



Solar Energy Facility

19 Murray Street, Hay NSW

Traffic Impact Assessment Report

Client:

Green Gold Energy Pty Ltd

Project No. 201077

FINAL Report – 1/10/2021

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EXECUTIVE SUMMARY

Trafficworks has been engaged by Chris Smith and Associates, on behalf of Green Gold Energy Pty Ltd, to undertake a Traffic Impact Assessment (TIA) for the proposed solar energy facility in Hay. The subject site falls within a Primary Production Zone (RU1) and forms part of the Hay Shire Council (the Council).

The site comprises approximately 13.5 ha of land in the south-western portion of the overall site (19 Murray Street) and is bounded by Cemetery Road to the west. The development is proposed to have direct access onto Cemetery Road.

The proposed development in Hay involves constructing a solar energy facility which is connected into the electricity grid providing a reliable power source to the local community with a target capacity of 4.95 MW.

Based on the information provided it is understood that the peak traffic generation from the development is likely to occur during the construction phase. Therefore, the TIA was carried out primarily focussing on the construction phase of the development.

A TIA was undertaken to:

- estimate the traffic generation and distribution to / from the proposed development
- determine the suitability of the proposed access
- determine the likely traffic impacts on the existing road network
- identify any necessary mitigation works.

It has been identified that the proposed development:

- would not adversely affect traffic conditions on the adjacent road network if the recommendations in this report are implemented
- would generally comply with the relevant traffic requirements set out in Austroads and the Council Planning Scheme.

A summary for the site and the proposed development is shown below.

Address	19 Murray Street, Hay NSW
Existing Zoning	Primary Production Zone (RU1)
Proposed Development	Solar Energy Facility
Road Network	<u>Mid-Western Highway</u> • 50 km/h posted speed limit (subject section near Bourke Street) • carries approx. 2,350 vehicles per day (2021) • 110 km/h posted speed limit (250 m northeast of Bourke Street) • carries approx. 830 vehicles per day (2021) <u>Cemetery Road</u> • 100 km/h default rural speed limit • carries less than 100 vehicles per day <u>Bourke Street</u> • 50 km/h default urban speed limit • carries less than 100 vehicles per day
Recommendation	• Recommendation 1: that pavement investigations be undertaken by a suitably qualified pavement engineer to determine the suitability of the new road construction to accommodate the heavy vehicle volumes generated during the construction phase of the proposal • Recommendation 2: an arrangement be made between the contractor and Council to manage construction activities during funeral services as per Council's requirements • Recommendation 3: that the subject site access be constructed to Council satisfaction • Recommendation 4: that the site plan includes a designated car parking area to accommodate the anticipated demand for a minimum of twenty vehicles during construction.

Referenced documents

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

- *RTA Guide to Traffic Generating Developments, Version 2.2, October 2002*
- *Austroads Guide to Road Design:*
 - *Part 3: Geometric Design, 2017*
 - *Part 4: Intersections and Crossings, 2017*
 - *Part 4A: Unsignalised and Signalised Intersections, 2017*

The assessment is based on the following information made available by the client:

- Site Plan: by Green Gold Energy Pty Ltd, NSW_02, Rev C, dated 12 January 2021

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ATTACHMENT A – PROPOSED DEVELOPMENT PLAN

1. INTRODUCTION

Trafficworks has been engaged by Chris Smith and Associates, on behalf of Green Gold Energy Pty Ltd, to undertake a Traffic Impact Assessment (TIA) for the proposed solar energy facility, to the east of the township of Hay. The subject site is within the Hay Shire Council (the Council).

The subject site is located in the south-western portion of the overall site (19 Murray Street) and is bounded by Cemetery Road to the west. The solar energy facility will be connected into the electricity grid providing a reliable power source to the local community with a target capacity of 4.95 MW.

The TIA was undertaken to:

- estimate the traffic generation and distribution to / from the proposed development
- determine the suitability of the proposed access
- determine the likely traffic impacts on the existing road network
- identify any necessary mitigation works.

