

55 KISHORN STREET, MOUNT PLEASANT
TRANSPORT IMPACT STATEMENT - ADDENDUM

Maarch Architects

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1. Introduction

1.1. Background

Amey Australia Pty Ltd has been engaged by Maarch Architects to prepare a Transport Impact Statement (TIS) - Addendum for the proposed development 55 Kishorn Street, Mount Pleasant within the City of Melville.

The original approved TIS proposed a multi-storey residential development comprising 21 units.

The proposed development is a multi-storey residential subdivision development comprising 24 units.

1.2. Scope and Study Area

Amey has prepared a TIS addendum to evaluate and quantify the potential impacts associated with the updated residential development layout.

The purpose of this assessment is to evaluate the suitability of the project area for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work is as follows:

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review requirements for crossover configurations, slip lanes, sight distances etc.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use and review the impact on the network capacity.
- Assess parking requirements for permanent workers and patrons.
- Confirmation of the maximum size vehicle accessing the service station and the proposed access point.
- Review available and proposed routes for heavy vehicle access.
- Amey will provide a traffic engineering note that is to be read in conjunction with the previously submitted transport impact assessment reporting.
- Swept paths for a B99 passenger vehicle navigability of the layout.

2. Existing Conditions

2.1. Project Area Location and Description

The site is located on 55 Kishorn Road, Mount Pleasant and is under the jurisdiction of the City of Melville. There is an existing residential development on the lot at present. The site fronts and has a direct vehicular access from Kishon Road to the east.

The subject site is zoned "Centre" under the City of Melville's Local Planning Scheme No. 6 (LPS 6). Additionally, the property is located within the boundary of the Canning Bridge Activity Centre Plan.

The location of the subject site within the surrounding road network is illustrated in Figure 2-1.



Figure 2-1: Site Location

2.2. Review of the Canning Bridge Activity Centre Plan

The subject site is located within The Canning Bridge Activity Centre Plan (CBACP) area. The CBACP provides the guiding framework for developments of the of the Canning Bridge Activity Centre.

The site is located within the ‘Mixed Use Up to 15 Storeys’ zone and is situated in ‘Quarter 2 – Ogilvie Quarter’

