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Sustainable Transport. Safe Solutions

192 Stirling Street, Perth

Proposed Mixed-Use Development

TRANSPORT IMPACT STATEMENT



Prepared for:
Marprop Pty Ltd

June 2026

192 Stirling Street, Perth

Prepared for: Marprop Pty Ltd
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Marprop Pty Ltd with regards to the Proposed Mixed-Use Development, located at 192 Stirling Street, Perth.

The subject site is situated at the southern corner of Stirling Street and Edward Street, as shown in Figure 1. The site presently accommodates an at grade (open air) car park, as shown in Figure 2. The site is surrounded by a mix of land uses, including residential, commercial and community uses.

This Transport Impact Statement has been revised in response to an amended development application for the subject site. The amended proposal includes changes to the development layout and parking arrangement, including the deletion of the previously proposed basement level and the consolidation of parking, bicycle parking, end-of-trip facilities, services and waste storage at ground level.

The amended proposal comprises 88 co-living units, 4 guest suites and a reduced ground floor commercial tenancy of approximately 285m². Vehicle access is proposed via the existing Edward Street crossover and rear easement/right-of-carriageway arrangement.

The key transport matters addressed in this report include vehicle access and circulation, parking provision, service vehicle access, traffic generation, frontage road conditions, public transport access, walking and cycling access, and road safety.





Figure 1: Subject site



Figure 2: Existing site

Source: Google Streetview Image

2 Proposed development

The proposal for the subject site is for a mixed-use residential and commercial development, comprising:

- A 285.49m² commercial tenancy on the Ground Floor;
- A total of 88 co-living units on the upper levels;
- 4 guest suites;
- A total of 16 on-site car parking bays, comprising:
 - 2 residential bays;
 - 8 EV residential car share bays;
 - 4 residential visitor bays; and
 - 2 commercial bays;
- 1 motorcycle bay;
- 44 resident bicycle parking spaces;
- 4 commercial bicycle parking spaces;
- 12 visitor bicycle parking spaces proposed within the Stirling Street verge;
- 10 e-scooter charging points;
- An End of Trip facility including a shower and lockers;
- Residential and commercial bin stores;
- Building services, including transformer, fire pump room, tanks and pump rooms; and
- Residential storage areas.

The amended proposal removes the previously proposed basement level. Parking, bicycle parking, end-of-trip facilities, building services, storage areas and waste storage are now proposed to be accommodated at ground level. The revised layout also results in a substantial reduction in commercial floor space, with the ground floor commercial tenancy reduced from 565.1m² in the previous proposal to 285.49m². This represents a reduction of approximately 279.6m², or around 49%, and will correspondingly reduce the parking and transport demand associated with the commercial component of the development.

Vehicle access to the site is proposed via the existing crossover on Edward Street, with a shared easement / right-of-carriageway in place at the rear of the site. The shared easement continues through adjacent properties to the south and connects through to Parry Street.

Waste collection is proposed to occur on site within the rear easement / right-of-carriageway area.

People walking and cycling will access the development from the external path network near the site.

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



3 Vehicle access and parking

3.1 Vehicle access

3.1.1 Existing vehicle access

As detailed in Figure 3, vehicle access to the site is currently via an existing crossover on Edward Street with a shared easement in place at the rear of the site. The shared easement continues through adjacent properties to the south and connects all the way through to Parry Street.



Figure 3: Existing vehicle access to the site

3.1.2 Proposed vehicle access

As detailed in the proposed development plans and in Figure 4, the amended proposal retains vehicle access via Edward Street and the shared easement / right-of-carriageway at the rear of the site. The shared easement continues through adjoining properties to the south and connects through to Parry Street.

The previously proposed basement car park has been removed from the amended proposal. On-site car parking is now provided at ground level, accessed directly from the rear easement / right-of-carriageway. Vehicles will enter and exit the on-site parking area via the existing Edward Street access arrangement and the rear easement connection.

The ground level parking area accommodates resident bays, residential visitor bays, EV residential car share bays, commercial bays and associated servicing / waste collection areas. The access arrangement allows vehicles to enter and exit the site in forward gear.

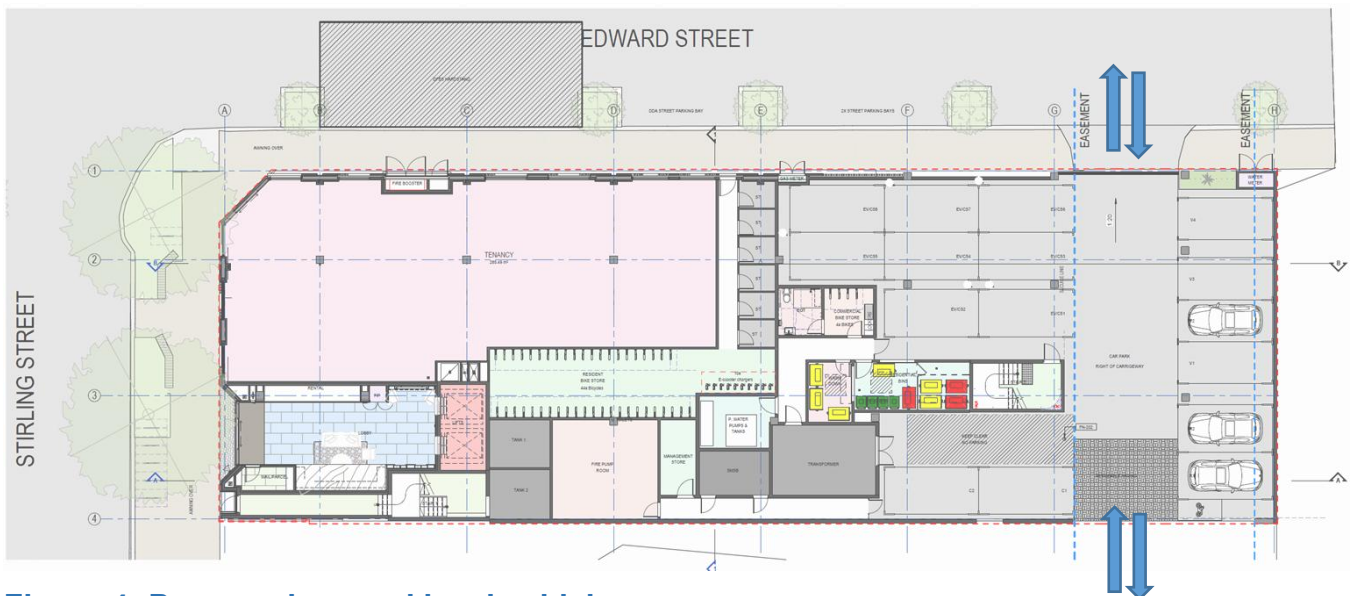


Figure 4: Proposed ground level vehicle access



3.2 Parking layout review

The amended proposal provides on-site car parking at ground level, accessed from the rear easement / right-of-carriageway. The parking layout has been reviewed with reference to AS 2890.1: Parking facilities – Off-street car parking.

The proposed car parking bay dimensions and aisle widths are compliant with AS 2890.1. The EV residential car share bays are provided with generous dimensions of 2.7m wide by 5.4m long, which provides convenient access for users. A 6.0m wide parking aisle is provided to support vehicle manoeuvring within the ground level parking area.

The EV residential car share bays are proposed in a tandem arrangement. While tandem parking is not typically suitable for general public or visitor parking, it can operate effectively for the proposed car share arrangement due to the managed nature of the system. Residents will book access to a car from one of the three tandem bay stacks, rather than booking a specific vehicle. The electronic booking system will track vehicle scheduling to ensure that cars are not double-booked by residents.

Residents will collect the first available car in the relevant tandem stack. When returning the vehicle, residents will park in the next available space within the same designated stack. The tandem stacks will be colour-coded and letter-coded as Stack A, Stack B and Stack C to assist with wayfinding and management. Each car share vehicle will need to be returned to its designated parking stack.

Further details regarding the operation and management of the car share system are provided in the Parking Management Plan. For the purposes of this Transport Impact Statement, the tandem parking arrangement is considered acceptable for the EV residential car share bays, subject to the management measures outlined above and the more detailed operational controls documented in the Parking Management Plan.