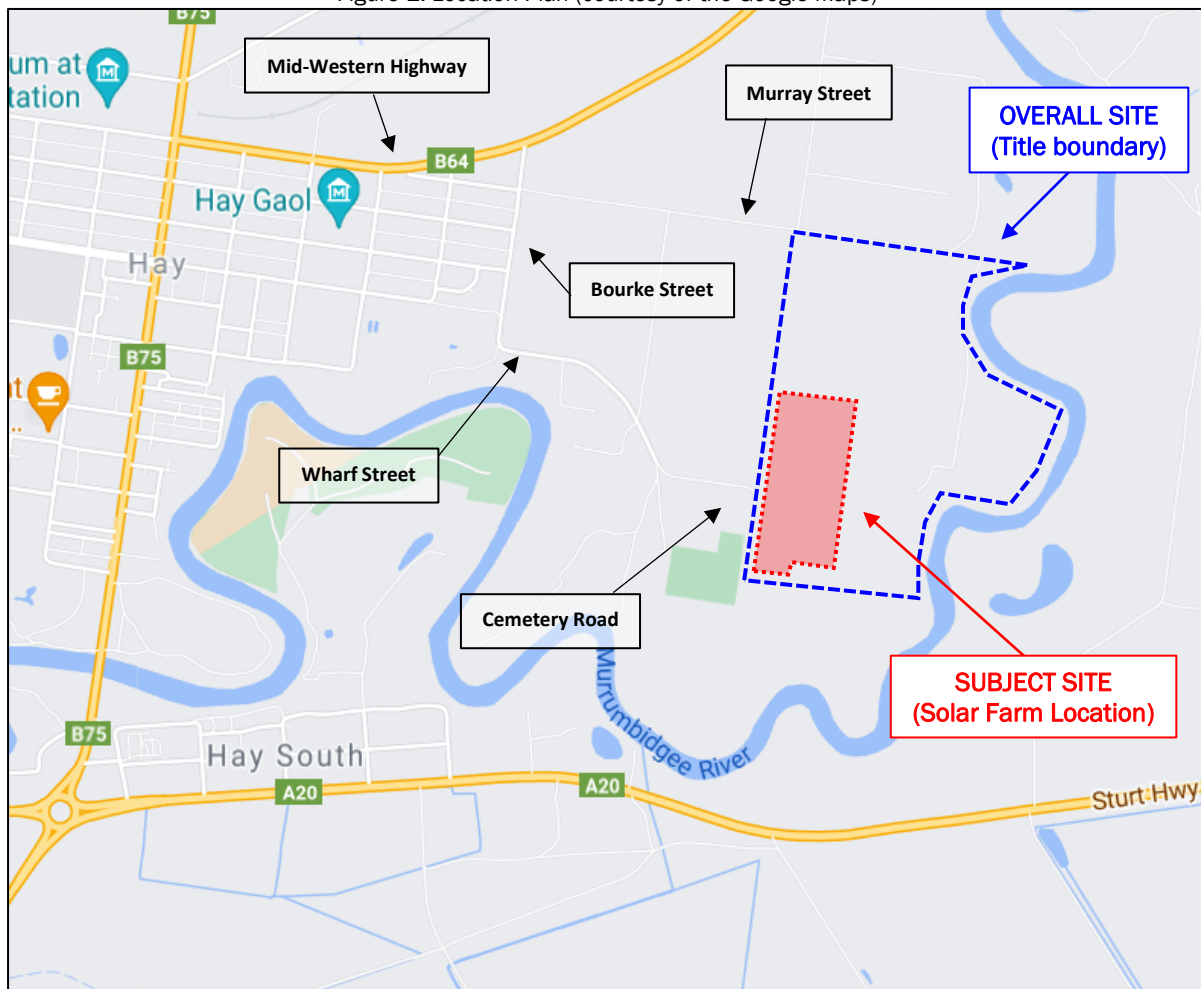
2. EXISTING CONDITIONS

2.1 Subject site

The subject site is located approximately 3 km east of Hay, located within a Primary Production Zone (RU1) of the Council's Local Environmental Plan 2011 (LEP). The subject site comprises approximately 13.5 ha of land in the south-western portion of the overall site (19 Murray Street) and is bounded by Cemetery Road to the west.

The Hay Traditional Cemetery and Hay Lawn Cemetery are located opposite the site on Cemetery Road and otherwise surrounding land use is typically farm land. The subject site has an existing farmgate access onto Cemetery Road. The location of the site and its surrounding road network is shown in Figures 1 and 2.

Figure 1: Location Plan (courtesy of the Google Maps)

