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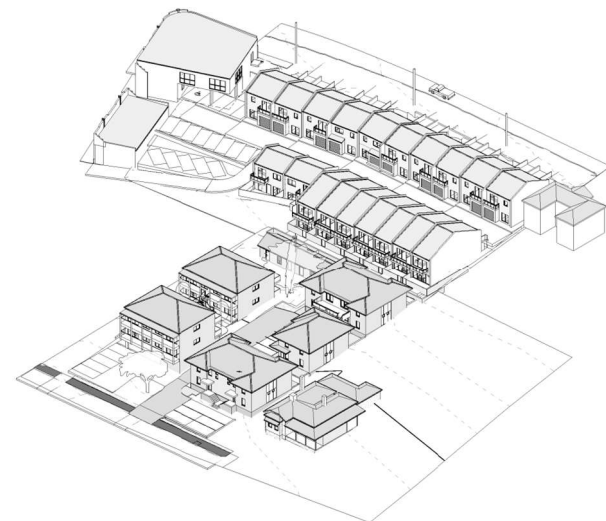
Lots 212 - 215 Spencer St, Albany - Redevelopment

Prepared For:

H + H Architects

Transport Impact Statement
Report

H+H architects
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DOCUMENT ISSUE AUTHORISATION

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1 INTRODUCTION

1.1 BACKGROUND

H+H Architects has commissioned Donald Veal Consultants (DVC) to prepare Transport Impact Statement (TIS) to support a Development Application to redevelop Lot 212 Stirling Terrace and Lots 213, 214, and 215 Spencer Street in Albany, for affordable housing.

1.2 SCOPE OF ASSESSMENT

This TIS has been prepared in accordance with the *Western Australian Planning Commission's (WAPC's) Transport Assessment Guidelines for Developments Volume 4 Subdivision (2016)*.

The intent of this report 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 number of vehicle movements generated during the peak hour is expected to be minor. The level of transport generation is therefore considered to be a 'moderate impact' development according to the WAPC Guidelines. A "moderate impact" development is one that generates between 10 - 100 additional vehicle trips in the development's peak hour, and would only require a brief Transport Impact Statement.

2 EXISTING SITE CONDITIONS

2.1 SITE LOCATION

The site is located on Lot 212 Stirling Terrace and Lots 213, 214, and 215 Spencer Street, Albany and is bounded by Spencer Street to the west, Stirling Terrace to the south, Frederick Street to the north and residential houses to the east.

The University of Western Australia (UWA) Albany campus is located to the south of the site.

Figure 2.1 shows an aerial view of the subject site and its location in a local context.

