

GBA ARCHITECTS

Lot 50, 40-44 Worley Street, Willagee

TRANSPORT IMPACT STATEMENT

Job No: P002682

Rev A

11 September 2025



Premise

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DOCUMENT AUTHORISATION					
Revision	Revision Date	Proposal Details			
Rev A	11/09/25	Issued for Review			
Prepared By		Reviewed By		Authorised By	
Jelena Simic Abel Tan		Jelena Simic		Marina Kleyweg	



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1. EXECUTIVE SUMMARY

Site Context

- > The project location is 40-44 Worley Street, Willagee, in the City of Melville.
- > The proposal involves a 42-apartment unit development as part of a staged redevelopment of the existing Weeronga Retirement Village. The site is bounded by Worley Street to the east.

Technical Findings

- > The proposed development will generate up to 154 vehicular trips per day; 17 vehicular trips per hour in AM and 21 vehicular trips per hour in PM peak.
- > According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.
- > The low traffic volume generated by the proposed development are not expected to exacerbate safety issues in the area.
- > The compliance of all parking and access facilities with the performance objectives of AS/NZS 2890.1 (Car Parking) is yet to be confirmed.

Relationship with Policies

- > The development requires a minimum of 52 parking spaces in accordance with the Residential Design Codes Volume 1, Part C, car parking requirements for multiple residential dwellings in areas coded R30 to R60. The proposal provides a total of 44 on-site parking bays, resulting in a shortfall of 8 spaces. However, the shortfall is unlikely to significantly impact the development due to the demographic characteristics of residents and the availability of nearby off-site parking within walking distance. Visitor parking is provided centrally in the village.
- > The proposed development does not include any accessible parking spaces within Areas F and G, as no accessible units are proposed as part of the development.
- > The proposed development includes 12 bicycle parking bays in Area F and 11 bays in Area G. While the provision in Area F does not fully satisfy the requirements set out in the guideline document, it is consistent with the needs of residents. Additional bicycle parking could, however, be easily accommodated if required, either on site or by utilising proposed residential storage areas.
- > The existing waste collection arrangements for the operational retirement village are expected to accommodate the new dwellings in Stages 3 and 4, with bins moved to designated collection points and all service activities carried out by small vehicles from the street or on-site bays.

Conclusion

- > The transport impact statement concludes that the proposed development will have a moderate and manageable impact on the surrounding transport network. The road network has sufficient capacity to accommodate the additional traffic, and access and parking arrangements comply with relevant design and policy standards. No adverse traffic or safety implications are anticipated, and the proposal aligns with strategic transport objectives in the area.
- > In summary, the Premise believes that the proposed development will not have a negative impact on the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd (Premise) has been engaged by GBA Architects to prepare a Transport Impact Statement (TIS) for the proposed redevelopment of the existing Weeronga Retirement Village, located at Lot 50, No 40-44 Worley Street, Willagee, within the City of Melville.

Based on publicly available information, Weeronga Village is a retirement complex managed by Alchera Living and intended for residents aged 55 and over. The village currently comprises 84 dwellings, which were constructed in stages and completed in 2019.

The proposed redevelopment will be undertaken across nine stages, as outlined in the plans provided in Appendix A for clarity. Stage 1 was completed in 2019 as the final component of the previous construction cycle. Stage 2 involves clearing part of the site, installing a new transformer and pump and preparing this section of land for the construction of retirement dwellings in Stages 3 and 4.

The analysis in this report focuses on the traffic implications associated with the dwellings proposed in Stages 3 and 4, while the remaining stages will be assessed in separate reports.

2.2 Scope and Study Area

This report presents the Traffic Impact Statement for the proposed redevelopment of portions F and G of the existing Weeronga Retirement Village at 40-44 Worley Street, Willagee, which are planned to be developed in Stages 3 and 4 of the overall nine-stage redevelopments.

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work for the Traffic Impact Statement is as follows:

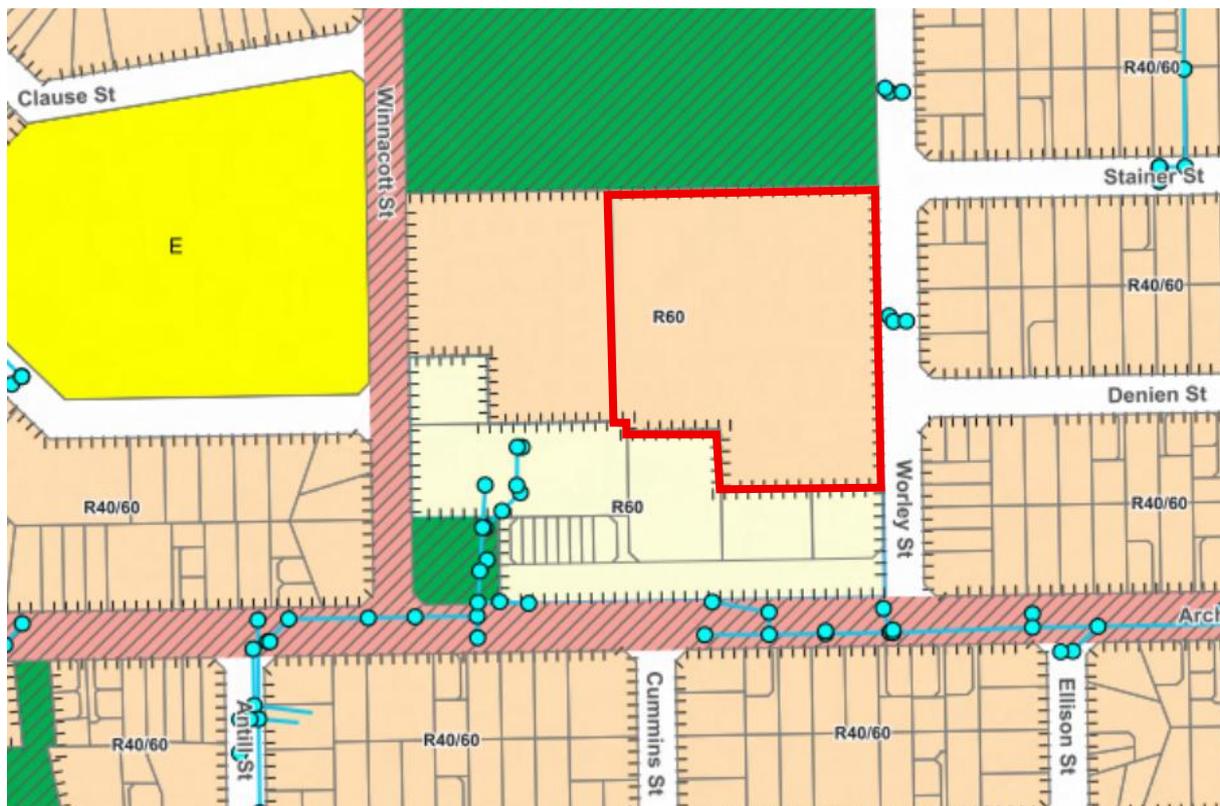
- > Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- > Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- > Provide an assessment of the likely additional traffic impact of the proposed development.
- > Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 800-metre radius of the subject site.
- > Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- > Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments
- > Provide further analysis of any site-specific issues that may be encountered during the assessment.

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site, Lot 50 at 40–44 Worley Street, Willagee, has a total area of 19,398 m². The lot has previously been developed as the Weeronga Retirement Village, intended for residents aged 55 and over. The proposed redevelopment will retain the existing purpose of the site, with upgrades and new works carried out in nine stages. The lot has direct frontage to Worley Street on its eastern boundary.

Figure 1 Site Location (Source: City of Melville Intramaps)



The lot is designated as 'Residential' R60 under the City of Melville's Local Planning Scheme No. 6, with the primary purpose of providing a variety of housing types and residential densities to meet community needs. To the south of the site lies land zoned Centre C4, while the land to the west and east is zoned Residential R60 and R40/60. To the north, the site adjoins public open space.

The proposed redevelopment forms part of a nine-stage project on the lot, with the current focus on Stages 3 and 4 (Areas F and G), as illustrated in **Figure 2**.

Figure 2 - Redevelopment Plans



3.2 Existing road conditions

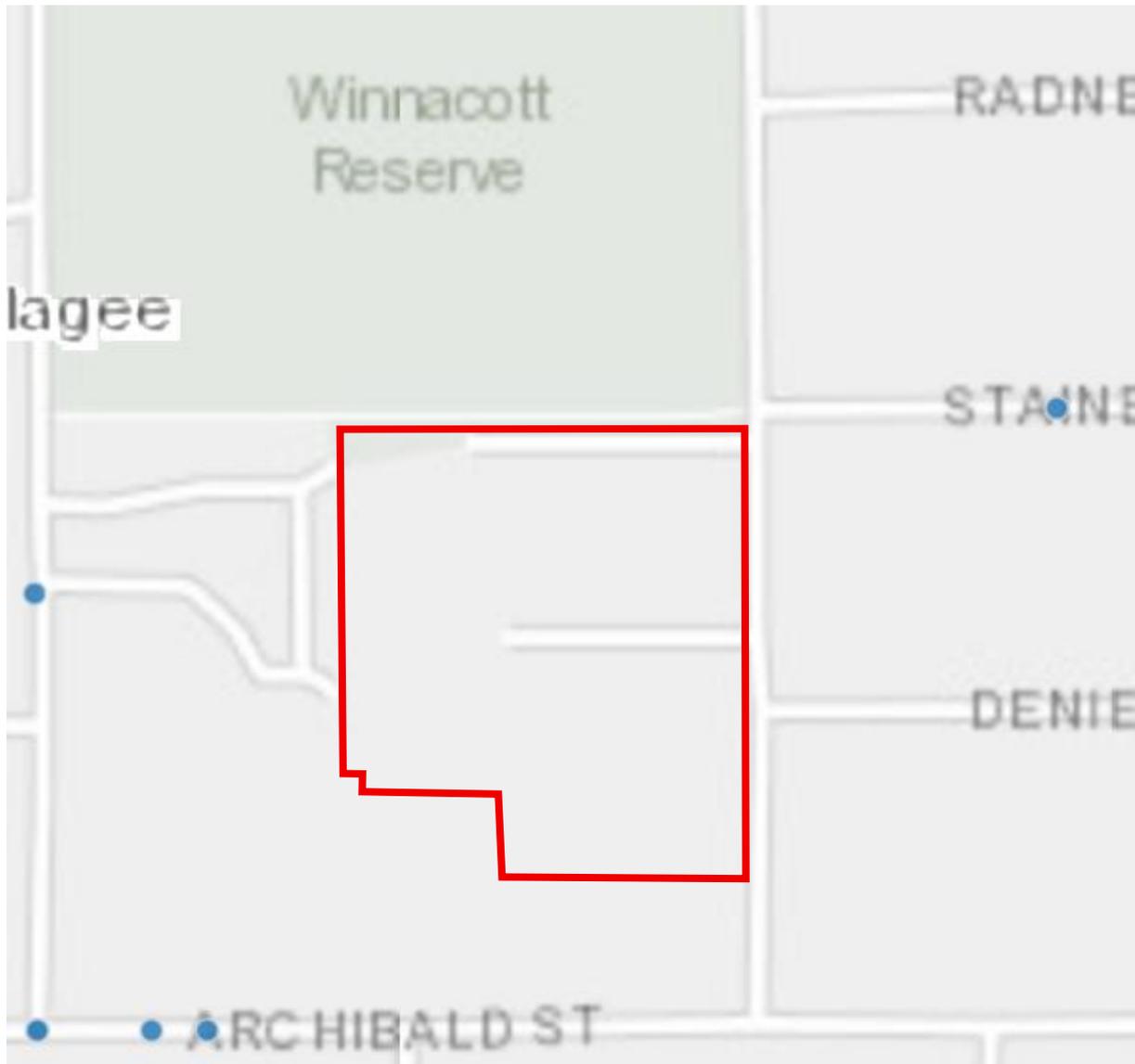
Table 1 – Road Classification and Description

Road Name	Worley Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20m
Road Pavement Width	6m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES
Road Name	Archibald Street
Number of Lanes	two way, one lane per direction, divided
Road Reservation Width	25.2m
Road Pavement Width	8m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	160
On-street parking	NO
Road Name	Leach Highway
Number of Lanes	two way, three lanes per direction, divided
Road Reservation Width	36.2m
Road Pavement Width	25.5m
Classification	Primary Distributor
Speed Limit	70kph
Bus Route	YES
If YES Nominate Bus Routes	502, 915
On-street parking	NO
Road Name	Stainer Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20.2m
Road Pavement Width	6.2m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	NO

3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2019 to 2025. A total of 8 crashes were reported within the area, with all of them being further than 300 metres from the proposed development's driveway.

Figure 3 - Crash Map - Subject Area



Of the recorded incidents, there does not appear to be any pattern or any locations of re-occurring similar incidents that would highlight sections of the road being excessively unsafe. The number and type of incidents recorded are consistent with other access roads in the area. Given the class of road and crash types, it is concluded that the road network is currently operating in a manner consistent with access roads.

3.4 Existing Traffic Flow

The following table provides an overview of traffic count data for roads in the vicinity of the subject site. Refer to Appendix B for graphical representation of this data.

