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Sustainable Transport. Safe Solutions

Lot 20 Eudoria Street, Gosnells

Proposed Aged Care Development

TRANSPORT IMPACT STATEMENT



Prepared for:

Amaroo Care Services Ltd

September 2026

Lot 20 Eudoria Street, Gosnells

Prepared for: Amaroo Care Services Ltd
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Amaroo Care Services Ltd with regards to the proposed aged care development at Lot 20 Eudoria Street, Gosnells.

The subject site forms part of the established Amaroo Village aged care and retirement living precinct. The development site is located on the eastern side of Eudoria Street, immediately north of Hamilton Court, with existing Amaroo facilities located to the east and surrounding areas (Figure 1). The existing Buckley Care Centre and associated facilities will generally be retained as part of the broader Amaroo Village.

The proposal comprises a new 36-bed Residential Aged Care Facility (RACF) and 40 independent living apartments, together with associated resident, staff and visitor parking, drop-off facilities, a private bus parking area, servicing arrangements and landscaping.

Vehicle access to the development will be provided through the existing Amaroo internal access arrangements from Hamilton Court and Eudoria Street. The proposal also includes modifications to the existing loading area and service access, together with new resident, staff and visitor parking. A separate 41-bay staff car park is proposed within the Amaroo Village precinct near Dorothy Street to accommodate displaced and additional staff parking demand.

This Transport Impact Statement assesses the transport implications of the proposed development, including car parking provision, vehicle access and circulation, traffic generation, service and bus vehicle movements, and access by walking, cycling and public transport.



Figure 1: Subject site

2 Proposed development

The proposal for the subject site comprises an expansion of the existing Amaroo Village aged care and retirement living precinct, including:

- Construction of a new three-storey Residential Aged Care Facility (RACF) providing 36 beds, together with associated reception, dining/lounge, staff, back-of-house and ancillary facilities;
- Construction of a new four-storey independent living apartment building providing 40 two-bedroom apartments;
- Retention and modification of the existing internal vehicle access and circulation arrangements from Hamilton Court;
- Widening of the existing vehicle access on Eudoria Street to accommodate access to the development parking areas and the improved back-of-house service/loading area;
- Provision of 40 resident car bays, plus 4 EV charging bays;
- Provision of 12 staff car bays, 6 shared visitor bays, 2 pick-up/drop-off bays, 1 new service bay and retention of 3 existing service bays;
- Provision of a separate 41-bay staff car park within the broader Amaroo Village precinct near Dorothy Street, including turnaround areas and a secure connection to the development;
- Modification of the existing loading/service area to accommodate waste collection, deliveries and other service vehicle activity;
- Provision of a dedicated bus parking zone adjacent to the RACF main entry, suitable for a people-mover or mini-bus;
- Provision of new and improved pedestrian connections between the development, parking areas and existing internal footpath network;
- Provision of bicycle parking and end-of-trip facilities, with the final locations and quantities to be confirmed during detailed design; and
- Associated landscaping, bin storage and modifications to existing gates, fencing and ancillary infrastructure.

Vehicle access to the development will be provided from both Hamilton Court and Eudoria Street. The Hamilton Court access will primarily serve the RACF entry, pick-up/drop-off area, bus parking and associated parking areas. The existing access on Eudoria Street will be widened as part of the proposed works and will provide access to the resident and staff parking areas, together with the improved back-of-house service/loading area. The internal circulation system will connect these areas with the existing Amaroo Village road network.

Waste collection, deliveries and other service vehicle activity will be accommodated within the improved back-of-house loading area accessed from Eudoria Street. The suitability of the proposed service vehicle and bus arrangements will be assessed using swept path analysis, as documented later in this report.

Pedestrians and cyclists will access the development via the existing and proposed internal footpath network, which connects with the surrounding external pedestrian and cycling network.

The proposed development plans are included for reference in Appendix A.

3 Vehicle access and parking

3.1 Vehicle access

3.1.1 Existing vehicle access

As indicated in Figure 2, the subject site forms part of the broader Amaroo Village precinct and is presently accessed from both Eudoria Street and Hamilton Court.

An existing two-way crossover is provided on Eudoria Street along the northern side of the subject site. This access connects with the existing internal circulation system and provides access to the existing back-of-house/service area and resident parking located to the east of the development site. The existing plans identify this route as providing vehicle access to the back-of-house and resident parking areas.

Hamilton Court provides additional vehicle access to the Amaroo Village precinct and serves the existing parking and circulation areas adjoining the southern and eastern sides of the subject site. The existing access arrangements allow vehicles to circulate through the precinct and connect with the established parking and service areas surrounding the Buckley Care Centre.

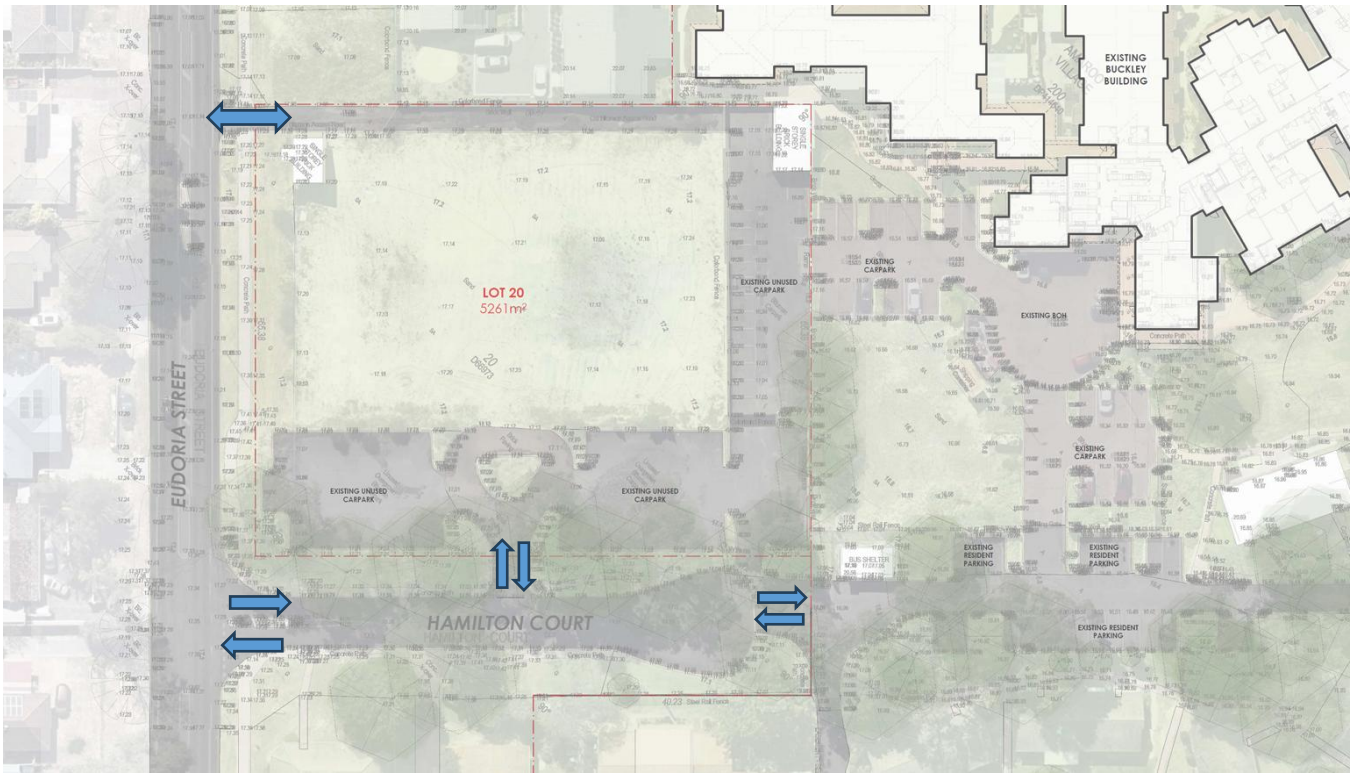


Figure 2: Existing vehicle access

3.1.2 Proposed vehicle access

As detailed in the proposed development plans and Figure 3, the existing access arrangement will generally be retained, with modifications undertaken to accommodate the proposed development.