3.3 Parking requirements

Based on information provided by the project Town Planner, the amended proposal results in an 'on-paper' shortfall in car parking provision when assessed against the applicable planning requirements. However, the amended proposal is intended to operate as a low-car co-living development, supported by resident car share vehicles, unbundled parking, managed visitor parking, reduced commercial floor space, bicycle parking, e-scooter charging, end-of-trip facilities and access to surrounding public transport, walking and cycling networks.

The amended proposal has been revised since the previous development application, including the deletion of the basement level and consolidation of parking and servicing facilities at ground level. A comparison between the previously approved development and the amended development is provided in Table 1.

Table 1: Comparison between previously approved and amended development

Component	Previously approved development	Amended development
Co-living units	88 units	88 units
Commercial floor space	565.1m ²	285.49m ²
Resident car bays	10 bays	2 bays
Resident EV car share bays	6 bays	8 bays
Residential visitor car bays	4 bays	4 bays
Commercial car bays	5 bays, including one ACROD bay	2 bays, with ACROD bay proposed in Edward Street verge
Resident motorcycle bays	8 bays	1 bay
Resident bicycle spaces	44 spaces	44 spaces
Commercial bicycle spaces	9 spaces	4 spaces
Visitor bicycle spaces	6 on-site spaces plus 12 spaces in Stirling Street verge	12 spaces in Stirling Street verge
E-scooter charging bays	4 bays	10 bays
End-of-trip facilities	1 shower and associated lockers	1 shower and associated lockers
Residential stores	39 stores	39 stores



The estimated parking requirement, proposed provision and resulting surplus / shortfall are summarised in Table 2.

Table 2: Parking requirement, provision and surplus / shortfall

Parking component	Planning requirement	Proposed provision	Surplus / shortfall
Resident car parking	66 bays	2 standard resident bays	-64 bays
Resident car share parking	No separate minimum requirement	8 EV resident car share bays	Car share offset discussed below
Assessed resident parking equivalency	66 bays	2 resident bays + 8 car share vehicles, equivalent to 74 bays	+8 bays equivalent
Residential visitor car parking	12.5 bays	4 visitor bays	-8.5 bays
Commercial car parking	10 bays	2 commercial bays	-8 bays raw shortfall
Commercial car parking after offsets	10 bays	2 commercial bays + 4 cash-in-lieu bays + 1 bicycle parking offset	-3 bays residual shortfall
Motorcycle parking	8 bays previously approved	1 motorcycle bay	-7 bays compared with previous approval
Resident bicycle parking	44 spaces	44 spaces	0 spaces
Residential visitor bicycle parking	9 spaces	12 shared verge visitor spaces	+3 spaces when assessed against residential visitor demand
Commercial tenant bicycle parking	3 spaces	4 spaces	+1 space
Commercial visitor bicycle parking	5 spaces	12 shared verge visitor spaces	+7 spaces when assessed against commercial visitor demand
End-of-trip showers	1 shower	1 shower	0 showers
End-of-trip lockers	3 lockers	6 lockers	+3 lockers

Note: The 12 visitor bicycle spaces within the Stirling Street verge are intended to be shared between residential visitors and commercial visitors in a reciprocal arrangement. They have therefore been shown against both residential and commercial visitor bicycle requirements in Table 2, but should not be read as separate or additional supplies.

As shown in Table 2, the amended proposal results in a raw shortfall of 64 standard resident car bays, 8.5 residential visitor car bays, 8 commercial car bays and 7 motorcycle bays when compared against the relevant planning requirements / previously approved provision. However, the proposal provides 8 EV resident car share bays, 44 resident bicycle spaces, 12 shared visitor bicycle spaces, 4 commercial tenant bicycle spaces, 10 e-scooter charging bays and end-of-trip facilities to support the intended low-car operation of the development.

For the residential component, the key parking management measure is the provision of 8 EV car share vehicles. The Austroads *Guide to Traffic Management Part 11: Parking Management Techniques* identifies that car share can reduce private vehicle ownership, with a referenced reduction of **nine privately owned vehicles for each car share vehicle**. On this basis, the 8 EV car share vehicles have the potential to offset demand for up to 72 privately owned vehicles. When combined with the 2 standard resident bays provided on site, this represents an assessed resident parking equivalency of up to 74 bays, which exceeds the resident car parking requirement of 66 bays.

The residential visitor parking provision remains unchanged from the previously approved development, with 4 visitor bays provided on site. Visitor parking will be managed through the Parking Management Plan.

For the commercial component, the amended proposal provides 2 commercial car bays against a calculated requirement of 10 bays, resulting in an initial on-paper shortfall of 8 commercial bays. This shortfall is partly offset by the reduced commercial tenancy size, the provision of one surplus commercial tenant bicycle space, the cash-in-lieu arrangement previously accepted for four commercial car bays, and the availability of public parking in the surrounding area. After accounting for the one surplus commercial tenant bicycle space and the four cash-in-lieu bays, the residual commercial parking shortfall is 3 bays. This residual shortfall is expected to be accommodated by the inner-city location, local walkable catchment, nearby public parking availability, and the likelihood that the commercial tenancy will serve residents within the development and people already living or working within walking distance of the site.

The motorcycle parking provision is reduced from 8 bays to 1 bay. This shortfall is acknowledged and is addressed through the broader low-car transport strategy, including bicycle parking, e-scooter charging, car share provision and access to public transport. Further operational details are provided in the Parking Management Plan.



3.4 Public off-site parking availability

A geospatial analysis was undertaken to assess the 400m and 800m walking catchment of the site. As detailed in Section 9.2, there are public parking opportunities on surrounding streets within the walkable catchment area.

Historic City of Vincent parking utilisation data indicates that surrounding streets had car parking occupancy generally ranging from 20% to 60%, with spare capacity available in the locality (Figure 5). The survey data was recorded on a Wednesday afternoon in November 2018.

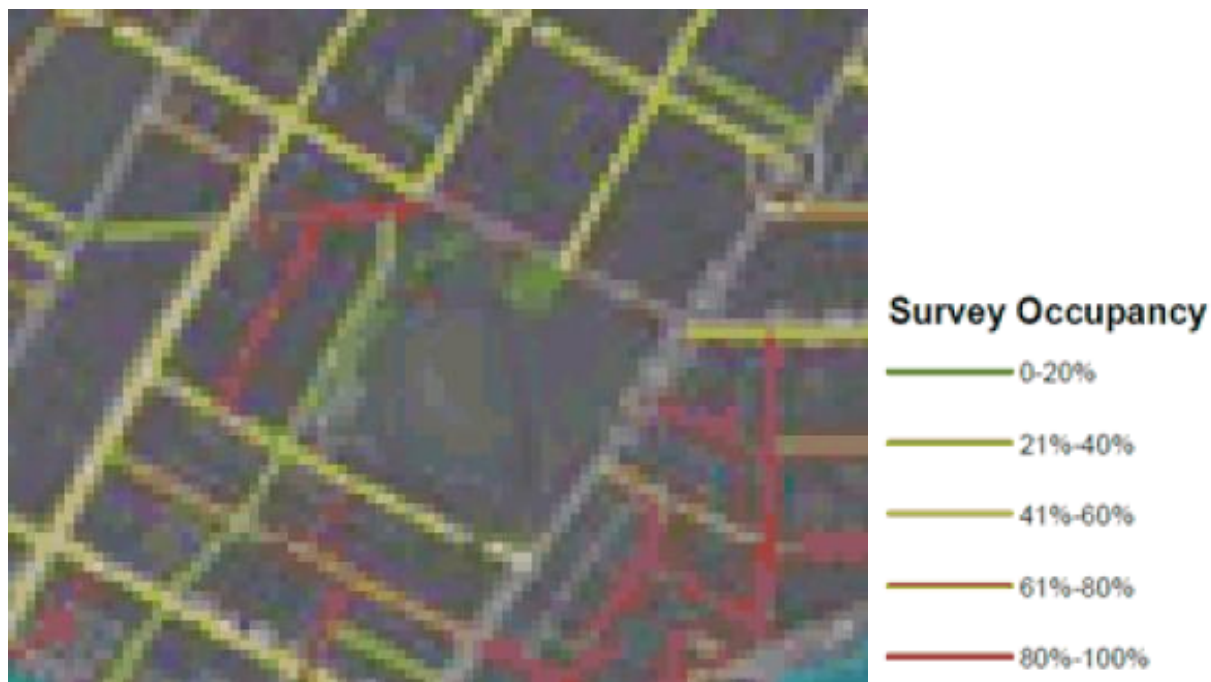


Figure 5: City of Vincent parking utilisation data

Note: Recorded on a Wednesday afternoon in November 2018

Additionally, two off-street public car parks are located within walking distance of the site, being Brisbane Street Car Park and The Stadium Car Park. These car parks provide a combined total of approximately 300 off-street public parking spaces.

