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CONSULTING

COMPLEX PROBLEMS
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PROVISION OF CONSULTING ENGINEERING SERVICES

**BURRUNDULLA MINI SUSTAINABLE ENERGY PARK
3B CASTLEREAGH HIGHWAY, BURRUNDULLA
LOT 6, DP1069441**

**TRAFFIC MANAGEMENT REPORT
SUPPLEMENTARY INFORMATION**

23 SEPTEMBER 2020

REFERENCE: MX10595.01-01.RPT.JO.M. – REV C

Document Control:

Client	ITP Development		
Prepared By:	Triaxial Consulting Pty Ltd		
Report Author	Jim Disher		
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Report Date:	23.09.20		
Current Revision:	C		
Revision History:	Report Author	Reviewed By	Report Date
A	JK	Ji.D	17.06.20
B	JK	Ji.D	26.06.20
C	JK	Ji.D	23.09.20



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23 September 2020

ITP Development
Attn: Mishka Talent
HUB HYDE PARK
223 LIVERPOOL ST
DARLINGHURST NSW 2010

46 Market St
Mudgee NSW 2850
triaxial.com.au
1300 874 294

Dear Sir,

Re: Proposed Solar Farm
3B Sydney Road
Burrundulla, NSW, 2850
Traffic Management Plan
Triaxial Reference: MX10595.01-01.rpt.jk_Rev C.docx

Triaxial Consulting have been engaged to respond to Traffic for NSW (TfNSW) comments provided in correspondence provided by TfNSW reference: SF2019/129237; WST19/00146/02 dated 21 July 2020.

This report is provided as supplementary information to be read in conjunction with Triaxial report, MX10595.00-01.rpt.jd-Rev1 provided on the 24.05.19 and revision B dated 26.06.20.

The purpose of this revised report is to assess the proposed new site entrance location to the Solar Farm development. Concerns were raised by TfNSW as to the proximity of existing property access points. The site access location has now been proposed to be moved further South away from existing property access locations to increase the safety of the new access point.

Triaxial plan MX10595.00-MC1.0 issue C is provided along with this report and includes updated information on the site entrance location.

Refer Appendix B – Triaxial Plan MX10595.01-MC1.0 (C)

(A) SAFE INTERSECTION SIGHT DISTANCE

A further review of the safe intersection site distance was undertaken.

The review consisted of a visual inspection at the proposed entrance location and a measurement of the sight distance. The measurement was conducted as a recording of time taken from first sight of oncoming cars in either direction.

A sample size of more than 15 timed approaches were recorded, with an average time of 12 seconds in either direction. Using a conservative estimate of vehicle speed at 30m/s this equates to a site distance of 360m, which is well in excess of the minimum 250m required.

(B) PROXIMITY TO EXISTING ACCESSES

As previously mentioned the proposed site access location has been refined to distance the access point from existing property access locations along the Highway.

Nearby accesses at the proposed site entrance location include the entrance to a private residence on the opposite side of the Highway 310m to the North (formerly entrance to nursery that has since ceased operation) and another private residence entrance point located on the opposite side of the road approximately 145m to the South.

The peak hour and expected travel times are outside of normal construction workers entry and exit times and the proposed development is not expected to impact upon either of these existing access points.

Entry points for each of the above neighbouring businesses are shown on Triaxial plan MX10595.00-MC1.0 issue C.

Refer Appendix B – Triaxial Plan MX10595.01-MC1.0 (C)

(C) BUS TRAVEL OPTION

Local bus service provider Ogdens Coaches was consulted in relation to the possibility of a bus run for workers during the construction stage of the project as outlined in revision B of this report dated 26 July 2020.

We consider that the requirement to supply bus transport for at least half of the workforce could be conditioned in the approval from Mid Western Regional Council.

(D) SITE ACCESS TREATMENT

Based on the limited number of construction vehicles turning into the site during the construction phase of the project that will be outside of peak hour vehicle trips along Castlereagh Highway we consider that the property entrance upgraded to a full BAL / BAR intersection will provide an adequately safe entrance for the expected volume of traffic to use the facility.

Entry points for each of the above neighbouring businesses are shown on Triaxial plan MX10595.00-MC1.0 issue C.

