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Sustainable Transport. Safe Solutions

Lot 19 Roe St, Perth City Link

Proposed Mixed-Use Development

TRANSPORT IMPACT STATEMENT



Prepared for:
Erben Pty Ltd

May 2025

Lot 19 Roe St, Perth City Link

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1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **Erben Pty Ltd** with regards to the Proposed Mixed-Use Development, located at Lot 19 Roe St, Perth City Link.

The subject site is situated at the western corner of Roe Street and Queen Street, as shown in Figure 1. The site is identified as '9B North' in the Perth City Link Design Guidelines.

It is proposed to develop the site into a mixed-use development with around 1,900m² of commercial tenancies and a student accommodation facility with 1,146 beds.

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.

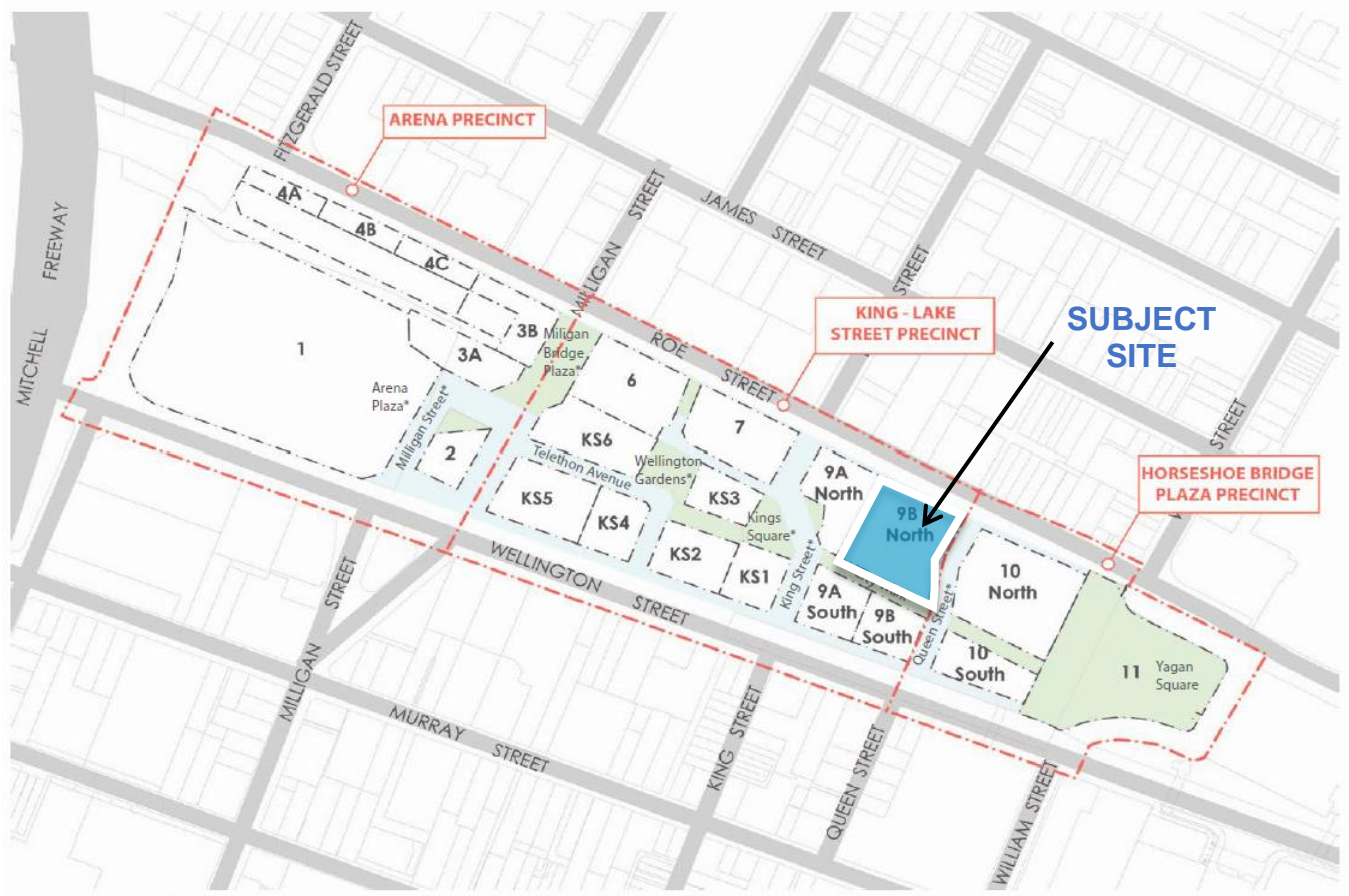


Figure 1: Subject site location plan

Perth City Link Design Guidelines, 2015



2 Proposed development

The proposal for the subject site is for construction of a mixed-use commercial and student accommodation building comprising:

- A total of 1,146 beds spread across 916 units in different configurations;
- A total of 1,912m² of commercial tenancies, including convenience store, retail, entertainment and cafe;
- Resident amenities including co-study areas, laundry, exercise, entertainment and communal lounges;
- A ground floor car park with 14 bays, including 1 x ACROD bay and 2 x EV shared car bays;
- A secured resident bike store on the ground floor accommodating 120 x bicycles;
- A secured commercial bike store accommodating 13 bicycles with an end of trip facility including 3 x male and 3 x female showers, change rooms and lockers;
- 12 x bicycle parking spaces on the ground level for visitors; and,
- Bin store on the ground level.

Vehicle access to the site is proposed via one crossover on Queen Street.

Waste collection for the development will be accommodated internally on the ground level, within a designated loading area.

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

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

3 Vehicle access and parking

3.1 Vehicle access

As detailed in the proposed development plans and in Figure 2, vehicle access is proposed via one crossover on Queen Street.

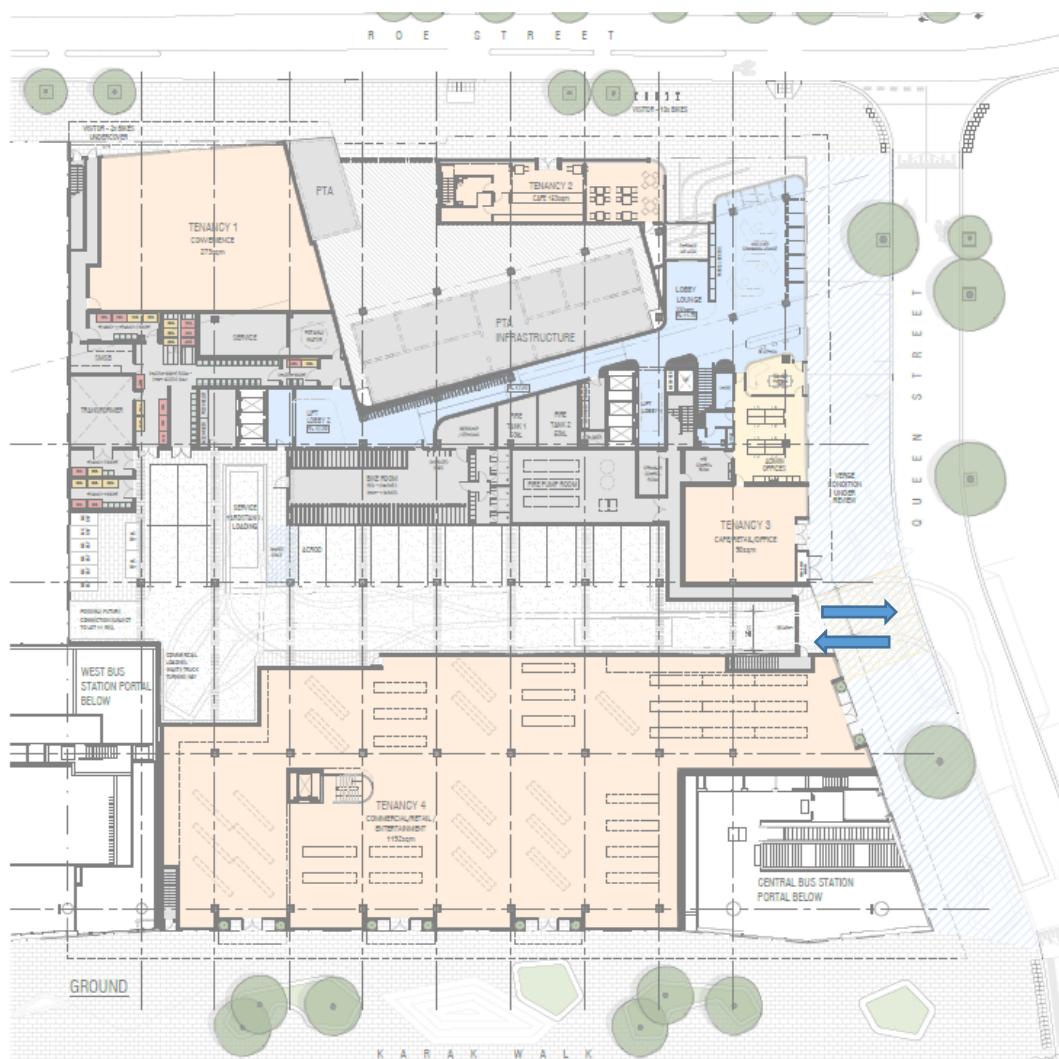


Figure 2: Proposed vehicle access

Development WA and ARUP have provided feedback to the project proponents on the optimum crossover location, which considers planned works to the Queen Street verge. The feedback is included in Appendix B, with the optimum crossover location marked in yellow. Allowance is made for an 8m wide trafficable area, to accommodate truck swept path movements.

Internally, there is a 3.5m wide single-lane driveway for a length of around 17m, which then widens to a 6.1m wide, two-way parking aisle.

3.2 Operation of the single-lane driveway

The probability of two opposing cars coinciding on the single-lane portion of the driveway during the peak hour was calculated using the Austroads *Guide to Traffic Management Part 2: Traffic Theory*. A Poisson distribution was adopted for random departure / arrival times within the peak hour.

The maximum outbound flow is conservatively estimated to be 12 vehicles per hour. It takes approximately 7 seconds to traverse the one-way portion of the driveway. As detailed in Figure 3, there is a **97.7%** chance that when a vehicle arrives to enter the site, there will be no opposing vehicle in the outbound direction exiting the site. Based on these statistics, the proposed driveway width and configuration is acceptable. No adverse queueing or other impacts would occur on Queen Street.

| | | |
|---------------------------------------|---------------------------------|----------------------|
| Traffic volume | 12 (vph) | 0.00333 (vps) |
| Time period | 0.11667 (min) | 7 (sec) |
| Mean number of vehicles | 0.02333 | |
| Probability distribution table | Probability 0 vehicles = | 97.7% |

| (x) | p(x) | P(x) |
|-----|---------|---------|
| 0 | 0.97694 | 0.97694 |
| 1 | 0.0228 | 0.99973 |
| 2 | 0.00027 | 1 |
| 3 | 2.1E-06 | 1 |
| 4 | 1.2E-08 | 1 |
| 5 | 5.6E-11 | 1 |
| 6 | 2.2E-13 | 1 |
| 7 | 7.3E-16 | 1 |
| 8 | 2.1E-18 | 1 |
| 9 | 5.5E-21 | 1 |
| 10 | 1.3E-23 | 1 |
| 11 | 2.7E-26 | 1 |
| 12 | 5.3E-29 | 1 |
| 13 | 9.5E-32 | 1 |
| 14 | 1.6E-34 | 1 |
| 15 | 2.5E-37 | 1 |
| 16 | 3.6E-40 | 1 |
| 17 | 4.9E-43 | 1 |
| 18 | 6.4E-46 | 1 |
| 19 | 7.9E-49 | 1 |
| 20 | 9.2E-52 | 1 |

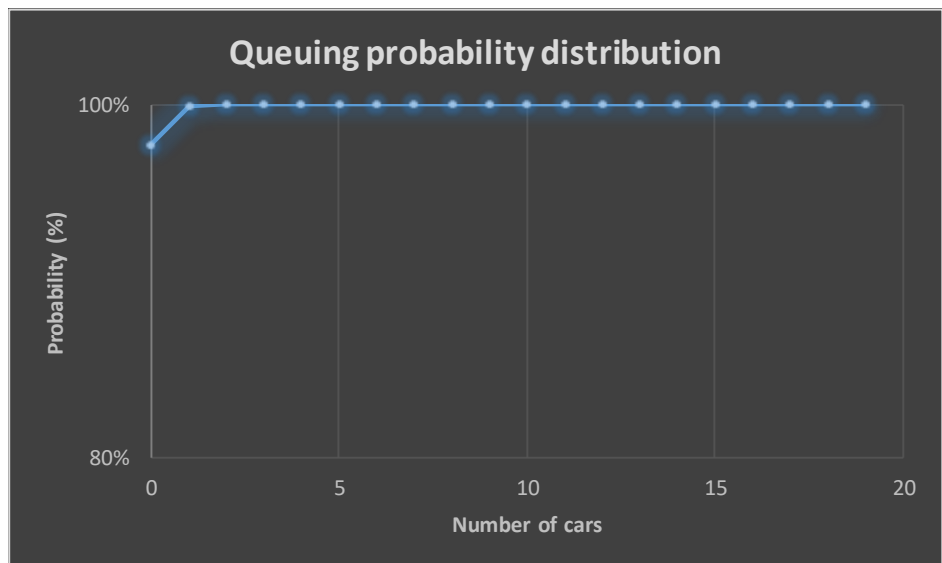


Figure 3: Driveway queuing analysis

The single-lane driveway is straight and at a flat grade, so no special traffic control devices such as traffic control lights are expected to be required.

