

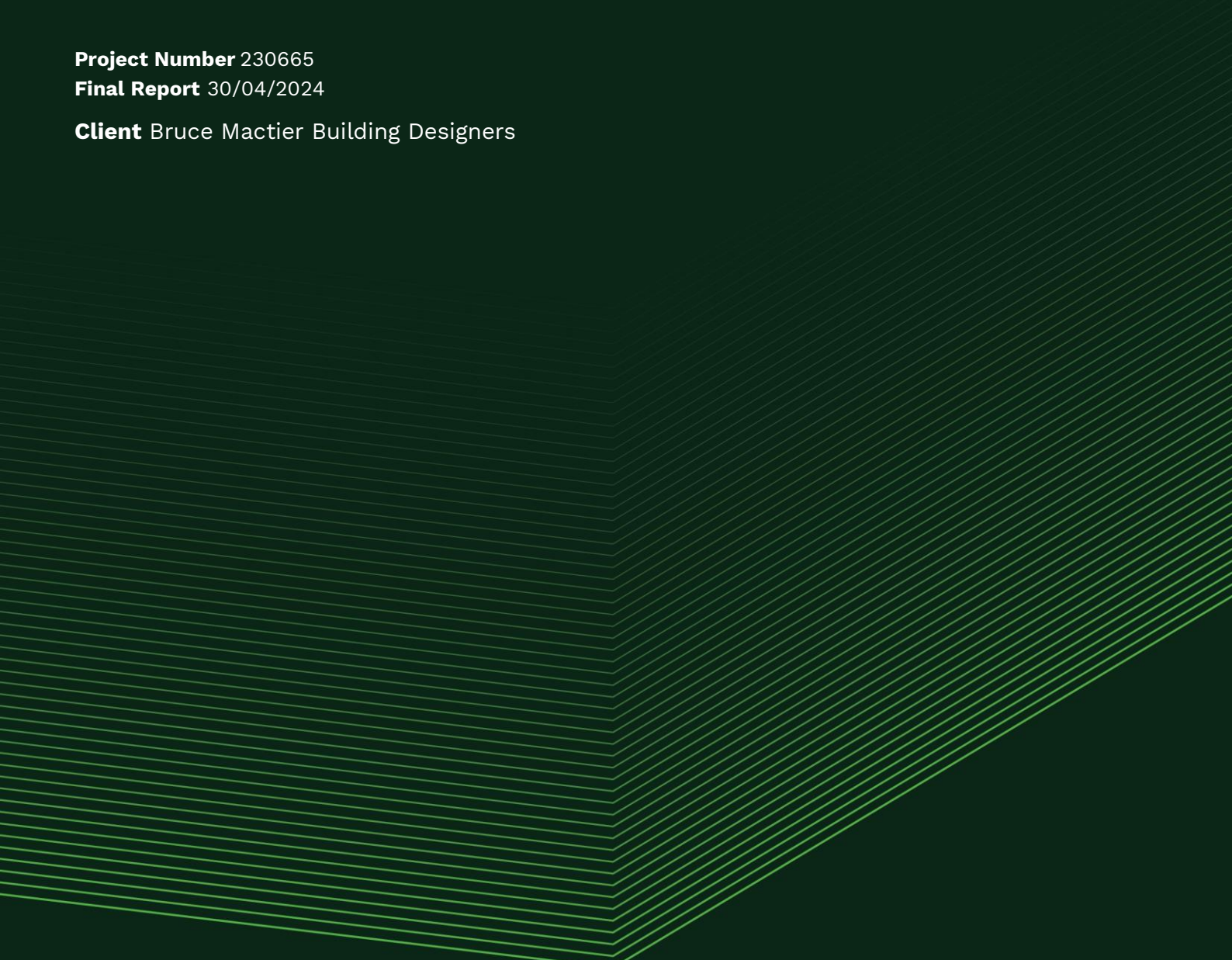
Traffic Impact Assessment Report

**85-89 Melville Street,
Numurkah**

Project Number 230665

Final Report 30/04/2024

Client Bruce Mactier Building Designers



Document control record

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Document control

Report title 85-89 Melville Street, Numurkah

Project number 230665

Client Bruce Mactier Building Designers

Client contact Carolynne Parkinson

Revision	Date issued	Revision details / status	Prepared by	Authorised by
Draft	18/04/2024	Preliminary draft	Chris Blair	Kate Kennedy
Final	30/04/2024	Final	Chris Blair	Kate Kennedy

Executive summary

Bruce Mactier Building Designers engaged Trafficworks to undertake a traffic impact assessment (TIA) for the proposed demolition and rebuild of the supermarket at **85-89 Melville Street, Numurkah.**

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

Address	85-89 Melville Street, Numurkah
Zoning	Commercial 1 Zone (C1Z)
Proposed development	Demolition and rebuild of retail
Road network	Melville Street McCaskill Street
Traffic generation	Nil
Car parking	Nil
Conclusion	<p>We conclude there are no traffic engineering reasons that would prevent the development from proceeding as follows:</p> <ul style="list-style-type: none"> — There are no traffic safety issues in the vicinity of the site access — There is a high level of parking available in the vicinity of the subject site — The development area does not increase hence the parking and traffic impacts will stay the same — The proposed development does not propose any changes to the development access — Swept path assessments have been prepared demonstrating that the relevant design vehicles can safely access the subject site
Recommendation	<p>It is recommended that:</p> <ul style="list-style-type: none"> — Recommendation 1: Update the development plans to incorporate the modifications included in the concept plans prepared as part of this report.

Referenced documents

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

- AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking
- Planning Scheme

Table of Contents

1	Introduction	1
2	Existing conditions	2
2.1	Subject site	2
2.2	Road network	3
2.2.1	Melville Street	3
2.2.2	McCaskill Street	5
2.3	Crash history	6
2.4	Car parking	6
3	Traffic assessment of the proposed development	10
3.1	The proposal	10
3.2	Traffic generation	11
4	Car parking assessment of the proposed development	12
4.1	Planning scheme car parking assessment	12
4.2	Adequacy of car parking dimensions	12
4.3	Swept path assessments	12
5	Access to the site	13
6	Conclusions and recommendations	14
	Appendix 1 – Car parking survey results	15
	Appendix 2 – Development plan	16
	Appendix 3 – Swept path assessments	17
	Appendix 4 – Acronyms and terms	18

1 Introduction

Bruce Mactier Building Designers engaged Trafficworks to undertake a traffic impact assessment (TIA) for the proposed demolition and rebuild of the supermarket at **85-89 Melville Street, Numurkah.**

For the detail about:

- existing site conditions – see section 2
- description of the proposed development – see section 3.1
- traffic 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: 85-89 Melville Street, Numurkah
- currently contains a supermarket (“FoodWorks”) and an associated bottle shop

Vehicular access to the site is available to the rear of the property via McCaskill Street through the public car park located to the east of the site. The site currently has informal parking for up to 10 spaces however the parking surveys observed a maximum of 4 vehicles parked in this area during the survey period.

Figure 1 shows the location of the site, which is surrounding by commercial properties with some public use zoning to the south and southeast.

