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44 Planet Street, Carlisle WA 6101

TRANSPORT IMPACT STATEMENT

Proposed Mixed-Use Development

Client - Ultimo Design & Construction

Revision - 1B

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INTRODUCTION

Archer Consultants Pty Ltd was engaged by Ultimo Design & Construction to prepare a Transport Impact Statement (TIS) for approval of a proposed mixed-use development at 44 Planet Street, Carlisle WA 6101.

This report will assess the implications of the proposed development on existing traffic, parking, and transport conditions surrounding the 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)*. The following items have been included in the subsequent sections of this report:

- A Transport Impact Statement for the proposed development.
- Conclusions of the above findings.

During the course of preparing this assessment, the subject site and its environment have been inspected, and all relevant traffic and parking data collected and analysed.

BACKGROUND AND EXISTING CONDITIONS

Location and Land Use

The subject site is located on the northeastern side of Planet Street, the nearby land uses on all sides are mainly residential and is located approximately 5km east of Perth.

The use of the land immediately surrounding the subject site is a mix of commercial and residential in nature.

Figure 1 provides an overview of the area and its surrounding land uses whilst **Figure 2** provides an aerial view of the immediate area surround the subject site.

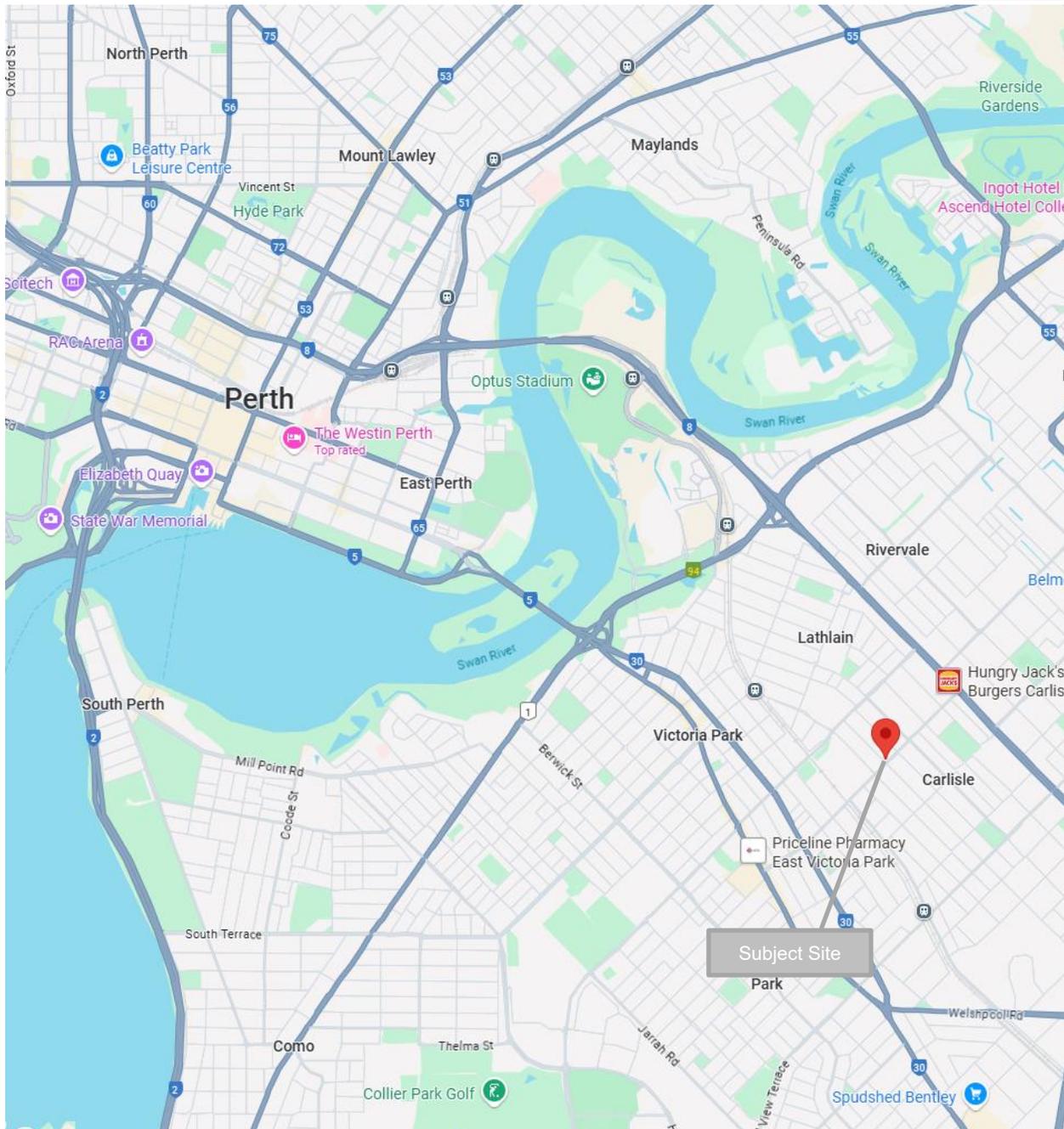


