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The Cambridge, Kununurra

Prepared For:

Cambridge Gulf Limited



Transport Impact Statement
Report



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1. INTRODUCTION

1.1 BACKGROUND

Hospitality & Foodservice Consultants on behalf of Cambridge Gulf Limited has commissioned Donald Veal Consultants (DVC) to prepare a Transport Impact Statement for its proposed redevelopment of the existing Cambridge Hotel premises located at Lot 655 (No. 47) Victoria Highway, Kununurra.

1.2 SCOPE OF THIS REPORT

This Transport Impact Statement (TIS) has been prepared in accordance with the Western Australian Planning Commission's (WAPC's) *Transport Assessment Guidelines for Developments Volume 4 Individual Developments* (August 2016). Its intent is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that its redevelopment would not have an adverse transport impact on the surrounding area.

2 EXISTING SITE CONDITIONS

2.1 LOCATION

The site is located within the Kununurra townsite in the Shire of Wyndham-East Kimberley. It is bounded by Victoria Highway to the south, Messmate Way to the west, and residential houses to the north and east.

The site location is shown in a regional context in **Figure 2.1** and in a local context in **Figure 2.2**.

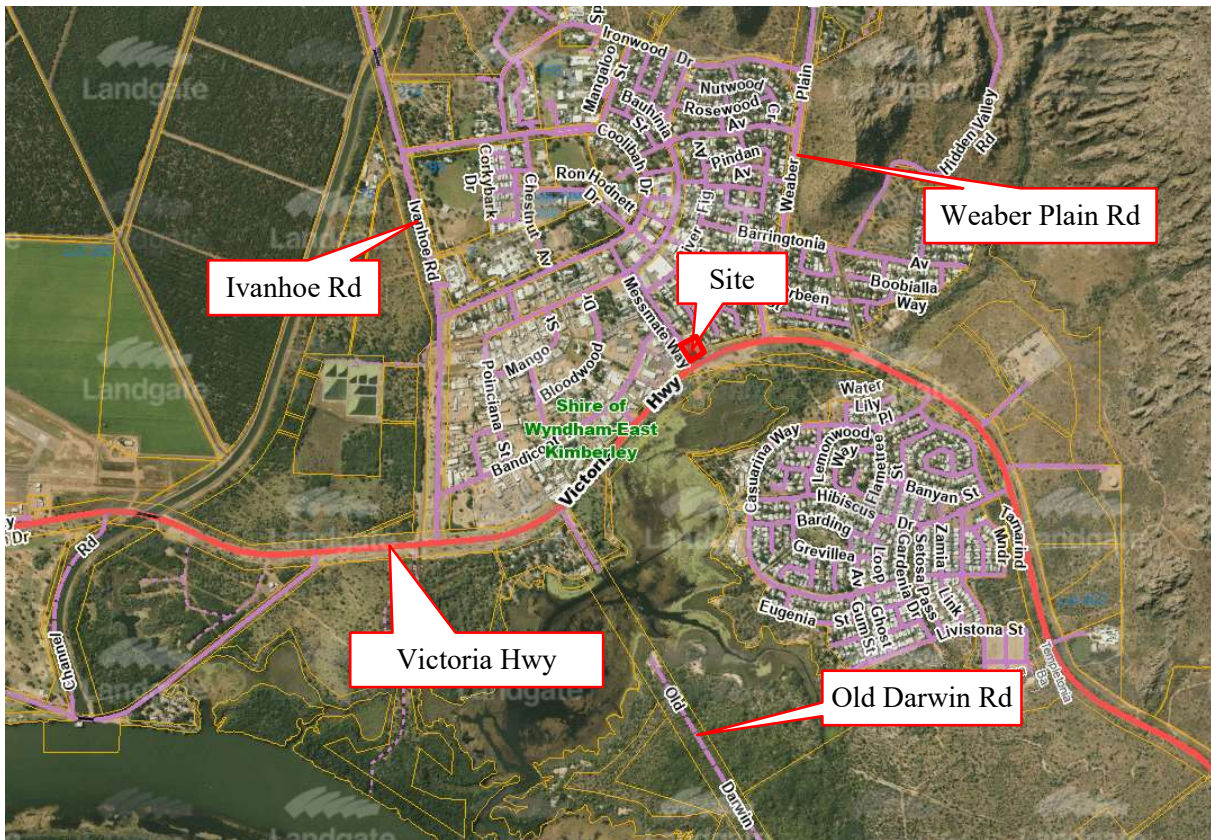


Figure 2.1: General Locality Plan *Source: Landgate*



Figure 2.2: Site Location Source: Landgate

2.2 CURRENT LAND USES

The subject site is currently Cambridge Hotel, which has 60 guest rooms and typically closed for approximately three months during the wet season. It has 50% or more of its rooms occupied for about two months of the year and averages about 30% occupied when open. The average number of guests per room is about 1.3. About 30% of guests are collected by the hotel bus from the airport.

