

# Transport Impact Statement

<b>Prepared by:</b>	Planning Solutions	<b>Job No:</b>	8528
<b>Date:</b>	18 May 2023	<b>Version No:</b>	1
<b>Site address:</b>	Lots 59 (2) and 51 (6) Austral Parade, East Bunbury (subject site)		
<b>Development:</b>	Three storey mixed use development comprising 54 multiple dwellings and two commercial tenancies.		

## 1. INTRODUCTION

This Transport Impact Statement (TIS) has been prepared in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines Volume 4 Individual Developments.

A transport impact statement is a brief statement outlining the transport aspects of the proposed development. The intent of the statement is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.

The Transport Impact Assessment Guidelines confirms most, if not all, of the information to be provided in a transport impact statement will be of a non-technical nature, that is, will not require input from a specialist in transportation planning or traffic engineering. In preparing this TIS, no specific issues have been identified that would require specialist technical input.

## 2. PROPOSED DEVELOPMENT

### 2.1. Existing land uses

The subject site is developed with a two-storey retail shopping complex comprising 1,064m<sup>2</sup> of floorspace. The development comprises retail and café land uses on the ground floor and office uses on the upper floor.

Lot 51 on the corner of Austral Parade and Hough Road is vacant. It was historically developed with a petrol station.

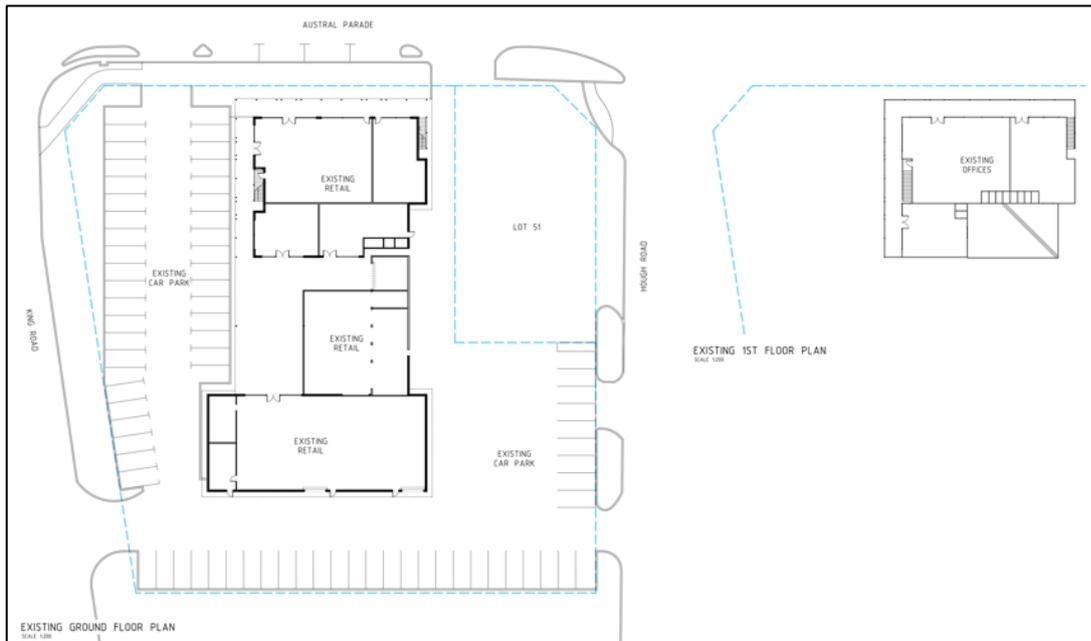


Figure 1 – Existing site plan

## 2.2. Proposed land use

The subject site is intended to be developed with a three-storey mixed use development comprising 54 multiple dwellings and two commercial tenancies building with a net lettable area (NLA) of 579m<sup>2</sup> and associated parking. The development particulars include:

- 2 x commercial tenancies (270m<sup>2</sup>) (309m<sup>2</sup>)
- 10 x 1-bedroom dwellings
- 32 x 2-bedroom dwellings
- 9 x 3-bedroom dwellings
- 3 x 4-bedroom dwellings
- 98 x secure residential car parking bays (internal)
- 8 x visitor car parking bays (internal)
- 35 x commercial car parking bays (internal)
- 1 x loading bay
- 16 x bicycle racks for residents (space for 32 bicycles) (internal)
- 1 x bike store (space for 21 bicycles)
- Upgrade of crossover on King Road and Hough Road
- Removal of existing crossovers on Austral Parade and Hough Road

Refer to Appendix 1, Development Plans.

