



Project: **Transport Impact and Car Parking
Assessment – V1**

Pratt Road, Eaton

Proposed Padel Courts, Eaton Bowling Club

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1. INTRODUCTION

Move Consultants has been commissioned to prepare a Transport Impact and Parking Assessment for the development of padel courts at the existing Eaton Bowling Club located on the south side of Pratt Road, Eaton in the Shire of Dardanup. This assessment has been prepared in accordance with the Shire of Dardanup's *Local Planning Scheme No.9* and the WAPC *Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as in the context of a desktop review of existing public car parking facilities in close proximity to the site.

1.1 Location

The Eaton Bowling Club is located on the south side of Pratt Road, between Foster Street and Bobin Street, opposite the Pratt Road Reserve in the suburb of Eaton and is shown in **Figure 1**. It is also located approximately 1.1km due north-west of the Eaton Town Centre.



Figure 1 – Local Context

The location of the site in a regional context is shown in **Figure 2**.

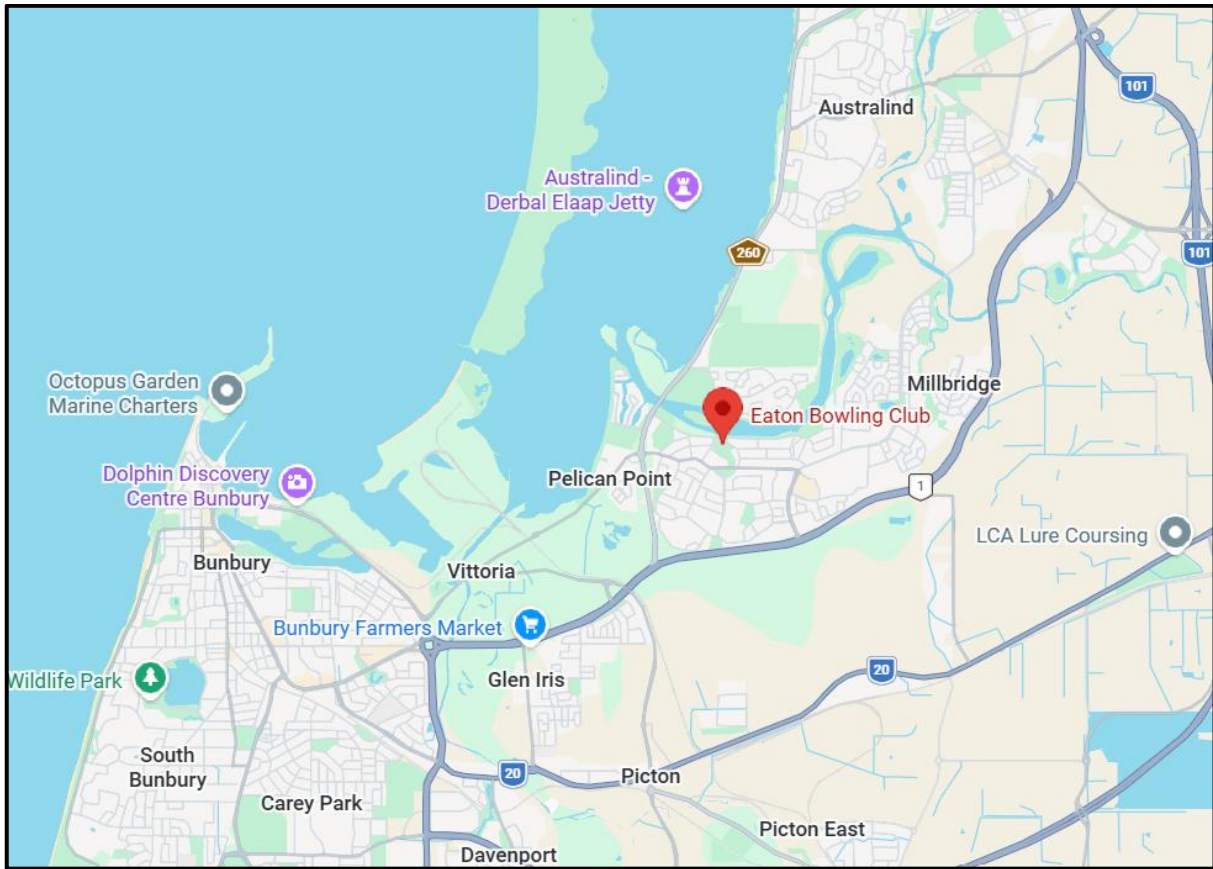


Figure 2: Regional Context

The proposal consists of the construction of four (4) padel courts on lands immediately east of the existing as shown in **Figure 1**. Typically, a maximum of 16 players plus three (3) staff will be on site at any one time. The proposed hours of operation are Monday to Saturday from 7:00 a.m. to 10:00 p.m. and Sundays from 9:00 a.m. to 10:00 p.m. Courts will be booked in advance, with individual bookings typically ranging from one (1) hour to 90 minutes.

A detailed desktop review was undertaken to identify any potential traffic-related issues associated with the proposal and to ascertain potential existing and future vehicular travel patterns on the boundary road network, and public car parking demands within the existing local proximate public car parking supply.

In addition to the data collection, a review of the existing road geometry, travel patterns and speed zoning in place was also undertaken.

1.2 Scope of Assessment