2.3 ADJACENT ROAD NETWORK

The road network in the vicinity of the site comprises of Victoria Highway and Messmate Way.

Victoria Highway is an undivided single carriageway, orientated east/west, with a posted speed limit of 60km/h in the vicinity of the site. It is constructed as an unkerbed road apart from localised kerbing at its intersections.

Messmate Way is constructed as a kerbed, dual carriageway with a single lane per direction and a default speed limit of 50km/h as shown in **Figure 2.3**. There is also a single lane service road with the same name running parallel and to the east of the main dual carriageway between Konkerberry Drive and the Cambridge Hotel, terminating in a cul-de-sac.

The site has vehicular access onto Messmate Way and historically operated with direct access onto Victoria Highway as do several other properties in close proximity to it. These include Lakeview Apartments, The Kimberley Grande Resort and Freshwater East Kimberley Apartments.

Lakeview Apartments has no other road frontage option, The Kimberley Grande Resort abuts both Victoria Highway and Bandicoot Drive but only has access onto the former. Freshwater East Kimberley Apartments has direct access onto both Victoria Highway and Bandicoot Drive. The site layout and building orientations on all of these sites are focussed onto Victoria Highway, which is especially important for hotels.

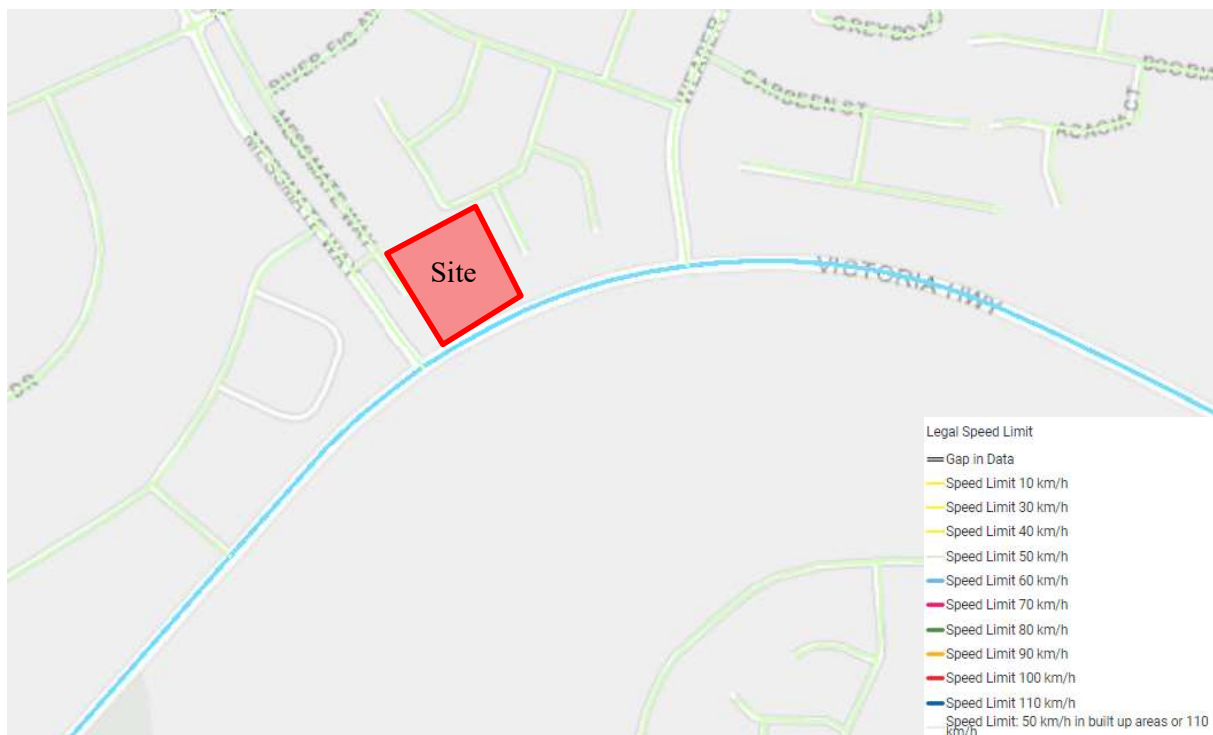


Figure 2.3: Speed Limit of surrounding road network Source: CrashMaps-MRWA

2.4 ROAD HIERARCHY CLASSIFICATION

Victoria Highway is classified as a Primary Distributor under Main Roads WA's (MRWA) *Functional Road Hierarchy*. This classification is applied to roads which carry high volumes of traffic between regional and/or cross town/city and are administered by MRWA.

