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TOWN OF VICTORIA PARK
Received: 14/07/2024

**Lot 1004 Raleigh St & 1005 Bishopsgate St, Carlisle
Proposed Residential Development**

TRANSPORT IMPACT STATEMENT



Prepared for:
My Home Australasia Ltd

July 2024

Lot 1004 Raleigh St & 1005 Bishopsgate St, Carlisle

TOWN OF VICTORIA PARK
Received: 14/07/2024

Prepared for:My Home Australasia Ltd

Prepared by:Paul Gbantous

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1 Introduction

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This Transport Impact Statement has been prepared by **Urbii** on behalf of **My Home Australasia Ltd** with regards to the proposed residential development, located at **Lot 1004 Raleigh St & 1005 Bishopsgate St, Carlisle.**

The subject site is situated between Roberts Road, Raleigh Street and Bishopsgate Street, as shown in Figure 1. The site is presently vacant and is surrounded by a mix of community and residential land uses. Lathlain Park and Oval are located nearby to the north.

It is proposed to develop the site into a residential development, delivering 24 apartment units. This is a build to rent development. The property and tenants will be managed by a Department of Communities approved and registered Community Housing Provider.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.



Figure 1: Subject site



2 Scope of work

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The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “moderate impact” (Figure 2). A Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the LGA with demonstration of traffic impact.

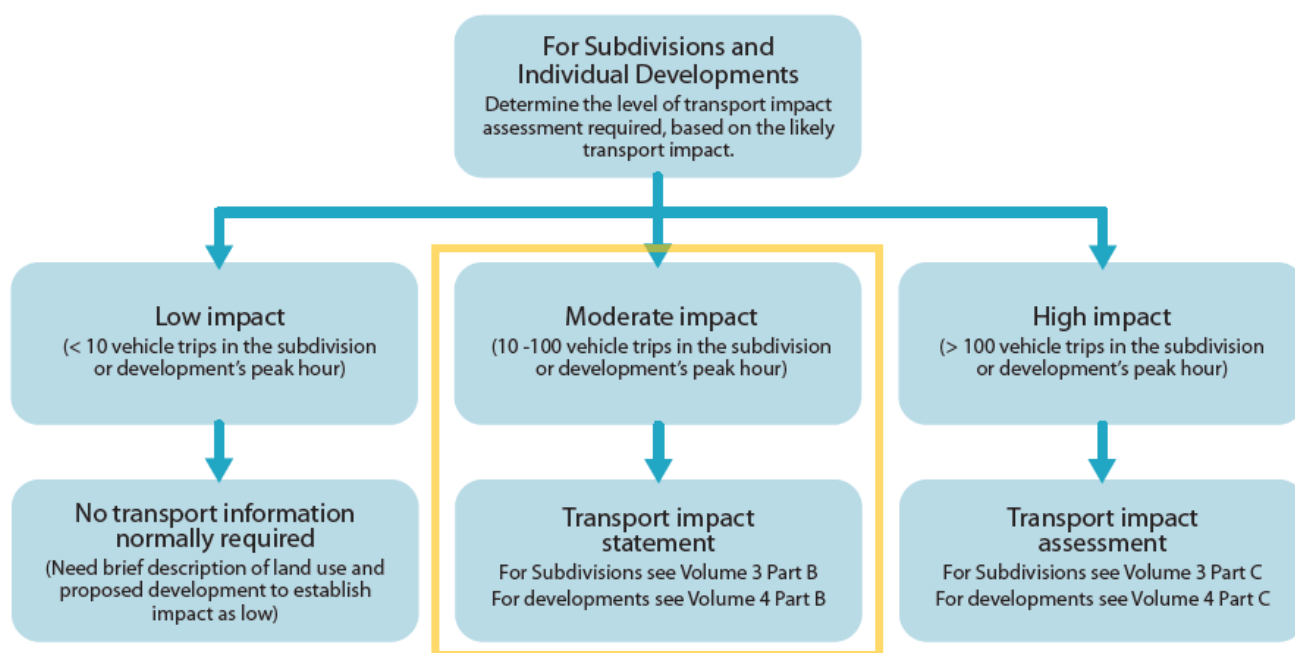


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

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The proposal for the subject site is for a multiple dwelling residential development, comprising:

- A total of 24 residential dwellings configured as apartment units:
 - 6 x 1-bed units;
 - 18 x 2-bed units;
- 16 car parking bays, including 1 x ACROD bay;
- 3 motorcycle or scooter parking spaces;
- 16 bicycle parking spaces for residents and visitors on the ground level;
- Outdoor recreation space; and,
- Two communal bin stores.

Vehicle access to the site is proposed via one crossover on Raleigh Street and one crossover on Bishopsgate Street. Bins will be wheeled out from the communal bin stores for kerbside waste collection from Raleigh Street and Bishopsgate Street.

People walking and cycling will access the development from the external path network abutting the site.

The proposed development plans are included for reference in Appendix A.



4 Vehicle access and parking

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4.1 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

Review of aerial images indicates there is no existing vehicle access or parking on site. As detailed in the proposed development plans and in Figure 3, vehicle access to the site is proposed via one crossover on Raleigh Street and one crossover on Bishopsgate Street.

The two crossovers provide vehicle access to separate car parks. No internal connection for cars is provided between the two parking areas. Vehicle access is secured via remotely operated sliding gates.