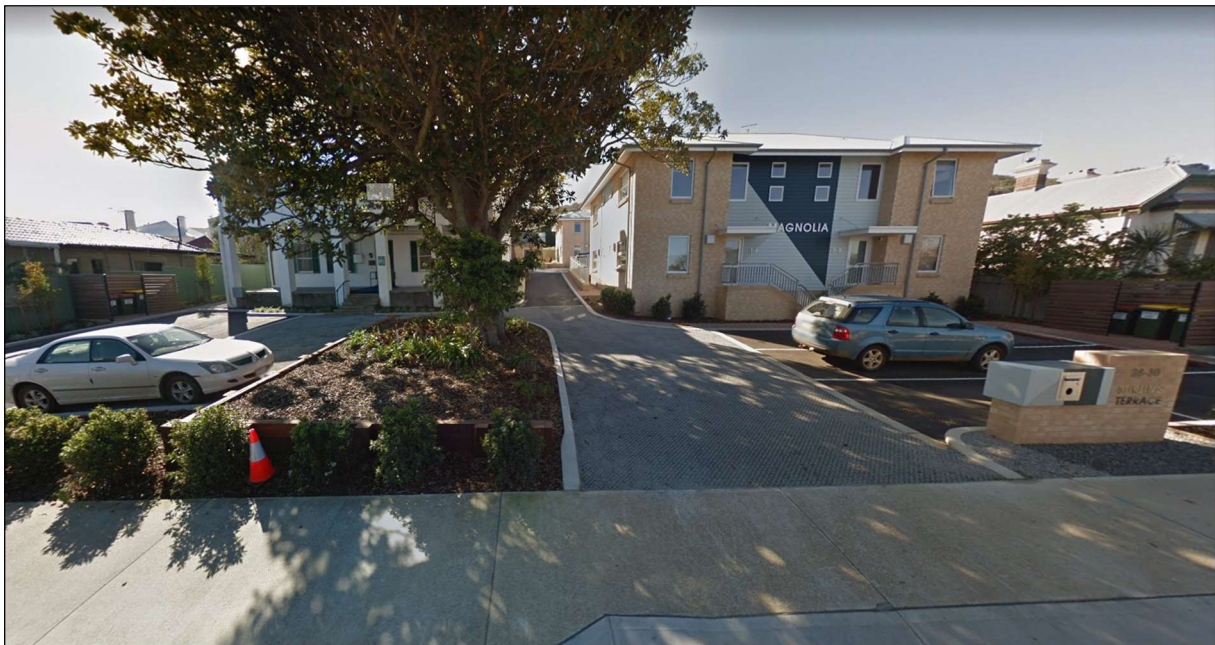


Figure 2.1: Existing Location in a Local Context

Source: MetroMap

2.2 CURRENT LAND USES

The site is currently occupied by commercial buildings on Lots 213 and 214 Spencer Street, and by Norman House and apartments on Lot 212 as shown in **Figures 2.2** and **2.3**. The commercial buildings and Norman House are included on the City of Albany's Heritage Survey, whilst Lot 215 is used as vacant and used as a car park.

**Figure 2.2: Commercial Buildings on Lot 213 & 214***Source: Street View***Figure 2.3: Norman House and Apartments on Lot 212***Source: Street View*

2.3 ROAD HIERARCHY CLASSIFICATION

Stirling Terrace, Spencer Street and Frederick Street (west of Spencer Street) are classified as Local Distributor Roads under Main Roads Western Australia's (MRWA's) Functional Road Hierarchy, whilst Frederick Street (east of Spencer Street) is classified as Access Road as shown in **Figure 2.4**. All have default urban speed limits of 50km/h.

