



KINGSWOOD

- DINGLEY VILLAGE

FACT SHEET TRAFFIC & TRANSPORT

The Kingswood Dingley Village project will develop the former Kingswood golf course into an exemplary residential community. It will be masterplanned to retain and enhance the community feel and spirit of Dingley Village.

The development will deliver low to medium density housing as well as greater amenity, walking tracks and parkland to the immediate and surrounding community. Planning and building will be done with care to minimise disruption to the existing community and existing infrastructure such as roads.

This sheet gives some detail about the impact the development will have on local roads and traffic.

STRATEGIC PLACEMENT OF ROADS & INTERSECTIONS

The careful placement of streets will minimise the impact of increased traffic to the existing community. The internal road network has been designed with a key road spine that will operate as a collector boulevard providing the main access to the site from Centre Dandenong Road through to the north at Spring Road where it will intersect with a roundabout. In addition, a secondary access street will link from the boulevard through to Spring Road in the east while two minor road connections will be provided through the extension of Wolbers Road and Toorak Drive.

The main boulevard road will be 25 metres wide and the secondary access street 20 metres wide, while the local roads, which will largely provide access to residential lots, will be designated as "Access Street Level 1" with 15-metre wide reservations. Laneways seven metres wide will be provided for rear access to townhouses.

A left-turn out only access to Centre Dandenong Road will be provided from the Mixed-Use Precinct.

NEW TRAFFIC LIGHTS FOR CENTRE DANDENONG ROAD

Current traffic assessments and designs indicate that traffic lights will be needed for the entry proposed at Centre Dandenong Rd, and discussions with Kingston Council and VicRoads confirm this. Signals will assist traffic management and safety.

There is no proposal to install signals at roads such as Wolbers Road or Toorak Drive as current traffic counts and design modelling indicate both can manage the small increase in traffic volume predicted. A roundabout is proposed at the northern intersection of the main boulevard with Spring Road and a T junction where the secondary access street meets Spring Road.

PLEASE TURN OVER →

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EXISTING TRAFFIC ASSESSMENTS

Council and VicRoads have been actively engaged during the assessments of both existing and proposed traffic conditions across the local road network. VicRoads' survey of current conditions showed the existing road network was operating below design capacity.

VicRoads found the impact of future traffic volumes to the immediately surrounding road network would be minimal and acceptable for neighbourhoods of this nature.

Since ASRP1 first studied the area, the Dingley Bypass has opened as an alternative route to Centre Dandenong Road, and the planned Mordialloc Bypass will remove more through traffic from Dingley Village roads.

IMPACT OF ADDITIONAL VEHICLES

We are committed to alleviating congestion as much as possible and to appropriately spreading any traffic load within the surrounds that may be created by the development. Our traffic engineers will continue to monitor local traffic flow to make sure impacts are managed effectively.

PUBLIC TRANSPORT IMPACTS

Existing bus services connect Dingley Village to nearby Mentone and Springvale Metro stations. In anticipation of future demand, the main boulevard within the new development will be wide enough to accommodate metropolitan bus services should any changes to bus routes be introduced by Public Transport Victoria.

VISITOR PARKING

Any proposed community facilities will be required to provide on-site car parking in accordance with the Planning Scheme. Similarly, roads are being designed to allow for adequate roadside or dedicated parking where appropriate, such as at major open spaces and the Mixed Use Precinct. All homes will provide private parking on their respective lots as required by the Planning Scheme.

AVOIDING THE RAT RUNS

The developer has acted on advice from Council and the community to eliminate possible "rat runs" for through traffic. Further traffic control and speed control measures will be considered during the detailed planning phase.

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