## 2.3. Context with surrounds

The subject site is located in the suburb of East Bunbury and is approximately 1.5km east of the Bunbury city centre.

Refer Figure 2, Location Pan.

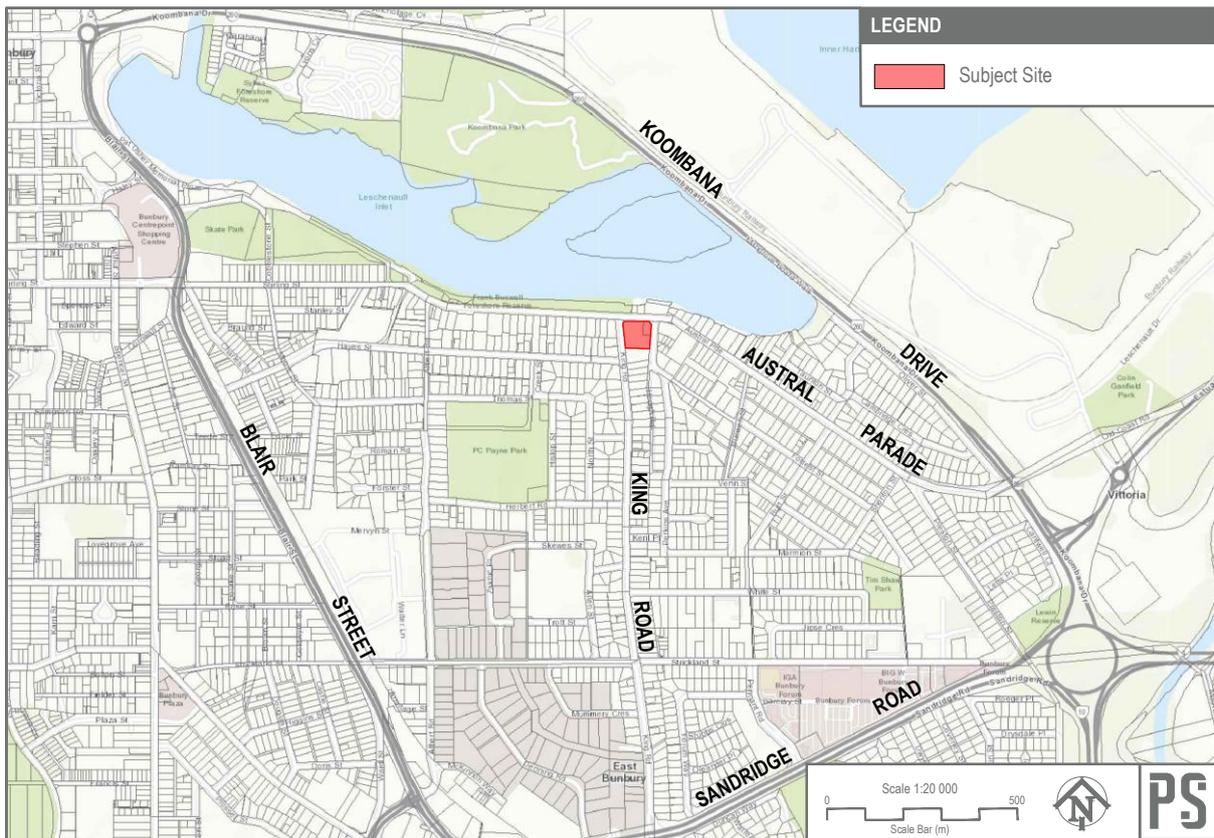


Figure 2 – Location plan

The subject site is located near other commercial land uses on Austral Parade and residential land uses on King Road and Hough Road. To the north is the Leschenault Inlet and associated foreshore reserves. Refer

Refer to Figure 3, Aerial photograph.



Figure 3 – Aerial photograph

The subject site adjoins three roads:

- Austral Parade – connecting Koombana Drive in the east and continuing as Stirling Street in the west.
- King Road – connecting Austral Parade / Stirling Street in the north with Sandridge Road in the south. It continues as Picton Road past Sandridge Road.
- Hough Road – serving the local residential catchment.

Intersecting with King Road to the southwest of the subject site is Hayes Street – connecting to Blair Street in the west. Hayes Street provides vehicle access between the subject site and the city centre.

