



Transport Impact Statement

Project:	Proposed Residential and Café Development 38 Fearn Avenue, Margaret River
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Date:	7 th February 2024
Shawmac Document #:	2309008-TIS-001

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13/02/2024



Document Status: Client Review

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File Reference: Y:\Jobs Active 2023\T&T - Traffic & Parking\Carmel Group_36 Feam Ave, Margaret River_TIS_2309008\3. Documents\3.2 Reports\Carmel Group_38 Feam Ave, Margaret River_TIS_Rev A.docx



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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Carmel Group to prepare a Transport Impact Statement (TIS) for a proposed residential and café development in Margaret River.

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.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 38 (Lot 80) Fearn Avenue in Margaret River. The local authority is the Shire of Augusta-Margaret River.

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

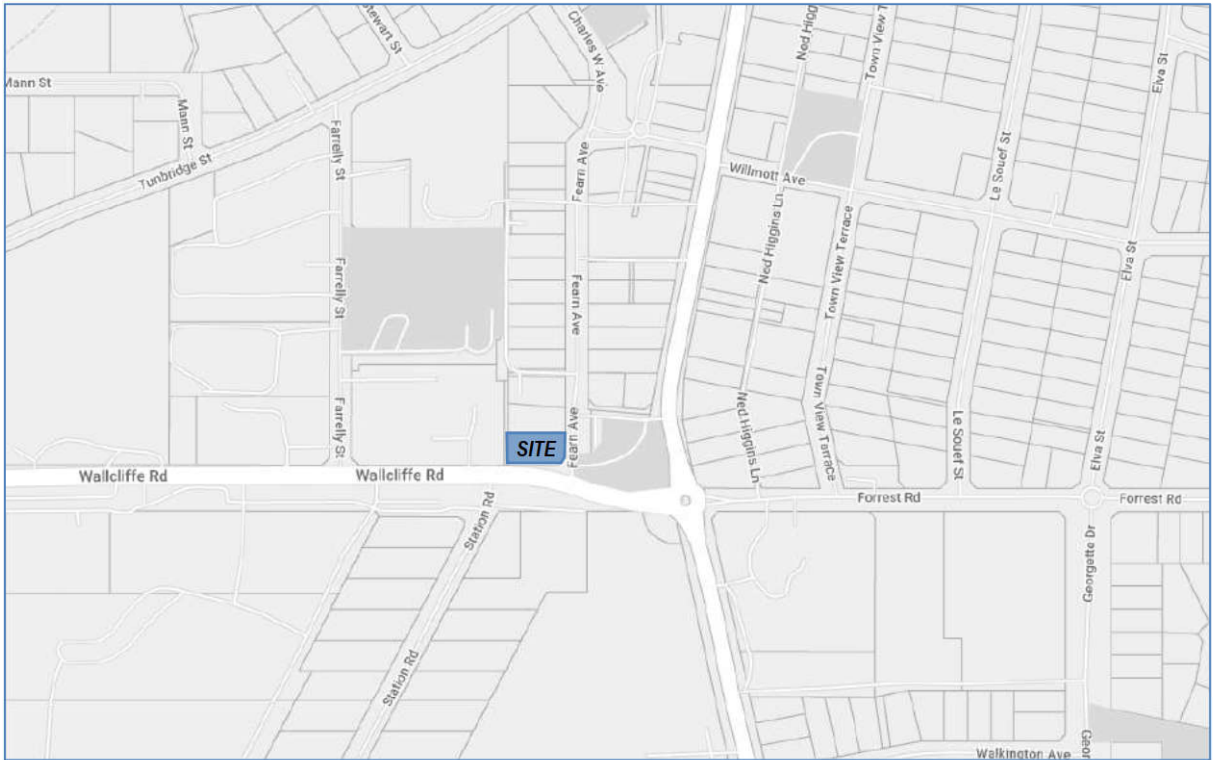


Figure 1: General Site Location

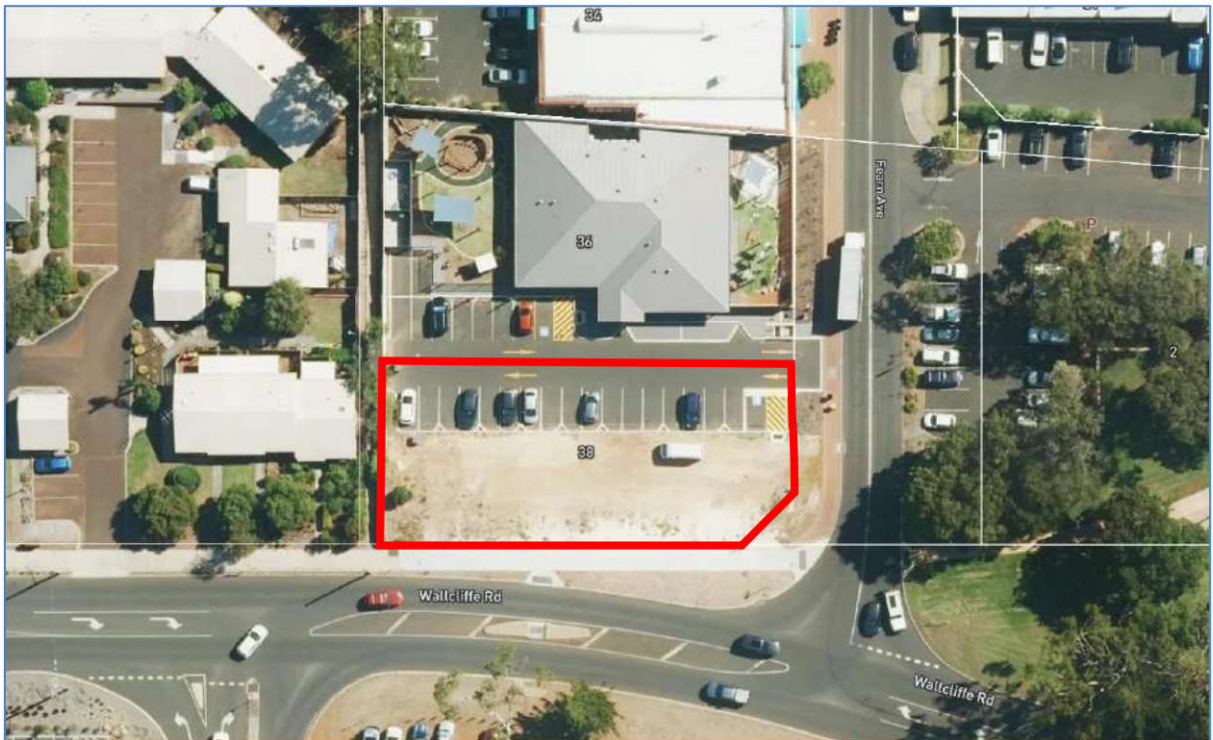


Figure 2: Aerial View (March 2022)

According to the Shire of Augusta - Margaret River Local Planning Scheme No. 1 (LPS1), the site is zoned Town Centre as shown in **Figure 3**.

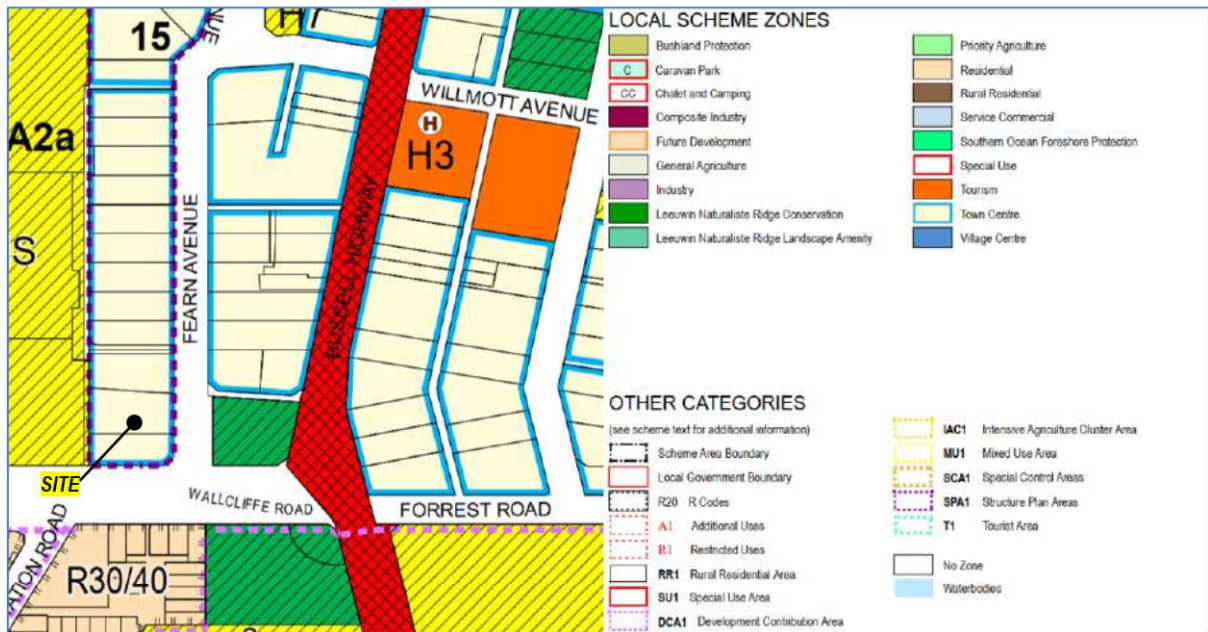


Figure 3: Existing Land Use and Zoning

2. Proposed Development

2.1. Land Use

The original development approval (36 and 38 Fearn Avenue) included a child care centre, medical centre with 4 consultants and 3 short-stay apartments (6 beds total). The child care centre was constructed at 36 Fearn Avenue (Lot 81) and has been operational since 2019.

