





## EXTERNAL COLOURS & FINISHES

- PRE CAST CONCRETE PANEL : 'SURFMIST' PAINT FINISH.
- PARAPET CAPPING : COLORBOND 'DUNE'.
- SIGNAGE AREA : COLORBOND 'DUNE'.
- FEATURE SIGNAGE BOARD PAINT : 'DUNE'.
- FEATURE CONCRETE SIGNAGE PANEL : DULUX 'CLASSIC CALM' PAINT FINISH.
- FEATURE SIGNAGE SUPPORT COLUMNS : TAUBMANS 'SIGNAL RED' PAINT FINISH.
- AWNINGS : DULUX 'CLASSIC CALM' PAINT FINISH.

EXTERNAL COLOURS AS PER LOCAL PLANNING POLICY COLOUR PALETTE FOR DEVELOPMENTS. REFER FOR FURTHER DETAILS. TO BE APPROVED BY SHIRE OF EXMOUTH.

**2 NIMITZ STREET, EXMOUTH**
FOR ILLUSTRATIVE PURPOSES ONLY.

| RevID | Transmittal Set Name | Date |
|---|---|---|
| 0 | FOR APPROVAL | 16/07/2026 |
| A | REVISED AS PER COUNCIL COMMENTS | 07/09/2026 |

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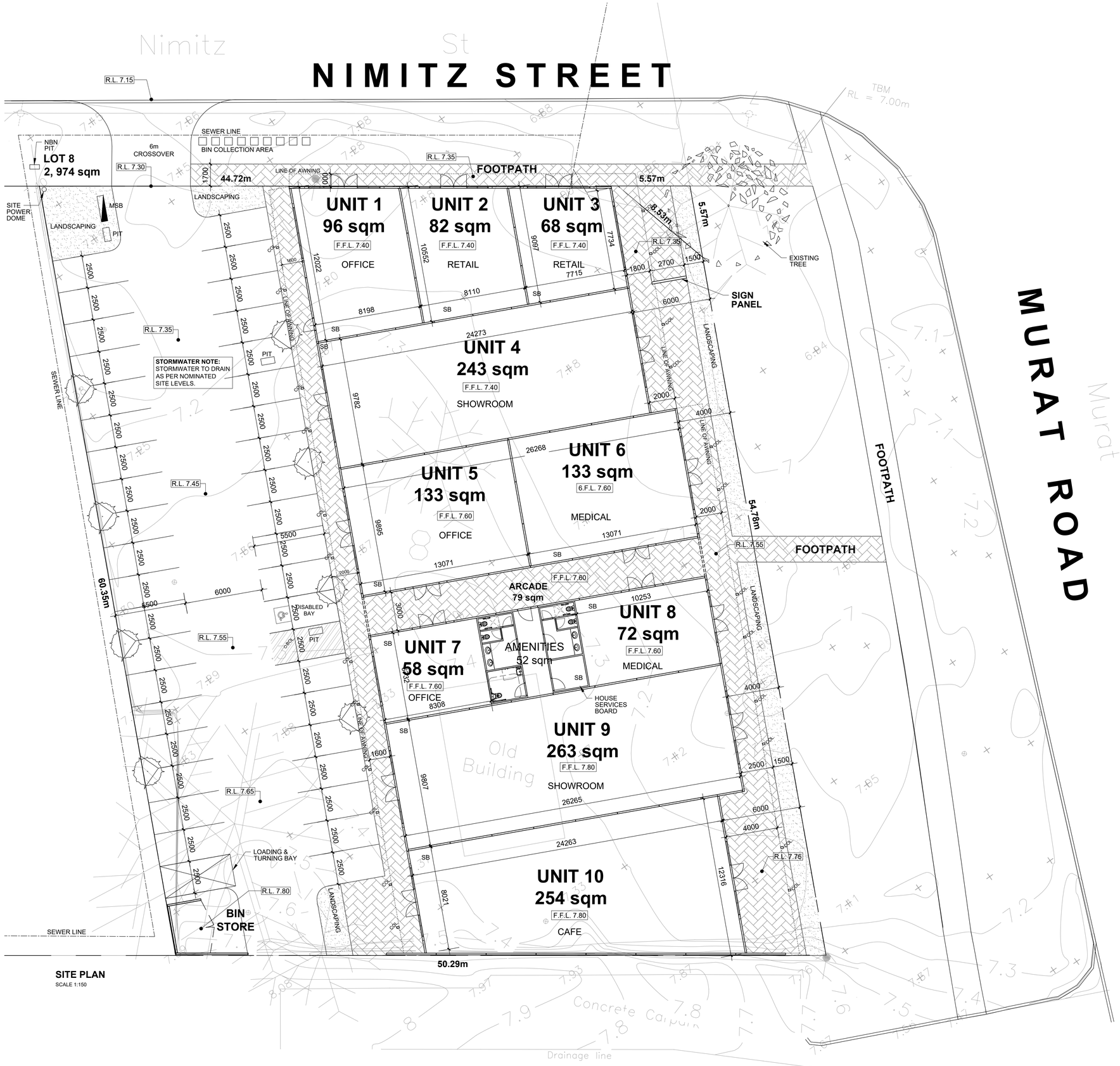
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DWG NO:
**A00**

DRAWN:**K.P.** DATE: 16/07/2026 JOB NO: _

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## SITE PLAN
SCALE 1:150

## NOTES

CHECK ALL DIMENSIONS, SERVICES, EXISTING STRUCTURE, SITE FEATURES & LEVELS ON SITE PRIOR TO CONSTRUCTION.

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AREAS MEASURED ARE GFA U.N.O.

HYDRAULIC SERVICES TO BE INSTALLED TO AS 3500 PARTS 1-4 NATIONAL PLUMBING AND DRAINAGE STANDARD.

STORMWATER DRAINAGE TO COMPLY WITH AS/NZS 3500.3. WATERPROOFING MEMBRANES FOR EXTERNAL ABOVE GROUND TO COMPLY WITH AS 4654.1 AND AS 4654.2.

PORTABLE FIRE EXTINGUISHERS TO AS2444.

LINE MARKING, NO PARKING SIGNAGE IN FRONT OF THE EXIT DOORS.

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## SITE PLANNING PARTICULARS

| | |
|---|---|
| SITE AREA | 2, 974 sqm |
| TOTAL BUILDING AREA | 1, 402 sqm (EXCL. ARCADE AREA & AMENITIES AREA) |
| CAR PARKING | 39 BAYS (INCL 1 DISABLED) |
| LOADING BAY | 1 BAY |
| LANDSCAPING | 139 sqm (5%) |

| UNIT | USE | CAR BAY ALLOCATION |
|---|---|---|
| 1 | OFFICE | 5 |
| 2 | RETAIL | 3 |
| 3 | RETAIL | 3 |
| 4 | SHOWROOM | 3 |
| 5 | OFFICE | 4 |
| 6 | MEDICAL | 4 |
| 7 | OFFICE | 3 |
| 8 | MEDICAL | 4 |
| 9 | SHOWROOM | 3 |
| 10 | CAFE | 7 |
| | TOTAL | 39 |

## LEGEND

1500mm HIGH CONC FILLED GALV. STEEL BOLLARD SET IN MASS CONC. PAD FOOTING.

| | |
|---|---|
| R.L. 0.00 | REDUCED LEVEL |
| F.P.L. 0.00 | FINISHED PAVING LEVEL |
| F.C.L. 0.00 | FINISHED CONCRETE LEVEL |
| F.F.L. 0.00 | FINISHED FLOOR LEVEL |
| T.O.K. 0.00 | TOP OF KERB LEVEL |
| BK | BARRIER KERB |
| FK | FLUSH KERB |
| ECP | EXPOSED CONCRETE PAVING |

| RevID | Transmittal Set Name | Date |
|---|---|---|
| 0 | CONCEPT PLAN-5 UNIT OPTION | 27/05/2026 |
| A | REVISED.3m ARCADE & EXTRA AREA UNITS | 17/06/2026 |
| B | REVISED. AREAS & NOTES | 17/06/2026 |
| C | REVISED. AREAS & NOTES. FOOTPATH | 18/06/2026 |
| D | REVISED. AS PER MARK UP. | 23/06/2026 |
| E | REVISED. AS PER MARK UP. PREPARING FOR DA | 30/06/2026 |
| F | PREPARING FOR DA. | 16/07/2026 |
| G | REVISED AS PER COUNCIL COMMENTS | 14/09/2026 |


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PROJECT ADDRESS: LOT 8, NO. 2 NIMITZ ST, EXMOUTH

CLIENT: -

DRAWING TITLE: SITE PLAN

DWG NO: A01

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NORTH

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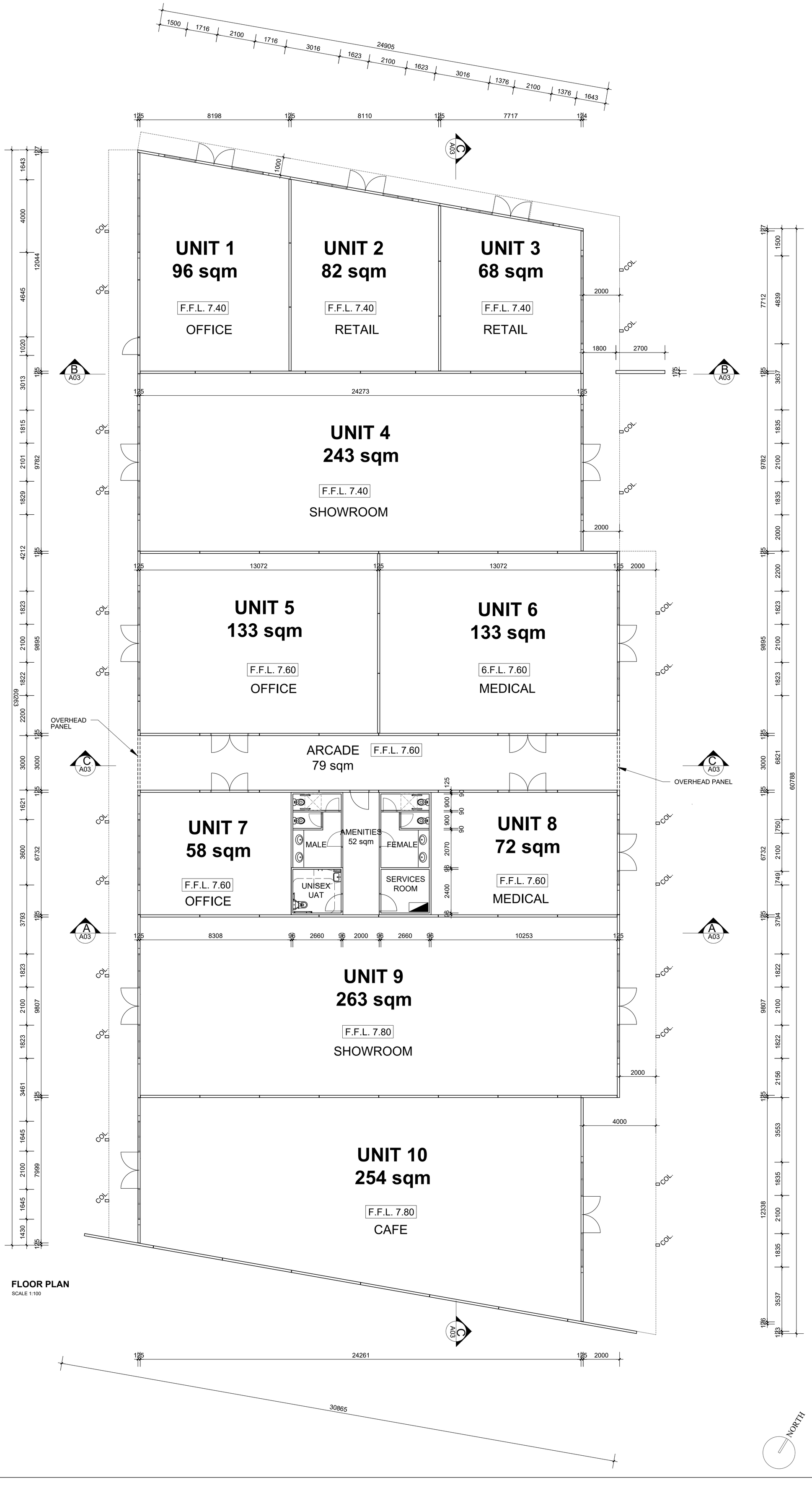
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**FLOOR PLAN**
SCALE 1:100

| RevID | Transmittal Set Name | |
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| 0 | PREPARING FOR DA | 16/07/2026 |
| G | REVISED AS PER COUNCIL COMMENTS | 14/09/2026 |


