



Proposed Eden Beach Club  
Lot 8008 Foreshore Drive,  
Eden Beach - Jindalee  
Transport Impact Statement

PREPARED FOR:  
Satterley Property Group

February 2017



## Document history and status

Author	Revision	Approved by	Date approved	Revision type
M Rasouli/A Rasouli	r01	B. Bordbar	14/12/16	Draft
M Rasouli	r01a		13/02/17	Final

**File name:** t16261arr01a.docx

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**Client:** Satterley Property Group

**Project:** Lot 8008 Foreshore Drive, Eden Beach - Jindalee

**Document revision:** r01a

**Project number:** t16.261

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## City of Wanneroo IM 17/2/2017

Eden Beach Club (subject site) is proposed to operate as a beachside Café and restaurant and would serve breakfast, lunch and dinner. The subject site is located within the newly build up area of Eden Beach Estate in close proximity of Eden Beach (refer

[illegible]

The Transport Assessment Guidelines for Developments (WAPC, Vol 4 – Individual Developments, revised August 2016) states: *“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic<sup>1</sup> and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*. Section 6.0 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

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## 2.0 Proposed Development

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As detailed in the proposed development plans (refer Appendix A) provided by DMG Architects, the development proposal is for a Restaurant/ Café comprising:

- ✚ Surf lifesaving store of 70m<sup>2</sup>;
- ✚ Kiosk of 27m<sup>2</sup>; and,
- ✚ Restaurant of 250m<sup>2</sup> including an alfresco area of 100m<sup>2</sup> and store area of 135m<sup>2</sup>.

According to the Operational Plan prepared for the proposed Eden Beach Club, the restaurant component of the Beach Club would cater for approximately 250 seats.

The foreshore public car park is constructed fronting the subject site which includes 85 Parking bays. It is expected that the Eden Beach Club will share the foreshore car parking bays and other existing and proposed on-street parking bays in the vicinity. The parking demand and supply for the proposed development will be discussed in section 3.2 of this report.

Pedestrian access to the proposed development is provided via the existing footpath along the side roads.



## 3.0 Vehicle Access and Parking

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### 3.1 Access

No vehicular crossover is proposed for the proposed development. The anticipated vehicular movements to and from the proposed development will be via the surrounding road network.

The staff and the patrons (who drive) will need to park their vehicles in the foreshore car park or the adjacent existing and proposed on-street parking bays and then access the site by utilising the pedestrian footpath network in the vicinity.

### 3.2 Parking

The proposed surf lifesaving area is essentially a storage area and would not expect to generate any vehicular traffic. The proposed 27m<sup>2</sup> kiosk is also expected to be used by the beach goers or POS visitors and therefore would not be considered as a destination traffic generator. Therefore no designated parking bays are proposed for the surf lifesaving area and the proposed kiosk.

The proposed restaurant would be the main traffic generator. According to the trip generation analysis undertaken in section 6.0 of this report, it is expected that about 58 visitors and staff (23% of the restaurant seats) would be car drivers. Therefore the parking demand for the restaurant would be about 58 bays. The estimated 58 parking bays translate to about 1 bay for every 5m<sup>2</sup> seating area which is in line with the City of Wanneroo's parking requirements for restaurants and the assumptions documented in section 6.0 of this traffic report.

The foreshore public car park includes 85 Parking bays. There are additional 18 parking bays constructed along the POS site to the north of the subject site within 400m walking distance to the subject site. Figure 2 illustrates the existing on-street and off-street parking bays within the 400m radius of the subject site. In total, there are 103 existing car bays which are available for the beach goers, visitors and patrons to the proposed Eden Beach Club.

The existing 103 parking bays is expected to be sufficient for the activities along Eden Beach including the Beach Club patrons as all the activities may not coincide and reciprocal parking would be available for the activities in this area.

The proposed restaurant is expected to experience the highest car patronage at evenings (for dinner) which would represent a timeframe with a relatively low activity for beach goers and therefore low general public demand for public parking. During the lunchtime at weekends the peak of all the activities (beach goers, visitors and patrons to the proposed Eden Beach Club) would occur. However, it is expected that the majority of the people who drive and park in the available parking



bays in this area would participate in all activities and their trip would be a multipurpose trip including visiting the Club and its restaurant.

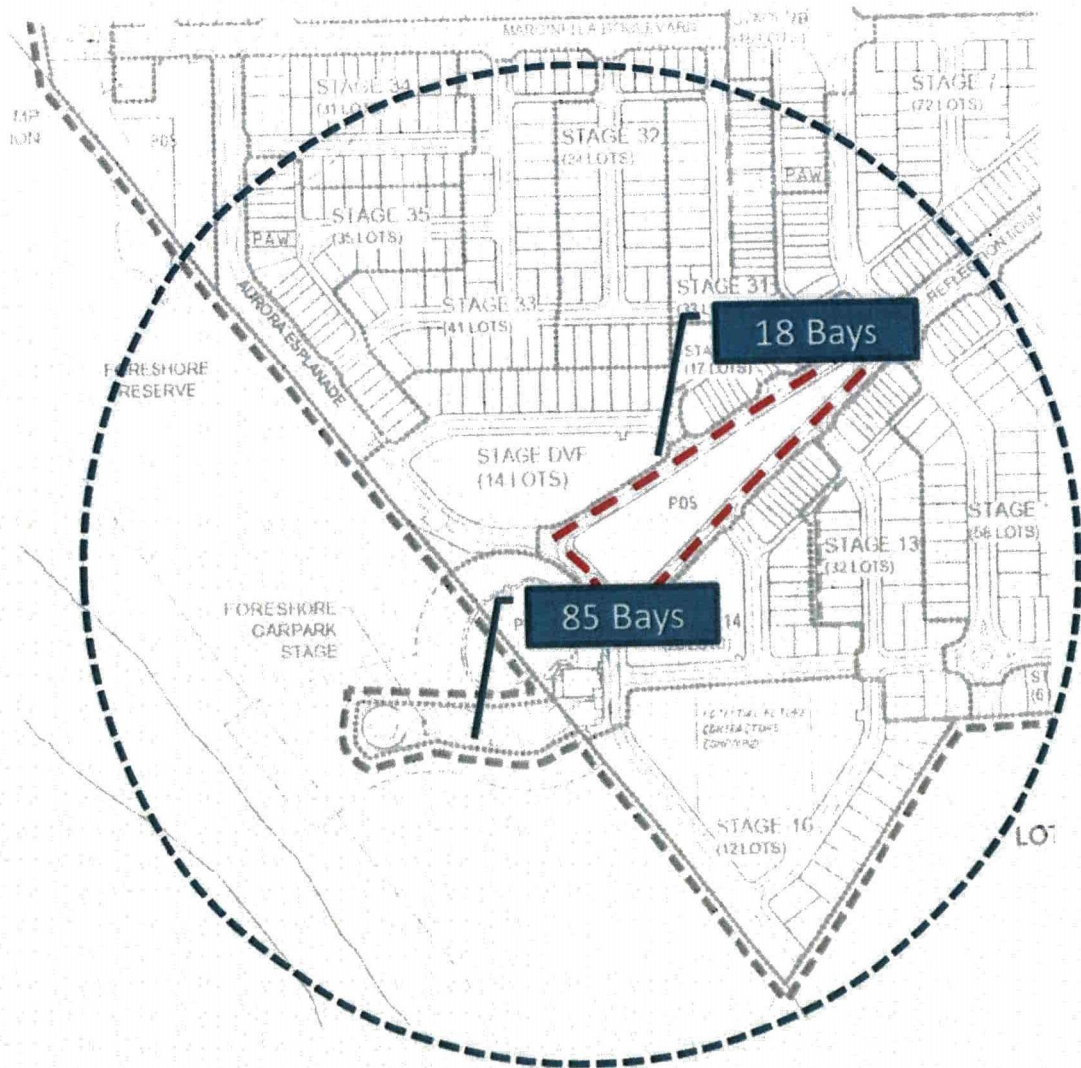


Figure 2: Existing parking bays



## 4.0 Provision for Service Vehicles

Service vehicles are expected to service the site no more than 3-4 times a week and generally outside the peak road network and peak site activity periods. The intent is that trucks will drive onto the hardstand area shown in the Figure 3 to load / off load.

