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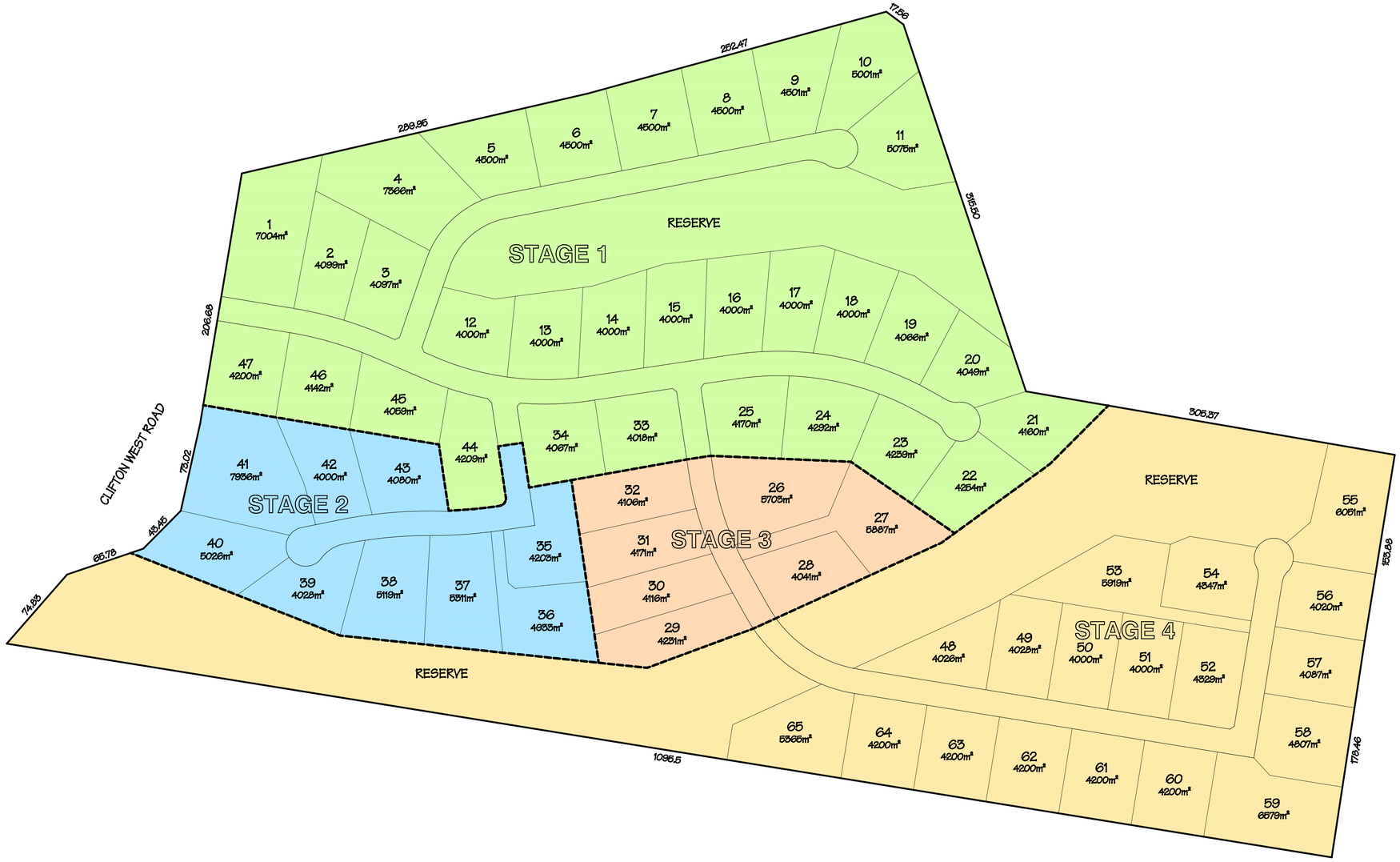

CLIFTON WEST PROPERTY P/L
240 CLIFTON WEST ROAD, MOUNT TAYLOR

Crowther&Sadler Pty.Ltd.
LICENSED SURVEYORS & TOWN PLANNERS
152 MACLEOD STREET, BAIRNSDALE, VIC., 3875
P. (03) 5152 5011 E. contact@crowthersadler.com.au

FILENAME: Y:\19000-19999\19500-19599\19502 Clifton West Property\19502 Staging V3.pro

SCALE (SHEET SIZE A1)	
1 : 2000	
SCALE (SHEET SIZE A3)	SURVEYORS REF.
1 : 4000	19502 VERSION 3 - DRAWN 16/09/2025

NOTATIONS

AREAS ARE APPROXIMATE ONLY
DIMENSIONS ARE SUBJECT TO SURVEY

STAGING PLAN

PARISH OF WY YUNG
CROWN ALLOTMENT 62A

TP278078

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Page 1 of 58

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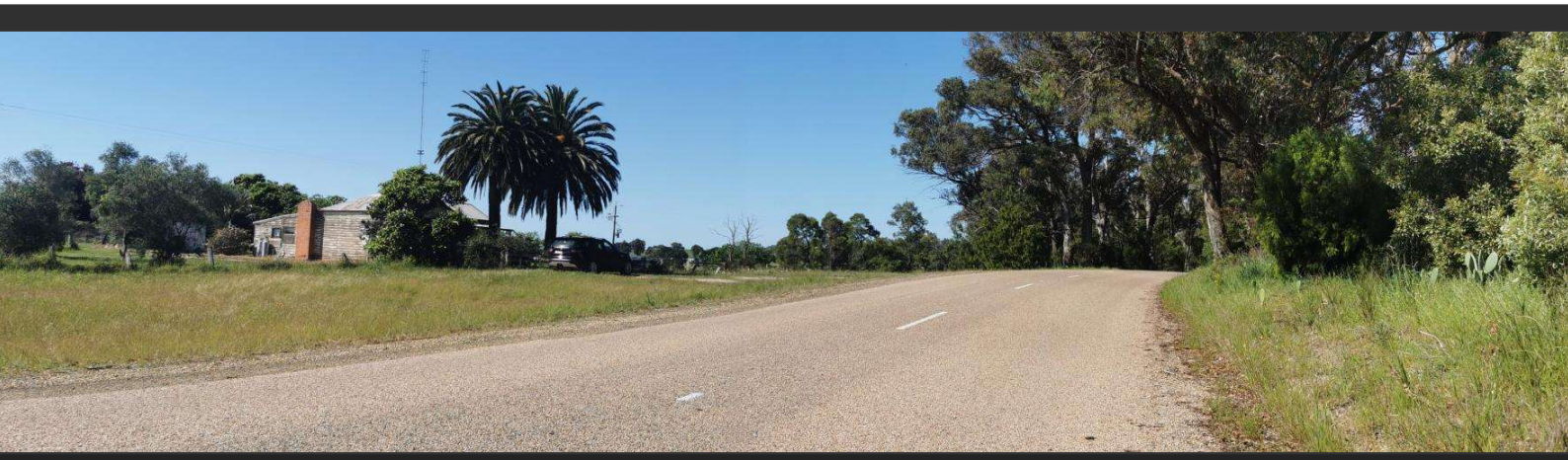
240 Clifton West Road, Mount Taylor

Transport Impact Assessment



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12 November 2025

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DOCUMENT INFORMATION

Prepared for	Crowther & Sadler Pty Ltd		
File Name	210655TIA001D-F.docx	**Report Date**	12 November 2025
Prepared by	Samuel Freeman	**Reviewed by**	Valentine Gnanakone

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Page 3 of 58

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CONTENTS

Printed 30/01/2026
Page 4 of 58

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TABLES

FIGURES

APPENDICES

Printed 30/01/2026
Page 5 of 58

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1 INTRODUCTION

onemile**grid** has been requested by Crowther & Sadler Pty Ltd to undertake a Transport Impact Assessment of the proposed residential subdivision at 240 Clifton West Road, Mount Taylor.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced and relevant background reports have been reviewed.

2 PLANNING HISTORY

onemile**grid** previously prepared a Transport Impact Assessment for a proposed residential subdivision at 240 Clifton West Road, Mount Taylor (210655TIA001B-F, dated 22nd December 2021).

It is understood that an application was recently submitted, which included the previous Transport Impact Assessment, and was received by the Department of Transport and Planning (DTP) on 19th August 2025 (Planning Application No. 5.2025.232.1). DTP has undertaken an initial assessment of the planning permit application and, pursuant to Section 55 (2) of the *Planning and Environment Act 1987*, has requested the following further information.

1. *A revised Traffic Impact Assessment including the following:*
   - ***Current Traffic Data**: Information about current traffic volumes on surrounding roads, particularly during am and pm peak periods.*
   - ***Generated Traffic**: Additional traffic likely to be generated by the development.*
   - ***Traffic Growth Predictions**: Diagrams showing estimated traffic movements ten years after the development opening.*
   - ***Impact Analysis**: An assessment of whether the generated traffic will adversely affect the efficient operation of the surrounding road network include the intersection of Clifton West and Bullumwaal Road.*

2. *The Traffic Impact Assessment must also include the following:*
   - ***Impacts of the development on the Clifton West and Bullumwaal Road intersection.***
   - ***Traffic operations (e.g. traffic volumes, capacity, level of service and delays) for access points, mid-blocks and intersections have been assessed; consequences noted.***
   - ***Turn warrants for the intersection of Clifton West and Bullumwaal Road based on pre and post development.***
   - ***SIDRA analysis, and***
   - ***Safe Intersection Sight Distance.***

This report has been prepared as an update to the previously prepared Transport Impact Assessment report, with due consideration of DTP's requested the following further information.

Printed 30/01/2026
Page 6 of 58

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3 EXISTING CONDITIONS

3.1 Site Location

The subject site is located on the east side of Clifton West Road, approximately 2.3 kilometres north of Bullumwaal Road as shown in Figure 1 below. The site has a frontage to Clifton West Road of approximately 425 metres and a total area of approximately 43 hectares.

Figure 1 Site Location

Copyright Street Directory

The site is currently occupied by a few single level buildings, with vehicle access via a crossover to Clifton West Road.

Land use in the immediate vicinity of the site is mixed in nature, and includes residential subdivisions to the south of the site along Clifton West Road as well as various farming land to the north.

Printed 30/01/2026
Page 7 of 58

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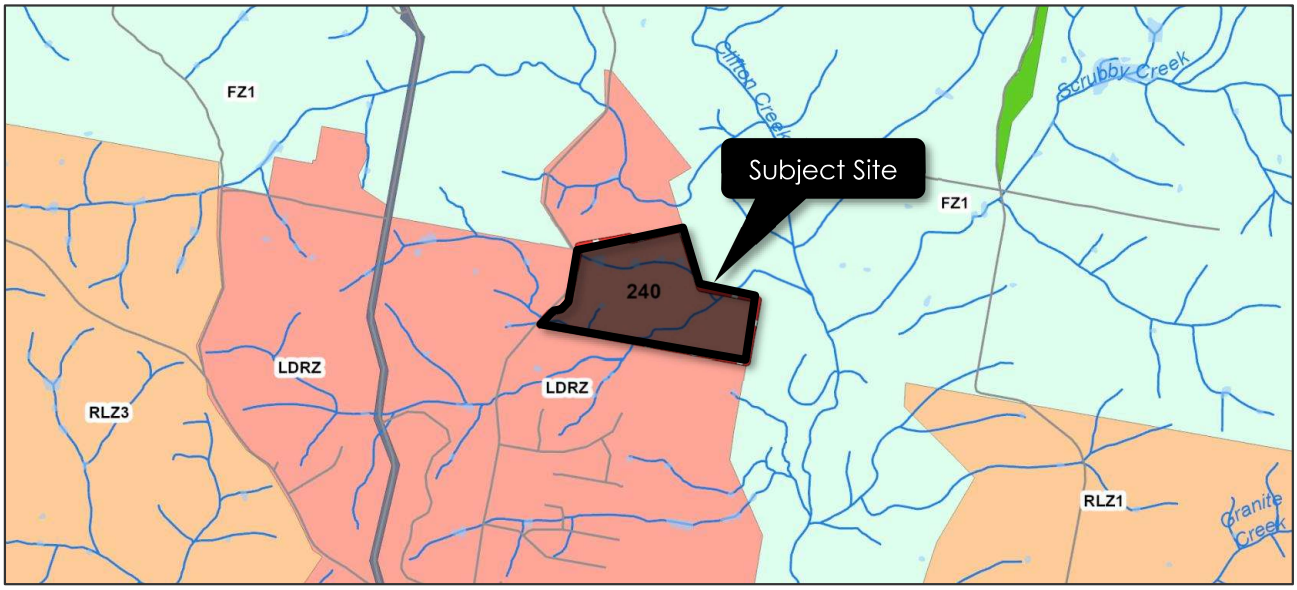
3.2 Planning Zones and Overlays

It is shown in Figure 2 that the site is located within a Low Density Residential Zone (LDRZ).

Figure 2 Planning Scheme Zones



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Page 8 of 58

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3.3 Road Network

3.3.1 Clifton West Road

Clifton West Road is a local road generally aligned north-south, running between Bullumwaal Road in the south and Boyds Road in the north. Clifton West Road provides a sealed carriageway which includes a single traffic lane in each direction with grassed shoulders adjacent to the site.

An 80km/h speed limit applies to Clifton West Road in the vicinity of the site.

The cross-section of Clifton West Road at the frontage of the site is shown in Figure 3 and Figure 4.