The existing crossover on Eudoria Street will be widened as part of the proposed works. This access will continue to operate as a two-way vehicle access and will provide access to the new resident and staff parking areas, as well as the improved back-of-house service/loading area.

Access from Hamilton Court will also be retained and will provide access to the RACF frontage, including the visitor parking, pick-up/drop-off area and dedicated bus parking zone. The proposed layout maintains connections with the existing Amaroo Village internal road network and parking areas.

Overall, the proposed development makes use of the established Amaroo Village access network, with the principal change comprising the widening of the Eudoria Street access and associated modifications to the internal circulation and service areas.

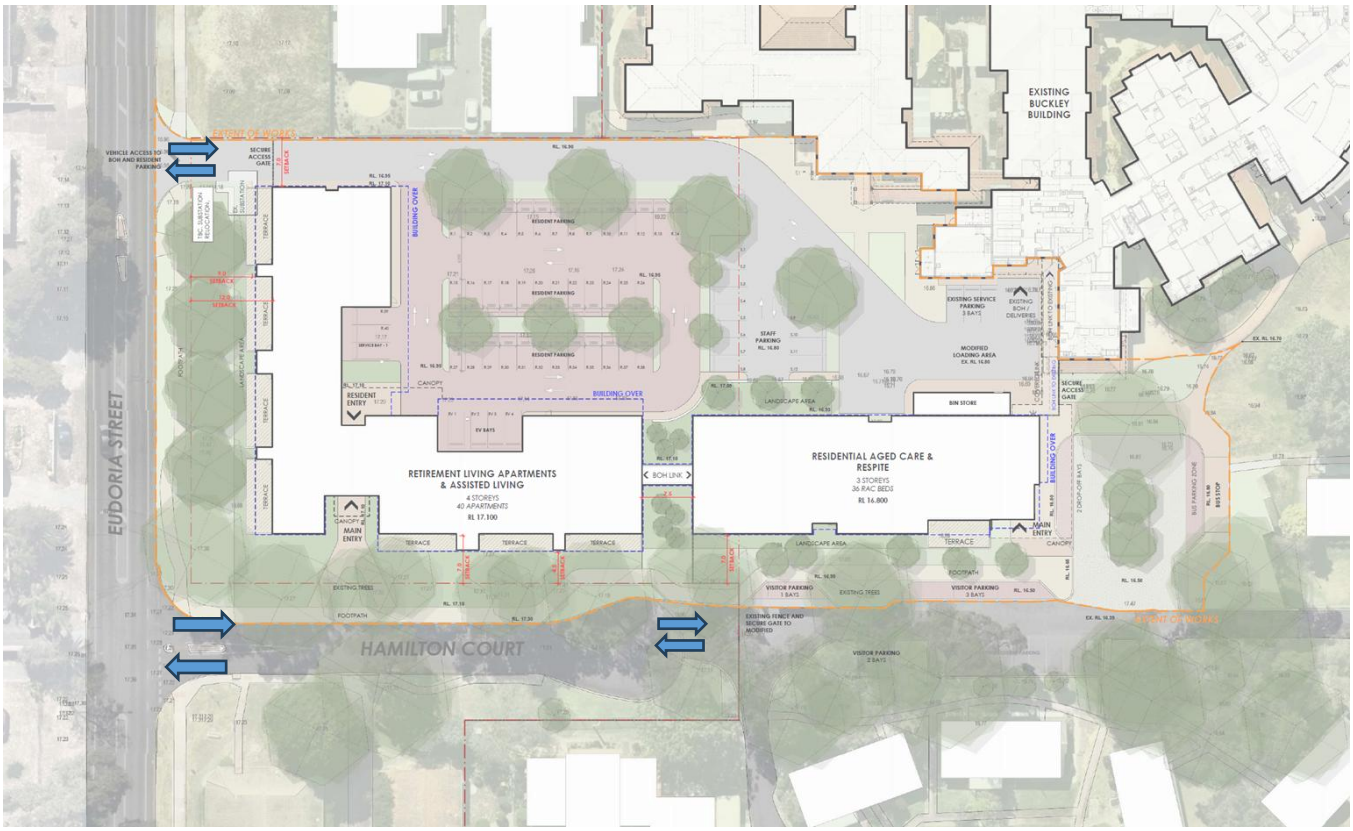


Figure 3: Proposed vehicle access

3.2 Parking supply

The proposed development will provide a combination of resident, staff, visitor, service, pick-up/drop-off and electric vehicle parking distributed across the main development site and the separate staff parking area near Dorothy Street.

Within the main development site, the independent living component will be provided with 40 dedicated resident car bays, equivalent to one bay per apartment. A further four EV charging bays and one service bay will also be provided in association with the independent living component.

The RACF component will be provided with 12 staff car bays and two dedicated pick-up/drop-off bays. The existing three service bays adjoining the back-of-house area will be retained, with the service/loading area modified as part of the proposed works. Six additional bays will be provided for shared visitor parking serving the development.

A separate 41-bay staff car park is also proposed within the broader Amaroo Village precinct near Dorothy Street. This car park will accommodate replacement and additional staff parking associated with the broader precinct and will include dedicated turnaround areas and a secure walking connection toward the main Amaroo Village site.

The proposed parking supply is summarised in Table 1.

Table 1: Proposed parking supply and allocation

Parking allocation	Bays
Independent living resident parking	40
EV charging bays	4
Independent living service bay	1
RACF staff parking	12
Existing service bays retained	3
Pick-up/drop-off bays	2
Shared visitor parking	6
Dorothy Street staff car park	41
Total	**109**

The proposal will require removal of 29 existing car bays, which have been historically used for staff parking. These displaced spaces will be replaced as part of the new Dorothy Street staff car park, together with additional parking required to support the proposed development.

The adequacy of the proposed parking supply against the applicable planning requirements and anticipated operational demand is assessed in the following sections.

3.3 Parking assessment

3.3.1 Car parking requirements

The applicable parking requirements have been reviewed in consultation with the project town planner. The Residential Aged Care Facility (RACF) component is subject to a parking rate of one car bay per three beds. Based on the proposed 36-bed facility, this results in a requirement for 12 car bays.

The City's planning framework does not identify a specific parking requirement for the proposed independent living apartments. Given the residential nature of this component, the project town planner has recommended that the multiple dwelling parking provisions be used as guidance. For the purposes of this assessment, a rate of one resident car bay per apartment, together with one visitor bay per four apartments, has been adopted as an appropriate starting point.

Based on the proposed 40 independent living apartments, this corresponds to a provision of 40 resident bays and 10 visitor bays.

