



Lot 535 (No. 45) Country Club, Boulevard Traffic Impact Statement

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1. Introduction

This Transport Impact Statement (TIS) has been prepared in support of a proposed Local Development Plan for Lot 535 (No. 45) Country Club Boulevard, Connolly (the subject site). The LDP seeks to satisfy the requirements of City of Joondalup Local Planning Scheme No. 3 (LPS3) to facilitate future residential development on the subject site

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

2. Overview

2.1 Description of Proposal

The subject site is zoned 'Private Community Purposes' under the provisions of City of Joondalup Local Planning Scheme No. 3 (LPS3). Clause 19 of LPS3 identifies the subject site as being within 'Additional Use Area 16'. This allows for addition uses of 'Grouped and Multiple Dwellings' subject to the preparation and approval of a Local Development Plan (LDP).

The LDP seeks to satisfy the requirements of LPS3 to facilitate future residential development on the subject site. The LDP will coordinate and guide the development of subject site, specifically:

- Residential development within the eastern portion of the subject site which is generally vacant except for some existing maintenance facilities; and
- Residential development to the east of the existing Joondalup Resort Hotel which currently contains a staff car park.

2.2 Site Description

The Joondalup Resort, located at Lot 535 (No. 45) Country Club Boulevard, Connolly (the subject site) is located approximately 28 kilometres north of the Perth Central Business District and approximately 3 kilometres west of the Joondalup City Centre. The subject site contains a wide range of amenities including the Joondalup Resort Hotel, wedding and conference facilities, and multiple food and beverage outlets as well as the associated car parking and supporting infrastructure.

Most of the subject site is surrounded by Lot 1 (No. 39) Country Club Boulevard, Connolly, which contains the Joondalup Resort Public Golf Course. To the south west of the subject site is Lot 531 (No. 37) Country Club Boulevard, Connolly, which contains the Joondalup Resort Club House. These two lots provide a substantial physical separation to the residential zoned land surrounding the golf course.

The subject site measures approximately 4.8 hectares surrounded on all sites by the Joondalup golf course and associated facilities as noted above.

2.3 Existing Road Network

The subject site is provided with access to the public road in the south west corner. Country Club Boulevard links the subject site to Hodges Drive which provides direct access to the Joondalup City Centre. Hodges Drive also links to Marmion Avenue, Ocean Reef Drive and the Mitchell Freeway which provide good vehicle access from the subject site to surrounding attractions and amenities.

The surrounding road network classed under the Main Roads Functional Road Hierarchy:

- Country Club Boulevard – is a single carriageway Local Distributor Road.
- Hodges Drive – is a dual carriageway road which is nominated as a Distributor A Road under the Main Roads Functional Road Hierarchy and is an 'Other Regional Road' under the Metropolitan Region Scheme.
- Marmion Avenue - is a dual carriageway road which is nominated as a Distributor A Road under the Main Roads Functional Road Hierarchy and is an 'Other Regional Road' under the Metropolitan Region Scheme.
- Kwinana Freeway – is a primary distributor Main Roads Functional Road Hierarchy and is an 'Primary Regional Road' under the Metropolitan Region Scheme.

Under the Main Roads Functional Road Hierarchy, the roads above are likely to exhibit a range of characteristics with the key matters relating to capacity and traffic speed summarised below:

- A Local Distributor Road has a capacity to carry up to 6,000 vehicles per day, these generally have a speed limit of 50km/h to 60km/h as they are in built-up residential areas
- District Distributor A road have the capacity to carry more than 8,000 vehicles per day. District Distributors generally operate at desired speeds between 60-80kms per hour.
- A Primary Distributor is estimated to have an Average Annual Weekday Traffic count of between 20,000 and 25,000 vehicles per day. Primary Distributors can have speeds of between 60km/h and 110km/s depending on design characteristics.

2.4 Existing Traffic Volumes

Existing traffic volumes for Country Club Boulevard are not available from the Main Roads Metropolitan Traffic Digest (the Digest). A request has been lodged with the City for existing data for Country Club Boulevard. The City has noted this is available however the data is approximately 12 years old and it is a general requirement for a TIS to use traffic data which is no more than 4 years old. In this respect it is noted that there is unlikely to have been any substantial changes to the traffic numbers along Country Club Boulevard in the past years for the following reasons:

- The Joondalup golf course commenced operations in 1985 and the second stage was operational in 1988.
- The Joondalup resort has been operating on the subject site since 1996 when the first stage was completed.