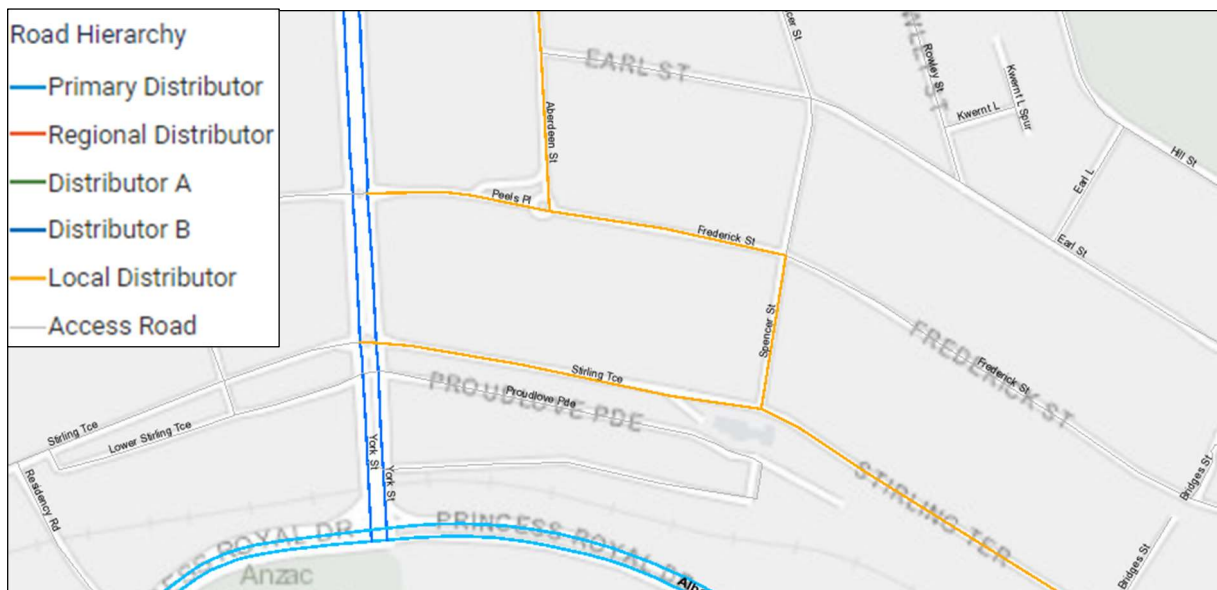


Figure 2.4: Road Hierarchy Source: MRWA Crash Map

2.4 TRAFFIC VOLUMES

No traffic counts were available for the roads within the vicinity of the proposed development; however, traffic volumes are expected to be moderate, typically less than 3,000 vehicles per day (vpd) for Local Distributor roads.

Traffic Map shows the traffic volume on Princess Royal Drive, parallel road to Stirling Terrace was recorded as 3,150 vpd in 2022/23 as shown in **Figure 2.5**.

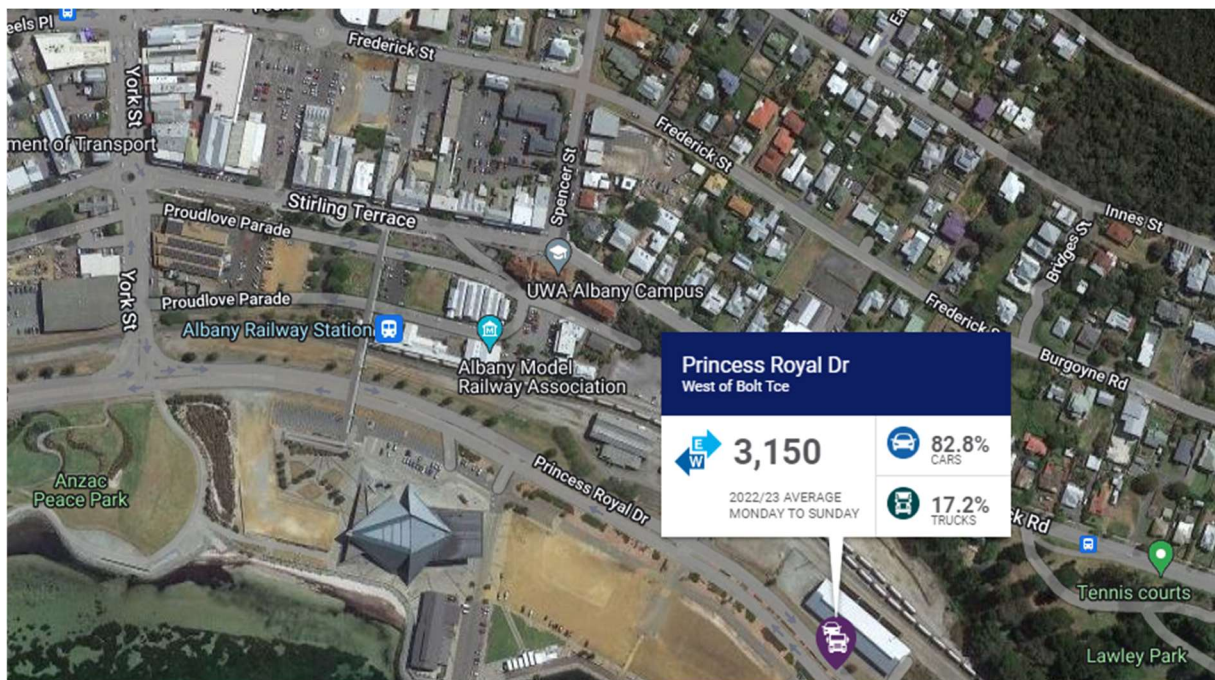


Figure 2.5: Available traffic volume within the vicinity Source: Traffic Map

2.5 CRASH HISTORY

The MRWA CARS database was interrogated to identify crashes that occurred along Spencer Street (Stirling Terrace – Earl Street), Stirling Terrace (York Street – Bridges Street/Brunswick Road) and Frederick Street (Peels Place/ Aberdeen Street – Burgoyne Road) in the latest 5-year reporting period, 2017 – 2021.

