

VCAT Reference No. P510/2022

Statement of changes prepared on behalf of the applicant for review, between Traffic Impact Assessment (dated 3 June 2022) and Traffic Impact Assessment (dated 31 January 2023).

ID Ross Watt Road Pty Ltd

Development Plan – Traffic Impact Assessment

1. Section 4.1 – Notation added confirming potential Lifestyle Community Village proposed as shown on Development Plan.
2. Section 4.1 – Approximate development site yield updated from 778 lots to 775-800 lots, accounting for the proposed size of Lifestyle Community (180-190 lots).
3. Section 4.1 – Table 3 updated to reflect change in lot yield and Local Convenience Centre.
4. Section 4.1 – Figure 14 updated in accordance with latest Development Plan.
5. Section 4.3 – Figure 15 updated in accordance with latest Development Plan.
6. Section 4.3 – Details within Figures 16, 17, 18, 29 & 20 road cross-sections updated.
7. Section 4.4.1.1 – ‘Interim’ heading created to introduce interim traffic solutions for intersections of Ross Watt Road/Station Road and Cherry Lane/Station Road.
8. Section 4.4.1.1 – Figure 24 included to depict proposed interim roundabout upgrades for Ross Watt Road/Station Road and Cherry Lane/Station Road.
9. Section 4.4.1.1 – Figure 25 included to depict proposed interim signalised intersection upgrades for Ross Watt Road/Station Road and Cherry Lane/Station Road.
10. Section 4.4.1.2 – ‘Ultimate’ heading created to introduce ultimate traffic solutions for intersections of Ross Watt Road/Station Road and Cherry Lane/Station Road.
11. Section 4.4.1.2 – Figure 26 updated to reflect revised proposed ultimate roundabout upgrades for Ross Watt Road/Station Road and Cherry Lane/Station Road.
12. Section 4.4.1.2 – Figure 27 included to depict proposed ultimate signalised intersection upgrades for Ross Watt Road/Station Road and Cherry Lane/Station Road.
13. Section 4.4.2 – Figure 28 included to provide existing cross-section of Cherry Lane.
14. Section 4.4.2 – Figure 29 included to provide proposed cross-section of Cherry Lane.
15. Section 4.5 – Figure 30 updated in accordance with latest Development Plan.
16. Section 4.6 – Figure 31 updated in accordance with latest Development Plan.
17. Section 5.2 – Figure 33 updated based on revised traffic calculations. Updated recommendation for Austroads turn treatments provided.

18. Section 7.1.1 – ‘Residential Subdivision’ heading created. Traffic counts, including during peak times (Table 4), updated based on revised residential lot yield.
19. Section 7.1.2 – ‘Lifestyle Community Village’ heading created to introduce proposal and analyse traffic of similar existing villages (Table 5) and forecast expected traffic to be generated within the subject development (Table 6).
20. Section 7.2 – Commentary around traffic distribution updated.
21. Section 7.3 – Figure 34 updated to reflect revised AM peak traffic volumes.
22. Section 7.3 – Figure 35 updated to reflect revised PM peak traffic volumes.
23. Section 7.4 – Additional commentary provided surrounding traffic growth rate and period adopted, following discussions with Department of Transport.
24. Section 7.4 – Figure 36 updated to account for traffic volumes during AM peak over revised 15-year growth period.
25. Section 7.4 – Figure 37 updated to account for traffic volumes during PM peak over revised 15-year growth period.
26. Section 7.4 – Former Figure 31 (traffic volumes during AM peak with 10-year growth period) and Figure 32 (traffic volumes during PM peak with 10-year growth period) deleted.
27. Section 7.5 – Figure 38 updated to account for resultant future traffic volumes during AM peak over revised 15-year growth period.
28. Section 7.5 – Figure 39 updated to account for resultant future traffic volumes during PM peak over revised 15-year growth period.
29. Section 7.5 – Former Figure 35 (resultant future traffic volumes during AM peak with 10-year growth period) and Figure 36 (resultant future traffic volumes during PM peak with 10-year growth period) deleted.
30. Section 7.6.1 – Additional commentary added to confirm approach of traffic analysis undertaken.
31. Section 7.6.2.1 – Tables 8, 9, 10 & 11 updated to reflect 15-year growth conditions in lieu of 10-year growth conditions. Analysis of results updated.
32. Section 7.6.2.2 – Assumptions regarding post-development conditions for the ‘Ultimate’ Ross Watt Road/Station Road and Cherry Lane/Station Road intersections provided.
33. Section 7.6.2.2 – Tables 12, 13, 14, 15, 16 & 17 updated to analyse post-development conditions with 15-year growth allowed.
34. Section 7.6.2.2 – Updated summary of performance of Ross Watt Road/Station Road and Cherry Lane/Station Road upgrade options provided.

35. Section 7.6.3 – ‘Other Commentary’ heading added to summarise Gisborne Movement Network Study (2016) and traffic study undertaken by Cardno (2020).
36. Section 7.6.4 – Section number for ‘Midland Assessment’ updated. Traffic volume growth period updated from 5-years to 15-years.
37. Section 7.6.4 – Table 18 updated to account for 15-year traffic growth. Analysis of data updated accordingly.
38. Section 7.7.1.1 – ‘Interim Upgrade’ heading created to summarise timing for interim upgrades.
39. Section 7.7.1.2 – ‘Ultimate Upgrade’ heading created to summarise timing for ultimate upgrades.
40. Section 7.7.1.2 – Tables 21, 22, 23 & 24 included to summarise post-development conditions for interim solutions to:
 - a. Station Rd/Calder Fwy E’Bnd Ramp (Table 21)
 - b. Station Rd/Calder Fwy W’Bnd Ramp (Table 22)
 - c. Ross Watt Rd/Station Rd (Table 23)
 - d. Station Rd/Cherry Ln (Table 24)
41. Section 7.7.3 – Table 26 updated to reflect revised proposed upgrades and lot triggers for completion of upgrades.
42. Section 7.8 – ‘Recommended Intersection Upgrade Discussion’ heading added to summarise upgrade recommendations.
43. Section 7.9 – ‘Cost Apportionment’ heading added to summarise split of traffic generation and provide recommendation for proposed contributions under the Development Plan.
44. Section 8 – Conclusion updated to reflect current Development Plan lot yield, forecast vehicle generation and category of upgrade proposed (interim arrangement).
45. Appendix B – ‘Tree Removal Plans’ included.
46. Appendix C – ‘High Level Intersection Costings’ included.