The amended proposal includes a substantial reduction in commercial floor space, from 565.1m² to 285.49m². This will reduce the parking demand associated with the commercial component of the development. The commercial tenancy is expected to serve a local inner-city catchment, including residents within the proposed development and people already living and working within walking distance of the site. This will reduce reliance on dedicated on-site customer parking.

The proposed low-car residential parking strategy is primarily supported by the co-living operating model, unbundled parking, resident EV car share vehicles, bicycle parking, e-scooter charging, public transport access, and the walkable inner-city location. Public off-site parking is not intended to be relied upon as the primary parking solution for residents.

The amended plans also show a proposed ACROD bay within the Edward Street verge, replacing an existing on-street parking bay. This bay is located outside the development site boundary and would be subject to separate approval by the City. The proposed on-street ACROD bay is shown on the plans for context and completeness.

4 Provision for service vehicles

The proposed development is not expected to generate significant service vehicle traffic. Deliveries associated with the commercial tenancy and residential component are expected to be undertaken by smaller vehicles, such as vans or utes.

No dedicated loading bay is shown on the amended development plans. Smaller delivery vehicles can utilise an available visitor bay for short-term loading and unloading activity, subject to the management arrangements detailed in the Parking Management Plan. Loading activity will be managed to avoid conflict with peak parking demand and general vehicle circulation within the ground level parking area.

Waste collection is proposed to be undertaken from the rear easement / right-of-carriageway adjacent to the site. Swept path analysis was undertaken for an 8.8m Medium Rigid Vehicle (MRV), as per AS2890.2, to check access and circulation of a small rear loader waste truck. The waste collection vehicle will enter the easement from Parry Street, temporarily park within the shared parking aisle / driveway adjacent to the site for waste collection, and then proceed to exit via Edward Street in forward gear.

Waste collection will be scheduled and managed to occur outside peak parking and access periods, where practicable, to minimise disruption to resident, visitor and commercial vehicle movements. The waste collection activity will be short-term and will be managed by building management / the waste collection contractor.

Swept path diagrams are included in Appendix B.



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 traffic generation of the amended development has been estimated from first-principles engineering assumptions, based on the proposed on-site car parking supply. The amended proposal provides a total of 16 on-site car parking bays, comprising 2 resident bays, 8 EV resident car share bays, 4 residential visitor bays and 2 commercial bays.

The traffic generation estimate is calculated as follows:

- Assume 16 cars parked on site.
- Assume 90% car park turnover during the peak hours.
- $16 \times 90\% = 14$ vehicles.
- Conservatively assume that all vehicles exit and enter the car park within one hour.
- Peak hour traffic = 14 vehicles out + 14 vehicles in = 28vph.
- Assume peak hour traffic is 10% of daily traffic.
- Daily traffic = $10 \times 28\text{vph} = 280\text{vpd}$.

The amended development is therefore estimated to generate approximately 280 vehicles per day (vpd), with 28 vehicles per hour (vph) generated during the AM and PM peak hours, respectively. These trips include both inbound and outbound vehicle movements.

This estimate is considered conservative for the amended proposal, noting that the development is intended to operate as a low-car co-living development, supported by unbundled parking, EV resident car share vehicles, bicycle parking, e-scooter charging, public transport access and the site's inner-city location. The commercial tenancy has also been reduced from 565.1m² to 285.49m², which will reduce the traffic demand associated with the commercial component of the development.

Most vehicles accessing the site are expected to comprise passenger cars and SUVs. Occasional service vehicle movements will include small delivery vans or utes, and waste collection by an 8.8m Medium Rigid Vehicle (MRV).



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 traffic impact on the surrounding road network is expected to be minor.

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.

7.1.1 Stirling Street

Stirling Street near the subject site is an approximately 21m wide, two-lane divided road. The median is around 5.5m wide and provides angle parking which is accessible from both directions of traffic flow.

On-street cycling lanes are marked on both sides of the road. Parallel car parking embayments are provided on both sides of the road with integrated street trees. Paths for walking and cycling are also provided on both sides of the road.

Stirling Street is classified as a *Local Distributor* road in the Main Roads WA road hierarchy (Figure 7) and operates under a speed limit of 40km/h (Figure 8). Local Distributor roads are the responsibility of Local Government and are primarily for movement of traffic within local areas and connect access roads to higher order Distributors (Figure 9).

Traffic data obtained from Main Roads WA indicates that Stirling Street carries around 3,500 vehicles per day (vpd), with 85th percentile speed of 41.7km/h.



Figure 6: Stirling Street

7.1.2 Edward Street

Edward Street near the subject site is an approximately 10m wide, two-lane undivided road. On-street parallel parking and paths for walking and cycling are provided on both sides of the road.

Edward Street is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 7) and operates under a speed limit of 40km/h (Figure 8). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 9).