This report has been prepared in accordance with the Western Australian Planning Commission's *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006), the Shire of Dardanup's planning policies and relevant industry standards such as Australian Standards and Austroads guidelines

Specifically, this report aims to assess the impacts of the proposed development on the boundary road network in the vicinity of the site to identify any modifications, to site or road layout, which may be required to serve the proposed site. In addition, the assessment considers the proposed access, circulation, and egress arrangements to and from the site and car parking demands associated with the proposal.

For this purpose, the traffic operations on the adjacent and broader local road network have been assessed under both existing and future proposed traffic conditions with regard to the potential impacts from additional traffic generated by the proposed development of the site.

2. EXISTING MOVEMENT NETWORK

2.1 Road Infrastructure

Hamilton Road, located approximately 350m to the south of the site, has been classified as a *District Distributor B* road under the Main Roads WA Functional Road Hierarchy and operates under a posted speed limit of 50kph. It has been constructed as a single divided carriageway in the vicinity of the proposal with a flush central median. Existing traffic volumes are in the order of 7,200 vpd (west of Eaton Drive) in the vicinity of the site. Hamilton Road is operated, owned, and maintained in the vicinity of the site by the Shire of Dardanup.

Pratt Road, Foster Street and Bobin Street have all been classified as *Access Roads* operating under the default built-up area speed limit of 50km/h. These roads have all been classified as single undivided carriageways in the vicinity of the site. Off-road public parking is in place opposite the site on the north side of Pratt Road within the Pratt Road reserve with capacity for 50+ vehicles. Pratt Road carries in the order of 2,300 vpd (west of Graham Street). Foster Street carries in the order of 300 vpd (south of Pratt Road) and Bobin Street carries in the order of 650 vpd (south of Pratt Road). These roads are all operated, owned and maintained in the vicinity of the site by the Shire of Dardanup.

An extract from the MRWA's *Functional Road Hierarchy* is shown in **Figure 3**.