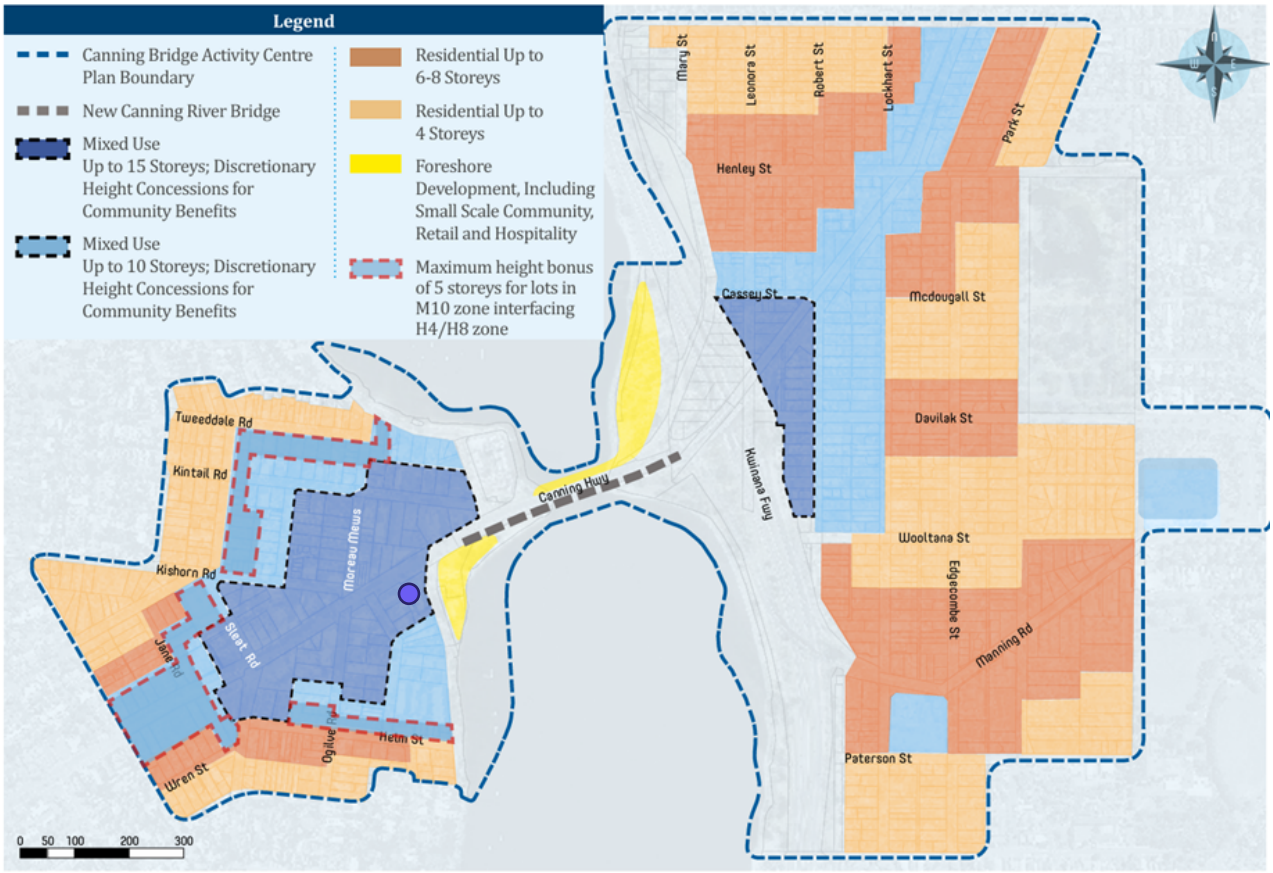


Figure 2-2: Canning Bridge Activity Centre Plan Area

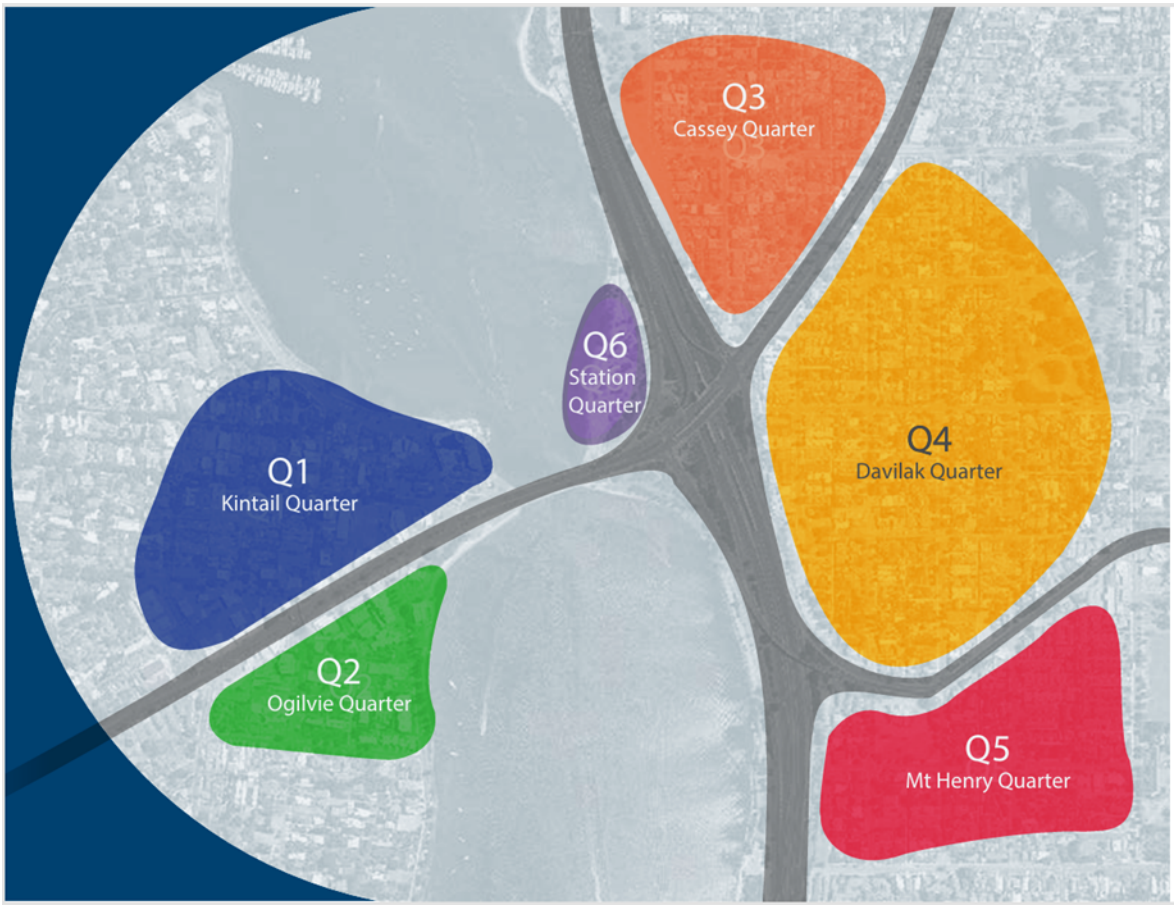


Figure 2-3 - Canning Bridge Activity Centre Plan Quarters

The proposed development is subject to the specific transport, access, and servicing provisions outlined in the CBACP. The key elements relevant to the traffic and transport assessment of this site include:

- Element 18 – Parking: For Parking Provisions.
- Element 19 – Servicing and Functionality: For Delivery, Service Vehicles and Movement Summary.

2.3. Existing Road Conditions

The existing road classification and description of the surrounding road network are outlined in Table 2-1.

