



225 Butler Boulevard, Butler

TRANSPORT IMPACT STATEMENT

PROJECT		81113-636-FLYT-TRS-0002		
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Contents

1.	SUMMARY	1
2.	INTRODUCTION	2
2.1	Development Introduction.....	2
2.2	Transport Impact Statement	2
2.3	Report Structure.....	3
3.	PROPOSED DEVELOPMENT	4
3.1	Development Site	4
4.	VEHICLE ACCESS AND PARKING	6
4.1	Vehicle Access	6
4.2	On-site Parking	6
4.3	Required Car Parking	7
5.	PROVISION FOR SERVICE VEHICLES	8
5.1	Deliveries.....	8
5.2	Rubbish Collection	8
6.	DAILY TRAFFIC VOLUMES	10
6.1	Trip Generation	10
6.2	Trip Distribution.....	11
6.3	Traffic Impact	12
7.	TRAFFIC MANAGEMENT ON FRONTAGE STREETS	14
7.1	Frontage Streets	14
7.1.1	Butler Boulevard.....	15
7.1.2	Benenden Avenue	15
7.1.3	Delvin Lane.....	16
7.2	Intersections.....	16
7.2.1	Butler Boulevard / Benenden Avenue	16
7.2.2	Benenden Avenue / Delvin Lane	17
8.	PUBLIC TRANSPORT ACCESS.....	19
8.1	Existing Services.....	19
9.	PEDESTRIAN ACCESS/AMENITY	21
9.1	Existing Pedestrian Network	21



9.2	Development Proposals	22
10.	CYCLE ACCESS/AMENITY	24
10.1	Existing Cycle Network.....	24
10.2	Development Proposals	25
10.3	Required Bike Parking.....	25
11.	SITE SPECIFIC ISSUES	26
12.	SAFETY ISSUES	27
12.1	Crash History	27
12.1.1	Intersection Crashes.....	27
12.1.2	Mid-block Crashes	27
13.	SUMMARY AND CONCLUSIONS.....	28
13.1	Assessment	28

1. SUMMARY

Item	Response
Local Government	City of Wanneroo
SWALSC Region	Whadjuk
Site Lot(s)	225 Butler Boulevard, Butler
Street Frontage	Butler Boulevard, Benenden Avenue, Delvin Lane
Development Type(s)	Commercial
Relevant Planning Scheme	Butler District Centre Activity Centre Structure Plan
Nearest Station	430m from Butler Station
Nearest Bus Route	484
Walk Score Ratings	Walkability – 16 out of 100. Transit Score 57 out of 100.
Access Crossovers	5.8m crossover at Butler Boulevard and Delvin Lane
Parking Provision	Private bays – 110 regular and 2 accessible bays Visitor bays – 14 regular and 2 accessible bays
Parking Management	N/A
Accessible (ACROD) Parking	Total of 4 bays
Motorcycle Parking	3 visitor bays and 3 staff bays in secure compound
Bike Parking	Secure bike storage area with capacity for 9 bikes
Vehicle Trips Generated	88 peak hour trips

2. INTRODUCTION

2.1 Development Introduction

This Transport Impact Statement (TIS) has been prepared by Flyt in support of the proposed office development at 225 Butler Boulevard, Butler. The site is within the City of Wanneroo and, as indicated by the South West Aboriginal Land and Sea Council website, sits within the Whadjuk Region.

The site is within Precinct F of the Butler District Centre Activity Centre and has frontage to Butler Boulevard, Benenden Avenue and Delvin Lane. The proposed development site is shown in Figure 1.

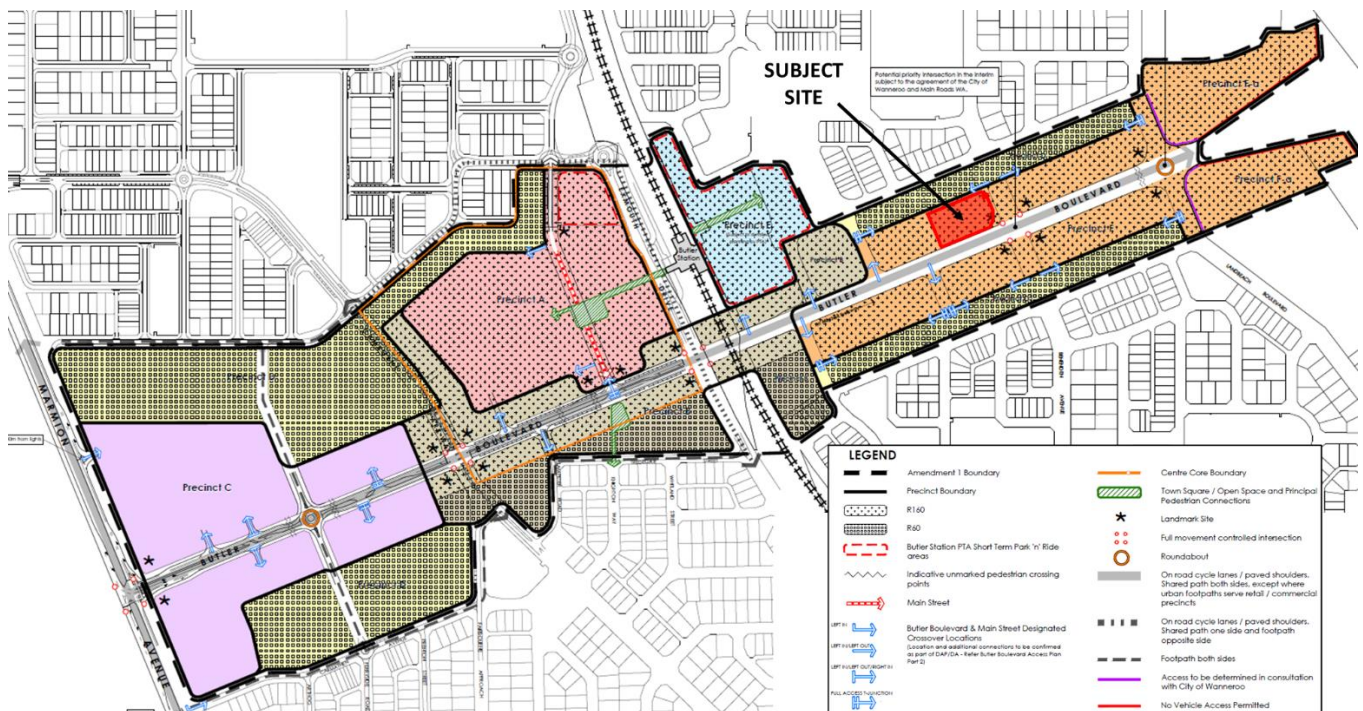


Figure 1 Development site within Butler District Centre Activity Centre (source: City of Wanneroo)

2.2 Transport Impact Statement

This TIS has been prepared in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The Guidelines promote a three-level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 2):

- Low impact – less than 10 peak hour trips, no assessment required;
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required; and
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

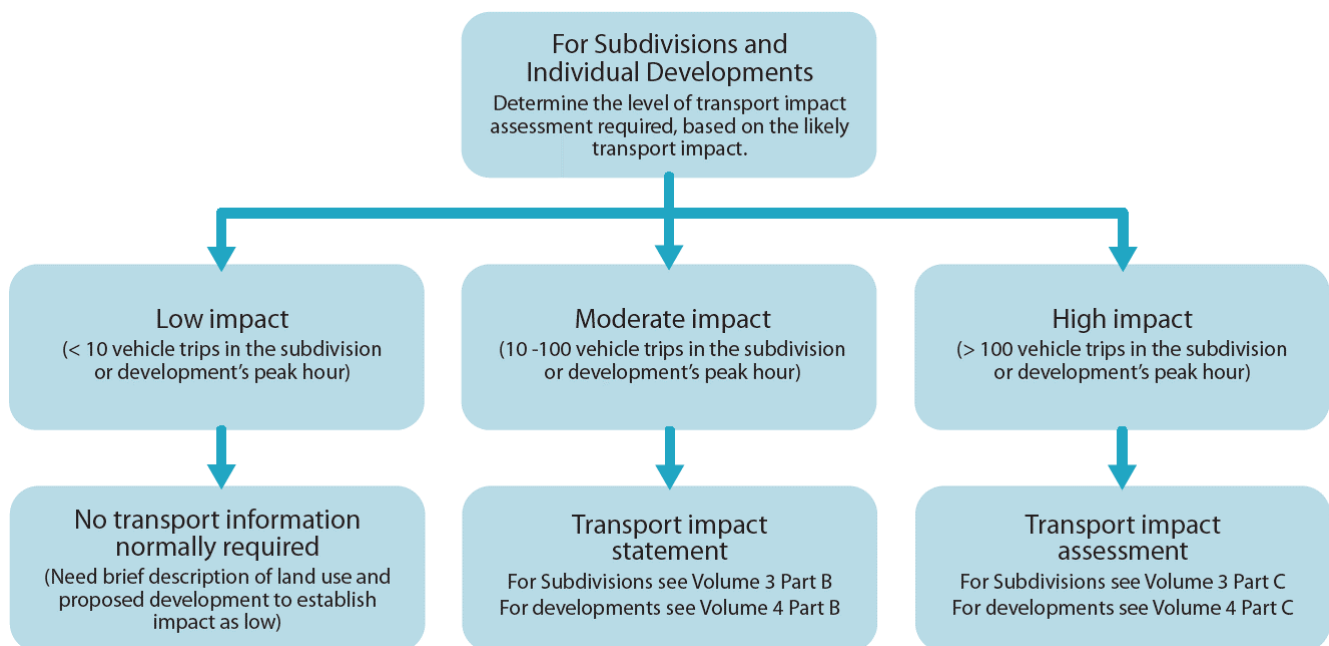


Figure 2 Level of transport impact assessment required (source: WAPC Transport Impact Assessment Guidelines, 2016)

As set out in section 6.1.3, the traffic attributable to the proposed development has been determined to be less than 100 vehicle trips in the operating peak hour, therefore the required level of assessment is a TIS.