The database returned records of 13 crashes within this period as shown in **Figure 2.4**. Of these crashes, three required medical treatment, whilst all the others were property damage only. No crashes were recorded on Spencer Street.

Nine occurred along Stirling Terrace between York Street and Spencer Street, including three at the York Street intersection. A number of these incidents involved vehicles undertaking parking manoeuvres.

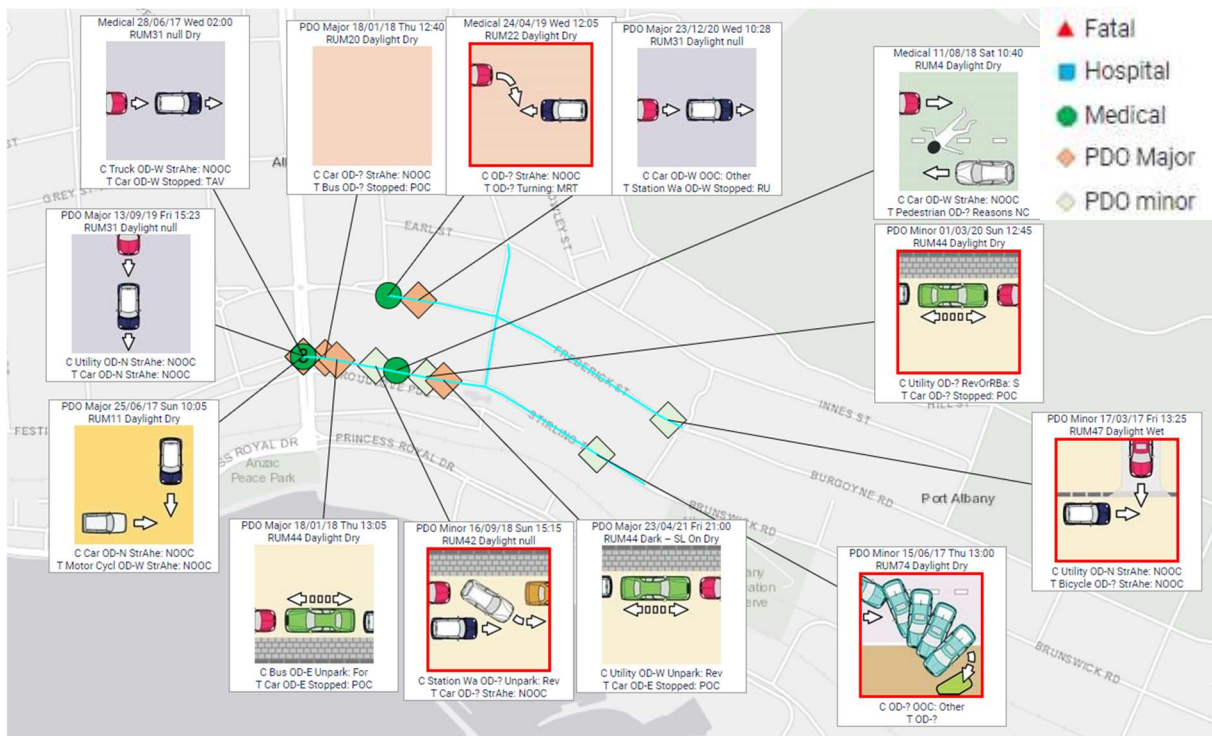


Figure 2.6: Crash Diagram

Source: MRWA Crash Map

2.6 PLANNED CHANGES TO THE ADJACENT ROAD NETWORK

DVC is not aware of any planned road upgrades to the adjacent road network.

3 PROPOSED DEVELOPMENT

3.1 PROPOSED LAND USES

The development proposal envisages retention of the 580m² commercial zone (Zone A) on the north west corner of the site, ten new 3-bedroom units and nine new 2-bedroom units (Zone B) and six social housing units (Zone C) as shown in **Figure 3.1**.