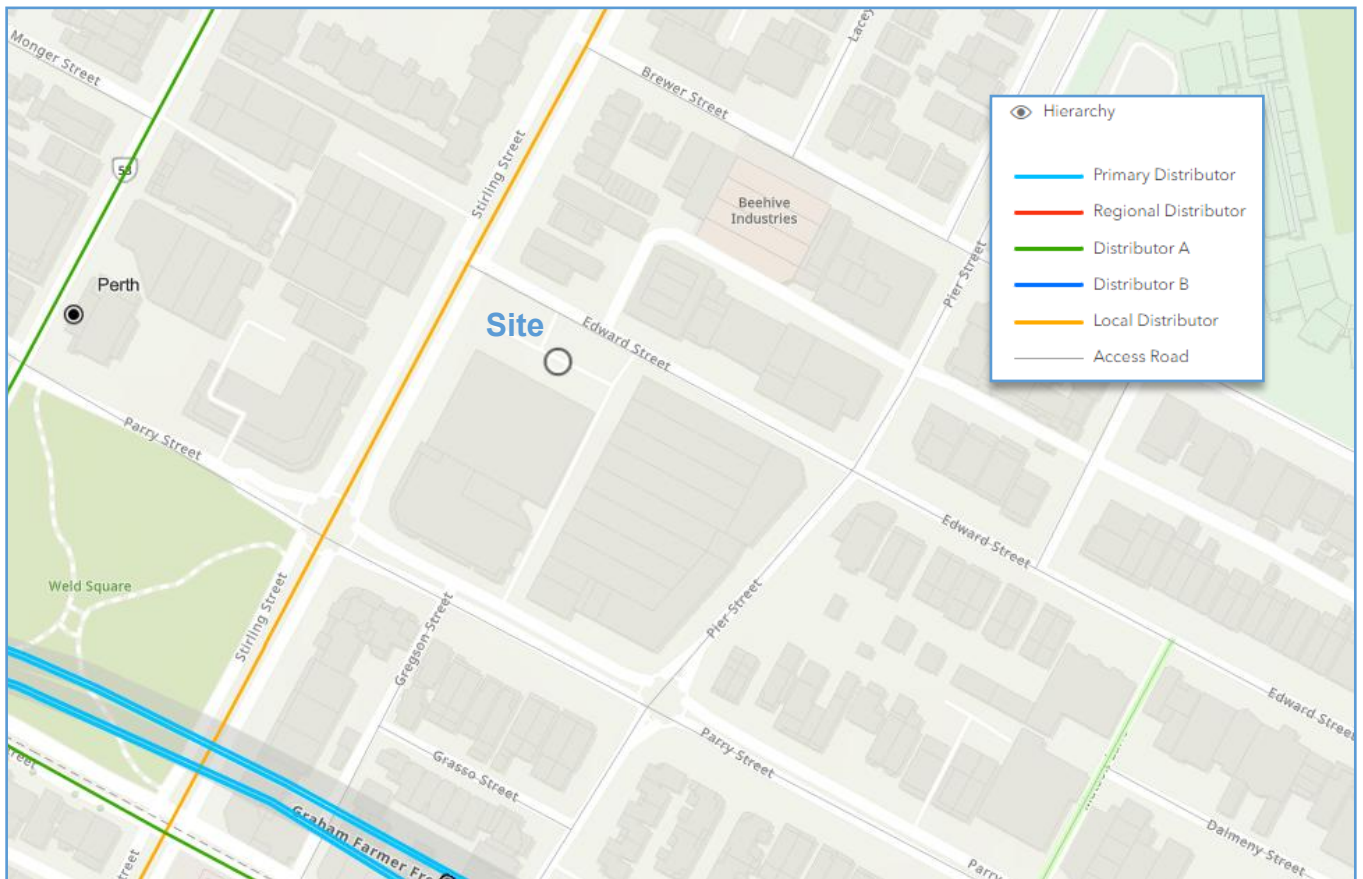


Figure 7: Main Roads WA road hierarchy plan

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

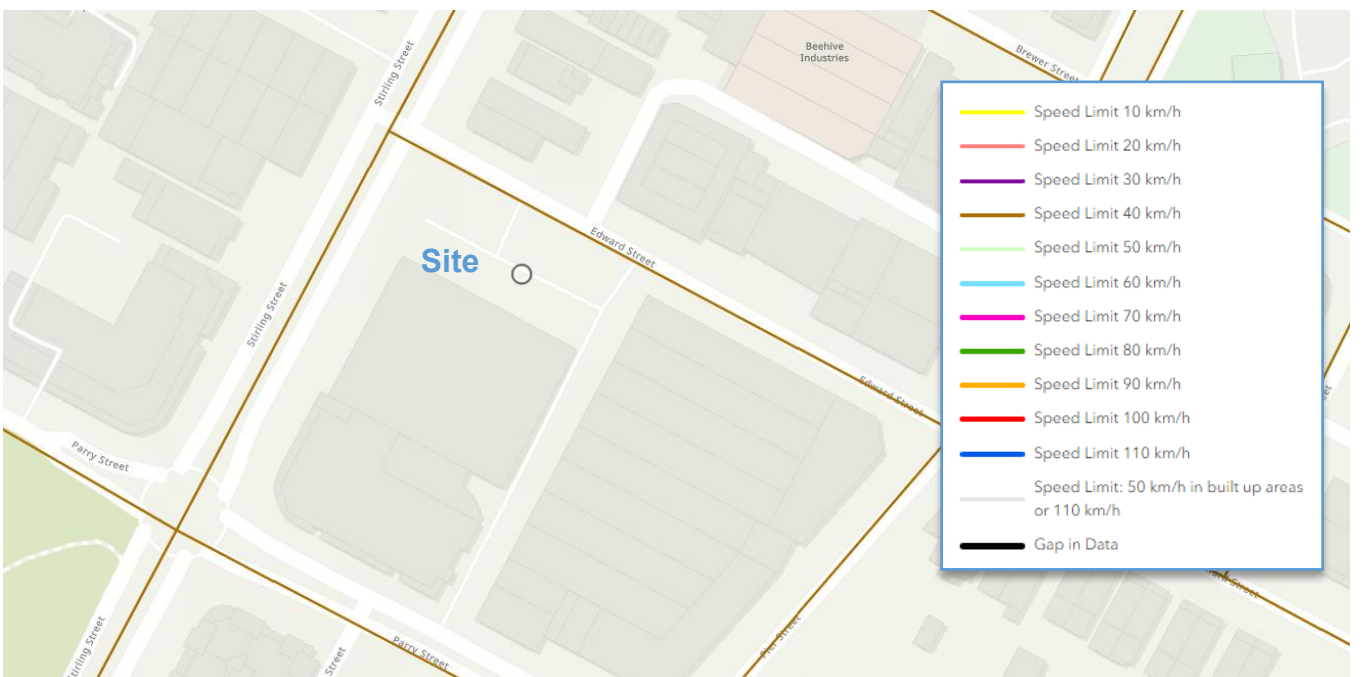


Figure 8: Main Roads WA road speed zoning plan

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

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd.	<u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	<u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 9: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992



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 closest bus routes to the subject site are listed below:

- Bus route 66: Perth - Morley Bus Stn via Beaufort St.
- Bus route 67: Perth - Mirrabooka Bus Stn via Grand Promenade.
- Bus route 68: Perth - Mirrabooka Bus Stn via Lennard St.
- Bus route 40: Perth - Morley Bus Stn via Lord St, Guildford Rd & Bayswater Stn.
- Bus route 41: Perth - Bayswater Stn via Lord St, Guildford Rd & Caledonian Av.
- Bus route 42: Perth – Maylands via Lord St, Guildford Rd, Eighth Av & Peninsula Rd.
- Bus route 43: Perth – Maylands via Lord St, Guildford Rd, Central Av & Peninsula Rd.
- Bus route 950: Perth - Morley Bus Stn - QEII Medical Centre via Beaufort St, Perth & University of WA.

The closest bus stops are located on Beaufort Street and Newcastle Street, less than 400m walk from the site. The walking routes to the nearest bus stops are detailed in Figure 10.

The existing public transport network plans are shown in Figures 11 to 13. Public transport services provide a viable alternative mode of transport for residents, staff and visitors to the proposed development. There is a reliable, high-frequency bus service which connects to Perth CBD and the rail network.

Claisebrook, Mclver and Perth Train Stations are located within 800m walking distance of the site.

