



*A1915605W Transport Statement*

12<sup>th</sup> April 2019

City of Wanneroo  
Locked Bag 1  
Wanneroo WA 6946

Dear Sir/Madam,

**Traffic Impact Statement –Grouped Dwellings at 91 Strive Loop, Girraween**

**1. Overview**

ML Traffic Engineers have been engaged to prepare a Traffic Impact Statement for the proposed grouped dwellings at 91 Strive Loop, Girraween. The proposal includes the development of 22 x 3-bedroom dwellings. There are 2 car parking spaces allocated to each dwelling.

The development has vehicular access from Seaton Place, and pedestrian access also from Strive Loop. Both roads are local roads with a speed limit of 50km/h. Seaton Place is a cul-de-sac in which the development is located at the far end.

This traffic impact statement addresses the following points:

- Car Parking Space Requirements
- Vehicle Access and Parking Layout including Sight Distance
- Service Vehicle Accessibility
- Waste Collection
- Traffic Generation of the Proposed Development
- Pedestrian and Cyclist Accessibility

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**Figure 1: Subject Site and Surrounds**

**2. Car Parking Space Requirements**

The State Planning Policy 3.1 Residential Design Codes specifies the number of car parking spaces for different residential developments. For a grouped dwelling in an R20 area, Section 5.3.3 Parking C3.1 specifies that for a dwelling with 2 or more bedrooms, not within close proximity of a high frequency public transport route the requirement is 2 car parking spaces. With 2 car parking spaces allocated to each dwelling, the residential car parking space requirement has been met for the development.

C3.2 specifies that visitor spaces should be provided at a rate of 1 space for every 4 dwellings, or part thereof in excess of 4 dwellings. This equates to a visitor space requirement of 5 spaces. There are no on-site visitor spaces provided, however there are existing visitor parking bays provided on Strive Loop along the site frontage, with 15 spaces provided adjacent to the subject site.

**3. Vehicle Access and Parking Layout**

The access into the site is via Seaton Place and is proposed to be 6.2m wide, including a 1.2m wide path located along the western side at the boundary entrance. The vehicle access and driveway adhere to the requirements of 5.3.5 Vehicular access C5.5 which

notes a minimum width of 4.0m and allows vehicles travelling in opposing directions to pass.

The double garages are a minimum of 5.51m wide and a minimum of 5.51m in length. AS2890.1:2004 Part 1: Off street car parking notes the minimum enclosed garage width to be 5.8m to allow for car door opening, however 5.5m is sufficient for the width of the B85 car of 1.87m, plus 586mm either side for door opening.

AS2890.1:2004 Part 1 Off street car parking notes that for a door width of 2.7m, an apron width (driveway width) of 6.3m is sufficient. For a double garage door width of 5.0m, the apron width should be 6.77m, however swept path diagrams for a B85 car have been undertaken using AutoTURN and entry and egress movements from each garage space is achievable with a single corrective movement (as allowed in AS2890.1:2004). Refer Appendix A.

### **3.1 Sight Lines**

The subject site accesses the end of Seaton Place, a cul-de-sac, with a verge depth of approximately 7.6m. The Residential Design Codes Figure 9a requires a 1.5m x 1.5m truncation on the left-hand side of the driveway for sight lines. This is partially provided on the eastern side with the fence offset 0.8m from the edge of the driveway.

There is no footpath on Seaton Place and as such, a pedestrian could be positioned anywhere within the verge area and therefore the reduced truncation is deemed sufficient in this instance. Furthermore, as the site is at the end of the cul-de-sac an pedestrians in the area are likely to be entering the site.

With the driveway located at the end of the cul-de-sac and the vehicles exiting the site in a forward direction, there will be clear line of sight to approaching vehicles on Seaton Place.

