

flyt



Victoria House, Lot 38 Montario Quarter

TRANSPORT IMPACT STATEMENT

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1. SUMMARY

Item	Response
Local Government	City of Nedlands
SWALSC Region	Whadjuk
Site Lot(s)	Lot 38 Montario Quarter
Street Frontage	Thorburn Way
Development Type(s)	Mixed use
Local Planning Scheme	Shenton Park Hospital Redevelopment Improvement Scheme No. 1
Nearest Station	Shenton Park (Fremantle line) 640m distance (8 min walk)
Nearest Bus Routes	Routes 998, 999: 210 - 400m (3-6 minute walk), route 27 130 - 140m (2 minute walk)
Walk Score Ratings	Walkability 55, transit 54
Access Crossovers	Single vehicle crossover onto Thorburn Way, 7 pedestrian access points
Parking Provision	146 residential bays, 8 commercial bays
ACROD Parking	1 accessible bay and adjacent shared space
Motorcycle Parking	none
Bike Parking	108 resident + 11 commercial long stay bike bays, 18 visitor short stay bike bays
Vehicle Trips Generated	81 trips in the AM peak hour and 96 trips in the PM peak hour

2. INTRODUCTION

2.1 Development Introduction

This Transport Impact Statement (TIS) has been prepared by Flyt in support of the proposed mixed use development of Victoria House at Lot 38 Montario Quarter, Shenton Park. The site is within the City of Nedlands and, as indicated by the South West Aboriginal Land and Sea Council website, sits within the Whadjuk Region.

The site has frontage to the recently completed Thorburn Way, as shown in Figure 1.



Figure 1 Development Site Context (source: Nearmap)

2.2 Transport Impact Statement

This Transport Statement has been prepared in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The Guidelines promote a three level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 2):

- Low impact – less than 10 peak hour trips, no assessment required;
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required; and
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

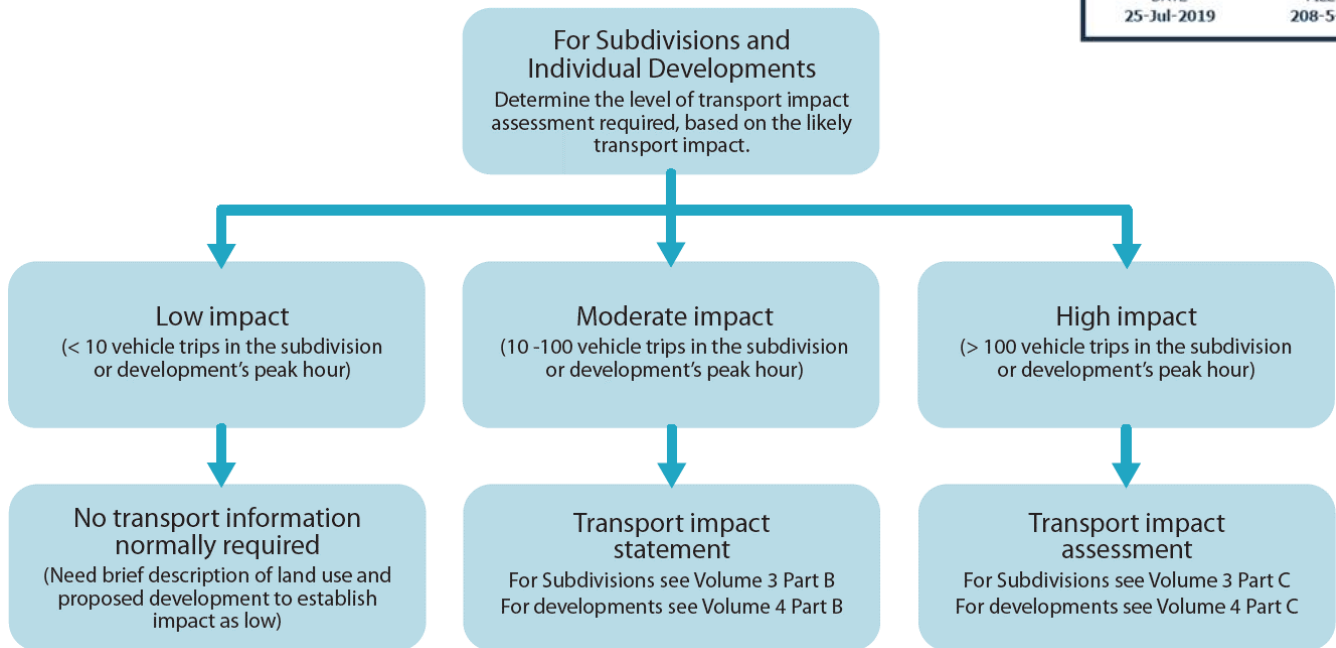


Figure 2 Level of transport impact assessment required (source: WAPC Transport Impact Assessment Guidelines, 2016)

As set out in section 6.1, the traffic attributable to the proposed development has been determined to be less than 100 vehicle trips in the operating peak hour, therefore the required level of assessment is a Transport Statement.

2.3 Report Structure

The report is structured as required by the Transport Impact Assessment Guidelines, with the following sections:

- Proposed development
- Vehicle access and parking
- Provision for service vehicles
- Daily traffic volumes and vehicle types
- Public transport access
- Pedestrian access
- Cycle access
- Site specific issues
- Safety issues.

3. PROPOSED DEVELOPMENT

3.1 Development Site

The Lot 38 Victoria House development site is bounded by Thorburn Way (to the south and southeast) and Goatcher Vista (to the west), within Montario Quarter, as shown in Figure 3. It is located approximately 5km west of the Perth Central Business District.

The previous use of the Montario Quarter site was as the former Shenton Park Rehabilitation Hospital, run as an annexure to Royal Perth Hospital. Associated medical, teaching and institutional uses were conducted on the site, including several buildings occupied by the Curtin University Research Institute. The hospital closed in 2014. Victoria House was the original 1938 administration and ward block and is listed on the State Register of Heritage Places.



Figure 3 Location of proposed development site (source: City of Nedlands IntraMaps)

The Shenton Park Hospital Redevelopment Improvement Scheme No. 1 was gazetted in January 2017 and the Shenton Park Hospital Redevelopment Structure Plan was endorsed in February 2017. These documents guide the planning and redevelopment of the former hospital site. The Shenton Park Hospital Redevelopment Structure Plan is reproduced in Figure 4.



Figure 4 Shenton Park Hospital Redevelopment Structure Plan (source: Landcorp)

The proposed Victoria House development includes the following:

- 81 apartments;
- 342m² NLA hospitality within the ground floor;
- 568m² NLA retail floorspace within the ground floor;
- 818m² NLA office floorspace on the first floor; 9and
- Basement car park with 154 car bays, and 119 secure bike bays.

The proposed ground floor plan is shown in Figure 5.



Figure 5 Ground floor plan (source: MJA Studio)

4. ACCESS AND PARKING

4.1 Access

All vehicle access to the development site will occur via the proposed 6.4m wide crossover onto Thorburn Way, approximately 50m to the east of the intersection with Goatcher Vista. The crossover is at right angles to Thorburn Way and achieves clear sight lines of at least 45m in either direction.

There are 7 pedestrian access points to the development, as follows:

- Primary public access – a single access to the commercial tenancies, located from a new footpath proposed for the eastern boundary of the site;
- Secondary access – 3 access points for residential and commercial tenancies, located from Thorburn Way, and the POS to the north of the site;
- Tertiary access – 3 resident only accesses, located within the western half of the site.

Vehicle and pedestrian access are shown in Figure 6.

