

PTG/02506

Transport Impact Statement Proposed Warehouse Development Lot 2 Hatch Court, High Wycombe

4 July 2025

Prepared for Hesperia

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REPORT DETAILS

Document Title	Transport Impact Statement – Proposed Warehouse Development - Lot 2 Hatch Court, High Wycombe
Project Number	PTG/02506
Document ID	Rev A
Client	Hesperia

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Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
A	04/07/2025	For issue	CD/DR	SGL

1 INTRODUCTION

1.1 Introduction

PTG Consulting Pty Ltd (PTG) has been commissioned by **Hesperia** to prepare a Transport Impact Statement (TIS) for a proposed warehouse development located at proposed Lot 2 Hatch Court, High Wycombe, within the City of Kalamunda.

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4– Individual Developments (2016)* and the TIS Checklist is included at **Appendix A**.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

1.2 Site Location

The Site is located at proposed Lot 2 Hatch Court, High Wycombe, as shown in **Figure 1**.

The Site is bounded by Adelaide Street to the north and a proposed new road to the east.

Figure 1 Site Location



Source: Metromap (2025)

2 PROPOSED DEVELOPMENT

2.1 Existing Land Uses

The Site currently consists of a residential dwelling.

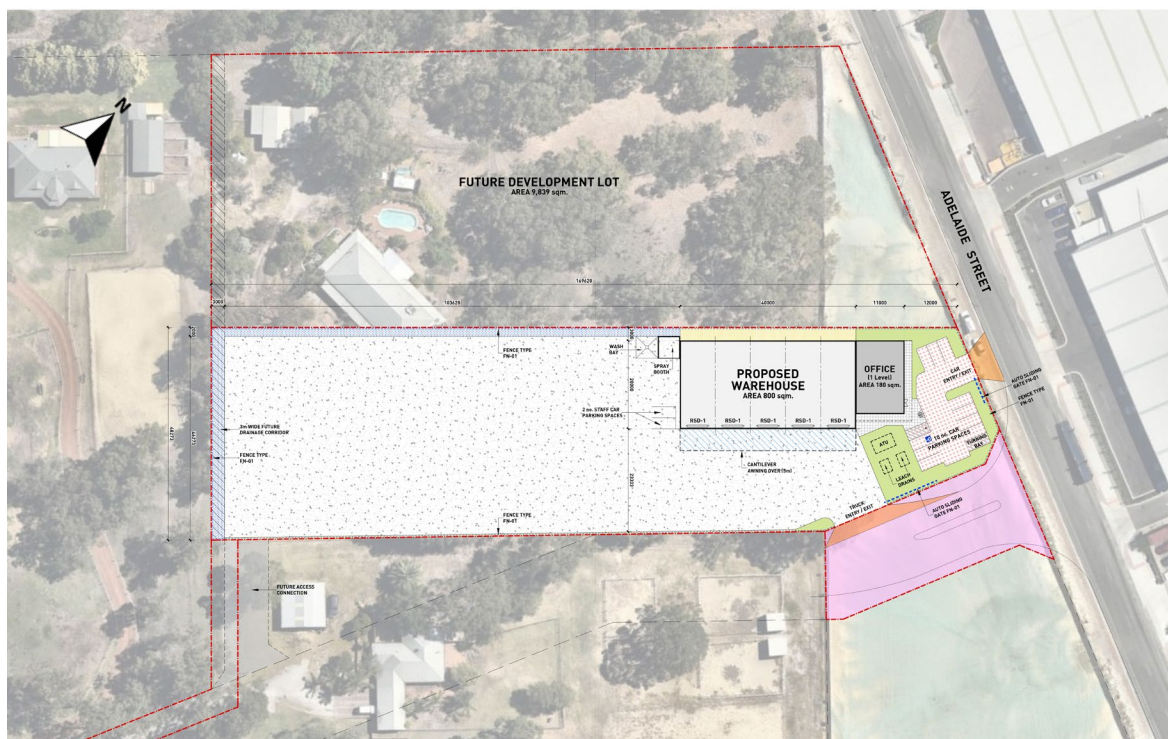
2.2 Proposed Land Uses

The proposal is for a Warehouse and Incidental Office, comprising of the following site-specific design components:

- » Warehouse (800m²)
- » Incidental Office (180m²)
- » Hardstand area;
- » 10 car parking bays

The proposed Site plan is presented in **Figure 2**. A larger scale Site plans can be found in **Appendix B**.

Figure 2 Proposed Development



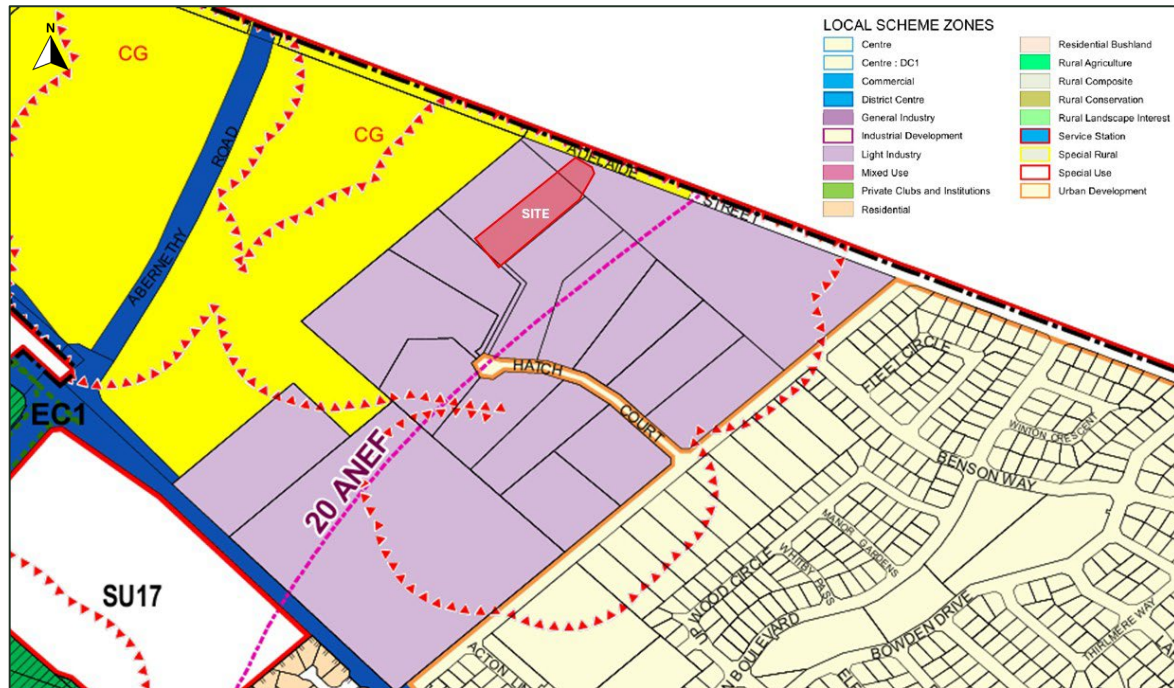
Source: Hesperia

2.3 Context with Surrounds

Pursuant to the *City of Kalamunda Local Planning Scheme No. 3 (LPS3)*, the Site is zoned “Light Industry” as shown in **Figure 3**.

The Site is surrounded by residential dwellings, however since the 2018 rezoning from Urban to Light Industry, the surrounding lots are expected to be redeveloped for light industry purposes.

Figure 3 Context with Surrounds



Source: City of Kalamunda Local Planning Scheme No.3 (Map 2)

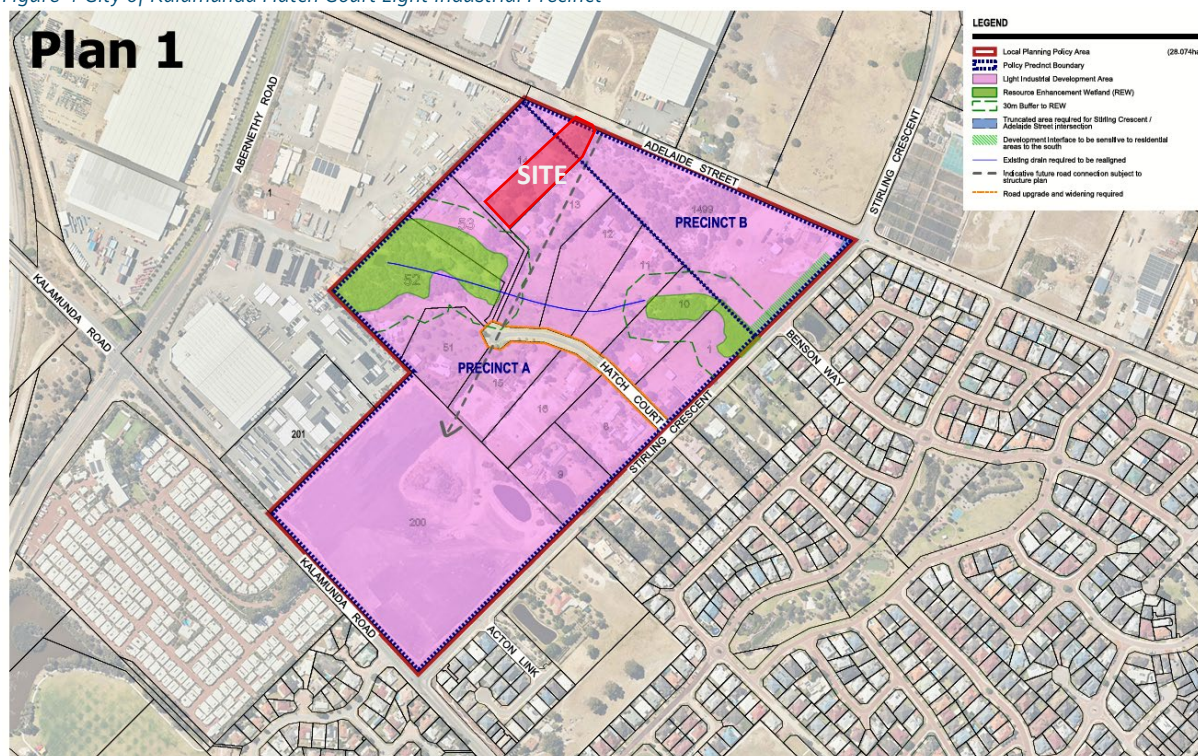
2.4 Hatch Court Light Industrial Precinct

