

Transport Impact Assessment Report

**74 Meninya Street,
Moama, NSW**

Project Number 220688a

Final Report 9/04/2025

Client Bridge Art Project Inc

Document control record

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Document control

Report title	74 Meninya Street, Moama, NSW
Project number	220688a
Client	Bridge Art Project Inc
Client contact	Ian Scott (Prebuilt)

Revision	Date issued	Revision details / status	Prepared by	Authorised by
Draft	8/04/2025	Preliminary draft	Stuart Redman	Kate Kennedy
Final	9/04/2025	Final	Stuart Redman	Kate Kennedy

Executive summary

Bridge Art Project Inc engaged Trafficworks to undertake a transport impact assessment (TIA) for the proposed development of an art gallery at **74 Meninya Street, Moama, NSW**.

The table below summarises the site, the proposed development, and our conclusions and recommendations.

Address	74 Meninya Street, Moama NSW
Zoning	E2: Commercial Centre
Proposed development	Art Gallery
Road network	Meninya Street
Traffic generation	94 daily trips
Car parking	Regular use: 13 spaces (7 staff + 6 visitors) Large events: 47 spaces (7 staff + 40 visitors)
Conclusion	<p>We conclude that there are no traffic engineering reasons that would prevent the development from proceeding, provided that our recommendations are implemented.</p> <ul style="list-style-type: none"> — no crash trend requires immediate investigation — there is a high level of publicly available on-street parking in the vicinity of the subject site — the proposed development is expected to generate up to 94 vehicle trips per day — the estimated visitor car parking demand will be accommodated on-site and in the nearby parking resources
Recommendations	<p>It is recommended that:</p> <ul style="list-style-type: none"> — Recommendation 1: update the development plan to incorporate the changes as per the concept plan prepared by Trafficworks. — Recommendation 2: at detailed design of the proposed access the entering sight distance criteria in AS/NZS 2890.1 is checked to confirm 45 m is achieved — Recommendation 3: the lot boundary fence design achieves the required sight distance for pedestrians as specified in AS/NZS 2890.1.

Referenced documents

References used in the preparation of this report include the following:

- Transport for NSW (TfNSW) Guide to Transport Impact Assessments (2024)
- Murray River Council Development Control Plan (2012)
- Australian Standard 2890: Parking Facilities
 - Part 1: Off-street car parking (2004)
 - Part 6: Off-street parking for people with disabilities (2022).

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1 Introduction

Bridge Art Project Inc engaged Trafficworks to undertake a transport impact assessment (TIA) for the proposed development of an art gallery at **74 Meninya Street, Moama, NSW.**

For the details about:

- existing site conditions – see section 2
- description of the proposed development – see section 3.1
- transport impact of the proposed development – see section 3
- car parking assessment of the proposed development – see section 4
- assessment of the access to the proposed development – see section 5
- our conclusions and recommendations – see section 6.

2 Existing conditions

2.1 Subject site

The site is:

- located at 74 Meninya Street, Moama NSW (Lot 2 of DP1293868)
- vacant with scattered trees to the rear of the block.

The subject site currently has direct access to Meninya Street via a shared crossover with the adjoining property, Echuca Moama Physiotherapy, to the south. Right of ways are in place over the shared access driveway/lane to allow for legal access to both properties.

Figure 1 shows the location of the site, which is surrounded by residential, commercial, and retail properties.



Figure 1: Location plan (source: Nearmap)

Figure 2 shows the zoning for the site and surrounding area.

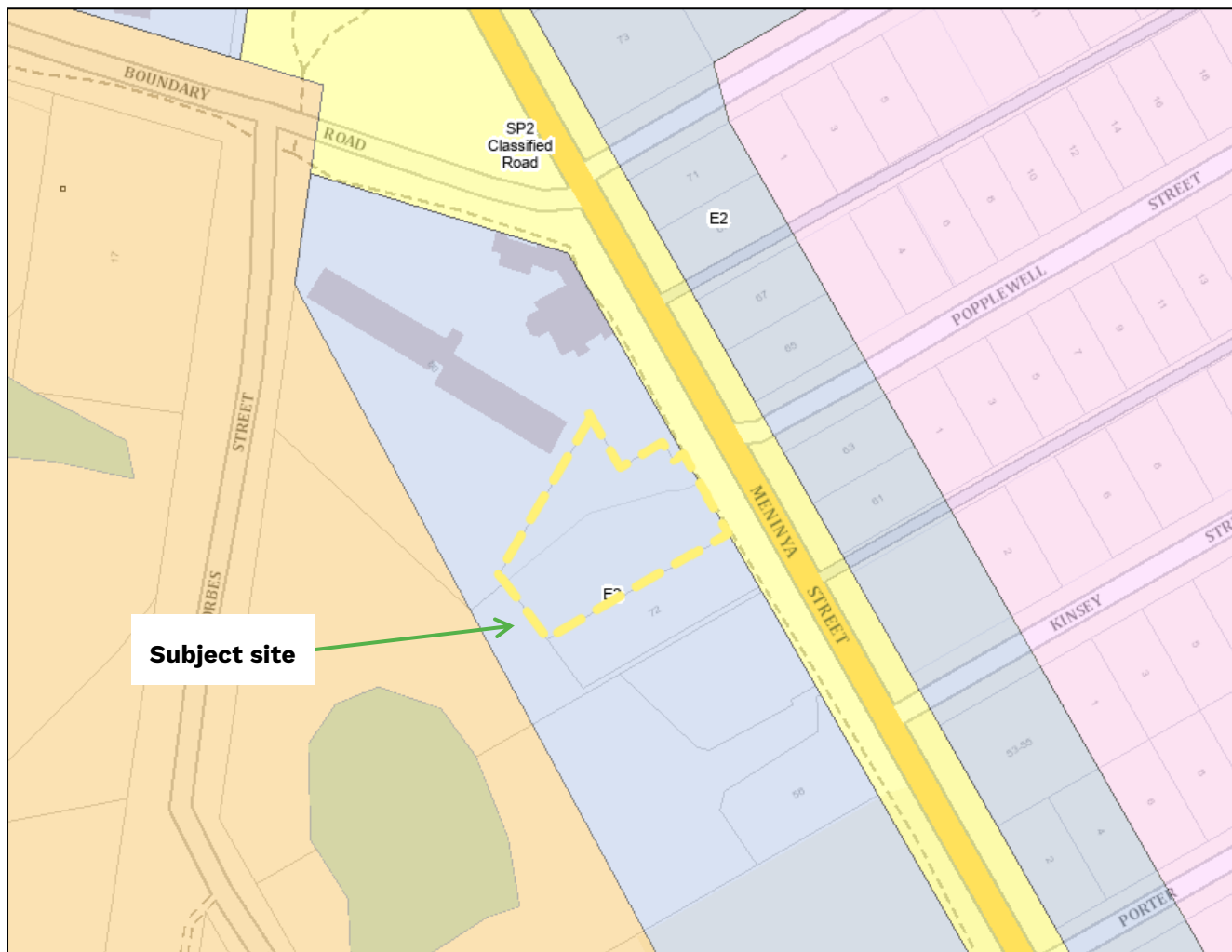


Figure 2: Extract of the Local Environment Plan (LEP), reproduced from the NSW Planning Portal Spatial Viewer

- Blue = E2: Environmental Conservation
- Pink = R1: General Residential
- Orange = C3: Environmental Management
- Yellow = SP2: Infrastructure

2.2 Road network

2.2.1 Meninya Street

Table 1 describes the features of this road.