Figure 3 Clifton West Road, looking north adjacent to subject site

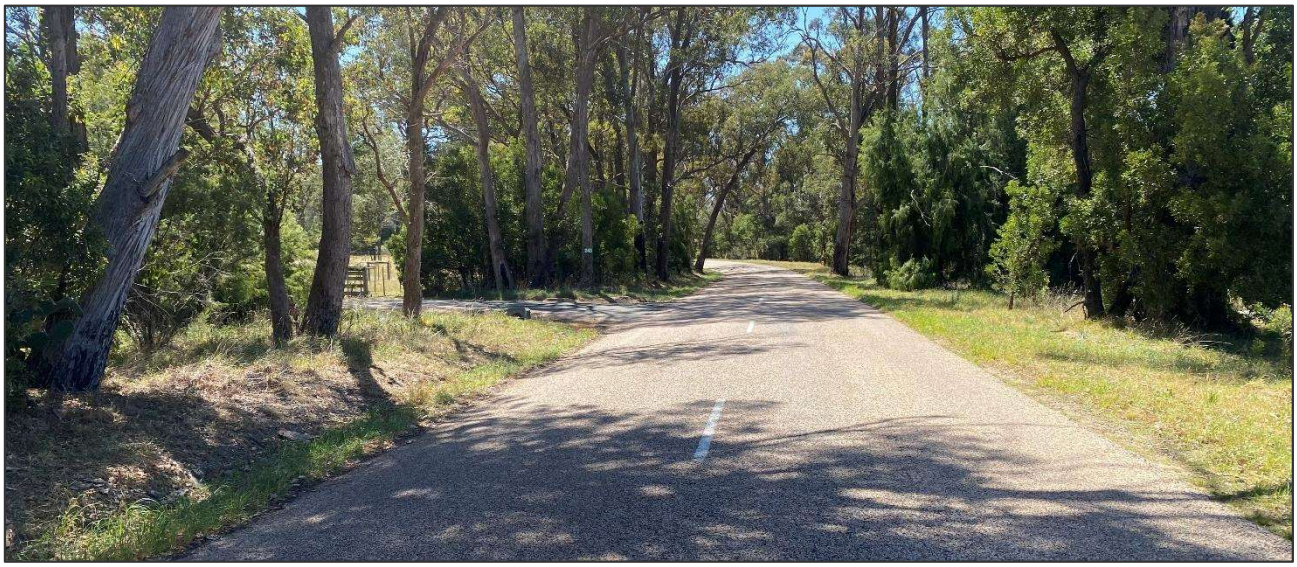

Image date: October 2025

Figure 4 Clifton West Road, looking south adjacent to subject site

Image date: October 2025

Printed 30/01/2026
Page 9 of 58

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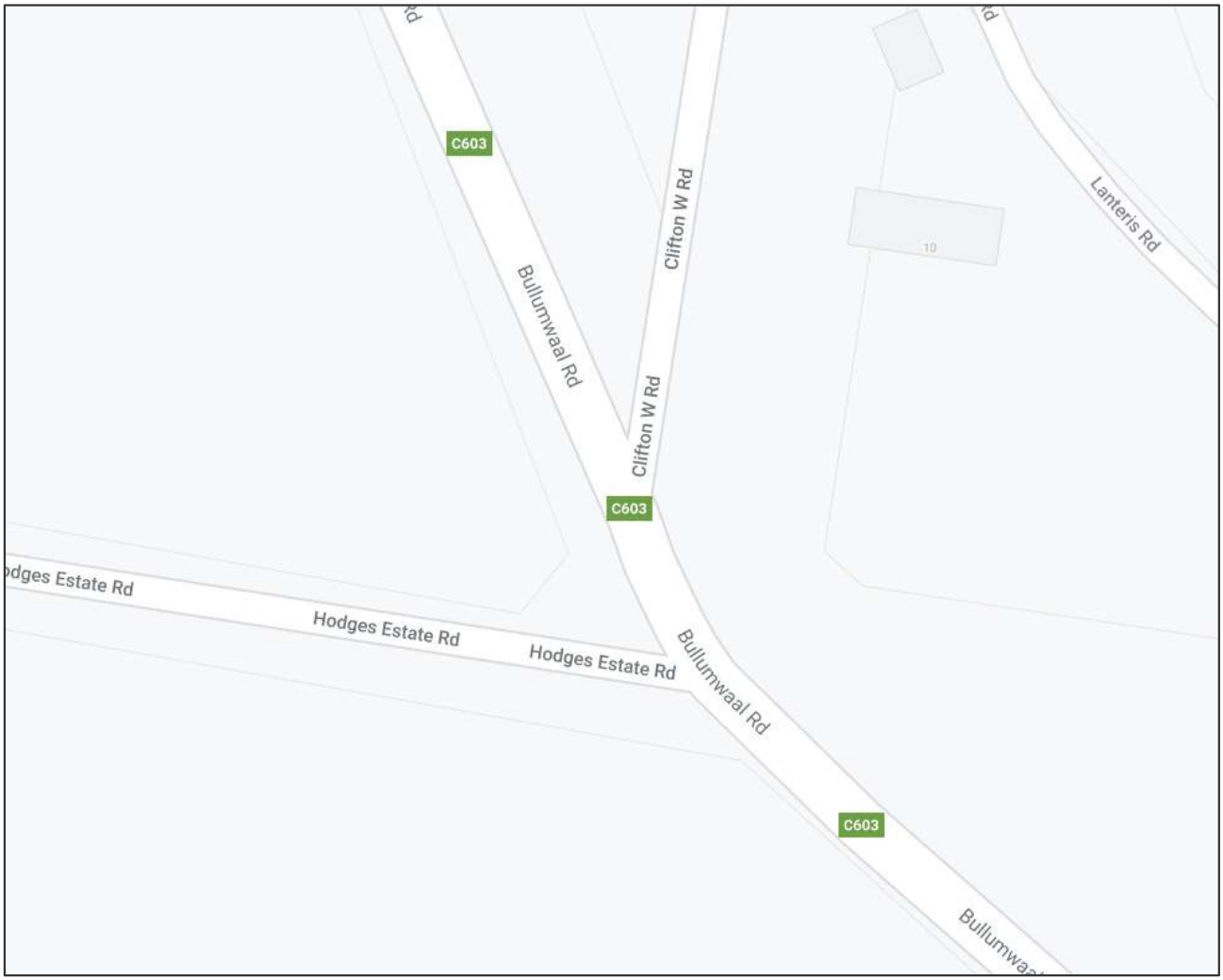
3.3.2 Bullumwaal Road / Clifton West Road Intersection

Bullumwaal Road is an arterial road connecting Bairnsdale and Bullumwaal, with Bullumwaal being located approximately 17kms north of Bairnsdale. Bullumwaal Road provides a single traffic lane in each direction at the intersection with Clifton West Road and runs in a northwest-southeast direction where the north-south Clifton West Road intersects.

A view of the intersection alignment/configuration is shown in Figure 5, with photos from multiple approaches along the intersection shown in Figure 6 – Figure 9.

Figure 5 Intersection Configuration



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Page 10 of 58

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Figure 6 Bullumwaal Road, looking north towards Clifton West Road

Image date: October 2025

Figure 7 Bullumwaal Road, looking south towards Clifton West

Image date: October 2025

Printed 30/01/2026
Page 11 of 58

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Figure 8 Clifton West Road, looking south towards Bullumwaal Road intersection

Image date: October 2025

Figure 9 Clifton West Road, looking north from Bullumwaal Road intersection

Image date: October 2025

It is understood that the Bullumwaal Road / Clifton West Road intersection is planned to be upgraded as part of the development that is taking place at Wy Yung Acres (30 Clifton West Road, Wy Yung). The proposed layout and timing of the intersection upgrade works is not currently known, but it is noted that a number of the roadside trees adjacent the intersection have been cut down in (presumably) preparation for future works (as seen in Figure 6 – Figure 9).

Printed 30/01/2026
Page 12 of 58

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3.4 Daily Traffic Volumes

Traffic volume, speed and classification surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** on Clifton West Road outside property 240 (subject site), for a one-week period both in November 2021 (previous assessment) and in October 2025.

The survey dates were as follows:

- from Wednesday 17th November 2021 to Tuesday 23rd November 2021 inclusive.
- from Monday 13th October 2025 to Monday 20th October 2025 inclusive.

The results of the surveys are summarised in Table 1 and Table 2 below.

Table 1 Traffic Volume and Speed Surveys – Clifton West Road (November 2021)

Time Period	*Direction*	*Traffic Volume (vpd)*	*Average Speed (km/h)*	*85th Percentile Speed (km/h)*
Weekday Average	Northbound	53	65.6	73.5
	Southbound	55	65.4	72.4
	Both Directions	**108**	**65.1**	**72.4**
7 Day Average	Northbound	62	66.8	74.7
	Southbound	62	67.3	73.9
	Both Directions	**124**	**66.9**	**73.6**

Table 2 Traffic Volume and Speed Surveys – Clifton West Road (October 2025)

Time Period	*Direction*	*Traffic Volume (vpd)*	*Average Speed (km/h)*	*85th Percentile Speed (km/h)*
Weekday Average	Northbound	76	65.0	73.1
	Southbound	75	65.5	73.3
	Both Directions	**151**	**65.6**	**73.0**
7 Day Average	Northbound	71	65.5	73.2
	Southbound	68	65.0	73.3
	Both Directions	**139**	**65.0**	**72.8**

As shown above, the weekday average has increased by 43 vehicles per day, and the 7-day average has increased by 15 vehicles per day along the site frontage between November 2021 and October 2025. Speeds along the frontage of the site were also observed to be consistent across the two surveys, with an average seed of approximately 65 km/h and an 85th percentile speed of approximately 73 km/h.

A key take away from the traffic surveys along the frontage of the site is the lack of bias in one direction of travel and the relatively low overall traffic volumes. This likely indicates that traffic along Clifton West Road at the frontage of the site is primarily local traffic coming and going from their respective properties to the north, and that very little through traffic seeking external destinations to the north are utilising Clifton West Road.

It is also noted that Clifton West Road provides a sealed roadway along the frontage of the site and to the south but converts to an unsealed roadway further to the north (see Figure 10). This further indicates that very few vehicles would have destinations to the north, other than those that already reside there.

Printed 30/01/2026
Page 13 of 58

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Figure 10 Clifton West Road, sealed & unsealed sections

Printed 30/01/2026
Page 14 of 58

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3.5 Peak Hour Intersection Volumes

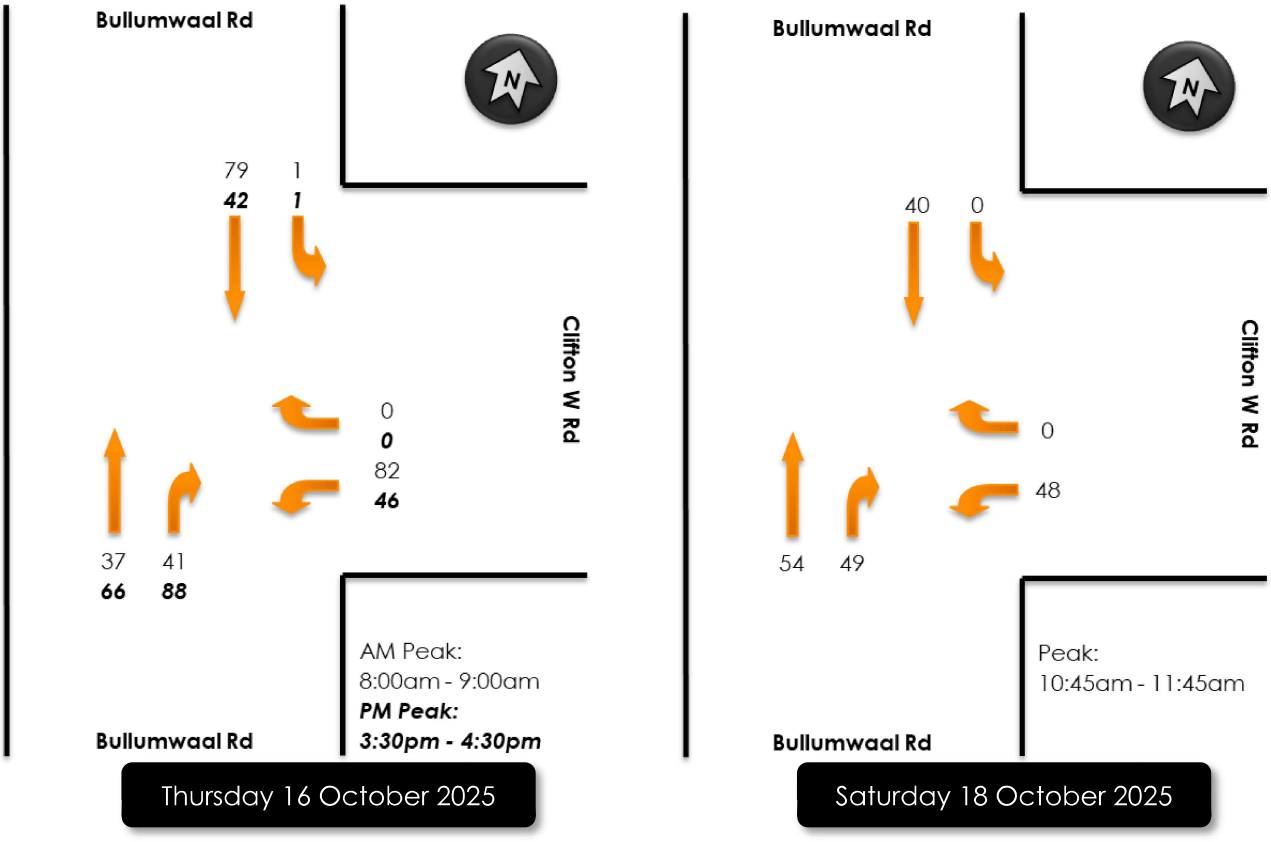
Turning movement intersection traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** at the intersection of Bullumwaal Road / Clifton West Road on the following dates and times:

Table 3 Turning Movement Survey Details

Day	Date	Time 1 (inclusive*)	Time 2 (inclusive*)	Interval
Thursday	16/10/2025	6am – 10am	3pm – 7pm	15 minutes
Saturday	18/10/2025	10am – 2pm	N/a	15 minutes

The peak hour results of the surveys are shown in Figure 11 below.

Figure 11 Existing Traffic Volumes – October 2025



Reviewing the above results, it can be seen that the majority of traffic turning into and out of Clifton West Road from Bullumwaal Road during the peak periods is via the southeast towards Bairnsdale.

Printed 30/01/2026
Page 15 of 58

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3.6 Peak Hour Intersection Operation

To assess the operation of the intersection the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package. The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay as described below.

