

15 March 2023

CWPM
Level 15 / 60 Margaret Street,
Sydney NSW 2001

Dear Sir/Madam,

**Balranald Key Workers Accommodation
49 Court Street, Balranald NSW 2715**

1. I refer to your request for a traffic engineering assessment of the proposed Key Workers Accommodation (KWA) development at the above address. My assessment is outlined below.

Traffic and parking impacts

2. The proposal is for the construction of eight (8) individual one-bedroom accommodation units within four (4) cabins for transient workers for the adjacent Balranald District Hospital. These workers are generally either "Fly in, Fly out" (FIFO), or "Drive in, Drive out" (DIDO).
3. The only public transport connection near the development site is the Balranald Coach Stop (accessible), located approximately 450 m from the site (Coach service 726, Mildura to Cootamundra). The site is reliant on private cars as a mode of travel.



Figure 1: Site location and public transport provision.

4. The Balranald Shire Council's planning control documents do not contain any requirements for parking provision. Reference is therefore made to the RMS (TfNSW) 2002 Guide to Traffic Generating Developments (GTGD).
5. The proposed accommodation units are similar to both the motel accommodation and

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small dwelling houses. Each of these land uses require one car parking space per dwelling.

6. Each residential unit is provided with its own car parking space (8 spaces for 8 units). This provision complies with the GTGD requirements.
7. Design dimensions of each car parking space fully comply with and exceed the requirements for User Class 1 (residential) set out in AS/NZS 2890.1:2004 Off-street car parking. The proposed car space dimensions are capable of comfortably accommodating modern large dual cab utility and four-wheel drive vehicles.
8. The design dimensions of circulation roads and the access driveway also comply with the requirements of AS/NZS 2890.1:2004.
9. All vehicles will be able to enter and leave the site in a forward direction. Please refer to the results of the design and vehicle manoeuvring tests attached to this report.
10. According to the GTGD, trip generation from the proposed development can be estimated between 0.4 trips per hour per unit (motel) and 1 trip per hour per unit (residential dwelling), that is between 3 and 8 vehicular trips per hour during the morning or afternoon peak hours. This is a very low traffic generation which will have no negative (or even discernible) impact on the road network operation.
11. The proposed development is thus supportable on traffic and parking grounds.

Construction management

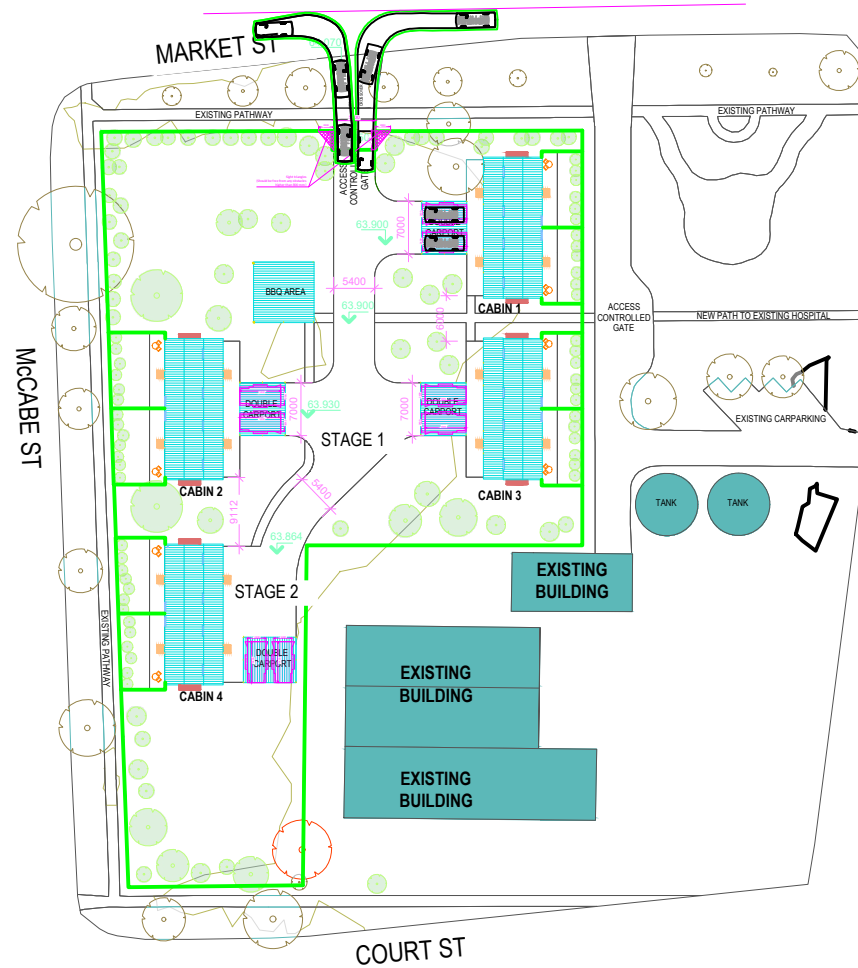
12. The proposed site is located on Sturt Highway, State Road 14, which provides for a safe heavy vehicle access.
13. The northwest corner of the site is of sufficient size to accommodate the construction compound, stockpiling and the area for vehicle manoeuvring. Sheet 22092/07 attached to this report demonstrates manoeuvres of a Medium Rigid Vehicle (MRV). An MRV is likely to be the largest vehicle used for construction. It will be able to enter and exit the site in a forward direction.
14. All construction activities, including loading and unloading of materials, can be accommodated on site. There will be no need for a Works Zone on street and for Traffic Guidance Schemes (TGSs, formerly TCPs) to guide other traffic through or around the construction works, except may be a short term (one day) TGS for the driveway crossing construction.
15. Based on a comparison with developments of similar size, the likely number of heavy vehicle movements is not likely to exceed 2-3 movements per day, for a period of a few months. There will be no negative impacts on the existing road network operation, nor on pedestrian and traffic safety.

