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Draft

Meadowbrooke Lifestyle Village

Prepared For:
Preston Green Pty Ltd

Transport Impact Assessment
Report



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1. INTRODUCTION

1.1 Background

Preston Green Pty Ltd has commissioned Donald Veal Consultants (DVC) to prepare this report to support the planning application relating to the development of a lifestyle village, comprising up to 200 residential units, only available to the over 55s.



Figure 1.1: Site Location
Source: Nearmap



Figure 1.2: Site Boundary
Source: Nearmap

The site is located to the east of South Western Highway (SWH) and just north of Turner Street, in the northern part of Boyanup. The general location of the site is shown in **Figure 1.1**, and highlights the site location in relation to the local road network. The location is shown in more detail in **Figure 1.2**.

A plan of the proposed development layout is shown in **Appendix A**.

1.2 Scope of this Report

The Shire of Capel requires a transport impact assessment (TIA) to demonstrate the site and surrounding road networks' capability to accommodate the planned use. The TIA would typically include the following, in line with the Western Australia Planning Commission (WAPC) guidelines:

- Description of the development;
- Assessment of the likely parking demand;
- Consideration of nearby developments;
- Assessment of accessibility of the site by non-car modes;
- Assessment of the impact of the development traffic on existing pedestrians, cyclists and public transport users; and
- Assessment of the potential impact on the amenity of the surrounding area.

This report addresses these items and concludes that the proposed development can appropriately and safely be realised with no adverse impact on the capacity or safety of the surrounding road network.

2. EXISTING CONDITIONS

2.1 Location and Road Hierarchy

The site is located to the east of South Western Highway, in the northern part of Boyanup, just to the north of Turner Street.

Turner Street is constructed as a single carriageway with one lane in either direction. It has no edge or centre lines, except near its intersection with South Western Highway, but is kerbed along both sides. (See **Photo 1**).



Photo 1: Typical section of Turner Street. Kerbed, but with no white line marking.



Photo 2: Turner Street intersection looking north along South Western Highway

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Project Name: Meadowbrooke Lifestyle Village

In the vicinity of the Turner Street intersection, South Western Highway is constructed with one lane in each direction, median islands and edge lines. It is fully kerbed and has wide grass verges with a footpath along the east side.



Photo 3: Start of the South West Highway 50 km/h zone just to the north of Turner Street.



Photo 4: Turner Street, looking east.

The Main Roads WA (MRWA) Road Hierarchy Classification covering the roads in the vicinity of the development site is shown in **Figure 2.1**.



Figure 2.1: Road Hierarchy
Source: MRWA

Turner Street will fall under the default urban speed limit of 50 kilometres per hour (km/h). The speed limit on South Western Highway is posted as 50 km/h in the vicinity of the Turner Street intersection, with a 60 km/h zone commencing some 60m to the north. The published data available from MRWA on the wider road network is shown in **Figure 2.2**.



Figure 2.2: Road Speed Limit
Source: MRWA

2.2 Existing Traffic Volumes and Operation

The site was previously used as a Function Centre and Restaurant, but has been closed down for some time. It is therefore no longer generating any traffic.

Other traffic generators along Turner Street include a handful of private residences, a Fire Station occupied by the Boyanup Bush Fire Brigade, the South West Rail and Heritage Centre and the newly opened “Capel Men’s Shed”.



Photo 5: Traffic generators on Turner Street

Current traffic flows on Turner Street are therefore extremely low, with less than ten trips observed in each peak hour period. The data recorded for DVC’s *Boyanup Transport Infrastructure Study* showed similar levels, with 13 vehicles recorded in each peak period.

Recent counts carried out by DVC along South Western Highway indicate that peak hour through flows past the Turner Street intersection would be approximately 320 northbound and 170 southbound in the am peak, and 150 northbound and 270 southbound in the pm peak.

2.3 Crash History

The MRWA CARS database reveals no recorded crashes at the intersection of South Western Highway and Turner Street (listed as Turner Road), but does show that 11 crashes occurred along SWH in the last 5 year period up to December 2013 between the Payne Street and Bridge Street intersections. These included 3 requiring medical attention. Eight of the crashes involved vehicles travelling in the same direction.