Road Name	Kishorn Road
Number of Lanes	**two way, one lane (no linemarking), undivided**
Road Reservation Width	approximately 20m in the vicinity of the site
Road Pavement Width	approximately 6m in the vicinity of the site
Classification	Access Road
Speed Limit	50kph or state limit
Bus Route	NO
On-street parking	YES

Road Name	Canning Highway
Number of Lanes	two way, 3 lanes heading northeast and 2 lanes heading southwest, divided near Kishorn Road
Road Reservation Width	Varies between 30m – 40m near Kishorn Road
Road Pavement Width	approximately 17m near Kishorn Road
Classification	Primary Distributor
Speed Limit	60kph
Bus Route	YES
If YES Nominate Bus Routes	111, 114, 115, 160, 910
On-street parking	NO

Table 2-1: Road conditions near the site

2.4. Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2021 to 2025.

Crash Location	Severity	Event Nature	Notes	Date
Kishorn Road (SLK 1.05)	PDO Minor	Right Angle	Leaving Driveway	2025
Kishorn Road (SLK 1.01)	PDO Minor	Parking Vehicle		2023
Canning Highway (SLK 6.3)	PDO Minor	Sideswipe Same Direction	Parallel Lanes	2024
Canning Highway (SLK 6.29)	PDO Minor	Same Lane Rear End		2021
Canning Highway (SLK 6.27)	Medical	Same Lane Rear End	Adverse weather conditions	2023
Canning Highway (SLK 6.31, Northeast bound, inaccessible from Kishorn Road)	PDO Major	Sideswipe Same Direction	Changing Lanes	2023
	PDO Minor	Sideswipe Same Direction	Parallel Lanes	2025
Canning Highway (SLK 6.3, Northeast bound, inaccessible from Kishorn Road)	Medical	Same Lane Rear End	Driving under influence	2021
Canning Highway (SLK 6.28, Northeast bound, inaccessible from Kishorn Road)	PDO Major	Sideswipe Same Direction	Changing Lanes	2023

Note – Crashes in bold occurred within 100m of the site.

Table 2-2 - Crash Data

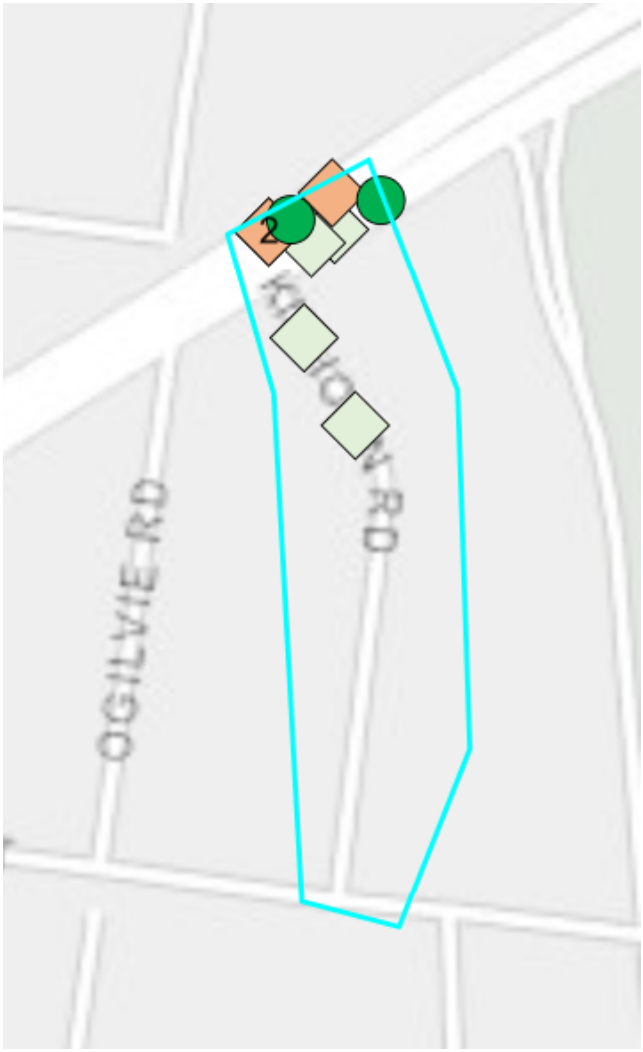


Figure 2-4 - Crash Map

The crash data reveals 9 incidents in the surrounding network, with 4 occurring within 100m of the site. All 4 crashes within this 100m radius were classified as Property Damage Only (PDO) minor crashes, including 1 PDO minor crash directly adjacent to the development frontage

2.5. Existing Traffic Flow

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)		Heavy Vehicle %	Date
			AM	PM		
Kishorn Road	South of Canning Highway	673	08:15 – 58	12:00 – 45	19.2%	2024
Canning Highway	East of Sleat Rd (SLK 6.41)	52,059	07:45 – 4,202	14:45 – 3,726	7.4%	2024/25

Note – These traffic counts were collected from the Main Roads Western Australia Traffic Map.