It is now proposed to proceed with development at 38 Fearn Avenue (Lot 80) which now includes 14 serviced apartments / multiple dwellings and a small café. The medical centre is no longer proposed. The four studio dwellings on the lower ground level are proposed to allow for small scale home-based business. The dwellings will be managed by a single operator to allow flexible use of the dwellings for short or long-term leases, subject to demand.

The proposed operating hours of the café are from 7am to 3pm.

This development application will use the existing vehicle access and parking constructed on the site at the time of developing the adjoining child care site.

The site layout for the proposed development is shown in **Figure 4**.



Figure 4: Site Layout

3. Traffic Management on Frontage Streets

3.1. Road Network Road 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 5**.

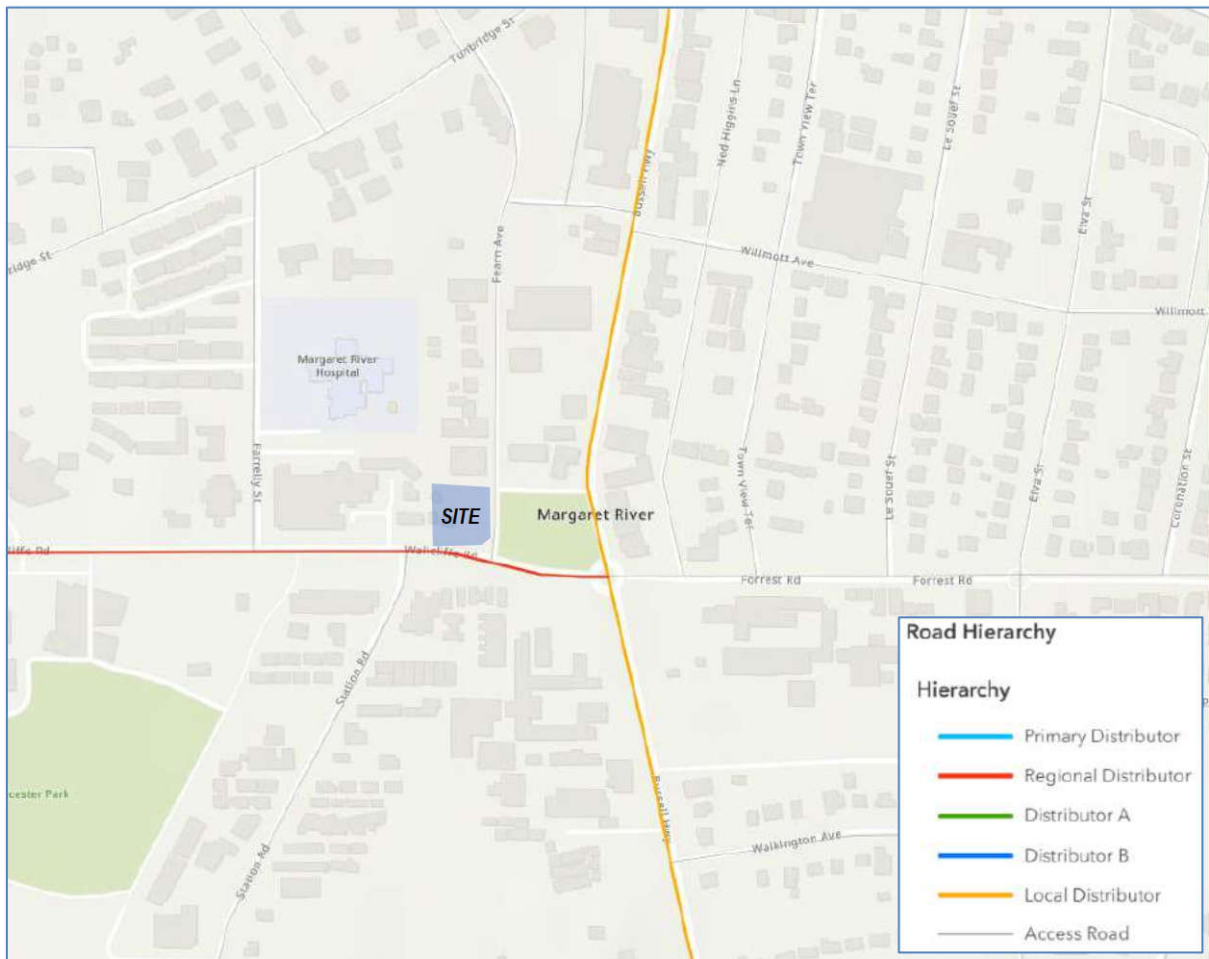


Figure 5: Existing Road Network Hierarchy

As shown, Fearn Avenue is classified as an Access Road and Wallcliffe Road is a Regional Distributor.