The dual carriageway portion of Messmate Way is classified as Local Distributor, whilst the single carriageway portion of Messmate Way is classified as an Access Road. Messmate Way is administered by the Shire of Wyndham-East Kimberley.

The road hierarchy classification of the road network in the vicinity of the subject site is shown in **Figure 2.4**.

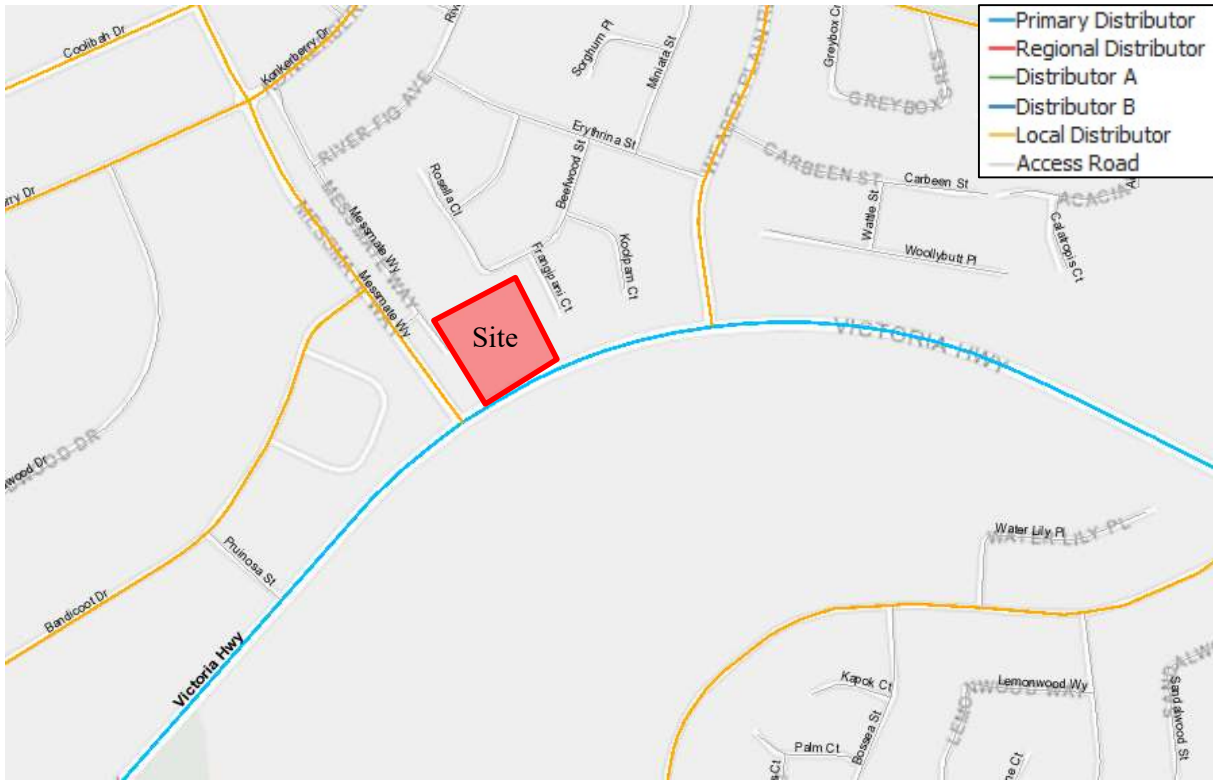


Figure 2.4: Road Hierarchy of surrounding road network

Source: MRWA

2.5 TRAFFIC VOLUMES

MRWA Traffic Map shows an average daily traffic volume of just under 700 vehicles per day (vpd) on Victoria Highway, west of Kununurra and a peak hour flow of less than 40 vehicles per direction.