Figure 1 Subject Site Location

source: Google Maps

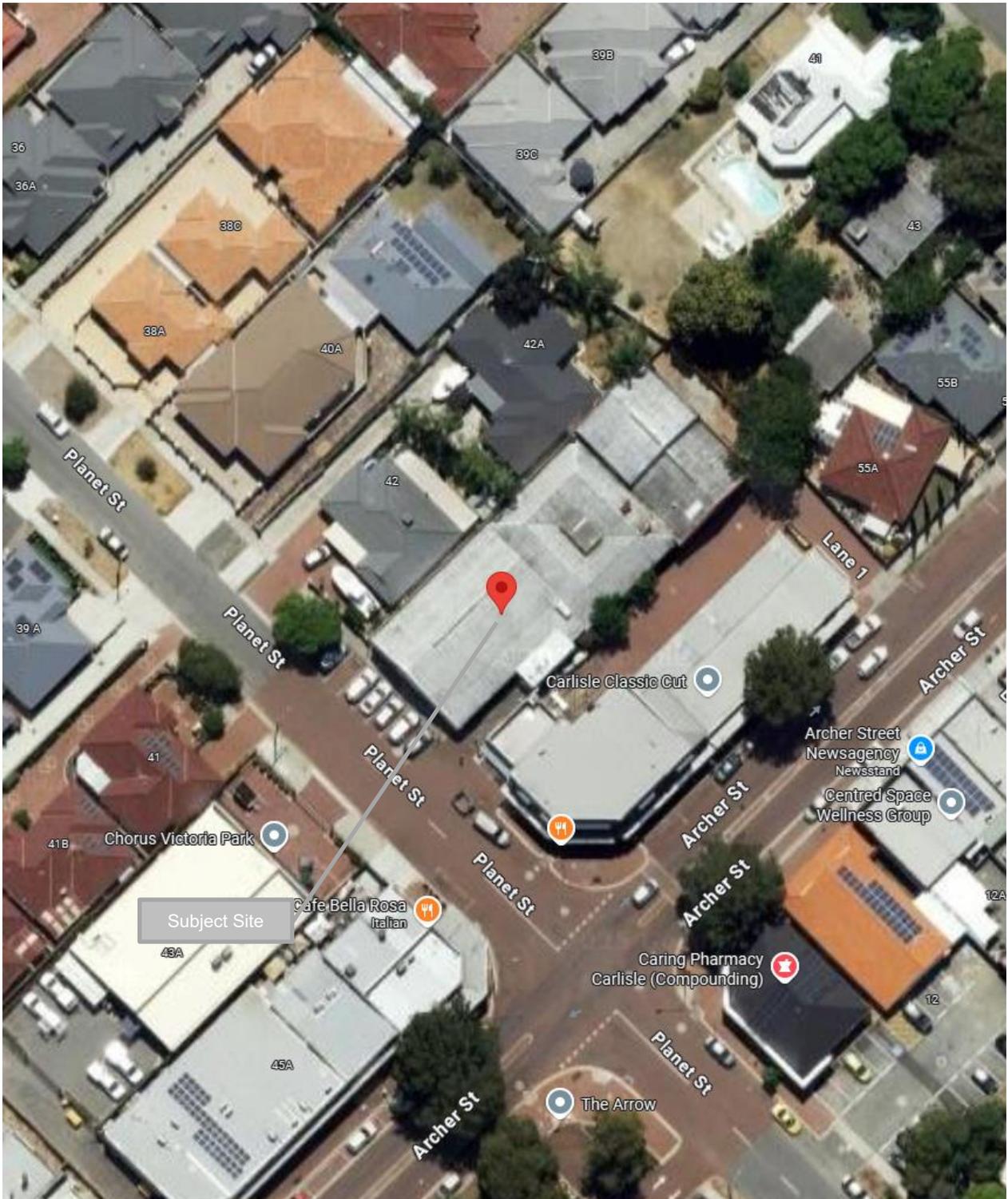


Figure 2 Subject Site Aerial View

source: Google Maps

Planet Street

Planet Street is a main road that travels in the northwest-southeast direction. Planet Street facilitates two lane, two-way traffic throughout via marked lanes and provides kerbside parking on the northern side of the road and has an unposted speed limit of 50km/hr.



Figure 4 Planet Street near the Frontage Facing NorthWest

source: Google Maps

The proposal for 44 Planet Street, Carlisle is for a mixed-use development consisting of 2 commercial spaces (housing a retail space and a bar/café/restaurant) and 4, 2 bedroom apartments.

Through observation of site plans and information from the client, the following information is provided:

Bar/Café/Restaurant

Proposed Operating Hours

7:00am – 10:00pm Monday to Sunday.

Customers

There is expected to be a maximum of 50 customers on site at any one time.

Staff

There will be a maximum of 4 staff on site at any one time.

Leasable Floor Area

The leasable floor area is 134m².

Retail

Proposed Operating Hours

7:00am – 10:00pm Monday to Sunday.

Customers

There is expected to be a maximum of 4 customers on site at any one time.

Staff

There will be a maximum of 1 staff on site at any one time.

Leasable Floor Area

The leasable floor area is 70m².

Residential Apartments

Car Parking Spaces

There are 8 car parking spaces proposed on site.

Bicycle Parking Spaces

There are 2 bicycle parking spaces proposed on site.

TRANSPORT IMPACT STATEMENT