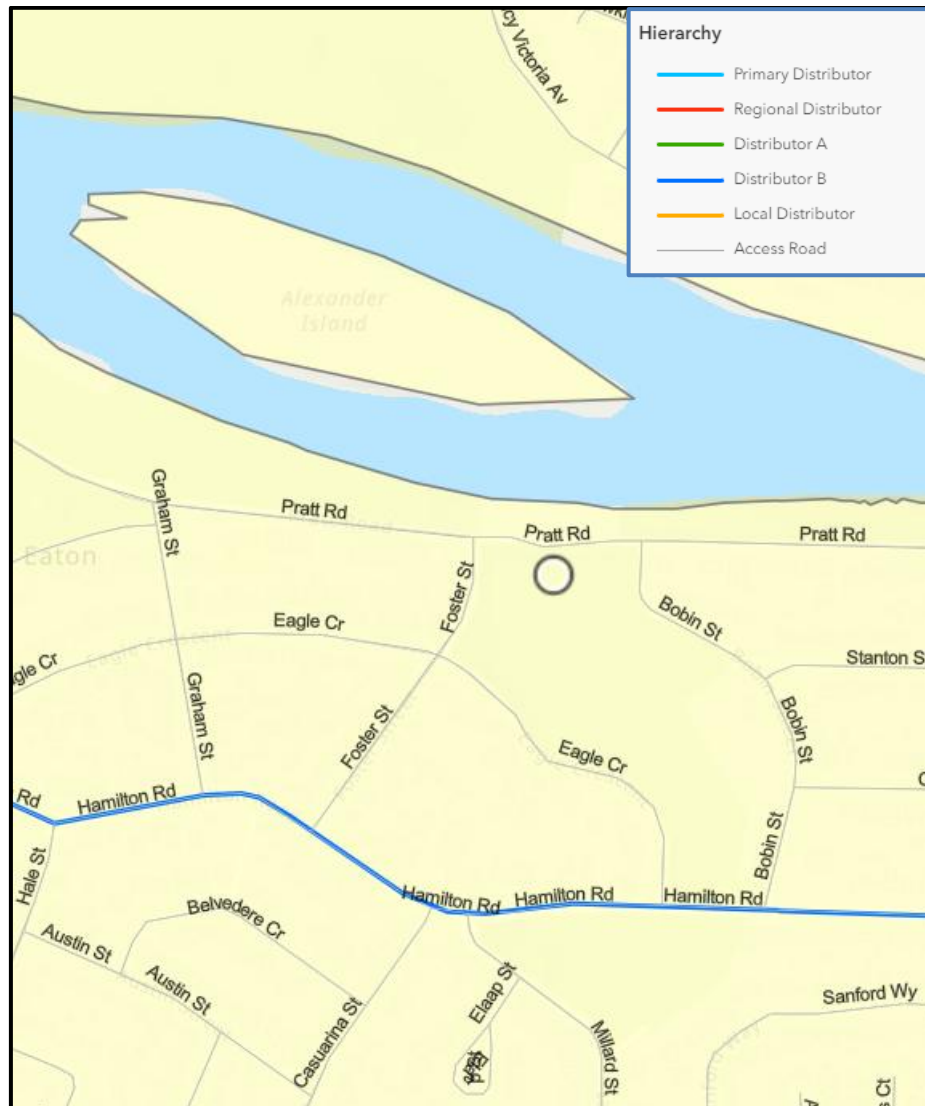


Figure 3 – MRWA Functional Road Hierarchy (Source: Main Roads WA)

The intersections of Pratt Road with both Foster Street and Bobin Street operating under T-intersection Give Way control on the Foster Street and Bobin Street approaches.

2.2 Pedestrian and Cycling Infrastructure

A dual use path is in place on Pratt Road on the north side of the Pratt Road Reserve opposite the site. There is a footpath on the west side of Bobin Street, south of Pratt Road, adjacent to the eastern boundary of the bowling club. A footpath is in place on the south side of Hamilton Street with sealed shoulders on both sides of the road. The Shire of Dardanup's *Local Bike Plan* (2023) has designated Pratt Road as *Primary Cycling Facility* and Bobin Street as a *Local Cycling Facility* with Hamilton Road designated as a *Secondary Cycling Facility*.

These plans are shown in **Figure 4**.

