Proposed Mixed - Use Development 2 Hawthorne Place, Burswood

Transport Impact Statement

Stantec

Prepared for:
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Project/File:
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Proposed Mixed - Use Development - 2 Hawthorne Place, Burswood

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Reviewed by

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1 Introduction

1.1 Background

Stantec has been engaged by SKS Hawthorne Pty Ltd to prepare a Transport Impact Statement (TIS) for a proposed mixed-use development to be located at 2 Hawthorne Place, Burswood, within the Town of Victoria Park. This TIS has been prepared in accordance with the existing Development Approval DAP/22/02237 dated 20 October 2022 and approved traffic management strategy.

This report aims to assess the impact of the development upon the adjacent road network. The report will focus on access, public transport, pedestrian and cycle networks, circulation and car parking requirements.

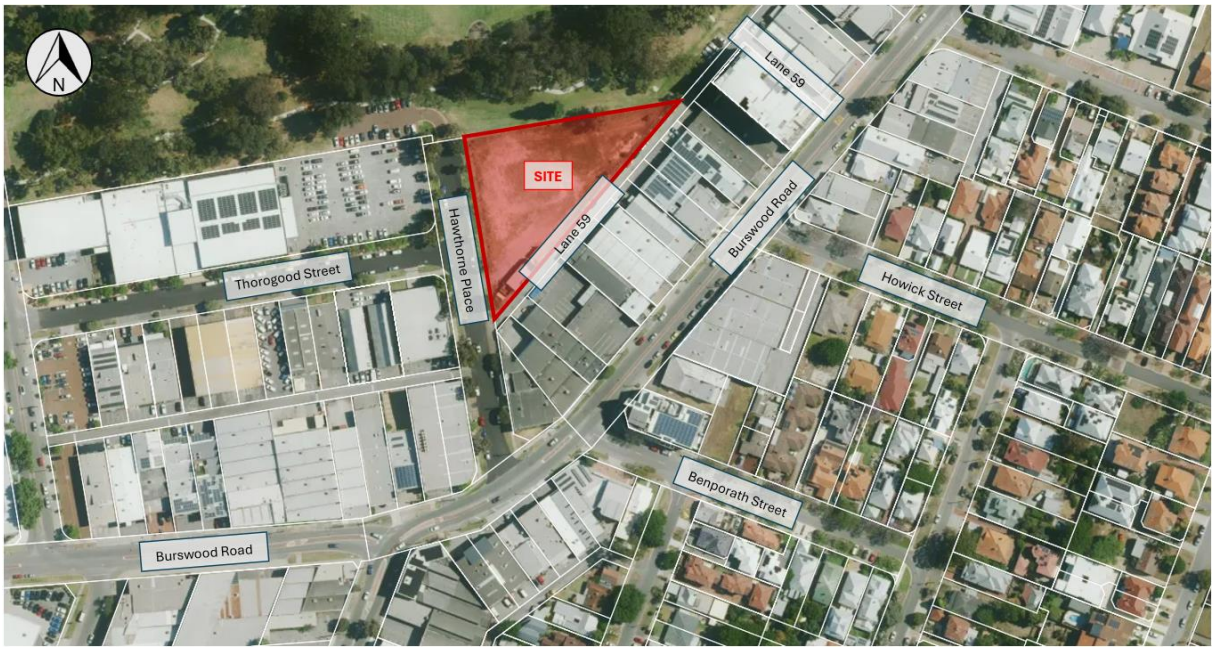
This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A**.

2 Existing Conditions

2.1 Site Location

The proposed Development is located at 2 Hawthorne Place, Burswood, within the Town of Victoria Park. The subject site is bounded by Hawthorne Place to the west, commercial/retail land uses to the east and parkland to the north. The location of the subject site and its surrounding environs is show in **Figure 2-1**.

Figure 2-1 Aerial Location of Site

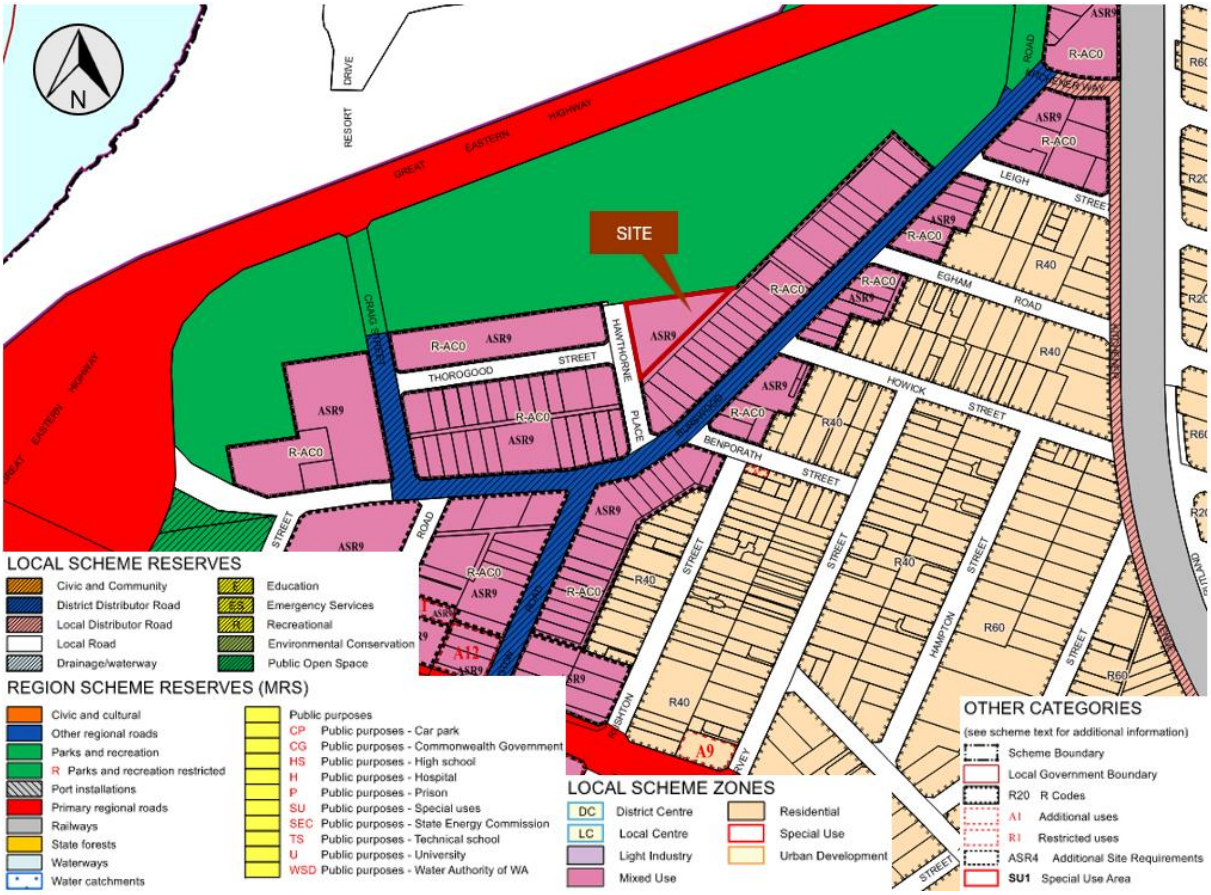


Source: Metromap

2.2 Surrounding Land Uses

The Town of Victoria Park *Local Planning Scheme No. 2* zoned the Site as "*Mixed Use*" as shown in **Figure 2-2**. The land uses in the area comprises a mix of residential dwellings, parks and recreation, office/residential and commercial tenancies within the surrounding area. The Site is labelled "*ASR9 – Causeway Precinct*" which indicates that it has to adhere to additional site requirements. The LPS 2 specifies that the site and development requirements for ASR9 zoning shall be in accordance with a precinct structure plan, local development plan or local planning policy adopted for the Causeway Precinct.

Figure 2-2 Zoning Map



Source: Town of Victoria Park Local Planning Scheme No. 2

2.3 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads WA.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- **Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.

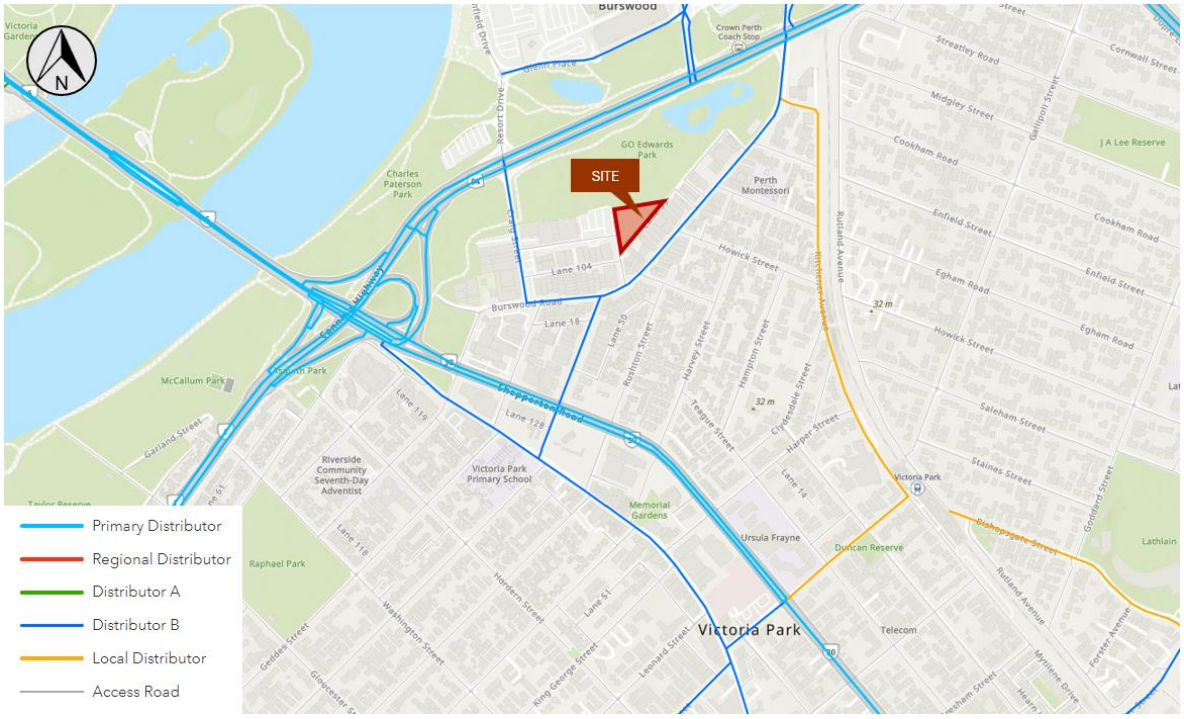
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The site is bounded by Hawthorne Place to the west and Lane 59 to the south. The surrounding road network is further described in **Table 2-1** and **Figure 2-3** shows the hierarchy as per the Main Roads WA Road Information Mapping System.

Table 2-1 Road Network Classification

Road Names	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Road Width (m)	Posted Speed Limit (km/h)
Burswood Road	Distributor B/Access Road	Local Govt.	2	2	12.5m (including 1.5m median and on street parking on both sides)	50km/h
Hawthorne Place	Access Road	Local Govt.	2	2 (between Burswood Rd & Thorogood St)	10.4m (including on street parking on both sides)	50km/h
Thorogood Street	Access Road	Local Govt.	2	2	9.95m (including on street parking on both sides)	50km/h
Lane 59	Access Road	Local Govt.	2	0	5.25m	50km/h

Figure 2-3 Existing Road Hierarchy Map



Source: MRWA Road Information Mapping System

2.4 Existing Traffic Volumes

Traffic volumes have been sourced from Main Roads Western Australia (MRWA) Traffic Map and the Town of Victoria Park Intramaps are summarised in **Table 2-2**.

Table 2-2 Existing Traffic Volumes

Road Name	Date	Average Weekday Traffic Volume	AM Peak Hour	PM Peak Hour	Source
Teddington Road (north of Shepperton Road)	2020/21	12,178	982	1,004	MRWA
Craig Street (south of Great Eastern Highway)	2020/21	2,855	208	256	MRWA
Albany Highway (east of Geddes Street)	29/11/2022	7,816	-	-	Town of Victoria Park
Burswood Road (north of Howick Street)	17/10/2023	14,070	-	-	Town of Victoria Park
Benporath Street (east of Burswood Road)	9/10/2023	1,839	-	-	Town of Victoria Park
Hawthorne Place (north of Burswood Road)	03/06/2017	924	-	-	Town of Victoria Park

2.5 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- ***Hawthorne Place/Thorogood Street Intersection*** is located to the west of the Site as shown in **Figure 2-4**. The intersection is a T-intersection with give way control and priority given to Hawthorne Place.

