

Attachment Three

Traffic Impact Statement



Transport Impact Statement

Project:	Proposed Workers Accommodation 94-96 Roberts Street, Norseman
Client:	Resource Accommodation Management c/- Rowe Group
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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Rowe Group on behalf of Resources Accommodation Management to prepare a Transport Impact Statement (TIS) for a proposed worker's accommodation development 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 94 – 96 Robert 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**.

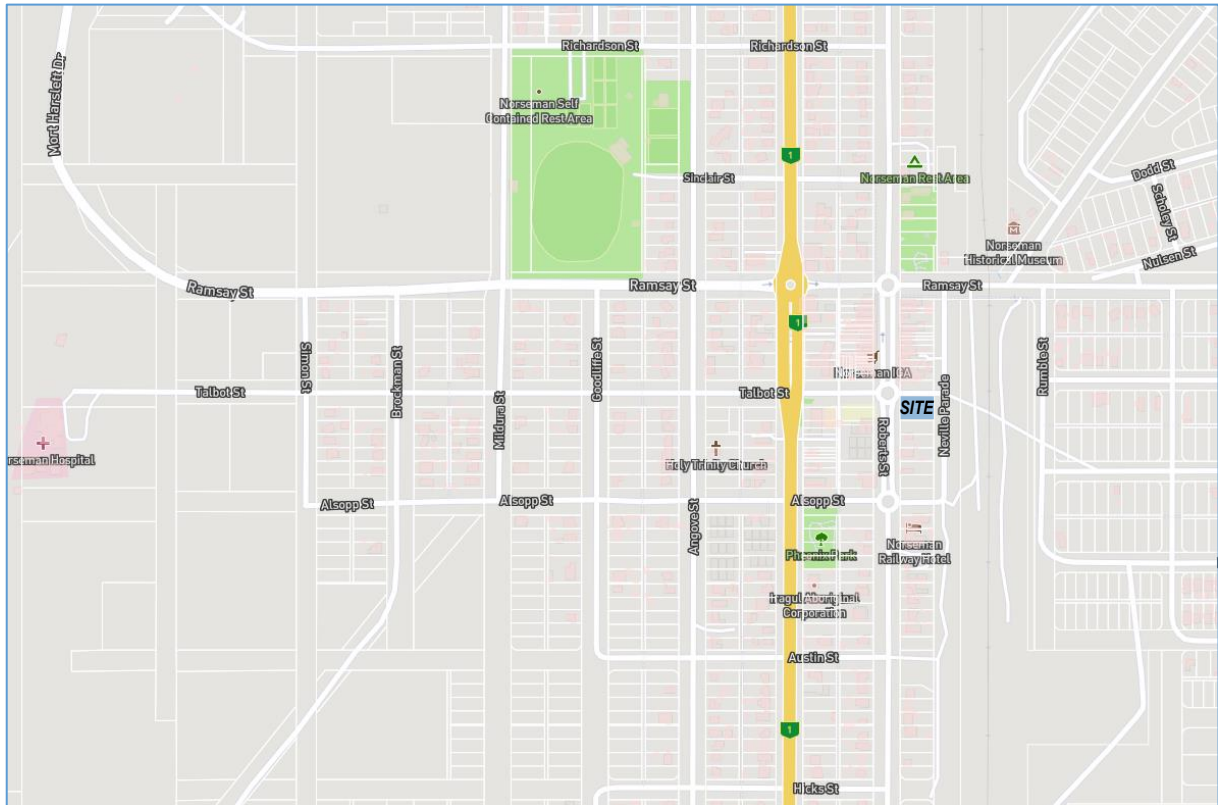


Figure 1: Site Location



Figure 2: Aerial View

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 48 rooms and associated facilities to be located at 94 to 96 Roberts Street, Norseman.

It is proposed to construct an additional 24 on-street parking bays along Robert Street and Talbot Street.