3. PROPOSED DEVELOPMENT

3.1 Description of Proposed Development

The development will consist of up to 200 residential units, set out in a 'Lifestyle Village'. There will be a minimum age limit of at least 55 years for all permanent residents, and it is therefore expected that a significant proportion of the population will be made up of 'Grey Nomads', who will treat their homes as a 'lock and leave' asset whilst travelling around Australia.

The main access to the development will be via the existing Function Centre driveway at the eastern end of Turner Street. An alternative emergency vehicular exit may be required from the western side of the development out onto South Western Highway, but if provided, this would normally be gated and locked. However, it may provide a permanent additional pedestrian access.

It is expected that development on the site will be phased over a number of years, depending on demand. The analysis in this report is based on the 'worst case' scenario, whereby the full complement of approximately 200 units has been constructed.

The layout plan for the proposed development is attached in **Appendix A**.

3.2 Traffic Generation, Distribution and Assignment

Whilst the trip generation rates per unit for the 'Lifestyle Village' may tend to be slightly higher than those quoted for a 'Retirement Village' or for 'Aged Persons' housing, it is expected that the average occupancy rates will be much lower.

Three different sources of published traffic generation rates have been used to determine a representative rate for the Lifestyle Village development. These are the NSW Road Traffic Authority's (RTA), 'Guide to Traffic Generating Developments (2002)', the Director General of Transport South Australia's 'Land Use Traffic Generation Guidelines', and the Institute of Traffic Engineering's (ITE) publication, 'Trip Generation Rates (8th Edition)'.

RTA

3.3.4 Housing for aged and disabled persons.

Rates.

Daily vehicle trips = 1 - 2 per dwelling
Evening peak hour vehicle trips = 0.1 - 0.2 per dwelling.

Factors.

These figures at the lower end of the above rates are based on research conducted by the Authority. This research concentrates on *subsidised* developments (often run by religious organisations). Generation rates of *resident funded* developments are often greater, as indicated at the higher end of the range.

SOUTH AUSTRALIA

C. Retirement Villages

Daily Vehicle Trips = 1.5 to 3 trips per unit.

A trip rate of 3 trips per unit applies to new developments in the upper price range. Lower trip rates can be expected at villages where the car ownership is lower and trip rates can be expected to decline as the occupants become older.

ITE 8th Edition

Description	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)						
		Week day	AM	PM	AM In	AM Out	PM In	PM Out
Senior Adult Housing-Detached	DU	3.71	0.22	0.27	35%	65%	61%	39%
Senior Adult Housing-Attached	Occ.DU	3.48	0.13	0.16	36%	64%	60%	40%
Congregate Care Facility	Occ.DU	2.15	0.06	0.17	61%	39%	56%	44%
Congregate Care Facility	DU	2.02	0.06	0.17	59%	41%	55%	45%
Assisted Living	Occ. Beds	2.74	0.17	0.29	73%	27%	52%	48%
Assisted Living	Beds	2.66	0.14	0.22	65%	35%	44%	56%
Assisted Living	Employees	3.93	NA	0.55	NA	NA	NA	NA
Retirement Community	Occ. Units	2.81	0.18	0.29	64%	36%	48%	52%

A previous DVC project involving a similar ‘Lifestyle Village’ development in the Shire of Mundaring used a daily trip generation rate of 3.18 daily trips, based on surveys carried out at an existing facility in Joondalup, in December 2005.

Whilst this figure is clearly at the high end of the published rates, for the purposes of this analysis, we will use this as a worst case scenario, with an assumed peak hour generation of 10% of the daily rate.

The above rates indicate that, with 200 units in place and all fully occupied, the development will generate a maximum of 64 trips in the peak hour periods (41 in / 23 out for the am peak and 31 in / 33 out for the pm peak). However, it is extremely unlikely that the occupancy rate will reach anything near 100% at any time.

4. TRAFFIC ANALYSIS

4.1 Access Driveway

As the main access driveway is to be located at the eastern termination of Turner Street, there is no issue with either visibility or operational efficiency. The access may be gated with a remote communications facility, but this has yet to be confirmed, and would have no significant effect in terms of traffic safety or capacity.

4.2 Road Network Impact

The major impact of traffic generated by the development will be at the intersection of Turner Street with South Western Highway. Visibility here is excellent, as can be seen in **Photos 6 & 6a**.



Photo 6 & 6a: Visibility along South Western Highway from Turner Street.

The results of the SIDRA analysis of the intersection under current traffic conditions can be seen in **Tables 4.1 and 4.2**.