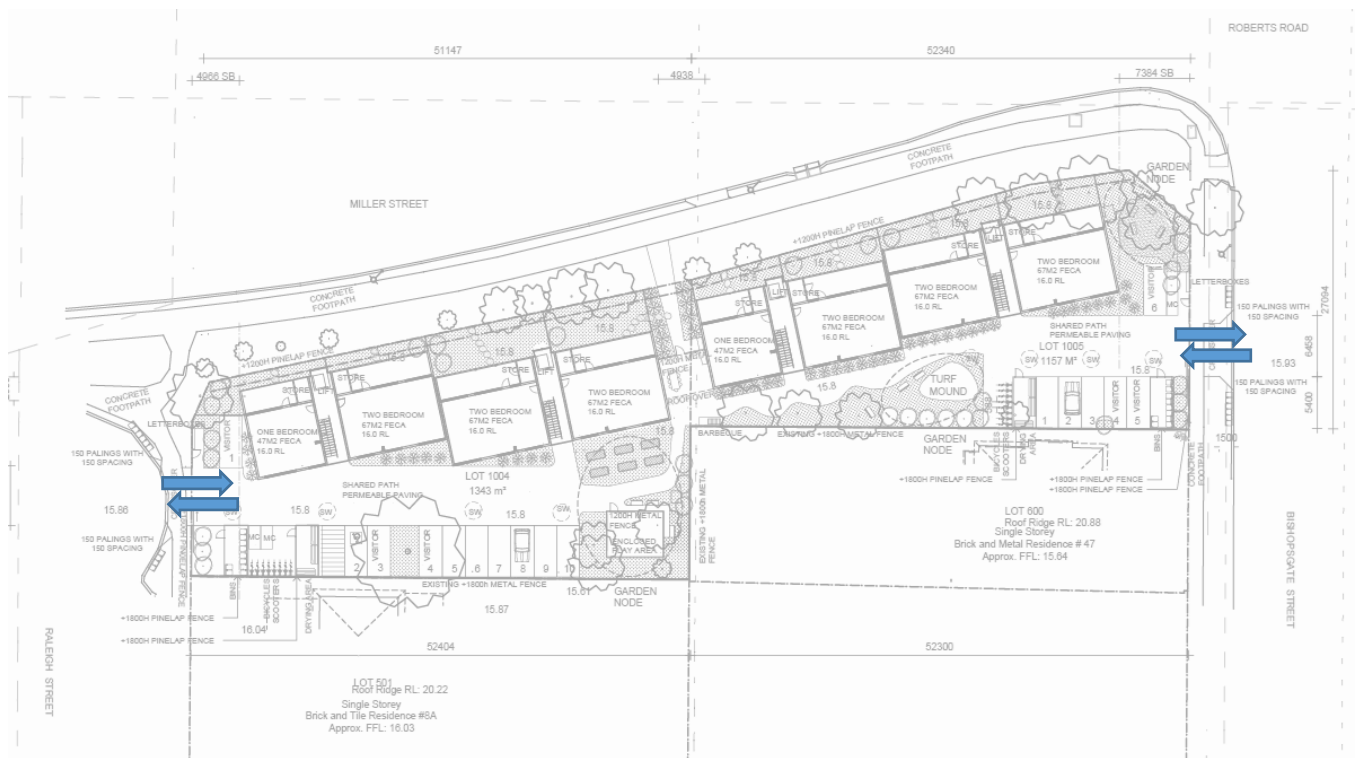


Figure 3: Proposed vehicle access

4.2 Parking requirements

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Reference was made to Residential Design Codes for applicable parking requirements. As detailed in Section 10.2, the site is within the 800m walkable catchment of a train station. Therefore, the subject site is in Location A and the following parking rates apply:

Table 1: R-Codes Volume 1: Residential parking requirements

Table 2.3a Car parking requirements

	Location A	Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
Occupant car parking	Ancillary dwelling	0	1
	Studio and 1 bedroom dwelling	0	1
	2 bedroom dwelling	0	2
	3+ bedroom dwelling	1	2
	Location B	Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
	Ancillary dwelling	0	1
	Studio and 1 bedroom dwelling	1	1
	2 bedroom dwelling	1	2
	3+ bedroom dwelling	1	2
Visitor carparking	Number of dwellings	Minimum Parking	
	0-4 dwellings	No visitor car parking required	
	5-8 dwellings	1	
	9-12 dwellings	2	
	13 or more dwellings	3, plus 1 additional space per four dwellings or part thereof	
Motorcycle/scooter parking (multiple dwellings only)	0-19 dwellings	No motorcycle/scooter parking required	
	20 or more dwellings	One motorcycle/scooter space for every 10 car parking spaces	

Minimum parking applies to all types of parking on site including (but not limited to) **garages, carports, uncovered spaces, undercroft and basement** parking.
Maximum carparking applies to **garages and carports**. Additional parking may be provided as uncovered spaces, undercroft or **basement** parking.

LOCATION A – includes all land located within:

- 800m **walkable catchment** of a train station on a **high-frequency rail route**;
- 250m walkable catchment of a transit stop:
 - o on a high-frequency transit route; or
 - o that has multiple transit routes, that when combined stop every 15 minutes during weekday peak periods (7am – 9am and 5pm – 7pm); or
- the defined boundaries of an **activity centre**.

LOCATION B – includes all land that is not within Location A.

Table 2.3b Minimum bicycle parking requirements

		Minimum number of bicycle spaces		
		Single houses	Grouped dwellings	Multiple dwellings
Occupant bicycle parking		No minimum requirement		0.5 x the total number of dwellings
Visitor bicycle parking	0-9 dwellings	No visitor bicycle parking required		
	10 or more dwellings	No visitor bicycle parking required		0.1 x the total number of dwellings

Where the bicycle parking calculation results in a fraction of a space, the requirement is to be rounded up to the nearest whole number.



The parking requirements for the development are presented in Table 2. A total of 6 car parking bays, 1 motorcycle space and 15 bicycle parking spaces are required.

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Table 2: Development minimum parking requirements

Residential	Quantity	Car bays	Bicycle	Motorcycle
Occupant	24	0	12	1
Visitor	24	6	3	0
Total		6	15	1

4.3 Parking supply and allocation

The proposed development provides the following parking allocation:

- 10 car parking bays provided onsite for residents (exceeds minimum requirements).
- 6 car parking bays provided onsite for visitors (meets requirements).
- 3 motorcycle parking spaces (exceeds minimum requirements).
- 16 bicycle parking spaces for residents and visitors (exceeds minimum requirements).

The proposed development parking provisions are satisfactory. Should additional car parking be required on occasion, there is ample public off-site car parking available within walking distance of the site, as discussed in Section 4.4.

4.4 Public off-site parking availability

A geospatial analysis was undertaken to assess the 500m walking catchment of the site. As detailed in Section 10.2 of this report, there are many public parking spaces provided on surrounding streets within the walkable catchment area.

5 Provision for service vehicles

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The proposed development is residential in nature and will not generate significant delivery and other service vehicle traffic. Bins will be wheeled from the communal bin store out to the verge for kerbside waste collection.



6 Hours of operation

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For most residential developments, the peak traffic hours typically coincide with the weekday commuter AM and PM peak hours on the surrounding road network.

The weekday AM peak hour in the Perth Metropolitan Area usually occurs between 7am to 9am and the weekday PM peak hour occurs between 4pm to 6pm. The peak hours for the proposed development are anticipated to coincide at around these times.

7 Daily traffic volumes and vehicle types

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7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)*; and
- RTA TDT 2013/ 04a.

The trip generation rates adopted are detailed in Table 3.

Table 3: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Residential	RTA NSW - Medium density residential building	5	0.5	0.5	25%	75%	65%	35%

The estimated traffic generation of the proposed development is detailed in Table 4. The proposed development is estimated to generate a total of 120 vehicles per day (vpd), with 12 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 4: Traffic generation – Weekday AM and PM peak hours

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	24	120	12	12	3	9	8	4

The site traffic will be distributed approximately 50/50 to Raleigh Street and Bishopsgate Street.



7.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

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“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is acceptable.

8 Traffic management on the frontage roads

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Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Raleigh Street

Raleigh Street near the subject site is an approximately 7m wide, two-lane undivided road. Paths for walking and cycling are provided on both sides of the road. The street terminates at a culdesac at the northern end, adjacent to the subject site.

Raleigh Street is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 4) and operates under a speed limit of 50km/h (Figure 5). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 6).

Traffic data provided by the Town of Victoria Park indicates that Raleigh Street carries under 500 vehicles per day (vpd), with 85th percentile speed of 47km/h.

8.1.2 Bishopsgate Street

Bishopsgate Street near the subject site is an approximately 10.5m wide, two-lane divided road. An approximately 1.5m wide painted median is provided on the road. Paths for walking and on-street cycling lanes are provided on both sides of the road.

Bishopsgate Street is classified as a *Local Distributor* road in the Main Roads WA road hierarchy (Figure 4) and operates under a speed limit of 50km/h (Figure 5). Local Distributor roads are the responsibility of Local Government and are primarily for movement of traffic within local areas and connect access roads to higher order Distributors (Figure 6).

Traffic data provided by the Town of Victoria Park indicates that Bishopsgate Street carries around 3,200 vehicles per day (vpd), with 85th percentile speed of 53km/h.



