



Proposed Mixed Used Development Lot 3030 Butler Boulevard, Butler

Transport Impact Statement

**PREPARED FOR:
AJ Holdings**

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1.0 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of AJ Holdings with regards to the proposed mixed-use development to be located at Lot 3030 Butler Boulevard Butler, in the City of Wanneroo.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”. Section 6.0 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

As shown in **Figure 1**, the subject site is located at the southeast corner of the roundabout intersection of Butler Boulevard and Camborne Parkway in Butler. The subject site is presently a vacant land and is located in a mixed-use environment.

Key issues that will be addressed in this report include the traffic generation of the proposed development, access and egress movement pattern and parking supply.

¹ Between 10 and 100 vehicular trips per hour



Figure 1: Location of the subject site

2.0 Proposed Development

According to the proposed development plan attached in **Appendix A** of this report the proposal includes a mixed-use development comprising:

- ✚ 9 tenancies (1000 m² GFA in total)
- ✚ 54 car parking bays including 2 ACROD bays;
- ✚ Four on-street parking bays on Butler Boulevard; and,
- ✚ One loading bay.

As part of development it is proposed to develop full movement crossovers on Calne Lane and Lampeter Road.

A bin store will be provided immediately west of the crossover on Calne Lane.

Deliveries and waste collections will be accommodated within the development site. The proposed service bay will accommodate the delivery vehicles and waste collection trucks.

Pedestrians will access the development from the existing pedestrian paths on Camborne Parkway, Lampeter Road and Butler Boulevard.

3.0 Vehicle Access and Parking

3.1 Access

The proposed development will be served by two full movement vehicular crossovers at Calne Lane (Crossover 1) and Lampeter Road (Crossover 2).

Figure 2 shows the locations of the proposed development crossovers.

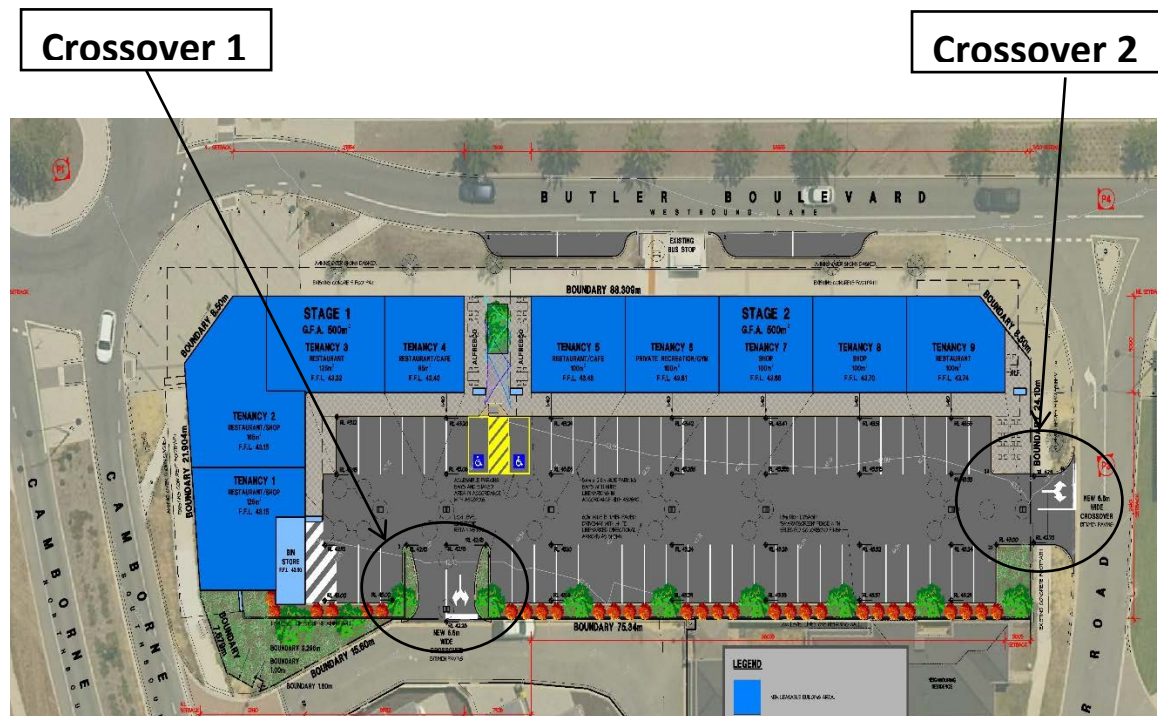


Figure 2: Proposed development crossovers

3.2 Parking Supply

The proposed development will provide 54 on-site parking bays inclusive of two ACROD bays and one loading bay. In addition, a total of four on-street parking bays are proposed on Butler Boulevard, immediately adjacent to the site.

