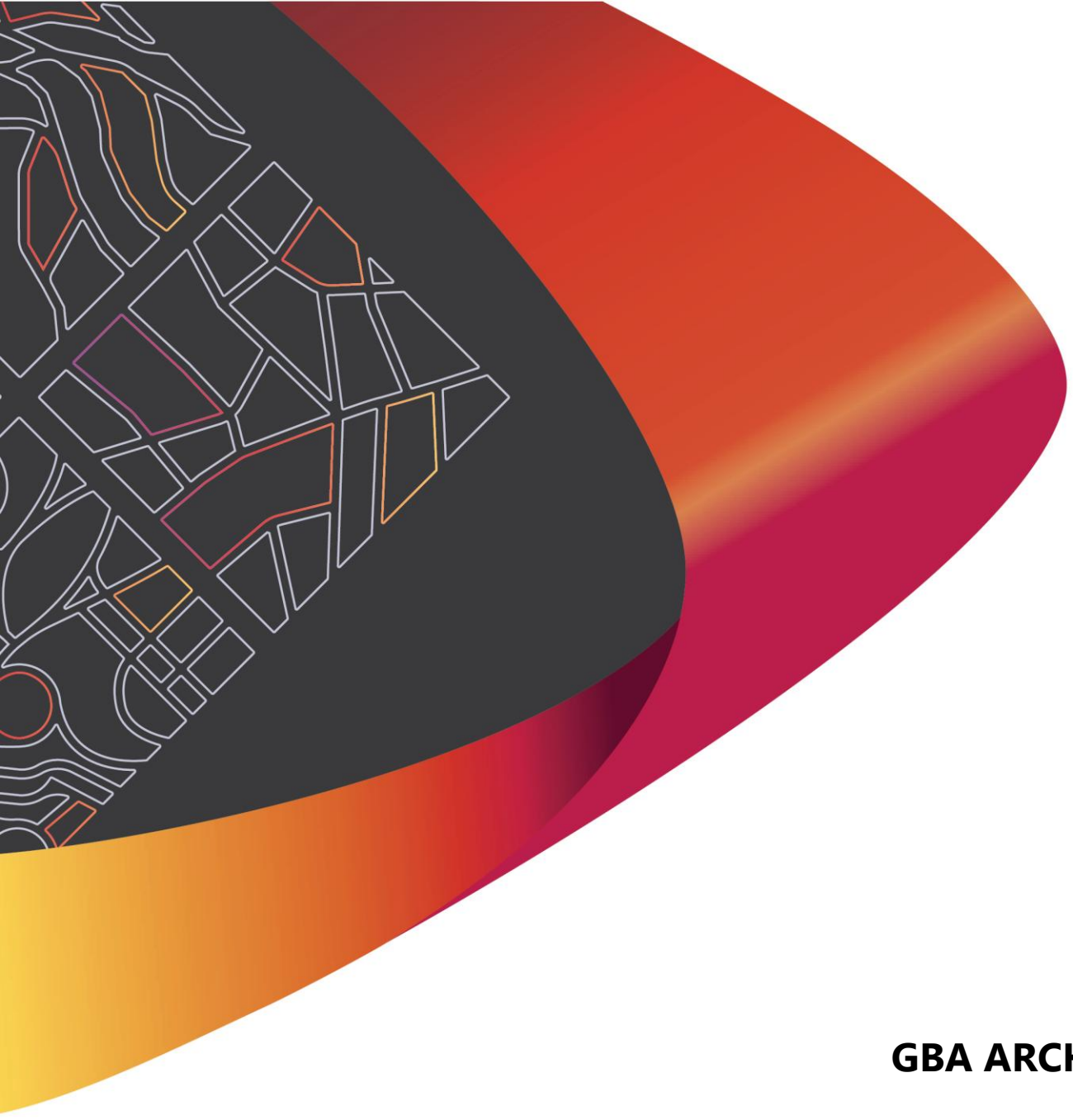

GBA ARCHITECTS

Lot 50, 40-44 Worley Street, Willagee

TRANSPORT IMPACT STATEMENT

Job No: P002682

Rev B

18 February 2026

Premise

DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A	11/09/25	Issued for Review			
Rev B	04/02/26	Updated Plans			
Prepared By		**Reviewed By**		**Authorised By**	
Jelena Simic Abel Tan		Jelena Simic		Marina Kleyweg	

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FIGURES

1. EXECUTIVE SUMMARY

Site Context

- The project location is 40-44 Worley Street, Willagee, in the City of Melville.
- The proposal involves a 41-apartment unit development as part of a staged redevelopment of the existing Weeronga Retirement Village. The site is bounded by Worley Street the east.

Technical Findings

- The proposed development will generate up to 98 vehicular trips per day; 18 vehicular trips during the site peak hour (not coinciding with AM or PM peak) and 10 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.
- All parking and access facilities comply with the performance objectives of AS/NZS 2890.1 (Car Parking).

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 43 on-site parking bays, resulting in a shortfall of 9 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. Visitors parking is provided centrally in the village.
- Parking survey of existing on-street parking on Worley Street clearly shows there is more than enough capacity to accommodate residential visitors' parking.
- 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. While the provision does not 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.
- Waste will be collected on site with the waste collection vehicle accessing (reversing) the development via the southern crossover, collecting the waste and exiting to Worley Street in forward gear, in line with the traffic management plan.

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 Premise believe 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.

Weeronga Village is a retirement complex managed by Alchera Living and intended for residents aged 55 and over. The village currently comprises 84 dwellings, with the latest developments completed in 2019.

The proposed redevelopment will be undertaken across nine stages. 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 (assessed in this report).

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. As of writing this report, the final yields and timing for remaining stages are not known and will therefore be assessed when this information becomes available.

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 Stage 3 of the overall eight-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.

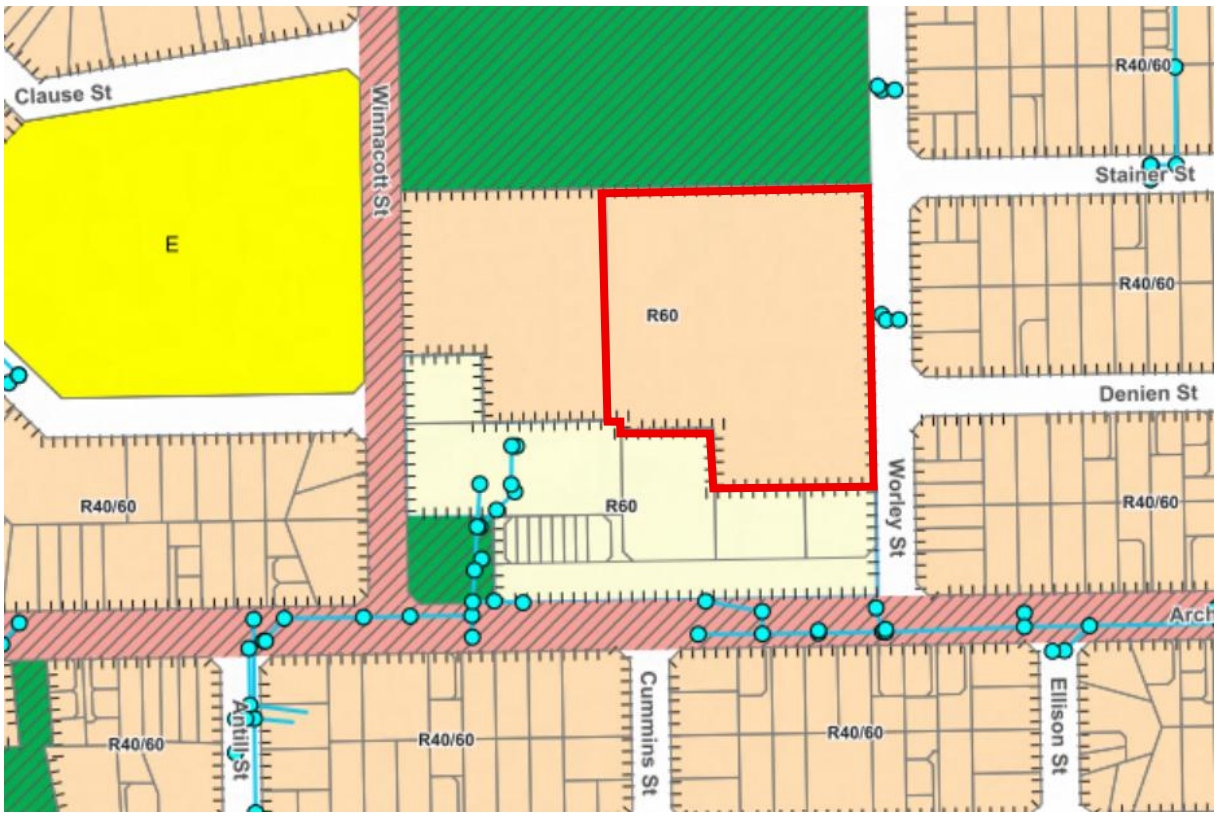
> Provide further analysis of any site-specific issues that may be encountered during the assessment.

