Proposed Mixed Use Development
Lot 9633 Fomiatti Street, Ashby
Transport Impact Statement

PREPARED FOR:
Endeavour Properties Pty Ltd

January 2020

Document history and status

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1.0 Introduction

This Transport Impact Statement (TIS) has been prepared with respect to the proposed mixed-use development located on Lot 9633 Fomiatti Street in Ashby. The proposed development that forms part of the existing Ashby Village Neighbourhood Centre (AVNC) in Ashby, City of Wanneroo.

The Transport Impact Assessment Guidelines for Developments (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*. Section 6.0 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

The site is located at the east side of Fomiatti Street, approximately half way between Mondrian Approach and Hollosy Way as shown in **Figure 1**.

Figure 1: Location of the subject site

[1] *Between 10 and 100 vehicular trips*

The proposed mixed-use development integrates with the existing land uses forming part of the Ashby Village complex, utilising the access/egress system currently in place for the Village. No changes to the existing surrounding road network are proposed as part of the development proposal.

The vehicular access to the site is proposed from the future Fomiatti Street crossover and the future internal AVNC driveway system which connects to the surrounding roads via the existing full-movement crossovers on Blackberry Drive and the future full-movement crossover on Fomiatti Street.

The pedestrian access to the site is available via the network of existing paths in the immediate vicinity of and around the site.

The subject site, forming part of the wider AVNC precinct, is presently vacant.

2.0 Proposed Development

The subject site forms an integral part of the existing Ashby Village Neighbourhood Centre as it is situated at the western side of the centre precinct facing Fomiatti Street.

The proposal comprises several elements, as follows:

- The 51-unit residential apartment building with seven commercial tenancies (584m^2 GFA) at ground level and undercroft car parking (70 bays) at the western end of the site;
- Seven commercial tenancies (2,069m^2 GFA) with basement self-storage facility (74 storage units) and four parking bays (inclusive of one ACROD bay), located centrally within the site; and,
- Ground level car parking (61 bays inclusive of one ACROD bay) at the eastern end of the site.

The western part of the development complex (residential apartments and commercial space) is proposed to be built over a 70-bay undercroft car parking facility proposed to be served by a single full-movement crossover on Fomiatti Street at the northern end of the site. The undercroft car parking entry will be controlled by a security gate.

Two bin store areas (one residential and one commercial) is provided within the car park with door adjacent to the gate for easy access to bins.

A secured area is also set aside for a 26-space bicycle parking within the car park facility. In addition, bike rails for eight visitor/public bike parking is provided at the Fomiatti Street frontage directly in front of the ground floor commercial tenancies.

Pedestrian access for this part of the development is facilitated via existing pedestrian footpaths along Fomiatti Street.

The central portion of the site is proposed to accommodate 14 commercial tenancies at ground and first floor with a self-storage facility at the basement accessed via a two-way vehicular ramp connecting to the future internal AVNC driveway. A total of four bays (inclusive of one ACROD bay) are also proposed within the basement for the use of self-storage facility clients. A small bin storage area is proposed adjacent to the entry into the basement facility for easy access.

The retail tenancies at the ground floor are accessible by pedestrians from the eastern side via the future footpath connecting to the future internal AVNC path system.

The bin store area for this development component is located within the adjacent (to the immediate east) car park and will be easily accessed from the internal car park driveways.

A new open-air car park is proposed at the eastern side of the site totalling 59 parking bays and will be accessed via internal AVNC driveways with the closest crossover on external road network at Blackberry Drive.

The layout of the development is shown in the proposed site plans attached in **Appendix A**.

3.0 Vehicle Access and Parking

The subject site is proposed to take direct vehicular access off Fomiatti Street (residential and commercial component) and from the internal AVNC car park driveway system which connects to external roads at Blackberry Drive and Fomiatti Street. Refer **Figure 2** for more details.

