



27 January 2026

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Nick Anderson
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Dear Nick

SMITH STREET DEVELOPMENT PLAN - 6489 MELBA HIGHWAY, YEA **COUNCIL REFERENCE: DP002.2024**

I refer to your request for a traffic engineering assessment of the proposed Smith Street Development Plan (DP), a 22 lot low-density residential estate, located at 6489 Melba Highway, Yea.

In the course of preparing this letter I have undertaken a site visit, and I have reviewed comments provided by Council's engineering department and Goulburn Valley Water (GVW).

The subject site has frontages to Smith Street (northern boundary), Melba Highway (eastern boundary), and Meadow Road (southern boundary), as shown on the DP (Attachment A) and in the aerial photo below (source – VicPlan). I understand based on a discussion with Council's planning department that the aerial photo below was taken in November 2024.

ACCESS

The site has frontage to three roads, as discussed above, however I consider that the site only has one realistic option for access provision.

Melba Highway is classified as a Transport Zone 2, and is under the control of the Department of Transport and Planning (DTP). The speed limit on Melba Highway in the vicinity of the subject site is 100 km/h. Given that the site has other available options for provision of access (Smith Street and Meadow Road), I consider that DTP will not approve of any vehicle access directly to or from Melba Highway.



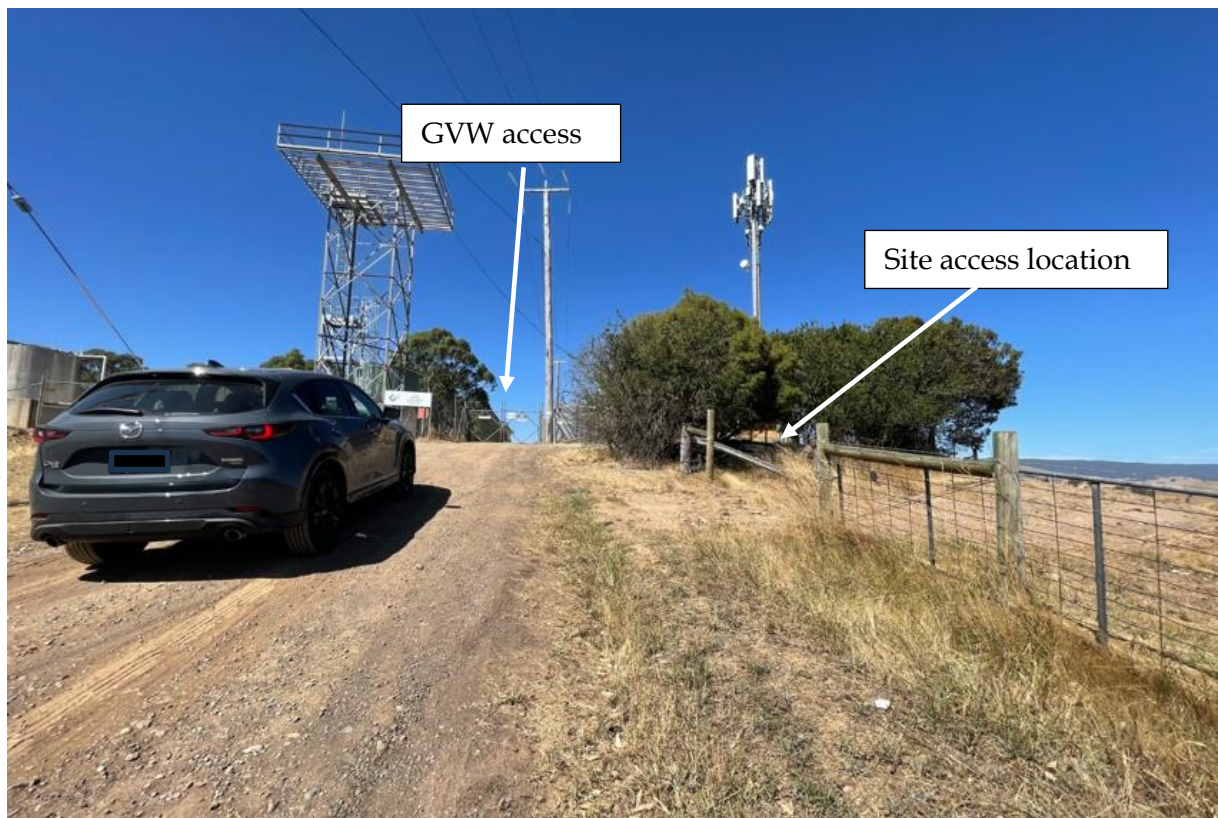
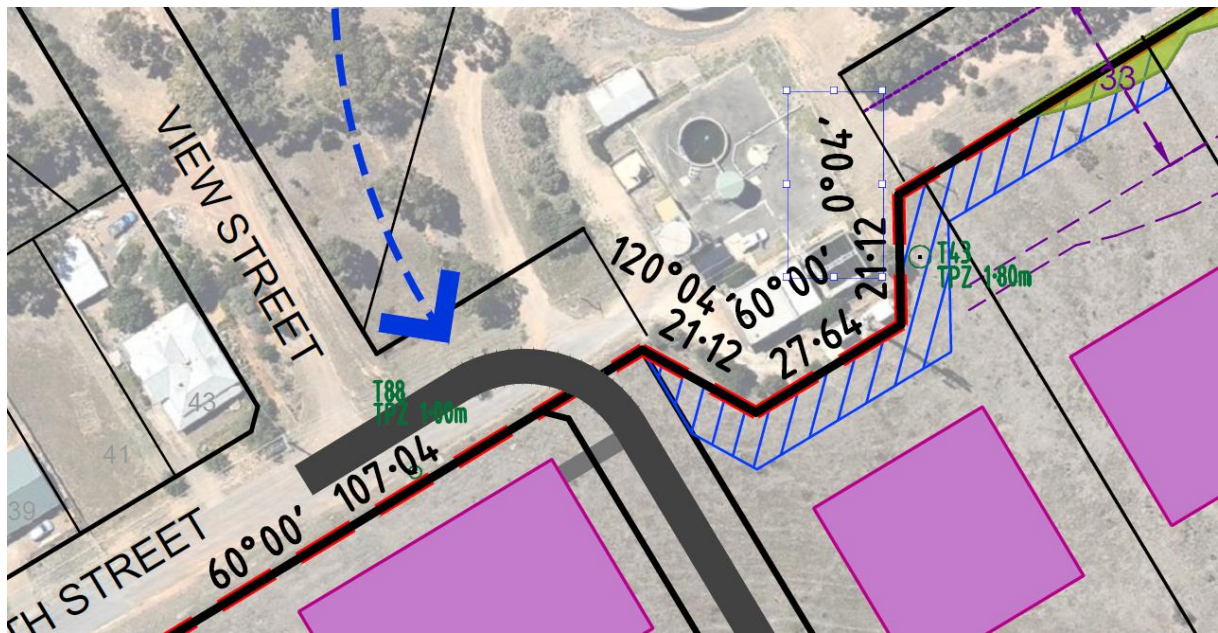