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.

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

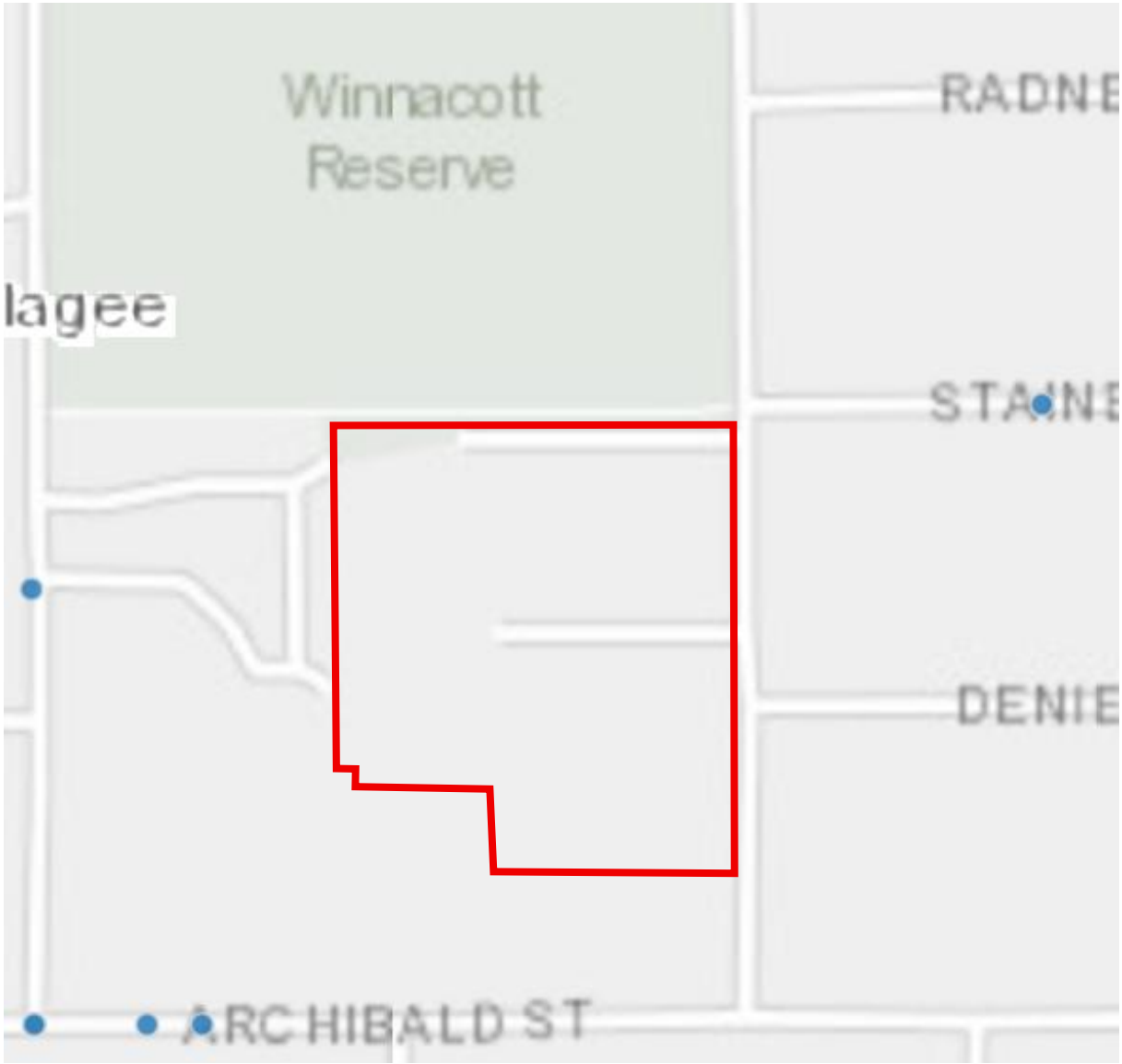
Road Name	**Leach Highway**
Number of Lanes	two way, three lanes per direction, divided
Road Reservation Width	36.2m
Road Pavement Width	25.5m
Classification	Primary Distributor
Speed Limit	70kph
Bus Route	YES
If YES Nominate Bus Routes	502, 915
On-street parking	NO

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 2 - 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) Peak Time - Peak VPH		Heavy Vehicle %	Date
			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 21st 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 22nd 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

Note – These traffic counts were obtained from the Main Roads Western Australia Traffic Map.

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. The buses connect the site with Fremantle Station, which provides services towards Perth via the Fremantle Line.

Figure 3 - Bus stop locations (Shown by Orange Dots)

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 - Train routes and frequencies

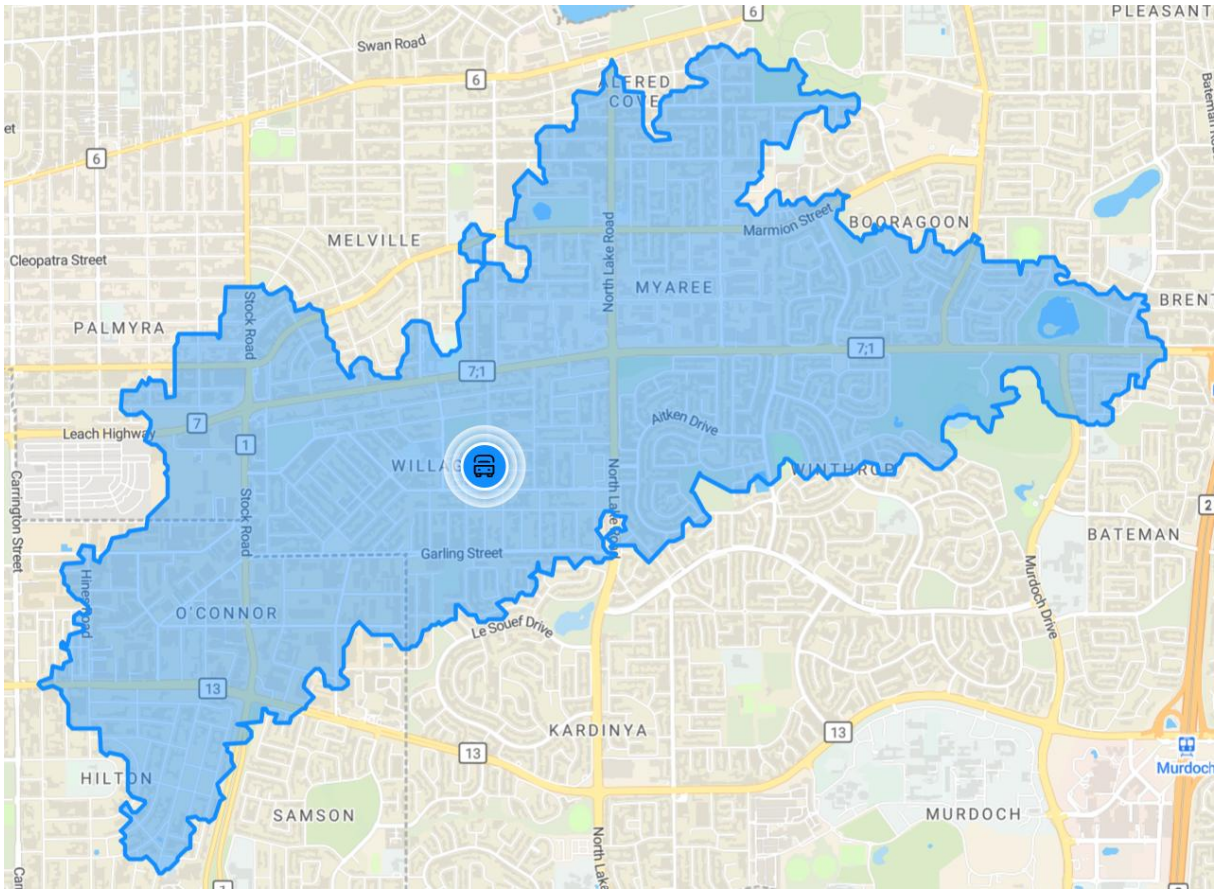
Train Route	Description	Peak Frequency	Off-Peak Frequency
Fremantle Line	Perth - Fremantle Station	Every 12 minutes	Every 30 minutes on weekends