Table 2-3 - Traffic Count Data

2.6. Public Transport

The subject site has physical access to the Transperth bus network. The closest active bus infrastructure is located approximately 80 metres from the development boundary and is named ‘Canning Highway after Ogilvie Road’

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
111	Hale Street / WACA to Freemantle Station	Every 8 minutes at peak	No Weekend or Public Holiday Services
114	Elizabeth Quay Bus Station – Asquith Street / Beckett Close	Every 20 minutes at peak	Every 60 minutes on weekends
115	Hamilton Hill Hall to Elizabeth Quay Bus Station	Every 15 minutes at peak	No Sunday or weekend services, every 30 minutes on Saturday
160	Hale Street / WACA to Fremantle Station	Every 30 minutes at peak	Every 60 minutes on weekends
910	Freemantle Station to Perth Busport	Every 5 minutes at peak	Every 15 minutes on weekends
What is the Walk Score Rating?			
62	Good Transit - Many nearby public transportation options.		

Table 2-4 - Public Transport Routes and Frequencies

Given the site's proximity to high-frequency public transport connections, it is expected that a significant proportion of residents, staff, and visitors will utilise these services as their primary mode of travel.

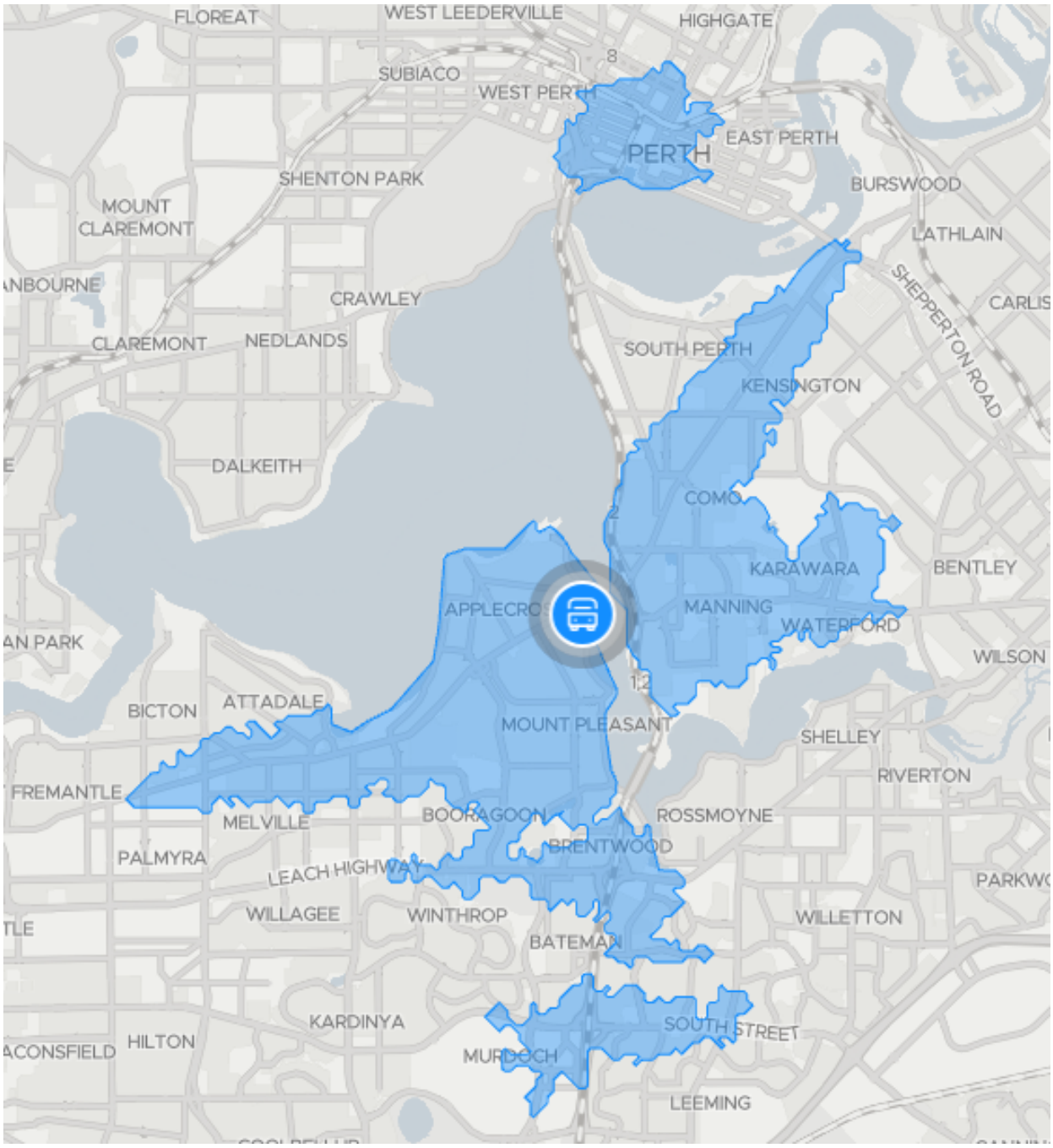


Figure 2-5 - Public transport catchment 30m (app.traveltime)

2.7. Pedestrian and Cyclist Infrastructure

Amey have undertaken a desktop review of the pedestrian and shared paths surrounding the project area.