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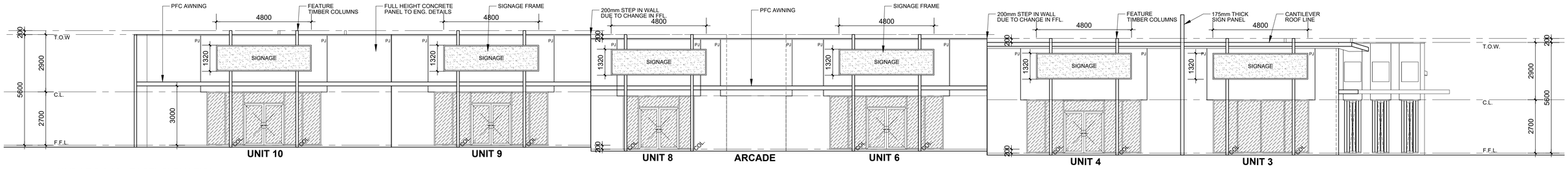
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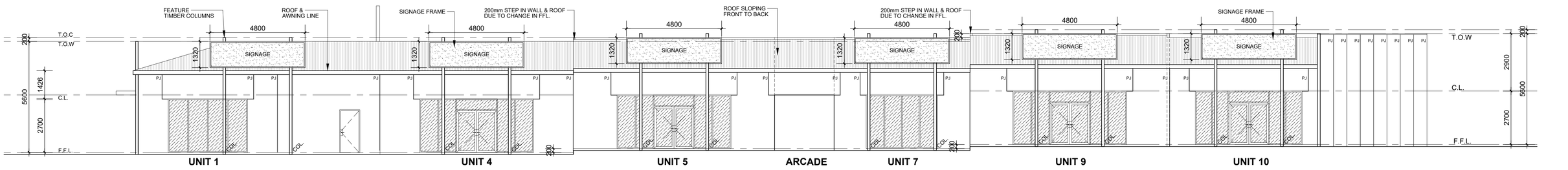

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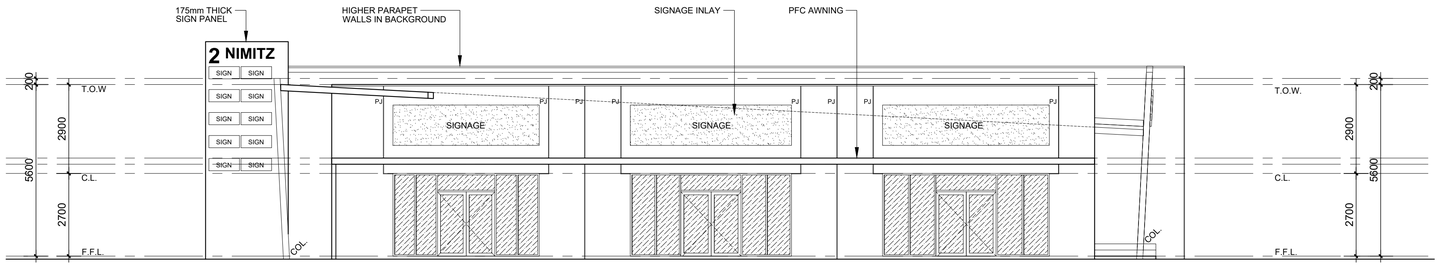

## MURAT ROAD (EAST) ELEVATION

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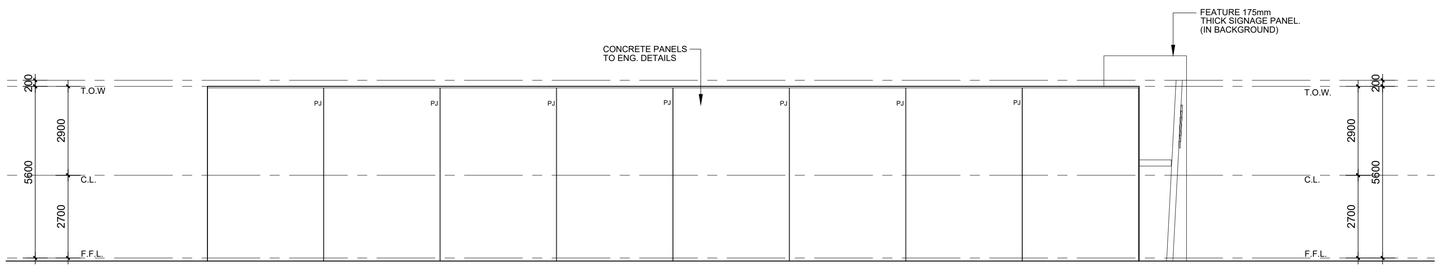

## CARPARK SIDE (WEST) ELEVATION

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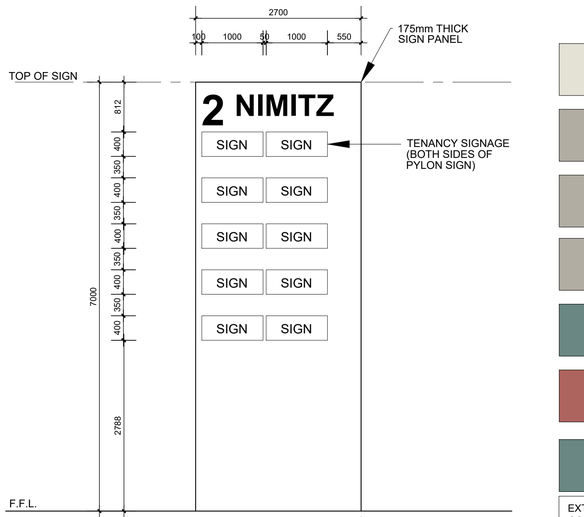

## NIMITZ ROAD (NORTH) ELEVATION

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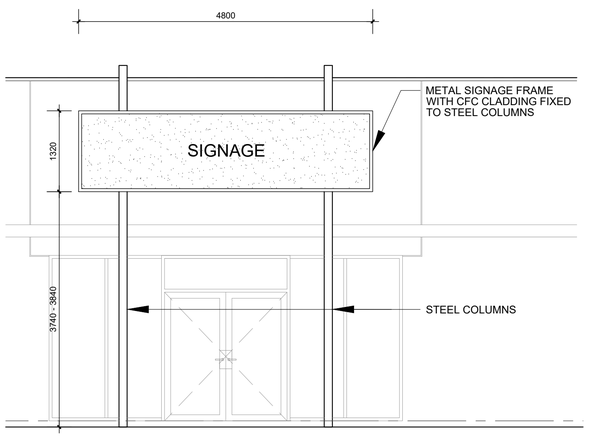

## SIDE BOUNDARY (SOUTH) ELEVATION

SCALE 1:100




## PYLON SIGN ELEVATION

SCALE 1:50




## TENANCY SIGN ELEVATION

SCALE 1:50

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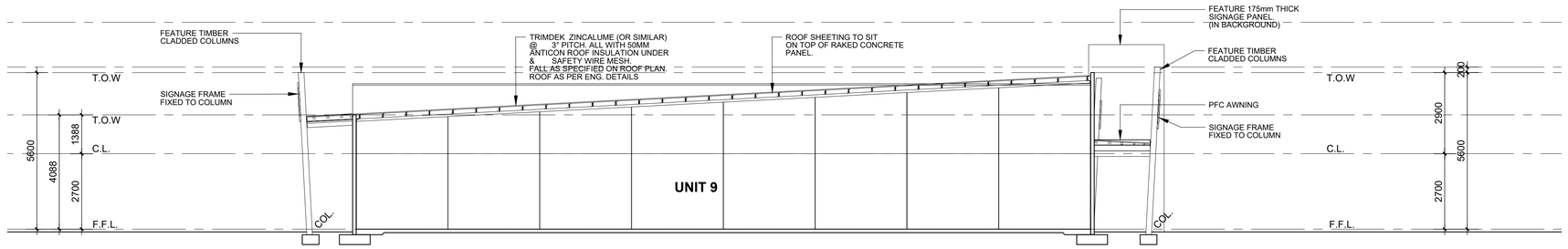
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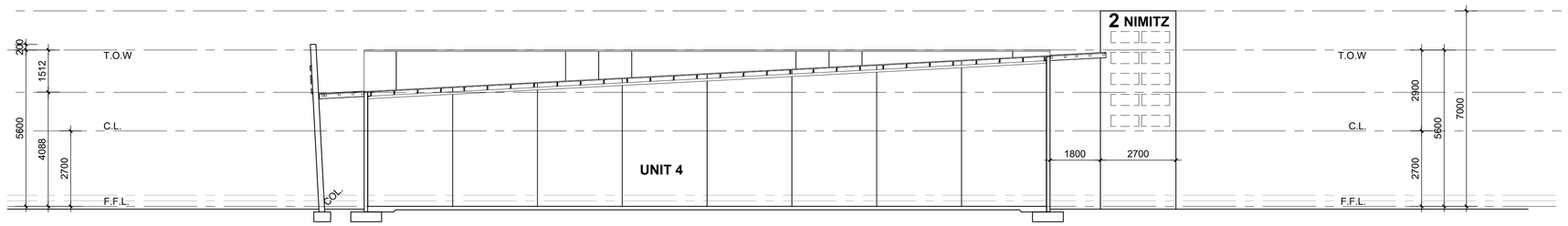

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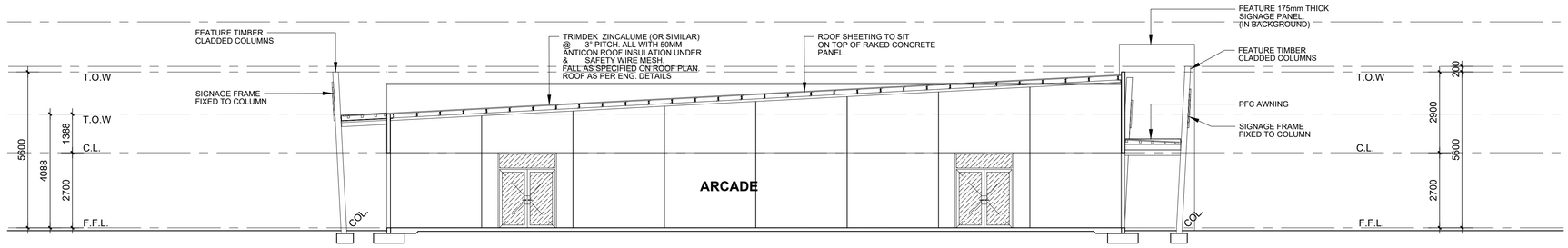
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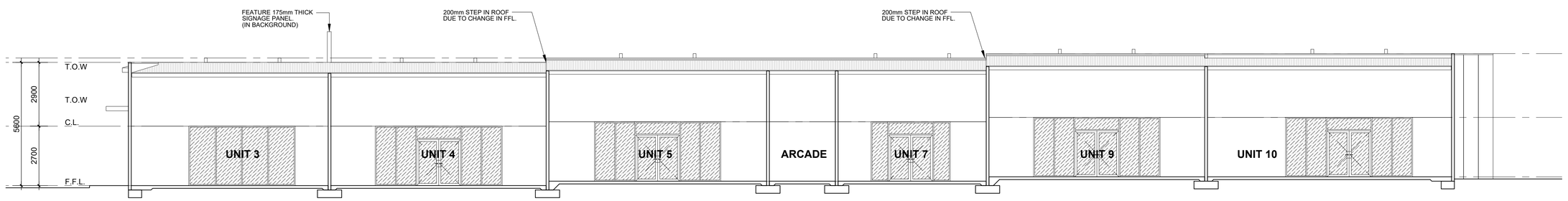

## SECTION A-A
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## SECTION B-B
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## SECTION C-C
SCALE 1:100