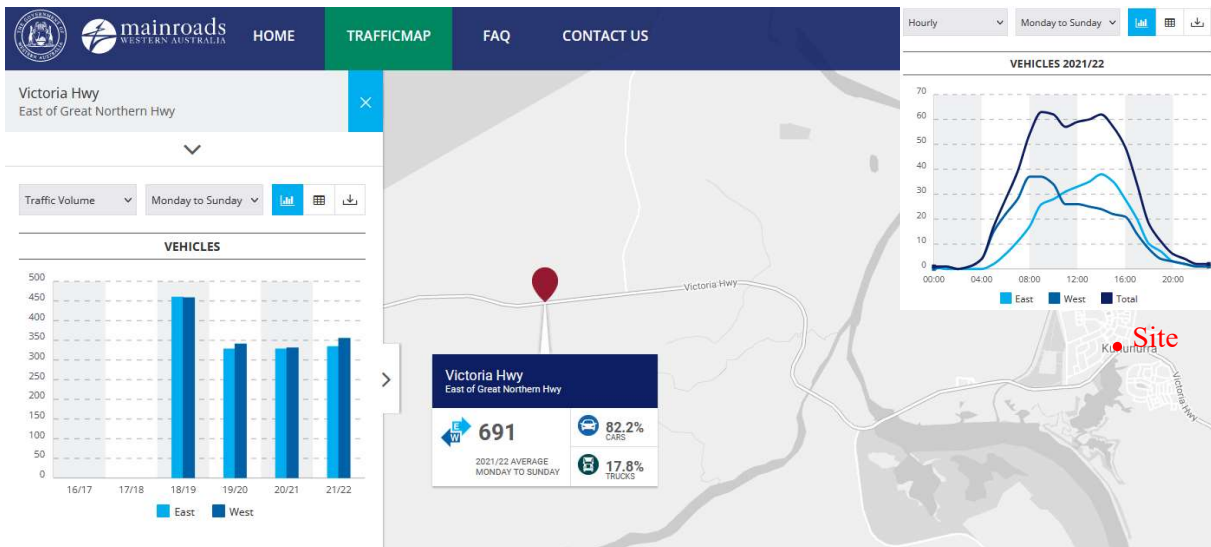


Figure 2.5: Traffic Volumes on Victoria Highway

Source: MRWA

2.6 CRASH HISTORY

A search of the MRWA CARS database for the latest 5-year recorded period, from 2017 to 2021, inclusive, revealed two major property damage only crashes along Victoria Highway one at each of its intersections with Messmate Way and Weaber Plain Road. A further 7 crashes were recorded on Messmate Way, one property damage only crash occurring on the short link section of Messmate Way close to the Cambridge site (see **Figure 2.6**).

In terms of severity, one crash resulted in injury requiring hospital treatment at the intersection of Messmate Way and River Fig Avenue and another requiring medical attention occurred at the intersection of Messmate Way with Konkerberry Drive, some distance from the subject site. All other incidents along Messmate Way were property damage only crashes.