3.3 Perth City Link access considerations

The following advice is provided in the Perth City Link (PCL) Guidelines, which are specific to the development site (9B North):

“Where staging of the development permits, vehicle and service access is to be provided off ‘Queen Street’ only. Shared integrated vehicle access and servicing arrangements are to be provided for Lots 9AN and 9BN through Lot 9BN, subject to appropriate land tenure access arrangements in perpetuity. Where the above cannot reasonably be achieved alternate access arrangements may be considered by the Authority. Any Roe Street entry/exit arrangements are to be supported by a Road Safety Audit.”

The proposed development access is consistent with the PCL Guidelines. Vehicle access is via Queen Street. Allowance is made for a future connection to Lot 9A North.

3.4 Parking requirements

The following advice is provided in the PCL Guidelines with regards to car parking:

*“The Perth City Link Project Area is ideally located to take advantage of and implement Transit-Oriented Design (TOD) principles. The proximity of Perth Station, Perth Busport and the pedestrian / cycle paths along Wellington Street and Roe Street enable new development to optimise the benefits of TOD. This in turn will support the broader sustainability goals of the project whilst **encouraging the use of alternative modes of transport and reduction of private car use within Perth.**”*

OBJECTIVE:

- Provide safe parking for residents and workers whilst **limiting the number of car bays provided and promoting the utilisation of alternative modes of transport.**
- Minimise the provision of ground level and above ground car parking and visual impact within developments and ensure parking structures are not visible from the public domain.
- Consider the potential for a Precinct-wide parking agreement where deemed appropriate by the Authority and the Department of Transport.”

As detailed in Table 1, the PCL Guidelines specify a maximum residential parking rate of 1 bay per dwelling, with no minimum requirement. Scooter and motorcycle parking may be provided at a maximum rate of 1 bay per 10 car bays permitted (0.1 spaces per dwelling).

No visitor parking is required to be provided and tenant parking requirements are dictated by the Perth Parking Policy.



Table 1: PCL Guidelines – car parking requirements

| Table 3 - Car Parking | |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tenants | As per the Perth Parking Policy. |
| Residential | <p>Maximum parking bays of 1 bay per dwelling, with averaging of residential bays across dwellings within a development considered where deemed appropriate by the Authority and where it can be demonstrated that there is no detrimental impact on design or traffic movement.</p> <p>Additionally, scooter/motorbike parking may be provided at a maximum rate of 1 bay per 10 car bays of the total parking bays permitted.</p> |
| Visitor: | Not required. Shared use of tenant bays outside of business hours supported where considered appropriate by the Authority and the Department of Transport. |

3.5 Parking supply

It is proposed to provide a total of 14 car parking bays and 8 motorcycle spaces for the development, which includes:

- 4 x commercial parking bays (2 x tandem bays).
- 1 x commercial tenant parking bay (compatible with ACROD parking use).
- 2 x residential share car bays with EV charging.
- 7 x residential car bays.
- 8 x motorcycle / scooter parking spaces.

A detailed assessment of car parking supply and allocation is included in the Parking Management Plan (PMP) prepared for the proposed development.

In summary, the proposed development parking is compliant with the PCL Guidelines and Perth Parking Policy. The limited parking supply also meets the objectives of the PCL Guidelines, which seek to encourage the use of alternative modes of transport and reduction of private car use within Perth.

Refer to document U25.028.r02a for further assessment of car parking.

4 Provision for service vehicles

The proposed development provides a service, waste collection and loading area on the ground level, as shown in Figure 4.

A Service and Delivery Access Plan (SDAP) has been prepared for the proposed development, which documents service and delivery vehicle access, circulation and management for the site. The SDAP included swept path analysis to confirm satisfactory maneuvering space for an 8.8m Medium Rigid Vehicle (MRV), as per AS2890.2.

Refer to document U25.028.r03a for further details.

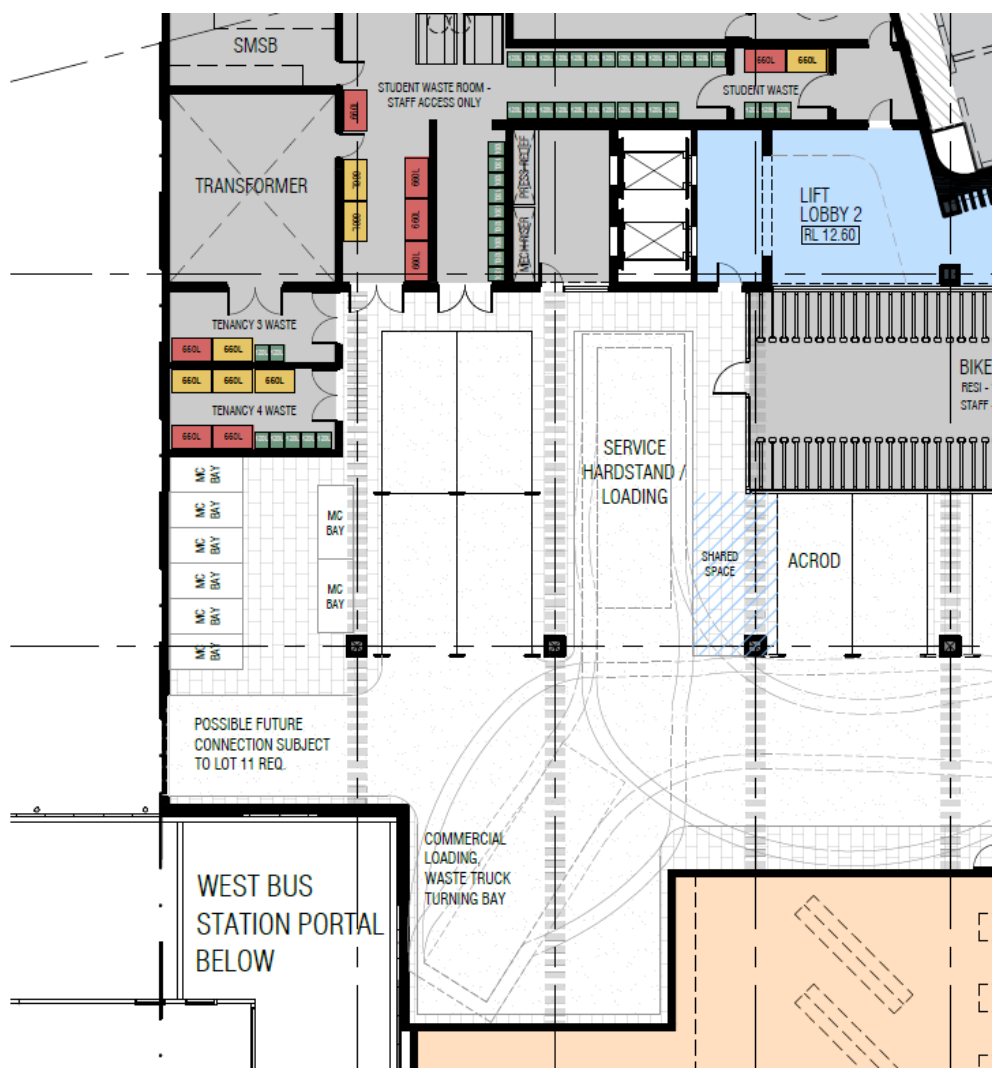


Figure 4: Proposed service / loading area



5 Hours of operation

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

In the Perth Metropolitan Area, the weekday AM peak hour typically occurs sometime 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.

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The intent of the development is to encourage walking, micromobility (including cycling) and public transport. The development is located within walking distance of many attractions and is near Perth Train Station and Bus Port.

To further support the aim of promoting sustainable transport, onsite car parking is limited to 14 bays. Therefore, the application of trip generation rates based on the number of beds and commercial floor area will overestimate the traffic generation of the site.

The traffic generation of the development has been estimated from first-principles engineering assumptions as following:

- Assume 14 cars parked within the site.
- Assume 85% car park turnover during the peak hours.
- $14 \times 85\% = 12$ cars.
- Assume 50% in and out distribution.
- Conservatively assume that cars exit and enter the car park within one hour.
- Peak hour traffic = 12 cars out + 12 cars in (24vph).
- Assume peak hour traffic is 10% of daily traffic.
- Daily traffic = $10 \times 24\text{vph} = 240\text{vpd}$.

The proposed development is estimated to generate a total of 240 vehicles per day (vpd), with 24 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.



6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following 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 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 moderate (Figure 5).

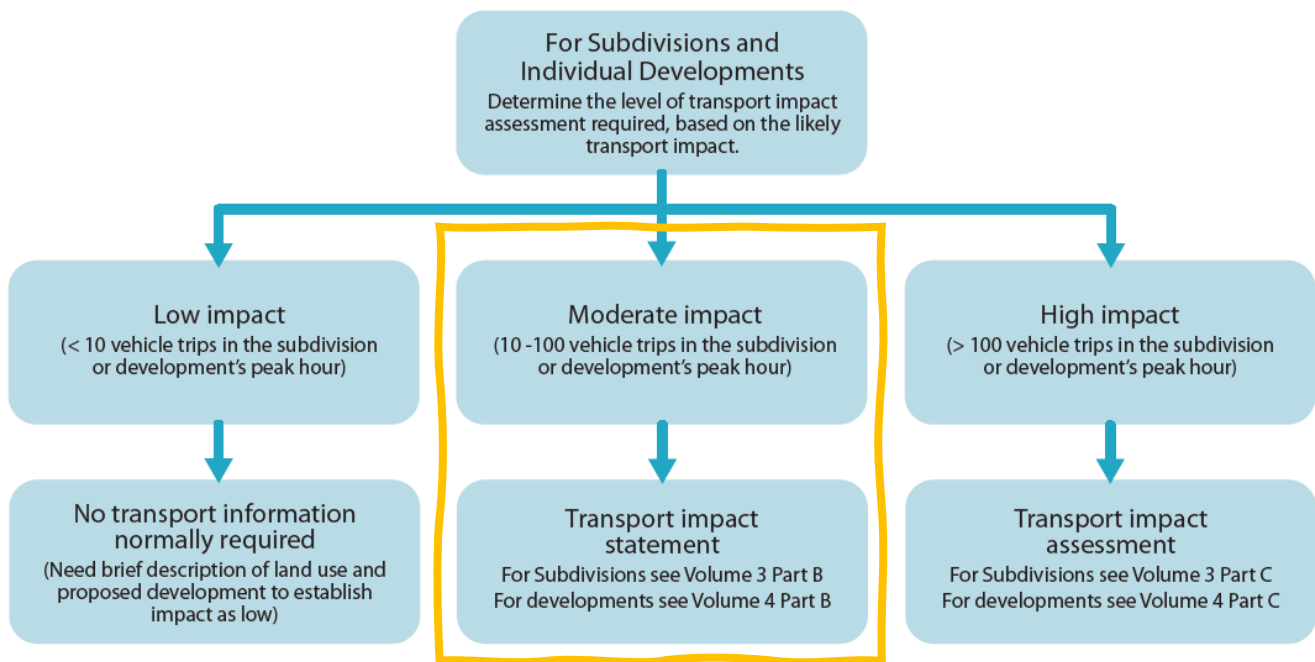


Figure 5: Level of traffic impact for subdivisions and individual developments

Source: WAPC *Transport Impact Assessment Guidelines Volume 4: Individual Developments*, August 2016

7 Traffic management on the frontage roads

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.

The road network hierarchy of surrounding roads is presented in Figure 6. Wellington Street to the south is a Distributor A Road and Roe Street to the north is a Distributor B Road. Both Roads have 40km/h speed limits (Figure 7).

Queen Street is classified as an Access road in the Main Roads WA road hierarchy (Figure 6) and will likely operate under a speed limit of 40km/h or lower (Figure 7). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties.

Queen Street is classified as a secondary street frontage for the subject site (Figure 8), which is preferred for accommodating vehicle access under the PCL guidelines.

The PCL guidelines designate Queen Street as a vehicle access and circulation route for the subject site, in addition to supporting pedestrian access and circulation (Figure 9).