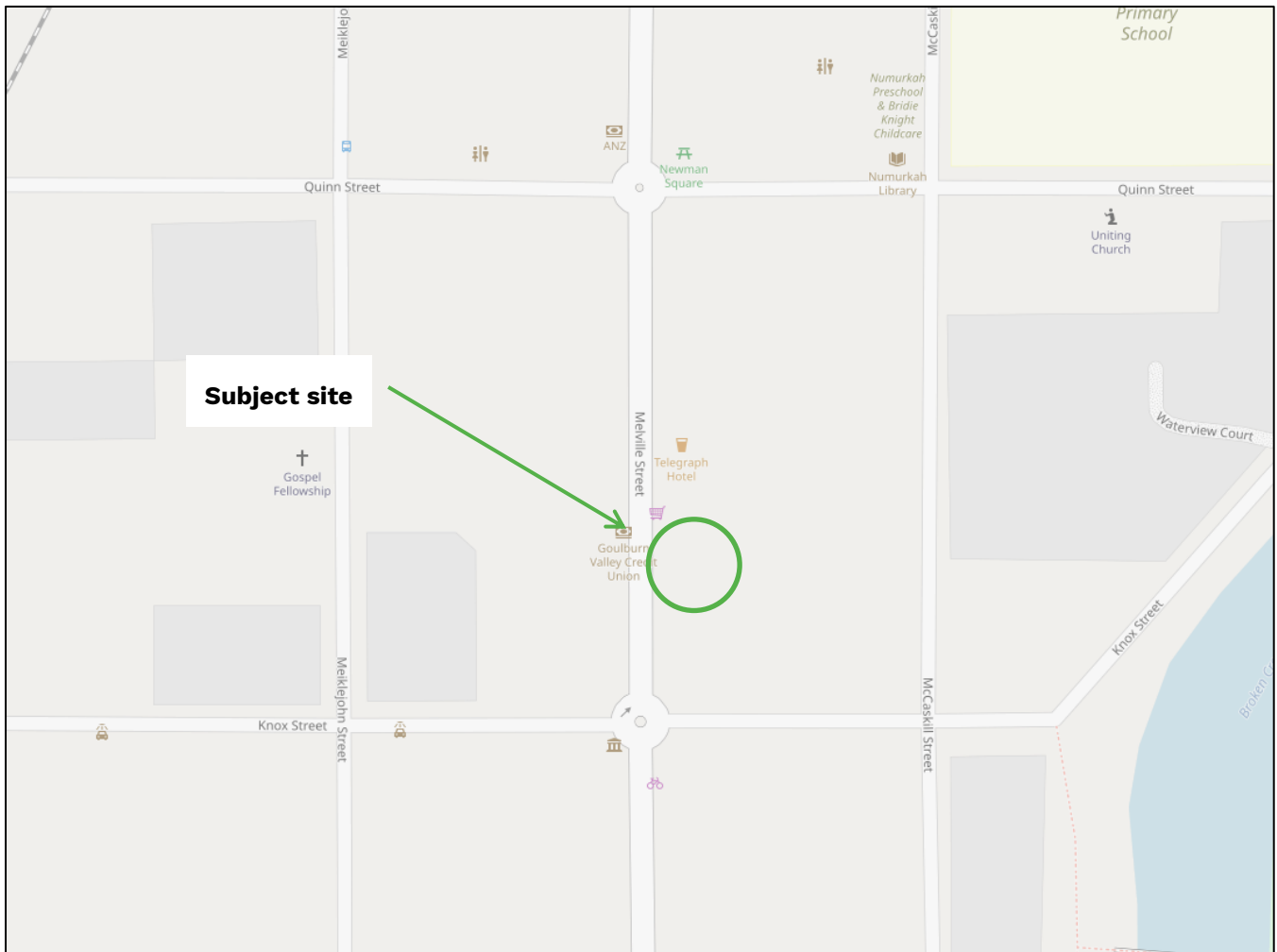


Figure 1: Location plan (reproduced with permission from Melway Publishing Pty Ltd)

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

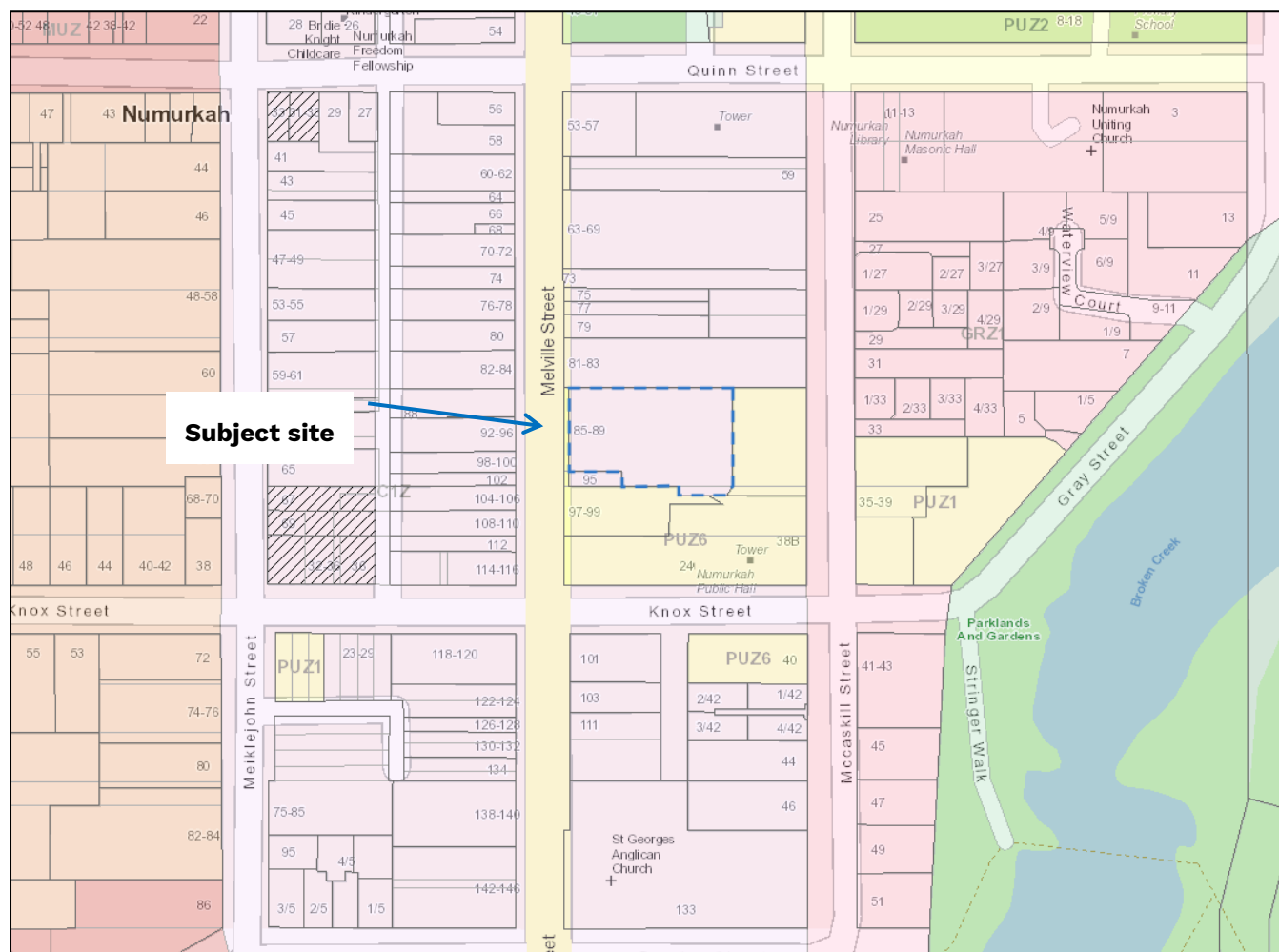


Figure 2: Zoning plan (reproduced from the VicPlan website)

2.2 Road network

The road network includes:

- Melville Street
- McCaskill Street

2.2.1 Melville Street

Table 1 describes the features of this road.

Table 1: Melville Street features

Feature	Description
Road type	‘Link Road’ as per the Moira Shire Council Public Road Register

Feature	Description
Access	Provides access between Saxton Street at the northern end to Purdies Road at the southern end.
Road reservation	20.0 m wide
Carriageway	15.0 m wide
Road cross section	<ul style="list-style-type: none"> — two-way undivided road — kerbside parallel car parking on both sides — footpaths on both sides
Speed limit	50 km/h

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



Figure 3: Melville Street – view north



Figure 4: Melville Street – view south

2.2.2 McCaskill Street

Table 2 describes the features of this road.

Table 2: McCaskill Street features

Feature	Description
Road type	'Access-Residential Road' as per the Moira Shire Council Public Road Register
Access	Provides access between Saxton Street at the northern end to Brenion Street at the southern end.
Road reservation	20.0 m wide
Carriageway	13.0 m wide
Road cross section	<ul style="list-style-type: none"> — two-way undivided road — kerbside parallel car parking permitted on both sides — footpaths on both sides
Speed limit	50 km/h

2.3 Crash history

The Department of Transport and Planning (DTP) data portal, which details all injury crashes on roads throughout Victoria, reports that no casualty crashes have occurred on the roads in the vicinity of the subject site in the last five-year period of available data.

Based on this, we conclude that there is no trend that requires immediate investigation.

2.4 Car parking

A car parking occupancy survey was conducted of the:

- on-street parking along Melville Street between Knox Street and Quinn Street
- private and public off-street car parking behind the site and accessed off McCaskill Street.

The surveys were undertaken on:

- Thursday 21 March 2024 between 8:00 am and 8:00 pm
- Saturday 23 March 2024 between 8:00 am and 8:00 pm

These times were selected as they represent the expected peak operating times of the proposed development.

The surveyed area is shown in Figure 5.



Figure 5: Car parking survey area

Summaries of the survey results are shown in Figure 6 and Figure 7, with detailed survey results shown in Appendix 1 – Car parking survey results.