Please do not hesitate to contact the undersigned should you require further information.

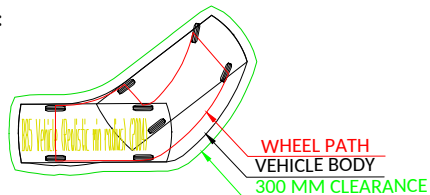
Yours faithfully,



Oleg I. Sannikov
Director
MEngSc (Traffic Engineering)
MIEAust PEEng
FAITPM



LEGEND:



Dwg No 22092/01 | Rev. A | 15/11/2022

Client:
CWPM

Balranald KWA D RES, Market Street, Balranald NSW 2715

SCALE 1:1000@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series

MARKET ST

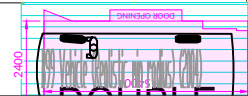
EXISTING PATHWAY

ACCESS
CONTROLLED
GATE

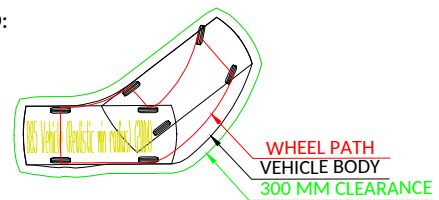
CROSSOVER

NEW BITUMEN

Sight triangles
(Should be free from any obstacles
higher than 800 mm)



