

# TRAFFIC IMPACT STATEMENT

## PROPOSED 'CHILD CARE CENTRE'

LOT 400 (NO.10) HARBOUR ELBOW, BANKSIA GROVE

MAY 2018



**MW**URBAN  
planning and development

## TRAFFIC IMPACT STATEMENT (TIS)

### 10 HARBOUR ELBOW, BANKSIA GROVE

#### 1.0 PROPOSED DEVELOPMENT

##### 1.1 Existing Landuses

The subject land is currently occupied by a single house.

The subject location consists of three (3) zones under the *City of Wanneroo's District Planning Scheme No.2*: - a Special Rural zone on the eastern side of Greenvale Place (east of the subject land); a Special Residential zone (within which the subject land is located); and a Residential zone to the west of the subject land. Development that has taken place in the area is reflective of the various zones.

**February 2018** (Source: Nearmaps)



##### 1.2 Proposed Land Uses

The proposal is for the use and development of the land for the following:-

- Use - child care centre;
- Development - the erection of a building largely within the existing building envelope on the land, accommodating the child care centre (for 120 children);
- Access to the child care centre off Greenvale Place in the form of a driveway positioned approximately 33.5 metres north of the southern boundary; 25 metres from the eastern boundary;

- The establishment of a car park containing 37 bays, to be setback 1.5m from the eastern side boundary of the land and approximately 22.0 metres from the Greenvale Place carriageway;
- Play areas either side of the child care centre. These areas relate directly to the use of the internal areas within the building, being for toddler and kindy age children; and
- Landscaping, for the purpose of ensuring the child care centre sits appropriately in the context and consistent with the character of the area.

The entity that will develop and operate the child care centre is the Atlantis child care group. Atlantis is a well-established operator of child care and related facilities in the City of Wanneroo, details in respect of which can be found at <https://www.atlantisonline.com.au/home/> Atlantis has recently purchased 10 Harbour Elbow for the purpose of the proposed development. Atlantis's operational headquarters are situated in Clarkson.

### 1.3 Context With Surrounds

In the context, the property sits in a location characterised by development reflective of the various zones that apply to the area. That is, adjacent to the eastern side of the subject land the locality consists of more expansive properties providing for a rural lifestyle. A number of small-scale agricultural pursuits exist in this area.

#### Special Rural area (Source: Nearmaps)



The subject property sits within a zone that separates the Special Residential zone to the east and the Residential zone to the west. It consists of lots that are approximately 5,000m<sup>2</sup> in size, providing for a more spacious style of living. The subject property is one (1) of four (4) properties positioned in a street block extending south from Joondalup Drive to Malachite Fairway, bound by Greenvale Place to the east and Harbour Elbow to the west.

### Special Residential area (Source: Nearmaps)



Adjacent to the western side of the subject land the locality consists of single houses developed in accordance with the R20 provisions of the R-Codes.

### Residential area (Source: Nearmaps)



The main traffic routes which extend through the area are:- Viridian Drive, Greenvale Place and Lee Steere Drive.

## 2.0 VEHICLE ACCESS AND PARKING

### 2.1 Access Arrangements

Access and egress to and from the land will be from Greenvale Place. This is intentional and involves a future access easement over Water Corporation land abutting the eastern side boundary of the subject land. One (1) driveway is

proposed to serve the land from Greenvale Place. The driveway will be positioned approximately 85.0 metres north of Malachite Fairway.

It is noted current access to the property is gained via an existing crossover off Harbour Elbow. Access off Greenvale Place is proposed to ensure the child care centre sits appropriately on-site in a manner that neither impacts on the locality nor detracts from the character of the area. Access in the proposed location means traffic will not pass through the residentially zoned area west of the subject land.

### **Access position off Greenvale Place**



### **2.2 Public/Private/Disabled Parking Set Down/Pick Up**

The parking proposed in association with the use and development is 37 bays. The number of bays shown on plan is compliant with the City of Wanneroo's District Planning Scheme No.2 which defers to the City's *Local Planning Policy 2.3 Child Care Centres*.