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

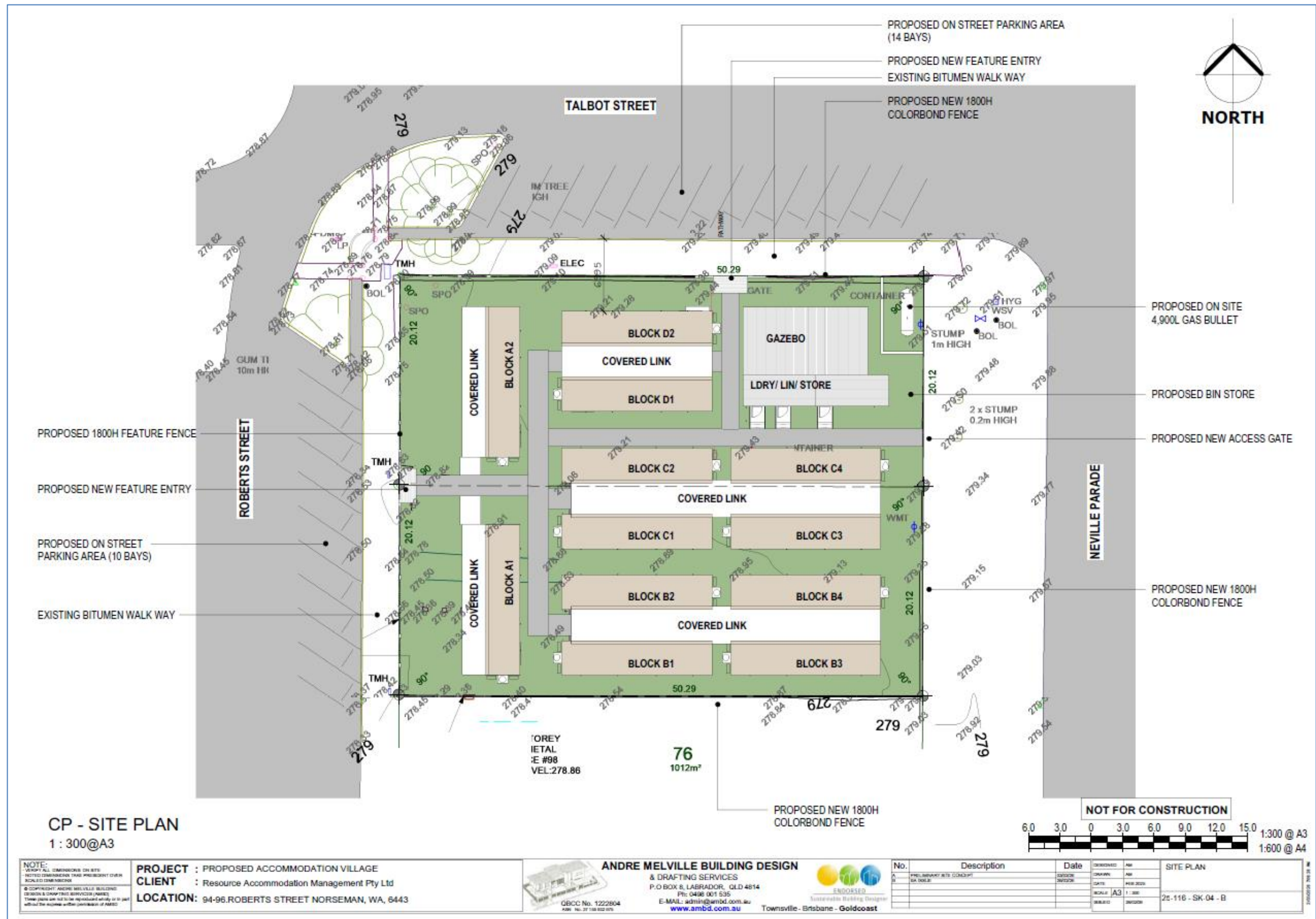


Figure 3: Site Layout

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**.