The Site is located within the City of Kalamunda Hatch Court Light Industrial Precinct, as shown in **Figure 5**. The precinct is a major development project being led by the City, aiming to transform the 30-hectare site into a new industrial hub. The City is currently developing a Local Structure Plan, Development Contribution Plan and Design Guidelines for the precinct area.

Since the precinct's rezoning in 2018 from Urban to Light Industrial, key barriers to development have included fragmented private land ownership, limited road access, and a lack of shared infrastructure. The precinct plan addresses important planning considerations, such as providing vehicular access via Adelaide Street.

The proposed stub road on the north eastern boundary of the Site is intended to be extended to Hatch Court in the future, subject to further planning.

Figure 4 City of Kalamunda Hatch Court Light Industrial Precinct



Source: City of Kalamunda

3 VEHICULAR ACCESS AND PARKING

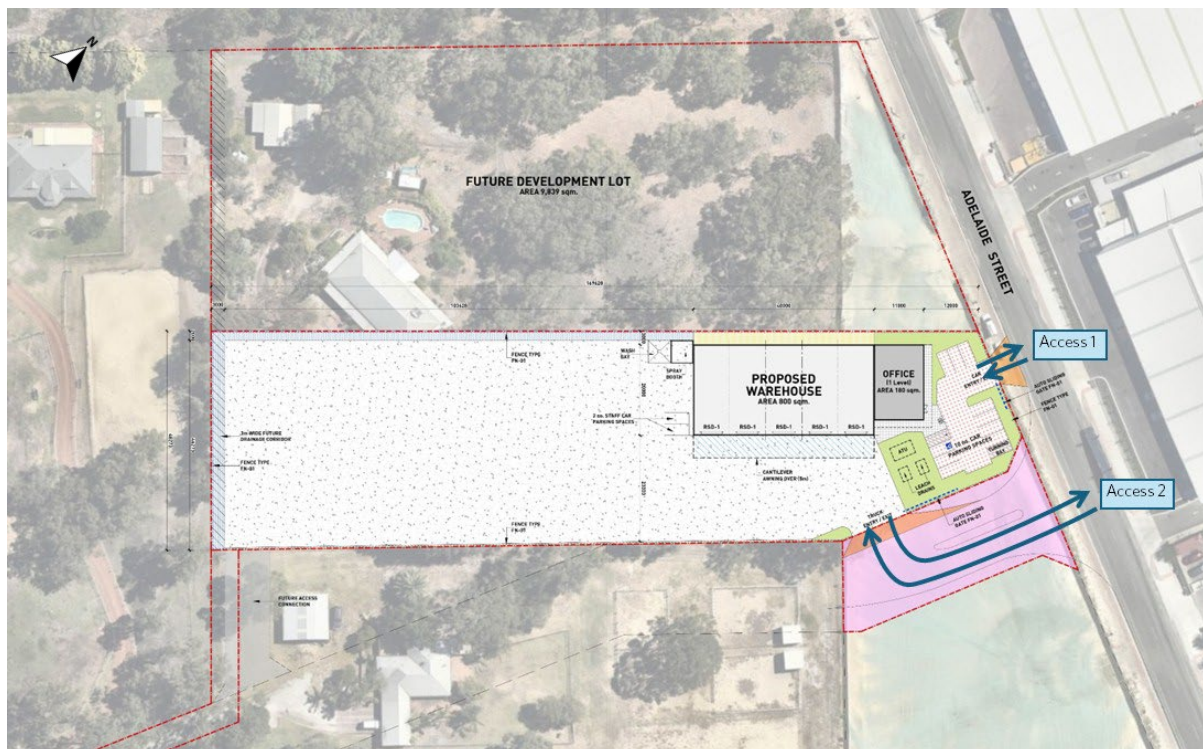
3.1 Access Arrangements

Two (2) access points are proposed, as shown in **Figure 6** and summarised below:

- » Access 1 - Entry and exit for light vehicles only via Adelaide Street
- » Access 2- Entry and exit for heavy vehicles only via proposed stub road

A future access point for heavy vehicles is also proposed at the south eastern corner of the Site, subject to future planning and development of road access in this area.

Figure 5 Access Arrangements



Source: Hesperia (1 July 2025)

3.2 Parking Provision

The statutory car parking requirements, in accordance with the *City of Kalamunda LPS3*, have been considered in the context of the proposed warehouse and incidental office development and summarised below in **Table 1**.

Parking calculations have combined the incidental office land use yield with the warehouse, given the warehouse is the predominant land use of the proposed development.

Table 1 Car Parking Provision

Land Use	Yield	Car Parking Requirements	Parking Required	Parking Provided
Warehouse	980m ²	3 bays for the first 200m ² and 1 bay for every 100m ²	11 bays	10 bays
Total			11 bays	10 bays
Shortfall			1 bay	

Source: City of Kalamunda Local Planning Scheme No. 3

The proposed development includes a total of 10 bays for staff and visitors.

Whilst this represents a 1-bay shortfall in accordance with the requirements set out in LSP3, the proposed number of bays is sufficient to accommodate the demand generated by the expected employees and visitors of the Site during operation.

3.3 Bicycle Parking

The City of Kalamunda currently does not stipulate any requirements for bicycle parking. No bicycle parking is proposed on-site, given the Site is surrounded by a developing area, it is unlikely that staff or visitors to the Site would cycle.

4 SERVICE/DELIVERY VEHICLES (NON-RESIDENTIAL)

4.1 Access Arrangements

Heavy vehicles will enter and exit the Site in forward gear via Access 2.

4.2 On/Off-Site Loading Facilities

Heavy vehicles will be unloaded either adjacent to the warehouse (side loading) or within the hardstand area, depending on operational requirements.

4.3 Swept Path Analysis

A swept path assessment has been conducted to demonstrate that the design vehicle can circulate through the Site and is able to manoeuvre and park parallel the warehouse roller doors. The swept path analysis uses the following design vehicles:

- » 27.5m B-Double Truck (RAV4)– circulation throughout the site/entry and exit
- » B99 vehicle – for entry and exit/access of light vehicle parking

Swept path analysis has been undertaken for both access entry and exit movements for light and heavy vehicles and shown in **Figure 7** to **Figure 8**. Larger versions of all swept paths are included in **Appendix C**.

The analysis concluded that the proposed development can adequately accommodate all relevant movements circulating through the Site and entering/exiting from external roads lane correct. It should be noted that the proposed new road has not yet been designed and therefore the swept paths are indicative only. Swept paths for all turning movements at the new intersection will be provided as part of the detailed design process for that intersection.