Figure 2-4 Hawthorne Place/Thorogood Street Intersection

Source: Metromap

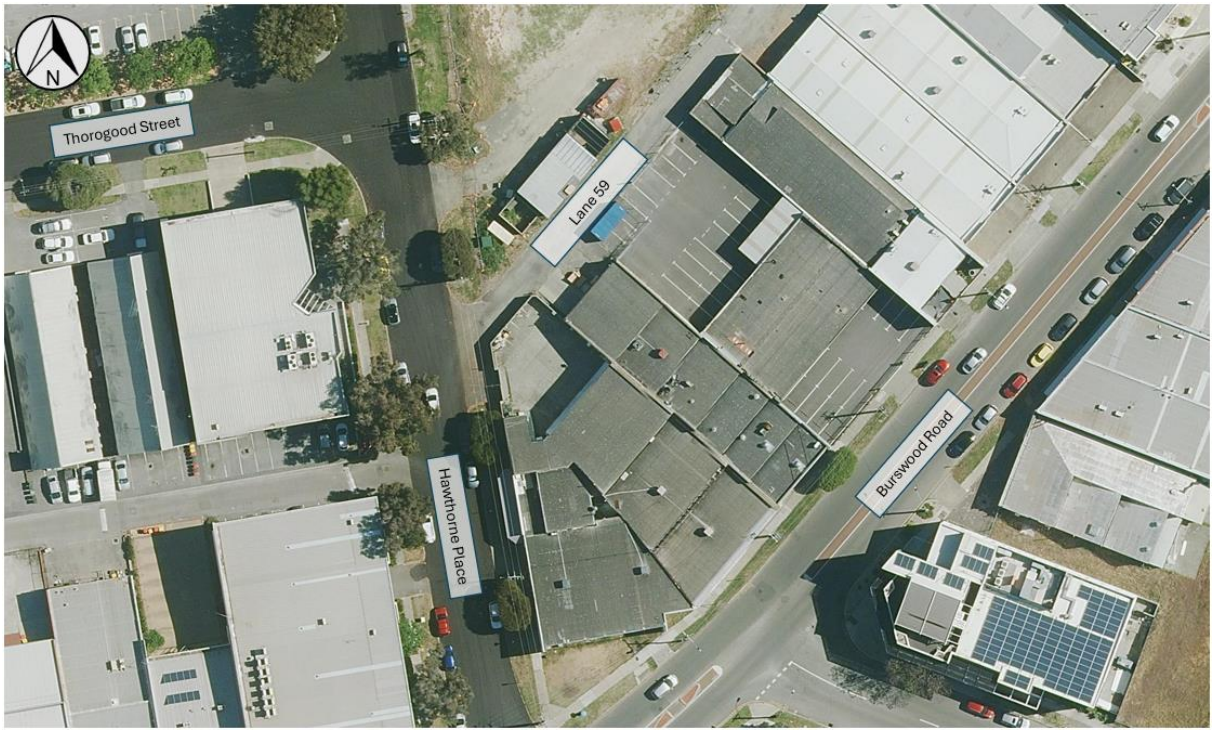
- ***Burswood Road/Hawthorne Place Intersection*** is located to the south of the Site as shown in **Figure 2-5**. The intersection is a T-intersection with give way control and priority given to Burswood Road.

Figure 2-5 Burswood Road/Hawthorne Place Intersection

Source: Metromap

- ***Hawthorne Place/Lane 59 Intersection*** is located to the south of the Site as shown in **Figure 2-6**. The intersection is a T-intersection with give way control and priority given to Hawthorne Place.

Figure 2-6 Hawthorne Place/Lane 59 Intersection



Source: Metromap

2.6 Future Road Network

Stantec contacted the Town of Victoria Park, and they advised that the Town is currently in the process of upgrading Burswood Road as part of streetscape project with intersection raised plateaus. The Town has also engaged Stantec for preparation of designs for this project. Further details about the project are discussed on **Section 4.2.2** of this report.

In addition, there is a current disscussion about the upgrade of Causeway Bus Interchange as part of the mid-tier program.

2.7 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using the Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2020 to 31 December 2024. **Table 2-3**, **Table 2-4** and **Table 2-5** provide the summary of all crashes that were recorded in the vicinity of the Site and the location and severity of these crashes are shown in **Figure 2-7**.

Table 2-3 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	2	1	1	**4**
Sideswipe Same Direction	-	-	-	1	-	**1**
Rear End	-	1	-	1	3	**5**
Right Turn Thru	-	-	-	-	-	**-**
Non Collision	-	-	-	-	-	**-**
Unspecified	-	-	-	-	-	**-**
Total	**-**	**1**	**2**	**3**	**4**	**10**

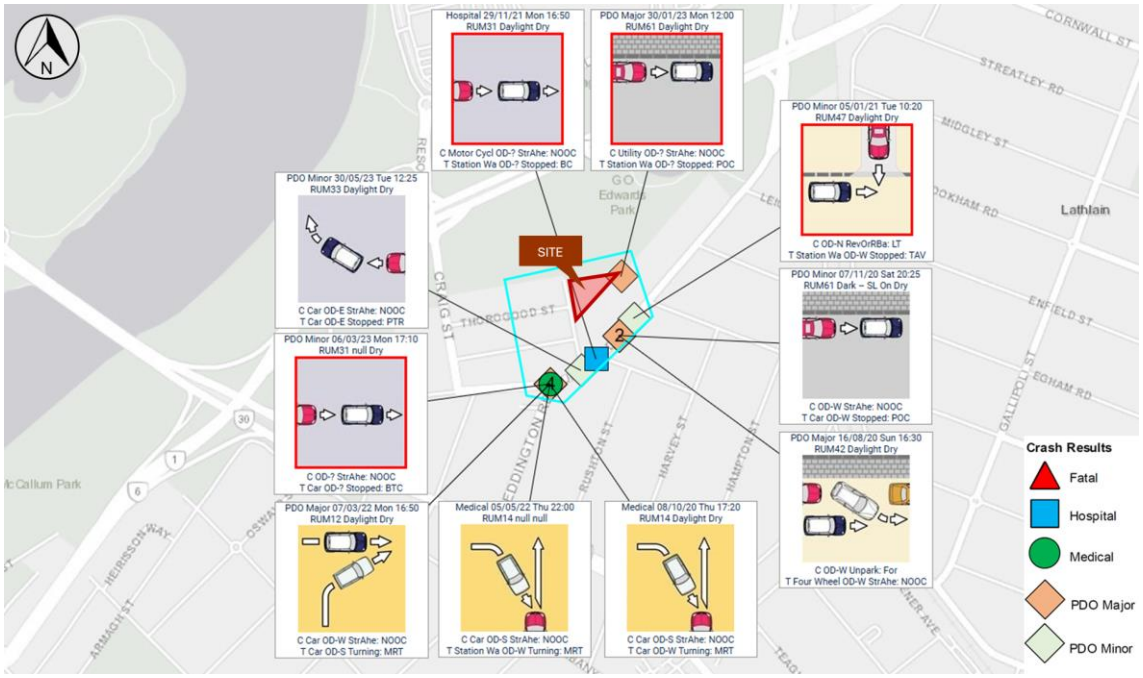
Table 2-4 Intersection Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Burswood Rd – Teddington Rd	-	-	2	1	1	**4**
Burswood Rd – Hawthorne Pl	-	-	-	-	1	**1**
Total	**-**	**-**	**2**	**1**	**2**	**5**

Table 2-5 Midblock Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Burswood Rd	-	1	-	1	2	**4**
Lane 59	-	-	-	1	-	**1**
Total	**-**	**1**	**-**	**2**	**2**	**5**

Figure 2-7 Crash Locations



Source: MRWA Crash Map

Crash data is summarised as follows:

- A total of ten (10) crashes were recorded within the vicinity of the Site, with no fatal crashes recorded.
- One (1) recorded crash resulted in hospitalisation and two (2) required medical attention.
- One (1) midblock crash recorded along Lane 59 resulted in a major property damage.
- Majority of the recorded crashes occurred on Burswood Road which resulted in major and minor property damage.

Overall, it is expected that the proposed development is unlikely to worsen safety in the area.

3 Public Transport Facilities

3.1 Existing Public Transport Facilities

The nearest bus stop to the Site is shown in **Figure 3-1** and is located approximately 250m west of the site along Craig Street where 4 different bus services operate. **Table 3-1** shows the frequencies of services.

Figure 3-1 Location of Nearby Bus Stop

Source: Metromap

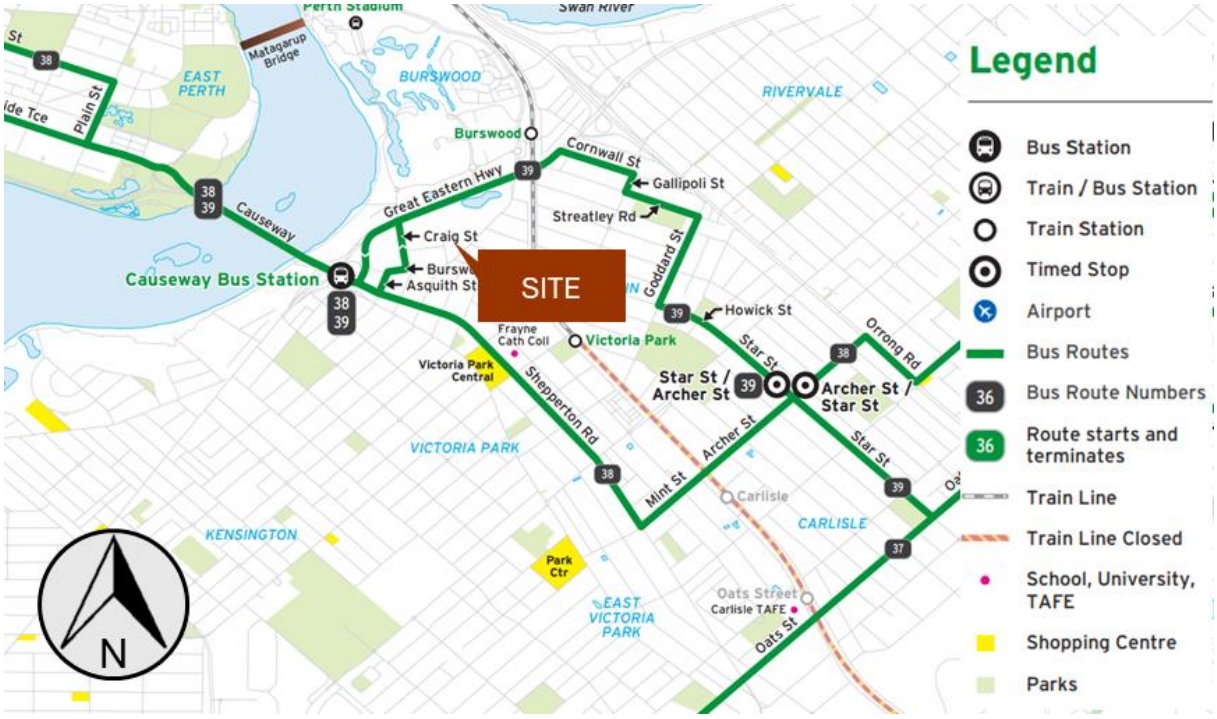
Table 3-1 Bus Service Frequency

Bus Route	Weekday	Saturday	Sunday & Public Holidays
39	7-15 minutes	15-30 minutes	30-60 minutes
270	15-30 minutes	60 minutes	60 minutes
935	5-30 minutes	15-30 minutes	15-30 minutes
940	10-30 minutes	15-30 minutes	15-60 minutes

The Site has excellent access to public transport facilities with numerous high frequency services located within vicinity of the Site which provides an alternative mode of transport (other than private

cars) to the CBD and many other key locations and destinations. **Figure 3-2** to **Figure 3-5** illustrate the bus routes within the vicinity of the Site.

Figure 3-2 Bus Routes within the Vicinity of the Site (Route 39)



Source: Transperth

Figure 3-3 Bus Routes within the Vicinity of the Site (Route 270)

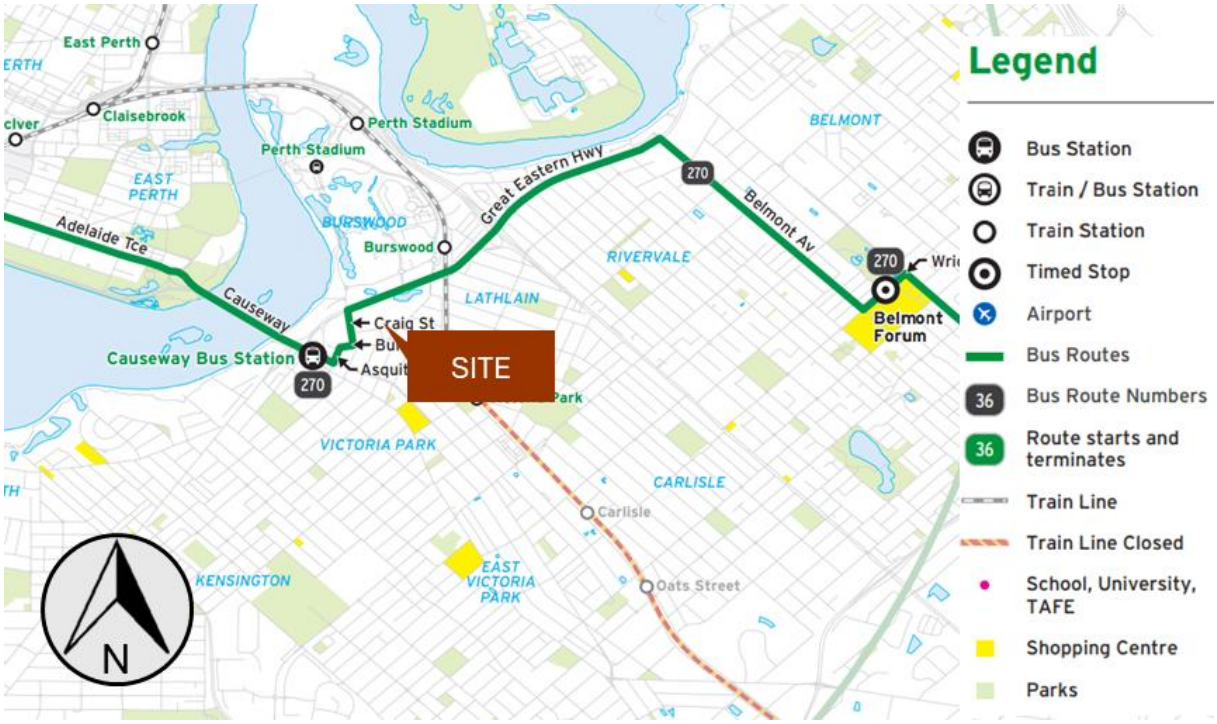


Figure 3-4 Bus Routes within the Vicinity of the Site (Route 935)