In accordance with the *WAPC TIA Guidelines Volume 4 Individual Developments* report, it is typical for a 'Residential' land use with 10-100 dwellings, a 'Restaurant' with a gross floor area between 200 and 2,000m² and a 'Non-food Retail' land use with a gross floor area between 250 and 2,500m² to have a vehicle peak hour range of 10 – 100 vehicle trips. As the number of peak hour vehicle trips is anticipated to be below 100 trips, a transport impact statement is warranted.

NOTE: There are only 4 dwellings proposed, the gross floor area of the proposed restaurant is 134m² and the gross floor area of the proposed retail space is 70m² however a transport impact statement was still prepared.

The site has a total site area of approximately 1,010m².

Provision for Service Vehicles

There is no specific access for service vehicles. Delivery vehicles for the commercial spaces will park at the front of the site on Planet Street. Refer to the 'Waste Management Plan' for waste collection vehicles.

Daily Traffic Volumes and Vehicle Types

The traffic generation rates for a Warehouse are obtained from *RMS Guide to Traffic Generating Developments* and are shown below:

Apartments (Low Density Residential Dwellings)

Daily vehicle trips = 8.12 per dwelling.
AM peak hour vehicle trips = 0.68 per dwelling.
PM peak hour vehicle trips = 0.77 per dwelling.

Based on 4 apartments, the following trip rates can be calculated:

Daily vehicle trips = $4 \times 8.12 = 32$ trips.
AM peak hour vehicle trips = $4 \times 0.68 = 3$ trips.
PM peak hour vehicle trips = $4 \times 0.77 = 3$ trips.