Based on the advice provided to Transcore the proposed parking supply exceeds the parking requirements for the proposed development.

4.0 Provision for Service Vehicles

The proposed development will provide a bin store west of the Clane Lane crossover and at the southwestern corner of the building, as shown on the development plan attached in **Appendix A**. Deliveries and waste collection will generally occur outside the peak site operating periods.

5.0 Hours of Operation

The proposed operational hours of these retail/café tenancies will be between 7AM and 10PM or aligned with the standard retail trading hours.

The gym is expected to operate 24/7 in line with the recent trends for these types of developments.

6.0 Daily Traffic Volumes and Vehicle Types

6.1 Traffic Generation

The traffic volumes likely to be generated by the proposed development have been estimated in accordance with the *RTA NSW "Guide to Traffic Generating Developments (2002)"*, which provides traffic generation formulae based on different components of a shopping centre. Traffic generation of the proposed development is estimated using the formulae for speciality stores which includes takeaway food outlets in the definition.

The calculated traffic generation for the proposed development during the Saturday midday peak hour is 81vph. The total daily weekday (Thursday) traffic generation is estimated to be about 420vpd.

The traffic generated by the proposed development will be distributed to Camborne Parkway via Calne Lane and Lampeter Road.

6.2 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines (2016)* provides the following guidance on the assessment of traffic impacts:

"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 anywhere near the quoted WAPC threshold of +100vph to warrant further detailed analysis.

Therefore, the impact on the surrounding road network will be insignificant.

7.0 Traffic Management on the Frontage Streets

Camborne Parkway, west of the subject site, is a single divided carriageway (one lane in each direction) with kerbed and landscaped central median island. Pedestrian paths and on road cycle lanes are provided on both sides of Camborne Parkway. Embayed parking is provided on both sides of the road in the immediate vicinity of the subject site. Refer **Figure 3** for more details.

Camborne Parkway is classified as a *Local Distributor* road in *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under the default, built-up area speed limit of 50km/h.



Figure 3: Camborne Parkway in the vicinity of the subject site – Looking South

Calne Lane, south of subject site, is a laneway with no pedestrian path in the immediate vicinity of subject site. It operates under the default, built-up area speed limit of 50km/h. Refer **Figure 4** for more details.



Figure 4: Calne Lane in the vicinity of the subject site – Looking East

Lampeter Road, east of subject site, is single-undivided carriageway road with pedestrian paths on both sides of the road in the immediate vicinity of the subject site. It is classified as an Access road in *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under the default, built-up area speed limit of 50km/h. Refer **Figure 5** for more details.



Figure 5: Lampeter Road in the vicinity of the subject site – Looking South

Butler Boulevard, north of subject site, is a dual divided carriageway with kerbed central median with pedestrian paths and on road cycle lanes on the both sides of the road. Refer **Figure 6** for more details.

It is classified as a *Distributor B* in the *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under the default, built-up area speed limit of 50km/h.



Figure 6: Butler Boulevard in the vicinity of the subject site – Looking East

8.0 Public Transport Access

The subject site has access to bus service 480, 482, 483, 490 and 491 along Butler Boulevard to the north of the subject site. The bus route 483 connects to Butler Train Station and provides opportunity to transfer to the Joondalup rail line. Butler Train station is located within 300m walking distance to the northeast of the subject site.

Nearby public transport services are shown in **Figure 7**.

