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Wallcliffe House, Margaret River

Transport Impact Statement

PREPARED FOR:
The Landsmith Collection

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of The Landsmith Collection with regard to the proposed hotel development at the Wallcliffe House site on Wallcliffe Road, Margaret River, in the Shire of Augusta-Margaret River.

The subject site is located on the southeast bank of the Margaret River, approximately 700m north of the coastal townsite of Prevelly, as shown in **Figure 1**.



Figure 1: Location of the subject site

The WAPC Transport Impact Assessment Guidelines (Volume 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”. Section 6.2 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour

¹ Between 10 and 100 vehicular trips per hour

vehicular trips are anticipated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, parking demand and supply.

2 Proposed Development Site Plan

The proposed development consists of a 25 key (31 beds / 62 guests capacity) hotel with on-site restaurant (62 person capacity) and spa. The restaurant and spa will be for use by hotel guests, only. The overall site masterplan is shown in **Appendix A**.

Staff numbers are currently anticipated to be a total of 93 staff (80 FTE) per day over three shifts:

- Morning shift: 50 staff (maximum)
- Afternoon shift: 35 staff
- Night shift: 4 staff; and
- Offsite: 4 staff.

On-site parking provision includes a total of 87 car bays in three car parks:

- 27 guest parking bays in the guest carpark adjacent to the 'arrivals forecourt';
- 43 undercroft staff parking bays below the 'operations barn'; and
- 17 staff parking bays south of the 'operations barn'.

Current site access is via an existing driveway from Wallcliffe Road. A new driveway crossover onto Wallcliffe Road will be constructed approximately 150m southwest of the existing driveway crossover on Wallcliffe Road, connecting to the existing driveway into the site.

When the hotel opens the intention is for this new driveway crossover to be the main entry point for all visitors and staff to the hotel. Access to the property will be controlled at the main entry gate with a gatehouse.

The majority of deliveries will be to an off-site location, where goods will be consolidated, decanted and taken to the hotel in a dedicated Wallcliffe vehicle. Linen will also be taken from site to a dedicated offsite laundry facility for processing.

Hotel waste is to be taken daily from Wallcliffe House, again using a dedicated Wallcliffe vehicle, to an off-site location where it will be collected by private waste collection provider (refer to waste management report).

3 Vehicle Access and Parking

3.1 Access

Access to the property will be via a new crossover from Wallcliffe Road, which will be constructed approximately 150m southwest of the existing driveway crossover on Wallcliffe Road, as shown in **Figure 2**.