Table 2 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)		Heavy Vehicle %	Date
			Peak Time - Peak VPH			
		AM	PM			
Average Monday to Friday						
Leach Highway	West of North Lake Road (SLK 4.96)	58,647	07:45 – 4,676	16:00 – 4,667	8.5	2021 /22
	East of Stock Road (SLK 3.11)	39,403	07:45 – 2,941	16:30 – 3,088	12.0	2020 /21
North Lake Road	North of Leach Highway (SLK 1.69)	21,975	08:00 – 1,657	15:00 – 1,825	8.3	2024 /25
	South of Leach Highway SLK 1.86)	27,922	08:00 – 2,297	16:15 – 2,474	7.1	2020 /21
Garling Street	West of Dunford Street (SLK 1.37)	6,588	07:45 – 569	15:30 – 584	9.5	2023 /24
Wednesday 21 st February						
Archibald Street	West of Wheyland Street	4,780	08:00 – 447	15:00 – 443	3.0%	2024
	East of Wheyland Street	4,833	08:00 – 476	15:00 – 453	3.0%	2024
Wheyland Street	North of Archibald Street	1,227	08:00 – 119	15:00 – 120	1%	2024
Thursday 22 nd February						
Archibald Street	West of Wheyland Street	4,727	08:00 – 451	15:00 – 393	3.0%	2024
	East of Wheyland Street	4,816	08:00 – 478	15:00 – 424	3.0%	2024
Wheyland Street	North of Archibald Street	1,267	08:00 – 135	15:00 – 145	1%	2024
<i>Note – These traffic counts were obtained from the Main Roads Western Australia Traffic Map.</i>						

3.5 Public Transport

The subject site is serviced by several bus route operated by TransPerth. The services are summarised in the **Table 3**.

The industry standard for a reasonable walking distance to a bus stop as defined by the Western Australian Planning Commission’s planning guidelines, is typically 400 meters. The stop for Route 160



is located within 250m from the site, which is well within the 400m walking catchment. Stops for routes 502 and 915 are located 550m from the site. This distance is outside the standard 400m walking catchment. Therefore, these services are considered to provide a lower level of accessibility to the site for most people.

Table 3 - Bus routes and frequencies

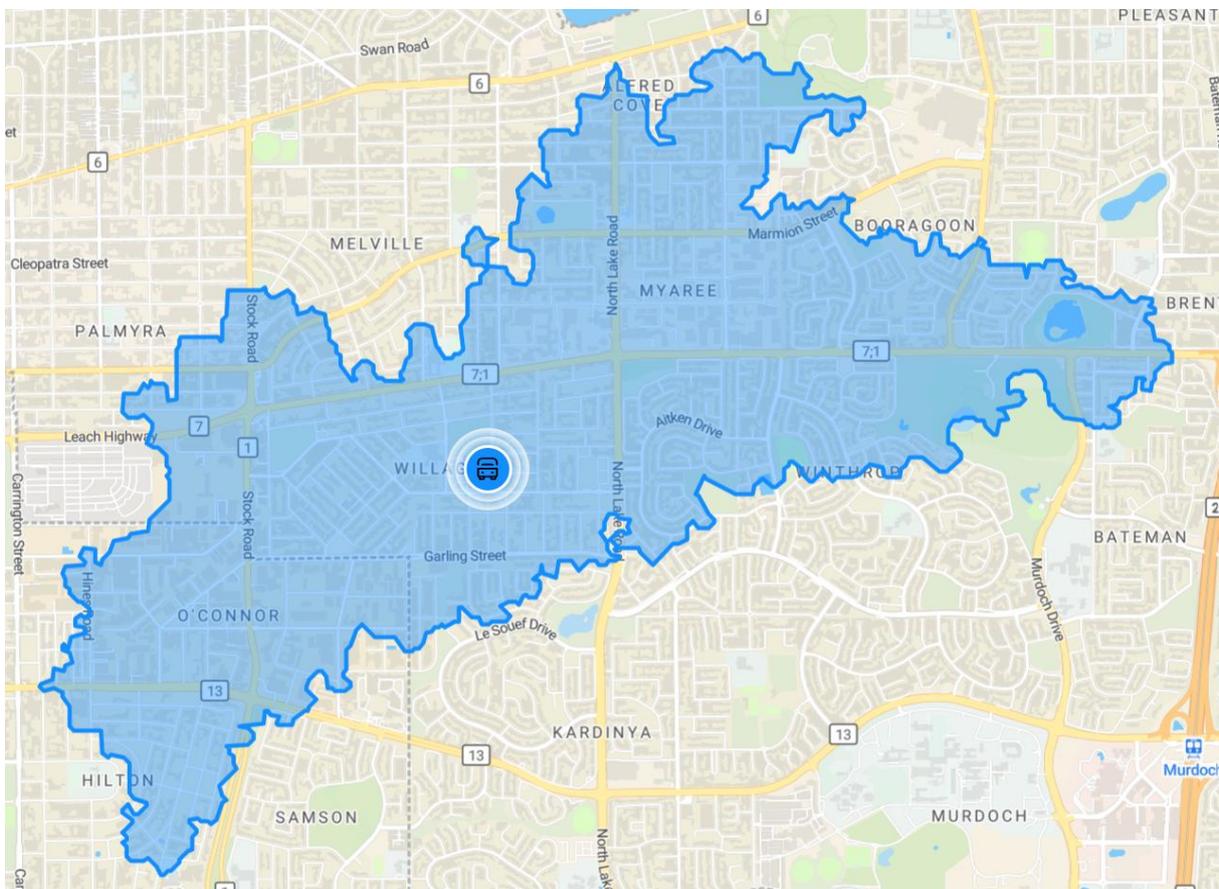
Bus Route	Description	Peak Frequency	Off-Peak Frequency
160	East Perth - Fremantle Station via Willagee & Booragoon	Every 30 minutes	Every 60 minutes on weekends
502	Fremantle Stn - Bull Creek Station via Watkins Street & Leach Highway	Every 20 minutes	Every 60 minutes on weekends
915	Fremantle Station - Bull Creek Station via Marmion Street & Booragoon Bus Station	Every 10 minutes	Every 15 minutes on weekends

Table 4 - Walk Score Rating for Accessibility to Public Transport

Walk Score Rating for Accessibility to Public Transport	
44	Some Transit. A few nearby public transportation options.

Overall, the site has a moderate level of public transport accessibility. The availability of the three services is expected to encourage a degree of public transport by future residents and visitors.

Figure 4 - 30min public transport catchment (app.traveltime.com)



3.6 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the subject lot. Refer to Appendix B for graphical representation of the below table.

Table 5 - PBN routes within 400m radius from the subject site

Classification	Road Name
<i>Good Road Riding Environment</i>	Archibald Street, Bawdan Street
<i>Perth Bicycle Network (PBN) - Continuous Signed Routes</i>	Winnacott Street, Antll Street

Table 6 - Walk Score Rating for Walkability

What is the Walk Score Rating?	
71	Very walkable. Most errands can be accomplished on foot.

Figure 5 - 10min walking catchment (app.traveltime.com)

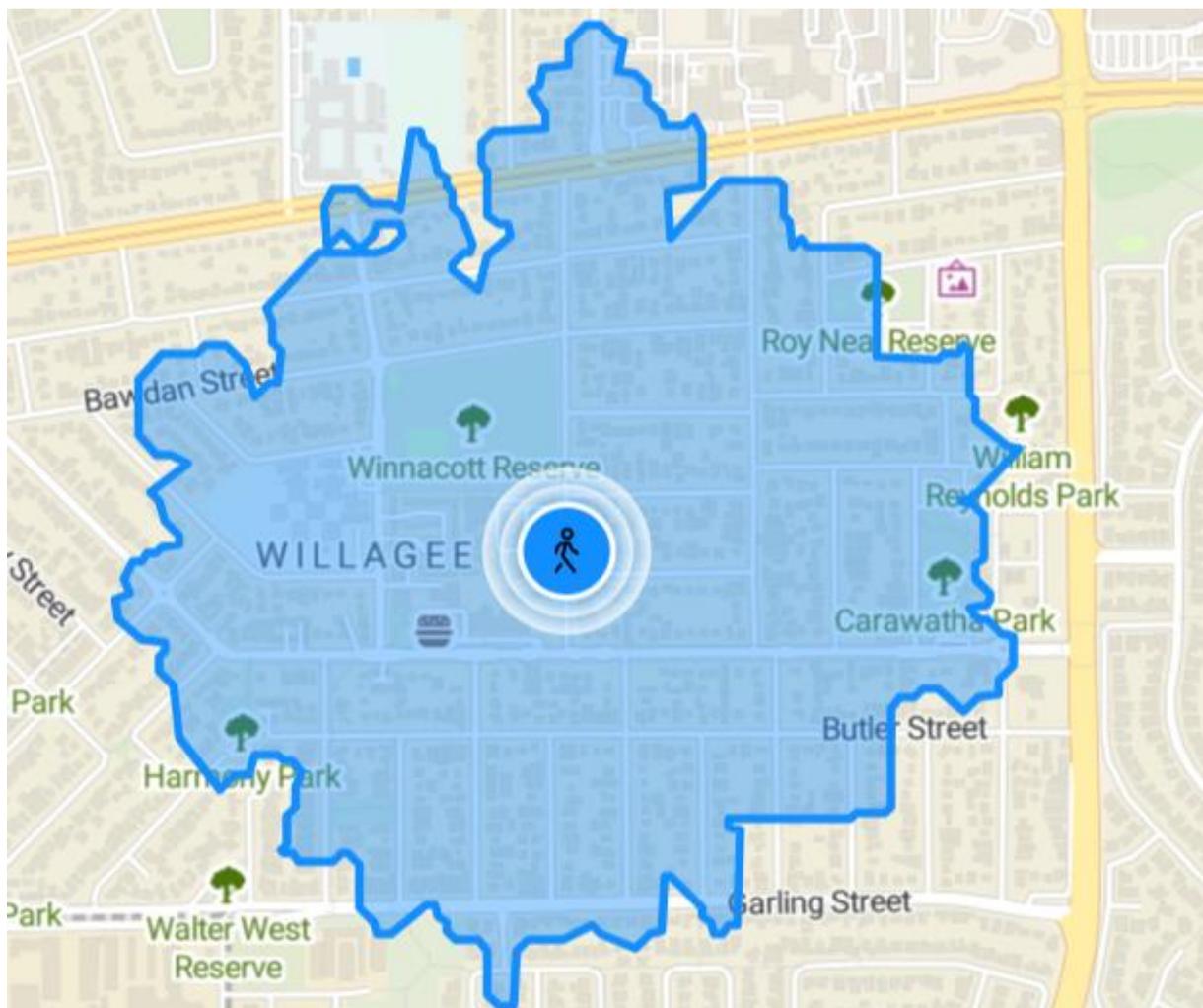
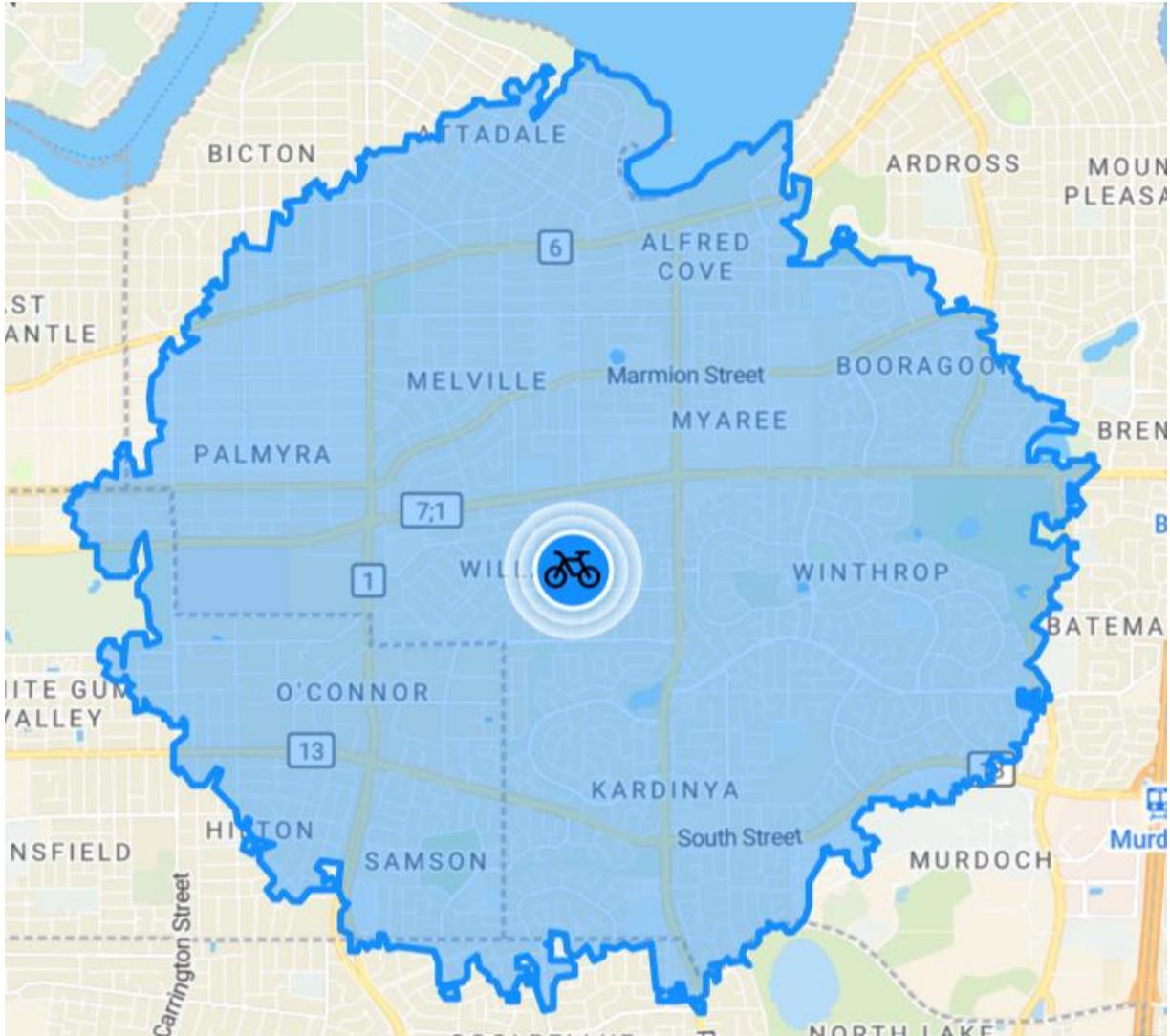


Figure 6 - 15min cycling catchment (app.traveltime.com)



4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The proposed redevelopment includes the construction of two new residential apartment buildings, providing a total of 42 dwellings. These works form Stages 3 and 4 of the broader nine-stage redevelopment of the Weeronga Retirement Village.