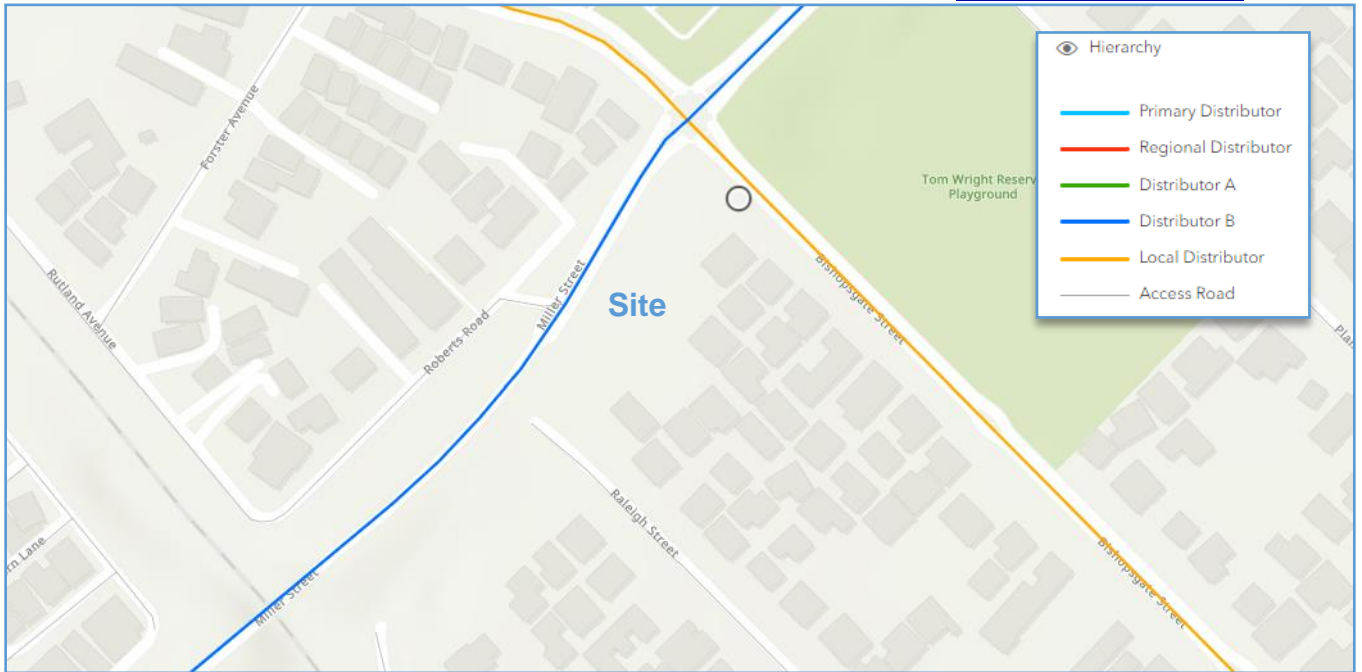


Figure 4: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

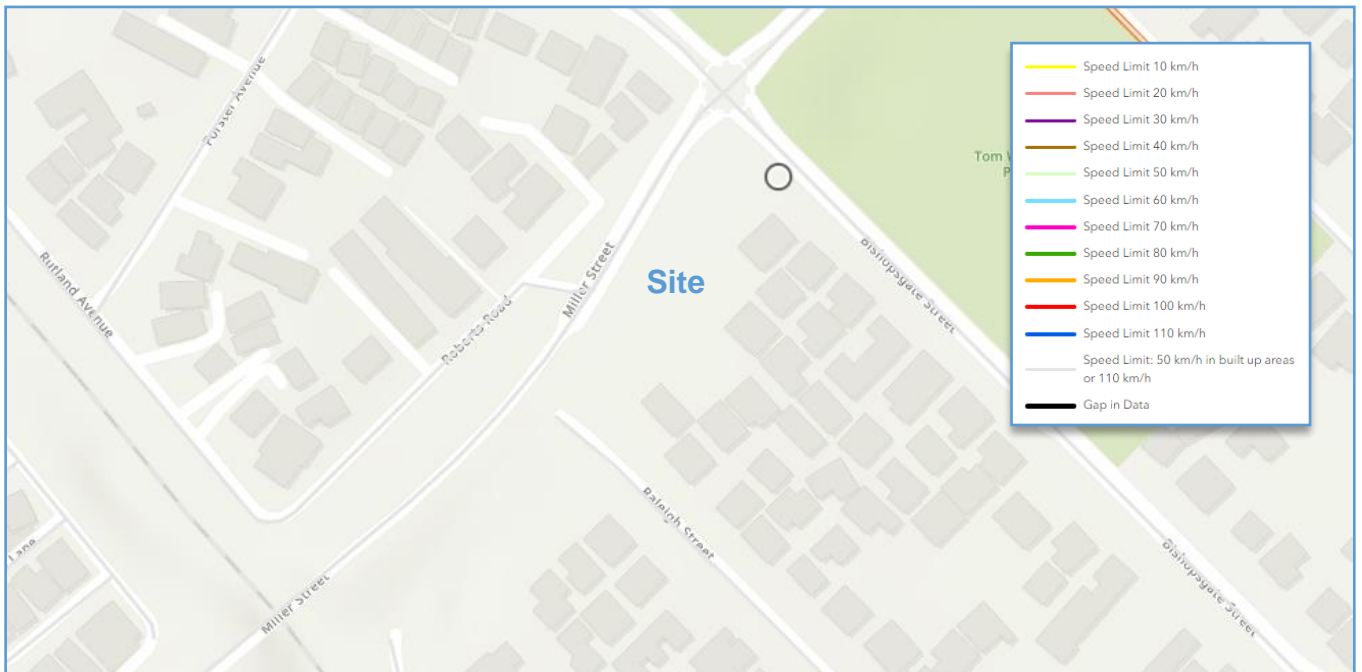


Figure 5: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 6: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992



9 Public transport access

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Information was collected from Transperth, PTA and site visits to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within 500m walking distance:

- Bus Route 38: Perth – Cloverdale via Shepperton Rd & Belmont Forum Shop Ctr.
- Bus Route 39: Perth - Redcliffe Stn via Star St & Belmont Forum Shop Ctr.
- Bus Route 284: Belmont Forum Shop Ctr - Curtin University Bus Stn via Albany Hwy.

The existing public transport network plans are shown in Figures 7 & 8. Bus services provide excellent coverage and connectivity to the rail network. Access to Victoria Park and Carlisle Train Stations is also available within 800m walk of the site.

Public transport services provide a viable alternative mode of transport for residents and visitors of the proposed development.