## SECTION D-D
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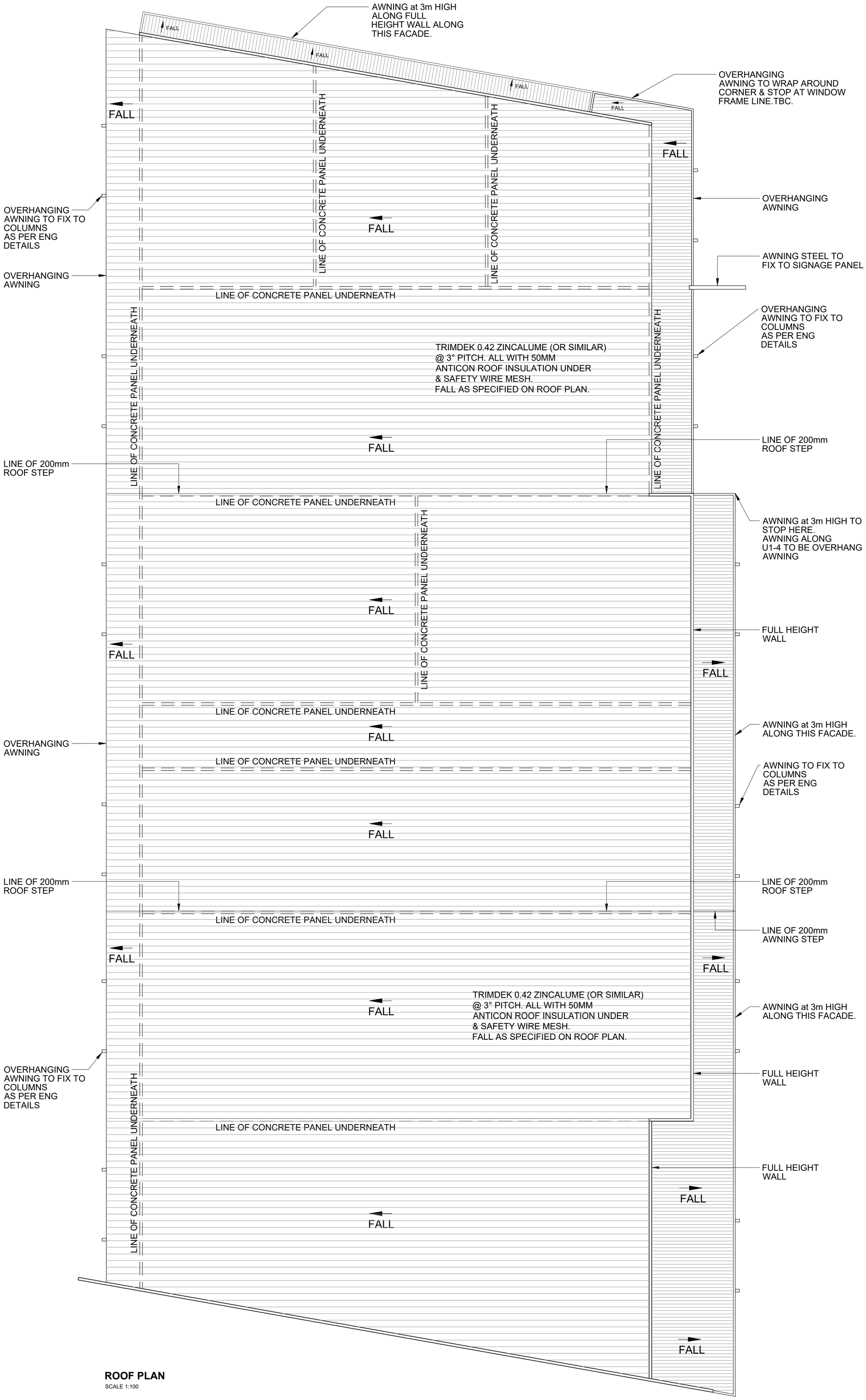
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## ROOF PLAN

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## ROOF LEGEND

TRIMDEK 0.42 ZINCALUME (OR SIMILAR) @ 3° PITCH. ALL WITH 50MM ANTICON ROOF INSULATION UNDER & SAFETY WIRE MESH. FALL AS SPECIFIED ON ROOF PLAN.

RSA — ROOF SAFETY ANCHOR INDICATIVE LOCATION ONLY. TO BE CONFIRMED ON SITE BY ROOFER/BUILDER.

FALL — ROOF FALL AS PER PLAN.

RB — ROOF BEAM. AS PER ENG DETAILS

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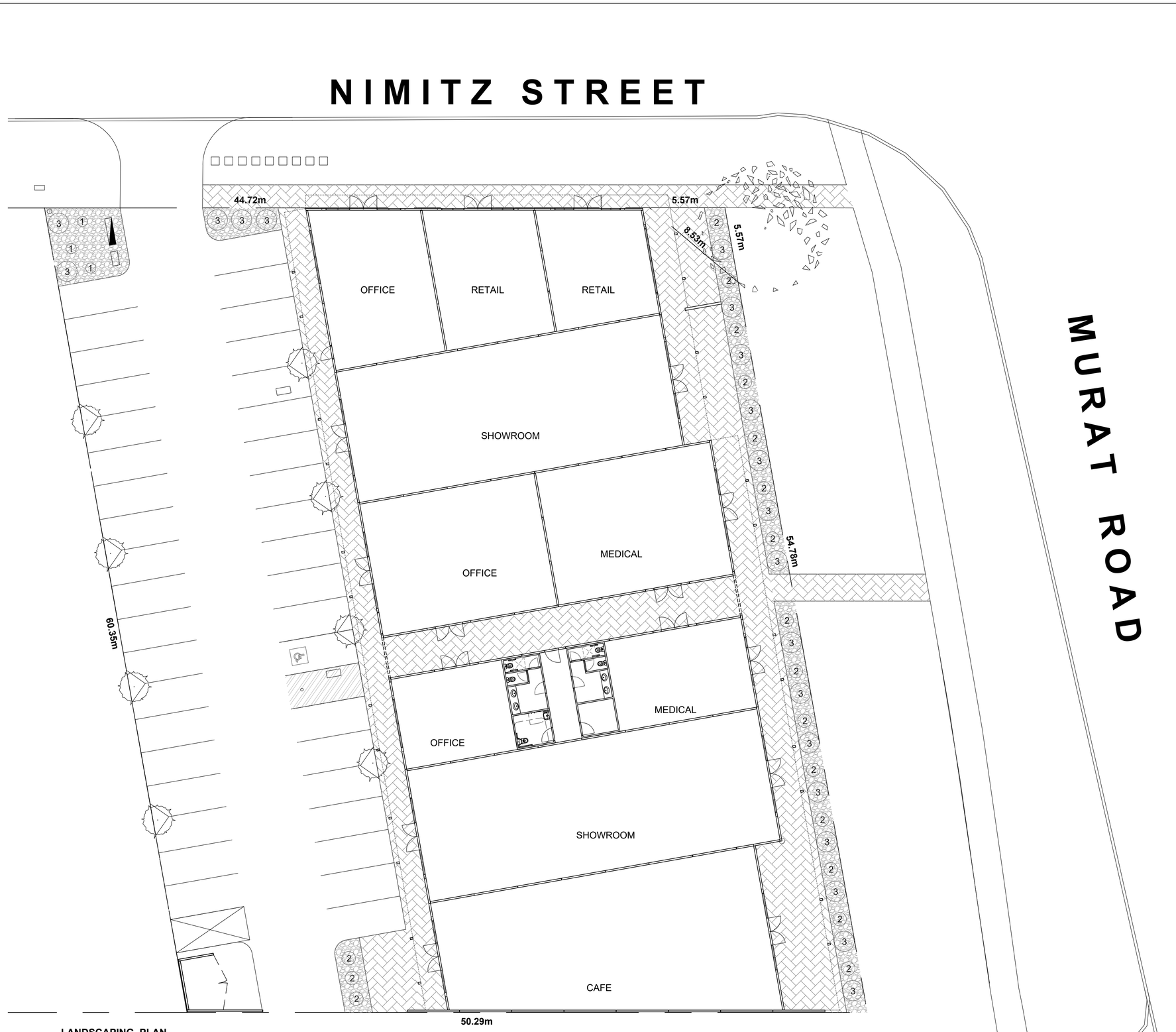
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## LANDSCAPING LEGEND

| SYMBOL | SPECIES | SPACING |
|---|---|---|
| ① | DRACAENA SPP | AS PER PLAN |
| ② | MYRTILLOCACTUS GEOMETRIZANS 'BLUE MYRTLE CACTUS' | |
| ③ | ALOE VERA 'BARBADENSIS MILLER' | |
| | AGONIS FLEXUOSA NANA 'WILLOW PEPPERMINT' | |
| | RED AGGREGATE | |
| | PAVED AREA | |

## LANDSCAPING PARTICULARS

| | |
|---|---|
| SOFT LANDSCAPING | 139 sqm (5%) |
| HARD LANDSCAPING | 431 sqm (SITE) |
| | 102 sqm (FOOTPATHS) |
| TOTAL LANDSCAPING | 672 sqm |

## LANDSCAPING PLAN

SCALE 1:150

NORTH

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DRAWN: **K.P.**

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NORTH

Nimitz St

Murat Rd

TBM
RL = 7.00m

833

8

Old Building

Concrete Carport

Drainage Line

DATUM
H : EXM94
V : AHD

GT Surveys
m : 0448 460 135
e : gtsurveys1@gmail.com

# Site Survey
LOT 8
NIMITZ ST
EXMOUTH

Scale 1 : 500 A4
Date 15/04/26



PTG/05752

# Transport Impact Statement

## 2 Nimitz Street, Exmouth – Proposed Service Commercial Development

30 September 2026 | Revision A

Prepared for Arthur Slugworth Pty Ltd

www.ptgconsulting.com.au

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# REPORT DETAIL

## Unique Document Identification

| | Information |
|---|---|
| **Document Title** | Transport Impact Statement – Proposed Service Commercial Development – 2 Nimitz Street, Exmouth |
| **Project Number** | PTG/05752 |
| **Document ID** | TR-R001-A |
| **Client** | Arthur Slugworth Pty Ltd |

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## Revision Details

| Revision No. | Date | Comments | Author | Approve/Review |
|---|---|---|---|---|
| **Rev A** | 30/09/26 | For Issue | PG | LL/EH |

# 1 INTRODUCTION

## 1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by Arthur Slugworth Pty Ltd (the Client) to prepare a Transport Impact Statement (TIS) for a proposed Service Commercial development located at 2 Nimitz street, Exmouth, WA (the Site) within the Shire of Exmouth.

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*, and the TIS Checklist is included in Appendix A.

This report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best practice planning within Western Australia.

# 2 PROPOSED DEVELOPMENT

## 2.1 Site Location

The Site is located at 2 Nimitz Street, Exmouth, within the Shire of Exmouth. The site is bounded by Nimitz Street to the north, Murat Road to the east and various local businesses to the west and south, as shown in **Figure 1**. The site is located within the Exmouth town centre area and is approximately 1,248 Km north of Perth CBD, as shown in **Figure 2**.

*Figure 1 – Site Location*




*Source: Metroap (2026)*

*Figure 2 – Regional Context*

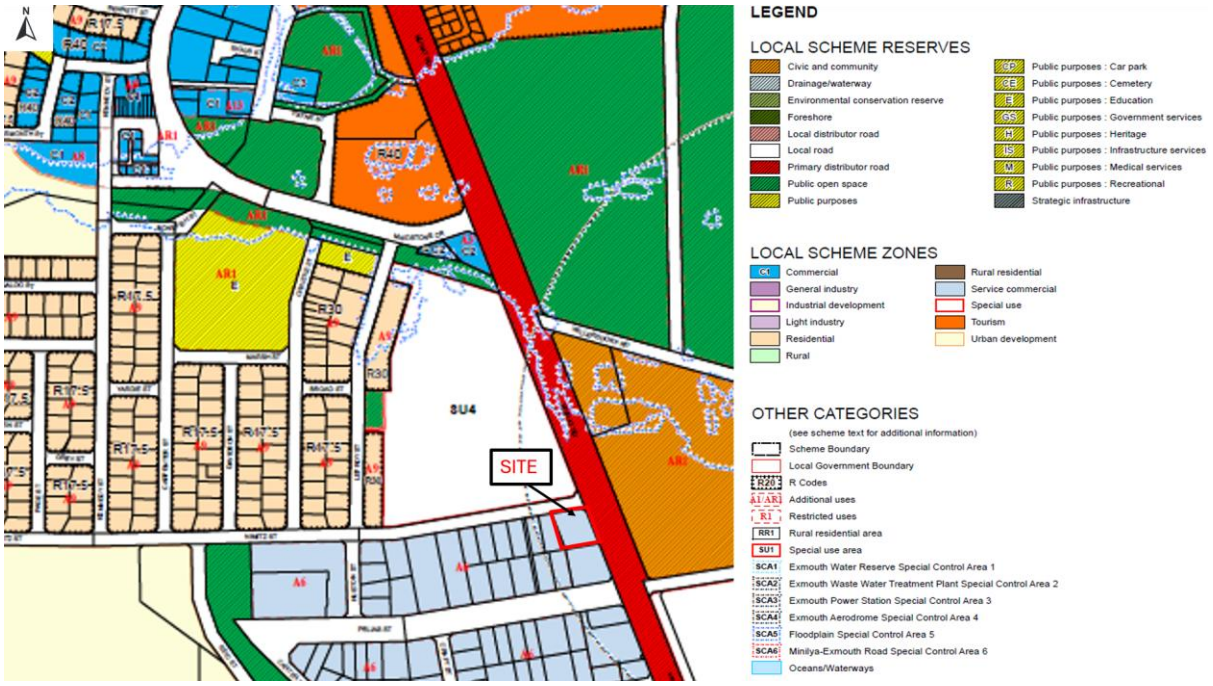



*Source: Locate V5 (2026)*

## 2.2 Context with Surrounds

**Figure 3** provides a zoning map of the Site and its immediate surroundings. The Site is zoned under the 'Service Commercial' under the Shire of Exmouth Local Planning Scheme No. 4 (LPS4). The surrounding area to the west and south is also classified as 'Service Commercial'. Towards the north and east are a mix of land uses including 'Civic and Community' 'Public Open Space' and 'Tourism'.

