

MW URBAN  
PROPOSED CHILD CARE CENTRE  
38 POINT WALTER ROAD, BICTON  
TRAFFIC STATEMENT ADDENDUM

July 2022



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## **1. EXECUTIVE SUMMARY**

- 1.1. Riley Consulting has been commissioned by MW Urban to consider the traffic and transport impacts of developing a child care facility at 38 Point Walter Road, Bicton.
- 1.2. Through the planning process the City of Melville has raised several matters that are required to be addressed. This addendum identifies where the traffic assessment dated May 2022 changes. The key findings of the traffic review and addendum are:
- 1.3. The revised child care centre has a reduced capacity of 81 children as a result of the proposed modifications.
- 1.4. As children numbers are slightly lower than assessed in the traffic statement dated May 2022, the level of traffic movements will slightly reduce. As a result, the findings outlined in the May 2022 traffic statement do not change.
- 1.5. There are no reasons to expect that the proposed development would not operate in a safe and appropriate manner.

## **2. CHECKLIST**

- 2.1. No changes are made to this section.

## **3. THE LOCAL ROAD NETWORK**

- 3.1. No changes are made to this section.

## **4. EXISTING DEVELOPMENT**

- 4.1. No changes are made to this section.

## **5. PROPOSED DEVELOPMENT**

- 5.1. The proposed development is for a child care centre that has been revised and will now accommodate 81 children with 15 staff. Figure 3 shows the revised site plan.

## **6. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES**

- 6.1. The revised site plan shows that the child care centre will provide for 81 children, being a loss of 2 child care places, as a result of the amended plan.
- 6.2. As traffic demands are lower than identified in the traffic statement, there is no requirement to amend the traffic assessment.

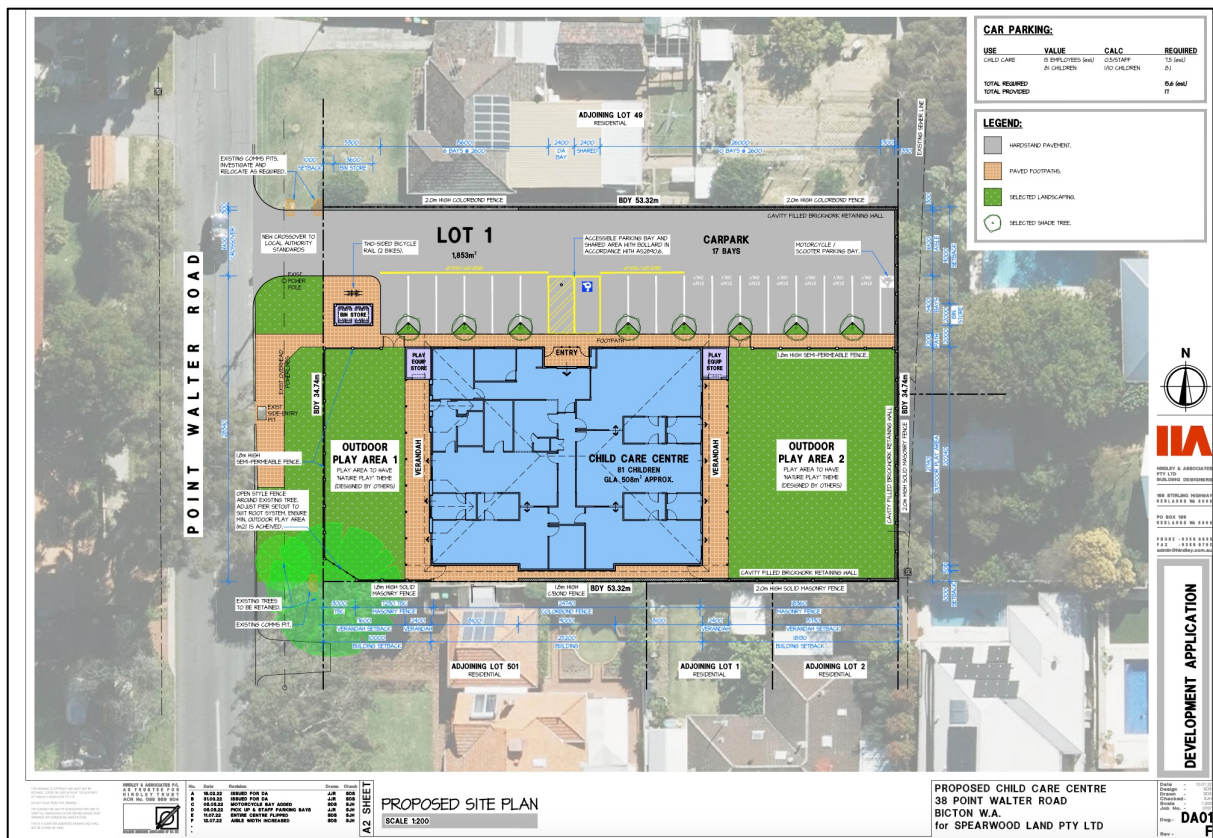


Figure 3 Indicative Site Concept Plan (refer to DA for detail)

## 7. TRAFFIC IMPACT

7.1. There are no changes to the traffic impacts identified in the traffic statement dated May 2022.

## 8. VEHICLE ACCESS

- 8.1. Access identified in the original plan was located 5.7 metres north of the southern boundary and provided a slow entry point. The City's engineer is uncomfortable with the layout and has suggested the access would become congested. As a result, a straight access to Point Walter Road to be provided.
- 8.2. It is not possible to provide a straight access at the original cross over location due to a large tree that the City wish to retain. Suggestions of flipping the car park would result in children being walked across the car park, which is a less safe outcome.
- 8.3. To address the access issue the whole development is flipped so that access will be taken adjacent to the northern boundary of the subject site. A straight access is shown on the revised plan attached at Figure 3.
- 8.4. The access meets Point Walter Road at 90 degrees and will provide for faster entry and exit to the site. There are no footpaths to the eastern side of Point

Walter Road and increased vehicles speeds do not raise any pedestrian conflict issues.

- 8.5. There is a residential cross over to the opposite side of Point Walter Road and it is estimated that there is approximately 6 metres separation to the proposed cross over, which meets the requirements of AS2890.1.
- 8.6. The amended cross over meets the visibility and locational requirements of AS2890.1.
- 8.7. There are no reasons to suspect that the relocated access would not operate in a safe and appropriate manner.

## **9. PARKING**

- 9.1. The original development proposal met the intent of the City's policy LPP1.6. An additional car parking bay is provided at the request of the City.

## **10. PARKING MANAGEMENT**

- 10.1. No changes are made to this section.

## **11. PROVISION FOR SERVICE VEHICLES**

- 11.1. No changes are made to this section.

## **12. HOURS OF OPERATION**

- 12.1. No changes are made to this section.

## **13. TRAFFIC MANAGEMENT OF FRONTAGE STREETS**

- 13.1. No changes are made to this section.

## **14. CYCLE ACCESS**

- 14.1. No changes are made to this section.

## **15. SITE SPECIFIC ISSUES**

- 15.1. No changes are made to this section.

## **16. SAFETY ISSUES**

- 16.1. No changes are made to this section.