3.2. Speed Limits

The existing speed limits are shown in **Figure 6**.

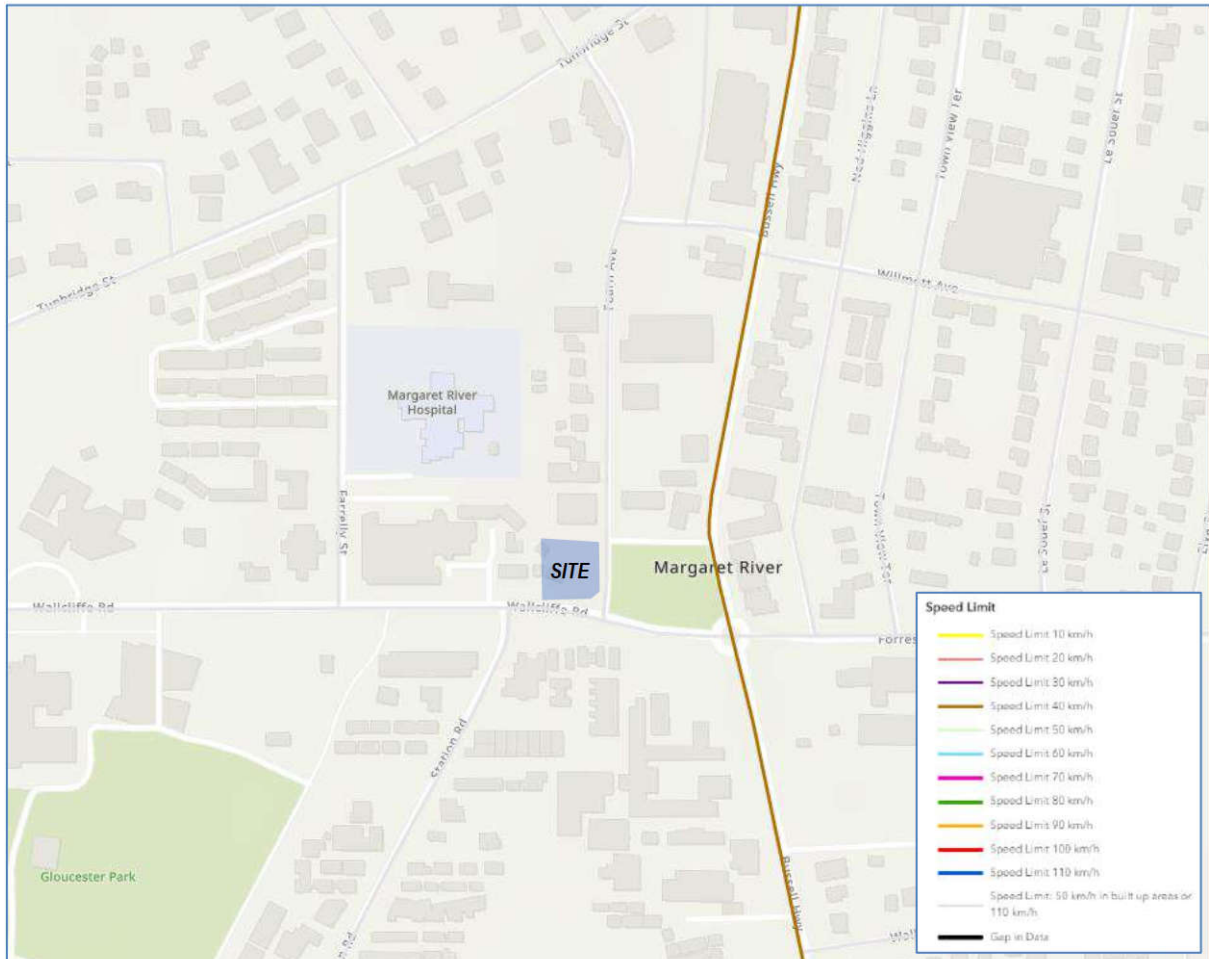


Figure 6: Existing Speed Limits

As shown, Fearn Avenue and Wallcliffe Road are currently operating at a 50 km/hr speed limit.

4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access for the development proposes to utilise the existing 6m wide driveway and crossover on Fearn Avenue.

4.2. Car Parking Allocation

The development will utilise the existing car park which will be shared between the various uses.

Under the previous planning approval, the child care centre required the provision of 13 bays which was reduced to 12 bays in recognition of the implemented Active Transport Plan. It is therefore proposed to allocate the 12 car parking bays on the northern part of the car park to the child care centre and the 18 bays on the southern part of the car park to the proposed development. The end bay will be converted to a turnaround bay.