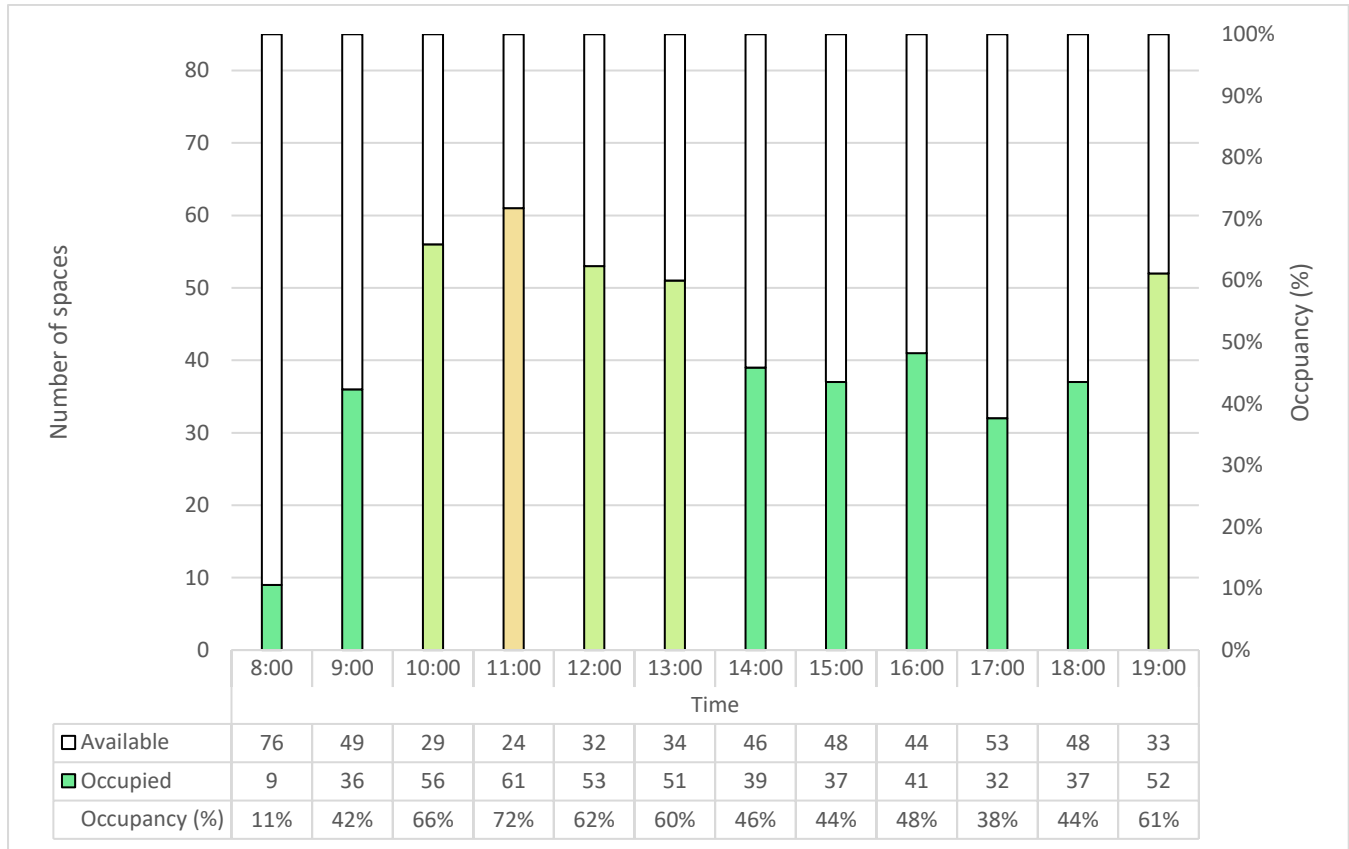


Figure 6: Summary of car parking survey results – Thursday 21 March 2024

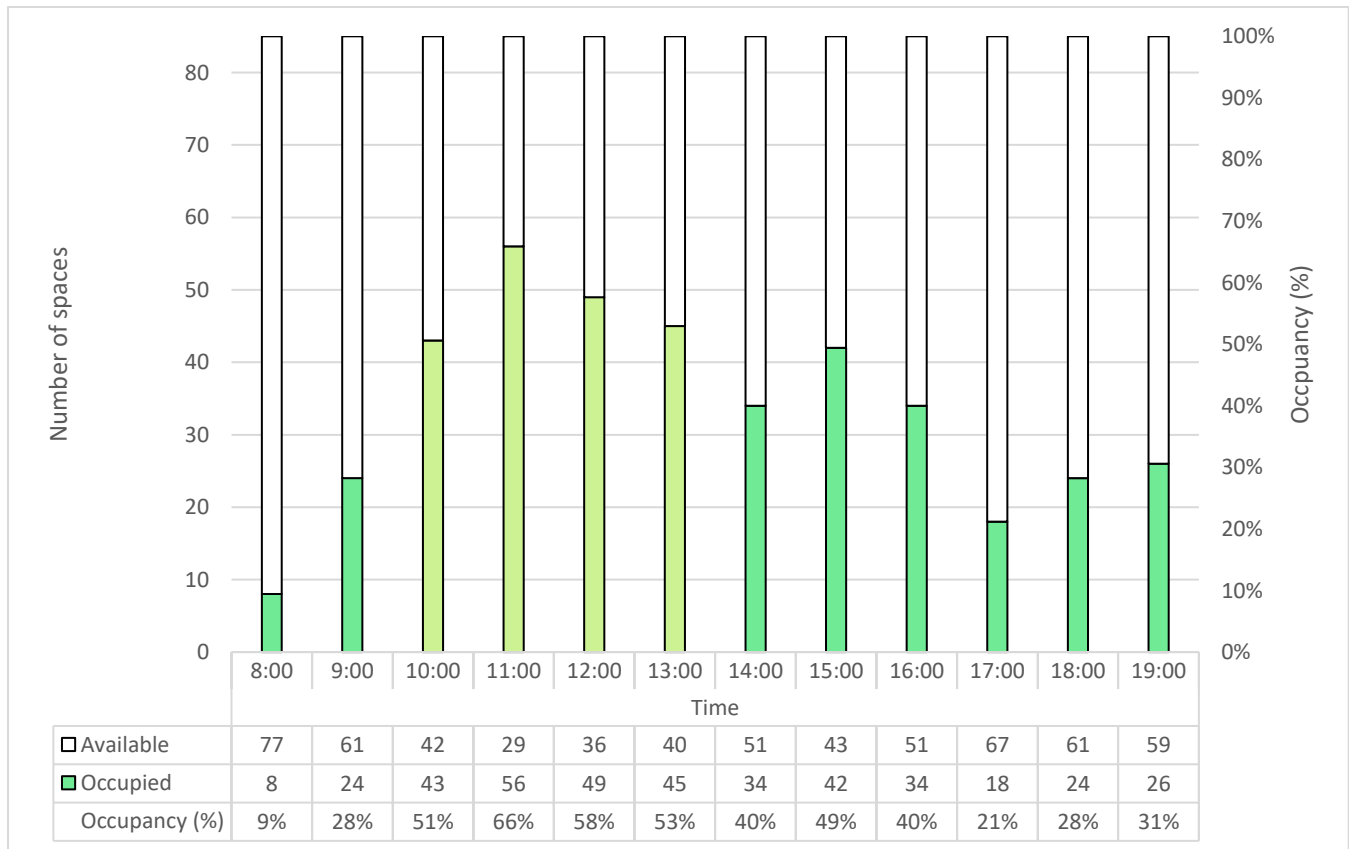


Figure 7: Summary of car parking survey results – Saturday 23 March 2024

Figure 6 and Figure 7 indicate there is a high level of car parking within the entire survey area at all times with a minimum of 24 spaces available in the vicinity of the subject site.

3 Traffic assessment of the proposed development

3.1 The proposal

The proposed development includes a demolition and rebuild of the supermarket component that will generally result in a modernisation of the supermarket, consolidation of the existing storage areas and formalisation of the car park. The existing bottle shop will largely remain as is, with only minor changes to this component to allow pedestrian access between the supermarket and bottle shop.

Specifically, the development will result in a minor reduction in the overall floor area (less than 1 m²).

Vehicular access to the proposed development will continue via the rear of the property via the public car park to McCaskill Street.

An extract of the proposed development is shown in Figure 8 with a full plan provided at Appendix 2.