The buildings are planned within Areas F and G, as identified in **Figure 2** and are designed to continue the existing function of the site as a retirement village for residents aged 55 and over. The proposal represents the next major phase of renewal following completion of Stage 2, which involves site preparation and supporting infrastructure upgrades

Table 7 - Proposed land uses and yields

Proposed Land Use	Yield
Area F Apartments	24 Apartments
Area G Apartments	18 Apartments
Total:	42 Apartments

4.2 Vehicular Parking

The car parking requirements for the proposed development will need to align with the guideline documents listed in the table below, which outline the applicable parking provision rates for the proposed land use.

Table 8 – Guideline Documents for Car Parking Provision

Guideline document	Car Parking Requirements
City of Melville Local Planning Scheme No. 6	No car parking requirements specified
Local Planning Policy No. 1.6 –Parking and Access (LPP1.6)	No car parking requirements applicable to residential land uses
WILLAGEE STRUCTURE PLAN (NOVEMBER 2013 (UPDATED APRIL 2023))	No car parking requirements specified
Residential Design Codes Volume 1, 2024 (Table 2.3a Car parking requirements)	Part C – “applies to all single houses R50 and above, grouped dwellings in areas coded R30 and above and multiple dwellings in areas coded R30 to R60. ”

The following tables are taken from the relevant Guideline document.

Table 9 – Car parking requirements per Residential Design Codes – Volume 1, Part C, pg. 81

	Location A	Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
	Occupant car parking	Ancillary dwelling	0
Studio and 1 bedroom dwelling		0	1
2 bedroom dwelling		0	2
3+ bedroom dwelling		1	2
Location B		Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
Ancillary dwelling		0	1
Studio and 1 bedroom dwelling		1	1
2 bedroom dwelling		1	2
3+ bedroom dwelling	1	2	
Visitor carparking	Number of dwellings	Minimum Parking	
	0-4 dwellings	No visitor car parking required	
	5-8 dwellings	1	
	9-12 dwellings	2	
	13 or more dwellings	3, plus 1 additional space per four dwellings or part thereof	
Motorcycle /scooter parking (multiple dwellings only)	0-19 dwellings	No motorcycle/scooter parking required	
	20 or more dwellings	One motorcycle/scooter space for every 10 car parking spaces	
<p>Minimum parking applies to all types of parking on site including (but not limited to) garages, carports, uncovered spaces, undercroft and basement parking. Maximum carparking applies to garages and carports. Additional parking may be provided as uncovered spaces, undercroft or basement parking.</p> <p>LOCATION A – includes all land located within:</p> <ul style="list-style-type: none"> • 800m walkable catchment of a train station on a high-frequency rail route; • 250m walkable catchment of a transit stop: <ul style="list-style-type: none"> · on a high-frequency transit route; or · that has multiple transit routes, that when combined stop every 15 minutes during weekday peak periods (7am –9am and 5pm – 7pm); or. · the defined boundaries of an activity centre. <p>LOCATION B – includes all land that is not within Location A.</p>			

As the site is not located within 800m of a train station or 250m of a high-frequency transit route, the development has been assessed against the Location B criteria. Therefore, the calculated car parking requirement for the proposed development is as shown in the following table.

Table 10 - Parking requirements and provisions

Land use	Yield	Bay allocation	Minimum parking space(s)	Maximum garage and carport parking
Area F Apartments	24	Residents Car Bay	24	48
		Visitors Car Bay	6	6
		Motorcycle/Scooter Bay	3	6
Area G Apartments	18*	Residents Car Bay	18	36
		Visitors Car Bay	4	4
Total Car Parking Required Area F:			30	54
<i>Car Parking Required for residents:</i>			24	48
<i>Car Parking Required for visitors:</i>			6	6
<i>Required Motorcycle/Scooter Bay</i>			3	6
Total Car parking provision in Area F:			26	
Total Car Parking Required Area G*:			22	40
<i>Car Parking Required for residents:</i>			18	36
<i>Car Parking Required for visitors:</i>			4	4
Total Car parking provision in Area F:			18	

Note - As the proposed development in Area G includes fewer than 19 dwellings, it does not trigger a requirement for motorcycle or scooter parking.*

The table above outlines the minimum and maximum car parking and motorcycle/scooter bay requirements for multiple residential dwellings in areas coded R30 to R60. However, given that the proposed development forms part of a retirement village for older residents, the car parking standards for special purpose dwellings could be considered more applicable, even though these standards are normally referenced for developments in areas coded R10–R25.

In accordance with the provisions for aged persons’ dwellings, accessible dwellings, or small dwellings, the requirement is one resident bay per dwelling plus three visitor bays, with an additional bay for every four dwellings (or part thereof) exceeding 17. These standards align with the minimum resident parking requirements identified in the previous table but require slightly fewer visitor bays (one bay less). On this basis, Premise considers the minimum parking provisions outlined above to be both relevant and sufficient to accommodate the car parking demand generated by the proposed development.

For **Area F**, the proposed development requires 30 bays in total, comprising 24 resident bays and 6 visitor bays, along with 3 motorcycle/scooter bays. The development plans indicate the provision of 26 bays, which meets and exceeds the requirement for residents but does not fully satisfy the requirement for visitor parking on this site. No motorcycle bays are provided but given the demographic characteristics of the residents, it is unlikely that dedicated motorcycle bays will be required.

For **Area G**, the development requires a total of 22 car parking bays. The plans show a total of 18 bays provided within a garage, which satisfies the minimum resident requirement but makes no allowance for visitor parking.

Overall, the proposed development provides sufficient parking to meet resident requirements but falls short in terms of visitor parking and motorcycle/scooter bays. Premise considers that this shortfall will be addressed in future design stages through centralisation of visitors parking.

It should be highlighted the Willagee Structure Plan provides spatial guidelines for the Archibald Hub Policy Area, which includes the subject site and identifies off-site car parking within Policy area as illustrated in the **Figure 7** below. As there is a continuous pedestrian path connecting the subject site (framed red) to the existing open parking area located within a short walking distance (less than 150 metres), visitor parking demand, when required, could be accommodated off-site.

Figure 7 - Archibald Hub Policy Area (sourced from Willagee Structure Plan, page 31)



4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities.

The site will provide 44 parking bays. Parking areas are designed to accommodate User Class 1A - Residential, domestic and employee parking.

4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

Table 11 – Proposed Parking in Area F: Dimension Comparisons with AS 2890.1 Requirements

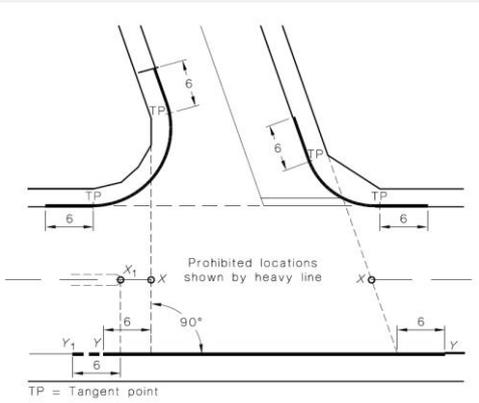
Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	n/a*	2.4m	n/a*	5.8m	n/a*

Table 12 – Proposed Parking in Area G: Dimension Comparisons with AS 2890.1 Requirements

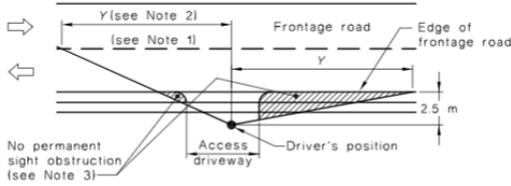
Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	n/a*	2.4m	n/a*	5.8m	n/a*

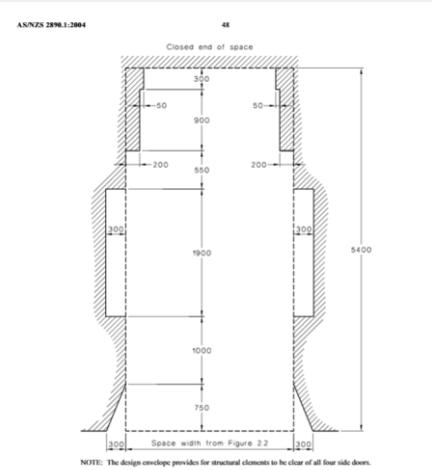
Note - The proposed car parking and aisle dimensions will be confirmed once the DWG version of the plans is provided to Premise for verification.*

Table 13 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
<p>3.2 ACCESS DRIVEWAYS — WIDTH AND LOCATION</p> <p><i>(a) Driveway Categories 1 and 2</i></p> <p><i>At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."</i></p> 	<p>The proposed driveways are located outside of the 6m restriction from an intersection.</p>

REQUIREMENT	COMPLIANCE
<p><i>"2.4.2 Angle parking aisle</i> <i>(c) Blind aisles</i> <i>At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.</i></p>	<p>Blind aisles are extended beyond the last parking space A dedicated reversing bay is required if accesses is allowed for visitors.</p>

<p><i>"3.2.4 Sight distance at access driveway exits</i> <i>(b) Sight distance to pedestrians</i> <i>Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."</i></p>  <table border="1" data-bbox="284 981 770 1193"> <thead> <tr> <th rowspan="3">Frontage road speed (Note 4) km/h</th> <th colspan="3">Distance (Y) along frontage road m</th> </tr> <tr> <th colspan="2">Access driveways other than domestic (Note 5)</th> <th rowspan="2">Domestic property access (Note 6)</th> </tr> <tr> <th>Desirable 5 s gap</th> <th>Minimum SSD</th> </tr> </thead> <tbody> <tr> <td>40</td> <td>55</td> <td>35</td> <td>30</td> </tr> <tr> <td>50</td> <td>69</td> <td>45</td> <td>40</td> </tr> <tr> <td>60</td> <td>83</td> <td>65</td> <td>55</td> </tr> <tr> <td>70</td> <td>97</td> <td>85</td> <td>70</td> </tr> </tbody> </table>	Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m			Access driveways other than domestic (Note 5)		Domestic property access (Note 6)	Desirable 5 s gap	Minimum SSD	40	55	35	30	50	69	45	40	60	83	65	55	70	97	85	70	<p>Sight distance to pedestrians needs to comply with the desirable 5 second gap for a 50kph frontage road.</p>
Frontage road speed (Note 4) km/h		Distance (Y) along frontage road m																								
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60	83	65	55																							
70	97	85	70																							

<p><i>"5.2 Column Location and Spacing</i> <i>The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2. If this requirement is met, the dimensions in Figure 5.1 will also be achieved.</i></p>  <p>NOTE: The design envelope provides for structural elements to be clear of all four sides shown.</p> <p>DIMENSIONS IN MILLIMETRES</p> <p>FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS</p>	<p>All proposed columns are required to comply with the column location and spacing standards shown on the left. At present, one of the proposed columns in the Area F garage protrudes into a parking space, making it unsuitable for car parking.</p>
--	--

4.2.2 VEHICLE SWEPT PATHS

The proposed parking areas will be tested once the latest dwg version of the proposed development plans is provided to Premise.

4.3 ACROD Parking

Table 14 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	Class 2 – Accessible parking required for units deemed 'Accessible'	Not required

The proposed development does not include any accessible parking spaces within Areas F and G, as no accessible units are proposed as part of the development.

4.4 Bicycle Parking

Bicycle parking requirements are to be in line with Western Australia’s Residential Design Codes – Volume 1, Part C, page 82 provisions as outlined in the table below. *“Where the bicycle parking calculation results in a fraction of a space, the requirement is to be rounded up to the nearest whole number.”*

Table 15 – Bicycle parking provision rates and calculation

Bicycle parking requirement	Yield	Calculation
Occupant bicycle parking for Multiple dwellings - 0.5 x the total number of dwellings	Area F - 24	12 Occupant
	Area G - 18	9 Occupant
Visitor bicycle parking for 10 or more Multiple dwellings - 0.1 x the total number of dwellings	Area F - 24	3 Visitor
	Area G - 18	2 Visitor
Total Required Bicycle parking in Area F:		15 bike bays
Total Required Bicycle parking in Area G:		11 bike bays

The proposed development includes 12 bicycle parking bays in Area F and 11 bays in Area G. While the provision in Area F does not fully satisfy the requirements set out in the guideline document, it is consistent with the needs of residents and it is considered unlikely that visitors will travel by bicycle. Additional bicycle parking could, however, be easily accommodated if required, either on site or by utilising proposed residential storage areas.

4.5 Delivery and Service

As the proposed development forms part of a multistage project, alongside a previously approved and operational retirement village, the existing waste collection arrangements are expected to accommodate the new dwellings. Waste and recycling bins will continue to be transported to the designated collection points as required. Premise has assumed that all delivery and service activities will



be carried out by small commercial or passenger vehicles, with waste collection undertaken from the street or designated on-site service bays in accordance with the relevant land use provisions.

4.6 Traffic Impact of the Proposed Development

Data on the trip-generating potential of the various land uses is fairly limited in Western Australia. WAPC TIA Guidelines suggest trip rates for residential land uses have been sourced from the PARTS survey data averaged over the range of dwelling types as well as Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales (RTA Guide).

The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these new rates will be used.