Table 5 - 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. Buses are expected to be able to connect the development to Fremantle Station

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 6 - PBN Map

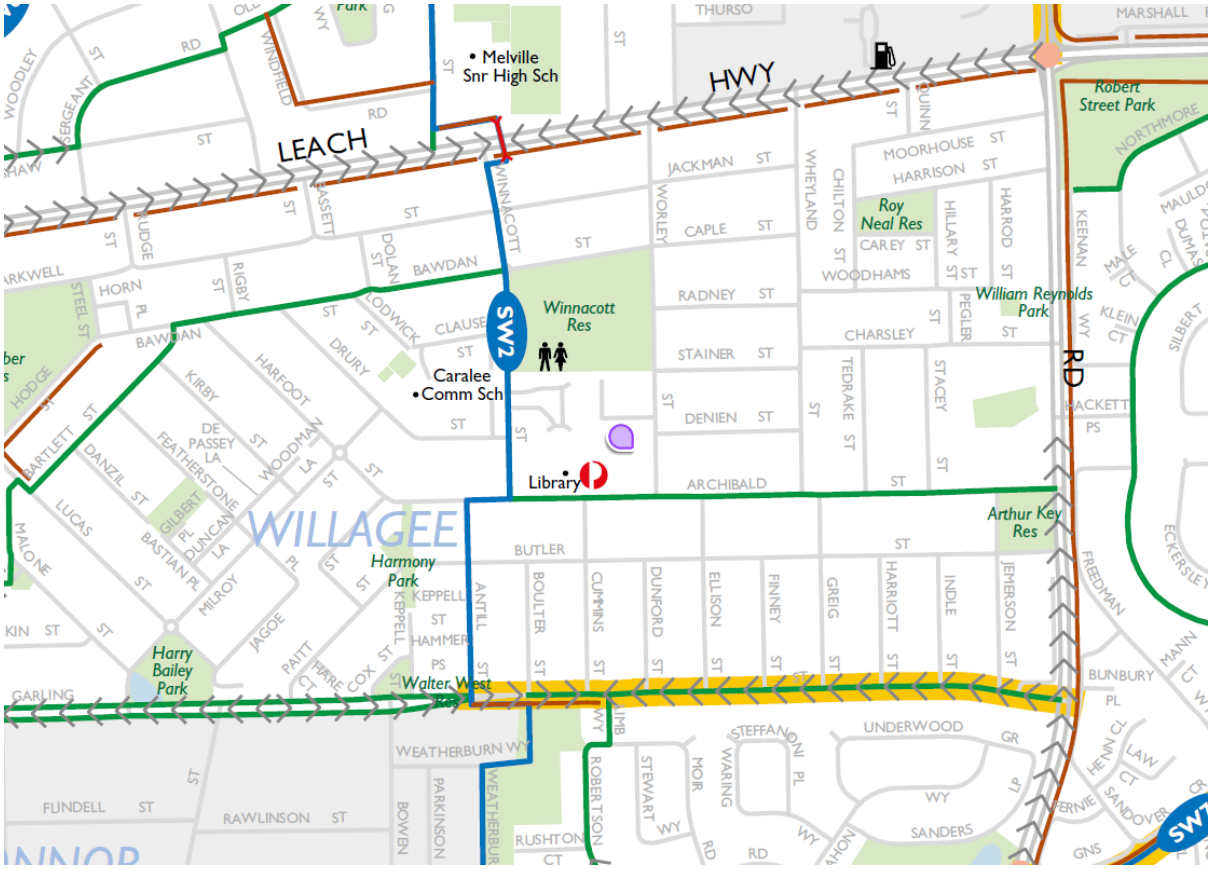


Table 7 - PBN routes within 400m radius from the subject site

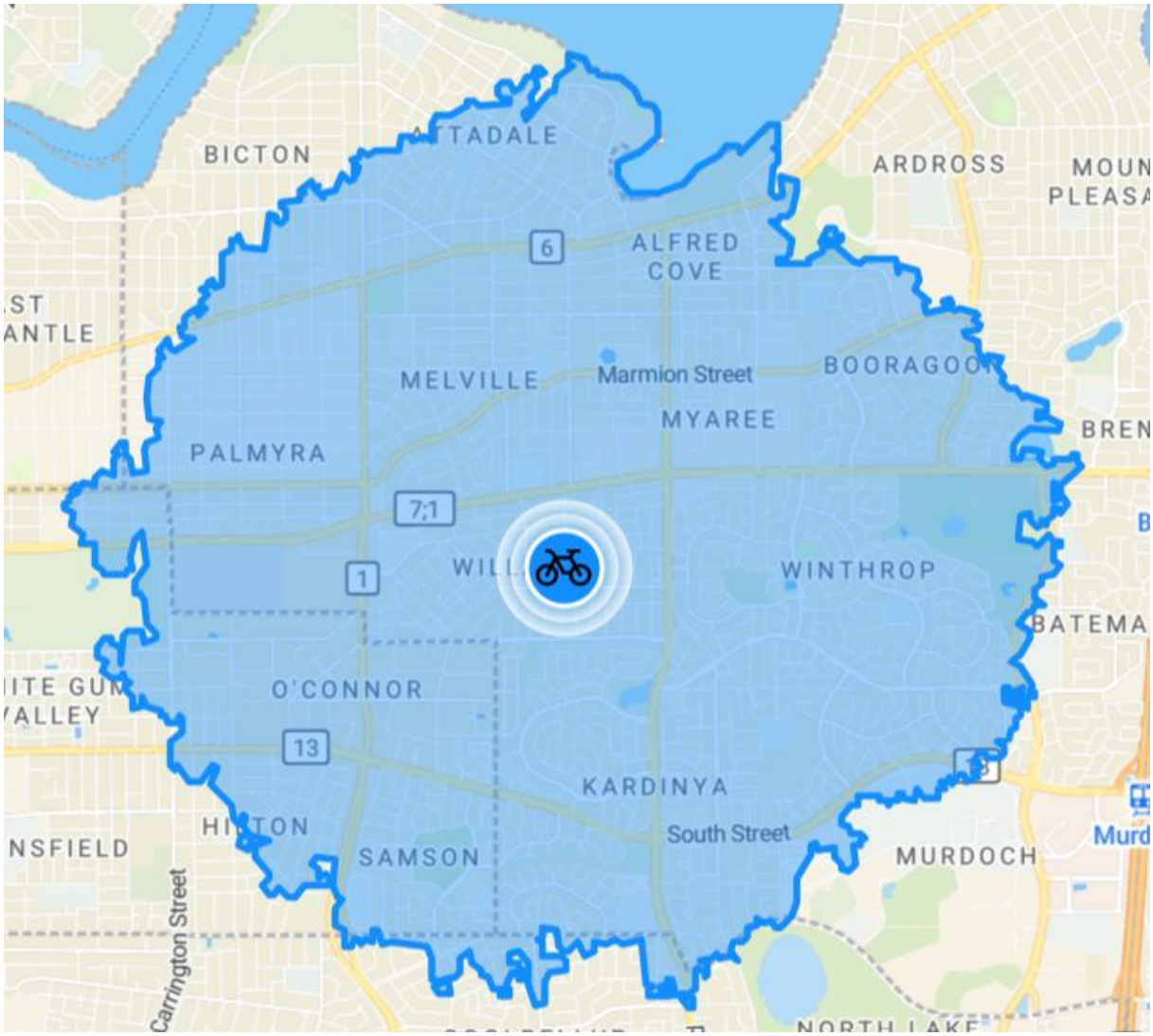
Classification	Road Name
Good Road Riding Environment	Archibald Street, Bawdan Street
Perth Bicycle Network (PBN) - Continuous Signed Routes	Winnacott Street, Antill Street