MOVEMENT SUMMARY												
Site: South Western Highway / Turner Street existing am peak												
South Western Highway / Turner Street existing am peak												
Giveaway / Yield (Two Way)												
Movement Performance - Vehicles												
Mov ID	ODMs	Demand	Flows	Req	Seg	Average	Level of	95% Rank of Queue	Prop	Effective	Average	
v		Total	HV		Sam	Delay	Service	Vehicles	Queue	Stop Rate	Speed	
		veh/h	%	vc		sec		veh	m	per veh	km/h	
South: South Western Highway												
5	T1	340	0.0	0.178		0.7	LOS A	1.1	8.0	0.32	0.01	58.5
6	R2	0	0.0	0.178		6.1	LOS A	1.1	8.0	0.32	0.01	51.4
Approach		340	0.0	0.178		0.7	NA	1.1	8.0	0.32	0.01	50.5
East: Turner Street												
7	L2	1	0.0	0.003		7.1	LOS A	0.0	0.1	0.33	0.68	52.4
8	R2	2	0.0	0.003		7.0	LOS A	0.0	0.1	0.33	0.68	51.9
Approach		3	0.0	0.003		7.0	LOS A	0.0	0.1	0.33	0.68	52.1
North: South Western Highway												
10	L2	3	0.0	0.002		5.5	LOS A	0.0	0.0	0.00	0.01	58.3
11	T1	177	0.0	0.092		0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		180	0.0	0.092		0.1	NA	0.0	0.0	0.00	0.01	59.9
All Vehicles		520	0.0	0.178		0.6	NA	1.1	8.0	0.21	0.01	50.9

Table 4.1: SWH Turner Street intersection, Existing flows, am peak period

MOVEMENT SUMMARY										
Site: South Western Highway / Turner Street existing pm peak										
South Western Highway / Turner Street existing pm peak										
Giveaway / Yield (Two Way)										
Movement Performance - Vehicles										
Mov ID	ODMo	Demand	Flows	Deg. Satn	Average	Level of	95% Back of Queue	Prop.	Effective	Average
V		Total	HV	%	Delay	Service	vehicles	Queued	Stop Rate	Speed
		veh/h		vc	sec		veh	m	per veh	km/h
South: South Western Highway										
5	T1	161	0.0	0.086	1.0	LOS A	0.5	3.8	0.39	58.2
8	R2	4	0.0	0.086	8.5	LOS A	0.5	3.8	0.39	56.1
Approach		165	0.0	0.086	1.2	NA	0.5	3.8	0.39	58.1
East: Turner Street										
7	L2	2	0.0	0.003	3.7	LOS A	0.0	0.1	0.36	52.6
9	R2	1	0.0	0.003	0.0	LOS A	0.0	0.1	0.36	52.1
Approach		3	0.0	0.003	3.6	LOS A	0.0	0.1	0.36	52.4
North: South Western Highway										
10	L2	3	0.0	0.140	5.6	LOS A	0.0	0.0	0.01	50.0
11	T1	265	0.0	0.140	0.0	LOS A	0.0	0.0	0.01	59.9
Approach		268	0.0	0.140	0.1	NA	0.0	0.0	0.01	59.9
All Vehicles		457	0.0	0.148	0.5	NA	0.5	3.8	0.14	59.2

Table 4.2: SWH Turner Street intersection, Existing flows, pm peak period

The results show that the intersection currently operates at a small fraction of its capacity, and all movements at Level of Service A. There are no significant delays or queuing at any of the approaches for either peak hour period.

The intersection was then reanalysed with the addition of the forecast peak hour traffic to be generated by the Lifestyle Village development. The subsequent results are shown in **Tables 4.3 and 4.4**.

