



urbii

Sustainable Transport. Safe Solutions

1823 Frenchman Bay Road, Albany
Proposed Tourist Accommodation

TRANSPORT IMPACT STATEMENT



Prepared for:
Frenchman's Bay Albany Pty Ltd

December 2023

1823 Frenchman Bay Road, Albany

Prepared for: Frenchman's Bay Albany Pty Ltd
Prepared by: Paul Ghantous
Date: 8 December 2023
Project number: U23.095

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U23.095.r01	25/10/23	Magnum Bakunawa	DRAFT	Internal
U23.095.r01	25/11/23	Paul Ghantous	DRAFT	TBB
U23.095.r01a	01/12/23	Paul Ghantous	FINAL	TBB
U23.095.r01b	08/12/23	Paul Ghantous	FINAL	TBB



Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

Contents

1	INTRODUCTION	5
2	SCOPE OF WORK	6
3	PROPOSED DEVELOPMENT	7
4	VEHICLE ACCESS AND PARKING	8
4.1	Vehicle access	8
4.2	Parking requirements	9
4.3	Parking supply	9
5	PROVISION FOR SERVICE VEHICLES	10
6	HOURS OF OPERATION	11
7	DAILY TRAFFIC VOLUMES AND VEHICLE TYPES	12
7.1	Traffic generation	12
7.2	Impact on surrounding roads	13
8	TRAFFIC MANAGEMENT ON THE FRONTAGE ROADS	14
9	PUBLIC TRANSPORT ACCESS	17
10	PEDESTRIAN ACCESS	18
11	BICYCLE ACCESS	19
12	SITE SPECIFIC ISSUES	20
13	SAFETY ISSUES	21
14	CONCLUSION	22
15	APPENDICES	23

Figures

Figure 1: Subject site	5
Figure 2: WAPC Transport Assessment Guidelines – reporting requirements.....	6
Figure 3: Proposed vehicle access	8
Figure 4: Main Roads WA road hierarchy plan	15
Figure 5: Main Roads WA road speed zoning plan.....	15
Figure 6: Road types and criteria for Western Australia.....	16
Figure 7: 5-year crash map in the locality (2018-2022).....	21

Tables

Table 1: Adopted trip rates for traffic generation.....	12
Table 2: Traffic generation	12

Appendices

Appendix A: Proposed development plans	23
Appendix B: Swept path diagrams	29

1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Frenchman's Bay Albany Pty Ltd with regards to the Proposed Tourist Accommodation, located at 1823 Frenchman Bay Road, Albany

The subject site is situated on the western side of Frenchman Bay Road, as shown in Figure 1. The site is presently vacant and is covered by vegetation. Surrounding the site is also vegetation, with a public car park, toilets and picnic area located nearby to the north-east of the site.

It is proposed to develop the site into tourist accommodation with a range of configurations including tents, a lodge, two-storey pods and supporting amenities. The development will provide a total of 24 beds for a maximum of 48 guests. Events such as weddings may also be held at the facility. Events will typically include guests at the facility. However, there may be larger events on occasion, with a maximum attendance of 100 patrons.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

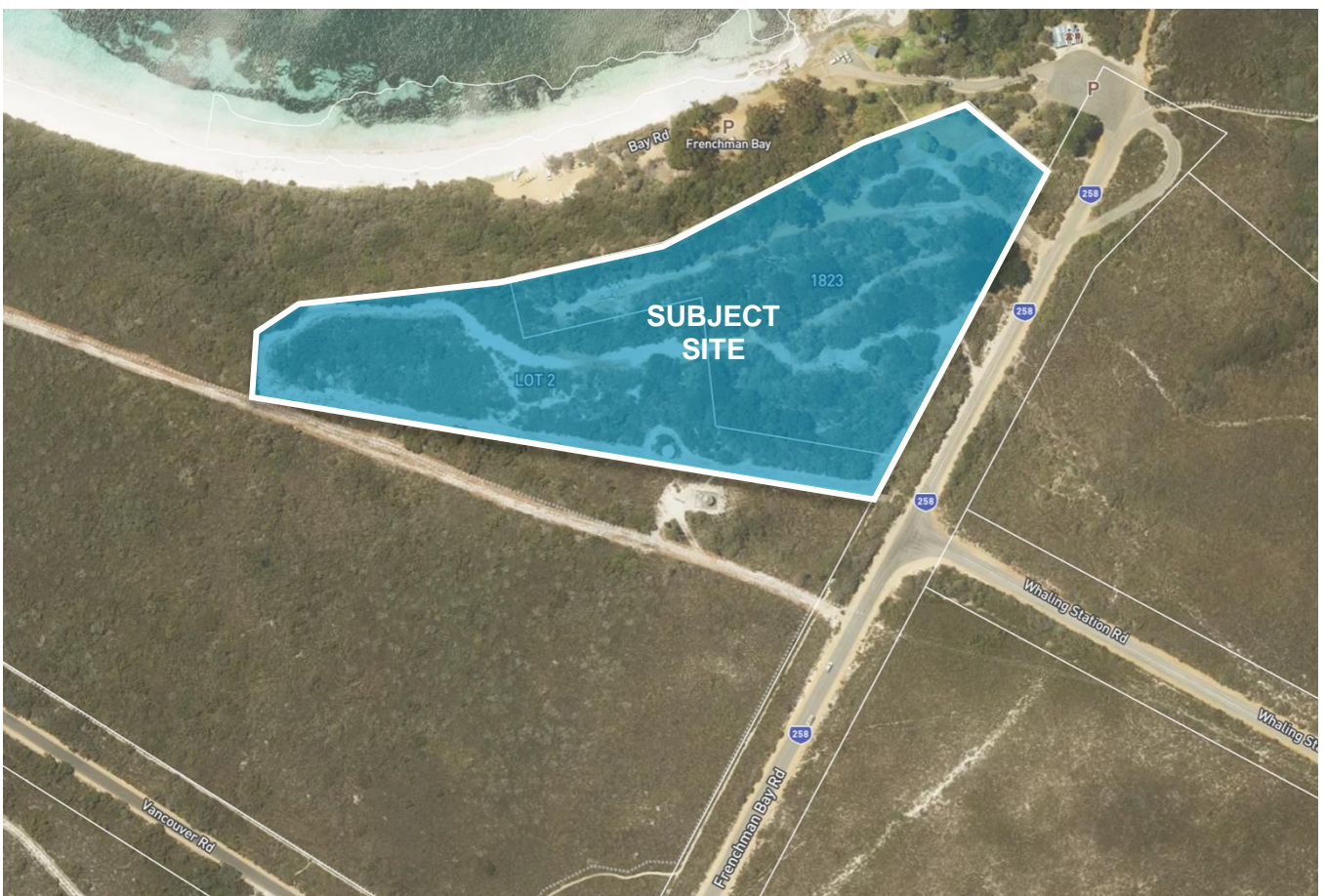


Figure 1: Subject site



2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “Moderate Impact” (Figure 2). Accordingly, a Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the City with demonstration of low traffic impact.