Table 16 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Medium Density Residential <ul style="list-style-type: none"> AM peak hour = 0.41 vehicle trips/dwelling PM peak hour = 0.60 vehicle trips/dwelling Daily = 3.67 vehicle trips/dwelling

Table 17 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Residential in Area F	24 dwellings	88	10	14
Residential in Area G	18 dwellings	66	7	7
Total:		154	17	21

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate a 154 daily trips, 17 vehicular trips in the AM peak and 21 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

The calculated expected traffic relates specifically to the traffic that will be generated by the proposed retirement dwellings in Areas F and G during Stages 3 and 4 of the overall redevelopment of the existing Weeronga Retirement Village, which is planned to occur in nine stages. Since this is an existing and functional retirement village, Areas F and G are designated for clearance in Stage 2, prior to the construction of the new retirement dwellings in Stages 3 and 4.

Traffic from existing developments in Areas F and G has not been considered, as at the time of writing this report there was no available information regarding current land uses, yields or activity in these areas. Should such information become available, then it would be possible to assess the difference between existing and proposed traffic from these areas.



4.7 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. Estimated traffic distribution percentages are outlined in the table below for reference.

Table 18 outlines the main anticipated traffic distribution routes based on the above description.

Table 18 - Trip Distribution Routes

Route	Percentage
> From the north via Worley Street > > subject development and reverse	93%
<i>Including traffic:</i>	
- From the northwest via Leach Highway	37%
- From the northeast via Leach Highway	56%
> From the south via Worley Street > > subject development and reverse	7%
<i>Including traffic:</i>	
- From the southwest via Archibald Street	5%
- From the southeast via Archibald Street	2%

4.8 Site-Specific Issues and Proposed Remedial Measures

Table 19 - Site-specific issues

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	Vehicle accessibility
Remedial Measure / Response	The proposed parking areas will be reviewed once Premise receives the latest DWG version of the development plans. A preliminary assessment of the proposed layout indicates that one of the columns in the Area F garage encroaches into a parking space, potentially obstructing maneuvering.



Site-Specific Issue No 2	Proposed Parking provision and compliance with AS2890.01 requirements
Remedial Measure / Response	<p>The proposed development shows parking bays that are generally sufficient to meet the needs of residents, in line with the relevant standards as analysed in Section 4.2 of this report. In Area F, 26 bays are provided, exceeding the 24 resident bays required, while in Area G, 18 bays meet the minimum resident requirement of 18 bays. Although visitor parking and motorcycle/scooter bays are not fully provided on-site, the shortfall is unlikely to significantly impact the development due to the demographic characteristics of residents, the availability of nearby off-site parking within walking distance and the general tendency to centralise visitors parking in these types of developments. On this basis, the overall parking provision is considered appropriate and adequate to service the proposed retirement dwellings in Areas F and G.</p> <p>The proposed car parking and aisle dimensions and compliance with AS2890.01 requirements, will be confirmed once the DWG version of the plans is provided to Premise for verification.</p>



APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN



APPENDIX B

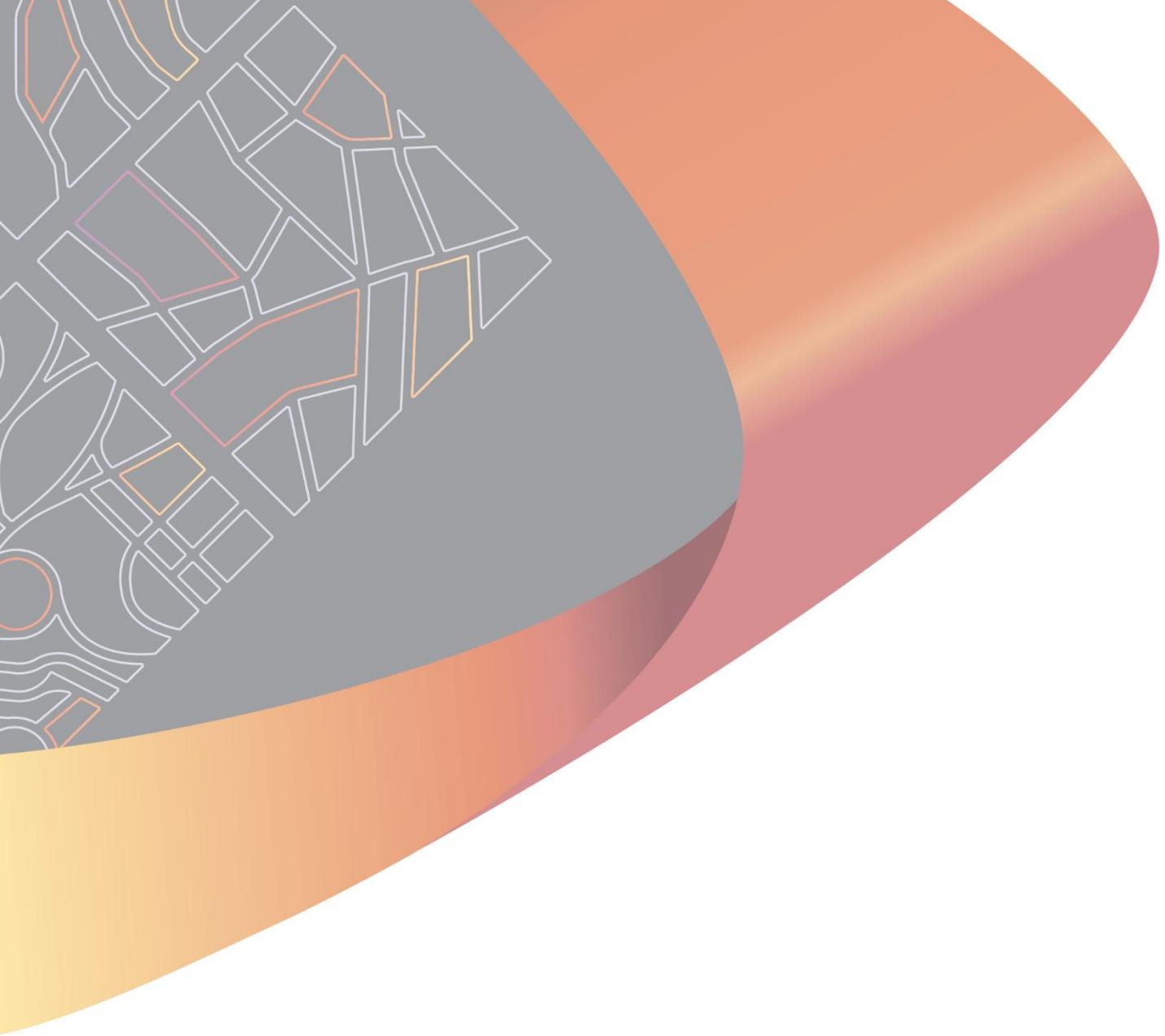
TRANSPORT PLANNING AND TRAFFIC PLANS



APPENDIX C

VEHICLE SWEEP PATH ANALYSIS

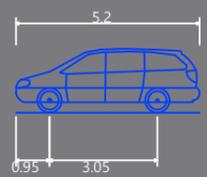




APPENDIX C

VEHICLE SWEEP PATH ANALYSIS



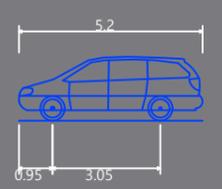


Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

- - - - - Lot boundary
- — — — — Wheel Path (Forward Vehicle Motion)
- — — — — Vehicle Chasis Envelope (Forward Vehicle Motion)
- — — — — Wheel Path (Reverse Vehicle Motion)
- — — — — Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Alchera Willagee TES	DRAWN BY: A.T.	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	15-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P002682_Landscape_1		
NO	DATE	AMENDMENT			

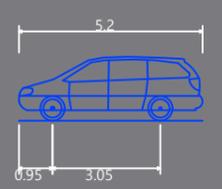


Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Alchera Willagee TES	DRAWN BY: A.T.	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	15-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P002682_Landscape_2		
NO	DATE	AMENDMENT			

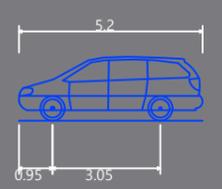
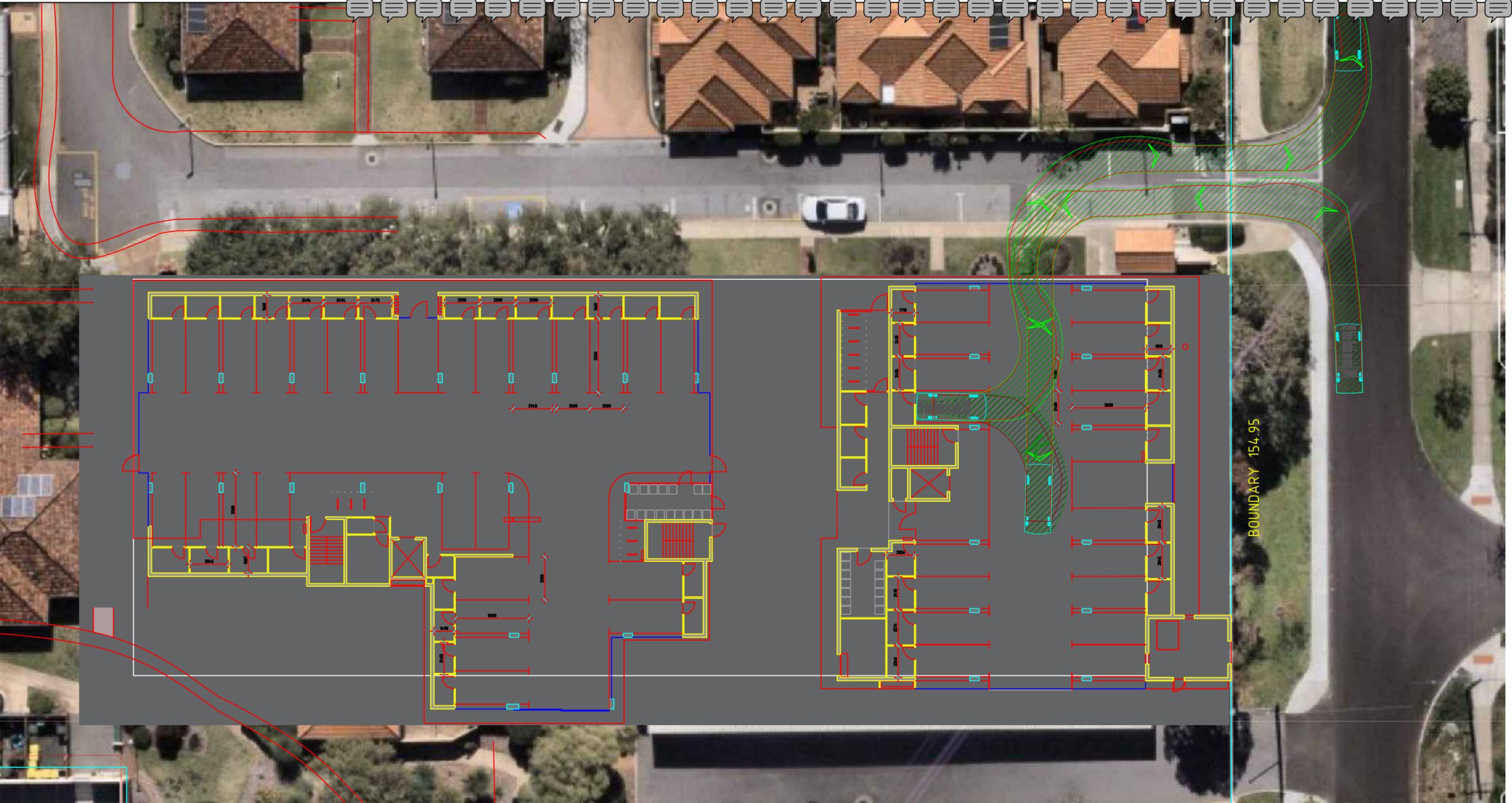


Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

- - - - - Lot boundary
- — — — — Wheel Path (Forward Vehicle Motion)
- — — — — Vehicle Chassis Envelope (Forward Vehicle Motion)
- — — — — Wheel Path (Reverse Vehicle Motion)
- — — — — Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Alchera Willagee TES	DRAWN BY: A.T.	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	15-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P002682_Landscape_3		
NO	DATE	AMENDMENT			

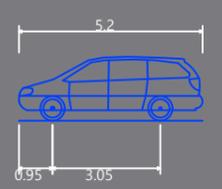


Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

- - - - - Lot boundary
- — — — — Wheel Path (Forward Vehicle Motion)
- — — — — Vehicle Chasis Envelope (Forward Vehicle Motion)
- — — — — Wheel Path (Reverse Vehicle Motion)
- — — — — Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Alchera Willagee TES	DRAWN BY: A.T.	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	15-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P002682_Landscape_4		
NO	DATE	AMENDMENT			



Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: Alchera Willagee TES	DRAWN BY:	
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	15-10-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P002682_Landscape_5	A.T.	
NO	DATE	AMENDMENT			

APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN





STAGE 1: RESERVE APARTMENTS, GYM & POOL



STAGE 2: DEMOLITION

 PROPOSED
STAGE 2

ALCHERA WILLAGEE:

GARY BATT
ASSOCIATES
ARCHITECTS



1:250 on A1



STAGE 1

STAGE 2

**NEW TRANSFORMER
STAGE 2A**



STAGE 2A: NEW TRANSFORMER

 PROPOSED
STAGE 2A

ALCHERA WILLAGEE:

GARY BATT
ASSOCIATES
ARCHITECTS



1:250 on A1



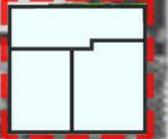
STAGE 1

40-44

STAGE 2

STAGE 2A

NEW PUMP RM.
STAGE 2B



STAGE 2B: NEW PUMP ROOM/ TANK

PROPOSED
STAGE 2B

ALCHERA WILLAGEE:

GARY BATT
ASSOCIATES
ARCHITECTS



1:250 on A1



STAGE 1

40-44

STAGE 2A

AREA-F
STAGE 3

STAGE 2B

STAGE 3: AREA F

PROPOSED
STAGE 3

ALCHERA WILLAGEE:

GARY BATT
ASSOCIATES
ARCHITECTS



1:250 on A1



STAGE 1

40-44

AREA F
STAGE 3

AREA G
STAGE 4

STAGE 2A
@ GF

STAGE
2B

STAGE 4: AREA G

PROPOSED
STAGE 4

ALCHERA WILLAGEE:

GARY BATT
ASSOCIATES
ARCHITECTS



1:250 on A1



STAGE 5: AREA H

 PROPOSED STAGE 5



NEW ACCESS ROAD

STAGE 1

AREA C
STAGE 6

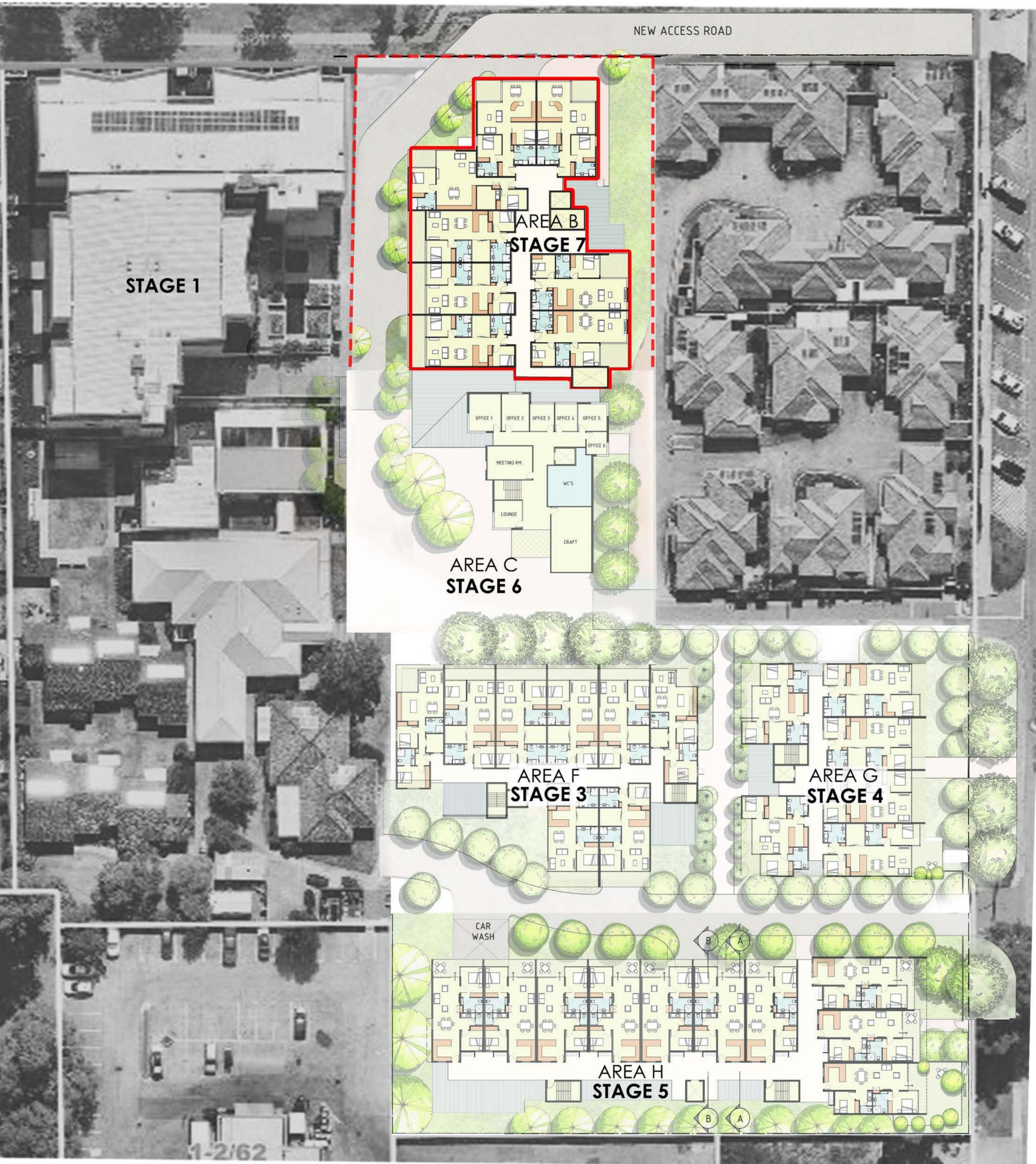
AREA F
STAGE 3

AREA G
STAGE 4

AREA H
STAGE 5

STAGE 6: AREA C

PROPOSED
STAGE 6



STAGE 1

NEW ACCESS ROAD

AREA B
STAGE 7

AREA C
STAGE 6

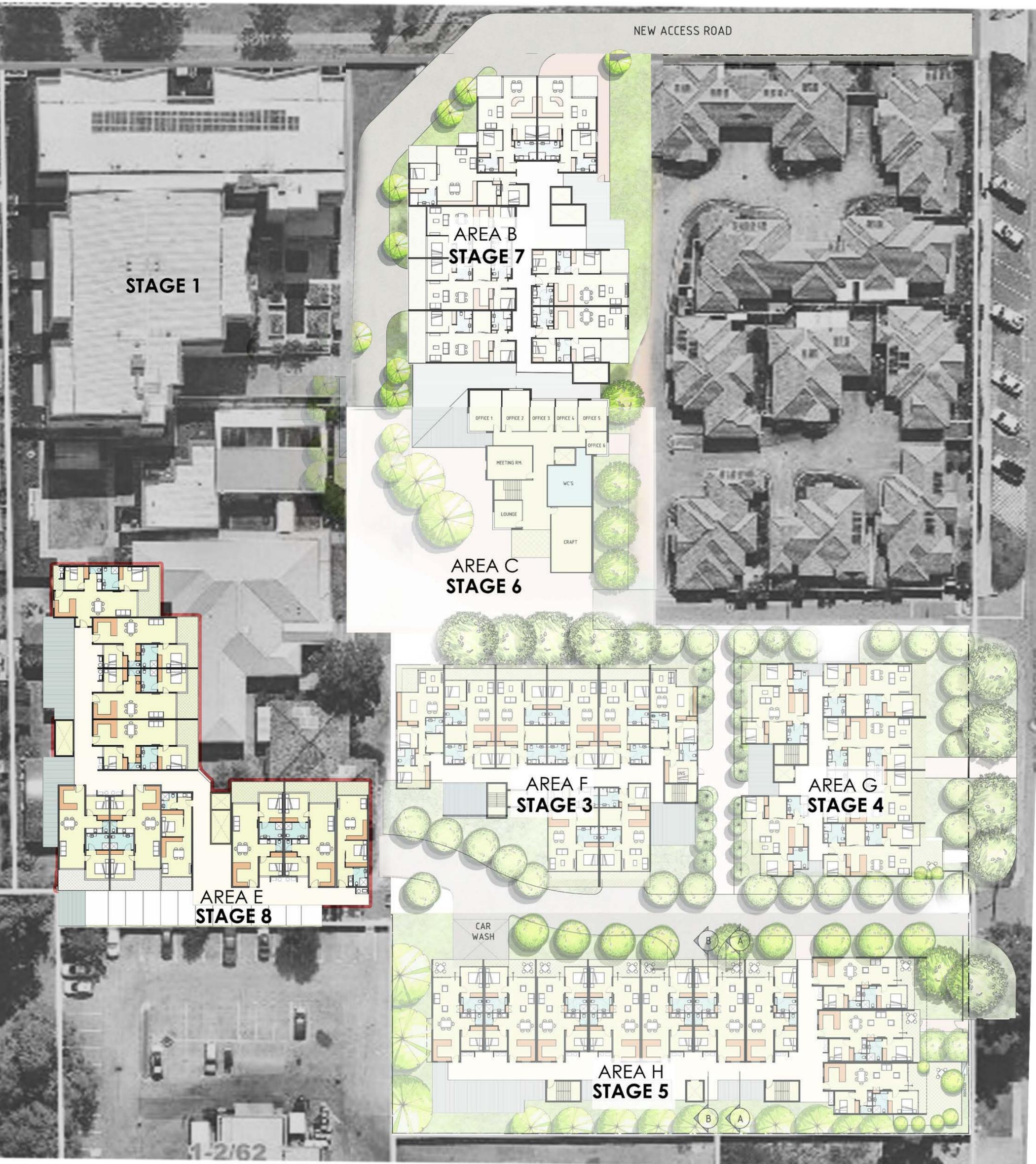
AREA F
STAGE 3

AREA G
STAGE 4

AREA H
STAGE 5

STAGE 7: AREA B

PROPOSED
STAGE 7



STAGE 1

AREA B
STAGE 7

AREA C
STAGE 6

AREA F
STAGE 3

AREA G
STAGE 4

AREA E
STAGE 8

AREA H
STAGE 5

STAGE 8: AREA E

PROPOSED
STAGE 8



STAGE 9: PIAZZA/ BOWLING RINK

 PROPOSED STAGE 9

NEW ACCESS ROAD

RESERVE APARTMENTS

STAGE 1
(COMPLETED)

SWIMMING POOL

GYM

BOWL'S RINK
STAGE 9

PIAZZA

AREA B
STAGE 7

AREA C
STAGE 6

UNIT 73

UNIT 72

UNIT 71

UNIT 69

UNIT 70

UNIT 67

UNIT 66

UNIT 68

AREA D
FUTURE STAGE 10

UNIT 63

UNIT 64

UNIT 65

AREA E
STAGE 8

AREA F
STAGE 3

AREA G
STAGE 4

STAGE 2A

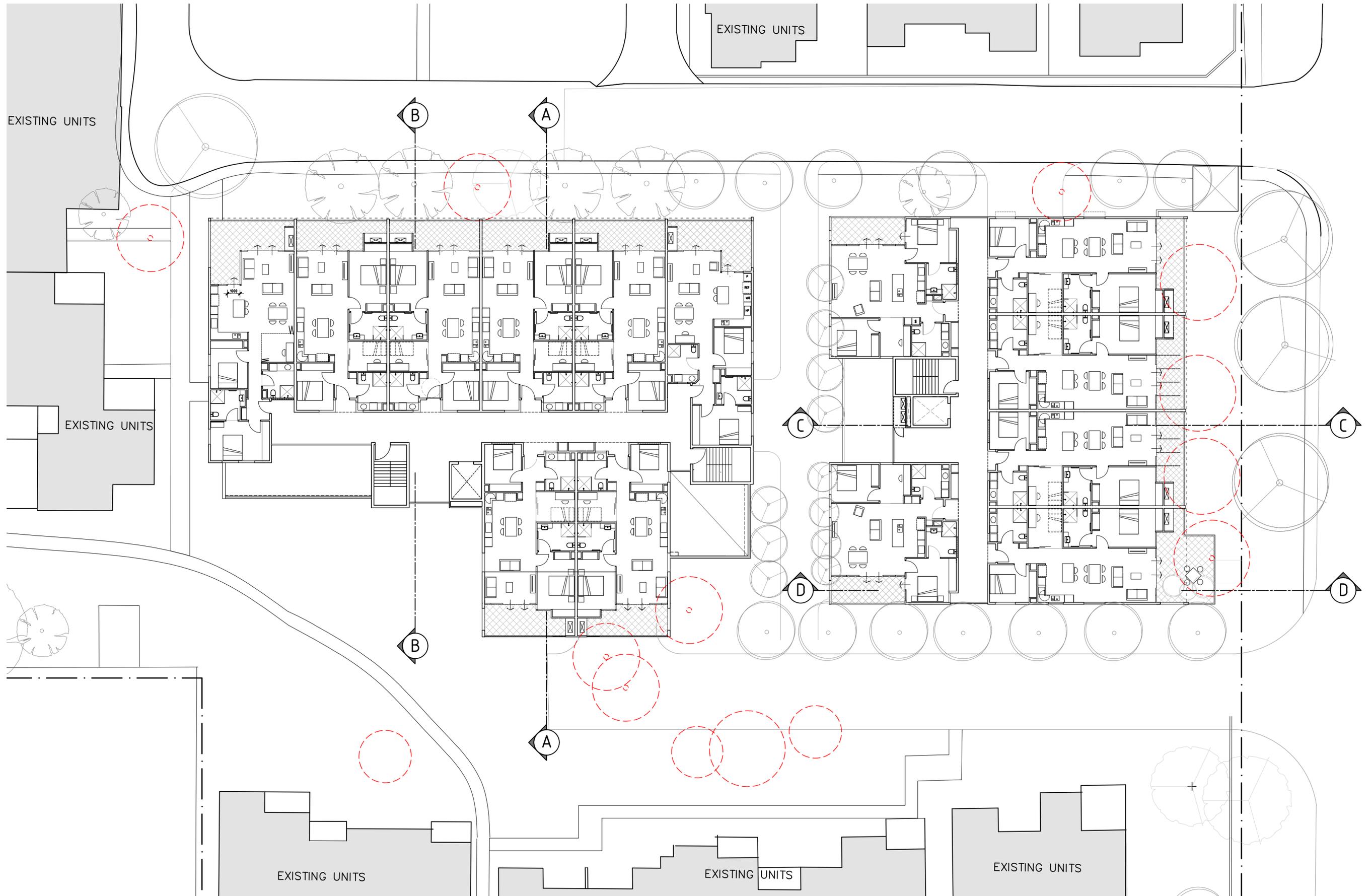
SITE PLAN (GF + PARKING.)