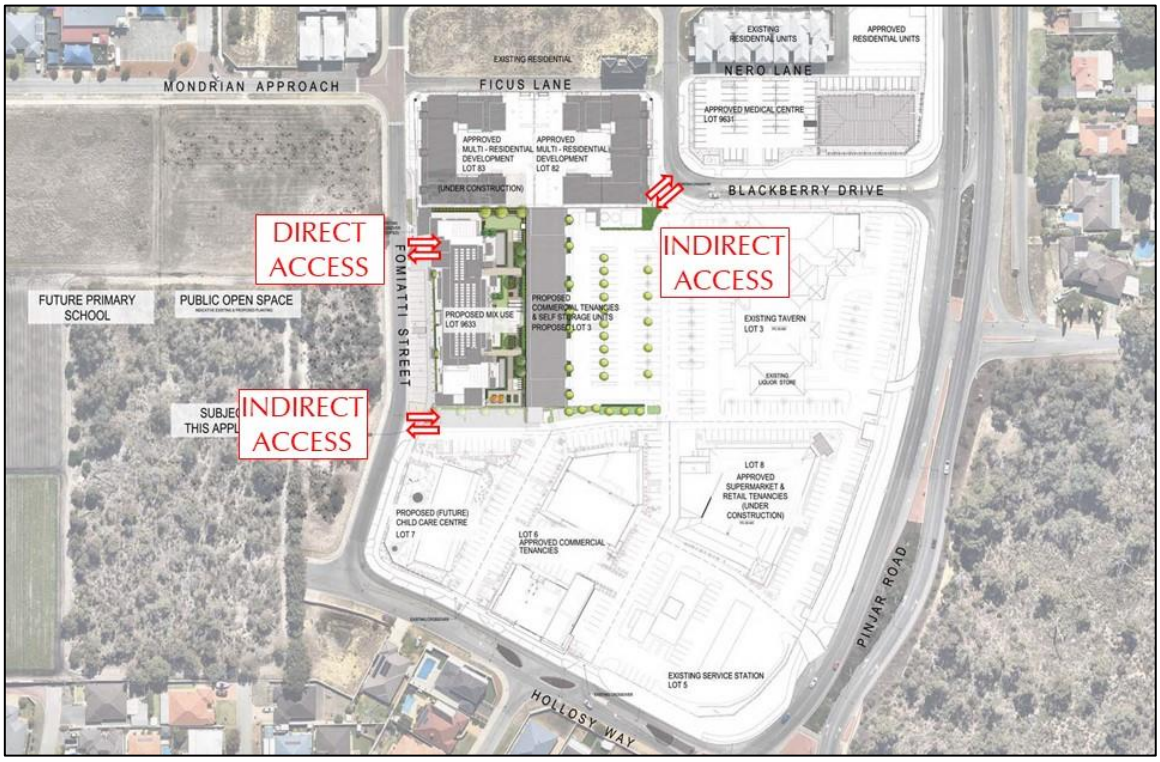


Figure 2: Access system for the proposed development

The total on-site parking provision comprises:

- A total of 70 bays under the residential/commercial development component;
- A total of four bays (including one ACROD bay) within the basement self-storage facility; and,
- A total of 61 bays (inclusive of one ACROD bay) at the open-air ground-level car park at the eastern end of the site.

In addition to on-site parking provision a total of 24 embayed on-street bays are in place within the adjacent verge of Fomiatti Street immediately adjacent to the subject site.

4.0 Provision for Service Vehicles

Two bin store areas are proposed at the northwest corner of the undercroft car park for the residential and commercial components of the development. The store is located immediately adjacent to the car park entry gate so to ensure easy access and manipulation of bins for rubbish collection operations. The existing public parking along Fomiatti Street is available for courier and delivery operations.

The bin store area for the self-storage facility is proposed within the basement immediately adjacent to the ramp access for easy operation.

The bin store area for the (eastern) commercial tenancy component is located within the open-air car park area at the eastern side of the site. It is easily accessed from the internal car park driveways. A turn path assessment showing 8.8m waste collection vehicle servicing negotiating the car park is attached in **Appendix B**.

5.0 Hours of Operation

The commercial tenancies are expected to operate during typical weekday business hours between 9:00AM and 5:00PM. With respect to the self-storage facility, based on current practice, this operation is typically open on weekdays between 7:00AM and 7:00PM and on either Saturday and/or Saturday from the early morning to about lunch time.

6.0 Daily Traffic Volumes and Vehicle Types

In order to assess the potential traffic impact from the proposed development, a traffic generation and distribution exercise was undertaken. The aim of this exercise was to estimate the traffic that would be generated by the proposed development and to establish the level of traffic increases on the surrounding road network.

6.1 Traffic Generation/Distribution

Traffic generation rates for the residential apartments and commercial tenancies were sourced from the *RTA NSW Guide to Traffic Generating Developments (2002)*. Specifically, the office and commercial" rate was used for the proposed commercial component of the development while "medium density residential flats building" rates were used for the residential apartments component. The applied rates are reflective of the location of the development, local (existing and planned) amenities and other relevant information.

The trip rate for the self-storage facility were based on the information collected by two existing suburban facilities and made available to Transcore for another project. The two sites accommodated a 100-unit and 308-unit facilities.

Accordingly, it is estimated that the proposed redevelopment would generate approximately **534** total daily trips with approximately **81** trips during the typical weekday AM and PM peak hours. These trips include both inbound and outbound vehicle movements. Refer **Table 1** for directional split of peak hour trips.

Table 1: Estimated peak hour trips for the proposed development

	Directional split	Residential	Commercial	Self-storage	Sub Total	Total
AM Peak	Inbound	6	44	1	**51**	**81**
	Outbound	19	11	0	**30**	
PM Peak	Inbound	17	11	0	**28**	**81**
	Outbound	9	44	1	**53**	

6.2 Traffic Flow

With respect to the location of the development and the permeability and layout of the surrounding road network assumed directional split for traffic arriving to and departing from the site is assumed as follows:

- 10% of all in/out traffic to and from the areas to the northeast via Pinjar Road/Blackberry Drive;
- 10% of all in/out traffic to and from the areas to the northwest via Fomiatti Street; and,

- 80% of all in/out traffic to and from the areas to the south via Pinjar Road/Fomiatti Street/Hollosy Way;

The directional morning, afternoon and total daily trip distribution of the traffic generated by the proposed development is illustrated in **Figure 3**.

Figure 3. Estimated traffic movements for the subject development – morning peak, afternoon peak and total daily trips

6.3 Impact on Surrounding Roads

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

"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 the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

From section 6.2 it can be seen that the estimated traffic impact from the proposed development would be below the critical thresholds with the most pronounced traffic increases of 65vph on Fomiatti Street (south) and Hollosy Way, hence the impact on the surrounding road network is considered not to be of significant scale.