As the area is within the Canning Bridge Activity Centre Area, the active transport infrastructure servicing the site is considered well-established. Macrae Road is formally designated as part of the Perth Bicycle Network (PBN) continuous signed routes. The surrounding local street network is predominantly characterised by Principal Shared Paths, particularly along the coast and Canning bridge. The site is also within walking distance to key commercial, retail, or core civic amenities.

Consequently, it is expected that a significant proportion of residents and visitors will be using active transport travel methods.

What is the Walk Score Rating?	
78	Very walkable - Most errands can be accomplished on foot

Table 2-5 - Walkscore Rating for Active Transport



Figure 2-6 - Pedestrian and Cycling Map

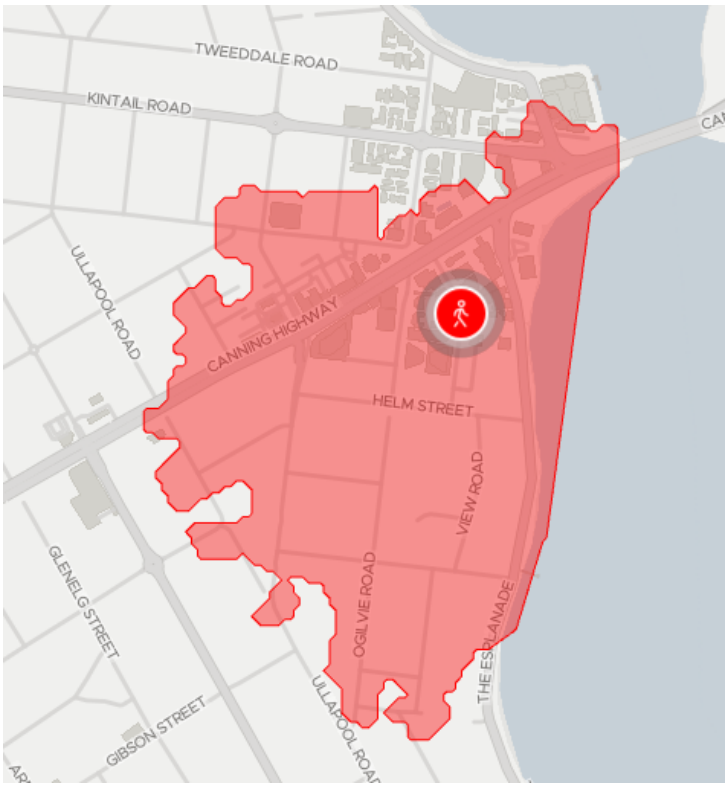


Figure 2-7 - Walking catchment 10min (app.traveltime)