Table 4 SIDRA Intersection Parameters

Parameter	*Description*
Degree of Saturation (DoS)	The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below.
	Degree of Saturation / *Rating* Up to 0.60 / Excellent 0.61 – 0.70 / Very Good 0.71 – 0.80 / Good 0.81 – 0.90 / Fair 0.91 – 1.00 / Poor Above 1.00 / Very Poor
	It is noted that whilst the range of 0.91 – 1.00 is rated as 'poor', it is acceptable for critical movements at an intersection to be operating within this range during high peak periods, reflecting actual conditions in a significant number of suburban signalised intersections.
Average Delay (seconds)	Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds.
95th Percentile (95%ile) Queue	95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour

The results of the analysis are provided in Table 5 below.

Printed 30/01/2026
Page 16 of 58

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Table 5 Bullumwaal Road / Clifton West Road – Existing Conditions

Approach	Movement	DoS	Performance	Avg. Delay (sec)	Queue (m)
Weekday AM Peak Hour					
Bullumwaal Road (SE)	Through	0.046	Excellent	0.2	1.4
	Right	0.046	Excellent	5.7	1.4
Clifton West Road (N)	Left	0.058	Excellent	5.8	1.6
	Right	0.058	Excellent	6.0	1.6
Bullumwaal Road (NW)	Left	0.045	Excellent	5.6	0.0
	Through	0.045	Excellent	0.0	0.0
Weekday PM Peak Hour					
Bullumwaal Road (SE)	Through	0.091	Excellent	0.1	3.0
	Right	0.091	Excellent	5.6	3.0
Clifton West Road (N)	Left	0.032	Excellent	5.7	0.9
	Right	0.032	Excellent	6.2	0.9
Bullumwaal Road (NW)	Left	0.024	Excellent	5.5	0.0
	Through	0.024	Excellent	0.0	0.0
Saturday Peak Hour					
Bullumwaal Road (SE)	Through	0.060	Excellent	0.1	0.2
	Right	0.060	Excellent	5.6	0.2
Clifton West Road (N)	Left	0.033	Excellent	5.7	0.1
	Right	0.033	Excellent	6.0	0.1
Bullumwaal Road (NW)	Left	0.023	Excellent	5.5	0.0
	Through	0.023	Excellent	0.0	0.0

As shown above, all legs of the intersection currently operate under 'excellent' conditions, with close to no queues or delays experienced by motorists during the peak hours on a typical weekday or Saturday.

Printed 30/01/2026
Page 17 of 58

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4 DEVELOPMENT PROPOSAL

4.1 General

Based on the plans prepared by Crowther & Sadler Pty Ltd dated 28 July 2021, it is proposed to develop the subject site for the purposes of a residential subdivision consisting of 65 residential lots.

All lots are proposed to be accessed via the proposed internal roadway connecting to a single access point to Clifton West Road to the west.

The residential lot sizes will range in size from 4,000 m^2 to 1.26 hectares.

The layout of the proposed subdivision is shown in Figure 12 below.

Figure 12 Proposed Subdivision Layout

4.2 Internal Road Network

The subdivision will be serviced by a proposed internal road network consistent with that identified within the Infrastructure Design Manual (IDM).

A 20 metre wide Rural Living Access Road is proposed throughout the subdivision to provide access to all lots, with shoulders provided within both sides of the road. The proposed road characteristics will comprise of 6.2 metre minimum wide seals and 1.5 metre minimum shoulder widths.

Printed 30/01/2026
Page 18 of 58

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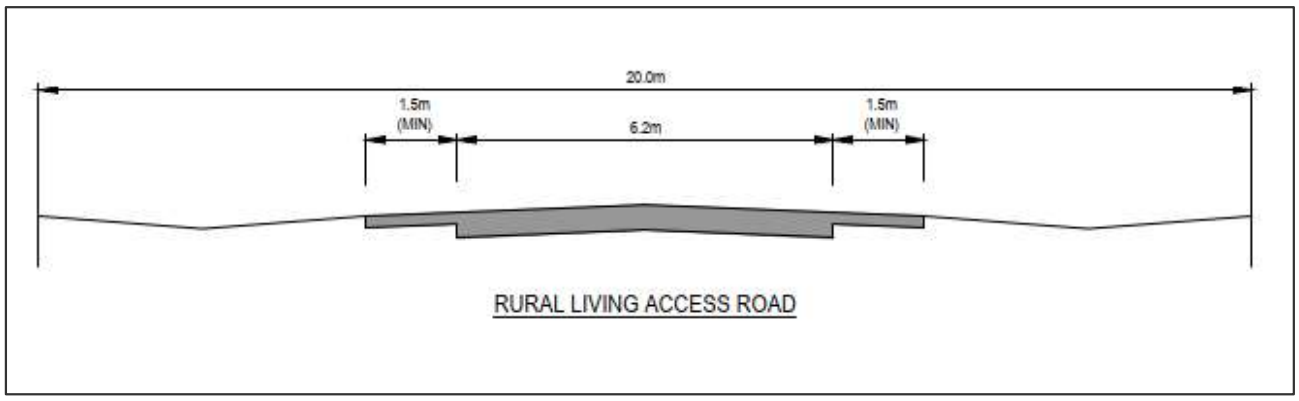
Figure 13 Low Density Residential Access Road – IDM



4.3 Site Access

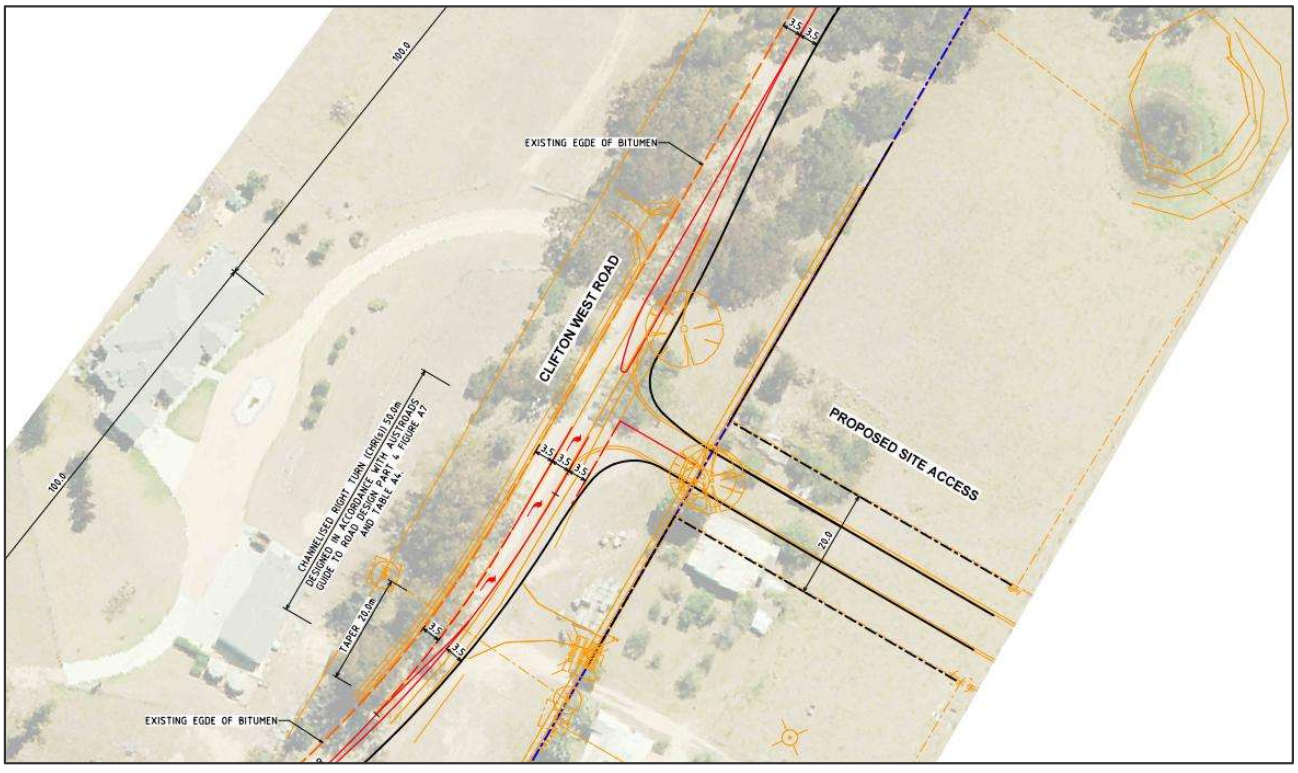
The internal road network is proposed to be accessed via a new intersection with Clifton West Road. The location of the site access has been selected with due consideration of existing site conditions including sight distance.

As part of the proposed development the new intersection is proposed to include a widening of the existing carriageway of Clifton West Road to the east to provide a short channelised right turn lane into the site for northbound approaching vehicles, with the through lanes and turn lane being 3.5-metre-wide.

The northbound through lane is proposed to maintain the existing road alignment.

A concept layout plan of the site access arrangements is attached in Appendix A, with an extract shown in Figure 14 below.

Figure 14 Proposed Site Access



Printed 30/01/2026
Page 19 of 58

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5 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT

5.1 Infrastructure Design Manual

The Infrastructure Design Manual (IDM) is a document prepared by numerous Victorian rural and regional Councils, providing a set of consistent requirements and standards for the design and development of infrastructure.

The manual provides cross-sectional requirements for rural and urban roads, with the relevant requirements to the subject site reproduced in Table 6.

Table 6 IDM Road Cross-Sectional Requirements – Rural Roads

Road Type	*Max. Traffic Volumes (veh/day)*	*Min. Reserve*	*Seal Width*	*Min. Shoulder Width*	*Kerbing*
Rural Living Access Road	1,000	20.0m	6.2m	1.5m	nil

As previously mentioned, all internal roads are proposed to be designed as a Rural Living Access Road, which provides a 20-metre road reserve, 6.2 metre seal width and a should width of 1.5 metres in accordance with the IDM standards.

The internal road design is therefore considered to be acceptable.

5.2 Service Vehicle Turnaround

Court bowls at the end of the two dead-ends within the subdivision have been designed with a 10-metre-radius, in accordance with the IDM standards to ensure waste collection and emergency services vehicles can turn around and are considered acceptable.

5.3 Site Access Intersection

Swept path diagrams have been prepared and are attached in Appendix B which demonstrate access to and from the development via the new internal road network and turn treatment at the intersection with Clifton West Road.

The swept paths for the intersection have been undertaken for an 8.8m Medium Rigid Vehicles (Design Vehicle) and a 12.5m HRV (Check Vehicle).

Printed 30/01/2026
Page 20 of 58

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6 SIGHT DISTANCE REVIEW

6.1 General

Noting the existing configuration of Clifton West Road and in particular the undulation and bend in the road, the site access location has been selected to optimise the performance of the intersection. In this regard, an assessment of sight distance has been undertaken.

The *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* includes requirements for the Safe Intersection Sight Distance (SISD) which is the minimum sight distance which should be provided on the major road to any intersection, and the Minimum Gap Sight Distance (MGSD) which is the minimum sight distance that allows vehicles sufficient time to execute crossing or turning manoeuvres at any intersection.

Whilst the speed limit of Clifton West Road is 80 km/h, due to the horizontal alignment of Clifton West Road and then bend in the road, drivers are likely to be driving slower than the designated 80 km/h speed limit. This is illustrated in Section 3.4, with current speed surveys (October 2025) revealing that the average and 85th percentile speed of vehicles travelling in both directions along Clifton West Road at the proposed site access road location was 65.0 and 72.8 km/h respectively – below the posted speed limit of 80 km/h.

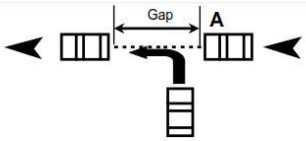
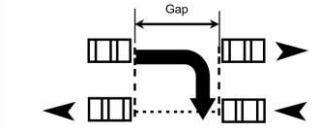
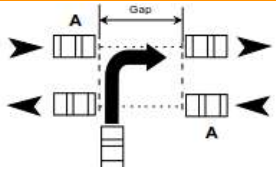
Based on the existing vehicle speeds the sight distance assessment has been undertaken for an 70km/h design speed.

The SISD for 70km/h design speed is listed within *Table 3.2 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* as 151 metres (2 second reaction time). The SISD provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road (subject site access) moving into a collision situation and to decelerate to a stop before reaching the collision point. For comparative purposes, the SISD for a 65km/h road is 137 metres (extrapolated based on 2 second reaction time).

The MGSD provides sufficient critical acceptance gap times for drivers to execute various manoeuvres into, from and across various through carriageway widths for both one-way and two-way traffic.

The critical acceptance gaps and follow-up head ways (that inform the MGSD) are listed within *Table 3.4 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* reproduced below in Table 7.

Table 7 Critical Acceptance Gaps and Follow-Up Headways

Movement	*Diagram*	*Description*	*T_a*	*T_f*
Left-hand turn out		Not interfering with A	14-40 sec	2-3 sec
		Requiring A to slow	5 sec	2-3 sec
Right-hand turn in		Across one lane	4 sec	2 sec
Right-hand turn out		Across one lane	5 sec	3 sec

Note: t_a = critical acceptance gap and t_f = follow up headway

Printed 30/01/2026
Page 21 of 58

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For the left-turn and right-turn manoeuvre out of the site, the site access requires a MESD of 97 metres in both directions, whilst the right turn into the site requires 78 metres based on a speed of 70km/h.

6.2 Site Inspection

onemile**grid** undertook a site inspection on Wednesday 15 October 2025 to assess the sight distance at the proposed site access along Clifton West Road.

To provide context, photos from the site inspection are provided in Figure 15 and Figure 16 below. The photos were taken looking south and north along Clifton West Road at the proposed site access road location respectively.

Figure 15 Site Access, looking south to Clifton West Road

Image date: October 2025

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Page 22 of 58

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Figure 16 Site Access, looking north to Clifton West Road

Image date: October 2025

As shown above, the south sight lines in both directions are limited by a bend along Clifton West Road as well as a crest in the southern direction.

The site inspection also revealed that the proposed location for the access road, being close to the centre of the bend in Clifton West Road, was the best location to ensure the maximum sight distance was achieved in both directions.

Figure 17 below illustrates the location of the proposed site access and the sight distances conditions along Clifton West Road.

