



Project: **Transport Impact and Car Parking
Assessment – V3**

Unit 7/59 Arpenteur Drive, Baldivis
Proposed Change of Use Application

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1. INTRODUCTION

This Transport Impact and Car Parking Assessment has been prepared by Move Consultants on behalf of Schalander Pty. Ltd. with regard to a proposed Change of Use application to allow for the increase in capacity from 120 persons to 180 persons and to allow for ancillary alcohol sales as part of the incorporation of a tap room use on the site at the Settlers Hill Village Shopping Centre situated at Unit 7/59 Arpenteur Drive (Limestone Coast Brewing), Baldvis in the City of Rockingham. This assessment has been prepared in accordance with the City of Rockingham's *Town Planning Scheme No. 2* and the *WAPC Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as Council and Austroads guidelines, WAPC guidance for non-residential car parking standards, Australian Standards, and traffic engineering best practice.

1.1 Location

The proposal is located within a primarily residential area of Baldvis, south of Safety Bay Road and west of Nairn Drive on the site of the existing and established Settlers Hill Village Shopping Centre. The site is shown in **Figure 1**. The site is located approximately 900m due south-west of the Safety Bay Road/Nairn Drive 4-way roundabout intersection.



Figure 1 – Local Context

The location of the site in a metropolitan context is shown in **Figure 2**.