The parking allocation will be enforced with signage and/or pavement markings in each bay.

The proposed car parking allocation is shown in **Figure 7**.

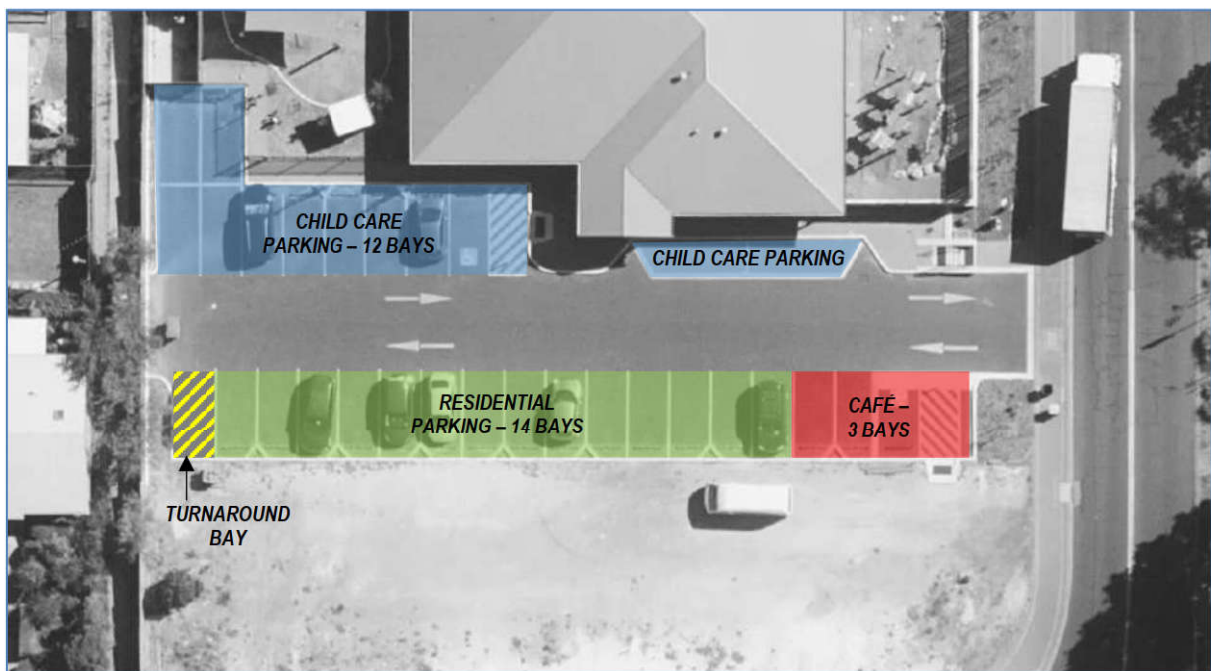


Figure 7: Proposed Car Parking Allocation

It is also noted that the child care centre parking bays will be made available for café and residential visitor use outside of the child care centre operating hours which are 6:30am to 6:30pm on weekdays.

4.3. Car Parking Requirements

The minimum parking requirements for residential development are outlined in the Residential Design Codes. As the proposed dwellings are multiple dwellings, the Residential Design Codes Volume 2 (RDC2) are applicable. As the site is not within a defined activity centre or in close proximity to high frequency public transport, the Location B requirements of the RDC2 have been applied. For the café, the requirements are outlined in Schedule 8 of the Shire's LPS1.

For the four proposed ground floor studios with a potential working space, separate customer parking is not considered required as they are unlikely to generate client visits on a regular basis, if at all. In the event that a customer or client is visiting the site, they could utilise the available public or street parking or they could use the child care and café parking if they are visiting outside of the child care and café operating hours.

The parking calculation is summarised in **Table 1**.

Table 1: LPS1 and RDC2 Car Parking Calculation (Multiple Dwellings)

Land Use	Unit	Requirement	Quantum	Required Bays
Café	-	1 space per 5 seats or 1 space per 30m ² NLA, whichever is the greater	113m ²	4
Residential - Apartments	1 bedroom dwellings	1 bay per dwelling	8	8
	2+ bedroom dwellings	1.25 bay per dwelling	6	8
	Visitor	1 bay per 4 dwellings up to 12 dwellings	12	3
		1 bay per 8 dwellings for the 13 th dwelling and above	2	1
	Motorcycle / Scooter	1 motorcycle / scooter bay for every 10 car bays for developments exceeding 20 dwellings	n/a	n/a

As the dwellings may also be used as serviced apartments, a separate calculation based on this use is summarised in **Table 2**. The Shire has advised that a provision of 1 space per unit would be applicable.