The resulting parking requirement is summarised in Table 2.

Table 2: Car parking requirements

Development component	Assessment rate	Quantity	Parking requirement
Residential Aged Care Facility	1 bay per 3 beds	36 beds	12 bays
Independent living – residents	1 bay per apartment	40 apartments	40 bays
Independent living – visitors	1 bay per 4 apartments	40 apartments	10 bays
Total			62 bays

The proposal provides the required 40 dedicated resident bays for the independent living apartments and 12 staff bays associated with the RACF. Accordingly, these components satisfy the adopted parking provision.

A total of six shared visitor bays are proposed, compared with the indicative requirement for 10 visitor bays associated with the independent living apartments. This represents a nominal shortfall of four visitor bays, which is considered further in Section 3.3.2 having regard to the nature of the development, the separate service parking facilities and the broader parking available within Amaroo Village.

3.3.2 Parking adequacy

The adopted assessment identifies a nominal shortfall of four visitor bays associated with the independent living apartments. It is noted that the adopted visitor parking rate is being used as guidance, as the City's planning framework does not prescribe a specific parking rate for the proposed independent living use.

Further guidance is provided by the TfNSW *Housing for Seniors* parking rates for independent living units. Historic visitor parking rates range from:

- 1 visitor bay per five units for resident-funded independent living units, to
- 1 visitor bay per ten units for subsidised independent living units.

Applied to the proposed 40 independent living apartments, these rates correspond to a visitor parking provision of between four and eight bays. The proposed provision of six shared visitor bays falls within this range, providing further support that the proposed visitor parking supply is appropriate for the seniors-living nature of the development.

In assessing the adequacy of the proposed visitor parking provision, consideration should also be given to the range of non-resident vehicle activity that can contribute to visitor parking demand. For residential and aged care developments, this can include tradespeople, maintenance contractors, couriers, deliveries and other service providers, in addition to social and family visitors.

The proposed development provides one dedicated service bay associated with the independent living component, together with three existing service bays within the back-of-house loading area. These four service bays will accommodate a significant proportion of trades, maintenance, courier and delivery activity without requiring use of the six shared visitor bays. The proposed loading area will also continue to provide a dedicated location for larger service and delivery vehicles.

The development additionally provides two dedicated pick-up/drop-off bays adjacent to the RACF entry. These spaces will accommodate short-duration passenger set-down and pick-up activity, further reducing the likelihood that general visitor bays will be occupied by vehicles undertaking brief visits.

Accordingly, the six shared visitor bays will primarily remain available for social and family visitors to the RACF and independent living apartments. This separation of general visitor, service and pick-up/drop-off activity improves the effective availability of the visitor parking supply and assists in mitigating the nominal four-bay shortfall against the adopted guideline provision.

The development also forms part of the established Amaroo Village precinct, which contains additional existing parking areas.

On balance, having regard to the dedicated resident and RACF parking provision, the separate service and loading facilities, and the dedicated pick-up/drop-off bays, the proposed visitor parking arrangement is considered appropriate for the anticipated operation of the development.

3.3.3 Staff parking

The proposed RACF will be provided with 12 dedicated staff car bays, consistent with the adopted parking requirement for the 36-bed facility. These bays will be located within the main development site and will directly serve staff associated with the proposed RACF.

The redevelopment will also result in the removal of 29 existing staff parking bays within the Amaroo Village precinct. To offset this loss, a new 41-bay staff car park is proposed near Dorothy Street. This will fully replace the displaced parking and provide a net surplus of 12 bays for broader operational requirements within Amaroo Village.

Accordingly, the proposal will result in an overall improvement to staff parking provision. The dedicated RACF staff bays will accommodate demand generated by the proposed facility, while the Dorothy Street car park will replace existing displaced staff parking and provide additional operational capacity. This arrangement will also assist in ensuring that staff parking demand does not encroach upon the visitor parking provided for the development.

4 Provision for service vehicles

The proposed development incorporates dedicated facilities for waste collection, deliveries, servicing and private bus activity. The existing back-of-house loading area will be modified as part of the proposed works and will continue to accommodate waste collection and other service vehicle movements. Access to this area will be provided via the widened vehicle access on Eudoria Street. The loading area also incorporates three existing service bays, supplemented by a dedicated service bay associated with the independent living apartments.

Swept path analysis has been undertaken for the loading and waste collection area using an 8.8m Medium Rigid Vehicle (MRV). This vehicle provides an appropriate design vehicle for the larger waste collection, delivery and service vehicles expected to access the development. The analysis confirms that the MRV can satisfactorily access and manoeuvre within the proposed loading area.

A dedicated bus parking zone is also proposed adjacent to the main RACF entry, accessed from the internal road network via Hamilton Court. The facility's largest anticipated bus is approximately 7m long. Swept path analysis has been undertaken using a Toyota Coaster minibus to confirm suitable access to and from the designated bus parking area.

The swept path analysis confirms that the proposed arrangements can satisfactorily accommodate the anticipated service and bus vehicles. The swept path drawings are presented in Appendix B.

5 Hours of operation

The Residential Aged Care Facility will operate 24 hours per day, seven days per week. Staff will generally operate across three shifts, comprising a morning shift from 7:00am to 3:00pm, an afternoon shift from 3:00pm to 11:00pm, and a night shift from 11:00pm to 7:00am.

The highest staffing level will occur during the morning shift, with approximately 9 staff on-site. The afternoon and night shifts will accommodate approximately 6 staff and 3 staff, respectively.

The principal staff changeovers will therefore occur at approximately 7:00am, 3:00pm and 11:00pm. Of these, the 3:00pm changeover is expected to generate the greatest combined arrival and departure activity, with morning staff departing as afternoon staff arrive. The 7:00am changeover occurs around the commencement of the weekday morning road-network peak, while the 11:00pm changeover occurs when surrounding traffic volumes are expected to be comparatively low.

Visitor activity is expected to be distributed throughout the day and across weekends, rather than concentrated around the staff shift-change periods. Accordingly, visitor traffic is not expected to materially coincide with the principal staff changeover demand.

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Institute of Transportation Engineers (ITE) *Trip Generation Manual* – Land Use 620, Nursing Home; and
- Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment* (2024).

The adopted trip generation rates are detailed in Table 3. The ITE nursing home rates have been applied to the proposed RACF on a per-bed basis, and the TfNSW housing for seniors rates have been applied to the independent living apartments on a per-unit basis.

Table 3: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	Site Peak Rate	IN	OUT
RACF	ITE - Nursing Home (620)	3.06 per bed	0.37 per bed	40%	60%
ILU	TfNSW 2024 - Housing for seniors	2.39 per unit	0.44 per unit	50%	50%

The estimated traffic generation of the proposed development is detailed in Table 4. The development is estimated to generate approximately 206 vehicle trips per day (vpd), including approximately 31 vehicle trips during the site peak hour.

These trips include movements associated with residents, staff, visitors, deliveries and other service activity. The majority of vehicle movements are expected to comprise passenger cars and SUVs, with a comparatively small proportion comprising service, waste collection and other larger vehicles.

Table 4: Traffic generation proposed development

Land use	Quantity	Daily Rate	Site Peak Rate	Daily Trips	Site Peak Trips	Peak Trips	
						IN	OUT
RACF	36	3.06	0.37	110	13	5	8
ILU	40	2.39	0.44	96	18	9	9
Total	**76**			**206**	**31**	**14**	**17**

6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is moderate (Figure 4).