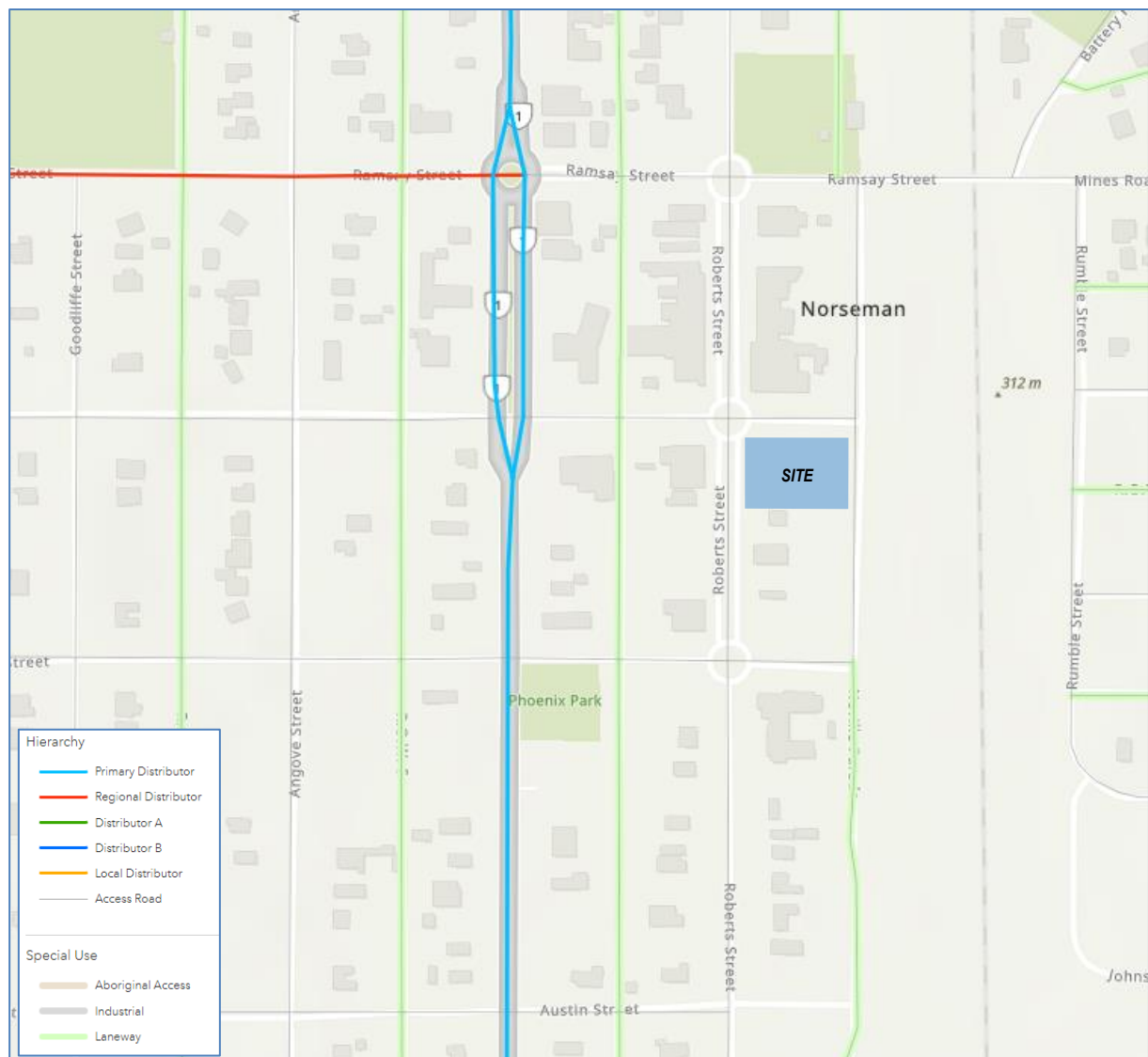


Figure 4: Existing Road Network Hierarchy

2.2. Speed Limit

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

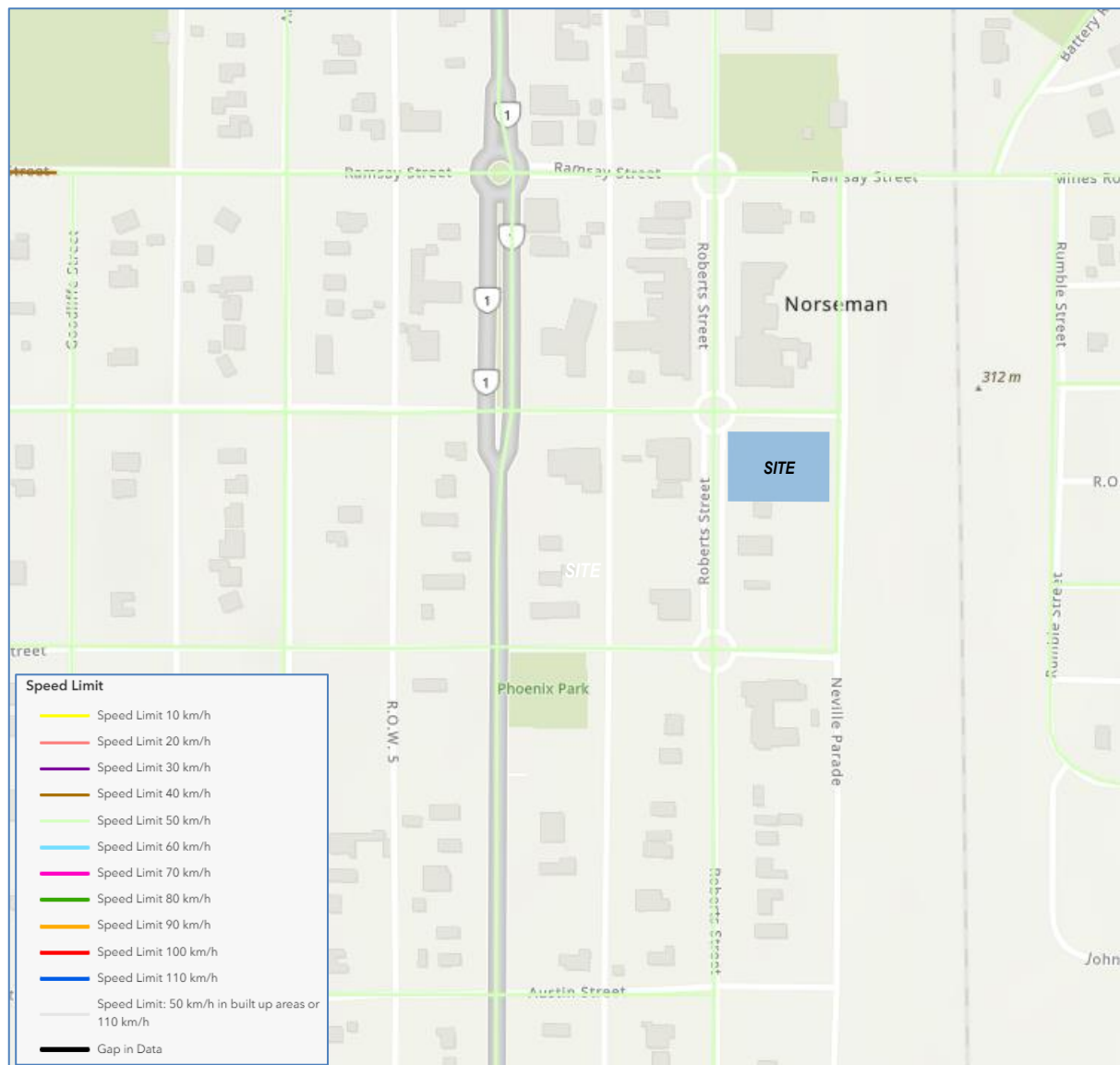


Figure 5: Existing Speed Limits

2.3. Traffic Volumes

The closest available traffic counts from Main Roads WA Traffic Map are on Coolgardie Esperance Highway south of the townsite as shown in **Figure 6**.

According to Austroads *Guide to Traffic Management Part 3: Transport Study and Analysis Methods* (AGTM3), the capacity of a two-lane highway is 1,700 vehicles per hour for each direction of travel. The current hourly volumes along the highway are well within capacity.