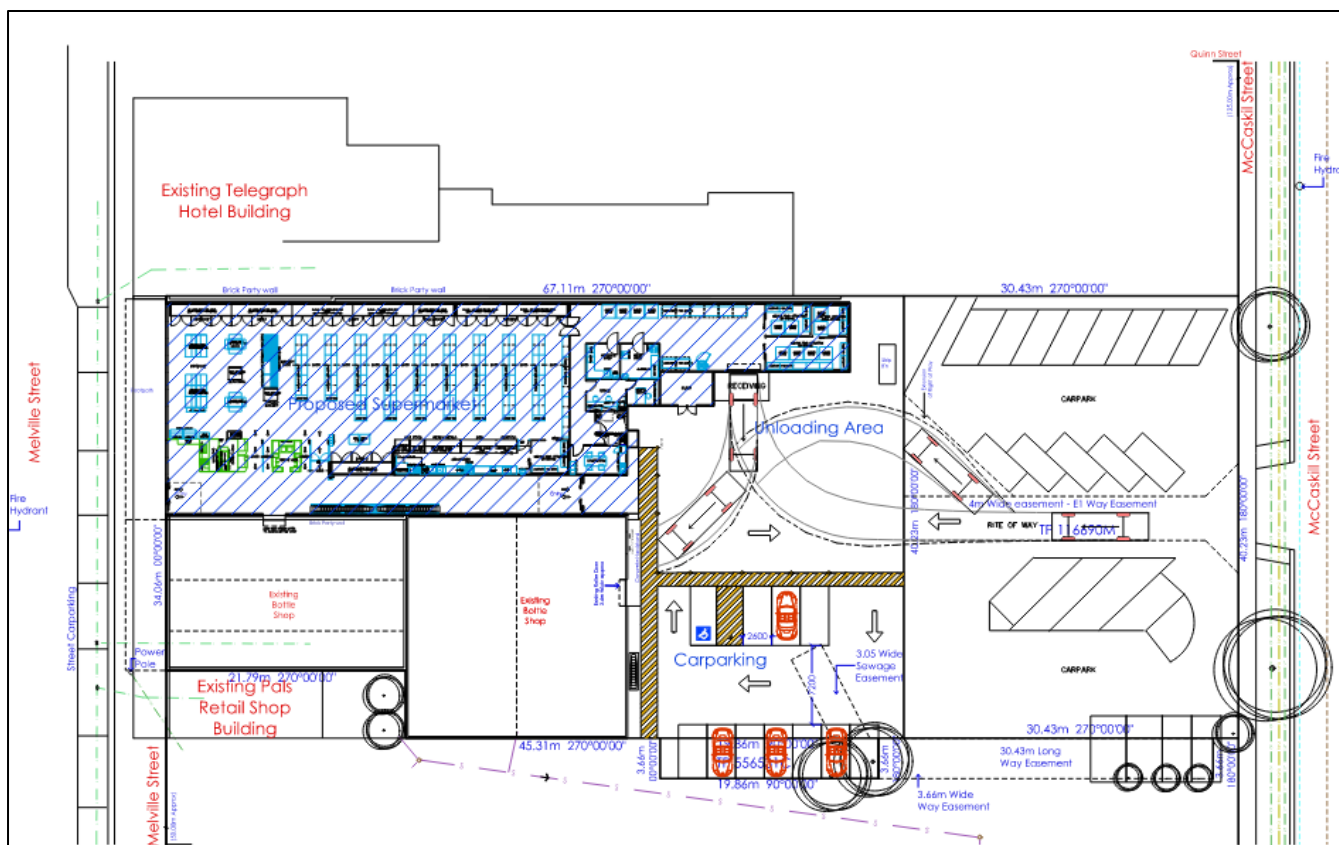


Figure 8: Proposed development plan

3.2 Traffic generation

Traffic generation for new developments is typically estimated using the traffic generation rates provided in the RTA Guide to Traffic Generating Developments (2002) or the rates provided in the Infrastructure Design Manual (IDM).

Given that the proposed development does not result in a net increase to the total floor area of the site, there is not anticipated to be an increase in the traffic generated by the development.

4 Car parking assessment of the proposed development

4.1 Planning scheme car parking assessment

Clause 52.06 of the Planning Scheme outlines the statutory requirements for the provision and design of car parking spaces for new developments. Table 1 in Clause 52.06 sets out the amount of car parking that is required for the new or expanded use.

Clause 52.06 also states that where an existing use is expanded, the car parking requirement only applies to the increase in the floor area, provided the existing number of parking spaces currently is not reduced.

Given that the proposed development does not result in an increase to the overall floor area of the site, the proposed development does not have a statutory car parking requirement.

4.2 Adequacy of car parking dimensions

Clause 52.06 of the planning scheme outlines the dimensional requirements for the car park. The proposed car park meets the minimum dimensional requirements of Clause 52.06 however minor modifications to the layout have been recommended to improve vehicle circulation. These modifications are shown on the concept plans provided at Appendix 3.

Recommendation 1: Update the development plans to incorporate the modifications included in the concept plans prepared as part of this report.

4.3 Swept path assessments

Swept path assessments have been prepared for the proposed development that demonstrate a B85 design vehicle can navigate through the new formalised car park to the south of the proposed development.

An 8.8 m medium rigid vehicle (MRV) can access the subject site in a forwards direction, reverse into the proposed loading bay and then exit the site in a forwards direction.

A semi-trailer can reverse off McCaskill Street into the subject site and then into the proposed loading bay before exiting the site in a forwards direction.

This swept path analysis is provided at Appendix 3 to this report.

5 Access to the site

The proposed development does not change the existing site access nor will it create any additional access points.

6 Conclusions and recommendations

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

- There are no traffic safety issues in the vicinity of the site access
- There is a high level of parking available in the vicinity of the subject site
- The development area does not increase hence the parking and traffic impacts will stay the same
- The proposed development does not propose any changes to the development access
- Swept path assessment have been prepared demonstrating that the relevant design vehicles can safely access the subject site

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

- **Recommendation 1:** Update the development plans to incorporate the modifications included in the concept plans prepared as part of this report.

Appendix 1 – Car parking survey results

Parking 85-89 Melville Street, Numurkah



Parking Occupancy Survey

Date:	Thursday, 21 March 2024
Location:	85-89 Melville Street, Numurkah
GPS:	-36.091708, 145.442344
Weather:	Fine
Customer:	Trafficworks

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy														
								8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00		
0		Melville St	Knox St to Quinn St	W	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					1/4P		1	0	0	0	1	1	0	1	1	0	0	1	1	0	0	0
1					P		11	1	3	8	11	10	9	11	6	10	8	11	10	5		
1					P Disabled Only		2	0	0	1	1	1	2	2	2	2	1	0	1	1		
1					P		11	2	8	10	7	7	6	6	5	8	5	3	11	5		
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0				E	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					P		11	1	3	7	11	9	10	6	5	2	7	8	10	6		
1					Loading Zone Mon-Fri		1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0
1					P		12	0	12	12	11	11	12	6	12	12	3	11	12	5		
1					1/4P		1	0	1	1	1	1	1	0	1	1	1	1	1	1	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Off-street Carpark	Public		P Numurkah Senior Citizens Club Parking Only		2	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0
1					Disabled Numurkah Senior Citizens Club Parking Only		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					P		21	5	8	12	15	8	7	4	4	2	3	0	2	3		
1			Private		Unrestricted		10	0	0	4	2	4	2	2	0	2	3	2	3	0		
PUBLIC CAPACITY								85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
PUBLIC OCCUPANCIES								9	36	56	61	53	51	39	37	41	32	37	52	25		
PUBLIC VACANCIES								76	49	29	24	32	34	46	48	44	53	48	33	60		
PUBLIC % OCCUPANCIES								11%	42%	66%	72%	62%	60%	46%	44%	48%	38%	44%	61%	29%		

not available for public parking

Parking 85-89 Melville Street, Numurkah



Parking Occupancy Survey

Date:	Saturday, 23 March 2024
Location:	85-89 Melville Street, Numurkah
GPS:	-36.091708, 145.442344
Weather:	Fine
Customer:	Trafficworks

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy														
								8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00		
0		Melville St	Knox St to Quinn St	W	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					1/4P		1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
1					P		11	2	3	10	11	9	7	10	9	7	4	5	2	1		
1					P Disabled Only		2	0	1	0	2	0	0	1	1	0	0	1	1	1	1	1
1					P		11	2	3	7	11	10	9	6	5	6	4	5	3	3		
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0				E	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					P		11	1	4	8	11	8	9	7	10	8	7	7	3	2		
1					Loading Zone Mon-Fri		1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1					P		12	1	12	12	12	12	10	3	11	9	2	4	12	4		
1					1/4P		1	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1		Off-street Carpark	Public		P Numurkah Senior Citizens Club Parking Only		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					Disabled Numurkah Senior Citizens Club Parking Only		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					P		21	1	1	2	4	6	7	4	4	1	1	1	5	5		
1			Private		Unrestricted		10	0	0	3	3	2	2	2	1	2	0	1	0	0		
PUBLIC CAPACITY								85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
PUBLIC OCCUPANCIES								8	24	43	56	49	45	34	42	34	18	24	26	16		
PUBLIC VACANCIES								77	61	42	29	36	40	51	43	51	67	61	59	69		
PUBLIC % OCCUPANCIES								9%	28%	51%	66%	58%	53%	40%	49%	40%	21%	28%	31%	19%		

not available for public parking

Appendix 2 – Development plan

Site Plan

Version 1 - 11/12/2023
 Drawing Status
 Preliminary Not
 For Construction

GENERAL
 All dimensions, site and soil conditions to be verified on site, by builder, prior to ordering or placing any materials. All work shall conform to the National Construction Code of Australia. Do Not scale drawings. This drawing is Copyright.