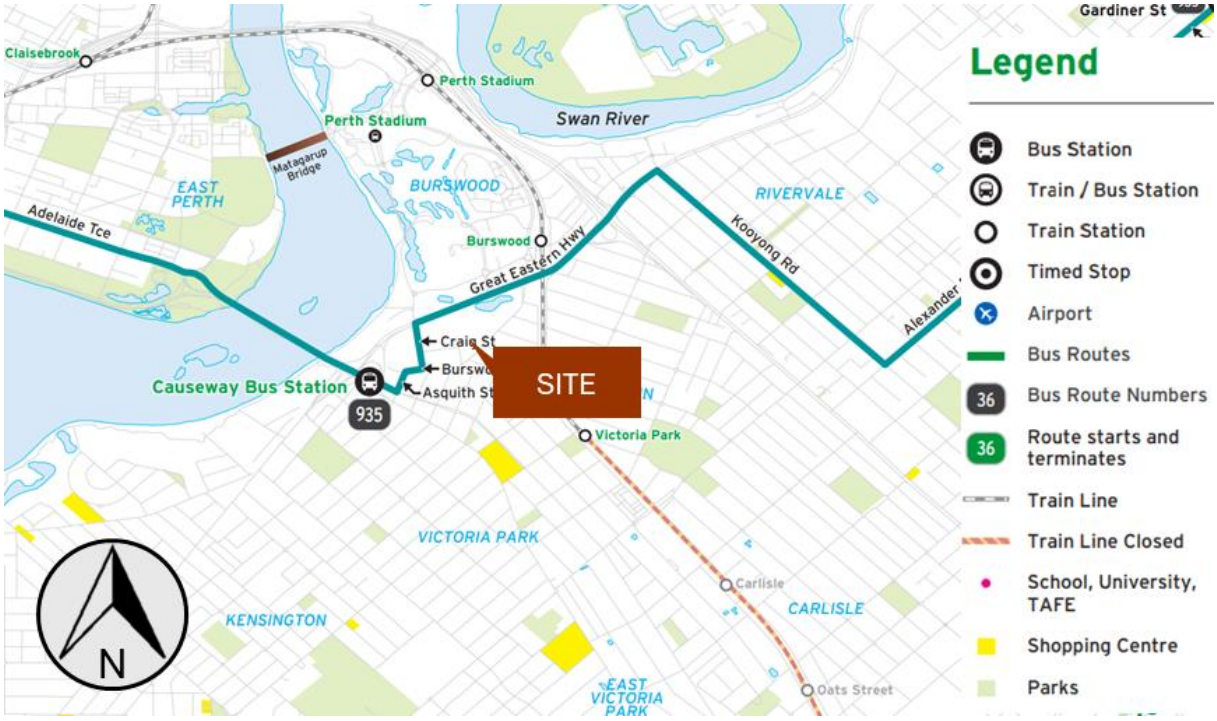


Figure 3-5 Bus Routes within the Vicinity of the Site (Route 940)

3.2 Future Public Transport Facilities

Stantec contacted the Public Transport Authority (PTA) and was advised that there are no short term changes to the existing public transport facilities surrounding the Site, however, it should be noted that:

- Limited Stops Routes 221 and 907 are temporary routes forming part of the Armadale Line replacement bus service, both servicing Causeway Bus Station. Both services will be withdrawn when the Armadale Line service is fully reinstated.
- Routes 282 and 283 are proposed to undergo changes (along Shepperton Road) and a new bus service is proposed along Albany Highway as part of the Thornlie Cockburn Line opening. Full details on the proposed changes will be released very shortly.
- There are no plans for any routes along Burswood Road.

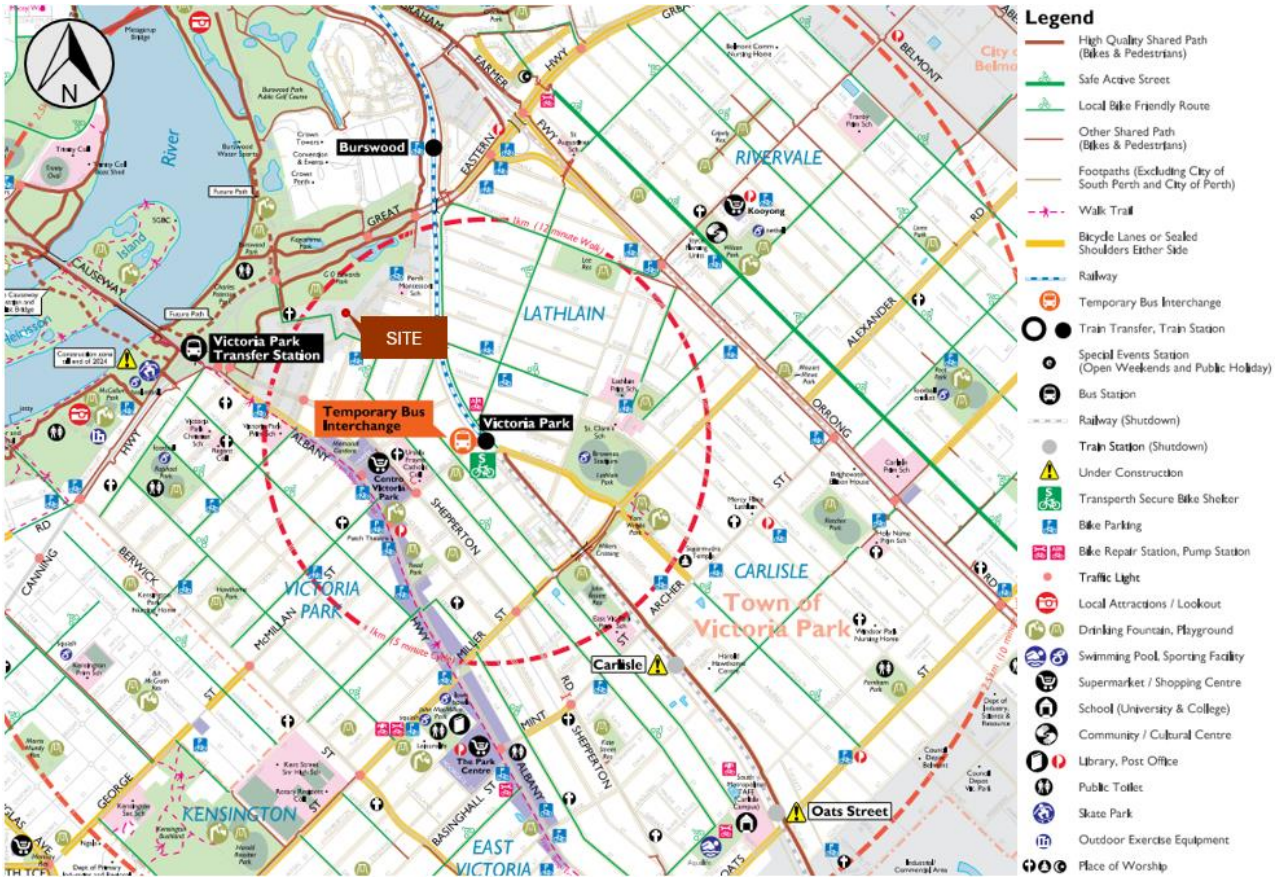
4 Pedestrian/Cycle Network Facilities

4.1 Existing Pedestrian and Cycle Facilities

According to the *Department of Transport's Active Travel Map* for the Town of Victoria and City of Canning, a high quality shared path is available to the north - west of the Site which connects to the wider cycling network. Thorogood Street, Hawthorne Place, portion of Burswood Road and Benporath Street are considered to be "*Safe Active Streets*" with the intent to making these streets within the vicinity of the Site safe for pedestrians and cyclists.

Overall, the walking and cycling network is considered to be excellent with numerous high-quality pedestrian/cycling links within close proximity to the Site. **Figure 4-1** shows the bicycle network within the surrounding area of the site.

Figure 4-1 Existing Pedestrian/Cycle Networks



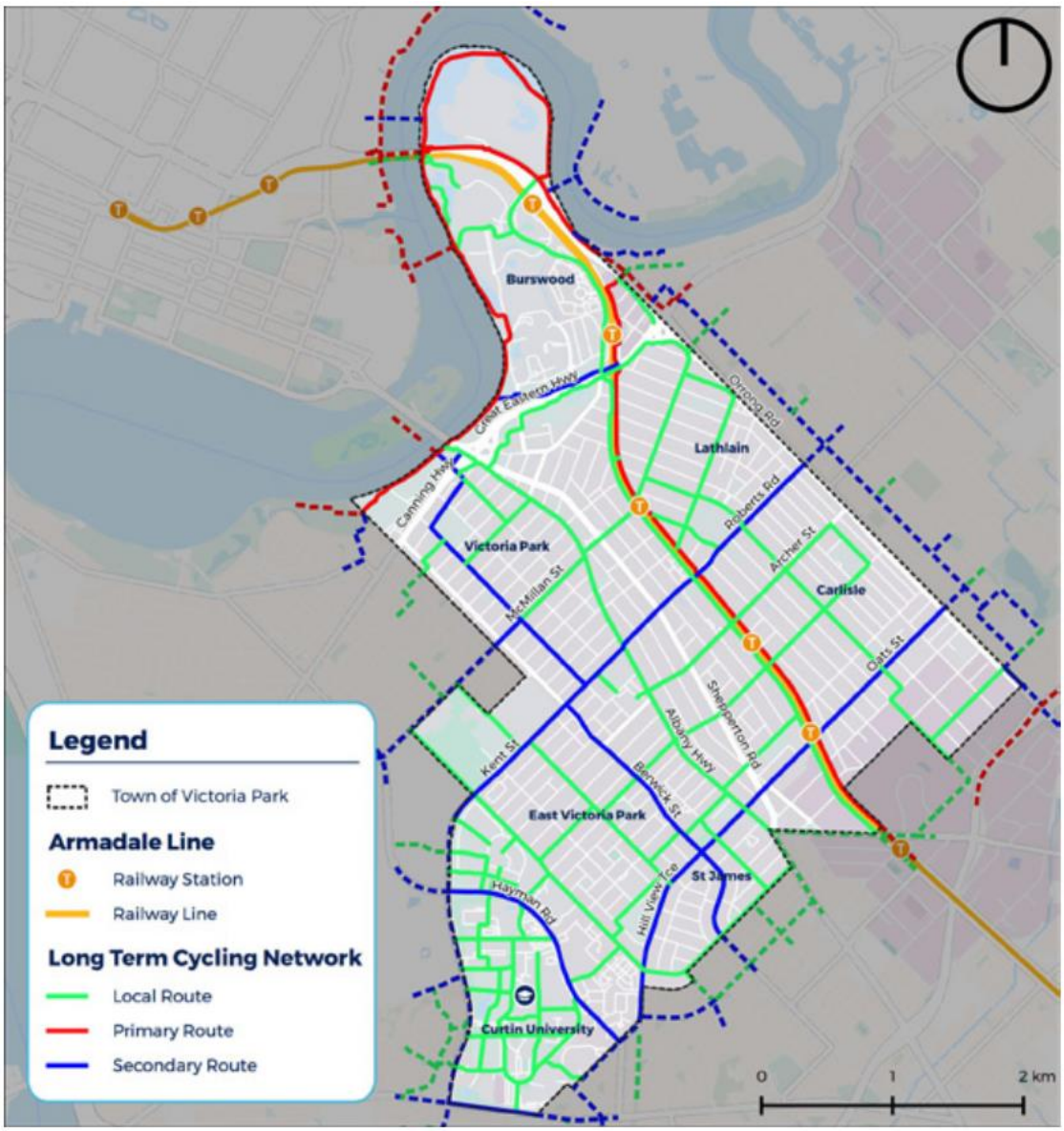
Source: Department of Transport

4.2 Future Pedestrian and Cycle Facilities

4.2.1 Integrated Transport Strategy 2022

The Town of Victoria Park developed an Integrated Transport Strategy that highlights future plans and projects for the Town. One of the key programs was the development of bikes and eRideable infrastructure. With the help of the community, priorities were identified as the first steps towards developing a comprehensive network of priority routes for bikes and eRideables. The Town will continue to seek support from the DOT in delivering on this network, and it is expected that the DOT will focus on supporting this Long Term Cycle Network. **Figure 4-2** shows the Long-Term Cycle Network routes of the Town of Victoria Park.

Figure 4-2 Long Term Cycle Network (Town of Victoria Park)



Source: Town of Victoria Park Integrated Transport Strategy 2022

4.2.2 Changes to Pedestrian and Cycle Facilities

Stantec contacted the Town of Victoria Park and was advised that the Town is currently in the process of upgrading Burswood Road as part of streetscape project with intersection raised plateaus. It is noted that the Town has engaged Stantec for the preparation of designs for this project.

In addition, it is noted that there are current discussions regarding the upgrade of Causeway Bus Interchange as part of the Town's Mid-Tier program.

5 Proposed Development

5.1 Proposed Land Uses

The proposed development will comprise of a mixed use development which will consist of the following specific components:

- 170 Residential Apartments over 19 levels, comprising of:
  - » 3 – Studio Apartments;
  - » 100 – 1 Bedroom Apartments;
  - » 43 – 2 Bedroom Apartments; and
  - » 24 – 3 Bedroom Apartments.
- Office – 135 sqm GFA; and
- 3 levels of carparking with 209 car bays, 193 bike spaces and 21 motorcycle bays.

The layout of the proposed development at the Site is shown in **Figure 5-1**. Detailed development plans are provided in **Appendix B**.

Figure 5-1 Proposed Site Plan

Source: Cotteeparker (02 May 2025)

5.2 Access Arrangements

5.2.1 Site Access

Vehicle access for the overall site is via two (2) proposed accesses along Lane 59 as shown in **Figure 5-2**. A summary of the vehicle access configuration is presented as follows:

- Access 1 – provides access to the visitor car park and adjacent to the proposed studio apartments and office tenancy.
- Access 2 – provides full movement access to the residential car park, residential apartments and the ramp to the upper levels.

Pedestrian access points are provided along Lane 59 and Hawthorne Place.

Figure 5-2 Site Access Arrangements

Source: Cotteeparker (02 May 2025)

5.3 Swept Paths

5.3.1 B85 & B99 Passenger Cars

A swept path analysis was undertaken for B85 and B99 design vehicles and are illustrated in **Figure 5-3** to **Figure 5-11**. The analysis shows that these design vehicles are able to adequately enter, exit and circulate internally within the parking area.

Detailed swept paths are provided in **Appendix C**.

