



**PROPOSED LAND DIVISION
49 & 55 ARUMPO STREET, RENMARK WEST**

TRAFFIC IMPACT ASSESSMENT REPORT



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DOCUMENT CONTROL

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Land Division
Traffic Impact Assessment report

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1. INTRODUCTION

CIRQA Pty Ltd has been engaged to provide traffic and parking advice in support of a proposed land division at 49 and 55 Arumpo Street, Renmark West. The proposal comprises a multi-lot residential land division including the creation of new internal public roads and associated reserves.

This report reviews the existing transport context, describes the proposed development and assesses the likely traffic, access and parking impacts on the surrounding road network. The assessment has been undertaken with reference to the Plan of Division prepared by Alexander & Symonds.

2. BACKGROUND

2.1 SUBJECT SITE

The subject land comprises two allotments located at 49 and 55 Arumpo Street, Renmark West, with a combined site area of approximately 12.4 hectares. The land currently accommodates two dwellings and a range of outbuildings associated with historic horticultural use. Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

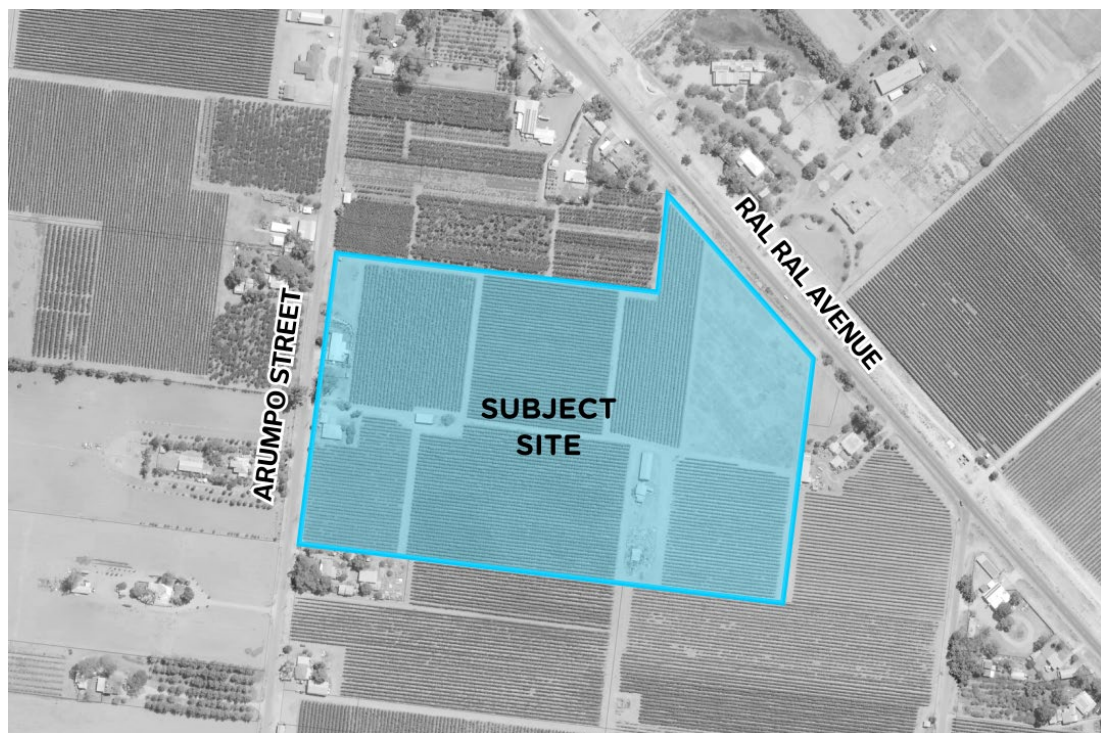


Figure 1 - Location of the subject site with respect to the adjacent road network

The site has frontage to Arumpo Street and is otherwise surrounded by rural and rural-living land uses typical of the Renmark West locality.

The land is located within the Rural Neighbourhood Zone and Bookmark Creek Sub-Zone of the Planning and Design Code. In addition, the Planning and Design Code identifies that the following Overlays apply to the subject site:

- Affordable Housing;
- Hazards (Bushfire - General);
- Native Vegetation;
- Noise and Air Emissions;
- Prescribed Wells Area; and
- Regulated and Significant Tree.