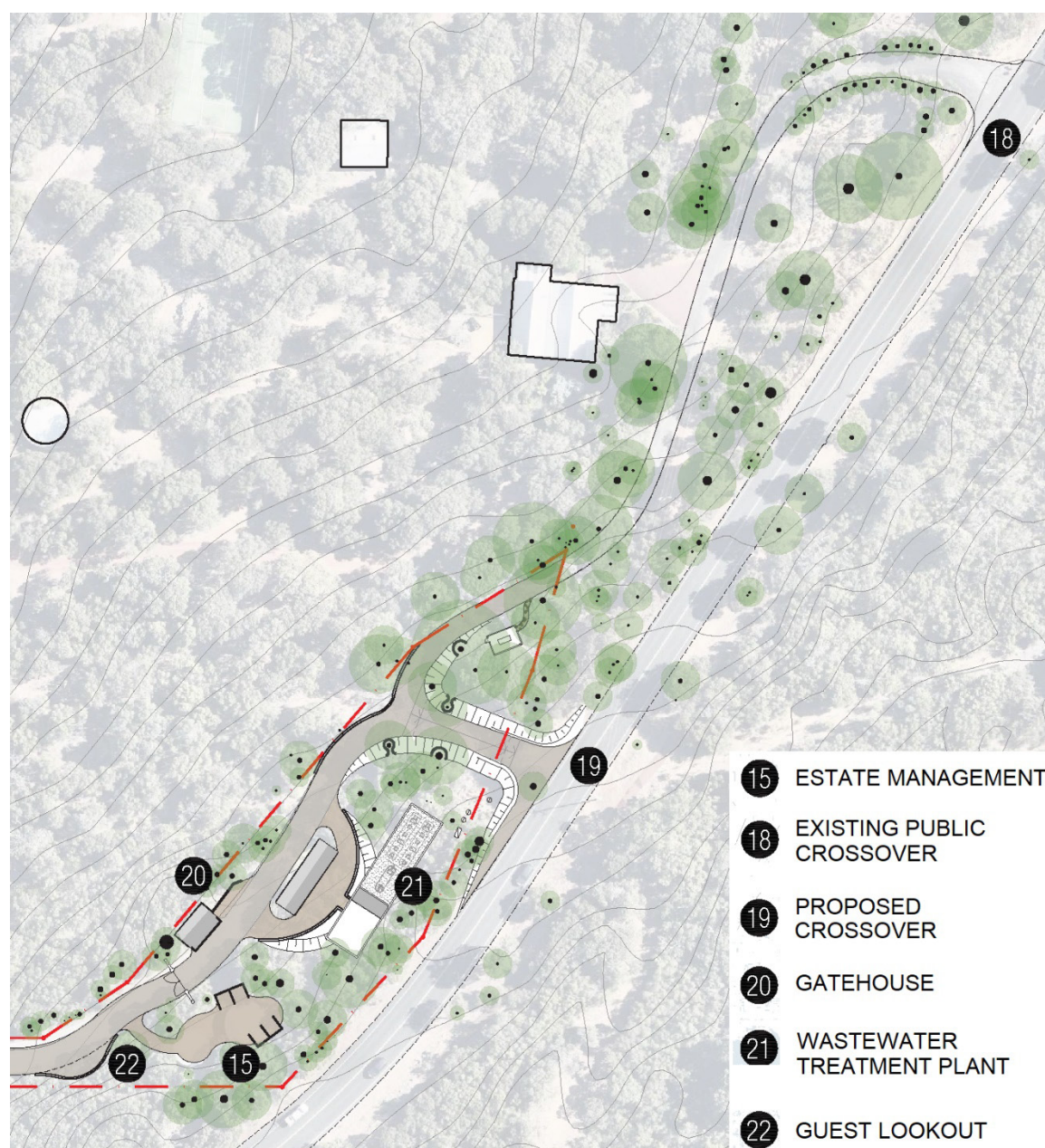


Figure 2: Proposed site access

Access to the site will be controlled at the main entry with a gatehouse approximately 70m in from Wallcliffe Road. Within the site, the main driveway will form a loop through the guest carpark and around the 'operations barn', as shown in **Figure 3**.



Figure 3: Proposed site layout

3.2 Parking

On-site parking provision includes a total of 87 car bays in three car parks:

- 27 guest parking bays in the guest carpark adjacent to the 'arrivals forecourt';
- 43 undercroft staff parking bays below the 'operations barn'; and
- 17 staff parking bays south of the 'operations barn'.

This provides guest parking at a rate of one bay per room, with two additional bays available in the guest car park.

The staff carparks provide a total of 60 bays, which is more than sufficient for maximum staff parking requirements for each shift.

The restaurant and spa within the proposed development will be for use by hotel guests only. Therefore, this will not generate any additional parking demand.

The Shire's Local Planning Scheme No. 1 stipulates the parking requirement for motel/resort as "1 space per unit plus 1 additional space for every 4 units for visitor parking." That would equate to 25 spaces for 25 keys plus 7 visitor spaces.

For the purpose of compliance with scheme parking requirements the proposed parking provision of 87 spaces may be considered as 25 guest spaces, 7 visitor spaces and 55 staff spaces.

The proposed parking provision therefore satisfies the parking requirement of the Planning Scheme and also the anticipated maximum parking demand of the proposed hotel operation.

4 Provision for Service Vehicles

Delivery vehicles and other service vehicles will enter the site through the main gates, drive to the operations barn, and exit in forward gear. The majority of deliveries will be to an off-site location, where goods will be consolidated, decanted and taken to site in a dedicated Wallcliffe vehicle, which will minimise the number of delivery vehicles entering the site on a daily basis.

The bin store is located inside the operations barn and hotel waste will be taken offsite daily in a Wallcliffe vehicle to an off-site location, where it will be collected by private waste provider (refer to waste management report).

The design accommodates service vehicles for both the preferred and the contingency waste removal scenarios. The internal driveway will also be designed to accommodate 10m vehicles on the driveway loop through the guest car park and around the operations barn, which will ensure satisfactory access for emergency services vehicles such as fire appliances, as well as waste collection vehicles that may occasionally enter the site.

Current advice indicates that the site is required to accommodate movement of an 8.5m long fire appliance within the site, which is satisfied by the current design.

The largest vehicles anticipated to enter the site would be a 10m waste collection truck, which would only be required if the contingency waste removal scenario is implemented.

The hotel can accommodate buses up to 10m in length, although only smaller buses, such as mini-buses, are anticipated to enter the site due to the limited number of guests that can be accommodated at Wallcliffe House. These buses would pick up and set down passengers at the arrival forecourt, adjacent to the guest car park.