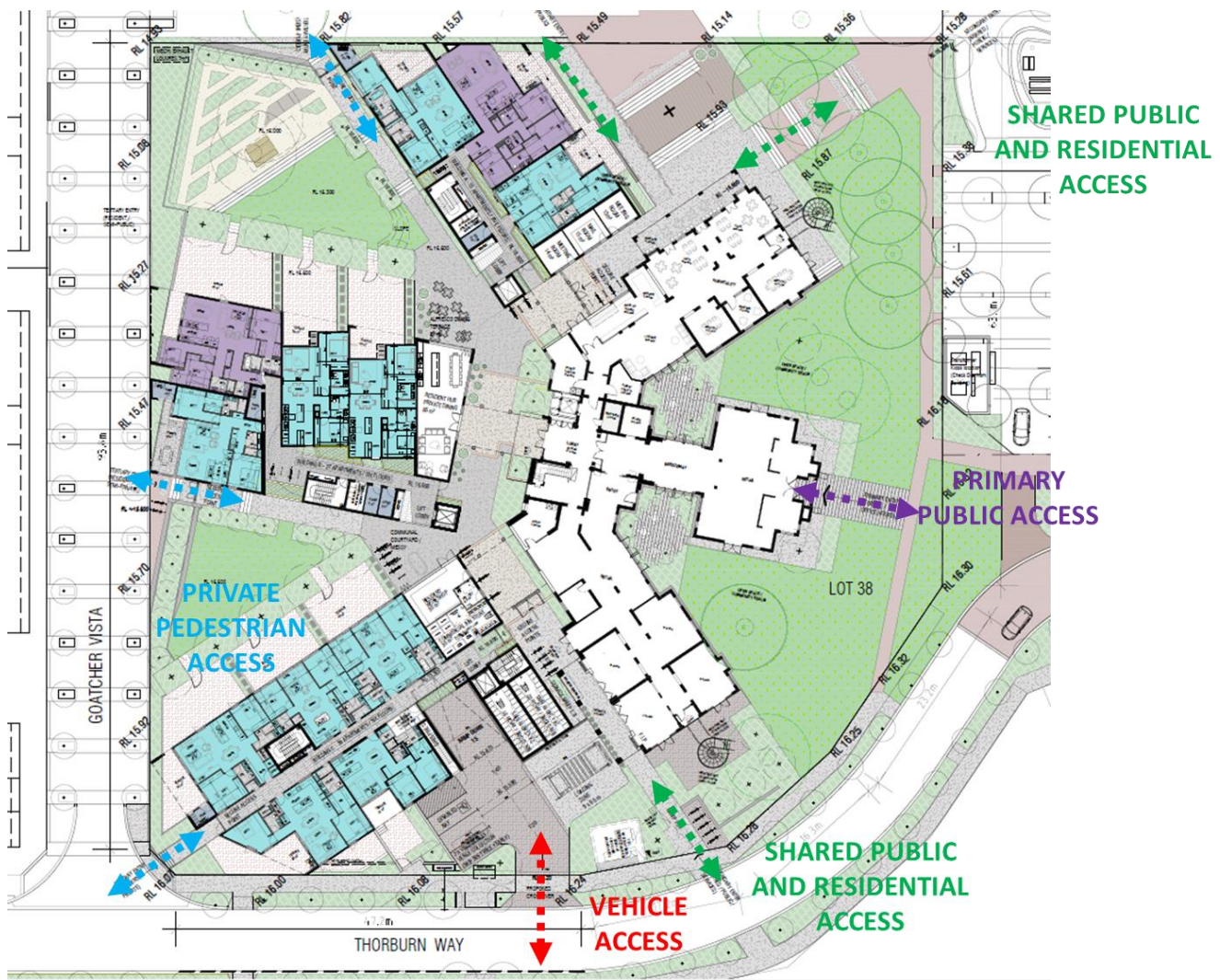


Figure 6 – Proposed vehicle access (source: MJA Studio)

4.2 On-site Parking

A total of 146 residential parking bays and 8 commercial bays will be provided within a basement parking level, as shown in Figure 7. Of the 146 residential bays, 48 are proposed as tandem bays. A security gate will restrict public access to the basement. Three public bays (including one accessible bay with adjacent shared space) will be located at ground level accessed via the crossover onto Thorburn Way. All parking bays will be designed to comply with Australian Standards 2890 Parking Standards Part 1: Off-street car parking.



Figure 7 – Proposed basement parking (source: MJA Studio)

4.3 Off-site Parking

While there is no on-street parking on the roads directly abutting the development site, there are 10 x 90 degree parking bays located on Goatcher Vista, 16 embayed parallel parking bays on Seymour Avenue and 7 embayed parallel parking bays on Dawes View. The on-street parking bays are shown in Figure 8.



Figure 8 – On-street parking

4.4 Required Parking

The Shenton Park Hospital Redevelopment Improvement Scheme No. 1 details the parking required for the various development site land uses within Montario Quarter. Clause 30 (3) (d) of the Improvement Scheme exempts the Victoria House site from minimum car and motorcycle parking rates, however minimum bike parking rates do apply, as outlined in Table 1.

Table 1 – Required Car Parking Rates (Source: Shenton Park Hospital Redevelopment Improvement Scheme No. 1)

Land Use	Car Parking Rate		Bike Parking Rate		Motorcycle Parking Rate	
	Resident	Visitor	Resident/ Employee	Visitor	Resident	Visitor
Residential			0.5 bay per dwelling	1 space per 10 dwellings		
Commercial	No minimum requirement		1 space per 500m ² NLA	1 space per 300m ² NLA	No minimum requirement	
Office			1 space per 200m ² NLA	1 space per 500m ² NLA		

Applying these rates to the proposed development, the required minimum and proposed parking provision are outlined in Table 2.

Table 2 – Required and provided parking

	Car Parking		Bike Parking		Motorcycle Parking	
	Resident / Employee	Visitor	Resident / Employee	Visitor	Resident / Employee	Visitor
Required minimum bays	-	-	41 resident bays, 9 employee bays	9 residential visitor bays, 8 commercial/office visitor bays	-	-
Provided bays	146 resident + 8 commercial	3	108 resident + 11 employee	9 inverse U rails, capacity for 18 visitors	0	0

The proposed resident, employee and visitor bike bays are far in excess of the Shenton Park Hospital Redevelopment Improvement Scheme No. 1, because of greenstar requirements and aspirations.

There are no minimum car and motorcycle parking rates for this site, therefore the provided parking also exceeds the site requirements. 146 residential bays is equivalent to 1.8 car bays per residential unit.

5. PROVISION FOR SERVICE VEHICLES

5.1 Deliveries

Deliveries to the residential apartments and commercial tenancies can park within the open air 9m x 9.5m loading zone, accessed via the crossover onto Thorburn Way, as shown in Figure 9. A (pedestrian only) service ramp is proposed to connect the loading zone with the secondary access point. A loading zone of this size can accommodate vehicles up to 9m in length.

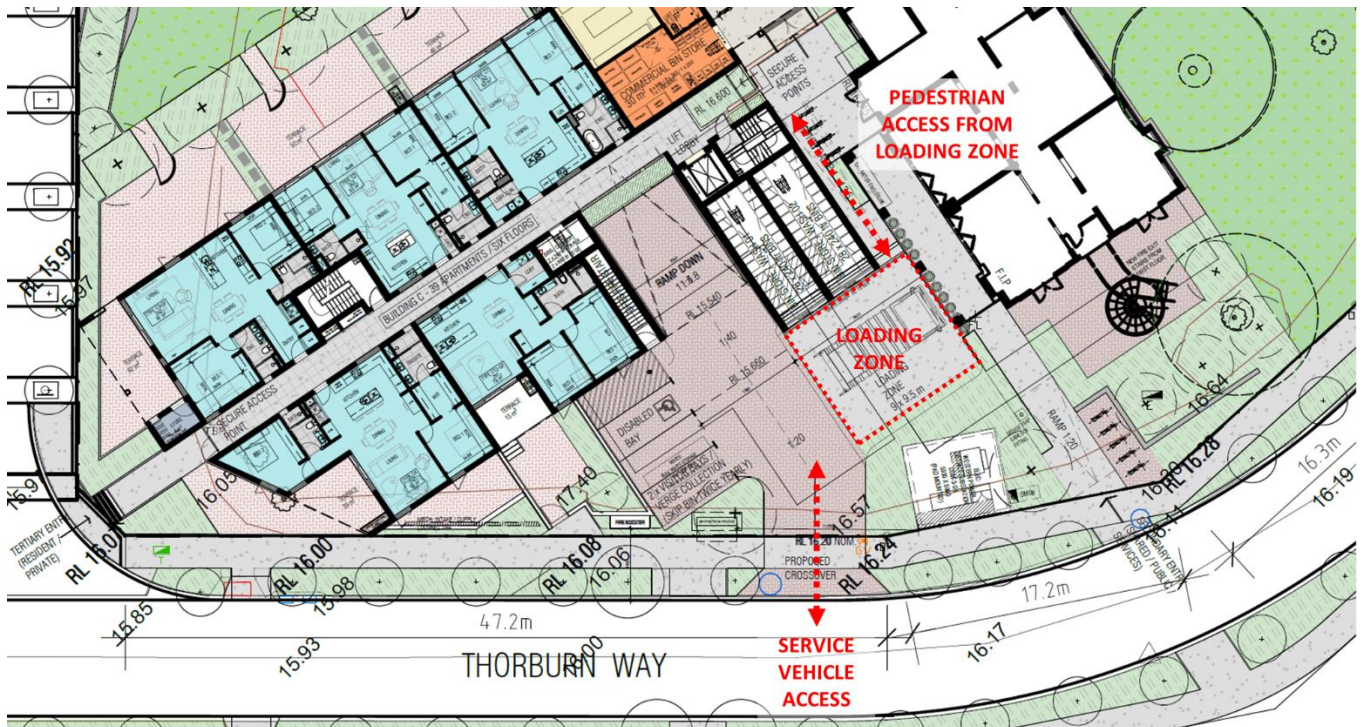


Figure 9 – Proposed vehicle servicing from Thorburn Way access (source: MJA Studio)

5.2 Rubbish Collection

Rubbish collection will occur on-site within the 9m x 9.5m loading zone, accessed via the crossover onto Thorburn Way. The bin storage area is located at ground level, immediately to the north of the loading zone and accessed via roller door. On rubbish collection days bins will be transported from the bin storage area to the loading zone and back again.