Figure 6 Swept Path Analysis for B99

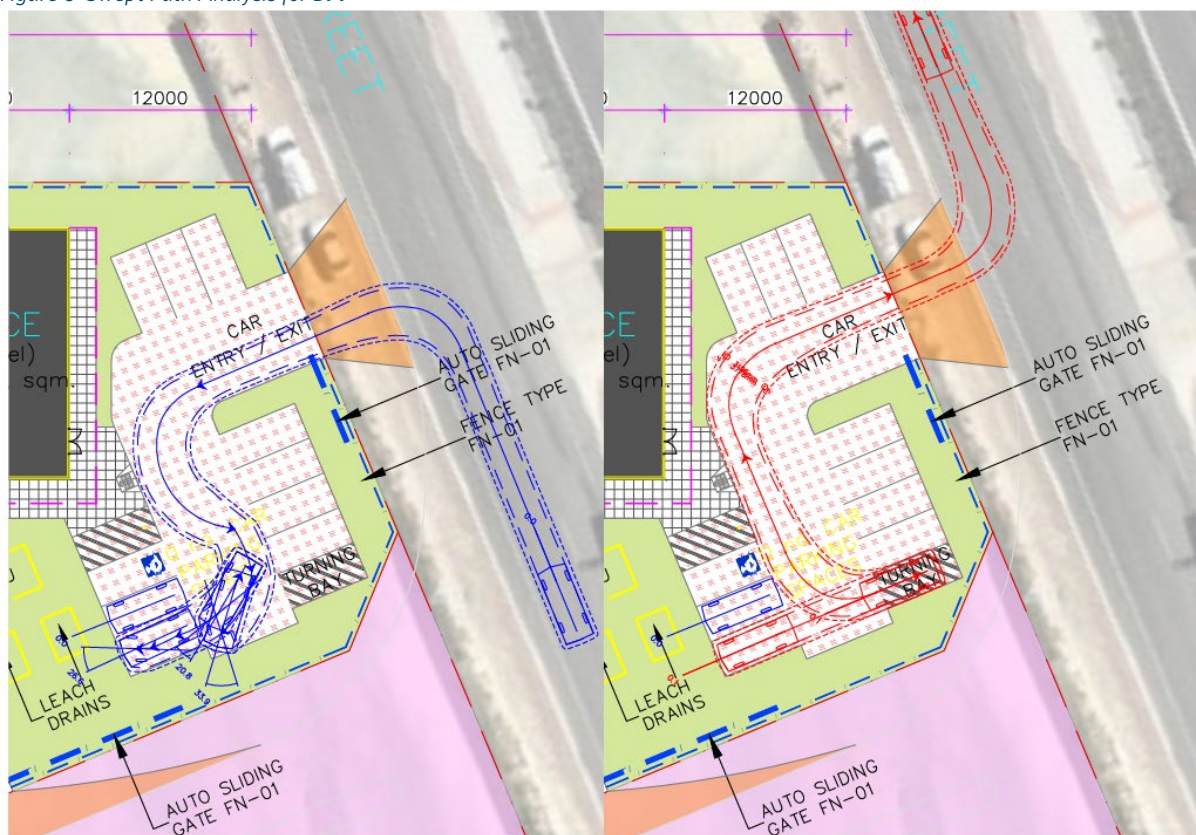
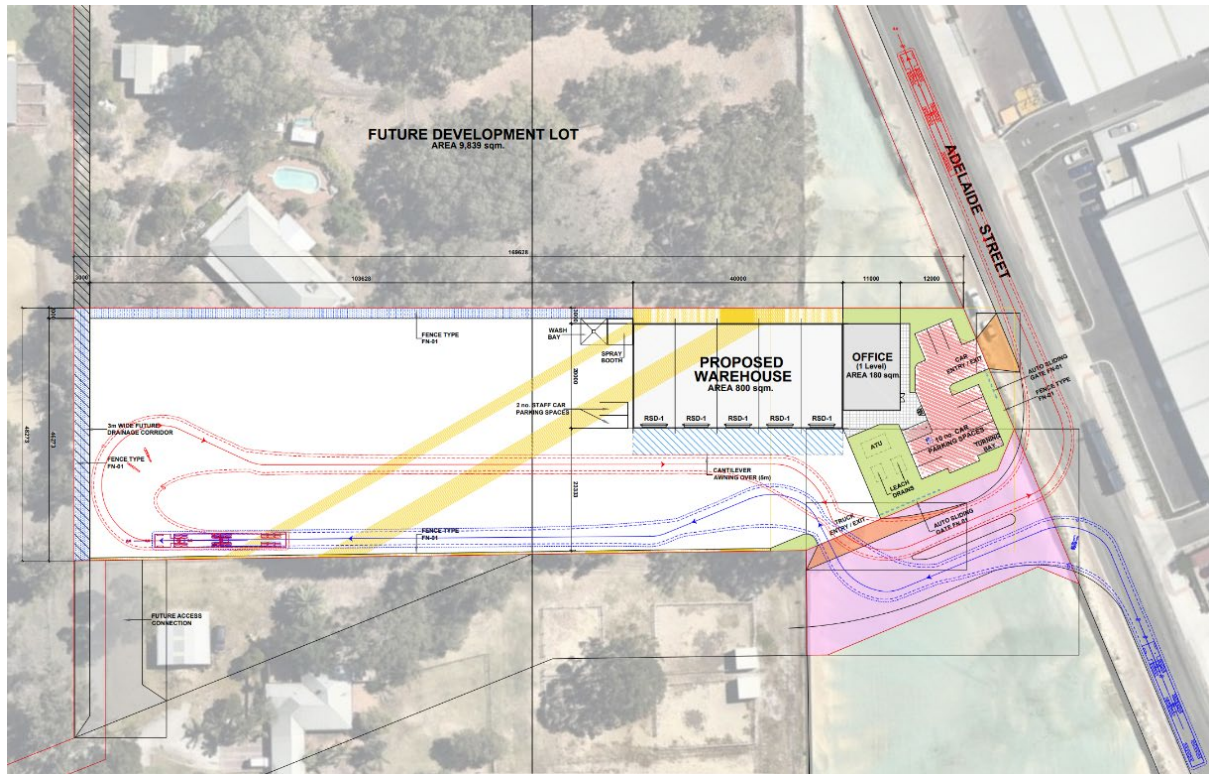


Figure 7 Swept Path Truck Circulation for B Double



5 HOURS OF OPERATION

The Site is anticipated to operate during general business hours for industrial land uses, with occasional operations outside of these hours (e.g. early mornings).

6 TRAFFIC VOLUMES AND VEHICLE TYPES

6.1 Daily/Peak Traffic Volumes

6.1.1 Existing Traffic Volumes

Existing traffic volumes have been sourced from Main Roads WA traffic map and the City of Kalamunda. These are summarised and presented in **Table 2**.

Table 2 Existing Traffic Volumes

Road Name	Year	Source	Daily Traffic Volumes (vpd)
Adelaide Street <i>East of Stirling Crescent</i>	2019	City of Kalamunda	1,156 (HV – 10.2%)
Stirling Crescent <i>South of Great Eastern Highway Bypass</i>	2023/24	Main Roads WA	6,050 (HV – 13.3%)
Stirling Crescent <i>Northeast of Hatch Court</i>	2019	City of Kalamunda	4,093 (HV – 10.2%)
Abernethy Road <i>North of Kalamunda Road</i>	2023/24	Main Roads WA	12,649 (HV – 33.4%)

6.1.2 Development Traffic Volumes

For the purposes of robust assessment, a first principles approach has been adopted to estimate the anticipated traffic impact of the proposed development along the surrounding road network. The information used to derive the traffic generated by the site has been provided by the Client and summarised below:

- » The estimated number of staff and visitors on a typical day is a maximum of 10 employees. It is assumed that all staff will arrive in the morning peak and leave during the afternoon peak periods. The inbound and outbound split is assumed to be similar to that of office land use type.
- » The number of daily truck movements anticipated at the Site is between 5-10. For the purposes of a conservative assessment, it is assumed that 20% of daily truck movements will arrive or leave during the peak periods.

Table 3 provides a summary of the proposed development traffic.

Table 3 Trip Generation Rates

Vehicle Type	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Staff (light vehicles)	10	0	0	10	10	10
Trucks	2	2	2	2	10	10
Total	14		14		40	

The proposed development is estimated to generate 14 vehicle movements during the AM and PM peak periods and 40 daily vehicle trips.

6.2 Types of Vehicles

The majority of heavy vehicles accessing the Site will be as-of-right vehicles, with occasional B-doubles.

7 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

7.1 Road Network Hierarchy

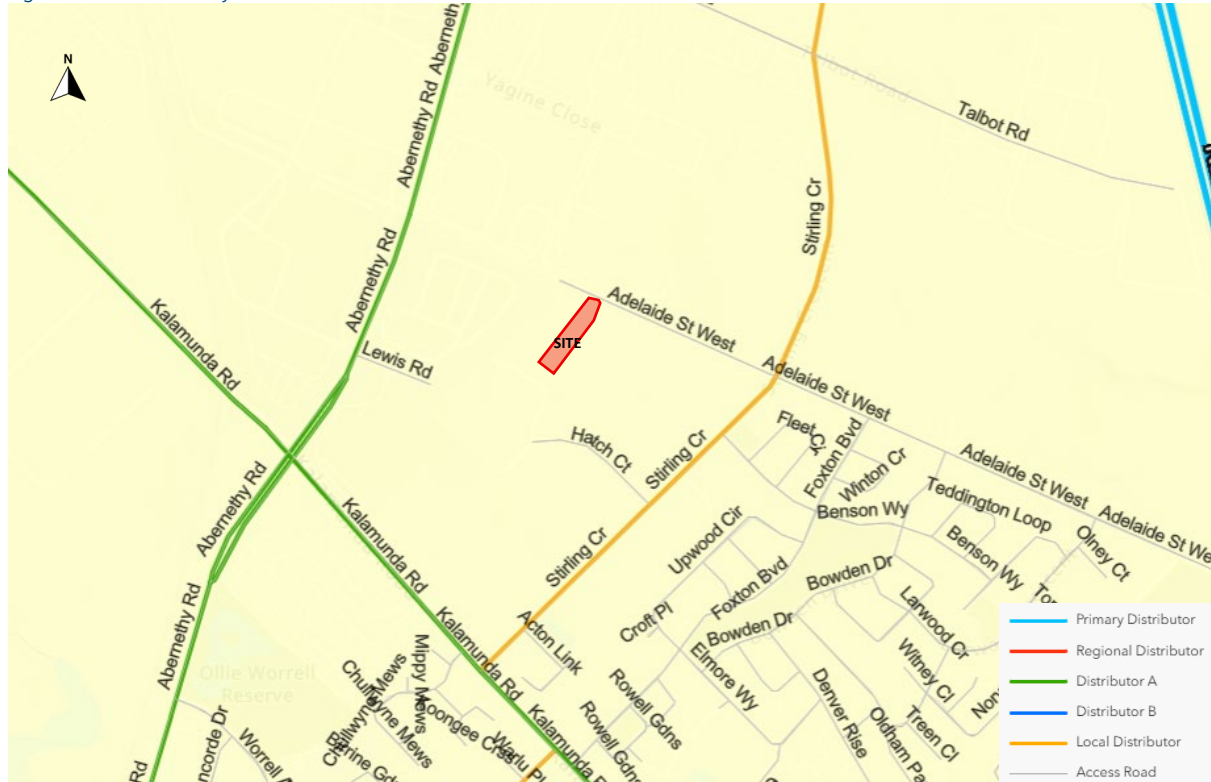
The road network within Western Australia is defined by Main Roads WA Road Hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 4** below.