*Figure 3 - Land Use Zoning*




*Source: Shire of Exmouth Local Planning Scheme No. 4*

## 2.3 Surrounding Attractors/ Generators

Major attractors and generators within the surrounding area of the development Site are shown in **Figure 4**. Key surrounding attractors and generators are listed below:

- Ningaloo Centre and Exmouth Public Library
- Ningaloo Caravan and Holiday Resort
- RAC Exmouth Cape Holiday Park
- Horizon Power
- Exmouth District High School
- Exmouth Hospital

*Figure 4 - Surrounding Attractors/Generators*




*Source: MetroMap (2026)*

## 2.4 Existing Land Use

The site contains an unoccupied building and scattered vegetation, as shown in **Figure 5.** Theres is no formal access crossover to the Site however, an informal access is provided from Nimitz Street.

*Figure 5 – Existing Site Use*




*Source: MetroMap (2026)*

## 2.5 Proposed Land Uses

The proposed development comprises a single-storey service commercial development containing 10 units with a combined GFA of 1,533 m², as shown in **Figure 6**. The development includes a mix of retail, showroom, medical, café and office uses, with tenancy sizes ranging from approximately 58 m² to 263 m² as summarised in **Table 1**. A total of 39 on-site car parking bays is proposed, including one ACROD parking bay. One loading bay is provided on the Site.

*Table 1 - Indicative Land Uses and GFA Schedule*

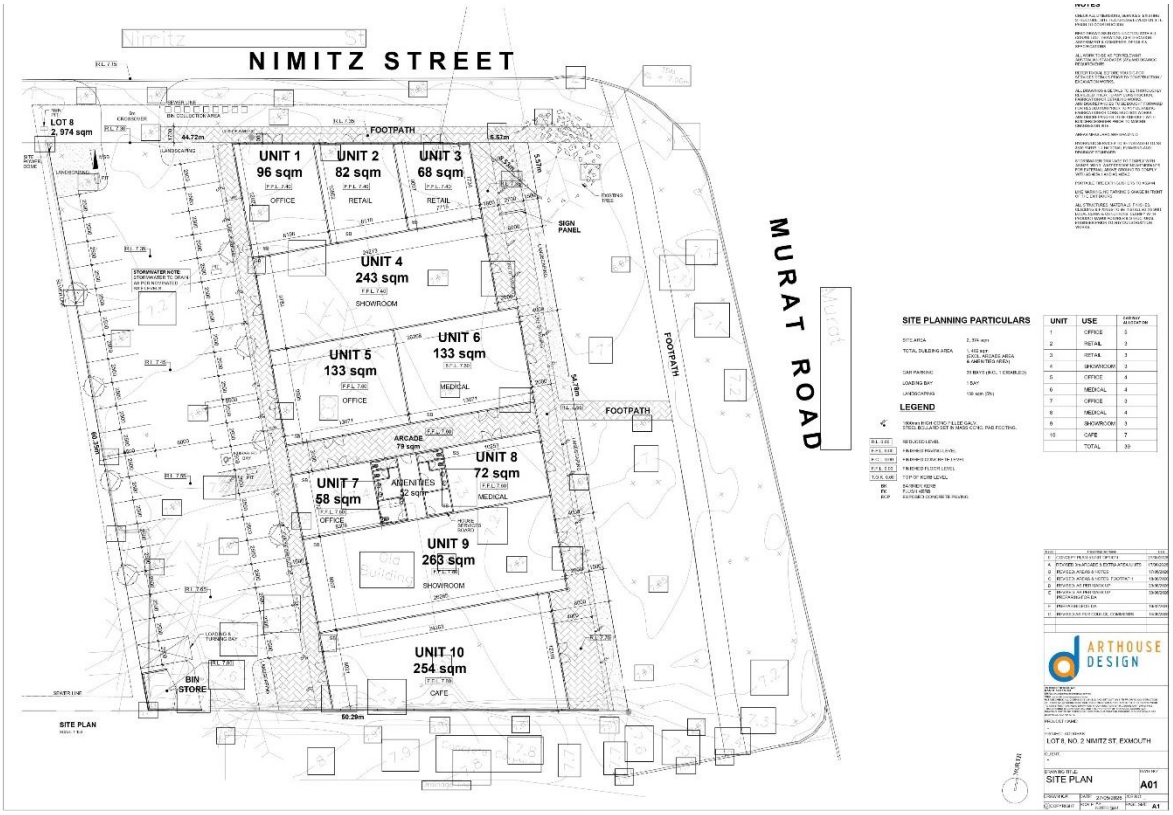
| Units | Use | GFA |
|---|---|---|
| 1 | Office | 96 m² |
| 2 | Retail | 82 m² |
| 3 | Retail | 68 m² |
| 4 | Showroom | 243 m² |
| 5 | Office | 133 m² |
| 6 | Medical | 133 m² |
| 7 | Office | 58m² |
| 8 | Medical | 72 m² |
| 9 | Showroom | 263 m² |
| 10 | Cafe | 251 m² |

The purpose of the development is to provide a low-rise, cyclone-resilient service commercial development that caters to the needs of local residents, businesses and visitors. The site is strategically located within an area containing a concentration of tourist accommodation and visitor-related activities, making it well suited to support the commercial and service needs of the surrounding community and visitors to Exmouth.

Note that the land uses shown on the plans are indicative and may change depending on the market conditions/demands within the surrounding area. The indicative land uses listed above represent a scenario where there is an even mix of various business types.

Larger versions of the site plans are provided in **Appendix B**.

*Figure 6 - Site Plan*




*Source: Arthouse Design*

# 3 VEHICULAR ACCESS AND PARKING

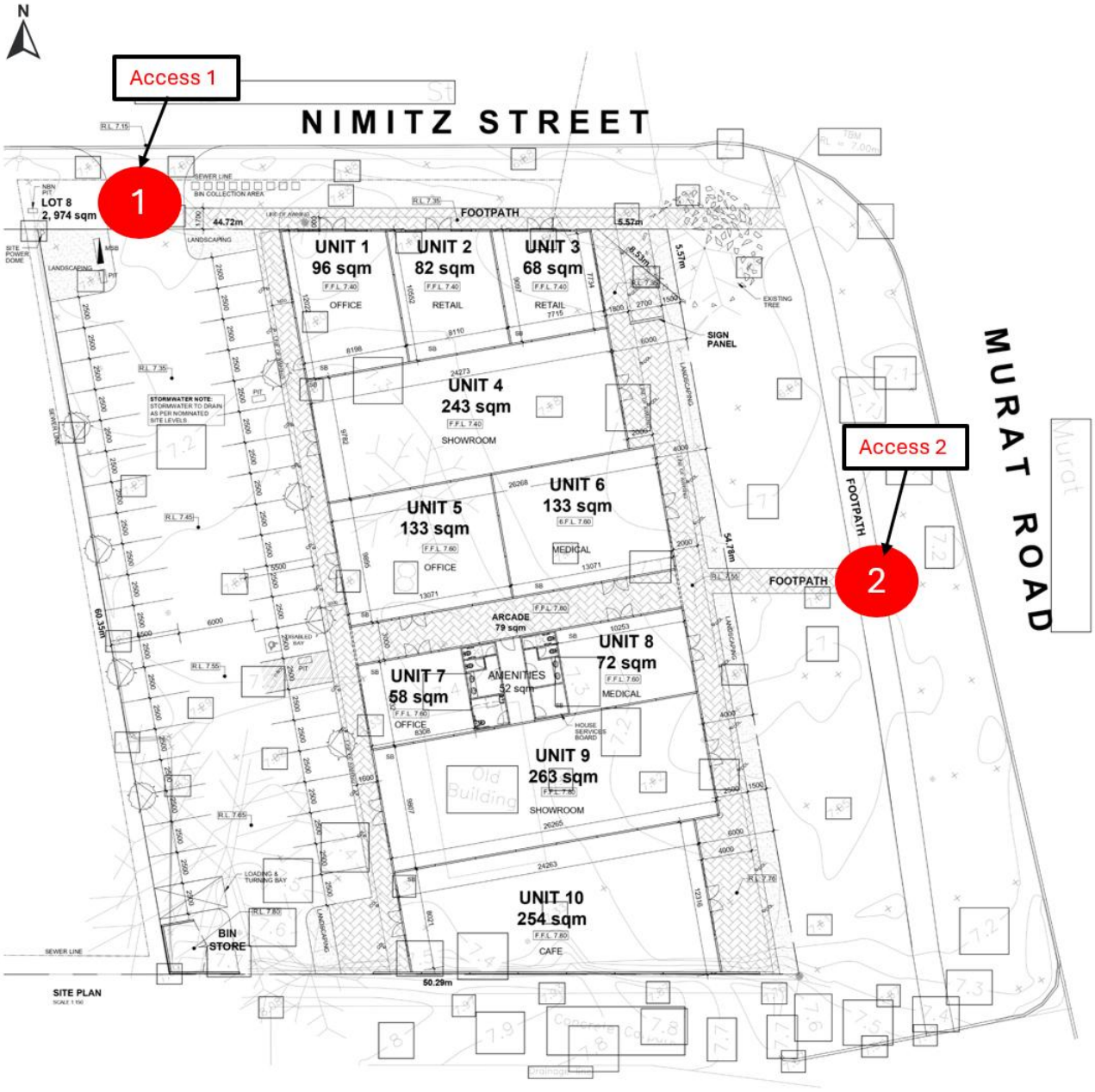
## 3.1 Access Arrangements

A total of two access points will be provided to the development, as shown in **Figure 7.**

- Access 1: Nimitz Street – Full Movement
- Access 2: Murat Road – Pedestrian access only

The proposed development will utilise Access 1 for all customer, staff and service vehicle movements through a 6.0 m wide crossover connecting to Nimitz Street. Access 2 is a pedestrian access providing connection between the site and the adjoining footpath network. Given the site's location within an established tourism and commercial precinct, a significant proportion of visitors are expected to access the site on foot through Access 2.

*Figure 7 - Access Arrangement*




*Source: Arthouse Design*

## 3.2 Parking

### 3.2.1 Car Parking Provision

A total of 39 car parking bays, including one ACROD parking bay, are proposed for the development. In addition, one loading bay is provided on site. The statutory parking requirements for the proposed development have been assessed in accordance with *Table 3* of Shire of Exmouth *Local Planning Scheme No. 4*. Parking requirements have been calculated based on the proposed land uses and corresponding floor areas.

For the purposes of this assessment, the following assumptions have been adopted:

- The net lettable area (NLA) has been assumed to be 70% of the gross floor area (GFA) for office, retail and showroom.
- The NLA has been assumed to be 50% of the GFA for café.
- Medical parking requirements have been calculated assuming two consulting rooms per tenancy.
- For retail, 2 staff have been assumed considering it is a small unit.

A summary of the parking requirements and provisions for the proposed development is provided in **Table 2.**

*Table 2 - Car Parking Requirement and Provision*

| Land Use | Unit | Yield | Requirement | Parking Required | Parking Provision | Surplus / Shortfall |
|---|---|---|---|---|---|---|
| Office | Unit 1 | 67 m² NLA | One space for every 20 m² of NLA | 3 | 5 | +2 |
| | Unit 5 | 93 m² NLA | | 5 | 4 | -1 |
| | Unit 7 | 41 m² NLA | | 2 | 3 | -1 |
| Retail | Unit 2 | 57 m² NLA | One space for every 20 m² of NLA<br>One additional space for every two staff members | 4 | 3 | -1 |
| | Unit 3 | 48 m² NLA | | 3 | 3 | 0 |
| Showroom | Unit 4 | 170 m² NLA | One space for every 50 m² NLA | 3 | 3 | 0 |
| | Unit 9 | 184 m² NLA | | 4 | 3 | 1 |
| Medical | Unit 6 | 133 m² (2 consulting rooms) | Four spaces for every consulting room up to 2 rooms; and two spaces for every additional consulting room | 4 | 4 | 0 |
| | Unit 9 | 72 m² (2 consulting rooms) | | 4 | 4 | 0 |
| Cafe | Unit 10 | 126 m² NLA | One space for every 7 m² NLA | 25 | 7 | 11 |
| | Total | | | **50 bays** | **39 bays** | **-11 bays** |

The 39 car parking bays provided for the proposed mixed-use development compared to the calculated requirement of 50 bays results in a calculated shortfall of 11 bays. However, the proposed parking provision is considered appropriate having regard to the location and nature of the development as explained below.

- The site is situated in an area where there are numerous established caravan parks and it is within walking distance of nearby accommodation, tourist facilities, commercial premises and

local services. Consequently, a large proportion of visitors are expected to access the development on foot rather than by private vehicle.

- Murat Road is a well-utilised pedestrian corridor within Exmouth and provides direct connectivity to surrounding accommodation and visitor destinations. Ningaloo Caravan and Holiday Resort, located directly opposite the Site is expected to generate a large proportion of foot traffic by visitors to the Site. Based on information provided by the client, the surrounding precinct attracts in around 9,000 visitors, which represents a substantial volume of pedestrian activity throughout the area. The proposed pedestrian access on the Site to Murat Road will further support walk-in from nearby accommodation and tourist-related land uses.
- The commercial parking area associated with Ningaloo Centre, located immediately east of the site, also provides a substantial supply of parking and it is expected that cross-visit may occur between the centre and the Site.
- The parking requirements typically only consider the requirements of each land use in isolation and does not consider the effects of shared and reciprocal parking. Multi-purpose trips (or trip chaining) are likely to occur given the businesses in these types of mixed used developments naturally synergise with each other. This means that visitors to this site are likely visiting more than one business in this area and thus the demand for parking is reduced as people will normally walk from one business to the other.