CLIENT
 Brad Kerry

PROJECT
 Proposed Supermarket
 85-89 Melville Street
 Numurkah 3636

DATE
 December 2023

DRAWN
 D. Walkins/CP

DESIGN
 Client

CHECKED
 B. MacTier

SCALE
 1:200 @ A1 Sheet

Print in Colour

REGISTRATION NUMBERS
 VIC CDP-AD 56576

SHEET NUMBER
 TP 3 of 6

JOB NUMBER
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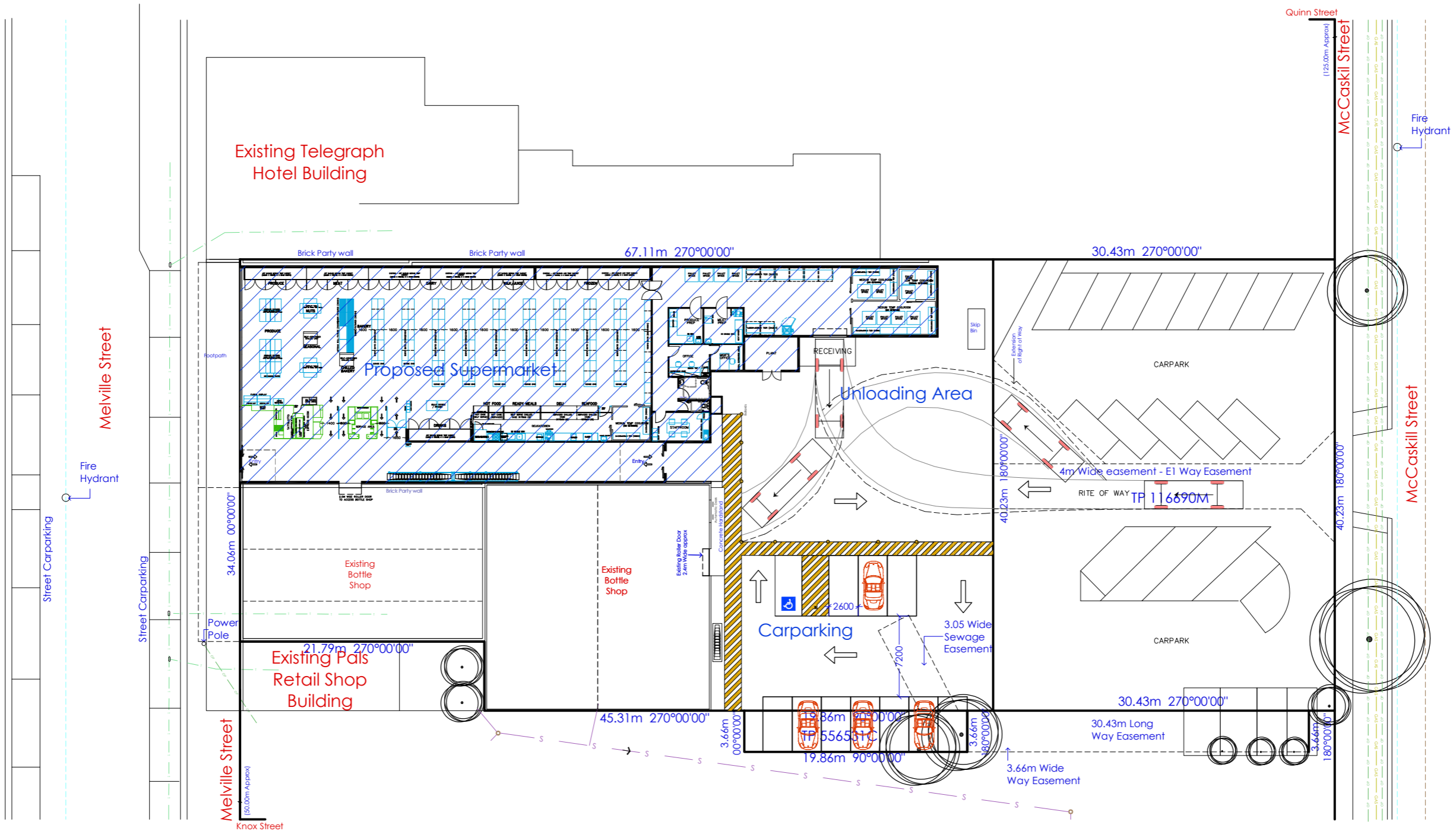
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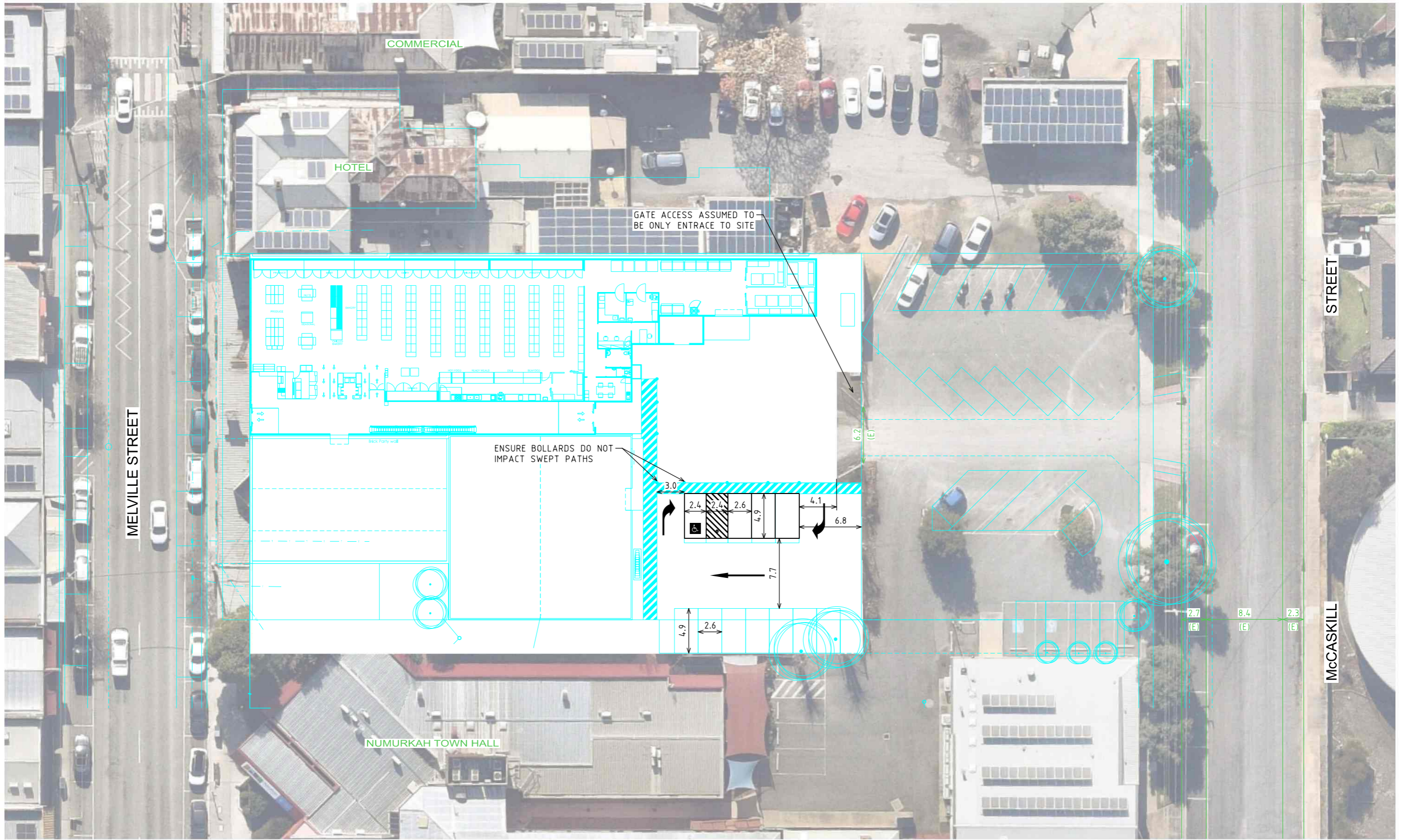


Overall Proposed Site Plan

LEGEND

- Title Lines
- - - Easement lines
- - - Fence
- Sewer Pipes (adjust linetype scale to suit drawing)
- Telstra Cables
- Gas Pipe
- Overhead Power Cable
- Existing Water Mains
- Existing Sewer Mains
- Existing Sewer Manhole

