

Stage: Preliminary Review		Project: 40-44 Worley St, Willagee (Retirement Village)		Date: 18/11/25		
Item	Section	Commentary	Information Sufficient	Impact of Deficiency	Officer review comments	Applicants comments
Proposed development						
existing land uses	3.1	Aerial map in Figure 7 clearly shows existing residential buildings, representing most likely 10 attached dwellings. This should be confirmed with the existing Site Management for completeness	Y	None		There are 10 existing dwellings to be removed to facilitate the proposed development.
proposed land use context with surrounds	4.1		Y	None		The Application proposes works only; there is no land use component.
	3.1	Consistent with existing and nearby residential uses	Y	None		Noted.
Vehicular access and parking access						
access arrangements	A1	Access arrangements are shown in Appendix 1 and Appendix 3 layouts but not described in the text. The Area F and G developments each have access to a single internal road, which simplifies the arrangement, but this should be made explicit. No discussion of access controls to each building car park - particularly important if on-site parking by visitors is permitted. The upgrade of the southern crossover to an intersection standard resulting in reduced amenity for pedestrians - consider reducing the prominence of the internal road access by retaining clear pedestrian priority at the interface.	N	Minimal	Agree	Access to the ground floor car park is provided by the southern adjoining access point. This access is for residents only. The intent is that visitors will be able to use the Worley Street parking bays. A survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. Refer Traffic Impact Statement for further information.
public, private, disabled parking set down/pick up	4.2	On-site provision of 44 parking bays could be considered acceptable, given the additional supply of communal visitor parking. However, to justify this requires additional information, as follows: - where are these bays located - how many are there - what uses do these bays serve - will they be sufficient to support the ultimate development There are 44 parking bays assigned to 42 units - information is needed regarding the allocation of these bays - either to individual units (under a Strata arrangement or Community Title arrangement), or another management regime. The above information should be shown on a Parking Management Plan overlay for the combined Site	N	Significant	Agreed. A parking management plan is required.	The updated Traffic Impact Statement includes a Parking Management to detail the allocation of resident bays and location of visitor parking within in the Worley Street road reserve.
Service vehicles (non-residential)						
access arrangements			N/A			N/A
on/off-site loading facilities			N/A			N/A
Service vehicles (residential)	4.5	TIS states that service / delivery will occur on-street or in designated loading bays. These should be shown on a Parking Management Plan overlay.	N	Minimal	Parking management plan is required for review. This must also include	The proposal includes two (2) service bays within the ground floor car park. The updated Traffic Impact Statement includes a Parking

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					visitors parking bay.	Management to detail service bay allocation and deliveries.
rubbish collection and emergency vehicle access	4.5	Waste collection from on-street or in designated loading bays. These should be shown on a Parking Management Plan overlay.	N	Minimal	The City requests a waste management consultant to be provided see comments in email under clause	The modified Application is supported by a Waste Management Plan. Waste will be collected on-site from the southern internal access road abutting the development / bin store enclosure.
Hours of operation (non-residential only)						
Traffic volumes						
daily or peak traffic volumes	4.6	The trip generation rates used are generally in-line with expectations, but it is noted that the TIS states only the source document, not the land use classification. This should be included to ensure that the category aligns with proposed use. A diagram showing the proposed Stage 3/4 development traffic on each of these internal roads and the ultimate (Stage 9) traffic flows for the fully-developed Site would assist in determining impacts. While the development is proposed to be undertaken in stages, the traffic impact of this development should be considered holistically, considering all stages together. That will allow the City to identify whether any specific interventions are needed to support the proposal.	N	Significant	Agreed. Incorrect traffic generation numbers provided in table 17 of the TIS. (Sec4.6)	Refer updated Traffic Impact Statement.
type of vehicles (for example, cars, trucks)	4.5	Information sufficient given the proposed uses	Y	None		Noted.
Traffic management on frontage streets						
-						
Public transport access						
nearest bus/train routes	3.5	Local stop locations and bus routes should be shown on a map	N	Minimal	Agreed	Refer updated Traffic Impact Statement.
nearest bus stops/train stations	3.5	Local stop locations and bus routes should be shown on a map	N	Minimal	N/A	Refer updated Traffic Impact Statement.
pedestrian/cycle links to bus stops/ train station	3.5	Local stop locations and shortest route path should be shown on a map, illustrating the legible path to the stop/station. However, accessibility mapping is appreciated	N	Minimal	Agreed	Refer updated Traffic Impact Statement.
Pedestrian access/facilities		The target demographics indicate a range of active modes and mobility needs, including recreational walking and cycling, gophers and other mobility devices. Consideration for access and safety of residents is more important in this context. Additional commentary is recommended for connections to and along Worley Street.	N	Significant	Public transport needs to be supported more in the report. The connections between different modes of transport and the routes require further investigation.	In terms of access, footpaths within the site (on the northern side of the development to the main entrance of the building) will be a minimum of 1.5m in width. We are advised that residents will usually have a private car or an e-bike or mobility vehicle – not usually both types of vehicle. Therefore, there is not