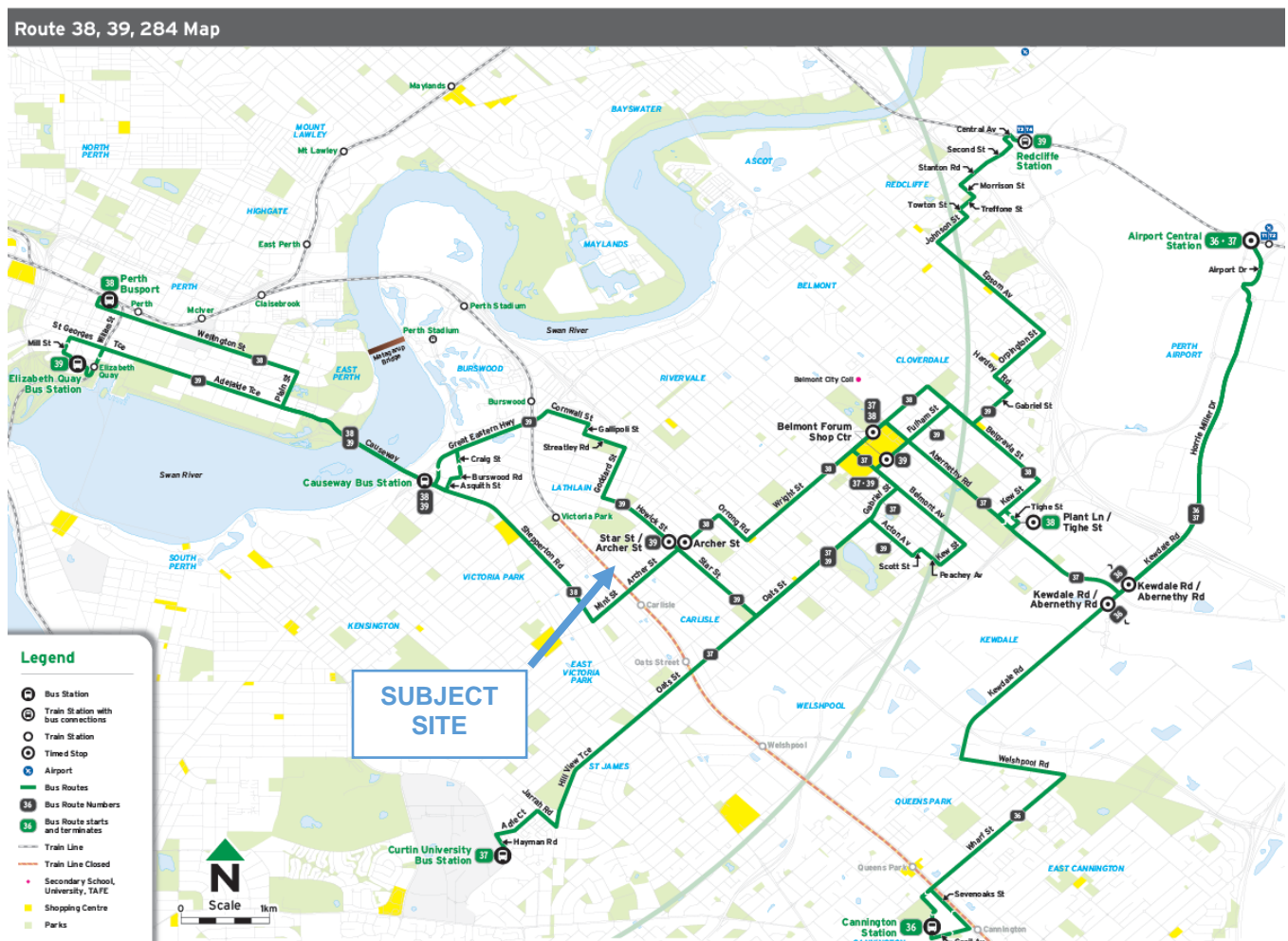


Figure 7: Transperth public transport plan (routes 38 & 39)

Source: Transperth

Route 284, 285 Map

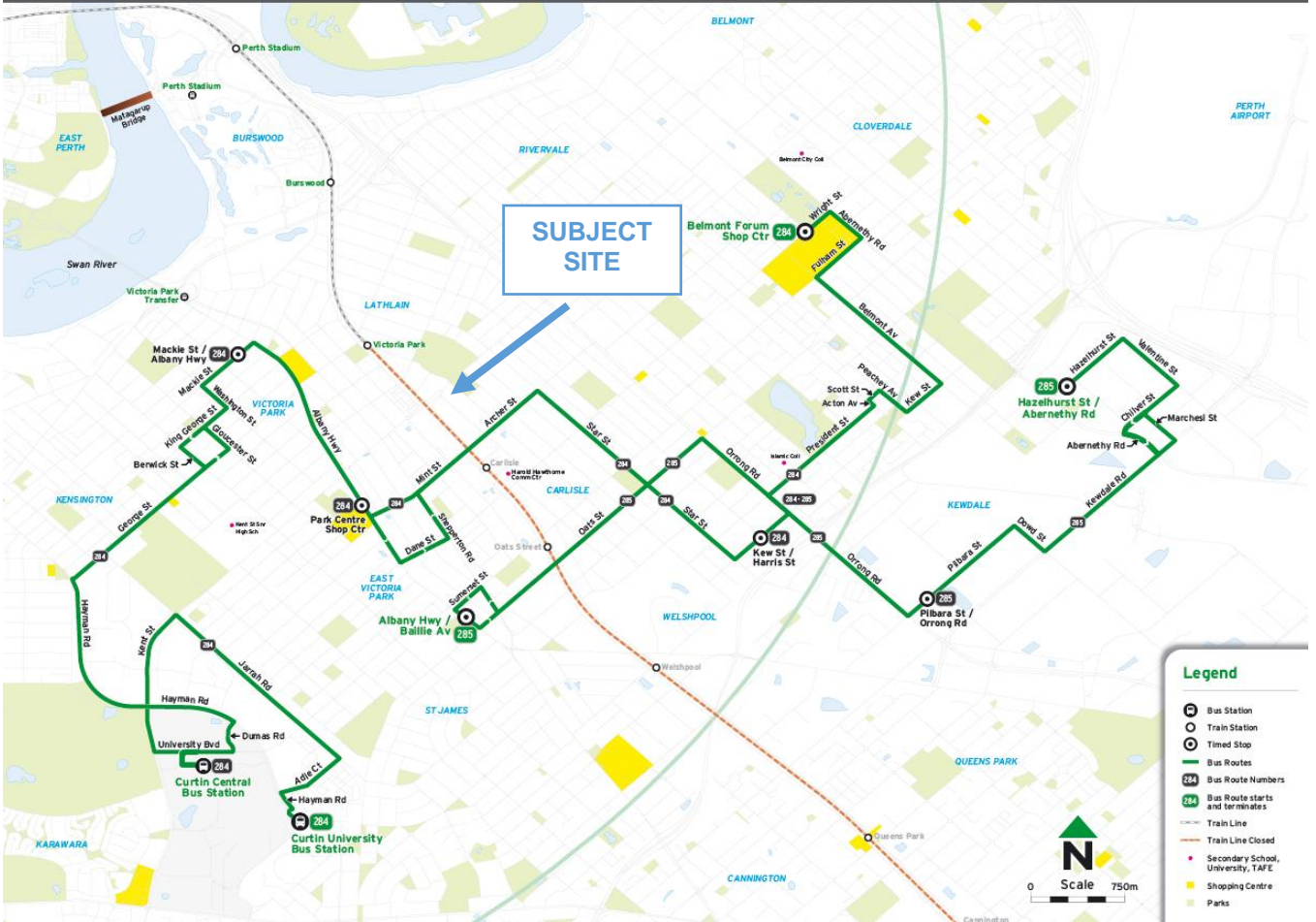


Figure 8: Transperth public transport plan (route 284)

Source: Transperth



10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

10.1 Pedestrian facilities and level of service

Paths for walking and cycling are provided along both sides of Raleigh Street and Bishopsgate Street. Pedestrian crossing facilities including kerb ramps and refuge islands are provided for crossing at nearby intersections, which promotes improved access for bicycles, wheelchairs, and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 5.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 5: Traffic volume thresholds for pedestrian crossings

Broad cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

10.2 Walking catchment

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A geospatial analysis was undertaken to assess the 500m and 800m walking catchment of the site. As depicted in Figure 9, both Victoria Park and Carlisle Train Stations are located within the 800m walking catchment area.

Additionally, there are many public parking opportunities located within the short 500m walkable catchment area, should parking demand exceed onsite supply on occasion.