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Page 23 of 58

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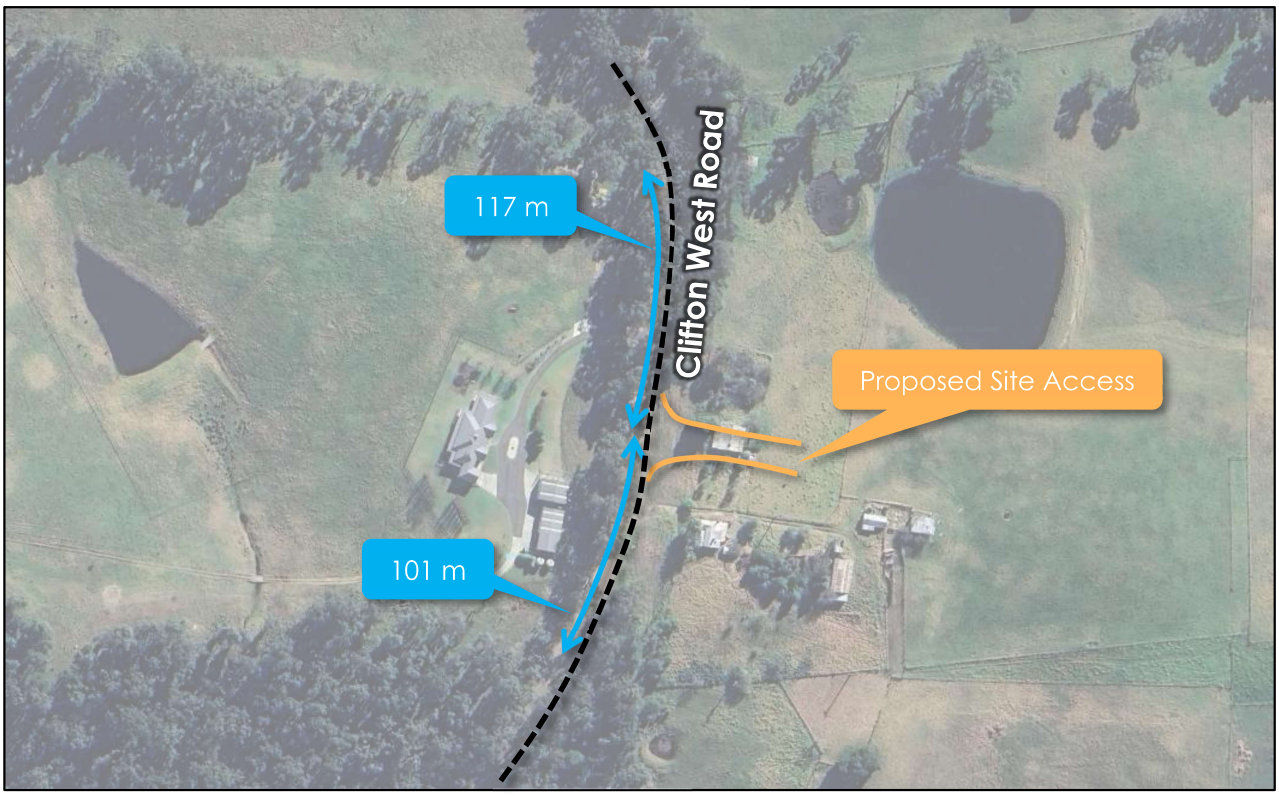
Figure 17 Sight Distance from Proposed Site Access



Copyright Google (2025)

As shown above, sight distances in both directions are in excess of 97 metres – the Austroads MGSD for 70km/h design speed. Therefore, based on the assessment above, it is considered there is satisfactory sight distance for all movements out of the site at the proposed site access point.

It should also be noted that minimal vehicles are anticipated to turn right out of the site (see Section 7.3) due to the surrounding road network and expected destinations. As such, the majority of vehicles which will turn right in and left out of the site will have the greater sight distance to the north.

It is however noted that the sight distance in both directions is less than the required 151 metres under the Austroads SISD for 70km/h design speed (2 second reaction time). For vehicles approaching from the north, this is not expected to be a material concern as left turners into the site would be unopposed and not remain in the intersection. For vehicles approaching from the south, the reduced sight distance has been addressed through the provision of a channelised right turn lane and advisory warning signage prior to the intersection, alerting motorists to the presence of a T-intersection. This is further detailed in Section 7.5.1.

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Page 24 of 58

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7 TRAFFIC

7.1 Traffic Generation

Whilst in outer suburban areas, traffic generation surveys suggest that single dwellings may generate traffic at up to 10 vehicle trips per day, traffic generation surveys of residential developments in regional areas suggests that reduced traffic generation is often experienced, as trip distances are generally greater (and therefore trips are often combined to reduce travel times and distances), and non-essential trips may be avoided.

Surveys undertaken by **one**mile**grid** in Broadford suggested average weekday traffic volumes of between 6.3 and 7.7 vehicle movements per dwelling per day, whilst surveys undertaken in Wangaratta suggested between 0.37 and 0.66 vehicle movements per dwelling during the peak hour.

Furthermore, traffic generation surveys at the Eynesbury residential estate identified a daily traffic generation rate of 5.39 vehicle movements per dwelling per day (noting that this included only trips external to the estate and therefore would not include internal trips to local shopping or other destinations).

Considering the above, it can be expected that the proposed residential development will generate traffic at a rate of no more than 8 vehicle trips per day, with 10% of trips occurring during the peak hours.

Application of the traffic generation rate above to the proposed 65 residential lots, it is expected to generate up to approximately 520 vehicle trips per day and approximately 52 trips during morning and afternoon peak hours.

Traffic volumes generated by residential developments are typically tidal, with the majority of movements in the AM peak hour occurring in the outbound direction and the majority of movements in the PM peak hour occurring in the inbound direction.

For the purposes of the assessment, the following directional splits will be adopted,

- Weekday AM peak hour: 70% outbound and 30% inbound
- Weekday PM peak hour: 40% outbound and 60% inbound
- Saturday peak hour: 50% outbound and 50% inbound

Using the directional splits outlined above, the anticipated peak hour traffic volumes anticipated to be generated are outlined in Table 8 below.

Table 8 Anticipated Traffic Generation

Period	*Inbound Volume*	*Outbound Volume*	*Two-Way Volume*
Weekday AM Peak Hour	16	36	52
Weekday PM Peak Hour	31	21	52
Saturday Peak Hour	26	26	52

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Page 25 of 58

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7.2 Traffic Distribution

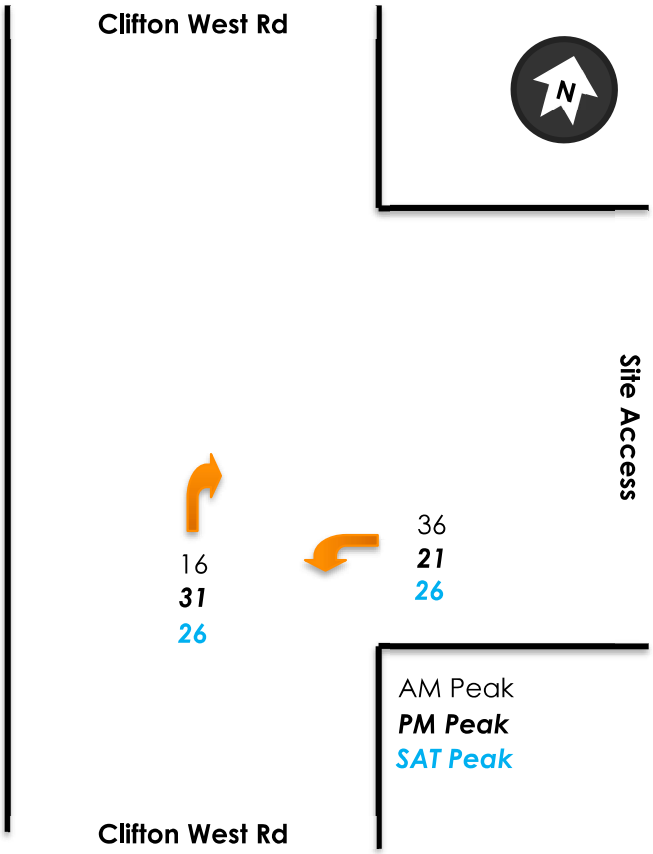
Having regard to the site's locality and existing traffic volumes (as outlined in Section 3.4), it is not anticipated that many vehicles will enter and/or depart the site to the north and for the purposes of a conservative assessment it is assumed that all vehicles in the peak hour will access the site via the south.

Further to the above, it is anticipated that all vehicles will utilise the Bullumwaal Road / Clifton West Road intersection and that 90% of traffic will be from the east (towards Wy Yung & Bairnsdale) and 10% will be from the west.

7.3 Generated Traffic Volumes

Based on the above, the following traffic volumes are expected to be generated by the proposed development at the site access intersection with Clifton West Road as well as the Bullumwaal Road / Clifton West Road intersection.

Figure 18 Generated Traffic Volumes – Site Access / Clifton West Road



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Page 26 of 58

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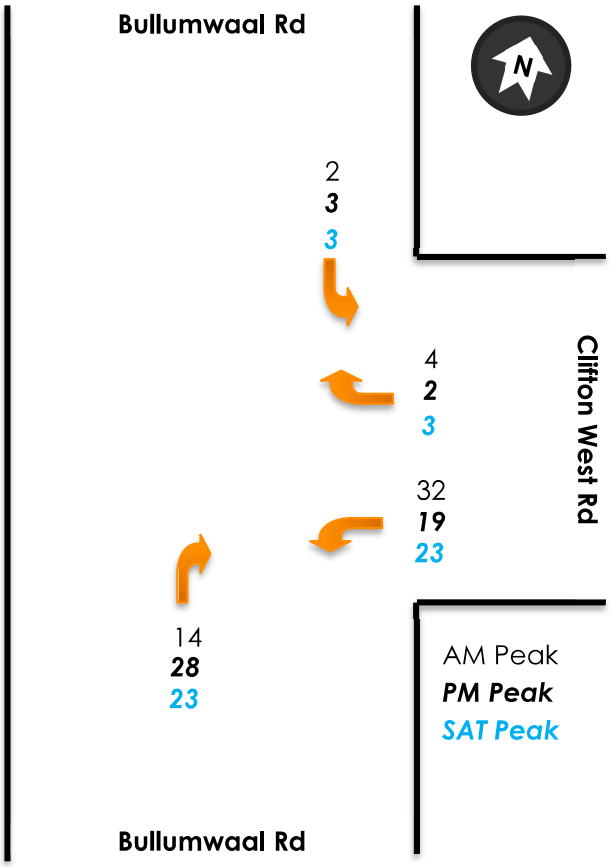
Figure 19 Generated Traffic Volumes – Bullumwaal Rd / Clifton West Rd



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7.4 Traffic Impact

7.4.1 Daily Traffic Impact

As previously outlined, the proposed development is expected to generate in the order of 650 traffic movements per day. Based on the traffic surveys undertaken at the site frontage (Section 3.4), it can be seen that Clifton West Road currently caters for up to 124 vehicles per day.

The future volumes (approx. 800 vpd) are still expected well within the environmental capacity of a Collector Road (up to 6,000 vehicles per day as per the IDM) and is therefore considered to be appropriate.

7.4.2 Peak Hour Intersection Impact

To assess the future operation of the Bullumwaal Road / Clifton West Road intersection, the generated traffic volumes shown in Figure 19 were superimposed over the existing traffic volumes and input into SIDRA Intersection, a traffic modelling software package.

The results of the future analysis are provided in Table 5 below.

Table 9 Bullumwaal Road / Clifton West Road – Future Conditions

Approach	*Movement*	*DoS*	*Performance*	*Avg. Delay (sec)*	*Queue (m)*
Weekday AM Peak Hour					
Bullumwaal Road (SE)	Through	0.057	Excellent	0.2	1.8
	Right	0.057	Excellent	5.7	1.8
Clifton West Road (N)	Left	0.091	Excellent	5.8	2.6
	Right	0.091	Excellent	6.1	2.6
Bullumwaal Road (NW)	Left	0.046	Excellent	5.6	0.0
	Through	0.046	Excellent	0.0	0.0
Weekday PM Peak Hour					
Bullumwaal Road (SE)	Through	0.113	Excellent	0.1	3.9
	Right	0.113	Excellent	5.6	3.9
Clifton West Road (N)	Left	0.050	Excellent	5.7	1.4
	Right	0.050	Excellent	6.4	1.4
Bullumwaal Road (NW)	Left	0.027	Excellent	5.5	0.0
	Through	0.027	Excellent	0.0	0.0
Saturday Peak Hour					
Bullumwaal Road (SE)	Through	0.078	Excellent	0.1	2.6
	Right	0.078	Excellent	5.6	2.6
Clifton West Road (N)	Left	0.056	Excellent	5.7	1.6
	Right	0.056	Excellent	6.1	1.6
Bullumwaal Road (NW)	Left	0.024	Excellent	5.5	0.0
	Through	0.024	Excellent	0.0	0.0

As shown above, the intersection will continue to operate under 'excellent' conditions, with close to no queues or delays experienced by motorists during the peak hours on a typical weekday or Saturday. In addition, the intersection is expected to comfortably cater for future growth in traffic volumes along Bullumwaal Road.

