TRANSPORT IMPACT STATEMENT

PROPOSED AMENDMENT TO SHIRE OF KALAMUNDA LOCAL PLANNING SCHEME NO. 3 – ADDITIONAL USE

Lot 601 (No. 782) Welshpool Road East, Wattle Grove

Prepared by

ALTUS PLANNING & APPEALS

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1.0 Background

1.1 Purpose

The following Transport Impact Statement has been prepared by Altus Planning & Appeals on behalf of Rothwood Homestays ('the Applicant') to support the proposed amendment to the Shire of Kalamunda ('the Shire') Local Planning Scheme No. 3 ('LPS3'). Specifically, the purpose of the scheme amendment request is to allow for the additional use of 'Reception Centre' ('the proposed amendment' or 'proposal') at Lot 601 (No. 782) Welshpool Road East, Wattle Grove ('the subject land' or 'the site').

The scheme amendment request was lodged with the Shire on 27 April 2017 and is currently under assessment (Shire reference: IE-199863). The purpose of this Transport Impact Statement is to provide a non-technical statement of the transport aspects of the proposal in accordance with the Western Australian Planning Commission's ('WAPC') Transport Impact Assessment Guidelines (Revised August 2016) ('TIA Guidelines').

1.2 Site Description

The subject land is zoned 'Rural Composite' pursuant to the Scheme Map of LPS3, it measures approximately 2.0057 hectares and is situated on the north-western side of Welshpool Road East, in the section bound by Crystal Brook Road to the south and Lewis Road to the north-east. The land currently exists with a single residential dwelling, an adjoining ancillary dwelling or 'granny flat', a swimming pool and a number of outbuildings, all of which are located in the north-western half of the property.

The land is bound to the north/north-west by the Hartfield Country Club, and similar semi-rural properties to the north-east and south/south-west, both of which have been re-subdivided. On the south-eastern boundary is Welshpool Road East; the subject land has direct access onto Welshpool Road East and in fact, the existing crossover and driveway is directly opposite a break in the median strip, allowing for vehicular access and egress in both directions.

In terms of the immediate surrounding locality, a variety of uses are currently being conducted along this particular section of Welshpool Road East and include a concrete crushing centre, scrap yard, dog kennels, veterinary centre, tree removalists, and garden centres. There are also a number of undeveloped lots.

Aerial imagery with cadastral overlay of the subject land and immediate surrounding locality is provided at Figure 1 overleaf.



Figure 1: Aerial with cadastral overlay of subject land and surrounding locality (Source: Landgate Map Viewer 2017)

2.0 Western Australian Planning Commission Transport Impact Assessment Guidelines

The WAPC's TIA Guidelines have been prepared to assist with the assessment of transport planning implications for land use development proposals. The TIA Guidelines identify which type of development proposals require supporting transport information, the level of information that is required, and the format in which it is to be presented.

Table 1 of the TIA Guidelines outlines the level of assessment required based on the size and nature of various land use categories (refer to Figure 2 overleaf).

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	>100 dwellings
Schools	10–100 students	>100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m² gross floor area	>1000 persons (seats) OR >2000 m² gross floor area
Fast food restaurants	50–500 m² gross floor area	>500 m² gross floor area
Food retail /Shopping centres with a significant food retail content	100–1000 m² gross floor area	>1000 m² gross floor area
Non-food retail	250–2500 m² gross floor area	>2500 m² gross floor area
Offices	500–5000 m² gross floor area	>5000 m² gross floor area
Service Station	1–7 refuelling positions	>7 refuelling positions
Industrial/Warehouse	1000–10,000 m² gross floor area	>10,000 m² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

Figure 2: Level of TIA required by land use and size (Source: WAPC TIA Guidelines 2016)

The proposed amendment seeks to introduce a 'Reception Centre' at the subject land which would fall within the 'Entertainment Venue' land use category and due to the proposed cap of 100 patrons, is considered to be of 'Moderate Impact' in accordance with the abovementioned table. Accordingly, a Transport Impact Statement is required.