## **4. Site Servicing**

The subject site is able to accommodate the forward direction entry and exit of an 8.8m long medium rigid vehicle. This vehicle (and the smaller small rigid vehicle) are typically used by furniture removalists and delivery services. Swept path analysis for the MRV has been undertaken using AutoTURN and forward direction entry and egress from the site is achievable. Refer Appendix A.

## 5. Waste Collection

On-site waste collection is proposed with a bin storage area located in a common area to the west of the entry driveway. Swept path analysis for the nominated waste collection vehicle has been undertaken using AutoTURN. The vehicle is a 9.483m long side lift truck and can enter and exit the site in a forward direction, undertaking a 3-point turn within the internal intersection area. Refer Appendix B for waste collection vehicle detail and swept path diagram.

## 6. Traffic Generation

The Department of Planning Transport Impact Assessment Guidelines provide traffic generation rates for different land uses. For residential dwellings the typical vehicle trip rates are:

- 0.8 vehicle trips per dwelling (0.2 inbound, 0.6 inbound) in the AM peak hour
- 0.8 vehicle trips per dwelling (0.5 inbound, 0.3 outbound) in the PM peak hour

This equates to:

- 17.6 vehicle trips (4.4 inbound, 13.2 outbound) in the AM peak hour
- 0.8 vehicle trips per dwelling (11 inbound, 6.6 outbound) in the PM peak hour

This low level of traffic generation will not have a detrimental effect of Seaton Place or the surrounding road network.

## 7. Pedestrian and Bicycle Connectivity

There is a 1.2 wide pedestrian path within the site, located alongside the vehicular driveway. This path connects the site with Seaton Place through the main entrance, and Strive Loop with a pathway between Units 7 and 8. The path runs along the front of every Unit so to provide separation of vehicular and pedestrian traffic.

The subject site is connected externally to nearby shopping centres and public transport (bus stop on Blackmore Ave) via a network of footpath and open spaces.

## 8. Conclusions

We trust the explanations presented in this letter are sufficient for Council to support this planning application.

The low level of traffic generation will not negatively impact the safety or functionality of the surrounding road network. There is good pedestrian and bicycle connectivity within the site and to nearby facilities, and the on-site layout is sufficient to cater for the residential vehicles as well as any service or waste collection vehicles.

Should you wish to discuss any aspect of the report, please contact the undersigned on 0406 473 681 or shayes@mltraffic.com.au .