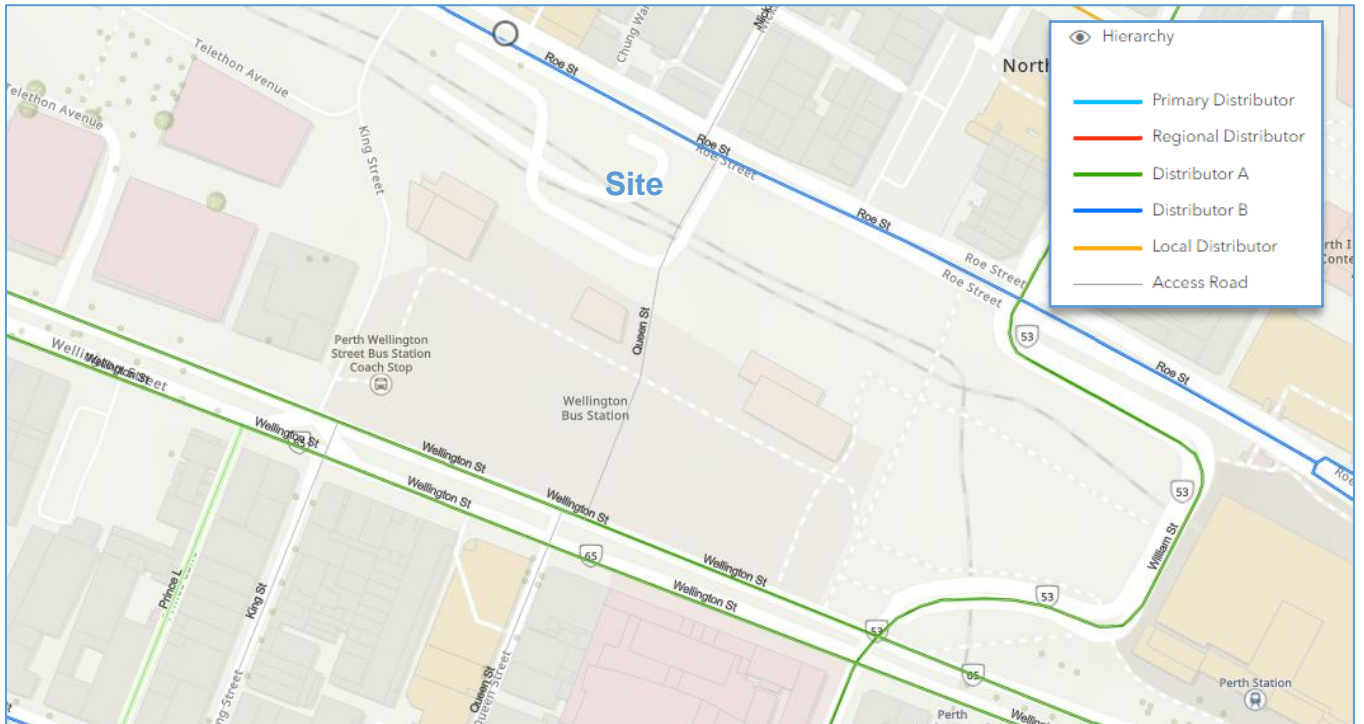


Figure 6: Main Roads WA road hierarchy plan

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

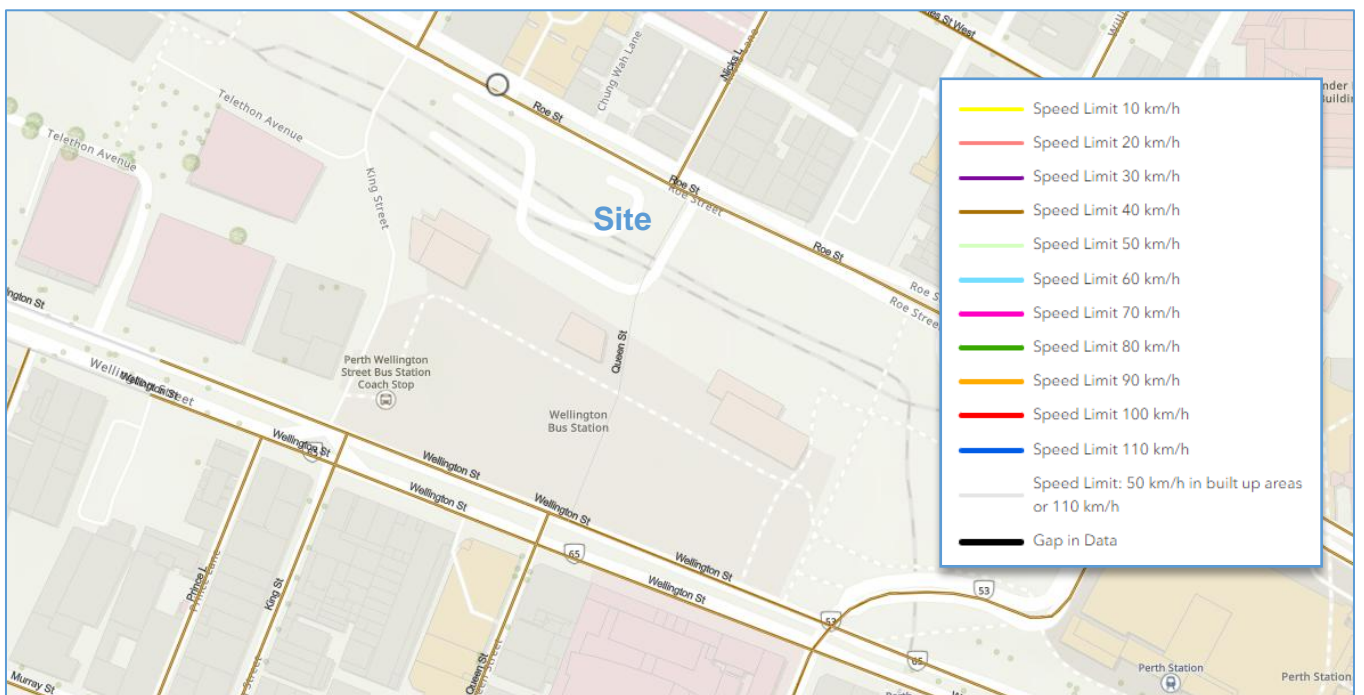


Figure 7: Main Roads WA road speed zoning plan

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

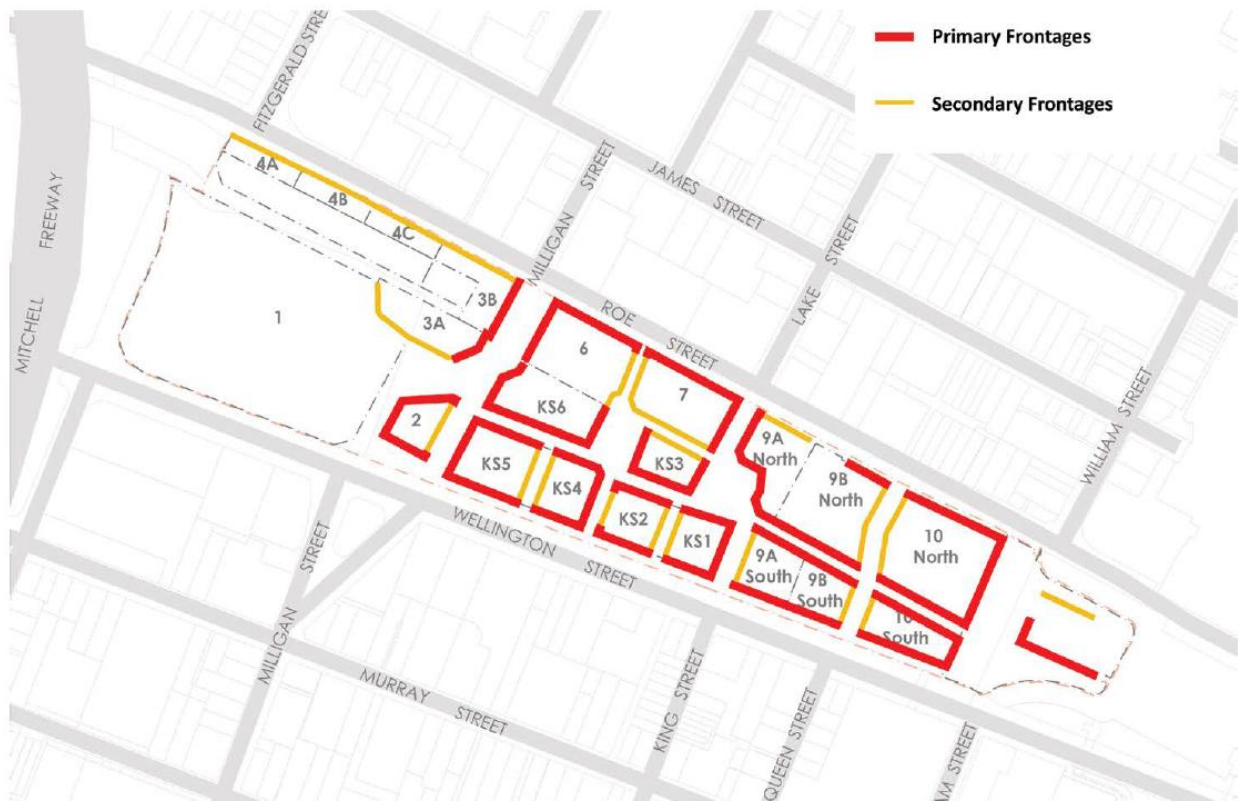


Figure 8: PCL Active street frontages

Source: Perth City Link Guidelines, 2015

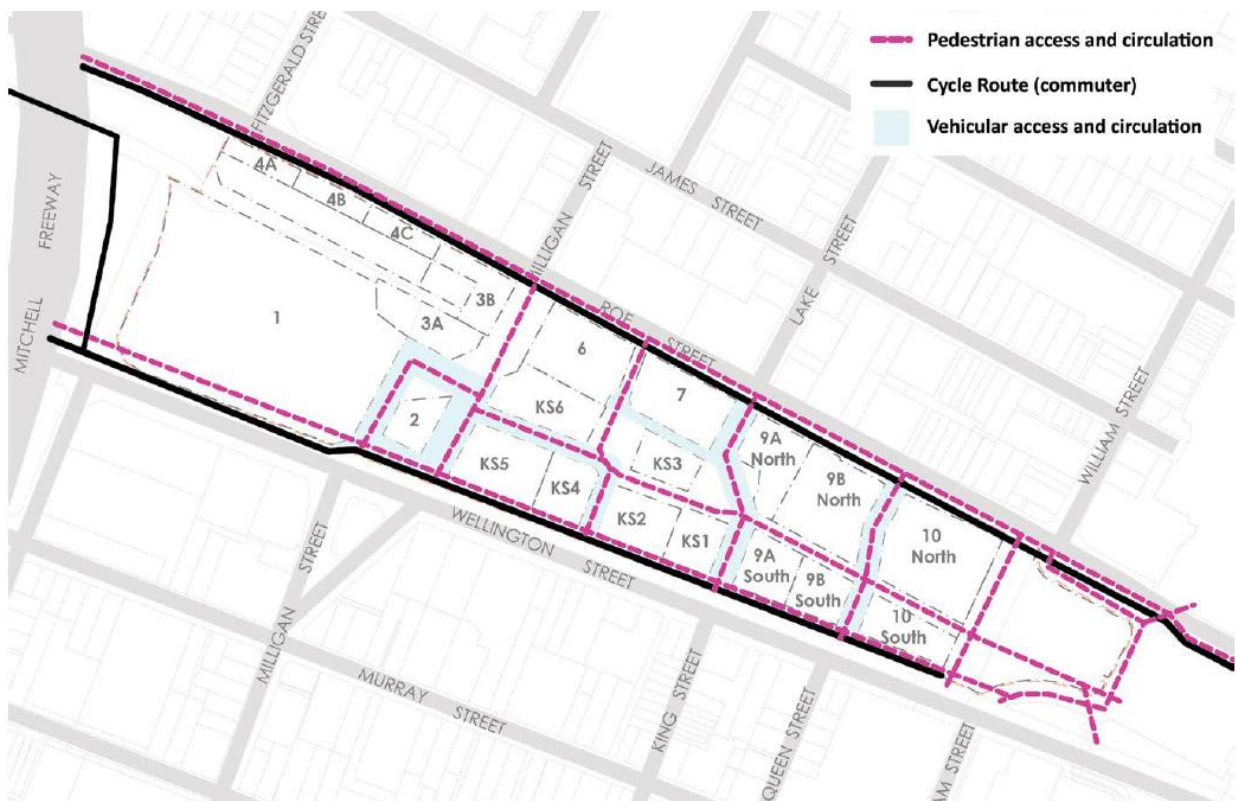


Figure 9: PCL Circulation plan

Source: Perth City Link Guidelines, 2015

8 Public transport access

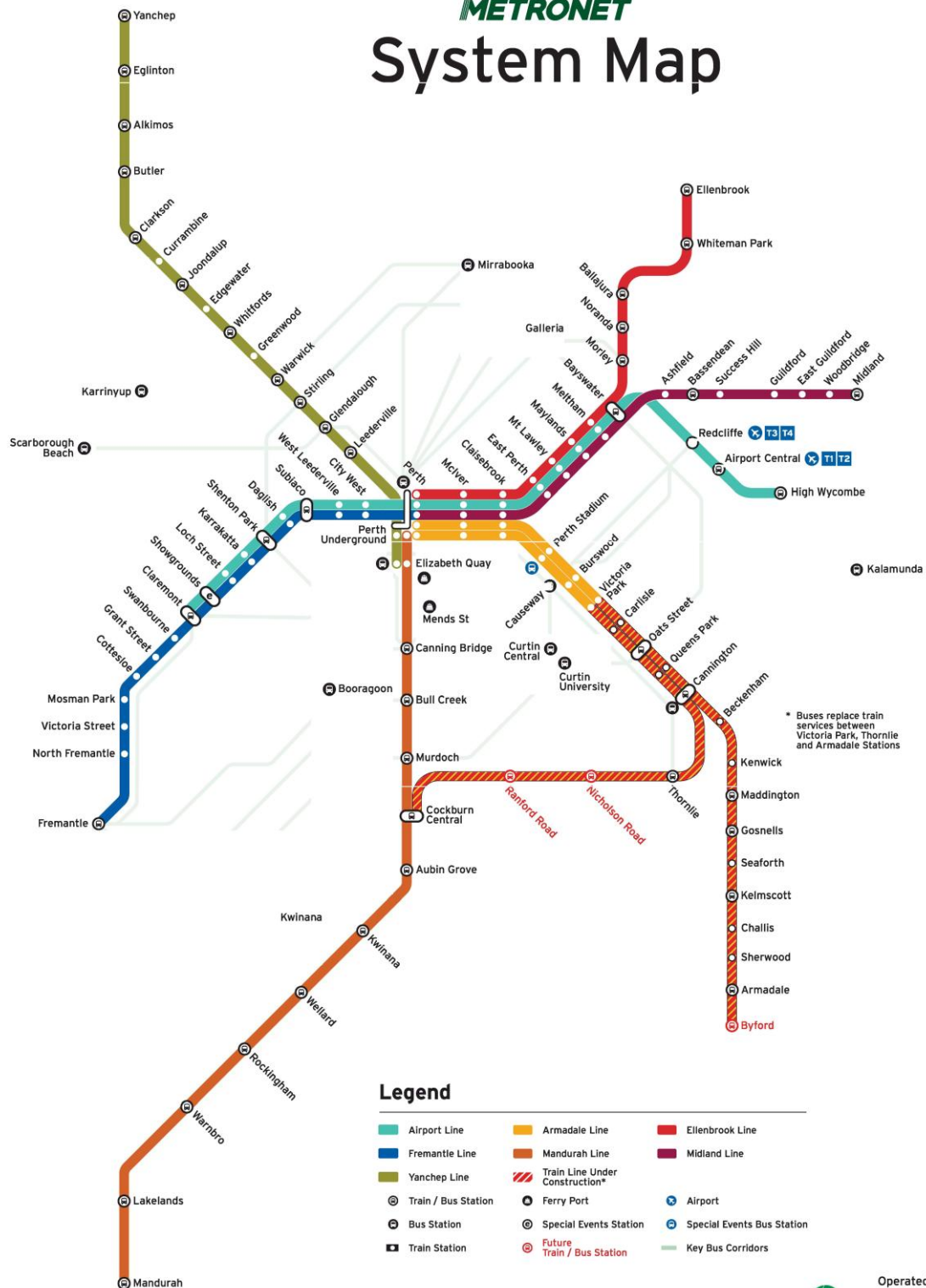
Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The proposed development is within close walking distance of Perth and Perth Underground Train Stations. This provides an excellent opportunity for travelling by public transport, with access to the entire Metronet Rail System (Figure 10).

Perth Busport is also within walking distance, with excellent connectivity to bus routes servicing the broader Perth Metropolitan Area (Figure 11).

The development is in an ideal location to operate as a Transit Oriented Development (TOD), with reduced reliance on driving and car parking.

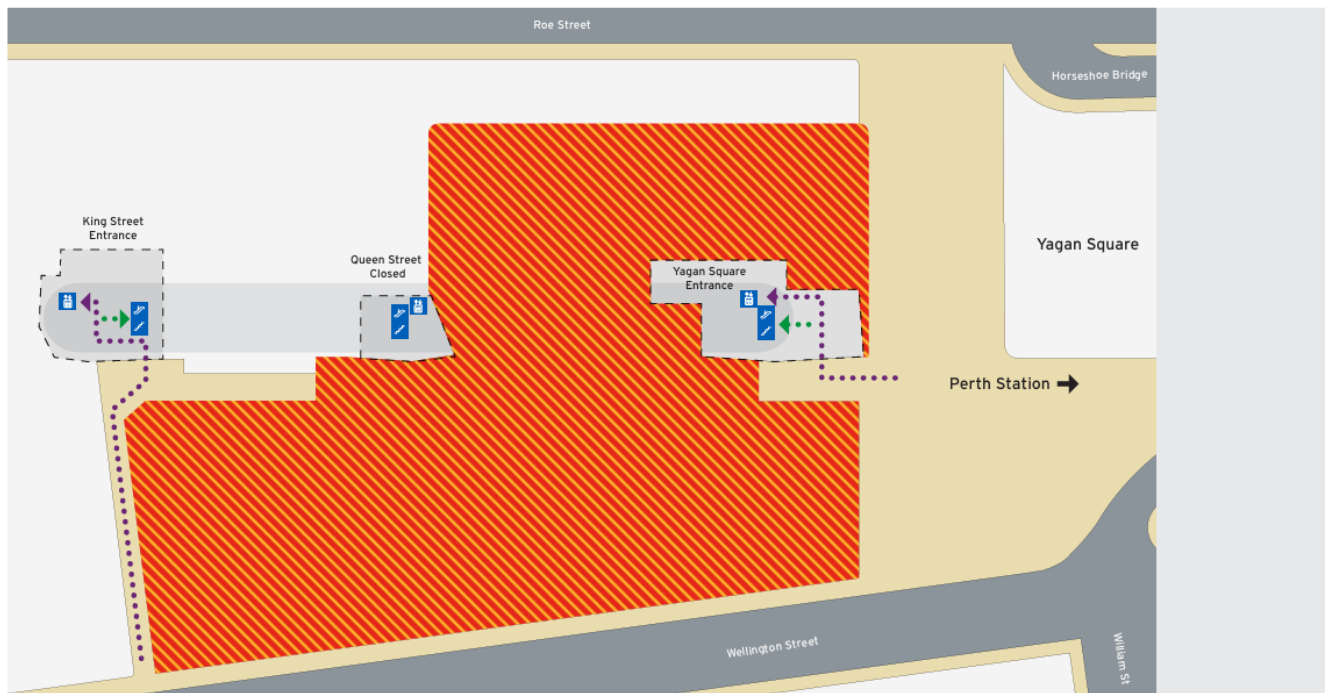
METRONET System Map



Operated by
Transperth

Figure 10: Transperth rail system map



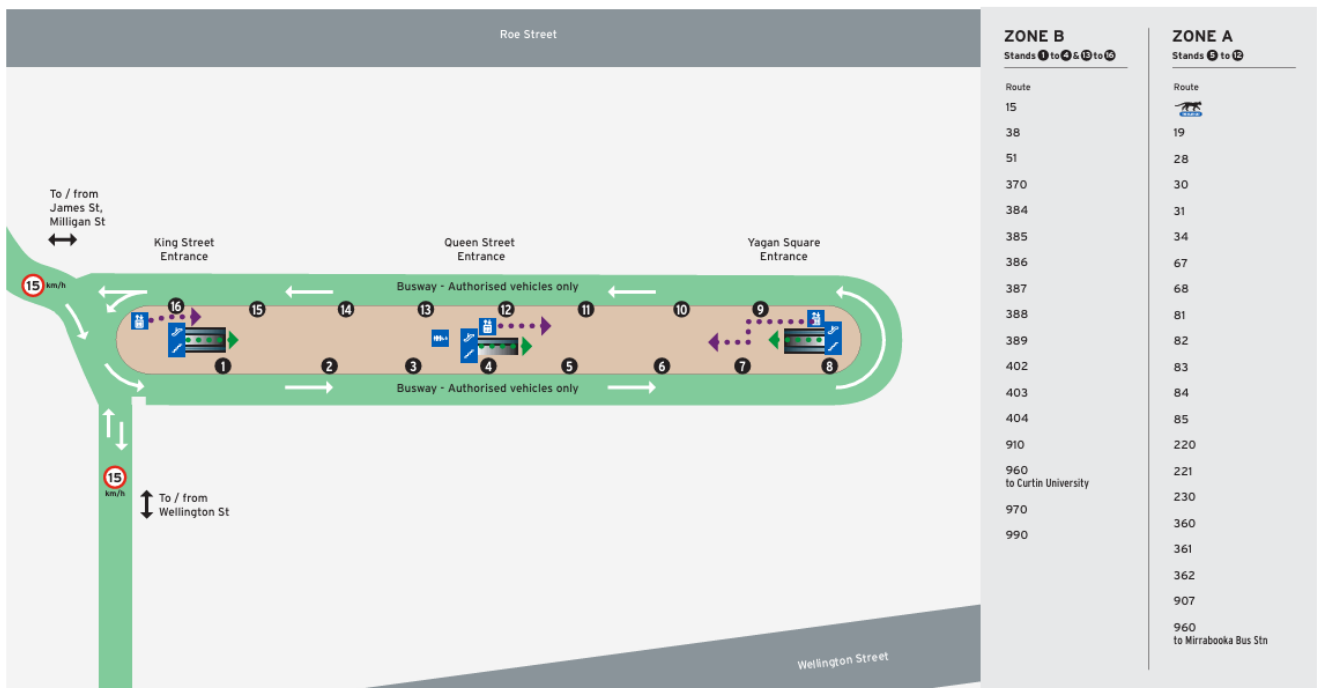


Legend

North Point

Scale 0 20m

- Walking/Accessible Path
- Pedestrian Access
- Lift
- Escalator
- Stairs
- Pathways
- Road
- Access Closed



Legend

North Point

Scale 0 20m

- Walking/Accessible Path
- Pedestrian Access
- Lift
- Escalator
- Stairs
- Pathways
- Road
- Access Closed
- Busway

Figure 11: Perth Busport map

9 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.