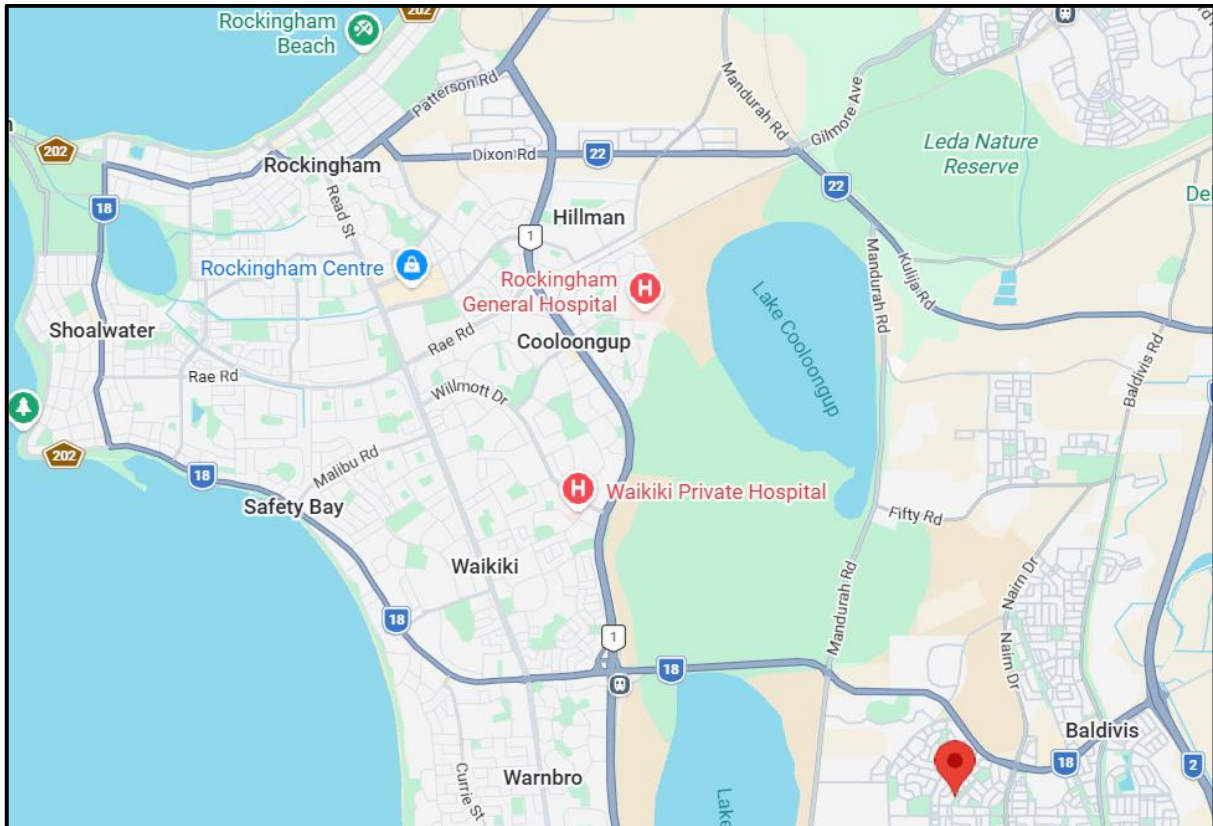


Figure 2: Metropolitan Context

The proposal consists of a Change of Use application to allow for an increase in capacity from 120 persons to 180 persons for the Limestone Coast Brewing tenancy and to allow for the direct to customer sale associated with a tap room on the site. No changes to existing external access arrangements consisting of a single left-in/left-out only crossover to the north side of Clyde Avenue Square and south side of Osgood Way, east of Arpenteur Drive leading to a shared on-site at-grade carparking area of 53 on-site bays. Additional on-street consisting of 30 bays is available in the form of nine (9) parallel indented bays on the south side of Osgood Way, 12 angle car parking bays on the north side of Clyde Avenue Square and nine (9) right-angle bays on the west side of Cringle Lane. A proposed floor allocation plan is attached in in **Appendix A**.

Detailed site visits were conducted on Friday 27th March and Saturday 28th March 2026 and 17th April and Saturday 18th April 2026 to identify any potential traffic-related issues associated with the proposal and to undertake 'spot surveys' of traffic volumes in the vicinity of the site during the weekday p.m. peak period as well as to establish the latent ambient parking demand on the site and within the existing proximate on-street car parking supply.

In addition to the data collection, a review of the existing road geometry, travel patterns and speed zoning in place was also undertaken.

1.2 Scope of Assessment

This report has been prepared in accordance with the Western Australian Planning Commission's *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006).

Specifically, this report aims to assess the impacts of the proposed development on the boundary road network in the vicinity of the site to identify any modifications, to site or road layout, which may be required to serve the proposed site. In addition, the assessment considers the proposed access, circulation, and egress arrangements to and from the site.

For this purpose, the traffic operations on the adjacent and broader local road network have been assessed under future proposed traffic conditions with regard to the potential impacts from additional traffic generated by the proposed development of the site.

2. EXISTING MOVEMENT NETWORK

2.1 Road Infrastructure

Arpenteur Drive, located along the western boundary of the site, has been designated as a *Local Distributor* road under the Main Roads WA *Functional Road Hierarchy*. Arpenteur Drive, in the vicinity of the site, has been constructed as a wide single divided carriageway with a raised fixed central median. It operates under a posted speed limit of 50kph and is owned, operated, and maintained by the City of Rockingham.

Osgood Way, along the northern boundary of the site, Clyde Avenue Square along the southern boundary of the site and Cringle Lane along the eastern boundary of the site have all been designated as *Access Roads*. All of these roads have been constructed as single standard carriageways with a 6.0 to 7.0m seal. Clyde Avenue Square functions as one-way only eastbound, east of Arpenteur Drive with vehicles entering at the site crossover via a left-turn inbound only and exiting via a left-turn outbound only. The intersection of Arpenteur Drive with Osgood Way functions as a T-intersection operating under Give Way control on the Osgood Way approach with the T-intersection of Clyde Avenue Square with Cringle Lane operating as a left-in/left-out only from the Cringle Lane approach. The intersection of Osgood Way with Cringle

Lane operates as a T-intersection with Give Way control on the Cringle Lane approach. All of these roads operate under a posted speed limit of 50kph and are owned, operated, and maintained by the City of Rockingham.

An extract from the MRWA's *Functional Road Hierarchy* is shown in **Figure 3**.

