

Appendix 2 – Transport Impact Statement

1. Introduction

This Transport Impact Statement has been prepared in support of a Development Application for a Private Traditional Bhutanese Archery Range at 355 Warbrook Road, Bullsbrook.

The proposal is a small-scale recreational use that is expected to generate relatively low traffic volumes. This statement has been prepared generally in accordance with the *Transport Impact Assessment Guidelines – Volume 4 (2016)* and demonstrates that the proposal is unlikely to adversely affect the surrounding transport network.

2. Previous Transport Assessment

No previous Transport Impact Assessment(s)/statement(s) have been undertaken for the proposed development.

3. Proposed Development

The proposal constitutes Private Recreation under Town Planning Scheme No.17

4. Vehicle Access and Parking

- Existing vehicle access will be utilised.
- All visitor parking will be accommodated on-site.
- Informal parking is appropriate having regard to the rural nature of the development.
- Parking areas provide adequate manoeuvring for entry and exit in a forward direction.

5. Service Vehicles

The development is expected to generate minimal servicing requirements.

Service vehicles will generally comprise:

- occasional waste collection;
- maintenance vehicles;
- small delivery vehicles.

Heavy vehicle movements are not anticipated as part of normal operations.

6. Hours of Operation

- Monday to Sunday
- 9:00 am – 6:00 pm

7. Daily Traffic Volumes

The development is anticipated to generate relatively modest traffic volumes.

Operational assumptions include:

- generally 2 organised sessions per day;
- typical attendance of 10–20 participants per session;
- participants generally arriving as families, couples or organised groups rather than individually.

Based upon these assumptions:

Typical weekday

- 5–15 patrons
- approximately 4–8 visitor vehicles/day
- 1–3 staff vehicles

Typical weekend

- 30–50 patrons
- approximately 15–25 visitor vehicles/day (half in the morning and half in the afternoon)
- 1–3 staff vehicles

Traffic movements will generally occur immediately before and after scheduled sessions rather than continuously throughout the day.

Overall, traffic generation is considered low and commensurate with the rural locality.

8. Frontage Road Network

The subject site is located on Warbrook Road, which intersects with Railway Parade approximately 4.2 km south of the Stock Road/Tonkin Highway interchange and approximately 7.2 km north of the Great Northern Highway intersection.

- **Tonkin Highway** – Primary Distributor;
- **Great Northern Highway** – Primary Distributor;
- **Stock Road** – Access Road;
- **Railway Parade** – Access Road; and
- **Warbrook Road** – Local Rural Road providing direct access to the subject site.

Access to the development will be obtained via the existing crossover from Warbrook Road, with all visitors arriving via Railway Parade before turning into Warbrook Road.

Based on the regional road network and the anticipated catchment of patrons, it is expected that visitor traffic will generally be distributed as follows:

Route	Estimated Trip Distribution
Tonkin Highway → Stock Road → Railway Parade → Warbrook Road	Approximately 49%
Great Northern Highway → Railway Parade → Warbrook Road	Approximately 49%
Local roads within Bullsbrook, Ellenbrook and surrounding rural localities	Approximately 2%

The northern approach via Tonkin Highway is expected to predominantly serve visitors travelling from the north-western, south-western and central suburban areas.

The southern approach via Great Northern Highway is expected to accommodate visitors travelling from the eastern metropolitan suburbs, including (but not limited to) Midland, Guildford, High Wycombe, Forrestfield, hills and the south-eastern corridor.

Only a very small proportion of trips are anticipated to originate from surrounding local roads within Bullsbrook and Ellenbrook.

Importantly, regardless of origin, virtually all traffic will ultimately utilise Railway Parade before accessing the site via Warbrook Road.

Railway Parade is a well-constructed Access Road that currently accommodates traffic associated with existing rural properties together with significant residential development occurring within Ellenbrook and Upper Swan. Accordingly, the modest increase in traffic generated by the proposed development is not expected to materially affect the operation, capacity or safety of the surrounding road network.

Given the anticipated patron numbers, booking-based operation and relatively low vehicle generation (approximately 15–25 visitor vehicles on a typical busy day), the proposal is not expected to result in any discernible change to the level of service of Railway Parade, Warbrook Road or the adjoining intersections.

9. Public Transport

Given the rural location of the site, public transport services are limited.

The proposal has therefore been designed on the basis that the majority of visitors will arrive by private vehicle.

10. Pedestrian Access

Pedestrian activity external to the site is expected to be negligible.

Internal pedestrian movements will occur between the parking area, amenities and archery range.

11. Cycle Access

Although visitors may arrive by bicycle, demand is expected to be very low due to the rural location.

Visitors choosing to cycle will be able to securely park bicycles within the site.

12. Site Specific Issues

The proposal has been specifically designed to minimise transport impacts by:

- operating on a booking basis;
- limiting patron numbers;
- restricting activities to daylight hours;
- providing on-site parking;
- encouraging shared vehicle trips by families and organised groups; and
- avoiding large public events.

No transport issues have been identified that would warrant a detailed Transport Impact Assessment.

13. Safety

The proposal is not expected to adversely affect road safety. Vehicle speeds within the site will remain low.

Internal vehicle and pedestrian movements will be managed through:

- clearly defined parking areas;
- safe pedestrian routes;
- adequate sightlines at the site access;
- appropriate directional signage where required; and
- supervision during organised events.

Having regard to the scale of the proposal and anticipated traffic generation, the development is considered capable of operating safely without adverse impacts upon the surrounding road network.