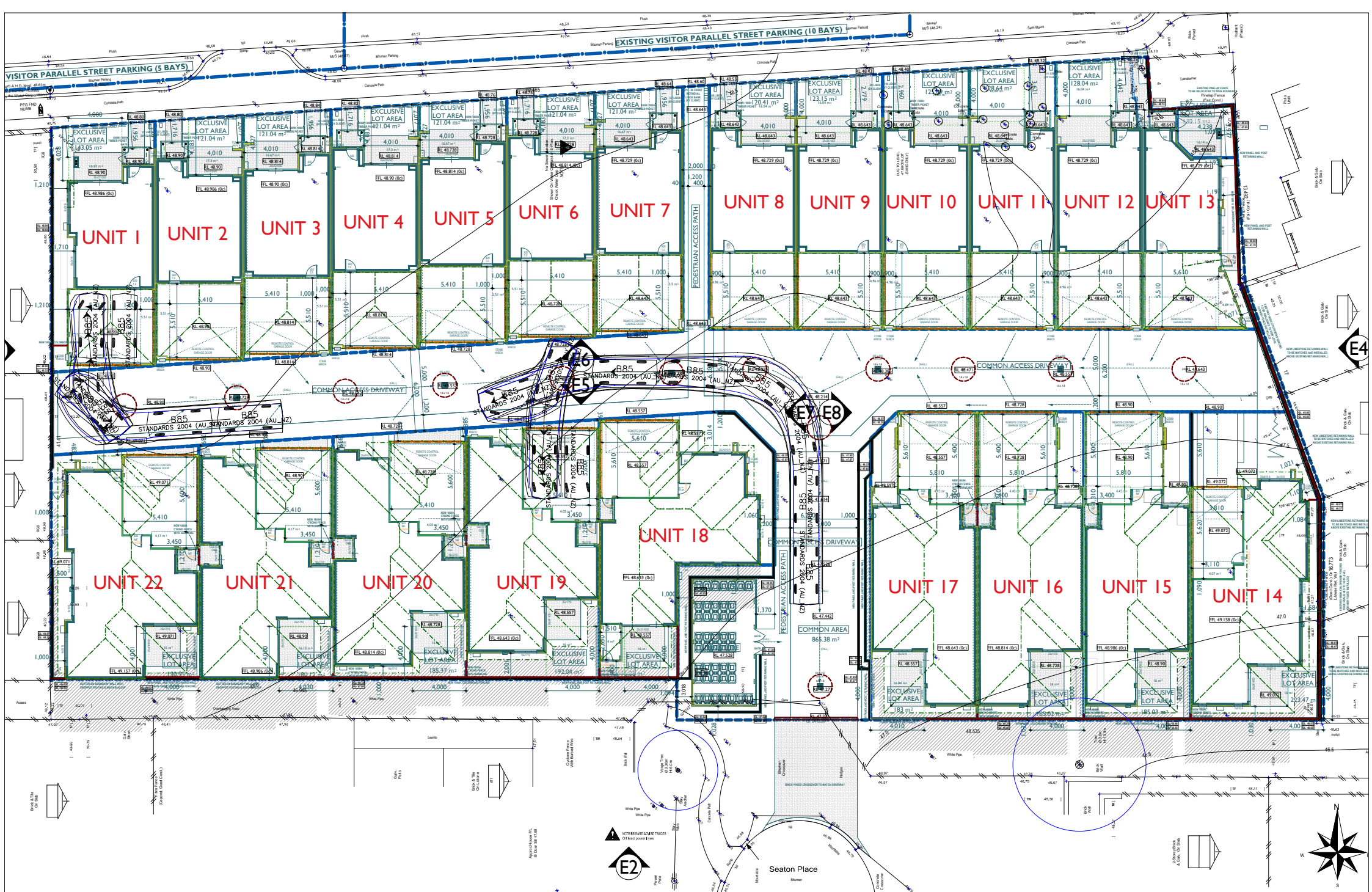
Yours sincerely,

A handwritten signature in black ink that reads 'Shayes'.

Sonja Hayes  
**Senior Traffic Engineer**



## APPENDIX A



**1:20 YEAR STORM EVENT CALCULATIONS**

Item	Value
Roof Area	123.15 m <sup>2</sup>
Driveway Area	865.38 m <sup>2</sup>
Common Area	865.38 m <sup>2</sup>
Site Area	1881.91 m <sup>2</sup>
Runoff Coefficient	0.85
Runoff Volume	1599.62 m <sup>3</sup>
Runoff Rate	15.9962 m <sup>3</sup> /min
Peak Runoff	15.9962 m <sup>3</sup> /min
Peak Runoff (L/s)	266.60 L/s