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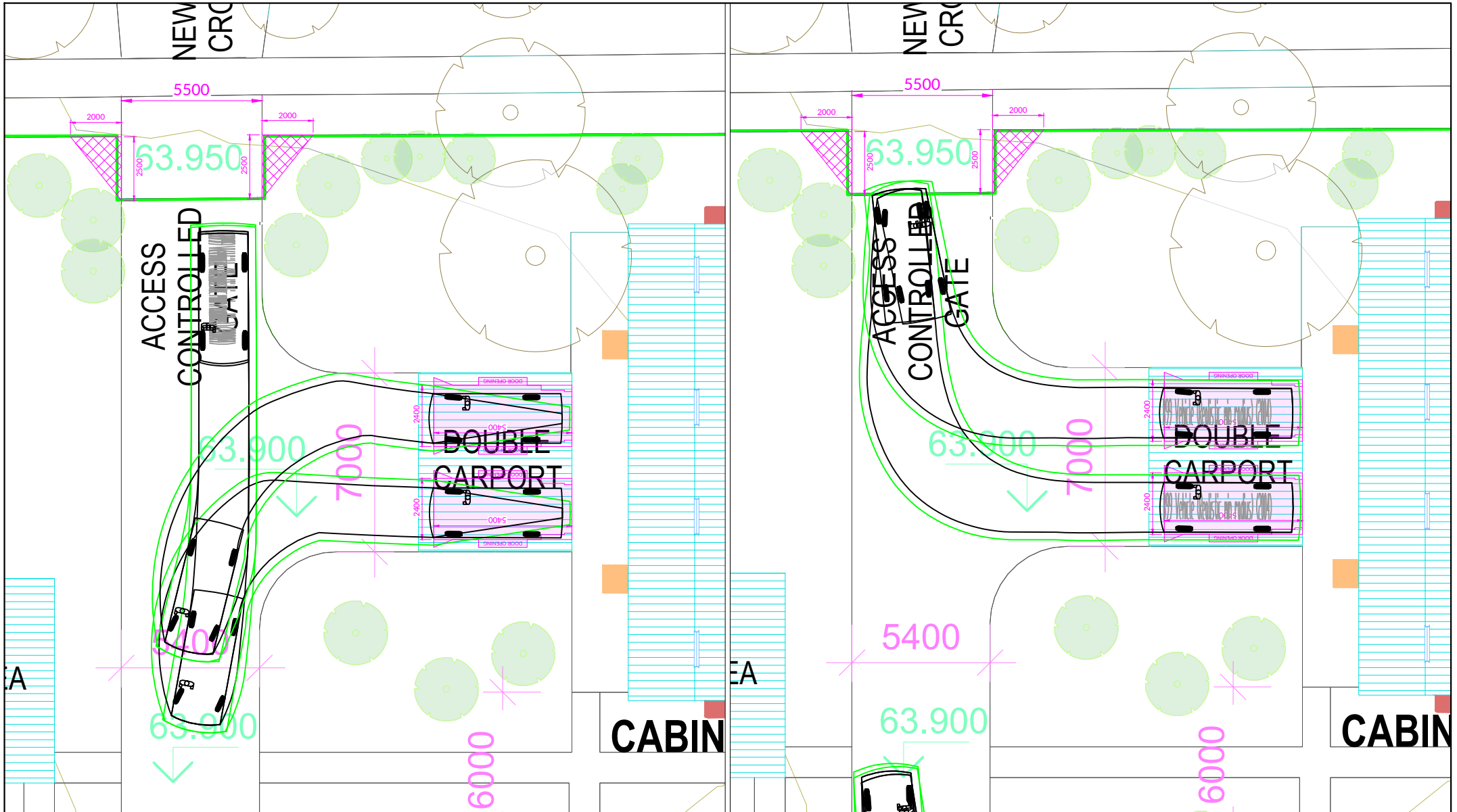
Dwg No 22092/02 | Rev. A | 15/11/2022
Client:
CVWPM

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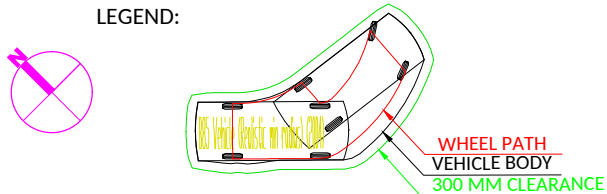
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Proposed car park layout
Design checks as per AS/NZS 2890 series