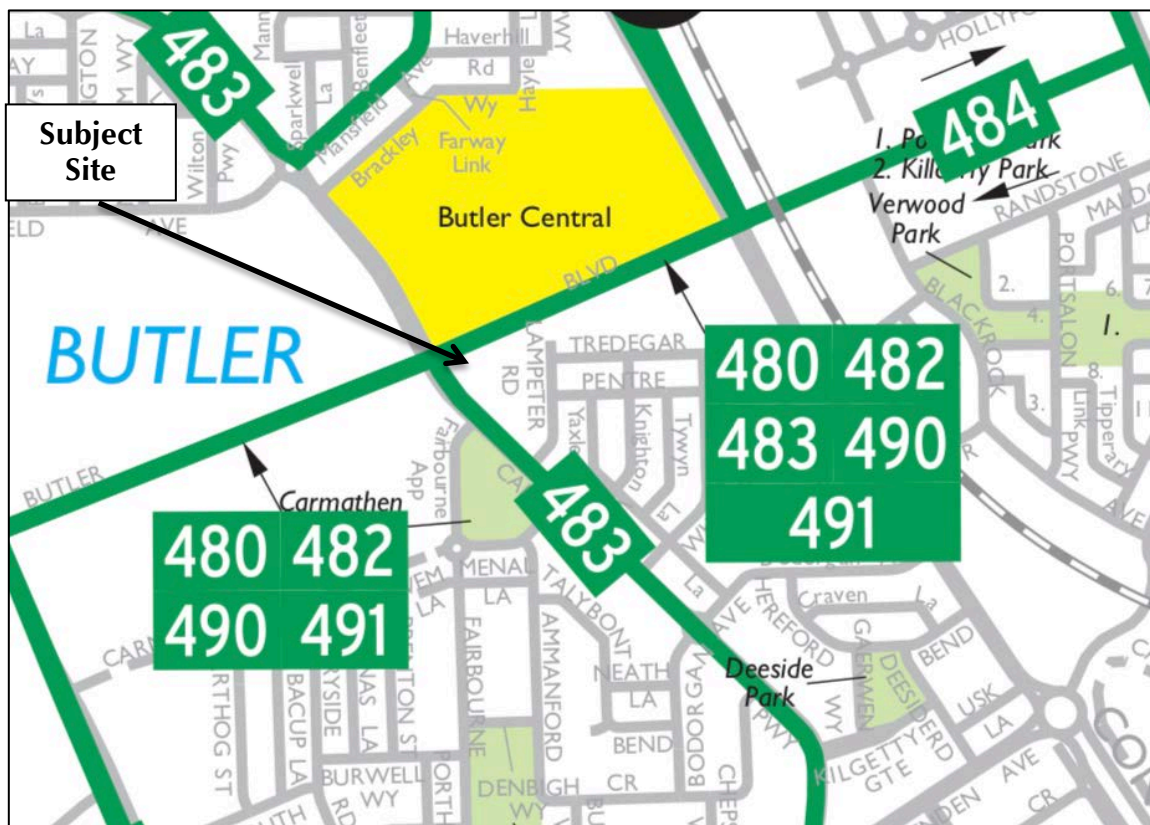


Figure 7: Public transport services (Transperth Maps)

9.0 Pedestrian Access

Pedestrian access to the subject site is via the existing external footpath network running along Butler Boulevard, Camborne Parkway and Lampeter road.

10.0 Cycle Access

The Perth Bicycle Network Map (see Figure 8) shows the existing cyclist connectivity to the subject site. High quality shared path is provided along Butler Boulevard to the north of the subject site. Bicycle lanes or sealed shoulders on either side are provided along Camborne Parkway to the west of the subject site. Camborne Parkway to the west of the subject site is classified as a local bike friendly route. Refer **Figure 8** for more details.