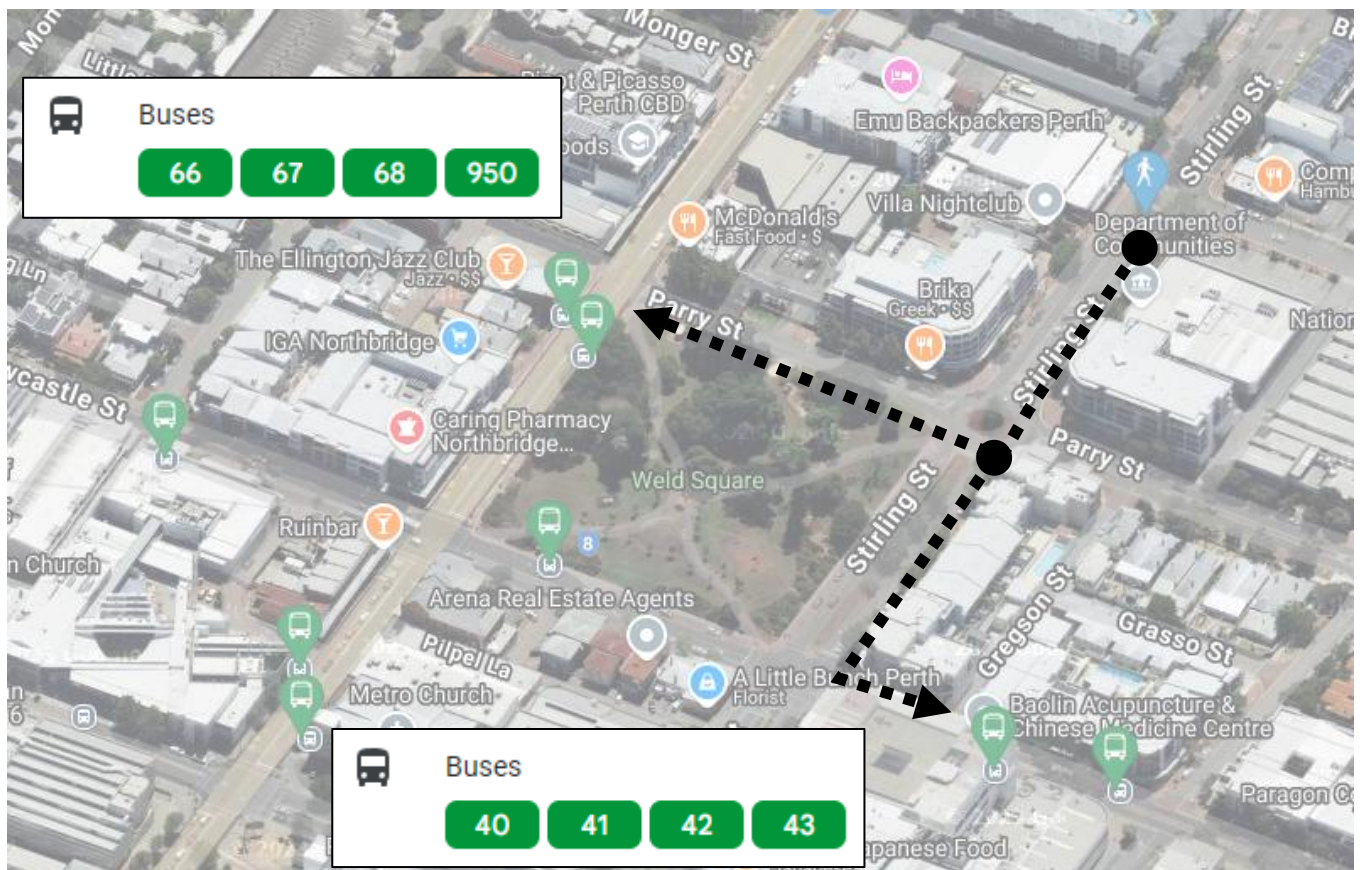


Figure 10: Closest bus stops serving the proposed development



Figure 11: Transperth public transport plan (routes 66, 67, 68)

Source: Transperth

Route 40, 41, 42, 43, 45, 46 Map

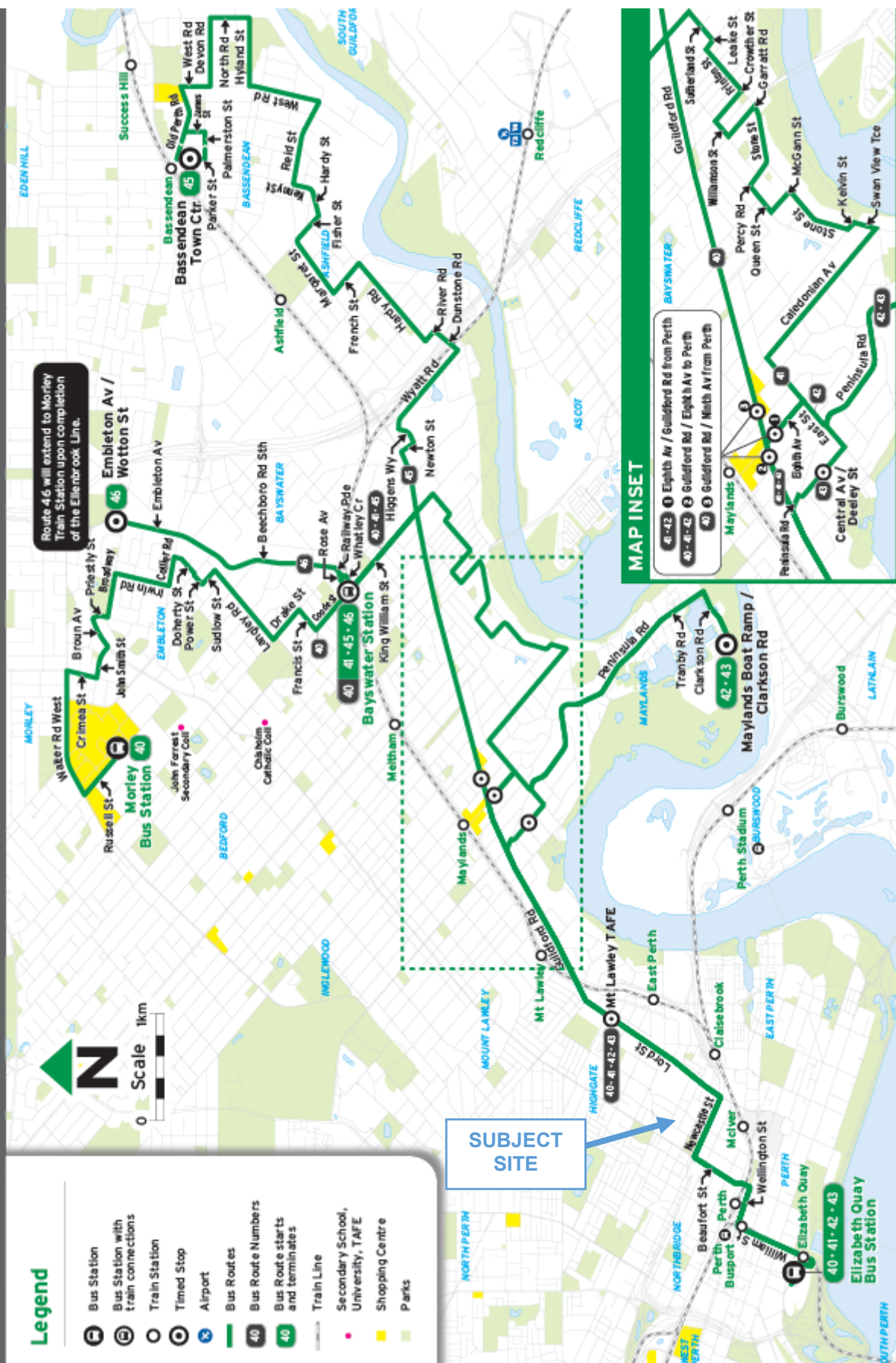


Figure 12: Transperth public transport plan (routes 40, 41, 42, 43)

Source: Transperth



Route 950 Map

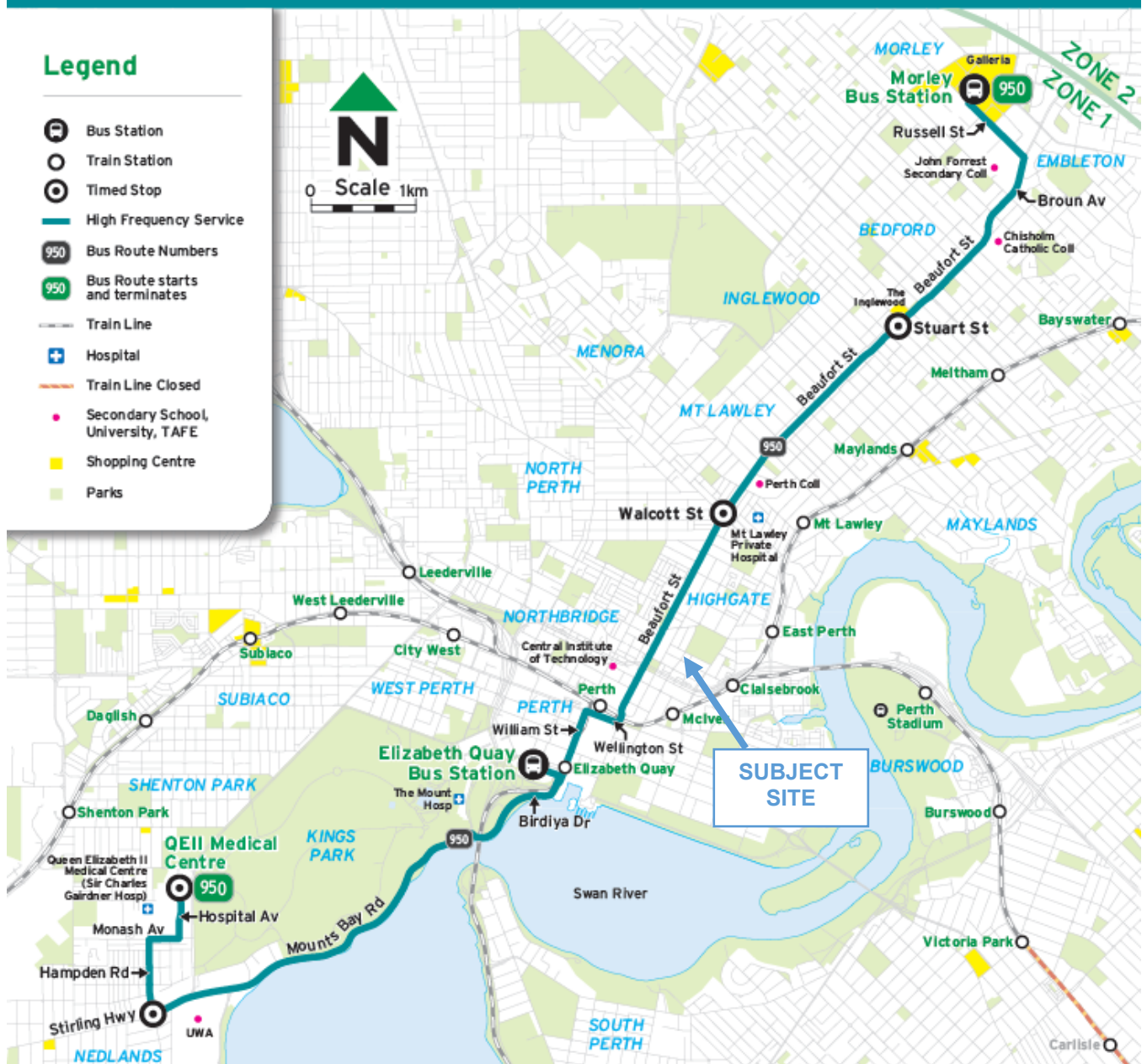


Figure 13: Transperth public transport plan (route 950)

Source: Transperth

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.