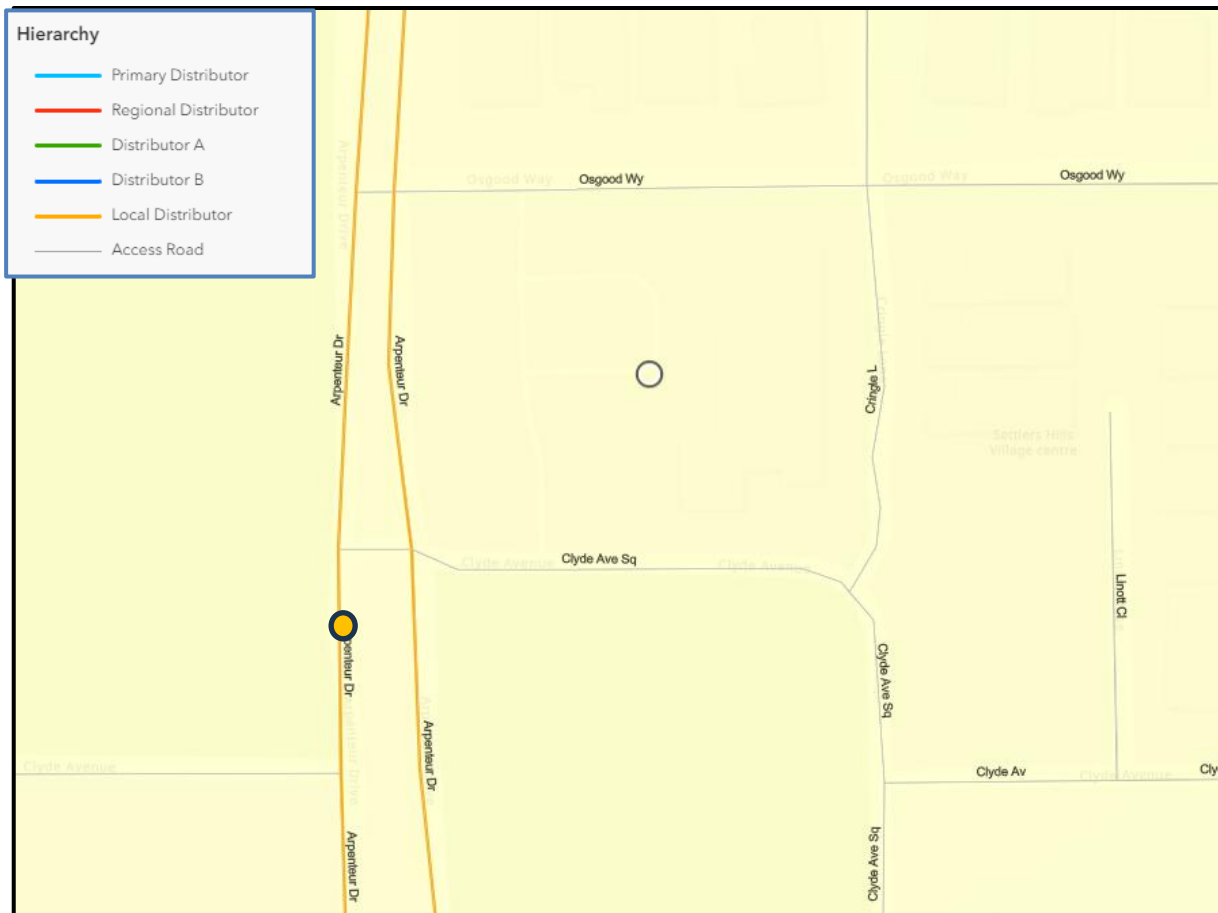


Figure 3 – MRWA Functional Road Hierarchy

Table 1 shows the indicative existing daily traffic volumes for the boundary road network in the vicinity of the site.

Table 1: Existing Traffic Volumes

Road Name	Existing Daily Volume (vpd)	Practical Capacity (vpd)
Safety Bay Road (West of Settlers Avenue)	30,300 vpd (MRWA, 2026)	40,000 to 50,000 vpd
Nairn Drive (South of Safety Bay Road)	15,000 to 20,000 vpd (est.)	25,000 to 30,000 vpd
Arpenteur Drive (South of Safety Road)	5,000 vpd (est.)	7,000 to 10,000 vpd
Osgood Way (Arpenteur Drive to Felton Parkway/Osgood Way)	800 vpd (est.)	3,000 vpd
Clyde Avenue Square (Between Arpenteur Drive and Cringle Lane)	<300 vpd (est.)	1,500 vpd
Cringle Lane (South of Osgood Way)	<250 vpd (est.)	400 vpd

2.2 Pedestrian and Cycling Infrastructure

There is a shared path in place on the west side and a footpath on the east side of Arpenteur Drive along the western boundary of the site. A shared path is in place on the south side of Osgood Way along the northern boundary of the site. There is a footpath on both sides of Clyde Avenue Square along the southern boundary of the site.

Figure 4 shows the existing pedestrian and cycling infrastructure in the vicinity of the site.