Figure 5-3 B85 & B99 Swept Paths – Visitor Parking Access

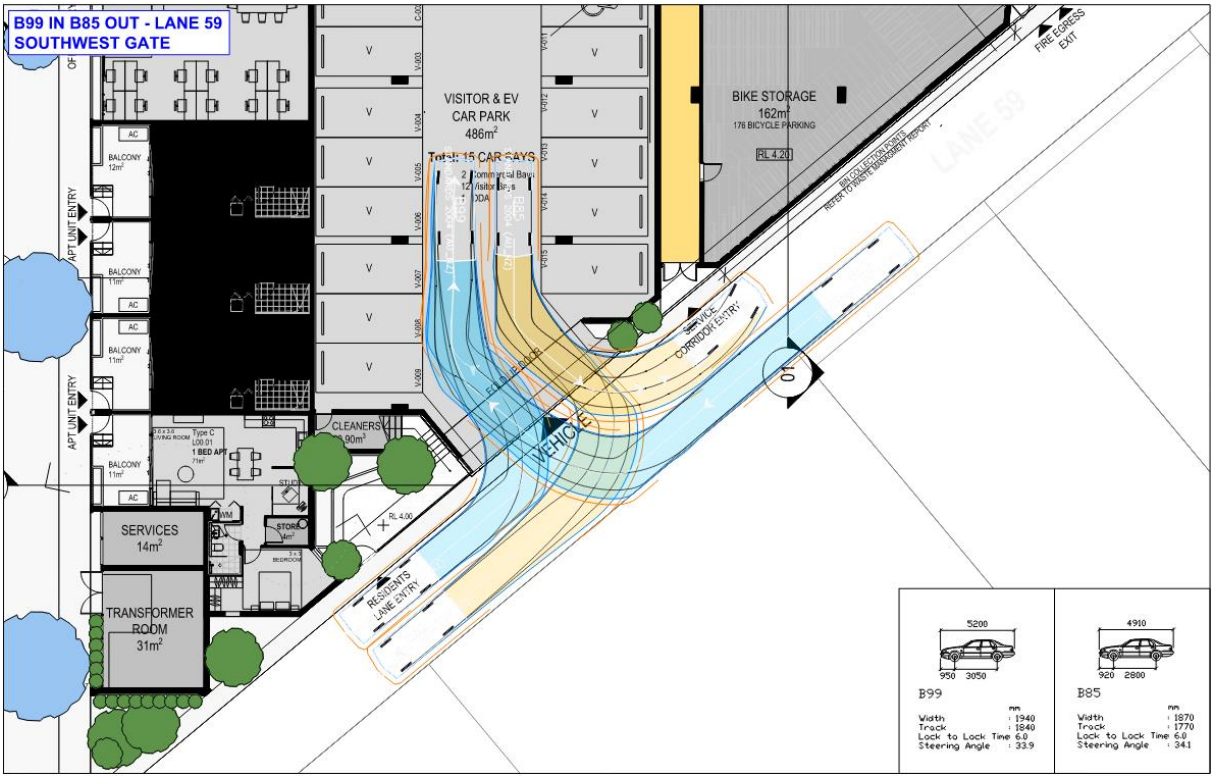


Figure 5-4 B85 & B99 Swept Path – Residential Parking Access

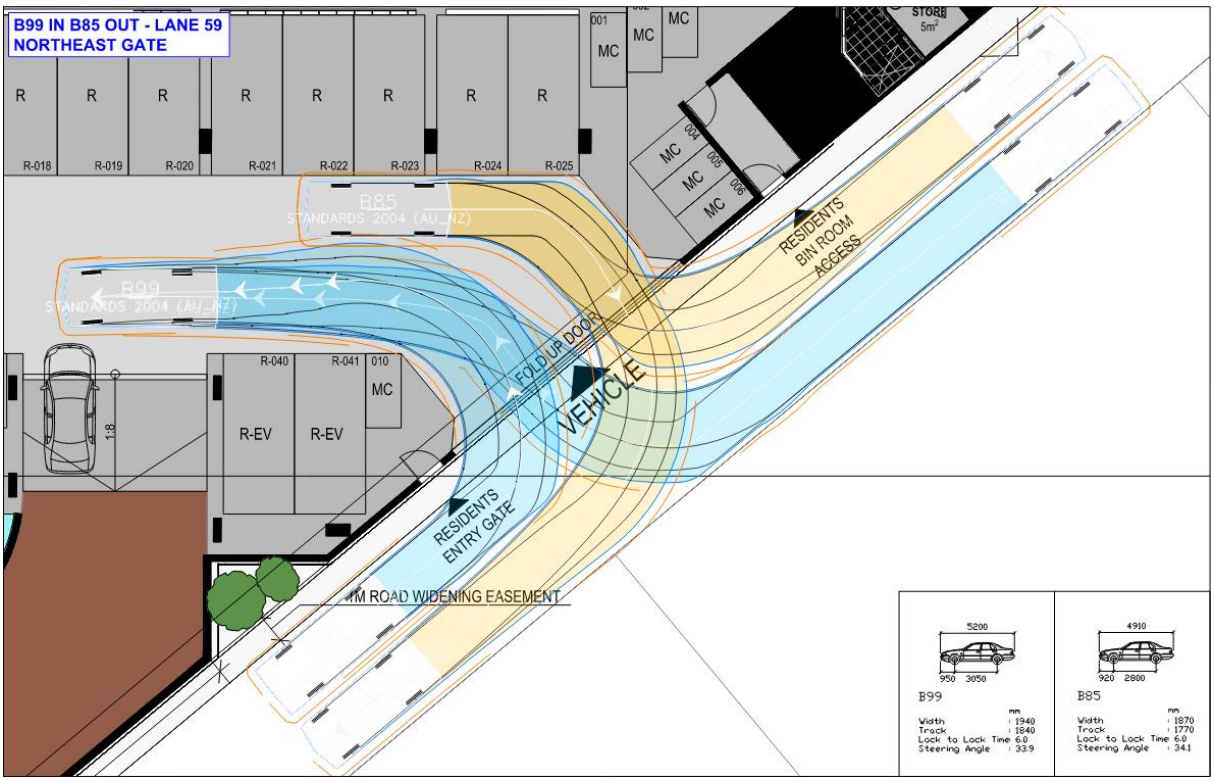


Figure 5-5 B85 & B99 Swept Path - Ground Floor Ramp

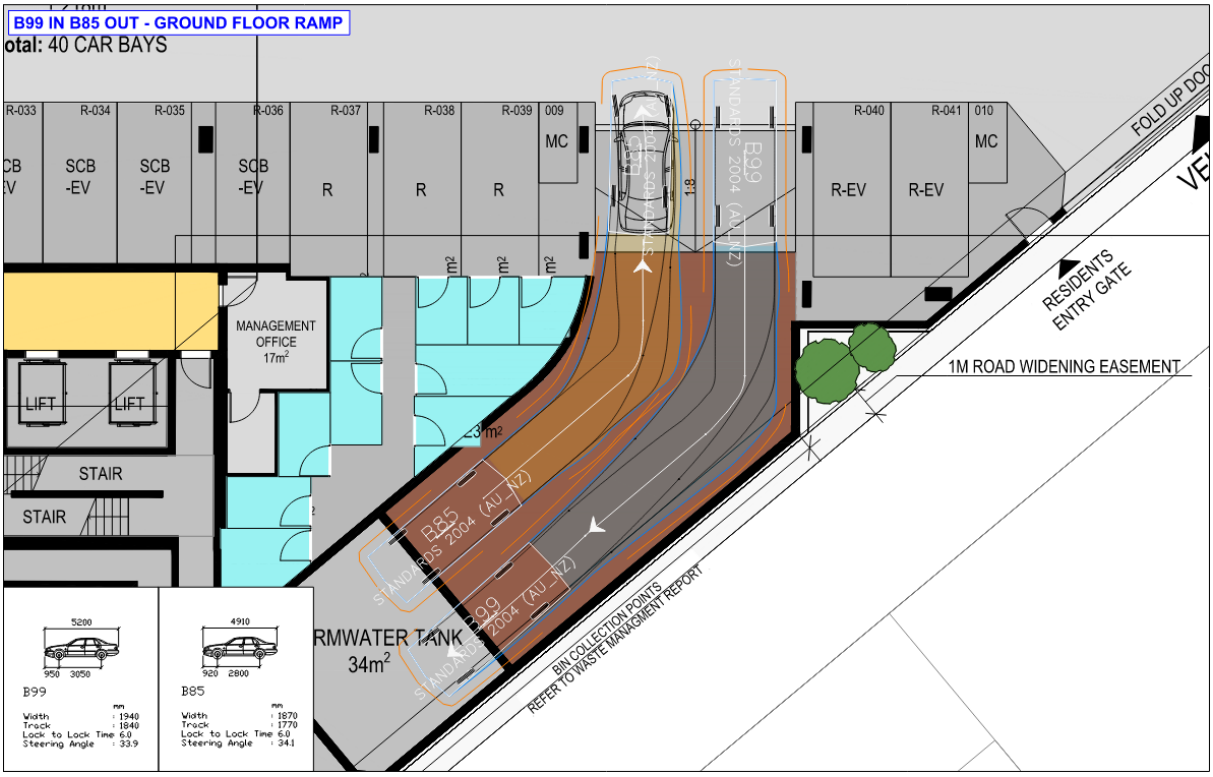


Figure 5-6 B85 & B99 Swept Paths - Ground Floor Residential Parking

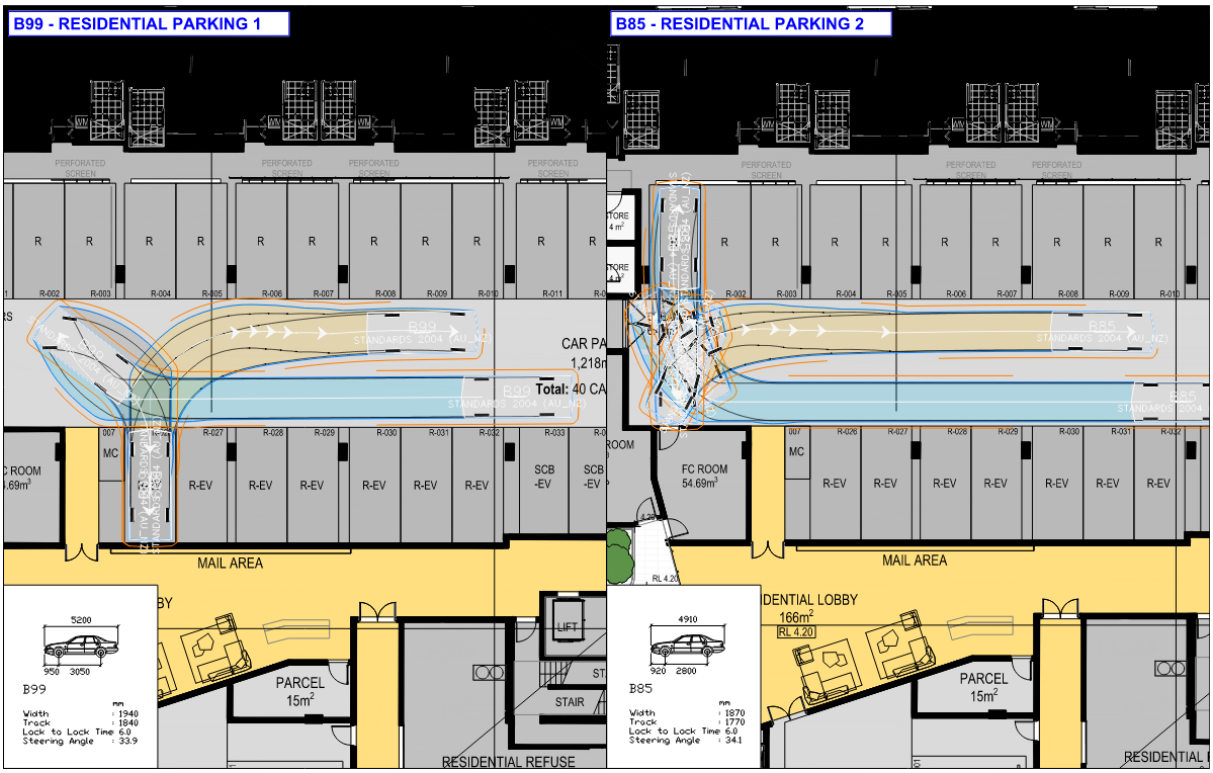


Figure 5-7 B99 Swept Paths - Visitor Parking

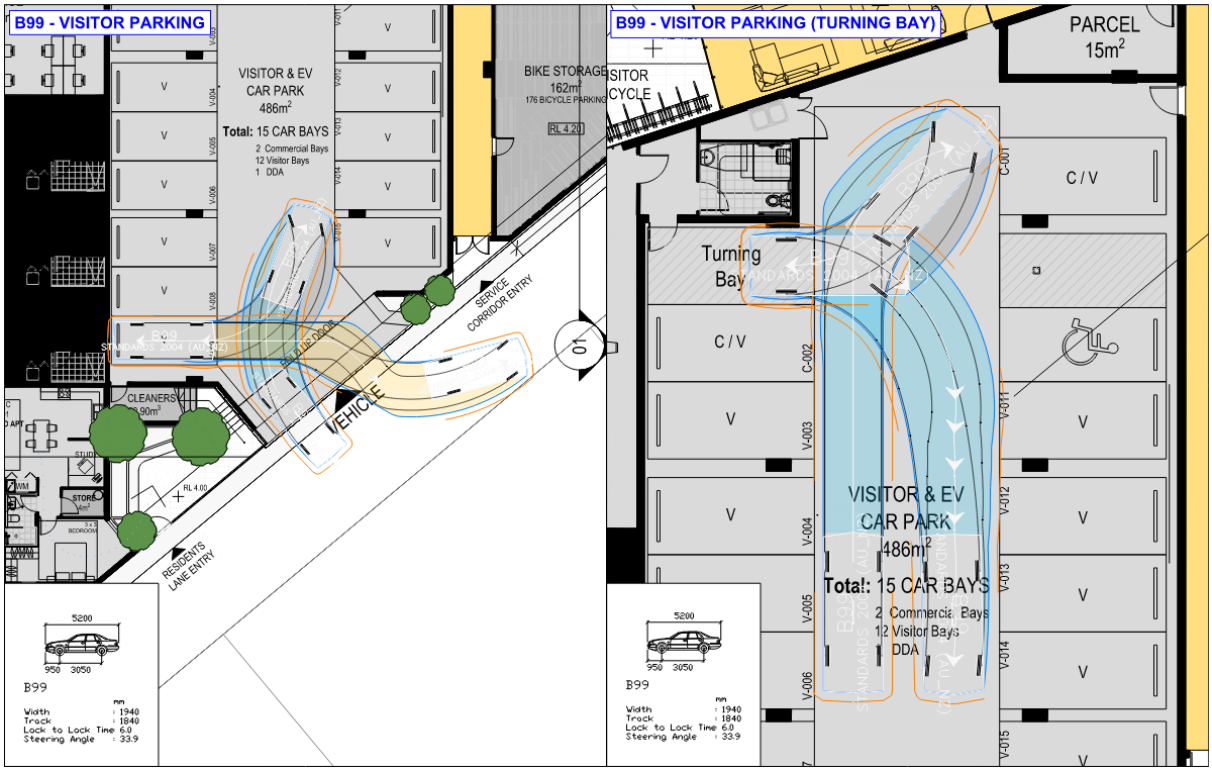


Figure 5-8 B85 & B99 Swept Path - Level 1 Circulation

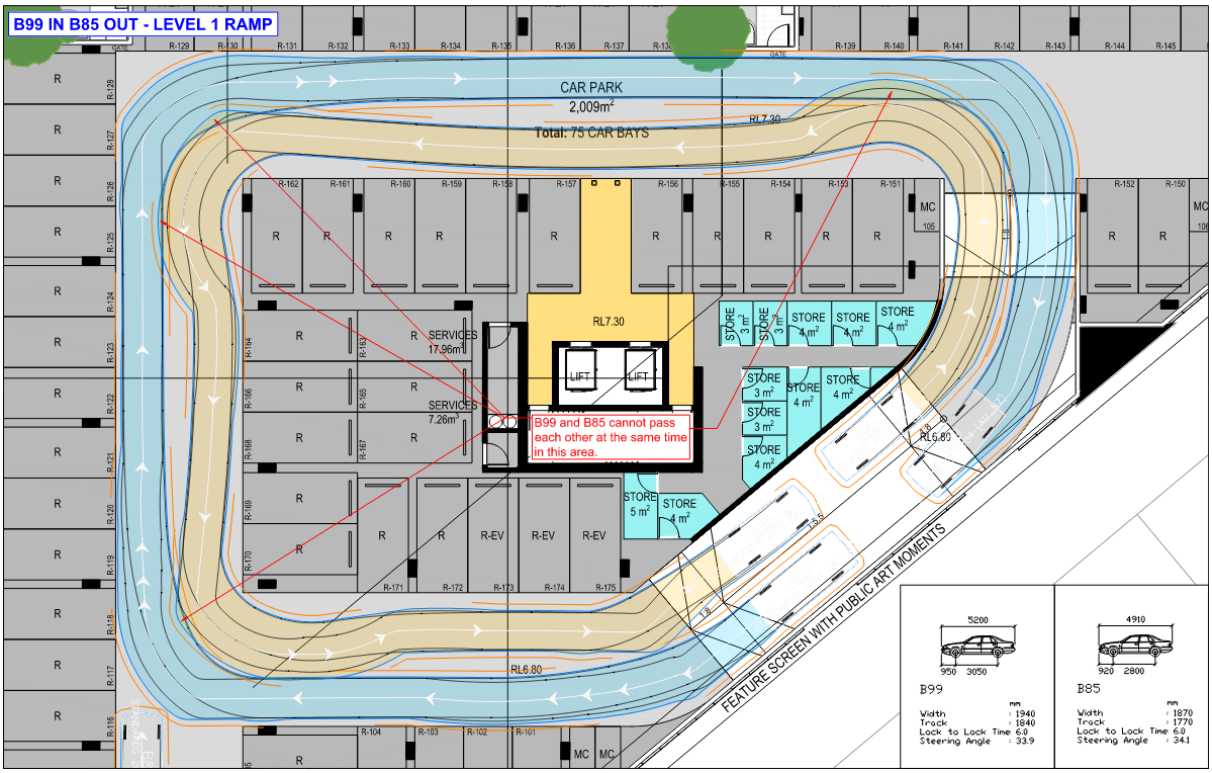


Figure 5-9 B85 & B99 Swept Paths - Level 1 Parking

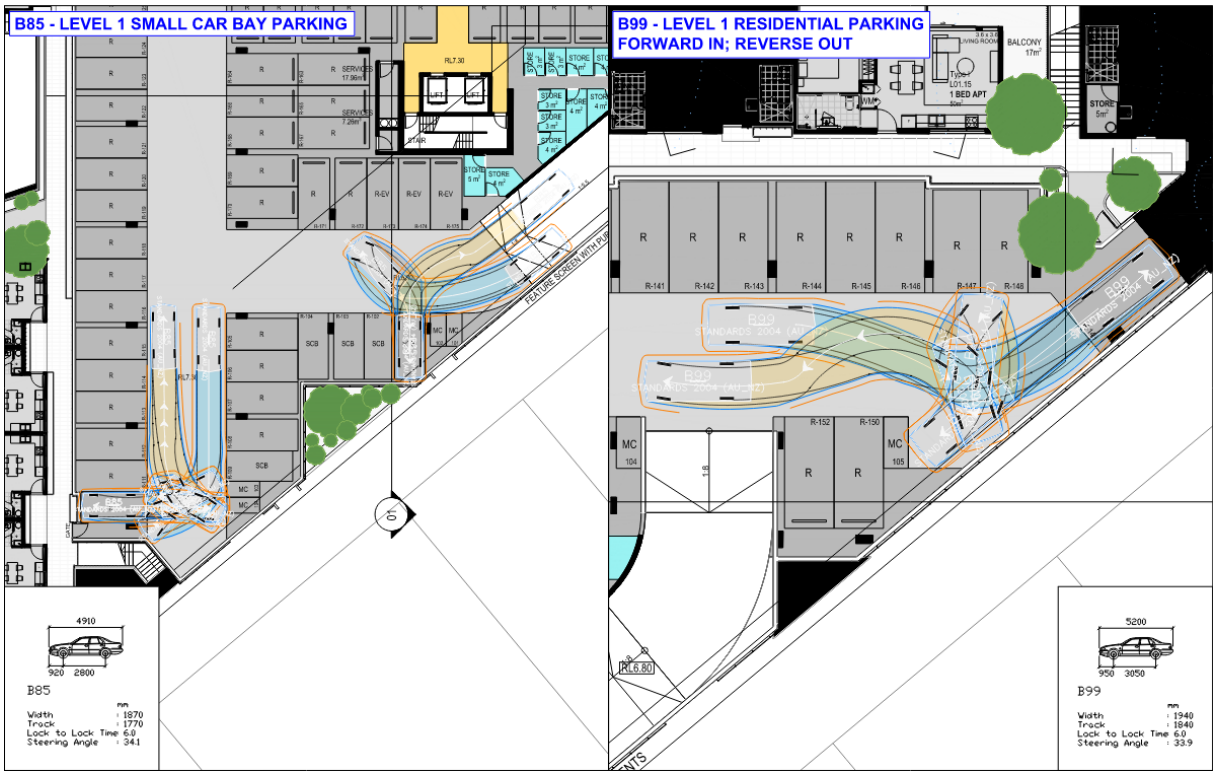


Figure 5-10 B85 & B99 Swept Path - Level 2 Ramp

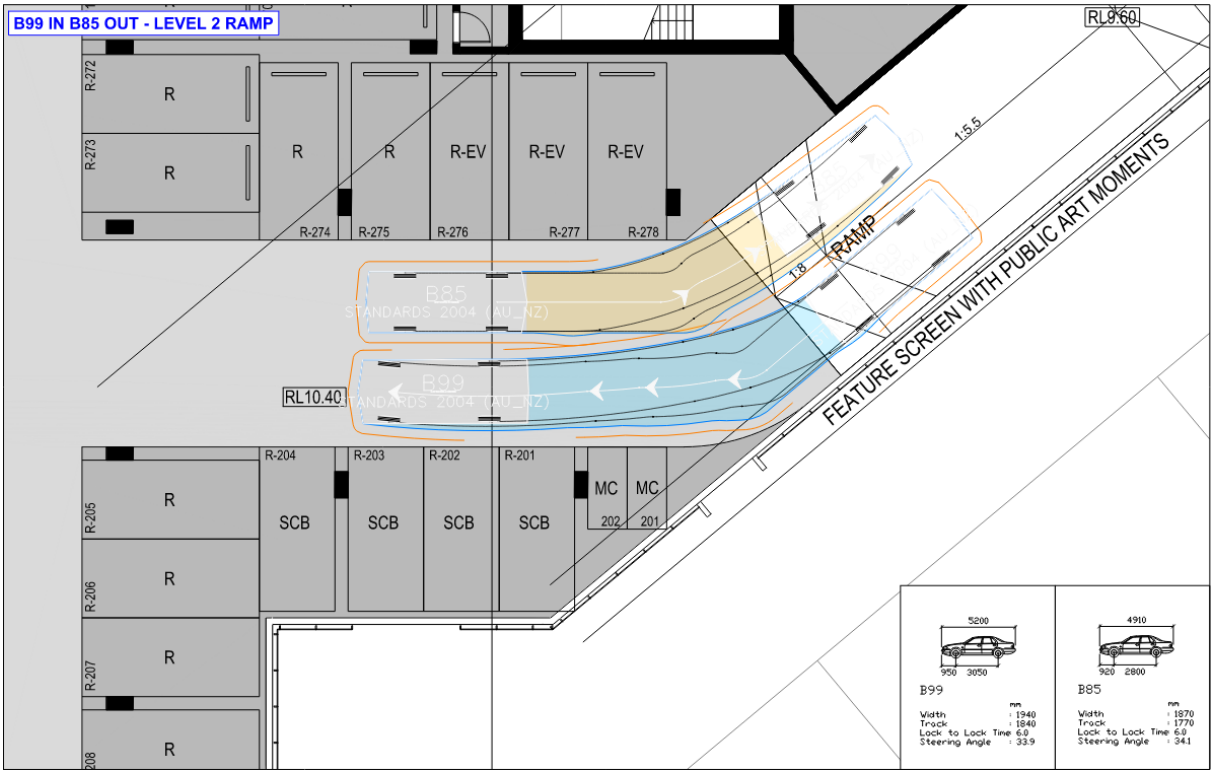