As service vehicles are expected to service the site outside the peak operating times of the business, therefore minimum traffic conflicts between visitors, employee and service vehicles are expected.

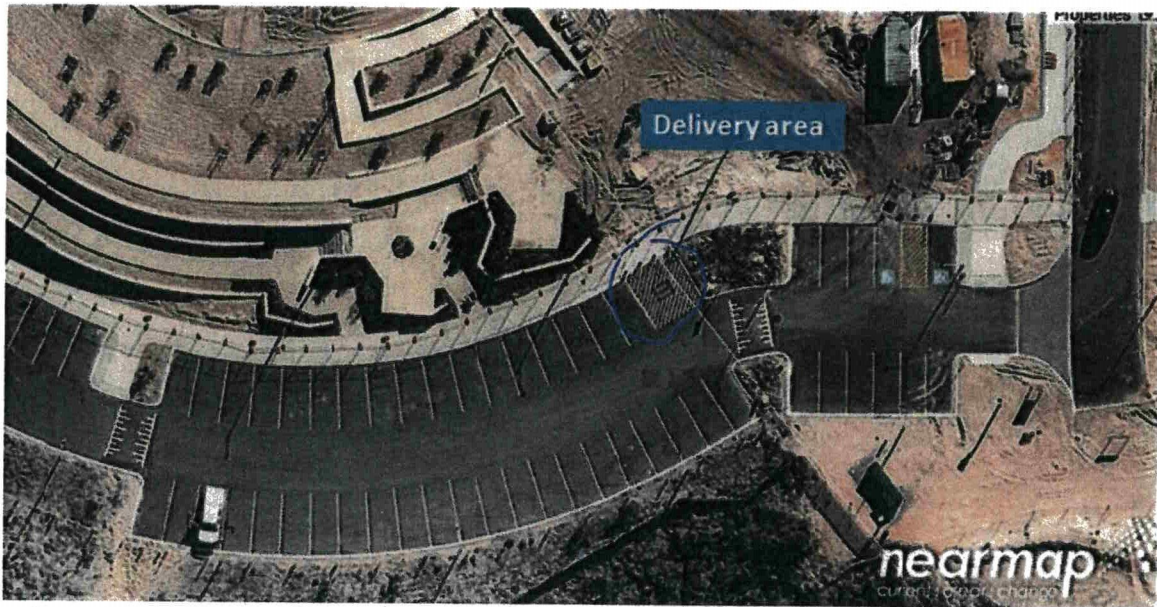


Figure 3: Existing delivery area within the foreshore carpark

Waste will be also collected on a regular basis from the existing delivery area shown in Figure 3 on the designated collection days.



## 5.0 Hours of Operation

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According to the information provided in the Operational Plan document prepared for the development the proposed Eden Beach Club will be operating from 6.00am to 12:00am 7 days a week and offers breakfast, lunch and dinner.



## 6.0 Daily Traffic Volumes and Vehicle Types

The site is currently vacant and does not generate any traffic.

The proposed surf lifesaving area is essentially a storage area and would not expect to generate any vehicular traffic. The proposed 27m<sup>2</sup> kiosk is also expected to be used by the beach goers or POS visitors and therefore would not be considered as a destination traffic generator.

The proposed Restaurant would be the main traffic generator and therefore the trip generation of the proposed Restaurant has been assessed based on the average trip generations rates recommended in RTA NSW "Guide to Traffic Generating Developments" document and also by the proposed number of seats.

The RTA average trip generation rates for Restaurant are listed below:

- 🚗 Evening vehicle trips: 5 trips per 100m<sup>2</sup> of GFA
- 🚗 Daily vehicle trips: 60 per 100m<sup>2</sup> of GFA.

The proposed 350m<sup>2</sup> Restaurant (including the 100m<sup>2</sup> alfresco Area) is estimated to generate approximately +210 daily trips on the road network of which +18 additional trips are expected during the evening peak hour.

Given the traffic generation of restaurants would vary substantially, depending on the nature and type of restaurant. The traffic generation of the proposed restaurant was also estimated based on number of seats and the results were compared with the average trip rates and trip generation calculation using RTA reference.

The RTA Guidelines recommends the 85 percentile seat occupancy for trip generation calculations for restaurants. Accordingly out of the proposed 250 seats for the restaurant on average about 212 seats (applying the 85 percentile seat occupancy) would be utilised on average during the peak hours.

The catchment of the proposed Restaurant is expected to be mainly local residents particularly, and therefore reasonable non-motorised patronage including walking is expected for the patrons. Other patrons who are not within walking distance may use their cars (including car share) or taxis.

Assuming 40% non-motorised mode share and taxi use would results in about 85 ( $212 * 0.4 = 85$ ) non-motorised patrons. The rest of the patrons (127) would use cars. Applying car occupancy of 2.2 would results in about 58 ( $127/2.2 \approx 58$ ) cars. Therefore it is expected that about 58 patrons (23% of the Restaurant seats) are car drivers.

Assuming that on average each customer spends about two hours in the restaurant the trip generation of the restaurant is estimated to be approximately 58 vph. These trips include both inbound and outbound vehicle movements. It is anticipated that most vehicle types would be passenger cars and to a lesser extent 4WDs.



The traffic distribution detailed in Table 1 was based on the following directional split assumptions:

- ✚ Evening peak split estimated at 50%/50% inbound/outbound.

Table 1: Peak hour trips for the proposed development

Time period	Direction	Total Peak Hour Trips (vph)	
		Split	Total
Evening Peak	Inbound	29	58
	Outbound	29	

## 6.1 Traffic Flows:

All of these trips are expected to be distributed on the surrounding road network and primarily onto the foreshore car parking area and Reflection Boulevard as shown in Figure 4.