Footpaths are provided on both sides of Roe Street and Queens Street adjacent to the site. Pedestrian crossing facilities including kerb ramps and refuge islands are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The PCL guidelines provide the following information on a planned ‘City Walk,’ which will run along the southern boundary of the development:

“‘City Walk’ will be developed as a pedestrian arcade, providing a defined east – west pedestrian connection through the Project Area, from Yagan Square to the ‘Arena Plaza’ while offering a range of unique dining and retail options.

‘City Walk’ will be developed to create the feeling of a vibrant open air arcade, with fine-grain detail at ground level. The lane will be lined with small scale shops, cafes and restaurants which will assist in creating an intimate human-scale experience. ‘City Walk’ itself will be broken into separate elements through changes in paving/material styles or through levelling/tiering the lane with lowered alfresco seating in through the centre or adjacent to buildings to achieve activation and visual interest. There will be a high level of interaction between the tenancies and the public realm.”

An 800m walking catchment analysis was undertaken for the development, which is presented in Figure 12. A significant portion of Perth CBD and Northbridge is located within the 800m walking catchment of the site. This walking catchment provides many attractions including retail, food and beverage, entertainment, education and employment, which helps to reduce reliance on car travel and the need for parking on site.

Notably, ECU City Campus, which is under construction, is located across the road and is expected to attract up to 10,000 students from day one.