5 Hours of Operation

The proposed hotel is anticipated to operate on a 7-days per week / 52 weeks per year basis.

6 Daily Traffic Volumes and Vehicle Types

6.1 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed development have been estimated using trip generation rates derived from the *ITE Trip Generation Manual (11th Edition)*.

Relevant trip rates for Hotel (ITE land use #310) are as follows:

- Weekday: daily = 7.99 vpd per room;
hotel peak hour = 0.60 vph per room (58% in / 42% out)
- Saturday: daily = 8.07 vpd per room;
hotel peak hour = 0.72 vph per room (56% in / 44% out)
- Sunday: daily = 5.94 vpd per room;
hotel peak hour = 0.57 vph per room (48% in / 52% out)

The proposed development entails 25 keys. Therefore, it is estimated that the proposed development would generate up to 202 daily vehicle trips, with approximately 18 trips during the peak hour of hotel traffic generation (10 in / 8 out).

It is anticipated this traffic generation may include up to six commercial vehicles, i.e. 6 in / 6 out per day, mainly during weekdays.

6.2 Traffic Flow

All of the traffic generated by the proposed development will access the site via the new driveway crossover from Wallcliffe Road. It is anticipated that the majority of these trips will travel to and from the east on Wallcliffe Road, with a smaller proportion travelling to and from the southwest on Wallcliffe Road.

6.3 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact of development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

Wallcliffe Road, in the vicinity of the subject site, is constructed as a single-carriageway, two-lane, rural road. It has a total sealed width of approximately 9 metres including two 3.5m traffic lanes and approximately 1 metre sealed shoulder width on each side. It is kerbed on the southeast side in this vicinity.

It is a local road under the control of the Shire of Augusta-Margaret River and is classified as a *Regional Distributor* road in the Main Roads WA functional road hierarchy.

The posted speed limit on Wallcliffe Road is 90 km/h at the existing driveway crossover but changes to 60km/h approximately 60m southwest of that existing driveway crossover, as shown in **Figure 4** and **Figure 5**. The proposed new driveway crossover location is within the 60km/h speed zone.



Figure 4: Wallcliffe Rd (looking northeast to existing driveway)



Figure 5: Wallcliffe Rd (looking southwest)

A traffic count was undertaken on Wallcliffe Road east of Isaacs Road (i.e. further east of the existing driveway) for the week of 6-12 March 2021. That traffic count recorded average daily traffic flows of approximately 5,770 vehicles per day (vpd).

8 Public Transport Access

The subject site is located in a rural area. There are no public transport services in this area.

Transwa operates regional bus services with stops at Margaret River townsite.

- Perth to Augusta via Bunbury – once per day.
- Perth to Pemberton via Bunbury and Augusta – 3 days per week.

9 Pedestrian and Cycle Access

There is an existing 2-metre wide shared path on the southeast side of Wallcliffe Road, as shown in **Figure 4** and **Figure 5**. This provides pedestrian and cycle access to the nearby coastal townsite of Prevelly to the south and to the larger townsite of Margaret River, which is approximately 7 kilometres east of the subject site.

10 Site Specific Issues

The proposed new driveway crossover onto Wallcliffe Road is planned to include widening of the southwest-bound traffic lane of Wallcliffe Road in accordance with guidance for a basic right (BAR) turn treatment in Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (2023). This concept is illustrated in **Figure 6.**