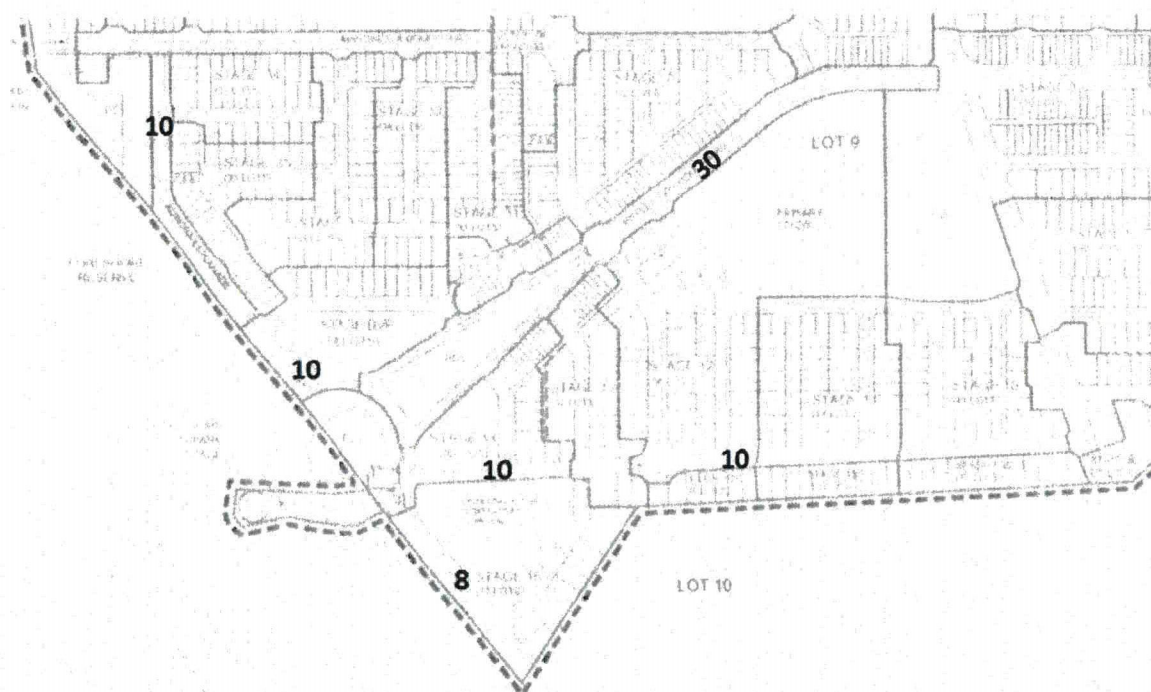


Figure 4: Proposed daily trip distribution

## 6.2 Impact on Surrounding Roads

The WAPC Transport Assessment Guidelines for Developments (2016) provides 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 the 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 anywhere near the quoted WAPC threshold to warrant further detailed analysis.



## 7.0 Traffic Management on the Frontage Streets

Currently, the surrounding road network in the area is not fully constructed. However the foreshore car park, the POS and the main Boulevard (Reflection Boulevard) are constructed and vehicular and pedestrian access to the site is available. Figure 5 illustrates the existing and proposed road network in the vicinity of the subject site.

The section of Aurora Esplanade to the immediate east of the subject site is constructed as a 6m two lanes undivided road. Concrete footpaths are provided along both sides of Aurora Esplanade. On-street car parking bays are currently provided along this road.

Foreshore car parking area located to the south of the subject site includes 78 (including 2 ACROD) car parking bays in 90 degree format plus 7 parallel bays in the perimeter of the existing roundabout at the end of the car park. The car parking aisle is about 6m wide which provides a two way traffic flow. This car parking area provides a comfortable parking opportunity for the visitors to Eden Beach. Paved pedestrian footpath is currently provided on the northern section of this car parking area.

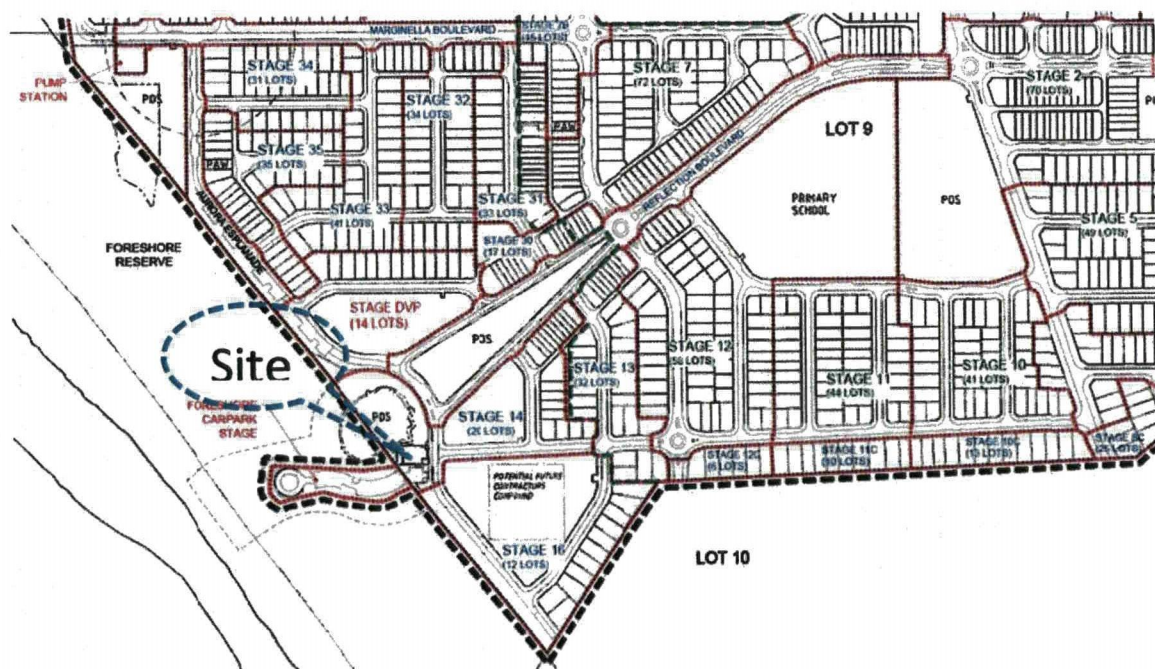


Figure 5: The existing and proposed road network in the vicinity of the subject site



## 8.0 Public Transport Access

Nearby public transport services are shown in Figure 6. Existing Bus routes 480, 482, 490 and 491 link the subject site to the surrounding suburbs and Butler train station. Linkage to the Butler train station provides the subject site the accessibility to the wider metropolitan area including Perth CBD.

Currently, the closest bus stop is in place on Marmion Avenue approximately 1km to the east of the subject site. Although at the moment the site is not well served by the existing public transport coverage, it is expected that in future and by the time that this area is fully developed and demand arises then bus route 482 would extend north towards the proposed Jindalee LSP area as shown in Figure 7.