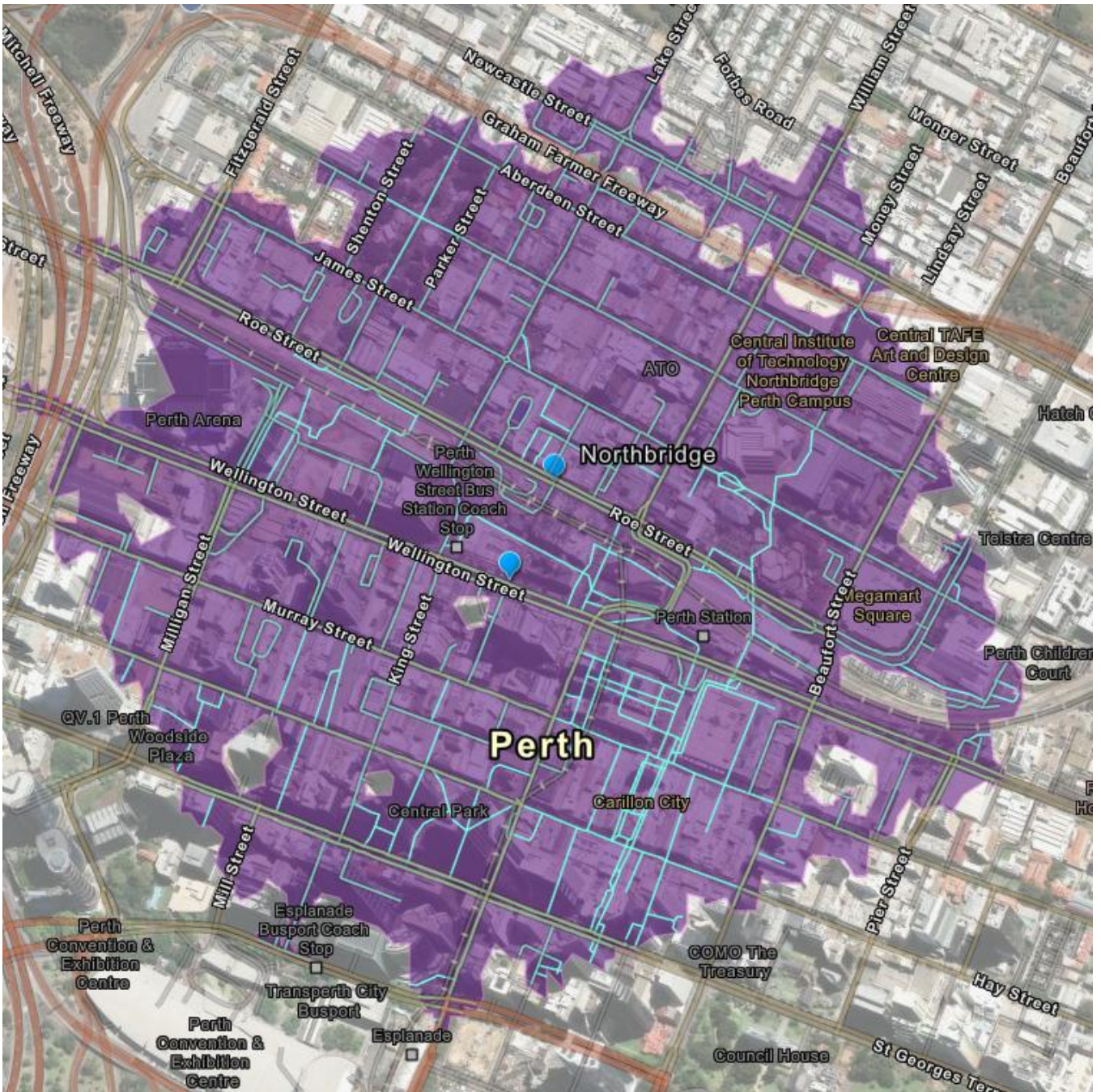


Figure 12: 800m walking catchment

10 Bicycle access

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

10.1 Bicycle network

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 13.

| | 1. PRIMARY ROUTE | 2. SECONDARY ROUTE | 3. LOCAL ROUTE |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Function | <p>Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.</p> | <p>Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.</p> <p>Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.</p> | <p>Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.</p> |
| Design Philosophy | <p>An <u>all ages and abilities</u> design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible.</p> <p>By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use.</p> <p>At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.</p> | | |
| Form | <p>All routes can take a number of different forms and are designed to suit the environment in which they are located.</p> <p>These forms include:</p> <ul style="list-style-type: none"> • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets <p>Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible).</p> <p>In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.</p> | | |

Figure 13: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 14. Roe Street to the north and Wellington Street to the south are both designated Primary Routes in the LTCN. Both routes are rated to have adequate existing facilities near the site.





Figure 14: Perth and Peel Long Term Cycle Network plan (LTCN)

The Perth City Deal is a partnership between Commonwealth, State and Local Governments. It will deliver over \$1.7 billion of investment into Perth's CBD. The Transport projects that are part of Perth City Deal invest \$157 million into active and public transport infrastructure, accessibility and safety within the CBD, which will increase the attractiveness of these more sustainable transport modes and provide genuine transport options for visitors and residents of the CBD.

The Perth Greater CBD Transport Plan outlines a series of initiatives and investments that will help residents, workers and visitors move around the city centre. Some key walking and cycling projects identified in Transport Plan are detailed in Figure 15.

The new Causeway walking and cycling bridge (Boorloo Bridge) will significantly improve connectivity, safety and amenity for the thousands of pedestrians and cyclists heading in and out of the city.

The Roe Street enhancement project will complement the Perth City Link development, reconnect the CBD with Northbridge and facilitate regeneration of the area. It includes road upgrades, wider footpaths, protected and separated uni-directional bike lanes, a narrower street corridor to reduce speed, new street trees, lighting, CCTV, paving and street furniture.

The broader improvements in Perth Greater CBD will promote improved walking and cycling access for the proposed development.



Figure 15: Perth Greater CBD Transport Plan - Walking and Cycling Projects

Source: City of Perth

10.2 Bicycle parking and end of trip facilities

As detailed in Table 2, the PCL Guidelines specify the following requirements for bicycle parking and end of trip facilities:

- Commercial:
 - 13 Bicycle parking spaces.
 - 3 x male and 3 x female showers located in separate changing rooms.
 - 1 locker for each bicycle parking space (recommend 7 x male and 7 x female lockers).
 - Minimum 3 x bicycle parking spaces for visitors, located and signed near the main public entrance to the building (in Urbii’s view, these can be provided within the verge).
- Residential:
 - Minimum 305 residential bicycle spaces (916 units / 3).

Table 2: PCL Guidelines – bicycle parking requirements

| Table 4 – Bicycle Parking and End of Trip Facilities | |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Commercial | Secure bicycle storage for 10% of building staff (based on 1 person per 15m ² of Net Lettable Area (NLA); and |
| Accessible showers: | There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities to be provided at a rate of one male and one female shower for every 10 bicycle parking bays; and |
| Changing facilities: | Changing areas are to be provided with secure lockers at 1 for each bicycle, including / in addition to drying areas / racks; and |
| Visitor Bicycle Storage: | A minimum of 1 space per 750m ² of NLA. Located and signed near the main public entrance to the building. |
| Residential | Bicycle parking facilities for multiple dwellings, short-stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every three units. Note: Multiple dwelling residential developments are not required to provide end of trip facilities (showers/lockers/changing facilities). |

The following bicycle parking and end of trip facilities are proposed for the development:

- A secured resident bike store on the ground floor accommodating 120 x bicycles;
- A secured commercial bike store accommodating 13 bicycles with an end of trip facility including 3 x male and 3 x female showers, change rooms and lockers; and,
- 12 x bicycle parking spaces on the ground level for visitors.

The commercial bicycle provisions comply with the PCL guideline requirements. However, the residential bicycle parking provision represents a shortfall of 185 bicycle parking spaces. Feedback from the operator is that the proposed bicycle parking provision is consistent with other PBSA sites they have developed, and bicycle parking usage patterns they have observed at their existing facilities.

10.3 Justification for bicycle parking shortfall

Recent census data indicates a cycling mode share of 1.7% for travel to work in the City of Perth (Figure 16).

If the proposed development residential bicycle parking was fully utilised, this would equate to a **10.5%** cycling mode share for resident travel to and from the site. The proposed development therefore supports a substantially higher active transport mode share for the site. As detailed in Table 3, the development supports a cycling mode share which is six times higher than the current benchmarking census data.

| Local workers method of travel to work | | | | | | | |
|----------------------------------------|----------------|--------------|--------------------|----------------|--------------|--------------------|----------------|
| City of Perth - All industries | | | | | | | |
| Main method of travel | 2021 | | | 2016 | | | Change |
| | Number | % | Western Australia% | Number | % | Western Australia% | |
| Car, as driver | 61,418 | 36.1 | 62.5 | 52,394 | 37.2 | 62.9 | +9,024 |
| Car, as passenger | 6,925 | 4.1 | 4.7 | 6,151 | 4.4 | 4.9 | +774 |
| Train | 35,161 | 20.6 | 4.0 | 37,664 | 26.7 | 4.9 | -2,503 |
| Bus | 18,066 | 10.6 | 3.4 | 17,526 | 12.4 | 4.5 | +540 |
| Ferry | 79 | 0.0 | 0.0 | 55 | 0.0 | 0.0 | +24 |
| Tram | 22 | 0.0 | 0.0 | 22 | 0.0 | 0.0 | -- |
| Truck | 63 | 0.0 | 0.6 | 126 | 0.1 | 0.7 | -63 |
| Motorbike/Motor scooter | 776 | 0.5 | 0.3 | 1,092 | 0.8 | 0.5 | -316 |
| Bicycle | 2,964 | 1.7 | 0.7 | 3,828 | 2.7 | 1.0 | -864 |
| Taxi/Other | 951 | 0.6 | 0.4 | 312 | 0.2 | 0.2 | +639 |
| Other - multiple methods | 1,843 | 1.1 | 1.5 | 1,969 | 1.4 | 2.1 | -126 |
| Walked only | 3,946 | 2.3 | 2.2 | 4,391 | 3.1 | 2.8 | -445 |
| Worked at home | 18,949 | 11.1 | 7.4 | 1,595 | 1.1 | 4.2 | +17,354 |
| Did not go to work | 18,498 | 10.9 | 11.8 | 12,577 | 8.9 | 10.2 | +5,921 |
| Not stated | 611 | 0.4 | 0.5 | 1,286 | 0.9 | 1.1 | -675 |
| Total | 170,272 | 100.0 | 100.0 | 140,988 | 100.0 | 100.0 | +29,284 |

Source: Australian Bureau of Statistics, Census of Population and Housing 2016 and 2021. Compiled and presented by .id (informed decisions)
Please refer to specific data notes for more information

Figure 16: Method of travel to work in City of Perth (2021)

Table 3: Bicycle mode share benchmarking

| | | |
|-----------------------------------------|--------------|--------|
| Regular building occupancy | 1146 | people |
| Proposed bicycle parking spaces | 120 | spaces |
| Mode share assuming 100% occupancy | 10.5% | |
| Benchmarking mode share | 1.7% | |
| Increase in cycling mode share proposed | 6x | |



A Purpose Built Student Accommodation (PBSA) development was recently approved at 609 Wellington Street, Perth. The site is located less than 250m away from the proposed development.

The reference PBSA was approved with the following bicycle parking provisions:

- 835 beds.
- 66 bicycle parking spaces.
- Proposed cycling mode share of 8%.

In summary the proposed development's bicycle parking provision may facilitate a target cycling mode share of 10.5%. The proposed mode share is significantly higher than historic journey to work census data and is higher than a recently approved similar project.

The bicycle parking provision is considered to be satisfactory.

10.4 Sustainable transport catchment

As detailed in Figure 17, the subject site is well placed for staff, 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 access to train stations.

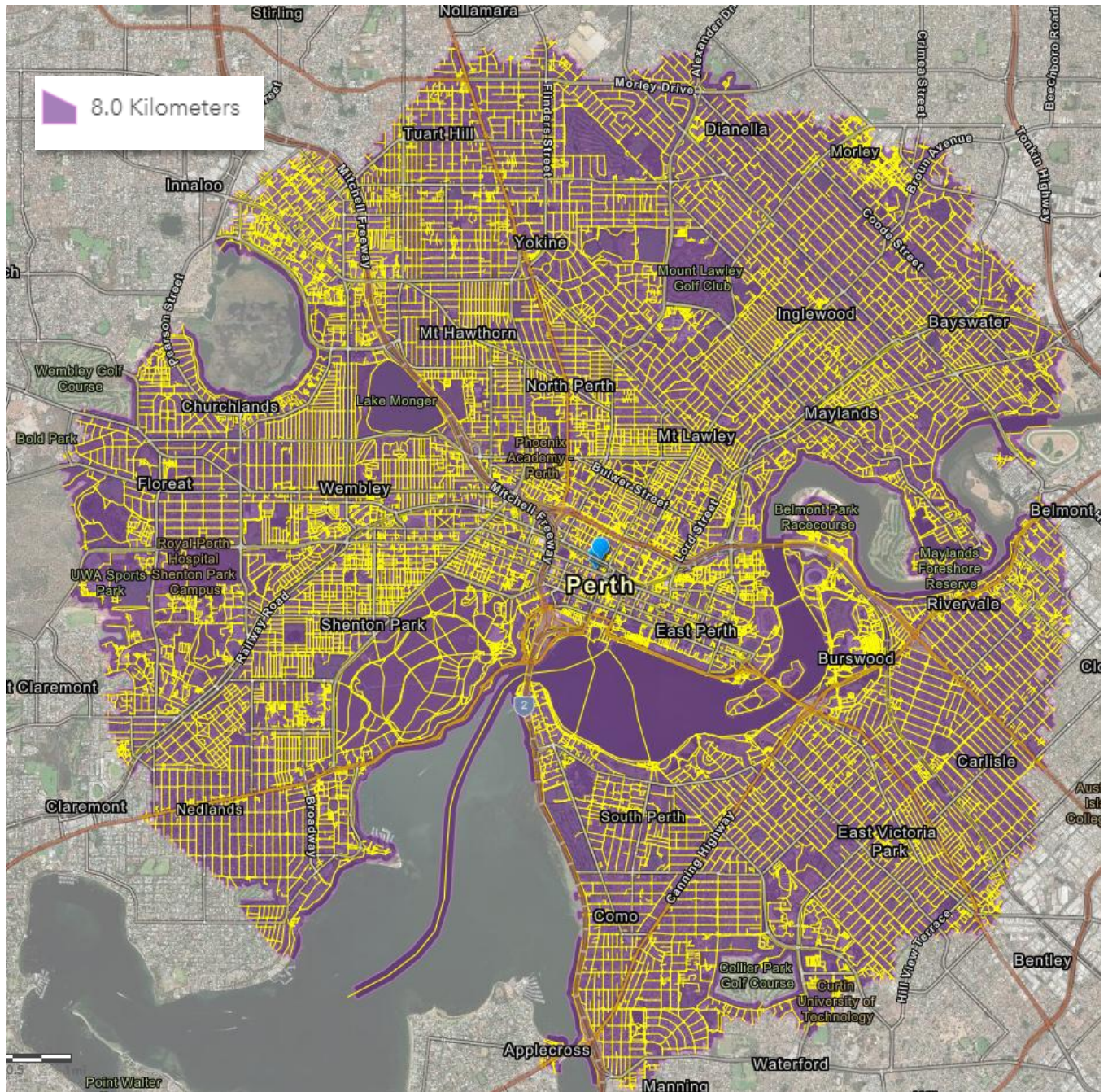


Figure 17: Cycling and micro-mobility catchment



11 Site specific issues

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

12 Safety issues

No safety issues are anticipated for the proposed development. Service and delivery vehicles enter and exit the site in forward gear. One vehicle access point is provided, with the location in accordance with the PCL guidelines.