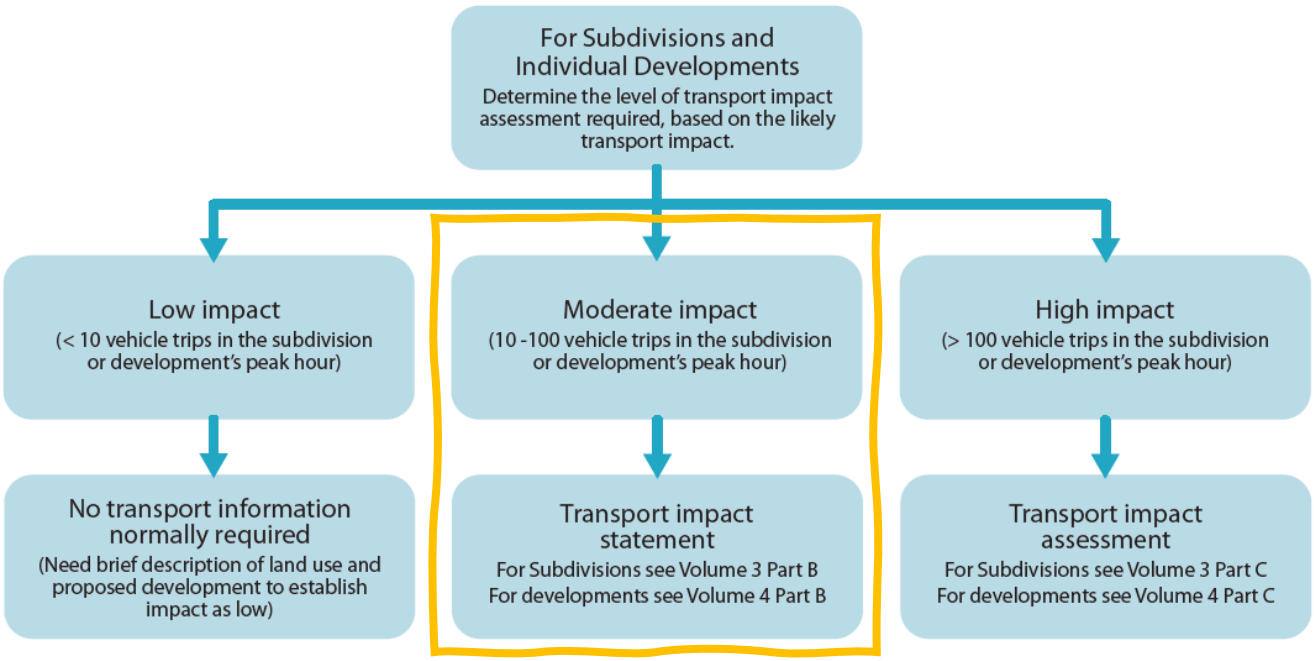


Figure 4: Level of traffic impact for subdivisions and individual developments

Source: WAPC *Transport Impact Assessment Guidelines Volume 4: Individual Developments*, August 2016

7 Traffic management on the frontage roads

7.1 Eudoria Street

Eudoria Street near the subject site is an approximately 10m wide, two-lane divided road. A 1.6m wide painted median is provided to separate traffic flows, along with painted 1.0m wide cycling lanes on both sides of the road.

A path for walking and cycling is provided on the eastern side of the road, adjacent to the development site. Walk crossings with kerb ramps are provided at nearby intersections. A midblock crossing with a refuge island is provided on Eudoria Street north of the intersection with Hamilton Court.

Eudoria Street is classified as *Local Distributor* road in the Main Roads WA road hierarchy, as shown in Figure 5 and operates under a speed limit of 50km/h, as shown in Figure 6. Local Distributor roads are the responsibility of Local Government and facilitate the movement of traffic within local areas and connect access roads to higher order Distributors, as detailed in Figure 7.

7.2 Hamilton Court

Hamilton Court near the subject site is an approximately 7.5m wide, two-lane undivided road. A path for walking and cycling is provided on both sides of the road. A walk crossing with kerb ramps and a refuge island is provided at the intersections with Eudoria Street.

Hamilton Court is classified as an *Access* road in the Main Roads WA road hierarchy, as shown in Figure 5 and operates under a speed limit of 50km/h, as shown in Figure 6. Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties, as detailed in Figure 7.

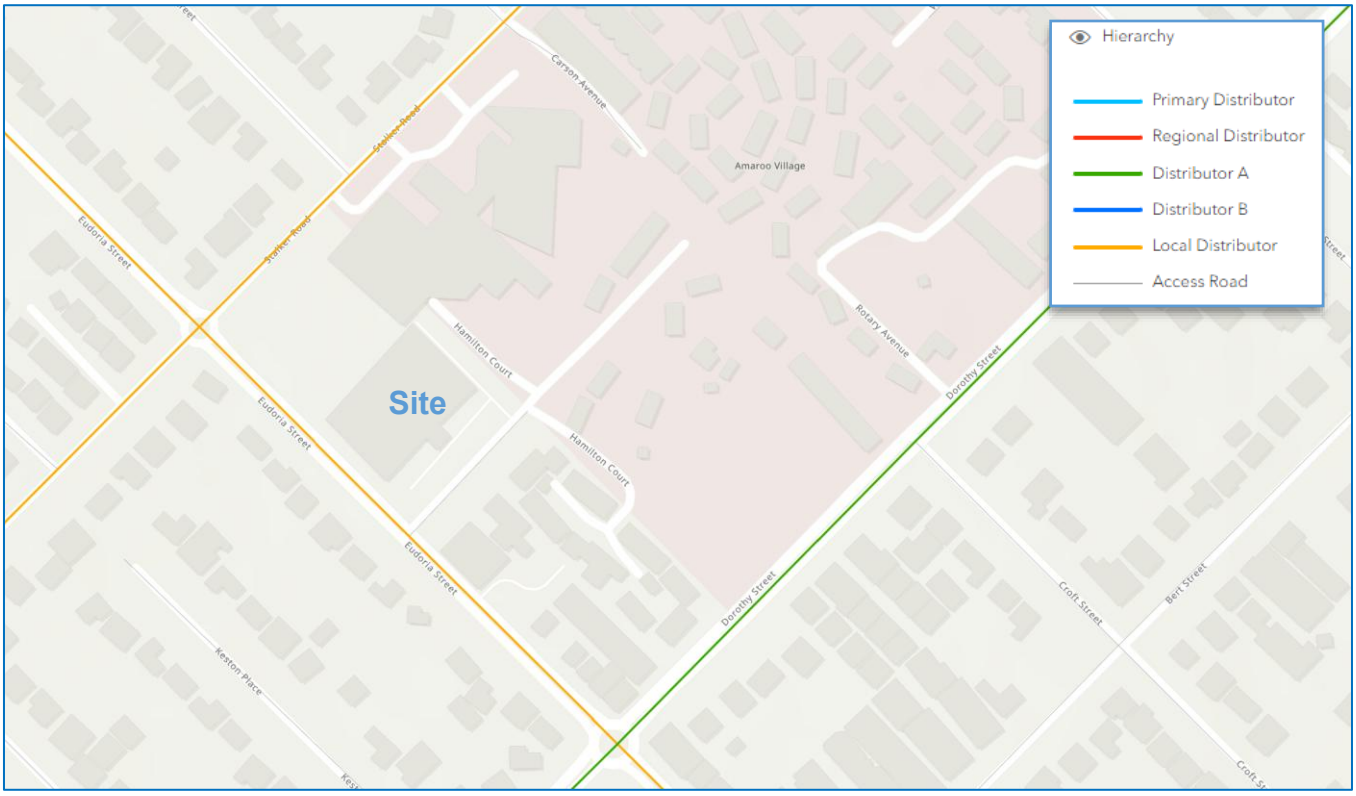


Figure 5: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)