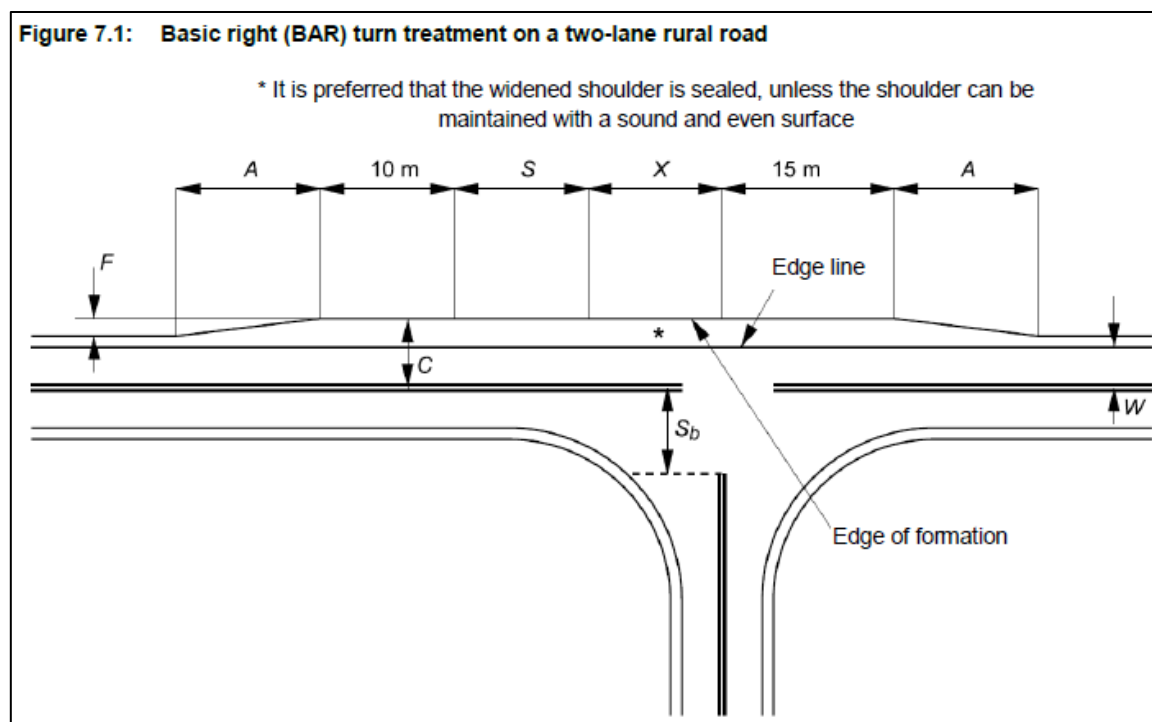


Figure 6: Proposed right turn treatment on Wallcliffe Road

The purpose of this right turn treatment is to allow space for southwest-bound through traffic to pass a vehicle that is turning right from Wallcliffe Road into the proposed new driveway crossover. The layout shown is indicative only and would be subject to detailed design to the satisfaction of the Shire.

The driveway into the subject site is proposed to be kept to minimum width to minimise clearing of vegetation.

Australian Standard AS2890.1 (Parking facilities Part 1: Off-street car parking) clause 2.5.2 requires two-way roadways or ramps to be minimum 5.5m between kerbs. Clause 3.2.2 recommends *“As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m.”*

Accordingly, it is recommended that the minimum sealed width of the driveway should generally be 5.5m with appropriate widening on bends and internal

intersections where required to accommodate delivery vehicle turn paths within the site. However, there would be potential for localised narrowing of the driveway where required for retention of any significant vegetation.

11 Safety Issues

The proposed new driveway location is approximately 30 to 40m northeast of a 200m-radius bend on Wallcliffe Road. Therefore, consideration has been given to sight lines between the proposed driveway location and vehicles approaching from the southwest on that bend.

Previously, the speed limit change point between 60 and 90km/h speed zones was located in the middle of that 200m-radius bend, but this was reviewed and relocated further to the northeast in 2021 after that was identified as an existing safety issue during investigations for this Wallcliffe House project.

The sight lines required for a driveway are set out in Australian Standard AS2890.1 (Parking facilities Part 1: Off-street car parking), as illustrated in **Figure 7** (which is sourced from Figure 3.2 of AS2890.1:2004).