Appendix 3 – Swept path assessments



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Drawing Record				
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MELWAY MAP X921 J5
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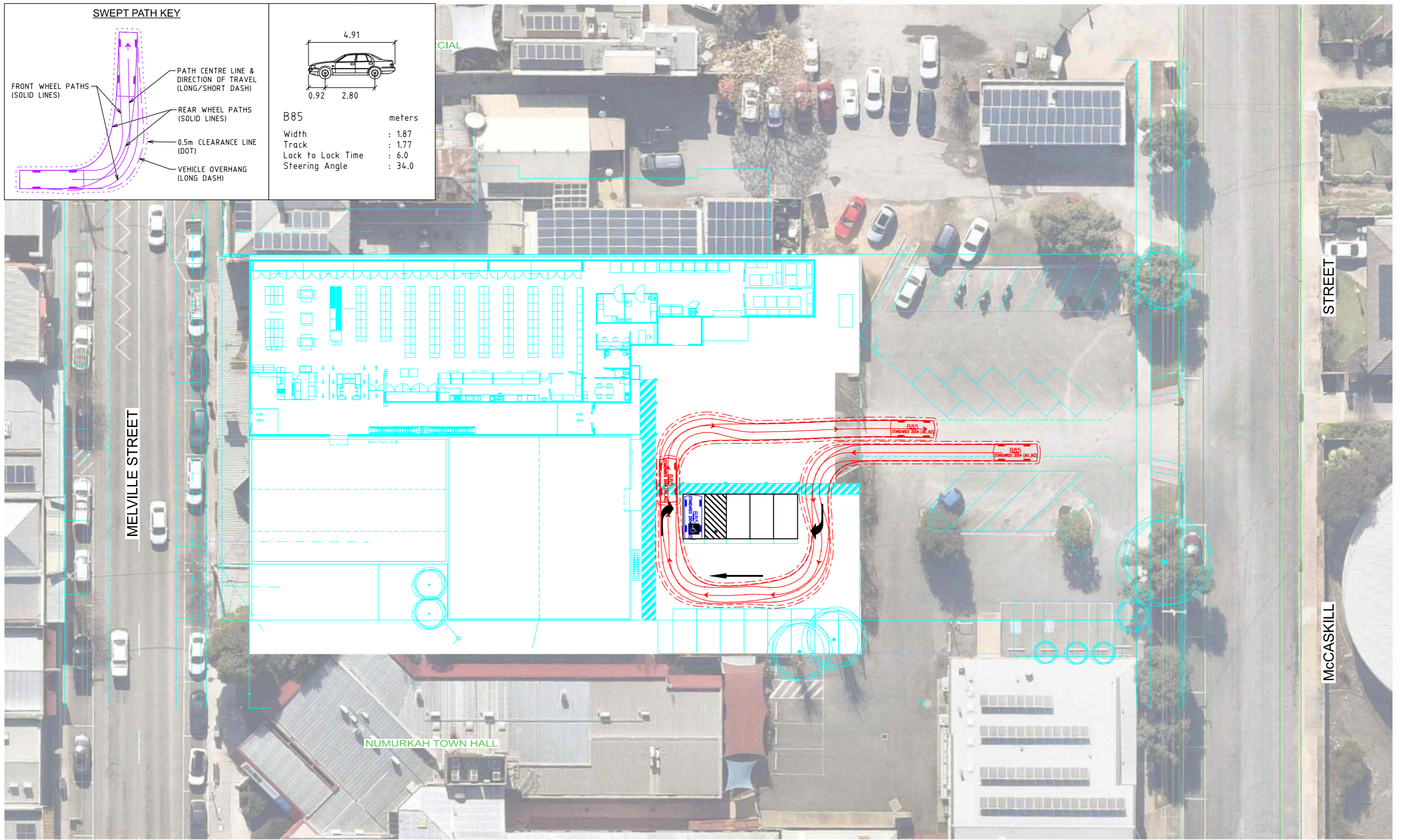
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85-89 Melville Street, Numurkah
Moira Shire Council

Concept Plan

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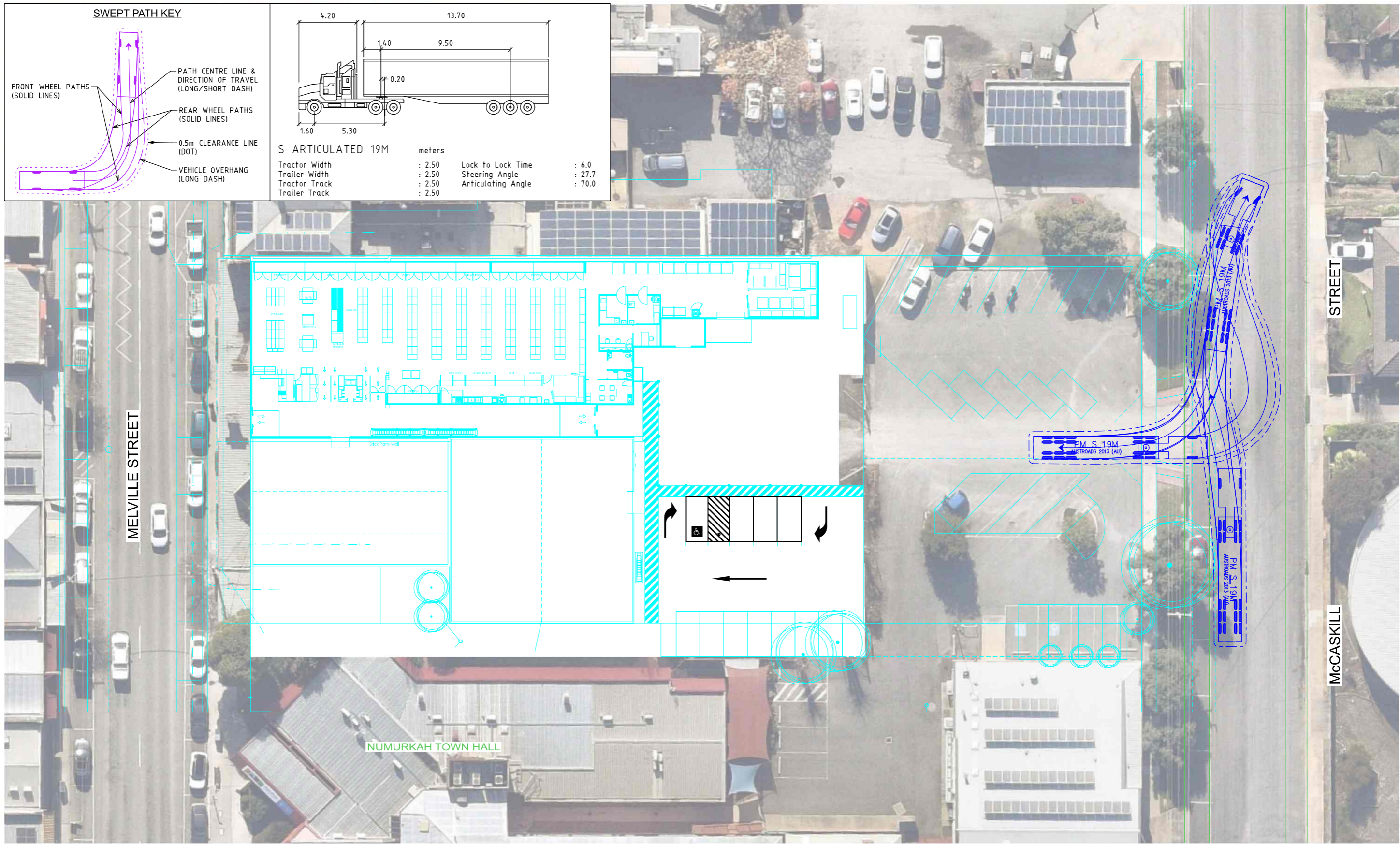
SCALE OF METRES
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85-89 Melville Street, Numurkah
Moira Shire Council

Swept Path Assessment

SHEET NO. 1	DRAWING NO. 230665-SKT-01	ISSUE P1
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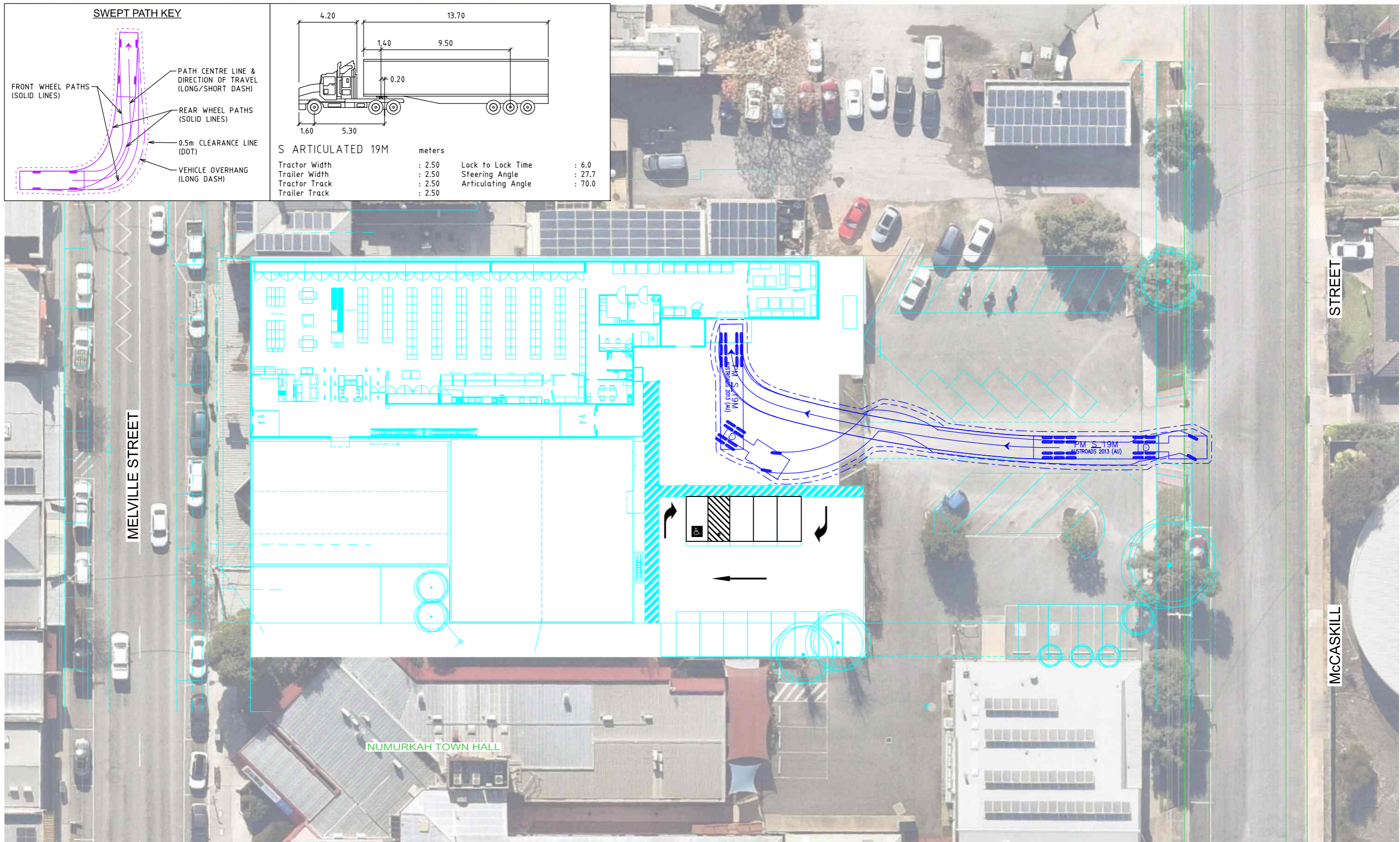
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BUILDING DESIGNERS**