Table 2: LPS1 Car Parking Calculation (Serviced Apartments)

Land Use	Unit	Requirement	Quantum	Required Bays
Café	-	1 space per 5 seats or 1 space per 30m ² NLA, whichever is the greater	113m ²	4
Serviced Apartments	dwellings	1 bay per dwelling	14	14

As shown, the multiple dwelling use results in the highest requirement with a total of 24 car parking bays (4 commercial, 16 residential and 4 residential visitor). The parking provision and allocation is short of the requirements by 7 bays (1 commercial bay, 2 residential bays and 4 residential visitor bays).

In this instance, the shortfall is considered to be justifiable based on the following reasons:

- The shortfall of 1 bay for the café is minor and is adequately compensated by the ample street and public car parking in the vicinity of the site which is detailed later in this report. It is estimated that the café would not have more than 3 staff at any one time and so the on-site provision of 3 spaces would accommodate all staff parking.
- The café is relatively small and a large proportion of customers will be from nearby residents and workers who may walk/cycle to the site.
- Design Guidance DG3.9.3 of RDC2 states that residential visitor parking may be reduced where there is adequate on-street parking or public parking in the near vicinity of the development. As discussed later in this report, there is ample on-street and public parking near the site. The 12 child care parking spaces will also be available for use by residential visitors outside of the child care centre operating hours (after 6:30pm on weekdays and all day on weekends) which is the most common period for residents to have visitors. Similarly, the 3 café parking spaces will also be available for residential visitors outside of the café operating hours which are from 7am to 3pm.
- Clause 5.8.9 of LPS1 specifies that the local government may allow a 10% reduction in the amount of car parking otherwise required by Schedule 8, up to a maximum of 5 bays, where a developer prepares and commits to implement an active transport plan, to the satisfaction of the local government. The Active Transport Plan is to detail how and to what extent non-motorised forms of transport will be encouraged through the provision of 'end of trip facilities' such as bike parking, showers and lockers. The proposed Active Transport Plan is detailed later in **Section 4.7**. With a 10% reduction applied, the development would require 22 bays which reduces the shortfall to 5 bays.

4.4. Street and Public Parking

A summary of the available street and public parking surrounding the site as shown in **Figure 8**.



Figure 8: Existing Public Parking

A parking utilisation survey was commissioned to review the current utilisation in the two public car parks and the 5 street bays on Fearn Avenue near the site. The survey covered two weekdays in January 2024 from 6am to 9am and 3pm to 6pm which are the child care centre peak periods during which the development is most likely to require off-site parking.

The results of the survey are shown in **Figure 9**.

It is noted that the car park on the south side of Walcliffe Road was closed on Wednesday afternoon and Thursday morning due to construction nearby and so this data has been excluded. It is also noted that some of the parked vehicles were construction vehicles.

Client Shawmac
Date Wednesday, 17 January 2024
Time 6:00-9:00 & 15:00-18:00
Description Margaret River Parking

Street Name	Side of Street	Restriction	Applicable Hours	Supply	6:00	7:00	8:00	9:00	15:00	16:00	17:00	18:00
1. Fearn Ave	West	Normal		2	0	2	1	1	2	1	1	1
	East	Normal		3	0	3	3	3	2	1	2	0
Total				5	0	5	4	4	4	2	3	1
% Capacity					0%	100%	80%	80%	80%	40%	60%	20%
2. Off-St Carpark (btw Fearn Ave & Bussell Hwy)	Normal			38	1	0	7	25	37	28	25	15
	ACROD			1	0	0	0	0	0	0	0	0
Total				39	1	0	7	25	37	28	25	15
% Capacity					3%	0%	18%	64%	95%	72%	64%	38%
3. Off-St Carpark (South of Wallcliffe Rd)	ACROD			1	0	0	0	0				
	Electric Vehicle Charging Bay			2	0	0	0	0				
	Normal(North Side)			22	0	0	0	0				
	Normal(South Side)			19	4	2	3	2				
Total				44	4	2	3	2				
% Capacity					9%	5%	7%	5%				

Client Shawmac
Date Thursday, 18 January 2024
Time 6:00-9:00 & 15:00-18:00
Description Margaret River Parking

Street Name	Side of Street	Restriction	Applicable Hours	Supply	6:00	7:00	8:00	9:00	15:00	16:00	17:00	18:00
1. Fearn Ave	West	Normal		2	0	1	0	2	1	0	0	0
	East	Normal		3	2	2	3	3	3	2	2	3
Total				5	2	3	3	5	4	2	2	3
% Capacity					40%	60%	60%	100%	80%	40%	40%	60%
2. Off-St Carpark (btw Fearn Ave & Bussell Hwy)	Normal			38	2	5	13	22	35	23	15	32
	ACROD			1	0	0	0	0	0	0	0	0
Total				39	2	5	13	22	35	23	15	32
% Capacity					5%	13%	33%	56%	90%	59%	38%	82%
3. Off-St Carpark (South of Wallcliffe Rd)	ACROD			1					0	0	0	0
	Electric Vehicle Charging Bay			2					0	1	0	0
	Normal(North Side)			22					3	4	3	2
	Normal(South Side)			19					1	0	3	7
Total				44					4	5	6	9
% Capacity									9%	11%	14%	20%

Figure 9: Parking Survey Results

The survey results indicate that:

- The street bays on Fearn Avenue are well utilised but there are some periods with vacant bays.
- The public car park on the opposite side of Fearn Avenue is relatively underutilised during the weekday morning peak reaching a maximum of about 60% by 9am. In the weekday afternoon peak, this car park is well utilised but there is still a number of bays available at certain times.
- The public car park on the opposite side of Walcliffe Road Avenue is very underutilised during both peak periods with a maximum of 20% occupied during the surveyed periods.