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Page 28 of 58

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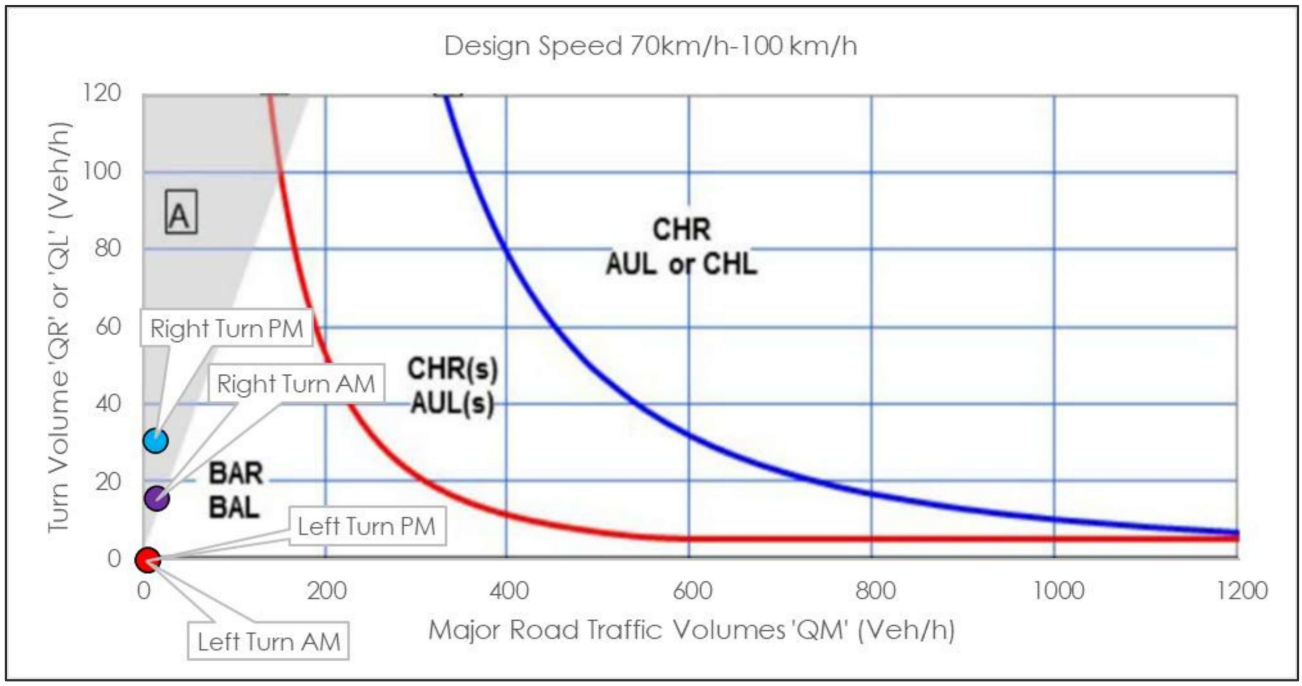
7.5 Austroads Turn Lane Warrants

7.5.1 Site Access

In determining an appropriate intersection configuration at the site access on Clifton West Road, the anticipated post-development peak hour volumes were assessed against the turn lane treatment warrants specified in the *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings*. These warrants effectively balance the additional construction cost of higher-order treatments against the reduction in estimated crash costs.

Based on the anticipated post-development traffic volumes, the turn lane requirements for the Clifton West Road access are demonstrated in Figure 20 below.

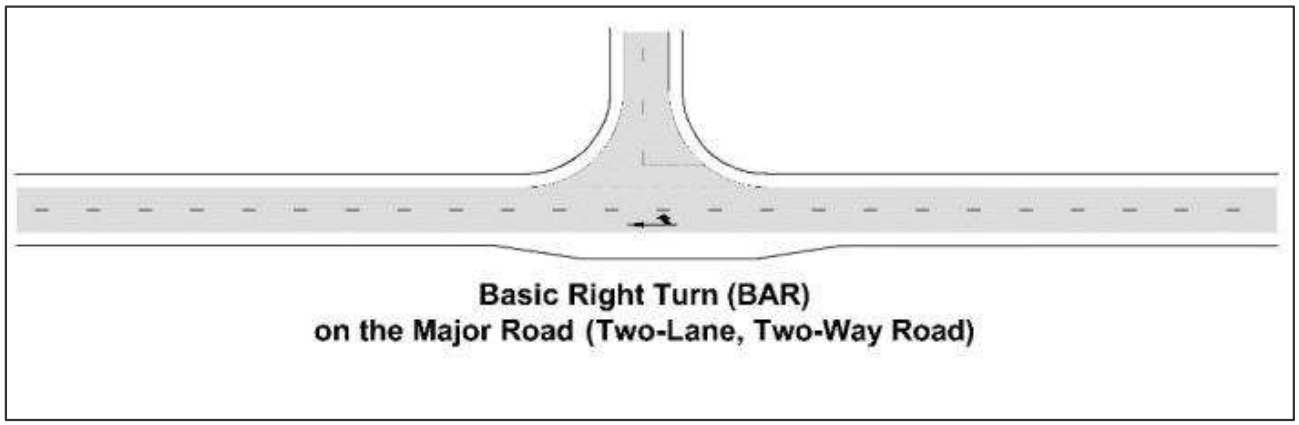
Figure 20 Austroads Turn Treatment Warrants (Site Access, Post Development)



As identified in the figure above, the anticipated turning movements at the site access indicate that a basic left turn treatment (BAL) and a basic right turn treatment (BAR) would be required.

An example of a BAR treatment on the major road is provided in Figure 21 below.

Figure 21 Rural BAR Turn Treatment



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Page 29 of 58

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Despite the turn lane warrants outlined above, due to the native vegetation on the west side of Clifton West Road at the proposed access location, it is not possible to widen the shoulder to the west to provide for the passing area – as required for a BAR treatment. As such, an alternative treatment at the site access point should be provided.

The two other treatment options for the site access intersection are an auxiliary right turn (AUR) treatment or a channelised right turn treatment (CHR). An example of the AUR treatment is shown in Figure 22, which is provided at the Clifton West Road / Maclure Drive intersection to the south of the subject (Figure 23), and an example of the CHR treatment is shown in Figure 24.

Figure 22 Rural AUR Turn Treatment

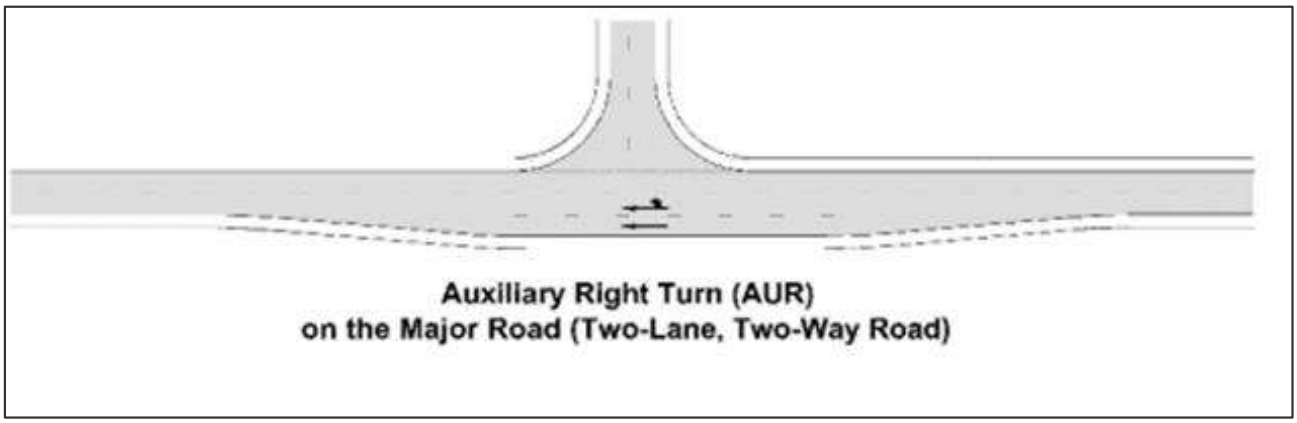

Figure 23 Clifton West Road, AUR treatment at Maclure Drive intersection

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Page 30 of 58

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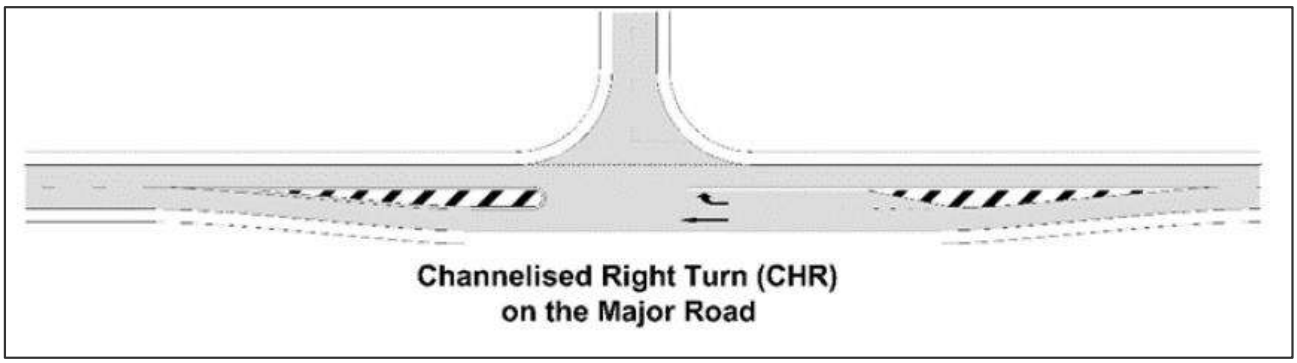
Figure 24 Rural CHR Turn Treatment



The major differences between the two treatments are that the right turn into the minor road is via a shared lane for the AUR rather than a separate lane for the CHR, and that the primary through lane on the major road holds the centre line for the AUR rather lane holds the outer edge of the carriageway for the CHR.

Given the new intersection is on a bend in the road with somewhat limited sight lines (see Section 6), it is considered beneficial to have the right turn movements protected and separated from the through movements along Clifton West Road to reduce the likelihood of rear end crashes when a vehicle is slowing down or waiting to turn right into the subdivision.

In addition, it is also considered beneficial to have the northbound lane along Clifton West Road maintain the existing road alignment (CHR) rather than laterally shifting the lane to the east to provide for a passing lane on the left (AUR) as it would increase the curve radius of the lane around the bend.

Having regard to the above, BAL and CHR(S) turn treatments have been adopted for this design, with a concept layout plan provided in Appendix A.

7.5.2 Bullumwaal Rd / Clifton West Rd

Similar to the site access intersection, the turn lane requirements for the Bullumwaal Road / Clifton West Road intersection have been assessed. The existing traffic volumes at the intersection have been assessed in Figure 25 and the post development traffic volumes have been assessed in Figure 26.

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Page 31 of 58

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Figure 25 Austroads Turn Treatment Warrants (Bullumwaal Rd / Clifton West Rd, Existing)

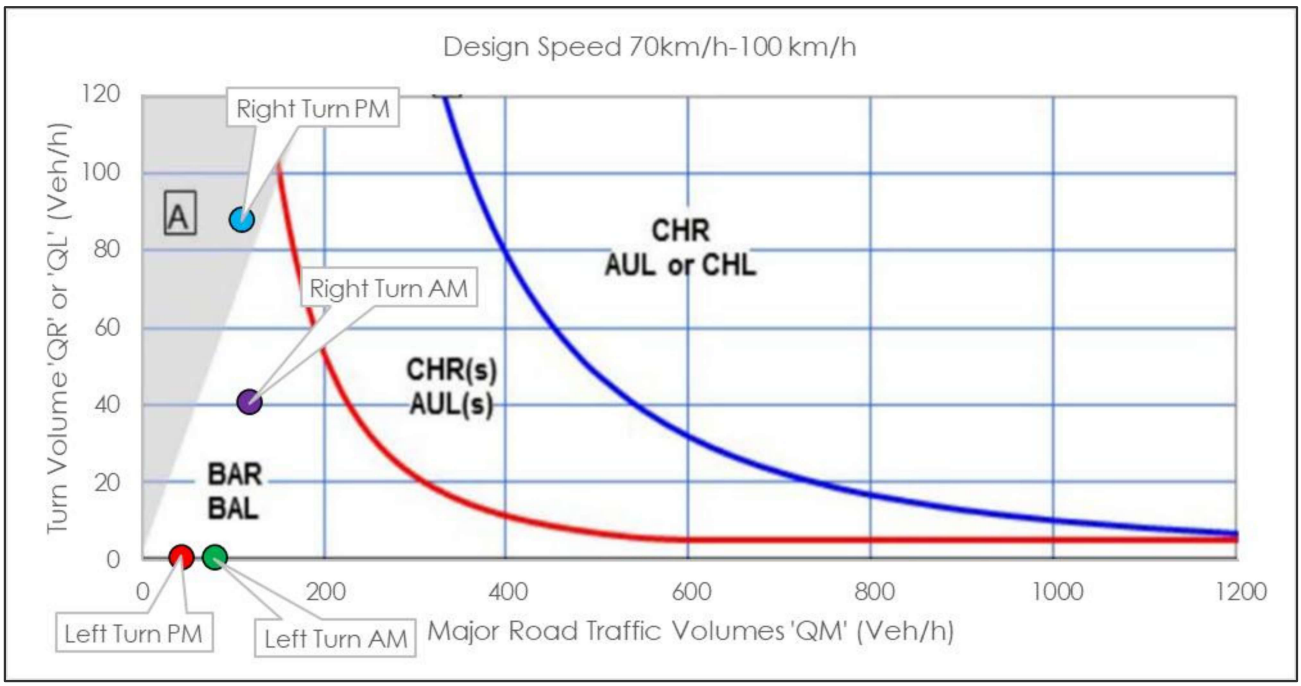
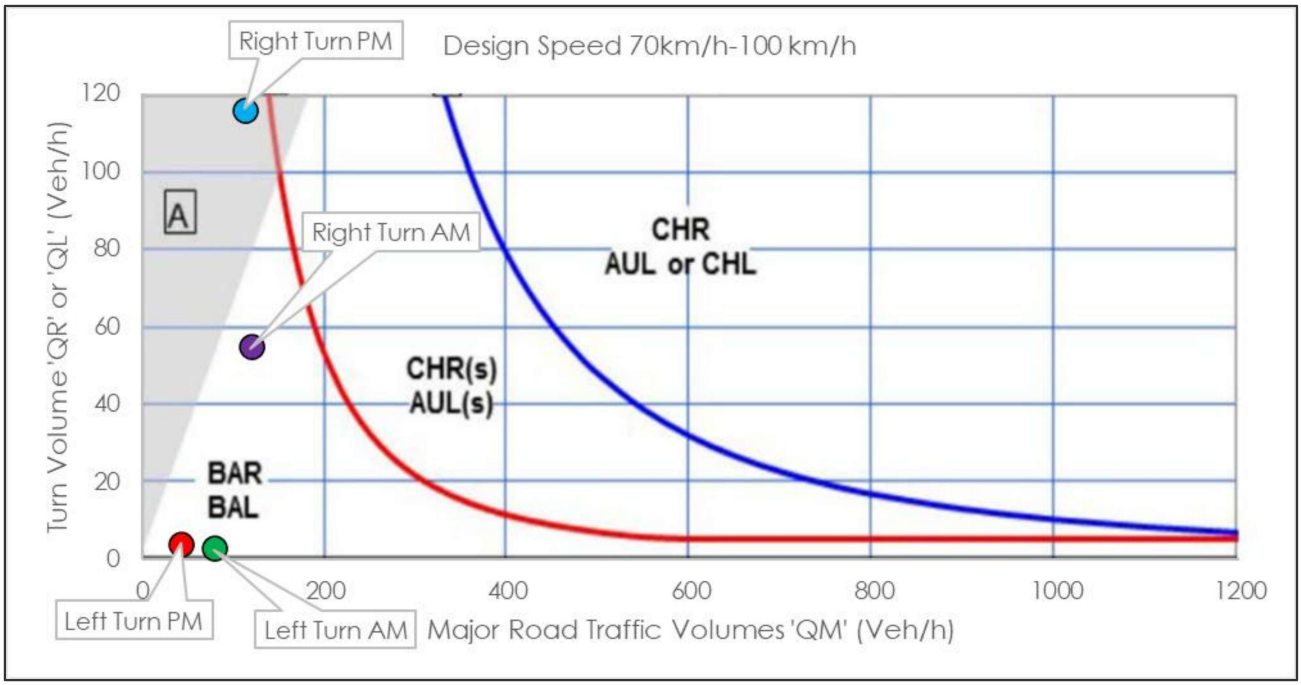


Figure 26 Austroads Turn Treatment Warrants (Bullumwaal Rd / Clifton West Rd, Post Development)



As shown, there is no change the required intersection treatment as a result of the proposed residential subdivision and this, along with the excellent performance of the intersection during the peak hours with minimal queues and delays (Section 7.4.2), demonstrates that the existing intersection arrangement is suitable to cater for the post development traffic volumes.