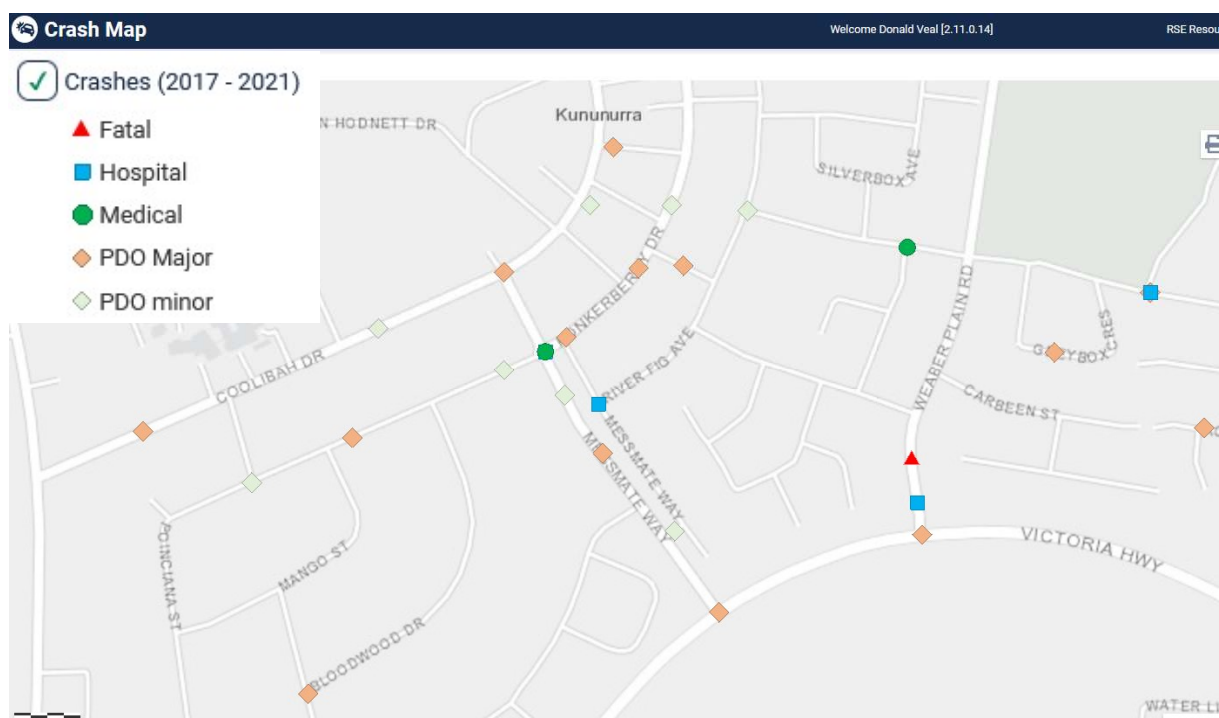


Figure 2.6: Crash Diagram (2017-2021) *Source: Crash Maps - MRWA*

2.7 OTHER PLANNED DEVELOPMENTS

DVC understands that in the longer term a significant length of Victoria Highway, including the portion in the vicinity of the Cambridge, is to have its hierarchy downgraded and the road placed under the care and control of the Shire.

MRWA has advised that it is currently exploring options to provide a service lane on Victoria Highway. A service road along the front of the hotel site within the Victoria Highway Road Reserve potentially linked to Messmate Way would enable additional access options to be explored.

Otherwise, DVC is unaware of any planned changes to the road network in the immediate vicinity of the site.

3 DEVELOPMENT PROPOSAL

3.1 PROPOSED DEVELOPMENT

The proposed development plan is shown in **Figure 3.1** and will be realized in three phases. Additional development plans are shown in **Appendix A**. This Development Application (DA) proposes refurbishment of the current 60-room hotel with a second storey added to its conference and dining facilities and accommodation increased to 95 guest rooms. On-site car parking is to remain at 64 bays. Details of the renovation program for each of the latter phases are shown in **Table 3.3**. In summary, 49 existing rooms will be refurbished, 11 demolished and 46 new rooms added.

From discussions between the Applicant and the Shire, we understand that a likely condition of approval to this DA will be the need to provide additional off street parking by establishing an extended car parking area along Messmate Way as shown in **Figure 3.1**. The Messmate Way car park area would be terminated prior to the Victoria Highway Road Reserve and a turnaround bay designated at the southern end of the blind aisle.

The inclusion of a further 32 parking bays in this parking area would provide 96 parking bays in the immediate vicinity of the Hotel.

For traffic generation purposes the key land use changes relate to the increase in the number of guest rooms provided (from 60 to 95) plus any increase in floor area for public bar areas, conference/restaurant areas including alfresco space. **Table 3.2** shows these key land uses.

Table 3.2: Existing and Proposed Public Area Land Uses

Land Use in m ²	Existing	Proposed	Change
Bar/Alfresco	65.19	203.01	211%
Conference	224.03	179.60	-20%
Restaurant	147.35	216.27	47%
Total	436.57	598.88	37%

We understand that the 162m² increase bar/conference/restaurant area is essentially the conference room break out area size, designed to support conference activity and is not for supporting additional patrons. Hence, care needs to be taken to ensure parking demand is not double counted.