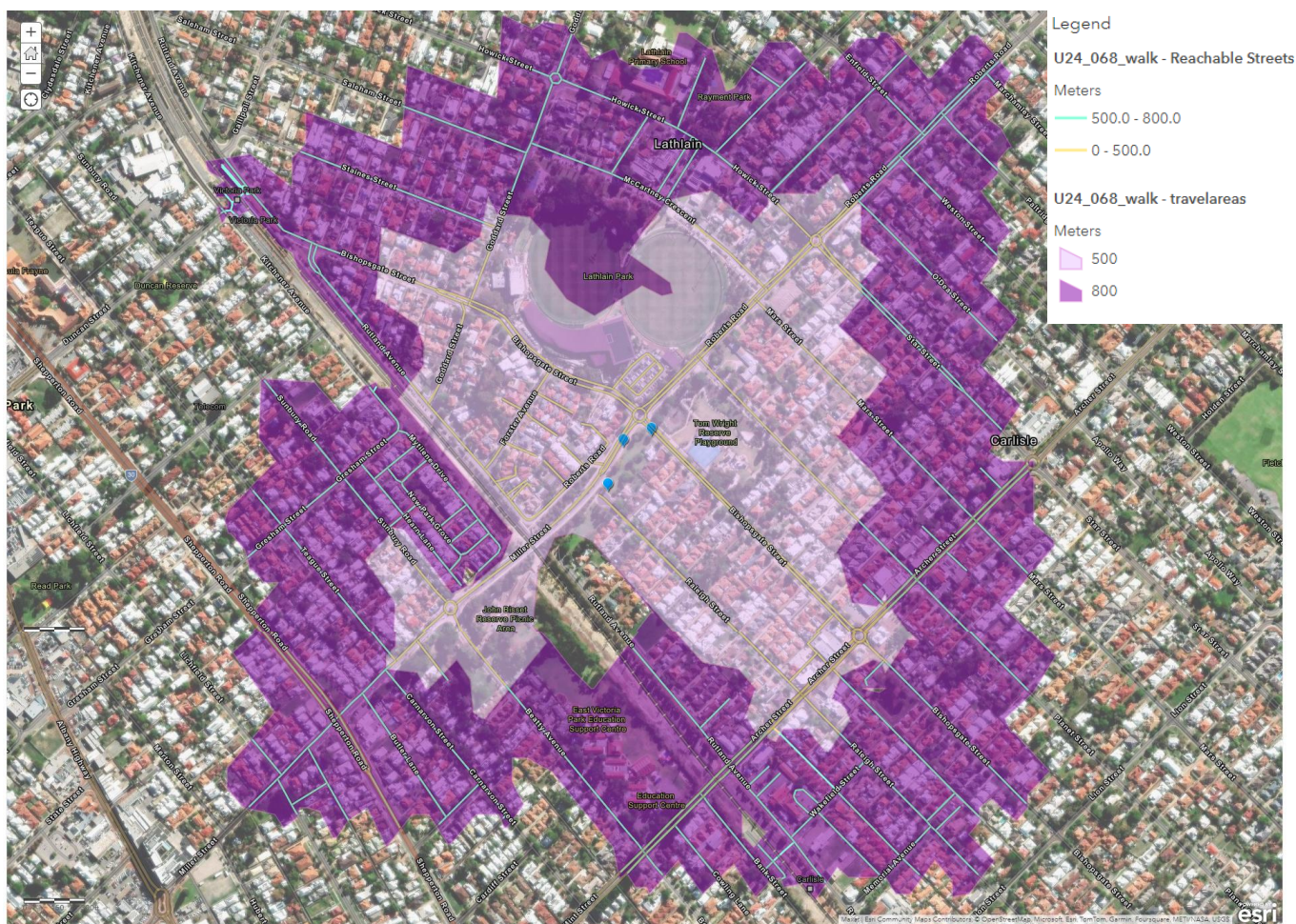


Figure 9: Proposed development walking catchment

Refer to Section 4.4 of this report.



11 Bicycle access

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Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 10) shows the existing cycling connectivity to the subject site. On-street cycling lanes are provided in Bishopsgate Street. The railway PSP is accessible within short cycling distance. Less confident people can also legally cycle on footpaths in Western Australia.

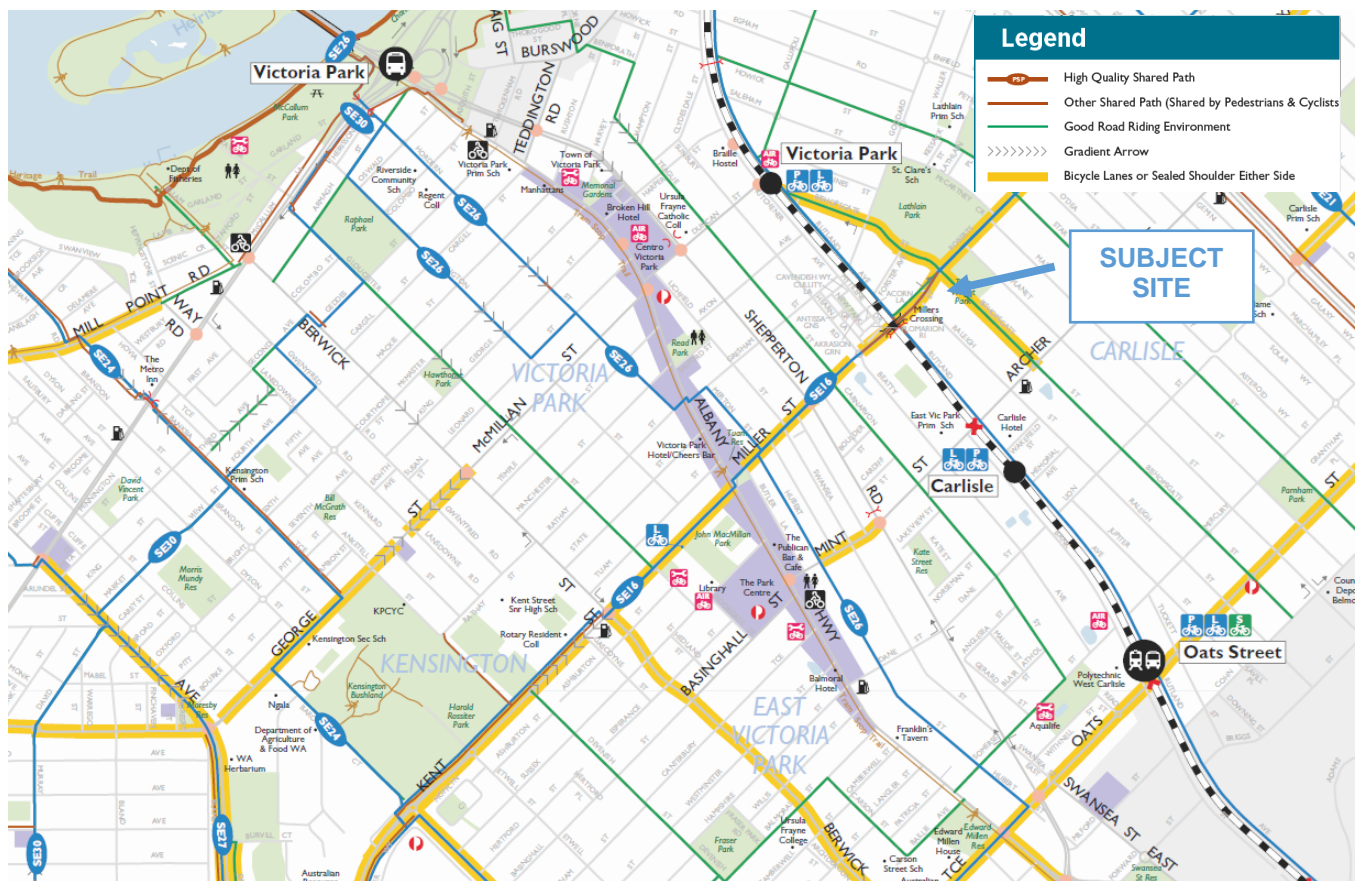


Figure 10: Perth bicycle network plan

11.2 Bicycle parking and end of trip facilities

Parking for 16 bicycles is provided for the development.

The Strava cycling heatmap tool shows that Roberts Road and Bishopsgate Street are relatively popular cycling routes near the site (Figure 11).