MOVEMENT SUMMARY										
Site: South Western Highway / Turner Street am peak with dev traffic										
South Western Highway / Turner Street am peak with dev traffic										
Giveaway / Yield (Two-Way)										
Movement Performance - Vehicles										
Mov ID	ODMo	Demand	Flows	Deg. Satn	Average	Level of	95% Back of Queue	Prop.	Effective	Average
V		Total	HV	%	Delay	Service	vehicles	Queued	Stop Rate	Speed
		veh/h		vc	sec		veh	m	per veh	km/h
South: South Western Highway										
5	T1	340	0.0	0.197	0.8	LOS A	1.3	8.9	0.35	58.1
8	R2	33	0.0	0.197	8.2	LOS A	1.3	8.9	0.35	58.0
Approach		373	0.0	0.197	1.2	NA	1.3	8.9	0.35	57.9
East: Turner Street										
7	L2	17	0.0	0.026	6.8	LOS A	0.1	0.6	0.29	52.7
9	R2	11	0.0	0.026	6.7	LOS A	0.1	0.6	0.29	52.2
Approach		27	0.0	0.026	6.8	LOS A	0.1	0.6	0.29	52.5
North: South Western Highway										
10	L2	19	0.0	0.101	5.5	LOS A	0.0	0.0	0.03	57.9
11	T1	177	0.0	0.101	0.0	LOS A	0.0	0.0	0.03	59.5
Approach		196	0.0	0.101	0.5	NA	0.0	0.0	0.03	59.3
All Vehicles		636	0.0	0.197	1.3	NA	1.3	8.9	0.23	58.1

Table 4.3: SWH Turner Street intersection, am peak period with full development

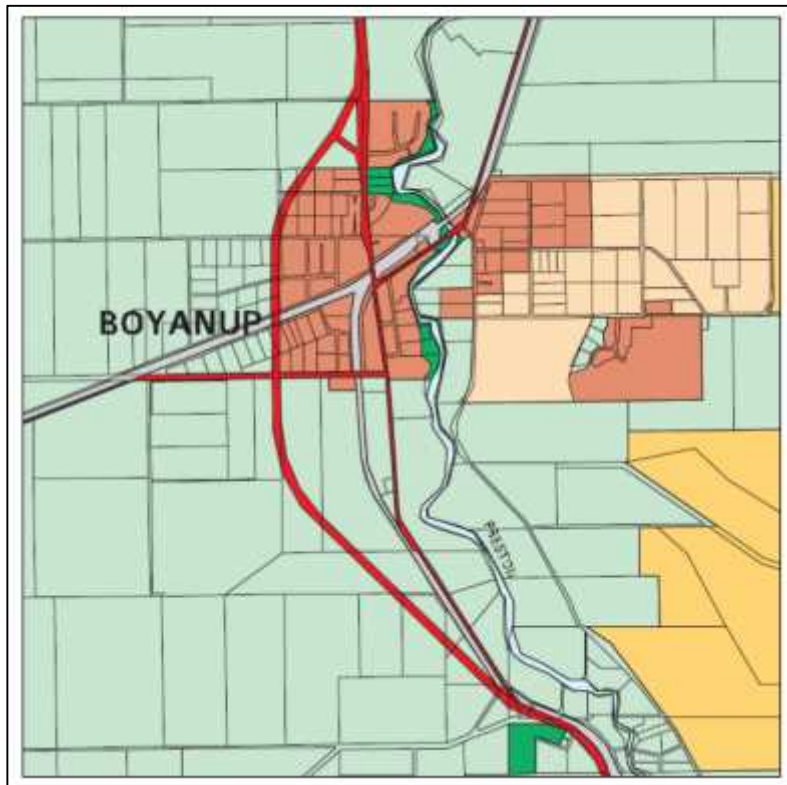


Figure 4.1 Boyanup Bypass (WAPC, 2011)

In addition to this, various areas have been set aside for either residential or commercial development. Traffic generation forecasts for these areas have been made in DVC's draft report for the *Boyanup Transport Infrastructure Study*, currently being carried out for the Shire of Capel. These include different planning horizons, with the long term scenario stretching to beyond 15 years into the future.

Clearly, significant additional traffic is forecast to be generated by these proposed developments. However, the estimated reductions in traffic along South Western Highway, as a result of the construction of the Boyanup Bypass, assist in limiting the traffic volumes to 12,600 vpd and 15,800 vpd in the medium and long term, respectively.

Using these forecast future flows, SIDRA analyses were then carried out for various intersections along South Western Highway.

As part of the assessment of the impact of the Meadowbrooke development, these same through volume forecasts have again been used to carry out similar future year analysis of the Turner Street intersection, including the forecast Lifestyle Village development traffic. Each of the peak hour periods has been assumed to produce 10% of the predicted all-day flows on South Western Highway.

The results for the long term scenario are shown below in **Tables 4.5 and 4.6**.