Seaton Place

E2

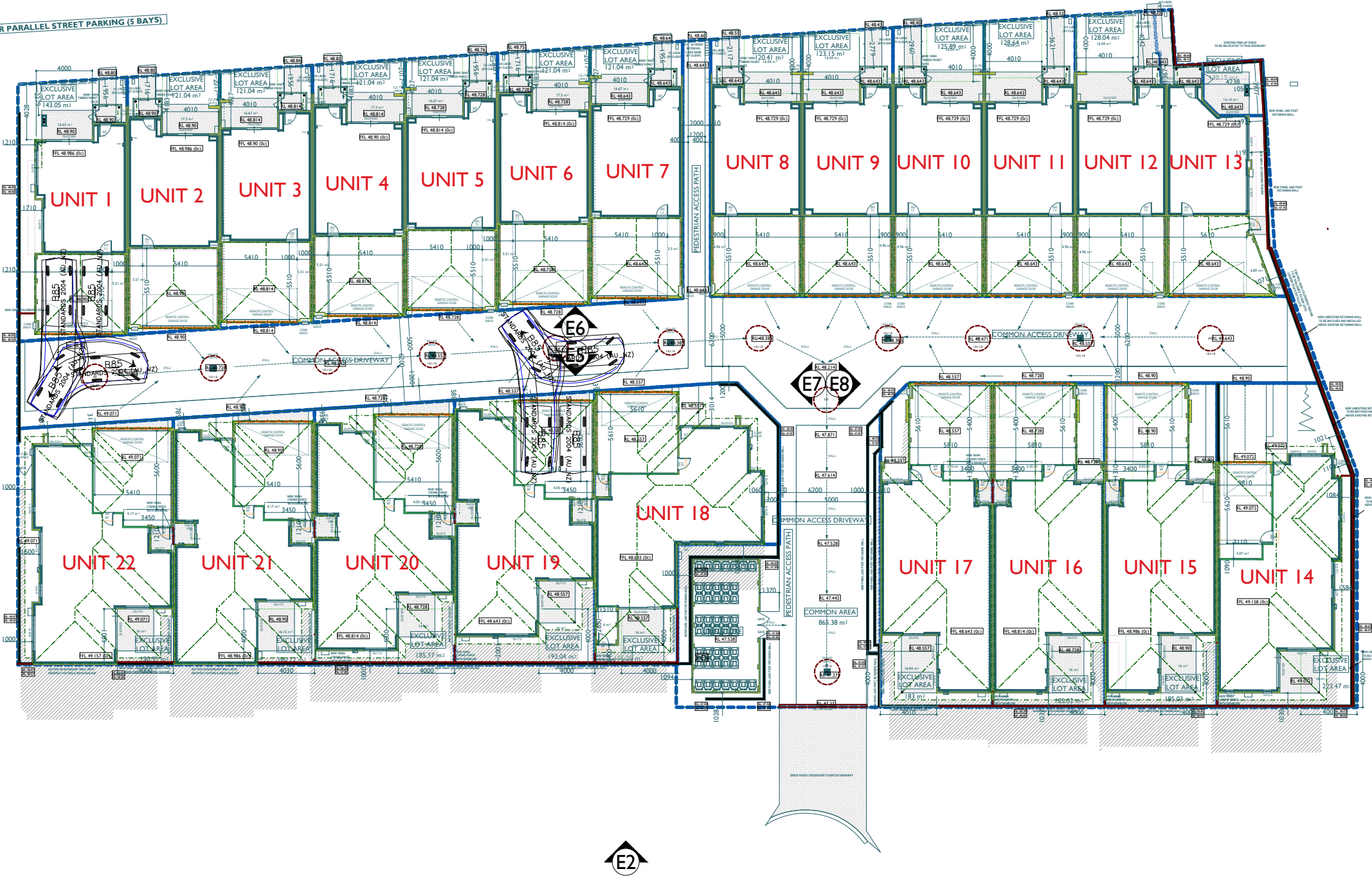
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E5

E4

EXISTING VISITOR PARALLEL STREET PARKING (10 BAYS)

VISITOR PARALLEL STREET PARKING (5 BAYS)