Figure 6: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 7: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

8 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within walking distance:

- Bus route 215: Gosnells Stn - Thornlie Stn via Corfield St
- Bus route 231: Gosnells Stn (Anti-clockwise Circular Route)
- Bus route 232: Gosnells Stn (Clockwise Circular Route)
- Bus route 233: Gosnells Stn – Cockburn Central Stn via Southern River, Harrisdale & Piara Waters

Public transport services provide an alternative mode of transport for staff, residents and visitors. Bus stops are located on Stalker Road, Eudoria Street and Dorothy Street, less than 500m walk from the site, as shown in Figure 8. Bus services provide good coverage and connectivity to the rail network.

The existing public transport network plans are shown in Figures 9 and 10.

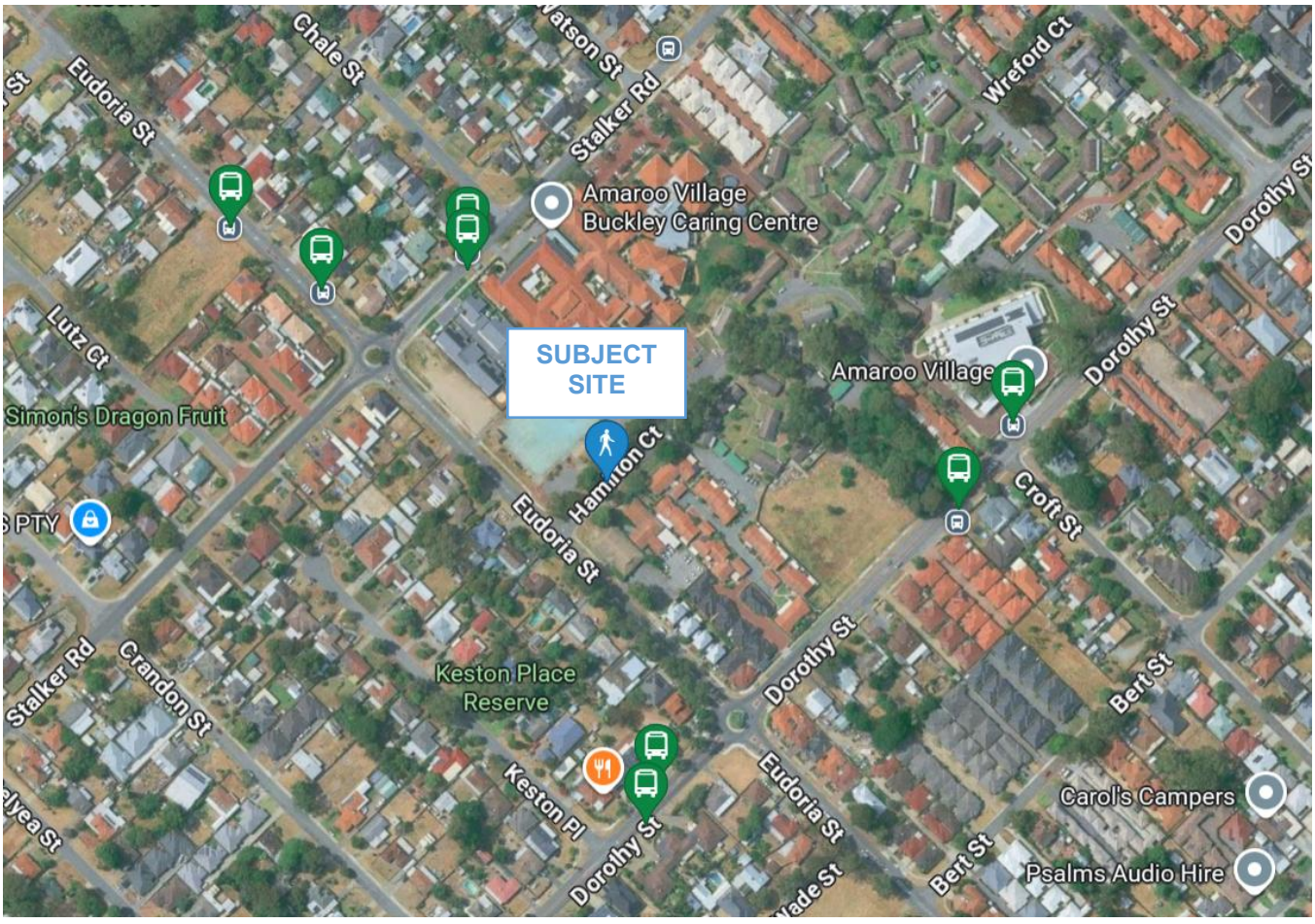


Figure 8: Closest bus stops serving the proposed development

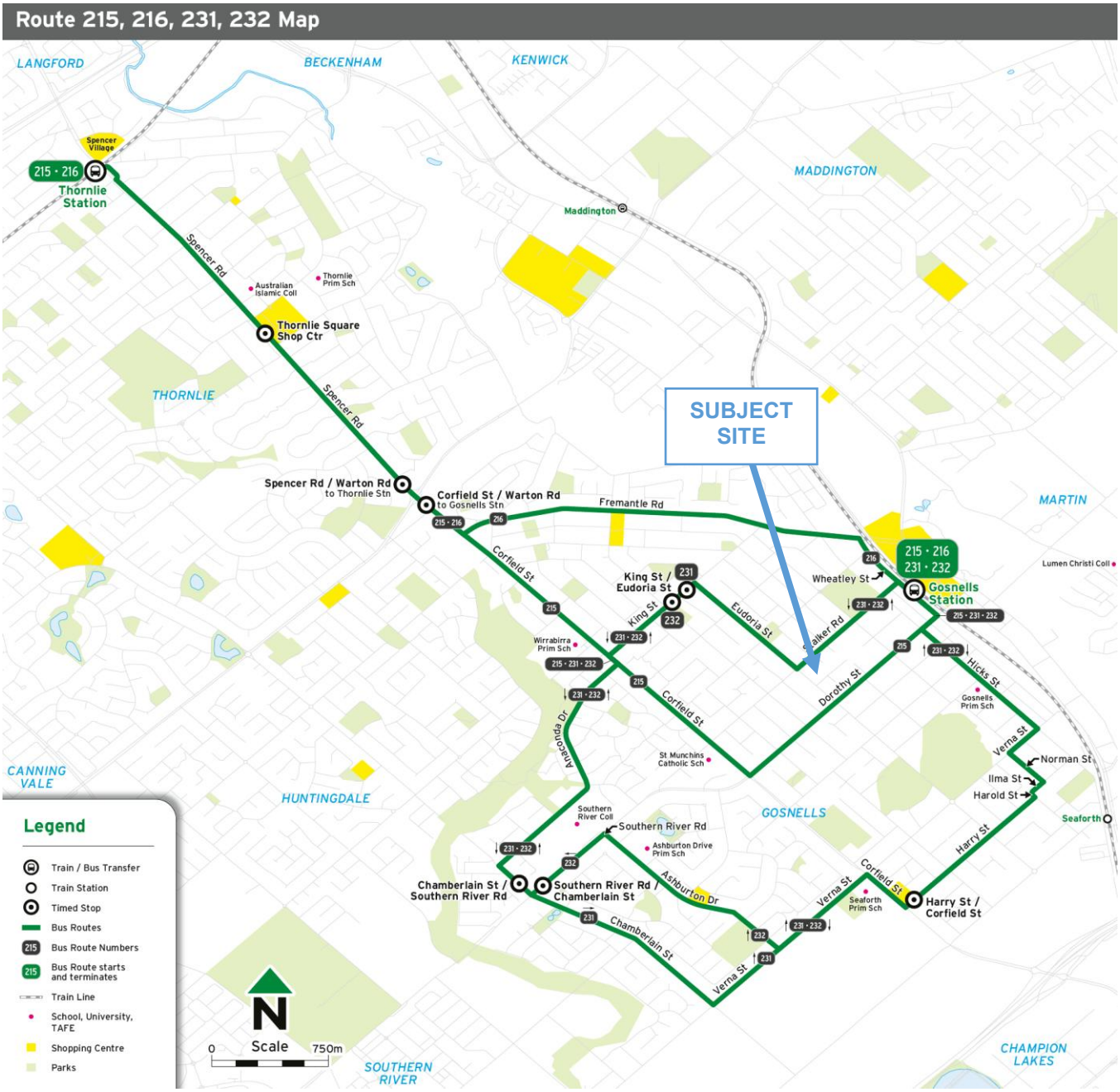


Figure 9: Transperth public transport plan (routes 215, 231 & 232)

Source: Transperth

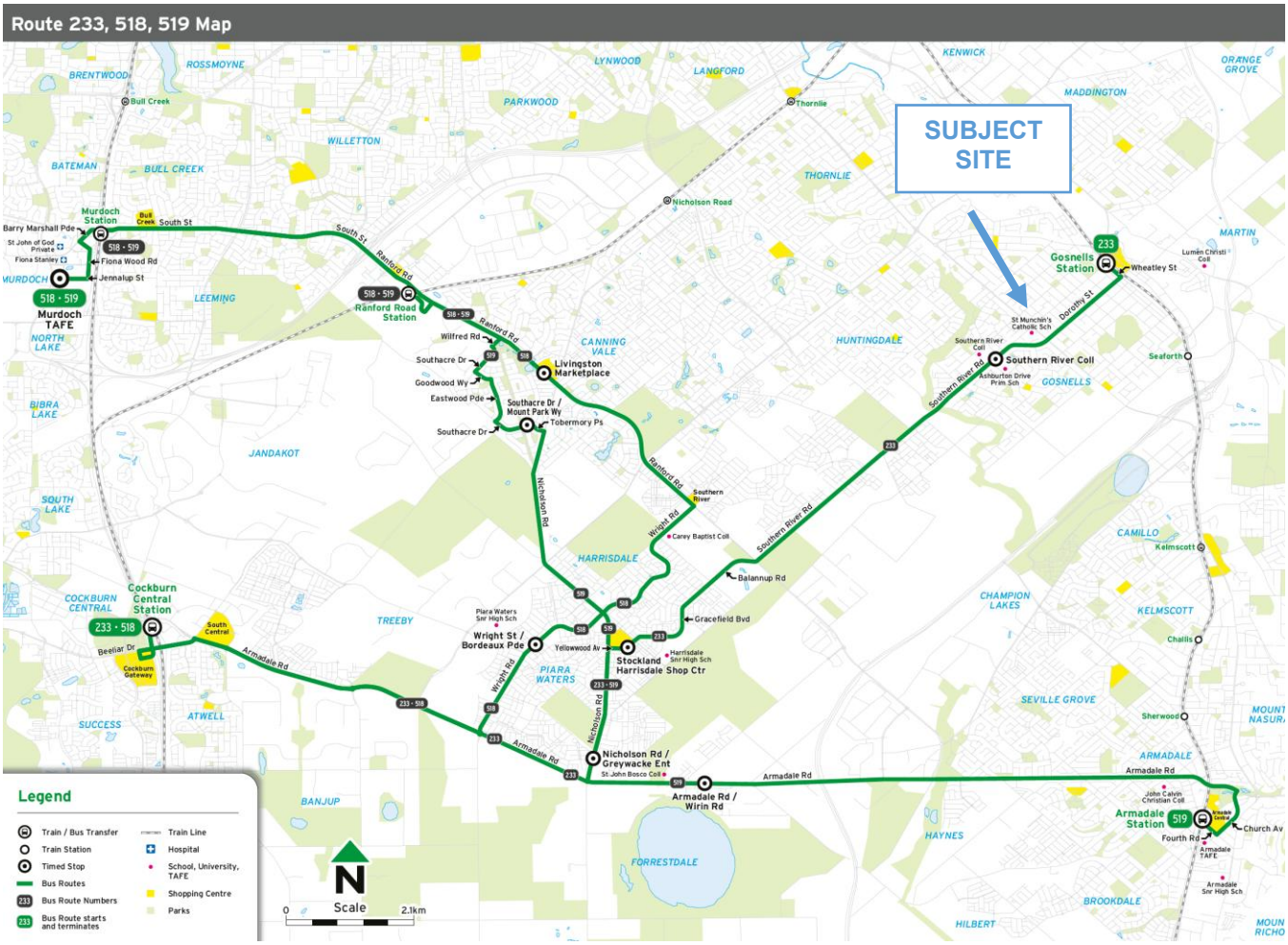


Figure 10: Transperth public transport plan (route 233)

Source: Transperth

9 Walking access

The proposed development will be integrated with the existing pedestrian network within Amaroo Village and the surrounding street network. Existing and proposed footpaths will provide pedestrian connections between Eudoria Street, Hamilton Court, the building entries, parking areas and the existing Amaroo Village facilities. The proposed site plan identifies continuous footpath connections along the Hamilton Court frontage and through the internal development area.

The main entries to the RACF and independent living apartments will be directly connected to the internal pedestrian network. Pedestrian access will also be provided between the building entries and the visitor parking, pick-up/drop-off bays and dedicated bus parking area, allowing residents and visitors to access these facilities without unnecessarily circulating through the main parking areas.

Given the aged care and seniors-living nature of the development, pedestrian routes should provide a continuous, accessible and legible path of travel, with appropriate gradients, clear widths and crossing treatments. Particular attention should also be given to the RACF pick-up/drop-off and bus frontage, where flush kerbs are proposed. Appropriate delineation and vehicle intrusion protection should be incorporated to clearly separate pedestrian areas from vehicle circulation.

Overall, the proposed development provides a suitable level of pedestrian connectivity between the new facilities, parking and drop-off areas, existing Amaroo Village facilities and the surrounding pedestrian network.

10 Bicycle access

10.1 Bicycle network

Cycling infrastructure is provided along Eudoria Street, including on-street cycle lanes adjacent to the subject site. These facilities provide direct connection from the Amaroo Village frontage to the surrounding local and district cycling network.

The broader area benefits from a more extensive cycling network, including the nearby railway Principal Shared Path (PSP), which provides a higher-quality regional cycling connection and supports longer-distance bicycle movements.