The City's Policy requires nine (9) bays for 72 children, and a further one (1) bay for every seven (7) children in excess of 72. In total, 15 bays are required for children, and one (1) for every staff member. 21 staff will work on-site requiring 36 bays in total; 37 proposed. One (1) disabled bay is proposed.

The parking proposed on-site will be screened from public view via landscaping in the front setback area and trees on Water Corporation's land (Lot 544, No.71 Greenvale Place).

### **3.0 SERVICE VEHICLES**

#### **3.1 Access Arrangements**

Service vehicles will visit the site on an irregular basis. Access will be obtained via Greenvale Place and the driveway/crossover proposed on the eastern side of the land. Deliveries and/or servicing that will take place includes:- food (Monday's), and sanitary bin providers and waste (twice weekly).

#### **3.2 On/Off-Site Loading Facilities**

There are no 'on' or 'off-site' loading facilities proposed in association with the child care centre.

### **4.0 HOURS OF OPERATION**

The majority of motor vehicle movements associated with the use and development will be Monday to Friday, between 7.30am and 8.30am in the morning, and 4.00pm and 5.00pm in the afternoon.

### **5.0 TRAFFIC VOLUMES**

#### **5.1 Daily or Peak Traffic Volumes**

Peak traffic volumes will occur during the times mentioned above; traffic movements to the site will be 61 and 54 vehicles respectively (a.m. peak, p.m. peak). It is noted the movements are based on the size of the proposed child care centre and known movements (sing-in/sign-out data) generated at other Atlantis child care facilities. The movements mentioned assume full occupancy.

#### **5.2 Types of Vehicles**

Vehicles that will access the site via Greenvale Place will be primarily cars.

### **6.0 TRAFFIC MANAGEMENT ON FRONTAGE STREETS**

Greenvale Place is an 'Access' road on *Main Roads Western Australia Road Information Mapping System*. The road extends north from Tumbleweed and Mornington Drives, both 'Local Distributors'. Whilst the City's Policy states that access to a child care centre *should not* be from an Access road, it also makes reference to

Access Roads in residential areas where amenity, safety and aesthetics must take priority.

Greenvale Place is not an Access Road in a residential area - entirely the reason Greenvale Place is proposed for access to the child care centre. Where the City's Policy states such centres should be positioned on Local Distributor roads, access to Greenvale Place is via two (2) Local Distributors. One of the foremost considerations informing the proposed use and development of the subject land for a child care centre is access.