1:20 YEAR STORM EVENT CALCULATIONS

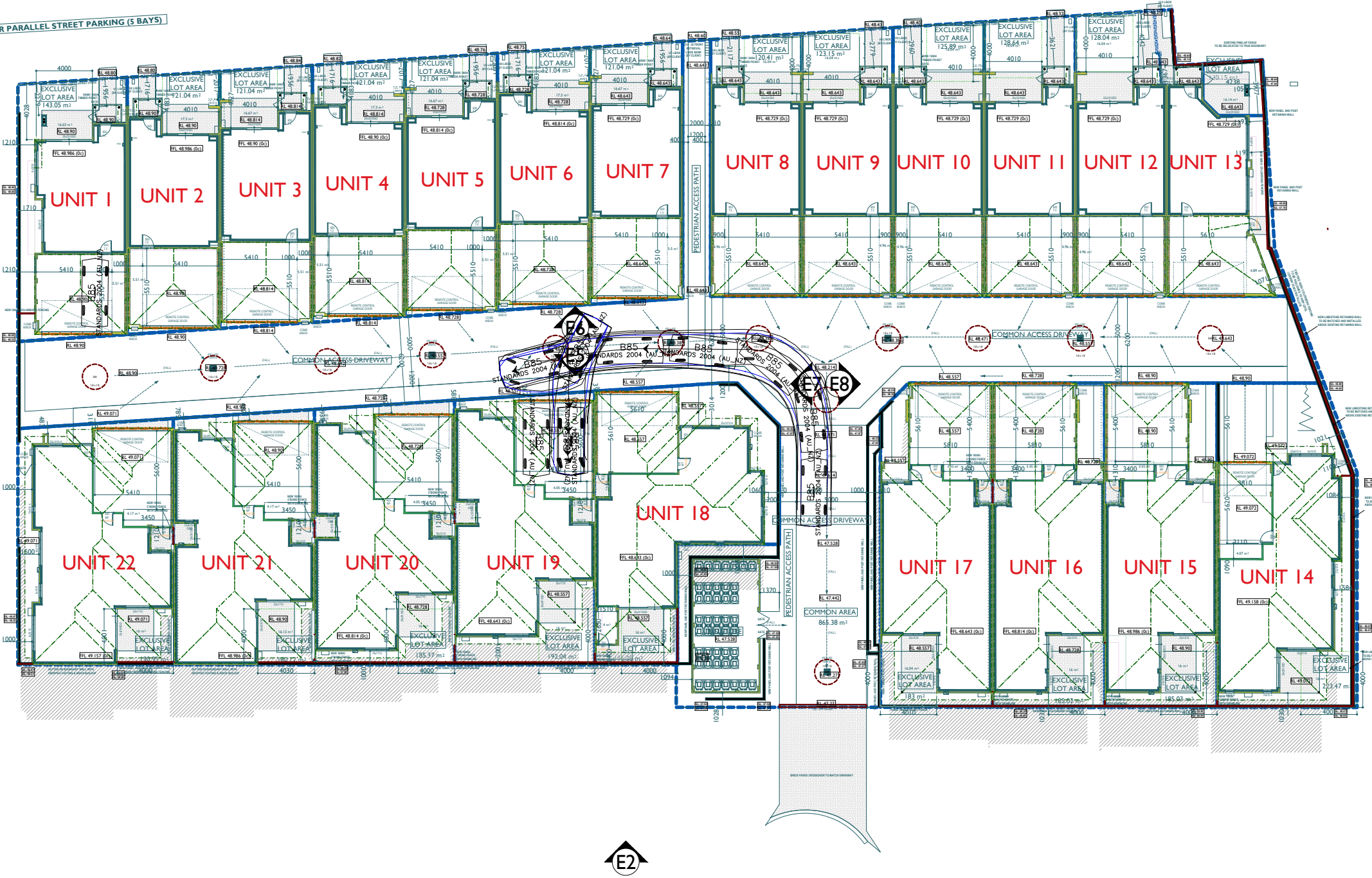
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EXISTING VISITOR PARALLEL STREET PARKING (10 BAYS)

VISITOR PARALLEL STREET PARKING (5 BAYS)