Table 1: Meninya Street features

Feature	Description
Road type	Local road managed by Murray River Council (council)
Access	Provides access between Cobb Highway in the northwest and Heygarth Street to the south.
Road reservation	30.0 m wide
Carriageway	20.0 m wide
Cross section	<ul style="list-style-type: none"> — parallel parking is permitted on both sides of the road. — on-road bicycle lane on either side of the road — footpaths on either side of the road — 4.0 m wide median that serves as a turning lane at intersections
Speed limit	50 km/h
Public transport routes	bus route 938 Echuca Loop operates along Meninya Street, with stops near the intersections of Boundary Road, Maiden Street, and Blair Street.

Figure 3 and Figure 4 provide further information about the road.



Figure 3: Meninya Street, looking southeast, the subject site on the right behind the temporary fencing (Google Street View image: July 2023)



Figure 4: Meninya Street, looking northwest, the subject site on the left behind the temporary fencing (Google Street View image: July 2023)

2.3 Crash history

The Transport for NSW (TfNSW) Crash and casualty statistic portal, which details all injury crashes on roads throughout New South Wales, reports that a single casualty crash has occurred on the roads in the vicinity of the subject site in the last 5 years.

A minor/other injury left rear T-intersection collision (RUM code 31) occurred on Meninya Street at Popplewell Street in 2020 in daylight conditions.

We conclude that there is no trend that requires immediate investigation.

2.4 Car parking

A car parking occupancy survey of the available on-street car parking within the vicinity of the subject site was undertaken on Thursday 8 June 2023 at 10 am, 1 pm and 4 pm.

These times were selected as they represent the peak operating times of the proposed art gallery.

The surveyed area is shown in Figure 5.



Figure 5: Car parking survey area

Parking occupancy percentages can generally be summarised as indicated in Table 2.

Table 2: Car parking occupancy summary

Percentage occupancy	Description
< 50%	Low level of parking demand. Customers/patrons have a high probability of finding a space near their destination. Generally parking would not be considered an issue by customers.
50% – 69%	Moderate level of parking demand. Generally parking conditions are considered satisfactory. Generally easy to find spaces when and where they are required.
70% – 79%	Moderate / high level of parking demand. Customers/patrons should generally find spaces with ease. Customers/patrons may be able to find spaces near their destination. However, some annoyance at a perceived lack of parking may be experienced from time to time.
80% – 89%	High level of parking demand. Difficulty finding parking, motorists may circulate around searching for available spaces. Customers/patrons are unlikely to find spaces near their destination and may become annoyed with the lack of convenient parking.
≥ 90%	Very high level of parking demand with the car park appearing “full” and customers/patrons needing to circulate to find any available spaces. Delays occur and some frustration results in the unavailability of parking.

Summaries of the survey results at the peak time of 4 pm are shown in Table 3, with detailed survey results shown in Appendix 1 – Car parking survey results.

Table 3: Car Parking Summary – 4 pm Weekday Peak

Location	Capacity	Parked Cars	Available Spaces	Occupancy
Meninya Street	64 spaces	10 spaces	54 spaces	16%
Regent Street	28 spaces	5 spaces	23 spaces	18%
Popham Street	72 spaces	1 space	71 spaces	1%
Popplewell Street	69 spaces	8 spaces	61 spaces	12%
Kinsey Street	73 spaces	10 spaces	63 spaces	14%
Total	306 spaces	34 spaces	272 spaces	11%

Table 3 indicates there is a high level of car parking available in the peak car parking occupancy period.

2.5 Public transport

Table 4 describes the public transportation available within the site’s vicinity.

Table 4: Public transport within the site’s vicinity

Public transport type	Description
Bus	Route 938 – Echuca Loop Service between Moama and Echuca

Stops are located along Meninya Street at Boundary Road, Maiden Street and Blair Street, with the closest stop approximately 180 m from the subject site

2.6 Pedestrians and cyclists

Meninya Street features footpaths on both sides of the road, with on-road bicycle lanes in both directions.

3 Traffic assessment of the proposed development

3.1 The proposal

The proposed development includes an art gallery which includes:

- 2 gallery spaces
- café
- community space
- deck and outdoor gathering space
- workshop area (for unpacking and packing of exhibits)
- giftshop
- amenities (kitchen, office, toilets)

A gravel car park is proposed at the rear of the proposed art gallery with a capacity for 4 spaces. An accessible space is proposed near the Meninya Street access in close proximity to the entrance. The adjacent shared area and bollard are not shown on the plan.

Vehicular access to the proposed development will be via a shared vehicular crossover on Meninya Street, located at the southeast corner of the property.

Figure 6 provides an extract of the development plan.

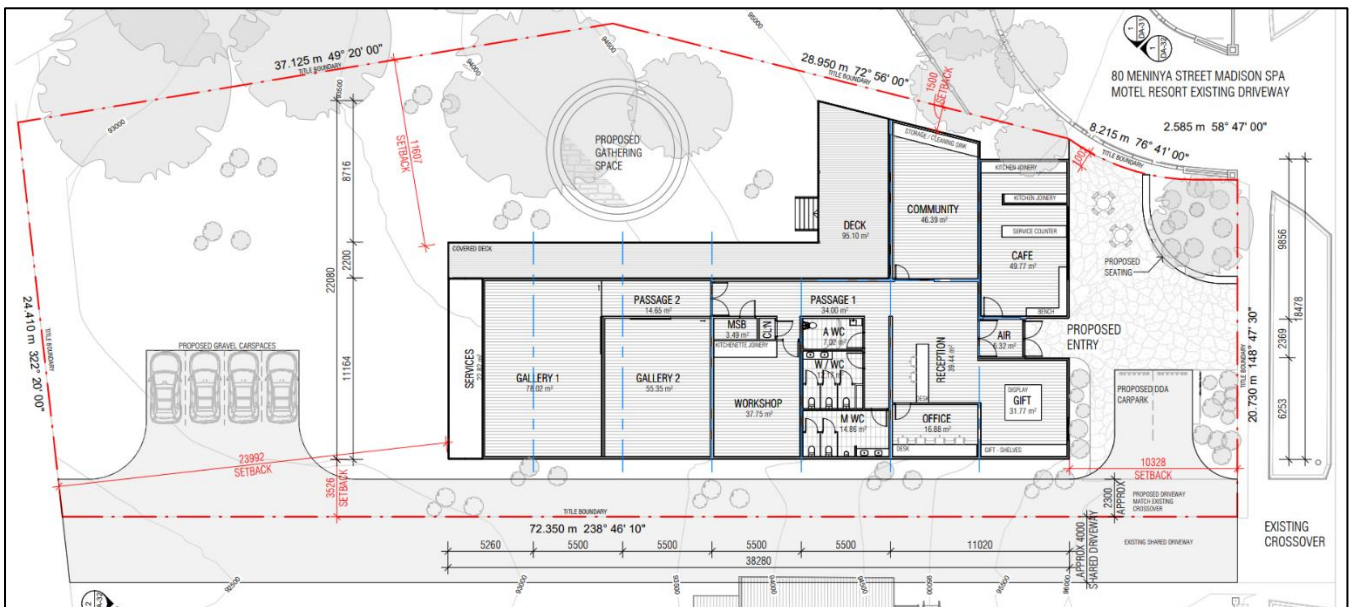


Figure 6: Development plan extract

It is our understanding that the art gallery will be open:

- Weekdays: 10:00 am until 4:00 pm
- Weekends: 10:00 am until 3:00 pm

3.2 Traffic generation

Traffic generation for new developments is typically estimated using the traffic generation rates provided in the TfNSW Guide to Transport Impact Assessments (2024) (TfNSW Guide). However, the rates for an art gallery are not present in the trip generation survey data summaries.

Therefore, the traffic generation for the proposed art gallery has been developed based on a first-principles analysis of the site utilising the expected staff and visitor numbers across both a typical day and an event day.

