Attachment Three

Traffic Impact Statement

Transport Impact Statement

Project:	Proposed Workers Accommodation 70-76 Goodliffe Street, Norseman
Client:	Resource Accommodation Management
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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Resources Accommodation Management to prepare a Transport Impact Statement (TIS) for the next stage of worker accommodation in Norseman.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking.
- Provision for service vehicles.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Site specific and safety issues.

1.2. Site Location

The site is located at 70 – 76 Goodliffe Street in Norseman. The local authority is the Shire of Dundas.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

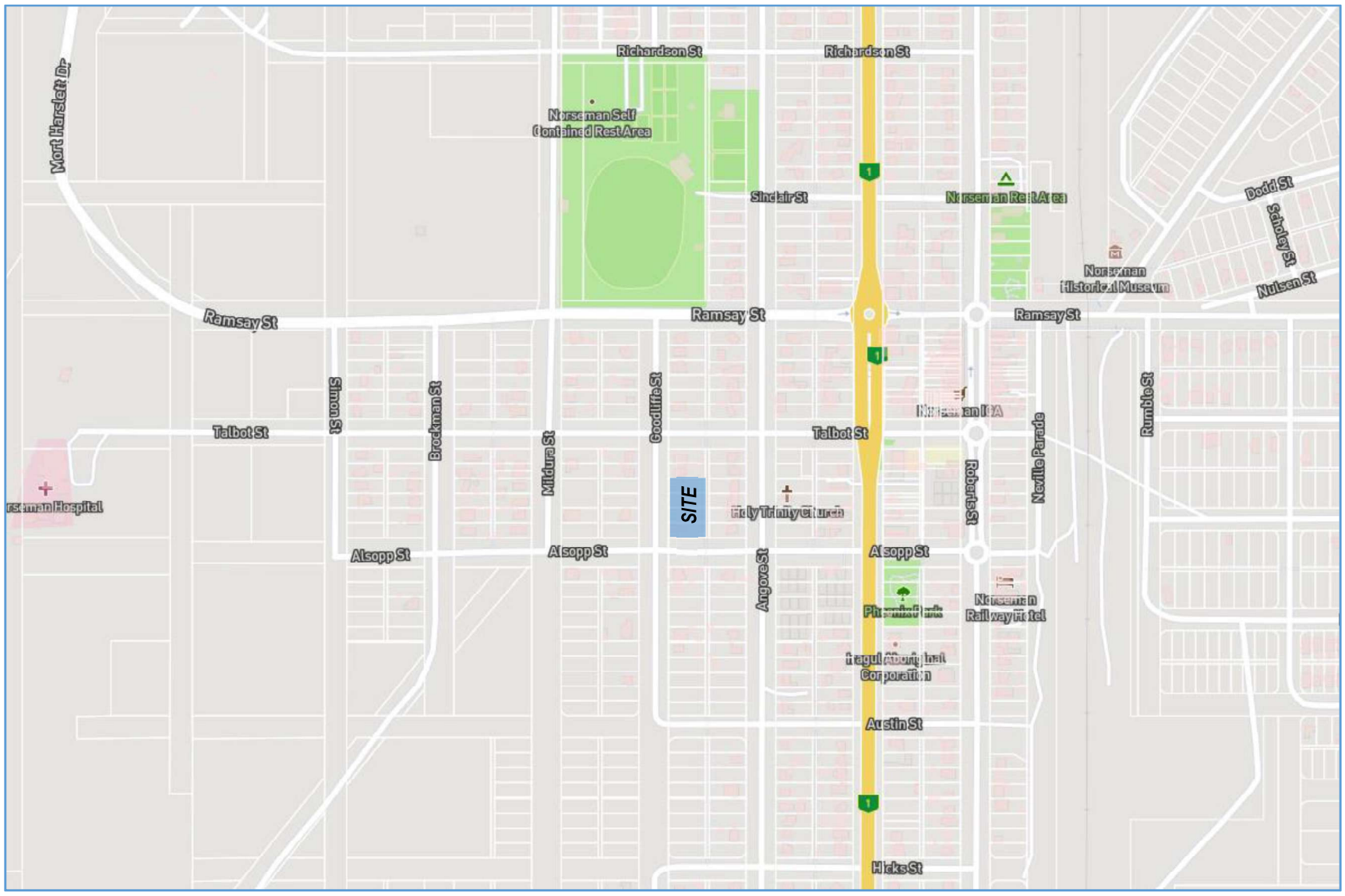

Figure 1: Site Location

Figure 2: Aerial View (Locate V5)

1.3. Land Use

The proposed development is part of the proposed workers accommodation sites in Norseman to ultimately accommodate a total of 500 workers.