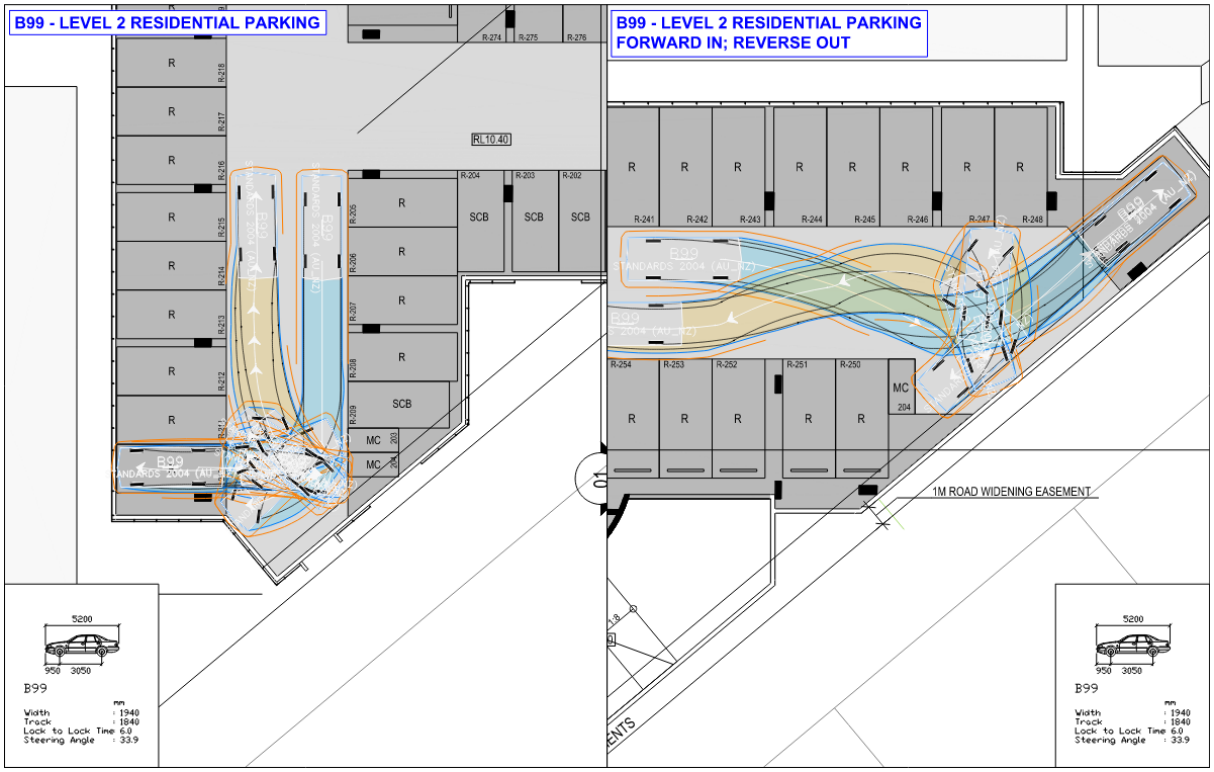


Figure 5-11 B85 & B99 Swept Paths - Level 2 Parking



The swept path analysis show that B85 and B99 vehicles would appear to be able to safely and adequately enter and exit the parking bays in the proposed car park.

The analysis also shows that there is a potential for minor overlaps with opposing vehicle swept paths near the ramp corners. Traffic approaching the exiting ramps are expected to be circulating at low speeds and it is anticipated that vehicles trying to enter the exit ramp will wait for the opposing vehicle to complete their circulation movement. Traffic management devices such as convex mirrors should also be considered to alert and warn drivers and minimise the risk of crashes and conflicts as shown in **Figure 5-12** to **Figure 5-14**.