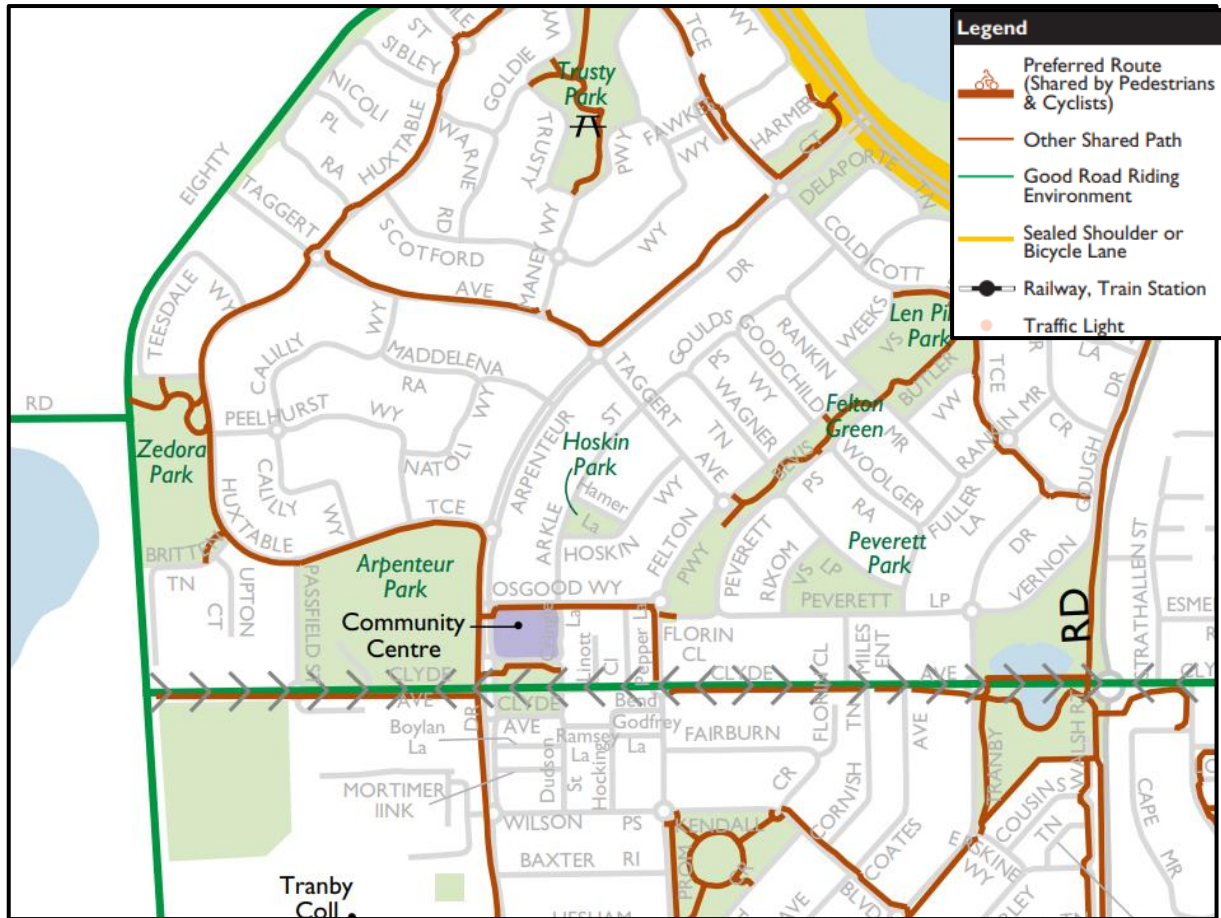


Figure 4: Pedestrian and Cycling Infrastructure

2.3 Public Transport Infrastructure

Local bus service consists of line haul bus services along Arpenteur Drive, along the western boundary of the site with Route 564 (Warnbro Station to Baldivis via Arpenteur Drive) providing 10-minute services during typical weekday peak periods and hourly services outside these time periods. Bus stops are in place on both sides of Arpenteur Drive within close walking distance to the site. **Figure 5** shows the public transport infrastructure in the vicinity of the site.