The current stage is for an additional 64 rooms and various supporting facilities (including a laundry and BBQ area) on Goodliffe Street.

It is proposed to construct an additional 25 on-street parking bays along the site frontage and a bus pick up and drop off zone along Alsopp Street.

The site layout is shown in **Figure 3**.

2. Traffic Management on Frontage Streets

2.1. Road Network Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

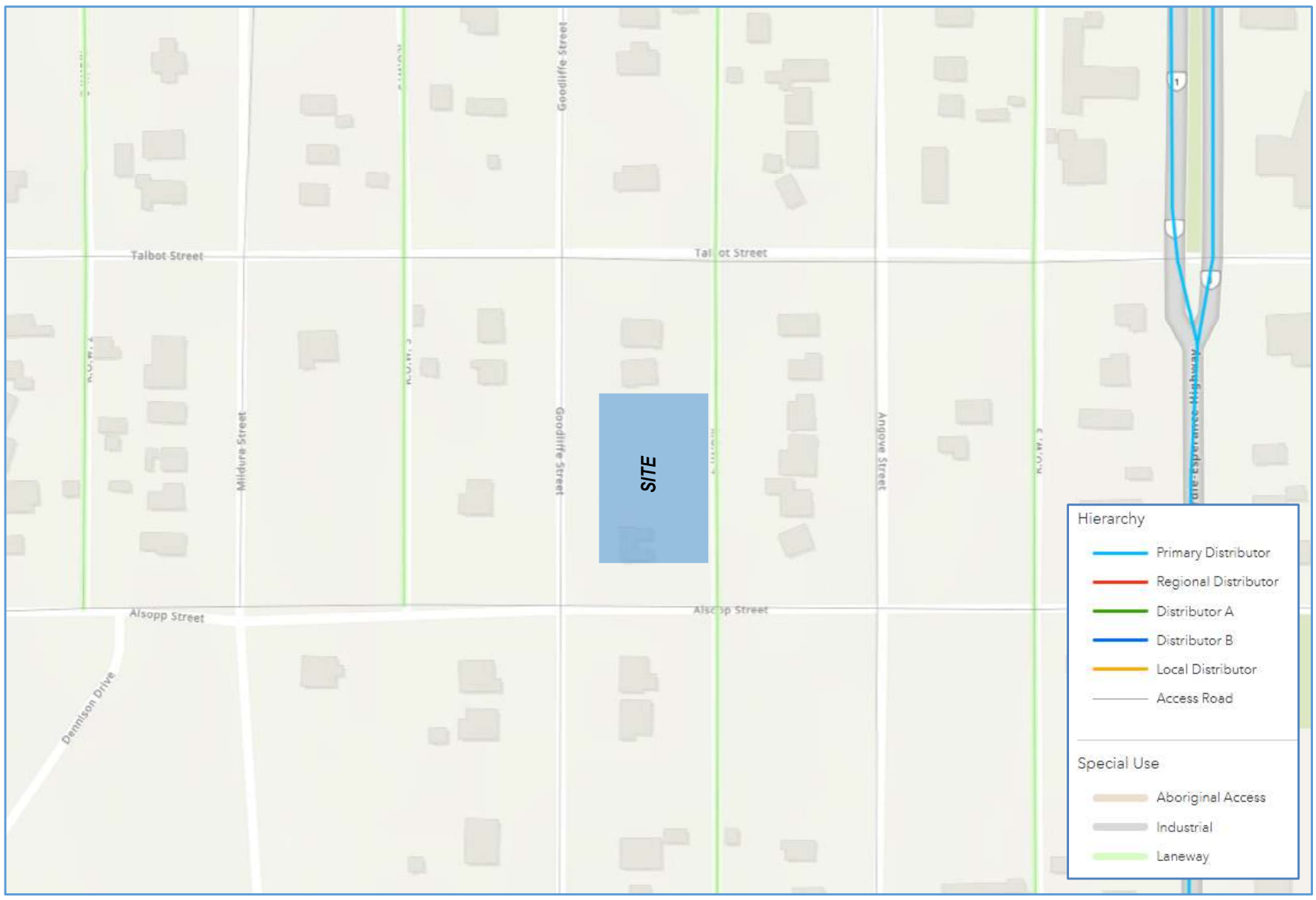

Figure 4: Existing Road Network Hierarchy

2.2. Speed Limit

The existing speed limits are shown in **Figure 5**.