9.1 Pedestrian facilities and level of service

Paths for walking and cycling are provided along both sides of Stirling Street and Edward Street. Pedestrian crossing facilities including kerb ramps and refuge islands are provided for crossing at nearby intersections, which promotes improved access for bicycles, wheelchairs, and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 3.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 3: Traffic volume thresholds for pedestrian crossings

Broad cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour



9.2 Walking catchment

A geospatial analysis was undertaken to assess the 400m and 800m walking catchment of the site. As depicted in Figure 14, Claisebrook, Mclver and Perth Train Stations are located within the 800m walking catchment area. Multiple bus services and bus routes are located within the 400m walking catchment area.

Additionally, there are many public parking opportunities located within the short 400m walkable catchment area, should parking demand exceed on-site supply on occasion.

It should also be noted that there are many people living and working within the 800m walking catchment. This presents an opportunity for the proposed commercial tenancy to attract patrons and staff from within the walking catchment area, with reduced reliance on motorised traffic and onsite car parking.

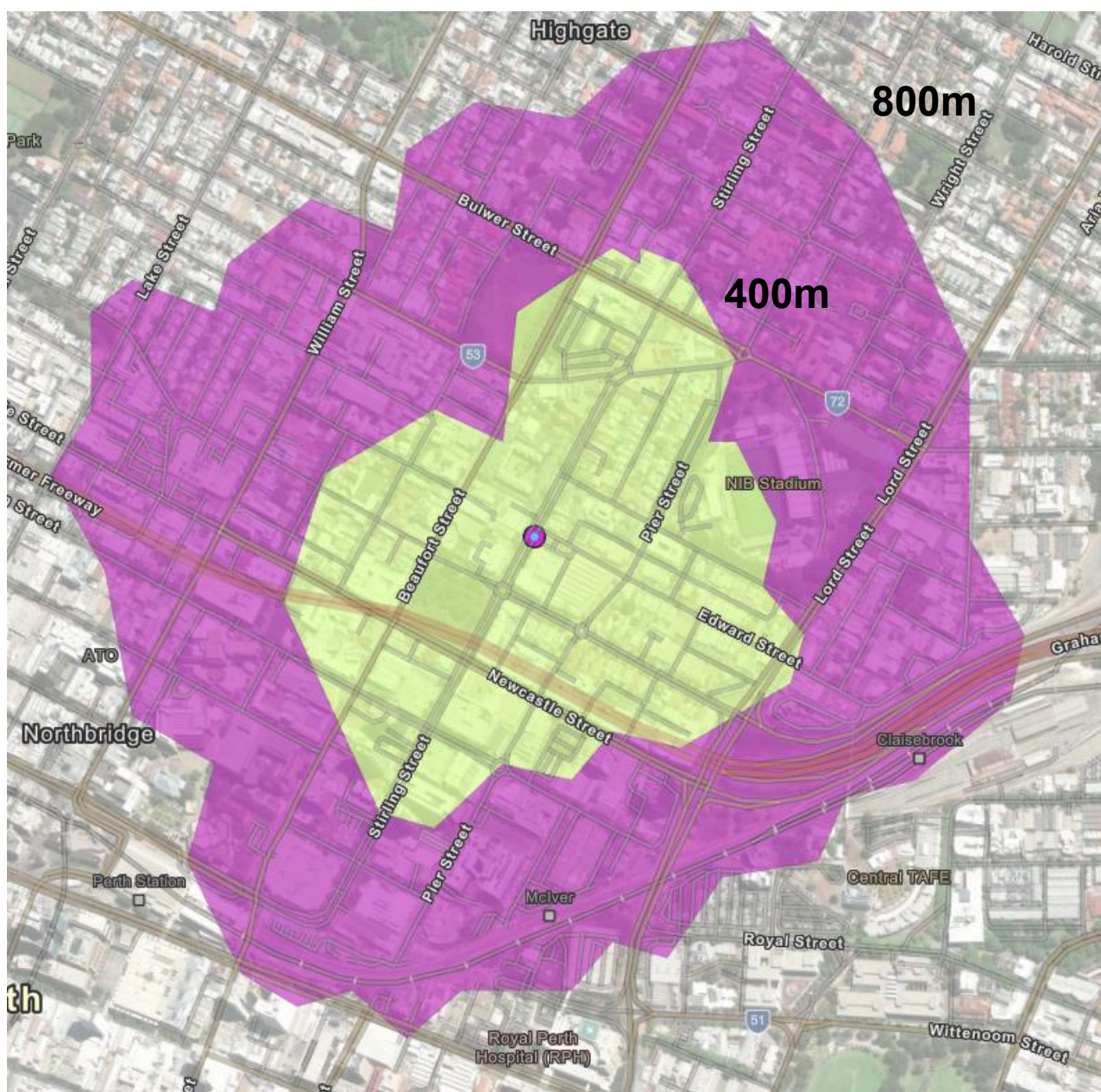


Figure 14: Proposed development walking catchment

Refer to Section 3.4 of this report.

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 Department of Transport Perth Bicycle Network Map (see Figure 15) shows the existing cycling connectivity to the subject site. On-street cycling lanes are provided on Stirling Street, which connect to the broader cycling network. Less confident people can also legally cycle on footpaths in Western Australia before connecting to higher order cycling facilities.



Figure 15: Perth bicycle network plan



The Strava cycling heatmap tool shows that the riverside shared paths, the railway PSP and Beaufort Street are relatively popular cycling routes near the site (Figure 16).