Table 4 Road Hierarchy Description

Road Type	Description
Primary Distributors	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Roads	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 9 shows the road hierarchy network and **Table 5** provides a summary of the road characteristics of the surrounding road network.

Figure 8 Road Hierarchy



Source: Main Roads Road Information Mapping System

Table 5 Surrounding Network Road Hierarchy

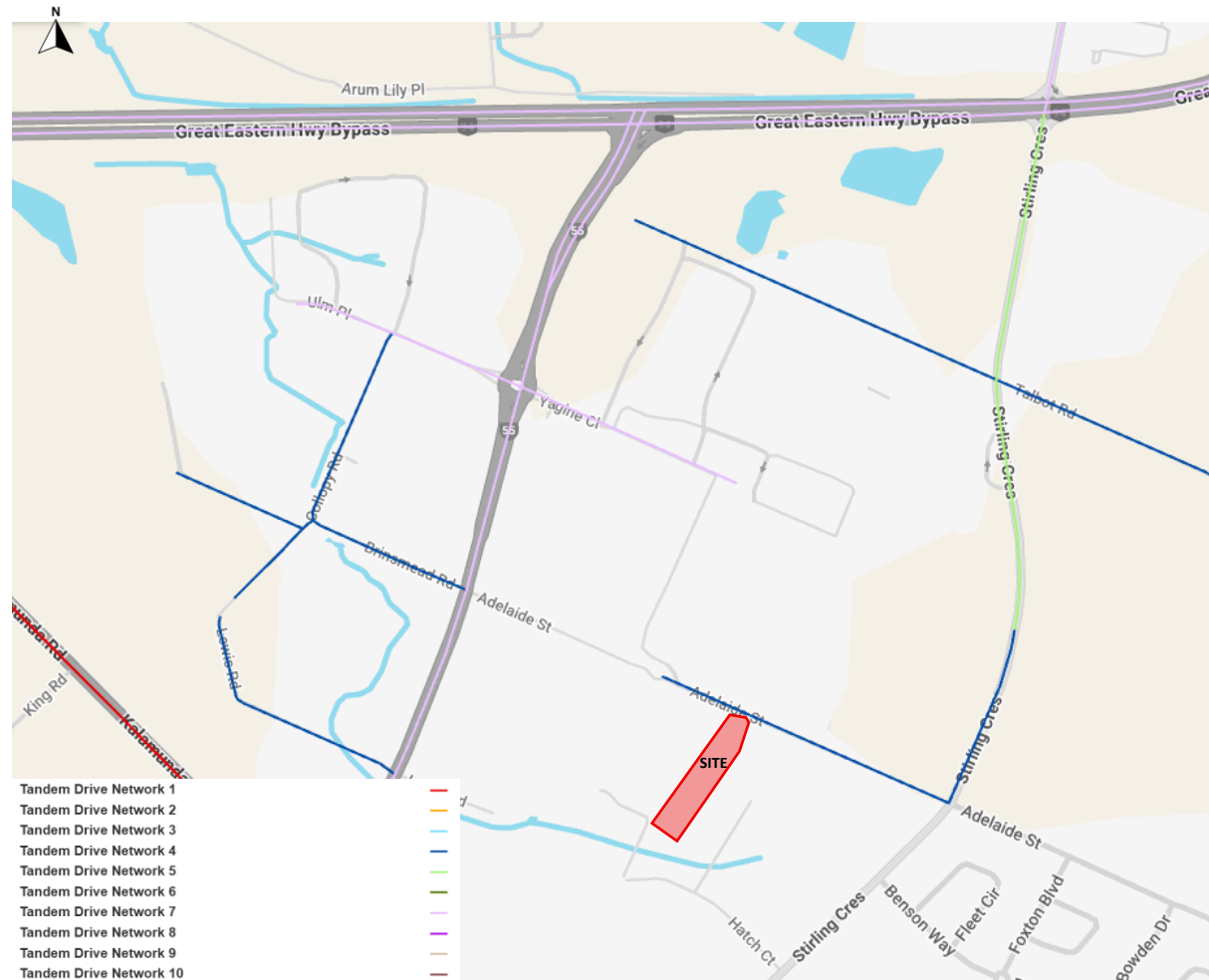
Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	Road Pavement Width (m)	Speed Limit
Hatch Court	Access Road	Local Government	2	6m	50 km/hr
Adelaide Street	Access Road	Local Government	2	10m	50 km/hr
Stirling Crescent	Local Distributor	Local Government	2	7.5m	60 km/hr

Source: Main Roads Road Information Mapping System

7.2 Restricted Access Vehicle (RAV) Network

The existing RAV network is shown in **Figure 9**, which shows Adelaide Street is classified as a RAV 4. Access to the wider network is available via Stirling Crescent onto Great Eastern Highway.

Figure 9 Existing RAV Network



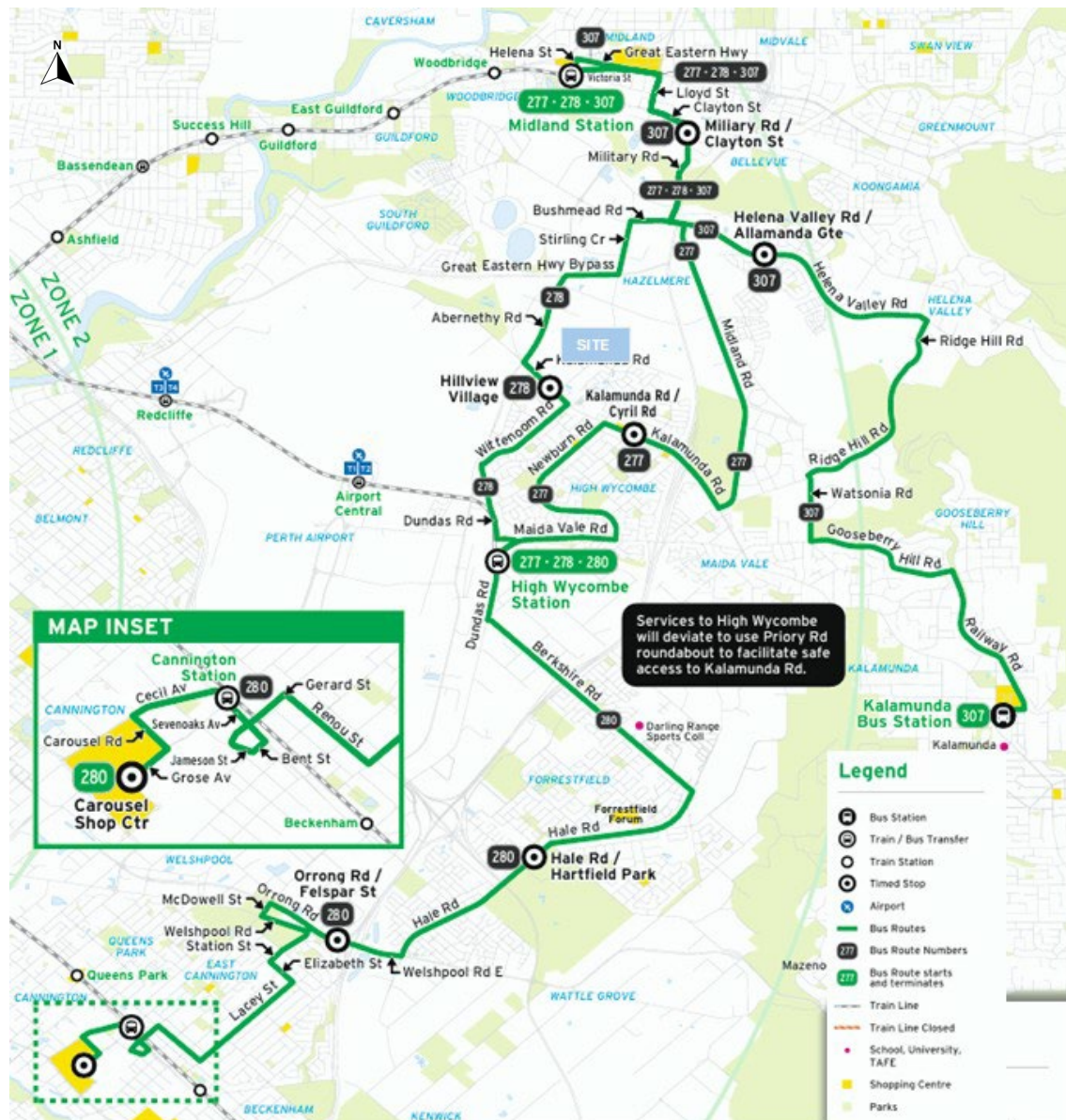
Source: MRWA HVS Network Map (2025)

8 PUBLIC TRANSPORT ACCESS

8.1 Nearest Bus/Train Routes

Bus service 278 runs along Abernethy Road and travels between High Wycombe Station and Midland Station, as shown in **Figure 11**. A breakdown of the service frequency is summarised in **Table 6**. The nearest train route is the Airport Line which runs from High Wycombe to the Perth airport and concludes at Claremont Station.