Shared paths along Austral Parade, Stirling Street, and King Road provide pedestrian and cycle connectivity to surrounding areas.

The nearest train station is the Bunbury Passenger Terminal, located approximately 1.8km south of the subject site.

TransBunbury bus route 827 travels along King Road and Austral Parade past the subject site; it provides an infrequent commuter service between the city centre and Glen Iris via Bunbury Forum Shopping Centre and the Bunbury Passenger Terminal.

### 3. VEHICULAR ACCESS AND PARKING

#### 3.1. Access arrangements

Vehicle access and egress is obtained via two crossovers:

- 8m existing crossover to King Road, providing access and egress for commercial visitors and the residents on the ground level.

- 8m proposed crossover to Hough Road, providing access and egress for residents only for parking on the mezzanine level.

All other existing crossovers are to be removed.

Sliding security doors are located at all entrances. On King Road, the security gate will close outside of business hours permitting only residents. On Hough Road, the security gate will remain closed at all times permitting only residents. The internal roller door on the ground level will remain closed at all times permitting only residents.

Refer Appendix 1, Development Plans.

### **3.2. Public, private, disabled parking set down/pick up**

Car parking occurs over the ground floor and mezzanine level. Car parking comprises:

- 98x residential car parking bays measuring 2.6m x 5.4m, for use by residents over two levels.
- 8 x visitor car parking bays measuring 2.6m x 5.4m on the ground floor.
- 1 x accessible bay marked and measuring 4.2m x 5.5m on the ground floor.
- 1 loading bay measuring 2.7m x m on the Hough Road frontage.
- 5 x motorcycle parking bays on the ground floor.

No taxi / ride share / drop off / pick up bays are proposed.

The parking aisles are a minimum 6m wide.

The eastern (residential) carpark comprises 24 car parking bays measuring 2.6m x 5.4m, and 5 motorcycle parking bays, with 6.5m parking aisles. The carpark is fenced and is accessed via an automatic sliding gate accessible to residents only.

## **4. SERVICE VEHICLES (NON-RESIDENTIAL)**

### **4.1. Access arrangements**

Large service vehicles will not enter the site and will access the development from adjoining public roads.

### **4.2. On/off-site loading facilities**

A 2.7m wide loading bay is provided on Hough Road for loading and unloading, including waste collection.

## **5. SERVICE VEHICLES (RESIDENTIAL)**

### **5.1. Rubbish collection and emergency**

A 2.7m wide loading bay is provided on Hough Road for loading and unloading, including waste collection.

### **5.2. Vehicle access**

All service vehicles access the site via the loading bay on Hough Road.

## **6. HOURS OF OPERATION (NON-RESIDENTIAL ONLY)**

Normal hours of operation will apply to the commercial premises, subject to any trading hour restrictions under Western Australian law and any limitations recommended in the acoustic assessment.

## 7. TRAFFIC VOLUMES

### 7.1. Daily or peak traffic volumes

The Western Australian Planning Commission’s Transport Impact Assessment Guidelines provides guidance on trip generation rates. The Guidelines specifies this is not intended to be a comprehensive assessment carried out by a transport specialist but a rough guide only to the amount and type of traffic likely to be generated.

Applying the Guidelines, the proposed development is anticipated to generate the following vehicle trips in the peak hour, as a rough guide:

Table 1 – Approximate trip generation rates

Use:	Rate	Trips per AM peak hour	Trips per PM peak hour
Retail (270m <sup>2</sup> )	1 trip per 100m <sup>2</sup> in AM peak 4 trips per 100m <sup>2</sup> in PM peak	2.7	10.8
Café (309m <sup>2</sup> )	5 trips per 100m <sup>2</sup> in peak hour (outside AM and PM peak)	15.45	15.45
Residential (54 dwellings)	0.8 trips per dwelling for AM and PM peak hours	43.2	43.2
<b>Total</b>		<b>61.35</b>	<b>69.45</b>

The existing 1,064m<sup>2</sup> of retail floor space generates approximately a maximum 42.56 trips (PM peak hour). The increase in trips generated the proposed development is considered insignificant.

### 7.2. Type of vehicles (for example, cars, trucks)

It is expected the majority of vehicle movements will be made by car with the exception of service vehicles which access the site via the loading bay on Hough Road.