Table 8 - Walk Score Rating for Walkability

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

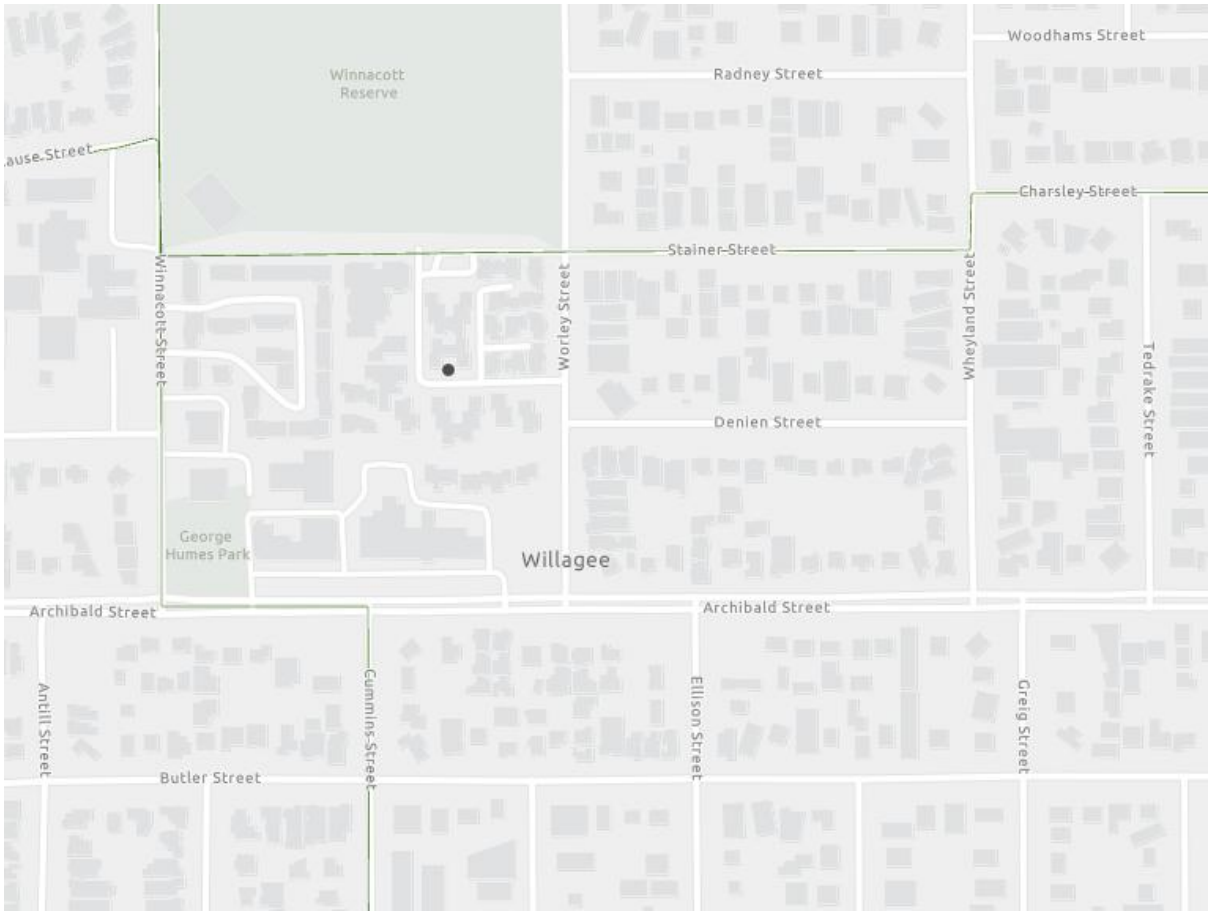
Figure 5 - 10min walking catchment (app.traveltime.com)

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



Despite the absence of specific infrastructure on Worley Street, the site is well-integrated into the local active transport grid. Residents have immediate access to Winnacott Street and Antill Street, which provide the necessary connections to the surrounding continued signed routes network.
Long Term Cycling Network (LTCN) shows Winnacott Street, Steiner Street and Cummins Street as local cycling routes.

Figure 7 - LTCN Map



4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The proposed redevelopment includes the construction of a new residential apartment buildings, providing a total of 41 dwellings. These works form Stage 3 of the broader eight-stage redevelopments of the Weeronga Retirement Village. As of writing this report, the full master plan is general in nature and there is no sufficient detail to account for the full impact of the redevelopment. Therefore, the reporting will focus on the proposed redevelopment of areas F and G.

The building is planned within Areas F and G, as identified in Error! Reference source not found. 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 9 - Proposed land uses and yields

Proposed Land Use	Yield
Apartments	41 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 10 – 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 11 – Car parking requirements per Residential Design Codes – Volume 1, Part C, pg. 81

Occupant car parking	Location A	Minimum parking space(s) (per dwelling)	Maximum garage and carport parking (per dwelling)
	Ancillary dwelling	0	1
	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	

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.

LOCATION A – includes all land located within:

- 800m walkable catchment of a train station on a high-frequency rail route;
- 250m walkable catchment of a transit stop:
  - 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.

LOCATION B – includes all land that is not within Location A.

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 12 - Parking requirements and provisions

Land use	Yield	Bay allocation	Minimum parking space(s)
Apartments	41	Residents Car Bay	41
		Visitors Car Bay	10
		Motorcycle/Scooter Bay	5
		Total Car Parking Required:	**51**
		Total Car parking provision in Area F:	**43**

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 12. 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.

The proposed development, consisting of 41 dwellings, generates a total statutory parking requirement of 52 bays (comprising 41 residential bays and 10 visitor bays). The development plans indicate a total provision of 43 on-site bays.

While this provision satisfies and exceeds the minimum requirement for residential parking, the surplus is insufficient to meet the calculated demand for visitor parking.