We understand that the proposed art gallery would have a maximum of 7 staff members at any one time, with a routine staff allocation of 3 in the gallery and 3 in the café. These staff members are likely to drive to the site on their own and would generate a total of 14 staff movements per day, consisting of 7 trips to the site and 7 trips from the site.

The art gallery is anticipated to accommodate up to 15 patrons at a time. Larger events, which occur approximately every 1-2 months, can accommodate up to 100 patrons at a time. We would typically adopt an occupancy rate of 2.5 visitors per car, resulting in 40 visitor vehicles. Including both trips to and from the site would generate a daily total of 80 visitor vehicle movements.

Based on the above assessments, the proposed development is expected to generate a total of up to 94 vehicle trips per day, comprising 47 visits in and 47 trips out.

4 Car parking assessment of the proposed development

4.1 Car parking demand

Section 4.6 of the Murray Development Control Plan (DCP) outlines the relevant parking controls for commercial development within the Murray River Council area.

Specifically, the DCP states that parking should be provided at a rate shown in Table 4.1 of the plan. Given that "art gallery" is not a nominated use in the DCP, the estimated car parking demand for the proposed development has been based on a first-principles assessment as follows.

4.1.1 Staff parking

Discussions with the proposed operator have identified that up to 7 staff will be on-site at any one time. Assuming all staff will arrive on their own, it has been estimated this would result in a total staff parking demand of 7 spaces.

4.1.2 Visitor parking

As outlined in Section 3 it is anticipated that there will be a maximum of 15 patrons on-site at any one time during regular hours with up to 100 patrons on-site during the infrequent evening events.

The nature of the development would indicate that people are more likely to visit the site in groups. Adopting an average car occupancy of 2.5 people per car (which would be a rate of 0.4 cars per person) would result in an estimated visitor demand of:

- 6 spaces during regular operating hours
- up to 40 spaces during the larger evening events.

4.1.3 Car parking summary

A summary of the various car parking demands for the subject site during the peak period is provided in Table 5.

Table 5: Car parking demand assessment summary

Use	Rate	Measure	Requirement
Staff	1 space per staff member	7 staff members	7 staff spaces
Visitor – Regular use	0.4 spaces per visitor	15 patrons	6 visitor spaces
Visitor – Large events		100 patrons	40 visitor spaces

Use	Rate	Measure	Requirement
Total			7 staff spaces 6 visitor spaces daytime 40 visitor spaces evening

4.2 Adequacy of parking provision

The proposed development has a car park with a capacity for 4 spaces to the rear and a single accessible space at the frontage to Meninya Street. This is almost sufficient to accommodate the entire staff parking demand but not the expected daytime visitor demand.

A review of the development plan identified that additional car parking can be achieved at the rear of the building (refer to Appendix 2 – Swept path assessment). This would equate to 9 in total (including the accessible bay), which would satisfy the staff parking requirements.

The parking demand associated with visitors, particularly during evening events, can be accommodated in the on-street car parking resources in the vicinity of the subject site.

4.2.1 Regular art gallery operation

As identified in the car parking demand assessment, the estimated car parking demand for the visitor component during regular art gallery operation is 6 spaces.

The spot parking surveys conducted in the on-street parking area near the subject site revealed a minimum of 37 spaces available along Meninya Street during the gallery's weekday operating hours, with a total of at least 249 spaces in the entire survey area.

On this basis, there is sufficient on-street parking in the vicinity of the subject site to accommodate the 6 visitor parking spaces required for the regular operation of the proposed art gallery.

4.2.2 Infrequent evening events

The infrequent evening events are likely to generate parking demand for up to 40 visitor cars. During the weekday peak period, at least 37 parking spaces were available along Meninya Street, with an additional 249 spaces available on nearby streets.

Given that the larger events are likely to occur in the evenings, it is anticipated that car parking availability will be higher, given the high number of commercial and retail tenancies located along Meninya Street (including a bakery, drive-through coffee shop, and car wash).

Based on the infrequent nature of the evening events and the high level of available parking within the vicinity of the site, the car parking arrangements for the evening events are considered appropriate.

4.3 Adequacy of design

4.3.1 Car park design

The proposed car park has been reviewed against the design requirements outlined in AS 2890.1 and AS 2890.6.

The parking spaces are provided with minimum dimensions that comply with Australian Standards, including space width and length, blind aisle extensions, and access aisle widths.

The accessible parking space has been designed generally in accordance with Australian Standards, featuring an adjacent shared space, bollard, and appropriate linemarking.

The easement to the south of the site will provide sufficient width to provide the necessary access aisle width behind the accessible spaces.

4.3.2 Loading arrangements

It is our understanding that the loading arrangements for the proposed art gallery would include infrequent deliveries by larger heavy vehicles at the beginning/conclusion of a display. These infrequent deliveries would be managed by occupying the on street parking bays in front of the art gallery.

More frequent deliveries of office supplies would occur via smaller commercial vans, etc, that can be accommodated in one of the car parking spaces to the rear, or a short stay (5-10 min) park within the shared laneway.

Loading for the café would likely involve milk deliveries and similar items, which most other nearby businesses handle from the street (the bakery opposite, for example).

4.3.3 Swept path assessments

Swept path analysis is attached in Appendix 2 – Swept path assessment and includes the following key movements:

- access in and out at the proposed crossover to Meninya Street
- swept paths for key movements within the car parking area
- passing movements at the site boundary.

The design plans should be updated as per the concept plan prepared as part of the swept path assessment. The plan shows that additional parking can also be provided to the rear of the property.

Recommendation 1: Update the development plan to incorporate the changes as per the concept plan prepared by Trafficworks.

5 Access to the site

5.1 Site access – access driveway sight distance requirement

Section 3.2.4 in AS2980.1, sets out:

- entering sight distance (ESD) criteria for a driver exiting an access driveway to traffic on the frontage road
- sight distance to pedestrians.

Un-signalised access driveways shall be located so the intersection sight distance available to drivers leaving the driveway along the frontage road is at least that shown in Figure 3.2 of AS2890.1 (reproduced in Figure 7).