Figure 6: Public transport services (Transperth Maps)



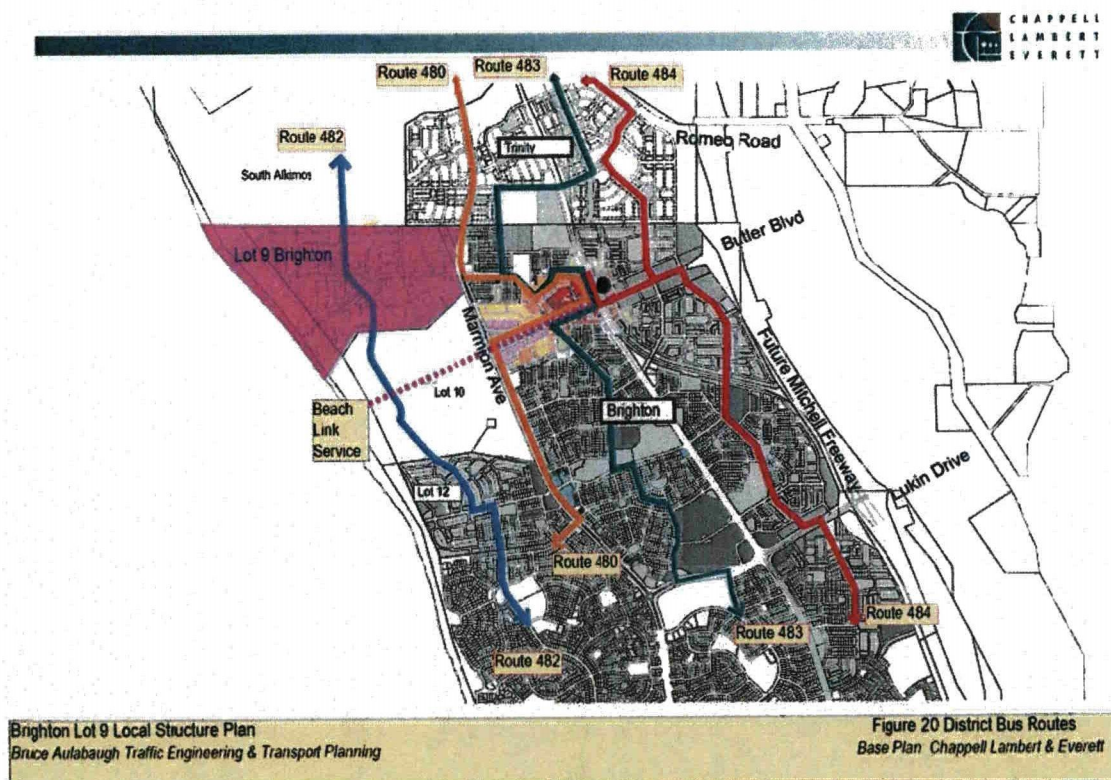


Figure 7: Future bus routes in the area<sup>2</sup>

<sup>2</sup> Figure 20 District Bus Routes - Extracted from Brighton Lot 9 Local Structure Plan Traffic & Transport report prepared for City of Wanneroo in January 2011



## 9.0 Pedestrian Access

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Pedestrian access to the proposed Eden Beach Club is via the existing external footpath network comprising paved footpaths along Aurora Esplanade and foreshore parking area. Pedestrian crossing facilities including drop kerbs are provided at the intersection of these two roads. Pedestrian will access the café from the alfresco area which is proposed to be located at the northern end of the site.



## 10.0 Cycle Access

A review of the Perth Bicycle Network Map from Department of Transport's website indicates that Marmion Avenue to the east of the subject site currently entails shared paths. However, the area in the immediate proximity of the subject site is not covered in DoT's website.

The Traffic & Transport report prepared for Brighton Lot 9 Local Structure Plan provides foot paths and shared paths within the Jindalee LSP area with good connectivity to the proposed Foreshore and Eden Beach Club (refer Figure 8).

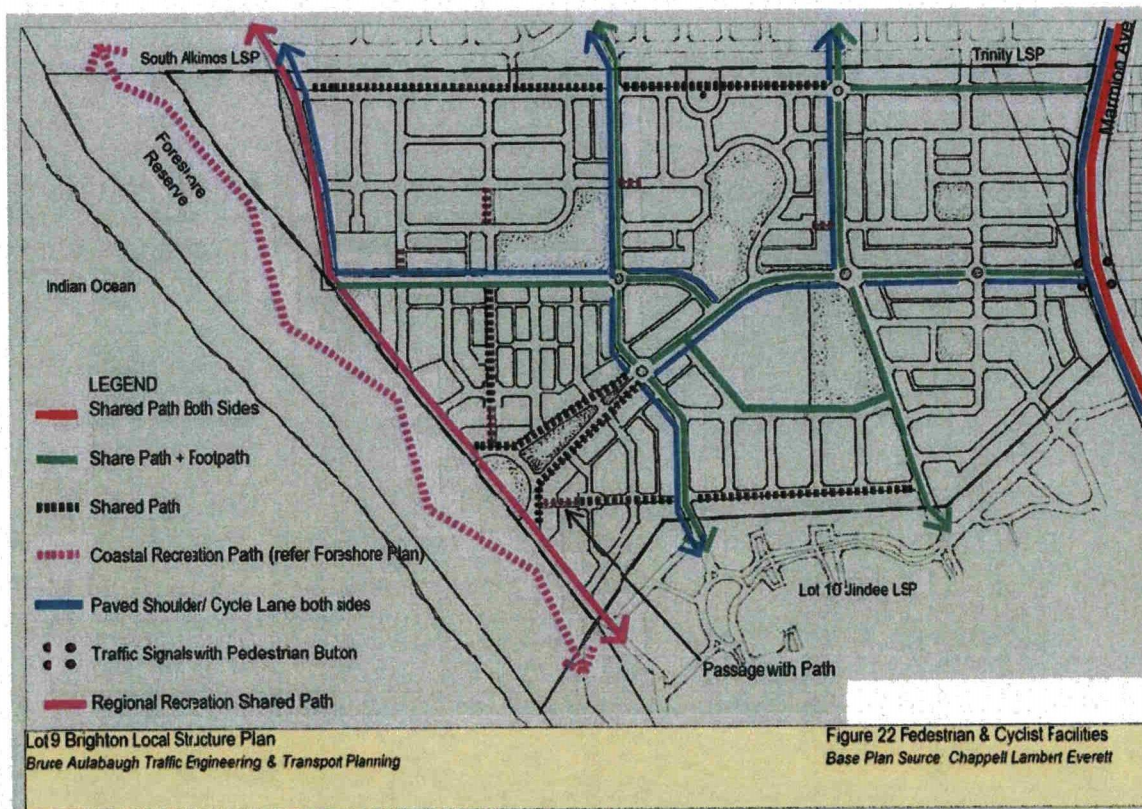


Figure 8: Future pedestrian and cyclist facilities<sup>3</sup>

<sup>3</sup> Figure 22 Pedestrian & cyclist facilities - Extracted from Brighton Lot 9 Local Structure Plan Traffic & Transport report prepared for City of Wanneroo in January 2011



## 11.0 Site Specific Issues

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



## 12.0 Safety Issues

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No safety issues were identified within the scope of this assessment.



## 13.0 Conclusions

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This Transport Impact Statement provides information regarding the proposed Eden Beach Club, to be located at Lot 8008 Foreshore Drive, Eden Beach, Jindalee, in the City of Wanneroo.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is minimal and as such would have insignificant impact on the surrounding road network.

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



# Appendix A

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## PROPOSED DEVELOPMENT PLANS





# EDEN BEACH CLUB - LOT 8008 FORESHORE DRIVE, JINDALEE WA EVEL PMENTAPPR VAL REVISE

ARC ITECT RAL RA IN SAT A  
A C VERPA E

A E ISTIN SITE S RVE  
A L CATI N PLAN

A L ER L R PLAN  
A PPER L R PLAN

A ELEVATI NS N RT S T  
A ELEVATI NS EAST EST

A PERSPECTIVES

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City of Wanneroo IM 17/2/2017

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A	29.09.16	DA APPROVAL	LM	MJ
ISSUE DATE	DESCRIPTION	DRN. APP.		