The City of Nedlands rubbish collection truck is 8m in length. The trucks will drive forwards into the loading bay to collect the rubbish, then reverse into the 7m wide access driveway before exiting the site in a forward direction. The swept path for this movement, using an 8.8m medium rigid design vehicle (MRV), and with 300mm clearances either side is shown in Figure 10.

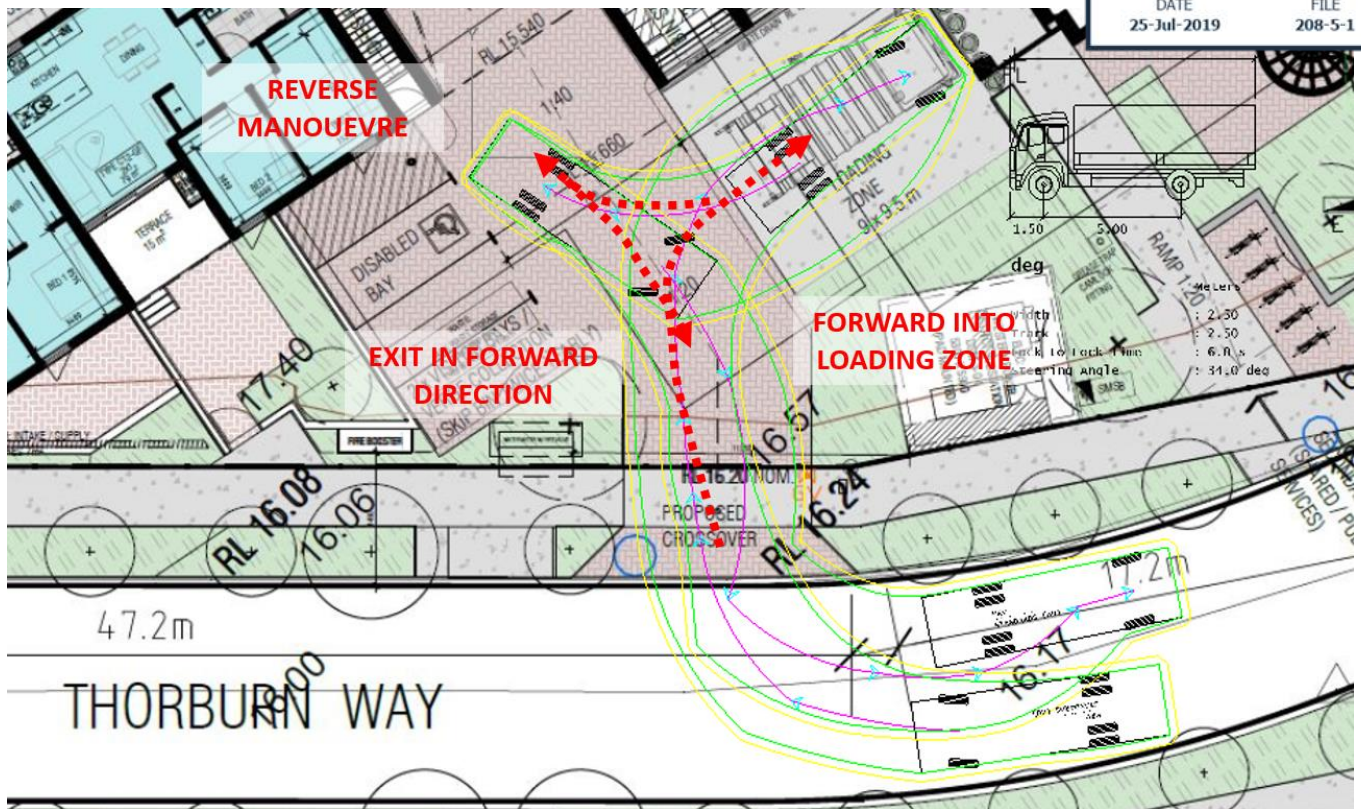


Figure 10 – Swept path for rubbish collection truck

The City of Nedlands provide skip bins for bulk rubbish collection twice a year. These skip bins will be located in the visitor parking bays opposite the loading zone. The hook lift vehicles which will drop off and collect the skip bins are 8.6m in length, 2.5m wide, with a turning circle of 20.7m. The trucks will drive forwards into the loading bay before reversing into the 7m wide access driveway in order to drop off or collect the skip bin. The trucks will then drive forwards into the loading bay before reversing into the access driveway and then exiting the site in a forward direction. The swept path for this movement, using an 8.8m MRV design vehicle and with 300mm clearances either side is shown in Figure 11.

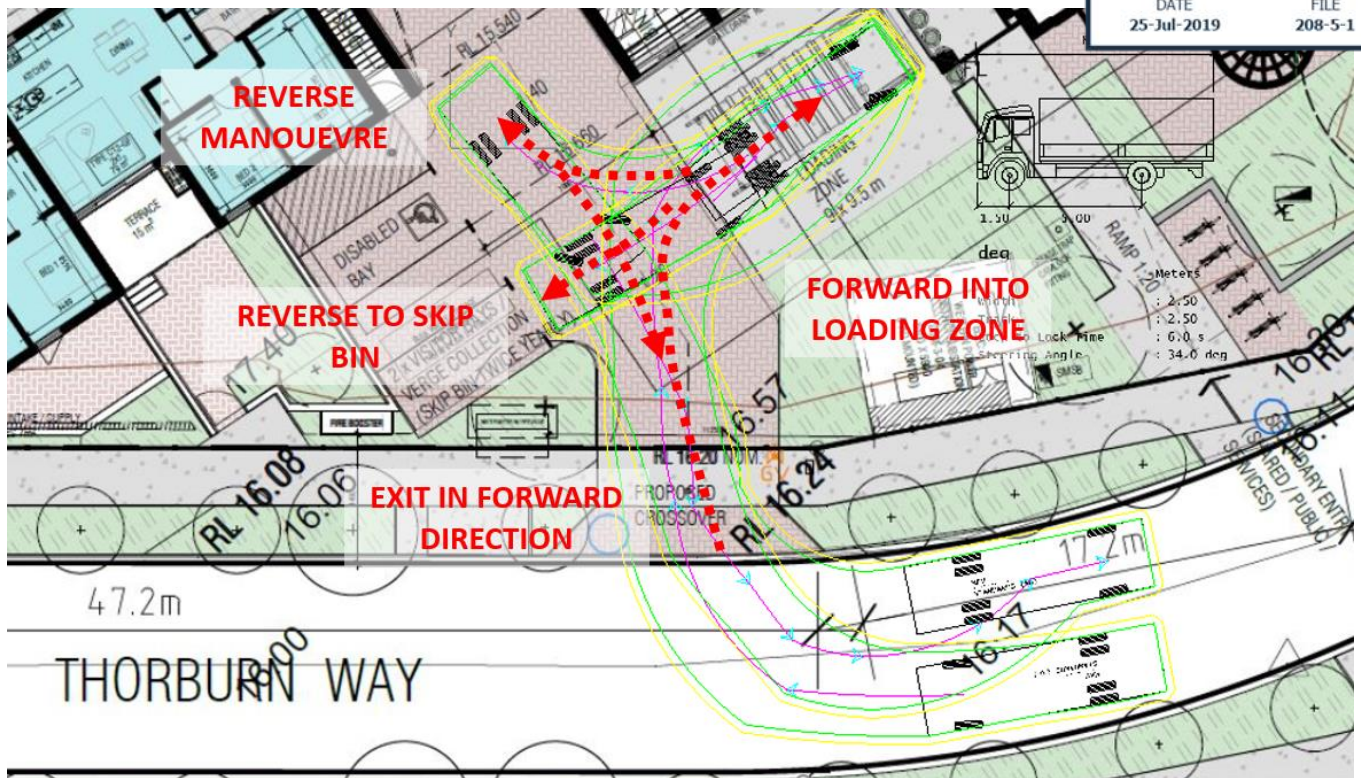


Figure 11 – Swept path for hook lift truck for skip bin drop off and collection

5.3 Grease Trap

A grease trap collector is proposed in the basement, with a supply line to a tanker suction camlock point within the southern services quadrant.