7.0 Traffic Management on the Frontage Streets

Hollosy Way is a local road presented as a boulevard-style road with a 5m wide landscaped median and a pedestrian path along the northern side. It presently extends only about 180m west of Pinjar Road but is planned to be extended further west to connect to Carosa Road. Embayed parking bays are also in place within the northern verge of the road west of the neighbourhood centre crossover and immediately south of the subject site (refer **Figure 4**).

Hollosy Way is classified as a *Local Distributor* (*MRWA, Metropolitan Functional Road Hierarchy*). No traffic counts are presently available for this road; however, based on Transcore's September 2016 manual counts it is estimated to carry approximately 2,000vpd immediately west of Pinjar Road.

According to the advice from the City of Wanneroo at the time of preparation of AVNC traffic report in 2009, once extended westbound and with further developments in the area including residential and school land uses, Hollosy Way is estimated to carry approximately 5,000 vehicles per day (vpd).

Figure 4. Westbound view along Hollosy Way in the vicinity of the subject site

The closest pedestrian crossing facilities are located on Hollosy Way (mid-block) immediately adjacent to the site and at the Pinjar Road/Hollosy Way/Caporn Street roundabout intersection.

Fomiatti Street is a single-carriageway two-lane road approximately 7.0m wide adjacent to site with embayed 90-degree and parallel on-street parking along eastern side of the AVNC frontage. The pedestrian footpath is in place along both sides of the road.

Fomiatti Street is classified as an *Access Street* (*MRWA, Metropolitan Functional Road Hierarchy*).

There are no formal traffic counts available for this road; however, site observation confirmed that Fomiatti Street presently carries low volume of traffic, particularly in the vicinity of subject site.

Fomiatti Street forms a T-intersection with Hollosy Way at its southern end. Hollosy Way forms a 4-way roundabout intersection with Pinjar Road and Caporn Street at its eastern end.

Blackberry Drive is an L-shaped road skirting the subject site along the southern and western boundaries. It is a single-carriageway road with the section immediately west of Pinjar Road constructed as a boulevard-style road with a 2m wide solid median. Pedestrian paths are in place along both sides for the section immediately west of Pinjar Road with a row of embayed on-street parking bays along the southern side of the road. Refer **Figure 5**.

Figure 5. Eastbound view along Blackberry Drive towards Pinjar Road

Blackberry Drive is classified as an *Access Street* (*MRWA, Metropolitan Functional Road Hierarchy*).

No traffic counts are presently available for this road; however, based on Transcore's September 2016 manual counts it is estimated that this road presently carries up to 1,000vpd.

At the eastern end Blackberry Drive forms a left-in/left-out/right-in intersection with Pinjar Road.

8.0 Public Transport Access

The subject site has no practical or convenient access to public transport network at present. The nearest pair of bus stops is located on Carosa Road some 520m walking distance to the southwest of the subject site. The map of existing public transport services within the locality is provided in **Figure 6** for more details.