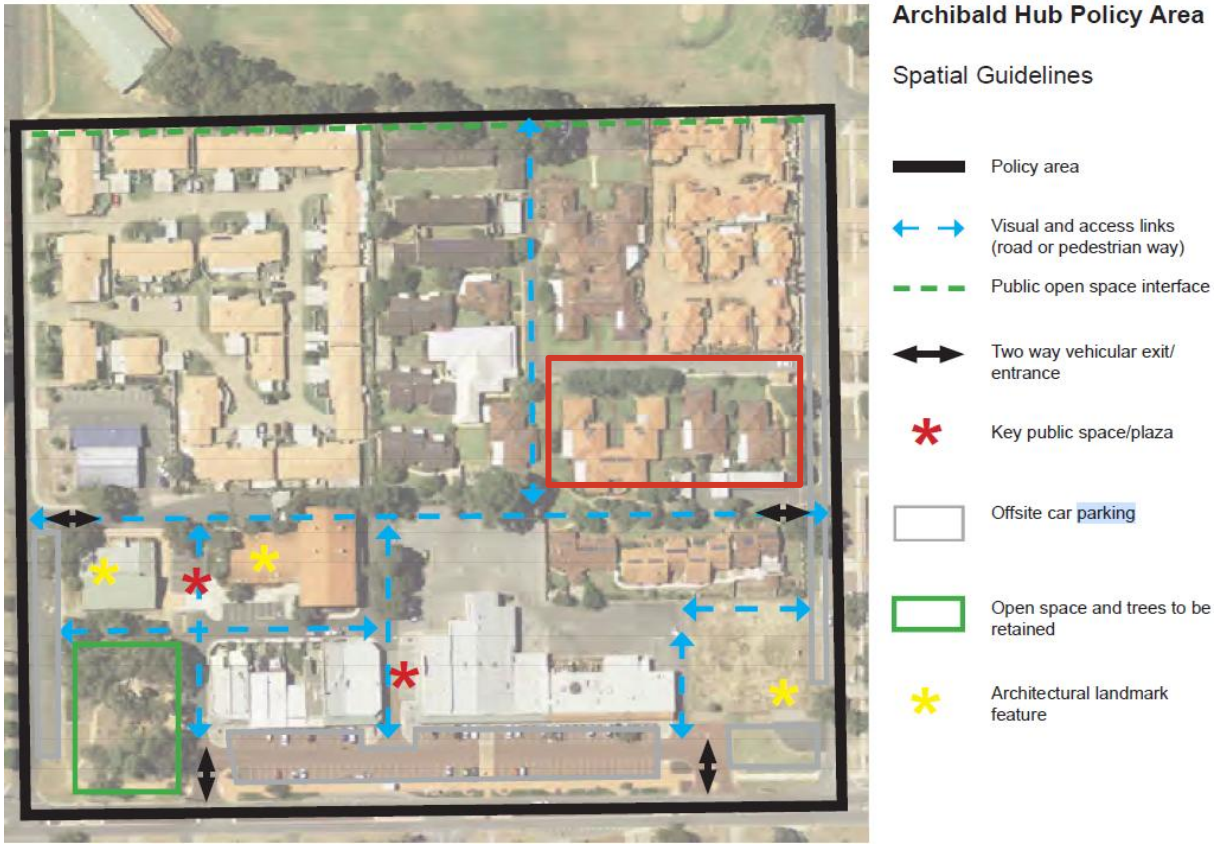
No motorcycle bays are provided but given the demographic characteristics of the residents, it is unlikely that dedicated motorcycle bays will be required.

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 8 - 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-streetcar parking facilities.

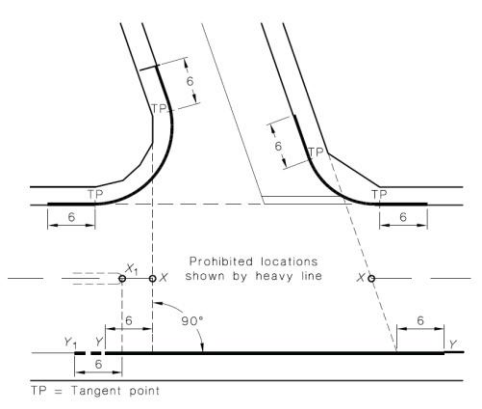
The site will provide 43 parking bays. Parking areas are designed to accommodate User Class 1A - Residential, domestic and employee parking.

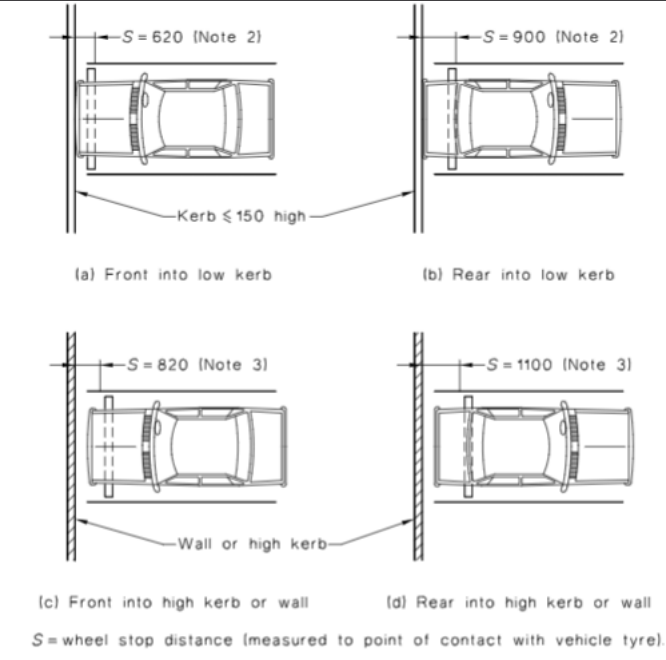
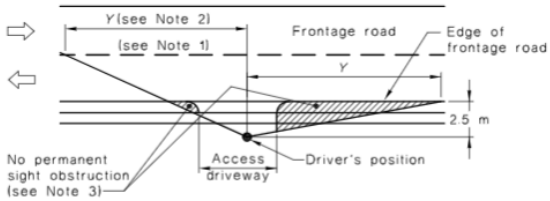
4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

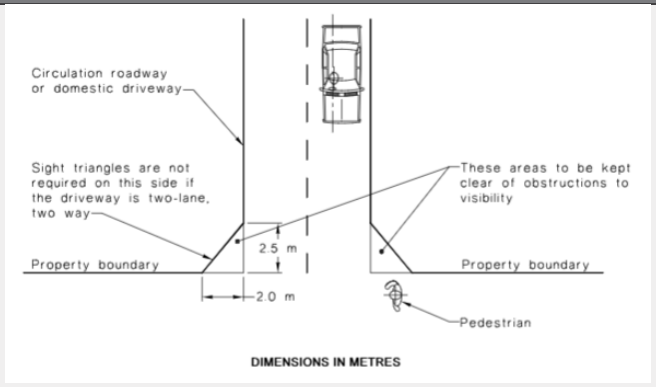
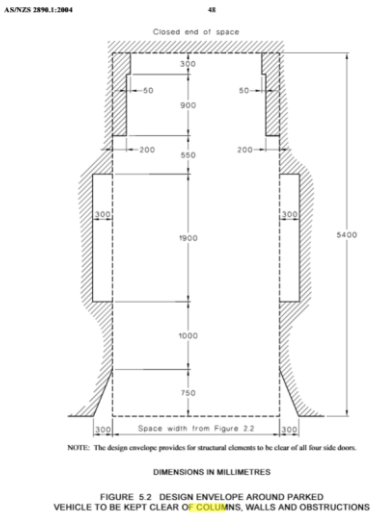
Table 13 – Proposed Parking Area: Dimension Comparisons with AS 2890.1 Requirements

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	5.5m	2.4m	2.4m	5.8m	6.25m

Table 14 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"3.2 ACCESS DRIVEWAYS — WIDTH AND LOCATION *(a) Driveway Categories 1 and 2* *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."*  	The proposed driveways are located outside of the 6m restriction from an intersection.
"2.4.2 Angle parking aisle *(c) Blind aisles* *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.* *(d) Single-sided aisles* *Where there is angle parking on one side of an isle only and the other side is confined by a wall or other high vertical obstruction closer than 300mm to the nominal edge of the aisle, to provide manoeuvring clearance, the aisle width shall be increased by 300mm measured to the vertical obstruction*	Blind aisles are extended sufficiently beyond the last parking space The width of the aisle is extended to 6.25m compared to the required minimum of 5.8m
"2.4.5.4 Wheel stops *Wheel stops may be provided where it is considered necessary to limit the travel of a vehicle into a parking space. If used they shall meet the requirements given below.*	Wheelstops are placed too close to the walls or kerbs (500mm). This can be easily resolved in the next design phase.

