

Movement Summary - Un-Hosted Short-Term Rental Accomodation

Strata Lot 1 & 2 (No. 5A & 5B) Macrae Road, Applecross

City of Melville



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1.0 INTRODUCTION

This Movement Summary has been prepared in conjunction with a planning application in support of a short stay accommodation development containing 21 apartments located at Strata Lots 1 and 2 (Nos. 5A and 5B) Macrae Road, Applecross (**Subject Site**) in the City of Melville.

This Movement Summary has been prepared to address requirement 19.4 of the Canning Bridge Activity Centre Plan (**CBACP**) Design Guidelines to provide the design intent in relation to pedestrian access points, access to parking and cycling, pedestrian and cyclist pathways, and waste management. The Movement Summary generally follows the format of a transport impact statement as provided for within the Western Australian Planning Commission (**WAPC**) *Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016).

2.0 OVERVIEW

2.1 Description of Proposal

The proposal involves a six-storey short stay accommodation development containing a total of 21 apartments, comprising:

- At ground floor level, a single three (3) two-bedroom apartment, pedestrian entry lobby, bin store, plant roof and vehicle and bicycle parking areas;
- Across first to fifth levels, two (2) two-bedroom apartments and two (2) three-bedroom apartments on each level; and
- Communal open space and services at the rooftop level.

2.2 Site Description

The subject site, situated within the suburb of Applecross, is located 6km south of the Perth CBD. The site has a sole frontage to Macrae Road to the north. The site is surrounded by residential dwellings on all sides, which are exclusively in the form of two-storey grouped dwellings.

The site is situated within walking distance of high frequency bus route 910, noting the nearest bus stop is 150m from the subject site along Canning Highway. Canning Bridge Train Station is also within proximity to the subject site, located approximately 1km to the east of the site with service from various buses travelling east along Canning Highway.

Refer to **Figure 1** for a Location Plan.