MOVEMENT SUMMARY											
 Site: South Western Highway / Turner Street future year am peak with dev traffic South Western Highway / Turner Street am peak with development traffic: Giveway / Yield (Two-Way)											
Movement Performance - Vehicles											
Mov ID	ODMo	Demand	Flows	Deg. Satn	Average	Level of	95% Back of Queue		Prop.	Effective	Average
	v	Total	HV	v/c	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: South Western Highway											
5	T1	1094	0.0	0.595	7.8	LOS A	12.2	85.6	1.00	0.04	59.0
6	R2	33	0.0	0.555	13.3	LOS B	12.2	85.6	1.00	0.04	51.2
Approach		1128	0.0	0.595	8.0	NA	12.2	85.6	1.00	0.04	63.0
East: Turner Street											
7	L2	17	0.0	0.127	20.1	LOS C	0.4	2.5	0.78	0.86	44.2
9	R2	11	0.0	0.127	20.0	LOS C	0.4	2.5	0.78	0.86	43.8
Approach		27	0.0	0.127	20.1	LOS C	0.4	2.5	0.78	0.86	44.0
North: South Western Highway											
10	L2	19	0.0	0.302	5.6	LOS A	0.0	0.0	0.00	0.02	50.1
11	T1	588	0.0	0.302	0.0	LOS A	0.0	0.0	0.00	0.02	60.8
Approach		597	0.0	0.302	0.2	NA	0.0	0.0	0.00	0.02	59.7
All Vehicles		1741	0.0	0.555	5.6	NA	12.2	85.6	0.55	0.04	54.9

Table 4.5: SWH Turner am peak with dev traffic, Long Term Scenario


MOVEMENT SUMMARY											
 Site: South Western Highway / Turner Street future year pm peak with dev traffic South Western Highway / Turner Street pm peak with development traffic: Giveway / Yield (Two-Way)											
Movement Performance - Vehicles											
Mov ID	ODMo	Demand	Flows	Deg. Satn	Average	Level of	95% Back of Queue		Prop.	Effective	Average
	v	Total	HV	v/c	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: South Western Highway											
5	T1	600	0.0	0.377	15.9	LOS C	7.8	54.7	1.00	0.05	47.4
6	R2	27	0.0	0.377	21.3	LOS C	7.8	54.7	1.00	0.05	46.0
Approach		627	0.0	0.377	15.1	NA	7.8	54.7	1.00	0.05	47.3
East: Turner Street											
7	L2	25	0.0	0.187	22.4	LOS C	0.5	3.8	0.87	0.95	43.0
9	R2	13	0.0	0.187	22.4	LOS C	0.5	3.8	0.87	0.95	42.6
Approach		38	0.0	0.187	22.4	LOS C	0.5	3.8	0.87	0.95	42.9
North: South Western Highway											
10	L2	13	0.0	0.552	5.6	LOS A	0.0	0.0	0.00	0.01	58.1
11	T1	1063	0.0	0.552	0.1	LOS A	0.0	0.0	0.00	0.01	59.7
Approach		1076	0.0	0.552	0.2	NA	0.0	0.0	0.00	0.01	59.7
All Vehicles		1711	0.0	0.552	5.4	NA	7.8	54.7	0.98	0.04	54.2

Table 4.6: SWH Turner pm peak with dev traffic, Long Term Scenario

As can be seen, even with the added long term scenario traffic on South Western Highway, all movements at the intersection perform adequately, and remain well within capacity. However, there is some queuing on the south approach, with the right turning traffic into Turner Street causing some delays to through traffic. Whilst these are not excessive, it would be expected that, as part of the general widening works required for South Western Highway along this section in the long term scenario, the provision of a right turning pocket would be beneficial. However, it should be noted that this is not a direct result of the Meadowbrooke development, but rather a result of the increased traffic along the major road.

5. OTHER ISSUES

5.1 Car Parking Provision

Each home site within the development will be provided with 2 parking bays, arranged either in tandem or side by side.

The current layout concept plan, as shown in **Appendix A**, indicates that there will also be approximately 54 visitor bays spread throughout the development, with 20 of these located near the Club House, and 4 near the Turner Street entry point. An additional 44 elongated bays have been provided in a dedicated boat and caravan parking area, served by a one way link road system. All vehicles here will be reverse parked.

5.2 Pedestrians and Cyclists

Currently, there are no footpaths along Turner Street, but there is a path along South Western Highway. This is shown in **Photos 7 and 7a**.