Refer Appendix B – Triaxial Plan MX10595.01-MC1.0 (C)

Yours faithfully,

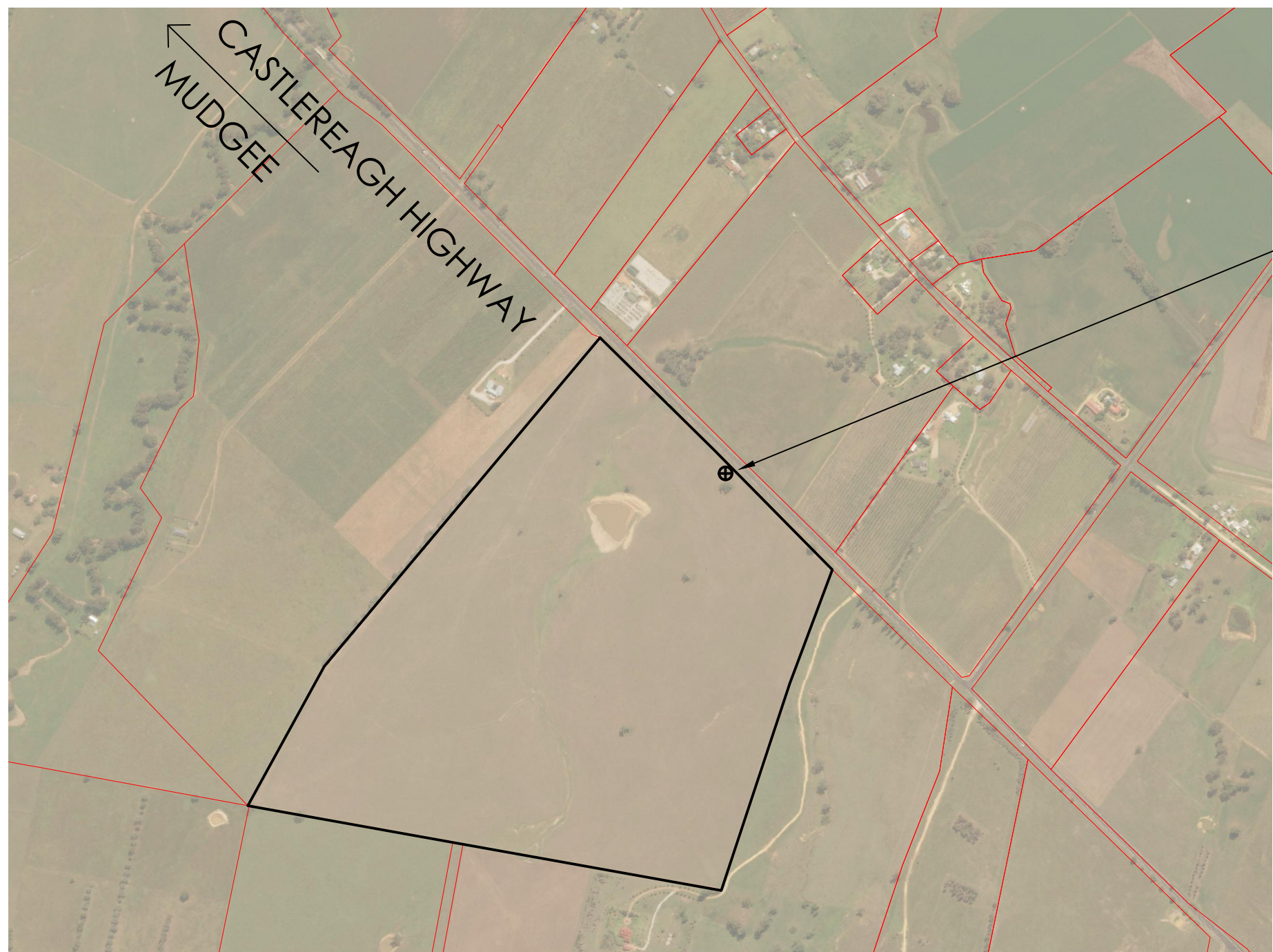
TRIAXIAL CONSULTING

A handwritten signature in blue ink, appearing to be 'Jeff Knox', with a large loop at the start and a trailing flourish.