Traffic volumes along the roads fronting the site were not available. Based on the volumes on the highway, the daily volumes on the frontage roads are estimated to be less than 300 vehicles per day (vpd) and less than 30 vehicles per hour (vph).

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

Hourly Volume

Coolgardie Esperance Hwy (H010)

2025/26
Monday to Friday

South of Eyre Hwy (SLK 169.79)

	All Vehicles			Heavy Vehicles				%
	NB	SB	Both	NB	SB	Both		
00:00	1	3	4	1	2	3		75.0
01:00	1	2	3	1	2	3		100.0
02:00	1	2	3	1	1	2		66.7
03:00	2	3	5	2	2	4		80.0
04:00	4	11	15	3	4	7		46.7
05:00	6	17	23	3	7	10		43.5
06:00	14	12	26	8	5	13		50.0
07:00	16	18	34	7	8	15		44.1
08:00	17	22	39	6	8	14		35.9
09:00	24	27	51	9	12	21		41.2
10:00	26	28	54	8	10	18		33.3
11:00	29	25	54	8	8	16		29.6
12:00	28	25	53	9	9	18		34.0
13:00	25	23	48	9	7	16		33.3
14:00	20	21	41	6	6	12		29.3
15:00	20	16	36	7	4	11		30.6
16:00	17	15	32	5	4	9		28.1
17:00	16	17	33	5	8	13		39.4
18:00	21	8	29	9	3	12		41.4
19:00	10	5	15	5	2	7		46.7
20:00	5	3	8	3	1	4		50.0
21:00	3	3	6	2	2	4		66.7
22:00	2	2	4	1	1	2		50.0
23:00	2	3	5	1	2	3		60.0
TOTAL	310	311	621	119	118	237		38.2

Peak Statistics					
AM	TIME	10:45	09:15	10:45	
	VOL	31	30	57	
PM	TIME	12:00	12:15	12:15	
	VOL	28	26	53	

	06:15	09:15	08:45
	10	15	22
	17:45	16:45	12:15
	10	9	19

Figure 6: Weekday Traffic Counts – Coolgardie Esperance Highway south of Norseman

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 (43 workers), there would be 30 workers on day shift and 13 workers on night shift. Of these, up to 10 are assumed to have work vehicles.

Workers with company vehicles will 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 130m to the west 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 site and then 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 7**.