4.5. Parking Layout

It is proposed to utilise the existing car parking bays on the site and no further changes are proposed.

4.6. Provision for Service Vehicles

Waste from the development will be stored on the lower ground level and will be collected via kerbside collection along the verge.

4.7. Active Transport Plan

As mentioned previously, an Active Transport Plan is to detail how and to what extent non-motorised forms of transport will be encouraged through the provision of 'end of trip facilities' such as bike parking, showers and lockers.

It is proposed to provide 14 bicycle parking spaces on the ground level (10 spaces next to the café and 4 spaces next to the residential lobby) for café and residential visitor use which will encourage customers and visitors to cycle to and from the site.

For the residential dwellings, end-of-trip facilities are not required as each dwelling has a shower. For the café, the provision of shower facilities is not considered necessary based on the small scale of this use. However, it is proposed to include lockers or a storage area within the café for any staff who may choose to cycle to and from work.

5. Traffic Generation Characteristics

5.1. Traffic Generation

The traffic generation has been estimated using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition as summarised in **Table 3**. The peak hour trip rates are based on the peak hour of the adjacent road network typically occurring between 7 to 9am and between 4 to 6pm.

Table 3: Proposed Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate			Number of Trips		
			Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Multi-family Housing (Low-Rise)	Unit	14	6.74	0.40	0.51	94	6	7
Café	100m ²	113m ²	115.39	10.30	8.41	130	12	10
Total						224	18	17

As shown, the proposed development is estimated to generate an additional 224 vehicle trips per day including 18 trips during the morning peak hour and 17 during the afternoon peak hour.

According to the 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 additional 18 to 17 vehicles per hour towards the lower end of this range and so the development traffic is considered to have a low impact and can be accommodated within the existing capacity of the road network. The above estimate is considered to be a worst-case scenario as the site is located within the town centre and is likely to generate a larger than standard proportion of walking and cycling trips.

6. Pedestrian and Cyclist Access

6.1. Accessibility

Most of the roads in the surrounding area have at least one footpath. The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.

6.2. Bicycle Parking

The Shire's LPS1 does not specify any bicycle parking requirements for development and there does not appear to be any local planning policy related to bicycle parking. It is recommended to consider providing some bicycle parking for potential guests, café staff and customers.

7. Public Transport Access

There are no existing public transport services operating in the area which is common for some regional towns. The demand for public transport is expected to be minimal and the proposed development does not warrant the provision of new public transport services.

8. Site Specific Issues and Safety Issues

8.1. 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 December 2022 is shown in **Figure 10**.