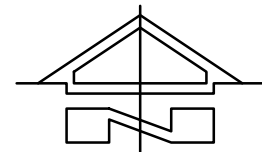
JEFF KNOX
Director

APPENDIX B

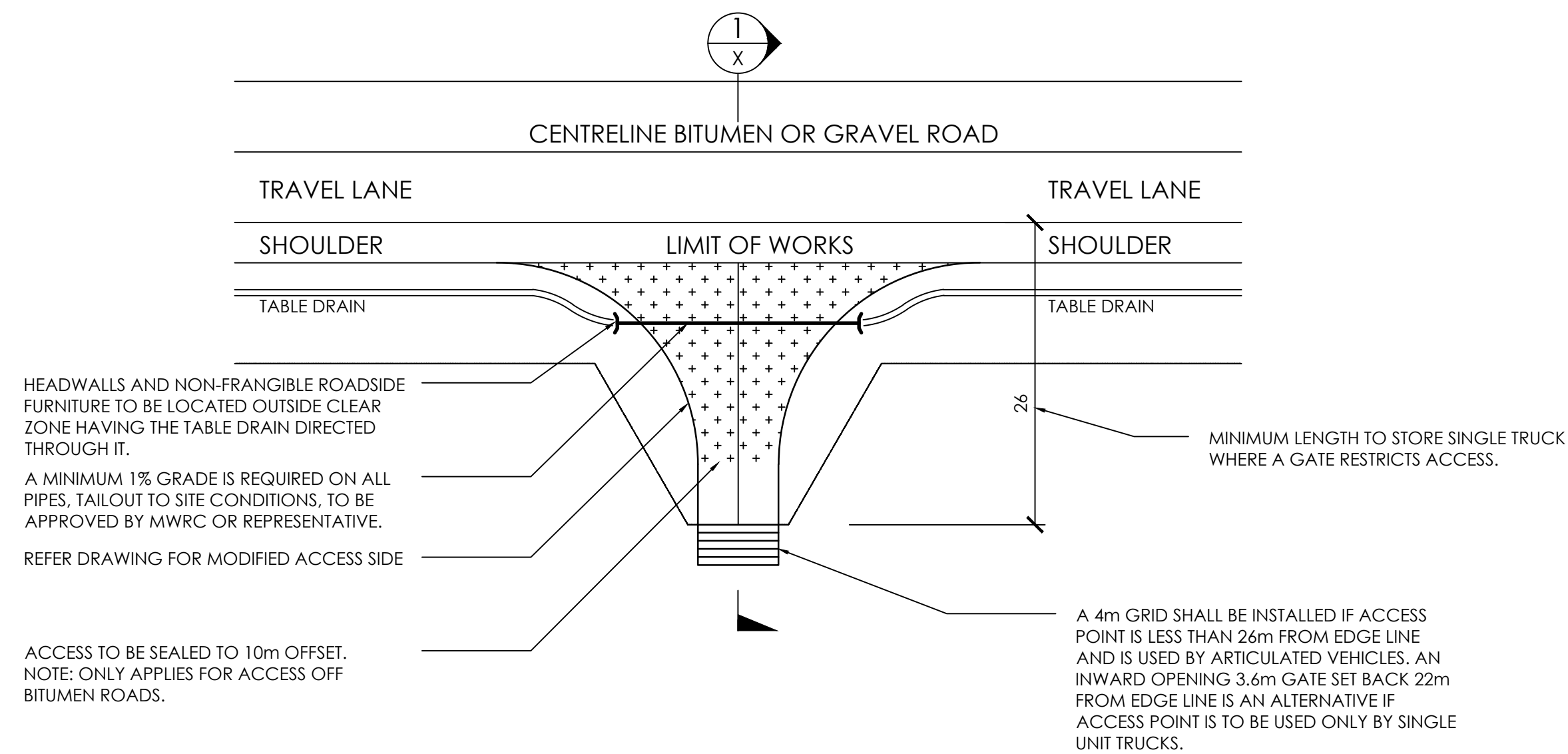
Triaxial Plan MX10595.01-MC1.0 (C)