The low traffic generation of the development is unlikely to impact safety on the broader road network.



13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Erben Pty Ltd with regards to the Proposed Mixed-Use Development, located at Lot 19 Roe St, Perth City Link.

The subject site is situated at the western corner of Roe Street and Queen Street and is identified as '9B North' in the Perth City Link Design Guidelines.

It is proposed to develop the site into a mixed-use development with around 1,900m² of commercial tenancies and a student accommodation facility with 1,146 beds.

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

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

The proposed development parking is compliant with the PCL Guidelines and Perth Parking Policy. The limited parking supply also meets the objectives of the PCL Guidelines, which seek to encourage the use of alternative modes of transport and reduction of private car use within Perth.

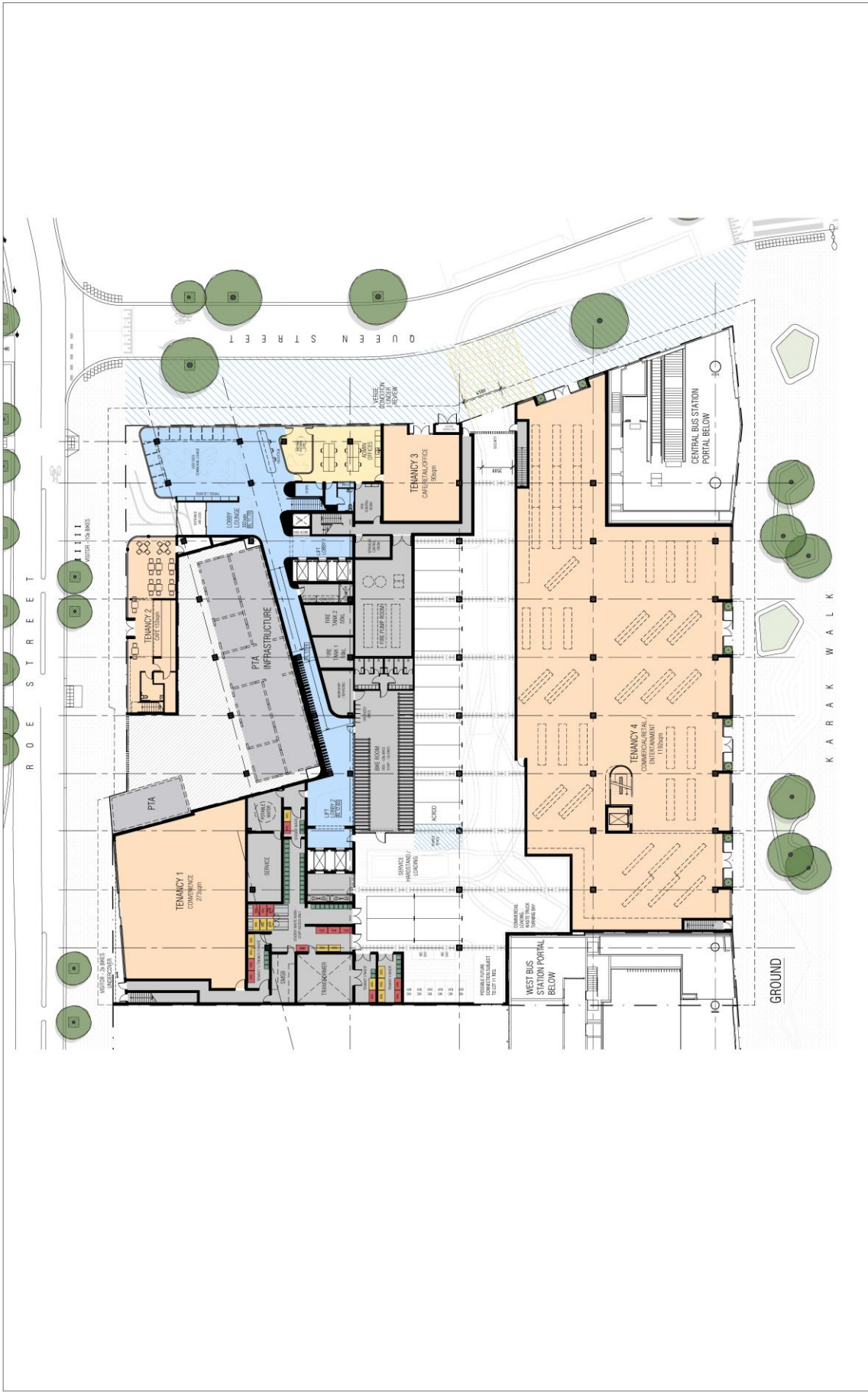
The proposed development's bicycle parking provision may facilitate a target cycling mode share of 10.5%. The proposed mode share is significantly higher than historic journey to work census data and is higher than a recently approved similar project. The bicycle parking provision is considered to be satisfactory.

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

Appendices

Appendix A: Proposed development plans

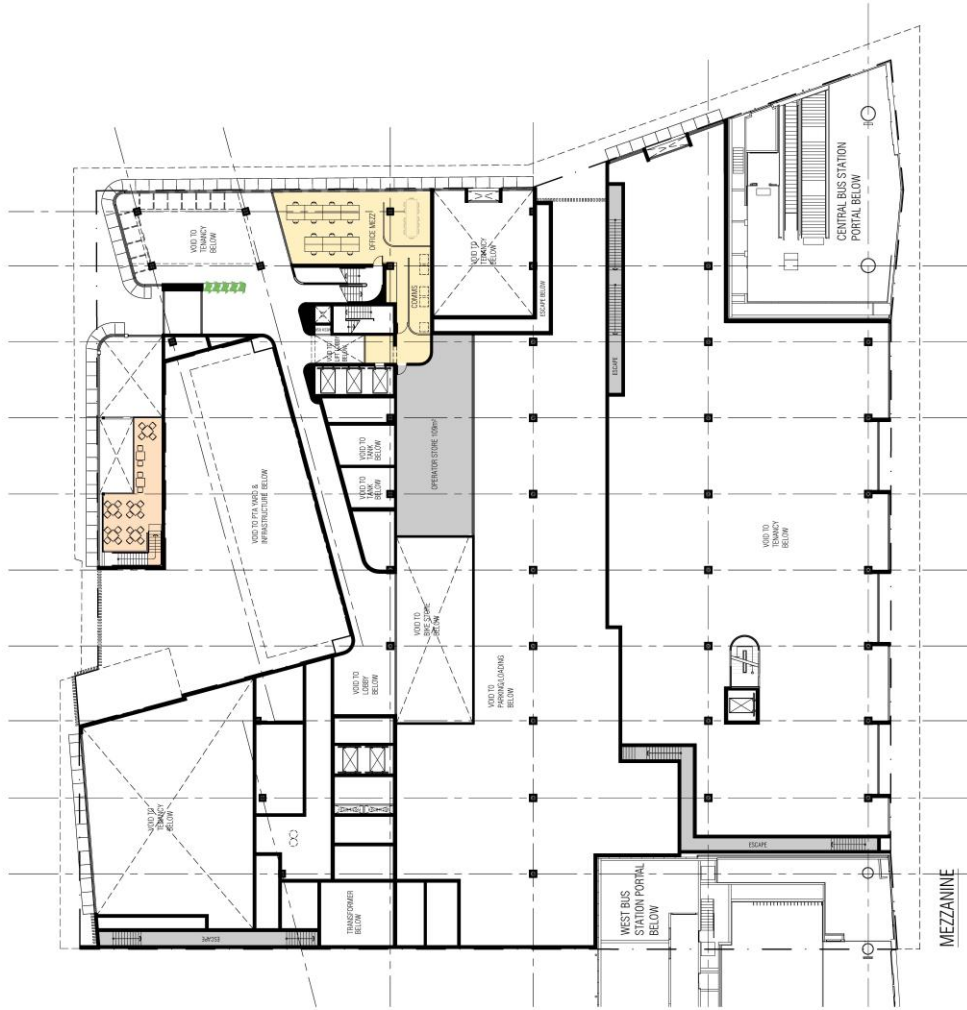




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 PROJECT: ROE STREET
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 ARCHITECT: MARSHALL DUNN ARCHITECTS
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ADVICE:
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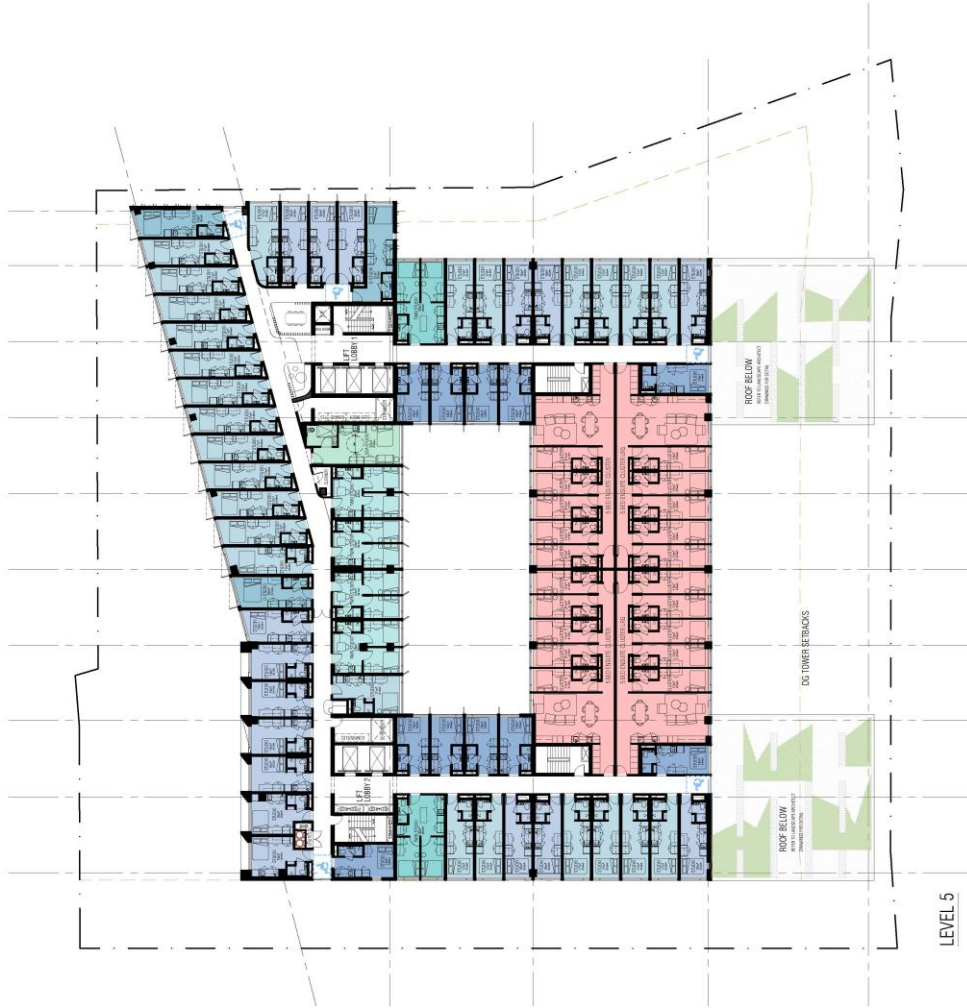
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 PROJECT: ROE STREET
 PROJECT: PBSA