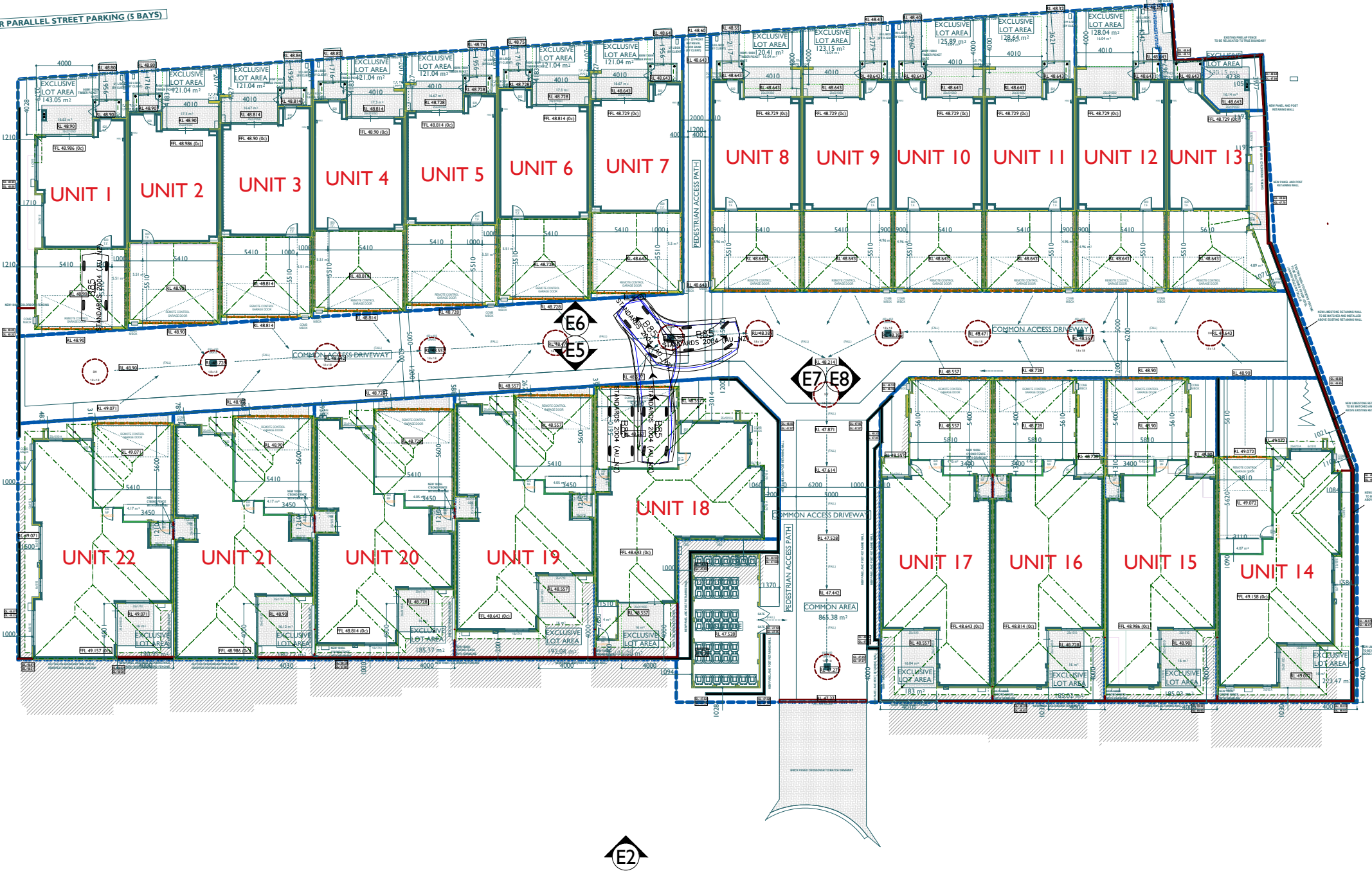
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EXISTING VISITOR PARALLEL STREET PARKING (10 BAYS)

VISITOR PARALLEL STREET PARKING (5 BAYS)