Figure 10 Existing Bus Routes and Stops



Source: TransPerth (2025)

Table 6 Bus Service Routes and Frequencies

Bus Route	Route Description	Service Frequencies		
		Weekdays	Saturdays	Sundays & Public Holidays
278	High Wycombe Station to Midland Station	15 minutes trip interval	30 minutes trip interval	30 minutes trip interval

8.2 Nearest Bus Stops/ Train Stations

The nearest bus stop is Abernethy Road before Adelaide Street, which is approximately 400 meters from the Site, as shown in **Figure 11**. The Airport Line is the closest train station to the Site and located approximately 4km in High Wycombe to the south-west.

Figure 11 Existing Bus Stops



Source: LandGate (2025)

8.3 Future Public Transport Facilities

PTG is not aware of any proposed changes to public transport facilities in the vicinity of the Site.

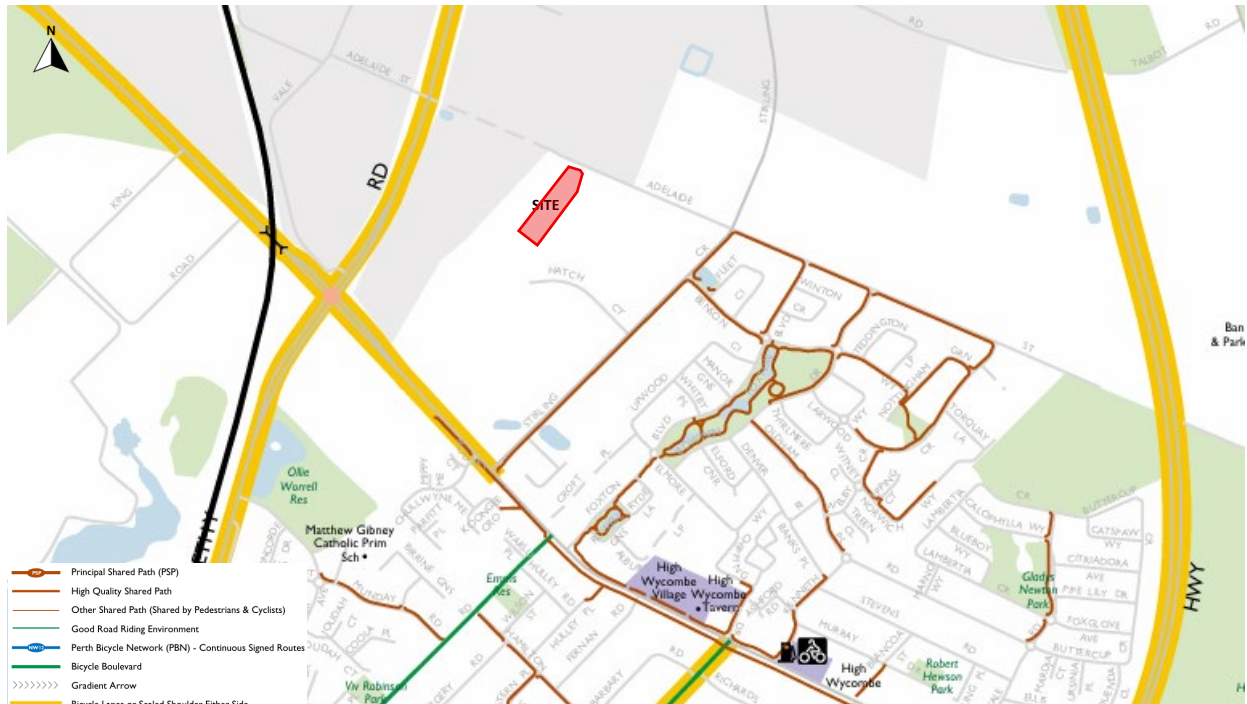
9 PEDESTRIAN AND CYCLING FACILITIES

9.1 Existing Pedestrian/Cycle Network Facilities

A footpath is provided along the upgraded portions of Adelaide Street but does not yet connect to the bus stops on Abernethy Road or to other paths on Stirling Crescent. It is expected that further footpath connectivity will be provided as part of the road upgrades included in the GEHBI project.

Further away from the site, shared paths stretch along Stirling Crescent and the eastern portion of Adelaide Street, as shown in **Figure 12**.

Figure 12 Existing Pedestrian/Cycle Paths



Source: Department of Transport (2016)

9.2 Proposed Pedestrian / Cycle Network Facilities within Development

There are no other proposed pedestrian and cycle facilities within the development.

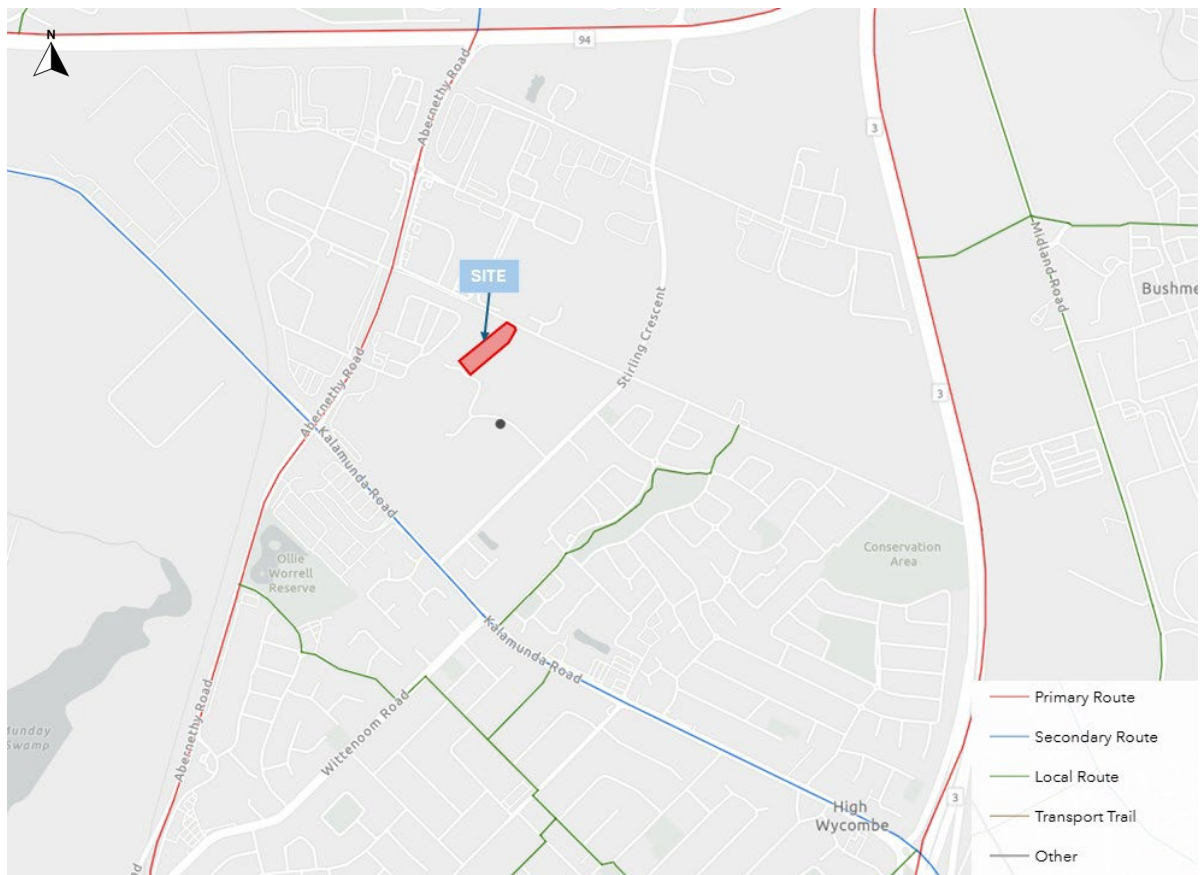
9.3 Future Pedestrian/Cycle Network Facilities

Figure 13 presents the proposed pedestrian and cycle paths as per the Long-Term Cycle Network (LCTN) Map.

Abernethy Road is classified as a Primary Route, connecting to Kalamunda Road and Great Eastern Highway Bypass. A Principal Shared Path (PSP) will be constructed along Great Eastern Highway Bypass as part of the Great Eastern Highway Bypass Interchanges (GEHBI) project, providing connections to the wider network.

It is anticipated that development of the Hatch Court Light Industrial Precinct will include the provision of footpaths along new and upgraded roads, providing further connectivity.

Figure 13 Long-Term Cycle Network Map



Source: Perth and Peel LTCN

10 SITE SPECIFIC ISSUES

No site-specific issues were identified.

