequate to accommodate the 19m semi manoeuvring requirements. This could be splayed out to a 12.5m wide carriageway on the internal industrial road to provide for kerbside parking on both sides in accordance with the IDM industrial road carriageway requirements.

## 5. Conclusions

Having undertaken traffic engineering assessments of the proposed industrial subdivision at 25 Cressy Road, Winchelsea, we are of the opinion that:

- a) access to the proposed subdivision will predominantly be via Murrell Street to Princes Highway,
- b) there is ample capacity with the recent duplication of Princes Highway and signalisation of the Princes Highway/Murrell Street intersection to accommodate traffic generated by the proposed subdivision and Murrell Street already accommodates industrial traffic,
- c) the proposed 20m road reservation is consistent with other industrial road reservations within Winchelsea and Surf Coast Shire and is appropriate,
- d) the proposed 30m diameter court bowl carriageway is in accordance with the IDM requirements and is appropriate to accommodate the turning requirements of large trucks,
- e) the proposed 10m shared private driveway is sufficient for two-way vehicle access to Lots 14 and 15 subject to no parking occurring on the driveway which can be controlled via signage,
- f) the existing 50km/h speed limit on Cressy Road should be extended to include the site frontage,
- g) subject to a reduced speed limit of 50km/h on the site frontage, the proposed site access arrangements (including the proposed industrial road intersection and the direct property access to some lots) is appropriate having regard to the classification and traffic volumes on Cressy Road,
- h) the level of traffic generated by the proposed subdivision can be accommodated on the surrounding road network and intersections and apart from the speed limit change no further mitigating works are required, and
- i) there are no traffic engineering reasons why the subject site located at 25 Cressy Road, Winchelsea should not be rezoned to facilitate an industrial subdivision generally as proposed in the concept plan at Appendix A.



# Appendix A

## Concept Subdivision Plan








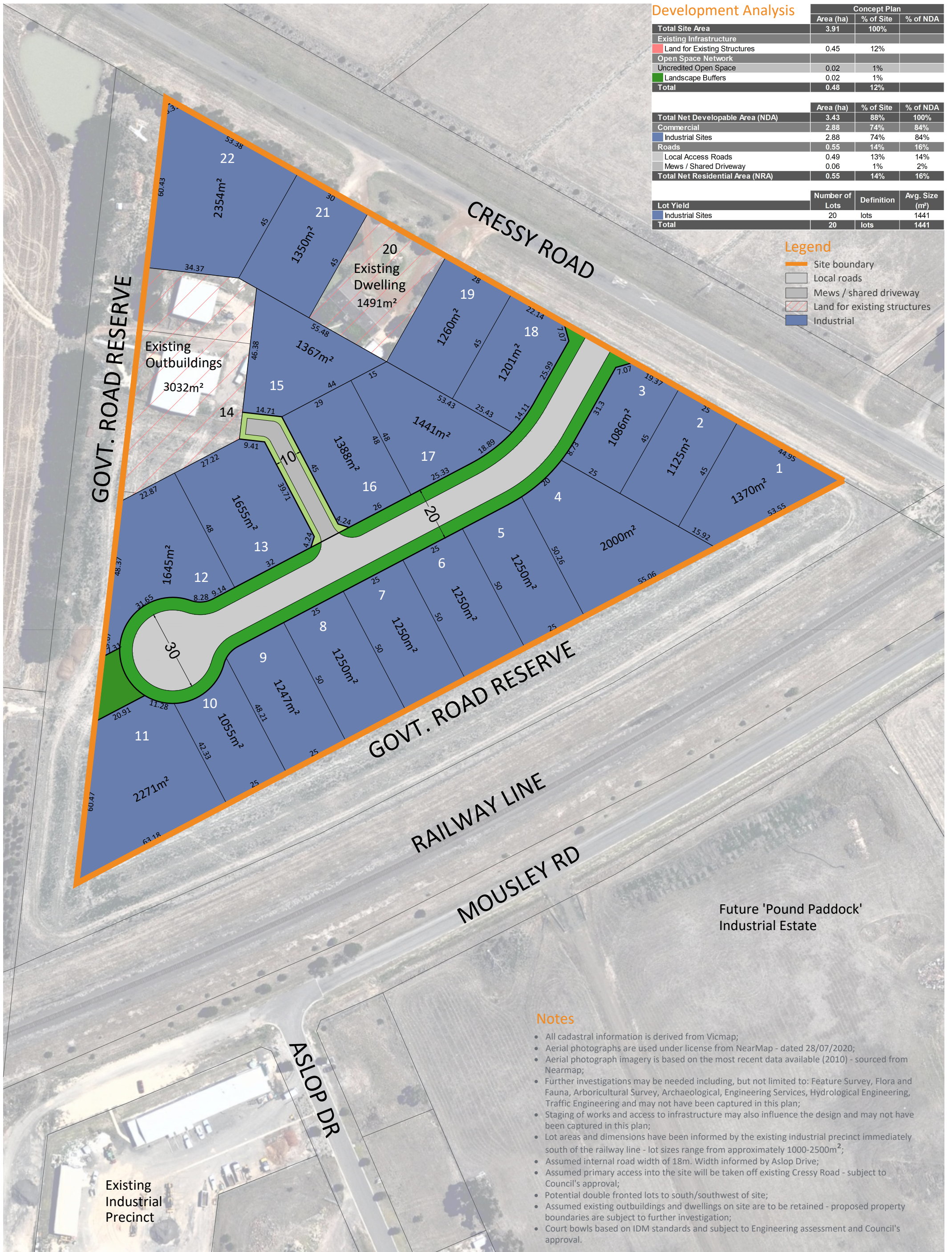
Development Analysis	Concept Plan		
	Area (ha)	% of Site	% of NDA
Total Site Area	3.91	100%	
Existing Infrastructure			
Land for Existing Structures	0.45	12%	
Open Space Network			
Uncredited Open Space	0.02	1%	
Landscape Buffers	0.02	1%	
Total	0.48	12%	