MELWAY MAP X921 J5
SUBURB

SCALE OF METRES

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<p style="font-size: 1.5em; margin: 0;">Swept Path Assessment</p>		
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PRELIMINARY PLAN
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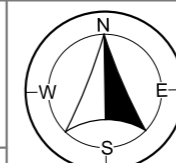
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- Cadastre
- Existing

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MELWAY MAP X921 J5
SUBURB

SCALE OF METRES
0 4 8

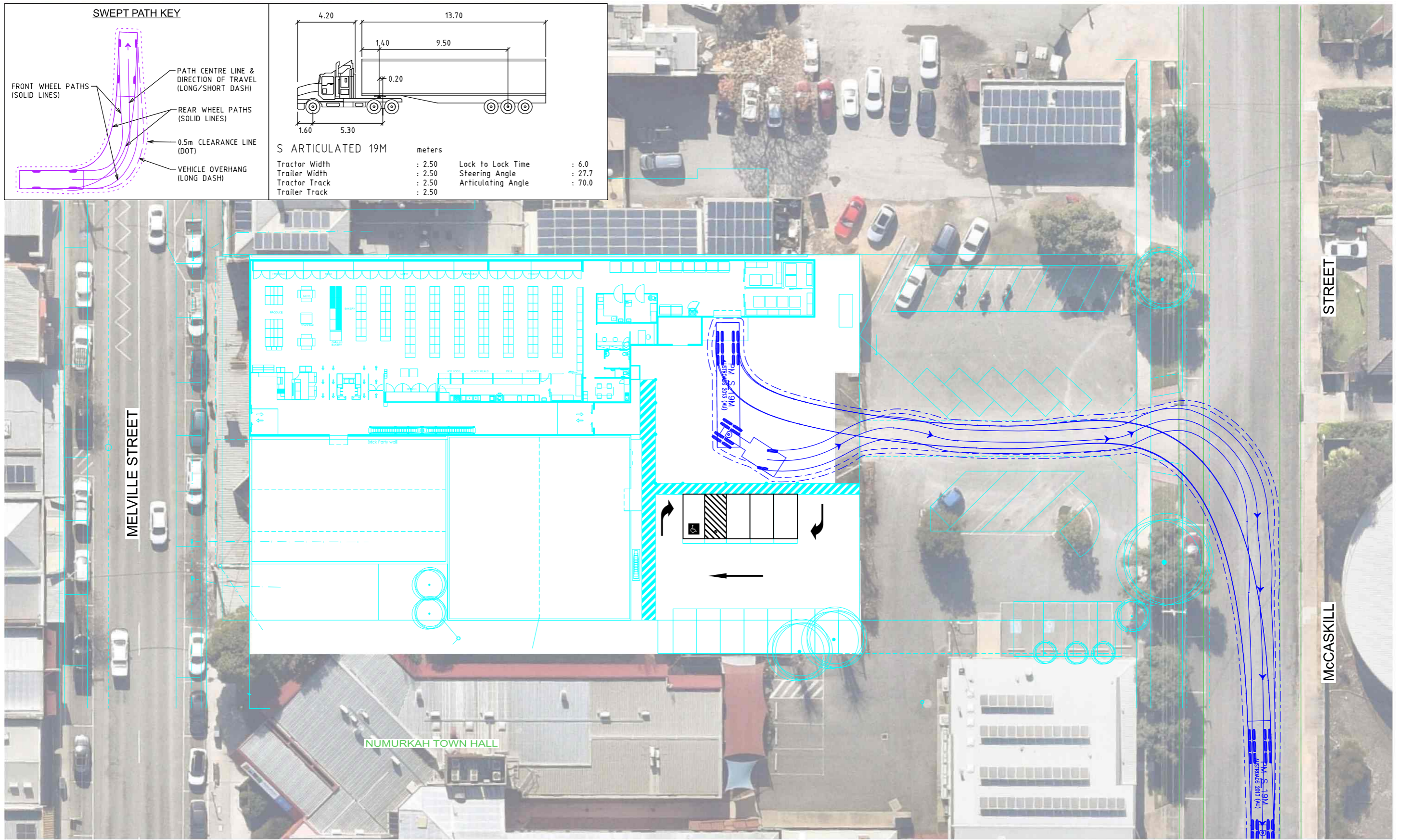
85-89 Melville Street, Numurkah

Moira Shire Council

Swept Path Assessment

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MELWAY MAP X921 J5
SUBURB

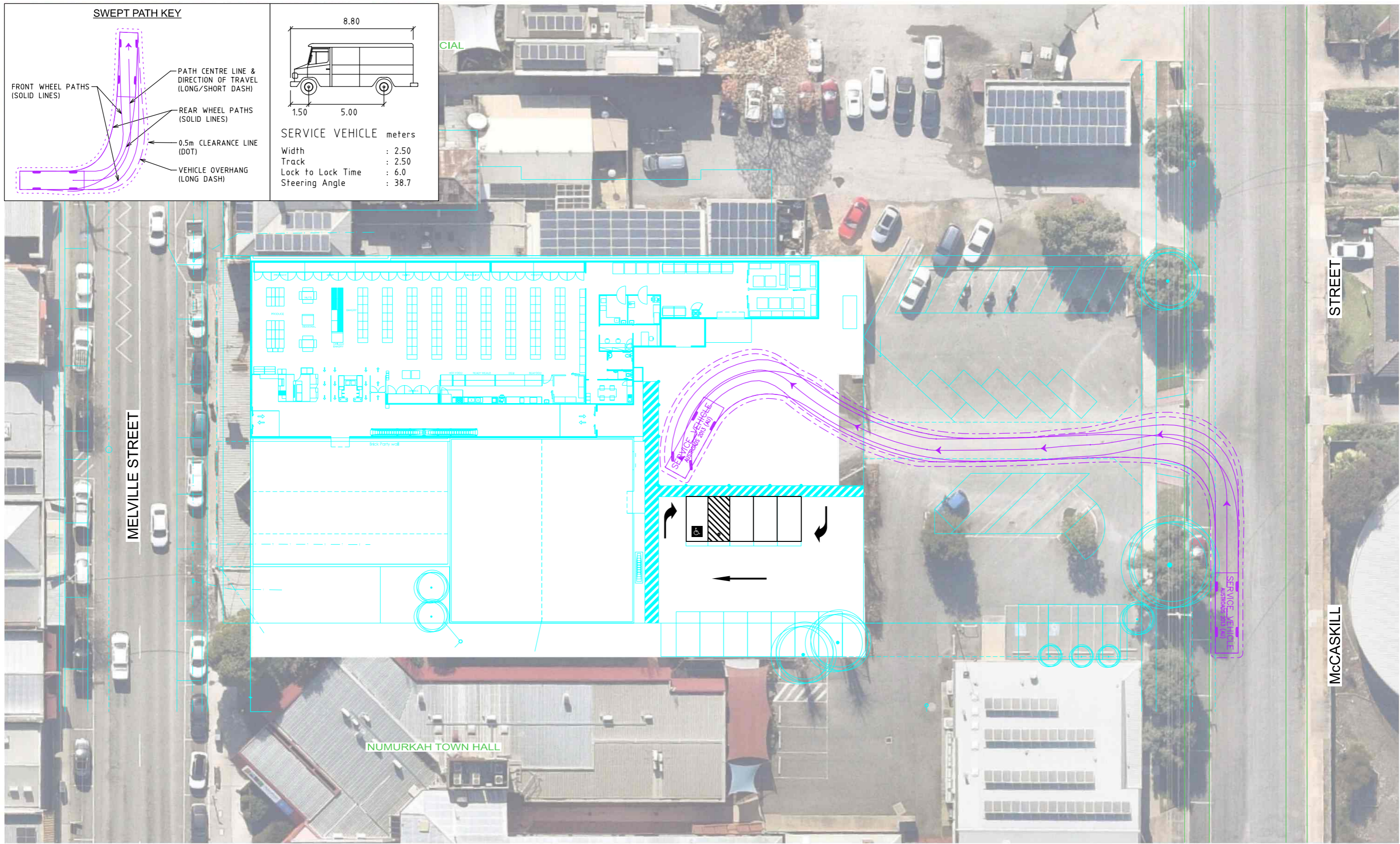
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Moira Shire Council