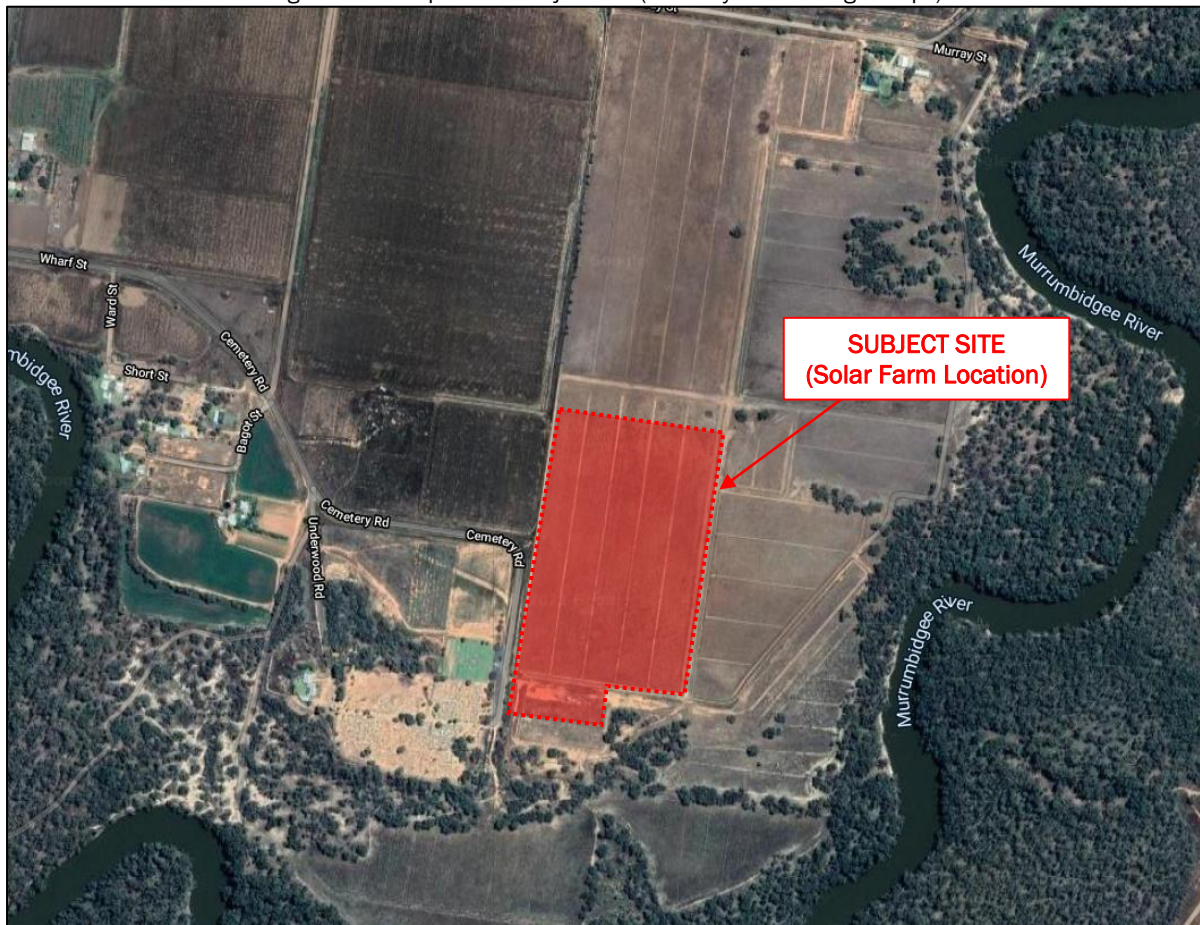


2.2 Road network

2.2.1 Mid-Western Highway (B64)

The Mid-Western Highway is a state arterial road managed by Transport for NSW (TfNSW). It is generally aligned in an east to west direction and provides connection between the Newell Highway

Figure 2: Aerial photo of subject site (courtesy of the Google Maps)



(Wyalong) to the east and the Cobb Highway (Hay) to the west. Near Bourke Street, the Mid-Western Highway is a two-way, two-lane undivided road with approximately 1.0 m wide gravel shoulders on both sides.

Photo 1: Mid-Western Highway (near Bourke Street), looking towards the east



A posted speed limit of 50 km/h applies to the Mid-Western Highway near Bourke Street, although this changes to a posted speed limit of 110 km/h approximately 250 to the west of the local road intersection.

Photo 2: Mid-Western Highway (near Bourke Street), looking towards the west



2.2.2 Cemetery Road

Cemetery Road is a local road managed by Council. It is generally aligned in a north to south direction and provides connection between the Mid-Western Highway (via Wharf Street and Bourke Street) to the north and terminates to the south of the Hay Traditional Cemetery and Hay Lawn Cemetery.

Photo 3: Cemetery Road, looking towards the north



Cemetery Road is a two-way road with a sealed carriageway width of approximately 4.0 – 4.5 m. There is no provision for bicycles and pedestrians along the road. A default speed limit of 100 km/h applies along Cemetery Road near the subject site, which reduces to a 50 km/h Area on approach to Bourke Street.

Photo 4: Cemetery Road, looking towards the east



2.3 Traffic volumes

TfNSW, Traffic Volume Viewer website details traffic volumes for many of the arterial roads in New South Wales. Scrutiny of the records indicates that approximately 1,966 vehicles per day (vpd) are travelling along the Mid-Western Highway east of Lachlan Street, split evenly in each direction (year 2012).

It should be noted that a second traffic volume count is located approximately 5 km east of the Bourke Road intersection. The volumes at this location were approximately 600 vpd in 2011, about a third of the volume near Lachlan Street (in town). For the purpose of this report the higher volumes (closer to the town centre) will be used (refer to Section 5.3) which will represent a more conservative assessment of the impacts of the development traffic.

Adopting a growth rate of 2% and assuming that the peak hour volume is 10% of the daily traffic, the projected 2021 volumes are 2,350 vpd with a two-way peak hour volume of approximately 235 vph¹ (i.e. 117 vph eastbound and 117 vph westbound).

Noting that Cemetery Road terminates in the vicinity of the subject site, it is anticipated that this road would carry less than 100 vpd. However, during funeral services, the daily traffic volumes may exceed 100 vpd with visitors to the cemeteries.

¹ Vph = vehicles per hour

2.4 Crash history

TfNSW Centre for Road Safety website details all injury crashes on roads throughout the state. Scrutiny of these records indicate that there have been no casualty crashes in the vicinity of the subject site in the five-years of available data (2015 - 2019).

Conclusion 1: no trends in crashes were observed within the vicinity of the subject site in the last five-year period, hence there are no traffic safety problems that require urgent remedial action.

The typical construction delivery schedule for this type of solar energy facility is shown in Table 1.

Table 1: Construction Delivery Schedule

	Site Works
Month 1	Civil Earthling works, fencing and landscaping
Months 2 to 4	Delivery of long lead Materials PV panel and LV cable installation
Months 4 to 5	HV station installation, testing and Commissioning
Month 6	Site Clean-up and demobilisation

In total there is a 6 month construction phase prior to full operation.