2.3 Report Structure

The report is structured as required by the Transport Impact Assessment Guidelines, with the following sections included in the TIS:

- Proposed development
- Vehicle access and parking
- Provision for service vehicles
- Daily traffic volumes and vehicle types
- Public transport access
- Pedestrian access
- Cycle access
- Site specific issues
- Safety issues.

3. PROPOSED DEVELOPMENT

3.1 Development Site

The site is within Butler District Centre Activity Centre and has frontage to Butler Boulevard, Benenden Avenue and Delvin Lane. The site is bounded to the west by a vacant lot, to the south and east by existing commercial development and to the north by residential land uses. The site is currently vacant, as shown in Figure 3.



Figure 3 Location of proposed development site (source: City of Wanneroo IntraMaps)

The proposed development includes the following:

- 1,100m² NLA of single level commercial office building to accommodate a Department of Transport licensing centre with up to 90 staff;
- Open-air car park with 110 tenant bays, 2 tenant accessible bays, 14 visitor bays and 2 accessible visitor bays; and
- 6 motorcycle bays (3 for visitors and 3 for tenants within a secure compound), and secure compound with racks for 9 bikes.

A development site plan displaying the proposed development street level is shown in Figure 4.

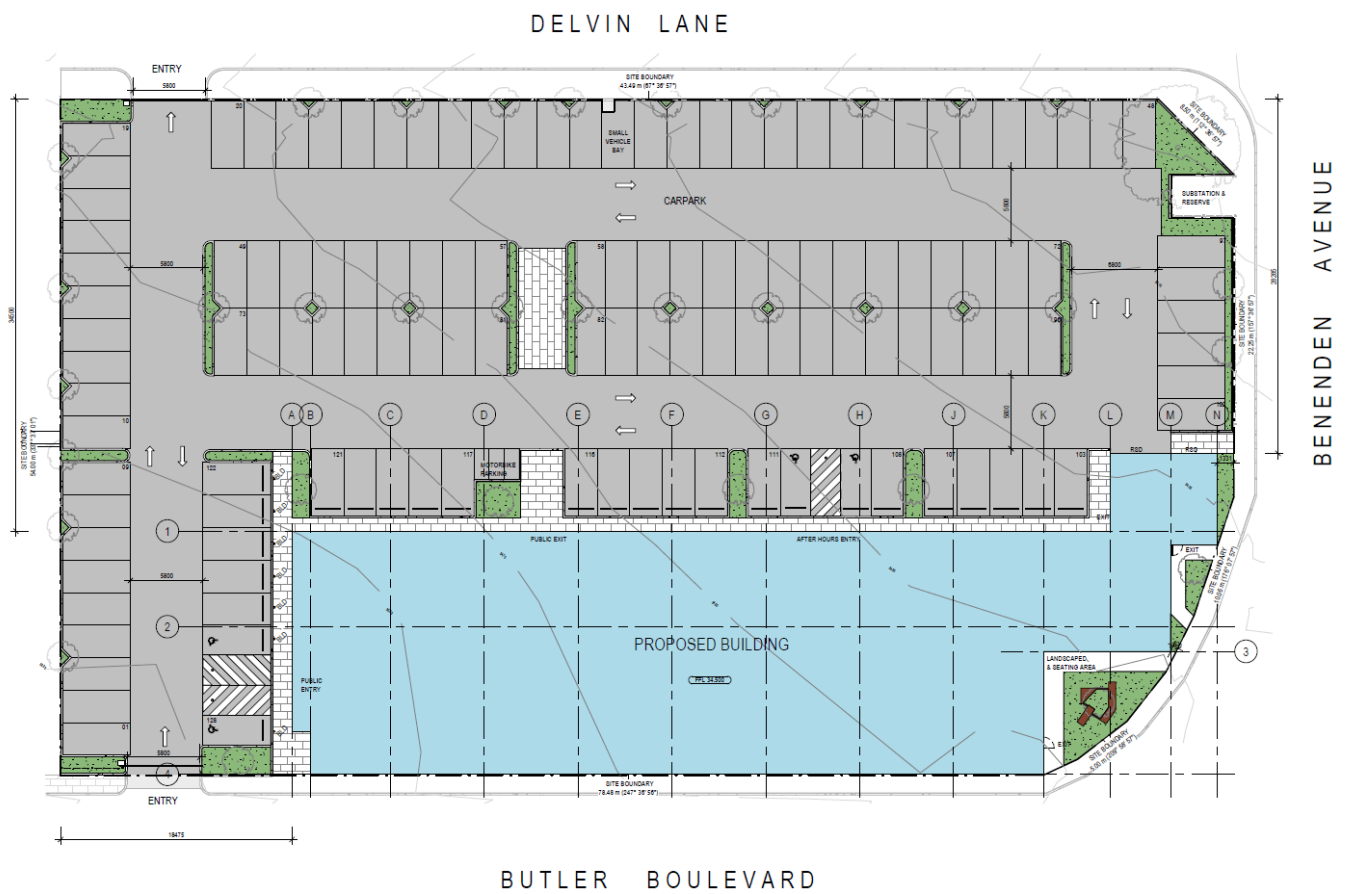


Figure 4 Site plan (source: Watson Young)

4. VEHICLE ACCESS AND PARKING

4.1 Vehicle Access

Vehicle access to the development site is proposed via a 5.8m crossover from Butler Boulevard. Vehicles will exit via a 5.8m crossover onto Delvin Lane. Vehicle access will be located close to the western property boundary, approximately 100 to the west of the intersection of Butler Boulevard with Benenden Avenue.

The proposed vehicle access is shown in Figure 5.



Figure 5 Proposed vehicle access (source: Watson Young)

4.2 On-site Parking

The development proposes an open-air car park with 128 bays: 110 tenant bays, 2 tenant accessible bays, 14 visitor bays and 2 accessible visitor bays. The parking provision has been requested by the Department of Transport to support the services to be delivered within the licensing centre.

The proposed distribution of parking bays within the car park is displayed in Figure 6.

All parking bays, aisles, ramps, and circulation roadways will be designed to comply with Australian Standards 2890 Parking Standards Part 1: Off-street car parking. Swept paths have been checked throughout the car park.