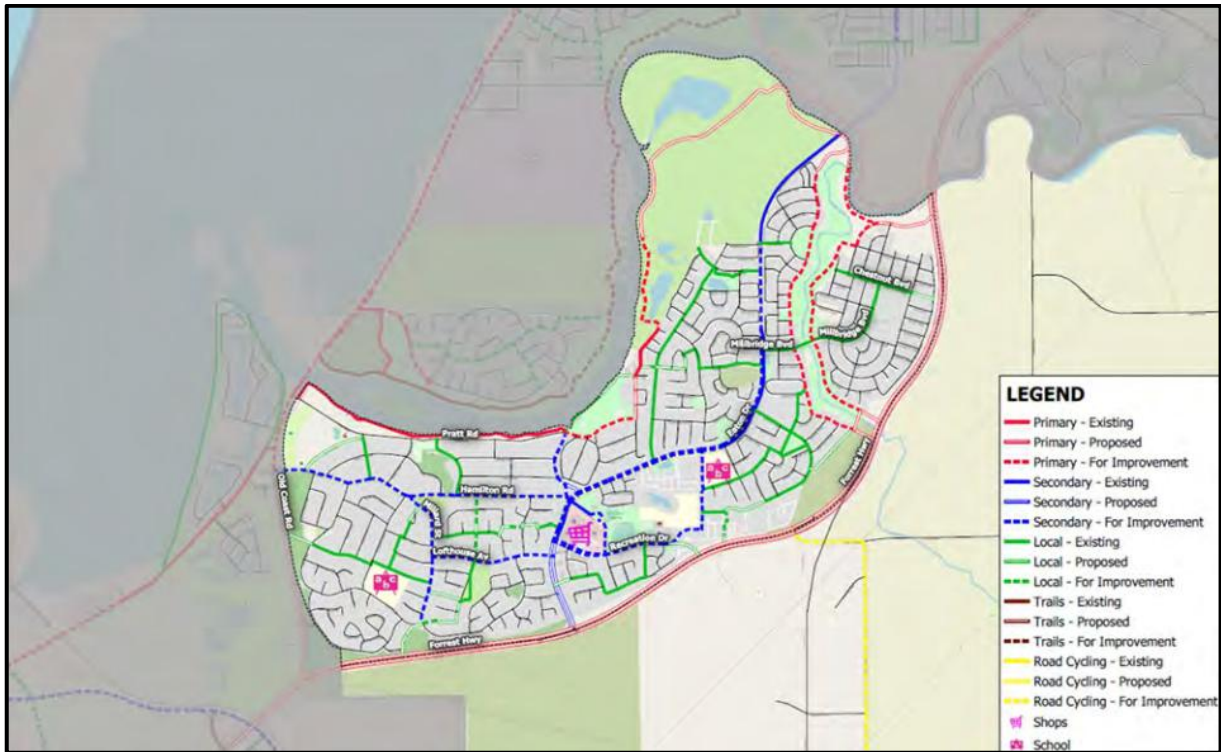


Figure 4 – Excerpt from Shire of Dardanup Bike Plan (2023)

2.3 Public Transport Infrastructure

The closest bus stops are in place to the south of the site along Hamilton Road, within a 5- to 8-minute walking distance of the site with Route 844: Bunbury Bus Station to Millbridge via Bunbury Forum and Eaton Fair Shopping Centre. This route provides hourly service during peak periods and 2-hourly service during midday and weekend/public holiday periods.

Figure 5 shows the line haul bus services in the vicinity of the site.