## 8. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

### 8.1. Description of existing arrangements

All adjoining and nearby streets are classified as ‘access streets’ under Main Roads Western Australia hierarchy.

Refer Figure 4.

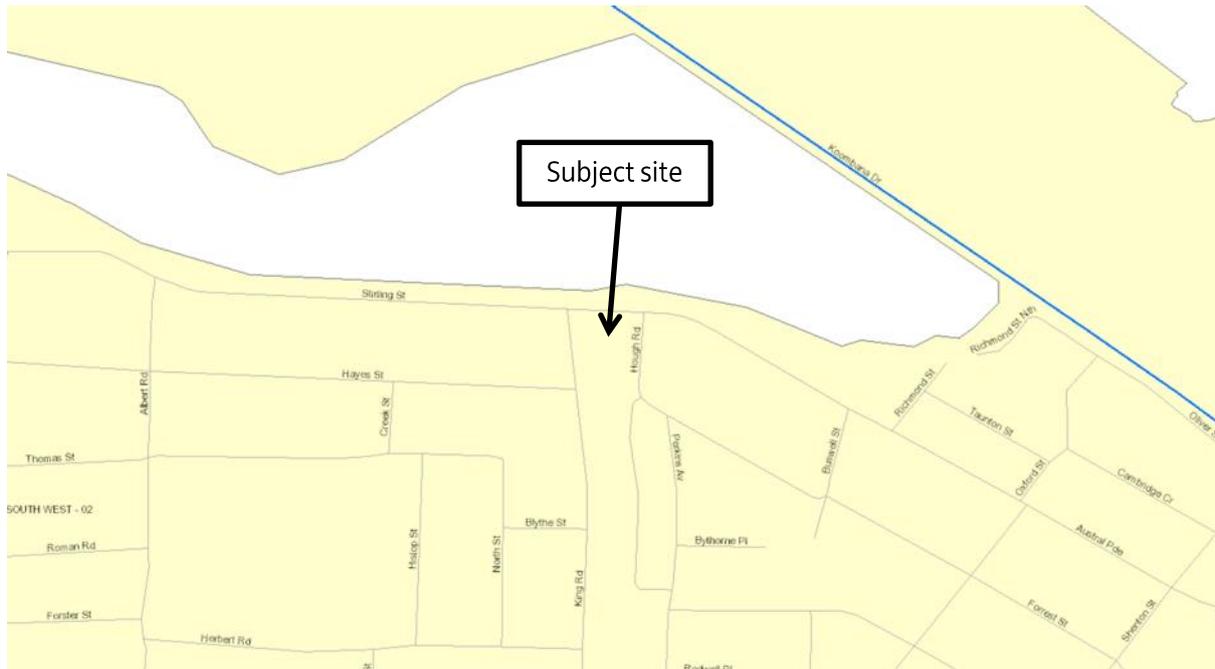


Figure 4 – Road classification and hierarchy

Austral Parade is a two-lane road with marked centreline with a width of approximately 7.5m, and with 2.1m on-street parking bays on both sides. A channelised treatment is provided on either side of the intersection with Hough Road with pedestrian crossing facilities. Footpaths are provided on both sides. Four existing verge car bays are provided on Austral Parade. A post box is provided on the verge adjacent to the subject site near the King Road intersection.

King Road has a carriageway approximately 8.3m wide with a marked centreline. A channelised treatment is provided on the approach to Austral Parade / Stirling Street with a pedestrian crossing facility. A footpath is provided on the western side.

Hough Road has a carriageway approximately 9.0m wide, widening at the approach to Austral Parade. A footpath is provided on the eastern side.

Hayes Street has a carriageway approximately 11.9m wide with a marked centreline and approximately 1.3m shoulder. A footpath is provided on the southern side.

All intersections are marked with give-way lines at the minor approach.

Default built-up area speed limits (50km/h) apply to all frontage roads.

## 8.2. Proposed changes to frontage streets

The proposal alters the configuration along Austral Parade to remove the existing crossovers. Kerbs will be reinstated where existing crossovers are removed. The upgraded footpath will utilise the existing pedestrian crossing. Internal footpaths adjacent to the retail tenancies provide access to the Austral Parade frontage. An extra two verge parking bays will be provided due to two small median strips being removed.

Hough Road will be modified to remove two existing crossovers and reinstate the kerb and verge. A 1.4m wide footpath is proposed along Hough Road adjacent to the proposed new building. The existing crossover in southeast corner is to be upgraded.