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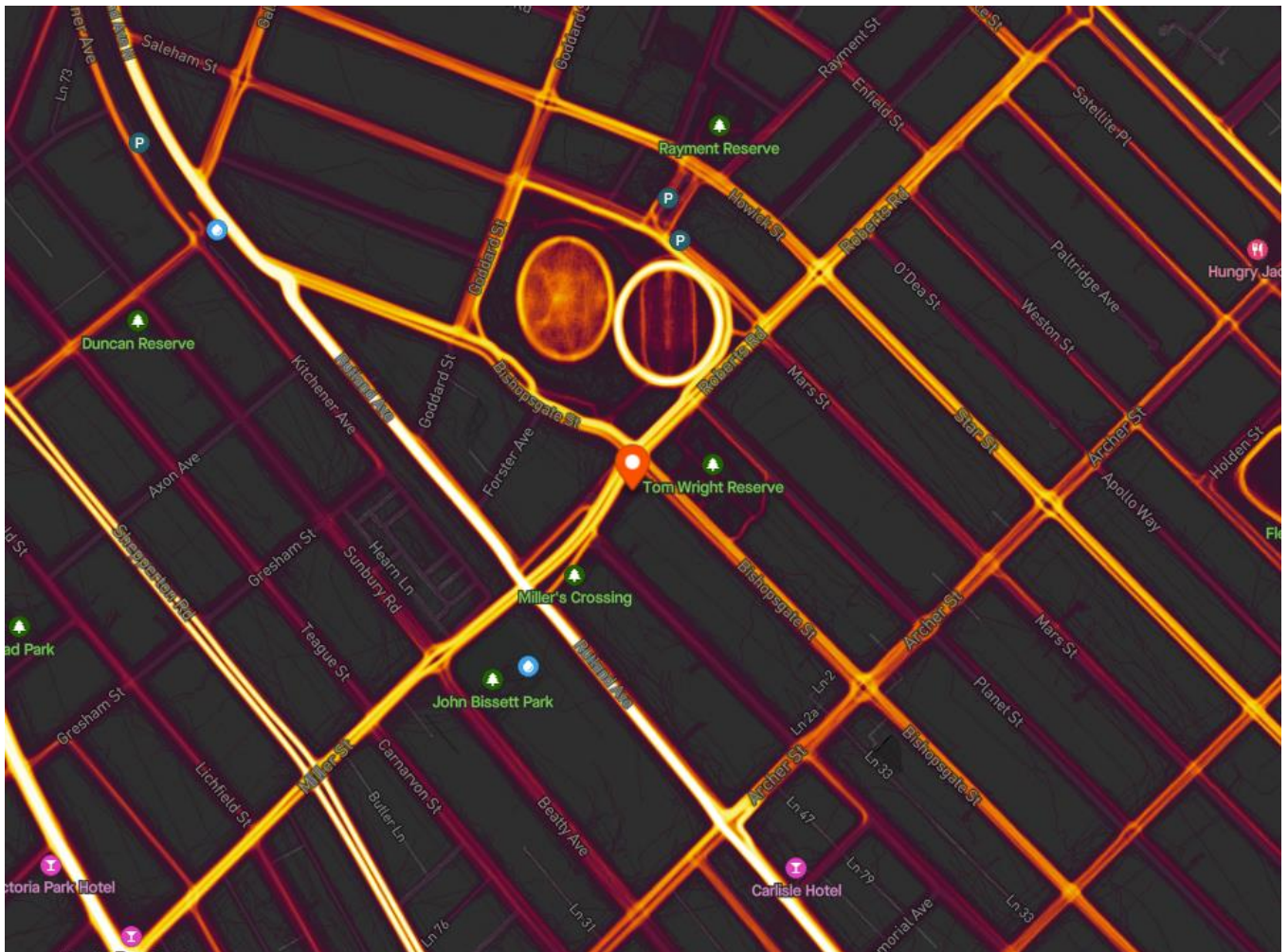


Figure 11: Strava cycling heatmap



11.3 Sustainable transport catchment

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As detailed in Figure 12, the subject site is well placed for residents and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment.

This range can be further increased through a combination of micro-mobility and train travel with close access to train stations.

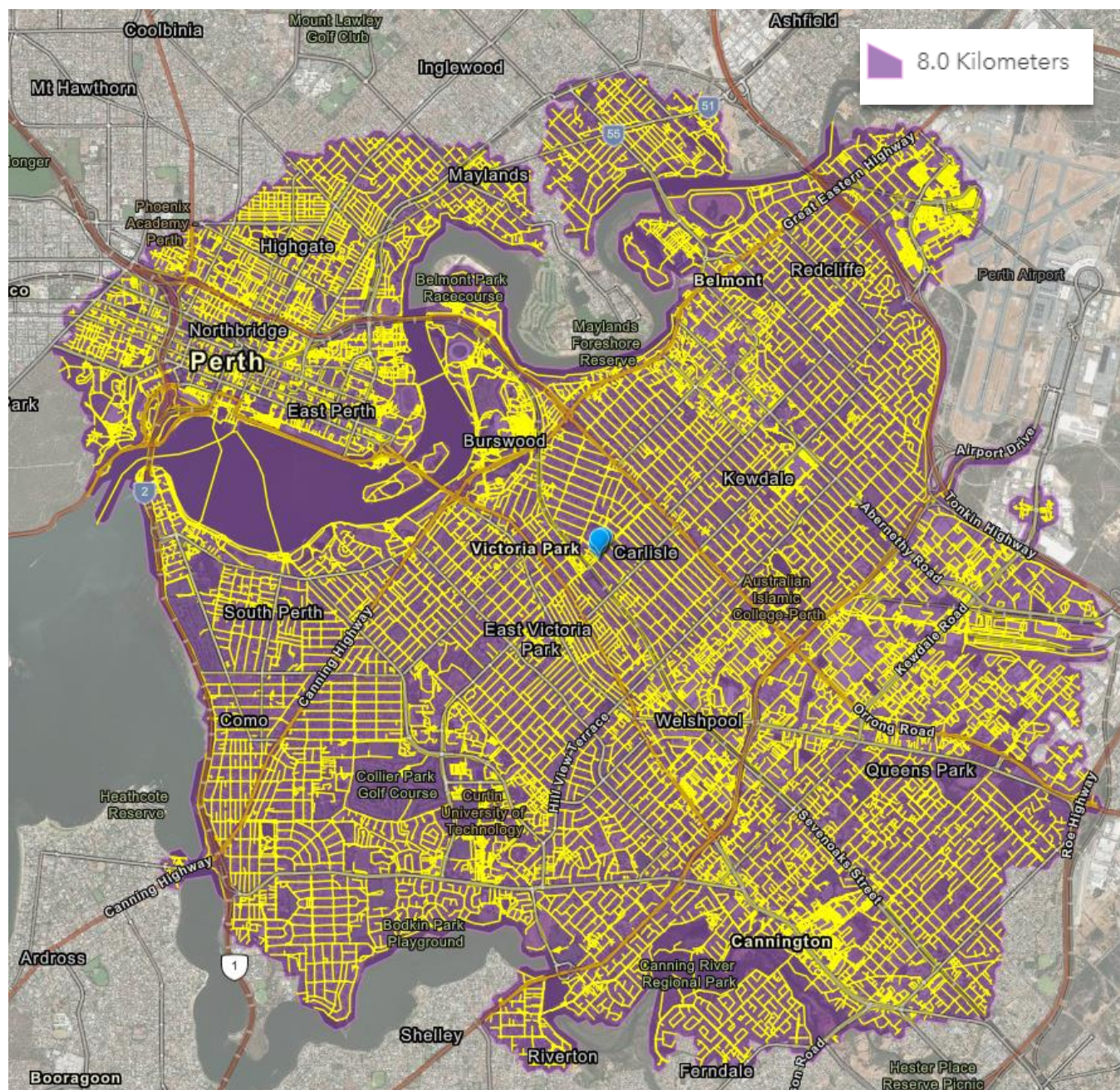


Figure 12: Cycling and micro-mobility catchment

12 Site specific issues

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No additional site-specific issues were identified within the scope of this assessment.