## DA APPROVAL



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PROJECT  
EDEN BEACH CLUB  
LOT 8008 FORESHORE DRIVE  
EDEN BEACH, JINDALEE

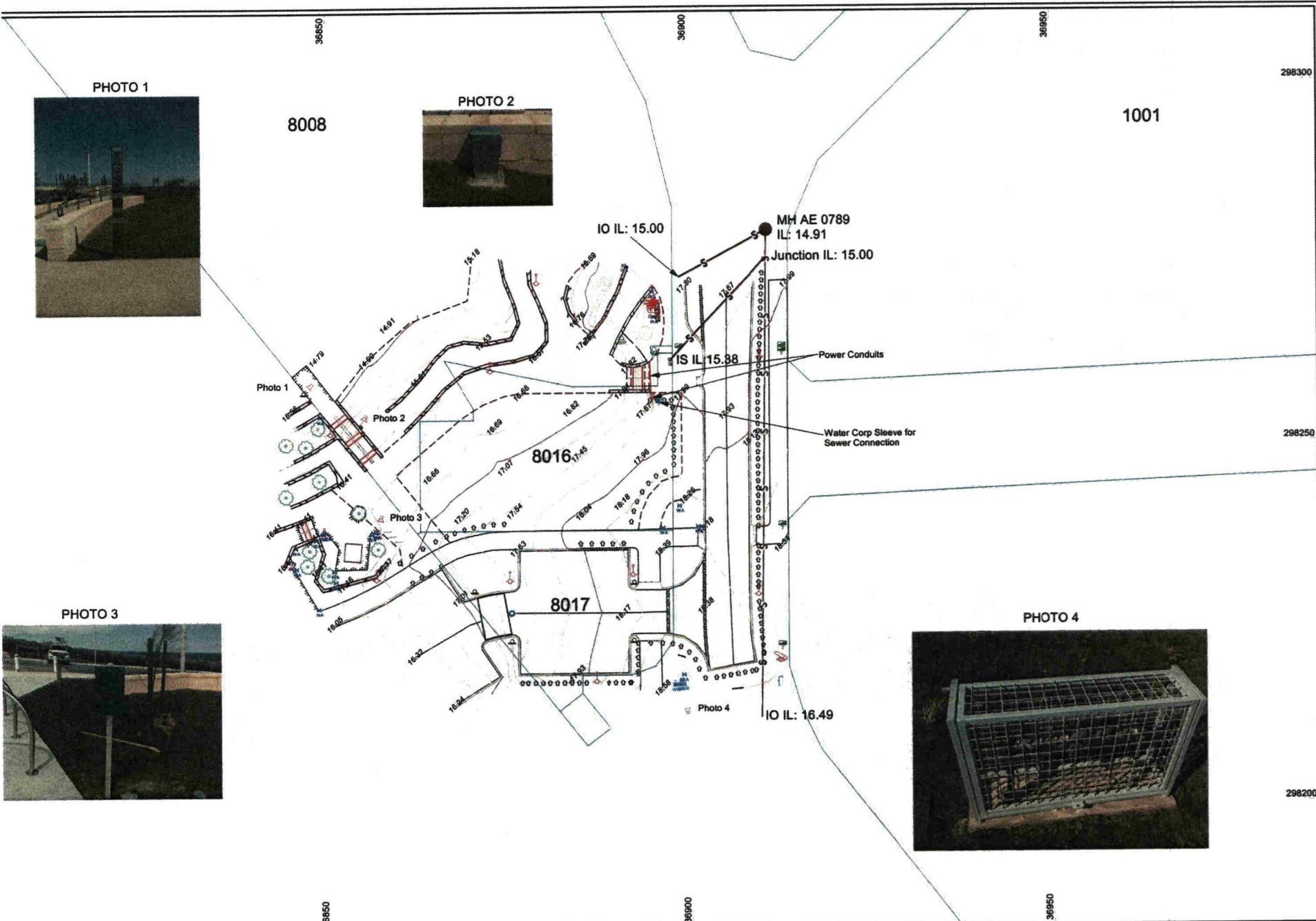
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**DA APPROVAL**



**PROJECT**  
**EDEN BEACH CLUB**  
 LOT 8008 FORESHORE DRIVE  
 EDEN BEACH, JINDALEE

**TITLE**  
**FEATURE SURVEY**

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Date		
Checked		

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The contents of this plan are correct as of the date stated within the revision panel. All consultants and persons wishing to utilize this data should satisfy themselves of this data survey by contacting the McHale Nolan Group.

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 Survey Date: 13/09/2016  
 Project/Code: 08/09/2016

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 PS 565311 OSH 591267



The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

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**EDEN BEACH POS LOT 8008 CAFE SITE Detail Survey**

CLIENT: **SATTERLEY**

Project Prog: Had Dobson Datum: PGD% / AND

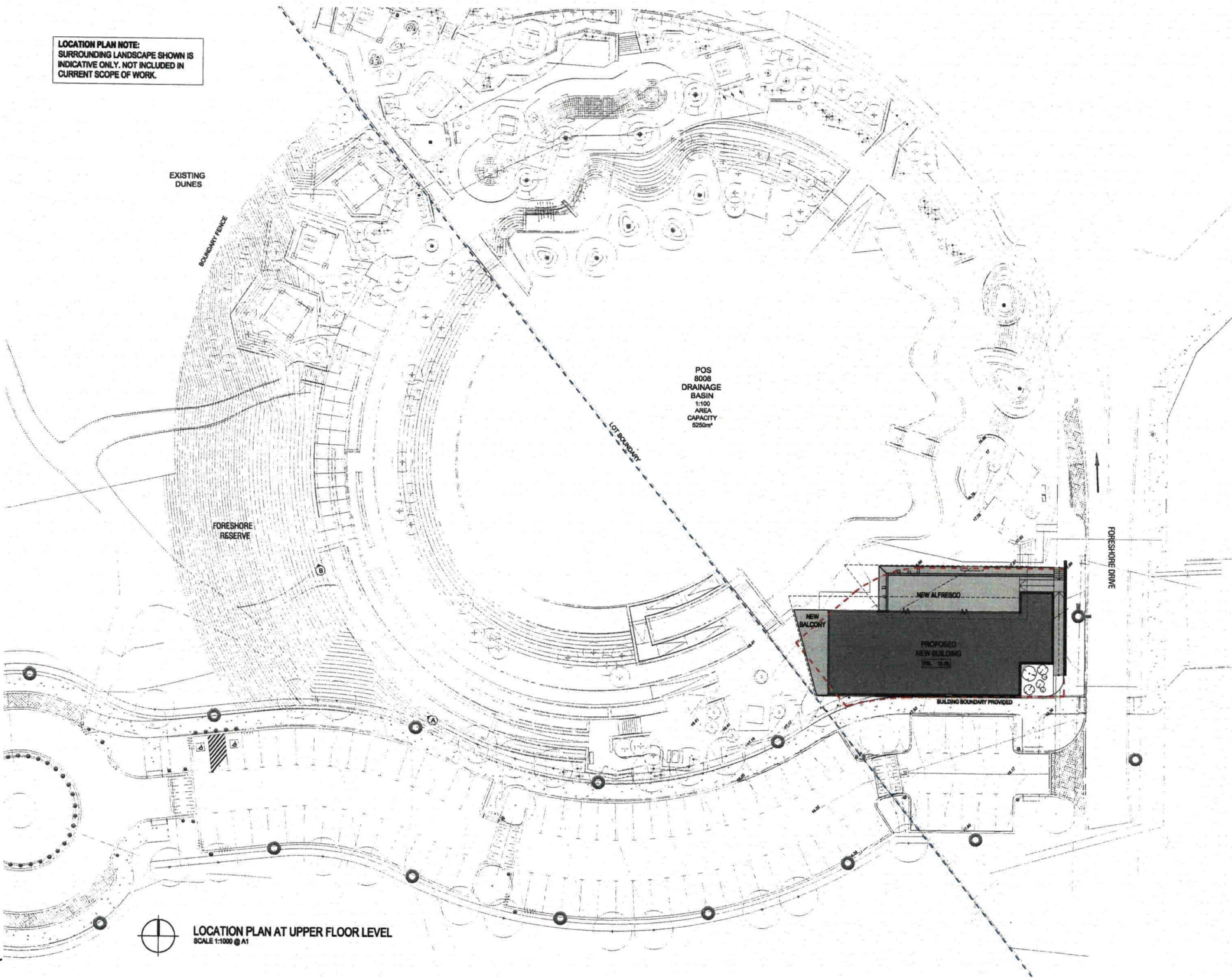
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**LOCATION PLAN NOTE:**  
SURROUNDING LANDSCAPE SHOWN IS  
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POS  
8008  
DRAINAGE  
BASIN  
1:100  
AREA  
CAPACITY  
5250m<sup>3</sup>