The Strava cycling heatmap shown in Figure 11 provides an indication of observed cycling activity within the surrounding area. Cycling activity along the Eudoria Street and Hamilton Court site frontages is relatively low compared with the broader network. In particular, substantially higher levels of cycling activity are evident along the nearby railway PSP and other established regional cycling routes.

Overall, the site has reasonable access to the surrounding cycling network, with on-street bicycle facilities available immediately along Eudoria Street and higher-order cycling infrastructure located nearby.

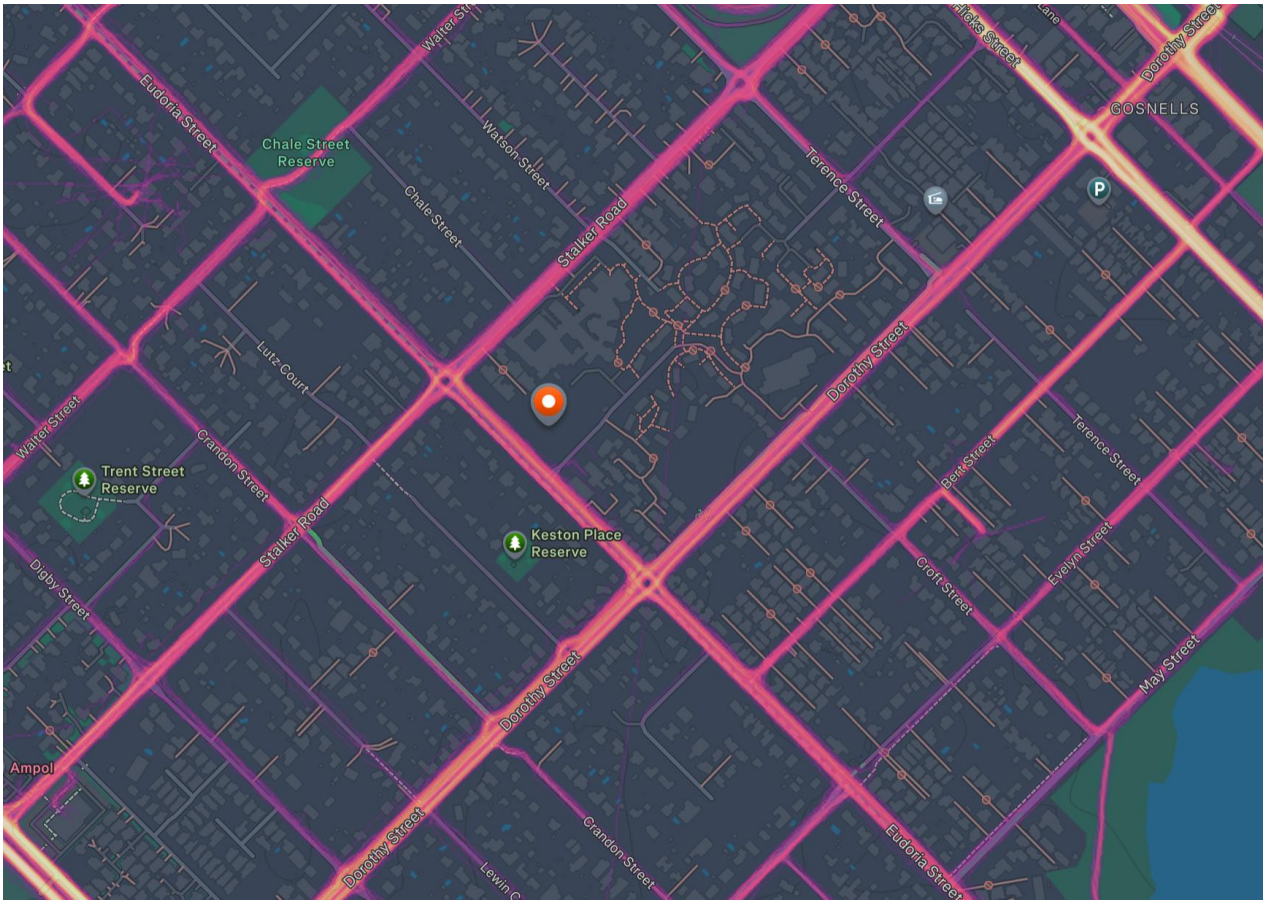


Figure 11: Strava cycling heatmap

10.2 Bicycle parking and end of trip facilities

The current DA plans do not nominate dedicated bicycle parking facilities. Accordingly, bicycle parking should be incorporated during subsequent design stages, having regard to the different requirements of the independent living and RACF components.

For the 40 independent living apartments, the project town planner has recommended bicycle parking provision based on the multiple dwelling rates of 0.5 resident bicycle spaces per apartment and 0.1 visitor bicycle spaces per apartment. This corresponds to a requirement for 20 resident bicycle spaces and 4 visitor bicycle spaces.

Rather than relying on storage within individual apartments, it is recommended that the resident bicycle parking be accommodated within a dedicated secure and covered bicycle parking room. The room should be conveniently accessible from the building entry and external bicycle network and designed to accommodate at least 20 bicycles. A further four visitor bicycle spaces should be provided in a readily accessible location near the independent living building entry.

Bicycle parking demand associated with the RACF is expected to be relatively modest. Based on the proposed staffing levels, it is recommended that a minimum of one secure and covered staff bicycle space be provided. Visitor bicycle parking should also be provided near the RACF main entry, with two double-sided bicycle rails providing four visitor bicycle spaces considered suitable for the anticipated level of demand.

The recommended bicycle parking provision is summarised in Table 5.

Table 5: Recommend bicycle parking provision

Component	User group	Recommended provision
Independent living apartments	Residents	20 spaces within secure bicycle parking room
Independent living apartments	Visitors	4 spaces
RACF	Staff	1 secure and covered space
RACF	Visitors	4 spaces
Total		29 spaces

The project team has advised that an accessible staff WC incorporating a shower will be provided within the RACF. This is considered appropriate to support the relatively low anticipated level of staff cycling demand. Suitable changing space and staff lockers should also be incorporated during detailed design to complement the shower facility.

The above bicycle parking and end-of-trip facilities can be incorporated during subsequent design stages without materially affecting the overall DA layout.

11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

12 Safety issues

Crash history for the surrounding road network was reviewed using the Main Roads WA crash mapping tool for the five-year period from 2021 to 2025. The crash search area and recorded crash locations are shown in Figure 12, with the crash characteristics summarised in Table 6.

A total of eight reported crashes were recorded within the assessed locality during the five-year period. Of these, two crashes resulted in hospital treatment, one resulted in medical treatment and five were classified as minor property-damage-only crashes. No fatal crashes were recorded.

The most common crash type was right-angle crashes, accounting for four of the eight reported crashes. The remaining crashes comprised one rear-end crash, one pedestrian crash and two crashes classified as other or unknown. Most crashes occurred in dry conditions.

The spatial distribution shown in Figure 12 indicates that the recorded crashes are generally associated with the surrounding road network and intersections, rather than displaying an identifiable concentration at the subject site or its existing vehicle access points. Accordingly, the available crash history does not indicate an existing site-specific road safety issue that would materially affect the proposed development.

The proposal largely retains the established Amaroo Village access arrangements, with the existing Eudoria Street access to be widened and internal vehicle circulation upgraded as part of the development.