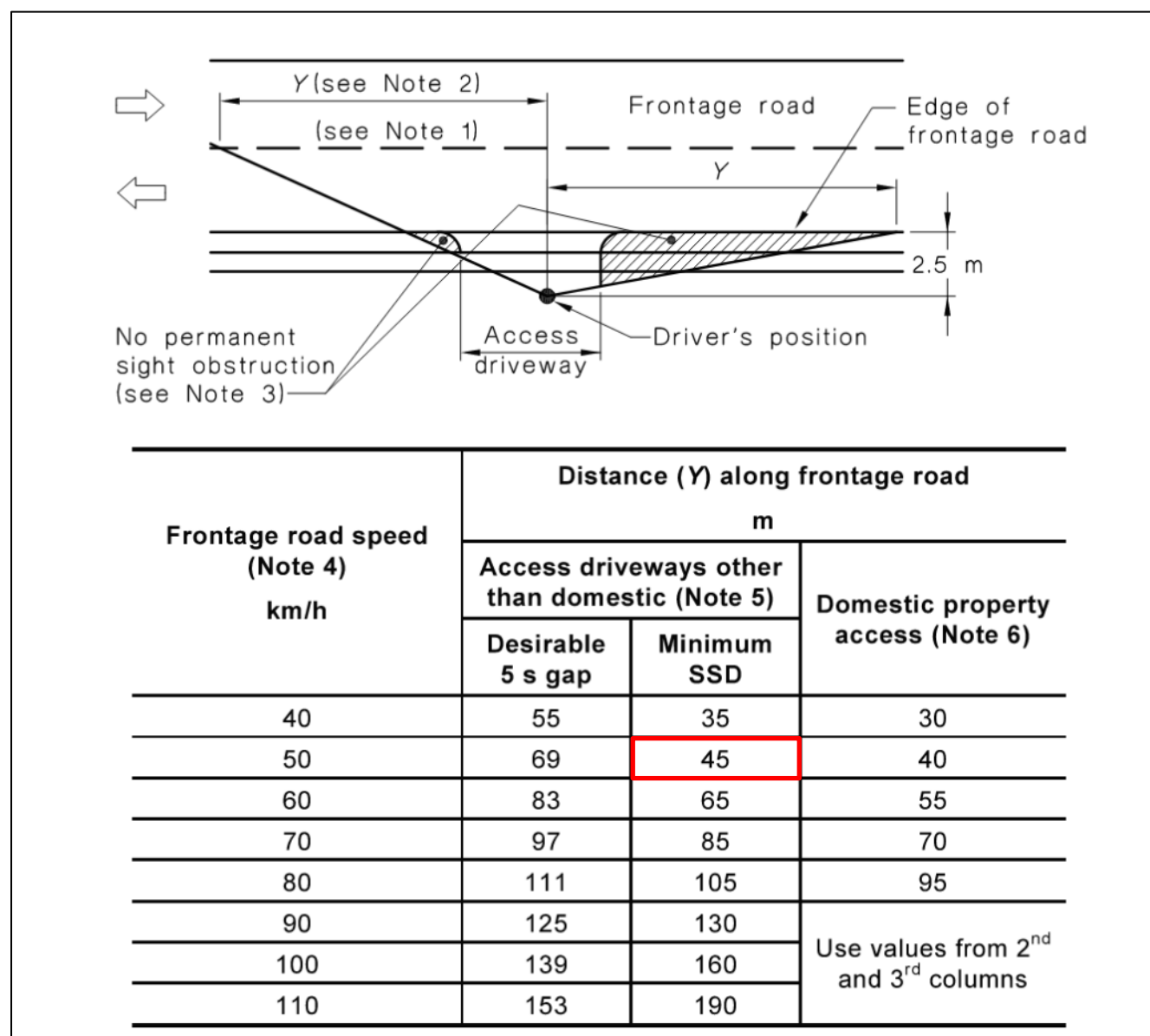


Figure 7: Sight distance requirements at driveways (Source: Figure 3.2 from AS2890.1)

Recommendation 2: at detailed design of the proposed access the entering sight distance criteria in AS/NZS 2890.1 is checked to confirm 45 m is achieved.

5.2 Sight distance to pedestrians

Clear sight lines, as shown in Figure 3.3 of AS2890.1 (reproduced in Figure 8) shall be provided at the property line to ensure adequate visibility between vehicles leaving the property and pedestrians on the frontage road footpath.

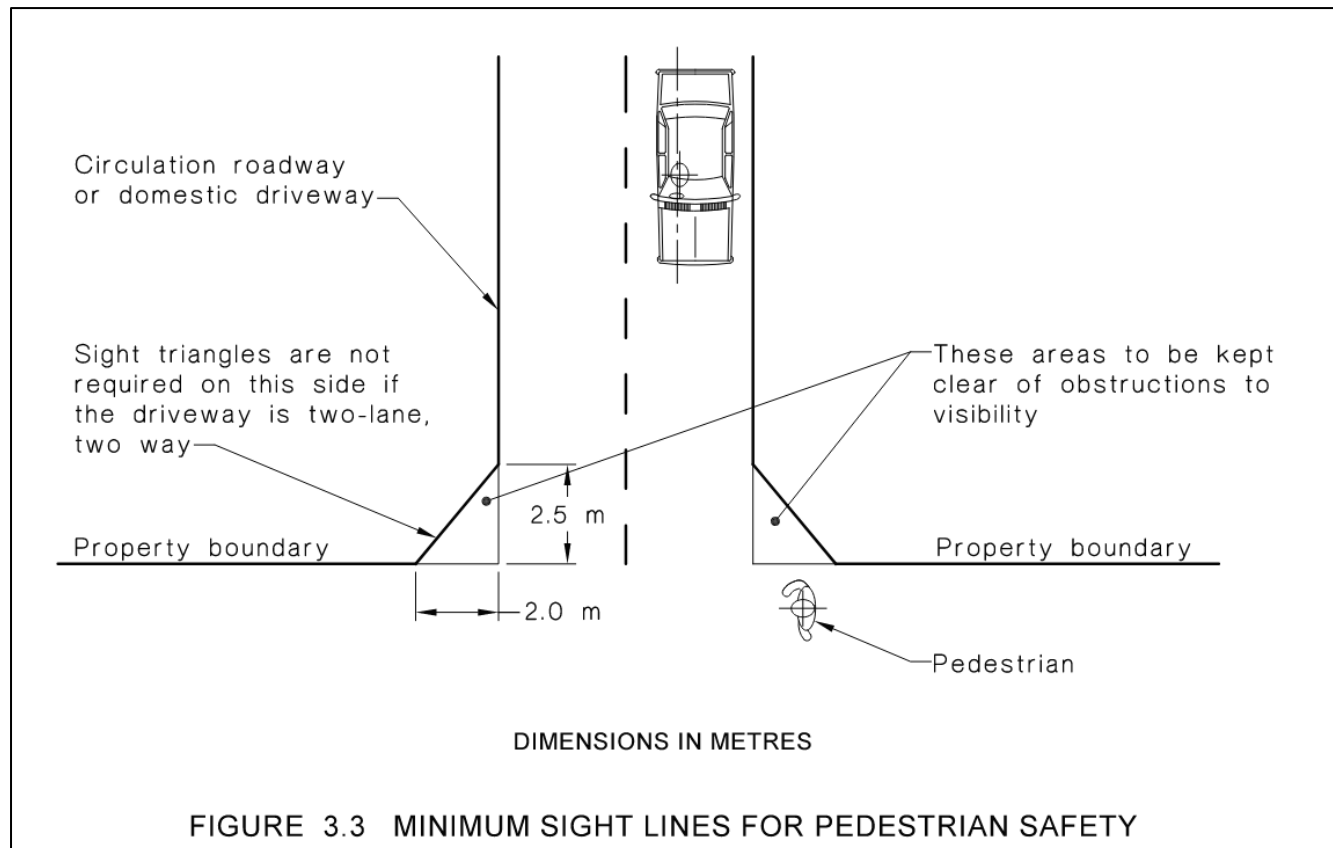


Figure 8: Minimum sight lines for pedestrian safety (Source: Figure 3.3 from AS2890.1)

Lot boundary fences should be designed to taper down towards the street boundary. This provides the required sight lines between a departing driver and pedestrians on the frontage footpath.

Recommendation 3: the lot boundary fence design achieves the required sight distance for pedestrians as specified in AS/NZS 2890.1.

6 Conclusions and recommendations

We conclude there are no traffic engineering reasons that would prevent the development from proceeding, as outlined below:

- no crash trend requires immediate investigation
- there is a high level of publicly available on-street parking in the vicinity of the subject site
- the proposed development is expected to generate up to 170 vehicle trips per day
- the estimated visitor car parking demand will be accommodated on-site and in the nearby parking resources

However, this TIA has identified a number of recommendations that need to be addressed:

- **Recommendation 1:** update the development plan to incorporate the changes as per the concept plan prepared by Trafficworks.
- **Recommendation 2:** at detailed design of the proposed access the entering sight distance criteria in AS/NZS 2890.1 is checked to confirm 45 m is achieved.
- **Recommendation 3:** the lot boundary fence design achieves the required sight distance for pedestrians as specified in AS/NZS 2890.1.