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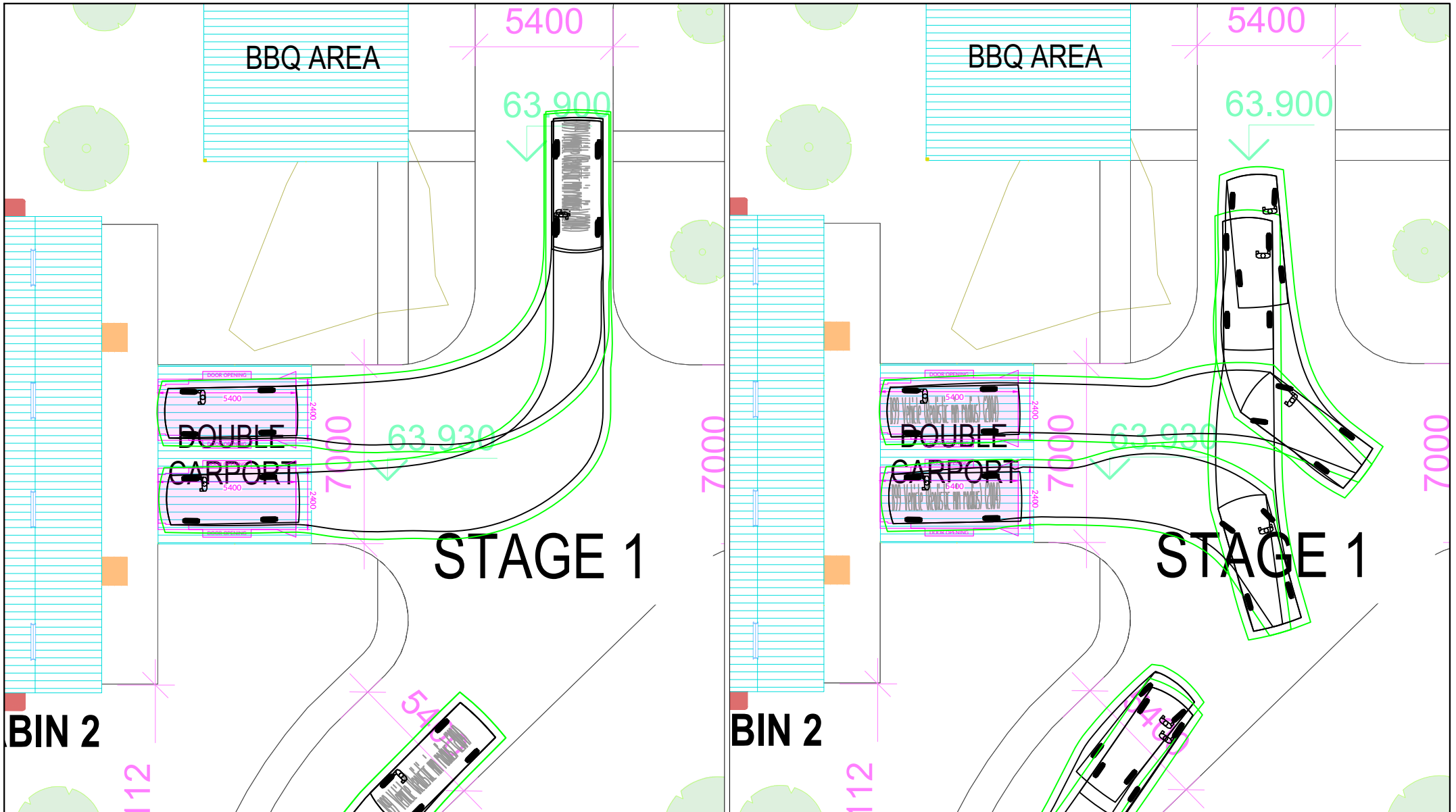
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