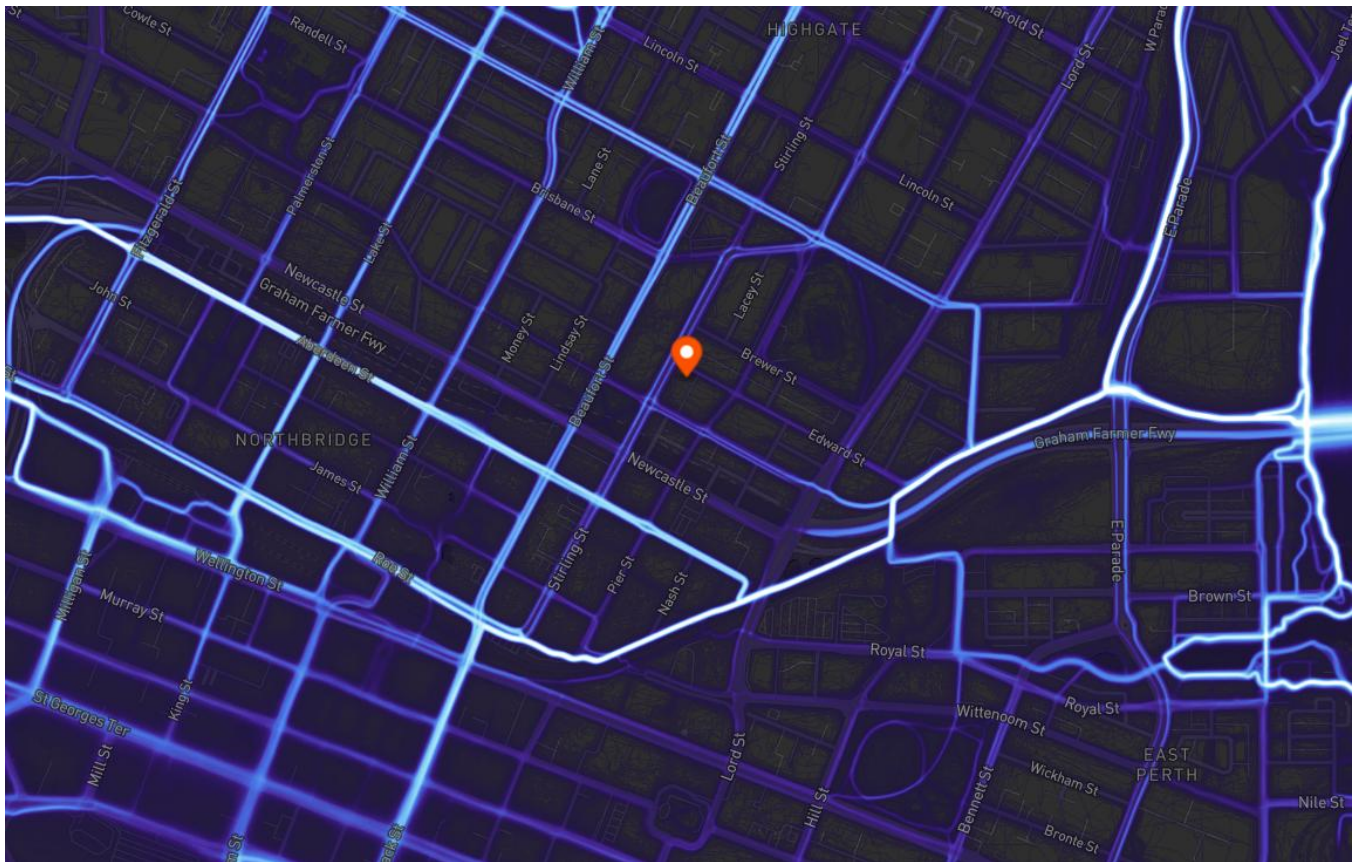


Figure 16: Strava cycling heatmap

10.2 Bicycle parking and end of trip facilities

The amended proposal provides a total of 48 on-site bicycle parking spaces, comprising:

- 44 secure resident bicycle parking spaces within the ground floor resident bike store; and
- 4 secure commercial tenant bicycle parking spaces within the ground floor commercial bike store.

In addition, 12 visitor bicycle parking spaces are proposed within the Stirling Street verge. These visitor bicycle spaces are intended to be shared by residential visitors and commercial visitors in a reciprocal arrangement.

The amended proposal also provides 10 e-scooter charging points at ground level, located adjacent to the resident bicycle store. These facilities will support the intended low-car operation of the development and provide residents, staff and visitors with practical alternatives to private car use.

An end-of-trip facility is provided at ground level for users of the commercial bike store. The facility includes one shower and associated lockers.

10.3 Sustainable transport catchment

As detailed in Figure 17, the subject site is well placed for residents, staff 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 micromobility and train travel with access to train stations.

The location of the site provides an excellent opportunity for the proposed commercial tenancy to attract patrons and staff from within the large cycling catchment area, with reduced reliance on motorised traffic and on-site car parking.

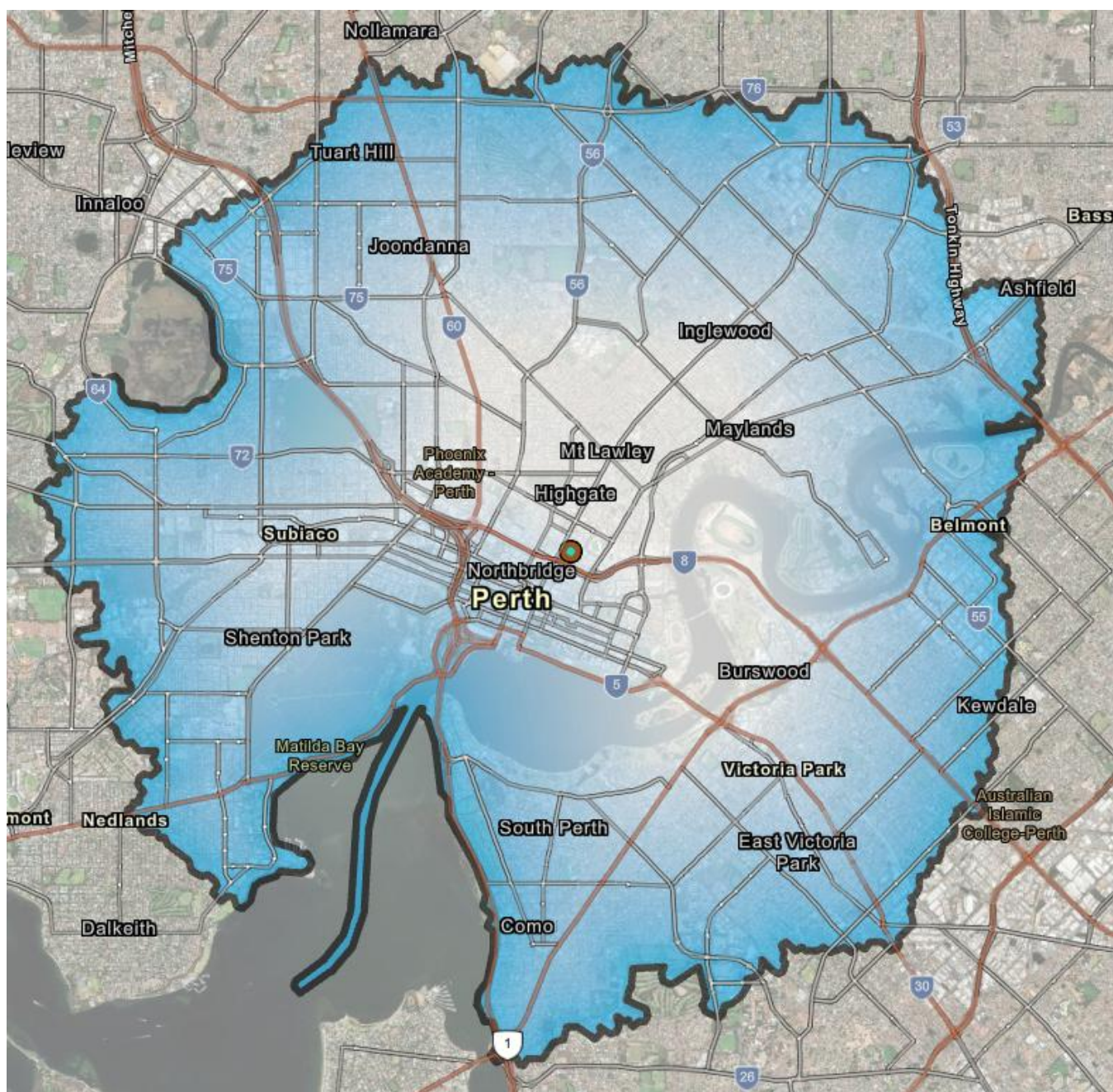


Figure 17: Cycling and micromobility catchment (8km)



11 Site specific issues

The amended proposal includes several site-specific operational matters that are addressed through the design and Parking Management Plan.

The basement level has been removed and all parking, bicycle parking, e-scooter charging, waste storage, building services and end-of-trip facilities are now accommodated at ground level.

This results in a consolidated ground level arrangement, which will rely on active management of resident parking, visitor parking, EV resident car share bays, commercial parking, waste collection and short-term deliveries.

The EV resident car share bays are proposed to operate in a managed tandem arrangement. The detailed operation of the car share system, including booking, vehicle allocation, wayfinding and return procedures, is addressed in the Parking Management Plan.

The amended proposal also includes a proposed ACROD bay within the Edward Street verge, replacing an existing on-street parking bay. This bay is outside the development site boundary and would be subject to separate approval by the City.

Subject to the management measures detailed in the Parking Management Plan, no additional site-specific issues are expected to preclude the proposed development.

12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 18, 18 crashes were recorded near the site in the last five years. Most crashes were property damage only severity, with one hospital and three medical severity crashes.

The detailed crash history is presented in Table 4. The low vehicular traffic generation of the proposed development is unlikely to impact road safety.