13 Safety issues

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The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 13, twenty-one crashes were recorded in the locality in the last five years. This included one hospital and six medical severity crashes . The detailed crash history is presented in Table 6. The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.

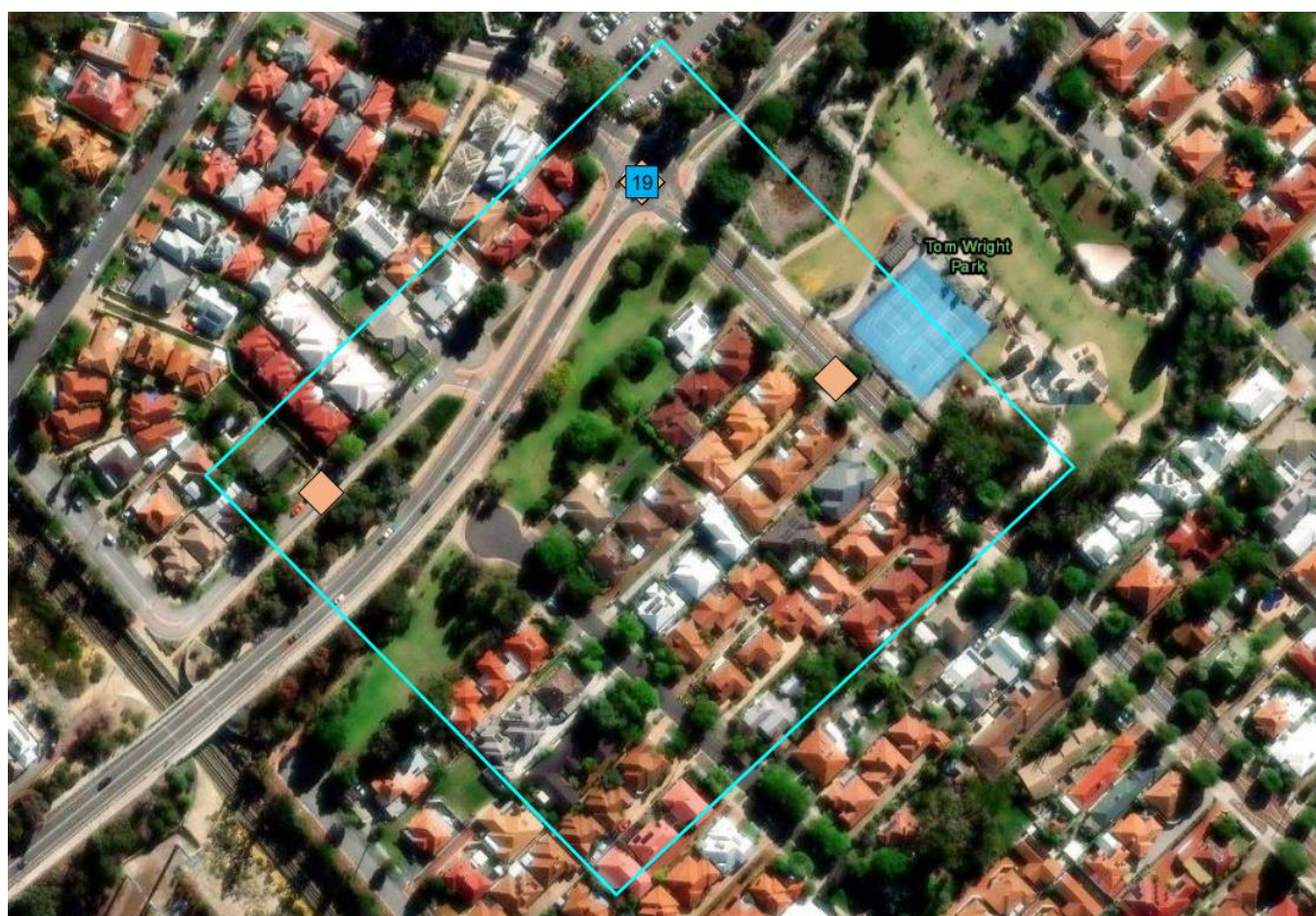


Figure 13: 5-year crash map in the locality (2019-2023)

Source: MRWA crash mapping tool

Table 6: 5-year crash history in the locality (2019-2023)

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Severity	No.	%
Fatal	0	0
Hospital	1	4.76
Medical	6	28.57
PDO Major	11	52.38
PDO Minor	3	14.29
Year	No.	%
2019	6	28.57
2020	4	19.05
2021	5	23.81
2022	5	23.81
2023	1	4.76
Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	1	4.76
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	1	4.76
Rear End	5	23.81
Right Angle	14	66.67
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	5	23.81
Dawn Or Dusk	1	4.76
Daylight	13	61.90
Not Known	0	0
Other / Unknown	2	9.52
Conditions	No.	%
Dry	16	76.19
Not Known	0	0
Other / Unknown	2	9.52
Wet	3	14.29
Alignment	No.	%
Curve	4	19.05
Not Known	0	0
Other / Unknown	2	9.52
Straight	15	71.43
Total	21	



14 Conclusion

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This Transport Impact Statement has been prepared by Urbii on behalf of My Home Australasia Ltd with regards to the proposed residential development, located at Lot 1004 Raleigh St & 1005 Bishopsgate St, Carlisle.

The subject site is situated between Roberts Road, Raleigh Street and Bishopsgate Street. The site is presently vacant and is surrounded by a mix of community and residential land uses. Lathlain Park and Oval are located nearby to the north.

It is proposed to develop the site into a residential development, delivering 24 apartment units. This is a build to rent development. The property and tenants will be managed by a Department of Communities approved and registered Community Housing Provider.

The site features good connectivity with the existing road, walking and cycling network. There is good public transport coverage through nearby bus services which connect to the rail network.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is low (less than 10vph on any lane) and as such would have minimal impact on the surrounding road network.