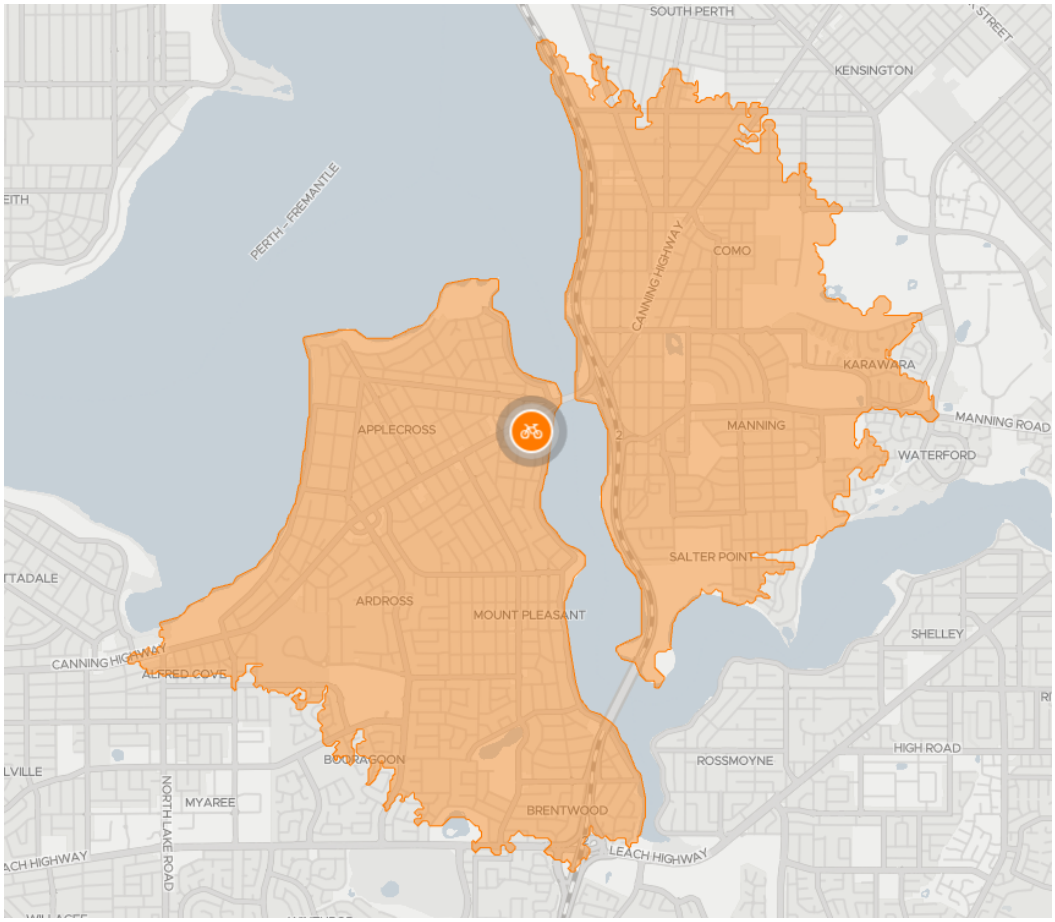


Figure 2-8 - Cycling catchment 15min (app.traveltime)

3. Proposed Development

3.1. Overview of the Proposed Development

The development proposal is summarized in **Table 3-1**. The development proposal includes a residential development of 24 units. The associated development plans are included in Appendix A.

Proposed Land Use	Yield
Studios	2 Units
2 Bedroom Units	21 Units
3 Bedroom Units	1 Unit
TOTAL	**24 Units**

Table 3-1 - Proposed Land Uses and Yields

3.2. Vehicular Parking

As the site falls within the gazetted boundaries of the Canning Bridge Activity Centre Plan (CBACP), the specific development controls and parking ratios outlined within the CBACP take statutory precedence over the general parking requirements of the City of Melville's Local Planning Scheme.

Guideline document	Car parking requirement		
	Type of Dwelling	Q1 & Q2	Q3, Q4 & Q5
Canning Bridge Activity Centre Plan – Element 18. Parking	Studio or single bedroom Dwellings	Min: 0.75 Max: 1.0	Min:0.75
	Two- or three-bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0
	Four or greater bedroom dwellings	Min: 1.25 Max: 2.0	Min: 1.25
	Residential visitor	N/A	1 bay per eight dwellings for developments greater than 12 dwellings.
	Motorcycle/Scooter parking	N/A	1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings

Table 3-2 - Car Parking Provision Rates

Land Use / Type	Yield	Required Parking		Required Visitor Parking
		Min	Max	
Studio or single bedroom dwelling	2 units	1.5	2	0 Spaces
Two- or three-bedroom dwellings	22 units	22	33	0 Spaces
Total Required		Minimum 24 Spaces	Maximum 35 Spaces	0 Visitor Spaces

Table 3-3 - Car Parking Requirement Calculations

The proposed development plans provide a total of 26 on-site car parking bays (13 on the ground floor and 13 in the lower ground floor), which complies with the calculated minimum requirement of 24 bays.

3.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-streetcar parking facilities.

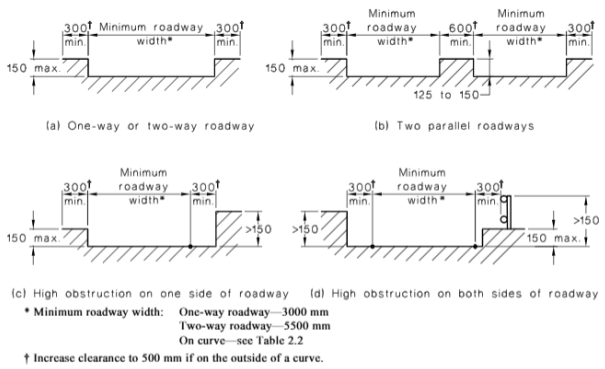
The site plans show 26 car parking bays. Parking areas are designed to accommodate User Class 1 – Employee, residents and commuter parking (generally, all-day parking).

The site provides access through a proposed driveway on Kishorn Road and is designated as a Class 1 driveway.

Table 4 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.06. Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents/Employees	5.4m	5.4m	2.4m	2.4m	5.8m	6m

Requirement	Compliance
"2.4.2 Angle parking aisle (c) Blind aisles at blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space as shown in Figure 2.3, and the last parking space widened by at least 300mm if it's bounded by a wall or fence.	Blind aisles have been extended by 1m and bays that are bound by walls or fences are widened/have additional space of at least 300mm
"2.5.2 Layout design of circulation roadways and ramps Cross section of circulation roadways and ramps shall be as illustrated in figure 2.8 design requirements and dimensions shall be as follows: Two-way roadways or ramps – 5.5m minimum between kerbs	The width of the ramps is 3.8m at the narrowest. While the width is lower than what is typically required, the ramps will have less than 30 vehicles per hour and is less than 30m in length, therefore, as per Clause 3.2.2 of AS 2890.1, a minimum of 3m is required, which the development satisfies.