11 SAFETY ISSUES

11.1 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2020 to 31 December 2024.

The crash locations and severity of these crashes for intersection and midblock crashes are illustrated in **Figure 14** while **Table 7** and **Table 8** provide the summary of all crashes that occurred within the vicinity of the Site.

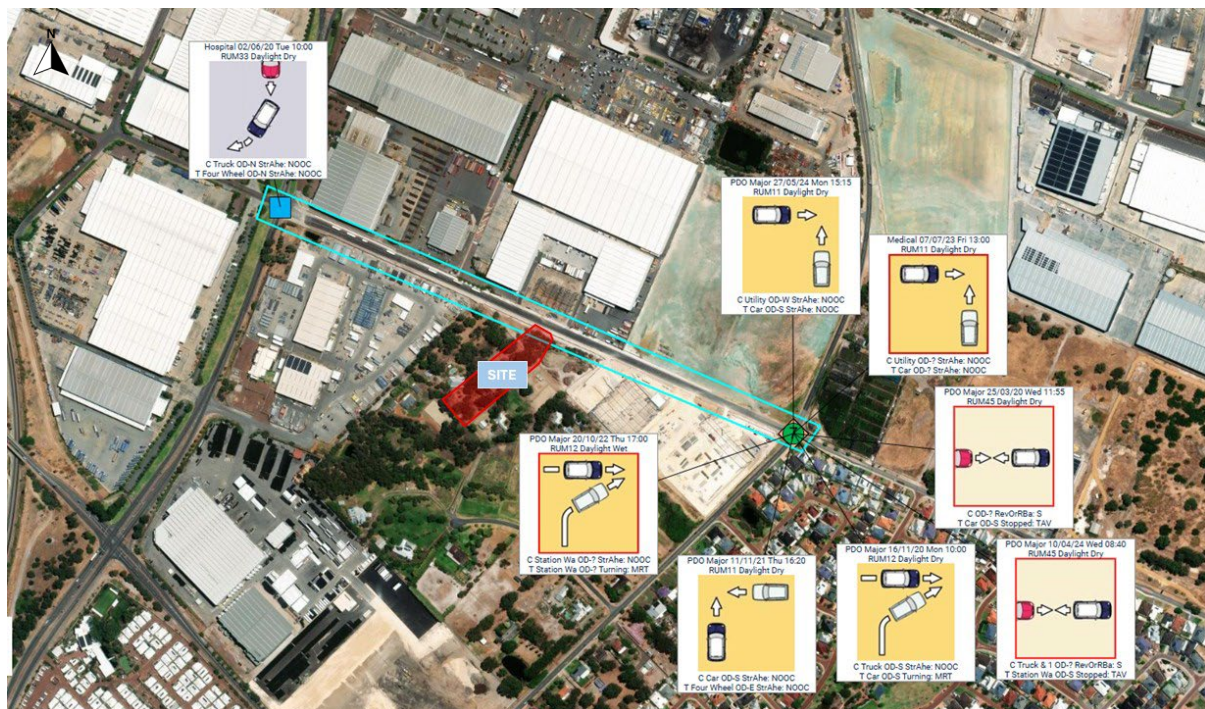
Table 7 Abernethy Road/ Adelaide Intersection Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	1	-	-	-	1
Total	0	1	0	0	0	1

Table 8 Stirling Crescent/ Adelaide Intersection Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Right Angle	-	-	1	4	-	5
Not Specified	-	-	-	2	-	2
Total	0	0	1	6	0	7

Figure 14 Crash Locations



Source: Main Roads WA Reporting Centre

Crash data is summarised as follows:

- » A total of eight (8) crashes were recorded within the vicinity of the Site, with no fatal crashes recorded.
- » One (1) recorded crashes required medical attention.
- » Seven (7) of the recorded crashes occurred at Stirling Crescent/Adelaide Street intersection and one (1) of the recorded crashes occurred at Abernethy Road/Adelaide Street intersection.
- » Two (2) of the recorded crash were unknown or non-specified.

The number of crashes recorded at the Stirling Crescent/Adelaide Street intersection is indicative of the current 'rural' type road layout with growing traffic volumes resulting from the surrounding residential and industrial developments.

There are two significant planned changes to the road network that will likely reduce the frequency and severity of crashes at this location in the near future:

- > Closure of Stirling Crescent at Great Eastern Highway Bypass will significantly reduce the volume of traffic using Stirling Crescent as a through route between Kalamunda Road and Great Eastern Highway Bypass. Due to the altered access arrangements, this traffic will likely divert via Kalamunda and Abernethy Roads, with only local traffic using Stirling Crescent.
- > Construction of a roundabout at the Stirling Crescent / Adelaide Street intersection. The roundabout intersection will likely eliminate right-angle crashes at this intersection as well as reduce the speed of vehicles through the intersection.

12 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*; the checklist is included at **Appendix A**.

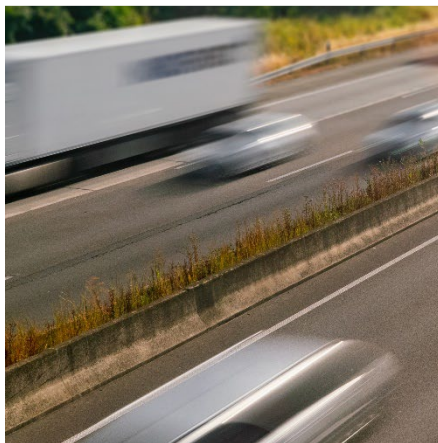
The following conclusions can be drawn from this TIS:

- » The proposed development comprises of a warehouse, incidental office and hardstand area;
- » The proposed development is estimated to generate 14 vehicle movements during the AM peak and PM peak periods and 40 daily trips.
- » Pedestrian and cycling amenity within the surrounding area is poor, however expected given the Site is located within an industrial area;
- » Public transport within the surrounding area is also considered adequate with a bus stop located approximately 400m from the Site along Abernethy Road; and
- » Due to the nature of the development, it is envisaged that any impact on road safety would be negligible.