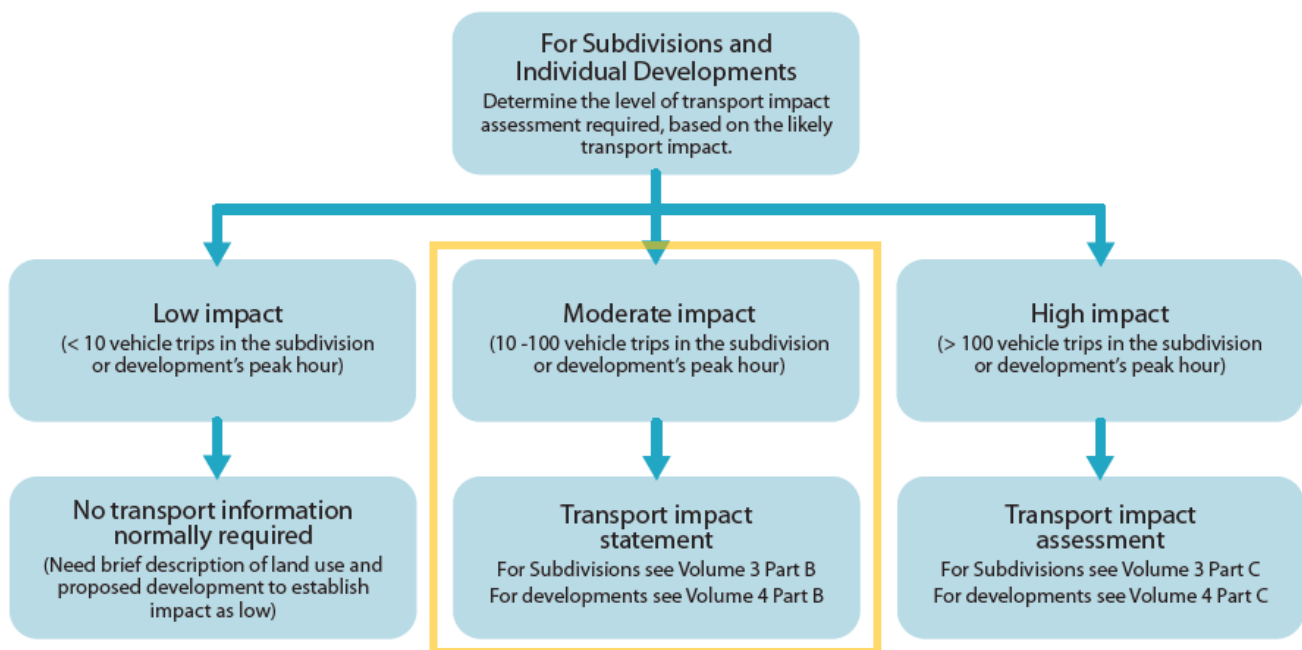


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for construction of a tourist accommodation development comprising:

- A lodge;
- 6 x two-storey pods;
- 2 x 'BBR' units;
- 6 x 'Glamping' tents;
- Supporting amenities including a garage, common room, shed and refuge;
- Bin store near the site entrance;
- 34 onsite car parking bays including 2 x ACROD bays and a double garage.

The development will provide a total of 24 beds for a maximum of 48 guests. There may be 4 to 6 staff onsite at any time.

Events such as weddings may also be held at the facility. Events will typically include guests at the facility. However, there may be larger events on occasion, with a maximum attendance of 100 patrons. For larger events exceeding 48 attendees, it is proposed to provide a shuttle bus service to transport guests to and from the site.

Vehicle access to the site is proposed via two crossovers on Frenchman Bay Road.

Waste collection, delivery and other service vehicle activity for the site will be accommodated within the site.

The proposed development plans are included for reference in Appendix A.



4 Vehicle access and parking

4.1 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

As detailed in the proposed development plans and in Figure 3, vehicle access is via two crossovers on Frenchman Bay Road. The primary crossover is near the intersection of Frenchman Bay Road and Whaling Station Road.