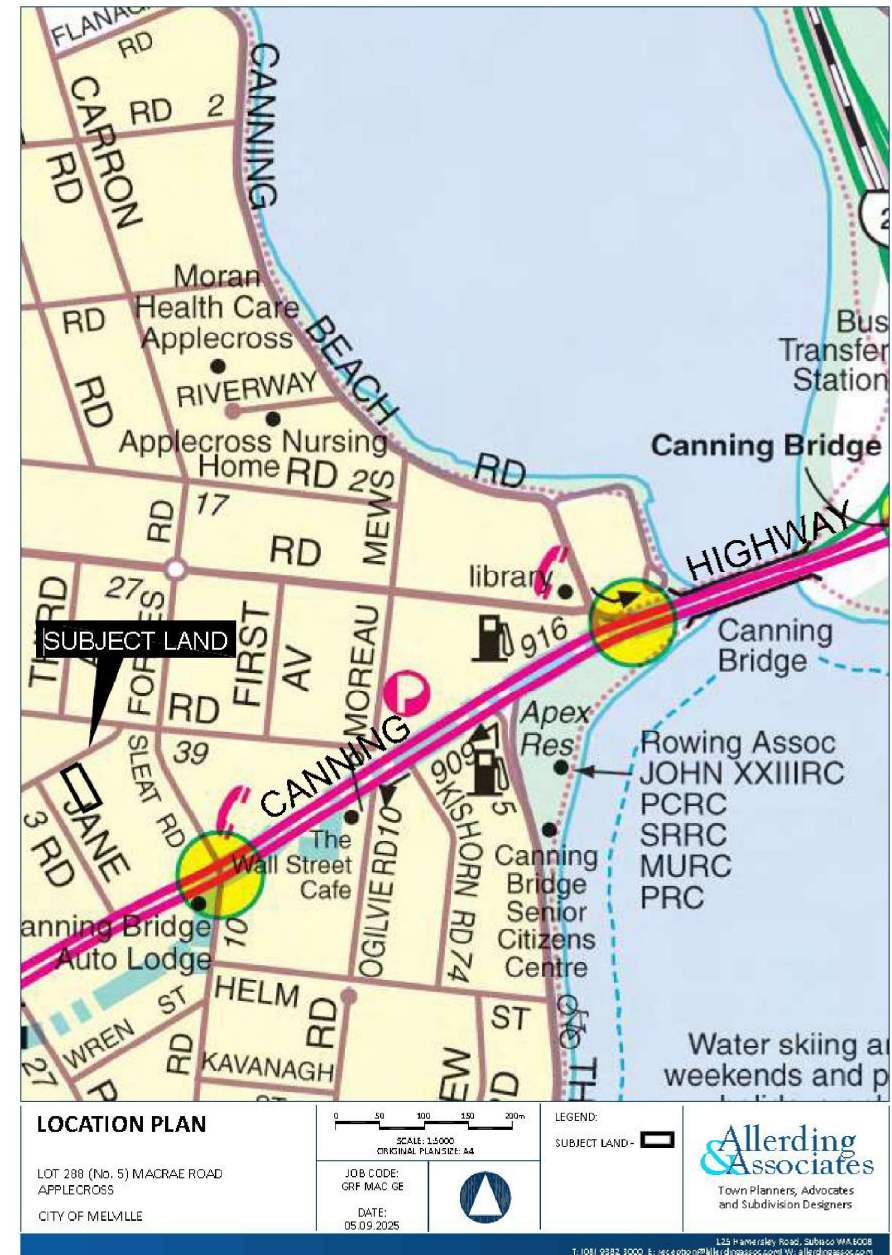


Figure 1 – Location Plan

2.3 Existing Road Network

The surrounding road network classed under the Main Roads Functional Road Hierarchy (refer **Figure 2**):

- Macrae Road (north of subject site) – *Access Road* – A two-lane, two-way undivided carriageway that runs in a north-east to south-west direction. The subject site is located on the southern side of Macrae Road between the intersections of Jane Road and Kishorn Road.
- Jane Road (south of subject site) – *Access Road* – A two-lane, two-way undivided carriageway that runs in a north-west to south-east direction. It intersects with Macrae Road and continues in a south-easterly direction providing access to Canning Highway.
- Canning Highway (west of subject site) – *Primary Distributor* – Canning Highway forms part of the regional road network carrying large volumes of traffic to the north and south, including providing for connection to the Kwinana Freeway to the west of the subject site and into the Perth CBD via the Causeway.

Under the Main Roads Functional Road Hierarchy, an Access Road has a capacity to carry up to 3,000 vehicles per day and a Primary Distributor is estimated to have an Average Annual Weekday Traffic count of between 20,000 and 25,000 vehicles per day. Access roads have a default speed limit of 50km/h as they are located in built-up residential areas and Primary Distributors can have speeds of between 60km/h and 110km/s depending on design characteristics. The section of Canning Highway closest to the Subject Site consistently has a speed limit of 60km/h.



Figure 2 – Main Roads Western Australia Road Information Mapping

3.0 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

Vehicle access is proposed via a two way entrance from Macrae Road located to the west of the site frontage to Macrae Road. Vehicles will enter in forward gear and will pass through a tilt door to access the parking bays. When exiting the site, vehicles will use the same path of travel to access Macrae Road.

3.2 Parking Provision

Pursuant to the parking requirements within the Canning Bridge Activity Centre Plan (CBACP) Design Guidelines, a maximum of 32 parking bays are permitted. There is no visitor parking requirement. The development has incorporated a total of 32 parking bays in line with the maximum permitted. The parking bays are provided in the following arrangement:

- 22 parking bays located in dependent double stackers (two per stacker) located along the eastern side of the ground floor parking area providing two (2) bays for each of the 11 three-bedroom apartments; and
- 10 at-grade parking bays along the eastern and western sides of the ground floor parking area providing one (1) bay for each two-bedroom apartment.

Refer **Figure 3** for the proposed parking arrangement.