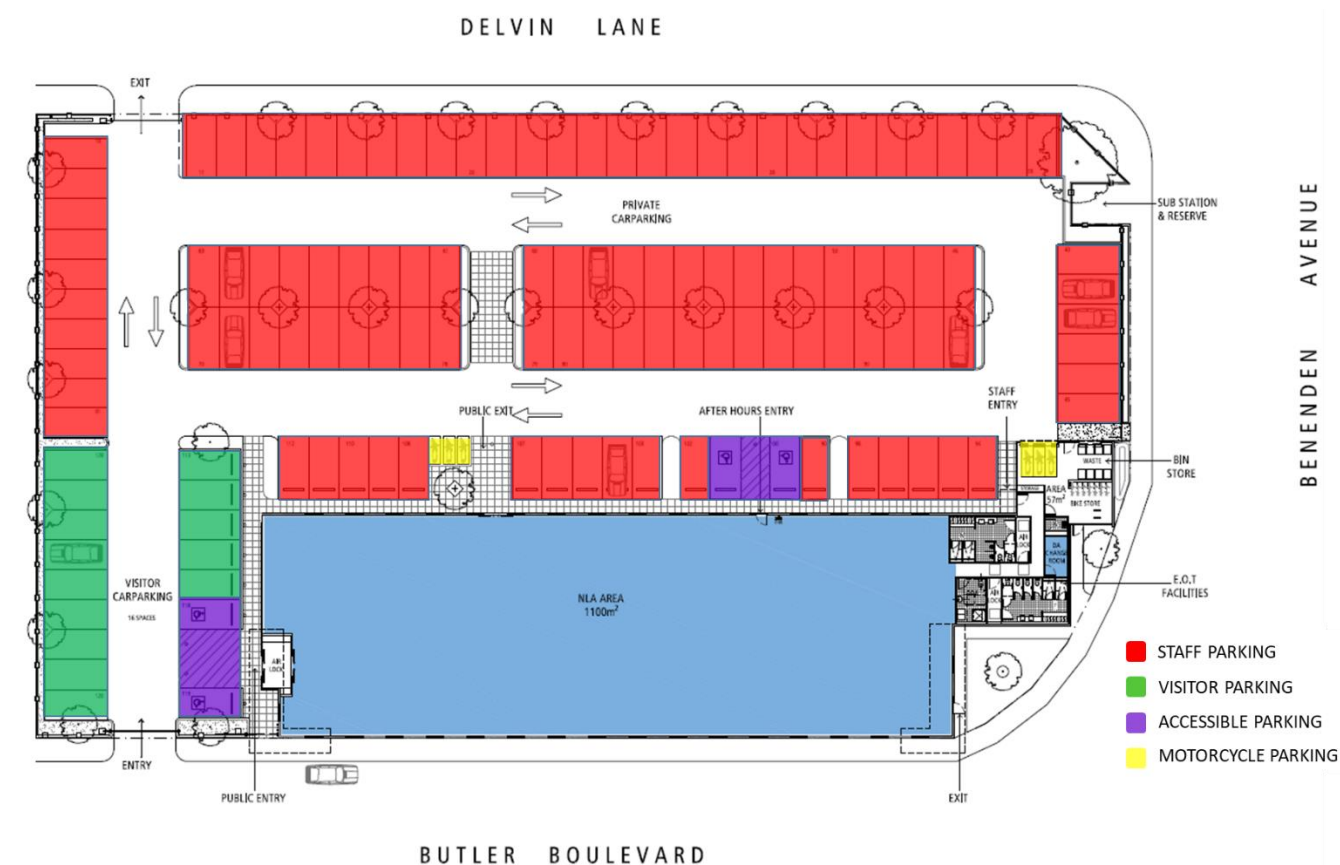


Figure 6 Proposed basement level parking (source: Watson Young)

4.3 Required Car Parking

The parking provision should comply with the Butler District Centre Activity Centre Structure Plan (BDCACSP), last updated in November 2018. The minimum parking requirement for non-residential uses is outlined in Table 1. For comparison, this table also displays the parking required under City of Wanneroo District Planning Scheme No. 2 (DPS2).

Table 1 Required car parking – BDCACSP and City of Wanneroo DPS2

Bay Type	Butler District Centre Activity Centre Structure Plan		City of Wanneroo DPS2		Proposed Bays
	Minimum rate	Bays	Minimum rate	Bays	
Office / Non-Residential	1 bay per 40m ² NLA	28	1 bay per 30m ² NLA	37	128
Motorcycle	No requirement	-	No requirement	-	6
Tenant Bike	No requirement	-	No requirement	-	9
Visitor Bike	No requirement	-	No requirement	-	0

The proposed car parking is greater than the minimum required under the BDCACSP.

There is no minimum requirement for motorcycle bays, tenant bicycle bays and visitor bicycle bays.

5. PROVISION FOR SERVICE VEHICLES

5.1 Deliveries

Most deliveries to the development (for example office supplies and water) will be made by regular sized cars, vans, and possibly small trucks (up to 6.4m long). These vehicles will park in a visitor parking bays or in a designated bay within the private parking area.

5.2 Rubbish Collection

Collection of commercial waste and recycling is proposed to occur from within the car park, in the area illustrated in Figure 7. Rubbish and recycling trucks will be limited to a maximum length of 8.8m by the dimensions of the car park aisles and access crossovers.



Figure 7 Proposed waste collection zone (source: Watson Young)

Bins will be transported between the bin store and the presentation area for collection by private contractors. Rubbish and recycling will be collected at least once a week. The swept path of an 8.8m truck into and out of the car park and around the rubbish collection area is shown in Figure 8. It is recommended rubbish collection trucks both enter and exit the site at Butler Boulevard due to the restricted area at Delvin Lane.

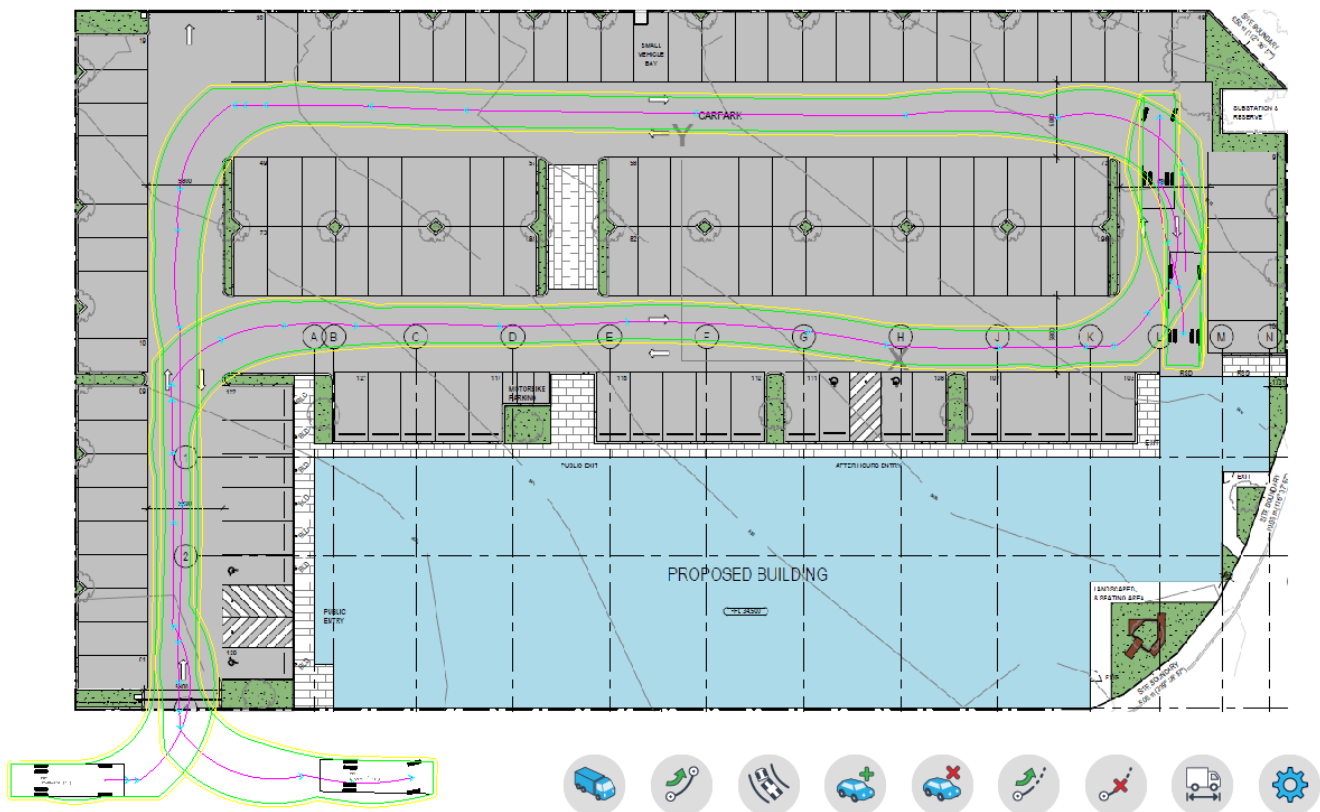


Figure 8 Swept path of 8.8m truck into and out of car park

6. DAILY TRAFFIC VOLUMES

6.1 Trip Generation

The development proposes to accommodate a Department of Transport licensing centre with up to 90 staff. The centre will operate from 7am to 6pm Monday to Friday, however most services will only be offered between 8:15am and 4:30pm. Vehicle trips will be generated by employees and visitors to the site.

6.1.1 Employee Trips

Census 2016 data for the method of travel to work has been extracted for the Statistical Area Level 2 (SA2) of Butler - Merida - Ridgewood. A SA2 is the smallest statistical group for which Census data is publicly released. In this case it includes the suburbs of Butler, Merriwa and Ridgewood.

Excluding people who did not go to work on Census day, who worked from home, or who did not state their mode of travel to work, the method of travel to work for people working in the Butler - Merida - Ridgewood SA2 is illustrated in Table 2.

Table 2 Mode of travel to work for people working in Butler - Merida - Ridgewood (source: Australian Bureau of Statistics)

Mode of Travel	No of People	%
Car driver	6,108	75.1%
Car passenger (includes taxi)	563	6.9%
Public transport (includes bus and train)	1,088	13.4%
Motorbike	48	0.6%
Bike	29	0.4%
Walk	124	1.5%
Other (possibly includes rideshare)	172	2.1%
Total	8,132	100%

Adding up car driver, car passenger and other, the proportion of people who work in the Butler - Merida - Ridgewood SA2 and who travelled to work by car is estimated at 84.1%. Applying this proportion to the 90 staff expected to work at the proposed development results in 76 staff travelling to and from work via car.