Grease trap collection vehicles (expected once a month) will park in the loading zone while the grease trap is emptied. These vehicles are expected to be between 8 and 9m in length and can be wholly accommodated within the loading zone.

6. DAILY TRAFFIC VOLUMES

6.1 Trip Generation

The WAPC's Transport Impact Assessment Guidelines Volume 5 – Technical Guidance provides residential peak hour trip rates. The residential trip rates are based on the Perth and Regions Travel Surveys (PARTS) data averaged over the range of dwelling types. The recommended rate for residential land use is 0.8 vehicle trips per dwelling for the AM and PM peak hours, split as follows:

- AM peak 25% IN, 75% OUT
- PM peak 67% IN, 33% OUT

These rates are considered high, given they represent an average of the entire Metropolitan area and include a high proportion of detached dwellings. Surveys of unit developments within the City of Perth have revealed peak hour trip rates of between 0.2 and 0.3 peak hour trips per dwelling. The location of the development site (approximately 5.3km west of the Perth CBD) and the proximity to high frequency public transport services has led to the adoption of a reduced peak hour trip rate of 0.5 vehicles trips per dwelling, as shown in Table 3.

Table 3 – Peak hour residential trip rates

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Residential	0.125	0.375	0.335	0.165

In addition to residential peak hour trip rates, the WAPC's Transport Impact Assessment Guidelines Volume 5 – Technical Guidance provides trip rates for commercial, retail and food and beverage land uses, as shown in Table 4.

Table 4 – Peak hour commercial retail and food and beverage trip rates

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Commercial /Office	1.6	0.4	0.4	1.6
Retail	1.0	0.25	2.0	2.0
Hospitality	5	5	5	5

Due to the mixed use nature of the proposed development, it is assumed that 50% of trips to the hospitality land use will be from residents or employees of the retail and commercial uses.

The development is forecast to generate 81 trips in the AM peak hour and 96 trips in the PM peak hour, as summarised Table 5.

Table 5 – Forecast peak hour trips

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
81 apartments	10	30	27	13
818m ² office	13	3	3	13
617m ² retail	6	1	11	11
342m ² hospitality	9	9	9	9
TOTAL	38	43	50	46

The forecast vehicle trips for the office, retail and hospitality land uses possibly overestimate the number of trips to and from the site for these uses, particularly as commercial and visitor parking numbers will be limited (8 commercial bays and 3 visitor bays are proposed).

6.2 Trip Distribution

It has been assumed that all vehicles to and from the site will use Thorburn Way and its priority controlled intersection with Selby Street. As there is no traffic currently using Thorburn Way a traffic count was not undertaken at the intersection with Selby Street to determine the existing proportions of vehicles to and from the north and south.

However, based on the existing northbound and southbound traffic volumes along Selby Street (south of Nash Street and outside of the school PM peak period) it has been assumed trips to and from the site would be split evenly between Selby Street north and Selby Street south.

An estimate of traffic volumes turning into and out of Thorburn Way attributable to the Victoria House development is summarised in Table 6.

Table 6 – Peak hour residential trip rates

Time Period	To Selby St north (left)	To Selby St south (right)	From Selby St south (left)	From Selby St north (right)
AM Peak (8 - 9am)	21	22	19	19
PM Peak (5 - 6pm)	23	23	25	25

6.3 Traffic Impact

Arup prepared a Transport Assessment report in support of the Shenton Park Hospital Redevelopment Structure Plan in June 2015. The report forecast a total of between 722 and 999 one-way vehicle trips would be generated within the Structure Plan area in the AM and PM peak hours. Based on traffic volumes associated with the previous use of the site as a hospital, the net change in peak hour traffic was forecast as between 474 and 718 trips.

The internal roads and intersections with the external road network have been designed to accommodate the forecast traffic movements.

This particular development is forecast to generate up to 81 trips in the AM peak hour and 96 trips in the PM peak hour, roughly equating to between 9.5 and 11% of total forecast trips for Montario Quarter.

7. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

7.1 Frontage Streets

The Victoria House development site is bounded by Thorburn Way and Goatcher Vista, within Montario Quarter, the site of the former Shenton Park Rehabilitation Hospital. The road hierarchy surrounding the development site is shown in Figure 12 and the speed zoning is shown in Figure 13.

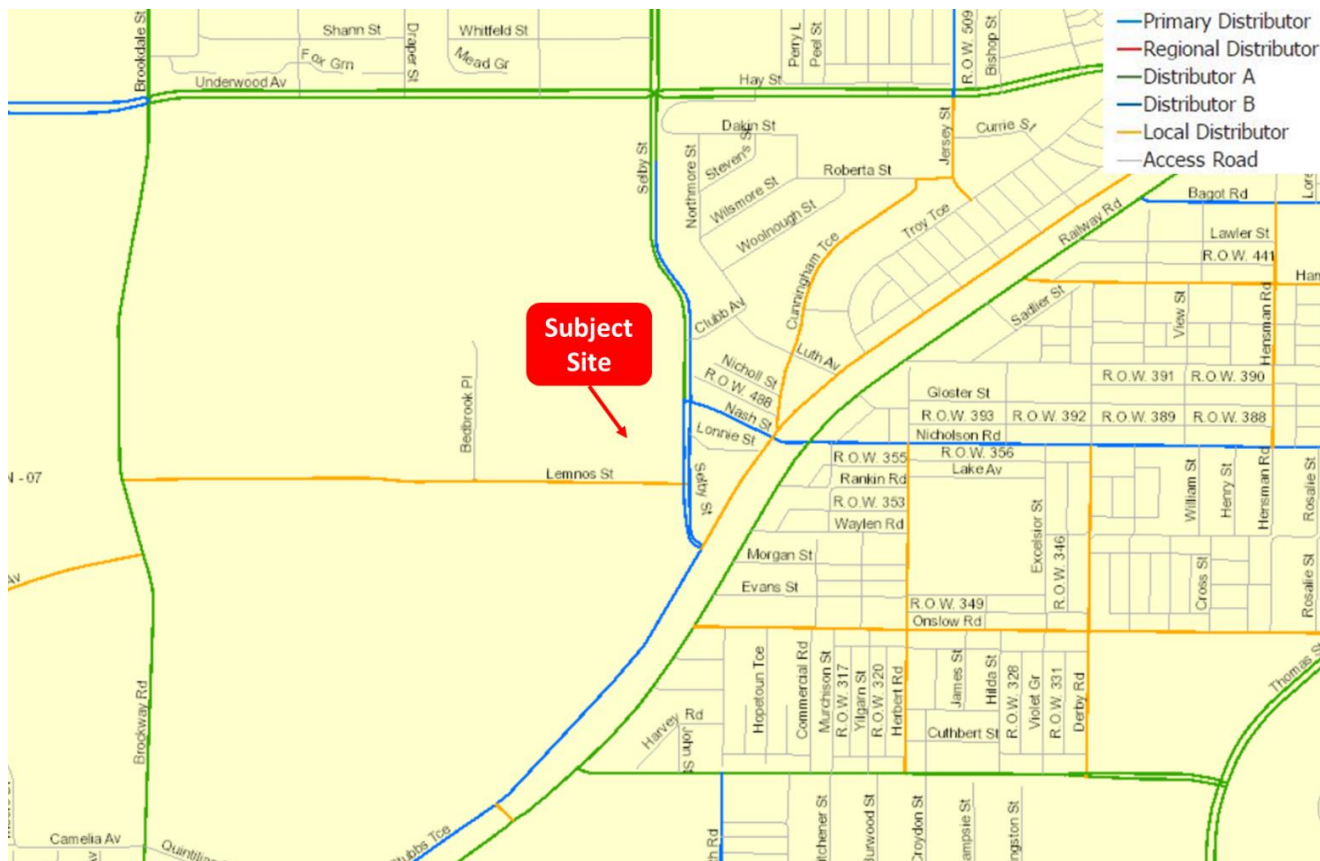


Figure 12 – Road hierarchy surrounding development site (source: MRWA)