Meadow Road is a local road under the control of Council. The total site frontage to Meadow Road is only 26.11 metres, as shown below (note – aerial photo dated 2010, and ground level photo taken 22 January 2026). I consider that this site frontage is too narrow and too close to Melba Highway to provide safe and efficient access for the site, which is to provide 22 Lots, each over 4,000 sqm.





Smith Street provides the best option for access to the site in my opinion. Because of the GVW infrastructure that is constructed across *Smith Street* (Yea Water Treatment Plant - WTP), as shown below, vehicle access to the site is proposed to be provided to the west of the GVW site, so that there is no interaction between traffic generated by the subject site and traffic generated by GVW.

I consider this is the best possible access location given the other constraints as discussed above. Traffic exiting the site will be able to use *Smith Street*, *Moyle Street*, and *Meadow Road* to reach the *Melba Highway*, or *Smith Street*, *Moyle Street*, *Lyons Street* and *Pelissier Street* to reach *Station Street* (primary school) and *High Street* (*Goulburn Valley Highway*), which provides a wide range of services.



TRAFFIC GENERATION, DISTRIBUTION AND IMPACT

It is assumed that each of the 22 Lots would generate in the order of 10 trips per day, giving a daily generation of 220 trips, of which 110 would be inbound and 110 would be outbound across the day.

Approximately 10% of these trips (i.e. 22 trips) would be recorded each peak hour. In the AM peak hour it is likely that 80% of trips would be outbound (18 trips) and 20% inbound (4 trips), and in the PM peak hour it is likely that 60% of trips would be inbound (13 trips) and 40% outbound (9 trips).