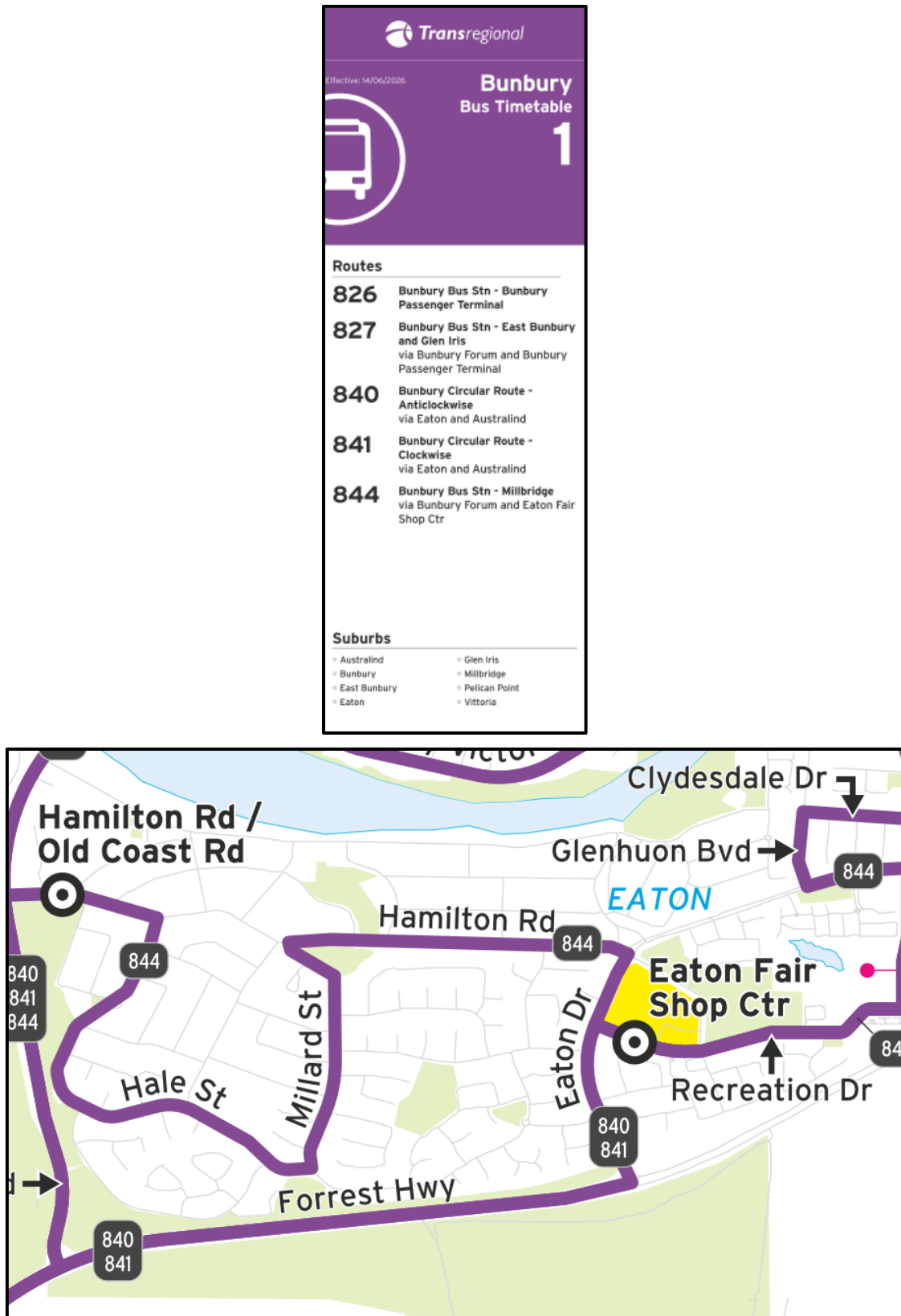


Figure 5: Existing Line Haul Bus Services (Source: TransBunbury)

3. DEVELOPMENT PROPOSAL

3.1 Development Details

The proposal consists of the construction of four (4) padel courts on property within the north-eastern corner of the Eaton Bowling Club situated at on the south side Pratt Road, Eaton between Foster Street and Bobin Street. The courts will accommodate up to a maximum of 16 players with a maximum of three (3) staff on-site at any given time. The proposed hours of operation are 7:00 a.m. to 10:00 p.m./Monday-Saturday and 9:00 a.m. to 10:00 p.m. on Sundays with courts to booked in advance with individual bookings typically ranging in time from one (1) hour to 90-minutes on average. The proposed courts will operate simultaneous to the existing operations associated with the Eaton Bowling Club which hosts men's and ladies' pennant bowls games typically taking place on Tuesdays and Saturdays between October and March for a period of up to four (4) hours with the occasional 'away' game with no games taking place during these 'away' time periods. This has been confirmed by a review of the Eaton Bowling Club fixtures posted to its webpage.

3.2 Car Parking and Access

Vehicular access to the proposal will be shared with the existing bowling club on the west side of Bobin Street approximately 60m due south of the intersection with Pratt Road leading to an on-site car parking area consisting of 31 bays along the south side of the existing bowling club building. In addition, there is significant public off-street car parking in close walking distance to the site situated within the Pratt Road Reserve opposite the site on the north side of Pratt Road consisting of 50+ bays.