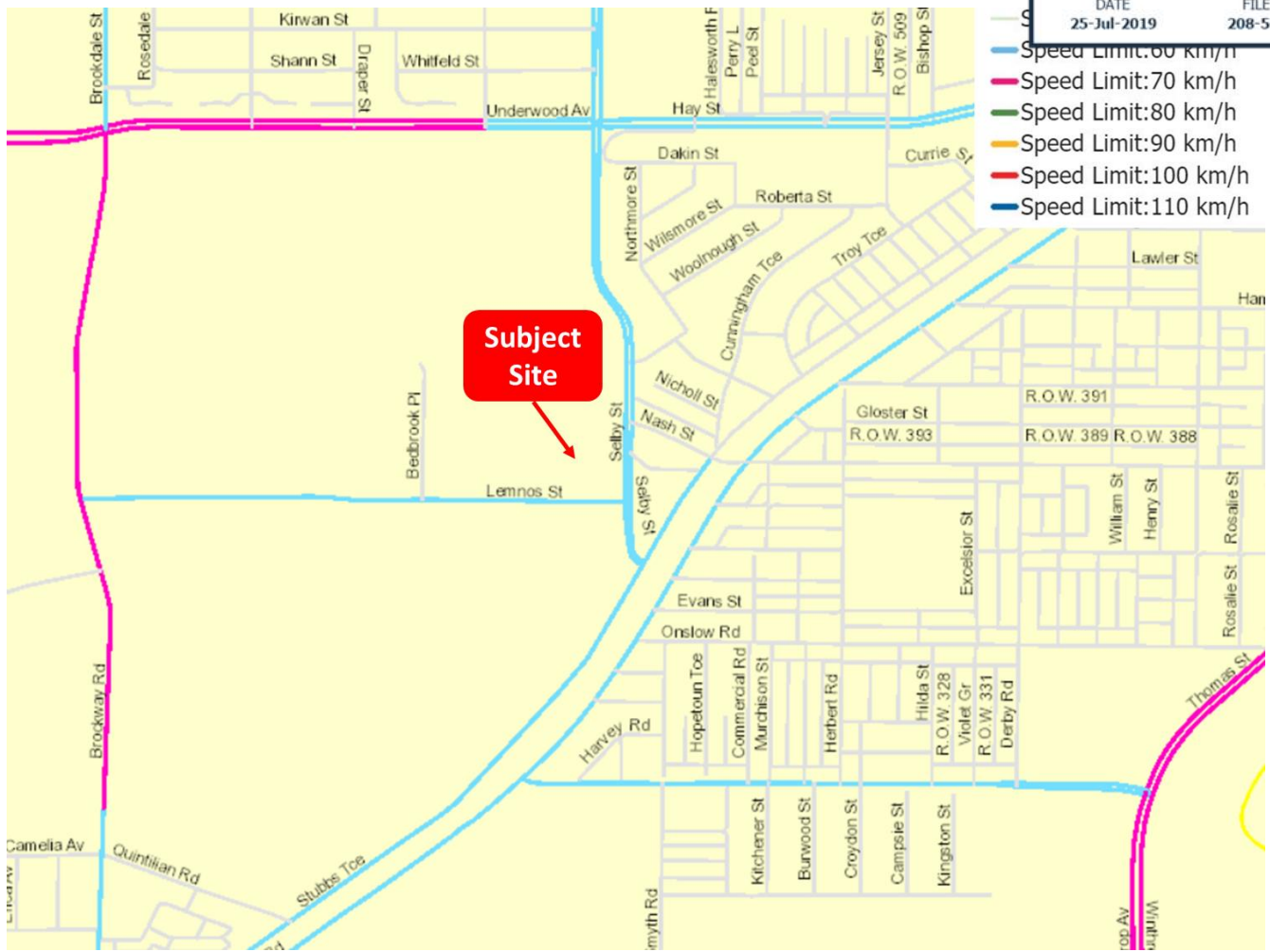


Figure 13 – Speed zoning surrounding development site (source: MRWA)

7.1.1 Thorburn Way

Thorburn Way is classified as a lower order Access Street, providing access to the southern portion of Montario Quarter from a full movement priority controlled intersection with Selby Street. It is constructed to a width of 7m within a 15m road reserve. A cross section of Thorburn Way adjacent to the development site is shown in Figure 14.

The speed limit is 50 kph although the road has been designed for a travel speed of 40 kph. There are no formal provisions for on-street parking along either side of Thorburn Way. There are 2m concrete shared paths along both sides of Thoburn Way.

Although Thorburn Way has been constructed and is open it doesn't carry any traffic yet as it is a no through road and no development has commenced.



Figure 14 – Thorburn Way cross section looking east (source: Flyt)

7.1.2 Goatcher Vista

Goatcher Vista is classified as a lower order access street. It is paved across the full width of its 12m road reserve, with landscaping treatments defining the 6m width trafficable by cars. A cross section of Goatcher Vista is shown in Figure 15. It should be noted that although the road has been constructed the landscaping has not been completed.



Figure 15 – Goatcher Vista cross section looking north (source: Flyt)

The speed limit is 50 kph although the road has been designed for much lower travel speeds. There are 45 degree parking bays at the northern end of Goatcher Vista, immediately to the south of the intersection with Seymour Avenue.

There are no separate footpaths along Goatcher Vista. Goatcher Vista is intended to be a low speed, low volume shared street, with the entire 12m road reserve paved.

Goatcher Vista is not currently open to traffic.

7.1.3 Lemnos Street

Lemnos Street is an east-west Local Distributor providing a connection between Brockway Road and Selby Street. It is constructed as two 3.5m lanes separated by a 1.5m painted median with 1.5m on-road cycle lanes in a 20m reserve. A cross section of Lemnos Street to the west of Selby Street is shown in Figure 16.

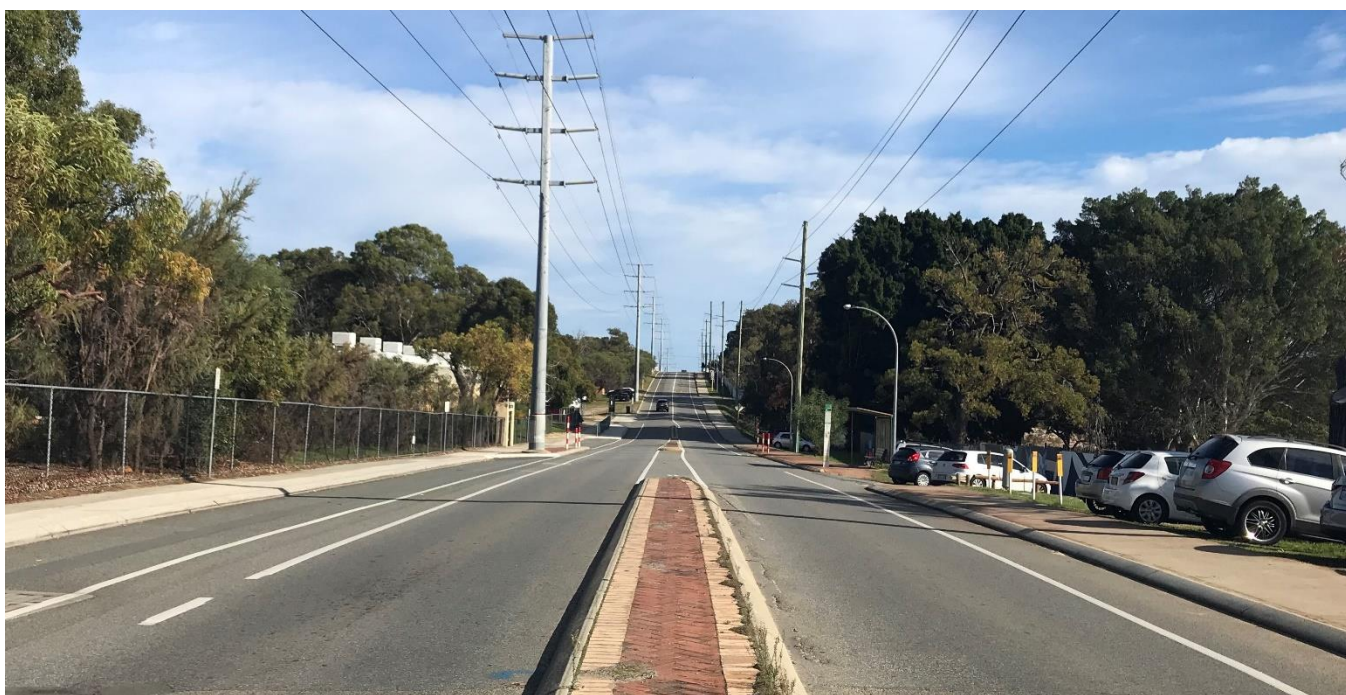


Figure 16 – Lemnos Street cross section looking west (source: Flyt)

The speed limit is 60 kph. On the southern side of Lemnos Street along the frontage of Shenton College there are two lengths of on-street parking; accommodating up to 13 cars. There are 2m concrete shared paths along both sides of Lemnos Street.