* Minimum roadway width: One-way roadway—3000 mm
Two-way roadway—5500 mm
On curve—see Table 2.2

† Increase clearance to 500 mm if on the outside of a curve.

"2.5.3 Circulation roadway and ramp grades Straight ramps: private or residential car parks (other than domestic driveways, see clause 2.6) as follows Up to 20m long – 1 in 4 (25% maximum). The allowable 20m maximum length shall include any parts of grade change transitions at each end that exceed 1 in 5 (20%)	The maximum grade of the ramp is 1 in 5 (20%) with transitions at 1 in 10 (10%) at both ends of the ramp
"3.2.1 Access Driveway Widths	As the driveway caters to long term residents, the driveway on Kishorn Road is classified as category 1, with an appropriate width of 4.6m near the site boundary.

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

TABLE 3.2

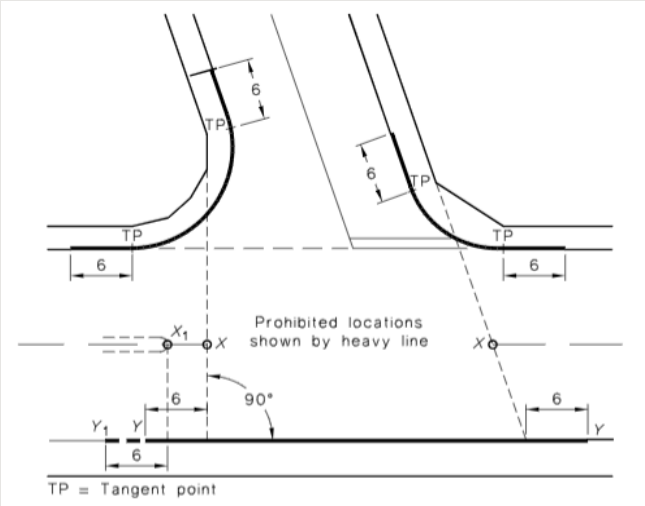
ACCESS DRIVEWAY WIDTHS

metres

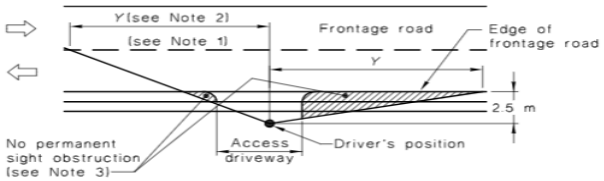
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

"3.2.3 Access driveway location At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 shall not be located in the sections of kerb shown by heavy lines in Figure 3.1	The driveway is located outside the 6m restricted zone of the nearby intersections



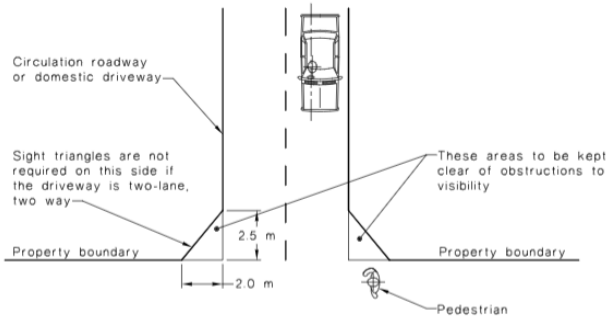
"3.2.4 Sight distance at access driveway exits



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Sight distance to pedestrians

Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."