Figure 18: 5-year crash map in the locality (2021-2025)

Source: MRWA crash mapping tool

Table 4: 5-year crash history in the locality (2021-2025)

Severity	No.	%
Fatal	0	0
Hospital	1	5.56
Medical	3	16.67
PDO Major	8	44.44
PDO Minor	6	33.33
Year	No.	%
2021	3	16.67
2022	1	5.56
2023	2	11.11
2024	6	33.33
2025	6	33.33
Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	4	22.22
Rear End	2	11.11
Right Angle	9	50.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	3	16.67
Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	1	5.56
Dawn Or Dusk	0	0
Daylight	9	50.00
Not Known	0	0
Other / Unknown	8	44.44
Conditions	No.	%
Dry	11	61.11
Not Known	0	0
Other / Unknown	1	5.56
Wet	6	33.33
Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	14	77.78
Straight	4	22.22
Total	18	

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Marprop Pty Ltd with regards to the amended development application for the proposed mixed-use development located at 192 Stirling Street, Perth.

The subject site is situated at the southern corner of Stirling Street and Edward Street. The site is surrounded by a mix of land uses, including residential, commercial and community uses.

The amended proposal comprises 88 co-living units, 4 guest suites and a ground floor commercial tenancy of approximately 285.49m². The amended proposal removes the previously proposed basement level, with parking, bicycle parking, e-scooter charging, end-of-trip facilities, storage, building services and waste storage now accommodated at ground level.

Vehicle access is proposed via the existing Edward Street crossover and rear easement / right-of-carriageway arrangement. The access arrangement is considered appropriate for the amended development and allows vehicles to enter and exit the site in forward gear.

The amended proposal provides 16 on-site car parking bays, comprising 2 resident bays, 8 EV resident car share bays, 4 residential visitor bays and 2 commercial bays. The proposal also includes 1 motorcycle bay, 44 resident bicycle spaces, 4 commercial bicycle spaces, 12 visitor bicycle spaces within the Stirling Street verge, 10 e-scooter charging points and end-of-trip facilities.

The amended proposal results in an on-paper car parking shortfall. However, the development is intended to operate as a low-car co-living development, supported by unbundled parking, resident EV car share vehicles, managed visitor parking, bicycle parking, e-scooter charging, public transport access and the site's walkable inner-city location. The detailed operation and management of the parking arrangements is addressed in the Parking Management Plan.

The traffic analysis undertaken in this report estimates that the amended development will generate approximately 280 vehicles per day, with 28 vehicles per hour generated during the AM and PM peak hours, respectively. The forecast traffic generation is less than the WAPC threshold of 100 vehicles per hour on any lane and is not expected to have a material impact on the surrounding road network.

The site features good connectivity to the existing walking, cycling and public transport networks. Multiple bus routes are available within walking distance, and Claisebrook, McIver and Perth Train Stations are located within the broader walking catchment. The site is also well placed to support walking, cycling, micromobility and car share use by residents, staff and visitors.

The proposed on-street ACROD bay within the Edward Street verge is located outside the development site boundary and would be subject to separate approval by the City. The bay is shown on the development plans for context and completeness.

Subject to the parking management measures detailed in the Parking Management Plan, the findings of this Transport Impact Statement are supportive of the amended proposal.



Appendices

Appendix A: Proposed development plans

Appendix B: Swept path diagrams and concept traffic management plan

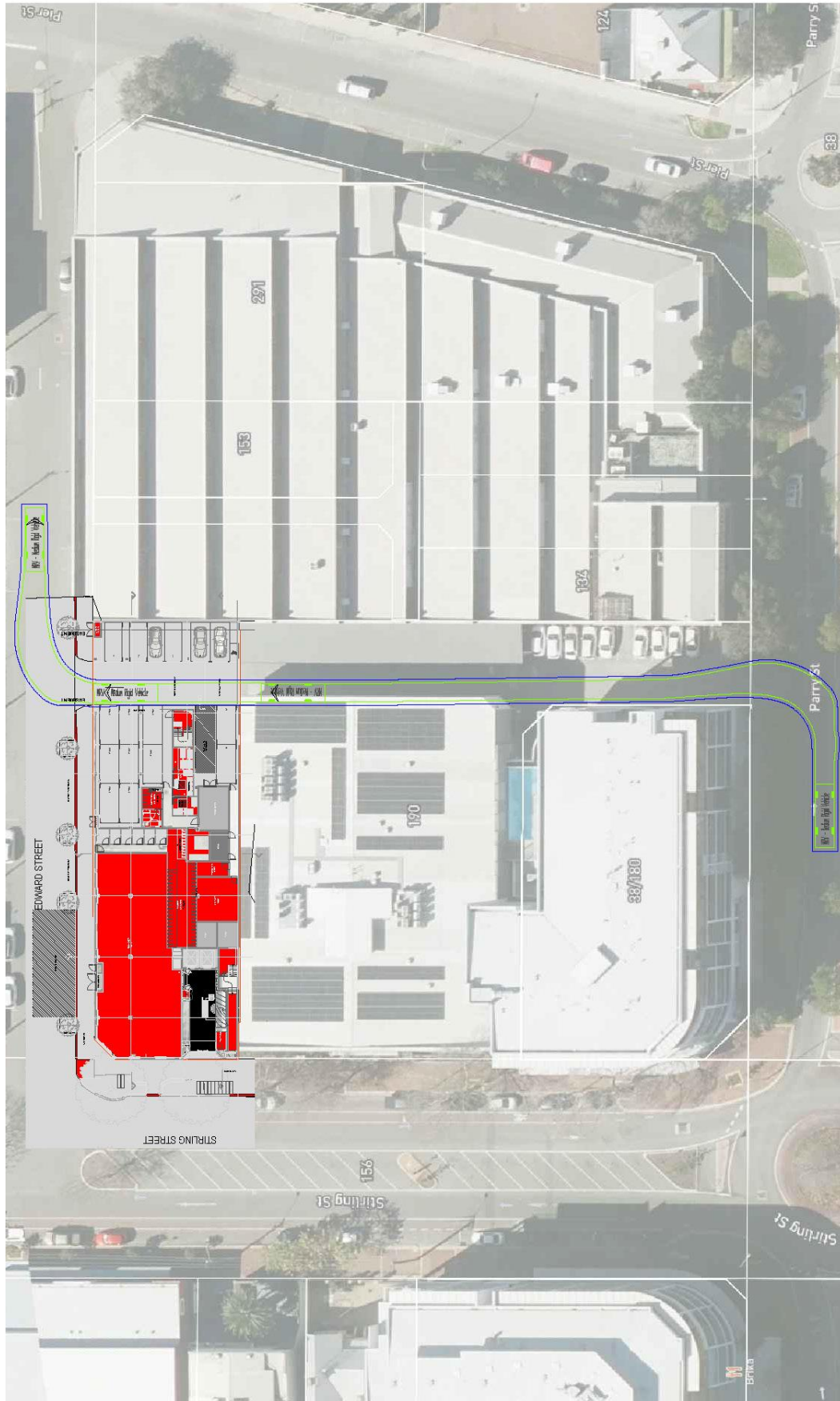
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:		Notes:	
Rev:	Date:	Rev:	Date:
1	20/06/2026		
Dark blue line represents a 100mm swept path buffer.			
Drawn by:		Project:	
Paul Chantous		U20072 - 102 Stirling Street, Perth Proposed Mixed-Use Development	
Client:		Drawing Title:	
Marpro Pty Ltd		Swept path analysis AS 2883.2 - 8.0m Medium Right Vehicle (MRV)	
Date:		Scale @ A0:	
25/06/2026		1:500	
Revision:		Revision:	
1/01		1/01	
urbii Sustainable Transport. Safe Solutions PO Box 4310, Burslem WA 6171 08 9438 3333 info@urbii.com.au			





Notes:	Dark blue
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Dark blue line represents a 500nm swept path buffer.

Drawn by.
Paul Ghanous

Client	Marprop Pty Ltd
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Project:	U26.073 -	Proposed
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Drawing Title:
Swept path analysis
AS 2890.2 - 8.8m Med

Date:	25/06/2026
Scale:	200

1:200	Revision
	1:200



Sustainable Transport. Safe Solutions