Appendix 1 – Car parking survey results



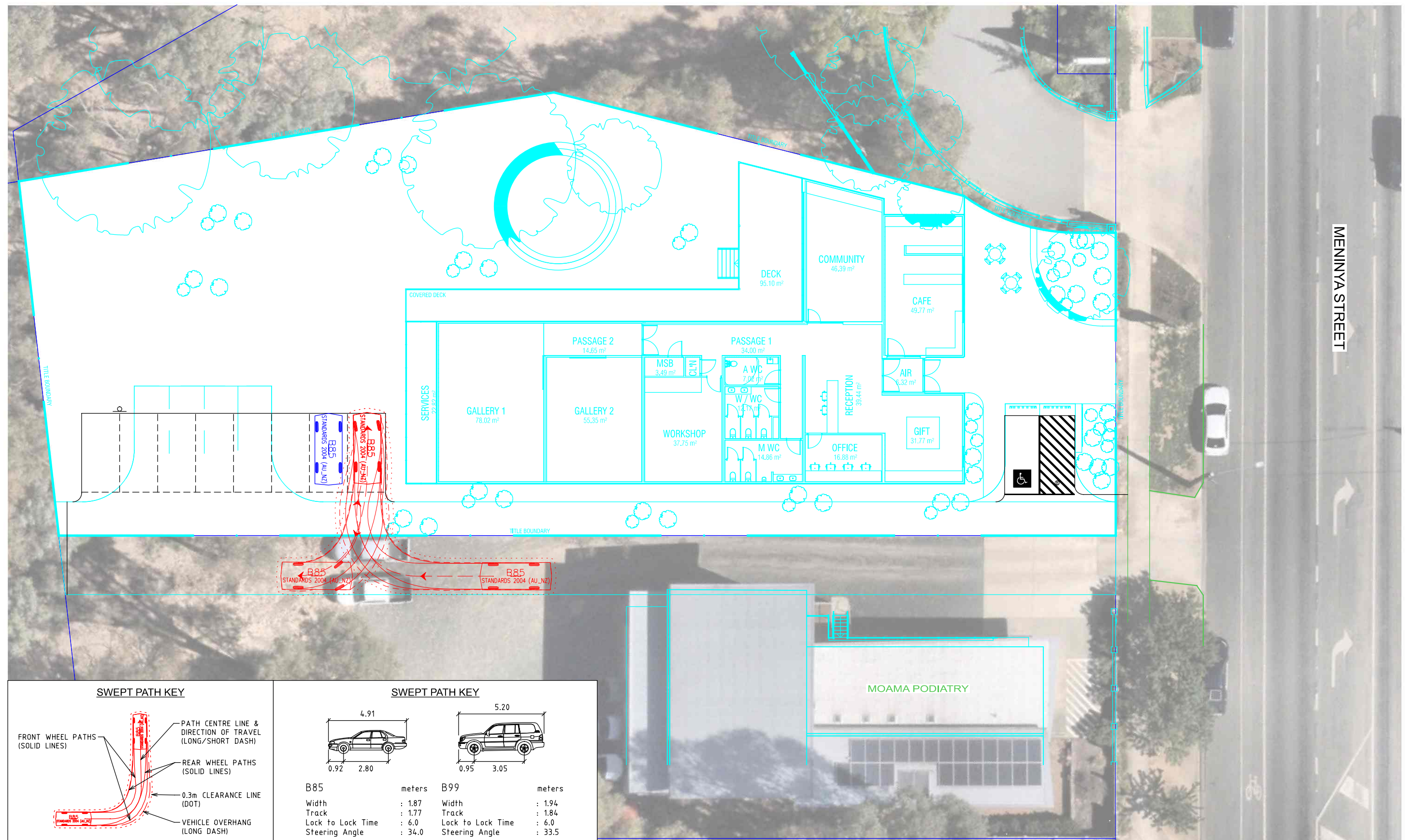
Survey Ref No:	6592
Job Name:	Moama NSW Parking Survey
Location:	74 Meninya St
Suburb:	Moama NSW
Map Reference:	
Comments:	

3 Trevethic Road
Springvale Vic 3171
T:03 9888 1119
F:03 9548 5848
E: seng@nts-surveys.com.au

Survey Date:	Thu, 08-Jun-23
Survey Start Time:	10am, 1pm and 4pm
Survey End Time:	7:00 PM
Survey Interval:	

Area	Street	Section	Side	Type	Restrictions	Supply	Check	Parking Occupancy				
								10:00 AM	1:00 PM	4:00 PM	Avg	Max.
A1	Meninya Street	Cobb Hwy to Boundary Rd	West	Bus Zone		1	1	0	0	0	-	-
A2	Meninya Street	Boundary Rd to Meninya Palms Moama Hotel	West	2P	9am-5pm Mon-Fri	33	33	16	11	7	11	16
A3	Meninya Street	Cobb Hwy to Regent St	East	2P	9am-5pm Mon-Fri	2	2	0	0	0	-	-
A4	Meninya Street	Regent St to Popham St	East	2P	9am-5pm Mon-Fri	4	4	1	1	0	1	1
A5	Meninya Street	Popham St to Popplewell St	East	2P	9am-5pm Mon-Fri	3	3	0	0	1	0	1
A6	Meninya Street	Popplewell St to Kinsey St	East	Disabled Only		1	1	0	0	0	-	-
A6	Meninya Street	Popplewell St to Kinsey St	East	2P	9am-5pm Mon-Fri	12	12	8	7	2	6	8
A7	Meninya Street	Kinsey St to Porter St	East	2P	9am-5pm Mon-Fri	8	8	2	1	0	1	2
B1	Regent Street	Meninya St to Ash Ct	North	Unrestricted		14	14	2	2	2	2	2
B2	Regent Street	Meninya St to Opposite Ash Ct	South	Unrestricted		13	13	3	1	3	2	3
B2	Regent Street	Meninya St to Opposite Ash Ct	South	Bus Zone		1	1	0	0	0	-	-
C1	Popham Street	Meninya St to Francis St	North	Unrestricted		36	36	0	0	1	0	1
C2	Popham Street	Meninya St to Francis St	South	Unrestricted		36	36	0	0	0	-	-
D1	Popplewell Street	Meninya St to Francis St	North	Unrestricted		34	34	5	3	3	4	5
D2	Popplewell Street	Meninya St to Francis St	South	Unrestricted		35	35	6	5	5	5	6
E1	Kinsey Street	Meninya St to Francis St	North	Unrestricted		36	36	7	8	9	8	9
E2	Kinsey Street	Meninya St to Francis St	South	Unrestricted		37	37	3	2	1	2	3
											-	-
											-	-
Totals						306	306	53	41	34	42.7	57
						Available Spaces		253	265	272	263.3	249
						Capacity		306	306	306	306	306

Appendix 2 – Swept path assessment



Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.03.25	PRELIMINARY ISSUE FOR COMMENT

WARNING
Beware of Underground Services
 The locations of underground services are approximate only and their exact position should be proven on site. No guarantee is given that all existing services are shown.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 28/03/25

Notes & Legend

1. AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

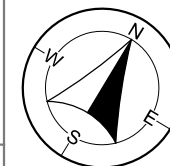
— Design by Trafficworks
— Design by Others
— Cadastre
— Existing