In accordance with Part B, Section 1 of the TIA Guidelines (Volume 4), the purpose of a Transport Impact Statement is to provide the approving authority with support information to confirm that the transport aspect of the proposal has been adequately considered and that the proposal will not have an adverse transport impact on the surrounding area. It is expected that it will mostly contain non-technical information and will not require input from a specialist transport planner and/or engineer.

Furthermore, Section 3 outlines the area that is to be covered by the Transport Impact Statement, including:

- the proposed development site;
- all roads fronting the site, for the extent of the site frontage plus 100 metres beyond the site;
- pedestrian routes to the nearest bus stops (for all bus routes passing within 400 metres of the site);
- pedestrian routes to nearest train station(s) (if within 800 metres);
- pedestrian/cycle routes to any major attractors within 400 metres, (five-minute walk) of the site, for example, for a small residential development attractors could be a corner shop, the primary school and the nearby park; and

- the area(s) likely to be affected by the site specific issue(s).

Section 5 outlines the required content of the Transport Impact Statement and the remainder of this report will be structured similarly to cover all aspects identified under the TIA Guidelines.

3.0 Transport Impact Statement

3.1 Proposed Development

The proposal seeks to amend the Shire's LPS3 to allow for an additional use of 'Reception Centre' at the subject land which currently has approval to operate as a 'Bed and Breakfast' for a maximum of six (6) guests in addition to any persons residing at the property.

More specifically, the proposed scheme amendment would allow for the Applicant to consolidate and diversify the use of the land, better utilising the well-established and manicured garden areas for the purposes of 'Reception Centre', catering for a maximum of 100 persons. It would essentially add an incidental use to complement to the existing operations.

Whilst the 'Reception Centre' would be subject to a development application upon gazettal of the Scheme Amendment, the concept/site plan contained at **Attachment 1** illustrates that the Shire's requirement to provide 25 parking bays can be accommodated along the existing driveway.

3.2 Vehicle Access and Parking

Vehicle access to the subject land and the proposed Reception Centre is obtained via the existing 15m wide crossover which is shared with Lot 101 (No. 774) Welshpool Road East, the adjoining property to the south-west. The crossover is directly opposite the break in the median strip on Welshpool Road East, providing access and egress in both directions.

Extending from the crossover to the developed (north-western) portion of the land is a 14.1m wide gravel access leg. It is proposed that along the fence line of the driveway, 25 x 90 degree car parking bays can be accommodated, each measuring 2.5m x 5.4m, whilst still providing an 8.7m wide aisle/thoroughfare along the south-western boundary of the land (refer to **Attachment 1**).

3.3 Provision of Service Vehicles

The amount of service/delivery vehicle traffic for the proposal is considered minimal. All necessary chairs and tables are permanently stored on-site and therefore do not amount to any additional traffic accessing the site. On the day of the event, only one (1) service vehicle is ordinarily anticipated for a pop-up style food van or other catering van, depending on the

client's arrangement. Other set-up services such as a florist would deliver the day prior and pick up a day after the event.

In all, it is anticipated that each event will attract 3-4 deliveries, primarily by commercial vans/utes, with access gained via the existing driveway. These vehicles are able to drive the length of the driveway to the rear garden area and utilise the turnaround area that exists between the pool and the southernmost outbuilding.

3.4 Hours of Operation

It is proposed that the 'Reception Centre' would have the ability to operate seven (7) days per week, on an as needs basis, however it is intended that the use would be seasonal (i.e. during the warmer, dryer months of spring and autumn) and that there would be approximately 15 events per year. At all other times, the site would continue to operate as the approved 'Bed and Breakfast'.

Furthermore, it is proposed that all events will have a cut-off time of 11:00pm, except on Sundays when the cut-off time will be 9:00pm.

3.5 Daily Traffic Volumes and Vehicle Types

Welshpool Road East is classified as an 'Other Regional Road' pursuant to the Metropolitan Region Scheme ('MRS'). Furthermore, in accordance with Main Roads Western Australia's ('MRWA') Road Information Mapping System, Welshpool Road East is classified as a 'Distributor A' road east of the Tonkin Highway intersection.