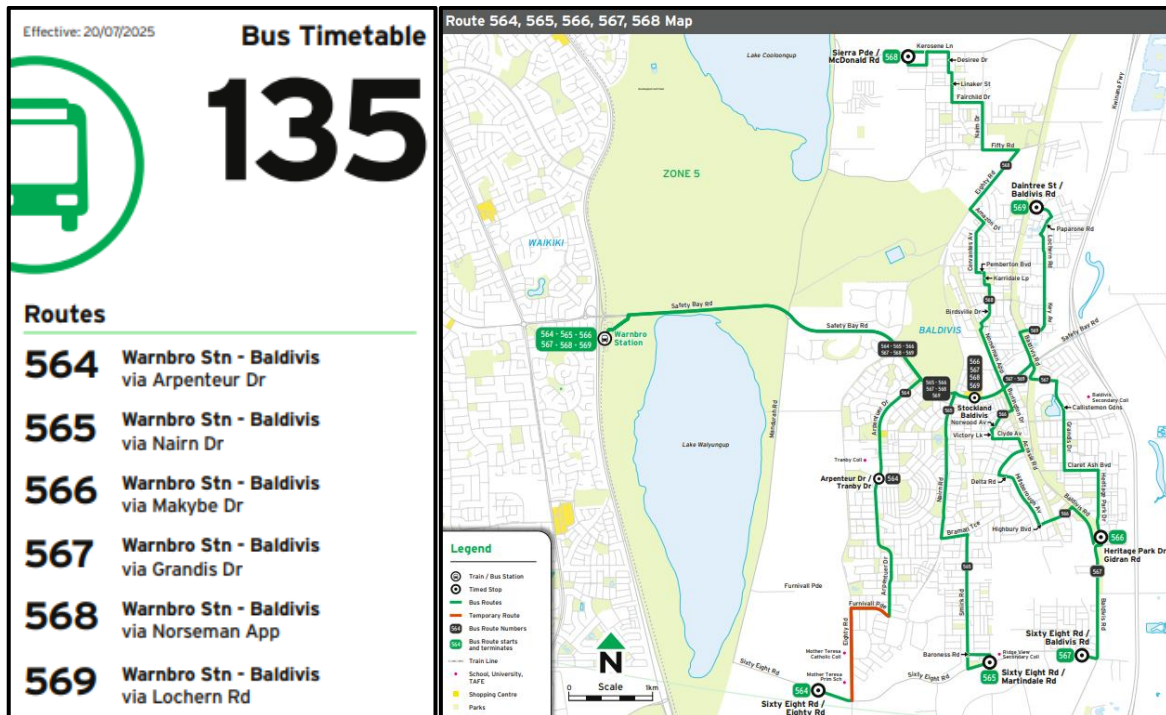


Figure 5: Route 564 Bus Services

3. DEVELOPMENT PROPOSAL

3.1 Development Details

The existing shopping centre consists of four (4) major tenancies as per the following:

- Limestone Coast Brewing:
 - Monday to Thursday: 9 a.m. to 8 p.m. (Kitchen Closure)/12 a.m.
 - Friday: 9 a.m. to 8:30 p.m. (Kitchen Closure)/12 a.m.
 - Saturday: 8 a.m. to 8:30 p.m. (Kitchen Closure)/12 a.m.
 - Sunday: 8 a.m. to 9 p.m.
- Honey & Co Pilates Studio:
 - Monday, Thursday, and Friday: 5:30 a.m. to 10 a.m. and 4 p.m. to 7 p.m.
 - Tuesday: 6 to 10 a.m. and 4 to 7 p.m.
 - Friday 5:30 a.m. to 11 a.m.
 - Saturday: 7 to 10 a.m.
 - Sundays and Public Holidays: Closed

- In Ya Basket Fish and Chip Takeaway Shop:
 - Monday to Sunday: 4:30 to 8 p.m.
- Baldivis Convenience Store:
 - Monday to Sunday: 7 a.m. to 10 p.m.

It should be noted that Unit 7 which is the subject of this application was previously occupied by the Baldivis Italian Deli. This space is now allocated to the subject use (tavern/tap room/sales) as part of this application.

A proposed floor allocation plan is attached in in **Appendix A**.

3.2 Car Parking and Access

Vehicular access to the site as part of the application will remain unchanged and consists of the following:

- Full movements crossover to the south side of Osgood Way, east of Arpenteur Drive.
- Left-in/left-out only to the north side of Clyde Square Avenue along the southern boundary of the site.

These crossovers lead to an at-grade on-site car parking bays consisting of 53 bays, inclusive of three (3) ACROD bays. Additional parking serving the site consists of nine (9) indented on-street parallel bays on the south side of Osgood Way immediately adjacent to the northern boundary of the site and immediately to the north-east of the site; 12x 45 degree angle parking bays along the southern boundary along Clyde Square Avenue; and nine (9) right-angle bays on the west side of Cringle Lane adjacent to the eastern boundary of the site. The total available car parking supply is in the order of 83 bays.

3.3 Bicycle Parking

Bicycle parking can be provided in accordance with the City's *Planning Policy 3.3.14: Bicycle Parking and End-of-Trip Facilities* which indicates up to four (4) bicycle parking bays for visitors and two (2) secure bicycle bays for staff should be provided on the site for the proposed 180-seat tavern/tap room. This parking can be provided in the form of U-rail parking x 3 adjacent to the tenancy. Internal secure bicycle parking and change rooms/lockers can also be provided within the staff area.

4. TRAFFIC ANALYSIS

A traffic generation and distribution exercise has been undertaken to assess the potential traffic impacts associated with the proposed development. The aim of this exercise was to establish the net increase in traffic volumes which would be generated from the proposed Change of Use Application and to quantify the effect that the additional traffic has on the surrounding road network, specifically on the local road network. Also, the volume and functionality of traffic at the crossover locations to the local road network as well as the potential traffic operations along the boundary road network will be assessed.