In addition, as outlined in Section 3.3.2, it is understood that the Bullumwaal Road / Clifton West Road intersection is planned to be upgraded as part of the Wy Yung Acres development (proposed layout & timing of upgrade not known). Whilst the proposed residential development on the subject site does not require upgrade works to the intersection (as outlined above), it is acknowledged that any upgrades would be beneficial to all road users.

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Page 32 of 58

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7.6 Future Traffic Growth

As detailed in Section 3.4, traffic volume surveys conducted along Clifton West Road at the site access point recorded a weekday average of 158 vehicles per day in October 2025. This reflects an increase of 43 vehicles per day compared to November 2021 (four years earlier). While this equates to a 40% growth in daily traffic volumes, the actual change is only about 10 additional vehicle movements per day per year, which is considered relatively minor.

Given the site's location, the absence of significant destinations to the north, the unsealed carriageway to the north, and the lack of anticipated development in that direction, it is reasonable to conclude that traffic growth along Clifton West Road at the site frontage will remain minimal in the foreseeable future.

Nevertheless, to ensure a conservative approach, a compound annual growth rate of 5.0% has been applied to existing through-traffic volumes over a 10-year horizon. This results in an estimated 63% increase in traffic volumes, projecting the weekday average two-way movements to approximately 257 vehicles per day after 10 years.

Even with this conservative assumption, the projected traffic volumes remain low and are not expected to influence the peak-hour turn lane warrant assessment outlined in Section 7.5.1.

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Page 33 of 58

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8 RESPONSE TO REQUEST FOR FURTHER INFORMATION

onemile**grid** has reviewed the Request for Further Information and has outlined in Table 10 where in this Transport Impact Assessment the relevant information can be found / is addressed.

Table 10 RFI Comments & Location Within Report

RFI Comment	*Response*
1. A revised Traffic Impact Assessment including the following:	
Current Traffic Data: Information about current traffic volumes on surrounding roads, particularly during am and pm peak periods	Updated traffic data has been collected, as outlined in Section 3.4 & 3.5.
Generated Traffic: Additional traffic likely to be generated by the development	Development generated traffic has been determined as per Section 7.1.
Traffic Growth Predictions: Diagrams showing estimated traffic movements ten years after the development opening	Future traffic growth along Clifton West Road at the site access point is discussion in Section 7.6.
Impact Analysis: An assessment of whether the generated traffic will adversely affect the efficient operation of the surrounding road network include the intersection of Clifton West and Bullumwaal Road	Traffic impact analysis has been undertaken in Section 7.4.
2. The Traffic Impact Assessment must also include the following:	
Impacts of the development on the Clifton West and Bullumwaal Road intersection.	Traffic impact on the Clifton West Road / Bullumwaal Road intersection has specifically been reviewed in Section 7.4.2 and 7.5.2..
Traffic operations (e.g. traffic volumes, capacity, level of service and delays) for access points, mid-blocks and intersections have been assessed; consequences noted.	Traffic impact analysis has been undertaken in Section 7.4.
Turn warrants for the intersection of Clifton West and Bullumwaal Road based on pre and post development.	Turn lane warrants have been assessed in Section 7.5.
SIDRA analysis.	A SIDRA analysis of the Clifton West Road / Bullumwaal Road intersection under existing and future conditions can be found in Section 3.6 and 7.4.2 respectively.
Safe Intersection Sight Distance.	Sight distance review for the proposed site access point has been undertaken in Section 6.

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Page 34 of 58

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9 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a residential subdivision comprising of 65 residential lots, with vehicle access via a new intersection with Clifton West Road.

Considering the analysis presented above, it is concluded that:

- The majority of the subdivision road network has been designed in accordance with Infrastructure Design Manual and is considered appropriate;
- It is proposed to provide a channelised right turn lane at the site access point to ensure safe operation of the right in movement at the intersection due to sight distance limitations;
- The anticipated traffic volumes generated by the development is expected to comfortably be accommodated by the Bullumwaal Road / Clifton West Road intersection and the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

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Page 35 of 58

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Appendix A Site Access Concept Layout Plan

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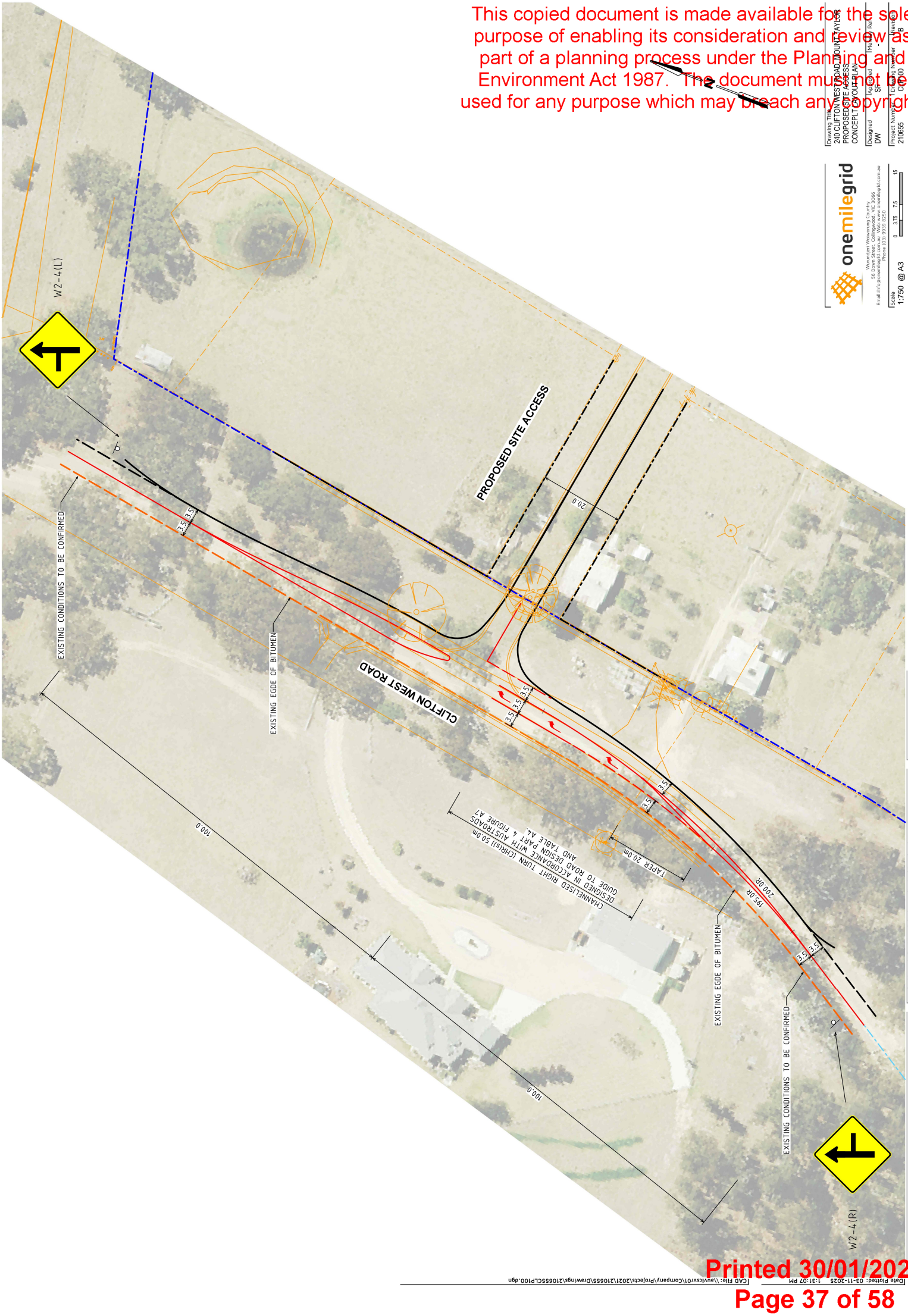

Drawing Title: 240 CLIFTON WEST ROAD, MOUNT TAYLOR
PROPOSED SITE ACCESS
CONCEPT LAYOUT PLAN
Designed: DW
Approved: SF
Initial Rev: -
Project Number: 210655
Drawing Number: C100
Revision: B
Scale: 1:750 @ A3
0 3.75 7.5 15

onemilegrid
Wurundjeri Woiwurrung Country
96 Down Street, Collingwood, VIC 3066
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Phone (03) 9939 8250

Aerial Photography
Aerial photography provided by Nearmap

onemilegrid operates from Wurundjeri Woiwurrung Country of the Kulin nations. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri People.

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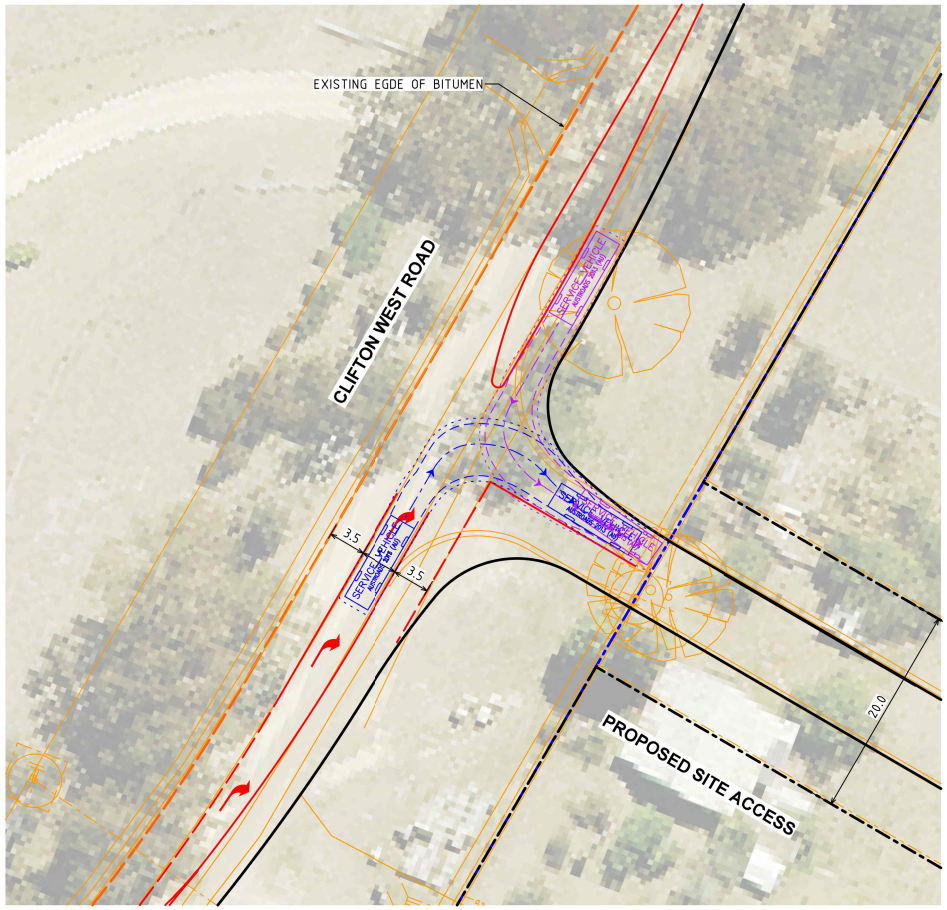
Appendix B Site Access Swept Path Analysis