- Many of the surrounding dwellings in the suburb of Connolly were constructed in the 1980's and 1990's. While some of the traffic from the surrounding dwellings is likely to use Country Club Boulevard, it is noted that there are multiple roads in the area which provide access to higher order roads such as Hodges Drive to the south and Shenton Avenue to the north.

It is understood that Country Club Boulevard currently accommodates substantially less than 6000 vehicles per day and therefore is operating within the anticipated capacity for a Local Distributor Road. In April 2020, the Metro North West Joint Development Assessment Panel (as it was known at the time), considered a Development Application for Multiple Dwellings at Lot 407 (3) Glenelg Place, Connolly, (DAP Ref: DAP/19/01696). In response to concerns raised regarding traffic the RAR prepared by the City noted the following:

- *The applicant has provided a Traffic Impact Statement in accordance with the requirements of DPLH's Transport Impact Assessment Guidelines Volume 4 – Individual developments. The applicant is not required to provide data on current traffic volumes;*
- *Country Club Boulevard is designated by Main Roads WA as a 'local distributor' road in accordance with the Road Hierarchy for Western Australia which has a desirable traffic volume of up to 6,000 vehicles per day. There is adequate capacity within the surrounding road networks to support the development.*

Given above, it is not proposed to provide updated traffic counts for Country Club Boulevard as part of this TIS however it is understood this may be required as part of a TIA lodged as part of any future development application.

Data obtained from MRWA indicates Hodges Drive west of Country Club Boulevard carries approximately 11,500 vehicles. This number has been relatively stable between 2019/20 to 2023/24 with a maximum number of 11,590 and a minimum of 11,340. These traffic volumes are consistent with the expectations for District Distributor roads which are capable of accommodating more than 8,000 vehicles per day.

3. Vehicle Access and Parking

3.1 Existing Land Uses and Access Arrangements.

The subject site contains a wide range of amenities including the Joondalup Resort Hotel which contains approximately 70 hotel rooms, wedding and conference facilities, and multiple food and beverage outlets as well as the associated car parking and supporting infrastructure. Access to the Joondalup Resort Hotel is provided via the existing single carriageway Country Club Boulevard.

The Joondalup Resort Golf Course is located at Lot 531 Country Club Boulevard and contains the club house and other associated facilities including car parking. Access to the Joondalup Resort Hotel is also provided via a single existing crossover to the single carriageway Country Club Boulevard. Joondalup Resort Hotel, the golf club and the other facilities act as a regional attractor bringing people to it to experience the high quality golf course and high quality hospitality offer.

The Joondalup Resort hosts events throughout the year including New Years Eve celebrations. The Joondalup Resort operators are skilled at accommodating additional traffic as part of these events employing a range of traffic management techniques including the use of temporary car parking on the driving range to accommodate additional vehicles.

3.2 Proposed Access Arrangement

The LDP aims to facilitate residential uses on the subject site in locations which are currently vacant or underutilised. Access to the proposed residential uses will be obtained via the existing access point on Country Club Boulevard and through the existing car park. The proposed access points are shown on the LDP.

3.3 Proposed Vehicle Parking

The LDP aims to facilitate future residential development on the subject site. While detailed designs of the future buildings are yet to take place, it is expected that resident and visitor parking will be located within the future building footprint in accordance with the requirements of the Residential Design Codes and designed to meet relevant Australian Standards. This will ensure the future residential development does not negatively impact on the operations of the Joondalup Resort.

It is anticipated that further detail in relation to the future residential and visitor parking will be provided as a part of a future development application and supported by a Traffic Impact Assessment.

3.4 Service Vehicles

The existing Joondalup Resort operations are serviced by private waste collection vehicles. Other service vehicles such as emergency services can access the site via the existing road network and car park.

It is expected that waste collection will be in a safe and convenient location in accordance with the requirements of the Residential Design Codes and any relevant local planning policies and designed to meet relevant Australian Standards.

It is anticipated that further detail in relation to the future waste management and emergency vehicle access will be provided as a part of a future development application and supported by a Traffic Impact Assessment.

4. Traffic Volumes

4.1 Overview

The Transport Impact Assessment Guidelines (the Guidelines) provide guidance for land use planners and transport planning professionals, when considering land use development. The Guidelines are applicable at all stages of development from scheme amendments to individual development applications.

As noted above, the subject site and the surrounding lots contain a wide range of land uses associated with the Joondalup Resort, including the Hotel, Golf Course, Wedding and Function Centre and food and beverage outlets. All these uses are provided with access to car parking, with approximately 145 bays provided on the Golf Course, 223 for the Joondalup Resort and 37 for staff.