4.1. Trip Generation and Distribution

The traffic generated by the proposed development has been predicted by reviewing documented trip generation rates for the proposed uses associated with similar recently approved developments within the Perth Metropolitan Area as well as a review of rates derived from the Institute of Transportation Engineers *Trip Generation Manual, 10th Edition* as well as a review of similar established existing developments in the Perth Metropolitan Area.

This trip generation was then modified to reflect the location of the proposal within a significant urban catchment which would attract a proportion of walk-in trade of approximately 30% trade. As a result, the net traffic generation has been based upon a maximum patronage capacity of 180 seats representing an increase of 60 seats from the existing 120 seats with the peak patron arrival/departure patterns during the anticipated peak periods would be as follows:

- Friday:
 - 12:00 p.m. to 2:00 p.m. – +5 vph
 - 8:00 p.m. to 10:00 p.m. – +10 vph
 - Daily - +73 vpd
- Saturday:
 - 7:00 p.m. to 8:00 p.m. – + 10vph
 - Daily - +80vpd

The total anticipated traffic generated by the proposed Change of Use applications is in the order of a range of +5 to +10 vph on average during peak demand periods and a maximum of +73 to +80 vpd on a typical Friday and Saturday/weekend day.

Based upon the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following distribution for the proposed development generated traffic has been assume broadly:

- 50% to and from the south and west; and
- 50% to and from the north and east.

The anticipated site-generated traffic was then assigned to the respective crossovers based upon the existing proportions for both the weekday a.m. and p.m. peak hours. The resultant increases in weekday daily and a.m. and p.m. peak hour-generated traffic under the 'worst case' scenario for the boundary road network would be as follows:

- Arpenteur Drive:
 - Daily: +55/+60 vpd
 - Friday Lunchtime Peak: +4 vph
 - Friday evening/Saturday evening: +8 vph
- Osgood Way:
 - Daily: +38/+40 vpd
 - Friday Lunchtime Peak: +3 vph
 - Friday evening/Saturday evening: +5 vph
- Clyde Square Avenue:
 - Daily: +38/+40 vpd
 - Friday Lunchtime Peak: +3 vph
 - Friday evening/Saturday evening: +5 vph

- Cringle Lane:
 - Daily: +38/+40 vpd
 - Friday Lunchtime Peak: +3 vph
 - Friday evening/Saturday evening: +5 vph

Additional detailed traffic analysis is not warranted at the site crossover. Austroads' Guide to Traffic Management provides advice on the capacity of unsignalised intersections. For minor roads where there are relatively low volumes of turning traffic, capacity considerations are usually not significant, and capacity analysis is unnecessary. Intersection volumes below which capacity analysis is unnecessary are indicated in **Table 2**.

Table 2: Threshold Analysis Parameters (Austroads, 2009)

Type of road	Light cross and turning volumes maximum design hour volumes. (vehicles per hour (two way))		
Two -lane major road	400	500	650
Cross road	250	200	100

As indicated by the traffic generation, the entering/exiting volumes during the peak demand periods are well below the 100 vehicles per hour which would be warranted before additional analysis of the intersection is warranted with no anticipated queuing or vehicular delay or safety issues associated with the entry-in only crossover to the east of the signalised intersection.

Traffic operations will be acceptable at the existing crossovers accommodating inbound and outbound movements without resulting in vehicular queuing and delays. It can therefore be concluded that the proposed crossover arrangements and site design are consistent and compliant with the area design guidelines.

Service and delivery arrangements will remain unchanged with delivery and waste management vehicles accommodated via the eastern boundary of the tenancy along the Cringle Lane frontage.

The design of the proposed car parking area and vehicular circulation areas on the site appropriate and safe and has been designed in accordance with Australian Standards and other relevant traffic engineering design guidelines.

Additional detailed traffic analysis is not warranted at the site crossover as per the WAPC *Transport Impact Assessment Guidelines: Volume 4 – Individual Developments* which states “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 of subdivision traffic on the surrounding road network can be comfortably accommodated within the practical existing residual capacity of the local established road network.

In conclusion, it should be noted that based both on a review of the modelled total traffic assessment and observed traffic operations of the boundary road system, the anticipated site-generated traffic associated with the redevelopment proposal is negligible and that no external boundary road improvements will be required.

5. TRAFFIC ENGINEERING REVIEW AND CAR PARKING ASSESSMENT

5.1. Review of Site Layout and On-Site Circulation

The existing access arrangements are shown to consist of a full movements crossover to the south side of Osgood Way along the northern boundary of the site and a left-in/left-out only crossover to Clyde Square Avenue along the southern boundary of the property. No changes to the existing crossover arrangements are proposed.