Figure 5-12 Proposed Location of Convex Mirrors - Ground Floor

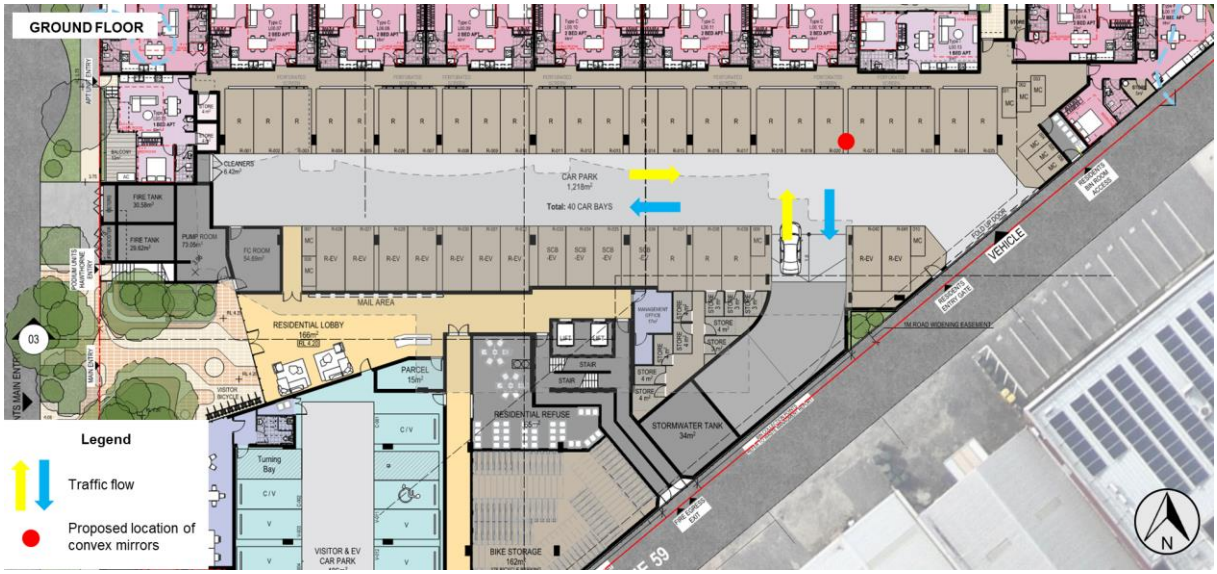
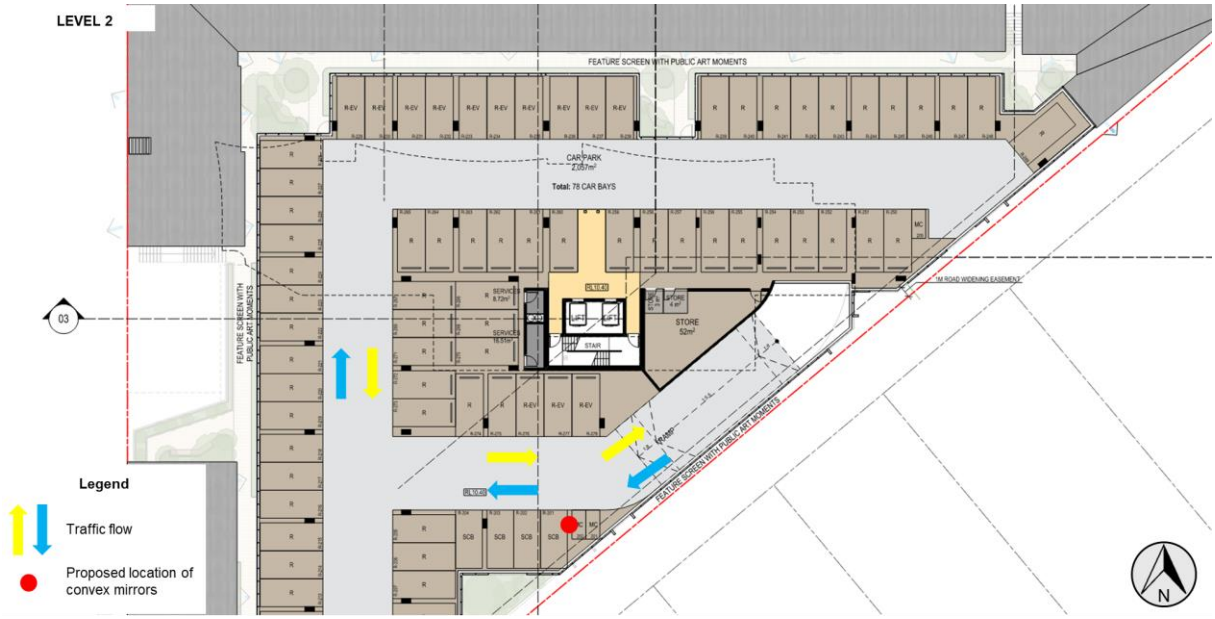


Figure 5-13 Proposed Location of Convex Mirrors - Level 01

Figure 5-14 Proposed Location of Convex Mirrors - Level 02



5.4 Traffic Generation

The trip generation has been calculated for the proposed development utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition.* The following tables summarise the directional distribution and the estimated total trips to be generated by the proposed development.

Table 5-1 provides the trip generation rates during the AM and PM peak hour periods. **Table 5-2** outlines the directional distribution and **Table 5-3** summarises the total estimated trips to be generated by the proposed development.

Table 5-1 Trip Generation Rate

Land Use	Source	Yield	AM Peak	PM Peak
Residential Apartments	ITE 222	170 dwellings	0.34 trips per dwelling	0.39 trips per dwelling
Commercial (Office)	ITE 710	135 sqm	1.58 trips per 100 sqm	1.53 trips per sqm

Table 5-2 Trip Directional Distribution

Land Use	Source	AM Peak		PM Peak	
		In	Out	In	Out
Residential Apartments	ITE 222	21.0%	79.0%	62.0%	38.0%
Commercial (Office)	ITE 710	88.0%	12.0%	18.0%	82.0%

Table 5-3 Estimated Trip Generation

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Residential Apartments	12	46	42	25
Commercial (Office)	2	1	1	2
Total	**61**		**70**	

The proposed development is estimated to generate approximately 61 vehicles during the AM peak hour and 70 vehicles during the PM peak hour periods. It should be noted that the site is located in close proximity to the Perth CBD and is accessible to excellent public transport services and cycling facilities and the estimated trips may potentially be reduced.

According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network.

6 Parking Compliance

6.1 Car Parking Requirements

The statutory parking requirements, in accordance with the *State Planning Policy 7.3 Residential Design Codes: Volume 2 – Apartments (R-Codes)* and the *Town of Victoria Park Local Planning Policy 23 – Bicycle Parking, Car Parking and Access for Non-Residential Development* (LPP23) have been considered in the context of the proposed development. The parking requirements for the proposed development are summarised in **Table 6-1**.

Table 6-1 Statutory Car Parking Requirements

Land Use	Yield	Requirements	Parking Required	Parking Provided
1 bedroom dwelling	103 units	0.75 bay per dwelling	78 car bays	170 residential car bays 24 small car bays
2+ bedroom dwelling	67 units	1.00 bay per dwelling	67 car bays	
Residential (Visitor)	170 units	1.00 bay per 4 dwellings up to 12th dwelling; 1.00 bay per 8 dwellings for 13th and above.	23 car bays	12 visitor car bays 2 commercial car bays* 1 visitor ACROD bay*
Commercial	-	Open Option Car Parking Approach	No minimum required	
TOTAL			**168 car bays**	**209 car bays**

** Commercial bays are in reciprocal for visitor use*

The development proposes a total of 194 residential car bays including 24 small car bays for residential tenant use which is considered adequate and meets the Town's requirements. However, 15 car bays are for visitor/commercial use (12 visitor car bays, 2 commercial car bays and 1 visitor ACROD bay). There is an actual shortfall of 11 residential visitor parking bays, although with the potential reciprocal use of 2 commercial bays and 1 ACROD bay by visitors, there is still a shortfall of 8 parking bays. This shortfall is expected to be mitigated by the on-street parking on the surrounding streets and an off-street parking with approximately 32 parking bays adjacent to the Site as shown in **Figure 6-1**.

Figure 6-1 Nearby On and Off-Street Parking

Source: Metromap

6.2 Bicycle Parking Requirements

The bicycle space requirements as per the *Residential Design Code 2* and the *Town of Victoria Park Local Planning Policy 23 – Bicycle Parking, Car Parking and Access for Non-Residential Development* and the provisions are summarised in **Table 6-2**.

Table 6-2 Bicycle Parking Requirements

Land Use	Yield	Requirements	Parking Required	Parking Provided
Residential	170 dwellings	0.5 space per dwelling	85 spaces	193 spaces – Ground Floor
Residential (Visitor)	170 dwellings	1 space per 10 dwellings	17 spaces	
Offices	133 sqm	Class 3: 1 space per 500 sqm; Class 1: 1 space per 250 sqm.	1 space	
TOTAL			**103 bike spaces**	**193 bike spaces**

The development proposes a total of 193 bicycle spaces (176 bicycle spaces for residents and 17 bicycle spaces for visitors and staff) which meet the requirements of *R-Codes* and the *Town of Victoria Park Local Planning Policy 23*. The bicycle spaces and storage is located on the ground floor.

6.3 Motorcycle/Scooter Parking Requirements

The statutory requirements for motorcycle parking for the proposed development (residential) are defined in the *State Planning Policy 7.3 Residential Design Codes: Volume 2 – Apartments (R-Codes)* and summarised in **Table 6-3**.

Table 6-3 Motorcycle/Scooter Parking Requirements

Land Use	Yield	Requirements	Parking Required	Parking Provided
Residential	209 car bays (provided)	1 motorcycle space for every 10 car bays (for more than 20 dwellings)	21 motorcycle bays	10 MC bays – Ground Floor 6 MC bays – Level 1 5 MC bays – Level 2
TOTAL			**21 motorcycle bays**	**21 motorcycle bays**

The development proposes a total of 21 motorcycle bays which meets the requirements of R-Codes.

6.4 Parking Compliance Checks

The parking bay geometry requirements set forth by AS2890.1 and AS2890.6 for User Class 1A (residential, domestic and staff parking) and User Class 2 (visitor parking) were assessed for the 90˚ angled parking bays. The corresponding provisions in the proposed development are summarised in **Table 6-4** and **Table 6-5**.

Table 6-4 Parking Geometric Compliance

Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m (User Class 1A)	2.4	**2.4**	No non-compliance identified
Bay Width, m (User Class 2)	2.5	**2.5**	No non-compliance identified
Bay Length, m	5.4	**5.4**	No non-compliance identified
Small Car Bay Width, m	2.3	**2.3**	No non-compliance identified
Small Car Bay Length, m	5.0	**5.0**	No non-compliance identified
Tandem Bay Width, m	2.4	**2.4**	No non-compliance identified
Regular Tandem Bay Length, m	10.8	**10.8**	No non-compliance identified
Ramp Gradient	1:4 maximum (< 20m inc. Change in Grade)	**1:5.5**	No non-compliance identified
Change in Grade	1:8	**1:8**	No non-compliance identified
Aisle width, m	5.8	**6.0**	No non-compliance identified
Circulation roadway width, m	5.5 (Two-way)	**6.0 – 6.3**	No non-compliance identified
Access width, m (Category 2 – User Class 1A & 2)	6.0 – 9.0	**7.2**	No non-compliance identified
Blind Aisle Extension	1.0	**1.0**	No non-compliance identified

Table 6-5 ACROD Parking Geometric Compliance

Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m	2.4	**2.4**	No non-compliance identified
Bay Length, m	5.4	**5.5**	No non-compliance identified
Shared Area Width, m	2.4	**2.4**	No non-compliance identified
Shared Area Length, m	5.4	**5.5**	No non-compliance identified
Bollard from Aisle, mm	800 ± 50	**1200**	No non-compliance identified

7 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following is concluded for the proposed development:

- The proposal is a mixed-use development with 170 residential apartments and 133 sqm of commercial office floor space.
- The Site has excellent access to public transport facilities with several high frequency services located within close proximity of the Site.
- Walking and cycling facilities within the surrounding area of the Site is considered to be excellent with many high-quality paths available providing good connectivity with the surrounds.
- The development is expected to generate approximately 61 vehicles in the AM peak hour and 70 vehicles in the PM peak hour. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network.
- The proposed parking provision generally meets the requirements of the R-Codes and Town of Victoria Park's requirements, however, there is an actual shortfall of 11 visitor parking bays, although with the potential reciprocal use of 3 parking bays (2 commercial bays and 1 ACROD bay) by visitors, there is still a shortfall of 8 parking bays. This shortfall is expected to be mitigated by the on-street parking on the surrounding streets and an off-street parking with approximately 32 parking bays adjacent to the Site.
- The swept path analysis indicates that the B85 and B99 design vehicles are able to adequately enter, exit and circulate internally within the proposed parking area.
- The analysis also shows that there is a potential for minor overlaps with opposing vehicle swept paths near the ramp corners. Traffic approaching the exiting ramps are expected to be circulating at low speeds and it is anticipated that vehicles trying to enter the exit ramp will wait for the opposing vehicle to complete their circulation movement. Traffic management devices such as convex mirrors should also be considered to alert and warn drivers and minimise the risk of crashes and conflicts.

Overall, it is considered unlikely that the proposed development will result in any material impact on traffic operations and safety to the surrounding road network.

1.

Appendices.

