

Our Ref: 22031 – 20200702 – TIS – QA: DM

21 July 2020

Shire of Serpentine-Jarrahdale
 6 Paterson Street
 MUNDIJONG WA 6123

Dear Helen Maruta

**TRAFFIC IMPACT STATEMENT FOR TRANSPORT DEPOT, ASSOCIATED SITE OFFICES, SHED AND NURSERY
 LOT 101 (NO. 132) BOOMERANG ROAD, OLDBURY**

1.0 INTRODUCTION

This Traffic Impact Statement (TIS) has been prepared by Harley Dykstra on behalf of the landowner to support a Development Application for a Transport Depot, associated site offices, nursery, and an amendment to the approval for a 30m x 15m shed (POO230/03) at Lot 101 (No.132) Boomerang Road, Oldbury (“the subject land”). The subject land will be utilised by BWC Civil, a small Civil and Earthmoving contractor.

The subject land is currently zoned ‘Rural’ under the Shire of Serpentine-Jarrahdale Town Planning Scheme No.2 (TPS 2) and ‘Rural’ under Draft Local Planning Scheme No.3 (LPS 3) with an area of 10 hectares. The site is currently occupied by a dwelling and various rural outbuildings including the 30m x 15m shed on the eastern part of the lot. BWC Civil is currently parking commercial vehicles and machinery on site and utilising two transportable offices for administration purposes. The subject land is located approximately 6km west of Mundijong Town Site and 300m east of King Road. Access to the lot will be by vehicles associated with the proposes uses only (no public transport or pedestrian and cycling infrastructure) via a crossover onto Boomerang Road. An aerial photograph depicting the existing lot boundaries and use of the site has been included at **Figure 1**.

This Traffic Impact Statement assesses the operation of the proposed Transport Depot and Nursery and estimates the increase to traffic volumes that would be generated by the proposed facility. This TIS was prepared in accordance with the Western Australian Planning Commission’s ‘*Transport Assessment Guidelines for Developments*’.

2.0 PROPOSED DEVELOPMENT

The proposed Transport Depot comprises the use of a 1.18ha hardstand/parking area and site offices. Operations of the transport depot are such that 1-2 trucks loaded with machinery leave the site per day and return at close of business. Equipment stored on site will strictly be used for business operations only, meaning that machinery movements will be kept to a minimum. The Nursery comprises the use of a 1.2ha area that is generally consistent with the area of the previously approved nursery (1997) on the subject land. The nursery shall function as a wholesale nursery only with no retail component. The existing dwelling, 30m x 15m shed and various rural outbuildings will continue to be used for the landowner’s personal uses and won’t be associated with the operations of BWC Civil. Vehicle movements will be kept to a minimum as the subject land shall continue to function as a rural parcel of land where race horses are trained. An excerpt of the Development Site Plan is included at **Figure 2** (overleaf)

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FIGURE 1 – AERIAL PHOTOGRAPH