  The proposed development also benefits from a mixed-use parking environment, where reciprocal parking is likely to occur. The peak parking demands for the various land uses are unlikely to overlap and are expected to occur at different times throughout the day, allowing parking spaces to be shared efficiently between tenancies and reducing the overall parking demand across the site.
- A significant proportion of the parking requirements is associated with the café land use and the rate used to calculate the requirements is considered to be high. As a comparison, *the WAPC Planning Manual, Non-Residential Car Parking Rates in Perth and Peel* specifies that a minimum of 1 space for every 10 persons accommodated within the public floorspace for a Restaurant/Café. Typically, a person will occupy around 1-2 $m^2$ of space in a café (depending on the seating arrangement). Using the WAPC rates alongside the floorspace per person assumptions gives a requirement of 7 to 13 bays which is significantly lower than the Shire of Exmouth's statutory requirements.

### 3.2.2 ACROD Parking Provision

Classified as a Class 6 development, the commercial parking, based on the National Construction Code (NCC) Volume 1 Part D4D6 requires 1 ACROD parking space. **Table 3** summarises the computation of the required ACROD parking bays.

*Table 3 – ACROD Parking Requirement and Provision*

| Land Use | Yield | Rate | Required | Provided |
|---|---|---|---|---|
| Commercial | 39 car parking bays | 1 space for every 50 car parking spaces or part thereof | 1 | 1 |

# 4 SERVICE VEHICLES/DELIVERY VEHICLES

## 4.1 Access Arrangements and Loading Facilities

Service/delivery vehicles accessing the Site will typically consist of:

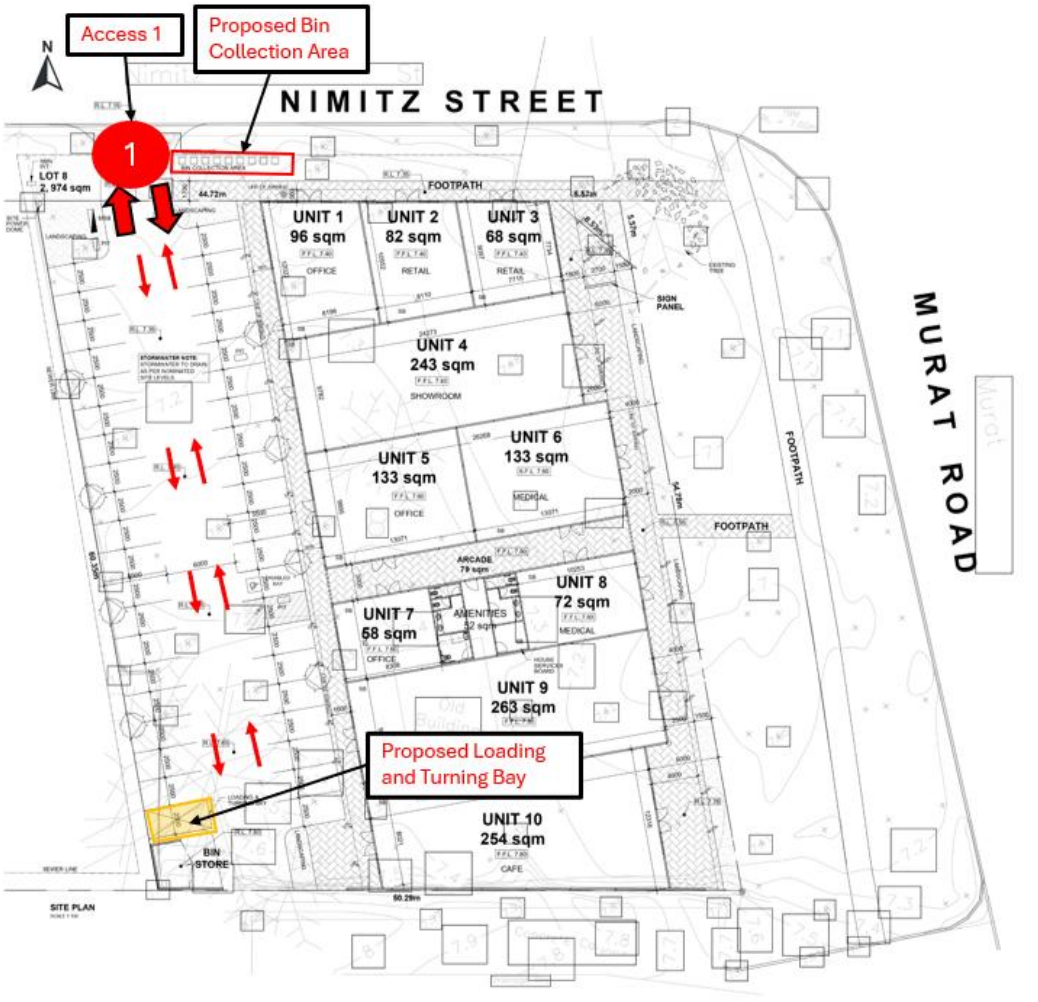
- Waste collection
- Infrequent delivery/pick up movements for serving the proposed development.

Waste collection activities will occur from the designated bin collection area located adjacent to Nimitz Street. Bins will be transferred from the bin store to the collection area on collection days, allowing waste collection vehicles from Shire of Exmouth to undertake servicing from the frontage of the Site without entering the Site.

A dedicated loading/turn around bay is provided within the south-western portion of the Site adjacent to the bin store. The delivery vehicle will enter the Site through Access 1 from Nimitz Street and travel along the internal driveway to the dedicated loading bay, where they can manoeuvre within the Site and exit in a forward direction, as shown in **Figure 8**.

Given the relatively small tenancy sizes and service commercial nature of the development, deliveries are anticipated to be infrequent.

*Figure 8 - Loading Areas and Circulation*

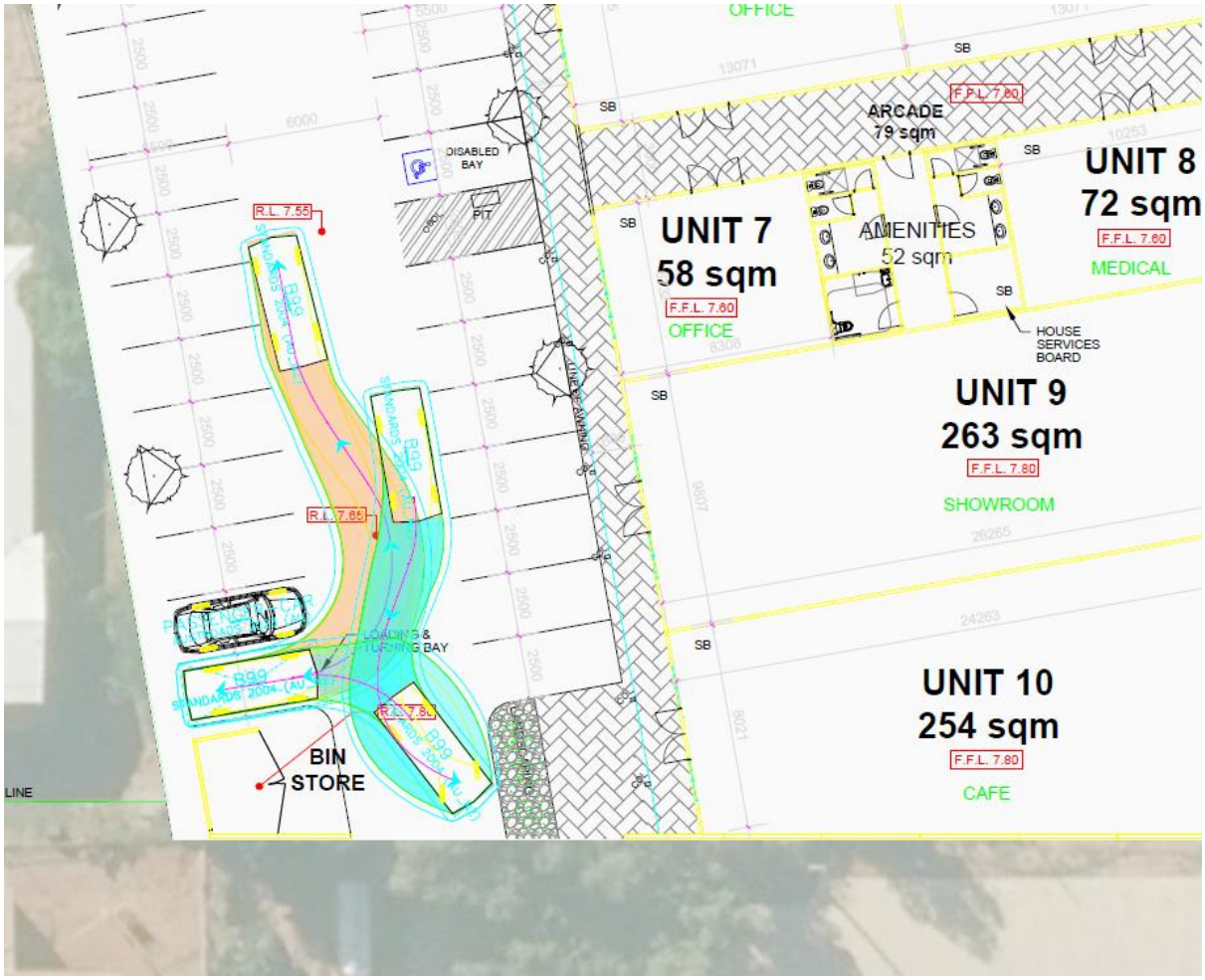



*Source: Arthouse Design*

## 4.2 Swept Path Analysis

As the proposed development is expected to primarily attract light passenger vehicles, a B99 design vehicle has been adopted as the largest vehicles accessing the Site to reflect the use of utes and vans for deliveries to the site tenancies. The swept path diagram is shown in **Figure 9** which shows that the design vehicle can enter, exiting and manoeuvring through the Site. A higher resolution swept path drawing is provided in **Appendix C**.

*Figure 9 – Swept Path Assessment for B99 Vehicle*




## 4.3 Hours of Operation

As the proposed development is as a multi-tenancy service commercial centre, the operating hours will vary between tenancies depending on the nature of the business. The proposed development is expected to support a range of daytime and evening activities serving residents, businesses and visitors to Exmouth.

# 5 TRAFFIC VOLUMES AND VEHICLE TYPES

## 5.1 Development - Peak Traffic Volumes

The trip generation rates used to calculate the traffic generated by the proposed mixed-use development were obtained from the following sources:

- Transport for NSW (TfNSW) Guide to Transport Impact Assessment - Technical Guidance for Transportation Practition0ers Version 1.1 (trip generation and distribution)
- Institute of Transportation Engineers (ITE) Trip Generation Report, 11th Edition (trip generation and distribution)
- Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines (trip generation and directional trip rates)

The trip generation rates for the development are provided in **Table 4**, while the trip distribution percentages are shown in **Table 5**. Total Trips for AM and PM peak are given in **Table 6.**

The following trip generation rates have been used for the commercial component:

- Office: Trip generation rates were sourced from TfNSW, while directional distribution percentages were sourced from ITE 720 (Office Building)
- Cafe: Trip generation rates were sourced from TfNSW and directional distribution percentages were sourced from ITE 936 (Coffee/Donut Shop Without Drive-Through Window).
- Medical: Trip generation rates and directional distribution percentages were sourced from ITE 630 (Walk-in Clinic)
- Retail/Showroom: Trip generation rates were sourced from the WAPC Transport Impact Assessment Guidelines.

The WAPC methodology provides separate AM Peak In, AM Peak Out, PM Peak In and PM Peak Out trip rates and no additional directional distribution assumptions were required.

*Table 4 - Trip Generation Rate*

| Land Use | Source | Yield | Unit | AM Peak | | PM Peak | |
|---|---|---|---|---|---|---|---|
| Office | TfNSW | 154 $m^2$ | 100 $m^2$ GFA | 0.99 | | 0.96 | |
| *Cafe | TfNSW | 251 $m^2$ | 100 $m^2$ GFA | 5* | | 0** | |
| Medical | ITE 630 | 205 $m^2$ | 93 $m^2$ GFA | 3 | | 4.14 | |
| Retail/Showroom | WAPC | 413 $m^2$ | 100 $m^2$ GFA | 1 IN | 0.25 OUT | 2 IN | 2 OUT |

**TfNSW only provides a single evening peak hour rate for restaurant type uses. The peak period for cafés are typically during mornings therefore, the rate has been applied AM peak to reflect how a café normally operates.*

***PM peak is assumed to be zero as coffee shops normally close at around mid afternoon.*

*Table 5 - Directional Trip Distribution Rates*

| Land Use | Source | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | IN | OUT | IN | OUT |
| Office | ITE 720 | 60% | 40% | 42% | 58% |
| Café | ITE 936 | 51% | 49% | 50% | 50% |
| Medical | ITE 630 | 64% | 36% | 44% | 56% |
| Retail/Showroom | WAPC | - | - | - | - |

*Table 6 - Total Trips*

| Land Use | AM Peak | | PM Peak | |
|---|---|---|---|---|
| | IN | OUT | IN | OUT |
| Office | 1 | 1 | 1 | 1 |
| Café | 7 | 7 | 0 | 0 |
| Medical | 4 | 3 | 4 | 5 |
| Retail/Showroom | 5 | 2 | 9 | 9 |
| Sub-total | 17 | 13 | 14 | 15 |
| Total | 30 | | 29 | |

The proposed development is expected to generate 30 trips in the AM peak and 29 trips in the PM peak.