Figure 3.1: Proposed Site Plan Layout

Table 3.3: Renovation Details for Phases 2 and 3

Ground Floor		First Floor	
PHASE 2 874.7 SQM (GROSS AREA WITHOUT ALFRESCO)		PHASE 2 814.1 SQM (GROSS AREA EXCLUDING OUTDOOR DINNING)	
WALLS	64,6 m ²	WALLS	64,7 m ²
OPEN KITCHEN SW	101,049 m ²	KITCHEN	72,784 m ²
BAR	35,299 m ²	BAR	12,489 m ²
TOILETS	28,854 m ²	TOILETS	32,750 m ²
RESTAURANT	216,272 m ²	RESTAURANT / CONFERENCE	179,600 m ²
LIFT & STAIR CASE SW	13,900 m ²	WINE STORAGE	8,224 m ²
PLANT ROOM NE	18,075 m ²	STAIRS & LIFT SW	13,900 m ²
ART DISPLAY /	114,158 m ²	PLANT ROOM SW	25,285 m ²
HOTEL GUEST LOUNGE		FURNITURE STORE	11,563 m ²
FIRST AID ROOM	6,761 m ²	HOTEL GUEST LOUNGE	50,476 m ²
HOTEL SPA	37,381 m ²	PREMIUM KING	251,140 m ²
MEETING	24,741 m ²	STAIRS N	12,580 m ²
LAUNDRY	58,747 m ²	PLANT NE	2,591 m ²
PREMIUM KING	104,513 m ²	HOUSEKEEPING STORE	15,562 m ²
CORRIDOR	35,272 m ²	CORRIDOR	60,419 m ²
STAIRS	12,513 m ²	CONFERENCE BREAKOUT AREAS	142,367 m ²
PLANT	2,598 m ²		
P2 GF ALFRESCO	60,701 m ²		
PHASE 3 738.7 SQM (GROSS AREA WITHOUT PORTICO)		PHASE 3 738.7 SQM (GROSS AREA EXCLUDING BALCONY)	
WALLS	48,5 m ²	WALLS	58,4 m ²
ADMIN & STAFF	46,250 m ²	LOFT APARTMENT	137,817 m ²
RECEPT & CONC	12,971 m ²	PREMIUM KING	146,275 m ²
LUGGAGE & STORE	7,298 m ²	LUXURY KING	165,756 m ²
TOILETS	48,789 m ²	CORRIDOR	105,592 m ²
LOBBY BAR	18,316 m ²	ACCESSIBLE KING	47,866 m ²
LIFT LOBBY	21,696 m ²	LIFT LOBBY	41,188 m ²
GIFT DISPLAY	26,813 m ²	STAIRS NE	24,888 m ²
LOBBY	206,031 m ²	PLANT NE	6,683 m ²
PLANT NE	6,682 m ²	LUXURY KING BALCONY	35,609 m ²
LIFT & STAIRS NE	12,327 m ²		
LIFT	12,630 m ²		
CORRIDOR	44,179 m ²		
ACCESSIBLE KING	24,516 m ²		
PREMIUM KING	62,650 m ²		
LUXURY KING	138,741 m ²		
P3 GF PORTICO	159,026 m ²		
NUMBER OF ROOMS  LUXURY KING 5 NOS PREMIUM KING 8 NOS ACCESSIBLE KING 1 NOS		NUMBER OF ROOMS  LUXURY KING 6 NOS PREMIUM KING 19 NOS LOFT APARTMENT 5 NOS ACCESSIBLE KING 2 NOS	

3.2 SITE ACCESS ARRANGEMENTS

The access on Messmate Way will be retained as the sole vehicular access for the redeveloped site. No changes will be made to the existing crossover.

A pedestrian gate is currently provided in the southern boundary fencing enabling guests to enter and exit the hotel from the existing footpath. The fencing is to be removed in the ultimate stage of the development and a footpath connection is proposed through to the main hotel entrance.

With approval from the Shire, an additional footpath connection is proposed on the western boundary of the site to provide direct access for the off-site car park and pedestrians approaching from the town. This would link to the path along the front of the hotel building. Other footpath enhancements are shown in **Figure 3.1**.

Street lighting improvements are proposed as part of the off-site parking works and should be to AS1158.

3.3 PARKING

The car parking requirements for the proposed hotel land use, based on the Shire of Wyndham -East Kimberley Local Planning Scheme No. 9 (LPS9), 'Table 9, Development Standards Table' indicates the need for 1 bay for every hotel room plus 1 bay for every 6m² of public bar/lounge floor and public area. Bicycle parking at the rate of 1 bay per 4 hotel rooms is also required.

This translates into 95 car bays for the hotel rooms plus 100 car bays for the 598.88m² identified as public bar/lounge floor and public area in **Table 3.2**, thus totalling 195 car bays plus 24 bicycle bays.

As noted in section 3.1, the 162m² increase bar/conference/restaurant area is essentially the conference room break out area size, designed to support conference activity and is not for supporting additional patrons. Hence, care needs to be taken to ensure parking demand is not double counted. Removing this double counting, would reduce the parking requirement by 27 bays to 168 car bays.