King Road will be upgraded with a pedestrian pathway.

Refer to Appendix 1 for a copy of the Development Plans.

### 8.3. Nearest bus/train routes

TransBunbury bus route 827 travels along King Road and Austral Parade past the subject site; it provides a commuter service between the city centre and Glen Iris via Bunbury Forum Shopping Centre and the Bunbury Passenger Terminal with the following frequencies:

- Monday – Friday between 7am and 6pm – every 2 hours
- Saturday between 9am and 5pm – every 2 hours
- Sundays and public holidays – no services

Other TransBunbury bus routes service Strickland Street, an approximately 800m walk south of the subject site.

Refer Figure 5.

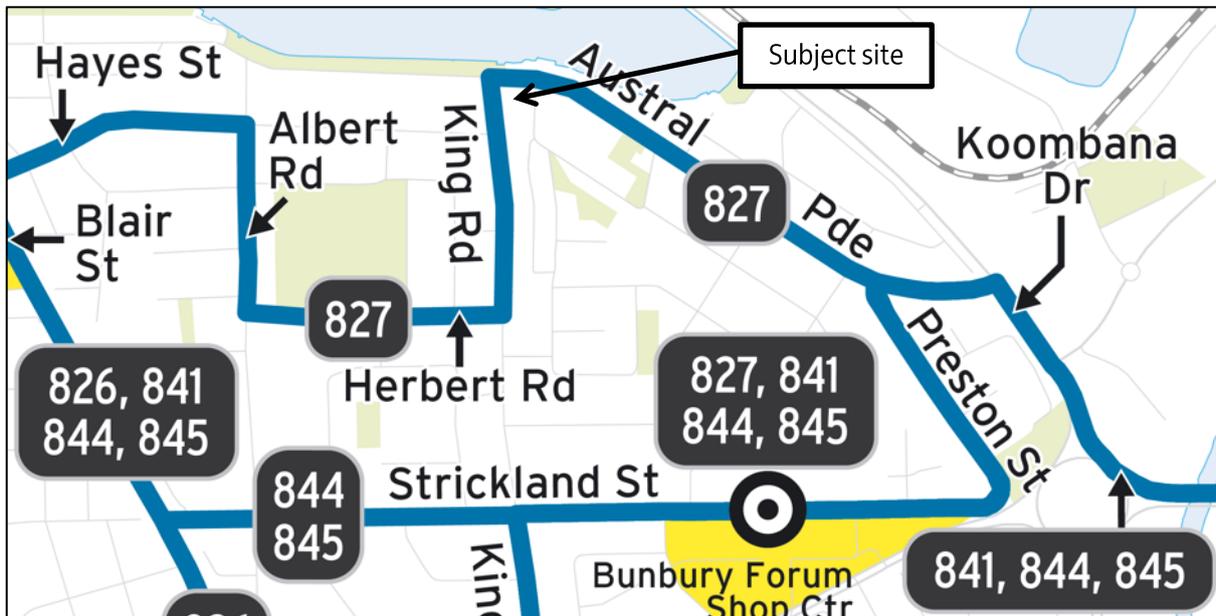


Figure 5 – Bus routes

### 8.4. Nearest bus stops/train stations

The services from the city centre utilise a bus stop on King Road directly opposite the subject site. Services to the city centre; however, do not stop adjacent the subject site, requiring a walk of approximately 125m south along King Road.

Refer Figure 6.