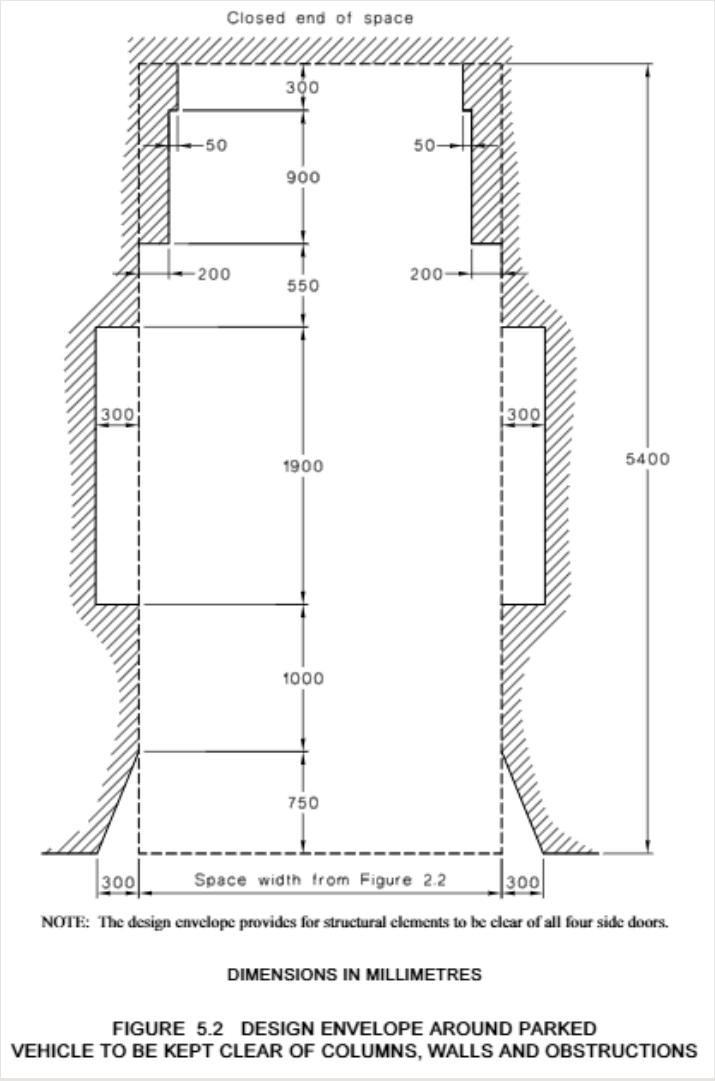


There are no obstructions to sight distances to other vehicles and pedestrians on the proposed crossover on Kishorn Road.

"5.2 Column Location and Spacing

The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is as shown in Figure 5.2

All columns are outside the design envelope of the parking bays.



NOTE: The design envelope provides for structural elements to be clear of all four side doors.

DIMENSIONS IN MILLIMETRES

FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

Table 3-5 - Compliances to AS2890.1

To ensure adequate sight distance for vehicles exiting Parking Bay 02, the structural barrier separating the bay from the adjacent descending ramp will be visually permeable.

3.2.2 Compliances to City of Melville Crossover Specifications

Requirement	Compliance
• Crossovers shall be constructed at right angles (90 degrees) to the street alignment, wherever practicable. Refer City of Melville Drawing No. 1146A3-11E. All elements of the crossovers shall be located at a minimum distance to obstructions, including wings, as follows: • Side-entry pits: 1.0m • Street trees: 2.0m • Utility boxes: 1.0m (recommended) • Street lights/Power poles: 1.0m (recommended) • Bus stops: 1.0m • Bus shelters: 1.5m • Pedestrian ramps: 1.0m (recommended)	The proposed crossover will be constructed at an 80-degree angle to the street. Crossover may be in close proximity to trees.
Width Residential crossover width is defined as follows:	The lot has a frontage of 21m and has a crossover width of 4.6-4.8m

• A minimum of 3.0m for all developments. • A maximum of 4.5m for lots with a frontage of 12.5m or less. • A maximum of 6m for lots with a frontage in excess of 12.5m. • Commercial crossover width – 4.5m minimum to 10m maximum.	

Table 3-6 - Compliances to the City of Melville Crossover Specifications

3.3. Vehicle Swept Paths

The proposed development has been assessed using a B99 Passenger Vehicle (5.2m). No navigability issues were identified. For further details, please refer to the swept path analysis plans in the Appendix.

3.4. Accessible Parking

Standard residential developments are not required to provide designated wheelchair-accessible parking bays. Accessible parking bays are only mandated if the units are specifically designated as Special Purpose Dwellings (SPD), such as Aged or Dependent Persons' Dwellings or Accessible Dwellings. This development does not propose SPDs.

3.5. Bicycle Parking

In accordance with the Canning Bridge Activity Centre Plan, residential bicycle parking within the Q2 Quarter may be comprised within the individual lockable storage areas allocated to each dwelling. In addition to this baseline provision, the proposed development provides a further 7 dedicated bicycle parking bays.

3.6. Delivery and Service

Waste collection will be organised in accordance with the waste management plan.

3.7. Traffic Impact of the Proposed Development

WAPC TIA Guidelines suggested trip rates are to be used. Where specific land uses' rates are not available in this document, The NSW Guide to Transport Impact Assessment (GTIA 2024) is to be used.

Lastly, Transportation Engineers (ITE) Common Trip Generation Rates (9th edition) is to be used if the first two documents do not provide specific trip generation rates.

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	High Density Residential Dwellings, High Public Transport Accessibility (Regional) AM peak hour = 0.53 trips / dwelling PM peak hour = 0.32 trips / dwelling Daily = 4.57 trips / dwelling

Table 3-7 - Trip generation rates

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Previously Approved TIS				
High Density Residential Dwelling	21 Dwellings	96 VPD	12 VPH	7 VPH
Proposed Changes				
High Density Residential Dwelling	24 Dwellings	110 VPD	13 VPH	8 VPH
Difference in Traffic Impact		**14 VPD**	**1 VPH**	**1 VPH**

Table 3-8 - Calculation of vehicular trips

According to WAPC guidelines, developments generating between 10 and 100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate 110 vehicular trips daily, including 13 vehicular trips in the AM peak and 8 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

This is a minor increase of 14 vehicles per day, and 1 vehicle per hour during AM / PM peak when compared to the previously approved 21 dwelling developments.

4. Conclusion

In summary, Amey believe that the proposed changes to the previously approved TIS will have a negligible impact on the surrounding road network.

Appendix A: Vehicle Swept Path Analysis