The on-site parking arrangement and vehicle movement path has been reviewed internally to confirm that the design provides for safe and efficient movements to and from the site and internally within the site. It has been confirmed that the parking arrangement complies with Australian Standard AS2890.1 *Parking facilities Part 1: Off-street car parking*. Swept path diagrams are included at **Annexure 1**.

It is considered that the proposed parking arrangement will sufficiently cater for the parking demand generated by the proposed development.

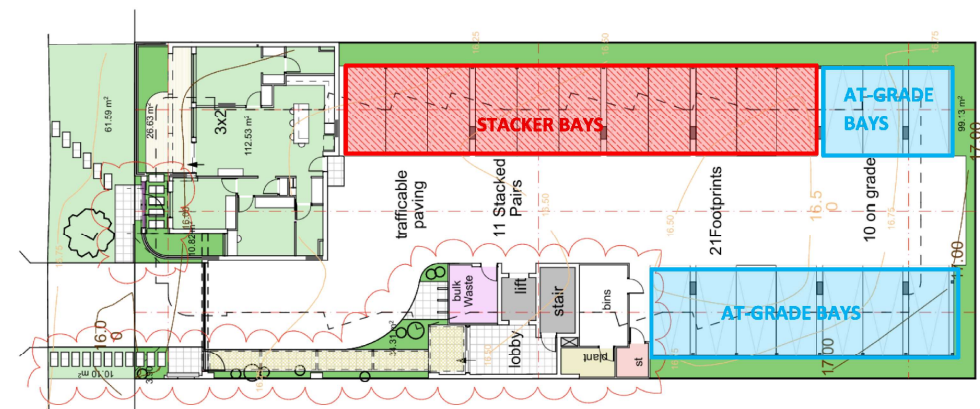


Figure 3 – Proposed Parking Layout

4.0 SERVICE VEHICLES

Waste collection for the subject site will be undertaken via on-street verge collection. Waste collection vehicles will access bins from a kerbside collection area on Macrae Road using standard side arm vehicles.

A detailed waste management report has been included as part of the Development Application report.

5.0 TRAFFIC VOLUMES

5.1 Traffic Generation

Trip generation has been calculated for the subject site based on the trip generation rates contained within the *Institute of Transportation Engineers (ITE) "Trip Generation" 9th Ed.* **Table 1** contains the peak hour trip generation rate based on the apartment code 220, with the AM and PM peak adjusted for short stay accommodation. **Table 2** contains the directional distribution and **Table 3** contains the total potential trip generation associated with the proposal.

Table 1 – Peak Hour Trip Generation Rate

Land Use	ITE Code	Daily	AM Peak	PM Peak
Apartment	220	6.65 trips per apartment	0.4 trips per apartment	0.4 trips per apartment

Table 2 – Directional Trip Distribution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Apartment	20%	80%	65%	35%

Table 3 – Total Potential Trip Generation

Land Use	Daily	AM Peak		PM Peak	
		In	Out	In	Out
Apartment	140	2	7	6	3

All figures were rounded up if required.

Trip generation from the proposed development has been calculated at approximately 9 vehicles in both the AM and PM peaks. The traffic volume generated from the proposed development is considered to be very low and below the threshold for a TIS under the WAPC Guidelines. This additional traffic is therefore likely to have negligible impact on adjacent roads and intersections.

It is anticipated that the majority of generated traffic will be distributed in two directions. This includes either westerly on Macrae Road to Jane Road, then south to Canning Highway. Alternatively, traffic will be disbursed easterly on Macrae Road to Kishorn Road where vehicles will either travel south on Sleat Road to access Canning Highway or north on north on Forbes Road then east on Kintail Road to access the Kwinana Freeway via Canning Highway.

5.2 Service Vehicles

It is anticipated that waste collection vehicles will service the subject site weekly for the collection of general waste, recycling and FOGO. The proposed frequency of waste collection is not anticipated to result in traffic conflict either internally within the site or externally within the public road network.