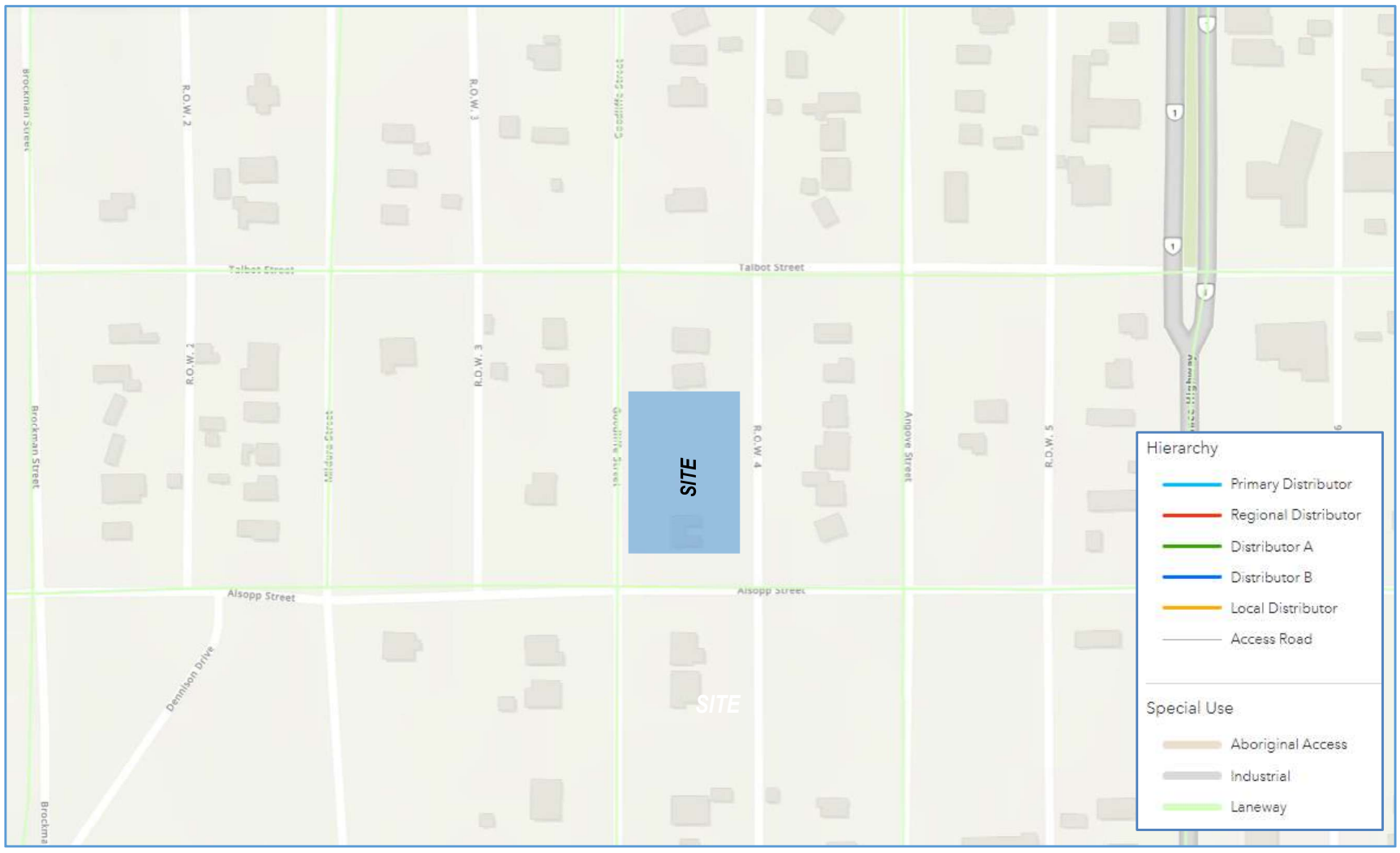

Figure 5: Existing Speed Limits

2.3. Carriageway Width and Cross Section

The configuration of the relevant existing roads is summarised in **Table 1**.

Table 1: Road Configuration

Road and Location	Road Type	Cross Section	Speed Limit (km/h)	Road Carriageway width
Goodliffe Street	Access Road	2-lane single carriageway	50km/h	6.2m
Talbot Street	Access Road	2-lane single carriageway	50km/h	6.5m
Alsopp Street	Access Road	2-lane single carriageway	50km/h	6.8m

2.4. Traffic Volumes

Traffic data for the frontage roads were not available. The daily traffic volumes along these roads are estimated to be less than 500 vehicle per day (vpd).

According to WAPC *Liveable Neighbourhoods*, the maximum desirable traffic volume for an access road is 3,000vpd.

3. Daily Traffic Volumes

The volume of traffic generated by the proposed development has been estimated based on the operating details provided by the client which are detailed below.

Approximately 70% of workers will be on day shift from 6am to 6pm and 30% will be on night shift. Based on a typical 90% occupancy (50 workers), there would be 35 workers on day shift and 15 workers on night shift. Of these, up to 10 are assumed to have work vehicles.

Workers with company vehicles will simply transport themselves between the site and the mine which equates to 10 vehicle trips or 20 vehicle movements per day. Workers without a company vehicle will walk from the site to the Workers club on Talbot Street located approximately 450m to the east to have breakfast and then they are transported to the mine site via bus. In the evening, the workers are then dropped off at the proposed bus area on Alsopp Street and walk to and from the club for dinner.

The same procedure is expected for the night shift with workers being picked up at the club after dinner and dropped off at the site before breakfast.

The location of the site relative to the club and the mine site is shown in **Figure 6**.