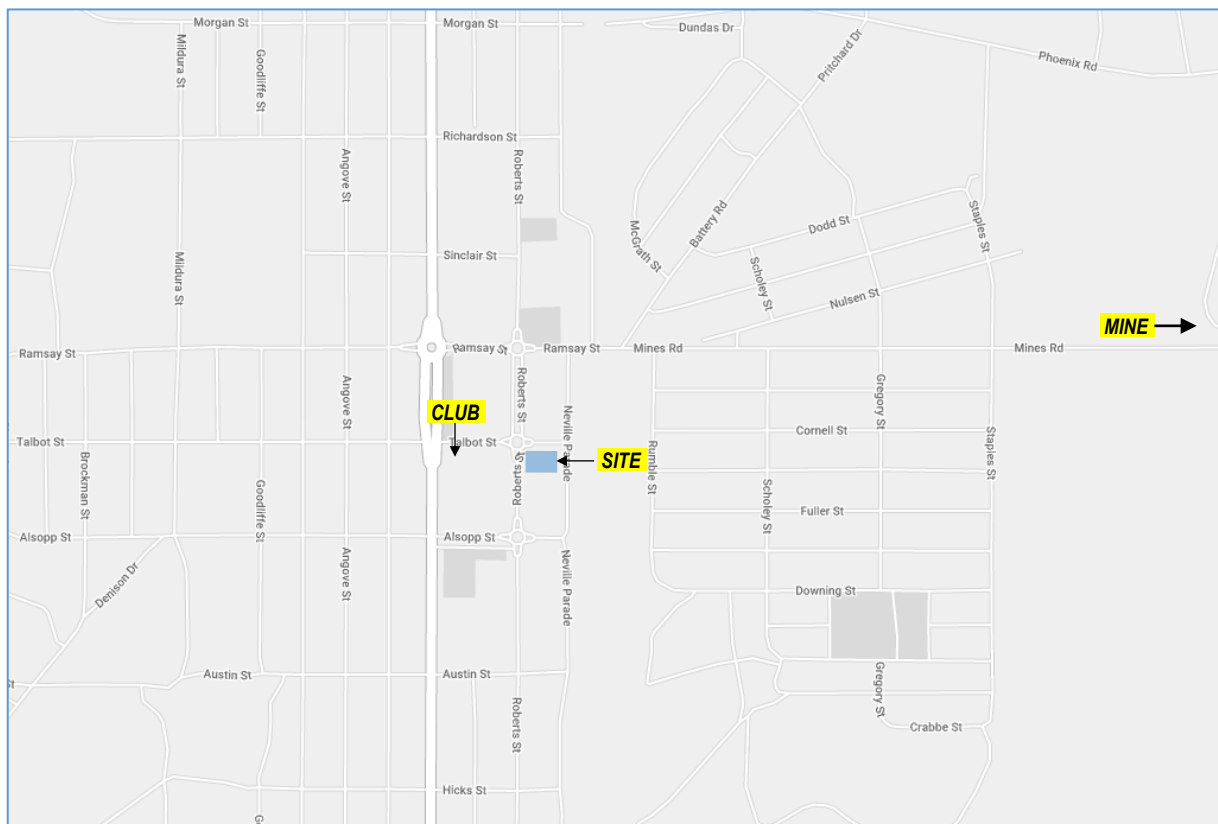


Figure 7: Accommodation, Workers Club and Mine Location

Workers without vehicles will be transported using buses (various sizes from 12 to 40 seats) and so each shift change will only require 1 to 3 bus trips between the accommodation and the mine site.

Additional vehicle trips generated by the site include:

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

The proposed vans will access the laundry and general maintenance of the site via the rear laneway.

In accordance with WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis. The estimated 13 vehicles (10 cars and 3 bus) per hour is at the lower end of this range and therefore the traffic impact is very low.

As mentioned previously, the current volume of traffic on the frontage roads surrounding the site are estimated to be less than 300 vpd or 30 vph. The estimated increase of 26 vpd or 13 vph represents a 9% increase in daily traffic and a 43% increase in peak hour traffic. Although the percentage increase in peak hour traffic is moderate, the baseline volumes are very low and there is ample spare capacity to accommodate the additional volume of development traffic.

On Coolgardie Esperance Highway, the current traffic volumes at around 6am and 6pm are in the order of 25 vph which is very low. Although the projected 13 vph represents a moderate increase compared to the existing traffic, there is ample spare capacity in the road network to accommodate the additional volume of development traffic. Further, it is noted that the peak hour on the road network occurs around late morning to mid-day when the proposed development will not be generating any traffic.

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

No new vehicle access is proposed to the site as all parking and vehicle movement will be accommodated on the street.

4.2. Parking

It is proposed to mark 24 car parking bays on Robert Street and Talbot 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 (43 workers), there would be approximately 10 work vehicles.

The remaining 14 parking spaces are proposed for mine workers drive to the accommodation site from home and leave their vehicles parked at the accommodation during their swing. These workers are then transported to and from the mine site via bus.

The proposed 24 on-street parking bays 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 8**.

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 8: Classification of Parking Facilities

An assessment of the AS2890.5 parking requirements is detailed in **Table 1**.

Table 1: AS2890.5 On-Street Car Parking Requirements

Dimension	Requirement	Provided
90 degree parking – Long Term Parking (Low)		
Car Bay Width	2.4m	3.0m minimum
Car Bay Length	5.4m	6.0 to 6.8m (approx.)
Manoeuvre Space	6.2m	9.0m (Talbot Street) 6.7m (Robert 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 (various sizes from 12 to 40 seats). It is understood that buses will pick-up and drop-off workers from the verges adjacent to the site. The adjacent pavements are sufficiently wide for a bus to temporarily park without blocking other traffic.