3.3 Bicycle Parking

Existing bicycle parking can be provided on the site at the Eaton Bowling Club in the form of externally installed U-rails, if required.

4. TRAFFIC ANALYSIS

A traffic generation and distribution exercise has been undertaken to assess the potential traffic impacts associated with the proposed development. The aim of this exercise was to establish the traffic volumes which would be generated from the proposed development and to quantify the effect that the additional traffic has on the surrounding road network, including on Pratt Road, Bobin Street, Foster Street and Hamilton Road.

4.1. Trip Generation and Distribution

Based upon information received from the Applicant with regard to the operational parameters associated with the proposal, up to a maximum of 16 players and three (3) staff will be on site at any given time. This results in an estimate of 13 to 26 vph during a typical peak hour taking into account overlapping entering/exiting players and staff movements with a maximum of 160 to 260 vehicles on a daily basis. The overall traffic generation has been based upon anticipated bookings, the number of courts available for use and slot times as sourced from the Applicant. The anticipated traffic generation will operate similar to other facilities such as tennis clubs and racquet ball sport facilities and is consistent with documented trip generation rates in the ITE's *Institute of Transportation Engineers Trip Generation Manual, 10th Edition*.

Based upon the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following distribution for the proposed development generated traffic has been assumed broadly: to be as follows

- 50% to and from the west via Pratt Road.
- 20% to and from the east via Pratt Road
- 20% to and from the south via Bobin Street and Hamilton Road.
- 10% to and from the south via Foster Street and Hamilton Road.

Estimated future traffic impacts on the relevant local road links are shown as follows:

- Pratt Road (West):
 - Daily: +80 to 130 vpd
 - Peak Hour: +7 to 13 vph
- Pratt Road (East):
 - Daily: +32 to 52 vpd
 - Peak Hour: +3 to 5 vph

- Bobin Street:
 - Daily: +32 to 52 vpd
 - Peak Hour: +3 to 5 vph
- Foster Street:
 - Daily: +16 to 26 vpd
 - Peak Hour: +1 to 3 vph
- Hamilton Road:
 - Daily: +48 to 78 vpd
 - Peak Hour: +4 to 8 vph

These increases in daily and peak hour volumes will have a minimal impact on existing traffic operations in the area and can be comfortably accommodated within the practical capacities of the respective links on the boundary road network. It should be noted that even if the expected maximum trip generation is increased by 25%, the anticipated maximum daily and peak hour site-generated traffic can be comfortably accommodated within the practical capacity of the local road network.

5. TRAFFIC ENGINEERING REVIEW AND CAR PARKING ASSESSMENT

5.1. Review of Site Layout and On-Site Circulation

No changes to the existing on-site car parking at the Eaton Bowling Club is proposed as part of the application.

5.2. Crash History, Sightlines and Pedestrian Safety

A review of the crash history on the boundary road network in the vicinity of the site crossover during the updated 5-year reporting period 2021-2025 indicates that while there has been one(1) crash at the intersection of Pratt Road/Bobin Street over this time period, no driveway crashes have been recorded on either Bobin Street in the vicinity of the bowling club crossover or on Pratt Road in the vicinity of the off-street public parking at the Pratt Road Reserve. This indicates that the addition of site-generated traffic will have no impact on the existing public asset risk profile.

A review of the sightlines at the existing site crossover to the Eaton Bowling Club on Bobin Street as well as at the existing entrance/exit to the Pratt Road Reserve off-street public parking reserve indicates that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph along the respective road links.

No pedestrian or cycling safety issues have been identified in the context of the proposal.

5.3. Rubbish Collection and Loading, Servicing and Delivery

Rubbish collection arrangements will remain as are currently in place at the Eaton Bowling Club with the proposal not anticipated to generate significant levels of either general or recycling waste with any arrangements to take place between the bowling club and Applicant.

