

MEMORANDUM

To:	Steph Wilson (B&A)	From:	Michelle Seymour
Date:	24 October 2025		
Subject:	Ashbourne – Cumulative Effects		

1 Introduction

It is understood that the Expert Panel has requested additional information in relation to the application for the Ashbourne Fast Track Application with regard to potential cumulative effects.

Specifically, the Expert Panel has requested:

- (m) *The manner by which cumulative construction effects can be identified and conditioned across all staged activities on the site.*

The following memo provides an overview of the transport effects related to construction and the potential for cumulative effects.

1.1 Construction Traffic Effects

Consent is currently being sought for a range of activities that could potentially be implemented concurrently.

The applicant has provided an indicative programme for each of the landuse activities – being residential, retirement village and the solar farms. By considering these programmes, potential staging overlaps with the greatest risk of cumulative effects have been identified. These scenarios are discussed below, with comments on the potential for cumulative transport effects.

1.1.1 Proposed Conditions

A condition has been proposed requiring the applicant to assess the implication of construction traffic via a CTMP once greater certainty is availability. A draft CTMP was also provided as an appendix to the ITA.

This draft CTMP recommended the following measures to manage potential construction traffic effects

- Heavy vehicles are to utilise SH27 and Station Road as much as practicable, with confirmed routes to be provided in the CTMP
- All contractor parking to be provided internal to the site
- Given the proximity of the site to several schools, movements are proposed to be restricted to and from the site between the hours of 8.30am and 9am, and between 3.00pm and 3.30pm. These restrictions are not applicable in school holidays or on Saturdays

Following further consideration of the potential for multiple activities to occur across different parts of the site, it is recommended that this condition be revised to explicitly require standalone CTMPs for each activity,

ensuring each plan accounts for the timing and interactions of other works within the wider Ashbourne development.

1.1.2 Scenarios assessed for Cumulative construction effects

Scenario 1: 2026/2027 Earthworks Season with Stage 1 Earthworks for Retirement Village and Residential and Site Prep and Civil for Northern Solar farm.

Based on the construction methodology plan for the solar farms, residential development and additional consideration of the potential construction movements has been assessed.

Activity	Daily Truck Movements (if known)	Comment
Solar Farms	6 trucks per day	Based on 9m ³ per truck and 2,152m ³ of required fill and 2 months construction period. Installation will take approximately 12 months and is expected to result in 8 trucks per day.
Residential (Stage 1)	Limited external trips	The earthworks currently proposed to be minimised with the use of stockpiling fill on later stages of the residential area. Once construction vehicles are on site, limited ongoing external movements of heavy vehicles are expected.
Retirement Village (Stage 1)	18 trucks per day	Similar to the residential elements, earthworks for the retirement village are proposed to be staged. Stage One is indicatively assessed to require 17,430m ³ of additional fill. This will result in approximately 18 trucks per day (based on 6mth earthwork season, no movements on weekends or public holidays and a 9m ³ truck.)

Overall, the anticipated construction traffic — around 24 truck movements per day — is considered relatively low and can be readily accommodated within the existing road network. These movements will access the network at separate points along Station Road.

Scenario 2: Stage 2 Residential and Stage 2 Retirement Village

Activity	Daily Truck Movements (if known)	Comment
Residential (Stage 2)	Limited external trips	The earthworks currently proposed to be minimised with the use of stockpiling fill on later stages of the residential area. Once construction vehicles are on site, limited ongoing external movements of heavy vehicles are expected.
Retirement Village (Stage 2)	20 trucks per day	Similar to the residential elements, earthworks for the retirement village are proposed to be staged. Stage Two is indicatively assessed to require 19,830m ³ of additional fill. This will result in approximately 20 trucks per day (based on 6mth earthwork season, no movements on weekends or public holidays and a 9m ³ truck.)

Overall, under Scenario Two, approximately 20 heavy vehicle movements per day are anticipated, all accessing the Retirement Village site via Station Road. In both scenarios, the use of larger vehicles (such as truck and trailer units) could reduce the total number of trips or shorten the overall earthworks period.

Scenario 3: Stage 6 Residential and Stage 7 Retirement Village.

The above scenario is expected to be undertaken with earthworks already completed during earlier stages. As such construction traffic movements for these stages will be related to the implementation of the civil works related to roading, water and stormwater.

Movements related to these activities are difficult to determine with absolute certainty as the activities are variable and include a range of activities. The following conclusions can however be made

- The use of staged delivery models will minimise the number of overlapping activities being undertaken at the same time. For example, Stage 2 of the retirement village is proposed to contain infrastructure for 27 units, and Stage 2 of the residential development will include 77 lots. This also applies to Scenario 3, with infrastructure for 25 retirement units and 62 residential lots.
- Movements to and from the sites in both scenarios will be via separate entrance points on the network, spreading any potential traffic impacts across the network.
- All parking for contractors is required to be on site and within the staged construction compounds to prevent on-street parking effects.
- Traffic movements for these stages are likely to be spread across the day, with contractors' travel patterns being variable, and the delivery of products able to be timed and proactively identified.
- A Construction Traffic Management Plan should be developed that is cognisant of other developments being undertaken at the same time. The CTMP should also provide confirmation of
 - Site access routes and entry locations to ensure that these can operate effectively together
 - Restricted movements at peak school pick up and drop off times
 - Potential other time restrictions that minimise peak periods on the road network depending on construction schedules

Overall, it is considered that a CTMP will enable the potential for cumulative construction traffic effects to be managed. It is recommended that the provision of such a management plan should be required as a condition of consent.