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THE BRIDGE ART PROJECT



0 SCALE OF METRES 2.5

74 Meninya Street, Moama

Murray River Council

Concept Plan

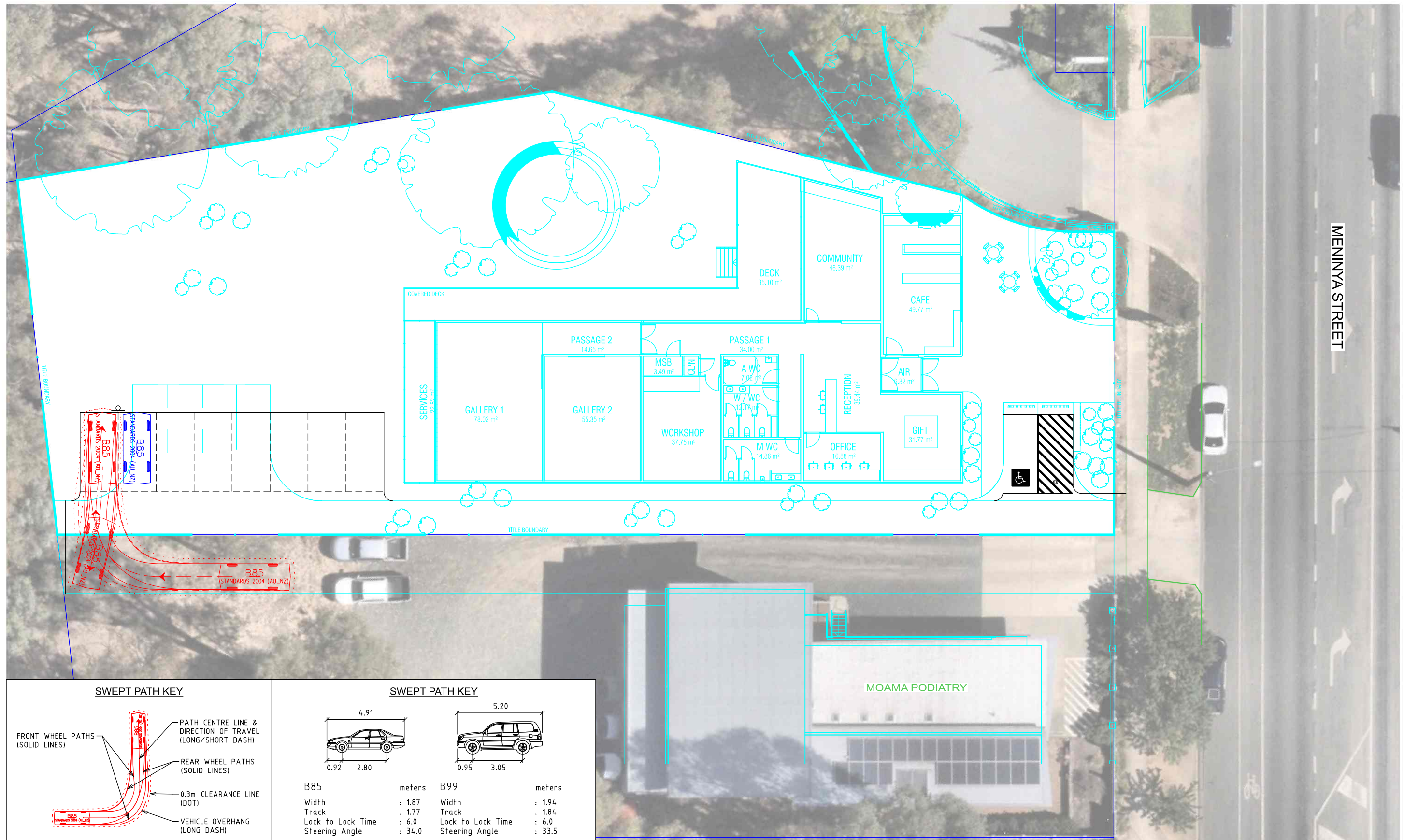
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BEWARE OF UNDERGROUND SERVICES
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PRELIMINARY PLAN
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DATE OF ISSUE: 28/03/25

Notes & Legend

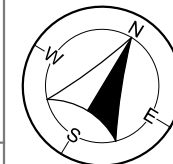
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SCALE OF METRES
0 2.5 5

74 Meninya Street, Moama

Murray River Council

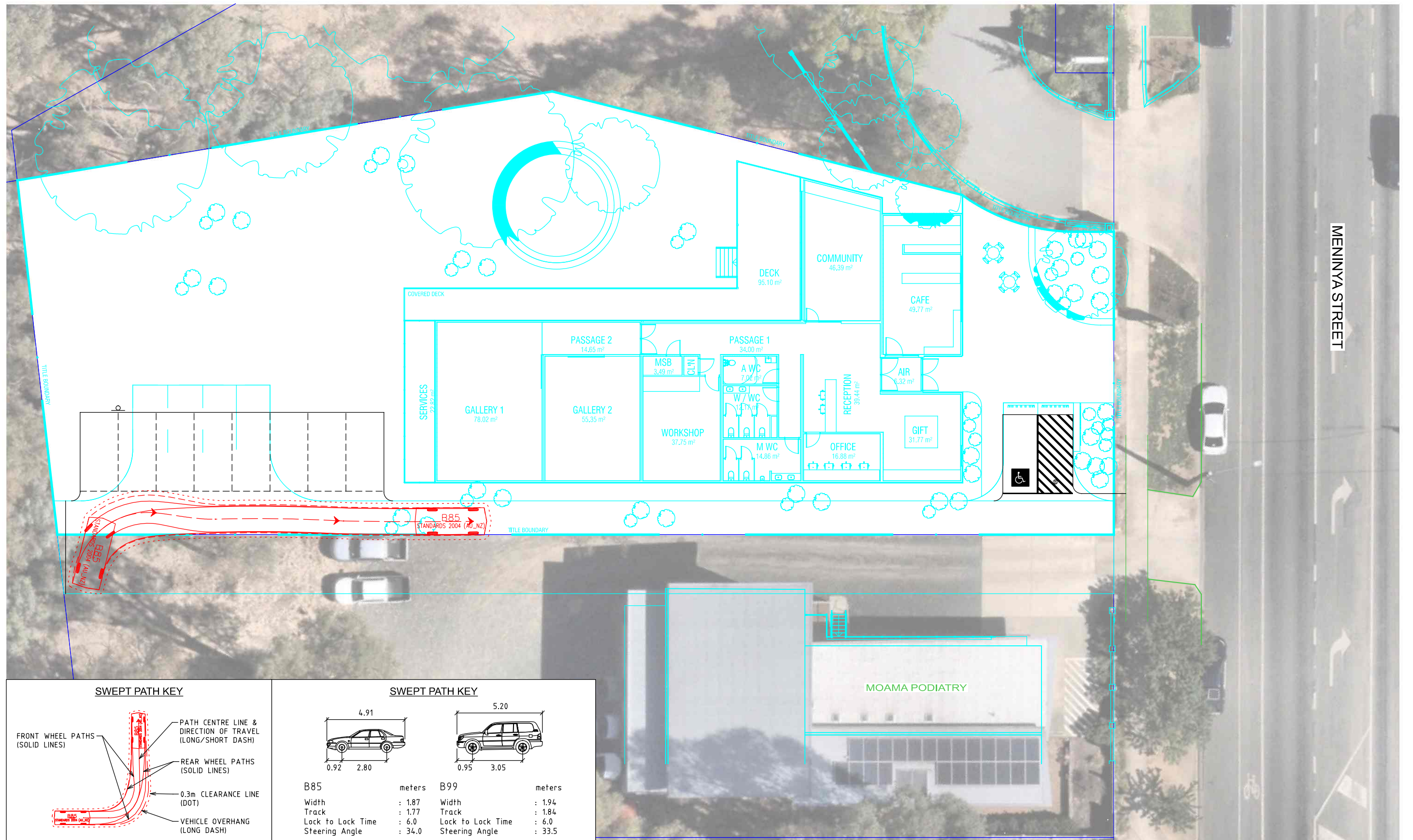
Concept Plan

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ISSUE
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Drawing Record