Appendix A WAPC Checklist

Item	Section	Comments/Proposals
PROPOSED LAND USE	Section 5	
EXISTING LAND USES	Section 2	
CONTEXT WITH SURROUNDS	N/A	
ACCESS ARRANGEMENTS	Section 5	
PUBLIC, PRIVATE, DISABLED PARKING SET DOWN / PICK UP	N/A	
ACCESS ARRANGEMENTS	Section 5	
ON/OFF-SITE LOADING FACILITIES	Section 5	
RUBBISH COLLECTION AND EMERGENCY VEHICLE ACCESS	Section 5	
DAILY OR PEAK TRAFFIC VOLUMES	Section 2	
TYPE OF VEHICLES (E.G. CARS, TRUCKS)	Section 5	
PUBLIC TRANSPORT ACCESS	Section 3	
NEAREST BUS/TRAIN ROUTES	Section 3	
NEAREST BUS STOPS/TRAIN STATIONS	Section 3	
PEDESTRIAN/CYCLE LINKS TO BUS STOPS/TRAIN STATION	Section 4	
PEDESTRIAN ACCESS/FACILITIES	Section 4	
EXISTING PEDESTRIAN FACILITIES WITHIN THE DEVELOPMENT (IF ANY)	Section 4	
PROPOSED PEDESTRIAN FACILITIES WITHIN DEVELOPMENT	Section 4	
EXISTING PEDESTRIAN FACILITIES ON SURROUNDING ROADS	Section 4	
PROPOSALS TO IMPROVE PEDESTRIAN ACCESS	Section 4	
CYCLE ACCESS/FACILITIES	Section 4	
EXISTING CYCLE FACILITIES WITHIN THE DEVELOPMENT (IF ANY)	Section 4	
PROPOSED CYCLE FACILITIES WITHIN THE DEVELOPMENT	Section 4	
EXISTING CYCLE FACILITIES ON SURROUNDING ROADS	Section 4	
PROPOSALS TO IMPROVE CYCLE ACCESS	Section 4	
PARKING COMPLIANCE	Section 6	
PARKING REQUIREMENTS AND PROVISION	Section 6	
SITE SPECIFIC ISSUES	N/A	
SAFETY ISSUES	N/A	
IDENTIFY ISSUES	N/A	
REMEDIAL MEASURES	N/A	
CONCLUSIONS	Section 7	

Appendix B

Site Plans.

1 - GROUND FLOOR
SCALE 1:200 @ A1
SCALE 1:400 @ A3

COTTEEPARKER

Perth
T 61 8112 0100

COTTEE PARKER ARCHITECTS PTY LTD
ABN 77 010 924 106

COTTEEPARKER.COM.AU

SKS GROUP
MALAYSIA | AUSTRALIA

ISSUE	PURPOSE	DATE	D	C	A
K	ISSUED FOR DA AMENDMENT	K	JA	JA	IM
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW

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2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE

PLAN - GROUND FLOOR

JOB No	DRAWING No	ISSUE
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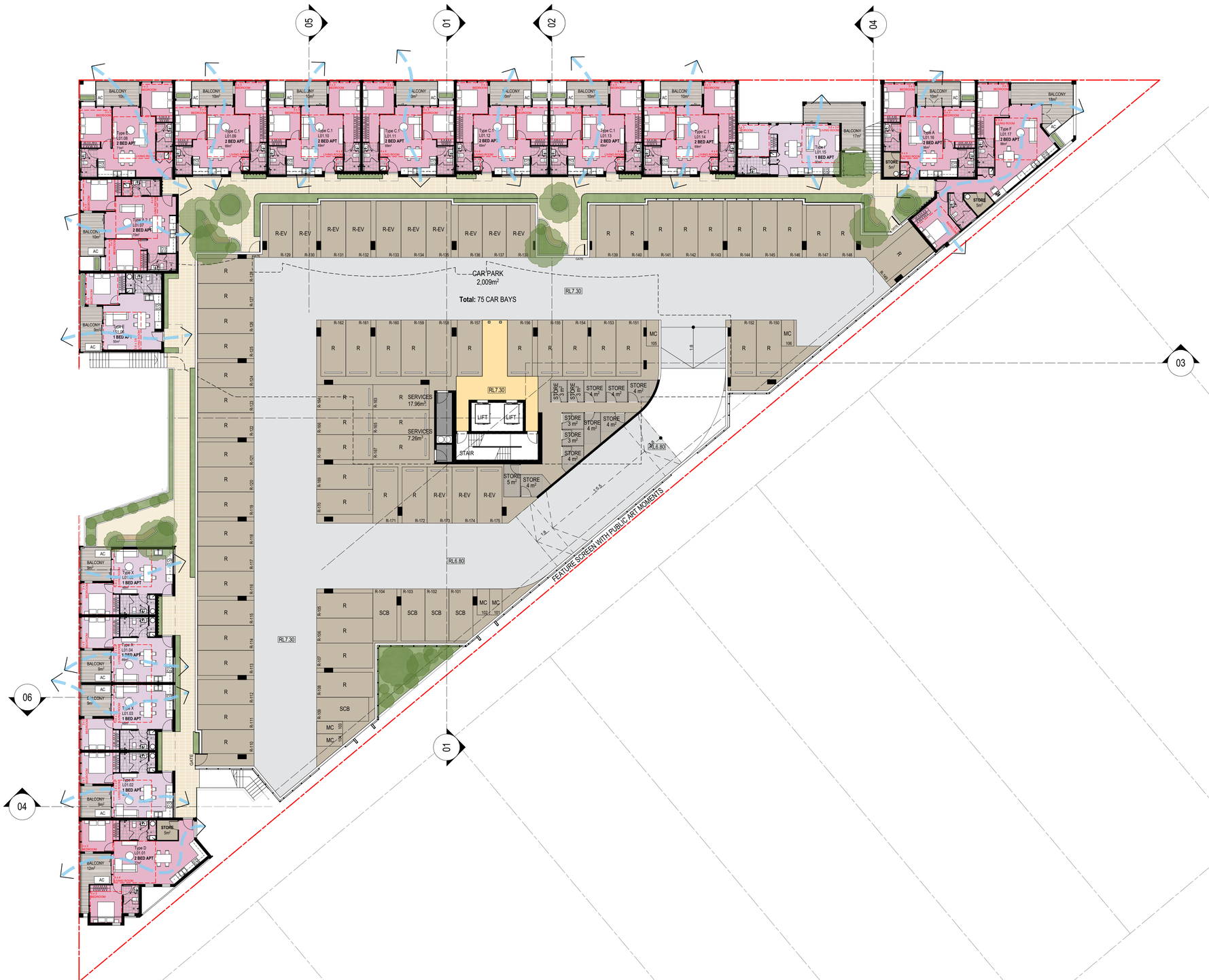

SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

1 / - LEVEL 01
SCALE 1:200 @ A1
SCALE 1:400 @ A3

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Perth
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COTTEE PARKER ARCHITECTS PTY LTD
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ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 01

JOB No	DRAWING No	ISSUE
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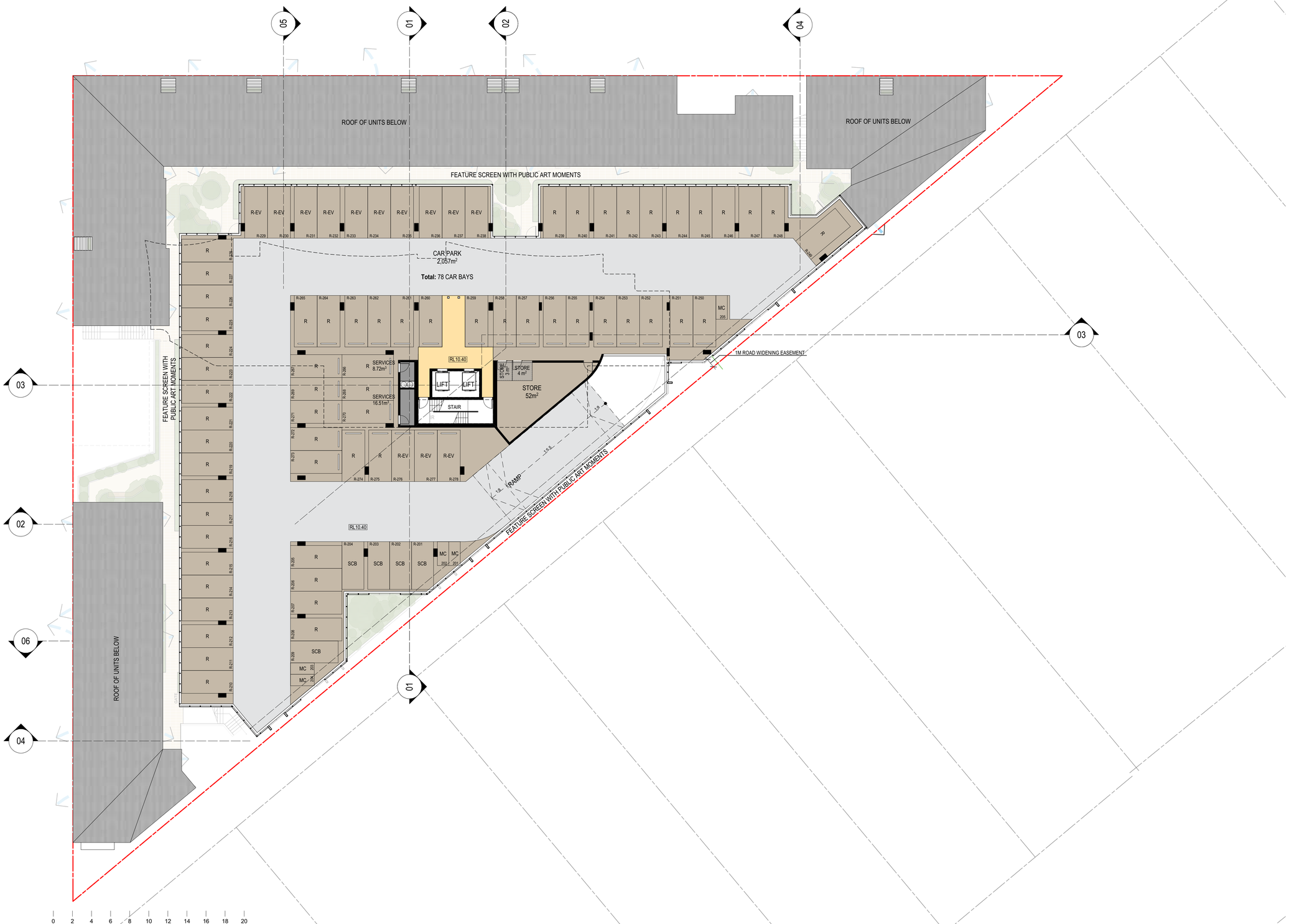

0 2 4 6 8 10 12 14 16 18 20

SCALE 1: 200 @ A1
SCALE 1: 400 @ A3

1 / - LEVEL 02
SCALE 1:200 @ A1
SCALE 1:400 @ A3

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ISSUE	PURPOSE	DATE	D	C	A
J	ISSUED FOR DA AMENDMENT	J	MC	JA	IM
I	ISSUED FOR INFORMATION TO DRP	I	MC	JA	IM
H	ISSUED FOR INFORMATION TO DRP	H	MC	JA	IM
G	ISSUED FOR CLIENT APPROVAL	G	MC	JA	ND
F	ISSUE FOR RFI RESPONSE	F	JC	IW	IW
E	WIP ISSUE FOR CLIENT AND PLANNER	E			
D	ISSUED FOR PLANNING RFI RESPONSE - DEVELOPMENT SCHEDULES UPDATES	D			
C	ISSUED FOR CLIENT RECORD	C	KH	IW	IW
B	ISSUED FOR DA SUBMISSION	B	KH	IW	IW
A	DA CONSULTANT BACKGROUND SET	A	KH	KH	IW

2 HAWTHORNE PLACE, BURSWOOD

HAWTHORNE GREEN, PERTH

CLIENT - SKS

DRAWING TITLE
PLAN - LEVEL 02

JOB No	DRAWING No	ISSUE
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Appendix C

Swept Paths.

B99 IN B85 OUT - LANE 59
SOUTHWEST GATE

VISITOR & EV
CAR PARK
486m²

Total: 15 CAR BAYS
2 Commercial Bays
12 Visitor Bays
1 DDA

V-003 V-004 V-005 V-006 V-007 V-008 V-009 V-011 V-012 V-013 V-014 V-015

BIKE STORAGE
162m²
176 BICYCLE PARKING

RL 4.20

FIRE EGRESS EXIT

BIN COLLECTION POINTS
REFER TO WASTE MANAGMENT REPORT

LANE 59

SERVICE CORRIDOR ENTRY

FOLD UP DOOR

VEHICLE

01

RESIDENTS LANE ENTRY

APT UNIT ENTRY

AC
BALCONY 12m²
BALCONY 11m²
AC
AC
BALCONY 11m²
BALCONY 11m²
AC

3.6 x 3.6 LIVING ROOM
Type C
L00.01
1 BED APT
71m²

CLEANERS
0.90m³

STUDY
WM
STORE 4m²
3 x 3 BEDROOM
RL 4.00

SERVICES
14m²

TRANSFORMER ROOM
31m²

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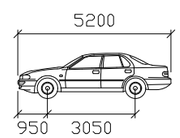
B85 AS/NZS 2890.1:2004 (AU_NZ)



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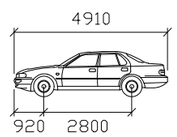

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Steering Angle	: 34.1

B99 IN B85 OUT - LANE 59
NORTHEAST GATE

R-018 R-019 R-020 R-021 R-022 R-023 R-024 R-025

001 MC

002 MC

MC

STORE
5m²

004 MC
005 MC
006 MC

B85
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

RESIDENTS
BIN ROOM
ACCESS

FOLD UP DOOR

VEHICLE

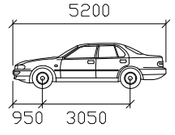
R-040 R-041 010 MC

R-EV R-EV

1:8

RESIDENTS
ENTRY GATE

1M ROAD WIDENING EASEMENT



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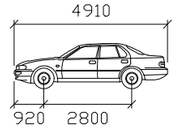