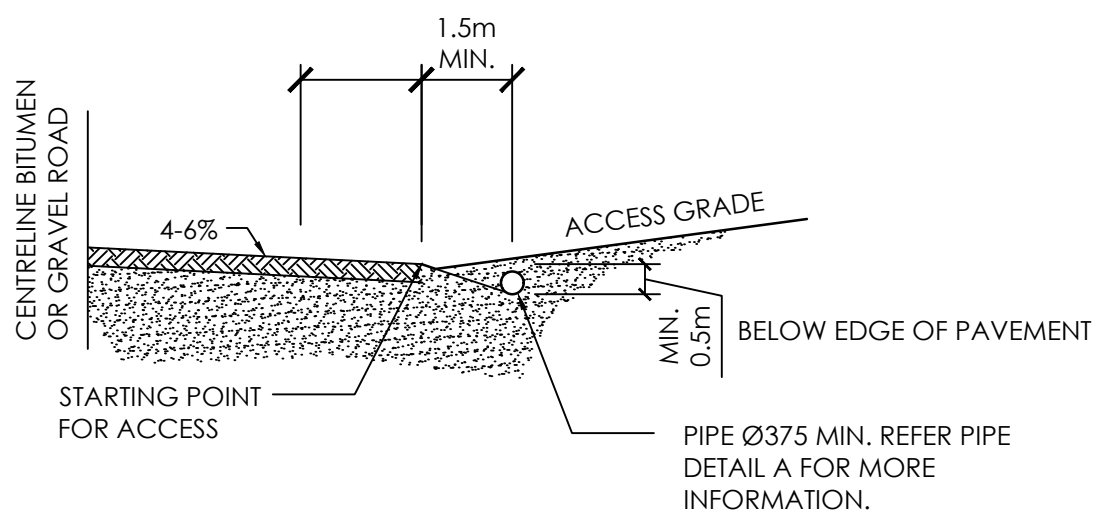
PROPOSED NEW ACCESS POINT



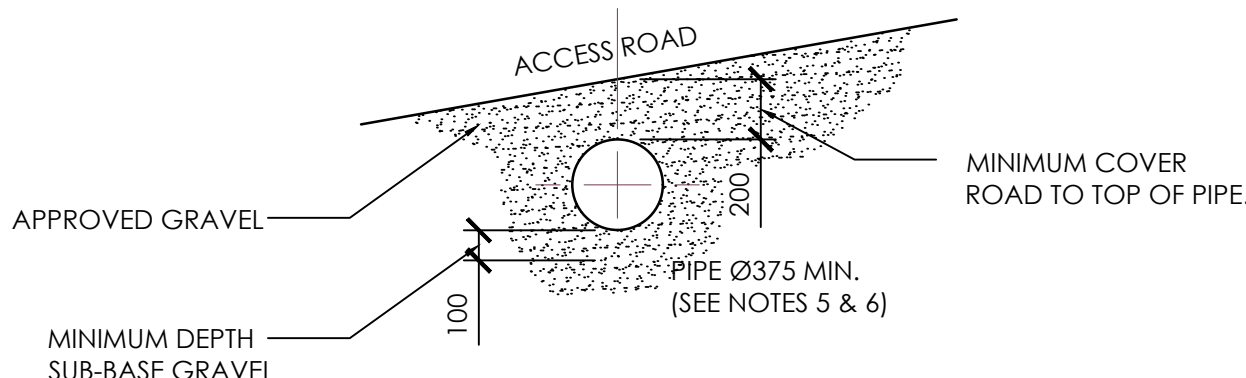
SITE PLAN
SCALE 1:10000 AT A1



STANDARD VEHICLE ACCESS PLAN
N.T.S.



SECTION
N.T.S.

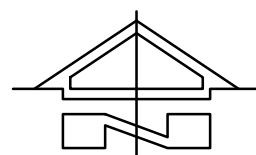


PIPE DETAIL
N.T.S.

NOTE:
INTERSECTION DESIGN AS PER AUSTRROADS GUIDE TO ROAD DESIGN PART 4A: INTERSECTIONS AT GRADE INCLUDING THE FOLLOWING PARAMETERS:
* DESIGN VEHICLE SPEED = 100km/hr
* WIDENING 6.5m
* TAPER LENGTH CALCULATED FROM:
* A = 0.5VF / 3.6