5.2. Crash History and Sightlines

A review of the crash history on the boundary road network in the vicinity of the site during the 5-year reporting period 2021-2025 indicates that there have been no crashes, including no driveway crashes or crashes involving on-street car parking, on the road network adjacent to and proximate to the site.

This lack of crash history along the respective frontage of the site would indicate that there would be minimal risk associated with the proposal.

A review of the sightlines at the existing site crossovers to Osgood Way and Clyde Square Avenue indicate that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph at these locations.

5.3. Loading, Servicing and Delivery

Service, delivery and waste management vehicles are currently accommodated along the Cringle Lane frontage along the eastern boundary of the site. Vehicles will typically enter via Clyde Avenue Square from Arpenteur Drive then turn left into Cringle Lane and reverse into the de facto loading bay situated at the south-eastern corner of the building if less than 6m in length. Vehicles longer than 6m will parking line haul along the eastern boundary of the site and will unload at this location outside of peak periods then exit travelling north along Cringle Lane to Osgood Way. All vehicles will enter and exit this area in forward gear. Vehicles less than a B99 in size can be accommodated within the on-site car parking within the site or on-street along the Cringle Lane frontage. A Waste Management Plan for the site will be prepared and submitted to the City of Rockingham under separate cover. A Loading, Service and Delivery Management Plan can be prepared if required.

5.4. Car Parking Demand and Supply

The theoretical required car parking supply associated with the increase in seating capacity activities according to the City's TPS is in the order of 12 to 15 bays. Existing car parking on the site consists of 53 conventional bays, inclusive of three (3) ACROD bays. Additional on-street supply consists of 30 bays distributed along the Osgood Way, Clyde Square Avenue and Cringle Lane frontages.

The existing layout of the car parking supply on-site is generally compliant with AS 2890.1 with all vehicles entering and exiting the site in forward gear.

No additional on-site or off-site car parking is proposed as part of the Change of Use application. A detailed series of car parking demand surveys was undertaken on Friday 27th March from 10 a.m. to 2 p.m. and 5 p.m. to 10 p.m. and on Saturday 28th March from 5 p.m. to 10 p.m. with regard to the existing 53-bay on-site supply and the 30 bays on-street immediately adjacent to and in close proximity to the site. **Table 3, Table 4 and Table 5** show the results of the surveys

Table 3: Friday Lunchtime Surveys – 10 a.m. to 2 p.m.

Time	On-Site (Occupied)	Osgood Way (Occupied)	Clyde Square Avenue (Occupied)	Cringle Lane (Occupied)	Total Occupied	Total Surplus (83 total bays)
10:00 a.m.	16	4	4	6	30	53
10:30 a.m.	18	3	5	7	33	50
11:00 a.m.	20	5	8	5	38	45
11:30 a.m.	25	2	9	4	40	43
12:00 p.m.	30	3	8	5	46	37
12:30 p.m.	32	1	10	5	48	35
1:00 p.m.	36	2	7	6	51	32
1:30 p.m.	29	1	5	4	39	44
2:00 p.m.	15	1	4	7	27	56

**Table 4: Friday Evening Surveys – 5 p.m. to 10 p.m.**

Time	On-Site (Occupied)	Osgood Way (Occupied)	Clyde Square Avenue (Occupied)	Cringle Lane (Occupied)	Total Occupied	Total Surplus (83 total bays)
5:00 p.m.	30	9	8	9	56	27
5:30 p.m.	32	9	7	7	55	28
6:00 p.m.	36	5	9	7	57	26
6:30 p.m.	34	5	9	7	55	28
7:00 p.m.	37	6	10	7	60	23
7:30 p.m.	33	7	8	7	55	28
8:00 p.m.	36	9	11	6	62	21
8:30 p.m.	28	6	8	6	48	35
9:00 p.m.	30	7	6	7	50	33
9:30 p.m.	25	8	4	5	42	41
10:00 p.m.	22	4	6	5	37	46

Table 5: Saturday Evening Surveys – 5 p.m. to 10 p.m.