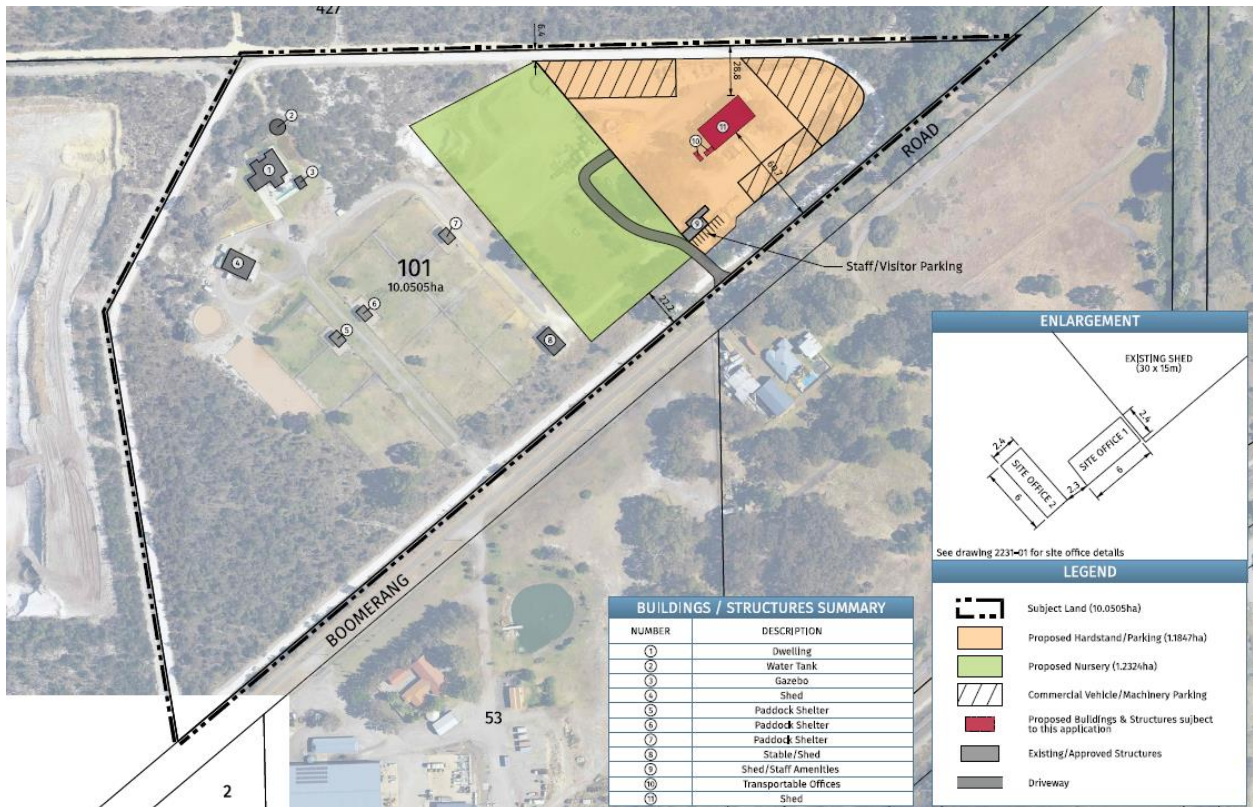


FIGURE 2 – DEVELOPMENT SITE PLAN EXCERPT

3.0 HOURS OF OPERATION

The proposed Transport Depot and Nursery shall operate on weekdays (Monday to Friday) between the hours of 7:00am and 5:30pm and on Saturdays between 7:00am and 12pm. It should be noted that Saturday operations will only occur on the odd occasion and won't be a weekly occurrence.

4.0 DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

The facility will employ 5 full time staff members and 1 part time horticulturalist. Therefore, the maximum number of staff that will park on the subject land is 6. It should be noted that this will rarely occur seeing as the horticulturalist will be part time, one of the administration persons lives on the subject land, and the majority of employees drive directly to site each where BWC Civic is contracted to undertake works each day.

In addition to personal vehicles of the employees, the following vehicles will be used by BWC Civic (refer to figures 6 – 11 included in the Development Application Report):

- 2 x Single cab utes
- 1 x Light tool truck
- 1 x medium tray top truck
- 2 x 6 wheel trucks
- 1 x prime mover

Overall, the application proposes the following number of vehicle movements:

- 12 employee vehicle movements per day (based on two trips daily in the morning and afternoon);
- 14 licenced work vehicle movements per day (based on two trips daily in the morning and afternoon); and
- 2 additional nursery truck movements per week.

Based on the above, the total number of weekly movements associated with the Transport Depot and Nursery will be 158 movements which equates to a maximum of 28 vehicle movements per day (26 for 4 of the 6 working days). The total number of movements has been calculated based on two movements per vehicle per day. It is unlikely that all commercial (likely to only be 6 movements per day) and employee vehicles will enter and exit the site each day which means that the calculated maximum number of vehicle movements per week represents a very conservative count (i.e. a worst case scenario).