EXISTING  
DUNES

BOUNDARY FENCE

FORESHORE  
RESERVE

FORESHORE DRIVE

NEW BALCONY  
NEW ALFRESCO  
PROPOSED  
NEW BUILDING  
BUILDING BOUNDARY PROVIDED

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A	20.05.16	DA APPROVAL	LM	LA
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**PROJECT**  
**EDEN BEACH CLUB**  
**LOT 8008 FORESHORE DRIVE**  
**EDEN BEACH, JINDALEE**

**TITLE**  
**LOCATION PLAN AT UPPER FLOOR LEVEL**

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GENERAL LEGEND

RL	RELATIVE LEVEL
SL	INSIDE SLA LEVEL
T	T.P. ALL LEVEL
---	LINE EISTN SITE R/S
---	LINE PR.P SE NE E LN
---	LINE H N AR LINE PR V E
---	LINE T N AR LINE
	PR P SE NE TREE
	EISTN TREE T E RETAIN

N.T.S.	ALL EISTN SITE R/S	NIN RE SCALE
	ALL NE C NSTR CTN NS	NIN S L I LAC
AREA SC E LE	UPPER FLOOR	INTERNAL AREA
	AL RESC	ALC N
	LOWER FLOOR	INTERNAL AREA
	E CL IN V I	
TOTAL AREA (m2)		880

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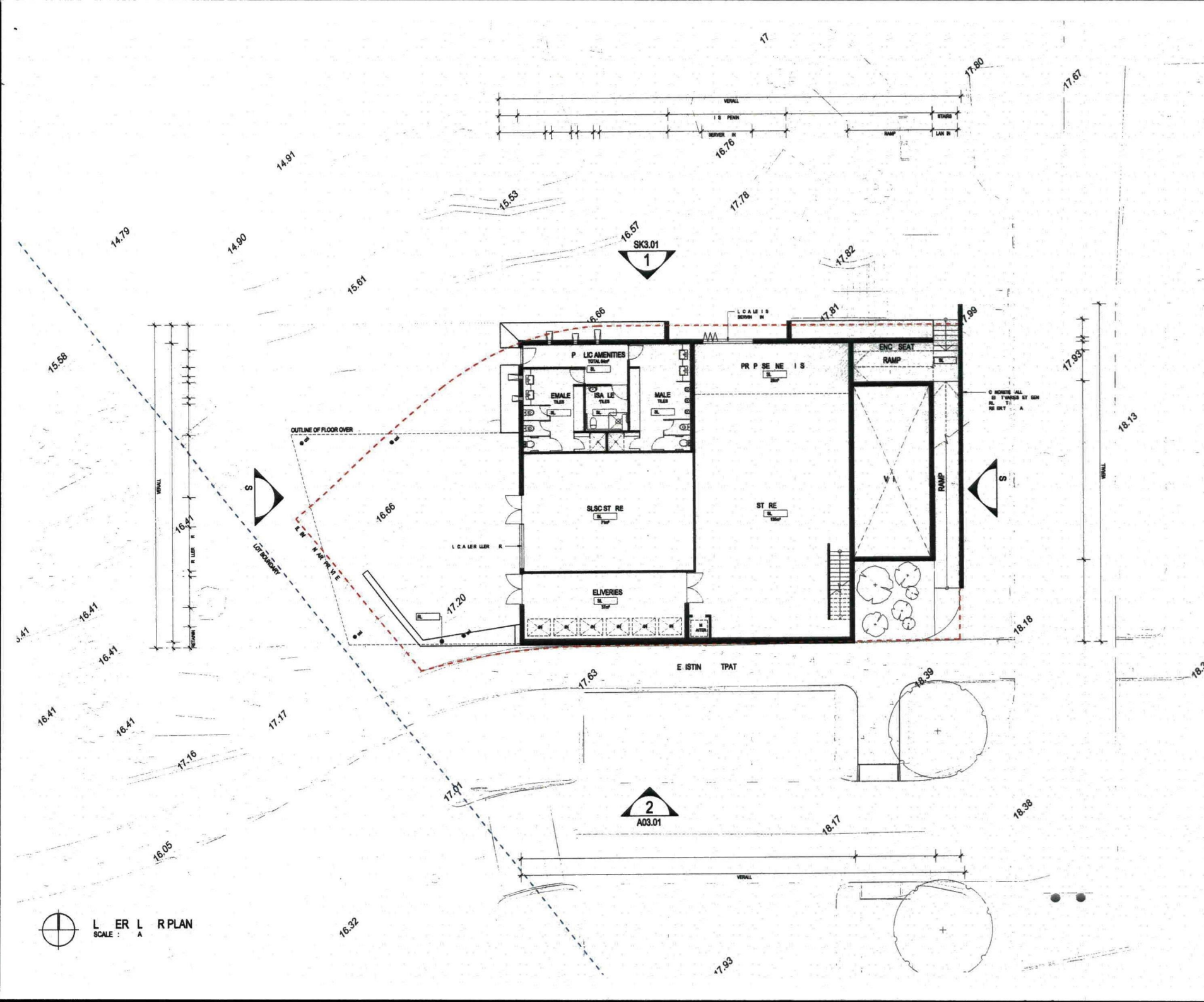