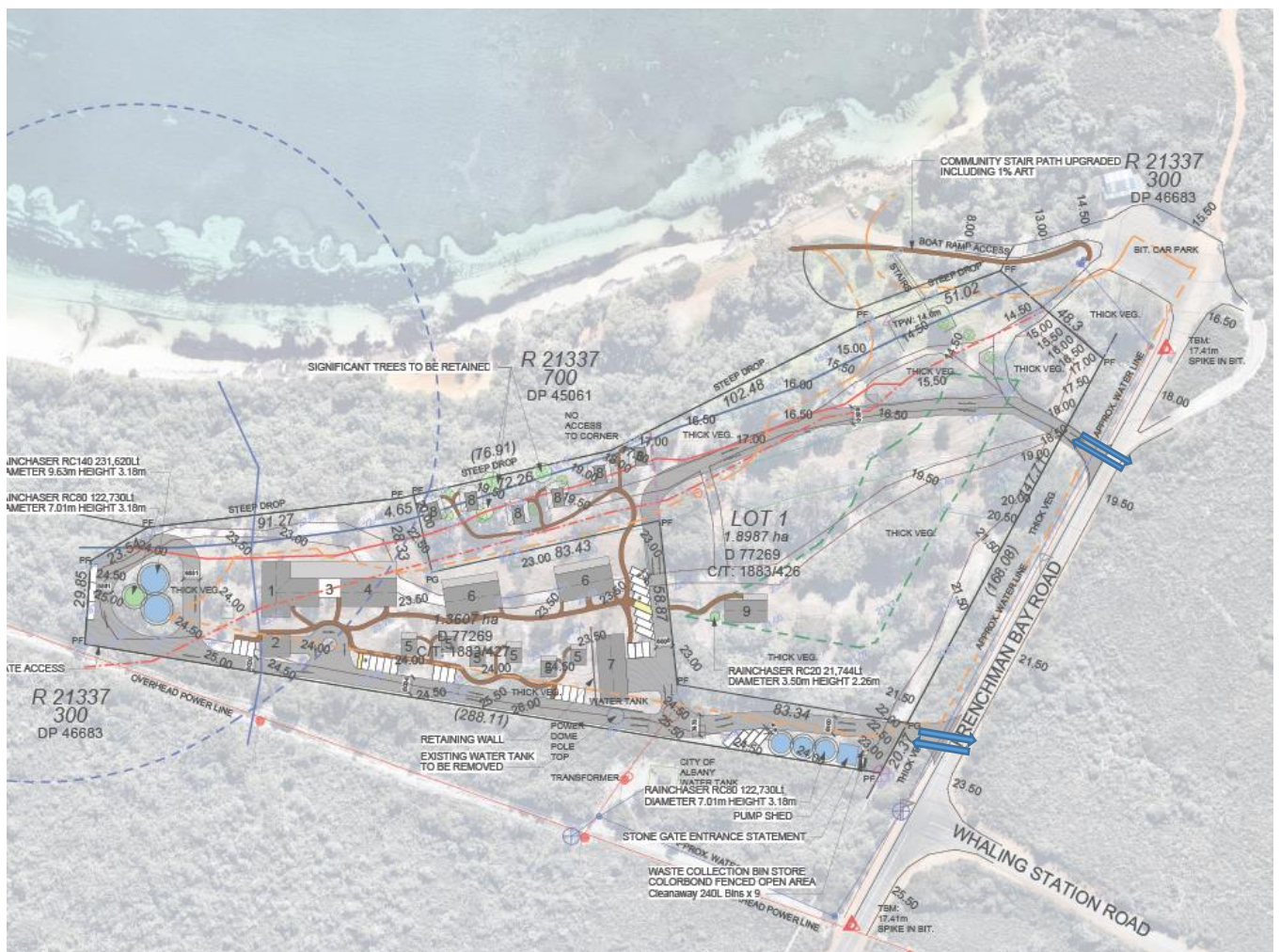


Figure 3: Proposed vehicle access

The proposed development crossovers on Frenchman Bay Road are around 7.0m in width at the property boundary and facilitate two-way movement of vehicles.

4.2 Parking requirements

The proposed development aims to provide the following target car parking rates:

- Guest parking: Minimum 1 bay per bed (24 bays).
- Visitor parking: 1 per 4 beds (6 bays).
- Staff parking: 1 per staff member.

4.3 Parking supply

A total of 34 car parking spaces are provided onsite for the shared use by staff, guests and visitors, which includes two ACROD bays. This includes a double garage provided for staff parking. The proposed parking provision includes one parking space per bed, a visitor parking allowance of 1 space per 4 beds and four staff to park on site.

There is also space for additional staff to park informally throughout the site if required.

The proposed parking provisions can accommodate the operational requirements of the site.

During large events exceeding 48 guests, the site operator proposes to provide a shuttle bus service to transport attendees to and from the site.



5 Provision for service vehicles

The proposed development site plan has been reviewed for service vehicle access, egress and circulation.

Small delivery vehicles can enter the site and park in a car parking bay as required. The development is not expected to generate significant service vehicle traffic.

There is a loop road provided at the western end of the site around water tanks. Provision has been made for a 12.5m Heavy Rigid Vehicle (HRV) to loop around this area. The loop and internal road can accommodate a large fire appliance.

There is a roundabout provided within the site which can accommodate a 7m Toyota Coaster minibus for pick-up and drop-off.

Waste collection is proposed to be undertaken within the development near the main entry of the site, as detailed in the Waste Management Plan (WMP).

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.

6 Hours of operation

The tourist accommodation will operate all year round. The ITE *Trip Generation 10th Edition, Vol2* provides guidance on the peak hours of hotels. The overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.



7 Daily traffic volumes and vehicle types

7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)*; and
- RTA TDT 2013/ 04a.

The 'Motel' land use was considered the best fitting for the purpose of estimating traffic generation. The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Motel	RTA	3	0.4	0.4	59%	41%	51%	49%

The estimated traffic generation of the proposed development is detailed in Table 2. The proposed development is estimated to generate a total of 72 vehicles per day (vpd), with 10 vehicles per hour (vph) generated during the AM and PM peak hours respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 2: Traffic generation

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Tourist Accommodation	24	72	10	10	6	4	5	5

Events which exceed 48 attendees are not expected to significantly generate traffic as shuttle buses will be used to transport people to and from the site.

7.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (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 on the surrounding road network is acceptable.



8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Frenchman Bay Road

Frenchman Bay Road near the subject site is an approximately 5.7m wide sealed carriageway road, with unsealed gravel shoulders.

Frenchman Bay Road is classified as a *Regional Distributor* road in the Main Roads WA road hierarchy (Figure 4) and operates under a speed limit of 60km/h (Figure 5). Regional Distributor roads are the responsibility of Local Government and are roads linking significant destinations and designed for efficient movement of people and goods between and within regions (Figure 6).

Traffic count data obtained from the City of Albany indicates that Frenchman Bay Road (west of The Gap Road) carried average weekday traffic flows of approximately 1,000 vehicles per day (vpd) in 2019, with a recorded 85th percentile speed of 81.22km/h. Traffic volumes are expected to be substantially lower near the subject site.

8.1.2 Whaling Station Road

Whaling Station Road near the subject site is an approximately 6.5m wide sealed carriageway road, with unsealed gravel shoulders.

Whaling Station Road is classified as an *Access Road* in the Main Roads WA road hierarchy (Figure 4) and operates under the default speed limit (Figure 5). Access Roads are the responsibility of Local Government and typically are for the provision of vehicle access to abutting properties (Figure 6).

Traffic count data obtained from the City of Albany indicates that Whaling Station Road carried average weekday traffic flows of approximately 400 vehicles per day (vpd) in 2019, with a recorded 85th percentile speed of 63.9km/h.



Figure 4: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

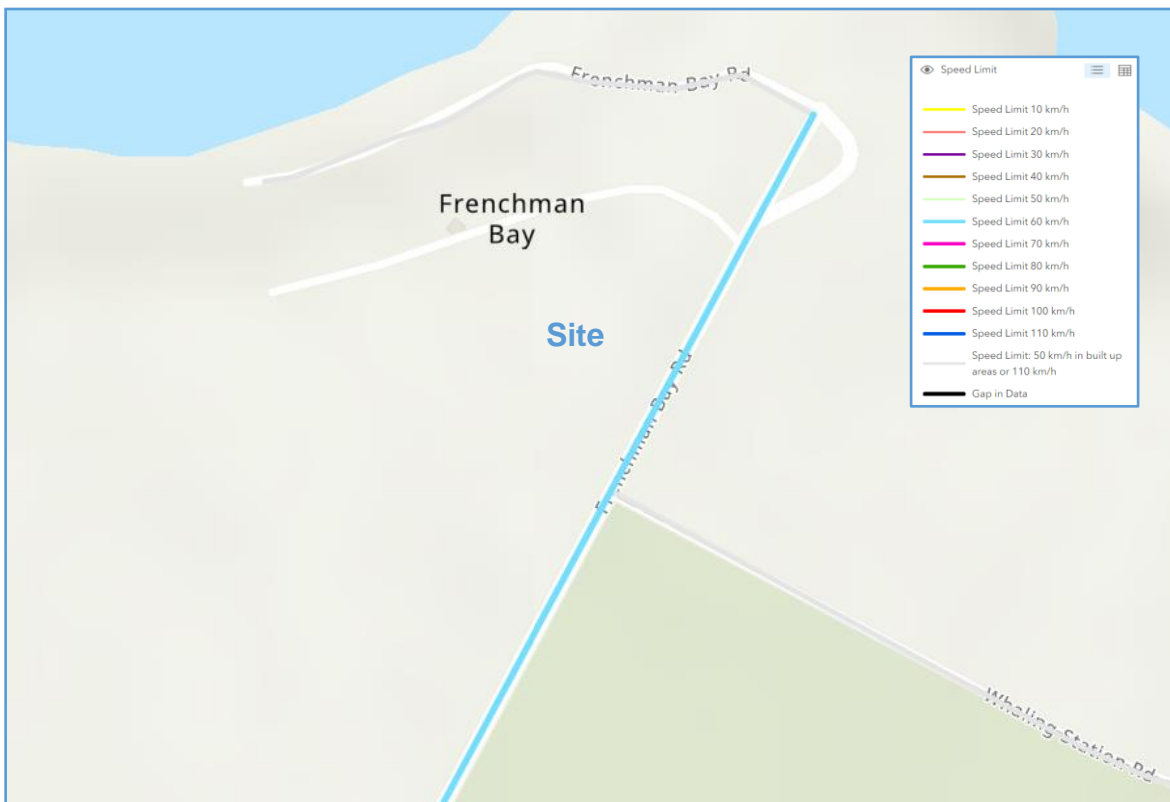


Figure 5: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)



**ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)**

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 – 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 6: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

Public transport is not a significant consideration for this development. Given the nature of the development is for overnight stays, patrons will drive to and from the site.



10 Pedestrian access

The proposed development includes provision of walking paths which connect between the car parking areas and the buildings throughout the site.

11 Bicycle access

Accessibility by cycling is not a significant consideration for this development. Given the nature of the development is for overnight stays, patrons will drive to and from the site.



12 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 7, no crashes were recorded in the immediate locality in the last five years.

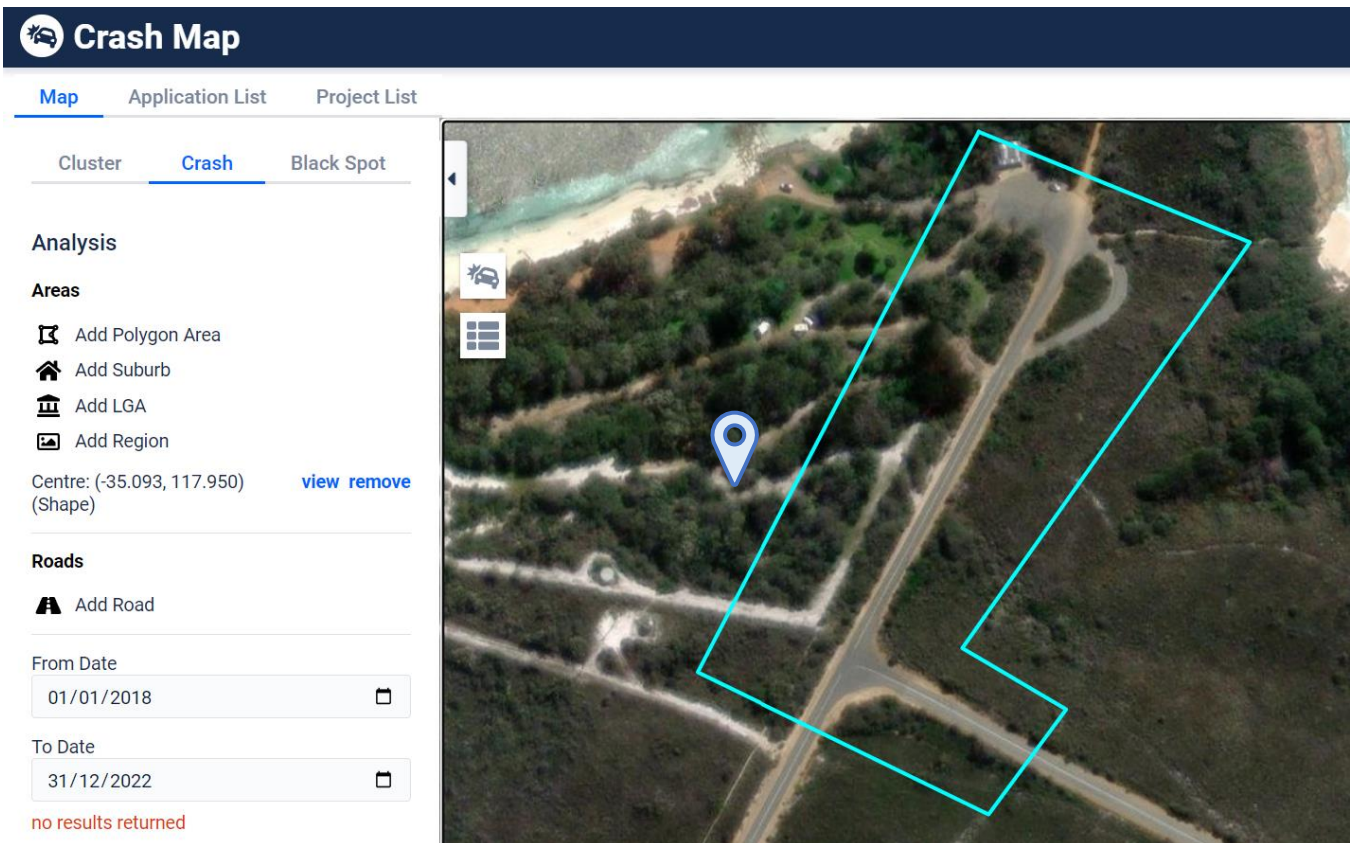


Figure 7: 5-year crash map in the locality (2018-2022)

Source: MRWA crash mapping tool

14 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Frenchman's Bay Albany Pty Ltd with regards to the Proposed Tourist Accommodation, located at 1823 Frenchman Bay Road, Albany

The subject site is situated on the western side of Frenchman Bay Road. The site is presently vacant and is covered by vegetation. Surrounding the site is also vegetation, with a public car park, toilets and picnic area located nearby to the north-east of the site.

It is proposed to develop the site into tourist accommodation with a range of configurations including tents, a lodge, two-storey pods and supporting amenities. The development will provide a total of 24 beds for a maximum of 48 guests. . Events such as weddings may also be held at the facility. Events will typically include guests at the facility. However, there may be larger events on occasion, with a maximum attendance of 100 patrons.

Given the purpose of this development and the location of the site in an isolated area, public transport, cycling and walking access are not critical considerations for the development.