REFER "STANDARD VEHICLE ACCESS PLAN" FOR FENCING AND OTHER REQUIREMENTS

PROPOSED SITE

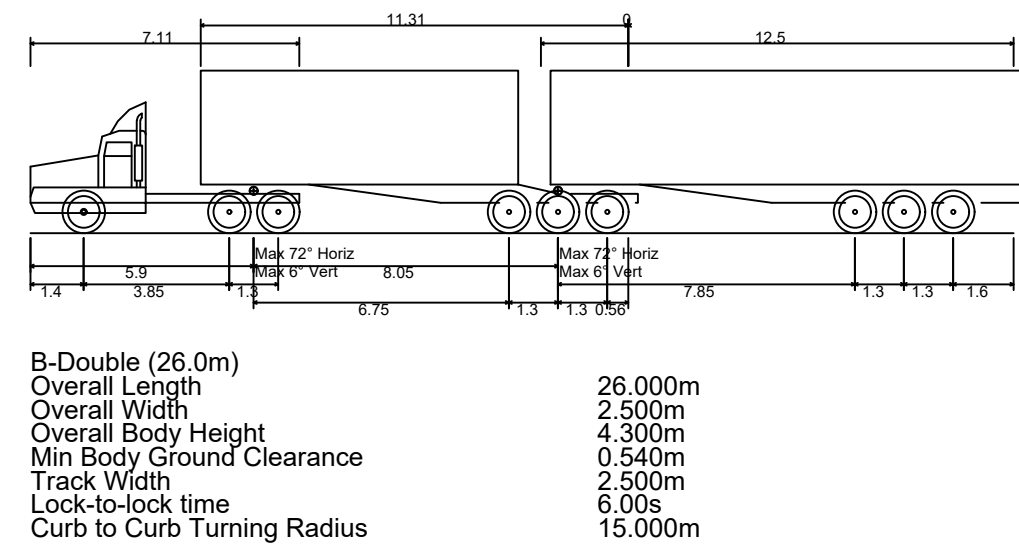


INTERSECTION PLAN
SCALE 1:500 AT A1

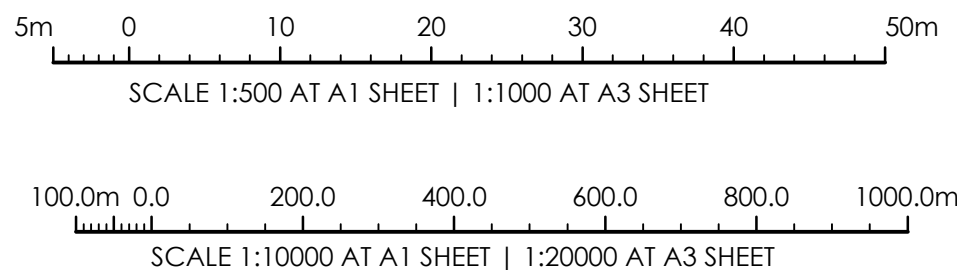
CLOSEST PROPERTY ACCESS LOCATIONS:
* 145m SOUTH - FARM GATE EASTERN SIDE
* 310m NORTH - RESIDENTIAL DRIVEWAY EASTERN SIDE

- NOTE:
1. ACCESS TO BE LOCATED WHERE MINIMUM GAP SIGHT DISTANCE OF 5 SECONDS IS AVAILABLE.
 2. HEADWALLS ARE TO BE PRECAST CONCRETE HEADWALLS.
 3. ACCESS TO BE CONSTRUCTED IN ACCORDANCE WITH MWRC COUNCIL PLAN M525A, ANY VARIATION TO THIS PLAN MUST BE APPROVED BY COUNCIL.
 4. UNDER NO CIRCUMSTANCES MAY ACCESS INTRUDE BEYOND THE OUTER EDGE OF THE ROAD SHOULDER.
 5. ANY VARIATION IN PIPE DIAMETER TO BE DETERMINED BY SITE INSPECTION.
 6. PIPE LENGTH IS TO BE 4.9m MINIMUM
 7. DRIVEWAY TO BE SHAPED TO DIRECT WATER ALONG IT INTO TABLE DRAIN AND NOT ONTO THROUGH ROAD.
 8. THIS PLAN SHOULD BE READ IN CONJUNCTION WITH COUNCILS ADOPTED ACCESS TO PROPERTIES POLICY.

NOTE:
THIS IS A PRELIMINARY OR PLANNING DRAWING ONLY, FOR THE PURPOSE OF CONCEPTUAL DESIGN AND/OR PLANNING. FURTHER DETAILED ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.



VEHICLE PROFILE
N.T.S.



ISSUED FOR INFORMATION - ENTRANCE MOVED	23.09.20	C	J.L.D.
ISSUED FOR INFORMATION	17.04.20	B	J.L.D.
ISSUED FOR INFORMATION	22.05.19	A	J.L.D.
AMENDMENTS	DATE	ISSUE	BY

NOT FOR CONSTRUCTION

ARCHITECT

CLIENT

ITP RENEWABLES

PROJECT

VEHICLE SIMULATION
3B SYDNEY ROAD
BURRUNDULLA, NSW, 2850

DESIGNED	DRAWN	DATE	SIZE	CAD REF
JO.M.	JO.M.	MAY '19	A1	MX10595.00 - MC1.0



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46 MARKET STREET, MUDGEE NSW 2850
PO BOX 1075, MUDGEE NSW 2850

DRAWING TITLE

VEHICLE SIMULATION PLAN

PROJECT No. MX10595.00 -MC1.0C
DRAWING No.
ISSUE