Given the public hours of operation of the proposed licensing centre, it is assumed that:

- 10% of staff travelling by car will arrive before 7am;
- 60% of staff travelling by car will arrive between 7am and 8am;
- 30% of staff travelling by car will arrive after 8am;
- 10% of staff travelling by car will depart before 4pm;
- 50% of staff travelling by car will depart between 4pm and 5pm;
- 30% of staff travelling by car will depart between 5pm and 6pm; and
- 10% of staff travelling by car will depart after 6pm.

The staff vehicle trips estimated for each of the morning and afternoon peak hours are shown in Table 3.

Table 3 Forecast employee peak hour trips

Time Period	Trips to site	Trips from site	Total trips
6am – 7am	8	0	8
7am – 8am	46	0	46
8am – 9am	23	0	23
3pm – 4pm	0	8	8
4pm – 5pm	0	38	38
5pm – 6pm	0	23	23
6pm – 7pm	0	8	8

6.1.2 Visitor trips

Between 8:15am and 4:30pm, visitor vehicle trips to and from the proposed licensing centre have been estimated based on an average of 10 vehicles entries and 10 vehicles exits every 15 minutes, with an average assumed duration at the licensing centre of half an hour. This would give an accumulation of 20 vehicles in the visitor car park at any one time.

For the period between 7am and 8:15am and then between 4:30pm and 6pm, it has been assumed there would be an average of 5 vehicles in and 5 vehicles out every hour, with the average duration of stay up to an hour.

The visitor vehicle trips estimated for each of the morning and afternoon peak hours are summarised in Table 4.

Table 4 Forecast visitor peak hour trips

Time Period	Trips to site	Trips from site	Total trips
6am – 7am	2	0	2
7am – 8am	5	5	10
8am – 9am	40	20	60
3pm – 4pm	40	40	80
4pm – 5pm	12	30	42
5pm – 6pm	5	5	10
6pm – 7pm	0	2	2

6.1.3 Total Trips

The total forecast trips to and from the proposed development are summarised in Table 5.

Table 5 Forecast peak hour trips to proposed licensing centre

Time Period	Trips to site	Trips from site	Total trips
6am – 7am	10	0	10
7am – 8am	51	5	56
8am – 9am	63	23	88
3pm – 4pm	40	48	88
4pm – 5pm	12	68	80
5pm – 6pm	5	28	33
6pm – 7pm	0	10	10

In a regular hour of operation, the proposed licensing centre is estimated to generate up to 80 trips per hour (40 trips to and 40 trips from the site). These trips will all be visitor trips. Close to licensing centre opening and closing times, employees will also generate trips to and from the site.

The AM peak hour is expected between 8am and 9am, when 88 vehicle trips are forecast, 63 trips to and 25 trips from the site. The PM Peak is expected between 3pm to 4pm, when 88 vehicle trips are forecast, 40 trips to and 48 trips from the site.

6.2 Trip Distribution

Taking into account the future connection of Butler Boulevard to the extended Mitchell Freeway, the proposed traffic distribution is to and from the development site is estimated to be:

- Butler Boulevard west 45%
- Butler Boulevard east 40%
- Benenden Avenue south 10%
- Benenden Avenue north 5%

6.3 Traffic Impact

The predicted increase in peak hour traffic on surrounding roads due to the development of the DOT licensing centre is shown in Table 6. These volumes are illustrated in Figure 9 for the AM peak hour and in Figure 10 for the PM peak hour.

Table 6 Forecast additional peak hour trips on road network due to proposed licensing centre

Road section	AM Peak 8am – 9am	PM Peak 4pm – 5pm
Butler Boulevard at rail bridge	+45	+44
Butler Boulevard east of Caistor Way	+57	+36
Butler Boulevard east of Lismore Way	+63	+40
Butler Boulevard east of Benenden Ave	+31	+31
Benenden Avenue south of Randstone Pde	+9	+9
Benenden Avenue south of Butler Bvd	+3	+5
Benenden Avenue south of Delvin Lane	+34	+36
Benenden Avenue south of Hollyford Pde	+47	+61
Benenden Avenue north of Hollyford Pde	+4	+4
Delvin Lane east of Caistor Way	+13	+24
Delvin Lane west of Benenden Ave	+13	+24
Hollyford Parade (Benenden Ave to Caistor Way)	+30	+16
Caistor Way (Hollyford Pde to Delvin La)	+30	+16
Caistor Way (Delvin La to Butler Bvd)	+38	+40
Lismore Way (Randstone Pde to Butler Bvd)	+6	+4
Randstone Parade (Benenden Ave to Lismore Way)	+6	+4

7. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

7.1 Frontage Streets

The site is located within Precinct F of the Butler District Centre Activity Centre within the suburb of Butler. The site is well connected to the local and regional road network. The road hierarchy surrounding the development site is shown in Figure 11 and the speed zoning is shown in Figure 12.

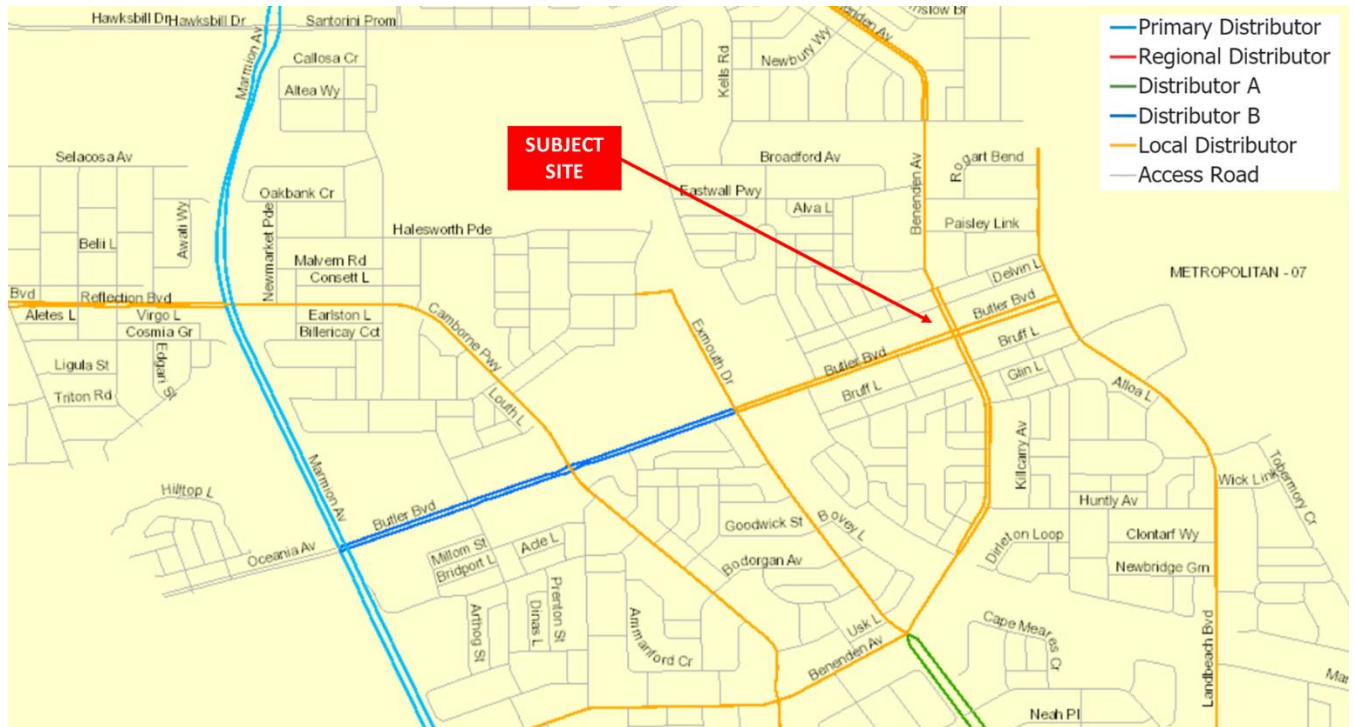


Figure 11 Road hierarchy surrounding development site (source: MRWA)