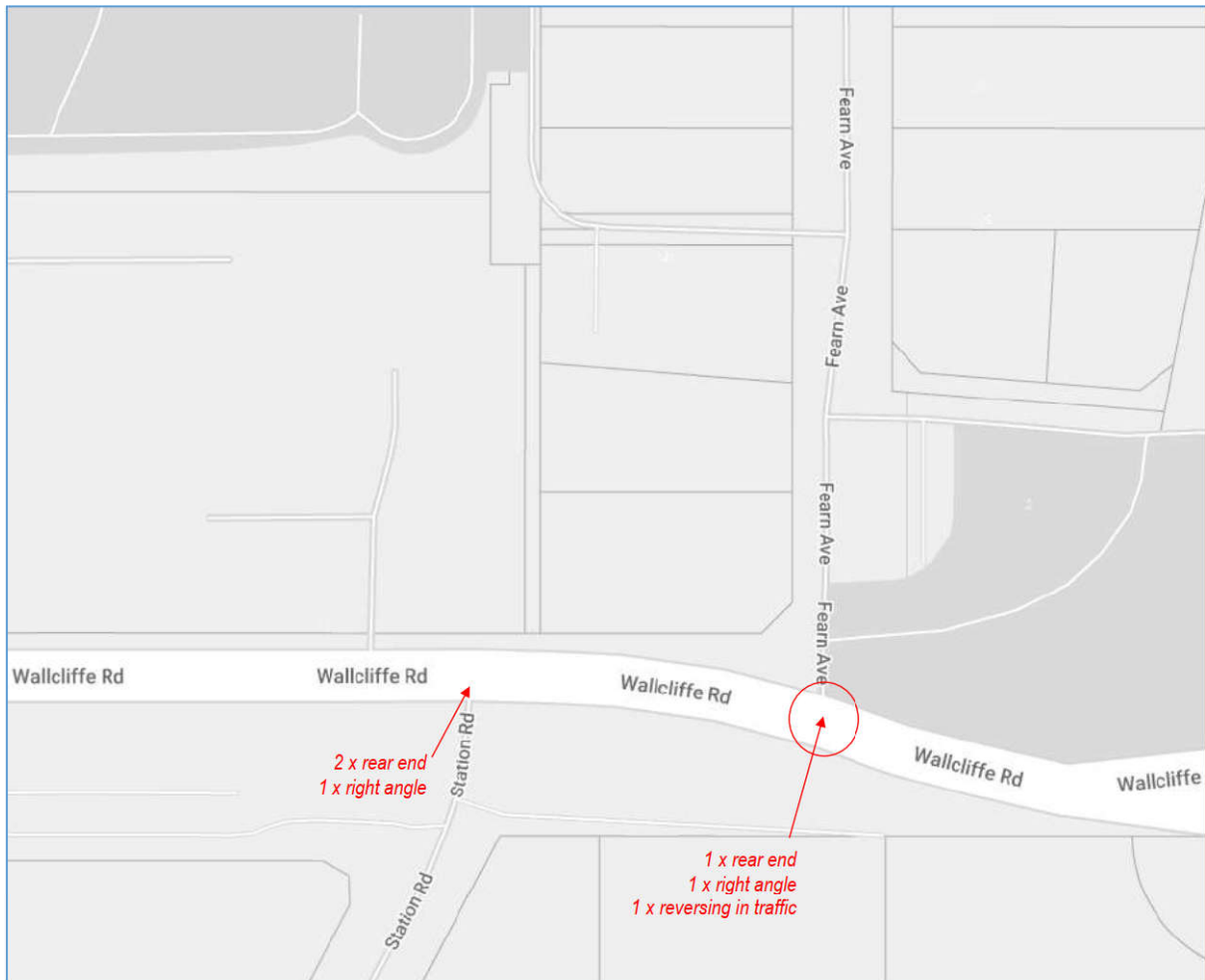


Figure 10: Crash History – January 2018 to December 2022

The crash history is low and there does not appear to be any particular safety issue that needs to be addressed.

The proposed development will generate a low volume of traffic and there is no indication that the development would increase the risk of crashes to unacceptable levels.

9. Conclusion

The Transport Impact Statement for the proposed accommodation and café development at 38 Fearn Avenue in Margaret River concluded the following:

- The existing road network will have sufficient capacity to accommodate the traffic generated by the development and no modifications are required.
- The proposed development requires a total of 24 car parking bays (4 commercial, 16 residential and 4 residential visitor). The parking provision and allocation is short of the requirements by 7 bays (1 commercial bay, 2 residential bays and 4 residential visitor bays). In this instance, the shortfall is considered to be justifiable based on the following reasons:
 - The shortfall of 1 bay for the café is minor and is adequately compensated by the ample street and public car parking in the vicinity of the site. It is estimated that the café would not have more than 3 staff at any one time and so the on-site provision of 3 spaces would accommodate all staff parking.
 - The café is relatively small and a large proportion of customers will be from nearby residents and workers who may walk/cycle to the site.
 - Design Guidance DG3.9.3 of RDC2 states that residential visitor parking may be reduced where there is adequate on-street parking or public parking in the near vicinity of the development. The 12 child care parking spaces will also be available for use by residential visitors outside of the child care centre operating hours (after 6:30pm on weekdays and all day on weekends) which is the most common period for residents to have visitors. Similarly, the 3 café parking spaces will also be available for residential visitors outside of the café operating hours which are to be confirmed.
 - Clause 5.8.9 of LPS1 specifies that the local government may allow a 10% reduction in the amount of car parking otherwise required by Schedule 8, up to a maximum of 5 bays, where a developer prepares and commits to implement an active transport plan, to the satisfaction of the local government. With a 10% reduction applied, the development would require 22 bays which reduces the shortfall to 5 bays.
- A parking utilisation survey indicates that there is sufficient vacancy in the street and public parking in the vicinity of the site to accommodate the minor parking shortfall.
- Vehicle access for the development proposes to utilise the existing 6m wide driveway and crossover on Fearn Avenue.
- Waste from the development will be stored on the lower ground level and will be collected via kerbside collection along the verge.
- The existing pedestrian and external path network is considered to be adequate.

- The existing public transport is very limited due to its location is considered adequate.
- The existing crash data between 2018 – 2022 is considered acceptable and does not indicate any issues with the road network. The traffic generated by the site will be low and is unlikely to increase the risk of crashes to unacceptable levels.