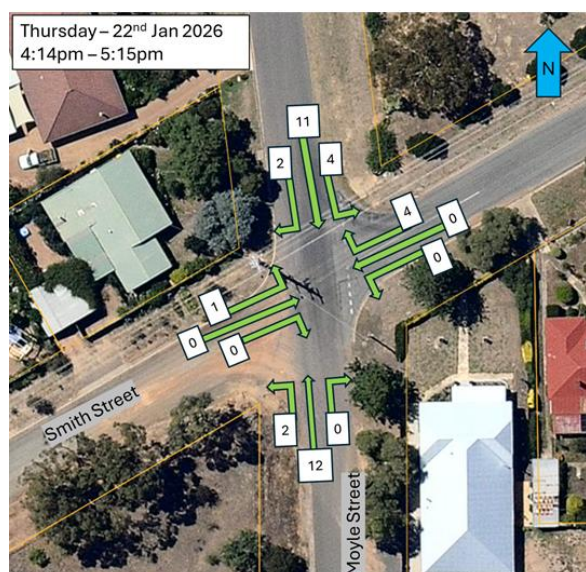
I consider that the addition of this small number of trips to the road network (no more than approximately 1 trip every 3 minutes on any road section) would be imperceptible.

To confirm my assessment, I undertook a traffic survey at the intersection of Smith Street and Moyle Road between 4:15pm and 5:15pm on Thursday 22 January 2026. This would include the typical PM peak hour. The results of the survey are shown below.

In total, 8 vehicles were recorded using Smith Street (east of Moyle Street) during the 1 hour survey period (i.e. approximately 1 every 7.5 minutes), and a total of 23 vehicles were recorded driving on Moyle Street past Smith Street (i.e. approximately 1 every 3 minutes). These are very low numbers.

Of the 8 vehicles that used Smith Street, all were travelling to and from the north, comprising 4 left turns into Smith Street from Moyle Street and 4 right turns out of Smith Street into Moyle Street.

The addition of 22 trips in the PM peak hour to the existing 8 trips on Smith Street would result in a total of $22 + 8 = 30$ trips, or approximately 1 every 2 minutes, including both entering and exiting trips. This number of trips, even if they were all to and from the north, as was recorded on-site recently, would be readily accommodated on the road network.



RESPONSE TO COUNCIL DEVELOPMENT ENGINEERING COMMENTS

In its referral comments dated 4 July 2025, Council requested that information be submitted showing that the site is “suitably connected in terms of transport, in accordance with IDM standards and relevant planning scheme requirements”. Council also requested provision of a traffic impact assessment report “to evaluate the proposal’s impact on the surrounding road network”.

I understand that Smith Street will be extended to provide a connection to the new internal road network, and that internal roads will be provided in compliance with IDM requirements and also to meet CFA access requirements. Further details will be provided as part of the subdivision stage of the project, rather than the current DP stage, which I consider is appropriate.

In relation to the other items raised by Council, I note that the land is currently zoned Low Density Residential, and that this is the use proposed. In my opinion the site is suitably connected to the existing road network, and the existing road network provides convenient access to Melba Highway, Station Street, High Street etc. In my opinion the additional traffic likely to be generated by the site, as discussed earlier in this letter, will not require any changes to the existing road network.

RESPONSE TO GWV COMMENTS

GVW provided referral comments in a letter dated 11 September 2025. GVW raised a number of concerns about interactions between its WTP and the proposed new residents.

On Page 2 of its letter GVW has stated that the proposed access for the subdivision “requires residents to travel past the WTP. GVW requests Council consideration of the primary access point being amended to come off Meadow Road and the secondary access point being Smith Street”.

I believe that GVW is in error as residents will not have to travel past the WTP. All residents (and their visitors) will use Smith Street to the west of the WTP to approach and depart the site, and will enter and exit the subdivision to the west of the WTP. There will be no access available along Smith Street past the WTP (which is similar to the current situation).

As it appears that all loading etc associated with the WTP occurs within the WTP site, I consider that there will be no interaction between the WTP and residents.

While GVW has asked that consideration be given to the primary access point being changed to Meadow Road, I have discussed earlier in this letter the reasons why Meadow Road is not suitable as the access point for the proposed DP.