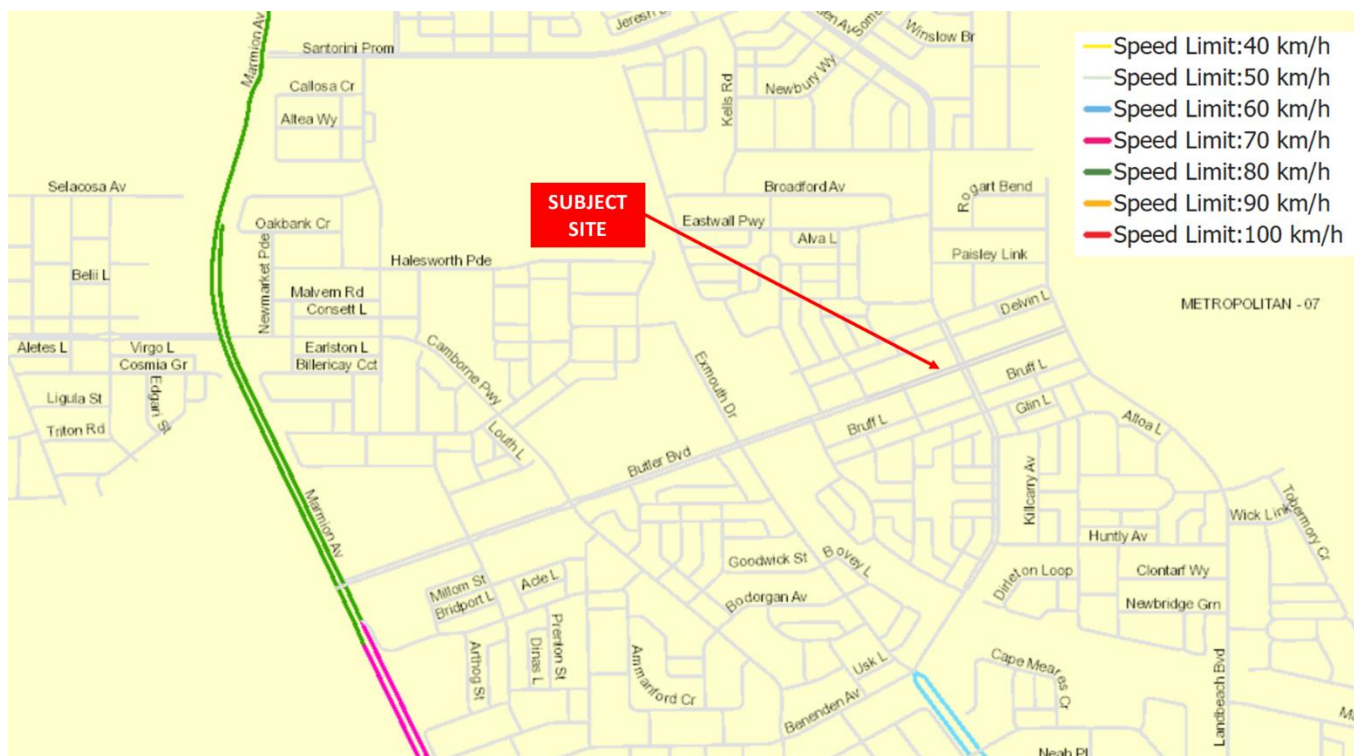


Figure 12 Speed zoning surrounding development site (source: MRWA)

7.1.1 Butler Boulevard

Adjacent to the development site, Butler Boulevard is classified as a Local Distributor. To the west, Butler Boulevard connects to Marmion Avenue and will ultimately be extended eastwards to an interchange with the northern extension of Mitchell Freeway, which should be completed by mid-2023. The road may be upgraded after the connection to the freeway.

It is currently constructed as two 3.5m lanes (with 1.5m bike lanes) separated by a 12.5m median. The road reserve is 32m. A cross section of Butler Boulevard adjacent to the development site (looking west) is shown in Figure 13.



Figure 13 Butler Boulevard west of Benenden Avenue cross section looking west (source: Google Street View)

The posted speed limit is 50 kph. There is no on-street parking along Butler Boulevard. There are 2.5m concrete shared paths along both sides of Butler Boulevard.

Butler Boulevard is ultimately expected to carry between 15,000 and 20,000 vehicles per day (vpd) once the Butler District Centre is fully developed and the freeway interchange is opened.

7.1.2 Benenden Avenue

Benenden Avenue is classified as a Local Distributor, running north south. In the north it will ultimately terminate with a signalised intersection at Romeo Road, to be built as part of the Mitchell Freeway extension project. To the south of Butler Boulevard, Benenden Avenue bridges over the rail line, forms a roundabout intersection with Connolly Drive and terminates at Marion Avenue. Adjacent to the development site, Benenden Avenue is constructed with two 3.5m traffic lanes and 1.5m bicycle lanes separated by a 6m median, all within a 28m road reserve. A cross section of Benenden Avenue is shown in Figure 14.

On-street parking is not permitted along Benenden Avenue. There is a 1.5m concrete footpath along the western side of Benenden Avenue with a 2m concrete shared path along the eastern side. The posted speed limit is 50 kph.



Figure 14 Benenden Avenue cross section north of Butler Boulevard, looking south (source: Google Street View)

7.1.3 Delvin Lane

Delvin Lane is a 6m wide laneway, constructed within a 6m reserve. It is classified as an Access Street, and runs parallel to Butler Boulevard, between Doncaster Grange and Landbeach Boulevard. A cross section of Delvin Lane is shown in Figure 15.



Figure 15 Delvin Lane cross section west of Benenden Avenue, looking east (source: Google Street View)

There is no footpath along Delvin Lane. The posted speed limit is 50 kph.

7.2 Intersections

7.2.1 Butler Boulevard / Benenden Avenue

The 4-way intersection of Benenden Avenue and Butler Boulevard operates under roundabout control. The intersection configuration is shown in Figure 16. The roundabout's central island diameter is 38m.



Figure 16 Butler Boulevard / Benenden Avenue intersection configuration (source: City of Wanneroo IntraMaps)

Peak hour turning traffic volumes (8am-9am and 4pm-5pm) were obtained from surveys undertaken on the 9th and 11th of June 2021 and are shown in Table 7.

Table 7 Butler Boulevard / Benenden Ave existing peak hour turning traffic volumes

Peak Hour	Butler Bvd west			Benenden Ave south			Butler Bvd east			Benenden Ave north		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak (8-9am)	41	126	32	73	134	14	31	128	40	35	164	97
PM peak (4-5pm)	76	116	50	27	152	28	8	114	27	27	129	36

7.2.2 Benenden Avenue / Delvin Lane

The intersection of Benenden Avenue and Delvin Lane operates under give way control. Due to the median in Benenden Avenue it operates with left in left out movements only. The intersection configuration is shown in Figure 17.



Figure 17 Victoria Park Drive / The Circus intersection configuration (source: City of Wanneroo IntraMaps)

8. PUBLIC TRANSPORT ACCESS

8.1 Existing Services

The development site is located within 490m of Butler Station (a 6 minute walk). Bus route 484 passes the site along Butler Boulevard, with the closest bus stop along the development frontage, 60m from the public entry (for services to Alkimos) and on the opposite side of Butler Boulevard within 130m (for services to Clarkson) from the development public entry.

Public transport services are shown in Figure 18.

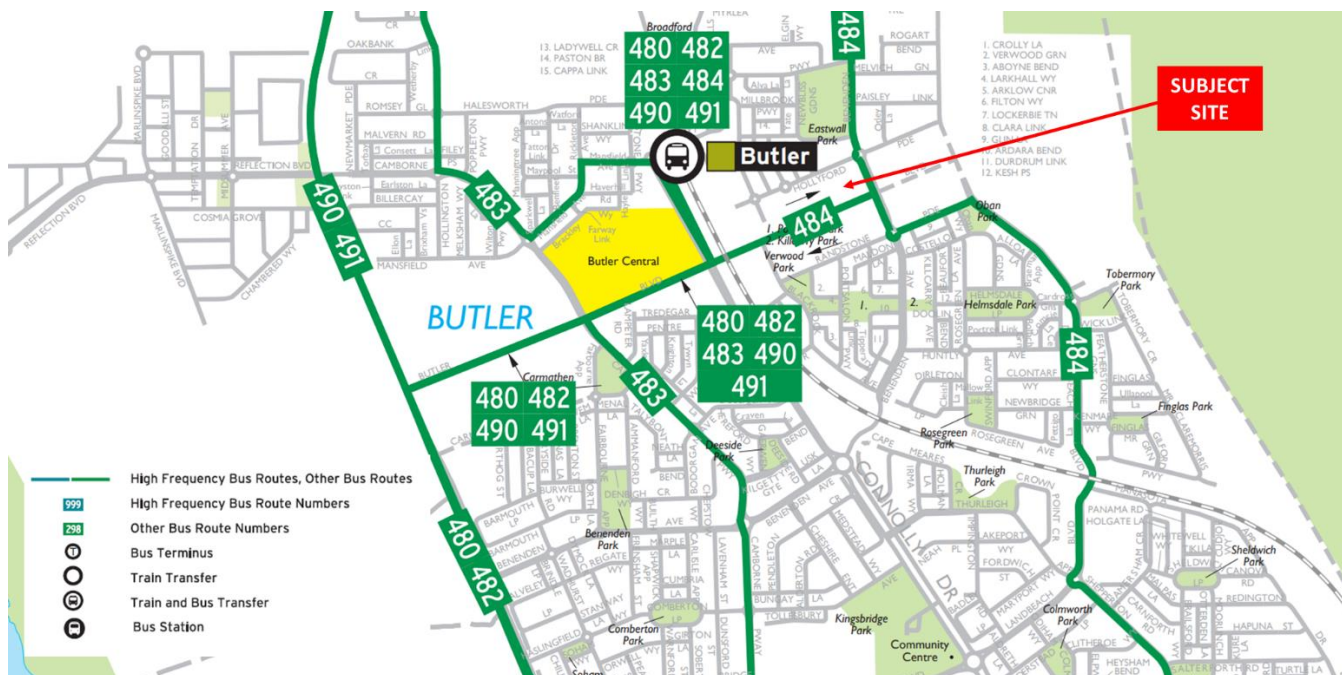


Figure 18 Adjacent bus routes (source: Transperth)

Butler Station has direct train services to Perth and Mandurah. Access to the Fremantle, Midland, Armadale and Thornlie lines is available via transfer at Perth Underground. Butler Station has approximately 2,700 daily boardings and is the 8th busiest of the 11 stations on the Joondalup Line.