REQUIREMENT	COMPLIANCE
	
"3.2.4 Sight distance at access driveway exits *(a) Entering sight distance* *Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2*  **Frontage road speed (Note 4) km/h** / **Distance (Y) along frontage road m** / **Access driveways other than domestic (Note 5)** / **Desirable 5 s gap** / **Minimum SSD** / **Domestic property access (Note 6)** 40 / 55 / 35 / 30 50 / 69 / 45 / 40 60 / 83 / 65 / 55 70 / 97 / 85 / 70 80 / 111 / 105 / 95 90 / 125 / 130 / Use values from 2nd and 3rd columns 100 / 139 / 160 110 / 153 / 190 *(b) Sight distance to pedestrians* *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."*	Sight distances comply with the desirable 5 second gap for a 50kph frontage road. Sight distance over main crossover for pedestrians are sufficient

REQUIREMENT	COMPLIANCE
	
"5.2 Column Location and Spacing *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.*  FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS	All proposed columns comply with the column location and spacing standards shown on the left.

4.2.2 VEHICLE SWEPT PATHS

The site is deemed navigable. Please refer to the plans in Appendix 3.

4.3 Parking Management Plan

The proposed development shows 43 residents-only parking bays in the proposed facility. This parking provision is sufficient to cater for the residents' requirements (41 apartments). Residents' parking will be controlled with electronic gates, that can be opened remotely by residents and key facility staff. Visitors' parking is proposed to be consolidated in the northern section of the site in the interim, while the final master plan will address the ultimate visitors' parking. Furthermore, the parking on Worley Street can be utilised by the visitors, particularly for visitors coming after hours.

4.3.1 ON-STREET PARKING ON WORLEY STREET

The proponent provided the project team with CCTV recordings covering one of the main existing access points and the on-street parking on Worley Street. The on-street parking comprises 13 car parking bays and 2 motorcycle bays. The parking is embayed at 60 degrees to the carriageway.

The survey included 24-hour recordings in period Monday 2 February – Sunday 8 February 2026.

Figure 9 - On-street parking on Worley Street (source: Nearmap 21.01.2026)

The overall parking occupancy appears to be very low, with couple of parking bays being occupied overnight for most of the weekdays. The table below outlines key metrics of parking utilisation.

Figure 10 - Worley Street on-street parking utilisation.

Date	Maximum utilisation	Median dwell time	Maximum dwell time	Minimum Dwell time	Maximum No of cars parked within 1hr
2 Feb 26	38.5% (11:00-12:00)	1hr 9min	11hrs 49mins	1min	5
3 Feb 26	38.5% (16:00-17:00)	22mins	11hrs 38mins	<1min	5
4 Feb 26	46.2%	1hr 9min	6hrs 37mins	1min	6

	(10:00-11:00)				
5 Feb 26	30.8% (14:00-15:00)	1hrs 39mins	6hrs 30 mins	1min	4
6 Feb 26	23.1% (09:00-10:00)	6mins	1hr 5mins	2mins	3
7 Feb 26	23.1% (09:00-10:00)	16mins	5hrs 42mins	<1min	3
8 Feb 26	23.1% (09:00-11:00)	9mins	12hrs 11mins	2mins	3

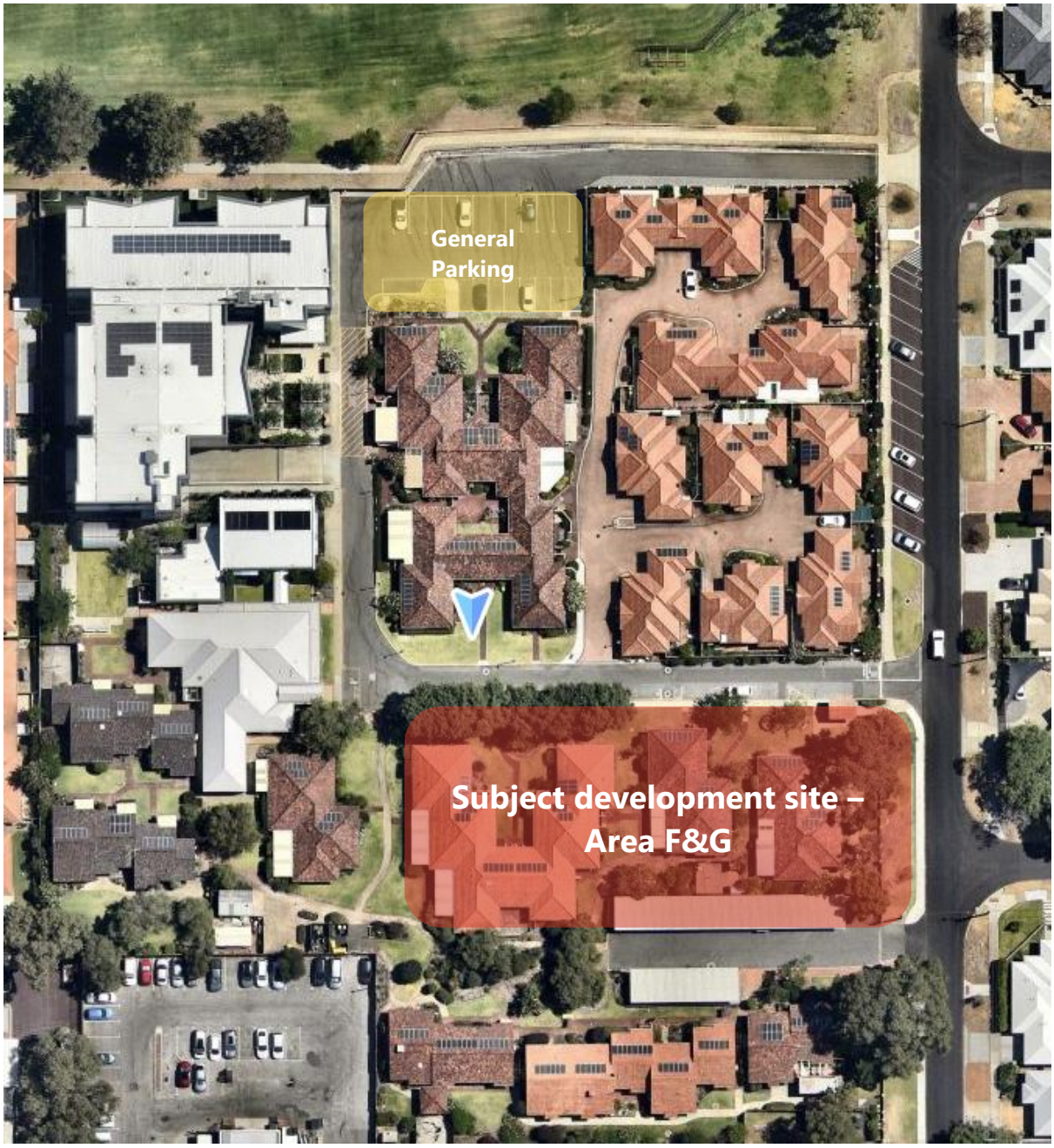
The parking occupancy is assessed in 1-hour increments over 24 hours for each day, which is fairly conservative considering that most of the vehicles dwelled less than 30 minutes. Even with this conservative assessment, the parking can be deemed significantly underutilised; therefore, it is deemed there is sufficient spare capacity to accommodate visitors parking.