Photos 7 & 7a: Footpath on South Western Highway north and south of Turner Street.

There are currently two pedestrian routes between the proposed development and the town centre. The first is the more direct, and leads across the railway lines towards the tavern. The alternative would be to walk down Turner Street to South Western Highway and turn left, using the existing footpath along the highway.

The Shire considers that both of these routes should be provided with shared use paths and linkages where required to allow for safe direct access to the Town Centre. However, whilst some pedestrian movements would be expected, and the provision of a suitable, safe route to accommodate these movements would be recommended, it is unlikely that the level of cycling trips to be generated by the development would warrant the provision of a shared path on either route.

The railway lines already have a pedestrian crossing facility between the development and the Tavern, which dates back to the days when trains still ran. A formal pedestrian facility could readily be constructed to link the development to the Tavern and the Town Centre via this existing crossing.

The route along the highway, however, would necessitate the provision of a new crossing just north of South Western Highway, which would require the asset owners' permission (PTA). It is understood that this has been sought in the past by the Shire, but to no avail. A renewed effort by the Shire, with support from the developer, may result in the required approvals being gained. Such a link would be advantageous to other road users, such as school children, who currently have to cross SWH twice to remain on the existing footpath, due to the present rail crossing being located on the west side of the highway.

5.3 Public Transport

There are no known public transport services available in the vicinity of the site. Whilst a railway line runs adjacent the site, this is understood to have been a goods line and has been disused for a number of years. Some school bus services may travel along South Western Highway.

5.4 Service and Emergency Vehicles

It is assumed that each home site will have individual refuse bins, which will be wheeled out to suitable locations along the verges of the internal road system, for collection by a standard Shire contracted rubbish truck.

There do not appear to be any areas of immediate concern within the current concept plan layout in this regard, with the exception of one or two culs-de-sac. However, residents of these properties would easily be able to wheel their bins out onto the main loop roads. These sorts of issue will be addressed more fully in the detailed design layout drawings.

Similarly, there do not appear to be any issues regarding the ability of emergency service vehicles accessing the properties within the site. The design of the roundabout near the main entry will need to allow for the passage of such vehicles, either within the circulatory pavement width, or using a mountable apron.

6. SUMMARY AND CONCLUSION

6.1 Summary

The development will consist of up to 200 residential units, set out in a 'Lifestyle Village'. There will be a lower age limit of 55 for all permanent residents, and it is therefore expected that a significant proportion of the population will be made up of 'Grey Nomads', who will treat their homes as a 'lock and leave' asset whilst travelling around Australia.

The main access to the development will be via the existing Function Centre driveway at the eastern end of Turner Street. An alternative emergency vehicular exit may be required from the western side of the development out onto South Western Highway (SWH), but if provided, this would normally be gated and locked. However, it may provide a permanent additional pedestrian access.

It is expected that development on the site will be phased over a number of years, depending on demand. The analysis in this report is based on the 'worst case' scenario, whereby the full complement of approximately 200 units has been constructed.

The level of additional traffic forecast to be generated by the fully developed Lifestyle Village is not high, amounting to only 64 trips in each peak hour period. Analysis of the intersection of Turner Street with SWH showed that the intersection is easily able to cater for this additional traffic under current flows on SWH. However, in the longer term scenario, there are a number of future planning elements that need to be considered. These include the provision of a bypass to the west of South Western Highway, and a number of significant developments in different areas around the existing town.

Again, analysis of the Turner Street intersection was carried out, this time with the long term forecast traffic flows on SWH. Again, the intersection coped with the flows, but with reduced Levels of Service. The provision of a right turn lane may be beneficial, as part of the general long term upgrades of SWH in this area.

It is also recommended that the existing pedestrian facilities serving the site are upgraded to provide safer, more direct routes to the Town Centre. This might include formalisation of the footpath link to the tavern using the existing rail crossing, and investigations into a potential new rail crossing for pedestrians north of SWH.

6.2 Conclusion

We conclude that the development proposal has no significant adverse impact on the capacity or safety of the surrounding road network. We therefore fully support the development application in terms of its traffic and road safety impact and recommend its approval.

APPENDIX A: PROPOSED DEVELOPMENT

Client Name: Preston Green Pty Ltd

Project Name: Meadowbrooke Lifestyle Village