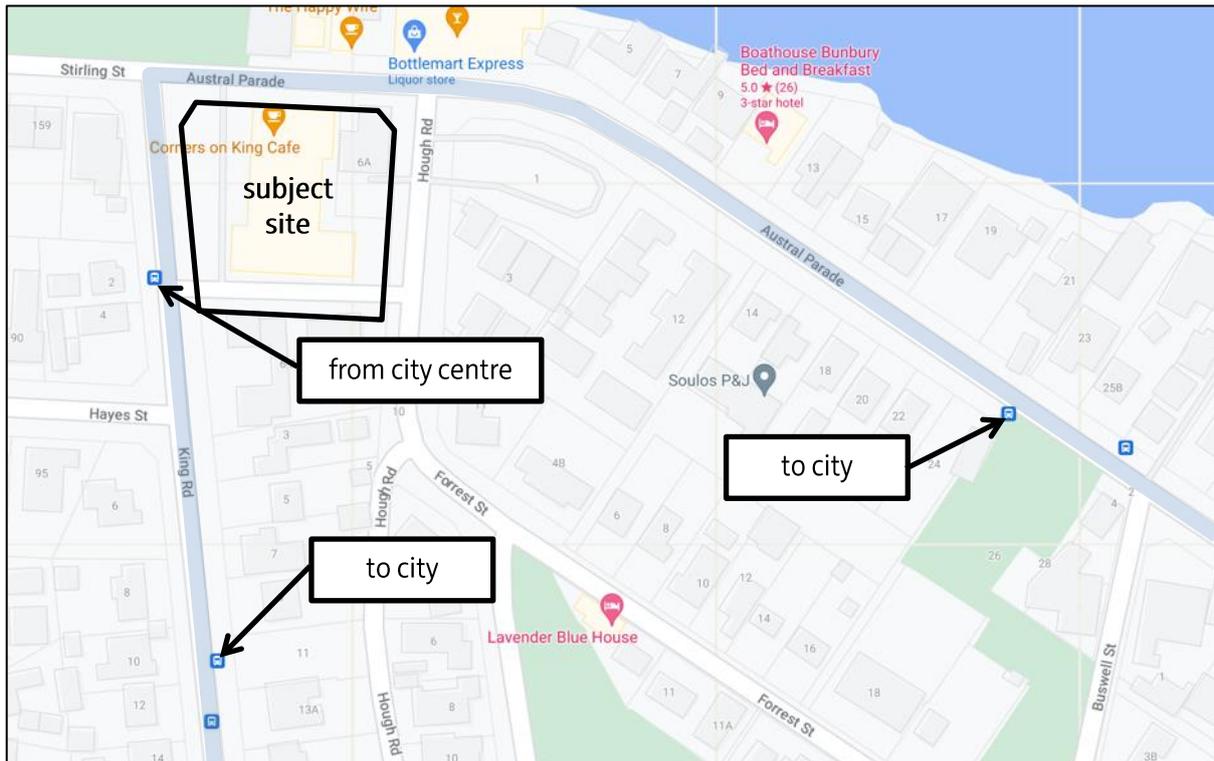


Figure 6 – Bus stops

The nearest train station is the Bunbury Passenger Terminal, located approximately 1.8km south of the subject site.

### 8.5. Pedestrian/cycle links to bus stops/ train station

Bus stops on King Road can be accessed by foot via the footpath on the western side of King Road.

## 9. PEDESTRIAN ACCESS/FACILITIES

### 9.1. Existing pedestrian facilities within the development

The existing development is accessed directly from Austral Parade via small steps in strategic locations, and via the customer carpark adjacent to King Road. Stairs provide access to the upper level of the development.

### 9.2. Proposed pedestrian facilities within development

The main pedestrian entry is located centrally on Austral Parade. The main residential lobby is accessed from King Road. A secondary residential lobby is located on Hough Road. All ground floor dwellings have direct access from King Road.

Two lifts are proposed providing access between the ground and upper levels.

### 9.3. Existing pedestrian facilities on surrounding roads

There is an existing footpath on Austral Parade adjoining the subject site, linking to pedestrian crossing facilities on Austral Parade (near Hough Road) and across King Road.

### 9.4. Proposals to improve pedestrian access

A 1.7m wide footpath is proposed along the King Road frontage, providing access to the ground level residential courtyards along the King Road.

A portion of hard stand is proposed on Hough Road provided access to service vehicles uses the service bay.

## 10. CYCLE ACCESS/FACILITIES

### 10.1. Existing cycle facilities within the development

There is limited provision for bicycles with the existing development.

### 10.2. Proposed cycle facilities within development

16 bicycle racks are provided internally for residents capable of storing 32 bicycles. A separate bike store on the ground floor provides for the storage of 21 bicycles.

### 10.3. Existing cycle facilities on surrounding roads

Hayes Street has a marked shoulder for cyclists. No other frontage streets have marked bicycle infrastructure.

The City of Bunbury has indicated Stirling Street, Austral Parade, and King Road for future cycle lanes.

Shared paths along Austral Parade, King Road, and the Leschenault Inlet foreshore provide off-road access to the city centre and other recreational destinations.

Refer Figure 7.