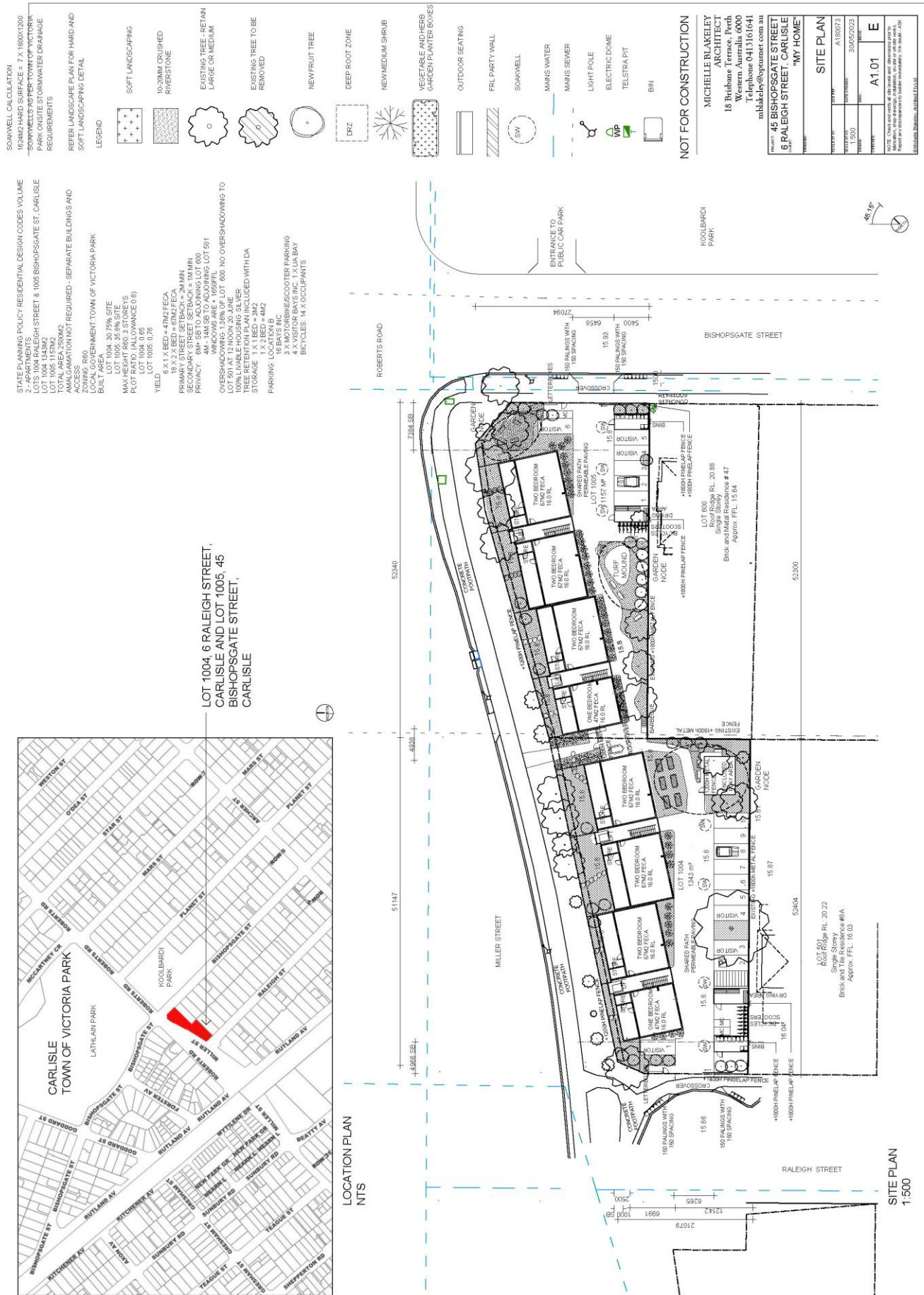
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

15 Appendices

TOWN OF VICTORIA PARK
Received: 14/07/2024

Appendix A: Proposed development plans





REFER LANDSCAPE PLAN FOR HARD AND
SOFT LANDSCAPING DETAIL
SOAKWELL CALCULATION

1850M2 HARD SURFACE X 0.0125 = 23.12
M3 4.688900X1200 SOAKWELLS

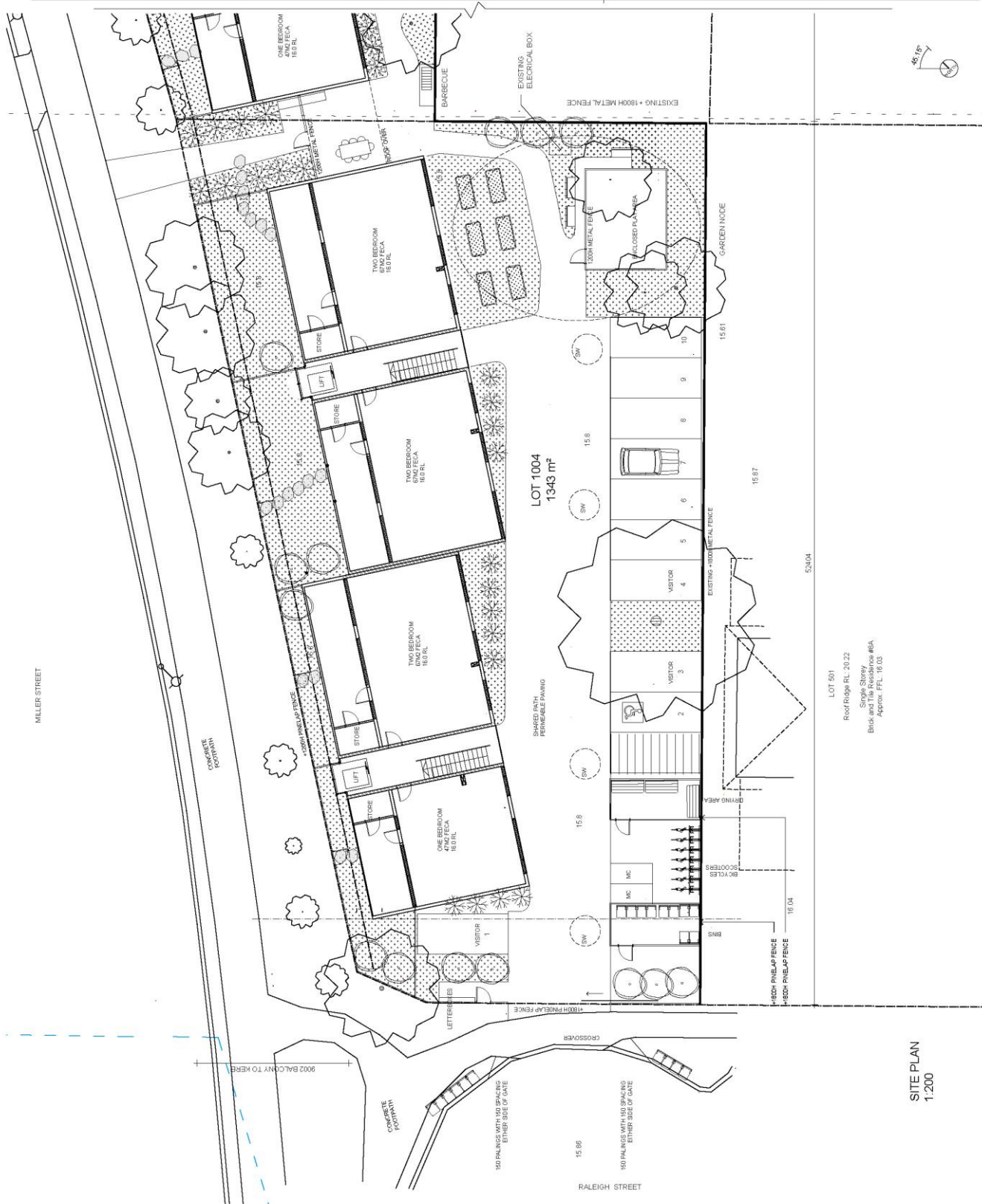
- SOFT LANDSCAPING
- 10-20MM CRUSHED RIVERSTONE
- EXISTING TREE - RETAIN LARGE OR MEDIUM
- EXISTING TREE TO BE REMOVED
- NEW FRUIT TREE
- DEEP ROOT ZONE
- NEW MEDIUM SHRUB
- VEGETABLE AND HERB GARDEN PLANTER BOXES
- OUTDOOR SEATING
- FRL PARTY WALL
- SOAKWELL
- MAN'S WATER
- MAN'S SEWER
- LIGHT POLE
- ELECTRIC DOME
- TELSTRA PIT
- BIN

NOT FOR CONSTRUCTION

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PROJECT	45 BISHOPSGATE STREET "MY HOME"
LOT	LOT 1004
PROJECT NO.	A180073
DATE	30/05/2023
SCALE	1:200
DESIGNER	A1.02
DATE	E

NOTE: Check and verify all data and dimensions to be correct. Any errors or omissions are the responsibility of the client.



SITE PLAN
1:200