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Steering Angle	: 34.1

B99 IN B85 OUT - GROUND FLOOR RAMP

otal: 40 CAR BAYS

R-033 | R-034 | R-035 | R-036 | R-037 | R-038 | R-039 | 009 MC | R-040 | R-041 | 010 MC

CB -EV | SCB -EV | SCB -EV | SCB -EV | R | R | R | R-EV | R-EV

B85 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

1:8

FOLD UP DOO

VE

RESIDENTS ENTRY GATE

1M ROAD WIDENING EASEMENT

MANAGEMENT OFFICE 17m²

LIFT LIFT

STAIR

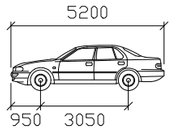
STAIR

m² m² m²

23 m²

RMWATER TANK 34m²

BIN COLLECTION POINTS
REFER TO WASTE MANAGMENT REPORT



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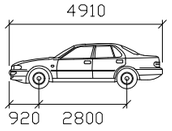

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Steering Angle	: 34.1

B99 - RESIDENTIAL PARKING 1

B85 - RESIDENTIAL PARKING 2

WM

PERFORATED SCREEN

R

R-002 R-003 R-004 R-005 R-006 R-007 R-008 R-009 R-010 R-011

STORE 4 m²

STORE 4 m²

CLEANERS 6.42m²

CAR PA
1,218m
Total: 40 CA

007 MC R-025 R-026 R-027 R-028 R-029 R-030 R-031 R-032 R-033

R-EV

SCB -EV

C ROOM 4.69m³

FC ROOM 54.69m³

MAIL AREA

RL 4.20

LIFT

STAIR

PARCEL 15m²

RESIDENTIAL REFUSE

IDENTIAL LOBBY 166m²

RL 4.20

RESIDENTIAL R

B99 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

5200

950 3050

B99

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Lock to Lock Time	6.0
Steering Angle	: 33.9

4910

920 2800

B85

	mm
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Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

B99 - VISITOR PARKING

VISITOR & EV
CAR PARK
486m²

Total: 15 CAR BAYS
2 Commercial Bays
12 Visitor Bays
1 DDA

V-003 V-004 V-005 V-006 V-007 V-008 V-009 V-011 V-012 V-013 V-014 V-015

BIKE STORAGE
162m²
176 BICYCLE PARKING

RL 4.20

SERVICE
CORRIDOR ENTRY

FOLD UP DOOR

01

VEHICLE

CLEANERS
90m³

STUDY

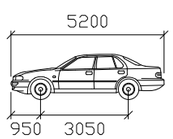
WM

STORE
4m²

3 x 3
BEDROOM

RL 4.00

RESIDENTS
LANE ENTRY



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Steering Angle	: 33.9

B99 - VISITOR PARKING (TURNING BAY)

PARCEL
15m²

C / V

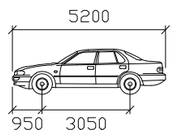
C-001 C-002

Turning
Bay

V-003 V-004 V-005 V-006 V-011 V-012 V-013 V-014 V-015

VISITOR & EV
CAR PARK
486m²

Total: 15 CAR BAYS
2 Commercial Bays
12 Visitor Bays
1 DDA



B99

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Lock to Lock Time	6.0
Steering Angle	: 33.9

B99 IN B85 OUT - LEVEL 1 RAMP

CAR PARK
2,009m²
Total: 75 CAR BAYS

RL7.30

RL6.80

B99 and B85 cannot pass each other at the same time in this area.

SERVICES 17.96m³

SERVICES 7.26m³

LIFT

LIFT

STORE 3 m²

STORE 3 m²

STORE 4 m²

STORE 4 m²

STORE 4 m²

STORE 3 m²

STORE 4 m²

STORE 3 m²

STORE 4 m²

STORE 5 m²

STORE 4 m²

1:8

1:5.5

1:8

1:8

FEATURE SCREEN WITH PUBLIC ART MOMENTS

GATE

GATE

MC 105

MC 106

MC

MC

R-128 R-127 R-126 R-125 R-124 R-123 R-122 R-121 R-120 R-119 R-118 R-117 R-116

R-129 R-130 R-131 R-132 R-133 R-134 R-135 R-136 R-137 R-138 R-139 R-140 R-141 R-142 R-143 R-144 R-145

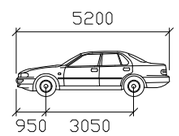
R-162 R-161 R-160 R-159 R-158 R-157 R-156 R-155 R-154 R-153 R-151 R-152 R-150

R-164 R-163 R-166 R-165 R-168 R-167 R-169 R-170

R-171 R-172 R-173 R-174 R-175

R-104 R-103 R-102 R-101

R-EV R-EV R-EV



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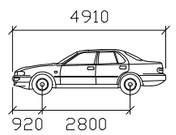

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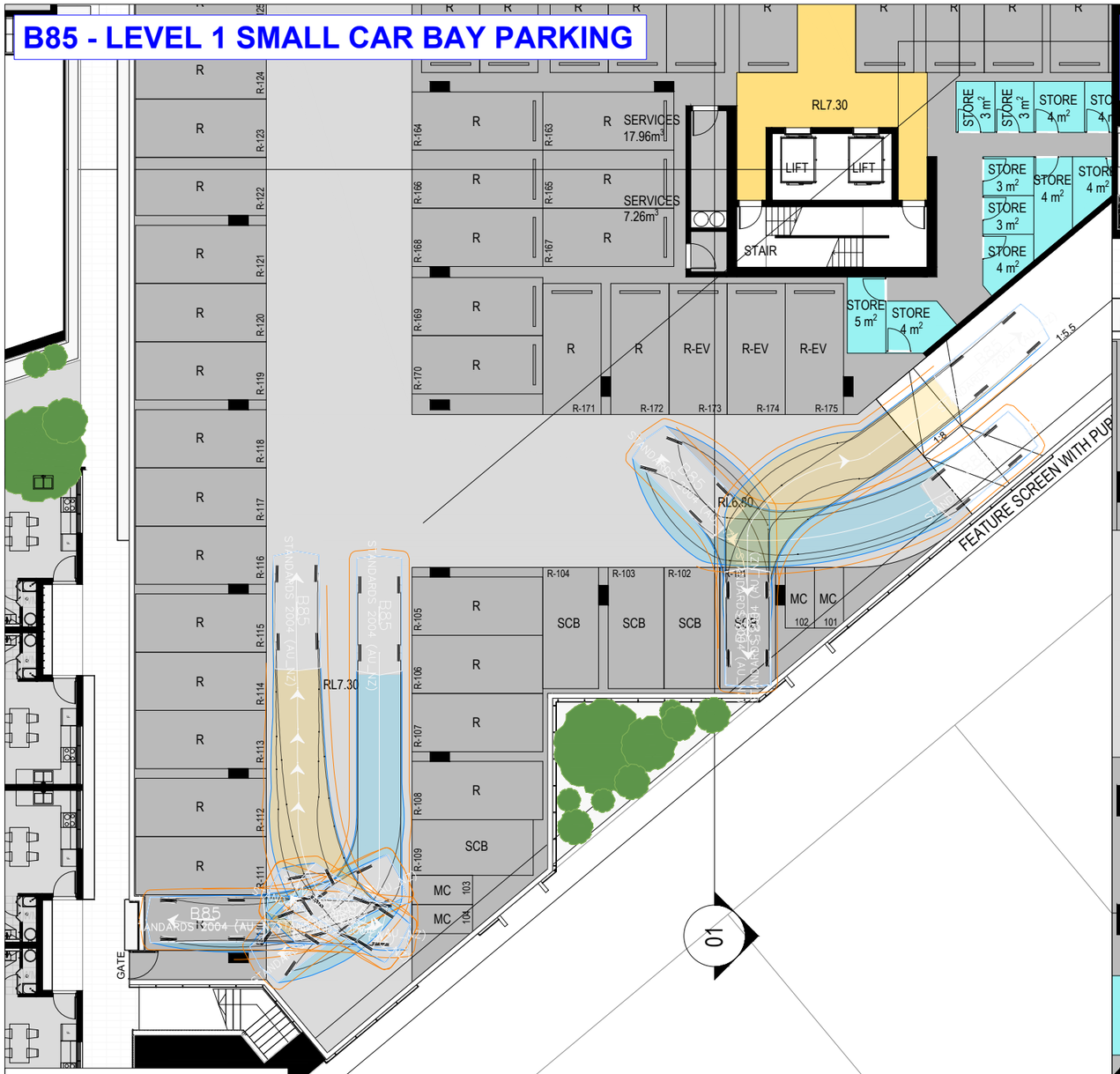
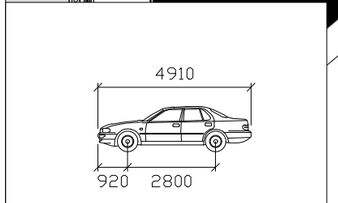
B85 - LEVEL 1 SMALL CAR BAY PARKING

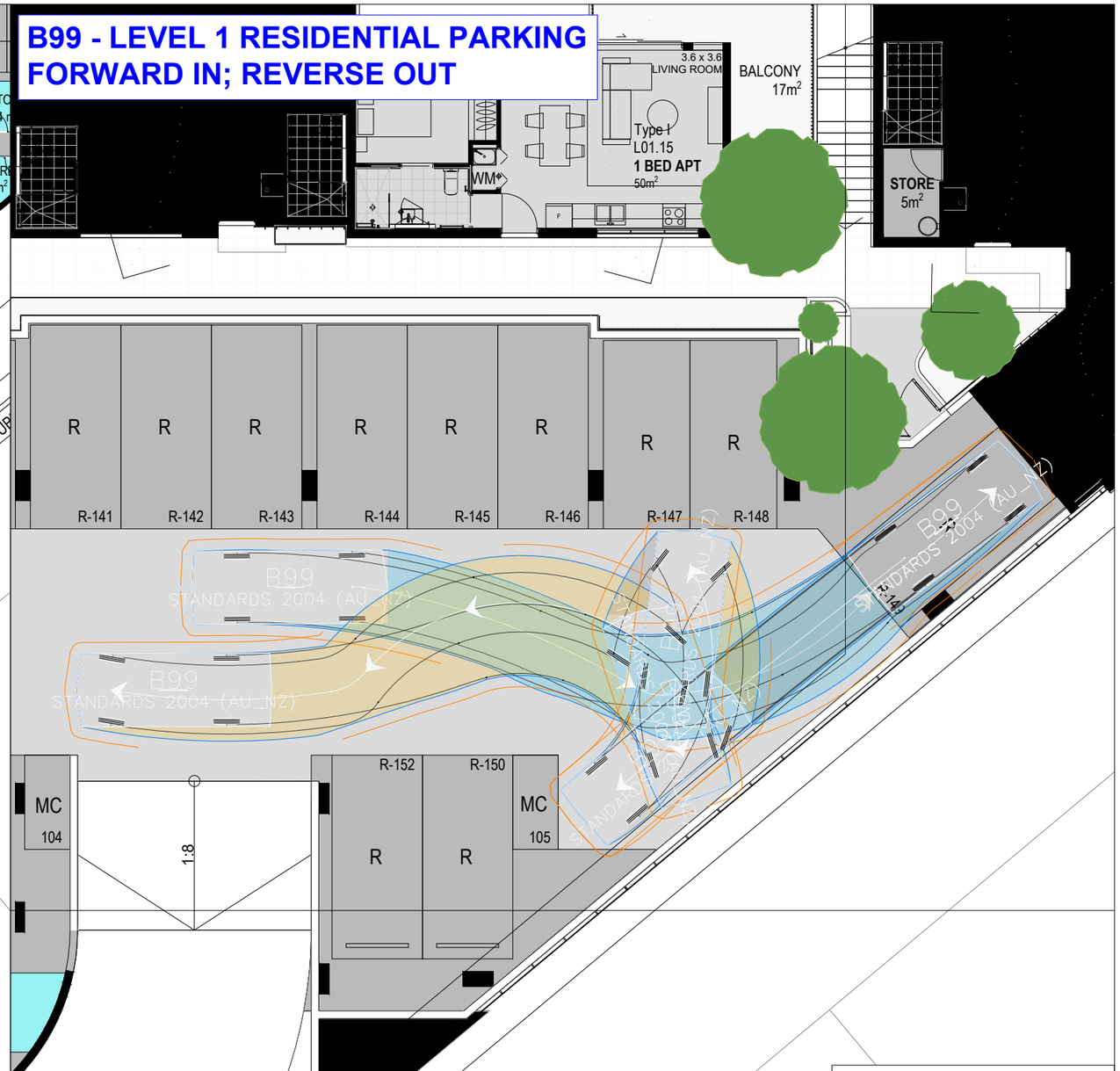


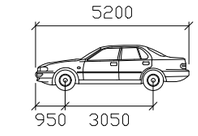


B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

B99 - LEVEL 1 RESIDENTIAL PARKING FORWARD IN; REVERSE OUT





B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9

B99 IN B85 OUT - LEVEL 2 RAMP

R-272 R
R-273 R
R R R-EV R-EV R-EV
R-274 R-275 R-276 R-277 R-278

RL9.60

1:5.5

1:8 RAMP

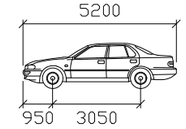
FEATURE SCREEN WITH PUBLIC ART MOMENTS

B85
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

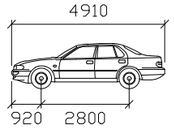
RL10.40

R-204 R-203 R-202 R-201
R-205 R SCB SCB SCB SCB MC 202 MC 201
R-206 R
R-207 R
R R
R-208



B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	6.0
Steering Angle	: 34.1

B99 - LEVEL 2 RESIDENTIAL PARKING

R-274 R-275 R-276

R-218 R-217 R-216 R-215 R-214 R-213 R-212 R-211

RL10.40

R-204 R-203 R-202

R-205 R-206 R-207 R-208 R-209

SCB SCB SCB SCB

MC 203
MC 204

B99 STANDARDS 2004 (AU_NZ)

5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

B99 - LEVEL 2 RESIDENTIAL PARKING FORWARD IN; REVERSE OUT

R-241 R-242 R-243 R-244 R-245 R-246 R-247 R-248

R-254 R-253 R-252 R-251 R-250

MC 204

B99 STANDARDS 2004 (AU_NZ)

1M ROAD WIDENING EASEMENT

1:8

5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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