PROJECT  
**EDEN BEACH CLUB**  
 LOT 8008 FORESHORE DRIVE  
 EDEN BEACH, JINDALEE

TITLE  
**LOWER FLOOR PLAN**

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#### GENERAL EN

RL	RELATIVE LEVEL
SL	INSIDE SLA LEVEL
T	T.P. ALL LEVEL
---	LINE E ISTH SITE R S
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	PR P SE NE TREE
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N.TES:  
ALLE ISTH SITE R S S N N RE SCALE  
ALLE C NSTR CTI N S N N S U LAC

#### AREA SC E LE

UPPER FLOOR	INTERNAL AREA
AL RESC	ALC N
LOWER FLOOR	INTERNAL AREA
E CL IN V I	
TOTAL AREA (m <sup>2</sup> )	888

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2	20.02.18	DA APPROVAL	LM
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**dmg** ARCHITECTURE

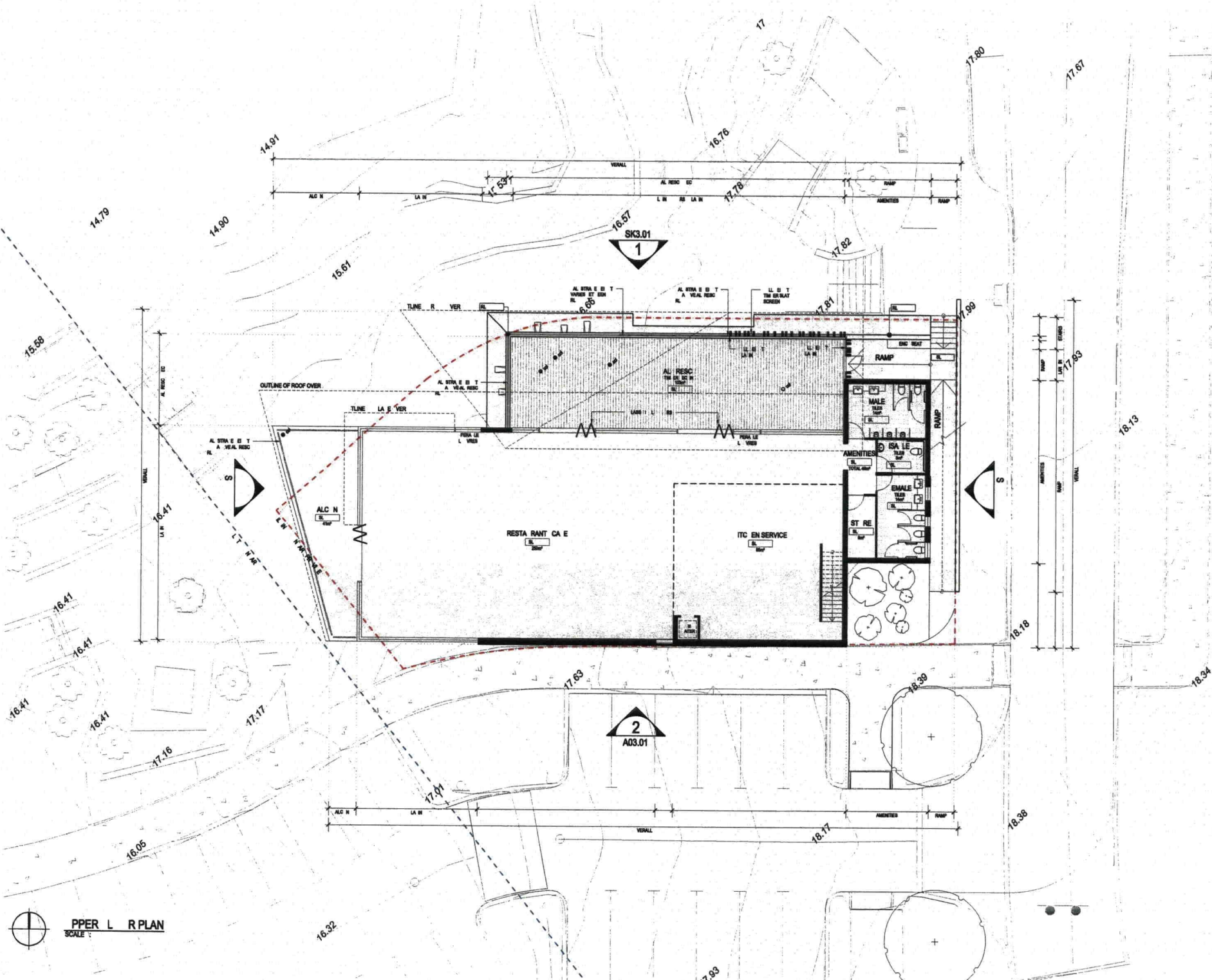
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**PROJECT**  
**EDEN BEACH CLUB**  
**LOT 8008 FORESHORE DRIVE**  
**EDEN BEACH, JINDALEE**

**TITLE**  
**UPPER FLOOR PLAN**

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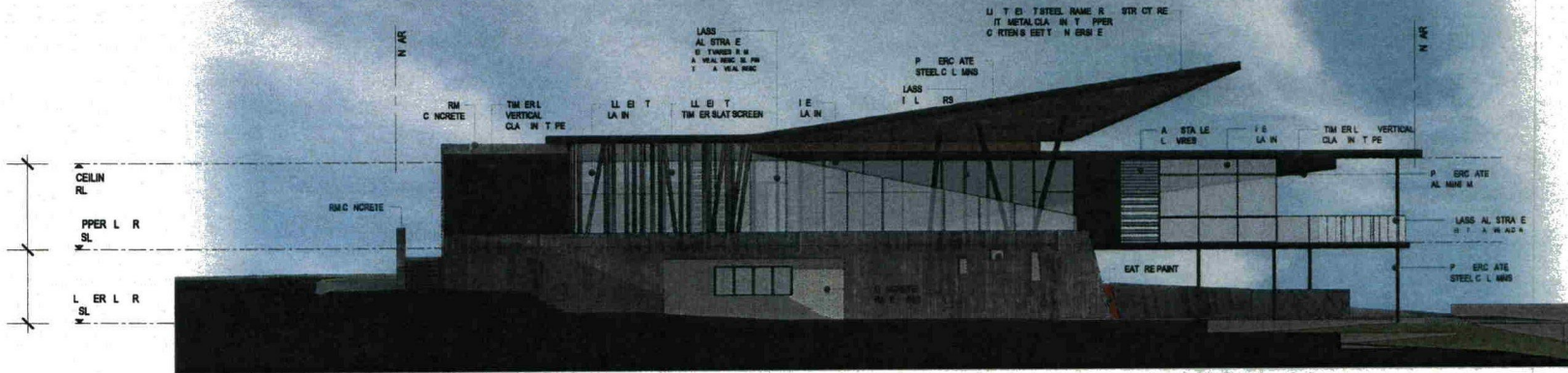
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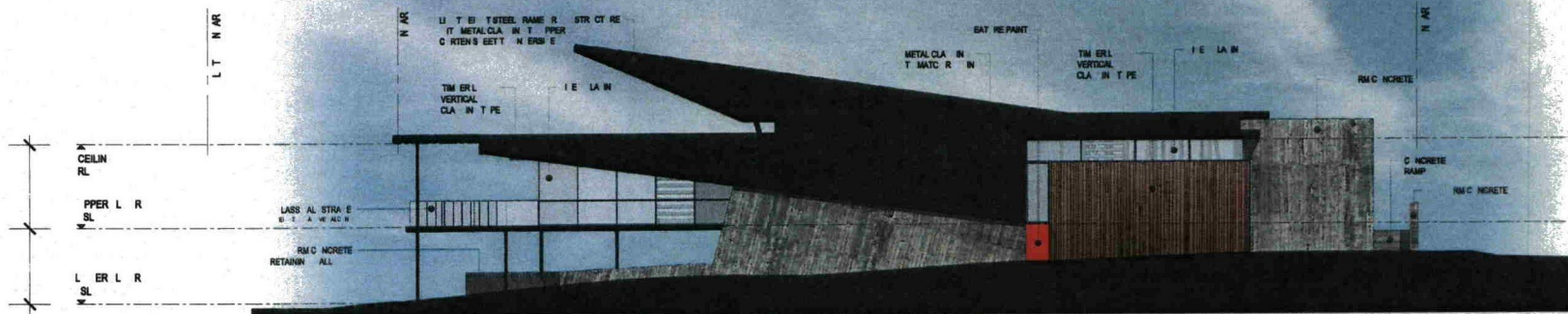
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**S T ELEVATI N**  
SCALE : A