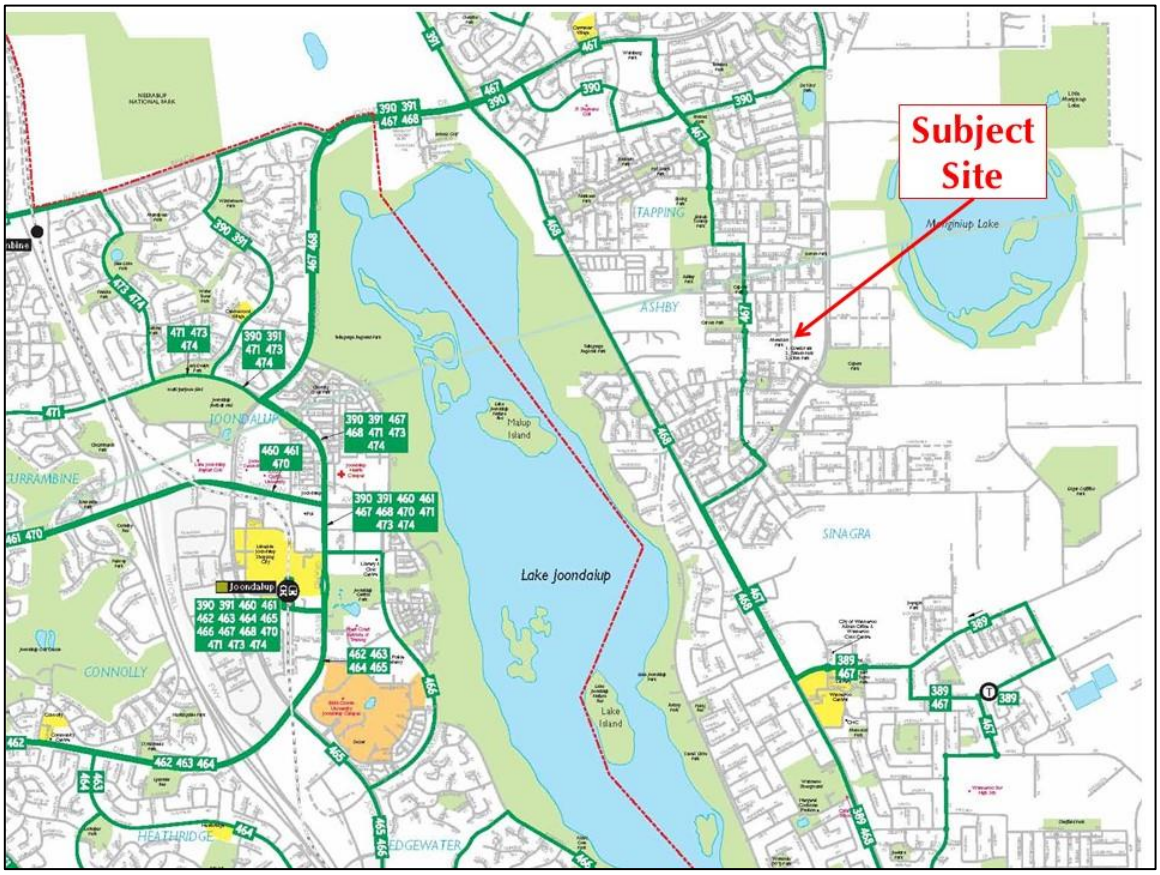


Figure 6. Local public transport service map (source: Transperth Maps)

9.0 Pedestrian Access

Pedestrian connectivity to the proposed development is available via existing external path network comprising paved paths on surrounding roads with crossing points at adjacent intersections. Hence, pedestrian access to the residential/commercial development component is available directly via the existing Fomiatti Street path.

A new pedestrian path is proposed along the eastern side of the commercial/self-storage building securing direct access from the adjacent car park areas. The proposed path ultimately connects with the remainder of the internal AVNC path system securing internal pedestrian connectivity within the precinct.

10.0 Cycle Access

Bike access to the proposed development is available via shared paths which surround the AVNC precinct and link to the existing network of shared paths and roads classified as "good road riding environment" surrounding the subject site. The Department of Transport's *Perth Bike Map* series shows available cyclist routes to the site (see **Figure 7** for more details).

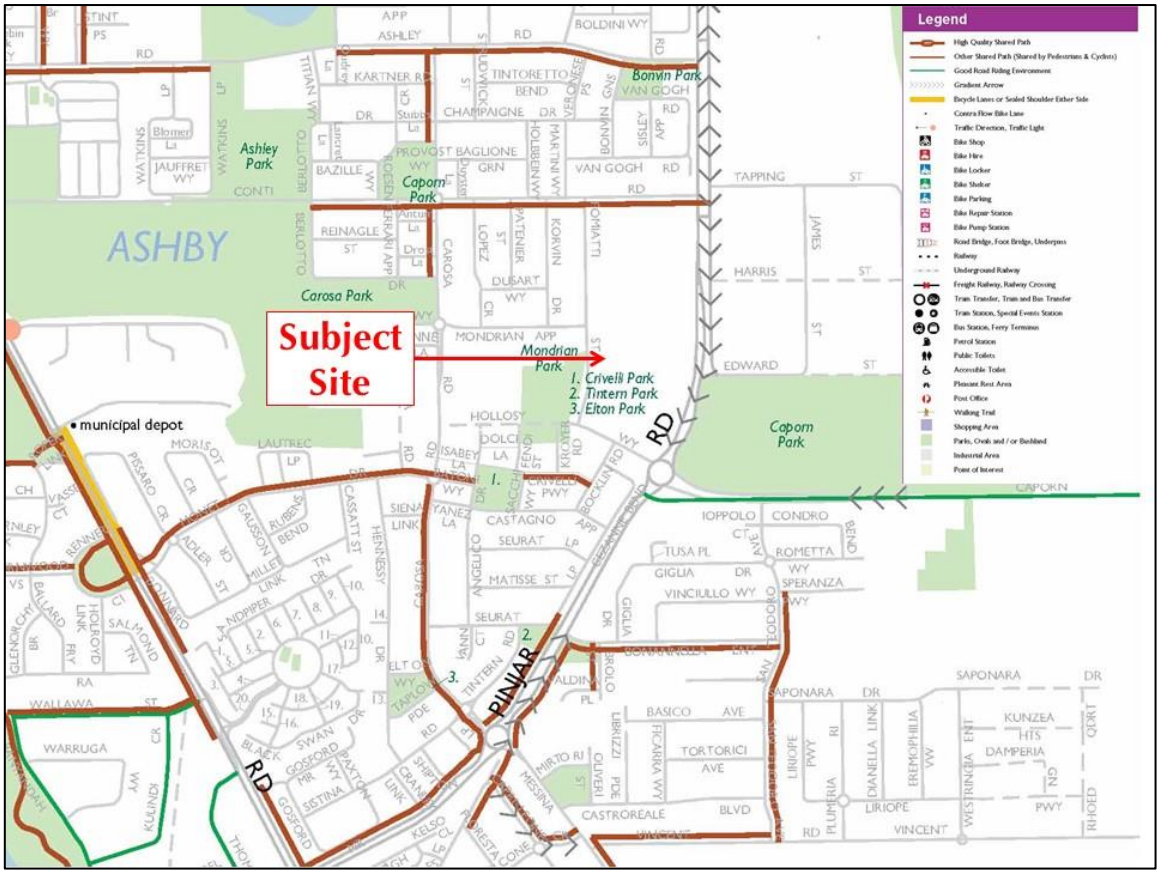


Figure 7. Extract from Perth Bicycle Network map series (source: Department of Transport)

11.0 Site Specific Issues

No particular site-specific issues have been identified for the proposed mixed-use development.

12.0 Safety Issues

No particular safety issues have been identified for this proposed mixed-use.