The walking route between the development site and Butler Station is shown in Figure 19.

Bus route 484 runs between Clarkson Station and Alkimos via Butler Station. There are 52 weekday services to Alkimos, starting at 6:14am and ending at 7:49pm while there are 52 weekday services to Clarkson, starting at 4:33am and terminating at 8:18pm.



Figure 19 Walking route to Butler Station

9. PEDESTRIAN ACCESS/AMENITY

9.1 Existing Pedestrian Network

The site has a high level of pedestrian connectivity. There are 2.5m concrete shared paths along both sides of Butler Boulevard, while Benenden Avenue has a 1.5m concrete footpath along the western side and a 2m concrete shared path along the eastern side. All streets within the Butler District Centre (except laneways) have footpaths on both sides of the street.

The Walk Score walkability assessment tool considers the development site to be “car dependent” where almost all daily errands require a car, with a walk score of 16 out of 100. The 15-minute walkable catchment is shown in Figure 20, which includes destinations such as Butler Station, Butler Central Shopping Centre, and local parks.

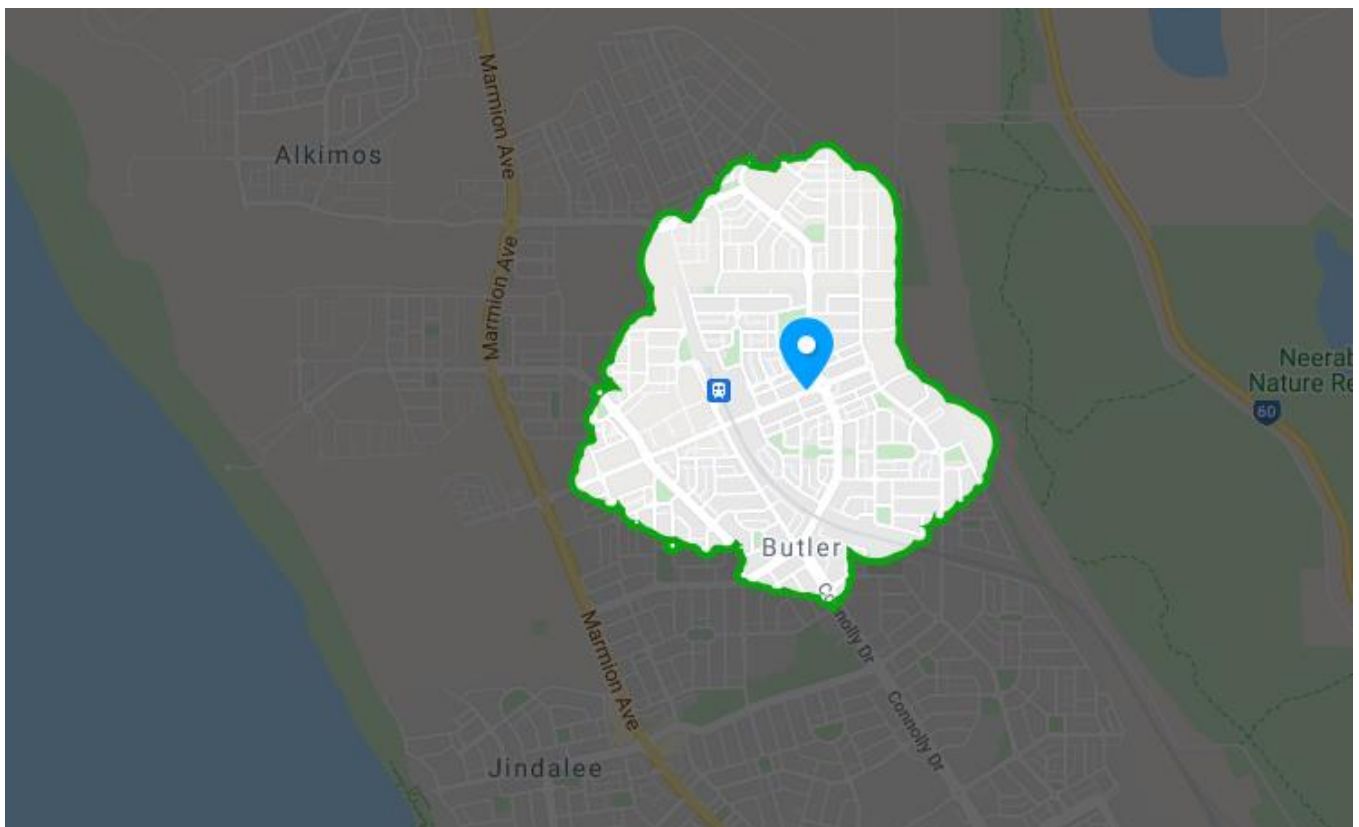


Figure 20 Travel Time 15-minute walking catchment from development site (source: Walk Score)

The site and the surrounding area have a tree canopy coverage of less than 5%, as shown in Figure 21. There will be no tree canopy to provide a pleasant environment for walking, however as the Butler District Centre develops along Butler Boulevard, awnings will be constructed to provide shade from the sun and rain.



Figure 21 Tree canopy mapping (source: DPLH)

9.2 Development Proposals

Public pedestrian access to the proposed development will be via an entry portal in the southwest corner of the site, which can be accessed via the footpath along Butler Boulevard or from the public car park. The public entry is located as close as possible to the train station, to provide the least walking distance between the train station and the development public entry.

Staff pedestrian entry is from the car park, although this can also be accessed from Butler Boulevard via a footpath around the building. Proposed pedestrian access is shown in Figure 22.

The proposed development will have no setback to Butler Boulevard and will include a canopy built into the façade. This will improve the pedestrian experience along the northern side of Butler Boulevard.

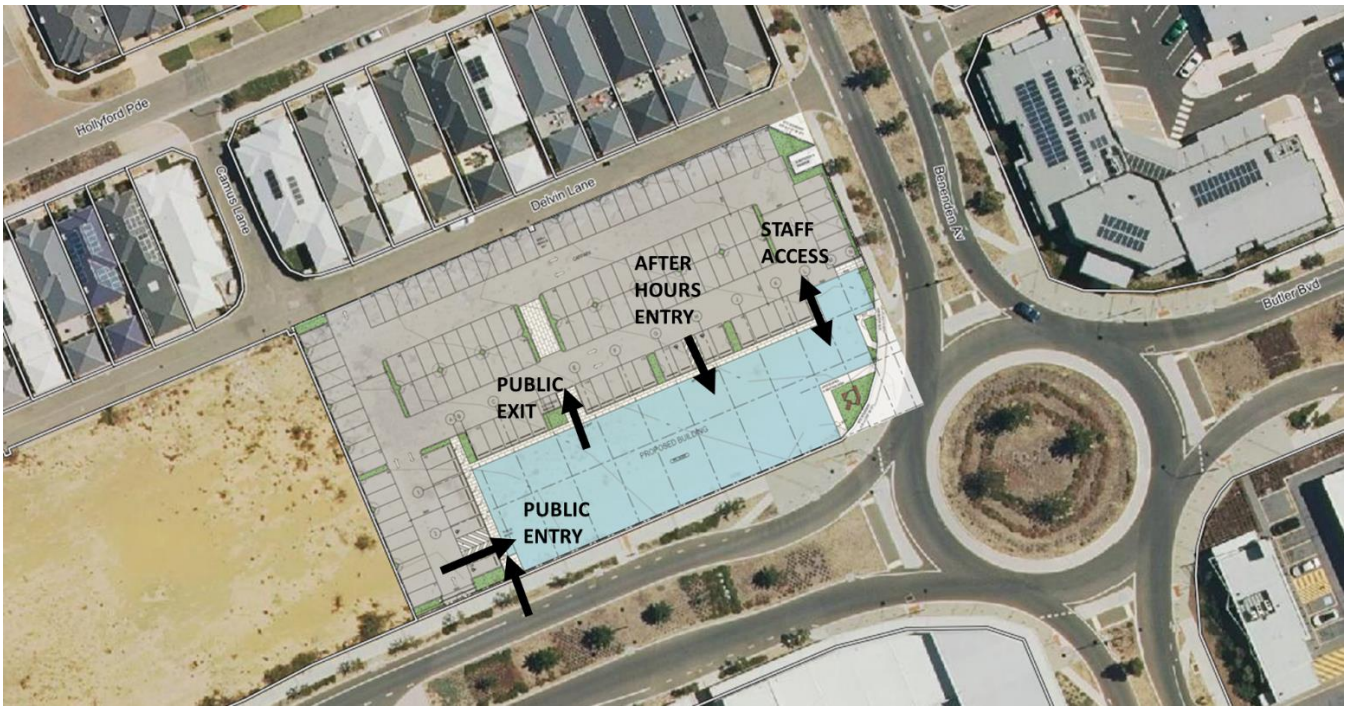


Figure 22 Proposed location of pedestrian access (source: Watson Young)

10. CYCLE ACCESS/AMENITY

10.1 Existing Cycle Network

The site has a high level of cycle accessibility, with shared paths along both sides of Butler Boulevard and along the western side of Benenden Avenue. The proposed long term cycle network in the vicinity of the site is shown in Figure 23. Both Butler Boulevard and Benenden Avenue are identified as local routes. There will be a principal shared path along the rail line and another shared path along the freeway.