The existing site of 60 guest rooms plus 436.57m² of public bar/lounge floor and public area would require 133 car bays and yet has been approved with some 64 car bays plus one loading bay; a shortfall of 69 bays or a discount of some 52%.

The proposed on-site parking has provision for 64 car bays including, three staff bays, five ACROD bays and one loading zone or delivery bay, resulting in a parking shortfall of 131 car bays.

With the 32 off-site parking bays along Messmate Way possibly being a condition of approval, the parking shortfall would be further reduced.

A summary of the three scenarios with and without the discount granted to the existing Hotel is shown in **Table 3.4**. This shows that if the same discount ratio was applied to the current proposal as was approved for the existing site, then 96 bays would be more than adequate.

Furthermore, whilst not part of this DA, the Applicant is pursuing purchase of additional land to the north of the existing boundary, which could realise 20 or so parking bays.

Reliance on car transport may be diminished to some degree by the provision of 24 bicycle bays proposed on site. These comprise 12 bicycle bays along the southern boundary and a further 12 adjacent to rooms # 343 & 344.

During the off-peak season the on-site parking provision is expected to be adequate to meet the parking demand generated by the development.

Table 3.4: Parking Requirements and Provision

No.	Scenario	LPS9 Parking Requirement	Discount Granted	Discount Applied	Parking on site & (off site)	Total Parking on & off site	Shortfall against Discount
1	Existing 60-bed Hotel & 437m ² of amenities	133 bays	69 bays (52%)	64 bays	64 bays (0 bays)	64 bays	0 bays
2	Proposed 95-bed Hotel & 599m ² of amenities	195 bays		94 bays	64 bays (32 bays)	96 bays	0 bays (2 surplus)
3	Proposed 95-bed Hotel & 437m ² of amenities allowing for double counting	168 bays		81 bays	64 bays (32 bays)	96 bays	0 bays (15 surplus)

During peak season a significant number of hotel guests travel in large groups to and from hotels in Kununurra compared to less remote locations. A single coach party may book 20 or more rooms and thus even with one or two coach parties in residence, the car parking demand would be substantially reduced.

The Hotel already operates a 14-seater bus to shuttle travellers to and from the airport and to other venues in the area. Its records show that this bus service collects about 31% of the hotel guests from the airport. Many guests staying at the Cambridge have historically booked local tours and have been collected and returned to the hotel following their tour and this arrangement will remain an ongoing practice. We understand a significant percentage of guests travel in such groups either for leisure or business purposes, which would suggest that the parking requirements of the Local Planning Scheme may be excessive for the operational model employed by the Cambridge Hotel and therefore a modest shortfall should be manageable.

LPS9 also has a special condition applicable to hotels, namely that *'pickup and set-down areas shall be provided as required by the local government'*. The architect has included a porte cochere at the main entrance with space designed to accommodate hotel buses, ride share and taxi services under cover to enable hotel visitors and guests to alight and board vehicles and for their luggage to be collected and loaded whilst protected from the sun and rain. This provides a commendable pickup and set-down area for the hotel.

3.4 SERVICE VEHICLES

Service and delivery vehicles will enter and exit the site in forward gear from the crossover on Messmate Way.

A bin holding area has been designated in the northwest corner of the development and bins will be moved to suit Shire collection arrangements.

4 TRAFFIC GENERATION AND DISTRIBUTION

4.1 TRIP GENERATION

In order to assess the potential traffic impacts associated with the proposed upgrade of the hotel development, a traffic generation assessment was undertaken. This procedure established the likely level of vehicular traffic that the proposed development will generate and enables the effect that the additional traffic is likely to have on the adjacent road network.

Standard trip generation rates were taken from the Institution of Transport Engineers (ITE) *Trip Generation Manual*. This gives a typical trip rate of 0.6 trips per hotel room during the PM peak split 53% inbound and 47% outbound. With 95 guest rooms this equates to approximately 58 vehicles per hour (vph) or 31 inbound and 27 outbound.

Trip generation for the bar, restaurant, conference and alfresco areas are typically given as 8 trips per 100m² for the PM peak hour, with 67% inbound and 33% outbound. This translates to an additional 48 vph with 32 inbound and 16 outbound movements.

Based on these rates, the overall traffic generated in the PM peak hour is expected to be 106 vph with 63 inbound and 43 outbound.

Applying the same rates to the existing 60 room hotel with the areas shown in **Table 3.2**, results in a PM peak hour trip generation of 71 vph with 42 inbound and 29 outbound movements.