4.3.2 GENERAL PARKING IN THE NORTHERN SECTION OF THE SITE

The facility has general parking area (21 car parking bays) located at the northern corner of the site as shown in the Figure 11 below. Review of available historical aerial imagery (last 19 images in period 2023-2026) shows that the parking is generally underutilised particularly during the standard times of residential visitors attendances (after hours on weekdays and on weekends). Only one (1) of nineteen (19) consecutive aerial images (accessed via Nearmap portal) show parking area utilised at 85% while the remaining images show the parking area utilised 20-50%.

This parking area can easily be used to accommodate residential visitors' parking demand, particularly for the frequent visitors or visitors very familiar with the site.

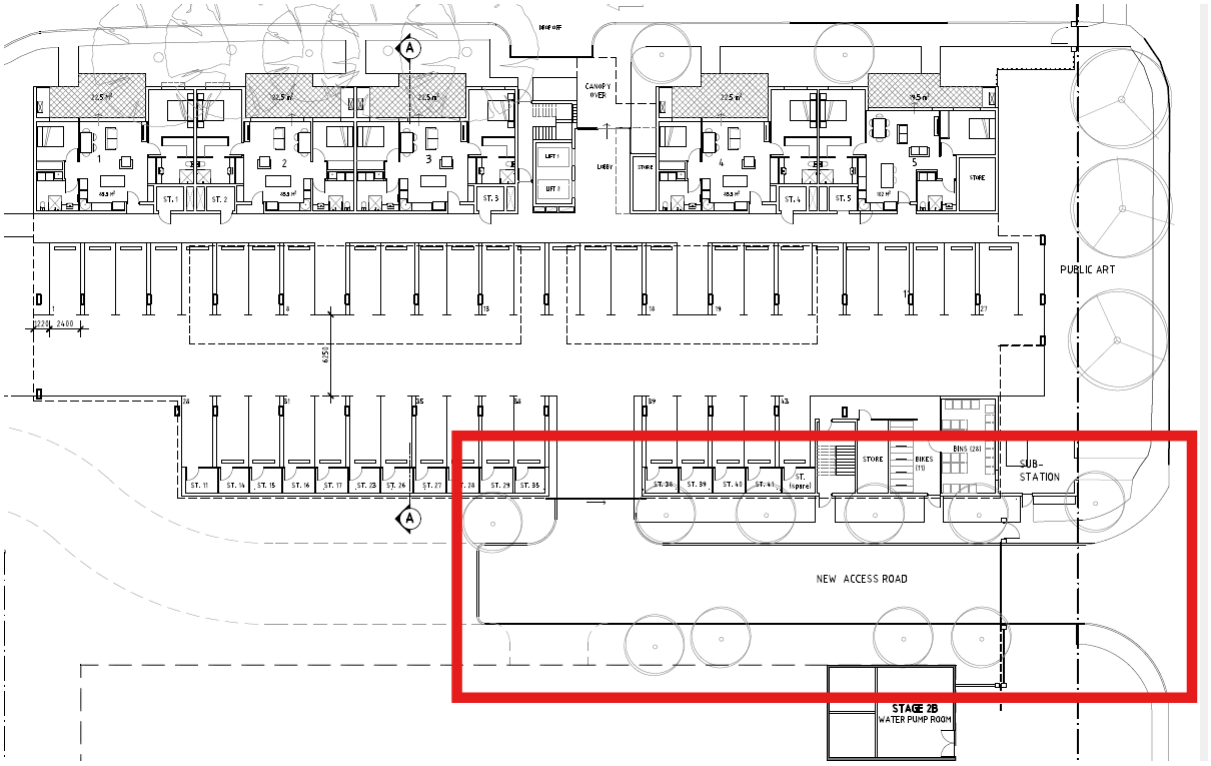
Figure 11 - Location of general parking on site in relation to the subject development site



4.4 Vehicle Access

Vehicle access for the development is consolidated via a single internal road extending from Worley Street, simplifying the entry arrangement as shown in the following figure.

Figure 12 - Proposed Access Point



Regarding parking management, the internal car park is designated for the exclusive use of residents. Secure access controls (such as remote-controlled gates or key-fob entry) will be implemented at the parking interface to restrict entry. Consequently, the internal parking area will not be accessible to visitors, ensuring the security and availability of resident bays.

Pedestrian access and amenity will be improved by ensuring clear pedestrian priority is retained at the interface of the internal road and Worley Street. The design reduces the visual prominence of the vehicle crossover, treating the connection not as a standard intersection, but as a pedestrian-prioritized zone to ensure safety and maintain high amenity for foot traffic

4.5 ACROD Parking

Table 15 - 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, as no accessible units are proposed as part of the development.

4.6 Bicycle, Scooter and Motorcycle 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 16 – 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	41 Dwellings	21 Bays
Visitor bicycle parking for 10 or more Multiple dwellings - 0.1 x the total number of dwellings		5 Visitor Bays
Total Required Bicycle Parking		**26 bike bays**

The proposed development includes 12 bicycle parking bays (10 for residents in the parking block and two for visitors in vicinity of the main pedestrian entry point). While the provision does not 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.

Based on the City of Melville's LPP 1.6, the proposed development should allow for 4 motorcycle / scooter parking spaces. The plans don't show motorcycle / scooter parking bays. Considering the demographic of residents, it is not expected that motorcycles/scooters will be heavily used.

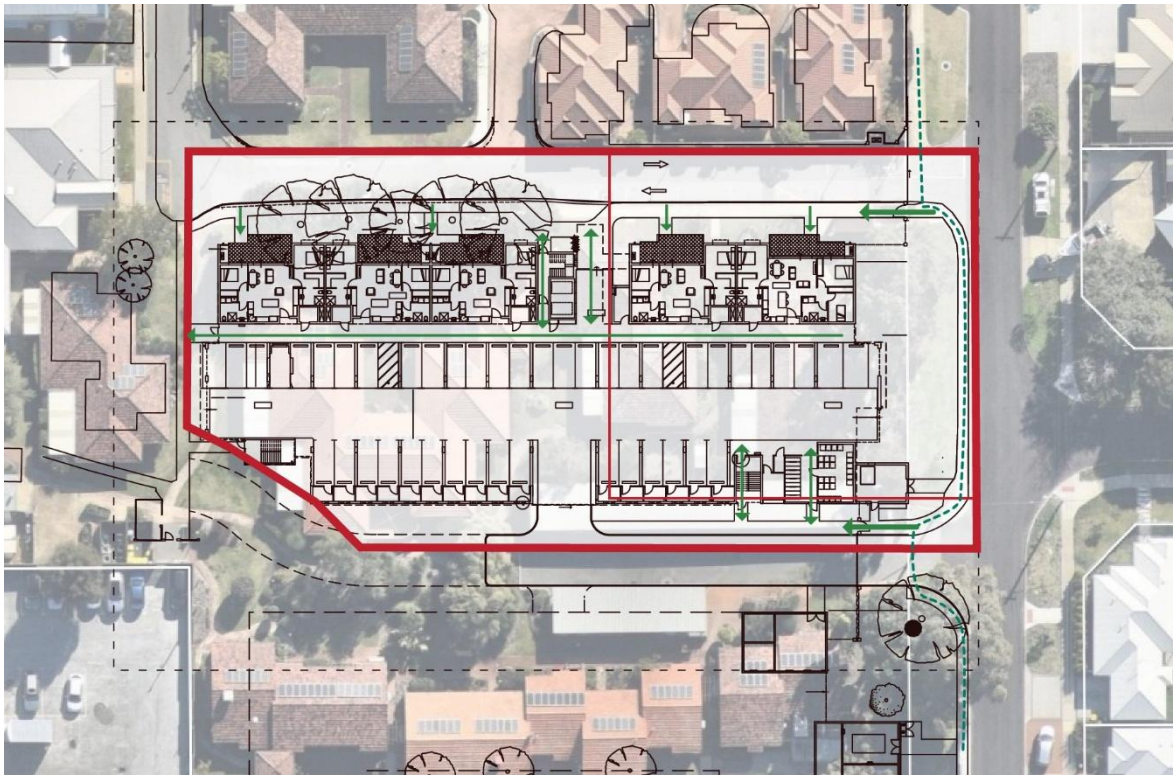
4.7 Pedestrian Connections

The proposed redevelopment will have two gated pedestrian access points connecting directly to Worley Street existing footpath. The northern driveway will retain pedestrian path along the kerb line, allowing direct access to ground floor dwellings interfacing the driveway.