Appendix A

WAPC CHECKLIST FOR INDIVIDUAL
DEVELOPMENT - TRANSPORT
IMPACT STATEMENT

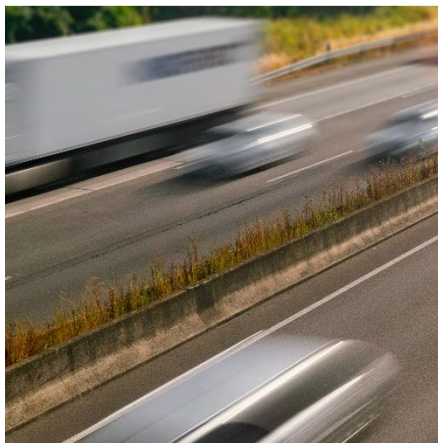


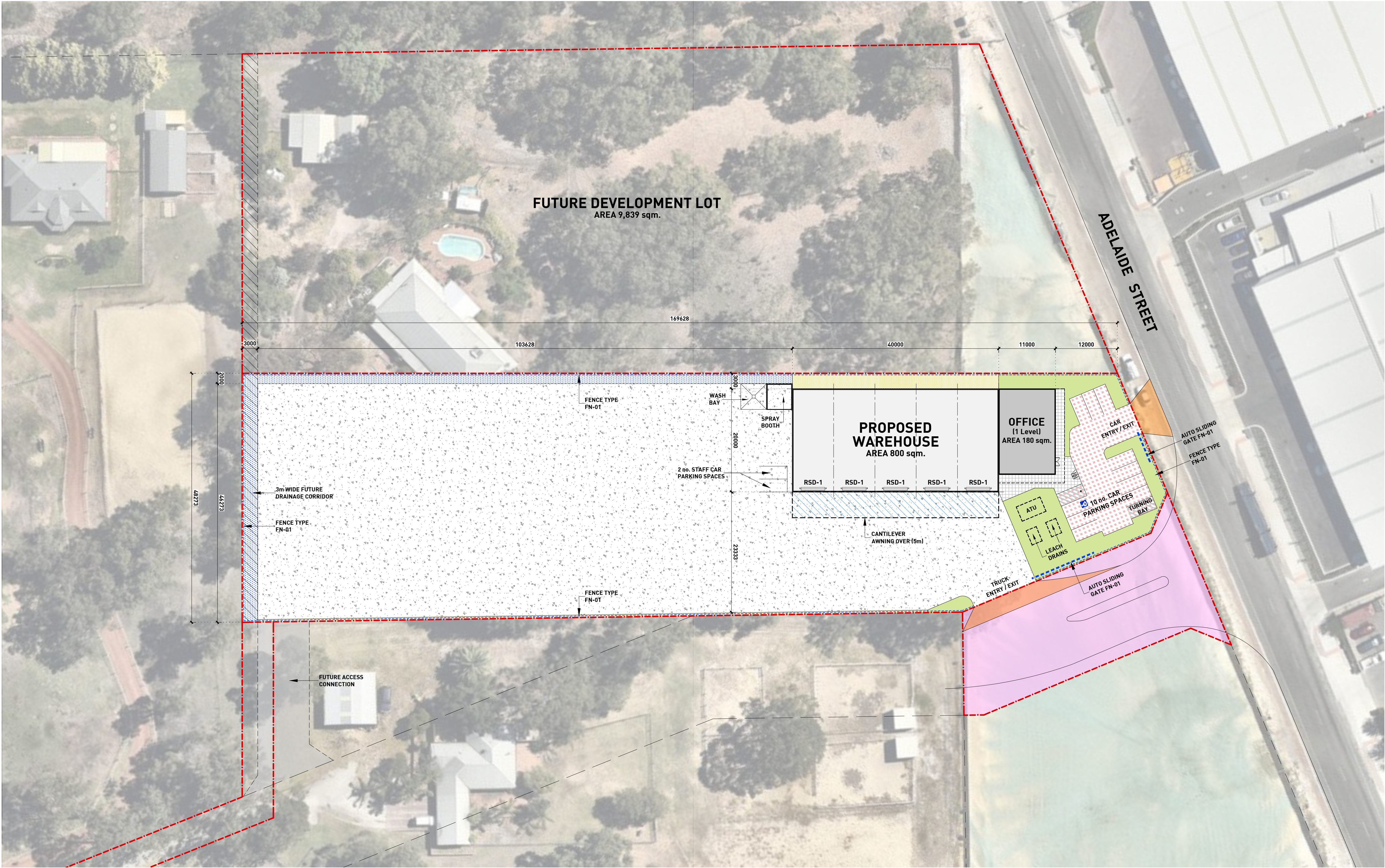
APPENDIX A – WAPC CHECKLIST

Item	Status	Comments/Proposal
Proposed Development	Section 2	
existing land uses	Section 2.1	
proposed land uses	Section 2.2	
context with surrounds	Section 2.3	
Vehicular access and parking	Section 3	
access arrangements	Section 3.1	
public, private, disabled parking set down/pick up	Section 3.2	
Service vehicles (non-residential)	Section 4	
Access arrangements	Section 4.1	
on/off-site loading facilities	Section 4.2	
Swept path analysis	Section 4.3	
Hours of Operation	Section 5	
Traffic management on frontage streets	Section 7	
Public transport access	Section 8	
Existing public transport services	Section 8.1	
nearest bus stops/train stations	Section 8.2	
pedestrian/cycle links to bus stops/ train station	Section 8.3	
Future public transport facilities	Section 8.4	
Pedestrian and Cycle access/facilities	Section 9	
existing pedestrian and cycle networks	Section 9.1	
proposed pedestrian and cycle facilities within the development	Section 9.2	
existing pedestrian/cycle facilities on surrounding roads	Section 9.3	
proposals to improve pedestrian/ cycle access	Section 9.4	
Site specific issues	Section 10	
Safety Issues	Section 11	
Summary	Section 12	

Appendix B

SITE PLANS





DEVELOPMENT SUMMARY

PROPOSED SITE AREA	7,987 sqm. approx.
Proposed Warehouse Area	800 sqm.
Office Area (1 Level)	180 sqm.
TOTAL BUILDING AREA	980 sqm.
Total Heavy Duty Paving Area	5,640 sqm. approx.
Total Light Duty Paving Area	340 sqm. approx.
Total Aggregate Paving Area	180 sqm. approx.
Total Warehouse Awning Area	200 sqm. approx.
Total Car Parking Provided	12 spaces

- PROPOSED FUTURE ROAD RESERVE EXTENSION TO HATCH COURT (Alignment to be confirmed)
- PROPOSED LOT 2 LAND TO BE CONSIDERED FOR FUTURE ROAD RESERVE ACQUISITION (Subject to separate subdivision proposal)
- EXTENT OF HEAVY DUTY PAVING AREA (Recycled Asphalt)
- EXTENT OF LIGHT DUTY PAVING AREA
- EXTENT OF AGGREGATE PAVING AREA
- EXTENT OF DRAINAGE SWALE AREA
- EXTENT OF LANDSCAPE AREA
- EXTENT OF WAREHOUSE AWNING AREA

RSD-1 ROLLER SHUTTER DOOR 4.5mW x 4.5mH

LANDSCAPING
Landscaping to be in accordance with requirements of City of Kalamunda. Refer to Landscape Consultant's drawings and specifications for full details.

LIGHTING
External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority. Building mounted flood lights to be provided within the car park area.

CAR PARKING
Car parking spaces to be 5400mm long x 2500mm wide (unless noted otherwise) and be in accordance with requirements of City of Kalamunda.

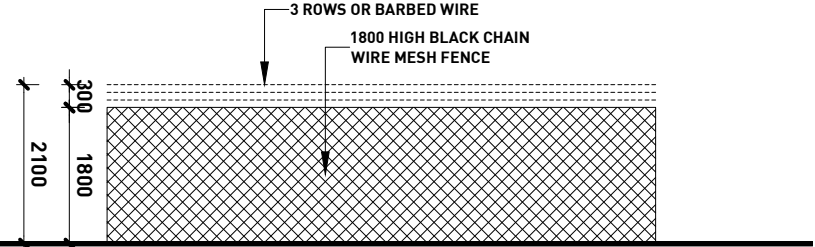
Disabled car parking spaces to be 5400mm long x 2500mm wide, with a shared vacant space of equal size to one side of the allocated disabled space in accordance with A.S. 2890.6 (2009).

All car parking bays to be line marked in 80mm wide white weatherproof paint in accordance with A.S. 2890.1 (2004).

VEHICLE CROSSINGS AND ACCESS
All new vehicle crossings shall be to the requirements of the relevant Statutory Authority.

PLANT & EQUIPMENT
All external plant and equipment to be screened or positioned to prevent unreasonable visual impact.

DISABILITY ACCESS
All building entrances are to be in accordance with A.S. 1428.1 (2009).