13.0 Conclusions

This Transport Impact Statement provides information on the proposed mixed-use development located on Lot 9633 Fomiatti Street in Ashby. The proposed development forms part of the existing Ashby Village Neighbourhood Centre (AVNC) located at the northwest corner of Pinjar Road/Hollosy Way/Caporn Street intersection in Ashby, City of Wanneroo.

The subject site has very good accessibility by existing roads, pedestrian and shared paths but somewhat limited access to existing public transport services operating in this locality.

The proposed mixed-use development comprises residential, commercial and self-storage components with the associated car park provision.

A total of 135 parking bays (inclusive of two ACROD bays) are provided on-site to accommodate the resident, employee and visitor parking demand. The vehicle access/egress to and from the site will be available indirectly via existing crossovers on Fomiatti Street and Blackberry Drive and directly via a proposed new crossover on Fomiatti Street leading to the undercroft car park facility.

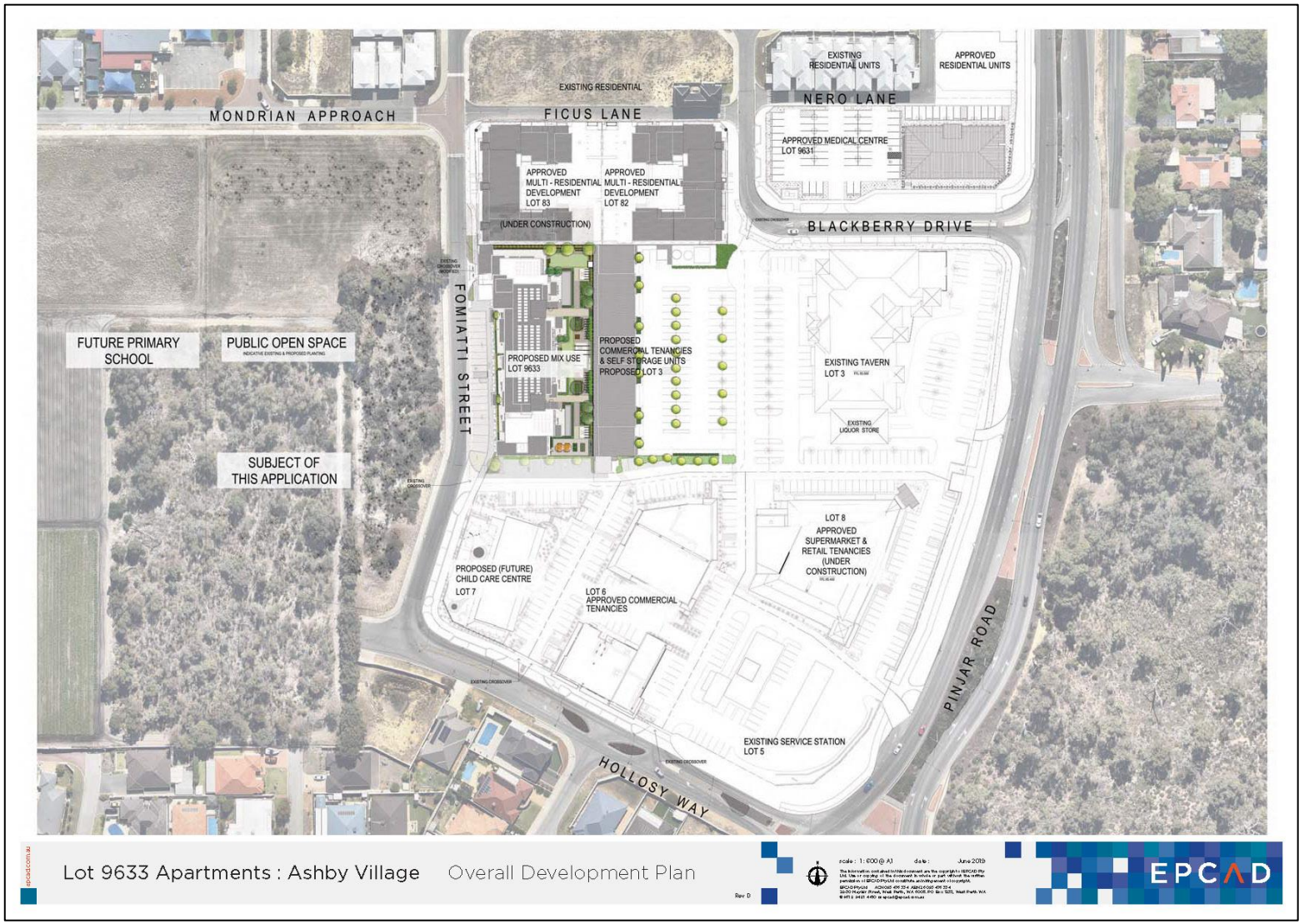
The traffic assessment undertaken in this report indicates that the anticipated impact of the development's traffic on the surrounding road network will not be significant and would be within the capacity and function of the abutting roads.