The southern driveway features a pedestrian path along the southern kerb and proposes another footpath along the northern kerb with a dedicated pedestrian access. Pedestrians will be able to access the footpath directly from the car park. Ground floor internal connections should be step free, apart from differentiation between the internal carriageway and a pedestrian path.

Notwithstanding the presence of internal pedestrian footpaths, all of the Weeronga Grounds, inclusive of parking areas is a designated shared zone with a maximum vehicular speed of 8km/h.

Figure 13 - Diagram of existing and proposed pedestrian connections



4.8 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 be located in the southern section of the proposed development interfacing the southern crossover.

The waste vehicle will reverse from Worley Street on the crossover while managed by the caretaker, to collect the bins, and will continue on Worley Street in forward gear.

Further redevelopment of the site may see this access point extended to service other sections of the site. Should this occur, the waste collection procedure will be revised.

4.9 Traffic Impact of the Proposed Development

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. The GTIA provides rates for Seniors' Housing; therefore, we propose to use these rates (regional) as the closest to the proposed land use.

Table 17 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Housing for seniors. • Site peak hour = 0.44 vehicle trips/dwelling • PM peak hour = 0.23 vehicle trips/dwelling • Daily = 2.39 vehicle trips/dwelling

Table 18 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			Site	PM
Current Stage				
Medium Density Residential	41 dwellings	98	18	10
	Total:	**98**	**18**	**10**

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 98 daily trips, 18 vehicular trips during the site peak (not coinciding with AM or PM network peak) and 10 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

Estimated traffic relates specifically to the traffic that will be generated by the proposed retirement dwellings in Areas F and G during Stage 3 of the overall redevelopment of the existing Weeronga Retirement Village. The redevelopment will occur in stages; however, as of writing this report, it is unknown how many stages or how many total units this redevelopment may have.

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. Based on the existing aerial imagery, this area is occupied by less than 10 residential units at present, that are to be removed and replaced by the proposed development.

4.10 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 19 outlines the main anticipated traffic distribution routes based on the above description.

Table 19 - Trip Distribution Routes

Route	Percentage
> From the north via Worley Street > > subject development and reverse	**93%**
Including traffic:	
- 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%**
Including traffic:	
- From the southwest via Archibald Street	*5%*
- From the southeast via Archibald Street	*2%*

4.11 Site-Specific Issues and Proposed Remedial Measures

Table 20 - Site-specific issues

How many site-specific issues need to be discussed?	Two (2)
Site-Specific Issue No 1	Visitors parking shortfall
Remedial Measure / Response	The proposed development will have dedicated parking for residents at the ground floor with strict access control. Visitors will be instructed to use either general parking in the northern section of the grounds or available on-street parking on Worley Street (which has plenty of spare capacity as demonstrated by the parking survey).
Site-Specific Issue No 2	Bicycle and motorcycle parking shortfall
	The proposed development provides 12 bicycle parking bays (leading to statutory shortfall of 14 bays) and no motorcycle and scooter bays. While this constitutes statutory shortfall, we believe it will not impede the operations of the development. Considering the nature of the development is it unlikely that any notable proportion of residents will ride motorcycles or scooters. Each dwelling is provided with a storage which can be used as supplementary bicycle storage if required.

APPENDICES

APPENDIX A

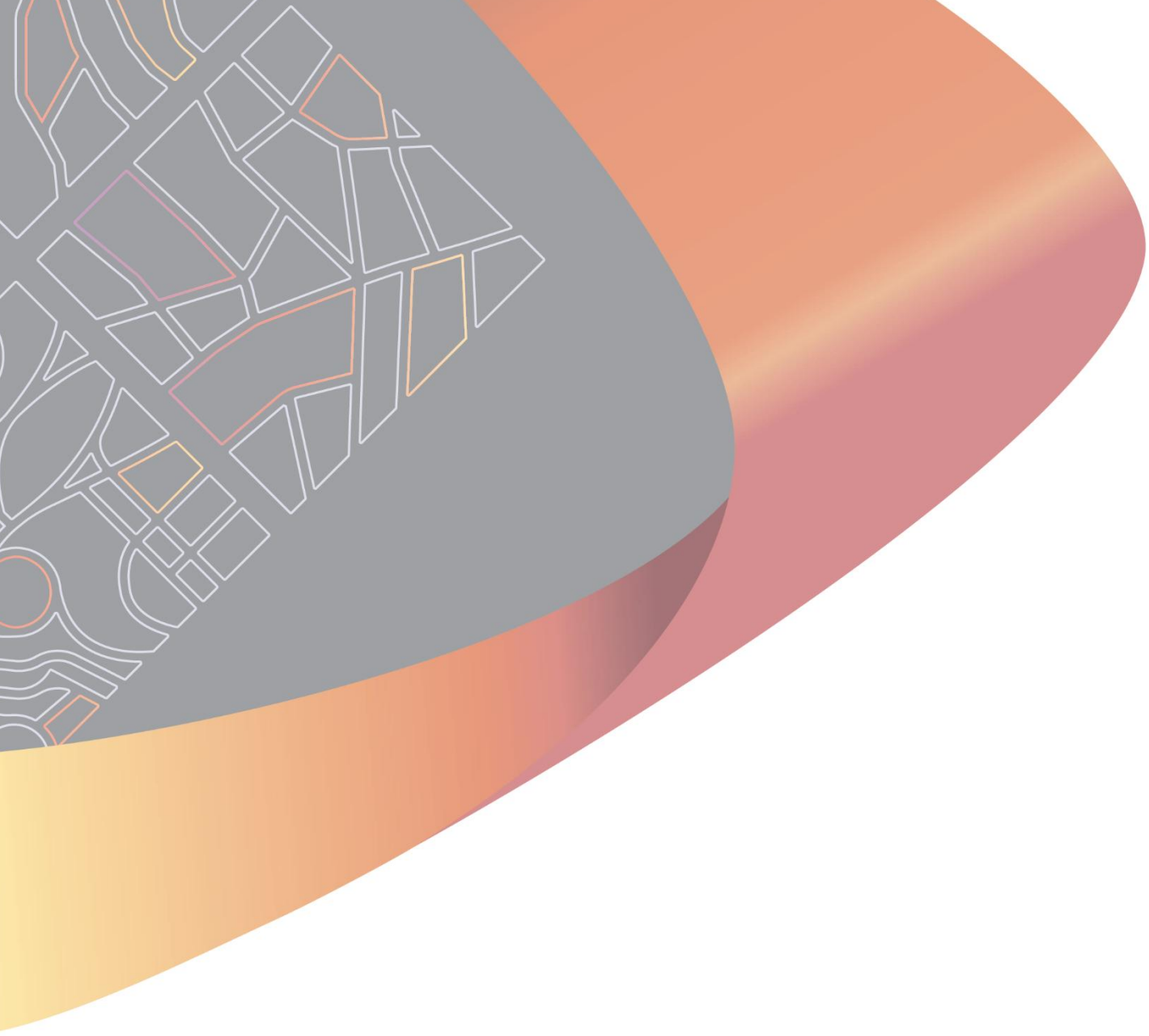
DEVELOPMENT SITE PLAN

APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS



Premise