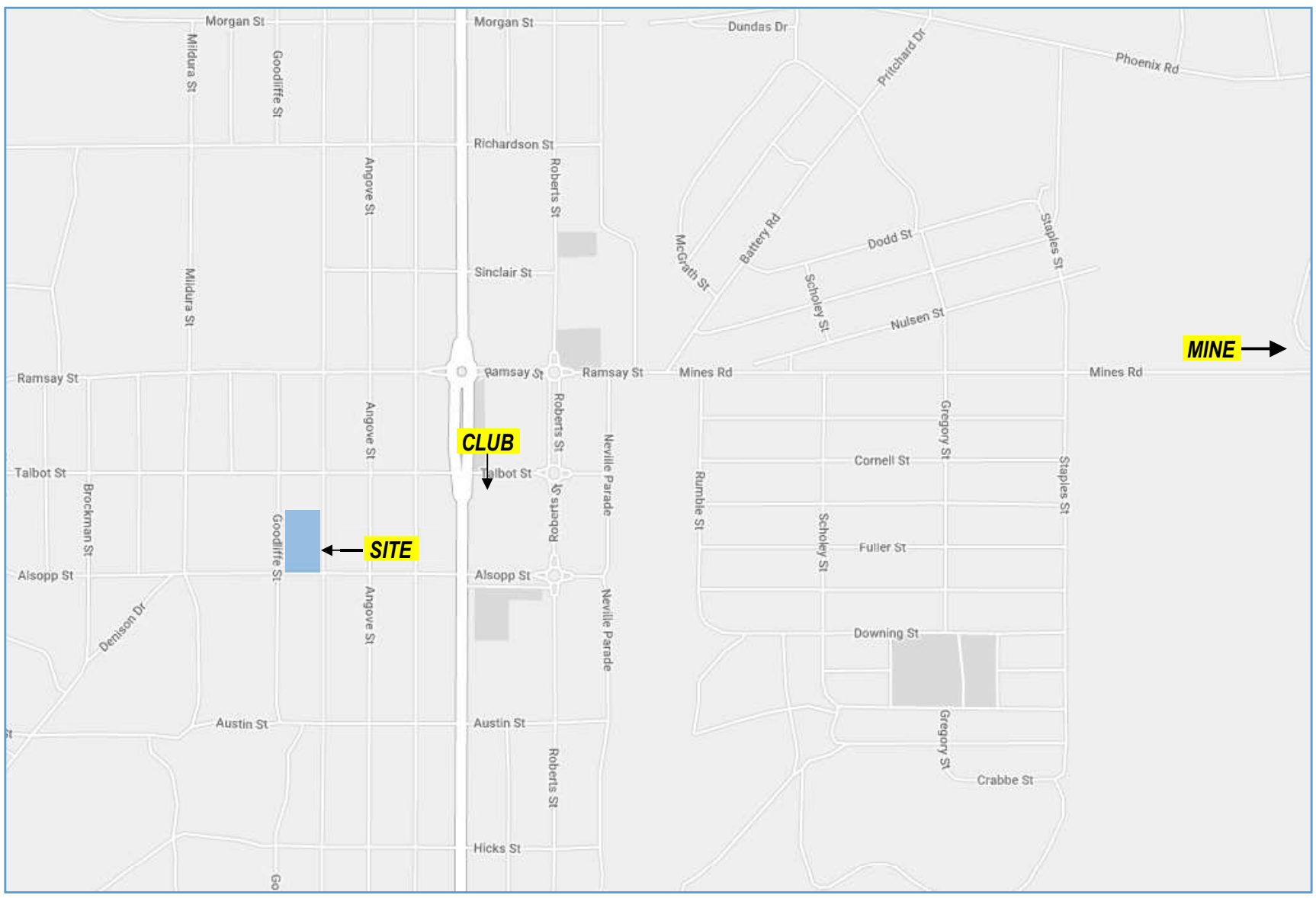

Figure 6: Accommodation, Workers Club and Mine Location

Workers will be transported using 40-seater buses and so each shift change will only require 1 bus trip between the accommodation and the mine site.

Additional vehicle trips generated by the site include:

- 1 light truck trip per day (maintenance vehicles).
- 2 light truck trips per week (linen).
- Weekly bus trips between the airport and the accommodation.

The overall generated volume of traffic for the site is considered to be low and can be accommodated within the existing capacity of the road network. The resulting daily and peak hour traffic volumes would remain well within the typical thresholds for these roads.

4. Vehicle Access and Parking

4.1. Access

A new vehicle access is to be constructed on Alsopp Street to provide access onto the existing right-of-way.

No direct vehicle access is proposed onto the site.

4.2. Parking

It is proposed to accommodate an additional 25 car parking on Alsopp Street and Goodliffe Street.

The Shire's Local Planning Scheme does not specify parking requirements for workers accommodation and therefore the car parking provision is at the discretion of the Shire.

As advised by the client, the majority of workers will be FIFO and will be transported by bus between the site, the mine and the airport. Based on other similar mine worker accommodation sites (including nearby Kambalda), the client and operators have estimated conservatively that up to 20% of workers could be given access to a company vehicle. Based on a typical 90% occupancy (50 workers), there would be approximately 10 work vehicles.

The proposed 25 on-street parking would be more than adequate to accommodate the likely parking demand of the proposed development.

4.3. Parking Design

The proposed on-street parking layout will need to comply with the requirements outlined in Australian Standard AS2890.5:2020 – On-Street Parking. The user class is likely classified as low as detailed in **Figure 7**.