The increase in PM peak hour traffic generated by the site is therefore expected to be 35 vph with 21 inbound and 14 outbound.

4.2 TRAFFIC DISTRIBUTION

The traffic movements generated by the site will all be distributed through the access onto Messmate Way. This road carries minimal traffic at present and therefore there would be no capacity issues arising from the redevelopment traffic.

5 SUSTAINABLE TRANSPORT AND ROAD SAFETY

5.1 PUBLIC TRANSPORT

There is no public transport bus service available within the Kununurra area.

5.2 EXISTING PEDESTRIAN AND CYCLE FACILITIES

Footpaths exist alongside Victoria Highway and Messmate Way providing good pedestrian and cycling connectivity to the Cambridge Hotel site. The parking requirement for the site includes the need to provide 24 bicycle parking racks. This requirement is met as the design includes parking provision for 24 bicycles on site.

5.3 ROAD SAFETY ISSUES

This development application is for an upgrade and modernisation of the existing hotel that has operated on the site for many years. There have been no recorded crashes relating to current traffic movements to and from the site and none expected as a result of the planned works. There are no identified road safety concerns with the development application.

6 SUMMARY AND CONCLUSION

6.1 SUMMARY

Hospitality & Foodservice Consultants on behalf of Cambridge Gulf Limited has commissioned Donald Veal Consultants (DVC) to prepare a Transport Impact Statement for its proposed redevelopment of the existing Cambridge Hotel premises located at Lot 655 (No. 47) Victoria Highway, Kununurra.

The current 60 room hotel is proposed to be refurbished with a second storey added to its conference and dining facilities and accommodation increased to 95 guest rooms. On-site car parking is to remain at 64 bays.

The Shire of Wyndham -East Kimberley Local Planning Scheme No. 9, '*Table 9, Development Standards Table*' indicates the need for 1 bay for every hotel room plus 1 bay for every 6m² of public bar/lounge floor and public area. On this basis the current hotel would require 133 car bays and have a shortfall of 69 bays since there are 64 bays provided on site. The development application would require 195 car bays and have a shortfall of 131 bays as the on-site parking will remain at 64 bays.

Off street parking in a car park along an extension of Messmate Way is proposed as a condition of approval. Parking on Messmate Way could add a further 32 parking bays in the immediate vicinity of the hotel and effectively resolve the parking shortfall as demonstrated in **Table 3.4**.

Hotel guests visiting Kununurra more often travel in large groups compared to less remote locations. This means that there is less demand generated for parking as a single coach party may book 20 or more rooms, reducing parking requirements to a single coach as opposed to 20 or more cars. In addition, some 31% of existing guests are collected by the hotel bus from the airport, again reducing the parking demand substantially. These phenomena appear to have been recognised in granting the 69-bay shortfall in parking to the original hotel development.

The Messmate Way access will remain as the sole vehicular access for the site. The hotel operates its own 14-seater bus for transporting guests to and from the airport and other locations in the area.

Pedestrians and cyclists will have good path links to the hotel and no road safety issues have been identified. Bicycle racks are to be distributed around the premises to cater for any visitors, guests or staff that may cycle to and from the site. The LPS9 requires 24 bike racks to be installed. This requirement is met as the design includes parking provision for 24 bicycles.

6.2 CONCLUSION

We conclude that the traffic generated by the proposed redevelopment of The Cambridge Hotel can be accommodated by the surrounding road network and that servicing the site has been adequately addressed. The shortfall in parking is deemed to be manageable with an additional 32 bays off site, possibly being made a condition of approval. We therefore recommend the Development Application be approved in terms of its transport and road safety impacts.

APPENDIX A: SITE DEVELOPMENT PLANS



PARKING INVENTORY (ON SITE)	
PARALLEL BAY	x 14
90° BAY	x 41
ACROD BAY	x 5
LOADING BAY	x 1
STAFF BAY	x 3
SUB-TOTAL	= 64 BAYS
BIKE BAY	
	x 24
PARKING INVENTORY (OFF SITE)	
90° BAY	x 32
TOTAL	= 96 BAYS

Project
THE CAMBRIDGE KUNUNURRA ADVICE

Title
CONCEPT DESIGN LAYOUT

Client
CAMBRIDGE GULF LIMITED

Designed **DNV** 21/09/2022
 Drawn **KL** 21/09/2022
 Checked **DNV** 21/09/2022
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 Scale 1:600 @ A3

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