The commercial zone in detail comprises:

- Commercial Building 1 - total NLA (Net Lettable Area): 443 m²;
- Commercial Building 2 - total NLA: 136 m².

3.2 SITE ACCESS AND INTERNAL ROAD NETWORK

Two driveway accesses to the site exist off Spencer Street and provide vehicular access to Zones A and B. These driveways measure 4.5m and 3.5m in width for the northern and southern access respectively, and would be connected internally. We understand these driveways are to be designated as one way only with the northern driveway nominated for inbound traffic and the southern driveway for outbound traffic. This reduces the potential for vehicles to meet in opposing directions.

The plan shows the internal road width as 5.5m for the northern aisle and 4.8m for the southern aisle, whilst the internal circulating road is close to 6m wide. Based on Figure 2.2 of AS2890.01, these aisles are considered adequate for one-way traffic and angled parking.

The exit aisle should have sight distance truncations either side of 2.5m x 2m for pedestrian safety to comply with the requirements of AS2890.1, as per **Figure 3.2**.

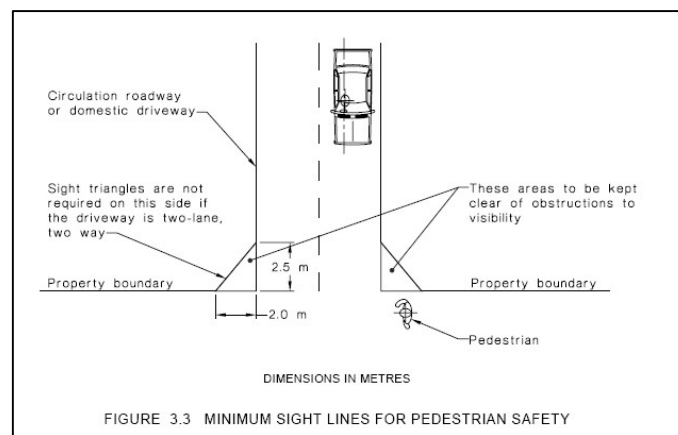


Figure 3.2: Minimum Sight Lines for Pedestrian Safety

Source: AS2890.1

Two existing driveways onto Stirling Terrace are also to be retained to provide access to Zone C. Both provide for inbound and outbound movements. The western driveway will provide access to 11 parking bays and the eastern driveway to a further 11, including another ACROD bay and six tandem bays.

4 ANALYSIS OF TRANSPORT NETWORKS

4.1 TRIP GENERATION RATES

Typical peak hour trip generation rates for various land uses are shown in the WAPC Transport Impact Assessment Guidelines 2016 (Table 1, Volume 5) and shown below as **Table 4.1**.

Table 4.1: Typical Land Use Vehicle Trip Rates *Source: WAPC Guidelines Vol 5 Table 1*

LAND USE	UNIT	AM peak hour trip rate			PM peak hour trip rate		
		In	Out	Total	In	Out	Total
Residential	Dwellings	0.2	0.6	0.8	0.5	0.3	0.8
School	Pupils	0.5	0.5	1.0	0.5	0.5	1.0
Commercial	100m ² GFA	1.6	0.4	2.0	0.4	1.6	2.0
Retail (Food) ^{ab}	100m ² GFA	2.0	0.5	2.5	5.0	5.0	10.0
Retail (Non-food) ^b	100m ² GFA	1.0	0.25	1.25	2.0	2.0	4.0
Industrial	100m ² GFA	0.8	0.2	1.0	0.2	0.8	1.0

GFA = gross floor area

a – These rates should be applied to retail developments/ shopping centres that have a significant food retail component.

b – The trip rates for both food and non-food retail stores can vary significantly depending upon a number of issues including type of goods sold, location and size. Caution should be used in applying these rates arbitrarily.

The commercial buildings in Zone A are approximately 580m² NLA and therefore expected to generate some 11 peak hour trips.

The 19 dwellings in Zone B of the development might generate some 16 trips in the peak hour. However, the trip rates for this affordable housing project are likely to be much lower, especially for the offerings in Zone C.