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 north-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 9**. The pedestrian footpaths are shown in yellow and the crossing locations are shown in red.

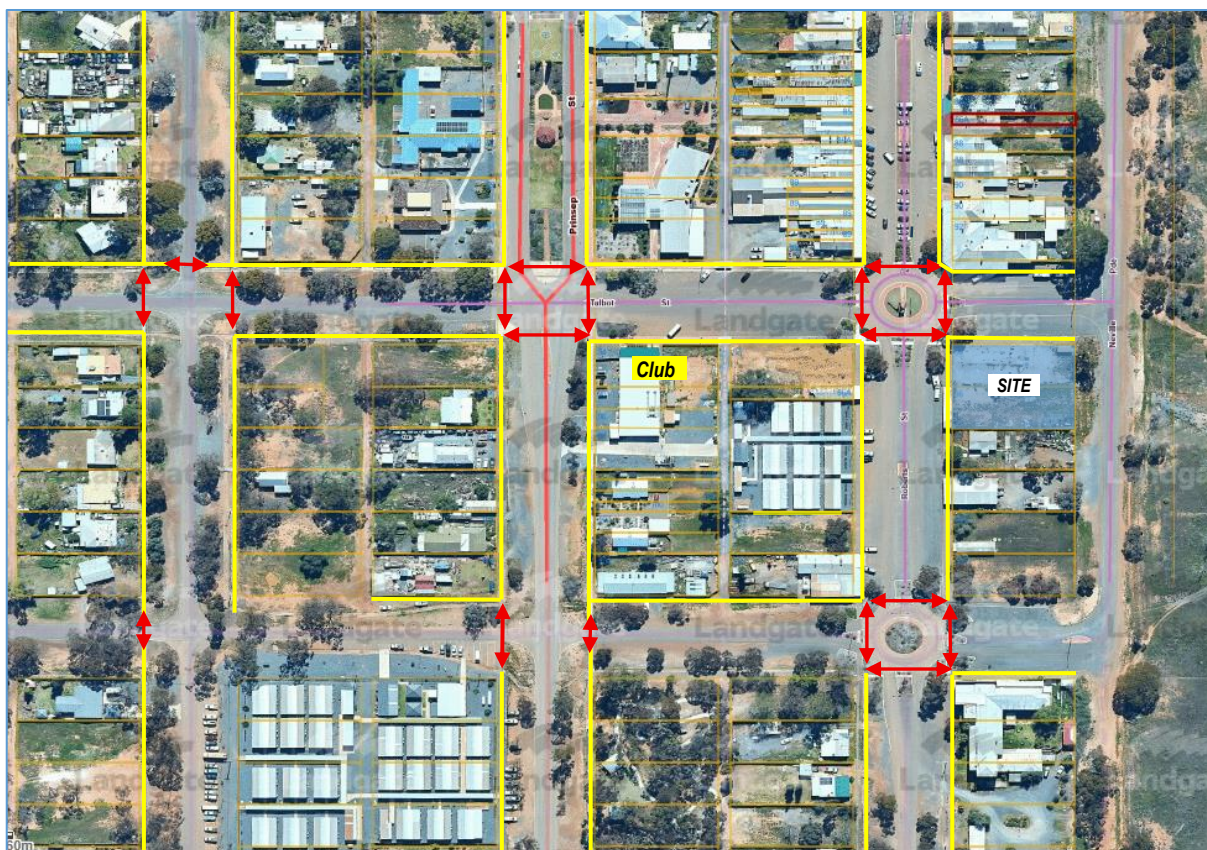


Figure 9: Existing Pedestrian Pathway to/from Workers Club

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 1.6km north/west 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 from January 2021 to December 2025 is shown in **Figure 10**.