ENTRY MANOEUVRES

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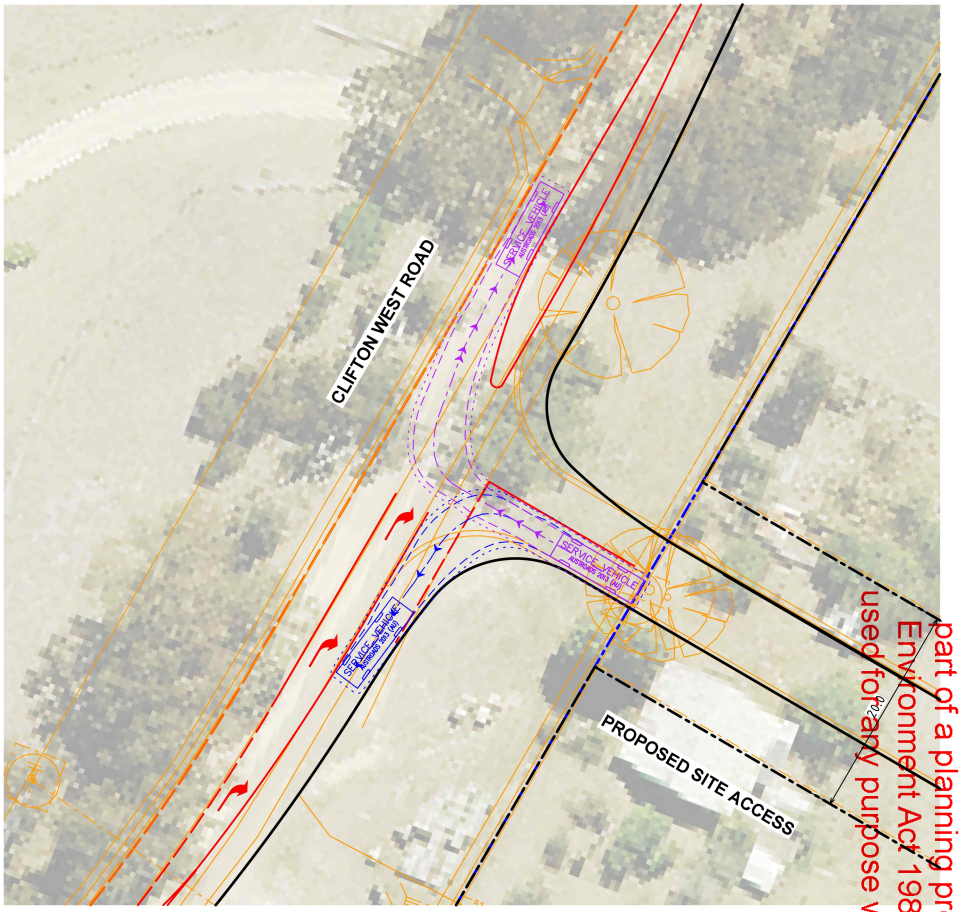

EXIT MANOEUVRES

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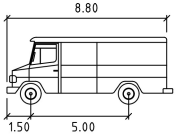

SERVICE VEHICLE	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

onemilegrid
56 Down Street, Collingwood, VIC 3066
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone (03) 9939 8250

Scale 1:500 @ A3 (0 2.5 5 10)

Drawing Title: 240 CLIFTON WEST ROAD, MOUNT TAYLOR PROPOSED SITE ACCESS - SWEPT PATH ANALYSIS

Designed: DW | Approved: SP | Method Ref: -

Project Number: 210655 | Drawing Number: SPA100 | Revision: A

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Page 39 of 58

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Report of available native vegetation credits

This report lists native vegetation credits available to purchase through the Native Vegetation Credit Register.

This report is **not evidence** that an offset has been secured. An offset is only secured when the units have been purchased and allocated to a permit or other approval and an allocated credit extract is provided by the Native Vegetation Credit Register.

Date and time: 29/08/2025 10:45 **Report ID: 31587**

What was searched for?

General offset

General habitat units	Strategic biodiversity value	Large trees	Vicinity (Catchment Management Authority or Municipal district)	
0.028	0.344	1	CMA	East Gippsland
			or LGA	East Gippsland Shire

Details of available native vegetation credits on 29 August 2025 10:45

These sites meet your requirements for general offsets.

Credit Site ID	GHU	LT	CMA	LGA	Land owner	Trader	Fixed price	Broker(s)
BBA-2323	6.019	86	East Gippsland	East Gippsland Shire	Yes	Yes	No	Bio Offsets, Ethos, VegLink
BBA-2843	15.048	850	East Gippsland	East Gippsland Shire	Yes	Yes	No	VegLink
TFN-C0486	0.039	96	North East	East Gippsland Shire	Yes	Yes	No	Contact NVOR, TFN
TFN-C1621	1.387	1	East Gippsland	East Gippsland Shire	Yes	Yes	No	TFN
VC_CFL-3767_01	19.085	1555	East Gippsland	East Gippsland Shire	Yes	Yes	No	Ethos, VegLink

These sites meet your requirements using alternative arrangements for general offsets.

Credit Site ID	GHU	LT	CMA	LGA	Land owner	Trader	Fixed price	Broker(s)

There are no sites listed in the Native Vegetation Credit Register that meet your offset requirements when applying the alternative arrangements as listed in section 11.2 of the Guidelines for the removal, destruction or lopping of native vegetation.

These potential sites are not yet available, land owners may finalise them once a buyer is confirmed.

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Credit Site ID	GHU	LT	CMA	LGA	Land owner	Trader	Fixed price	Broker(s)
VC_CFL-3777_01	14.388	531	East Gippsland	East Gippsland Shire	Yes	Yes	No	Contact NVOR

LT - Large Trees *CMA - Catchment Management Authority* *LGA - Municipal District or Local Government Authority*

Next steps

If applying for approval to remove native vegetation
Attach this report to an application to remove native vegetation as evidence that your offset requirement is currently available.

If you have approval to remove native vegetation
Below are the contact details for all brokers. Contact the broker(s) listed for the credit site(s) that meet your offset requirements. These are shown in the above tables. If more than one broker or site is listed, you should get more than one quote before deciding which offset to secure.

Broker contact details

Broker Abbreviation	Broker Name	Phone	Email	Website
	Fully traded			
Abezco	Abzeco Pty. Ltd.	(03) 9431 5444	offsets@abzeco.com.au	www.abzeco.com.au
Baw Baw SC	Baw Baw Shire Council	(03) 5624 2411	bawbaw@bawbawshire.vic.gov.au	www.bawbawshire.vic.gov.au
Bio Offsets	Biodiversity Offsets Victoria	0452 161 013	info@offsetsvictoria.com.au	www.offsetsvictoria.com.au
Contact NVOR	Native Vegetation Offset Register	136 186	nativevegetation.offsetregister@deeca.vic.gov.au	www.environment.vic.gov.au/native-vegetation
Ecocentric	Ecocentric Environmental Consulting	0410 564 139	ecocentric@me.com	Not avaliable
Ethos	Ethos NRM Pty Ltd	(03) 5153 0037	offsets@ethosnrm.com.au	www.ethosnrm.com.au
IDES	Indigenous Design Environmental Services Pty Ltd	(03) 9437 0555		www.idecological.com.au
Nillumbik SC	Nillumbik Shire Council	(03) 9433 3316	offsets@nillumbik.vic.gov.au	www.nillumbik.vic.gov.au
TFN	Trust for Nature	8631 5888	offsets@tfn.org.au	www.trustfornature.org.au
VegLink	Vegetation Link Pty Ltd	(03) 8578 4250 or 1300 834 546	offsets@vegetationlink.com.au	www.vegetationlink.com.au
Yarra Ranges SC	Yarra Ranges Shire Council	1300 368 333	biodiversityoffsets@yarraranges.vic.gov.au	www.yarraranges.vic.gov.au

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For more information contact the DEECA Customer Service Centre 136 186 or the Native Vegetation Credit Register at nativevegetation.offsetregister@delwp.vic.gov.au

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This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

Obtaining this publication does not guarantee that the credits shown will be available in the Native Vegetation Credit Register either now or at a later time when a purchase of native vegetation credits is planned.

Notwithstanding anything else contained in this publication, you must ensure that you comply with all relevant laws, legislation, awards or orders and that you obtain and comply with all permits, approvals and the like that affect, are applicable or are necessary to undertake any action to remove, lop or destroy or otherwise deal with any native vegetation or that apply to matters within the scope of Clauses 52.16 or 52.17 of the Victoria Planning Provisions and Victorian planning schemes

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Native Vegetation Removal Report

NVRR ID: 319_20250828_K1L

This report provides information to support an application to remove, destroy or lop native vegetation in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (the Guidelines). This report is **not an assessment by DEECA** of the proposed native vegetation removal. Offset requirements have been calculated using modelled condition scores.

Report details

Date created: 28/08/2025

Local Government Area: EAST GIPPSLAND SHIRE

Registered Aboriginal Party: Gunaikurnai

Coordinates: 147.60861, -37.76685

Address: 240 CLIFTON WEST ROAD MOUNT TAYLOR 3875

Regulator Notes

Removal polygons are located:

Summary of native vegetation to be removed

Assessment pathway	**Intermediate Assessment Pathway**		
Location category	Location 1 The native vegetation extent map indicates that this area is not typically characterised as supporting native vegetation. It does not meet the criteria to be classified as Location Category 2 or 3. The removal of less than 0.5 hectares of native vegetation in this area will not require a Species Offset.		
Total extent including past and proposed removal (ha) *Includes endangered EVCs (ha): 0*	**0.118**	*Extent of past removal (ha)*	*0*
		Extent of proposed removal - Patches (ha)	*0.013*
		Extent of proposed removal - Scattered Trees (ha)	*0.105*
No. Large Trees proposed to be removed	**1**	*No. Large Patch Trees*	*0*
		No. Large Scattered Trees	*1*
No. Small Scattered Trees	3		

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Offset requirements if approval is granted

Any approval granted will include a condition to secure an offset, before the removal of native vegetation, that meets the following requirements:

General Offset amount [1]	**0.028 General Habitat Units**
Minimum strategic biodiversity value score [2]	0.344
Large Trees	1
Vicinity	East Gippsland CMA or EAST GIPPSLAND SHIRE LGA

NB: values within tables in this document may not add to the totals shown above due to rounding

The availability of third-party offset credits can be checked using the Native Vegetation Credit Register (NVCR) Search Tool - https://nvcr.delwp.vic.gov.au

1. The General Offset amount required is the sum of all General Habitat Units in Appendix 1.
2. Minimum strategic biodiversity value score is 80 per cent of the weighted average score across habitat zones where a General Offset is required.

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Application requirements

Applications to remove, destroy or lop native vegetation must include all the below information. If an appropriate response has not been provided the application is not complete.

Application Requirement 1 - Native vegetation removal information

If the native vegetation removal is mapped correctly, the information presented in this Native Vegetation Removal Report addresses Application Requirement 1.

Application Requirement 2 - Topographical and land information

This statement describes the topographical and land features in the vicinity of the proposed works, including the location and extent of any ridges, hilltops, wetlands and waterways, slopes of more than 20% gradient, low-lying areas, saline discharge areas or areas of erosion.

Application Requirement 3 - Photographs of the native vegetation to be removed

Application Requirement 3 is not addressed in this Native Vegetation Removal Report. All applications must include recent, timestamped photos of each Patch, Large Patch Tree and Scattered Tree which has been mapped in this report.

Application Requirement 4 - Past removal

If past removal has been considered correctly, the information presented in this Native Vegetation Removal Report addresses Application Requirement 4.

Application Requirement 5 - Avoid and minimise statement

This statement describes what has been done to avoid and minimise impacts on native vegetation and associated biodiversity values.

Application Requirement 6 - Property Vegetation Plan

This requirement only applies if an approved Property Vegetation Plan (PVP) applies to the property
Does a PVP apply to the proposal?

Application Requirement 7 - Defendable space statement

Where the removal of native vegetation is to create defendable space, this statement:

- Describes the bushfire threat; and

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- Describes how other bushfire risk mitigation measures were considered to reduce the amount of native vegetation proposed for removal (this can also be part of the avoid and minimise statement).

This statement is not required if, If the proposed defendable space is within the Bushfire Management Overlay (BMO), and in accordance with the 'Exemption to create defendable space for a dwelling under Clause 44.06 of local planning schemes' in Clause 52.12-5.

Application Requirement 8 - Native Vegetation Precinct Plan

This requirement is only applicable if you are removing native vegetation from within an area covered by Native Vegetation Precinct Plan (NVPP), and the proposed removal is not identified as 'to be removed' within the NVPP.
Does an NVPP apply to the proposal?

Application Requirement 9 - Offset statement

This statement demonstrates that an offset is available and describes how the required offset will be secured. The Applicant's Guide provides information relating to this requirement.

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Next steps

Applications to remove, destroy or lop native vegetation must address all the application requirements specified in the Guidelines. If you wish to remove the mapped native vegetation you are required to apply for approval from the responsible authority (e.g. local Council). This Native vegetation removal report must be submitted with your application and meets most of the application requirements. The following requirements need to be addressed, as applicable.

Application Requirement 3 - Photographs of the native vegetation to be removed

Recent, dated photographs of the native vegetation to be removed **must be provided** with the application. All photographs must be clear, show whether the vegetation is a Patch of native vegetation, Patch Tree or Scattered Tree, and identify any Large Trees. If the area of native vegetation to be removed is large, provide photos that are indicative of the native vegetation.

Ensure photographs are attached to the application. If appropriate photographs have not been provided the application is not complete.

Application Requirement 6 - Property Vegetation Plan

If a PVP is applicable, it must be provided with the application.

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Appendix 1: Description of native vegetation to be removed

General Habitat Units for each zone (Patch, Scattered Tree or Patch Tree) are calculated by the following equation in accordance with the Guidelines

General Habitat Units = extent without overlap x condition score x general landscape factor x 1.5, where the general landscape factor = 0.5 + (strategic biodiversity value score/2)

The General Offset amount required is the sum of all General Habitat Units per zone.

Native vegetation to be removed

Information provided by or on behalf of the applicant			Information calculated by NVR Map							
Zone	**Type**	**DBH (cm)**	**EVC code (modelled)**	**Bioregional conservation status**	**Large Tree(s)**	**Condition score (modelled)**	**Polygon extent (ha)**	**Extent without overlap (ha)**	**SBV score**	**General Habitat Units**
1	Patch	-	EGL_0016	Least Concern	-	0.382	0.013	0.013	0.430	0.005
A	Scattered Tree	17	EGL_0016	Least Concern	-	0.200	0.031	0.005	0.430	0.001
B	Scattered Tree	125	EGL_0016	Least Concern	1	0.200	0.070	0.070	0.430	0.015
C	Scattered Tree	38	EGL_0016	Least Concern	-	0.000	0.031	0.000	0.000	0.000
D	Scattered Tree	65	EGL_0016	Least Concern	-	0.200	0.031	0.030	0.430	0.006

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Appendix 2: Images of mapped native vegetation

1. Property in context

Proposed Removal
Property Boundaries

N

200 m

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2. Aerial photograph showing mapped native vegetation

Proposed Removal

N

35 m

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3. Location Risk Map

Proposed Removal

Location 1

Location 2

Location 3

N

35 m

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4. Strategic Biodiversity Value Score Map

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5. Condition Score Map

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6. Endangered EVCs

Not Applicable

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LEGEND:

- PROPOSED STORMWATER
- PROPOSED STORMWATER PIT
- PROPOSED HOUSE DRAIN
- PROPOSED EDGE OF SEAL
- PROPOSED SWALE DRAIN
- PROPOSED WATER RETICULATION
- PROPOSED ELECTRICITY
- PROPOSED WATER CONDUIT
- PROPOSED ELECTRICAL CONDUIT
- EXISTING CONTOURS (2.0m INTERVAL)
- EXISTING EDGE OF SEAL
- EXISTING STORMWATER DRAINAGE
- EXISTING ELECTRICITY
- EXISTING COMMS
- EXISTING TREES

N

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154 Macleod St
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Email: consult@crossco.com.au

CLIFTON WEST PROPERTY TRUST

240 CLIFTON WEST RD, WY YUNG

ACCESS & SERVICING PLAN
DETAIL LAYOUT PLAN - SHEET 1 OF 4
DRAWING No.

