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Dear Tome

TRANSPORT IMPACT ASSESSMENT ADDENDUM – STOCK ROAD – MELVILLE COMMUNITY AND RACF

Premise Australia Pty Ltd (**Premise**) was engaged by Total Project Management on behalf of Hall and Prior to review potential impacts of the proposed development amendment, resulting in residential capacity increase of up to 36 residents across the Residential Aged Care Facility and Independent Living Units. This Traffic Engineering Letter is an Addendum to a Transport Impact Assessment prepared by Premise (formerly KCTT) in May 2023, and should be read in conjunction with this report.

The analysis has shown that the proposed increase in residential capacity will result in a negligible increase in traffic volumes and will not make any notable impact on the existing road network. Parking demand analysis showed that the approved parking allocation can accommodate the proposed development amendment.

Following pages contain details of our analysis. If you have any queries, please don't hesitate to contact me.

MARINA KLEYWEG
PRINCIPAL TRANSPORT ENGINEER

1. TRAFFIC IMPACT ASSESSMENT - ADDENDUM

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1.1 Approved Development

In 2023 Premise (formerly KCTT) prepared a Transport Impact Assessment for a subsequently approved development comprising:

Table 1 - Schedule of Land Uses - Approved Development

Proposed Land Uses		
<i>Please note that the schedule of land uses below reflects only the uses that are likely to generate traffic.</i>		
Land Use	No of units/ residents/employees	Yield
Residential Aged Care Facility		
Beds	144 residents	-
Staff	45 staff	-
Independent Living		
ILUs	90 residents	-
Staff	0	-
Wellness Centre		
Wellness Centre	-	630 m ²
GP clinic		
Consultants	6 consultants	-
Staff	6 staff	-
Shop		
Shop	-	269 m ²

Proposed Land Uses		
Café		
Café	-	120 m ²
Community		
Senior Citizens	120 people	482m ²
Gallery	20 people / 1 staff	
Community meals	5 staff	

The proposed development required 158 parking bays to comply with the statutory cumulative requirements. The plans showed 149 parking bays, leading to a statutory shortfall of 9 bays. The report demonstrated that despite the statutory shortfall, the proposed development can effectively cater to the parking demand, given the anticipated reciprocity among land uses.

The proponent sought to provide bicycle parking well in excess of statutory requirements. The plans showed 44 bicycle parking spaces where the statutory requirement was 30 bicycle parking spaces.

Furthermore, plans showed three (3) ACROD bays which exceeded the statutory requirement of two (2) ACROD bays.

Plans depicted three (3) parking bays for service and delivery vehicles and bus parking as well.

The proposed development would generate a total of 727 vehicular trips per day, 50 vehicular trips in the AM peak period and 79 vehicular trips in the PM peak period.

Having in mind the existing land uses, the additional traffic on the road network would be 344 vehicular trips per day and 25 vehicular trips in the AM peak period. However, the peak hour traffic is expected to decrease by 8 vehicular trips in the PM peak period due to the change of land use.

1.2 Proposed Development Amendments

The proponent seeks to increase the residential capacity of the building for the residential aged care and independent living components.

Table 2 - Comparison of the Approved and Proposed Land Uses

	Residential Aged Care		Independent Living Units	
	Suites	Occupants	Suites	Occupants
Approved	124	144	40	90
Proposed	126	162	48	108
Increase	2	18	8	18

The total increase is 10 suites and up to 36 additional occupants (beds).

Commercial and service areas will remain unchanged.

1.3 Implications of the Proposed Amendments

1.3.1 PARKING REQUIREMENTS

Based on the current LPP 1.6, the parking requirements are at the discretion of the Council.

In liaison with the City of Melville, the required parking rates are to be in line with the following:

- 0.75 bays per independent living unit (ILU);
- 1 bay per 4 beds for the residential aged care facility
- 0.5 bays for staff members.

Based on this provision, the proposed development amendment requires 7 parking bays. The table below outlines the anticipated schedule of staff shifts against parking availability to assess the parking demand and spare capacity to cater for other land uses. The parking demand considers ILU dedicated parking bays that must not be used by other patrons / visitors / employees. For this assessment we will assume that each unit will have a dedicated bay and therefore a total of 48 bays will be allocated to the ILU.

Table 3 - Parking Demand Analysis

			12:00:00 AM	12:30:00 AM	1:00:00 AM	1:30:00 AM	2:00:00 AM	2:30:00 AM	3:00:00 AM	3:30:00 AM	4:00:00 AM	4:30:00 AM	5:00:00 AM	5:30:00 AM	6:00:00 AM	6:30:00 AM	7:00:00 AM	7:30:00 AM
Total Car Bays			149	149	149	149	149	149	149	149	149	149	149	149	149	149	149	149
Resident Bays			48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Shift		Staff																
Morning	7am - 2.30pm	12															12	12
	7am - 3pm	13															13	13
Day	2.30pm - 10.30pm	9																
	3pm - 11pm	8																
Night	10.30pm - 7am	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
General	8am - 5pm	10																
TOTAL			10	10	10	10	10	10	10	10	10	10	10	10	10	10	35	25
Remainder			91	91	91	91	91	91	91	91	91	91	91	91	91	91	66	76
			8:00:00 AM	8:30:00 AM	9:00:00 AM	9:30:00 AM	10:00:00 AM	10:30:00 AM	11:00:00 AM	11:30:00 AM	12:00:00 PM	12:30:00 PM	1:00:00 PM	1:30:00 PM	2:00:00 PM	2:30:00 PM	3:00:00 PM	3:30:00 PM
Total Car Bays			149	149	149	149	149	149	149	149	149	149	149	149	149	149	149	149
Resident Bays			48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Shift		Staff																
Morning	7am - 2.30pm	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12		
	7am - 3pm	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
Day	2.30pm - 10.30pm	9														9	9	9
	3pm - 11pm	8															8	8
Night	10.30pm - 7am	10																