The most recent traffic counts for Lemnos Street, collected by Main Roads WA in 2017 immediately west of Selby Street, show Lemnos Street was carrying approximately 6,400 vehicles per day (vpd), with 3,400 vpd eastbound and 3,000 vpd westbound with 12.5% heavy vehicles.

Due to its close proximity to Shenton College, the peak afternoon traffic volumes on Lemnos Street occur between 3 and 4pm.

7.1.4 Selby Street

Selby Street is a north-south District Distributor, classified as a District Distributor B south of Nash Street and north of Nash Street the northbound carriageway is classified as a District Distributor A while the southbound carriageway is a District Distributor B.

It is constructed as two 7.2m carriageways (each with 2 lanes) separated by a 5m solid median with within a 30m reserve. A cross section of Selby Street to the south of Nash Street is shown in Figure 17.

The speed limit is 60 kph. On the western side of Selby Street is a 3m shared path, with a 2m f side.



Figure 17 – Selby Street cross section looking south (source: Flyt)

The most recent traffic counts for Selby Street, collected by Main Roads WA in 2018 at a location to the south of Nash Street, show Selby Street was carrying approximately 12,400 vehicles per day (vpd), with 6,600 vpd northbound and 5,800 vpd southbound with 7.2% heavy vehicles.

Due to its close proximity to Shenton College, the peak afternoon traffic volumes on Selby Street occur between 2:45 and 3:45pm.

8. PUBLIC TRANSPORT ACCESS

8.1 Services

The development site is located within close and convenient access to frequent and regular public transport services, including Shenton Park Station on the Fremantle Line. The site is also serviced by bus routes 27, 998 and 999, as shown in Figure 18, all of which travel on Selby Street.

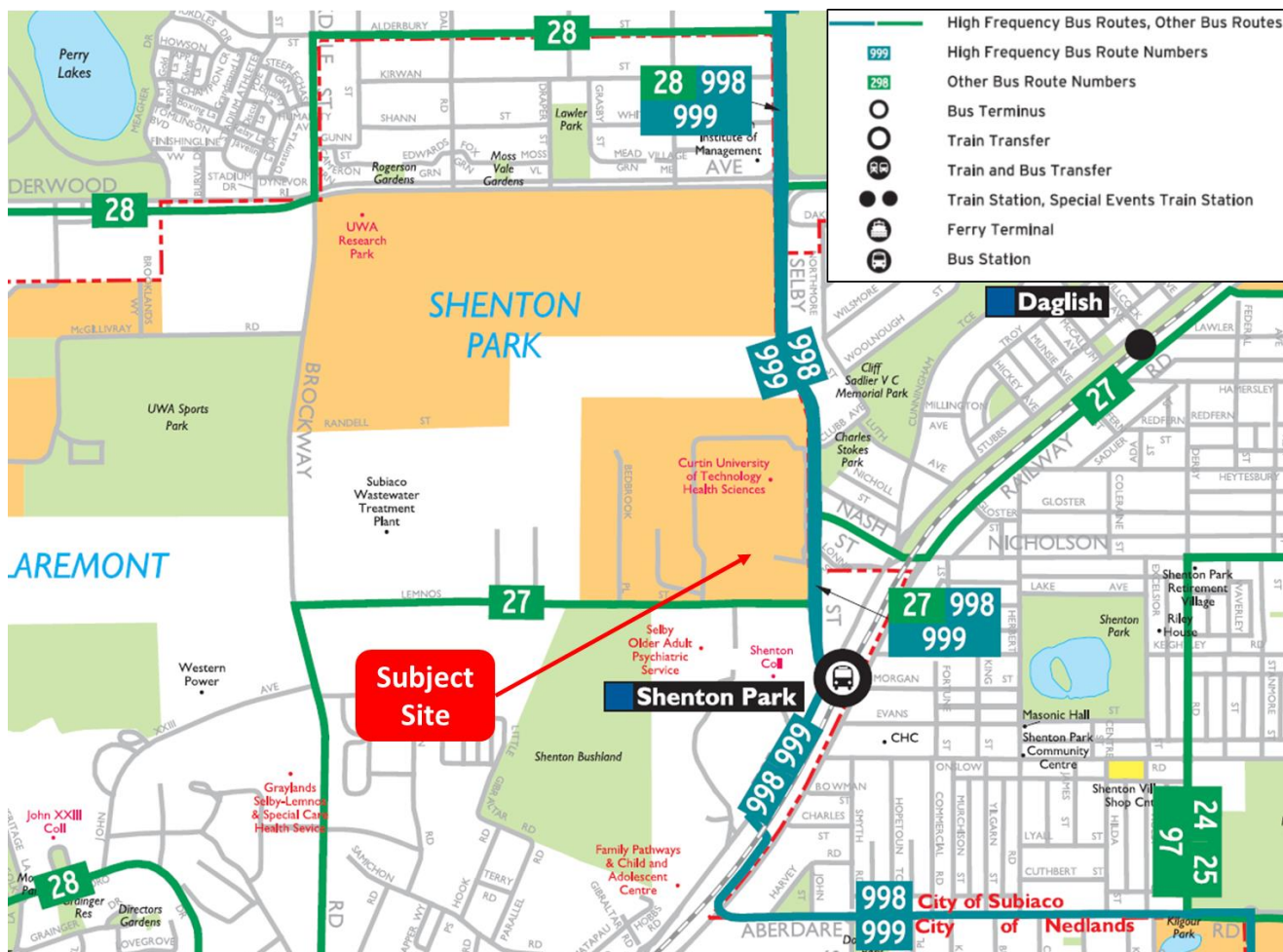


Figure 18 – Adjacent bus routes (source: Transperth)

The site is within 400m of the Shenton Park Station, with direct services between Perth and Fremantle, as shown in Figure 19. Shenton Park is ranked as the 5th busiest station on the Fremantle line (out of a total of 15 stations), with an average of 1,130 passenger movements per weekday in March 2018. On a weekday, there are 78 services to Fremantle, commencing at 5:32 AM with the last service at 12:07 AM (there are two later services on Fridays). On a weekday there are 68 services to Perth commencing at 5:40 AM with the last service at 12:44 AM (there are 2 later services on Fridays).

The station platform is within a 640m walking distance (8 minute walking time) of the proposed development entry. Access to the Butler, Mandurah, Armadale and Midland train lines is available via transfer at Perth Underground.

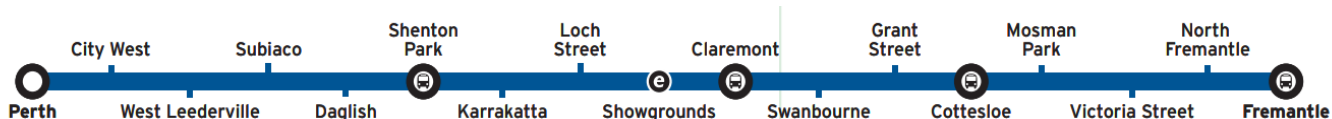


Figure 19 Fremantle Line stations (source: Transperth)

Bus stops are located between a 130m and 400m walking distance from the proposed development entry on Thorburn Way, as shown in Figure 20. This is a walking time of 2-6 minutes.



Figure 20 – Closest bus stops (source: Transperth)

Bus routes 998 and 999 are the circle routes which travel either clockwise or anticlockwise through Fremantle, Murdoch, Southlands Shopping Centre, Curtin University, Oats St Station, Ascot Racecourse, Bayswater Station, Morley, Dianella, Stirling Station, Shenton Park Station (100m from the development site), University of WA and Claremont.

Bus route 27 is a service running between East Perth and Claremont Station.

More detail of bus route services and frequencies is provided in Table 7.

Table 7 – Bus frequency and service numbers (source: Transperth)

Route	Direction	Weekday Summary		Saturday Summary	Sunday/ Public Holiday Summary
		No. Services	AM/ PM Peak Frequency		
998, 999	Clockwise	78 services 6.25am to 11.04pm	AM – 10 -15 mins PM – 10 -15 mins	31 services, 30 min frequency until 7:30pm, hourly afterwards	29 services, 30 min frequency until 6.48pm, hourly afterwards
	Anticlockwise	74 services 5.40am to 10.50pm	AM – 10 -15 mins PM – 10 -15 mins	29 services, 30 min frequency until 7:51pm, hourly afterwards	26 services, 30 min frequency until 7.58pm, hourly afterwards
27	To Perth	34 services 6.10am to 7.08pm	AM – 10 -15 mins PM – 30 mins	13 services, hourly frequency from 6.17am	10 services, hourly frequency from 8.47am
	To Claremont	38 services 7.06am to 8.07pm	AM – 20 mins PM – 10 mins	13 services, hourly frequency from 7.06am	10 services, hourly frequency from 9.37am

Montario Quarter was planned in accordance with Transit Oriented Development (TOD) principles.