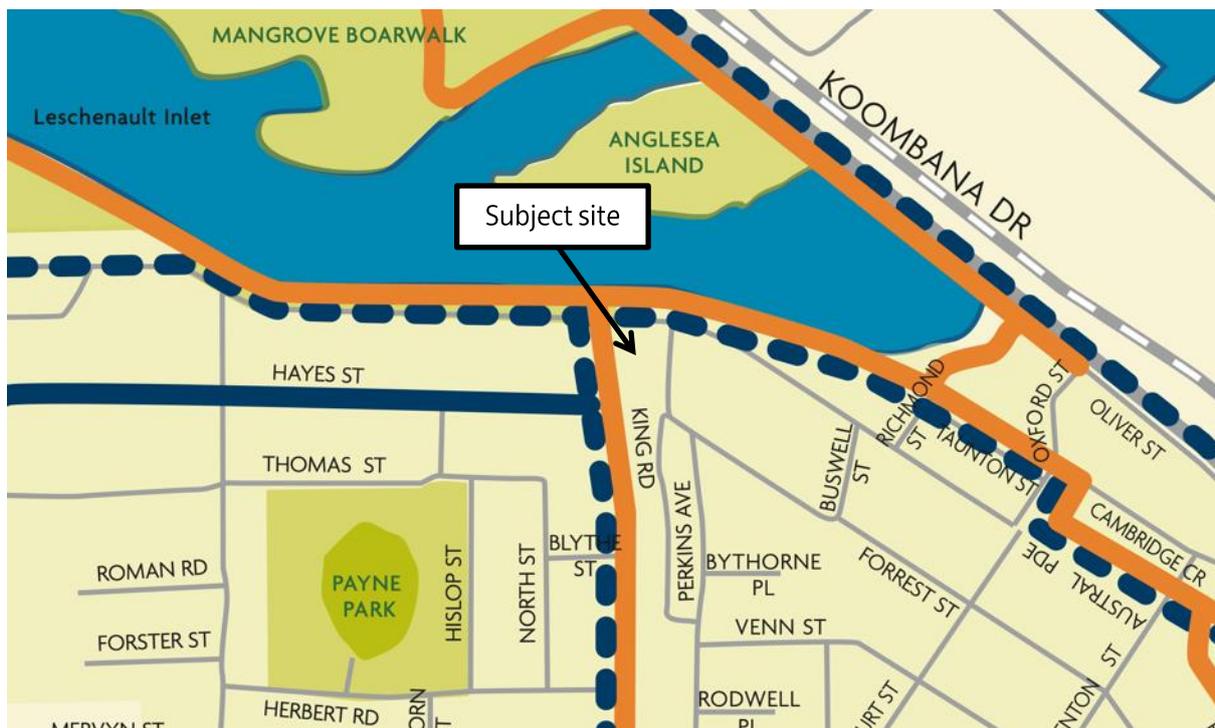


Figure 7 – Existing and proposed cycle lanes and shared paths

### 10.4. Proposals to improve cycle access

No changes to on-road cycle facilities are proposed. It is expected improvements will be separately undertaken by the City of Bunbury as part of a coordinated strategy across the network.

## 11. SITE SPECIFIC ISSUES

Several issues have been considered and discounted. It is noted:

- The frontage roads do not adjoin traffic sensitive uses such as schools or hospitals;
- The generation of traffic from 54 dwellings onto the surrounding road network is minor and will not result in congestion;
- There are no particular intersections or sections of road that may be adversely affected;
- No potential for rat-running;
- No issues associated with the heavy vehicles generated by the development
- Developments unlikely to operate outside normal business hours;
- It being a typical development which is unlikely to generate high non-car mode share; and
- Not close to major transport nodes.

## 12. SAFETY ISSUES

### 12.1. Identify issues

The development is a moderate development which proposes fewer crossovers than are existing. One potential safety issue has been identified.

- Visibility is limited with regard to traffic sightlines at the right-hand bend in the driveway between the parking module and the King Road crossover due to the solid structure on the corner.

### 12.2. Remedial measures

Proposed is installation of a convex mirror at the King Road car park entry to provide visibility to oncoming traffic when accessing the car park.

## 13. CONCLUSION AND RECOMMENDATIONS

This TIS has been prepared in accordance with Western Australian Planning Commission guidelines and concludes the development is appropriate subject to the remediation measure set out in section 12.2 above.



**ROSS UNDERWOOD**  
**SENIOR ASSOCIATE**

## Appendix 1 – Development Plans