1:250

AREA H
STAGE 5

STAGE 2B

STAGE 2B



ALCHERA WILLAGEE

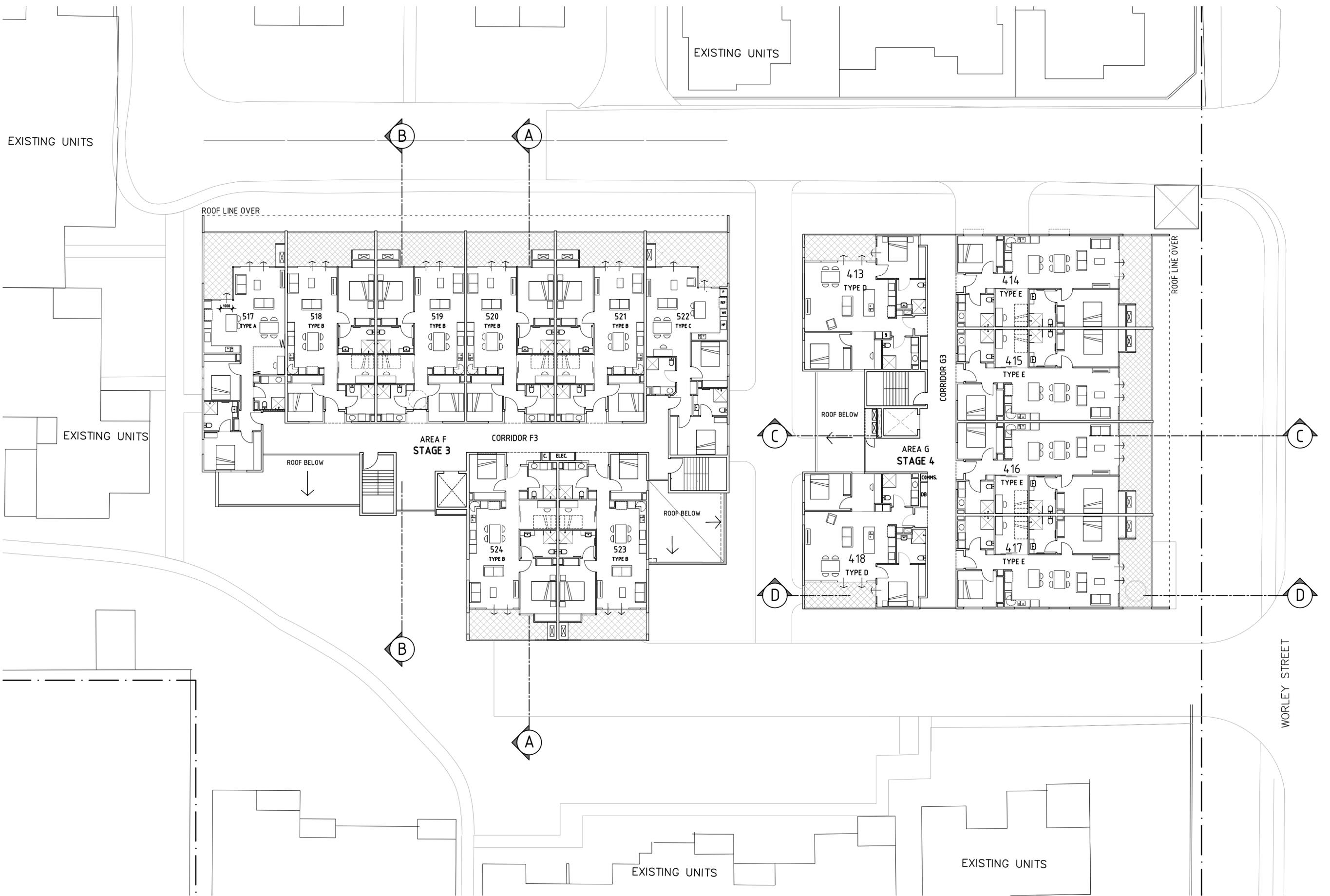
FIRST FLOOR PLAN: AREA F (STAGE 3)
AREA G (STAGE 4)

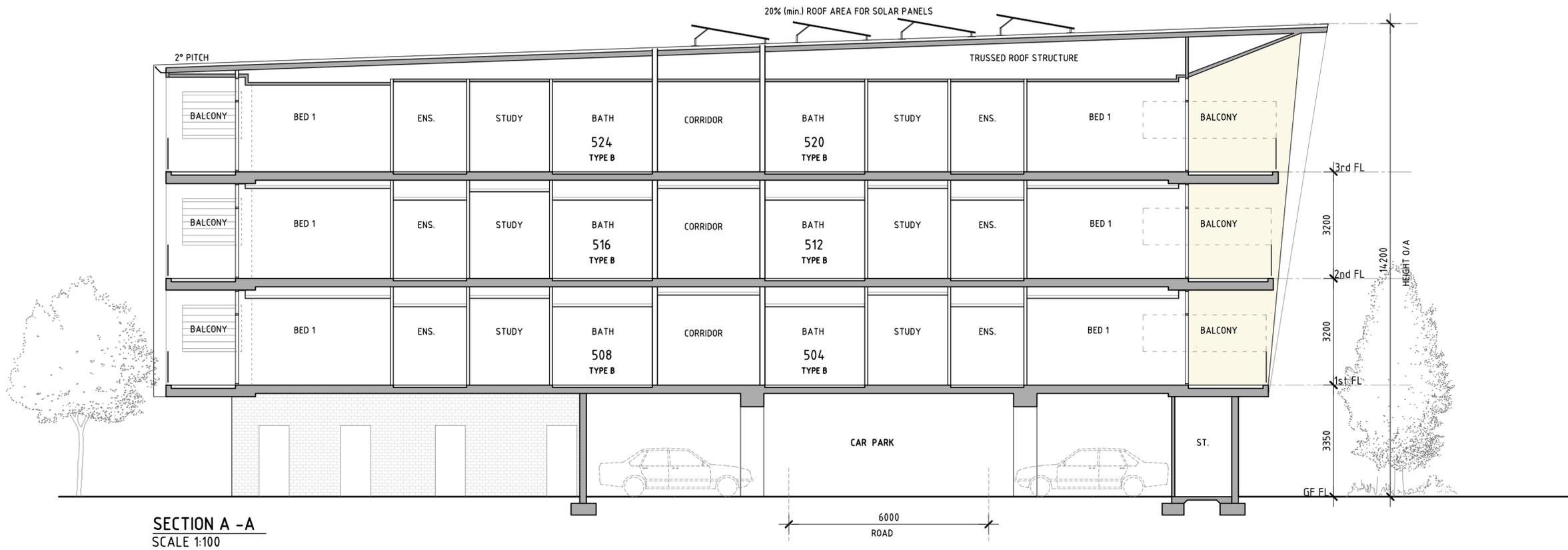
GARY BATT
ASSOCIATES
ARCHITECTS



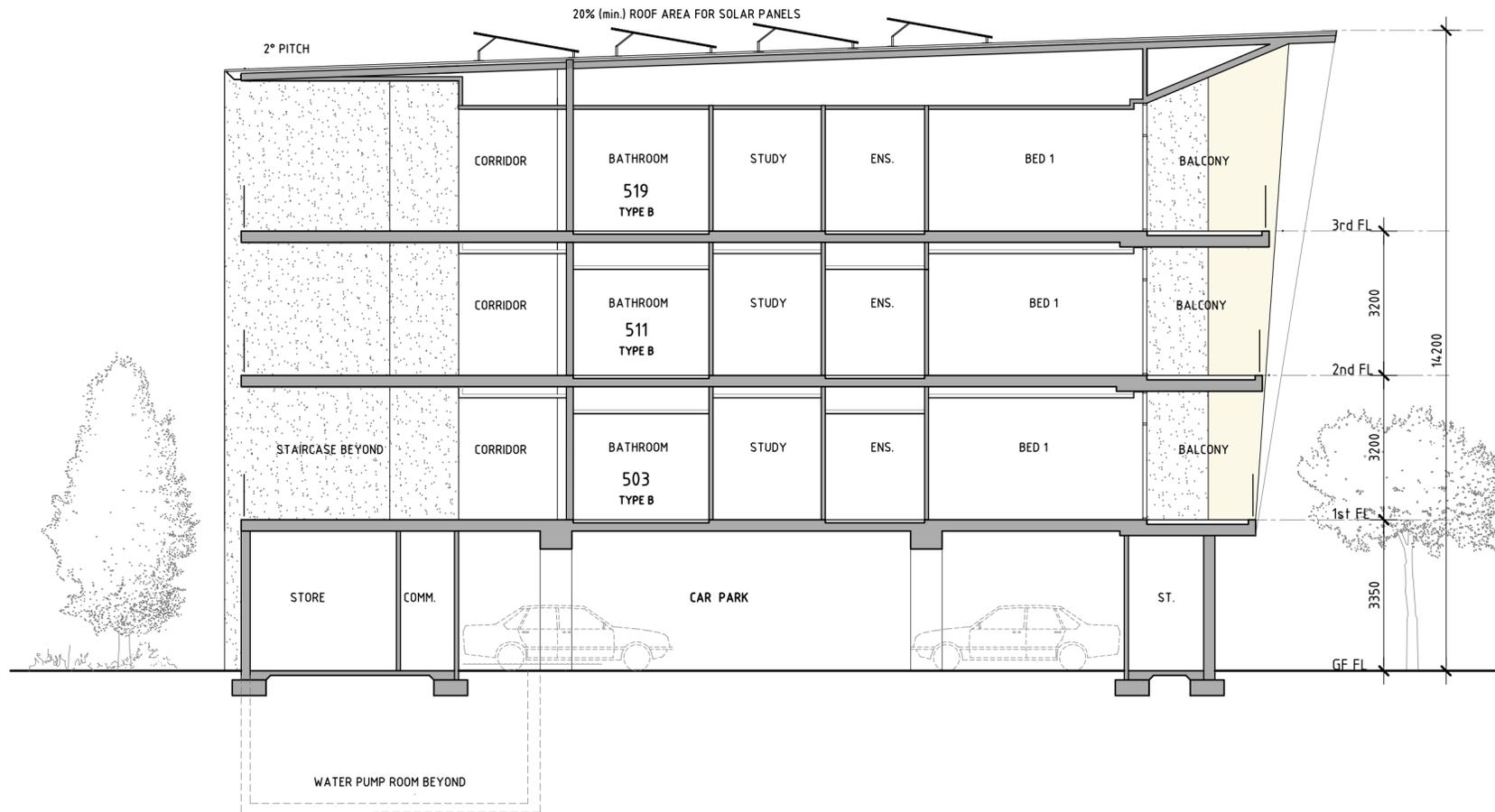
AUGUST 2025
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A2.1