2.2 ADJACENT ROAD NETWORK

Arumpo Street is a local road under the care and control of Renmark Paranga Council. In the vicinity of the site, Arumpo Street generally comprises a sealed two-way carriageway with verges and unrestricted on-street parking. A speed limit of 80 km/h applies on the subject section of Arumpo Street.

Traffic volumes on Arumpo Street are low and consistent with its function as a local access road servicing rural-residential properties and horticultural land.

2.3 WALKING, CYCLING & PUBLIC TRANSPORT

Formal footpaths and on-road cycling facilities are limited within the immediate locality, reflecting the rural character of the area.

Public bus services operate within the broader Renmark area, with services accessible within reasonable driving or cycling distance of the subject site. Given the low-density residential nature of the proposal, private vehicle trips are expected to remain the dominant travel mode.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises a division of the two existing allotments, including:

- creation of 48 residential allotments;
- retention of an existing excised dwelling allotment (including in the above total number of allotments);

- provision of two reserve areas; and
- construction of new public roads servicing the proposed allotments.

Each allotment is intended to accommodate a single detached dwelling.

3.2 ACCESS ARRANGEMENTS

Vehicular access to the development will be provided via a primary connection to Arumpo Street, supplemented by a new internal public road network. The internal roads will provide direct frontage access to the majority of allotments (albeit a small number of allotments will be provided with direct access to/from Arumpo Street). The road network also allows for potential connection/extension to adjacent land (north and south) should additional land divisions occur on neighbouring properties.

All access points are proposed to be simple priority-controlled junctions appropriate to the low traffic volumes anticipated.

3.3 INTERNAL ROAD NETWORK

The internal road network will comprise 15.0 m wide public road reserves, constructed to Council standards and providing:

- two-way vehicular movement with a 7.2 m road carriageway;
- adequate verge widths for services, drainage, footpaths and landscaping;
- capacity for on-street parking on both sides of the carriageway; and
- suitable access for waste collection, service and emergency vehicles.

The verge widths (in excess of 3.0 m) will allow establishment of adequate sight distance for drivers entering and existing driveways as well as the new intersections proposed (along with associated corner cut-offs).

All intersections within the internal road network will comprise standard T-intersections. These have been designed with standard layouts and corner radii. Of particular note, the dimensional layout of the T-intersections will also be sufficient to accommodate fire appliance turnaround in the event that such vehicles need to access the short road 'stubs'. This is demonstrated in Figure 2.