The proposed parking provision includes one parking space per bed, a visitor parking allowance of 1 space per 4 beds and four staff to park on site. The proposed parking provisions can accommodate the operational requirements of the site.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

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

15 Appendices

Appendix A: Proposed development plans



Rev	Description	Date

- BUILDING TYPES**
- 1. OFFICE
 - 2. GARAGE
 - 3. ALFRESCO
 - 4. GREAT ROOM
 - 5. 2 STORY PODS
 - 6. BER
 - 7. HALLWAY
 - 8. GLAMPING TENTS
 - 9. REFUGE
- NO. OF PEOPLE**
48
- NO. OF BEDS**
24
- NO. OF PARKING BAYS**
None Parking

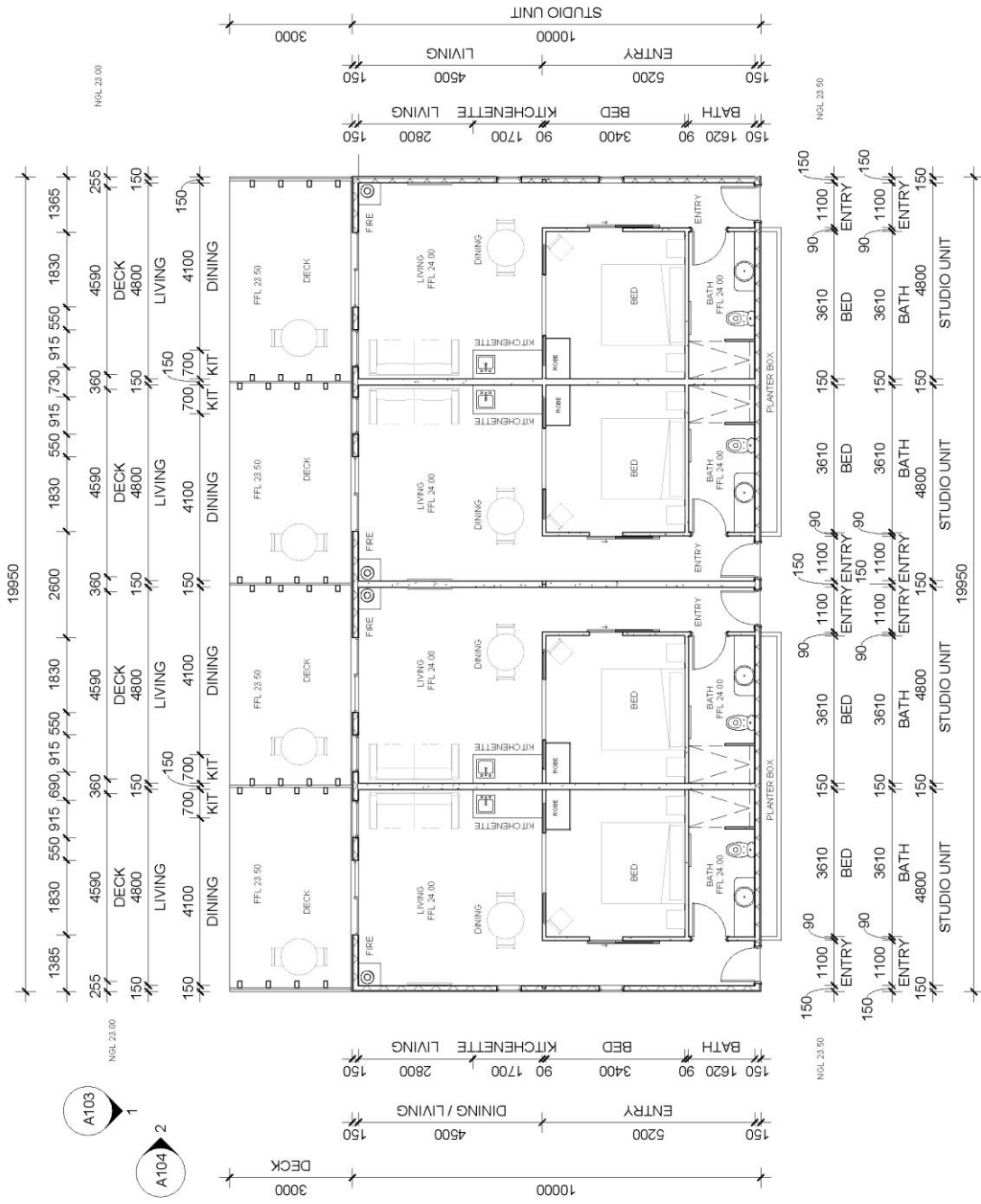
- FOOT PRINT**
- 1. 30m²
 - 2. 80m²
 - 3. 200m²
 - 4. 30m²
 - 5. 200m²
 - 6. 200m²
 - 7. 200m² / Roof 68m²
 - 8. 120m²
- NO. OF UNITS**
- 1
 - 1
 - 1
 - 6
 - 2
 - 6
 - 1

- 90° Parking bay dimensions w 2600 x L 6400
60° Parking bay dimensions w 2600 x L 6000
45° Parking bay dimensions w 2600 x L 6000
Parallel Parking bay dimensions w 2400 x L 6800

- BUILDINGS**
- DECK**
- WATER TANKS** No. 2x RC140 3xRC80 TOTAL 831.430Ll
- FIRE WATER TANKS** No. 1x RC80 1xRC20 TOTAL 144.474Ll
- WALK PATHS**
- ROADS**
- Vancouver springs setback
- Vancouver springs 100m area
- 2061 Coastal Erosion hazard line
- 75m Horizontal setback datum
- Single story development setback
- Lot Boundary realignment
- Refuge area
- BAL 29 Contour



STAGE ONE SITE PLAN
1: 1000
NORTH



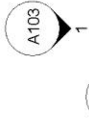
CLIENT		FRENCHMAN BAY LTD	
Date	Issue Date	Project Number	Scale (@ A3)
		1-100	1-100
Drawn by	Author	DRAWING NUMBER	REV
		A101	
Checked by	Checker		

PROJECT		STAGE 1 UNITS DRAFT	
SHEET		FLOOR PLAN	
CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

No.	Description	Date

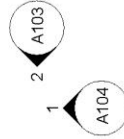
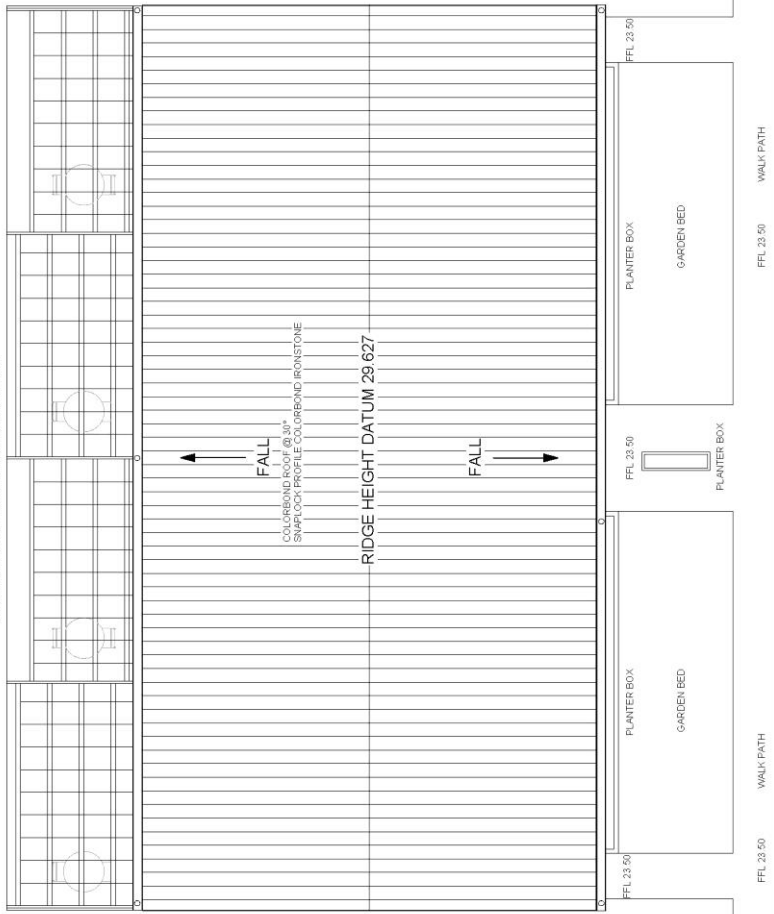