According to the WAPC Transport Impact Assessment Guidelines, developments generating 10-100 trips during peak periods fall under the 'moderate impact' category and do not warrant detailed assessment.

## 5.2 Types of Vehicles

The majority of vehicles accessing the Site will be light vehicles with the largest vehicles being a ute or van for occasional deliveries to each tenancy. Service vehicle activity is anticipated to be limited, with waste collection vehicles not required to enter the Site as waste collection will occur from a designated bin collection area located adjacent to the Site frontage.

# 6 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

## 6.1 Road Hierarchy

The road network within Western Australia is defined by the Main Roads WA Road Hierarchy, which describes the function, characteristics and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 7** below.

*Table 7 – Road Hierarchy Description*

| Road Type | Description |
|---|---|
| Primary Distributors | Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are State Roads. They are managed by Main Roads Western Australia. |
| District Distributor A | Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government. |
| District Distributor B | Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government. |
| Regional Distributor | Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government. |
| Local Distributor (Urban) | Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government. |
| Local Distributor (Rural) | Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government. |
| Access Roads | Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government. |

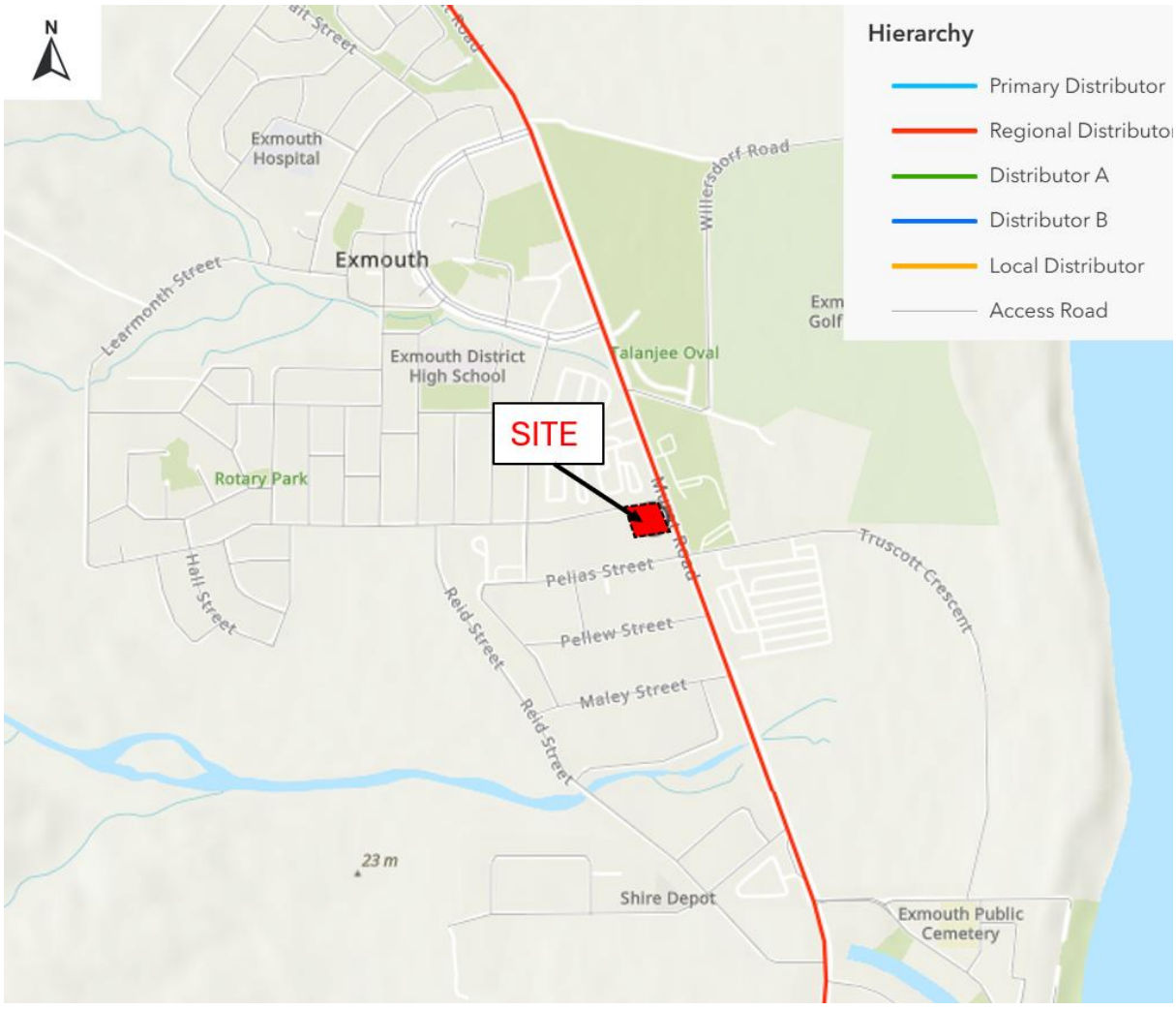
**Table 8** provides a summary of the roads surrounding the Site **Figure 10** and **Figure 11** show the road hierarchy and speed limit of the surrounding road network, respectively.

*Table 8 - Road Network Classification*

| Road Name | Hierarchy | Jurisdiction | No. of Lanes | No. of Footpaths | Carriageway Width | Speed Limit |
|---|---|---|---|---|---|---|
| Murat Road | Primary Distributor | LGA | 2 | 1 | 10.5* m | 50 km/h |
| Nimitz St | Access Road | LGA | 2 | 1 | 7.0 m | 50 km/h |
| Pelias St | Access Road | LGA | 2 | - | 8.0 m | 50 km/h |
| Truscott Cr | Access Road | LGA | 2 | - | 7.0 m | 50 km/h |

**Including 2.5m median.*

*Figure 10 - Road Hierarchy*




*Source: Main Roads Road Information Mapping*

*Figure 11 – Speed Limits*

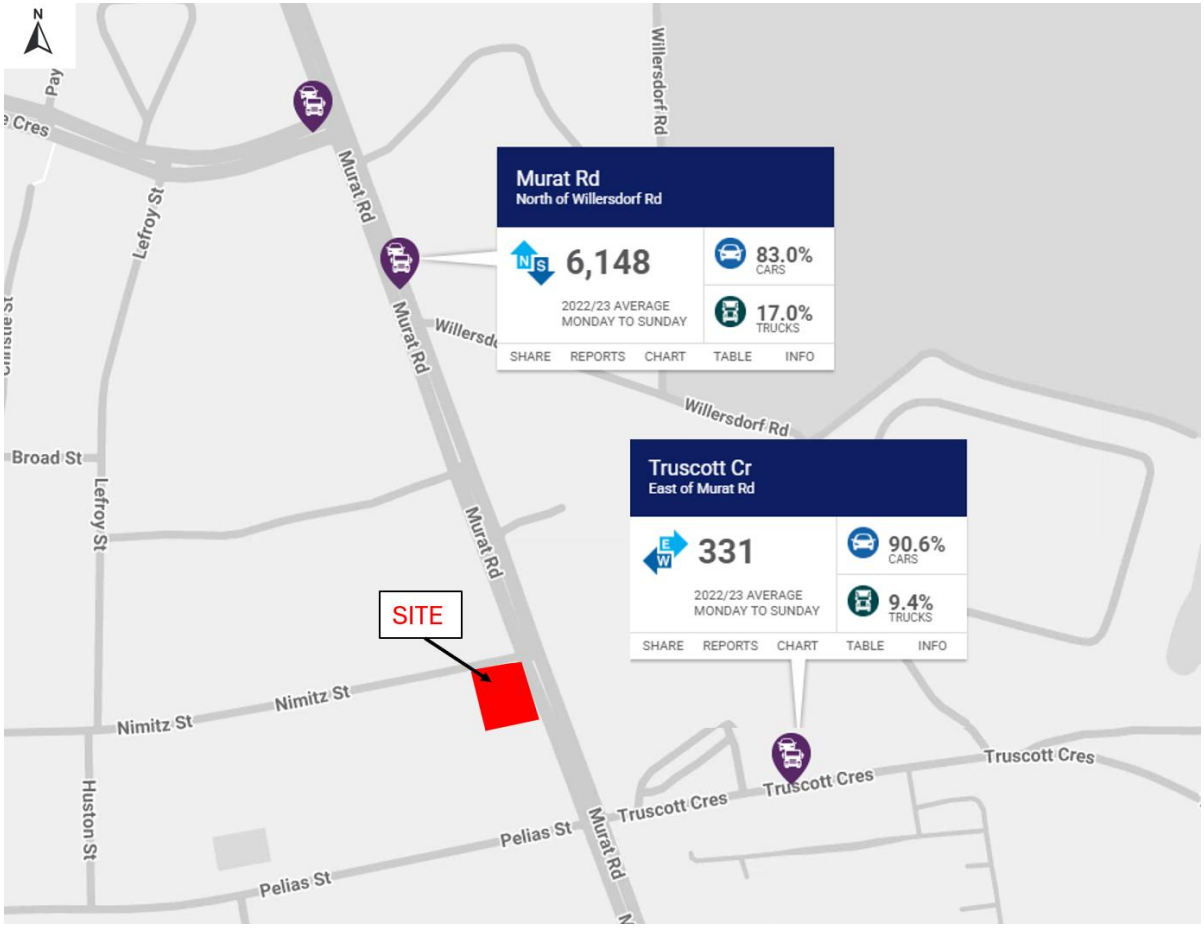



*Source: Main Roads Road Information Mapping*

## 6.2 Daily/Peak Traffic Volumes

The existing volumes were obtained from the Main Roads WA Traffic Map database at the locations shown in **Figure 12**. These traffic volumes are summarised in **Table 9.**

*Figure 12 - Traffic Survey Points near the Site*




*Source: MRWA*

*Table 9 - Existing Traffic Volumes*

| Road Name | Year | AM Peak (vph) | PM Peak (vph) | Daily Traffic Volume (HV%) |
|---|---|---|---|---|
| Murat Rd<br>*North of Willersdorf Rd* | 2022/23 | 587 | 587 | 6,148<br>(17%) |
| Truscott Cr<br>East of Murat Rd | 2022/23 | 25 | 29 | 331<br>(9.4%) |

*Source: MRWA Traffic Map*

## 6.3 Existing Intersections

The existing intersections surrounding the site are shown in **Figure 13**. They include:

1. Nimitz Street / Murat Road – priority-controlled T-intersection (full-movement) located north-east of the Site.
2. Pelias Street / Murat Road – priority-controlled four-leg intersection (full-movement) located south-east of the Site.

*Figure 13 – Existing Intersections*




*Source: MetroMap (2026)*

# 7 PUBLIC TRANSPORT ACCESS

## 7.1 Existing Public Transport Facilities

Public transport facilities within Exmouth are limited, with no regular local public bus services operating in the vicinity of the Site. Regional coach services are available via the Exmouth town centre, providing connections to Perth and other regional centres.

## 7.2 Future Public Transport Facilities

PTG is not aware of any proposed changes to the public transport network facilities within the short to medium term.

## 7.3 School Bus Routes

School bus services operating within Exmouth are shown in **Figure 14.** School bus routes are shown along Murat Road and Nimitz Street in the vicinity of the Site.

*Figure 14 – School Bus Routes*




*Source: School Buses WA*

## 7.4 Pedestrian/Cycle Links to Bus Stops/Train Stations

Exmouth does not have a regular public bus or rail network. As a result, there are no pedestrian or cycle connections to public transport facilities in the vicinity of the Site

# 8 PEDESTRIAN AND CYCLING FACILITIES

## 8.1 Existing Pedestrian/Cycle Networks

The Site is located within a well-developed shared path network, as shown in **Figure 15.** Shared paths are provided along Nimitz Street and Murat Road.