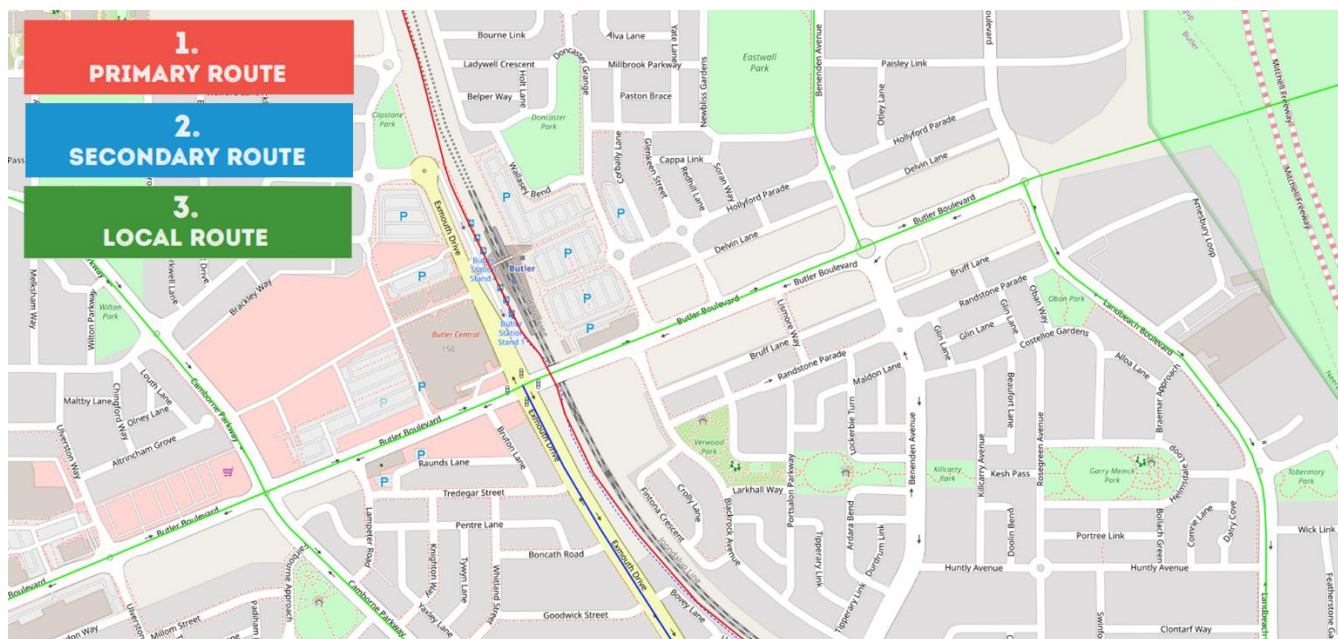


Figure 23 Cyclist network surrounding development site (source: Department of Transport)

A heatmap of cycle activity in the vicinity of the development site is shown in Figure 24. This is produced by cyclists tracking their trips using the commercial product Strava. The most popular routes for cycling are the shared paths along Marmioin Avenue. The shared path along Benenden Avenue is also popular.

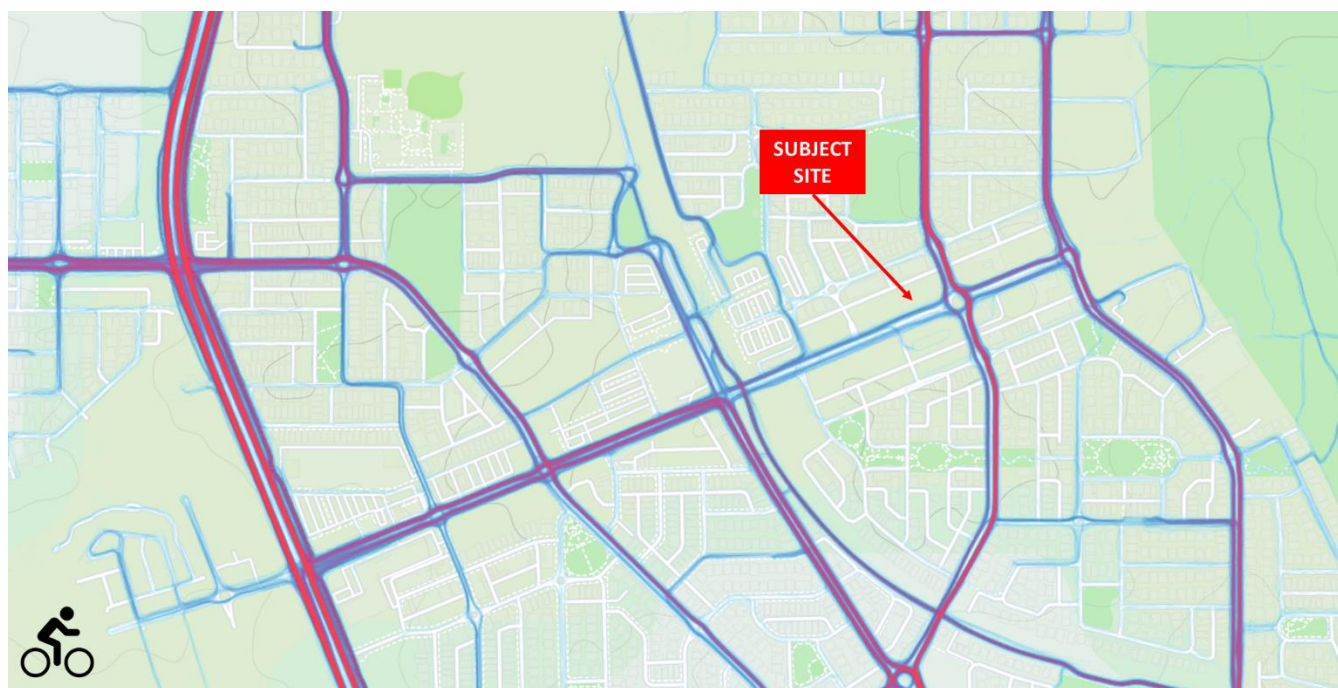


Figure 24 Strava heatmap for cycling in vicinity of development site

10.2 Development Proposals

The proposed development includes parking for 9 employee bikes. A secure compound for employee bike parking will be provided at the eastern end of the site, as shown in Figure 25.