9. PEDESTRIAN ACCESS/AMENITY

9.1 Existing Pedestrian Network

Montario Quarter has been planned as a highly pedestrianised precinct that encourages active living and alternative transport options to cars. Montario Quarter will have excellent pedestrian accessibility, with wide footpaths on both sides of all internal streets.

The Walk Score walkability assessment tool currently considers the development site to be a “somewhat walkable” where some daily errands can be accomplished on foot, with a walk score of 55 out of 100, as shown in Figure 21. Once other lots within Montario Quarter are development the walkability rating is expected to substantially increase.

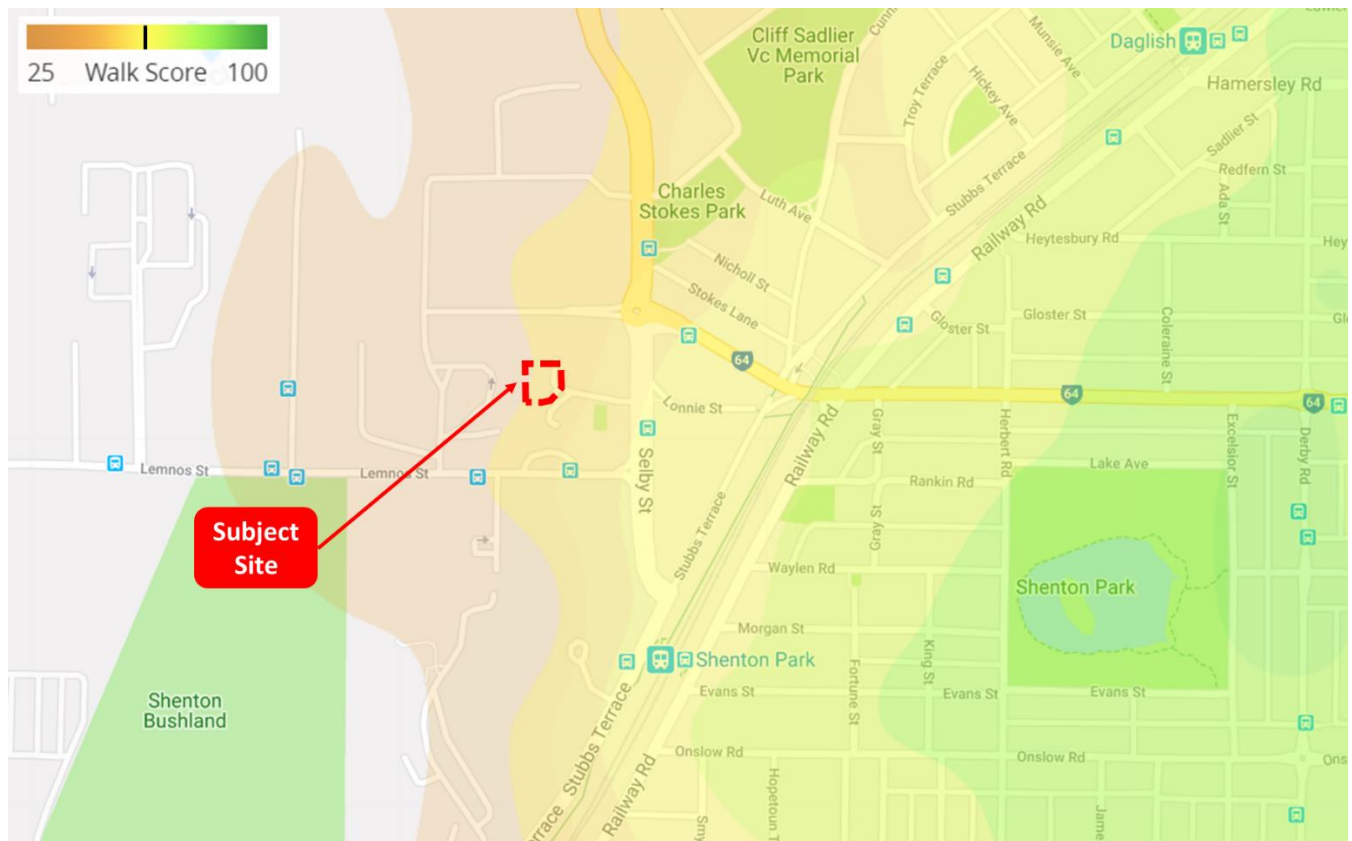


Figure 21 Walking accessibility rating for surrounding area (source: Walk Score)

The 15-minute walkable catchment is shown in Figure 22, which includes Shenton College, Shenton Park Train Station, Shenton Bushland, a portion of the suburb of Daglish, and a section of Shenton Park on the eastern side of the rail line.

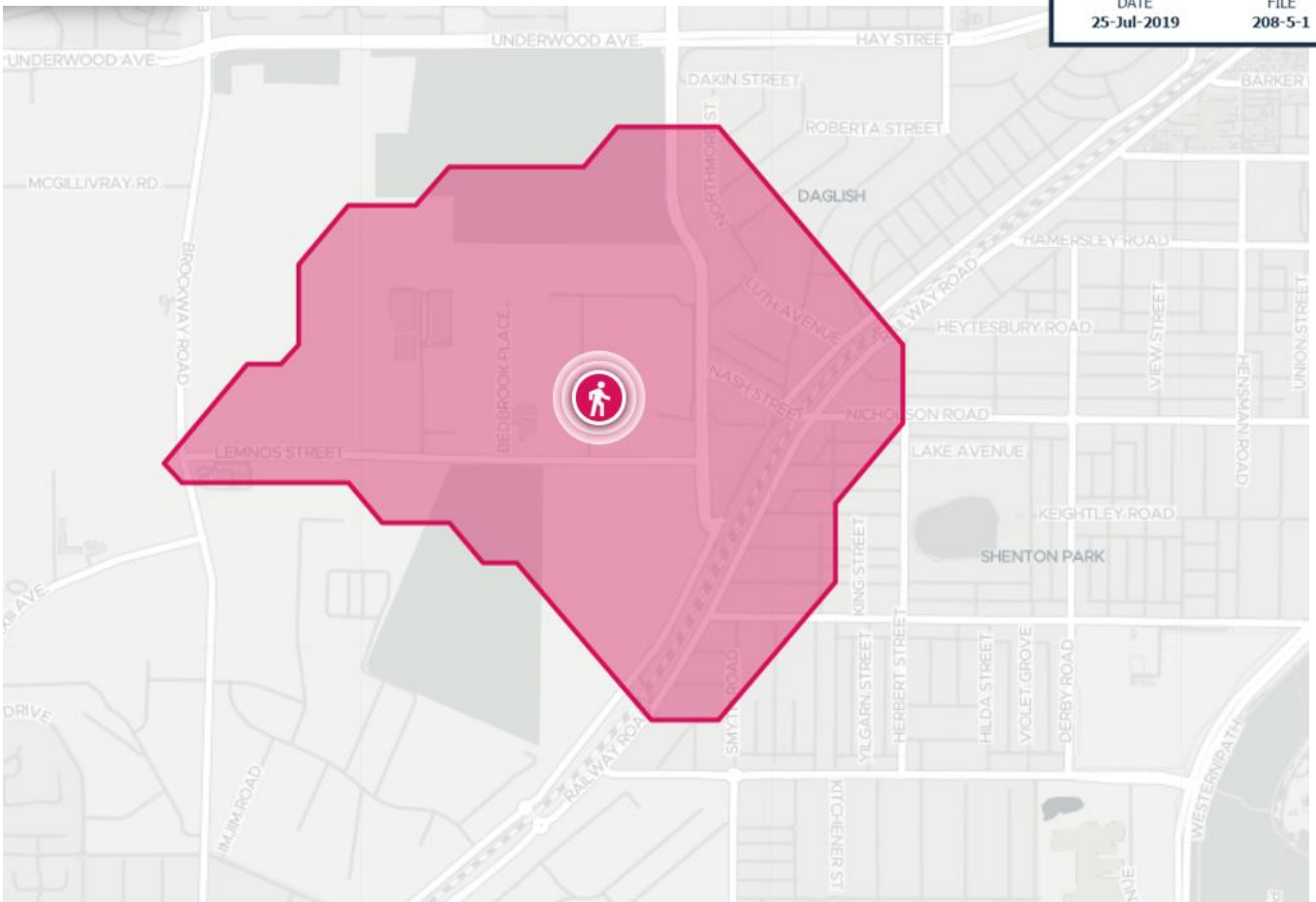


Figure 22 Travel Time 15 minute walking catchment from development site

9.2 Proposed Pedestrian Infrastructure

The proposed development includes 7 pedestrian access points, as follows:

- Primary public access – a single access to the commercial tenancies, located from a new footpath proposed for the eastern boundary of the site;
- Secondary access – 3 shared access points for residential and commercial tenancies, located from Thorburn Way (1), and the POS to the north of the site (2);
- Tertiary access – 3 resident only accesses, located within the western half of the site. Two resident only access points are from Goatcher Vista and a single access is from the POS to the north of the site.