The proposed LDP aims to facilitate residential land uses on the subject site. It is anticipated that the Residential development will generate at different times to the existing land uses on site and as such will not have an impact on the existing road network. Despite this, it is acknowledged that a detailed assessment of transport matters will be required prior to the approval of any future development application for residential development on the subject site in accordance with the Guidelines.

4.2 Existing Trip Generation

As noted above a range of land uses currently exist on the subject site, including various food and beverage uses and accommodation. Using the Trip generation Rates provided in Table 1 of Volume 5 of the Guidelines an indicative trip generation is provided below. In preparing this table we have taken a cautious approach and treated the Hotel Accommodation as per the residential land use. We have also treated the food and beverage spaces as 'Retail – Food' as these generate the highest trip numbers. It is noted Table 1 below relates only the existing uses on the subject site and does not include the Joondalup Golf Course on the surrounding site.

Table 1 – Trip Rates from Existing Use

Land Use	Indicative Dwelling Numbers/GFA	AM Peak (Total)	PM Peak (Total)
Residential	70	0.8 (56)	0.8 (56)
Retail (Food)	3,500	2.5 (86)	10 (350)

4.3 Anticipated Additional Trip Generation

The concept plans presented to the DRP indicated approximately 130 dwellings will be provided on the Residential Site. Up to approximately 60 dwellings could potentially be located on the Hotel site. Based these indicative numbers, the anticipated vehicle movements vehicle trip rates are noted below. These have been determined using the Residential trip generation rates provided in Table 1 of Volume 5 of the guidelines.

Table 2 – Additional Trip Generation

Land Use	Indicative Dwelling Numbers	AM Peak (Total)	PM Peak (Total)
Residential	190	0.8 (152)	0.8 (152)

In accordance with Figure 2 of the Guidelines, individual developments which are anticipated to generate more than 100 trips during peak hour are required to be supported by a Traffic Impact Assessment (TIA). Subject to the approval of this LDP, this will be appropriately addressed at the future development application stage.

4.4 Implications

The future traffic volume facilitated by this LDP is likely to be relatively low in the context of the existing uses and surrounding uses. This additional traffic is therefore likely to have negligible impact on adjacent roads and intersections. On this basis it is considered the LDP can be approved by the City noting a detailed TIA will be provided in support of any future DA for residential development on the subject site.

5. Active Transport

5.1 Pedestrian Access And Facilities

The subject site is not currently serviced by a pedestrian footpath which leads to the property boundary. The existing pedestrian footpath along Country Club Boulevard, runs along the eastern side of the street and links to Hodges Drive in the south however this ends approximately 30 metres from the property boundary. This footpath provides safe and convenient access to local amenities including the local shopping centre.

Pedestrians are provided for within the subject site and surrounds by a series of footpaths which link the golf course and the various hotel and hospitality offerings.

5.2 Cycle Access and Facilities

The subject site is identified as being close to several cycling routes which are shown on the Department of Transport Comprehensive Bike Maps as described below:

- Fairway Cir leading east from the subject site, is noted as being an 'other shared path'. This provides direct access to the Principal Shared Path along Mitchell Freeway and direct access to the Joondalup City Centre.
- To the west of the subject site Fairway Cir is nominated as an 'other shared path' which leads to the Continuous Signed Route NW1. This path provides access to a range of amenities to the north and south of the subject site.
- Country Club Boulevard is nominated as a good riding environment.

The subject site has good access to surrounding bicycle paths which can assist in encouraging cycling in the area particularly for local trips. Any future residential development on the subject site will be provided with bike parking for residents and visitors as per the requirements of the Residential Design Codes.

5.3 Public Transport

The subject site is serviced by a local bus route and is also within short drive or cycle to the Joondalup Train Line as described below

Bus Route 462: This bus route services the south western suburbs of Joondalup connects the site to Joondalup and Padbury Train Stations. The bus route is located within 800m of the subject site with the closest stop No.17923 being located along Hodges Drive.

Joondalup Train Service: The subject site is located approximately 3km from the subject site.

6. Conclusion

This Traffic Impact Statement has considered, at a high level, the transport related aspects of the proposed Local Development Plan including the existing and proposed land uses, the existing traffic conditions, access, car parking, public transport, pedestrian movements and cycle facilities.

From this review, the future development facilitated by the LDP can be accommodated by the local road network without any modification. Further, the future development is unlikely to result in any safety impacts.

A more detailed Traffic Impact Assessment will be provided at the individual development application stage subject to the approval of this LDP.