

Jane Buckland

From: Paul Meschiati [REDACTED]
Sent: Tuesday, 18 February 2025 4:03 PM
To: [REDACTED]
Subject: FW: Tourist Development | Nannup

From: Peter Damen [REDACTED]
Sent: Tuesday, 18 February 2025 2:54 PM
To: Paul Meschiati
Cc: 'Andy Lochrie'
Subject: RE: Tourist Development | Nannup

Hi Paul,

I note your request to investigate some questions raised by the Council including an attached note by [REDACTED]. This seems to mainly relate to the amount of traffic forecast to use Dunnet Rd.

I have gone back to our TIS report and reviewed the information relative to the specific questions raised.

We acknowledge the existing condition of Dunnet Rd and the importance that travel along it be facilitated in a safe manner.

The number of lanes indicated in Table 2.1 of the TIS report does not impact on the outcomes of our assessment. Dunnet Road is currently a two-way unsealed access road, and while it is narrow, the end of Dunnet Rd closest to Brockman Highway is proposed to be sealed and widened to improve access and safety where the traffic from the development will primarily use. The existing traffic volumes on Dunnet Rd are very low (10 vpd) relative to the capacity of a typical unsealed access road. The TIS report stipulates (refer Section 3.2) that post development, access via Dunnet Road from the development will be restricted for the exclusive use of the 6 LakeView Chalets. This equates to an additional 12 vehicles using this access point under full occupancy. This has been forecast to generate up to 5 vehicle movements in the peak hour. The majority of this traffic will exit towards Brockman Highway. It has therefore been assessed that the amount of traffic using Dunnet Road will continue to be relatively low and able to be safely accommodated (max of 8 vehicles per hour in the peak hour or one car every 7.5 minutes).

We note the point made about special events. It is prohibitive to design roads for the two or three days of a year that roads may be impacted by special events. This is not cost effective and the normal approach for traffic assessment is to assess and design roads for the 85th percentile day of the year, i.e. the day when traffic levels will only be exceeded on 15% of the year. Even if a higher standard of the 10th or 15th day of the year is employed, as is typical in shopping centres and special event sites, the peak traffic forecast stipulated in the TIS report continues to be appropriate. On special event days, special traffic management should be erected on significantly impacted roads where appropriate including relevant signage and other traffic controls.

Section 3.3.2 of the TIS report states that the projected traffic increase on local streets like Dunnet Rd will be relatively minimal, and the traffic levels will remain within the environmental capacities of these roads given their current traffic volumes. We once again confirm this outcome and that our assessment remains unchanged.

Best regards
Peter

Peter Damen

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