10. CYCLE ACCESS/AMENITY

10.1 Existing Cycle Network

The site has a high level of cycle accessibility, with the existing cycle network shown in Figure 23. The Principal Shared Path (PSP) along the eastern side of the Fremantle Train Line is within 350m of the development site. The PSP provides a segregated and safe cycling environment with connections into central Perth and Fremantle to the south.

Lemnos Street forms part of Perth Bicycle Network route NW14, providing a connection between Brockway Road (with on-street cycle lanes) and Kings Park.

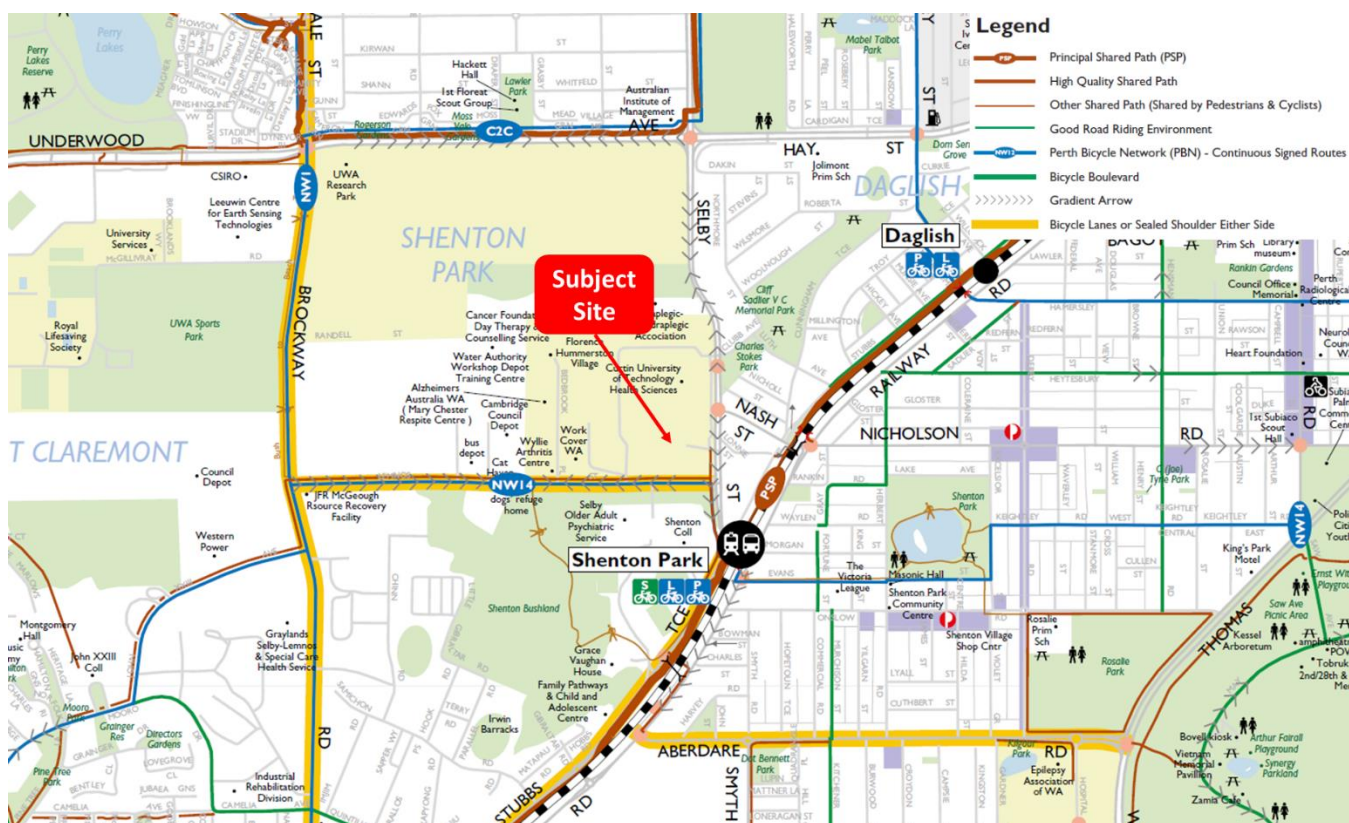


Figure 23 Cyclist network surrounding development site (source: Department of Transport)

As part of the construction of the street network and other services for Montario Quarter, improvements were made to the existing shared paths along the western side of Selby Street and the northern side on Lemnos Street.

10.2 Proposed Cycle Infrastructure

The proposed development includes 108 residential and 11 commercial long stay parking bays, to be located within the secure basement car park. These bays will be accessed via the crossover onto Thorburn Way.

In addition, at least 9 inverse U-rails will be provided within the landscaped areas short as term bike parking for up to 18 visitors.



11. SITE SPECIFIC ISSUES

11.1 Planning

The development of Lot 38 Victoria House is within Montario Quarter, the site of the former Shenton Park Rehabilitation Hospital, which was planned in accordance with Transit Oriented Development (TOD) principles as a highly pedestrianised precinct to encourage active living and alternative transport options to cars.

Arup prepared a Transport Assessment report in support of the Shenton Park Hospital Redevelopment Structure Plan in June 2015. The report forecast a total of between 722 and 999 one-way vehicle trips would be generated within the Structure Plan area in the AM and PM peak hours. Based on traffic volumes associated with the previous use of the site as a hospital, the net change in peak hour traffic was forecast as between 474 and 718 trips.

The internal roads and intersections with the external road network have been designed to accommodate the forecast traffic movements.

12. SAFETY ISSUES

12.1 Road Safety

In the five-year period ending December 31st 2018, there were no reported crashes at the intersection of Selby Street and the Victoria House entrance road (now reconstructed as Thorburn Way).

As part of the creation of Montario Quarter the intersections with Selby Street have been upgraded, with enhanced north/south pedestrian facilities along Selby Street.

13. SUMMARY AND CONCLUSIONS

13.1 Assessment

This Transport Impact Statement (TIS) has been prepared by Flyt in support of the proposed mixed use development of Victoria House at Lot 38 Montario Quarter, Shenton Park. The traffic attributable to the proposed development was determined to be less than 100 vehicle trips in the operating peak hour, therefore the required level of assessment is a Transport Statement.

Montario Quarter was planned in accordance with Transit Oriented Development (TOD) principles. The development site is located within close and convenient access to frequent and regular public transport services, including Shenton Park Station on the Fremantle Line. The site is also serviced by bus routes 27, 998 and 999, all of which travel on Selby Street.

The site has a high level of cycle accessibility and is located within an area designed as a highly pedestrianised precinct to encourage active living and alternative transport options to cars.

Arup prepared a Transport Assessment report in support of the Shenton Park Hospital Redevelopment Structure Plan in June 2015. The report forecast a total of between 722 and 999 one-way vehicle trips would be generated within the Structure Plan area in the AM and PM peak hours. Based on traffic volumes associated with the previous use of the site as a hospital, the net change in peak hour traffic was forecast as between 474 and 718 trips.

The internal roads and intersections with the external road network have been designed to accommodate the forecast traffic movements.

This particular development is forecast to generate 81 trips in the AM peak hour and 96 trips in the PM peak hour, roughly equating to between 9.5 and 11% of total forecast trips for Montario Quarter.

The proposed resident, employee and visitor bike bays are far in excess of the Shenton Park Hospital Redevelopment Improvement Scheme No. 1.

There are no minimum car and motorcycle parking rates for this site, therefore the provided parking is in compliance, also exceeding the site requirements. 146 residential bays is equivalent to 1.8 car bays per residential unit.