2529/102-A

10 5 0 10 20 30 40 50
1 : 750 AT A1
1 : 1500 AT A3

REFER TO TRAFFIX GROUP FOR INTERSECTION PLAN AND DETAIL

CLIFTON WEST ROAD

EXISTING DAM TO BE FILLED

EXISTING DAM (TO BE REMOVED)

RESERVE

3.9m DRAINAGE
3.9m SWALE
2.1m WATERMAIN

1.5m/1.5m/3.9m

3.9m/1.5m/1.5m/6.2m

2.25m ELECTRICITY

FOR CONTINUATION REFER TO DRAWING No. 2529/103

FOR CONTINUATION REFER TO DRAWING No. 2529/104

DATE: 01 MAY 2025

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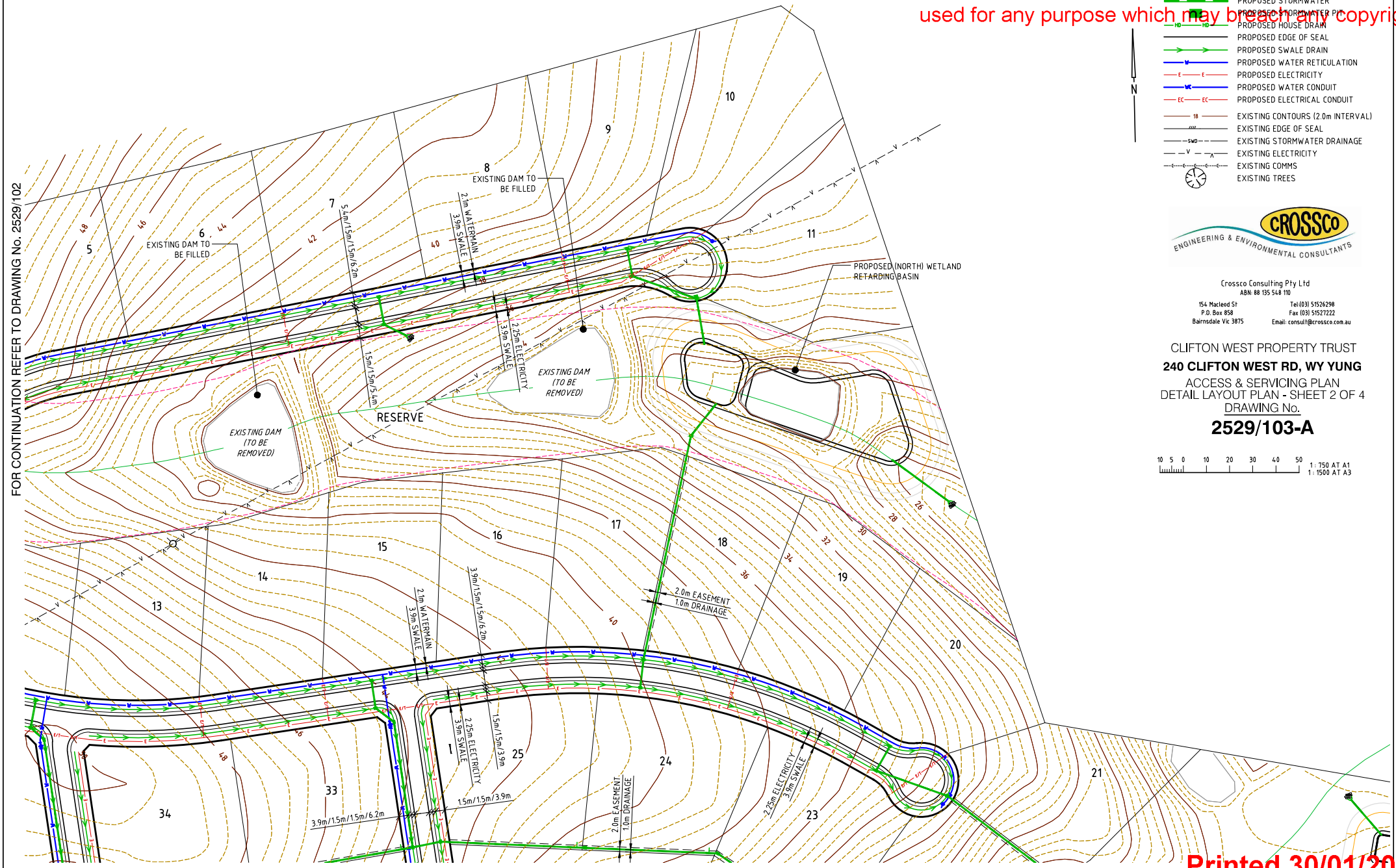

LEGEND:

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ACCESS & SERVICING PLAN
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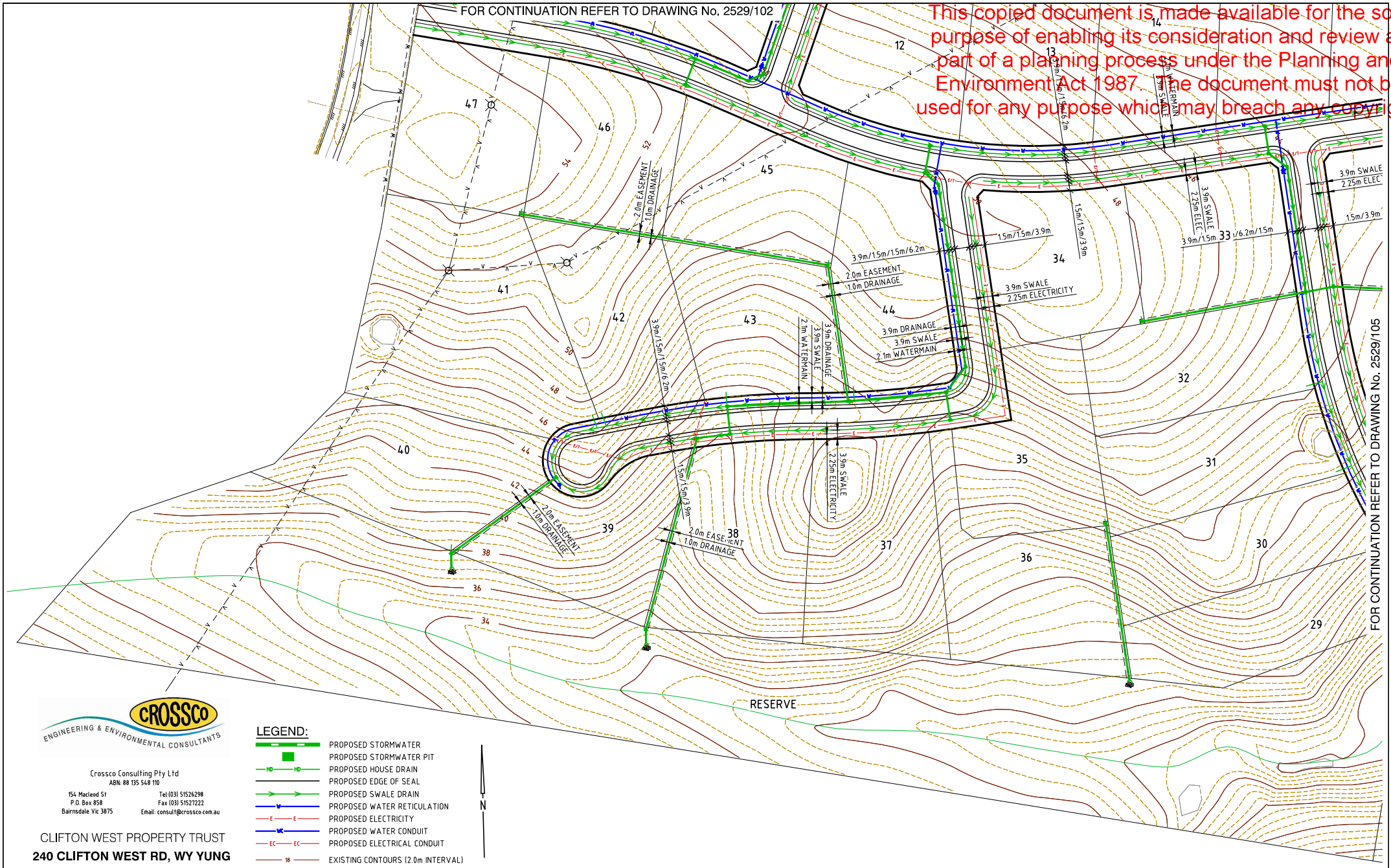

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ACCESS & SERVICING PLAN
DETAIL LAYOUT PLAN - SHEET 3 OF 4
DRAWING No.

2529/104-A

LEGEND:

- PROPOSED STORMWATER
- PROPOSED STORMWATER PIT
- PROPOSED HOUSE DRAIN
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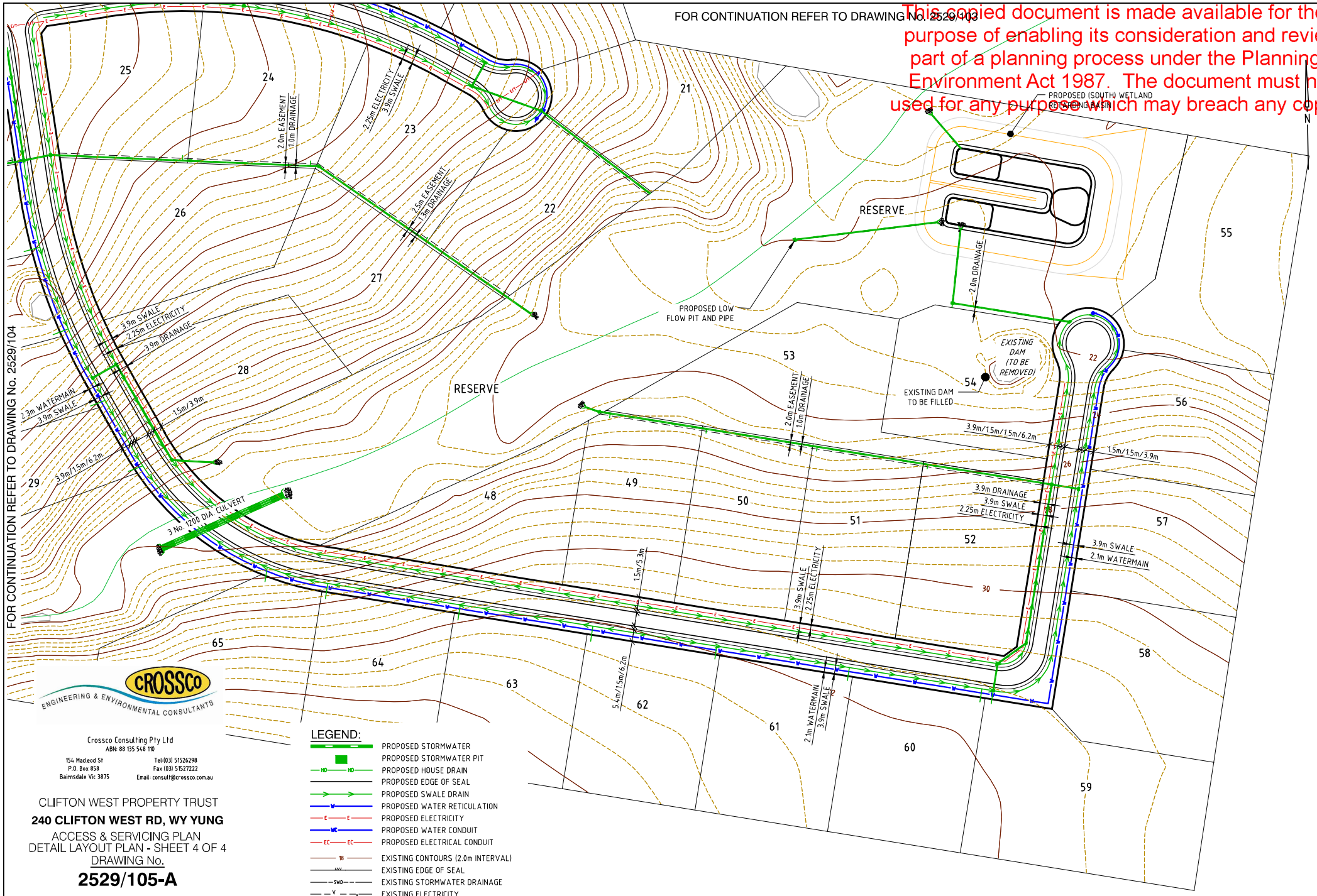

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ACCESS & SERVICING PLAN
DETAIL LAYOUT PLAN - SHEET 4 OF 4
DRAWING No.

2529/105-A

10 5 0 10 20 30 40 50
1 : 750 AT A1
1 : 1500 AT A3

DATE: 01 MAY 2025

LEGEND:

- PROPOSED STORMWATER
- PROPOSED STORMWATER PIT
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SITE DRAINAGE PLAN
OVERALL LAYOUT PLAN
DRAWING No.

2529-106-A

NOTES:

1. THIS SITE DRAINAGE PLAN IS TO BE READ IN CONJUNCTION WITH THE STORMWATER MANAGEMENT PLAN 240 CLIFTON WEST ROAD – APRIL 2025 UNDERTAKEN BY NOYCE ENVIRONMENTAL CONSULTING
2. THE PROPOSED WATER SENSITIVE URBAN DESIGN ASSETS ARE TO BE DETAILED DURING THE CIVIL DETAIL DESIGN PHASE.

50 0 50 100 150 1 : 1500

A1 SCALE BEFORE REDUCTION

DATE: 01 MAY 2025

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