Swept Path Assessment

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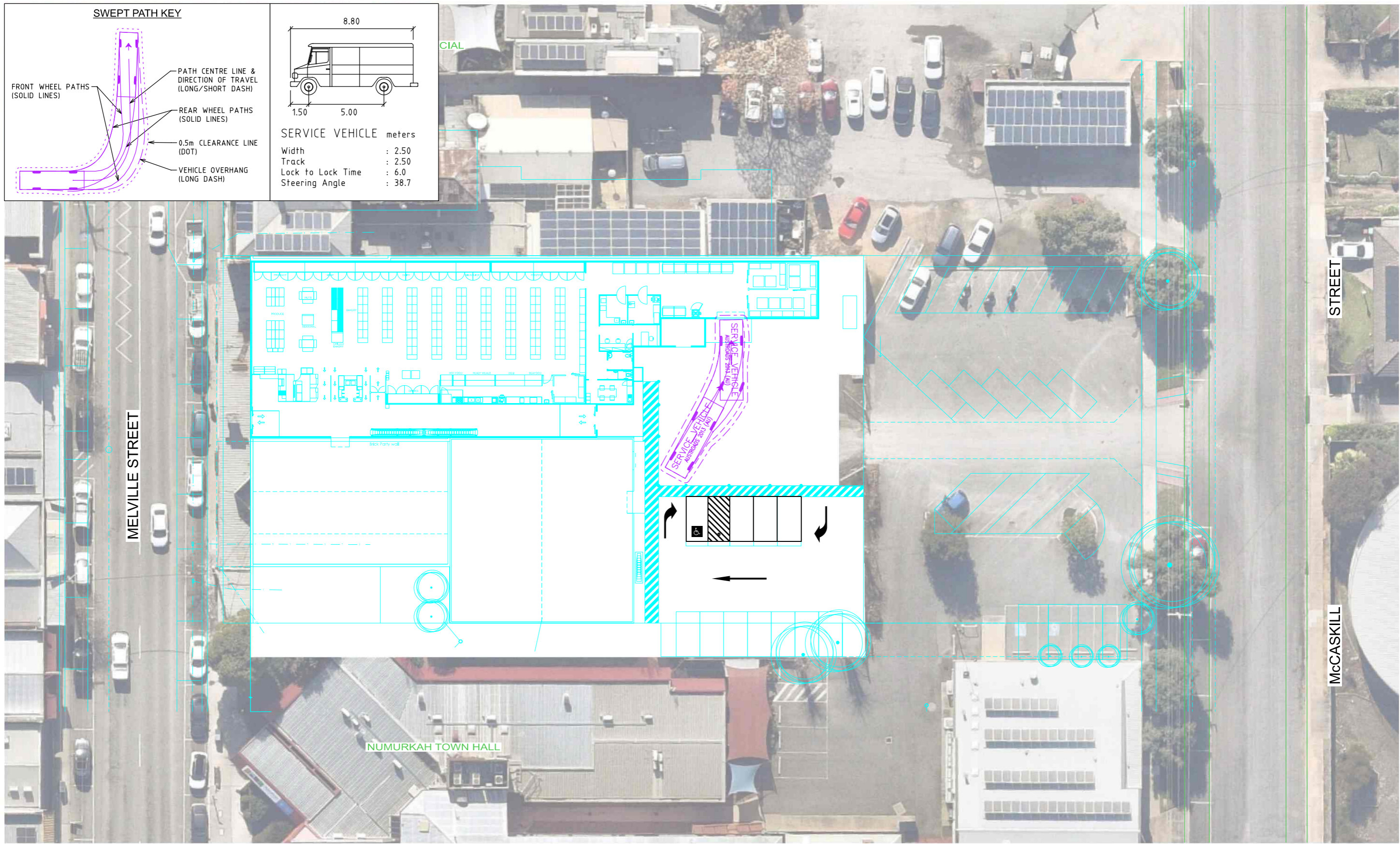
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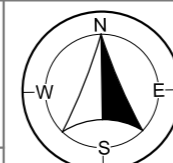
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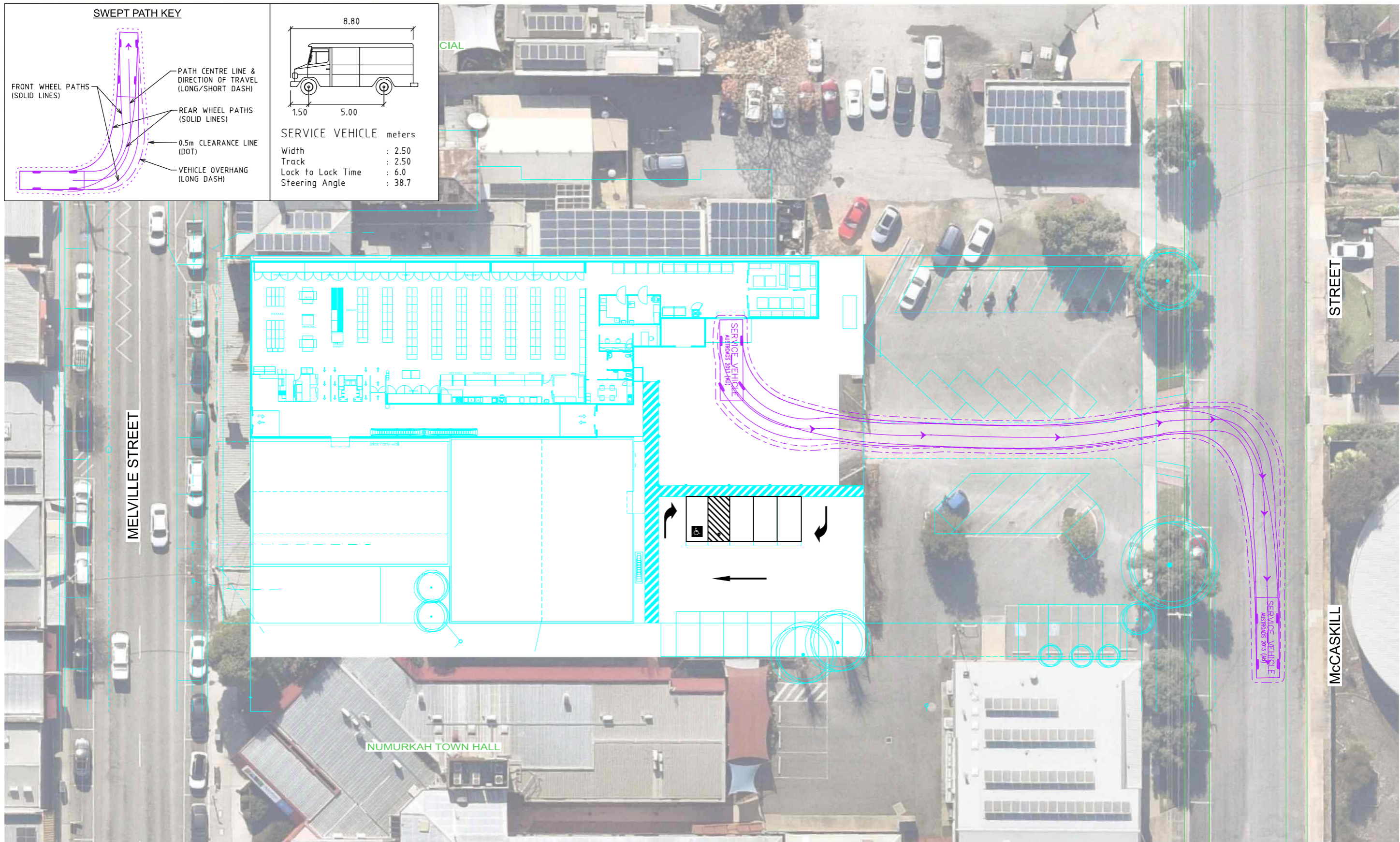
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Appendix 4 – Acronyms and terms

Acronyms / terms	Definition
AGRD4	Austrroads Guide to Road Design Part 4 – Intersections and crossings
AGRD4A	Austrroads Guide to Road Design Part 4A – Unsignalised and signalised intersections
AGTM6	Austrroads Guide to Traffic Management Part 6 – Intersections, interchanges and crossings management
AGTM8	Austrroads Guide to Traffic Management Part 8 – Local street management
AS/NZS2890.1	Australian Standard / New Zealand Standard 2890.1 Parking facilities Part 1: Off-street car parking
DTP	Department of Transport and Planning (formerly VicRoads)
ESD	Entering site distance
PSP	Precinct structure plan
SIDRA	SIDRA intersection – micro analytical traffic engineering software to model the performance of intersections
SISD	safe intersection sight distance
TIA	traffic impact assessment
vpd	vehicles per day
vph	vehicles per hour
VPA	Victorian Planning Authority