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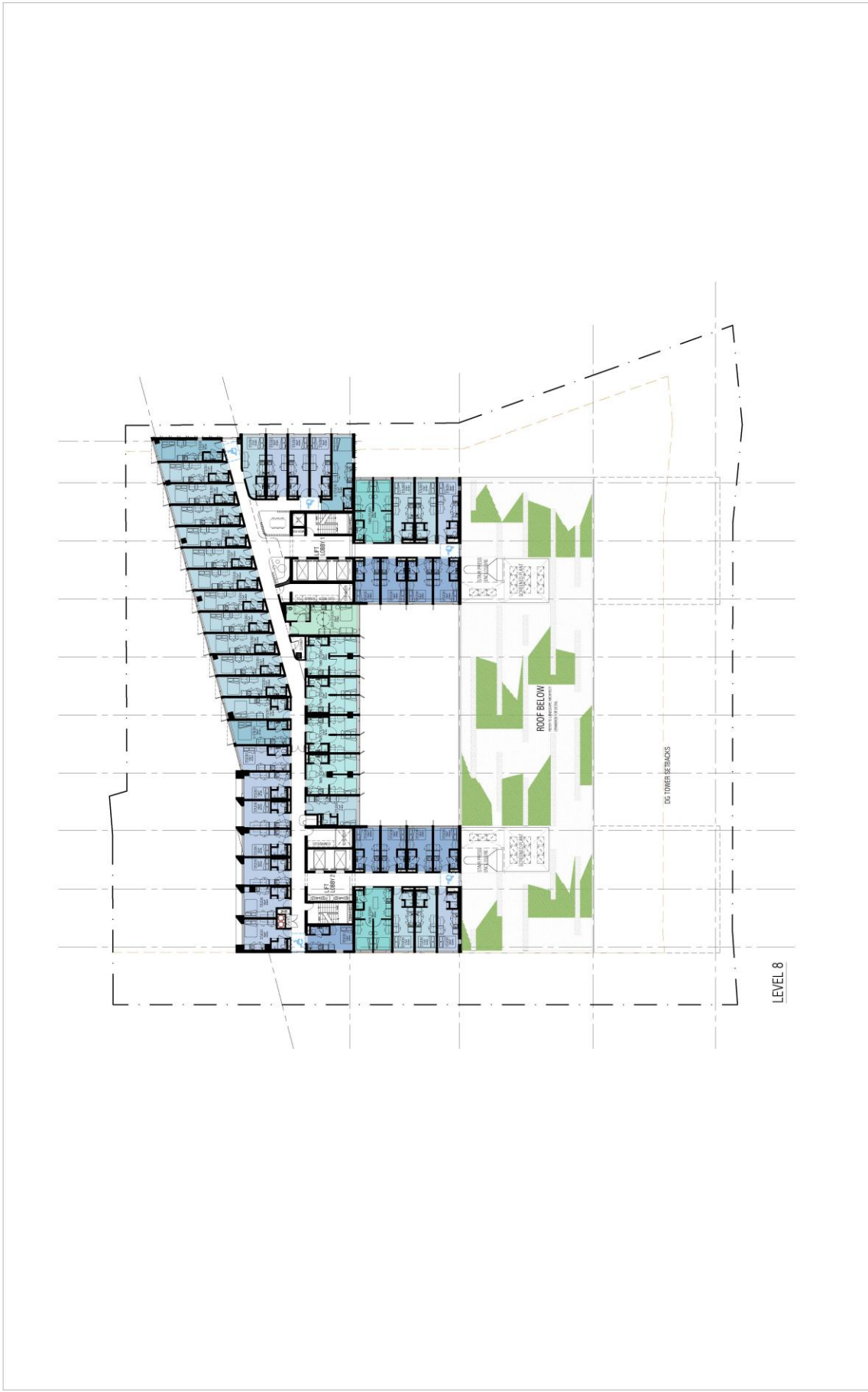
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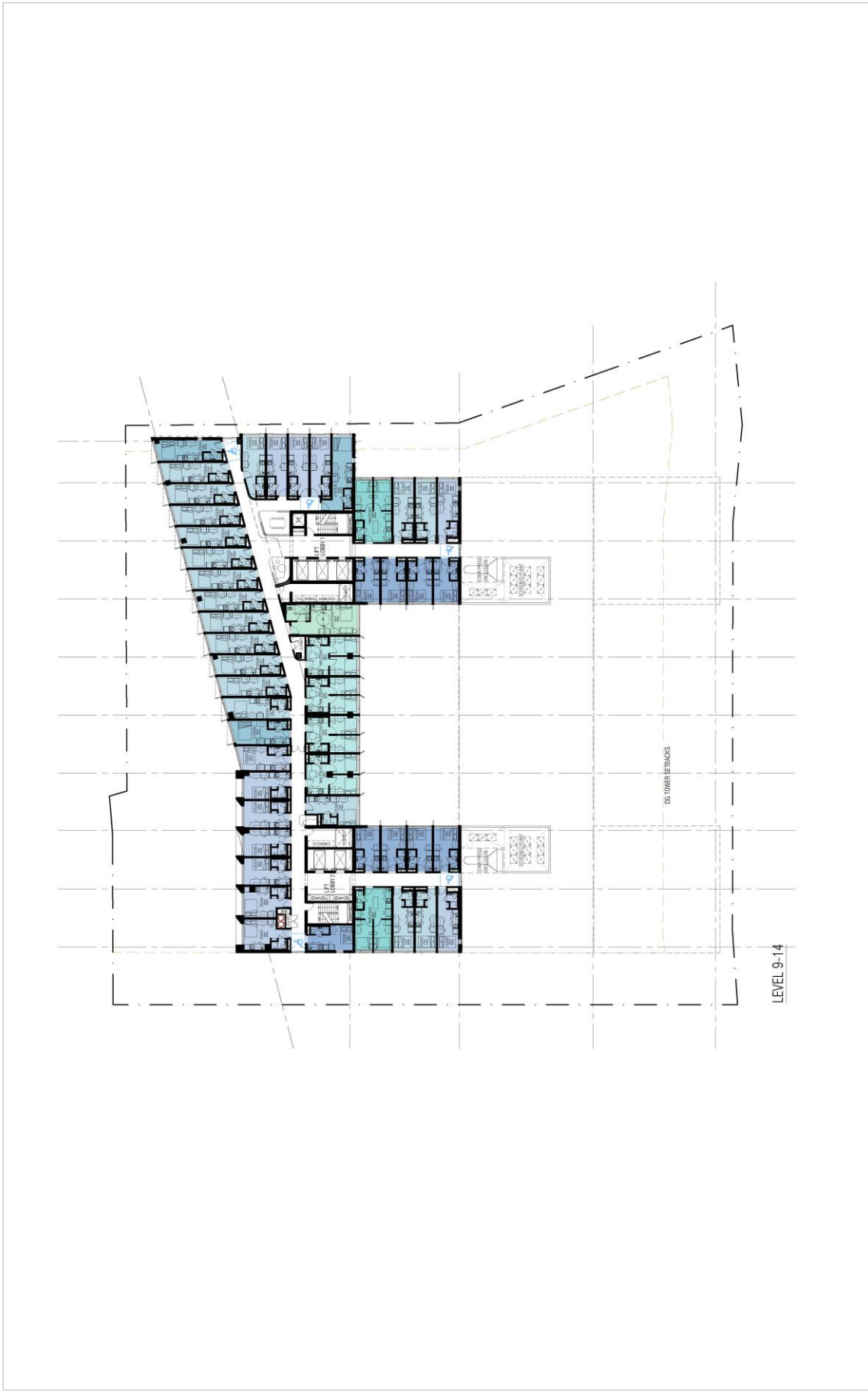
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| STRUCTURAL | MARKER DESIGN SERVICES | PROJECT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRAFFIC | PLANNING | ROE STREET | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WIND | STATUTE | PBSA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | CONSULTANTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROJECT ADDRESS | PROJECT NUMBER | DRAWING NO. | DRAWING DATE | DRAWING CHECKED | REV. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LOT 19 ROE STREET | 24047 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PERTH CITY LINK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROJECT STATUS | SCALE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEVELOPMENT APPLICATION | 1:200 @ A1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| PROJECT NUMBER | NORTH | DRAWING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24047 | | FLOOR PLANS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AS SHOWN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SCALE | 0 2 4 10 | DRAWING NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1:200 @ A1 | | DRAWING DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | DRAWING CHECKED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | DRAWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CD/RL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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DRAWING
 FLOOR PLANS
 AS SHOWN

PROJECT NUMBER
 24047

SCALE
 0 2 4 10

NORTH

DRAWING NO. DRAFTER CHECKED REV.
 DA1.09 CD/RL - A

PROJECT ADDRESS
 LOT 19 ROE STREET
 PERTH CITY LINK

PROJECT STATUS
 DEVELOPMENT APPLICATION

CLIENT
 ERBEN
 PROJECT
 ROE STREET
 PBSA

ARCHITECTS:
 MARSHALL DUNN ARCHITECTS
 ARCHITECTS
 LANDSCAPE ARCHITECTS
 STRUCTURAL ENGINEERS
 TRAFFIC ENGINEERS
 WIND ENGINEERS

PLANNING
 STATISTICAL
 URBAN DESIGN
 CONSULTANTS
 ROAD ENGINEERS

| REV. | DATE | AMENDMENT |
|------|------------|-----------|
| A | 08/04/2025 | REVIEW |
| B | 29/04/2025 | REVIEW |

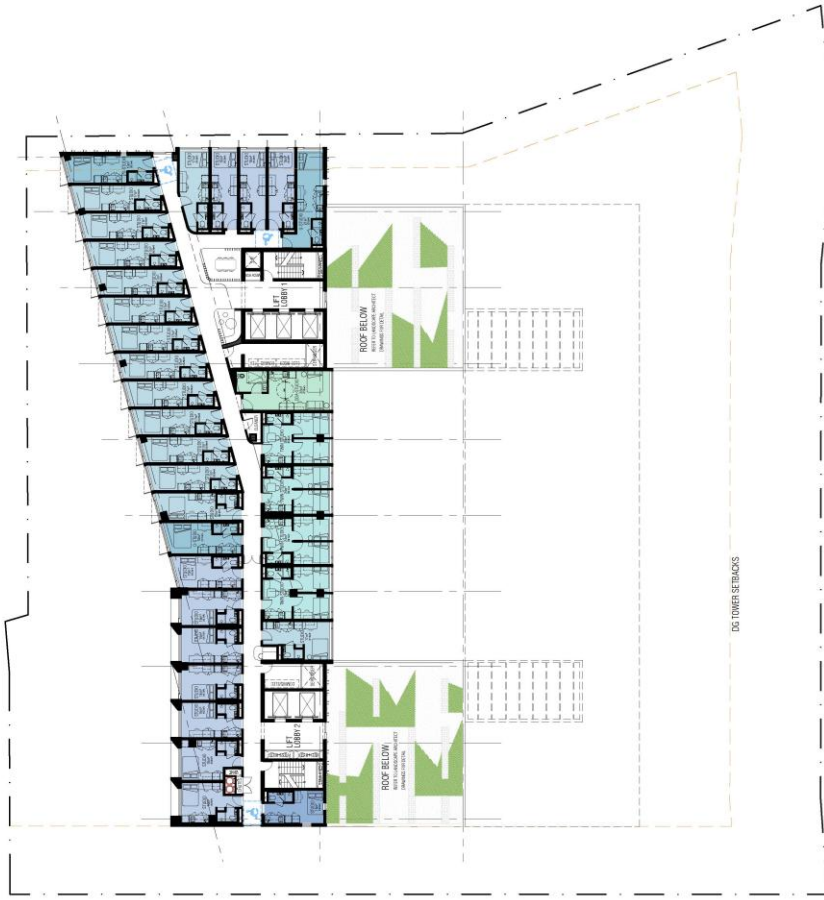
PROJECT NUMBER
 24047

PROJECT ADDRESS
 LOT 19 ROE STREET
 PERTH CITY LINK

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LEVEL 15



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 10/11/15 10:00 AM
 10/11/15 10:00 AM