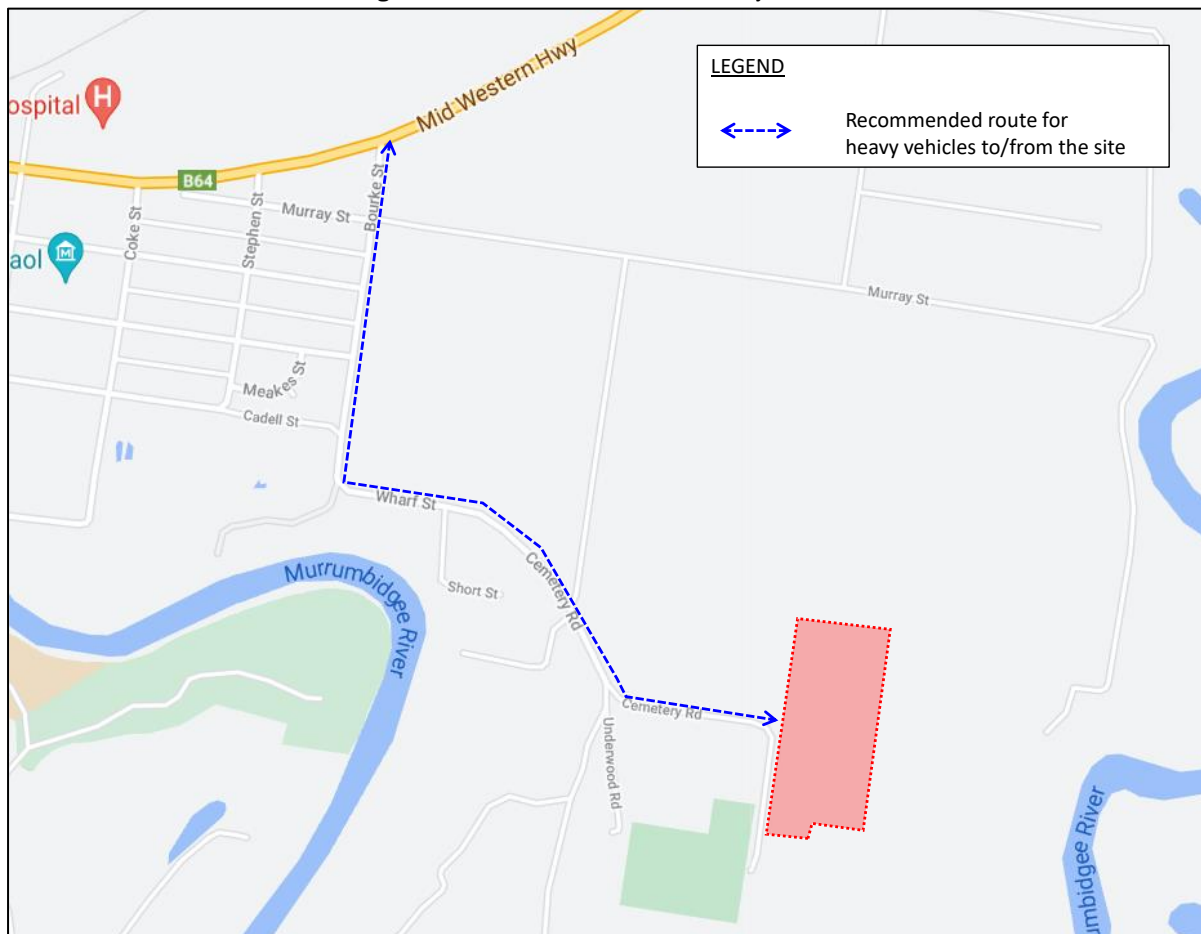
3.1.2 Heavy vehicle access to site

The proposed heavy vehicle route is as follows:

- access from the Mid-Western Highway via Bourke Street through to Wharf Street onto Cemetery Road

Figure 4 indicates the proposed recommended route for all heavy vehicles.

Figure 4: Recommended route for heavy vehicles



All the heavy vehicle traffic will arrive to site from Sydney (to the east) and access the site via the designated route. Furthermore, it is suggested that due to the low daily volumes of heavy vehicles (up to 5 per day) that all vehicles (including light vehicles) should access the subject site along this designated route.

3.1.3 Operation / decommissioning

Upon completion of this leasing period, if the lease is not renewed, it will be incumbent upon the operator of the facility to decommission the facility, remove all installations, and remediate the site back to its pre-existing state.

Upon approval of this application, the responsible authority may stipulate a requirement for a decommissioning and rehabilitation plan to be submitted for endorsement.

4 TRAFFIC GENERATION AND DISTRIBUTION

4.1 Traffic generation

Typically, the traffic generation for new developments is estimated using the traffic generation rates provided in the RTA Guide to Traffic Generating Developments – Version 2.2A 2002 (the RTA Guide). However, traffic generation rates for solar energy storage facilities are unavailable in the RTA Guide.

Therefore, the traffic generation to / from the proposed development was estimated empirically. Traffic generation analysis was undertaken for the construction and the operational phases of the development to establish the likely peak traffic generation.

4.1.1 Construction phase traffic volumes

Based on the information provided the peak light vehicle traffic generation is likely to occur from the start of the second month of the construction phase to the completion of this phase. This is when up to 20 construction staff vehicles will access the site per day, which would result in a total daily traffic generation of 40 vpd, including:

- 20 vpd arriving at the start of the shift at approximately 7.00 am
- 20 vpd departing at the end of the shift at approximately 5.00 pm.

Assessment of the heavy vehicles accessing the site during the construction phase revealed that the peak traffic generation is likely to occur from the start of the second month to the fifth month of the construction phase, when five heavy vehicles per day will access the site. This would result in a total daily traffic generation of 10 vpd (five vpd arriving and five vpd departing).