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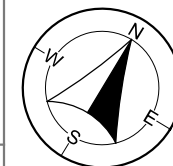
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— Design by Trafficworks
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— Cadastre
— Existing

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THE BRIDGE ART PROJECT



SCALE OF METRES
0 2.5 5

74 Meninya Street, Moama

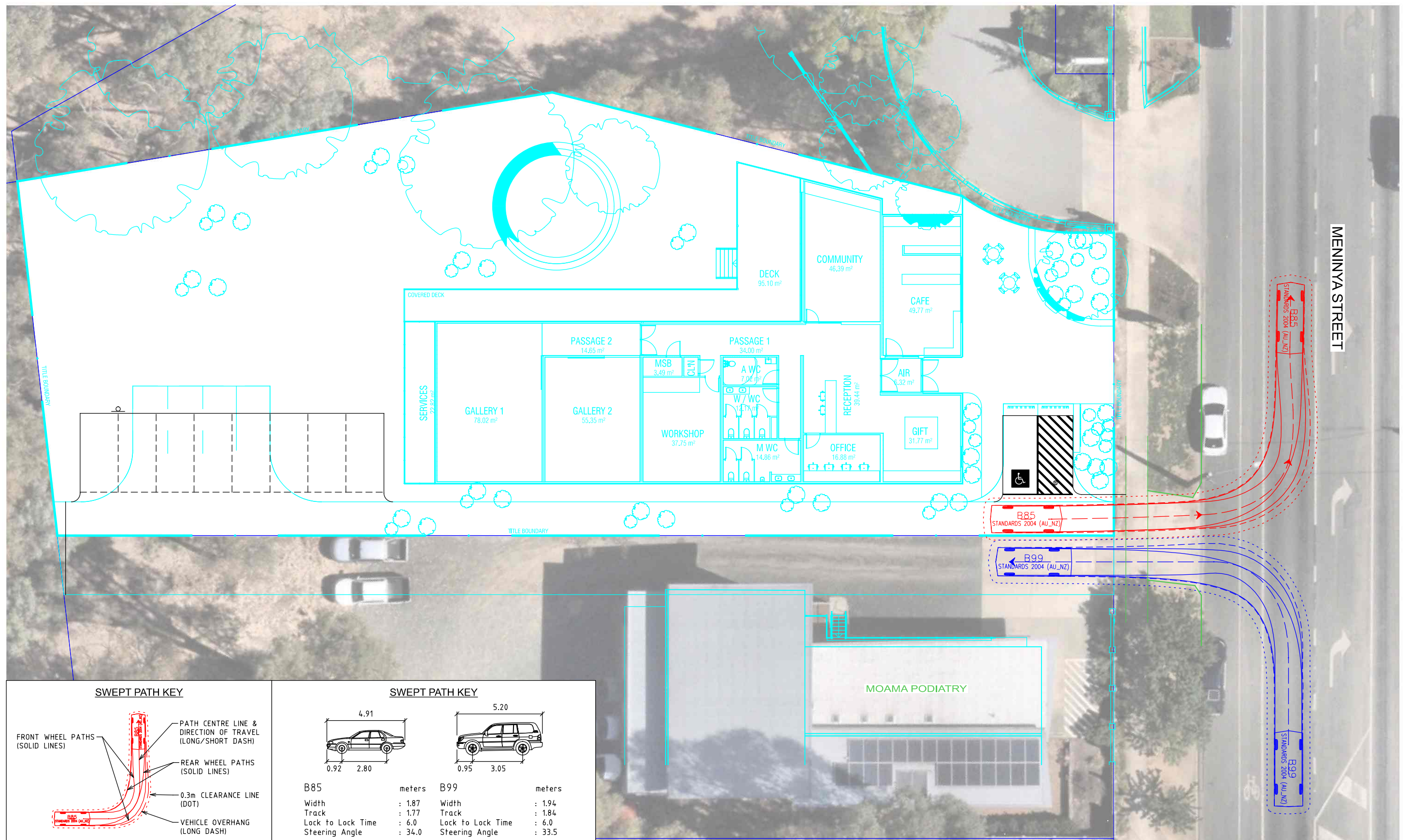
Murray River Council

Concept Plan

SHEET NO.
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DRAWING NO.
220688a-SKT-03

ISSUE
P1



Drawing Record				
ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.03.25	PRELIMINARY ISSUE FOR COMMENT

WARNING

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PRELIMINARY PLAN

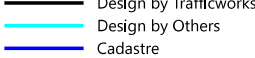
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SUBJECT TO CHANGE WITHOUT NOTIFICATION