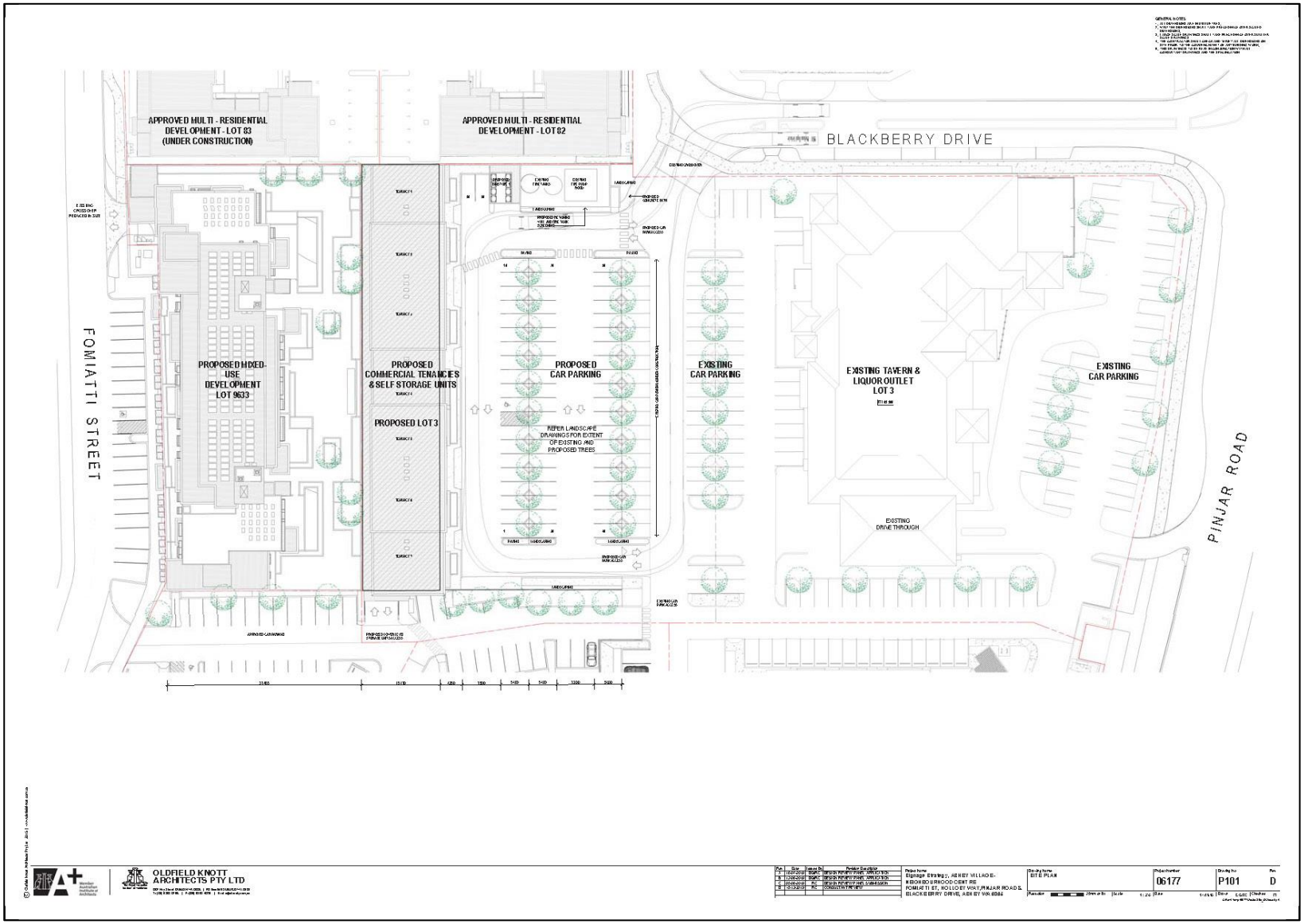
No particular transport or safety issues have been identified for the proposed development.

Finally, it is concluded that the traffic-related issues should not form an impediment to the approval of the proposed development.