CONCLUSIONS

Having reviewed all of the information, and undertaken a site visit, I consider that access to the site should be provided via Smith Street, as shown on the DP. The Meadow Road site frontage is not long enough and is too close to the intersection of Melba Highway / Meadow Road to be able to provide a safe access for the subdivision. I can see no traffic engineering related reasons why the DP should not be approved.

I trust the above responds adequately to all of the traffic engineering related Council and GVW referral comments.

If you would like to discuss the above, or if you require any further information, please contact me on 0409 141 374.

Yours sincerely

O'BRIEN TRAFFIC

A handwritten signature in blue ink, appearing to read 'Deborah Donald'.

Deborah Donald
Director

SMITH STREET DEVELOPMENT PLAN

NOTE: This plan is subject to the approval of various statutory authorities

View Street provides good connectivity for walking and cycling to the public open space at Yea Railway Reserve and to the main town.

GVW facility prevents any scope for through access linking Smith Street with Rose Street

This section of Rose Street is a gravel track and no road link is considered necessary. Due to the location of the GVW facility, the location of the proposed internal road is fixed and there are no opportunities for residents to access Rose Street to connect through to town. Rather, access to town is available via View Street for pedestrians and cyclists.

Unmade road reserve adjacent to site not utilised to avoid the need for a new intersection with Melba Highway

Lot configuration and road alignment responds to topography however earthworks will be required

Lots have no abuttal or road access to Melba Highway through use of a narrow strip of reserve

Consistent with development to the west, the waterway is contained within allotments with a 20m wide easement to be applied.

Existing dam to be filled.

Development to be serviced by low pressure sewer system to the satisfaction of Goulburn Valley Water.

All lots exceed the minimum required lot area of 0.4ha and a density of 1.9 lots per hectare has been provided

A small section of carriageway easement can be utilised to enable lots 17 and 18 to use a single access point from Meadow Road in the location of the existing gate

Notes:

1. Lot boundaries, building envelopes, driveways and effluent envelopes shown hereon area are indicative only. A minimum lot size of 4,000sqm must be achieved.
2. Refer to the Bushfire Management & Vegetation Plan for details of bushfire setbacks and vegetation retention/removal.

Legend

- Drainage line with 30m offset
- Proposed 20m wide waterway easement
- Building envelope
- No ground disturbance area
- Indicative driveway
- Contours to AHD, 10m intervals
- 8m wide building exclusion zone

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SMITH STREET DEVELOPMENT PLAN

Lot 1 on TP558411
6489 Melba Highway, Yea
Murrindindi Shire
29787DP1
Version 3
October 2025

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Mobile 0418 402 240
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Web nbagroup.com.au



NOTE: This plan is subject to the approval of various statutory authorities

This section of Rose Street is a gravel track and no road link is considered necessary. This does however provide for emergency access to lots 2-4

New roads to be designed to meet CFA access requirements and water hydrants to be installed as required. Suitable conditions to be applied at subdivision stage

Understorey native vegetation is considered lost as a result of future residential activities and BAL setback requirements. It is intended to retain existing trees within these bushfire protection setbacks however this is subject to CFA consent. Trees would be set in a managed setting and present as low-threat

Native grass within bushfire setbacks, building envelopes, effluent envelopes, driveway areas and within 2m of internal boundary lines is considered lost and will need to be offset accordingly

Patch of native vegetation containing trees can be retained with appropriate setbacks to building envelopes to ensure bushfire protection

Building Envelopes are sited to meet BAL-12.5 setbacks.

Building envelopes and effluent envelopes positioned to avoid native vegetation where possible. Vegetation in envelopes and along proposed lot boundaries will be considered lost and may require offsetting.

All lots can easily accommodate a 10,000L water tank for fire fighting purposes and a restriction can be applied at subdivision stage

Legend

- Tree to be retained
- Native vegetation patch to be retained
- Native vegetation considered lost
- Building envelope
- 8m wide building exclusion zone
- Indicative driveway
- BAL-12.5 line
- Patch of vegetation exempt under Section 2.2.3.2 AS3959
- No ground disturbance area

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BUSHFIRE MANAGEMENT & VEGETATION PLAN

Lot 1 on TP558411
6489 Melba Highway, Yea
Murrindindi Shire
29787DP2
Version 3
October 2025

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