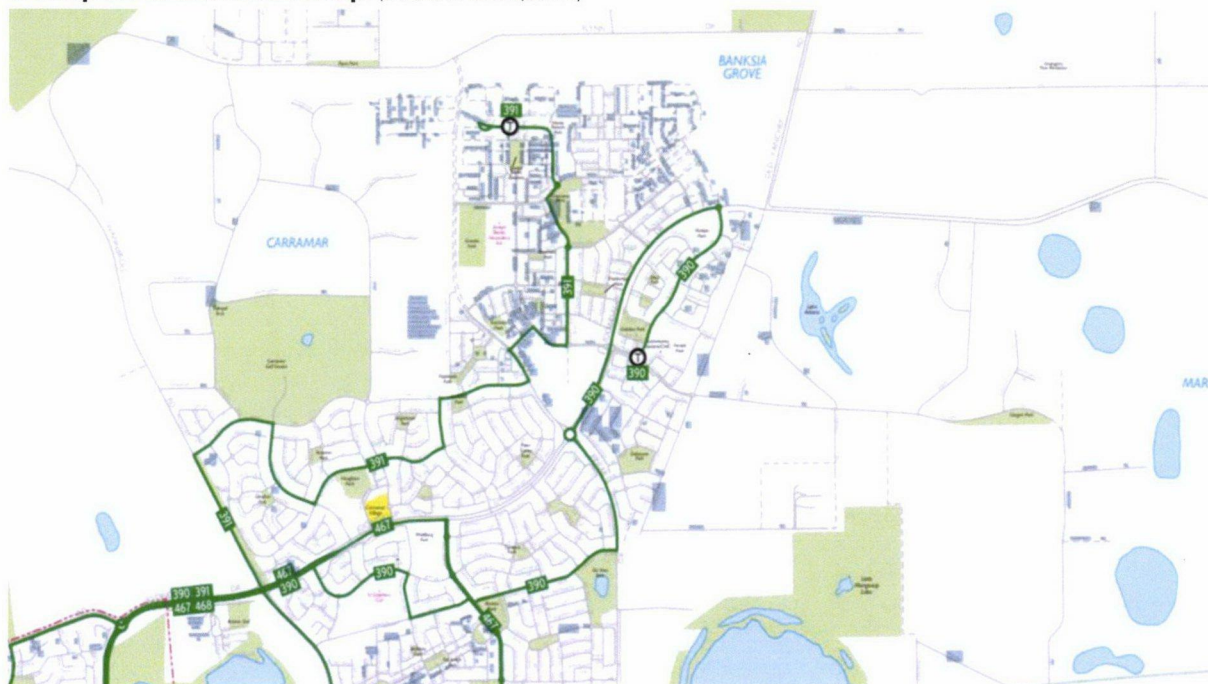
In the proposed location the child care centre will conveniently serve the local community of Banksia Grove, via but external to the main road network in a manner that respects and preserves residential amenity, safety and aesthetics.

## 7.0 PUBLIC TRANSPORT ACCESS

### 7.1 Nearest Bus/Train Routes

TransPerth's 390 bus route serves the location via Viridian Drive, within 800m walking distance of the subject land and proposed child care centre. The bus service focuses on Joondalup train station, connecting Joondalup with Perth's CBD via the Perth-Joondalup rail line.

#### Transperth's Network Map (Source: Transperth)



### 7.2 Nearest Bus Stops/Train Stations

As above.

### **7.3 Pedestrian/Cycle Links to Bus Stops/Train Stations**

The subject land enjoys a good level of pedestrian and cyclist connectivity to the abovementioned bus service, the service 350m away (TransPerth stop 17768).

## **8.0 PEDESTRIAN ACCESS/FACILITIES**

### **8.1 Proposed Pedestrian Facilities Within the Development**

Pedestrian movement will consist of persons moving to and from the car park area to the main entry of the child care centre. Footpaths and crossings will provide for convenient, orderly and safe pedestrian movement.

### **8.2 Existing Pedestrian Facilities on Surrounding Roads**

Footpaths do not exist on Greenvale Place.

### **8.3 Proposals to Improve Pedestrian Access**

There are no proposed footpaths on Greenvale Place.

## **8.0 CYCLE ACCESS/FACILITIES**

### **9.1 Proposed Cycle Facilities Within the Development**

Sufficient space exists for the parking of bicycles on-site, for use by staff members and/or customers of the proposed child care centre.

### **9.2 Existing Cycle Facilities on Surrounding Roads**

Greenvale Place and other roads serving the location can be used by cyclists. The Department of Transport's bike map for Joondalup and Stirling shows:- Joondalup Drive as providing bicycle lanes or sealed shoulders either side of the carriageway; Viridian Drive as providing high quality shared paths, and; Turquoise Loop as being a bicycle boulevard.

### **9.3 Proposals to Improve Cycle Access**

The City of Wanneroo's website refers to *the development of a new bicycle plan to deliver the vision of transforming the City to a more bicycle-friendly environment that better caters for cyclists of all types.*

## **10. SITE SPECIFIC ISSUES**

There are no site specific issues.



## 11. SAFETY ISSUES

The subject proposal presents no safety issues.

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APPENDIX 4 – ACOUSTIC REPORT (HERRING STORER)