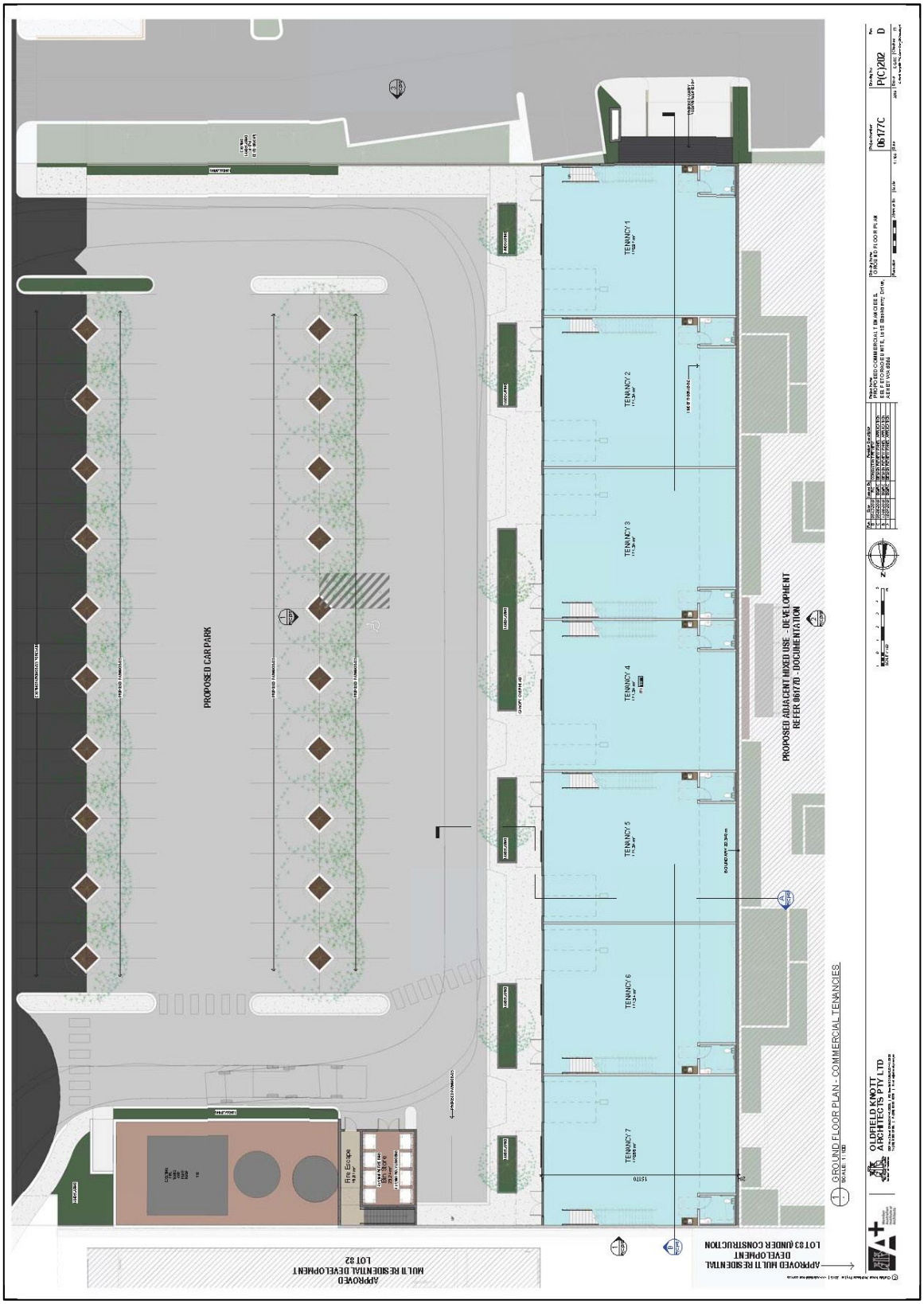
Appendix A

PROPOSED DEVELOPMENT PLANS


MONDRIAN APPROACH
EXISTING RESIDENTIAL
FICUS LANE
EXISTING RESIDENTIAL UNITS
APPROVED RESIDENTIAL UNITS
NERO LANE
APPROVED MEDICAL CENTRE LOT 9631
APPROVED MULTI - RESIDENTIAL DEVELOPMENT LOT 83
(UNDER CONSTRUCTION)
APPROVED MULTI - RESIDENTIAL DEVELOPMENT LOT 82
BLACKBERRY DRIVE
FOMIATTI STREET
FUTURE PRIMARY SCHOOL
PUBLIC OPEN SPACE
PROPOSED MIX USE LOT 9633
PROPOSED COMMERCIAL TENANCIES & SELF STORAGE UNITS PROPOSED LOT 3
EXISTING TAVERN LOT 3
EXISTING LIQUOR STORE
SUBJECT OF THIS APPLICATION
LOT 8 APPROVED SUPERMARKET & RETAIL TENANCIES (UNDER CONSTRUCTION)
PROPOSED (FUTURE) CHILD CARE CENTRE LOT 7
LOT 6 APPROVED COMMERCIAL TENANCIES
PINJAR ROAD
EXISTING SERVICE STATION LOT 5
HOLLOSY WAY
Lot 9633 Apartments : Ashby Village
Overall Development Plan
Rev D
scale : 1: 600 @ A1
date : June 2019
EPCAD


APPROVED MULTI - RESIDENTIAL DEVELOPMENT - LOT 83 (UNDER CONSTRUCTION)
APPROVED MULTI - RESIDENTIAL DEVELOPMENT - LOT 82
BLACKBERRY DRIVE
FOMIATTI STREET
PINJAR ROAD
PROPOSED MIXED-USE DEVELOPMENT LOT 9633
PROPOSED COMMERCIAL TENANCIES & SELF STORAGE UNITS
PROPOSED LOT 3
PROPOSED CAR PARKING
REFER LANDSCAPE DRAWINGS FOR EXTENT OF EXISTING AND PROPOSED TREES
EXISTING CAR PARKING
EXISTING TAVERN & LIQUOR OUTLET LOT 3
EXISTING DRIVE THROUGH
EXISTING CAR PARKING
OLDFIELD KNOTT ARCHITECTS PTY LTD
Project Number 06177
Drawing No P101
Rev D


GROUND FLOOR PLAN - COMMERCIAL
VERGE PART PLAN
Tenancy 1
Tenancy 2
Tenancy 3
Tenancy 4
Tenancy 5
Tenancy 6
Tenancy 7
Car Park 1
Bicycle Parking
Residential Bin Store
Commercial Bin Store
APARTMENT ACCESS
RESIDENTS' VEHICLE ACCESS
OLDFIELD KNOTT ARCHITECTS PTY LTD


PROPOSED CAR PARK
PROPOSED ADJACENT MIXED USE - DEVELOPMENT
REFER 0617D - DOCUMENTATION
TENANCY 1
TENANCY 2
TENANCY 3
TENANCY 4
TENANCY 5
TENANCY 6
TENANCY 7
Fire Escape
APPROVED
MULTI RESIDENTIAL DEVELOPMENT
LOT 82
APPROVED MULTI RESIDENTIAL
DEVELOPMENT
LOT 83 UNDER CONSTRUCTION
GROUND FLOOR PLAN - COMMERCIAL TENANCIES
SCALE: 1:100
OLDFIELD KNOTT
ARCHITECTS PTY LTD
P(C)202
D
0617C