General	8am - 5pm	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
TOTAL			41	41	41	41	41	41	41	41	41	41	41	41	41	50	46	33
Remainder			60	60	60	60	60	60	60	60	60	60	60	60	60	51	55	68
			4:00:00 PM	4:30:00 PM	5:00:00 PM	5:30:00 PM	6:00:00 PM	6:30:00 PM	7:00:00 PM	7:30:00 PM	8:00:00 PM	8:30:00 PM	9:00:00 PM	9:30:00 PM	10:00:00 PM	10:30:00 PM	11:00:00 PM	11:30:00 PM
Total Car Bays			149	149	149	149	149	149	149	149	149	149	149	149	149	149	149	149
Resident Bays			48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Shift		Staff																
Morning	7am - 2.30pm	12																
	7am - 3pm	13																
Day	2.30pm - 10.30pm	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9		
	3pm - 11pm	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
Night	10.30pm - 7am	10														10	10	10
General	8am - 5pm	16	16	16	16													
TOTAL			33	33	33	17	17	17	17	17	17	17	17	17	17	27	18	10
Remainder			68	68	68	84	84	84	84	84	84	84	84	84	84	74	83	91

As anticipated, the highest parking demand will be at the morning/afternoon shift handover (in period 14:30-15:30) where it is anticipated that the development will have up to 51 parking bays available for other uses and visitors.

Considering the assessment was prepared on the assumption that all staff will drive and require a parking bay for the duration of the shift (excluding the option of drop-offs, carpooling, public or active transport), the practical parking demand is likely to be lower, resulting in more available parking bays through the day.

The table above demonstrates that the proposed development amendment can be accommodated within the approved parking provision.

1.3.2 TRAFFIC IMPACT

In order to maintain consistency of the assessment, the traffic generation rates are applied in line with the traffic generation rates used in the Transport Impact Assessment. The anticipated impact is shown in the **Table 1** below.

Table 4 Traffic Impact of the Additional Units

Proposed Land Use Type	Rate (TIA)	Additional Yield	Estimated Reciprocity Between Uses	Daily Traffic Generation (VPD)	Peak Hour Traffic Generation (VPH)	
					AM	PM
Residential Aged Care Facility						
Rooms	1 VPD / bed 0.1 PM VPH / bed	18 residents	-	18.0	2	2

Proposed Land Use Type	Rate (TIA)	Additional Yield	Estimated Reciprocity Between Uses	Daily Traffic Generation (VPD)	Peak Hour Traffic Generation (VPH)	
					AM	PM
Staff	2 VPD /staff member 10 staff AM – 10 AM VPH	0 staff	-	0.0	0.0	0.0
Independent Living						
ILUs	2 VPD / dwelling 0.2 VPH / dwelling	8 dwellings	-	16.0	2	2
Total Traffic Generation				34.0	4	4

Additional traffic generated by the proposed amendment can be deemed negligible, and it is not anticipated that it will impact safety or congestion on the existing road network.

1.4 Other Considerations

1.4.1 BICYCLE PARKING

Similar to car parking requirements, the updated LPP1.6 does not stipulate bicycle parking requirement for a Residential Aged Care facility or Independent Living Units.

The proposed plans showed a significant surplus of bicycle parking when assessed against the policy that was active at the time of lodgement with 44 parking bays provided versus 30 parking bays required.

Given the nature of land use that is proposed to expand, it is expected that the additional demand for bicycle parking will be very low and can be accommodated within the approved surplus provision under the initial development application.

1.4.2 ACROD PARKING

Given that the parking layout is proposed to remain consistent with the approved drawings, there is no additional requirement for provision of ACROD parking.

1.4.3 DELIVERY AND SERVICING

Delivery and servicing schedules and associated parking arrangements will remain consistent with the approved drawings.

1.5 Conclusion

The proponent seeks to amend the approval for the development of Residential Aged Care development with other associated land uses to marginally increase the capacity of Residential Aged Care and Independent Living Units components of the development.

The amendment will result in increase of potential number of residents (up to 36). This increase will result in a marginal increase in traffic volumes generated by the development that are below the WAPC's threshold for

Transport Impact Statement; therefore, deemed negligible.

The parking demand analysis showed that the approved parking provision of 149 parking bays can accommodate the proposed increase in residential capacity. Approved bicycle parking provision can cater to the increase in residential capacity. Provisions for ACROD parking and delivery and service vehicles will remain as per approved plans.

In summary, the proposed development amendment will make negligible impact on the adjoining road network and the approved parking layouts can accommodate the proposed increase in residential capacity and do not necessitate amendments.