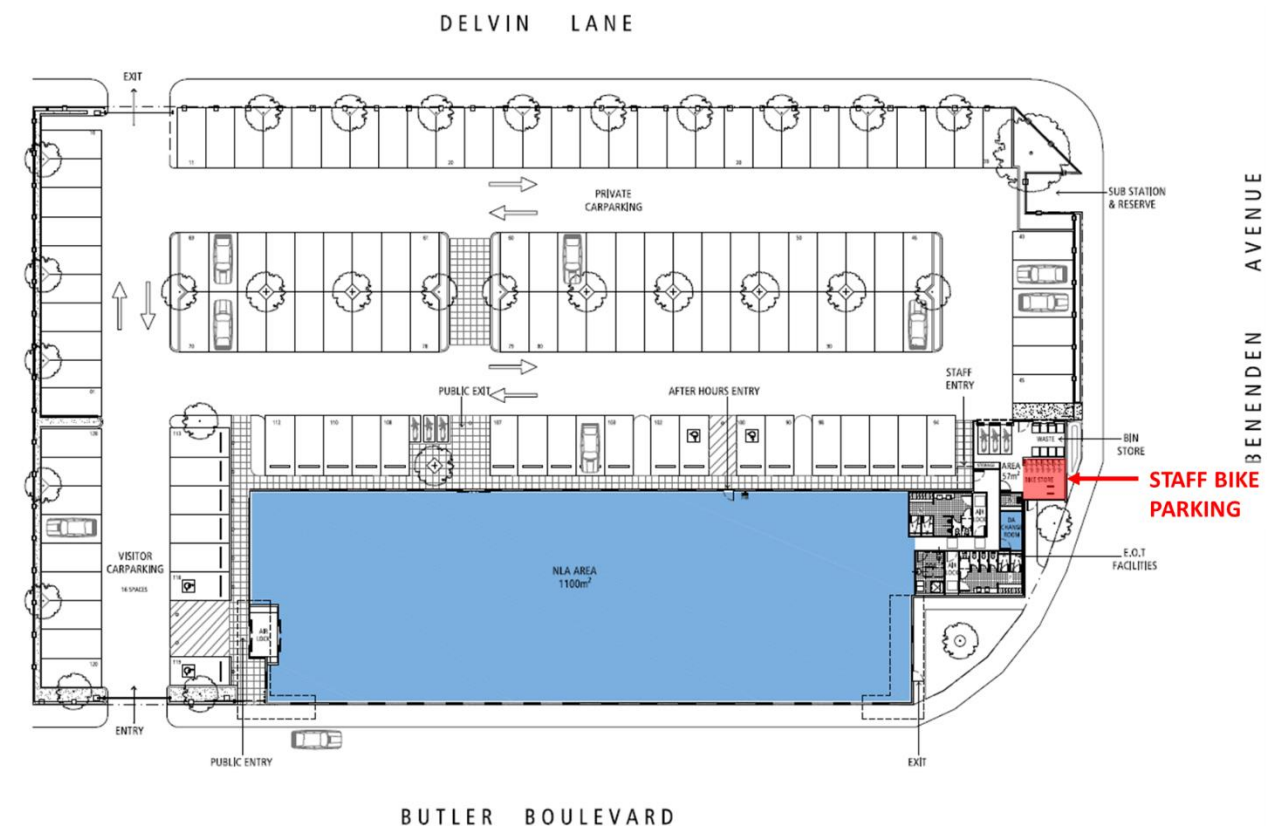


Figure 25 Proposed location of visitor bike parking (source: Watson Young)

End of trip facilities including showers and change rooms will be located close to the secure parking compound and the staff entry to the building. This will allow staff who travel to and from the development via active modes to utilise the staff entry and change facilities before entering the office, and out of sight of the public areas.

10.3 Required Bike Parking

There are no minimum bike parking requirements for tenants or visitors under either the Butler District Centre Structure Activity Centre Plan or the City of Wanneroo District Planning Scheme No. 2.

11. SITE SPECIFIC ISSUES

There are no specific issues associated with this site.

12. SAFETY ISSUES

12.1 Crash History

Intersection and mid-block crash history for the roads surrounding the school site were obtained from Main Roads WA. The location of road crashes in the vicinity of the development site is shown in Figure 26. This data is for the five-year period ending November 11th, 2020.

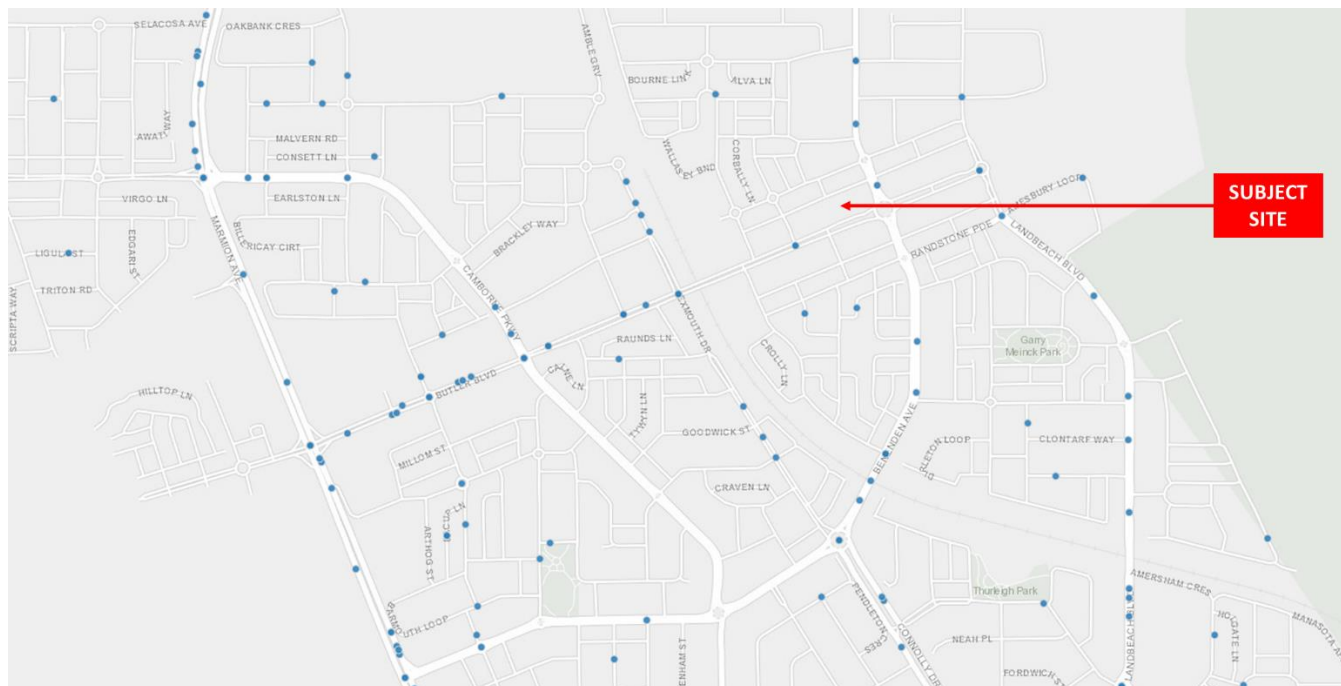


Figure 26 Location of road crashes (Source: Main Roads WA)

12.1.1 Intersection Crashes

In the five-year period there were no reported crashes at the intersections of Butler Boulevard / Benenden Avenue and Benenden Avenue / Delvin Lane.

Over the same period there were two reported crashes at the intersection of Butler Boulevard with Landbeach Boulevard, approximately 250m to the east of the subject site. One crash was right angle type (where vehicles approach from adjacent approaches of the intersection) and the other crash was a hot object (where a vehicle hits an object which is not another vehicle). Both crashes involved only minor property damage.

There was a single reported crash at the intersection of Butler Boulevard with Caistor Way, approximately 100m to the west of the subject site. The crash was a sideswipe same direction type (where a vehicle collides with the side of another vehicle). This crash resulted in at least one person requiring medical treatment.

12.1.2 Mid-block Crashes

In the five-year period there was 1 mid-block crash along the development frontage. This occurred along Benenden Avenue, between Delvin Lane and Butler Boulevard.

13. SUMMARY AND CONCLUSIONS

13.1 Assessment

This Transport Impact Statement has been prepared in support of the proposed development of a Department of Transport licensing centre at 225 Butler Boulevard, Butler.

The development site is located within 490m of Butler Station (6 minute walk). Bus route 484 passes the site along Butler Boulevard, with the bus stops along the development frontage and immediately across the road.

The site has a high level of pedestrian and cyclist connectivity. There are 2.5m concrete shared paths along both sides of Butler Boulevard, while Benenden Avenue has a 1.5m concrete footpath along the western side and a 2m concrete shared path along the eastern side. All streets within the Butler District Centre (except laneways) have footpaths on both sides of the street.

Public pedestrian access to the proposed development will be via an entry portal in the southwest corner of the site, which can be accessed via the footpath along Butler Boulevard or from the public car park. Staff pedestrian entry is from the car park, although this can also be accessed from Butler Boulevard via a footpath around the building.

A secure compound for with capacity for 9 bikes will be provided at the eastern end of the site for employee bike parking. End of trip facilities including showers and change rooms will be located close to the secure parking and staff entry to the building.

Vehicle access to the development site is proposed via a 5.8m crossover from Butler Boulevard. Vehicles will exit the site via a 5.8m crossover onto Delvin Lane. The development proposes an open-air car park with 128 bays: 110 tenant bays, 2 tenant accessible bays, 14 visitor bays and 2 accessible visitor bays. The parking provision has been requested by the Department of Transport to support the services to be delivered within the licensing centre.

Most deliveries to the development will be made by regular sized cars, vans, and possibly small trucks (up to 6.4m long). These vehicles will park in a visitor parking bays or in a designated bay within the private parking area. Collection of commercial waste and recycling is proposed to occur from within the car park. Rubbish and recycling trucks will be limited to a maximum length of 8.8m.

The AM peak hour is expected between 8am and 9am, when 88 vehicle trips are forecast, 63 trips to and 25 trips from the site. The PM Peak is expected between 3pm to 4pm, when 88 vehicle trips are forecast, 40 trips to and 48 trips from the site.

The predicted increase in traffic volumes associated with the development of the DOT licensing centre can be accommodated within the existing Butler District Centre road network.