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						an evident need to provide both parking options for residents. Notwithstanding this, there are a number of stores that have been provided on the ground floor for residents to access which might provide the opportunity for residents to store mobility vehicles.
existing pedestrian facilities within the development (if any)	-	No discussion included	Y	Negligible	Discussion around existing pedestrian facilities within the development is required	The pedestrian network has been designed to connect to the existing footpaths within the site. A legibility plan is provided within the updated Architectural Drawings.
proposed pedestrian facilities within development	A1	Provision is clearly shown on-site, but not discussed in text.	Y	Negligible	Agreed	Refer above.
existing pedestrian facilities on surrounding roads	-	No discussion included - recommend embedding in crossover interface and walk to bus stop/activity nodes sections.	N	Significant	Agreed	The Traffic Impact Statement has been modified to describe the existing footpath network in the surrounding streets.
proposals to improve pedestrian access	-	No discussion included - recommend commentary on connections to Worley Street infrastructure	N	Significant	Agreed	Pedestrian connections to the existing Worley Street footpath network is provided.
Cycle access/facilities						
existing cycle facilities within the development (if any)	-	The target demographics indicate a range of active modes and mobility needs, including recreational walking and cycling, gophers and other mobility devices. Consideration for access and safety of residents is more important in this context. Additional commentary is recommended for connections to and along Worley Street.	N	Minimal	The Pedestrian connectivity is only vaguely mentioned. This is an area that needs to be delved into further and in more detail.	Refer above.
existing cycle facilities within the development (if any)	-	Redevelopment subsumes existing, no relevance to proposal	N/A	None	No comments	N/A
proposed cycle facilities within development	4.4	There appears to be sufficient provision on-site for this particular use - when considering opportunities for private storage	Y	Negligible	Agreed	Noted.
existing cycle facilities on surrounding roads	3.6	References some existing routes, but not the frontage street. Recommend showing the PBN map and LTCN map to provide reference.	N	Minimal	Agreed	The Traffic Impact Statement has been modified to include maps of the Perth Bicycle Network and Long-Term Cycle Network.
proposals to improve cycle access	-	Not considered necessary for this scale of development	N/A	Negligible	No comments	N/A

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Site specific issues	4.8	Car park design changes required to support function. Identified issues are considered to be manageable. Recommend consideration for access crossover design, priority pedestrian crossings of private roads.	Y	Minimal	A DWG of the proposed parking areas will be required for review. This should include crossover design with levels and pedestrian crossing opportunities.	A DWG file of the updated Architectural Drawings is provided with the submission. Existing crossover locations are retained with pedestrian connections improved.
				Significant	Visitors parking shortage must be addressed. There is no guarantee that future developments will go ahead or if there will be space for a consolidated visitors parking bay. Each stage must have their own visitors bay.	Each stage will need to address visitor parking at the time of the Development Application. Future stages are not proposed within this Application. For this stage of development, it is intended that resident parking is provided within the ground floor space within a secured location. The existing on-street parking bays on Worley Street are demonstrated to be mostly available at all times of the day (as demonstrated by the updated Traffic Impact Statement and parking study). Therefore, these bays will be used for visitor parking for the development.
Safety issues			Y	Minimal	Accessible parking bays are required to be addressed.	ACROD bays will be provided as required by the relevant Australian Standards and NCC.
identify issues	3.3	No existing road safety issues identified	Y	None	No comments	N/A
remedial measures	-	No significant road safety issues anticipated to require remediation.	Y	None	As above	N/A
Conclusion	1	Exec Summary provides effective summary of content	Y	None	No comments	N/A