The Western Australian Planning Commission's *Transport Assessment Guidelines for Development (Vol. 4)* states that:

"Where a traffic increase as a result of a proposed development is less than 10% of the current road capacity, it would not normally have a material impact."

Boomerang Road is designated as an "Access Road" in accordance with the Main Roads WA Road Hierarchy. Access Roads generally have the capacity to carry a volume of 3,000 vehicles per day (28 trips is 0.93% of the roads capacity). It is therefore considered that this proposal and the associated traffic generated from the Transport Depot and Nursery at peak usage times, would have no material impact on the surrounding road capacity. This is particularly the case given that King Road is designated as a "Regional Distributor Road" and Gossage Road a "Local Distributor Road," and due to the conservative method that weekly traffic generation has been calculated.

5.0 VEHICLE ACCESS AND PARKING

As depicted in **Figure 2**, the Transport Depot and Nursery will be accessed via second driveway and crossover when heading north east on Boomerang Road. No amendments to any road infrastructure is required to accommodate continued vehicle access onto Boomerang Road. The internal driveway will provide access to the Nursery and Transport Depot hardstand along with the site offices, shed, and staff/visitor parking.

While Transport Depot and Nursery are not included in Table 5 – *Parking Requirements* of TPS 2, the 8 Employee/Visitor bays are considered sufficient particularly given that it is expected a maximum of only 2 employees (administration staff) will be at the site at any one given time. Realistically, only one employee vehicle would park in the designated parking area given that one of the administration staff members lives on site. While visitor bays are provided, the number of visitors to the subject land will be very low and predominately comprise of service vehicles.

The Transport Depot will also include the parking of the following vehicles and machinery when they are not mobilised to site (refer to Figures 6 – 18 of the Development Application Report):

Vehicles

- 2 x Single cab utes
- 1 x Light tool truck
- 1 x medium tray top truck
- 2 x 6 wheel trucks
- 1 x prime mover

Machinery

- 2 x Front End Loader;
- 3 x POSI Track;
- 3 x Excavators;
- 2 x Rollers; and
- 3 x truck trailers.

The Development Site Plan designates an adequate area of the hardstand for the parking of the above list of vehicles and machinery. It should be noted that machinery in particular, will more often than not be mobilised to site. Vehicles and machinery will remain stationary when located on the subject land and will only be used for the business operations of BWC Civil.

6.0 PROVISION FOR SERVICE VEHICLES

It is not anticipated that many service vehicles will need to enter the site. However, if required, service vehicles (generally vans) are able to navigate the internal driveway and utilise the parking area. There is adequate space for all necessary vehicles to manoeuvre within the site.

7.0 TRAFFIC MANAGEMENT ON STREET FRONTAGE

The subject site has primary frontage to Boomerang Road on its south east boundary. Access to the Transport Depot and Nursery will be provided by the second driveway and crossover when heading north east on Boomerang Road (refer to **Figure 3** below).

When vehicles enter onto Boomerang Road from the site, the sight lines extend more than 50m in each direction. Vehicles will be able to safely enter or exit in either direction on Boomerang Road.



FIGURE 3 – DRIVEWAY AND CROSSOVER ONTO BOOMERANG ROAD

8.0 SITE SPECIFIC ISSUES

No site specific issues have been identified.

9.0 SAFETY ISSUES

No safety issues have been identified as a result of this proposal particularly given that the number of traffic movements is low.

10.0 CONCLUSION

The above information represents a comprehensive Traffic Impact Statement that adequately details the traffic characteristics of the subject site and the proposed development, in accordance with the WAPC Transport Assessment Guidelines for Developments publication. It further assesses the impact that this development might generate, concluding that it will have no material impact to the amenity of the locality seeing as vehicle movements are low.

Should the Shire of Serpentine-Jarrahdale require any additional information relating to this proposal, please do not hesitate to contact the undersigned.

Yours sincerely



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