NGL 23.00



NGL 23.00

PAGOLA FRAMING WITH VEGETATION WIRE ABOVE DECK



NGL 23.50

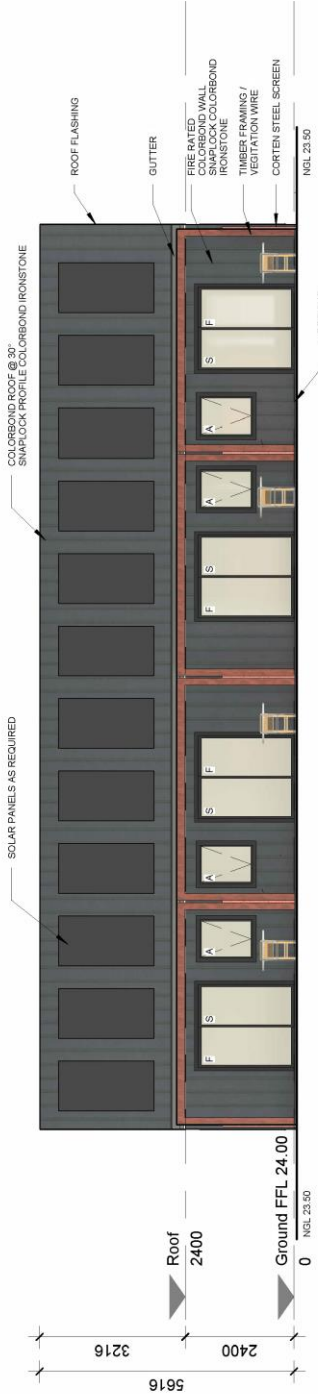
FFL 23.50 WALK PATH

FFL 23.50 WALK PATH

Site
1 : 100

No.	Description	Date

PROJECT		STAGE 1 UNITS DRAFT		CLIENT		FRENCHMAN BAY LTD	
CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE	DATE	ISSUE DATE	PROJECT NUMBER	SCALE (@ A3)
							1 : 100
SHEET				DRAWING NUMBER		REV	
SITE PLAN				A 102			
				Drawn by	Checked by		
				Author	Checker		



North
1 : 100



East
1 : 100



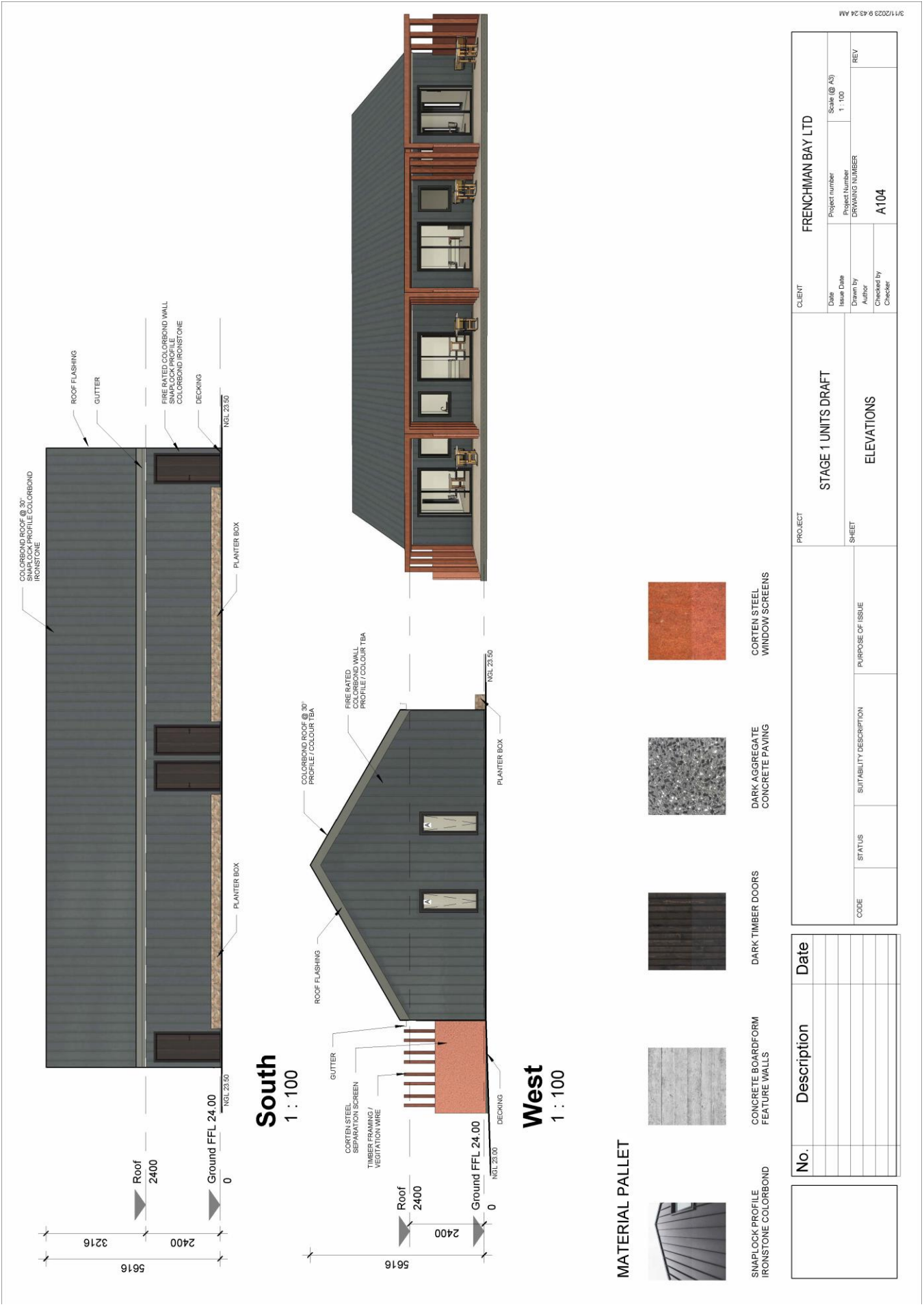
MATERIAL PALLET



- SAPLOCK PROFILE IRONSTONE COLORBOND
- GABION PLANTER BOX
- DARK TIMBER DOORS
- DARK AGGREGATE CONCRETE PAVING
- CORTEN STEEL WINDOW SCREENS
- JARRAH POSTS