PROPOSED STORAGE FACILITY
PROPOSED ADJACENT MIXED USE - DEVELOPMENT
REFER 06177D - DOCUMENTATION
CIRCULATION
CIRCULATION
FIRE ESCAPE TUNNEL
OFFICE
ESCAPE
APPROVED MULTI RESIDENTIAL DEVELOPMENT
LOT 62
APPROVED MULTI RESIDENTIAL DEVELOPMENT
LOT 63 UNDER CONSTRUCTION
LOWER GROUND FLOOR PLAN - SELF-STORAGE UNITS
SCALE 1 : 150
OLDFIELD KNOTT
ARCHITECTS PTY LTD
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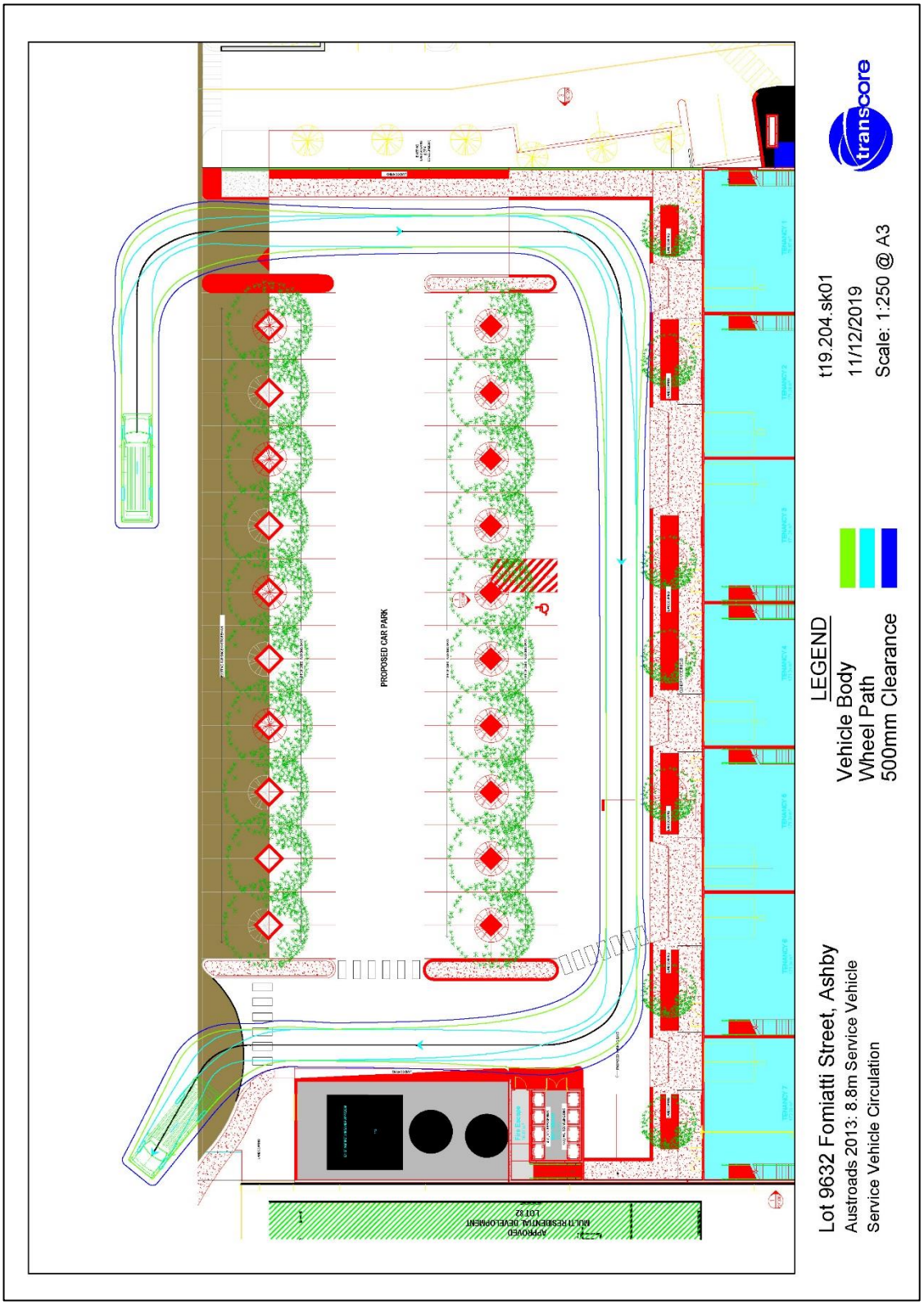
Appendix B

TURN PATH PLANS


PROPOSED CAR PARK
APPROVED
BULLI RESIDENTIAL DEVELOPMENT
LOT 62
Fire Booster
TENANCY 1
TENANCY 2
TENANCY 3
TENANCY 4
TENANCY 5
TENANCY 6
TENANCY 7
LEGEND
Vehicle Body
Wheel Path
500mm Clearance
Lot 9632 Fomiatti Street, Ashby
Austroads 2013: 8.8m Service Vehicle
Service Vehicle Circulation
t19.204.sk01
11/12/2019
Scale: 1:250 @ A3
transcore