Restaurants

Daily vehicle trips = 60 per 100m² gross floor area.
PM peak hour vehicle trips = 5 per 100m² gross floor area.

Based on a gross floor area of 134m², the following trip rates can be calculated:

Daily vehicle trips = $60 \times 134/100 = 80$ trips.
PM peak hour vehicle trips = $5 \times 134/100 = 7$ trips.

Retail

AM peak hour vehicle trips = 1.68 per 100m² gross floor area.

PM peak hour vehicle trips = 2.70 per 100m² gross floor area.

Based on a gross floor area of 70m², the following trip rates can be calculated:

AM peak hour vehicle trips = $1.68 \times 70/100 = 1$ trip.

PM peak hour vehicle trips = $2.70 \times 70/100 = 2$ trips.

Evident by these rates, the proposed development is expected to generate a low level of vehicle trips which will have a minor impact on the existing traffic conditions.

Traffic Management on the Frontage Streets

Road Width/Number of Lanes

The site has 1 main frontage (on Planet Street) with 2 accesses (Planet Street for the commercial tenancies and the rear laneway for the residential tenancies).

Planet Street contains 2 marked lanes (1 northwestbound and 1 southeastbound). The widths of each lane is approximately 3.8m wide.

The rear laneway contains 2 unmarked lanes (1 northwestbound and 1 southeastbound). The widths of each lane is approximately 2.75m wide.

Footpaths/Cycleways

Pedestrians access to the site is via a pedestrian footpath available along the Planet Street site boundary.

There is no dedicated cycling lane present along the front of the site.

Any Parking Provision or Restrictions

There are 7, 1P dedicated on-street parking spaces available at the front of the site.

Posted Traffic Speed

The frontage of the site on Planet Street has a unposted speed limit of 50km/hr.

Intersections and Type of Control

When observing 100m northwest and southeast of the site, there is one intersection present to the east along Planet Street. This intersection of Planet Street/Archer Street is controlled by a 'Give Way' sign.

Access Driveways to Properties

As there is no vehicle access from Planet Street, along Archer Street, 50m northeast from the access to the site, there are 2 accessways on the northern side and 1 accessway on the southern side into the neighbouring lots. 50m southwest from the access to the site, there are no accessways on the northern or southern side.

The vehicle movements generated from the proposed development will have minimum impact on the existing traffic condition of these roads as the surrounding developments are expected to have low traffic movements throughout the day.

Public Transport Access

Assessing the site locality, the nearest public transport service available is a 2 minute walk from the site.

Bicycle Access

It is noted that there are 2 bicycle parking spaces that are available on-site.

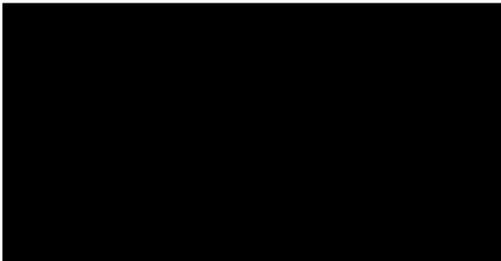
Considering the location of the site and surrounding uses it is likely that trips to and from the site will be multipurpose or cross-utilised.

Based on the assessment presented in this report, it is considered that:

- The proposed development for the site at 44 Planet Street, Carlisle WA 6101 is for a mixed-use development consisting of 2 commercial spaces (housing a retail space and a bar/café/restaurant) and 4, 2 bedroom apartments.
- The site has very good access to public transport services. Assessing the site locality, the closest public transport stop to the site is the Archer Street after Bishopsgate Street bus stop which is approximately a 3-minute walk away.
- Considering the proposed site location and land use, it is likely that trips to and from the site will be multipurpose or cross-utilised.
- The proposed development will generate additional, but low levels of trips throughout the day. It is expected that these trips can be accommodated along Archer Street without affecting traffic performance or increasing any delays or queues.

In conclusion, this study indicates that the development is not envisaged to have adverse impacts on the surrounding traffic or parking conditions. As such, the development should be endorsed in a traffic and parking context.

Report prepared by:



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