4.2 TRIP DISTRIBUTION

Distribution of the peak hour trips would be shared across the three access points to the development, thereby demonstrating the low impact of the generated traffic on the surrounding roads.

4.3 PARKING

The commercial buildings in Zone A fall within the Albany Town Centre Policy Area and therefore the general parking bay requirement for other commercial uses is one bay per 100m² GFA, equating to the need for 6 bays.

The same Policy document indicates that parking for residential dwellings should be provided in accordance with the R-Codes.

The R-Codes require 1.25 parking bays per dwelling as the site is not close to a high frequency railway line or within 250m of a transit bus stop plus one visitor bay for every four dwellings up to 12 dwellings and one bay per eight dwellings for the 13th dwelling and above. Hence, for 19 dwellings in Zone B there is a requirement for 28 parking bays to be compliant.

Zones A and B combined, therefore require 34 parking bays to be compliant.

Zone C comprises some six social housing units which do not align with the R-Codes dwelling definitions. Based on the same ratio of parking bays to units already operating on the site, indicates a further 9 bays would adequately service the additional six units.

On site parking comprises of 19 designated garages for the 19 dwellings in Zone B plus 15 bays to the rear of the commercial buildings (Zone A) including an ACROD bay, compliant with AS 2890.6. Four of the bays are tandem bays and more suitable to designation as staff bays, possibly for the commercial buildings as they would not be suitable for general public use.

There is a ramp down from the upper car park area to the lower area, shown with four parking bays shown on the lower level. See **Figure 3.1**.

The Zone A and B portion of the development therefore meets the City of Albany parking requirements.

Zone C has 20 bays comprising 19 standard bays and one ACROD bay. This includes the nine additional bays required for the six new social housing units and therefore is determined as compliant.

Also note that on street parking is permitted along Spencer Street, restricted to one hour between 9am and 5pm Monday to Friday and 9am to 1pm on Saturday. In addition, there is a loading bay with on the southwest corner and some 15 designated bays along the portion of Spencer Street south of Frederick Street.

DVC considers the proposed parking bays is adequate for the proposed site.

4.4 ROAD SAFETY

The crash record for the surrounding road network does not point to any particular road safety issues with the current road layout. The proposed development plan shows a layout conducive to producing a slow speed environment and does not raise any road safety concerns.

5 SUSTAINABLE TRANSPORT

5.1 BUS ROUTES

Albany Bus Network Map shows there are number of bus routes operate along York Street, which is approximately 450m from the site, whilst Albany Railway Station is located just south of the site. See **Figure 5.1**.



Figure 5.1: Albany Bus Network

Source: City of Albany website

5.2 PEDESTRIAN AND CYCLE ACCESS FACILITIES

Footpaths exist along all the road frontages to the proposed development. Whilst there are no on street cycle lanes, traffic volumes are relatively low, meaning that on street cycling is appropriate.

6 SUMMARY AND RECOMMENDATIONS

6.1 SUMMARY

H + H Architects has commissioned Donald Veal Consultants to prepare Transport Impact Statement (TIS) to support a Development Application to redevelop Lot 212 Stirling Terrace and Lots 213, 214, and 215 Spencer Street in Albany, for affordable housing.

The development proposal envisages retention of the 580m² commercial zone (Zone A) on the north west corner of the site, ten new 3-bedroom units and nine new 2-bedroom units (Zone B) and six additional social housing units to complement those existing on the site (Zone C).

Site access for Zones A and B is provided by two driveways off Spencer Street operating as a one-way pair and for Zone C, by two further (two-way) driveways off Stirling Terrace.

Moderate traffic generation is forecast for the peak hours and detailed analysis is not warranted.

The parking provision of 34 bays for Zones A and B meet the City of Albany’s requirements for the Town Centre Area. There is also 15 on-street parking bays available along the section of Spencer Street south of Frederick Street. A further nine bays are included in Zone C to meet the requirements for the six additional social housing units.

The proposed development plan shows a layout conducive to producing a slow-speed environment and does not raise any road safety concerns.

6.2 RECOMMENDATIONS

Based on the assessment documented in this report, we fully support the development application in terms of its traffic and road safety impact and recommend its approval.