No.	Description	Date

PROJECT		STAGE 1 UNITS DRAFT		CLIENT	
CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE	DATE	ISSUE DATE
SHEET			ELEVATIONS		
PROJECT			FRENCHMAN BAY LTD		
SHEET		PROJECT NUMBER	PROJECT NUMBER	SCALE @ A3	REV
				1 : 100	
		DRAWING NUMBER		CHECKED BY	
		A103			



Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

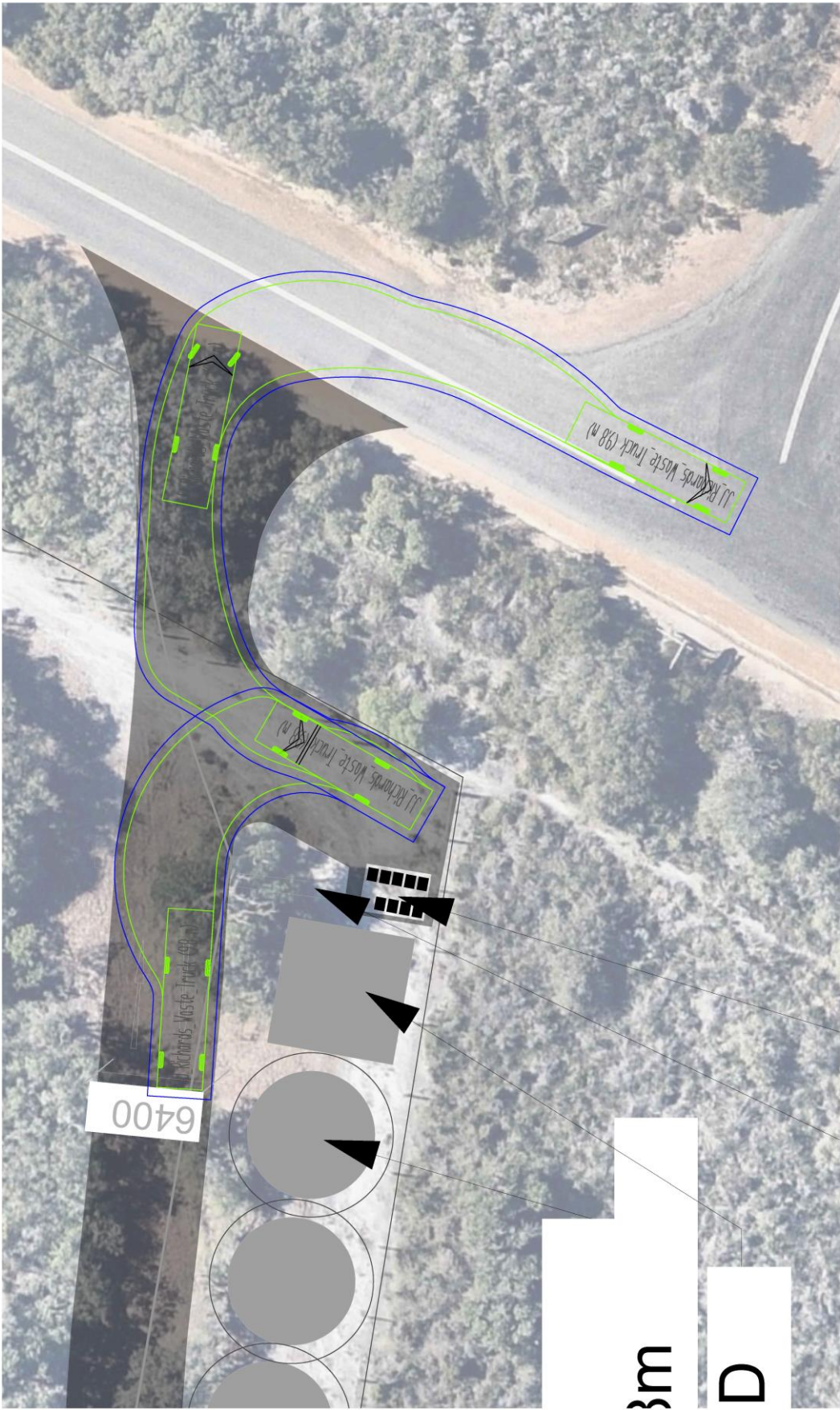
Cyan represents the wheel path of the vehicle


Green represents the vehicle body envelope

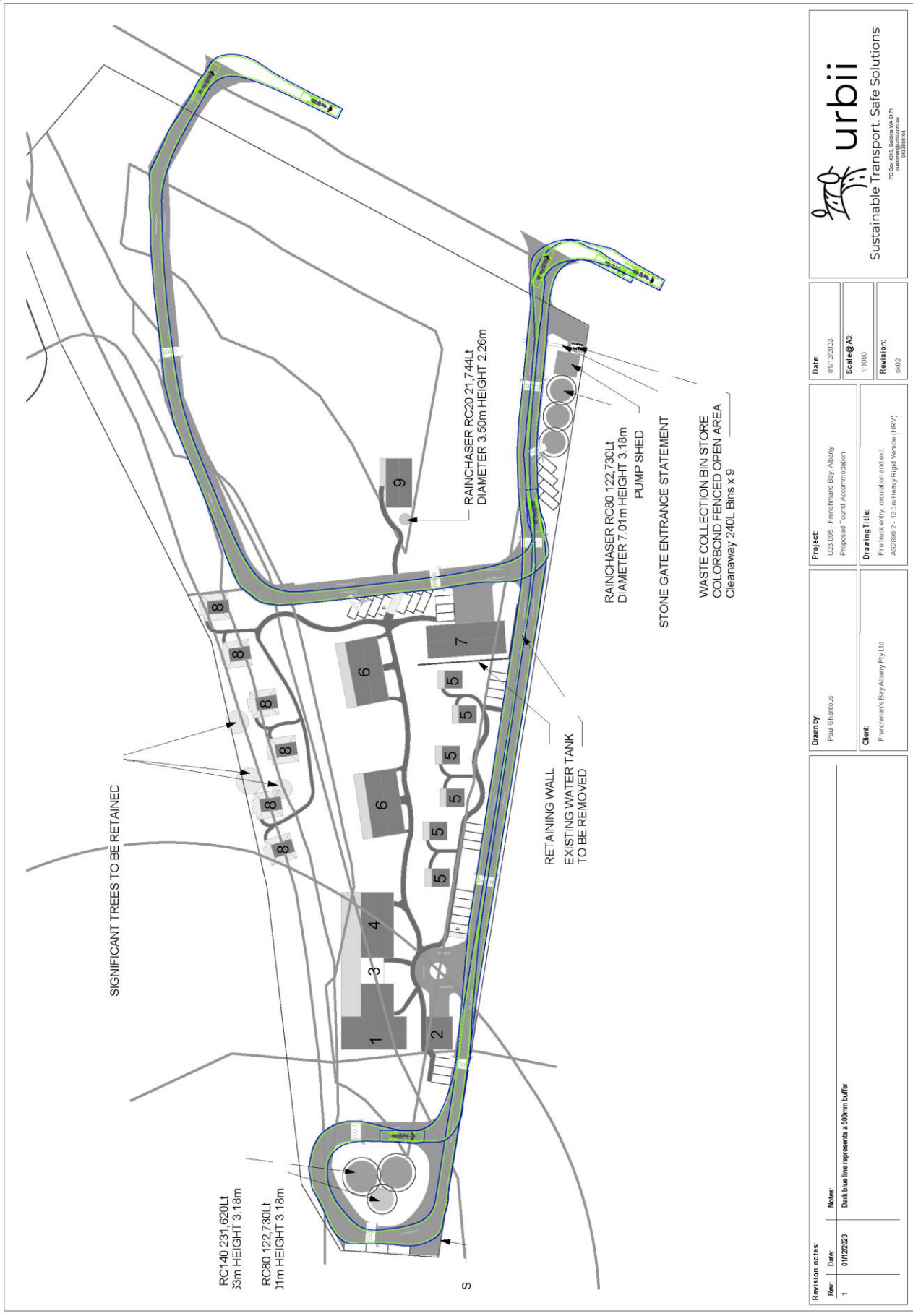
Blue represents a 500mm safety buffer line, offset from the vehicle swept path