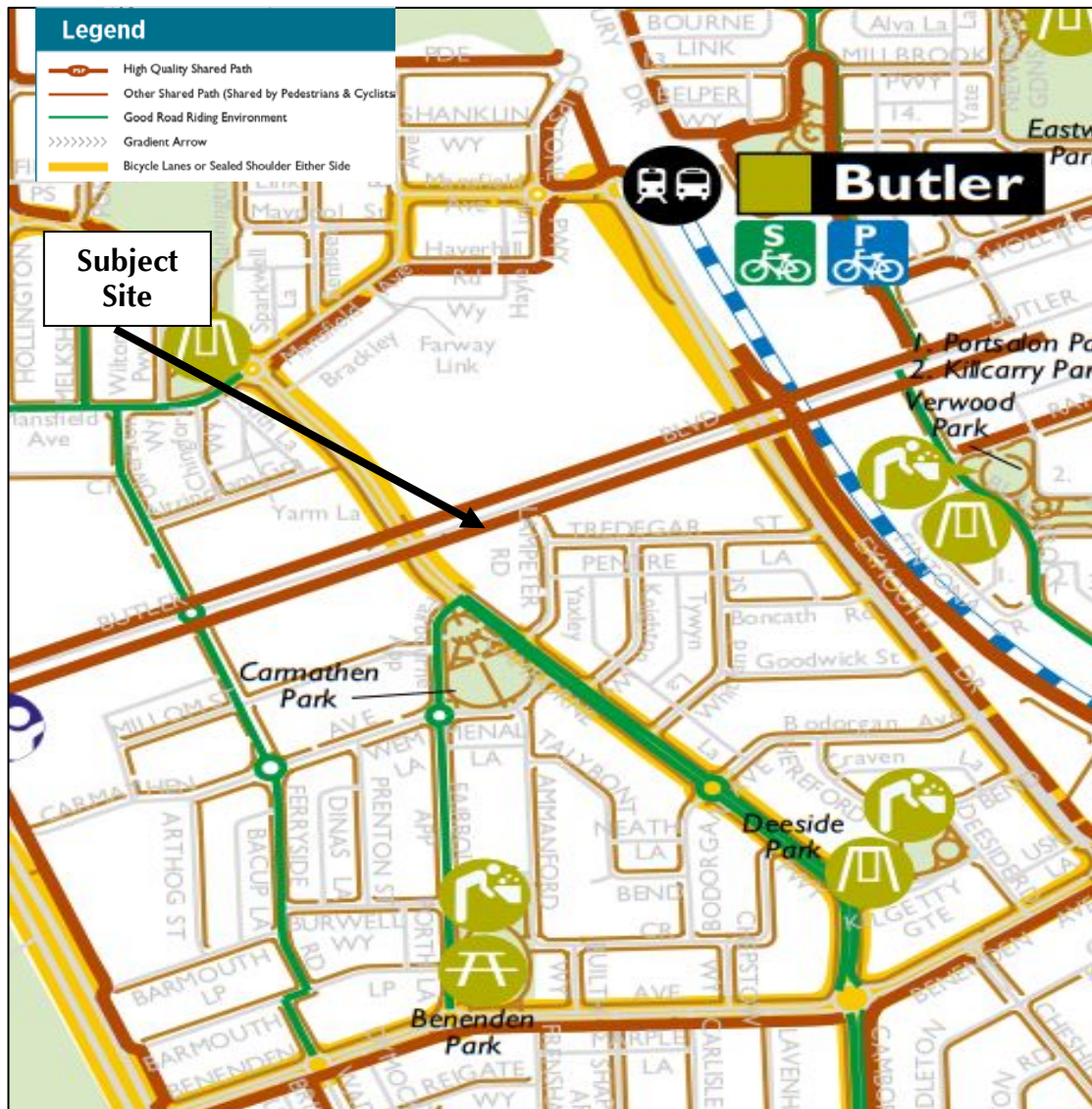


Figure 8: Extract from Perth Bicycle Network (Department of Transport)

11.0 Site Specific Issues

No site-specific issues were identified within the scope of this assessment.

12.0 Safety Issues

No safety issues were identified within the scope of this assessment.

13.0 Conclusions

This Transport Statement has been prepared by Transcore on behalf of AJ holdings with regards to the proposed mixed use development at Lot 3030 Butler Boulevard, Butler, in the City of Wanneroo.

The site features good connectivity with the existing road and pedestrian/cyclist network and public transport coverage through bus and train services.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is relatively low and as such would not have any significant impact on the surrounding road network.

Vehicles access/egress to and from the site will be via two full-movement crossovers on Calne Lane and Lampeter Road.

There are 54 on-site parking bays (inclusive of 2 ACROD bays and one service bay) and additional four on-street parking bays proposed to serve the development. It is considered that the parking provision will adequately meet the parking demand of the proposed development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed mixed use development.

Appendix A

PROPOSED DEVELOPMENT PLAN