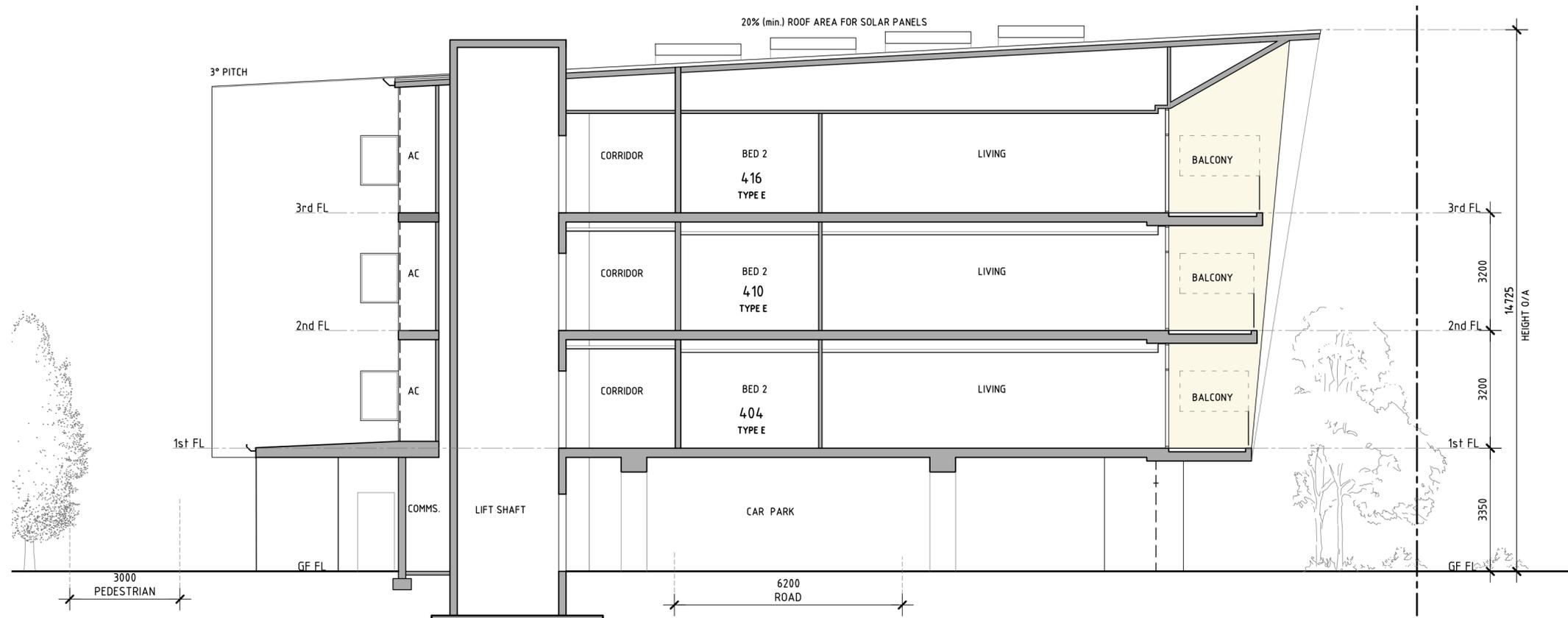




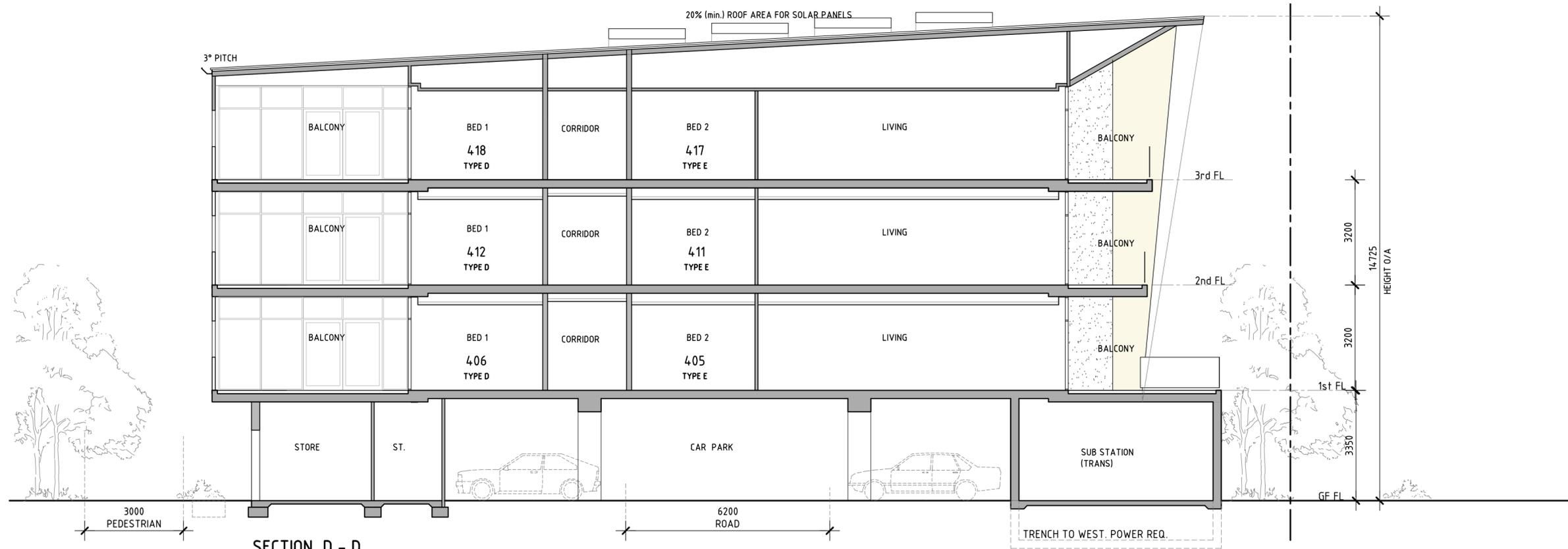
SECTION A - A
SCALE 1:100



SECTION B - B
SCALE 1:100



SECTION C - C
SCALE 1:100

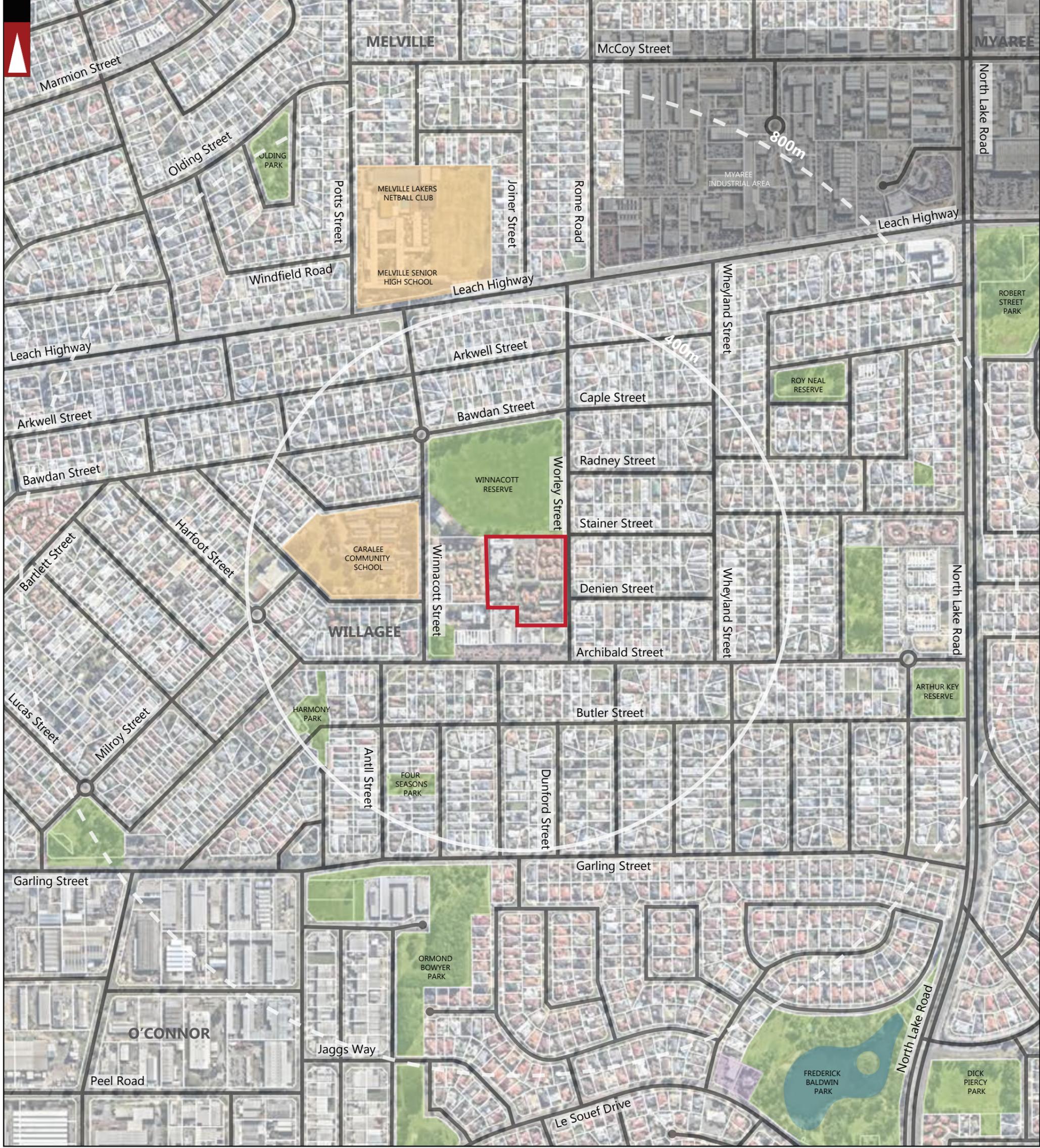


SECTION D - D
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APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

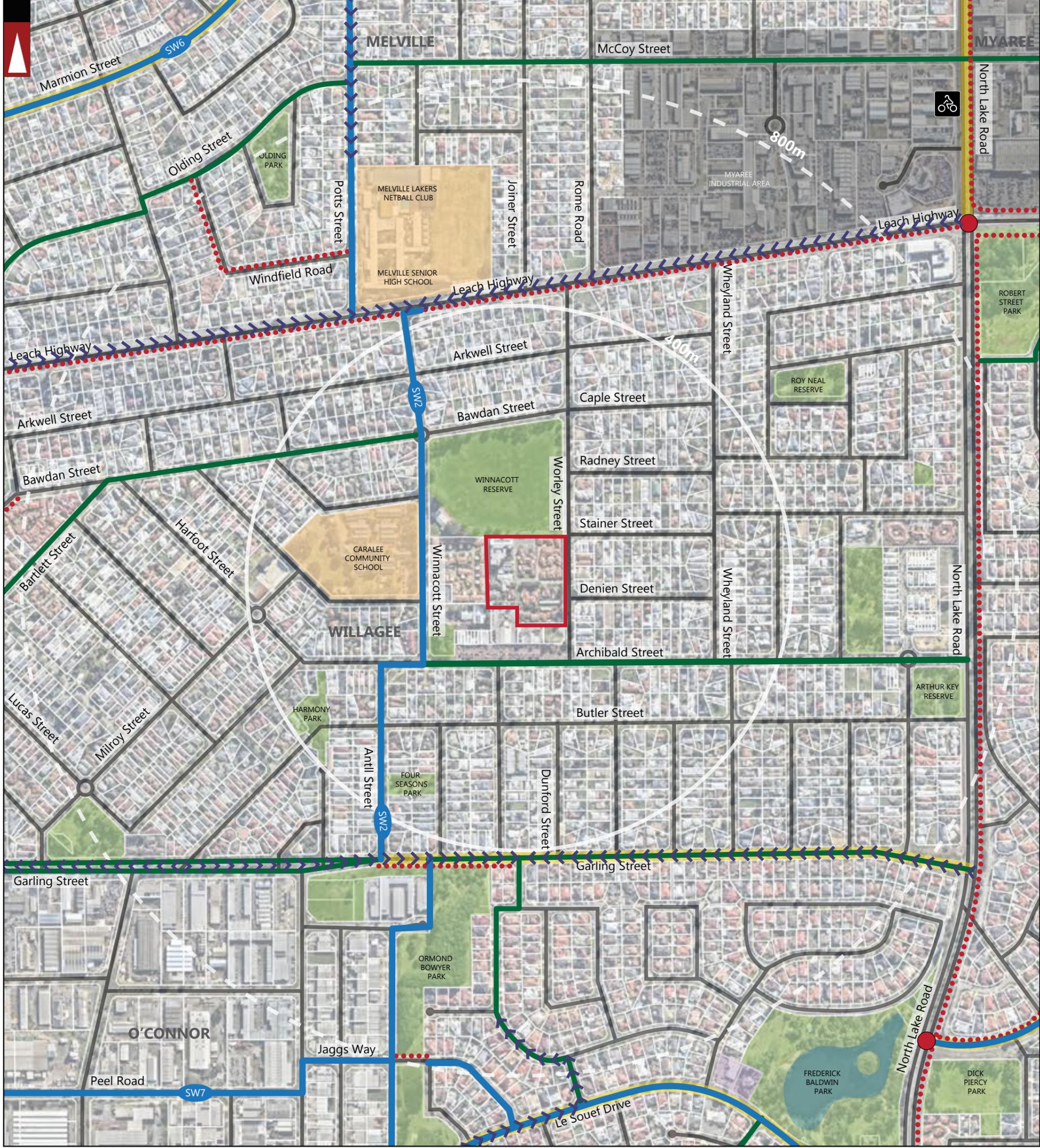




	PARKS AND RECREATION		ROAD		LOCATION BOUNDARY
	WATERWAYS		STREET NAME		DISTANCE FROM LOCATION
	PUBLIC PURPOSE		RAILWAY		LOCAL GOVERNMENT NAME
	SHOPPING AREA		ROAD BRIDGE		SUBURB NAME

LEGEND

			PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY: J.S.	
			TITLE: LOCALITY PLAN - 800M RADIUS		
A	09-09-2025	ISSUED FOR REVIEW	DRAWING NUMBER: P002682_S01		
REV	DATE	AMENDMENT			

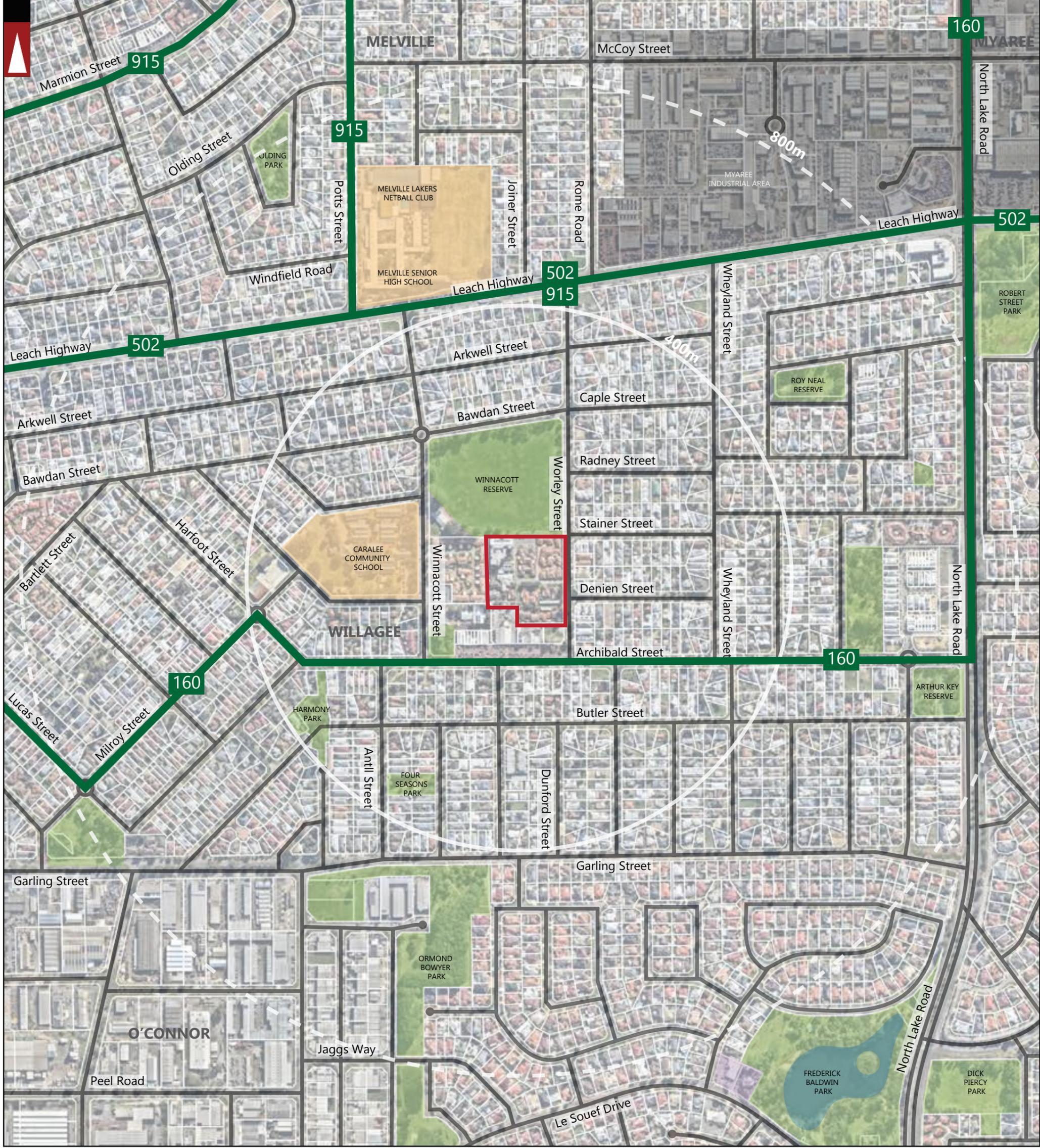


	PARKS AND RECREATION		ROAD		LOCATION BOUNDARY		OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)		GRADIENT ARROW
	WATERWAYS		STREET NAME		DISTANCE FROM LOCATION		GOOD ROAD RIDING ENVIRONMENT		TRAFFIC LIGHT
	PUBLIC PURPOSE		RAILWAY		CITY OF MELVILLE		BICYCLE LANES OR SEALED SHOULDER EITHER SIDE		BIKE SHOP
	SHOPPING AREA		ROAD BRIDGE		WILLAGE		PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES		
					SUBURB NAME				