The swept path diagrams are also provided separately in high-quality, A3 PDF format.

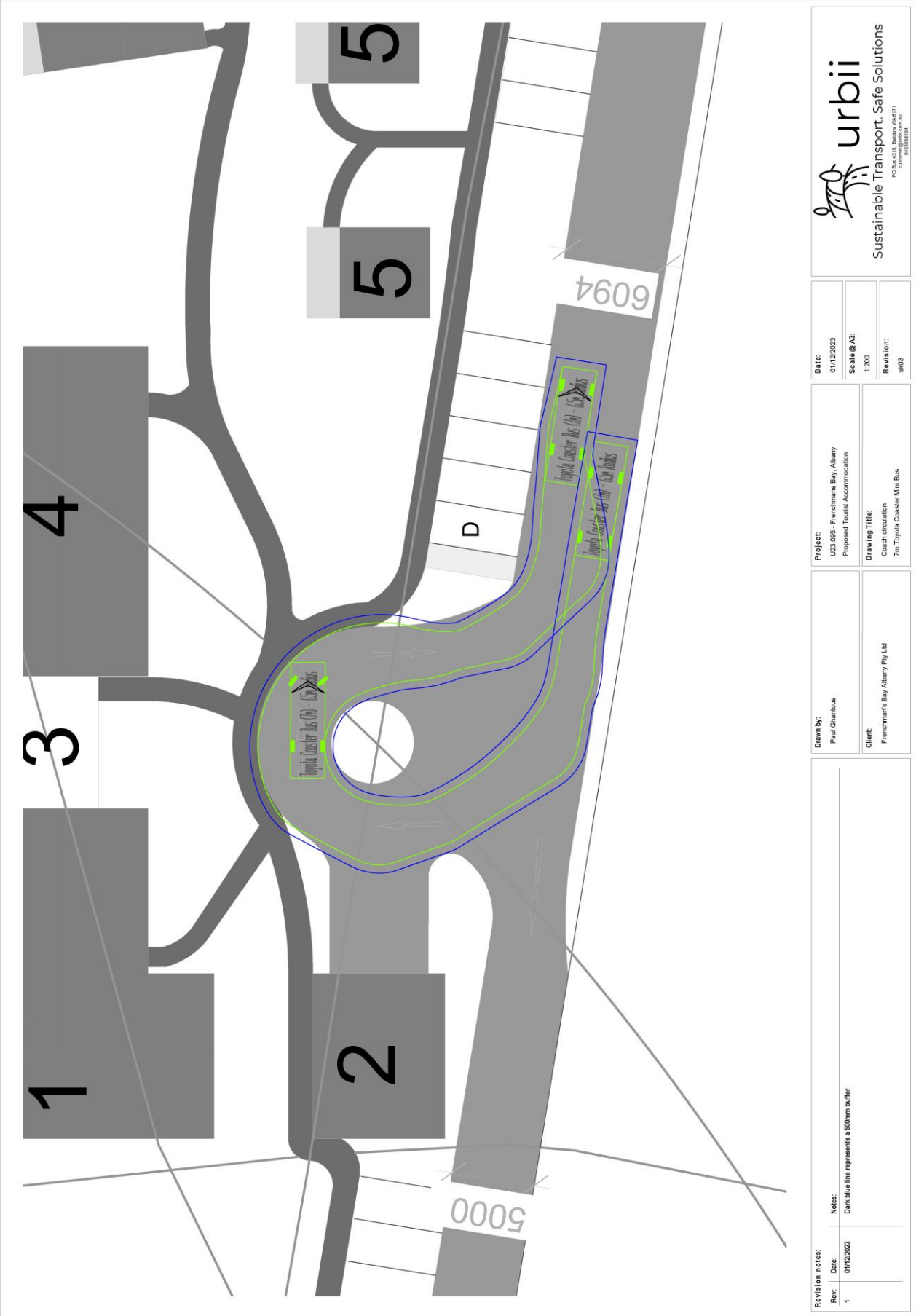




Revision notes: Rev: 1 Date: 01/12/2023 Note: Dark blue line represents a 500mm buffer		Drawn by: Paul Chantous		Project: U23.095 - Frenchmans Bay, Albany Proposed Tourist Accommodation		Date: 01/12/2023	
Client: Frenchman's Bay Albany Pty Ltd		Drawing Title: Waste truck entry, circulation and exit 8.8m Rigid Waste Truck		Scale @ A3: 1:200		Revision: s01	
 urbii Sustainable Transport. Safe Solutions <small>PO Box 4315, Baseline WA 6171 08 9438 9344</small>							



Revision notes: Rev: 1 Date: 01/12/2023 Note: Dark blue line represents a 500mm buffer		Drawn by: Paul Gharous		Project: U23.055 - Frenchmans Bay, Albany Proposed Tourist Accommodation		Date: 01/12/2023	
Client: Frenchman's Bay Albany Pty Ltd		Drawing Title: Fire truck entry, circulation and exit AS2880.2 - 12.5m Heavy Rigid Vehicle (HRV)		Scale @ AS: 1:1000		Revision: 01/02	
 Sustainable Transport. Safe Solutions <small>PO Box 4315, Basildon WA 6171 08155 3333 www.urbii.com.au</small>							



urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Balmain NSW 1571
02 9550 9344

Date: 01/12/2023
Scale @ A3: 1:200
Revision: m03

Project: U23.095 - Frenchmans Bay, Albany Proposed Tourist Accommodation
Drawing Title: Coach circulation 7m Toyota Coaster Mini Bus

Drawn by: Paul Ghentous	Client: Frenchman's Bay Albany Pty Ltd
-----------------------------------	--

Revision notes:
Rev: 1
Date: 01/12/2023
Notes: Dark blue line represents a 500mm buffer