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**EDEN BEACH CLUB**  
**LOT 8008 FORESHORE DRIVE**  
**EDEN BEACH, JINDALEE**

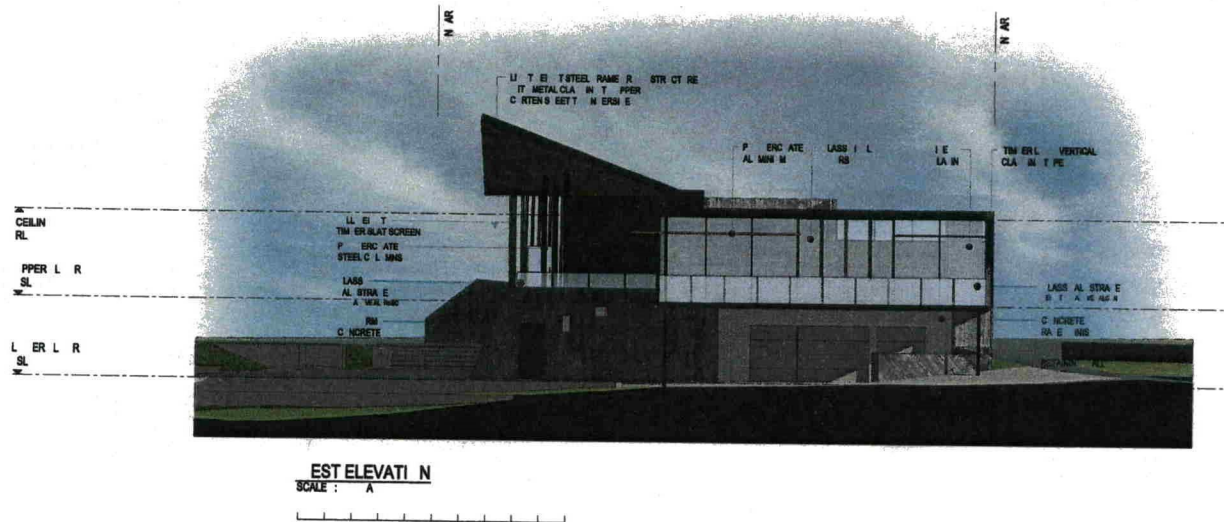
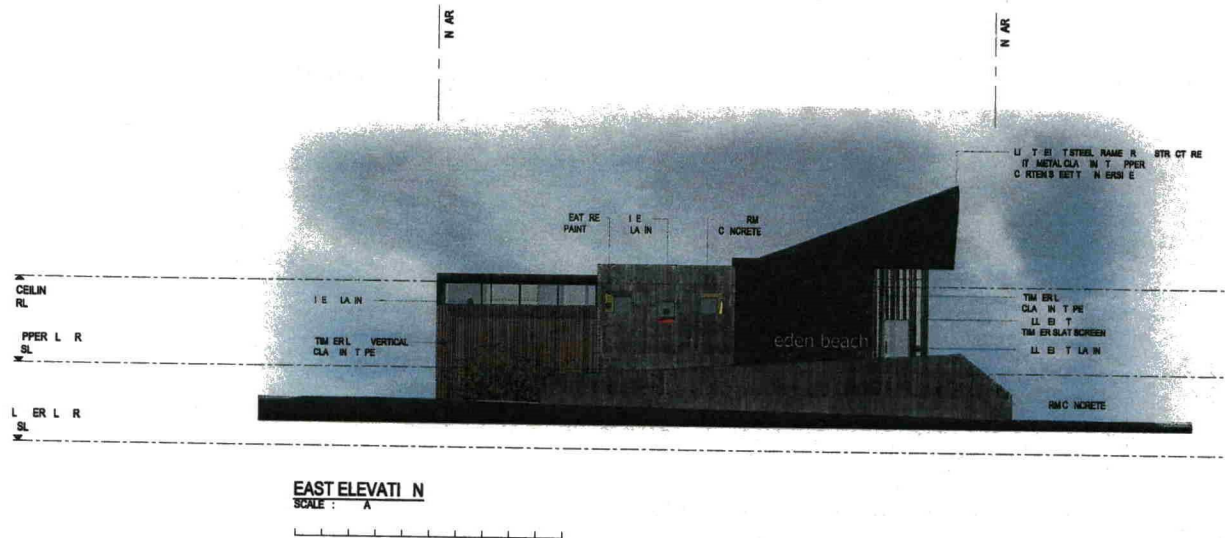
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**NORTH AND SOUTH ELEVATIONS**

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PROJECT #	DRAWING #	ISSUE
13052	<b>A03.01</b>	<b>B</b>

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NOTE: Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.



B	30.11.16	DA APPROVAL (REVISED)	KH	LA
A	29.09.16	DA APPROVAL	LM	MJ
ISSUE DATE	DESCRIPTION	DRN. APP.		

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PROJECT

**EDEN BEACH CLUB**  
LOT 8008 FORESHORE DRIVE  
EDEN BEACH, JINDALEE

TITLE  
ELEVATIONS  
EAST AND WEST ELEVATIONS

SCALE	DRAWN	CHECKED
1:100 @ A1	LM	MJ
PROJECT #	DRAWING #	ISSUE
13052	A03.02	B

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PERSPECTIVE  
SCALE: NTS



PERSPECTIVE  
SCALE: NTS

NOTES: CONSULTANT TO VERIFY ALL DIMENSIONS, LEVELS, AND ANGLES ON SITE BEFORE COMMENCING. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.

City of Wanneroo IM 17/2/2017

W	24.01.17	DA APPROVAL (REVISED)	LM	LA
A	29.09.18	DA APPROVAL	LM	MJ
ISSUE	DATE	DESCRIPTION	DES.	APP.

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### PROJECT

EDEN BEACH CLUB  
LOT 8008 FORESHORE DRIVE  
EDEN BEACH, JINDALEE

### TITLE

PERSPECTIVES

SCALE	DRAWN	CHECKED
NTS	LM	LA

PROJECT #	DRAWING #	ISSUE
13052	A04.01	B

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# The Spot Eden Beach Club

## Operational Plan

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