LEGEND

REV	DATE	AMENDMENT
A	09-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY: J.S.
TITLE: BICYCLE NETWORK PLAN - 800M RADIUS	
DRAWING NUMBER: P002682_S02	

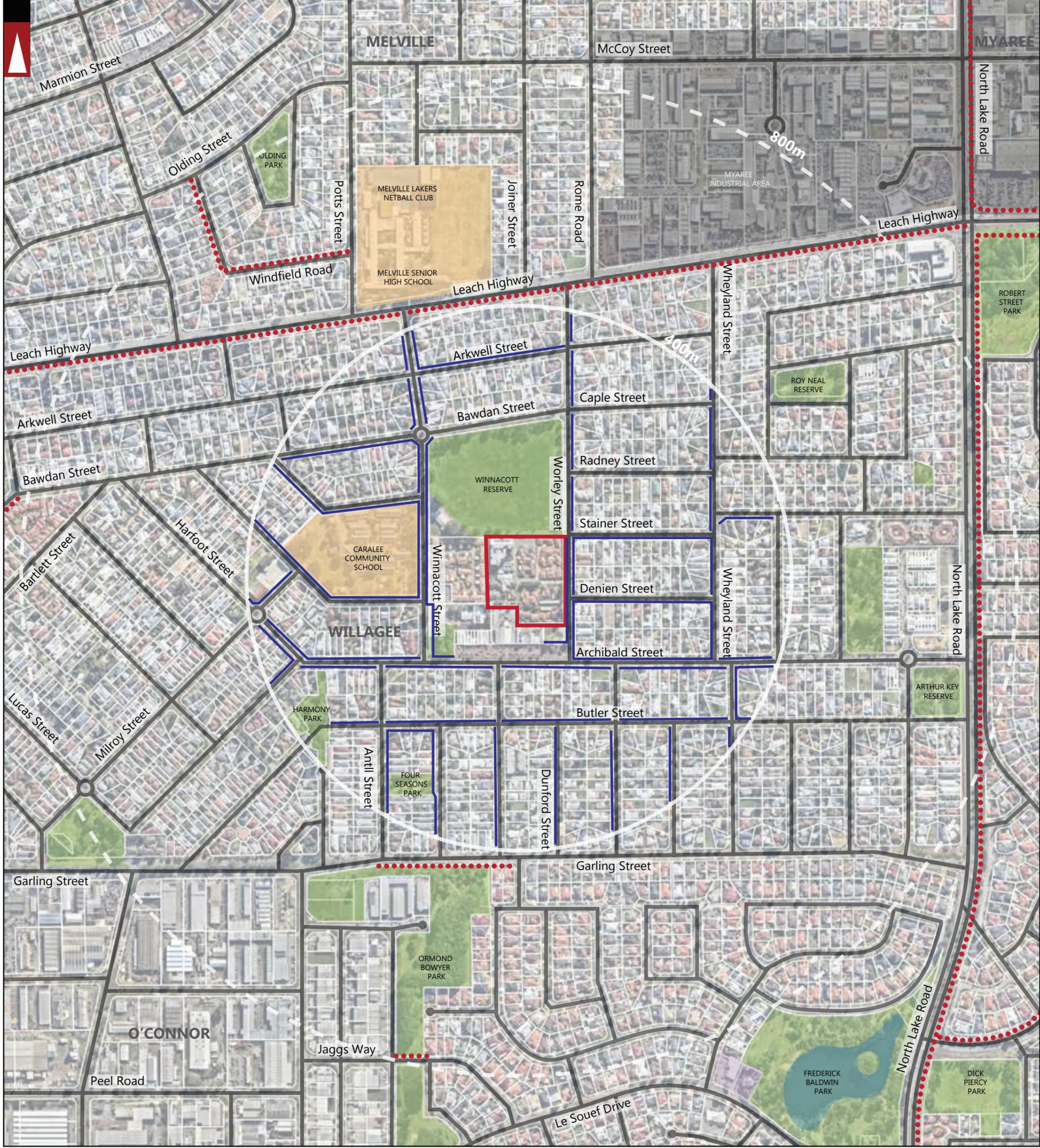


	PARKS AND RECREATION		ROAD		LOCATION BOUNDARY		BUS ROUTES
	WATERWAYS		STREET NAME		DISTANCE FROM LOCATION		BUS ROUTE NUMBER
	PUBLIC PURPOSE		RAILWAY		CITY OF MELVILLE LOCAL GOVERNMENT NAME		
	SHOPPING AREA		ROAD BRIDGE		WILLAGE SUBURB NAME		

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

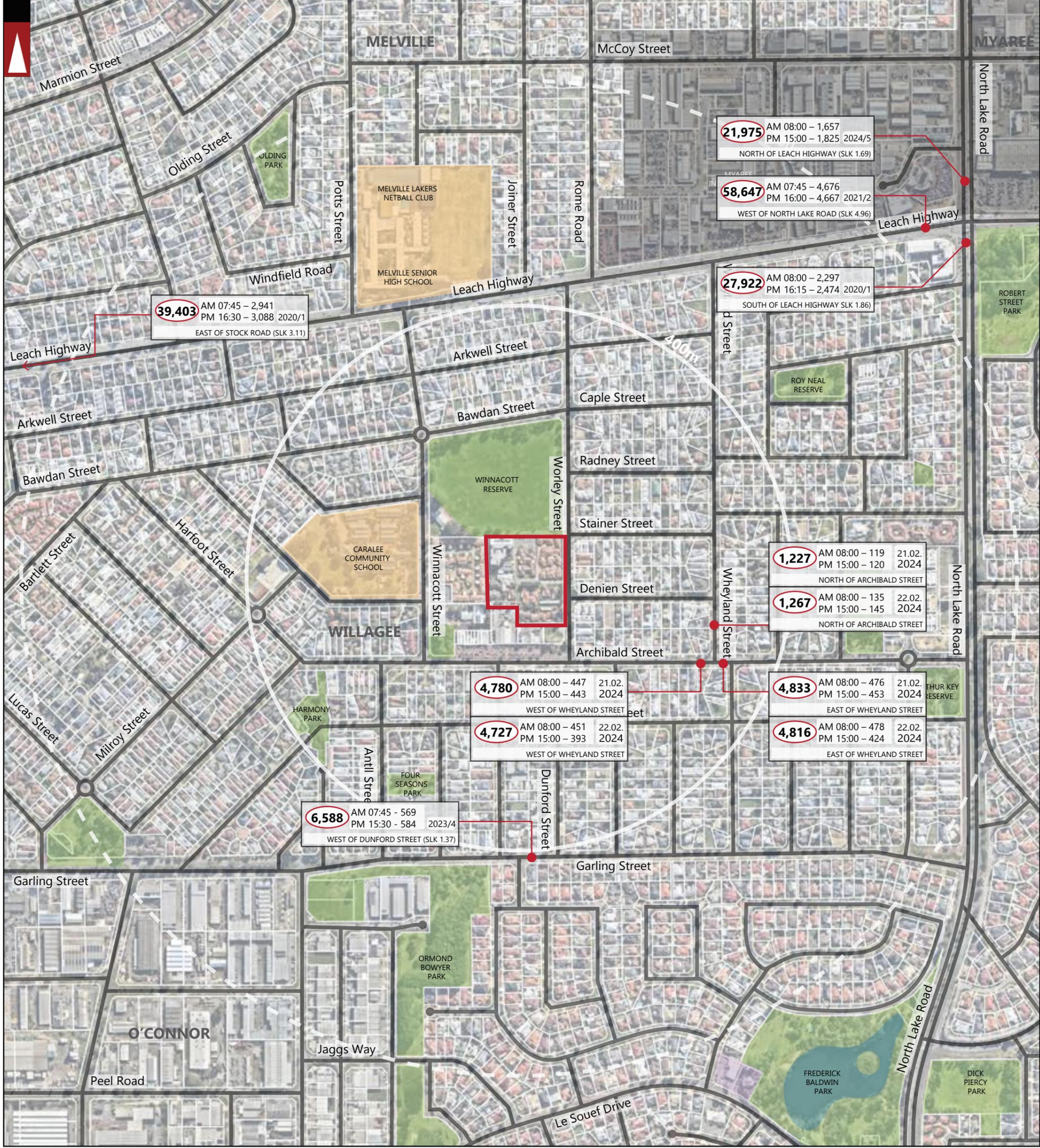
			PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY:	 Premise <small>PART OF THE Amey GROUP</small>
			TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS	J.S.	
			DRAWING NUMBER: P002682_S03		
REV	DATE	AMENDMENT			
A	09-09-2025	ISSUED FOR REVIEW			



	PARKS AND RECREATION		ROAD		LOCATION BOUNDARY		OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
	WATERWAYS		STREET NAME		DISTANCE FROM LOCATION		PEDESTRIAN PATH WITHIN 400M RADIUS FROM THE SUBJECT SITE
	PUBLIC PURPOSE		RAILWAY		CITY OF MELVILLE		LOCAL GOVERNMENT NAME
	SHOPPING AREA		ROAD BRIDGE		WILLAGE		SUBURB NAME

LEGEND

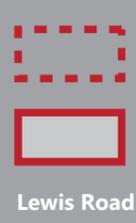
			PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY:	 Premise <small>PART OF THE Amey GROUP</small>
			TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS	J.S.	
			DRAWING NUMBER: P002682_S04		
REV	DATE	AMENDMENT			
A	09-09-2025	ISSUED FOR REVIEW			



	PARKS AND RECREATION		ROAD		LOCATION BOUNDARY		5,512	NUMBER OF VEHICLES PER DAY
	WATERWAYS		Hay Street	STREET NAME				NUMBER OF VEHICLES PER AM PEAK HOUR NUMBER OF VEHICLES PER PM PEAK HOUR
	PUBLIC PURPOSE			RAILWAY		CITY OF MELVILLE		LOCAL GOVERNMENT NAME
	SHOPPING AREA			ROAD BRIDGE		WILLAGEE		SUBURB NAME
							2014	YEAR
							EAST OF HARLOW ROAD	LOCATION

LEGEND

			PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY:	 PART OF THE Amy GROUP
			TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS	J.S.	
			DRAWING NUMBER: P002682_S05		
A	09-09-2025	ISSUED FOR REVIEW			
REV	DATE	AMENDMENT			



Lewis Road ROAD NAME



Total Expected Traffic Generation from the subject development

Total Expected Traffic Generation from the proposed development on Areas F and G, separately



Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT** direction

Traffic Flow IN Direction

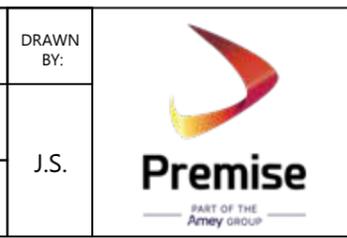
Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTESY OF GARY BATT ASSOCIATES ARCHITECTS

LEGEND

REV	DATE	AMENDMENT
A	11-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY: J.S.
TITLE: TRAFFIC FLOW DIAGRAM - DAILY	
DRAWING NUMBER: P002682_S06	





 SUBJECT LOT BOUNDARY
 BOUNDARY OF AREAS F AND G
Lewis Road ROAD NAME

 Total Expected Traffic Generation from the subject development
 Total Expected Traffic Generation from the proposed development on Areas F and G, separately

 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT** direction
 Traffic Flow IN Direction
 Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTESY OF GARY BATT ASSOCIATES ARCHITECTS

LEGEND

REV	DATE	AMENDMENT
A	11-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY: J.S.
TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK	
DRAWING NUMBER: P002682_S07	





 SUBJECT LOT BOUNDARY
 BOUNDARY OF AREAS F AND G
Lewis Road ROAD NAME

 Total Expected Traffic Generation from the subject development
 Total Expected Traffic Generation from the proposed development on Areas F and G, separately

 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT** direction
 Traffic Flow IN Direction
 Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTESY OF GARY BATT ASSOCIATES ARCHITECTS

LEGEND

REV	DATE	AMENDMENT
A	11-09-2025	ISSUED FOR REVIEW

PROJECT: 40-44 WORLEY STREET, WILLAGEE	DRAWN BY: J.S.
TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK	
DRAWING NUMBER: P002682_S08	