| REV. | DATE | AMENDMENT |
|------|------------|-----------|
| A | 08/04/2015 | REVIEW |
| B | 29/04/2015 | REVIEW |

ACQUISITION:
 MARSHALL DUNN ARCHITECTS
 PLANNING
 STATISTICAL
 URBAN
 TRAFFIC
 WIND

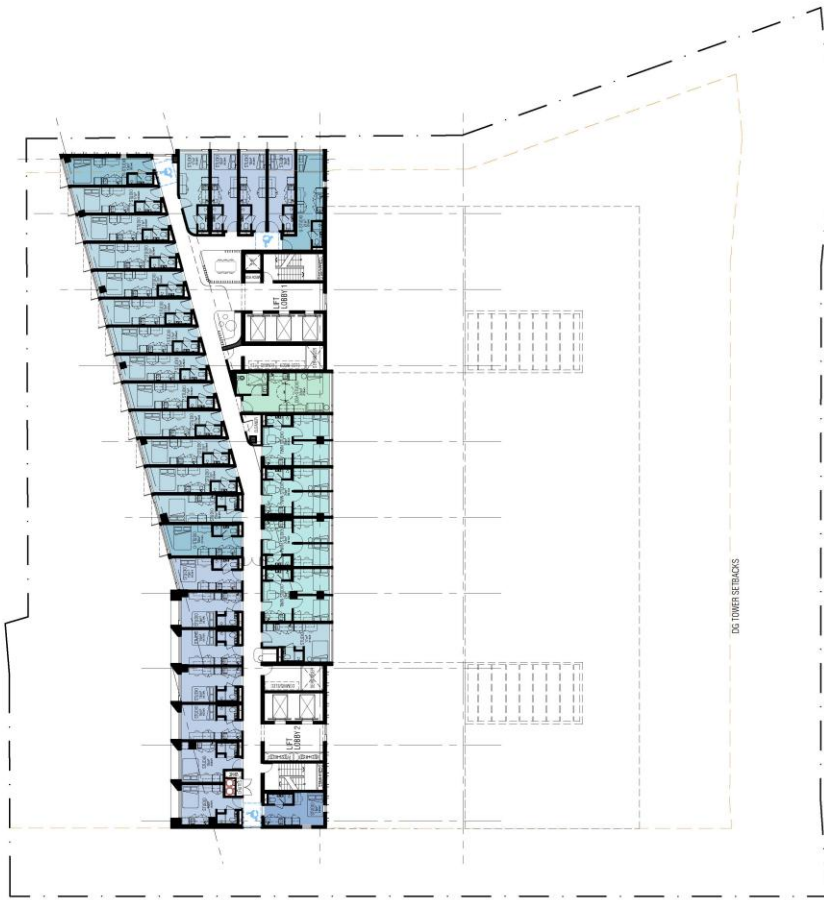
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 PROJECT:
 ROE STREET
 PBSA

PROJECT ADDRESS:
 LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS:
 DEVELOPMENT APPLICATION

PROJECT NUMBER:
 24047
 SCALE:
 1:200 @ A1

DRAWING:
 FLOOR PLANS
 AS SHOWN
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 CD/RL:
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LEVEL 16-19

DRAFT

| REV. | DATE | AMENDMENT |
|------|------------|-----------|
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| B | 29/04/2025 | REVIEW |

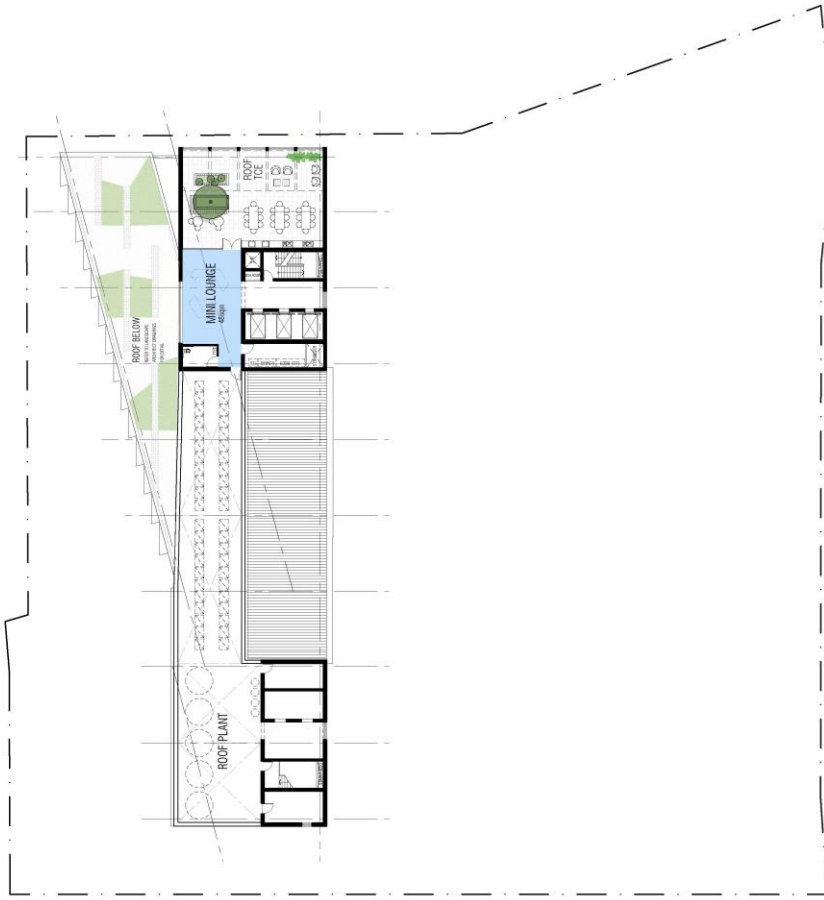
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PROJECT ADDRESS
 LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
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PROJECT NUMBER
 24047
 SCALE
 1:200 @ A1

DRAWING
 FLOOR PLANS
 AS SHOWN
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 DA1.11 CD/RL - A



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| REV. | DATE | AMENDMENT |
|------|------------|-----------|
| A | 06/04/2025 | REVIEW |
| B | 25/04/2025 | REVIEW |

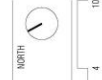
ACQUISITION:
 ARCHITECTURE
 LANDSCAPE
 STRUCTURAL
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MARSHALL DUNN ACQUISITION
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 PROJECT
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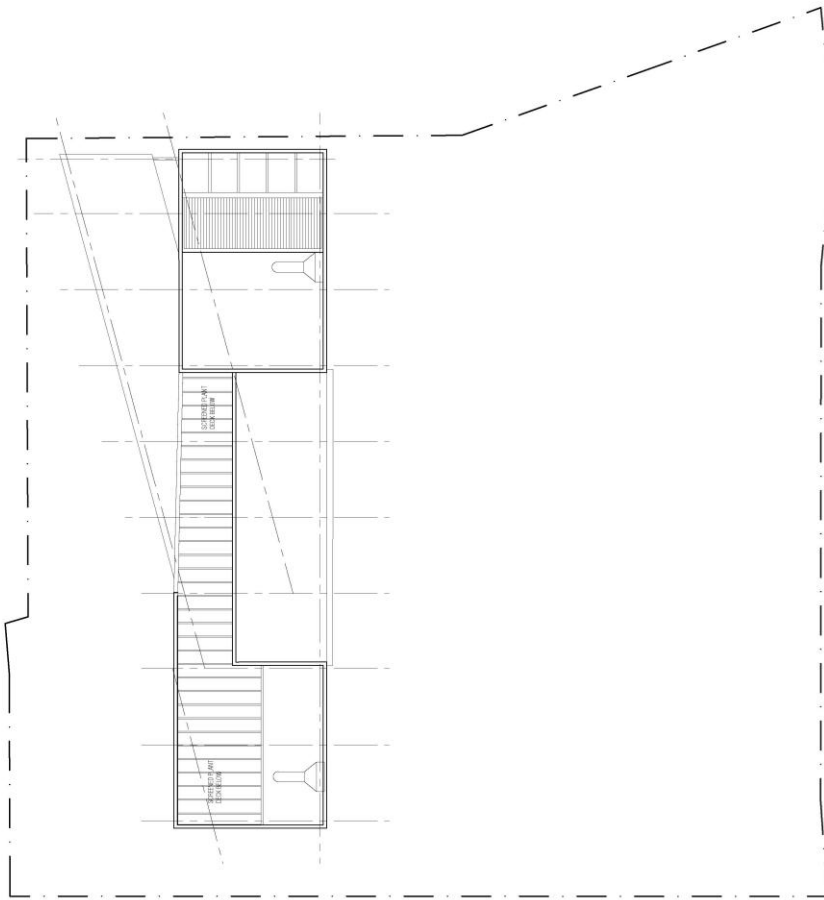
PROJECT ADDRESS
 LOT 19 ROE STREET
 PERTH CITY LINK
 PROJECT STATUS
 DEVELOPMENT APPLICATION

PROJECT NUMBER
 24047
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PROJECT ADDRESS
 LOT 19 ROE STREET
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| REV. | DATE | AMENDMENT |
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| A | 08/04/2025 | REVIEW |
| B | 29/04/2025 | REVIEW |

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1146 Bed Summary, Lot 19 - Perth City Link

| | STUDIO SML | STUDIO MED | STUDIO LRG | STUDIO QUEEN | STUDIO XL QUEEN | STUDIO XXL QUEEN | ACCESS | TWIN SML | TWIN MED | TWIN LRG | 4 BED CLUSTERS | 4 BED CLUSTERS LRG | 5 BED CLUSTER | 5 BED CLUSTER LRG | Total Resi | Amenity Indoor | Amenity External | Commercial | Gross Area |
|-------------------------|------------|------------|------------|--------------|-----------------|------------------|-----------|-----------|-----------|-----------|----------------|--------------------|---------------|-------------------|-------------|----------------|------------------|-------------|--------------|
| Room area sqm | 14 | 16 | 17 | 18 | 18 | 21 | 28 | 24 | 26 | 30 | 12.5 | 13.5 | 11 | 13 | | | | | |
| G | | | | | | | | | | | | | | | | | | | |
| Mez | | | | | | | | | | | | | | | | 324 | | 1666 | 3842 |
| L01 | | | | | | | | | | | | | | | | | | 46 | 282 |
| L02 | 9 | 16 | 26 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 103 | 3128 | 560 | 200 | 4200 |
| L03 | 9 | 16 | 26 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 103 | | | | 2612 |
| L04 | 9 | 16 | 26 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 103 | | | | 2612 |
| L05 | 11 | 16 | 26 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 89 | | | | 2193 |
| L06 | 11 | 16 | 26 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 89 | | | | 2193 |
| L07 | 11 | 16 | 26 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 89 | | | | 2193 |
| L08 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L09 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L10 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L11 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L12 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L13 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L14 | 9 | 12 | 18 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 55 | | | | 1328 |
| L15 | 1 | 10 | 14 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 37 | | | | 970 |
| L16 | 1 | 10 | 14 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 37 | | | | 970 |
| L17 | 1 | 10 | 14 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 37 | | | | 970 |
| L18 | 1 | 10 | 14 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 37 | | | | 970 |
| L19 | 1 | 10 | 14 | 2 | 2 | 1 | 1 | 4 | 4 | 4 | 8 | 8 | 10 | 10 | 37 | | | | 970 |
| Roof | | | | | | | | | | | | | | | | 49 | 108 | | 773 |
| Total beds | 128 | 230 | 352 | 36 | 18 | 18 | 18 | 72 | 72 | 52 | 24 | 24 | 60 | 60 | 1146 | 3501 | 668 | 1912 | 37658 |
| Beds/Type | | | 764 | | | | 18 | 196 | | | 168 | | | | 1146 | | | | |
| Bed Mix | 11.2% | 20.1% | 30.7% | 3.1% | 1.6% | 1.6% | 1.6% | 6.3% | 6.3% | 4.5% | 2.1% | 2.1% | 5.2% | 5.2% | 100.0% | | | | |
| | | | 66.7% | | | | 1.6% | 17.1% | | | 14.7% | | | | 100.0% | | | | |
| Total Apartments | 128 | 230 | 352 | 36 | 18 | 18 | 18 | 36 | 36 | 26 | 6 | 6 | 12 | 12 | 916 | | | | |
| Apartments/type | | | 764 | | | | 18 | 98 | | | 36 | | | | 916 | | | | |



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10/15/2022 10:58 AM
MJA Studio Pty Ltd

| REV | DATE | AMENDMENT |
|-----|------------|-----------|
| A | 08/04/2022 | REVIEW |

| ADVISORS: | CLIENT: |
|-----------------------------------------------------------------------------|-----------------------------------------|
| ARCHITECTURE LANDSCAPE STRUCTURAL TRAFFIC ENVIRONMENTAL WIND | ERBEN PROJECT ROE STREET PBSSA |

| MARSHALL/DIAGNOSTICS | PROJECT ADDRESS |
|--------------------------------------------------------------------------------|--------------------------------------------------------|
| URBAN PLANNING SERVICES PLANS STATISTICAL URBAN CONSULTANTS RND | LOT 19 ROE STREET PERTH CITY LINK PROJECT STATUS |

| PROJECT NUMBER | SCALE | DEVELOPMENT APPLICATION |
|----------------|-------|-------------------------|
| 24047 | | |

| PROJECT NUMBER | NORTH |
|----------------|-------|
| 24047 | |

| DRAWING | DATE | CHECKED | REV. |
|-------------|------|---------|------|
| BED SUMMARY | | | |
| AS SHOWN | | | |

| DRAWING | DATE | CHECKED | REV. |
|---------|------|---------|------|
| DA0.01 | | | |

Appendix B: Development WA / ARUP driveway location feedback

