

12 May 2022

Reyne Dial,
Senior Urban Planner
Rowe Group
Level 3,
369 Newcastle Street
NORTHBRIDGE WA 6003

Dear Reyne,

RE: PALM BEACH SITE STRUCTURE PLAN AMENDMENT
REVIEW OF ACCESS POINTS TO LAKE STREET

As requested, we have now carried out a review of the proposed structure plan amendment over Lot 1512 Fisher Street and Lot 5000 Lake Street, Rockingham, noting that the current structure plan specifies that *"vehicular access... shall be limited to two points of access and/or egress points on each of Fisher Street and Lake Street"*.

1. EXISTING SITUATION

- The traffic report submitted in support of the currently approved structure plan identifies existing traffic flows of approximately 1,200 vehicles per day on Lake Street (west of Fisher Street) in 2017, with approximately 2,200 vehicles per day on Fisher Street (north of Rosewood Street).
- Both roads are classified as Access Streets under the Main Roads WA Road Hierarchy. However, under Liveable Neighbourhoods it is suggested that both Fisher Street and Lake Street would be identified as Access Street B, with indicative maximum traffic flows of 3,000 vehicles per day. They both also operate under the default urban speed limit of 50 kilometres per hour; although there is also a 40 kilometre per hour School Speed Zone on Fisher Street.

2. FUTURE TRAFFIC FLOWS

- The previous traffic report identified a predominantly residential development with approximately 350 apartments plus a small cafe (and over 500 parking spaces), expected to generate a total of approximately 2,000 vehicle trips per day, with 2 proposed access roads off Lake Street carrying approximately 1,000 vehicles per day each.
- With the majority of this traffic travelling to/from the site via Fisher Street, future traffic flows at the eastern end of Lake Street would have increased to approximately 3,100 vehicles per day, while traffic flows on Fisher Street north of Lake Street would have also exceeded 3,000 vehicles per day.
- By comparison, the currently proposed development now contains a total of 56 single residential lots plus 2 grouped dwelling sites (expected to provide up to 28 dwellings), resulting in a total of 84

dwellings, with a total trip generation of just 690 vehicles per day, and with a maximum flow of just 320 vehicles per day on the eastern access road.

- Future traffic flows on Lake Street will therefore now increase to a total of just 1,900 vehicles per day following the proposed development, which is well below the indicative maximum of 3,000 vehicles per day.

3. PROPOSED INTERSECTION SPACING

- With two access/egress points off Lake Street under the previously proposed plan, the intersection spacing along Lake Street was 115 metres from Fisher Street to the first access road, and then 110 metres between the two access roads.
- Under the currently proposed plan, the intersection spacing is reduced to 78 metres from Fisher Street to the first access road, and then another 75 metres to each of the other two access roads. However, under Liveable Neighbourhoods, the minimum intersection spacing along an Access Street is specified to be just 20 metres (although a separation of 40 metres is considered more appropriate between Fisher Street and the first access road).
- The currently proposed intersection spacing (with 3 access roads to Lake Street) is therefore more than sufficient, particularly with the significantly reduced traffic flows on each of the proposed roads.

4. OVERALL CONCLUSIONS

The overall conclusions regarding the proposed modifications are as follows:

- The currently proposed development will result in less than 40 percent of the traffic generation estimated under the previous plans.
- The traffic impact on Lake Street (and its intersection with Fisher Street) will therefore be significantly reduced, with traffic flows now expected to remain well below the indicative maximum of 3,000 vehicles per day identified under Liveable Neighbourhoods.
- Traffic flows on the proposed access roads will also be significantly reduced, from approximately 1,000 vehicles per day on both roads under the previous plan to a maximum of just 320 vehicles per day on the eastern access road under the revised plan.
- The proposed intersection spacing for 3 access roads off Lake Street results in a minimum intersection spacing of 75 metres, which is well above the acceptable minimum of 20 metres specified for intersections along an Access Street under Liveable Neighbourhoods. This is also well above the minimum of 40 metres that would be required if Lake Street was deemed to be a Neighbourhood Connector.
- It is therefore concluded that the currently proposed plan, with 3 access roads off Lake Street will result in a significantly reduced impact on Lake Street and its intersection with Fisher Street, with intersection spacings and future traffic flows fully compliant under Liveable Neighbourhoods.

Please do not hesitate to contact me if you require anything further.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Darren Levey', with a long horizontal flourish extending to the right.

Darren Levey