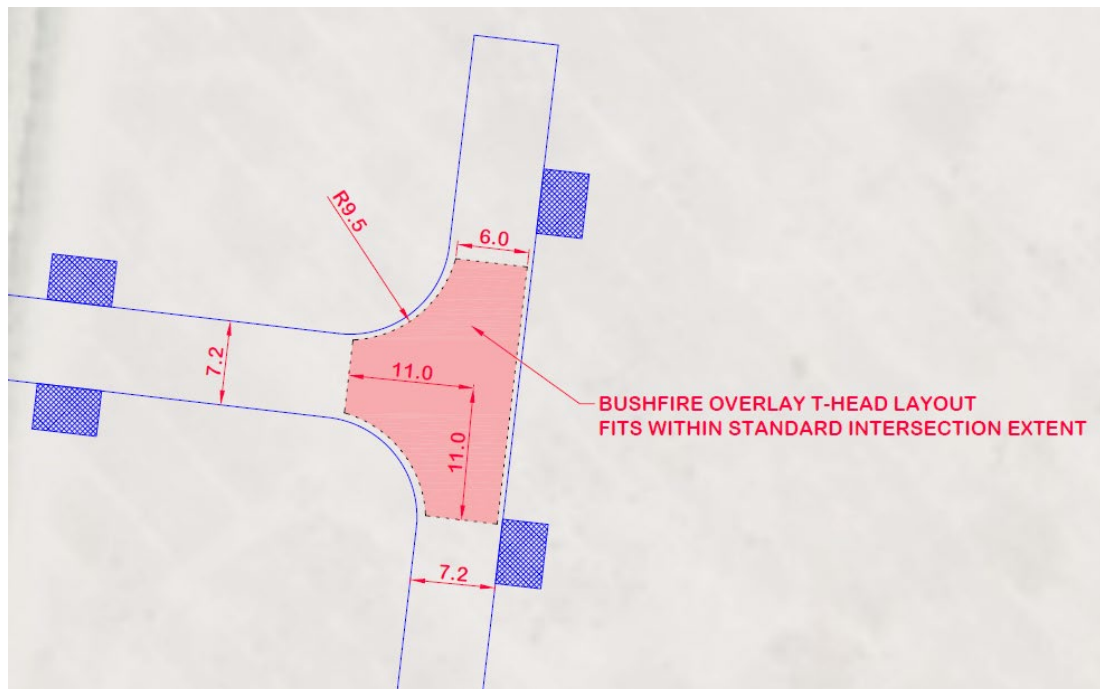


Figure 2 - Bushfire Overlay T-head extent shown within typical intersection with the land division

In addition, for the longer road 'stub' in the south-eastern corner of the land division, a proposed T-head turnaround area has been proposed. This has been designed in accordance with the dimensional requirements for fire appliance access as sought by Performance Outcome 2.1 of the Hazards (Bushfire – Outback) Overlay. It is understood that this section of road will likely be extended in the future to a subsequent division of the land to the south. Once such extension occurs, the T-head can be removed (as alternative turnaround or circulation arrangements would then be achieved).

While the exception of the T-head turnaround areas, all fire appliances will be able to circulate within the road network in a forward direction as illustrated on the plan provided in Appendix B. This plan illustrates movements by 11.0 m rigid vehicles which are larger than typical emergency vehicles as well as refuse collection vehicles (both of which are typically in the order of 10 m long or less). Such vehicles are considered the appropriate 'design vehicle', albeit an assessment of a 12.5 m rigid vehicle as a 'check vehicle' has also been prepared. Turn paths for both vehicles are provided in Appendix B.

On-street parking within the internal road network will supplement on-site parking provided within individual residential allotments. Given the generous allotment sizes and frontages, sufficient space will be available to accommodate driveways and visitor parking without adverse impacts on traffic operation. As illustrated on the plan provided in Appendix B, in the order of 174 on-street parking spaces would be available (albeit, in reality, it is unlikely that demands

would ever reach such levels – particularly given ample lot sizes to accommodate off-street parking). Nevertheless, such provisions (equating to over 3.6 on-street spaces per allotment) well exceed the minimum of 0.33 on-street spaces per allotment typically sought by the Planning and Design Code.

4. TRAFFIC ASSESSMENT

For low-density residential development in rural and rural-residential contexts, a conservative traffic generation rate of approximately 8 vehicle trips per dwelling per day is commonly adopted.

On this basis, the proposed 48 dwellings would generate in the order of:

- 384 daily vehicle trips, and
- 38 peak hour trips (assuming approximately 10% of daily trips occur in the peak hour).

These volumes are low and consistent with the function and capacity of local roads such as Arumpo Street. Additionally, the above daily volume is below the upper limit of 1,500 vpd typically associated with 'local roads'. Therefore, all roads within the land division will function as 'local roads' (i.e. there will be no higher order roads within the site such as collector roads).

The additional traffic generated by the development will be distributed via Arumpo Street and the broader local road network serving Renmark West. Given the low trip generation and dispersed access arrangements, no material changes to traffic conditions are anticipated.

Based on a review of the forecast volumes, an assessment against the turn treatment warrants of the Austroads' guidelines indicates that separated/channelised turn lanes are not required for the proposed access (new intersection) on Arumpo Street. The Austroads' guide recommends localised shoulder widening (for basic treatments each side of the intersection) and permits such treatments to be unsealed. This is reasonable given the low through volumes on Arumpo Street. Additionally, as future development occurs on Arumpo Street, there may be justification for a reduced speed limit (which would further minimise the need for any additional treatment).

The proposal will not trigger the need for upgrades to the external road network, and the additional movements can be readily accommodated within the existing road hierarchy.