Assuming the construction work will be undertaken during normal working hours of the day, it is anticipated that the five vehicles will be accessing the site outside of the peak hours of operation. It is understood that not more than one heavy vehicle will access the site during the peak hour. Therefore, the traffic impact of heavy vehicles is considered negligible. However, conservatively for this assessment it has been assumed that a single heavy vehicle will access the site during the AM or the PM peak hour.

The heavy vehicles accessing the site are likely to be 12.5 m rigid or 19 m semi-trailers (i.e. there will be no B-double trucks) accessing the site via a left turn from the Mid-Western Highway into Bourke Street.

4.1.2 Operational phase traffic volumes

The proposed solar energy facility will have remote monitoring in real-time, allowing for constant surveillance and monitoring of the facility without the requirement for staffing on site.

The compound contains key infrastructure that requires a high degree of security. Upon identification of any potential issues, action can be taken indirectly from the control centre or directly using chosen contractors on-site. There will be up to two light vehicles to attend site every six months during the operational phase, which is for general maintenance of the site.

4.1.3 Peak traffic generation

Assessment of the likely traffic generation volumes during the construction and operational phases of the development revealed that the peak traffic generation for the site will occur during the construction phase of the development. Therefore, the TIA was undertaken to determine the traffic implications during the construction phase of the development.

Conclusion 2: The peak traffic generation is likely to occur during the construction phase of the development where 20 light vehicles (generating 40 trips per day) and five heavy vehicles (generating 10 trips per day) will access the site on a peak construction day.

4.2 Traffic distribution

Based on the surrounding road network, it has been assumed that 10% of the light vehicle traffic will be accessing the site to / from the east and 90% to / from the west. Furthermore, it has been assumed that 100% of the heavy vehicle traffic will be accessing the site to / from the east (i.e. from Sydney).

It has been assumed that:

- during the AM peak of the construction phase:
 - 100% of the light vehicles will be entering the site / 0% will be leaving the site
 - 100% of the heavy vehicles will be entering the site / 0% will be leaving the site
- during the PM peak of the construction phase:
 - 0% of the light vehicles will be entering the site / 100% will be leaving the site
 - 0% of the heavy vehicles will be entering the site / 100% will be leaving the site

4.3 Anticipated traffic volumes

Given the proposed solar energy facility will have the peak traffic generation during the construction phase, the anticipated traffic volumes for 2021 (when the facility is under construction) are summarised in Table 2. For the purpose of this assessment it is conservatively assumed that all light vehicles and all heavy vehicles will utilise the Mid-Western Highway / Bourke Street intersection for access to the site.

Table 2: Directional split of peak traffic flow at the Mid-Western Highway / Bourke Street intersection

Period	Type	Left In	Right In	Left Out	Right Out	Total
AM Peak	Light	2	18	0	0	20
	Heavy	1	0	0	0	1
	TOTAL	3	18	0	0	21
PM Peak	Light	0	0	18	2	20
	Heavy	0	0	0	1	1
	TOTAL	0	0	18	3	21

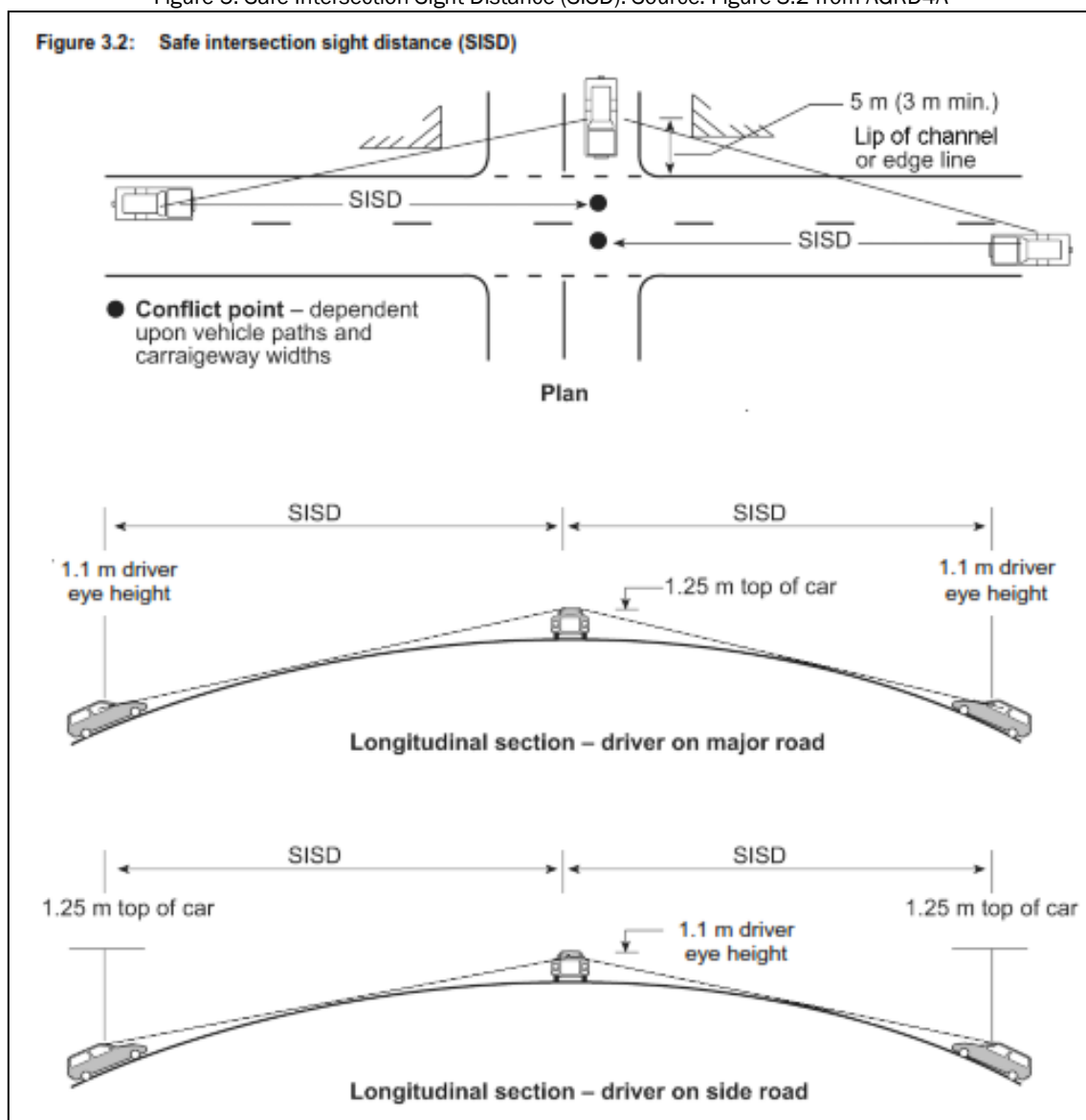
Note: the workers are likely to be based out of Hay, and that there are alternative routes to and from the worksite using Macauley, Church and Cadell Streets to connect between Bourke Street and the town centre's motel accommodation.