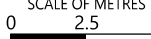
DATE OF ISSUE: 28/03/25

Notes & Legend

1. AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.



- Design by Trafficworks
- - - Design by Others
- Cadastre
- Existing

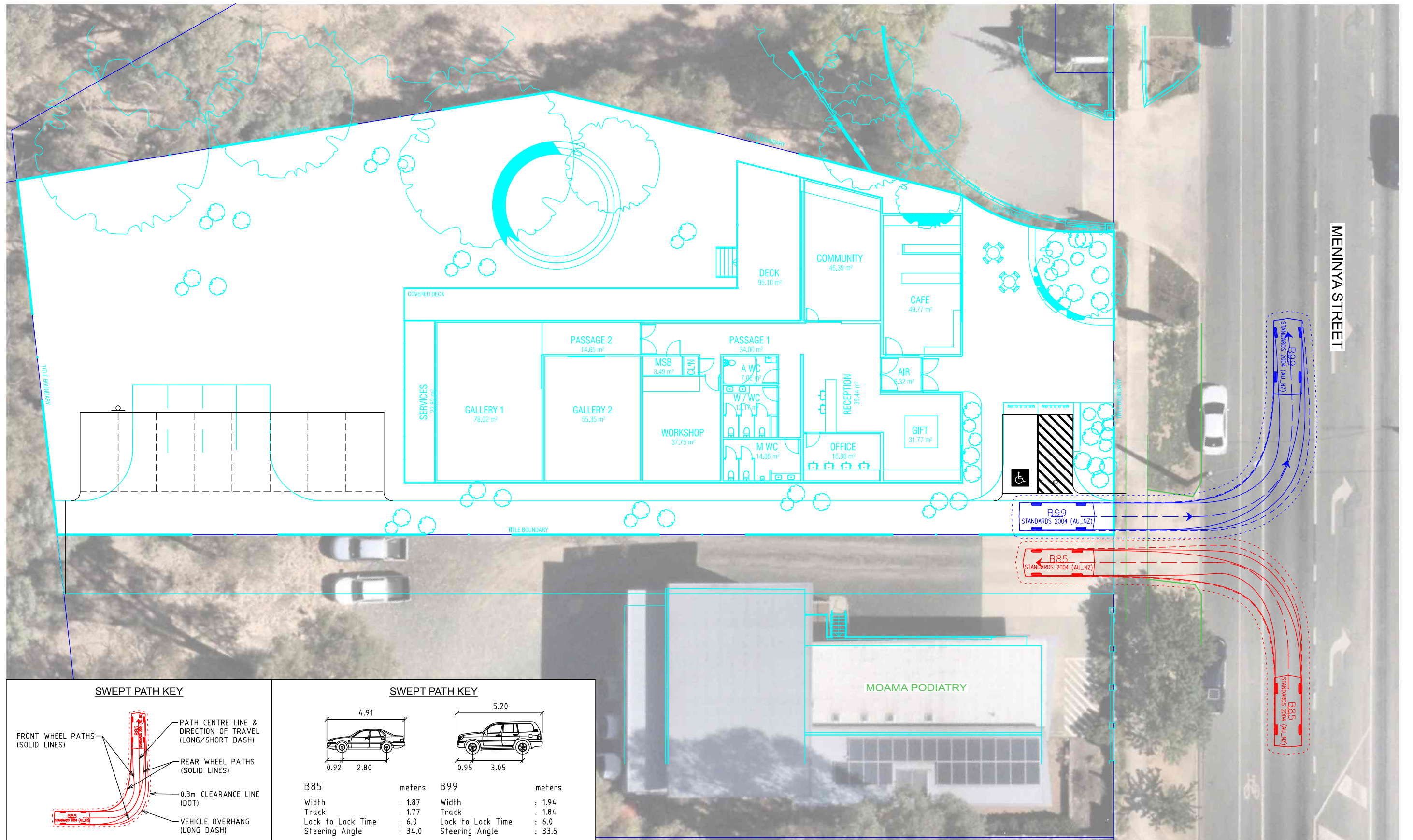
	
<p>CLIENT</p> <p>THE BRIDGE ART PROJECT</p>	<p>SCALE OF METRES</p> 

74 Meninya Street, Moama

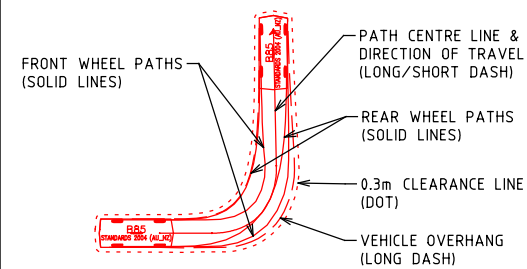
Murray River Council

Concept Plan

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SWEPT PATH KEY



SWEPT PATH KEY

B85	meters	B99	meters
Width	: 1.87	Width	: 1.94
Track	: 1.77	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 34.0	Steering Angle	: 33.5

Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.03.25	PRELIMINARY ISSUE FOR COMMENT

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 28/03/25

Notes & Legend

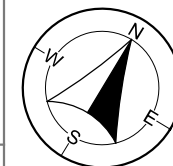
- AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
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— Cadastre
— Existing

TRAFFICWORKS™

CLIENT

THE BRIDGE ART PROJECT



SCALE OF METRES
0 2.5 5

74 Meninya Street, Moama

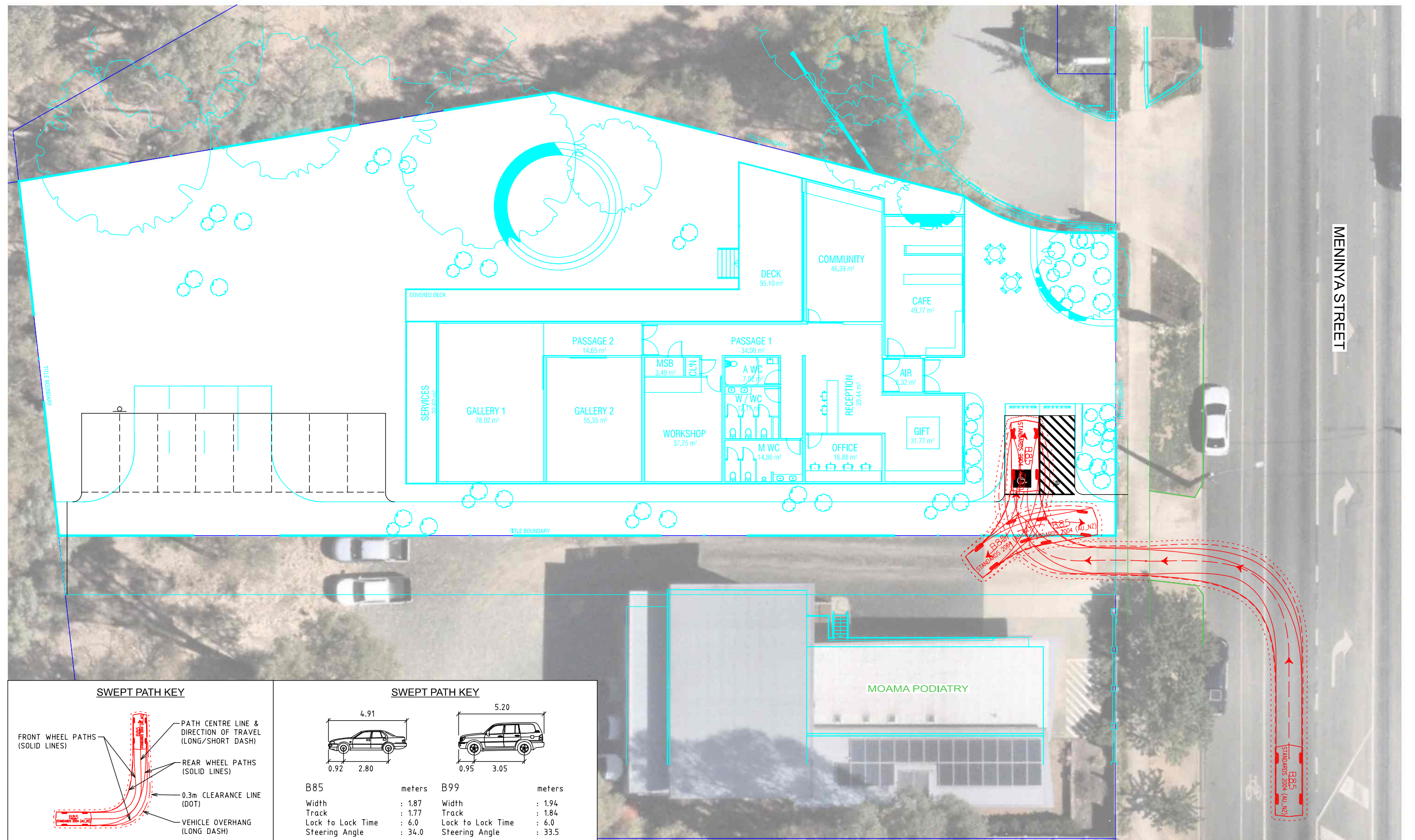
Murray River Council

Concept Plan

SHEET NO.
5

DRAWING NO.
220688a-SKT-05

ISSUE
P1



Drawing Record				
ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	JT	AA	28.03.25	PRELIMINARY ISSUE FOR COMMENT

WARNING

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PRELIMINARY PLAN

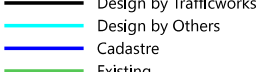
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DATE OF ISSUE: 28/03/25



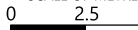
Notes & Legend

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Legend:

- Design by Trafficworks
- Design by Others
- Cadastre
- Existing

	
<p>CLIENT</p> <p>THE BRIDGE ART PROJECT</p>	<p>SCALE OF METRES</p> 

74 Meninya Street, Moama

Murray River Council

Concept Plan

Appendix 3 – Acronyms and terms

Acronyms / terms	Definition
AGRD4	Austroads Guide to Road Design Part 4 – Intersections and crossings
AGRD4A	Austroads Guide to Road Design Part 4A – Unsignalised and signalised intersections
AGTM6	Austroads Guide to Traffic Management Part 6 – Intersections, interchanges and crossings management
AGTM8	Austroads Guide to Traffic Management Part 8 – Local street management
DA	Development Application
DCP	Development Control Plan
ESD	Entering site distance
LEP	Local Environment Plan
SIDRA	SIDRA intersection – micro analytical traffic engineering software to model the performance of intersections
SISD	Safe intersection sight distance
TIA	Transport impact assessment
TfNSW	Transport for NSW
vpd	vehicles per day
vph	vehicles per hour