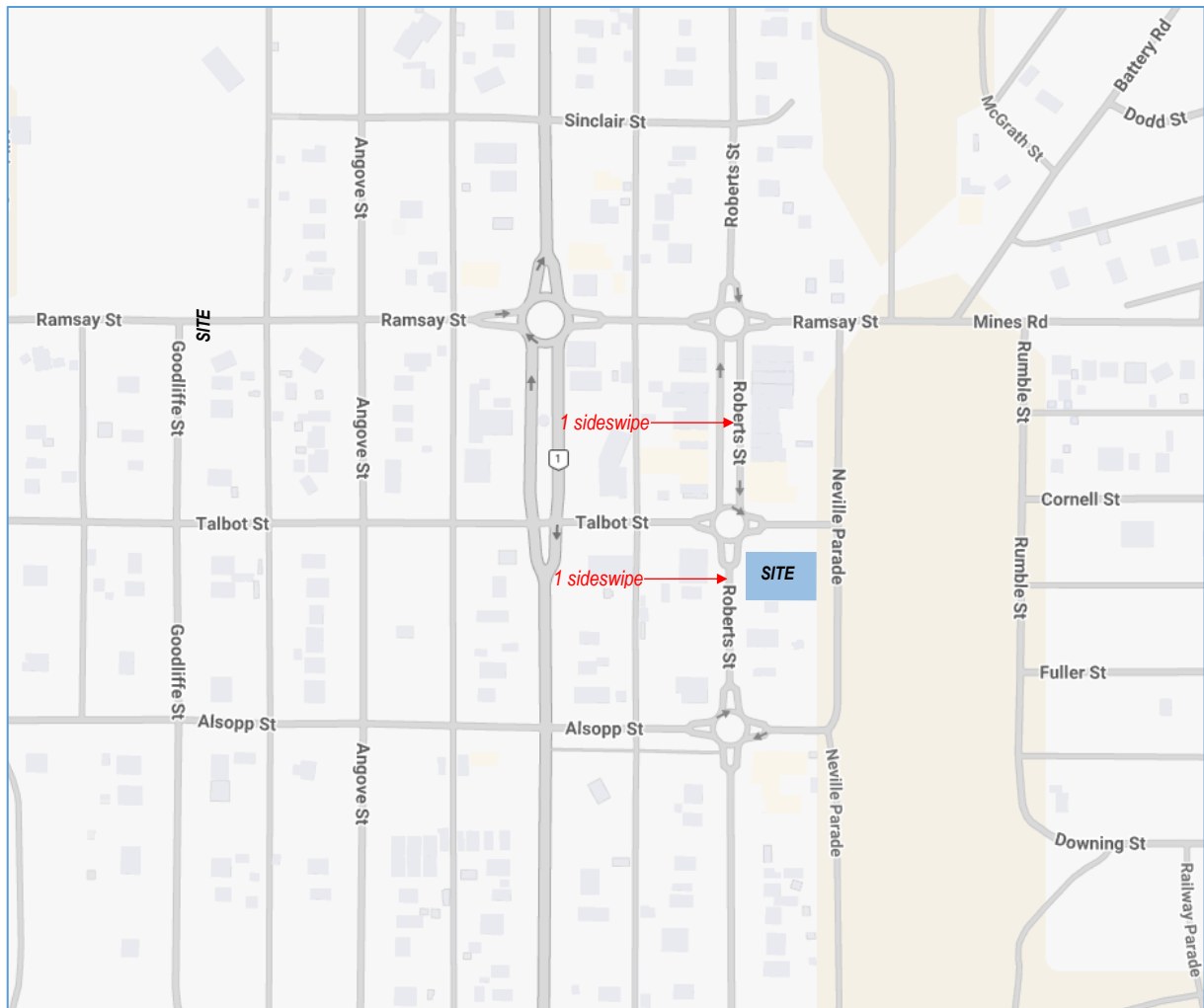


Figure 10: Crash History January 2021 to December 2025

The number of crashes is very 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

This 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 300 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.
- No new vehicle access is proposed to the site as all parking and vehicle movement will be accommodated on the street.
- The proposed 24 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 (various sizes from 12 to 40 seats). It is understood that buses will pick-up and drop-off workers from the verges adjacent to the site. The adjacent pavements are sufficiently wide for a bus to temporarily park without blocking other traffic.
- Waste from the site will be collected by council waste collection services via kerbside collection. The proposed bin store is located along the north-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.