5 ASSESSMENT

5.1 Sight distance

The visibility criterion normally applied to intersections is Safe Intersection Sight Distance (SISD) and the minimum SISD criteria along major roads are outlined in Table 3.3 of the *Austrroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (AGRD4A). This document provides information in relation to the minimum distance which should be provided along the major road to allow sufficient distance for a driver on a major road to observe a vehicle approaching from a minor road into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point (refer Figure 5).

Figure 5: Safe Intersection Sight Distance (SISD). Source: Figure 3.2 from AGRD4A



The minimum SISD criterion specified in Table 3.2 of the AGRD4A requires clear visibility for a desirable minimum distance of 285 m, relating to the general reaction time R_T of 2 seconds and a design speed of 110 km/h (design speed = posted speed + 10km/h).

SISD for trucks should also be considered. SISD for trucks can be established from SSD (stopping sight distance) for trucks (given in Table 5.6 in the *Austroads Guide to Road Design Part 3: Geometric Design*) plus 3 seconds observation time. This equates to SISD for trucks of 274 m for a 100 km/h approach speed. The 85th percentile operating speed for trucks² is typically the posted speed limit for situations such as occur at the subject site.

The longitudinal formation grade of the Cemetery Road along the subject site's road frontage requires no grade corrections and the minimum SISD criterion for vehicular access to the subject site is shown in Table 3.

Table 3: SISD values for cars and trucks at design speeds of 100 km/h and 110 km/h

Design Vehicle	Design Speed (km/h)	Desirable SISD (m)
Car	110	285
Truck	100	274

The proposed access to the subject site during the construction phase is proposed from the northern gate which provides clear sight lines of at least 285 m due to the straight and flat alignment of Cemetery Road.

Conclusion 3: Safe Intersection Sight Distance requirements would be satisfied for the proposed subject site access location.

5.2 Impact on existing road network

Condition of Cemetery Road pavement

The existing pavement of Cemetery Road appears to have been recently constructed and sealed and the increased presence of heavy vehicles may damage the new pavement. Access to the site for heavy vehicles during the construction phase should be restricted to the northern access to allow heavy vehicles to drive straight into the site (i.e. no turning or screwing of tyres on the pavement).

Recommendation 1: that pavement investigations be undertaken by a suitably qualified pavement engineer to determine the suitability of the new road construction to accommodate the heavy vehicle volumes generated during the construction phase of the proposal.

Potential conflict with funeral services

Council has expressed concerns regarding the potential conflict of construction works vehicles and funeral services. It is recommended that an arrangement be made between the contractor and the Council³ to manage construction activities during funeral services conducted at the adjacent cemeteries.

When a funeral service is planned, the Council would alert the contractor with sufficient forewarning to ensure construction activities do not conflict with funeral services.

² It should be noted that the heavy vehicles are speed limited to 100 km/h

³ Council maintains and controls the Hay Traditional Cemetery and Hay Lawn Cemetery

Recommendation 2: an arrangement be made between the contractor and Council to manage construction activities during funeral services held at the adjacent cemeteries as per Council's requirements.