According to MRWA's Traffic Map, Welshpool Road East (east of Tonkin Highway) averaged 16,299 vehicles per day ('VPD') across Monday to Sunday in 2013/14, with approximately 9.0% (or 1,597) being heavy vehicles.

MRWA's 'Road Hierarchy for Western Australia – Road Types and Criteria' document outlines different road classifications and characteristics. It is identified that the predominant purpose of a 'District Distributor A' road is to cater for high capacity traffic movements between industrial, commercial and residential areas, and that the indicative traffic volume for a 'District Distributor A' road is above 8,000 VPD. Catering for approximately 15 event days per year and with a cap of 100 persons per event, it is considered that Welshpool Road East can sufficiently accommodate the proposal.

3.6 Traffic Management on the Frontage Streets

East of its intersection with Tonkin Highway, Welshpool Road East is a dual carriageway 'District Distributor A' road with a posted speed limit of 80km/h. Its eastbound and westbound lanes separated by a median strip and as previously mentioned, directly opposite

the subject land's crossover is a break in the median strip which allows access and egress movements in both directions.

A shared path with a width of approximately 3m exists along the north-western side of Welshpool Road East, being the same side as the subject land.

Similar to the subject land, the surrounding properties have direct vehicular access onto Welshpool Road East but due to the existence of the median strip, not all can achieve access and egress movements in both directions.

3.7 Public Transport Access

Bus Stop No: 13683 exists approximately 132m to the south-west of the subject land and Bus Stop No: 13684 exists approximately 264m to the north-east (refer to Figure 3 below). These bus stops can be accessed from the subject land utilising the shared path along the north-western side of Welshpool Road East.

Bus Stop No: 13694 exists approximately 165m to the north-east of the subject land (refer to Figure 3 below). Pedestrian access to and from the subject land would require crossing Welshpool Road East (utilising the median strip) however it is noted that there are no designated crossing points.

These bus stops provide services travelling between the Kalamunda Bus Station and the Elizabeth Quay Bus Station.



Figure 3: Nearby bus stops (Source: Department of Planning's PlanWA 2017)

The closest train station to the subject land is Kenwick Station which is approximately 4.5km to the south-west, as the crow flies.

3.8 Pedestrian Access

As previously mentioned, a shared (pedestrian and cycle path) exists along the north-western side of Welshpool Road East, providing safe and convenient access from the aforementioned bus stops. Given the nature of the proposed use and its siting amongst a variety of rural and industrial-type land uses, it is considered that there are no other major attractors for pedestrians to access within 400m of the subject land.

3.9 Cycle Access

Similarly, the shared path on the north-western side of Welshpool Road East provides safe and convenient cycle access to and from the subject land for any patrons/visitors choosing to cycle.

3.10 Site Specific Issues

It is submitted that the subject land would be an ideal location for and could suitably accommodate a Reception Centre given the size and layout of the land as well as its direct (and full) access to Welshpool Road East and its accessibility by public transport. Furthermore, the nature, scale and frequency of the events are such that it will not have any adverse impacts on the surrounding area, particularly by way of traffic.

3.11 Safety Issues

Having regard to matters such as the subject land's direct and full access onto Welshpool Road East, the capacity of the road, the existence of a shared footpath running adjacent to the subject land, the proximity of public transport, and the nature, scale and frequency of the proposed use, it is considered that there are no immediate safety issues surrounding this development.

4.0 Conclusion

For all of the reasons outlined within this Transport Impact Statement, it is our view that the subject land is, and will continue to be, easily and safely accessible by the patrons/visitors via private cars and other non-car modes such as public transport. Furthermore, due to the nature, scale and frequency of the proposed Reception Centre, it is considered that the subject land is capable of accommodating such a use and that it will not have any significant impact on the traffic volumes or traffic management of Welshpool Road East.

I trust this information is to your satisfaction and we otherwise look forward to your favourable determination.

Altus Planning & Appeals