5. SUMMARY

The proposed land division will result in the creation of 48 residential allotments. Access to the land division is proposed to be provided via a new T-intersection on Arumpo Street (albeit, a small number of properties are proposed with direct access to/from Arumpo Street). Allowance has also been made for future connections to adjacent land should further land division of neighbouring sites occur in the future.

The land division proposal includes new public roads comprising local roads. The road network layout has been designed in accordance with relevant standards and guidelines. The roads will adequately accommodate property access, on-street parking and vehicle movements (including commercial and emergency vehicles).

The additional traffic volumes generated by the proposal will be low (in the order of 38 peak hour movements). Such movements would be easily accommodated by the proposed intersection on Arumpo Street and on the broader network.

APPENDIX A

LAND DIVISION PLAN

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THE TITLE BOUNDARIES SHOWN HEREON HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY AND NOT BY FIELD MEASUREMENT.

ALL UNDERGROUND SERVICES HAVE BEEN OBTAINED FROM BYDA RECORDS, AND REPRESENT AN APPROXIMATE LOCATION ONLY.

SUBJECT TO THE RESERVATIONS PROVISIONS AND CONDITIONS STILL SUBSISTING AND CAPABLE OF TAKING EFFECT CONTAINED IN LAND GRANT VOL 537 FOLIO 187 OVER THE LAND MARKED X ON D93426.

SUBJECT TO THE RESERVATIONS PROVISIONS AND CONDITIONS STILL SUBSISTING AND CAPABLE OF TAKING EFFECT CONTAINED IN LAND GRANT VOL 563 FOLIO 90 OVER THE LAND MARKED Y ON D93426.

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A ON D93426 TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (TG 7368756).



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0 20 40 60 80 100
SCALE METRES

ORIGINAL SHEET SIZE A1

COORDINATE DATUM: PLANE SYSTEM BASED ON MGA 2020 ZONE 54

ORIGIN POINT: PSM 7029/1504

HEIGHT DATUM: AHD DERIVED FROM PSM 7029/1504 RL 19.560m

CONTOUR INTERVAL: 0.2 metre

SURVEY DATE: 30/09 - 01/10/2025

CLIENT: JHN INVESTMENTS PTY LTD

MAJOR CONTOUR
MINOR CONTOUR
BOTTOM OF BANK
TOP OF BANK
FENCE
CENTRELINE OF ROAD
EDGE OF BITUMEN
EDGE OF FORMATION
DRIVEWAY

BUILDING
SHED
VERANDAH/PERGOLA
UNDERGROUND DRAINAGE
WATER PIPE UNDERGROUND
ELECTRIC OVERHEAD
ELECTRIC UNDERGROUND
TREE LINE
EDGE OF CONCRETE

BOUNDARY
TREE
NATURAL SURFACE
DRAINAGE MANHOLE
SIGN
ISOLATING VALVE
TAP
AIR VALVE
WATER METER

ETSA METER BOX
STOBIE POLE
TELECOM PIT
TELECOM MARKER
INV = INVERT

PROPOSED ALLOTMENTS
PROPOSED ROAD AND DRIVEWAY

IMPORTANT NOTE: This plan was prepared for Neilly Group from a field survey carried out on the 31st day of September, and the 1st day of October, 2025 for the purpose of designing new constructions on the land and should not be used for any other purpose. The title boundaries shown hereon were not marked by the author at the time of the survey and have been determined by plan dimensions only and not by field measurement. Services shown hereon have been located where possible by field survey.

Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.

This note is an integral part of this plan.