5.3 Turn provisions

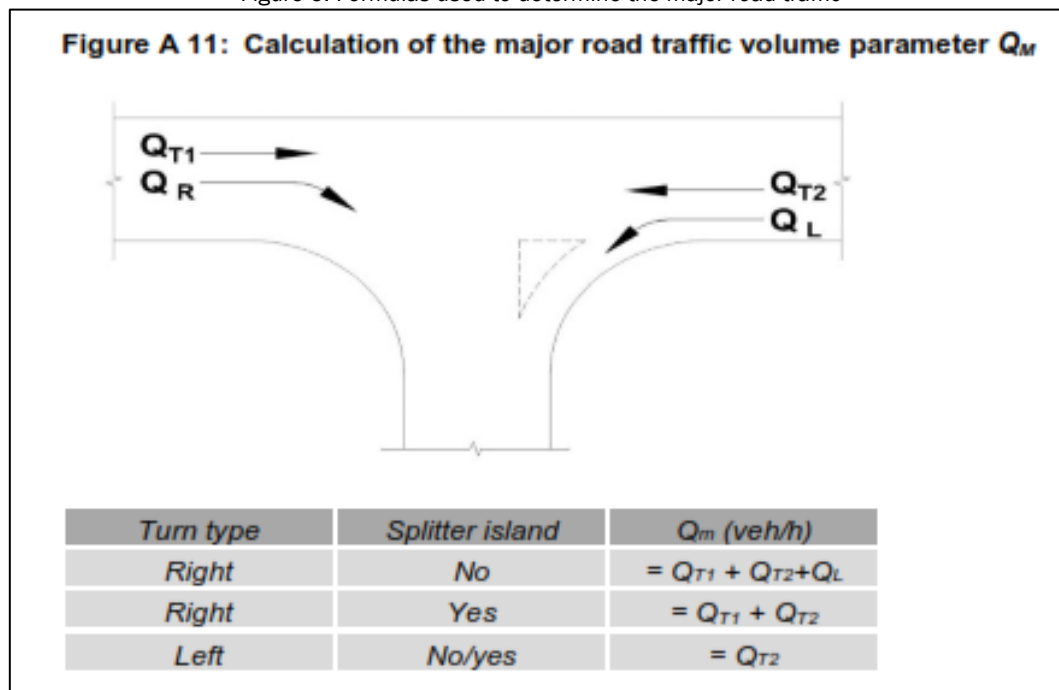
The traffic turning from major roads into minor roads should not delay through traffic. Turn treatments from major roads into minor roads at sign-controlled intersections are generally provided for safe and efficient operation of the intersection.

The anticipated traffic volumes during the peak hour (outlined in Table 1) were used to determine the turning warrants at key intersections near the subject site. The formulas shown in Figure A10 of the *Austroads Guide to Road Design Part 4: Intersections and Crossings* (AGRD4), reproduced in Figure 7, were used to determine the major road volume (Q_M). The results were then applied to Figure A11 of the AGRD4 (reproduced in Figure 6) to determine the turning warrants for the intersections.

It is noted that there is very low through traffic along Cemetery Road, fronting the subject site. Therefore, turn lane assessments have not been undertaken at the site access and Cemetery Road intersection, due to the low number of through vehicles.

Turn lane assessments were undertaken at the intersection of Bourke Street with the Mid-Western Highway, on the recommended route for heavy vehicles, discussed in Section 3.1.2.

Figure 6: Formulas used to determine the major road traffic



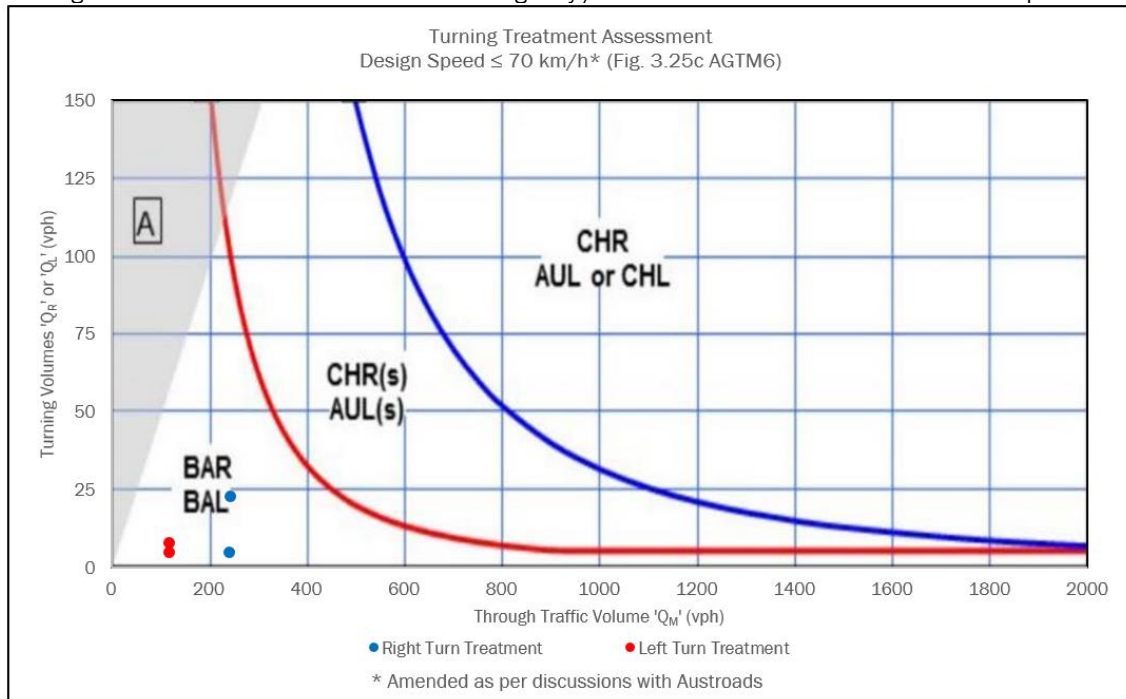
5.2.1 Mid-Western Highway / Bourke Street intersection

A turning treatment assessment was undertaken for all vehicles at the Mid-Western Highway / Bourke Street intersection to determine the turning warrants. Refer to Table 4 and Figure 7 for the construction phase turn warrants assessment.