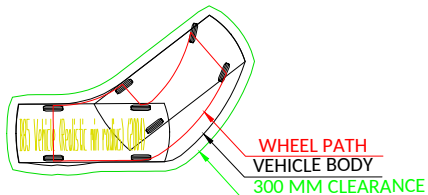
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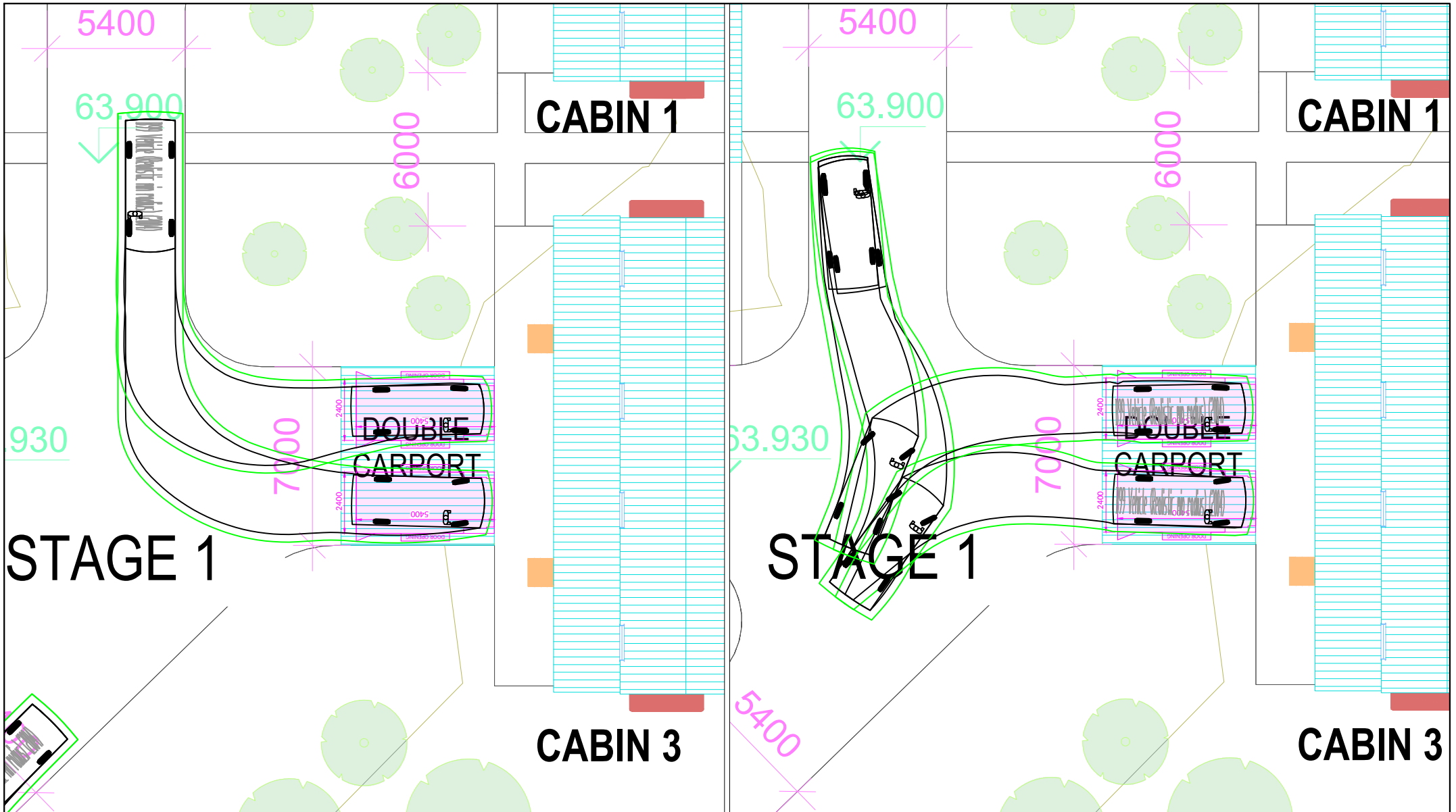
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