REV	DATE	DESCRIPTION
2.2	23/03/26	ADDITION OF PROPOSED ROADS
2.1	09/02/26	ALTERNATE ALLOTMENT PROPOSAL
2.0	06/02/26	ORIGINAL ISSUE
ADDITIONS & AMENDMENTS		

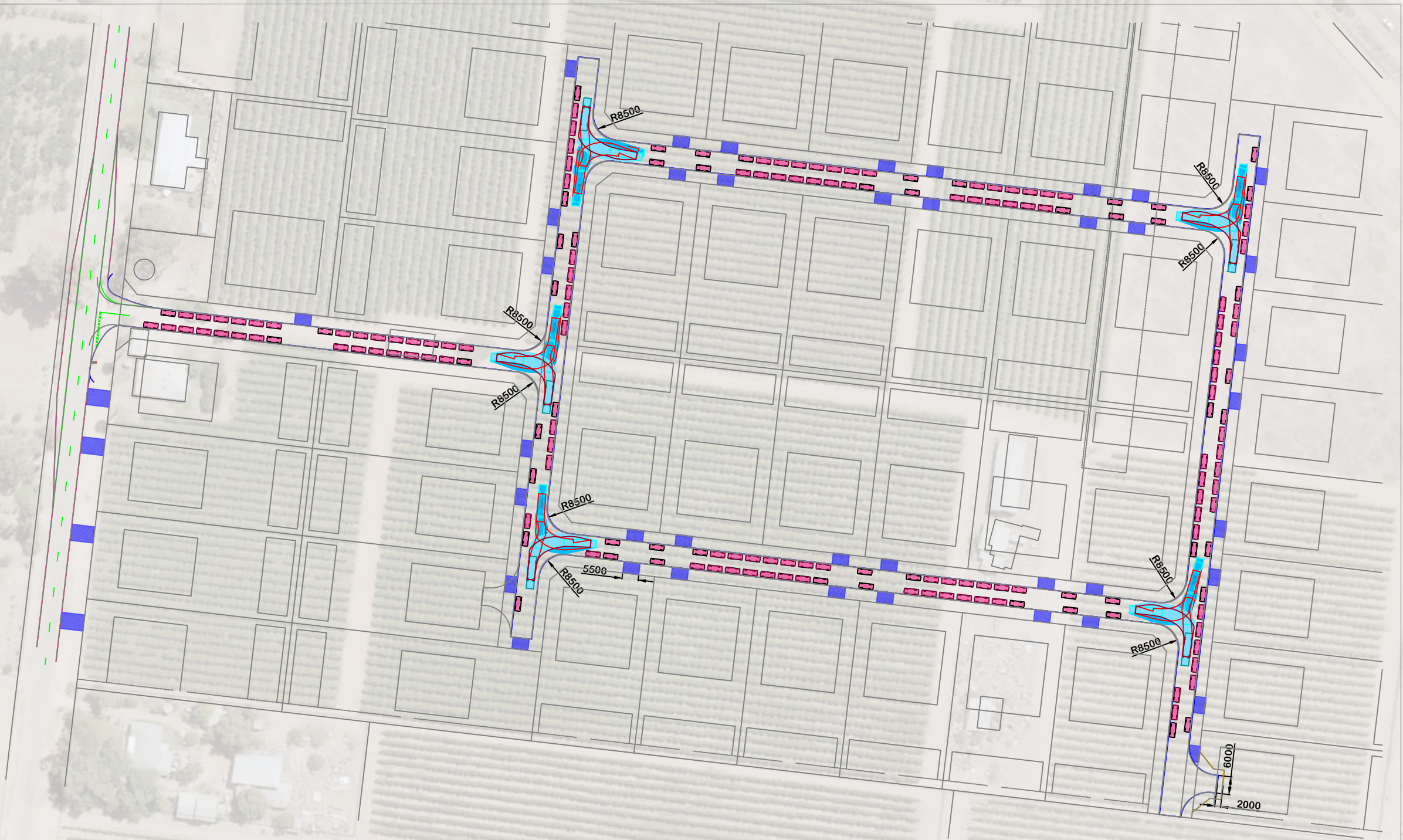
TOPOGRAPHIC SURVEY

ALLOTMENT 39 IN D93426
55 ARUMPO STREET

RENMARK WEST

APPENDIX B

VEHICLE TURN PATHS



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DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	18/03/2026	FOR REVIEW	RHK	JB
B	25/03/2026	UPDATED SURVEY	RHK	JB
C	16/04/2026		RHK	JB

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PROPOSED LAND DIVISION
49 AND 55 ARUMPO STREET RENMARK WEST
INDICATIVE TURN PATHS AND ON-STREET PARKING PLAN
PROJECT # 26042 SHEET # 01_SH01



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