5.4. Construction Traffic

Anticipated traffic associated with the proposal will entail earthworks and concreting for the base of the padel courts with dump trucks or similar delivering/removing raw materials with construction taking place on site. A maximum of two (2) low bed trucks will deliver the court framework once the seal is completed on the courts. A maximum of up to eight (8) to ten (10) staff members will be present during the construction phase with vehicles parking within the public parking supply within the Pratt Road Reserve during weekdays only 7:00 a.m. to 4:00 p.m. The low bed trailers will deliver the court framework via the existing bowling club, if practicable. The anticipated traffic generated during construction will have a minimal impact on traffic operations in the area.

5.5. Car Parking

The existing car parking on the site of the Eaton Bowling Club will be utilised by staff only during club pennant days with players utilising the existing off-street parking within the Pratt Road Reserve opposite the northern boundary of the site with the on-site car parking at the club available outside the operating hours of the club.

The existing off-street public parking supply within the Pratt Road Reserve consists of approximately 50 bays. The peak demands associated with passive recreation by the public of the existing reserve are typically weekends with a review of historical parking demands in the order of 50 to 60% maximum during these peak periods. The peak demand periods associated with the padel courts would still generate parking demands (up to 10 to 15 bays) which can be comfortably accommodated within the existing public car parking supply. It should be noted that the Shire's TPS requires a maximum of four (4) bays to be theoretically provided (1 bay per 4 persons accommodated for private recreation uses). This car parking supply can be comfortably accommodated within the context of both the established on-site bowling club parking supply and off-site public parking supply within the reserve. This approach is consistent with the approach outlined in Joint Use of Parking Facilities of the Shire's LPS and in line with traffic engineering and car parking infrastructure management best practice as well as

consistent with other similar approved proposals assessed by Move Consultants on a number of other projects in the City as well as other Local Governments in the both the Perth Metropolitan Area and Regional Western Australia.

This approach proposed by Move Consultants has also been endorsed by sitting members with regard to number of applications approved by the State Administrative Tribunal and is considered a reasonable and appropriate cost-effective approach to the provision and management of public car parking infrastructure.

6. CONCLUSIONS

Move Consultants has been commissioned to prepare a Transport Impact and Parking Assessment for the development of padel courts at the existing Eaton Bowling Club located on the south side of Pratt Road, Eaton in the Shire of Dardanup. This assessment has been prepared in accordance with the Shire of Dardanup's *Local Planning Scheme No.9* and the WAPC *Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as in the context of a desktop review of existing public car parking facilities in close proximity to the site.

These increases in daily and peak hour volumes will have a minimal impact on existing traffic operations in the area and can be comfortably accommodated within the practical capacities of the respective links on the boundary road network.

A review of the crash history on the boundary road network in the vicinity of the site crossover during the updated 5-year reporting period 2021-2025 indicates that while there has been one(1) crash at the intersection of Pratt Road/Bobin Street over this time period, no driveway crashes have been recorded on either Bobin Street in the vicinity of the bowling club crossover or on Pratt Road in the vicinity of the off-street public parking at the Pratt Road Reserve. This indicates that the addition of site-generated traffic will have no impact on the existing public asset risk profile.

A review of the sightlines at the existing site crossover to the Eaton Bowling Club on Bobin Street as well as at the existing entrance/exit to the Pratt Road Reserve off-street public parking reserve indicates that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph along the respective road links.

No pedestrian or cycling safety issues have been identified in the context of the proposal.

The proposed management of car parking demands is compliant with the Shire's LPS and traffic engineering best practice with the maximum demands associated with players and staff comfortably accommodated within both the on-site private supply at the bowling club and within the public parking supply in close proximity to the site. This approach is also consistent with good and judicial planning for car parking in a regional activity centre and with the tenets of the City's LPS and local planning policies. This approach proposed by Move Consultants has also been endorsed by sitting members with regard to number of applications approved by the State Administrative Tribunal and is considered a reasonable and appropriate cost-effective approach to the provision and management of public car parking infrastructure.

Construction traffic will be managed through a site management plan prepared following development approval with the traffic and car parking demands associated with these activities comfortably accommodated within the public road network and public parking supply, where required.

In conclusion, based upon the results of this transport analysis, traffic engineering review and car parking assessment, there are not anticipated to be any safety, or operational concerns associated with the proposal and the proposed on-site car parking is appropriate and are therefore supported from a traffic perspective



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