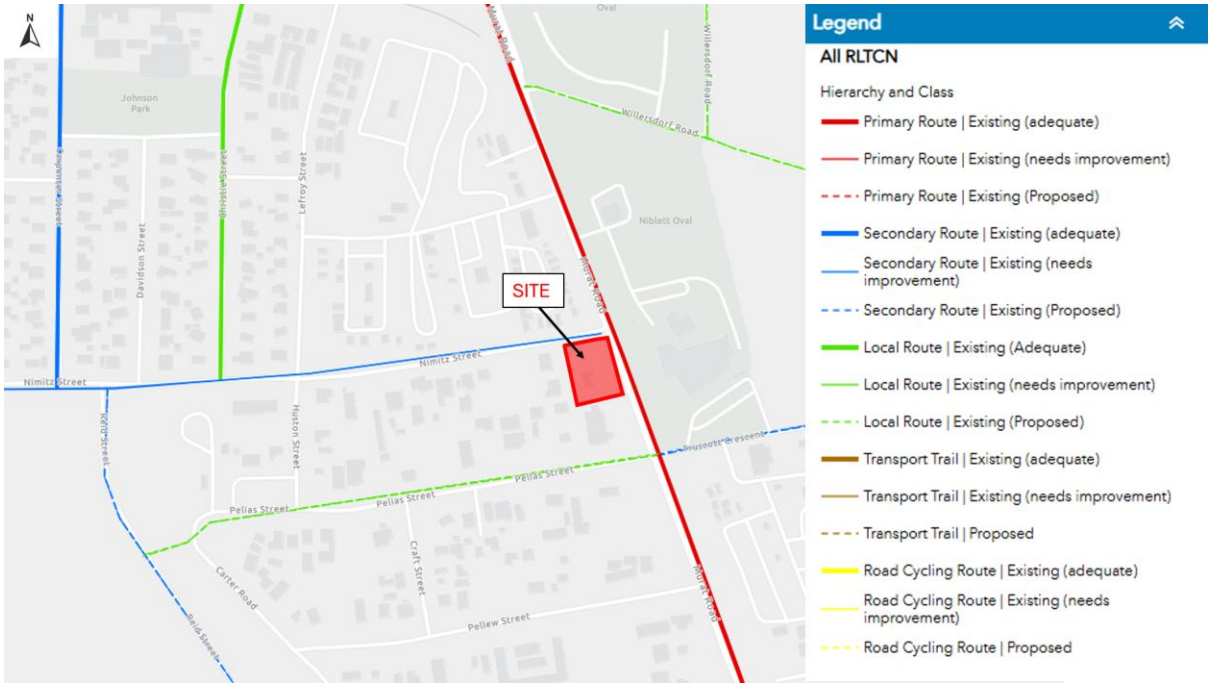
*Figure 15 - Existing Pedestrian / Cycling Network*




## 8.2 Future Pedestrian/Cycle Facilities

**Figure 16** shows the Regional Long-Term Cycle Network, which is the framework for the Department of Transport's aspirational future cycling network within Western Australia Bicycle Network plan. The map shows the proposed cycle route hierarchy for the roads surrounding the Site. The RLTCN identifies an existing Primary Route along Murat Road, an existing Secondary Route along Nimitz Street. All the routes surrounding the Site are considered adequate. A proposed Local Route is identified on Pelias Street, and a proposed Secondary Route is identified along Truscott Crescent.

*Figure 16 - Pedestrian/Cycle Network Diagram*




*Source: Department of Transport*

# 9 SITE SPECIFIC ISSUES

No site-specific issues have been identified.

# 10 SAFETY ISSUES

A crash assessment for the surrounding road network of the Site has been completed using Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2021 to 31 December 2025.

The crash locations and severity of these crashes for intersection and midblock crashes are illustrated in **Figure 17. Table 10** provides a summary of all crashes that occurred within the vicinity of the Site.

*Figure 17 - Recorded Crash Data within the vicinity of the Site*




*Source: Main Roads WA Crash Map*

*Table 10 - Crash Data*

| Crash Nature | Fatal | Hospital | Medical | PDO Major | PDO Minor | Total Crashes |
|---|---|---|---|---|---|---|
| Sideswipe Dim | - | - | - | 1 | - | 1 |
| Not stated | - | - | - | - | 1 | 1 |
| Total | 0 | 0 | 1 | 1 | 1 | 2 |

A summary of the crash data is as follows:

- Two crashes were recorded within the study area during the analysis period.
- One PDO Minor crash was recorded on Nimitz Street / Murat Road intersection on north-east of the Site.
- One PDO Major (Sideswipe Same Direction) crash was recorded on Murat Road /Pelias Street/Truscott Crescent Intersection on south-east of the Site

Given the number of crashes within the assessed area, it is not expected that the proposed development will have any significant impact on the road safety in the area.

# 11 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following conclusions can be drawn from the assessment undertaken in this TIS:

- The proposed development comprises a service commercial development located at 2 Nimitz Street, Exmouth within the Shire of Exmouth,
- The site has proposed 1,533 m² (GFA) of service commercial development which will provide a range of commercial services to support the needs of local residents, businesses and visitors to Exmouth, whilst being supported by 39 on-site parking bays and a dedicated loading and turning bay.
- Two access points are proposed, comprising a full-movement vehicular access from Nimitz Street and a pedestrian-only access from Murat Road.
- The Site contains an abandoned building and is zoned "Service Commercial" under the Shire's Local Planning Scheme No. 4.
- The proposed development is estimated to is expected to generate 30 trips during the AM peak and 29 trips during the PM peak. The estimated traffic generation falls within the "moderate impact" range under the WAPC TIA Guidelines and therefore detailed intersection modelling is not warranted.
- The car parking provisions does not meet the requirements as per the Shire of Exmouth LPP No 4. However, the proposed parking provision is considered appropriate given the site's tourist-oriented location, walkable catchment, opportunities for shared parking demand across the mixed-use tenancies, and the availability of surrounding commercial parking facilities.
- A swept path analysis confirmed that the on-site layout can accommodate B99 design vehicle entering and exiting the parking areas, with no adverse operational impacts anticipated.
- The Site is surrounded by a well-developed pedestrian / cycle network
- Public transport opportunities within Exmouth are limited, with no regular local public transport services operating within the town
- A total of 2 crashes were recorded within the vicinity of the Site over the past five years.

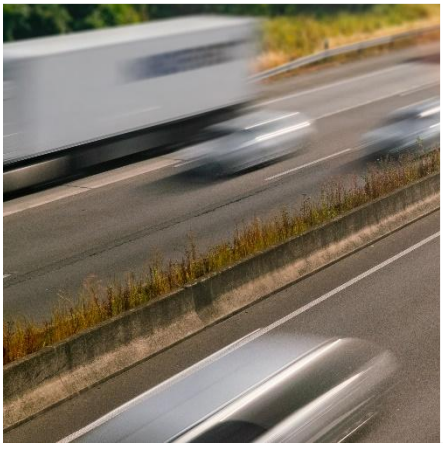
Overall, it is not expected that the proposed development will have an adverse impact on road safety or traffic operations in the surrounding area. The development is consistent with local planning objectives and provides appropriate access for its intended use.

# Appendix A -

## WAPC Checklist for Individual Developments - TIS







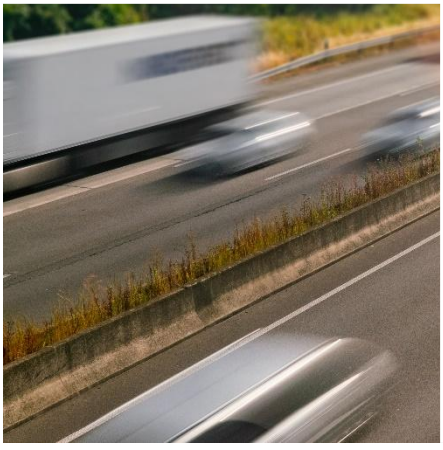


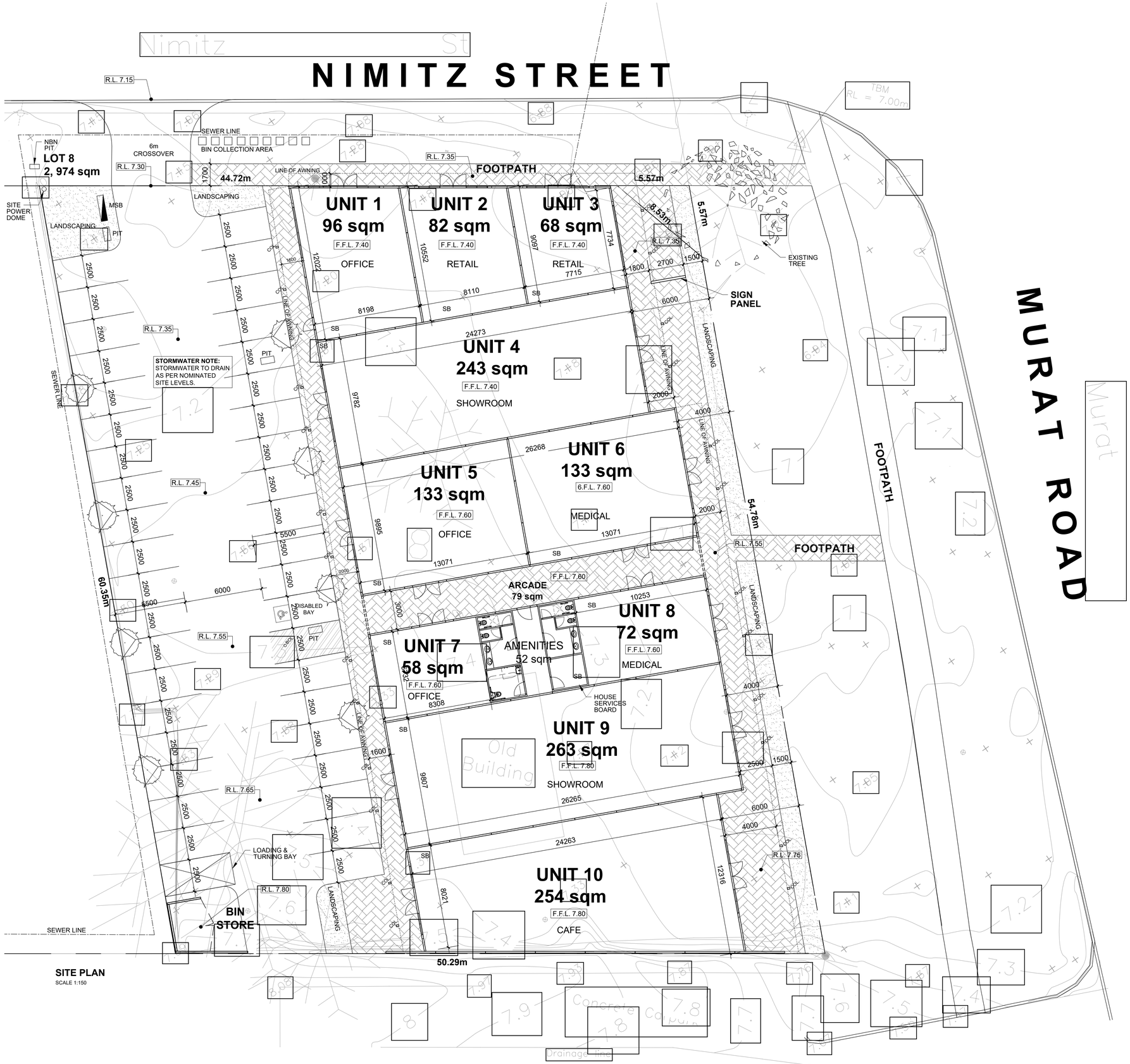
*Appendix A - WAPC Checklist for Individual Developments - TIS*

| Item | Provided | Comments/Proposal |
|---|---|---|
| Proposed Development | Section 6 | |
| Site Location | Section 1.2 | |
| Existing Land Uses | Section 2 | |
| Context With Surrounds | Section 2.4 | |
| Proposed Land Uses | Section 6.1 | |
| Vehicular Access and Parking | Section 6/7 | |
| Access Arrangements | Section 6.2 | |
| Parking Requirement and Supply | Section 7 | |
| Traffic Volumes and Vehicle Types | Section 9 | |
| Development Traffic Volumes | Section 9 | |
| Types of Vehicles | Section 8.1 | |
| Hours Of Operation | Section 6.3 | |
| Service Vehicles | Section 8 | |
| Swept Path Analysis | Section 8.2 | |
| On/Off-Site Loading Facilities | Section 8.5 | |
| Traffic Management on Frontage Streets | Section 9 | |
| Existing Road Hierarchy | Section 3.1 | |
| Existing Traffic Volumes | Section 3.2 | |
| Public Transport Access | Section 4 | |
| Existing Public Transport Services | Section 4.1 | |
| Nearest Bus Stops/Train Stations | Section 4.1 | |
| Future Public Transport Facilities | Section 4.2 | |
| Pedestrian And Cycle Access/Facilities | Section 5 | |
| Existing Pedestrian and Cycle Networks | Section 5.1 | |
| Proposed Future Pedestrian and Cycle Facilities | Section 5.2 | |
| Site Specific Issues | Section 10 | |
| Crash Assessment | Section 11.1 | |
| Summary | Section 12 | |

# Appendix B -
## Site Plans






## SITE PLAN
SCALE 1:150

## NOTES

CHECK ALL DIMENSIONS, SERVICES, EXISTING STRUCTURE, SITE FEATURES & LEVELS ON SITE PRIOR TO CONSTRUCTION.