FENCE TYPE FN-01
TYPICAL BOUNDARY FENCE & GATE ELEVATION
SCALE 1:100

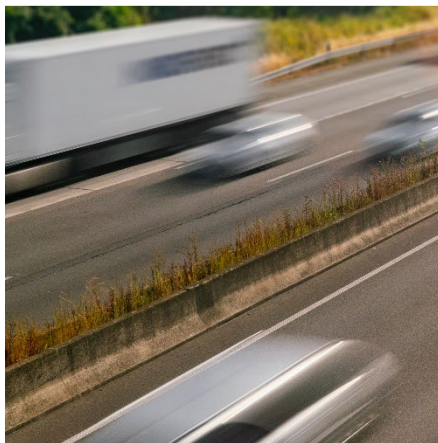
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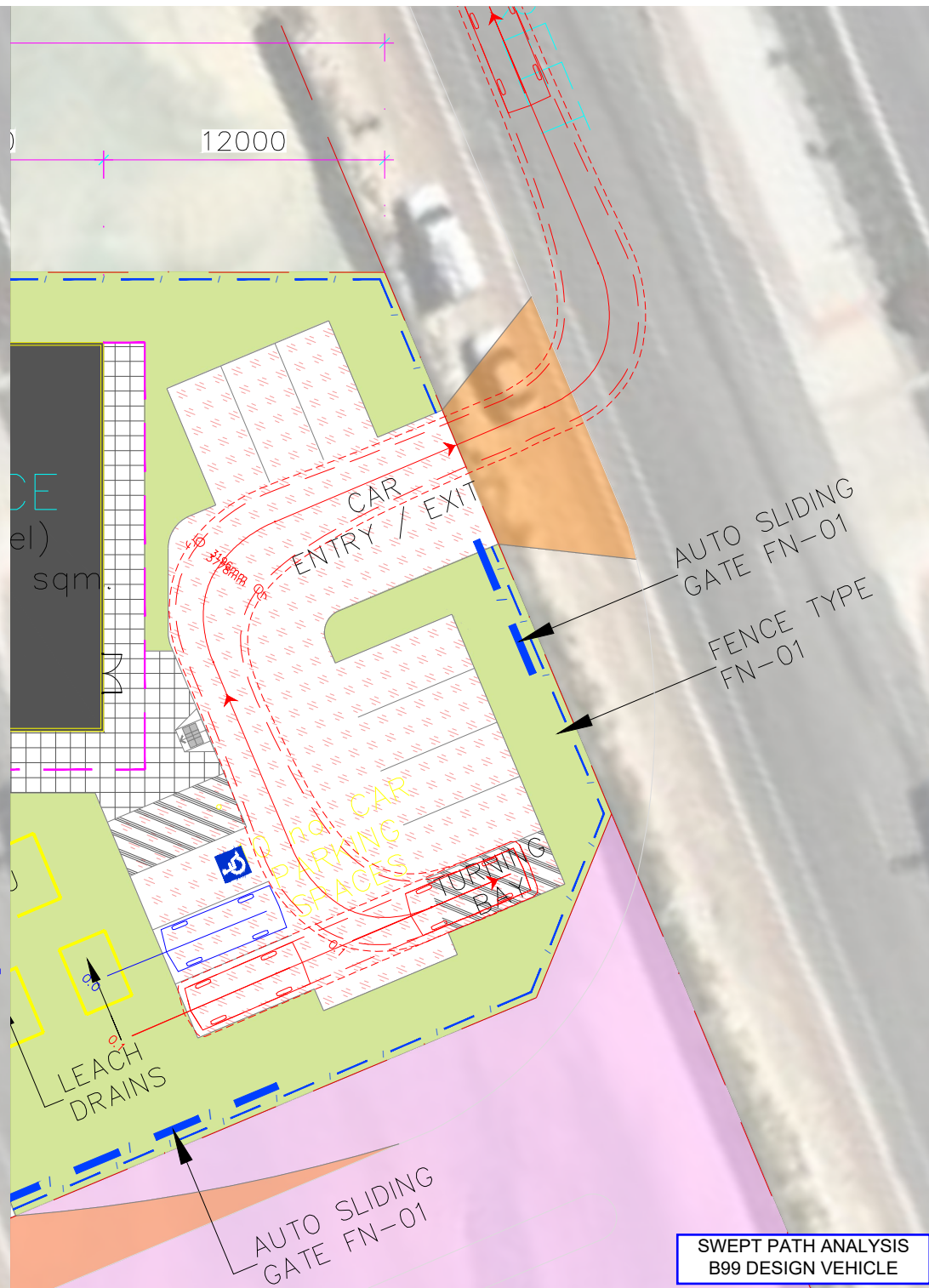
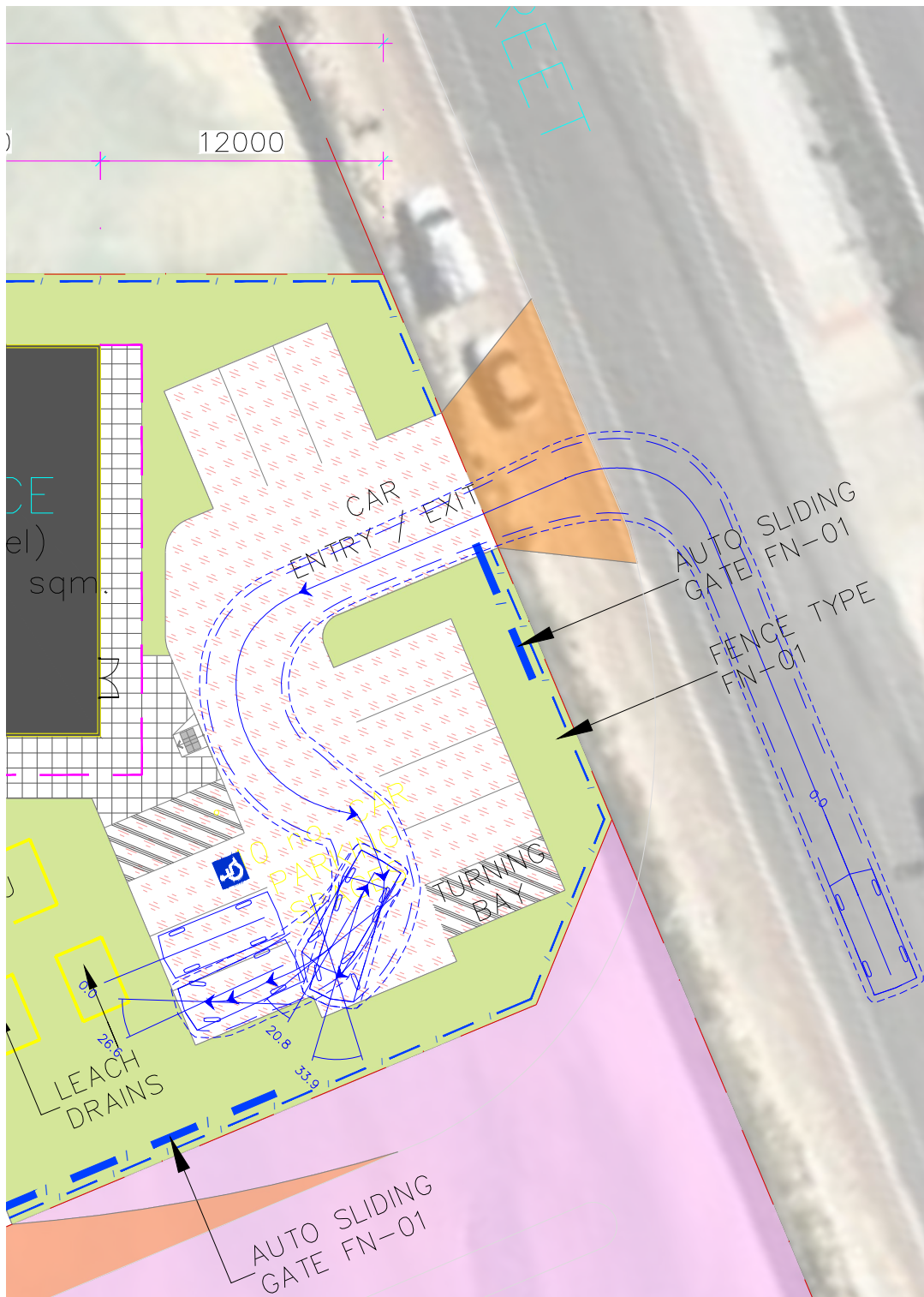
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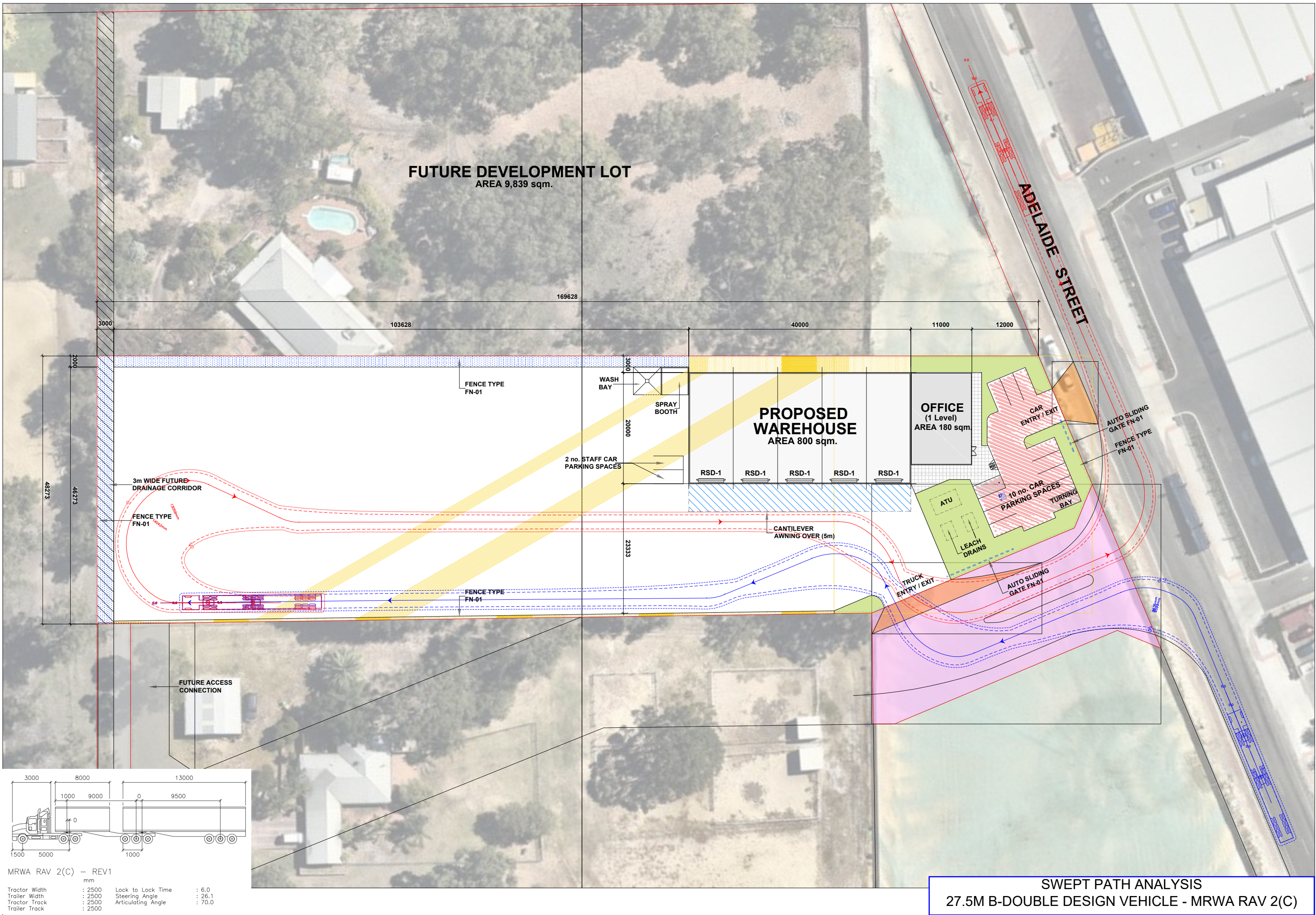


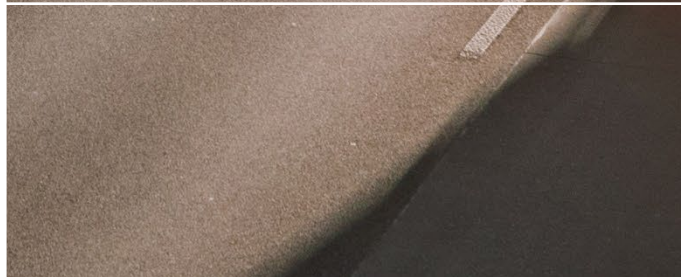
Appendix C

SWEPT PATHS









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