6.0 PEDESTRIAN ACCESS AND FACILITIES

The Subject Site is serviced by a pedestrian footpath along the southern side of Macrae Road connecting the Subject Site to the footpath network to the east and west. No pedestrian footpath currently exists along the northern side of Macrae Road.

The proposal connects to the existing pedestrian footpath network by providing dedicated pedestrian linkages to the site entrance within the Subject Site. This supports the proposed pedestrian footpath environment and also separates the main pedestrian entrance point from the vehicle access point to ensure a safe and functional pedestrian environment.

7.0 CYCLE ACCESS AND FACILITIES

Space is provided for storage of 21 bicycles throughout the development within storerooms, as well as additional communal bicycle spaces at ground floor level adjacent to the entry lobby.

No dedicated cycling lanes exist in proximity to the subject site, however a safe interconnected cycling environment is provided via surrounding local streets, nearby foreshore bicycle paths and the Kwinana Freeway bicycle path further to the east.

8.0 PUBLIC TRANSPORT ACCESS

The subject site is serviced by the local bus and train network in close proximity. The site is situated within walking distance of high frequency bus route 910, noting the nearest bus stop is 150m from the subject site along Canning Highway. Canning Bridge Train Station is also within proximity to the subject site, located approximately 1km to the east of the site with service from various buses travelling east along Canning Highway.

Figure 4 illustrates the various Transperth services available within the area.

9.0 SUMMARY AND CONCLUSIONS

This Movement Summary has considered the transport related aspects of the proposed development including existing and proposed traffic operations, access, car parking, public transport, waste access, pedestrian movements and cycle facilities.

From review of the local traffic and pedestrian environment, the proposal is not considered to result in any safety or operational impacts as a result of the minor increases in traffic generated by the proposal.

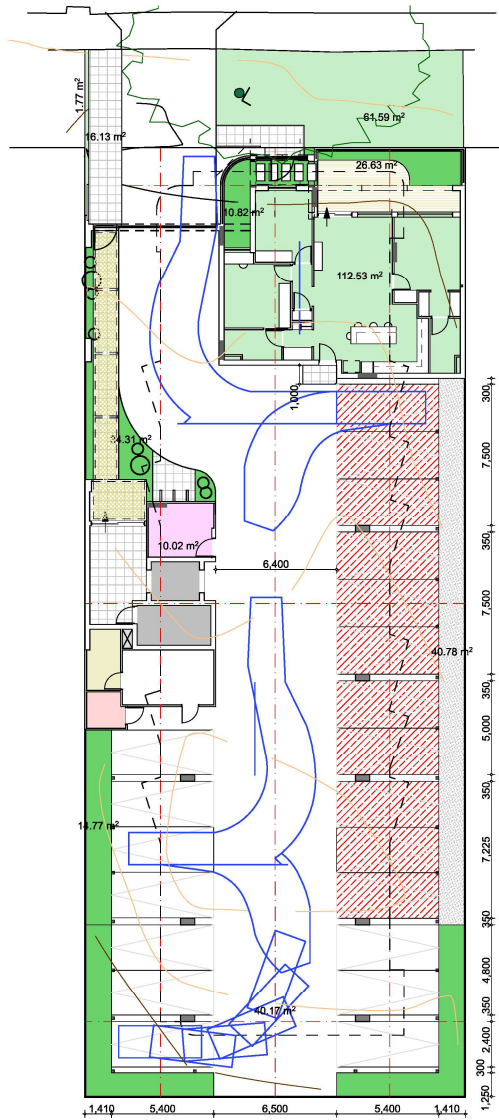
The peak and total vehicle trips generated by the proposed development are negligible having regard to the existing street network and the utilisation of a single point of vehicle access will assist to limit traffic conflict and improve functionality of any increased movements resulting from the proposal.



Figure 4: Transperth Network Map

ANNEXURE 1

VEHICLE SWEEP PATH DIAGRAM



Swept Path Diagram
Scale 1:200

PL-16 Swept path diagram

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