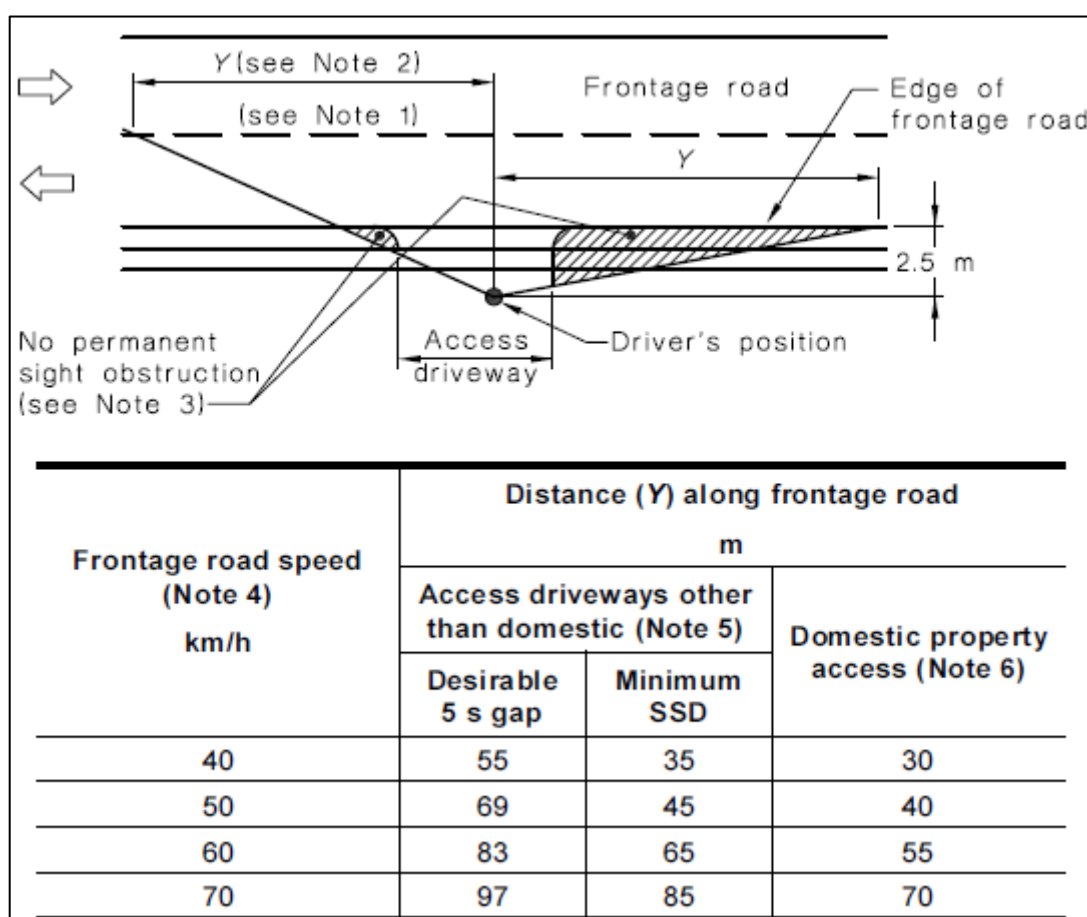


Figure 7: Sight distance requirements at access driveways

The minimum required sight distance for the 60km/h speed limit on this section of Wallcliffe Road is 65m. This sight line can be achieved within the road reserve. Appropriate maintenance of roadside vegetation will be required.

12 Conclusions

This Transport Impact Statement (TIS) relates to the proposed hotel development at 752 Wallcliffe Road, Margaret River, in the Shire of Augusta-Margaret River.

The development consists of a 25 key (31 beds, 62 guests capacity) hotel with on-site restaurant (62-person capacity) and spa. The restaurant and spa will be for use by hotel guests, only.

On-site parking provision includes a total of 87 car bays in three car parks for guests and staff. The proposed parking provision satisfies the parking requirement of the Shire's Planning Scheme and also the maximum parking demand anticipated for the proposed hotel operation.

It is estimated that the proposed development would generate up to 202 daily vehicle trips, with approximately 18 trips during the peak hour of hotel traffic generation (10 in / 8 out).

The design of the proposed new driveway connection will include widening of the southwest-bound traffic lane of Wallcliffe Road to allow space for southwest-bound through traffic to pass a vehicle that is turning right from Wallcliffe Road into the proposed new driveway crossover.

The driveway into the subject site is proposed to be kept to minimum width to minimise clearing of vegetation. In accordance with Australian Standard AS2890.1 it is recommended that the minimum sealed width of the driveway should generally be 5.5m to accommodate two-way traffic flow on the driveway.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed Wallcliffe House development.

Appendix A

PROPOSED DEVELOPMENT PLANS



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REV.	DATE	AMENDMENT
A	18.08.23	INTERIM CONSULTANT ISSUE
B	15.09.23	INTERIM CONSULTANT ISSUE
C	24.10.23	ISSUE FOR INFORMATION
D	02.11.23	ISSUE FOR DA

PROJECT MANAGER:
TOWN PLANNING:
LANDSCAPE:
HERITAGE:
ENVIRONMENTAL:
CIVIL:
TRAFFIC:
WASTE:
SUSTAINABILITY:
CULTURAL:

THE LANDSMITH COLLECTION
TAYLOR BURRELL BARNETT
PAUL BANGAY / SEEDS
HOCKING HERITAGE
EMERGE ASSOCIATES
THE CIVIL GROUP
TRANSFORM
BRUCE
CUNDALL
BRAD GOODE & ASSOCIATES

CLIENT
THE LANDSMITH COLLECTION
PROJECT
WALLCLIFFE HOUSE

PROJECT ADDRESS
752 WALLCLIFFE ROAD (LOT 101)
MARGARET RIVER, WA
PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
18126
SCALE
1:1500 @ A3

NORTH
0 7.5 15 34.5

DRAWING
PROPOSED MASTER PLAN
DRAWING NO. DA1.04
DRAFTER HBW
CHECKED MM
REV. D