Table 3.2 — Classification of on-street angle parking facilities

Class	Typical uses
Low	Generally all-day parking, e.g. commuter parking
Medium	Generally more than 2 h parking but less than a full day, e.g. town centre, sports facility, airport visitor parking
High	Generally short-term parking, including areas where children and goods are frequently loaded into vehicles, e.g. at shopping centres
Accessible	Parking spaces for people with disabilities (see also Clause 4.5)

Figure 7: Classification of Parking Facilities

An assessment of the AS2890.5 parking requirements is detailed in **Table 2.**

Table 2: AS2890.5 On-Street Car Parking Requirements

Dimension	Requirement	Provided
90 degree parking – Long Term Parking (Low)		
Car Bay Width	2.4m	2.5m
Car Bay Length	5.4m	5.5m
Manoeuvre Space	6.2m	6.2m (Goodliffe Street) 6.8m (Alsopp Street)

As shown, all relevant parking layout dimensions are compliant with AS2890.5 requirements.

4.4. Bus Parking

The majority of workers will be transported via bus. It is proposed to use one 40-seater buses to transport workers.

A swept path analysis has been undertaken in AutoTURN software using a typical 10m – 12m bus vehicle template. The results of the swept path analysis are attached in **Appendix A – Swept Path Analysis** and demonstrate that the proposed bus embayment on Alsopp Street is wide enough to accommodate temporary bus parking.

4.5. Provision for Service Vehicles

Waste from the site will be collected by council waste collection services via kerbside collection. The proposed bin store is located along the south-east corner of the site.

5. Pedestrian Access

5.1. Existing Path Network

All surrounding roads have at least one pedestrian footpath on one side of the road as shown in **Figure 8**. The pedestrian footpaths are shown in yellow and the crossing locations are shown in red.

Figure 8: Existing Pedestrian Pathway to/from Workers Club

The existing path network is considered to be adequate for the likely pedestrian movements between the site and the workers club.

6. Public Transport Access

The only public transport service in the area is the TransWA Kalgoorlie – Esperance bus service which stops at the BP truck stop approximately 2km north/east of the site.

As all workers are bussed to and from the site or have work vehicles, there is no demand for public transport use.

7. Site Specific Issues and Safety Issues

7.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. A summary of the recorded incidents over the five-year period ending in December 2024 is shown in **Figure 9**.

Figure 9: Crash History January 2020 to December 2024

The number of crashes is low and does not appear to indicate any major safety issue. There is no indication that the development will increase the risk of crashes significantly.

8. Conclusion

A Transport Impact Statement for the proposed workers accommodation in Norseman concluded the following:

- Traffic data for the frontage roads were not available. The daily traffic volumes along these roads are estimated to be less than 500 vehicle per day (vpd). According to WAPC *Liveable Neighbourhoods*, the maximum desirable traffic volume for an access road is 3,000vpd.
- The overall generated volume of traffic for the site is considered to be low and can be accommodated within the existing capacity of the road network. The resulting daily and peak hour traffic volumes would remain well within the typical thresholds for these roads.
- A new vehicle access is to be constructed on Alsopp Street to provide access onto the existing right-of-way. No direct vehicle access is proposed onto the site.
- The proposed 25 on-street parking would be more than adequate to accommodate the likely parking demand of the proposed development.
- All relevant parking layout dimensions are compliant with AS2890.5 requirements.
- The majority of workers will be transported via bus. It is proposed to use one 40-seater buses to transport workers. A swept path analysis has been undertaken in AutoTURN software using a typical 10m – 12m bus vehicle template. The results of the swept path analysis demonstrate that the proposed bus embayment on Alsopp Street is wide enough to accommodate temporary bus parking.
- Waste from the site will be collected by council waste collection services via kerbside collection. The proposed bin store is located along the south-east corner of the site.
- The existing path network is considered to be adequate for the likely pedestrian movements between the site and the workers club.
- The only public transport service in the area is the TransWA Kalgoorlie – Esperance bus service which stops at the BP truck stop approximately 2km north/east of the site. As all workers are bussed to and from the site or have work vehicles, there is no demand for public transport use.
- The number of crashes is low and does not appear to indicate any major safety issue. There is no indication that the development will increase the risk of crashes significantly.

Appendix A – Swept Path Analysis