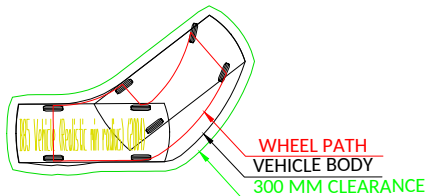
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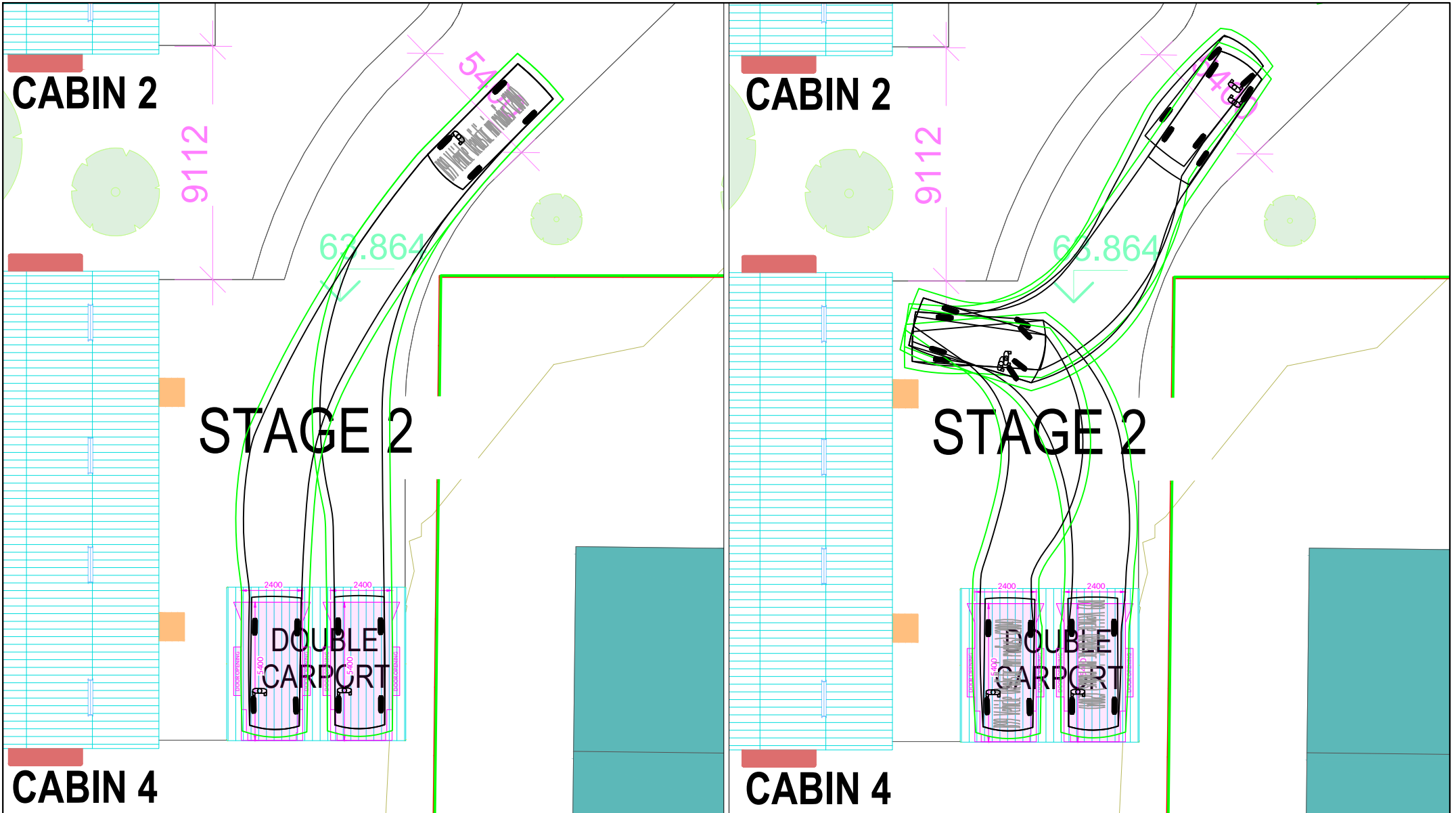