Table 4: Turn warrants at the Sturt Highway / Main Canal Road intersection – construction phase

Major	Minor Road	Peak Period	Left Turn ⁴ Q _L (vph)	Right Turn ⁴ Q _R (vph)	Through Q _T (vph)		Q _M	Q _M
							Left Turn	Right Turn
Mid-Western Highway	Bourke Street	AM	8	23	Q _{T1}	117	117	243
					Q _{T2}	117		
		PM	5	5	Q _{T1}	117	117	240
					Q _{T2}	117		

Figure 7: Turn warrants at the Mid-Western Highway / Bourke Street intersection – Construction phase



The assessment revealed that the Mid Western Highway / Bourke Street intersection warrants for a rural Basic Right (BAR) type treatment and a rural Basic Left (BAL) type treatment.

Noting that the additional traffic generated by the subject site will only occur during the construction phase (approximately 6-months) and the low speed environment (50 km/h) along Mid-Western Highway, dedicated turn lanes are not considered necessary.

Furthermore, pre-assessment advice was sought from a representative of TfNSW and they confirmed that they believe the current intersection is suitable and no works will be required.

Conclusion 4: no turn lane treatments are required at the Mid-Western Highway / Bourke Street intersection for the construction phase of the development.

⁴ Includes an allowance for existing traffic associated with Bourke Street (10 vph entering / 10 vph exiting) in each of the peak hours

5.4 Access location & operation

It is recommended that the site access is constructed in accordance with Council standards with sufficient width to facilitate movements of the 19 m semi-trailers accessing the site.

Recommendation 3: that the subject site access be constructed to Council satisfaction.

5.5 Site security

The proposed development is likely to include the installation of site security to restrict access to authorised vehicles only. This will involve the provision of security gates being installed at the access to Cemetery Road.

Should the development include security gates they should be installed to cater for all queuing vehicles. It is indicated that only one truck is expected to queue at any time. If the gate for the site access was setback 20 m from Cemetery Road this would allow for a 19 m semi-trailer waiting for clearance to enter the subject site.

The fencing of the subject site is approximately 20 m from the edge of the formation of Cemetery Road, therefore the setback is the minimum required to store one heavy vehicle clear of the traffic lane.

Conclusion 5: the setback of the security fencing for the subject site is the minimum 20 m required to allow storage of a 19 m semi-trailer clear of the traffic lane on Cemetery Road.

5.6 Parking

The RTA Guide provides car parking rates for new developments. However, the parking requirement for solar energy storage facilities is currently unavailable. Therefore, the car parking demand for the proposed development was estimated empirically.

As discussed in Section 4 of the report, during the construction phase of the development approximately 20 light vehicles are likely to access the site. Assuming all 20 vehicles will be at the site at the same time, the subject site will have a car parking demand of 20 spaces during the construction phase of the development.

The proposed site plan indicates no provision of a formal on-site car parking within the site compound. It is noted that there is sufficient space within the overall site to provide the required car parking provision on-site.

Conclusion 6: the car parking demand for the site during the construction phase of the development is likely to be 20 spaces and the car parking demand for the site during the operational phase of the development is likely to be one space.

Conclusion 7: the proposed development plan indicates no provision of a formal on-site car parking within the site compound.

Recommendation 4: that the site plan includes a designated car parking area to accommodate the anticipated demand for a minimum of twenty vehicles during construction.

6 CONCLUSION

A TIA was undertaken for the proposed solar energy facility in Hay. The following conclusions were made in the assessment.

- no trends in crashes were observed within the vicinity of the subject site in the last five-year period, hence there are no traffic safety problems that require urgent remedial action
- the peak traffic generation is likely to occur during the construction phase of the development where 20 light vehicles (generating 40 trips per day) and five heavy vehicles (generating 10 trips per day) will access the site on a peak construction day
- Safe Intersection Sight Distance requirements would be satisfied for the proposed subject site access location
- no turn lane treatments are required at the Mid-Western Highway / Bourke Street intersection for the development
- the setback of the security fencing for the subject site is the minimum 20 m required to allow storage of a 19 m semi-trailer clear of the traffic lane on Cemetery Road
- the car parking demand for the site during the construction phase of the development is likely to be 20 spaces and the car parking demand for the site during the operational phase of the development is likely to be one space
- the proposed development plan indicates no provision of a formal on-site car parking within the site compound.

The key recommendations of the TIA are summarised below.

- **Recommendation 1:** pavement investigations be undertaken by a suitably qualified pavement engineer to determine the suitability of the new road construction to accommodate the heavy vehicle volumes generated during the construction phase of the proposal
- **Recommendation 2:** an arrangement be made between the contractor and Council to manage construction activities during funeral services as per Council's requirements
- **Recommendation 3:** that the subject site access be constructed to Council satisfaction
- **Recommendation 4:** the site plan includes a designated car parking area to accommodate the anticipated demand for a minimum of twenty vehicles during construction.

The proposed development would not adversely impact on the safety or operation of the surrounding road network, provided the recommended mitigations works are undertaken.

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