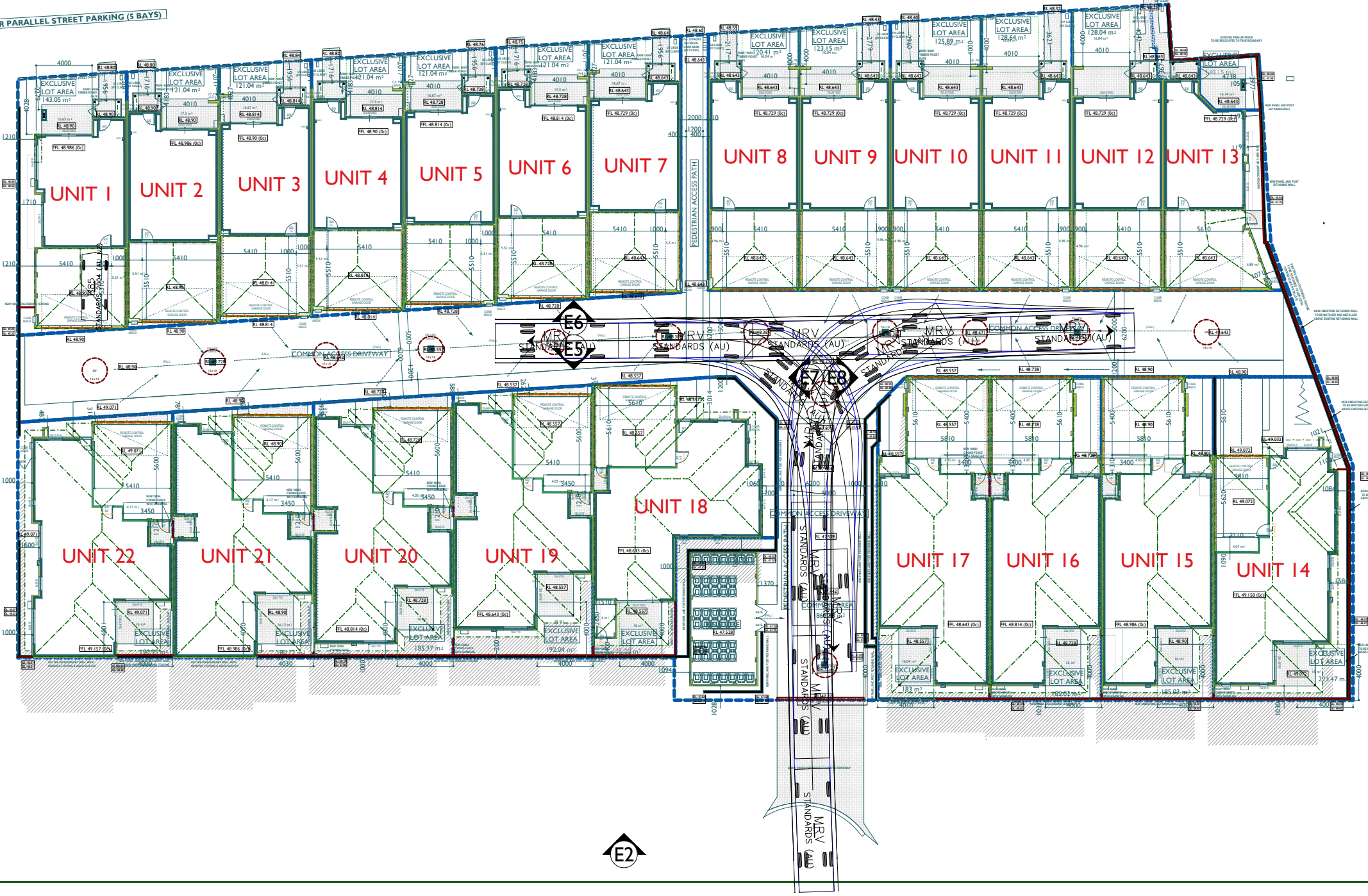
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EXISTING VISITOR PARALLEL STREET PARKING (10 BAYS)

VISITOR PARALLEL STREET PARKING (5 BAYS)



1:20 YEAR STORM EVENT CALCULATIONS

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