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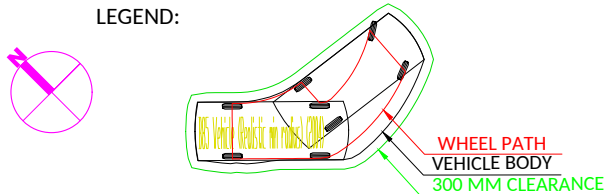
Balranald KWA D RES, Market Street, Balranald NSW 2715

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Proposed car park layout
Design checks as per AS/NZS 2890 series



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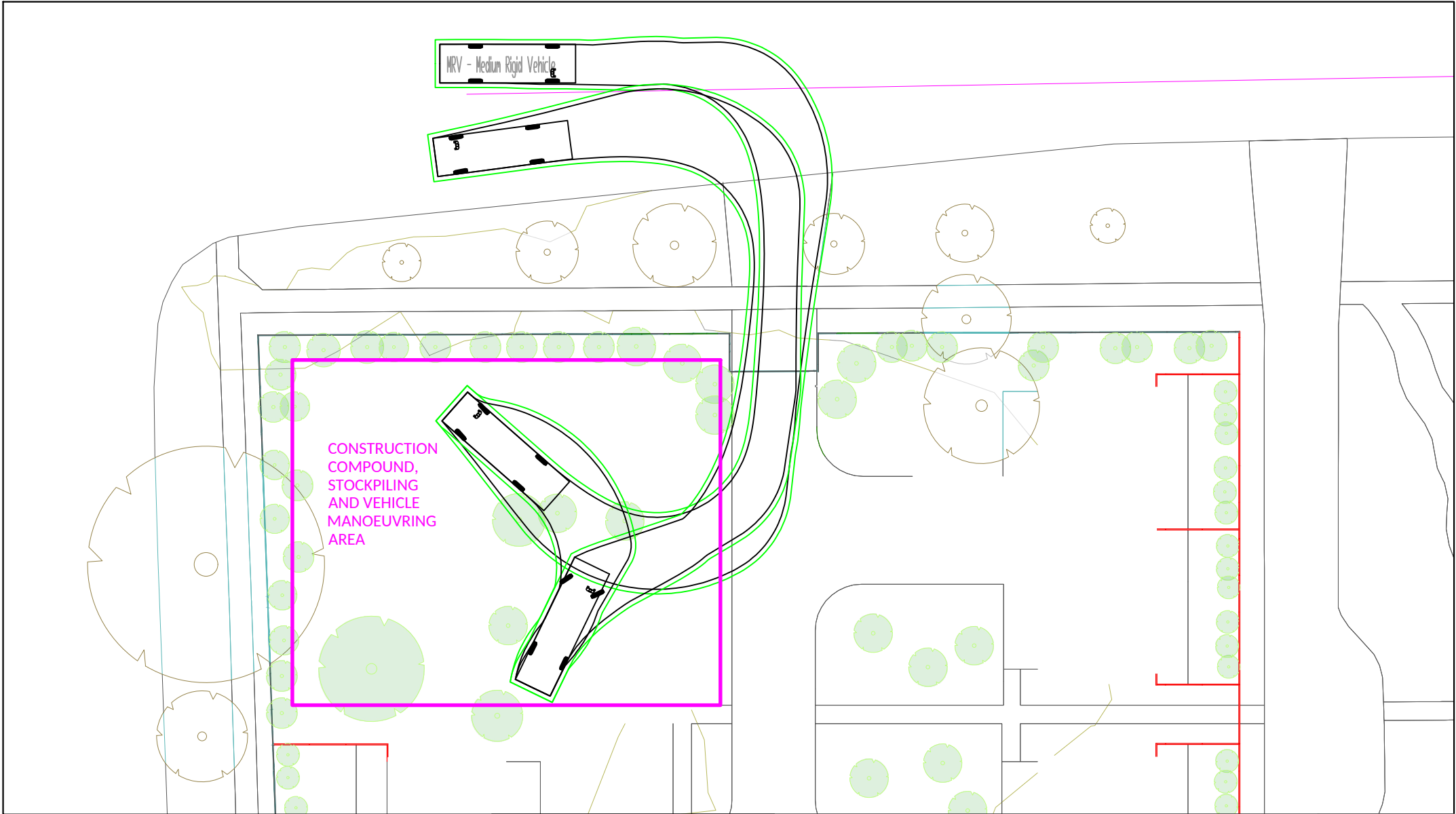
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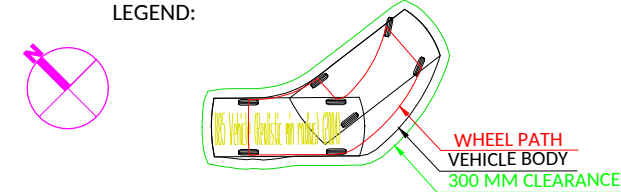
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Preliminary Construction Traffic Management