Time	On-Site (Occupied)	Osgood Way (Occupied)	Clyde Square Avenue (Occupied)	Cringle Lane (Occupied)	Total Occupied	Total Surplus (83 total bays)
5:00 p.m.	33	8	6	9	56	27
5:30 p.m.	26	5	7	7	45	38
6:00 p.m.	38	4	10	7	59	24
6:30 p.m.	40	6	5	7	58	25
7:00 p.m.	35	4	8	7	54	29
7:30 p.m.	36	7	6	7	56	27
8:00 p.m.	26	4	5	6	41	42
8:30 p.m.	25	6	4	6	41	42
9:00 p.m.	27	3	2	7	39	44
9:30 p.m.	20	8	4	6	38	45
10:00 p.m.	22	4	2	6	34	49

Based upon a review of the City's TPS in the context of the Change of Use application, the theoretical increase in required car parking supply is in the order of 12 to 15 bays. However, based upon a review of the results of the detailed car parking surveys during anticipated peak demand periods shows that the latent surplus in both the on- and off-site supply is reflective of complementary uses operating on the site with the peak demands of the Pilates studio operating outside the times associated with the tavern and tap room and the takeaway shopping not open

during peak lunchtime periods on a Friday or weekend and closing at 8 p.m. each evening. There is therefore more than adequate latent available surplus in both the combined on-site and off-site (on-street) supply to offset the 12 to 15 bays required as part of the application to accommodate an increase in seating/capacity to 180 persons as well as retail sales as an ancillary activity on the site. This is also consistent with WALGA's *Local Government Parking Guidelines* (2020) and the WAPC's *Car Parking Requirements for non-residential land uses in Perth and Peel – Draft Interim Guidance Document* (2022). This approach is also consistent with TPS 2 – Section 4.15.4 which states:

Reciprocal Parking: Where a development comprises separate land uses that operate at different times to one another, the Local Government upon being satisfied that such separate operating times will be permanent, may determine the parking requirements on a reciprocal-use basis, providing conditions specifying separate operating times are imposed on the development approval and these conditions are complied with at all times.

The availability of more than sufficient public parking surplus bays within close walking distance to the site as well as surplus bays on the site during peak demand times will more than adequately cater to the site's maximum demand and therefore the proposal to provide no car parking on-site can be justified.

A detailed Parking Management Plan for the proposal can be prepared in accordance with the City of Rockingham's requirements, if required.

This approach is also consistent with the stated objectives of Western Australian Planning Commission in *documentation including and Directions 2031 and Beyond and Liveable Neighbourhoods* as well as the City's parking policy and the State Government's interim guidance on car parking.

6. CONCLUSIONS

This Transport Impact and Car Parking Assessment has been prepared by Move Consultants on behalf of Limestone Coast Brewing. with regard to a proposed Change of Use application to allow for the increase in capacity from 120 persons to 180 persons and to allow for ancillary alcohol sales as part of the incorporation of a tap room use on the site at the Settlers Hill Village Shopping Centre situated at Unit 7/59 Arpenteur Drive, Baldivis in the City of Rockingham. This assessment has been prepared in accordance with the City of Rockingham's *Town Planning Scheme No. 2* and the WAPC *Transport Impact Assessment Guidelines – Vol. 4: Individual*

Developments as well as Council and Austroads guidelines, WAPC guidance for non-residential car parking standards, Australian Standards, and traffic engineering best practice.

These increases in daily and weekday a.m./p.m. peak hour volumes will have a minimal impact on existing traffic operations in the area with these increases in traffic comfortably accommodated within the practical capacity of boundary road network. The proposed crossover arrangements are safe, effective, efficient, and appropriate and comply with traffic engineering best practice.

A review of the existing on-site circulation and car parking layout was undertaken to assess the adequacy of the proposed site access and circulation in addition to service/delivery areas on the site. The layout of the car parking has been reviewed traffic engineering best practice and the relevant Australian Standards and Austroads guidelines, with the proposed design considered adequate to accommodate on-site manoeuvring and circulation

Loading, servicing, and delivery metrics can be comfortably accommodated in the context of the proposal and the adjacent road network, inclusive of waste management movements. A separate Waste Management Plan will be prepared and submitted to the City of Rockingham under separate cover.

A review of the sightlines at the site crossovers to Osgood Way and Clyde Square Avenue indicate that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph to the east and west of site crossover. This lack of crash history along the frontage of the site would indicate that that there would be minimal risk associated with the proposal.

The proposed bicycle and end-of-journey facilities comply with the area design guidelines.

The existing on-site and off-street car parking supply in close walking distance to the site is consistent with relevant design guidelines and standards and best practice traffic engineering standards with the anticipated on-site car parking supply comfortably accommodating the future maximum parking demand on the site.

In conclusion, it should be noted that based both on a review of the modelled total traffic assessment and observed traffic operations of the boundary road system, the anticipated site-generated traffic associated with the proposed development can be accommodated within the existing practical capacity and functional road classification of the local road system.



7. APPENDIX A – INDICATIVE FLOOR PLAN