	Area (ha)	% of Site	% of NDA
Total Net Developable Area (NDA)	3.43	88%	100%
Commercial	2.88	74%	84%
Industrial Sites	2.88	74%	84%
Roads	0.55	14%	16%
Local Access Roads	0.49	13%	14%
Mews / Shared Driveway	0.06	1%	2%
Total Net Residential Area (NRA)	0.55	14%	16%

	Number of Lots	Definition	Avg. Size (m <sup>2</sup> )
Lot Yield			
Industrial Sites	20	lots	1441
Total	20	lots	1441

### Legend

-  Site boundary
-  Local roads
-  Mews / shared driveway
-  Land for existing structures
-  Industrial



Future 'Pound Paddock'  
Industrial Estate

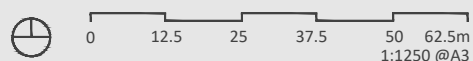
### Notes

- All cadastral information is derived from Vicmap;
- Aerial photographs are used under license from NearMap - dated 28/07/2020;
- Aerial photograph imagery is based on the most recent data available (2010) - sourced from Nearmap;
- Further investigations may be needed including, but not limited to: Feature Survey, Flora and Fauna, Arboricultural Survey, Archaeological, Engineering Services, Hydrological Engineering, Traffic Engineering and may not have been captured in this plan;
- Staging of works and access to infrastructure may also influence the design and may not have been captured in this plan;
- Lot areas and dimensions have been informed by the existing industrial precinct immediately south of the railway line - lot sizes range from approximately 1000-2500m<sup>2</sup>;
- Assumed internal road width of 18m. Width informed by Aslop Drive;
- Assumed primary access into the site will be taken off existing Cressy Road - subject to Council's approval;
- Potential double fronted lots to south/southwest of site;
- Assumed existing outbuildings and dwellings on site are to be retained - proposed property boundaries are subject to further investigation;
- Court bowls based on IDM standards and subject to Engineering assessment and Council's approval.

## Preliminary Concept Plan

25 Cressy Road, Winchelsea

Date Issued: 05/11/2020 | Revision: D  
 SMEC Project Reference: 200717\_25 | Drawing: 01.01  
 Drawn by: G. Nazareth | Checked by: L. Nickels



# DRAFT

Urban Design  
Landscape Architecture  
Town Planning





# Appendix B

## Concept Intersection Plan & Swept Path Diagrams



**PRELIMINARY PLAN**  
FOR DISCUSSION  
PURPOSES ONLY

**WARNING**  
BEWARE OF ALL SERVICES/ASSETS  
THE LOCATIONS OF ALL SERVICES/ASSETS ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE.  
NO GUARANTEE IS GIVEN THAT ALL  
EXISTING SERVICES/ASSETS ARE SHOWN

ISSUE	ISSUE DESCRIPTION	ISSUE DATE

**GENERAL NOTES**  
 1. BASE INFORMATION FROM ARCHITECTS DRAWING / AERIAL PHOTOGRAPH (SOURCE: NEARMAP 15 JAN 2010)  
 2. ALL DIMENSIONS ARE TO FACE OF KERB & CHANNEL  
 3. MAIN ROAD - CRESSY ROAD (SPEED ZONE 50/80km/h)

**DESIGNED**  
G RAKITA 07 DEC 2020

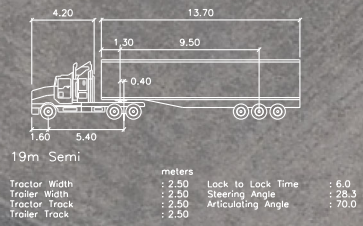
**CHECKED/APPROVED**  
J PLACE 07 DEC 2020

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**25 CRESSY ROAD, WINCHELSEA**  
**PROPOSED BUSINESS ESTATE**  
 SURF COAST SHIRE  
**FUNCTIONAL LAYOUT PLAN**

SCALE 1:750 (A3) 0 7.5 15 SHEET No. DWG No. G29014-01-01



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