READ DRAWINGS IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS, CERTIFICATION ASSESSMENT & COMMENTS, DETAILS & SPECIFICATIONS.

ALL WORK TO BE AS PER RELEVANT AUSTRALIAN STANDARDS (AS) AND BCA/NCC REQUIREMENTS.

REFER TO DIAL BEFORE YOU DIG FOR SERVICES DETAILS PRIOR TO CONSTRUCTION / EXCAVATION WORKS.

ALL DRAWINGS & DETAILS TO BE THOROUGHLY REVIEWED PRIOR TO ANY CONSTRUCTION, FABRICATION OR DETAILING WORKS.
ANY DISCREPANCIES TO BE BOUGHT FORWARD FOR RESOLUTION PRIOR TO ANY DETAILING, FABRICATION OR CONSTRUCTION WORKS.
ANY DISCREPANCIES TO BE CHECKED WITH BUILDER/DESIGNER PRIOR TO MAKING CHANGES ON SITE.

AREAS MEASURED ARE GFA U.N.O.

HYDRAULIC SERVICES TO BE INSTALLED TO AS 3500 PARTS 1-4 NATIONAL PLUMBING AND DRAINAGE STANDARD.

STORMWATER DRAINAGE TO COMPLY WITH AS/NZS 3500.3. WATERPROOFING MEMBRANES FOR EXTERNAL ABOVE GROUND TO COMPLY WITH AS 4654.1 AND AS 4654.2.

PORTABLE FIRE EXTINGUISHERS TO AS2444.

LINE MARKING, NO PARKING SIGNAGE IN FRONT OF THE EXIT DOORS.

ALL STRUCTURES, MATERIALS, FINISHES, CLADDING & FIXINGS TO BE INSTALLED TO SUIT LOCAL CLIMATE CONDITIONS. CLARIFY WITH PRODUCT MANUFACTURER & STRUCTURAL ENGINEER PRIOR TO ANY CONSTRUCTION WORKS.

## SITE PLANNING PARTICULARS

| | |
|---|---|
| SITE AREA | 2, 974 sqm |
| TOTAL BUILDING AREA | 1, 402 sqm (EXCL. ARCADE AREA & AMENITIES AREA) |
| CAR PARKING | 39 BAYS (INCL 1 DISABLED) |
| LOADING BAY | 1 BAY |
| LANDSCAPING | 139 sqm (5%) |

| UNIT | USE | CAR BAY ALLOCATION |
|---|---|---|
| 1 | OFFICE | 5 |
| 2 | RETAIL | 3 |
| 3 | RETAIL | 3 |
| 4 | SHOWROOM | 3 |
| 5 | OFFICE | 4 |
| 6 | MEDICAL | 4 |
| 7 | OFFICE | 3 |
| 8 | MEDICAL | 4 |
| 9 | SHOWROOM | 3 |
| 10 | CAFE | 7 |
| | TOTAL | 39 |

## LEGEND

1500mm HIGH CONC FILLED GALV. STEEL BOLLARD SET IN MASS CONC. PAD FOOTING.

| | |
|---|---|
| R.L. 0.00 | REDUCED LEVEL |
| F.P.L. 0.00 | FINISHED PAVING LEVEL |
| F.C.L. 0.00 | FINISHED CONCRETE LEVEL |
| F.F.L. 0.00 | FINISHED FLOOR LEVEL |
| T.O.K. 0.00 | TOP OF KERB LEVEL |
| BK | BARRIER KERB |
| FK | FLUSH KERB |
| ECP | EXPOSED CONCRETE PAVING |

| RevID | Transmittal Set Name | Date |
|---|---|---|
| 0 | CONCEPT PLAN-5 UNIT OPTION | 27/05/2026 |
| A | REVISED.3m ARCADE & EXTRA AREA UNITS | 17/06/2026 |
| B | REVISED. AREAS & NOTES | 17/06/2026 |
| C | REVISED. AREAS & NOTES. FOOTPATH | 18/06/2026 |
| D | REVISED. AS PER MARK UP. | 23/06/2026 |
| E | REVISED. AS PER MARK UP. PREPARING FOR DA | 30/06/2026 |
| F | PREPARING FOR DA. | 16/07/2026 |
| G | REVISED AS PER COUNCIL COMMENTS | 14/09/2026 |

ARTHOUSE DESIGN (WA)
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PLEASE CHECK ALL DIMENSIONS, LEVELS AND SET OUT ON SITE PRIOR TO CONSTRUCTION. ALL EXISTING NEIGHBOURING BUILDING STRUCTURES AND LEVELS TO BE CHECKED PRIOR TO CONSTRUCTION. READ DRAWINGS IN CONJUNCTION WITH CONSULTANT DRAWINGS.
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PROJECT NAME: -

PROJECT ADDRESS: LOT 8, NO. 2 NIMITZ ST, EXMOUTH

CLIENT: -

DRAWING TITLE: SITE PLAN

DWG NO: A01

DRAWN: K.P. | DATE: 27/05/2026 | JOB NO: _

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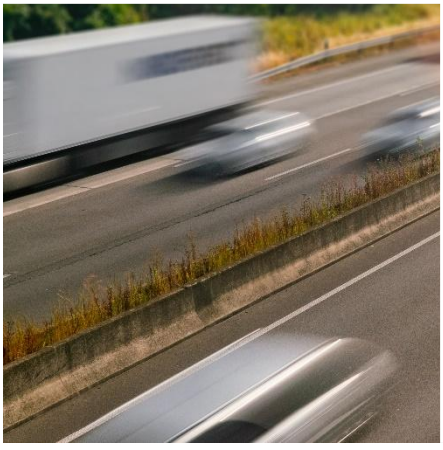
NORTH

# Appendix C -

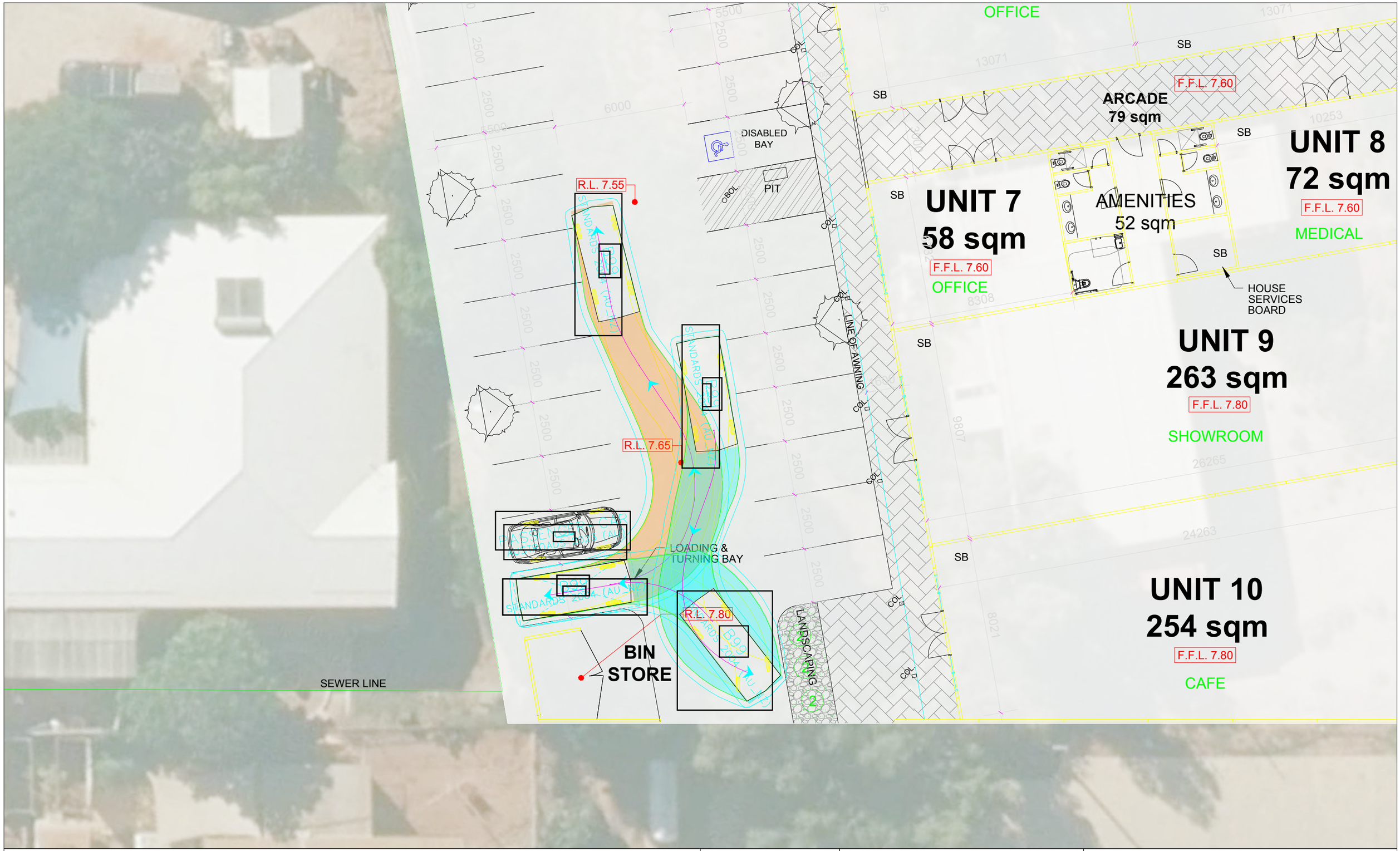
## Swept Paths












5200

950 3050

B99

| | mm |
|---|---|
| Width | : 1940 |
| Track | : 1840 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 33.9 |

North

Prepared for
Arthur Slugworth Pty Ltd

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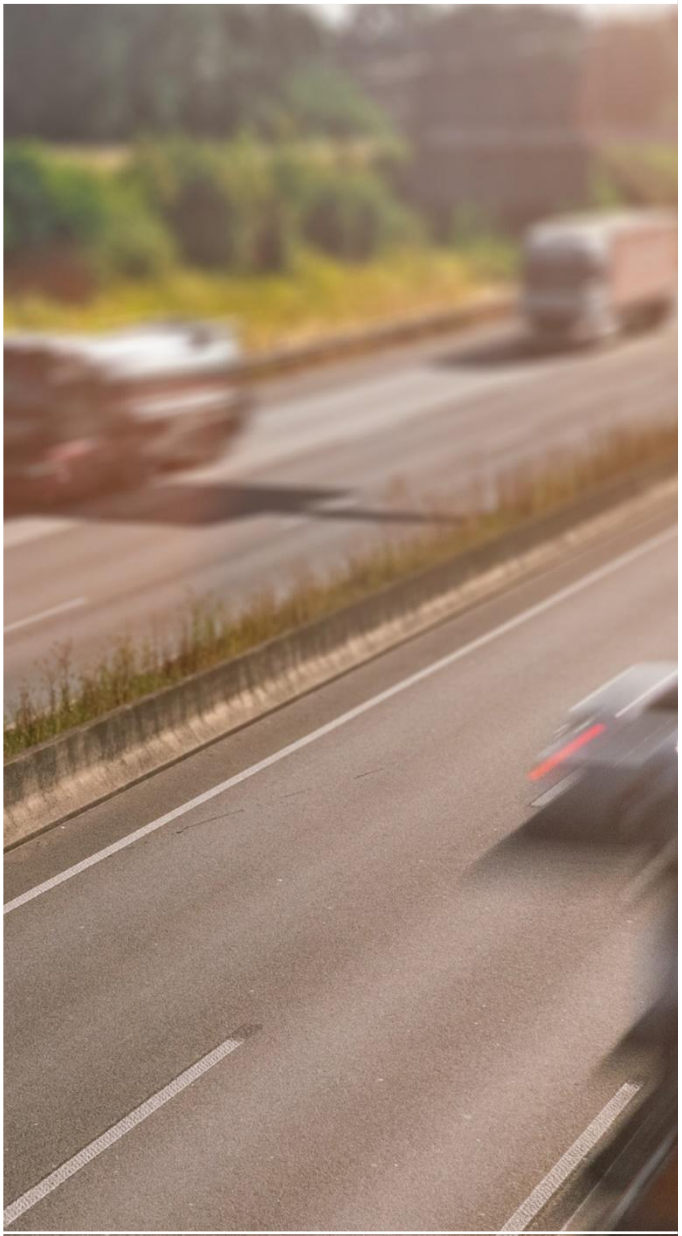
Drawing Title:
# SWEPT PATH ANALYSIS
NO. 2 NIMITZ STREET, EXMOUTH
B99 DESIGN VEHICLE - LOADING BAY

| Drawn | Designed | Approved | Scale @ A3 | Drawing Status |
|---|---|---|---|---|
| KC | KC | LL | NTS | For Issue |

| Date | Project No. | DWG No. | Revision |
|---|---|---|---|
| 30/09/2026 | PTG/05752 | SK-002 | A |







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