Overall, the relatively low number and dispersed nature of reported crashes indicates that the proposed development is not expected to adversely affect the existing road safety environment.



Figure 12: 5-year crash map in the locality (2021-2025)

Source: MRWA crash mapping tool

Table 6: 5-year crash history in the locality (2021-2025)

Severity	No.	%
Fatal	0	0
Hospital	2	25.00
Medical	1	12.50
PDO Major	0	0
PDO Minor	5	62.50

Year	No.	%
2021	2	25.00
2023	3	37.50
2024	2	25.00
2025	1	12.50

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	1	12.50
Non Collision	0	0
Not Known	0	0
Other / Unknown	2	25.00
Rear End	1	12.50
Right Angle	4	50.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	1	12.50
Dawn Or Dusk	0	0
Daylight	3	37.50
Not Known	0	0
Other / Unknown	4	50.00

Conditions	No.	%
Dry	6	75.00
Not Known	0	0
Other / Unknown	1	12.50
Wet	1	12.50

Alignment	No.	%
Curve	1	12.50
Not Known	0	0
Other / Unknown	7	87.50
Straight	0	0

Total		8

13 Conclusion

This Transport Impact Statement has assessed the transport implications associated with the proposed aged care development at Lot 20 Eudoria Street, Gosnells, comprising a new 36-bed Residential Aged Care Facility (RACF) and 40 independent living apartments within the established Amaroo Village precinct.

Vehicle access will be provided from the existing Amaroo Village road network via Hamilton Court and Eudoria Street, with the existing Eudoria Street access widened as part of the proposed works. The internal layout provides suitable separation between resident, staff, visitor, pick-up/drop-off, bus and service vehicle activity.

The development provides 40 dedicated resident bays, 12 RACF staff bays, six shared visitor bays, four EV charging bays, two pick-up/drop-off bays and four service bays. A separate 41-bay staff car park near Dorothy Street will replace 29 existing staff bays removed by the development and provide additional operational capacity. While the adopted multiple dwelling benchmark identifies a nominal shortfall of four visitor bays, the proposed provision is considered appropriate having regard to seniors-specific parking guidance, the separate service parking and loading facilities, dedicated pick-up/drop-off bays and additional parking available within the broader Amaroo Village precinct.

The proposed loading and waste collection area has been tested using an 8.8m Medium Rigid Vehicle, and the dedicated bus parking area has been assessed using a Toyota Coaster minibus. The swept path assessment confirms that the anticipated service and bus vehicles can satisfactorily access and manoeuvre within the proposed development.

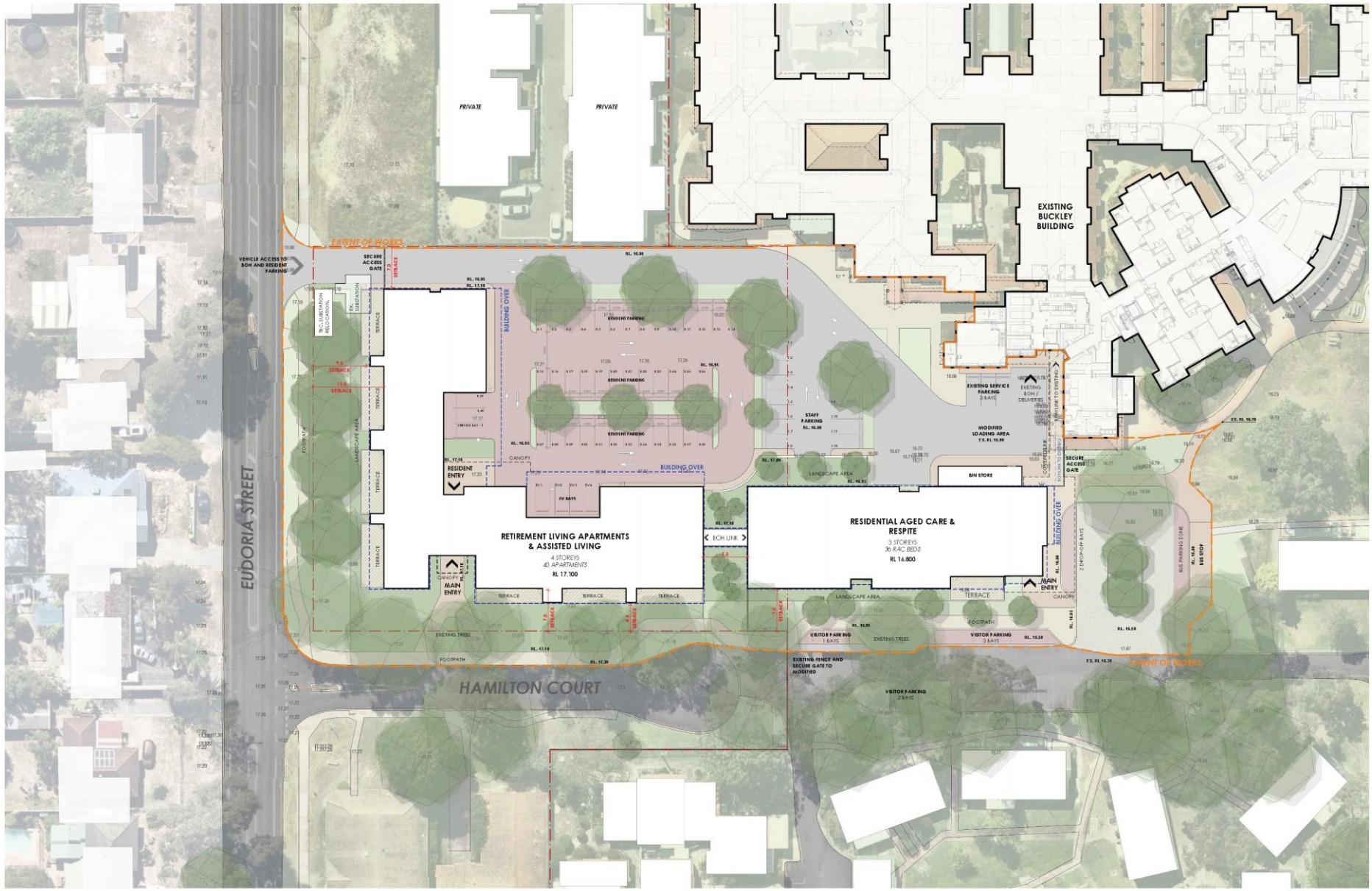
The development is estimated to generate approximately 206 vehicle trips per day, including around 31 vehicle trips during the site peak hour. This level of traffic generation is relatively modest and is not expected to materially affect the operation of the surrounding road network.

Pedestrian access will be provided through the existing and proposed internal footpath network, with connections to Eudoria Street, Hamilton Court and the broader Amaroo Village. Bicycle parking and end-of-trip facilities should be incorporated during subsequent design stages, including a secure bicycle parking room for the independent living apartments and appropriate staff and visitor bicycle facilities for the RACF.

The available five-year crash history does not indicate an existing site-specific road safety issue associated with the development access points. Overall, the proposed development is considered capable of being accommodated by the surrounding transport network, subject to implementation of the bicycle parking and end-of-trip recommendations identified in this report.

Appendices

Appendix A: Proposed development plans



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PROPOSED SITE PLAN
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 | Date 03/08/26 | Project No. 3431 | Sheet No. SK.01.200 | Revision

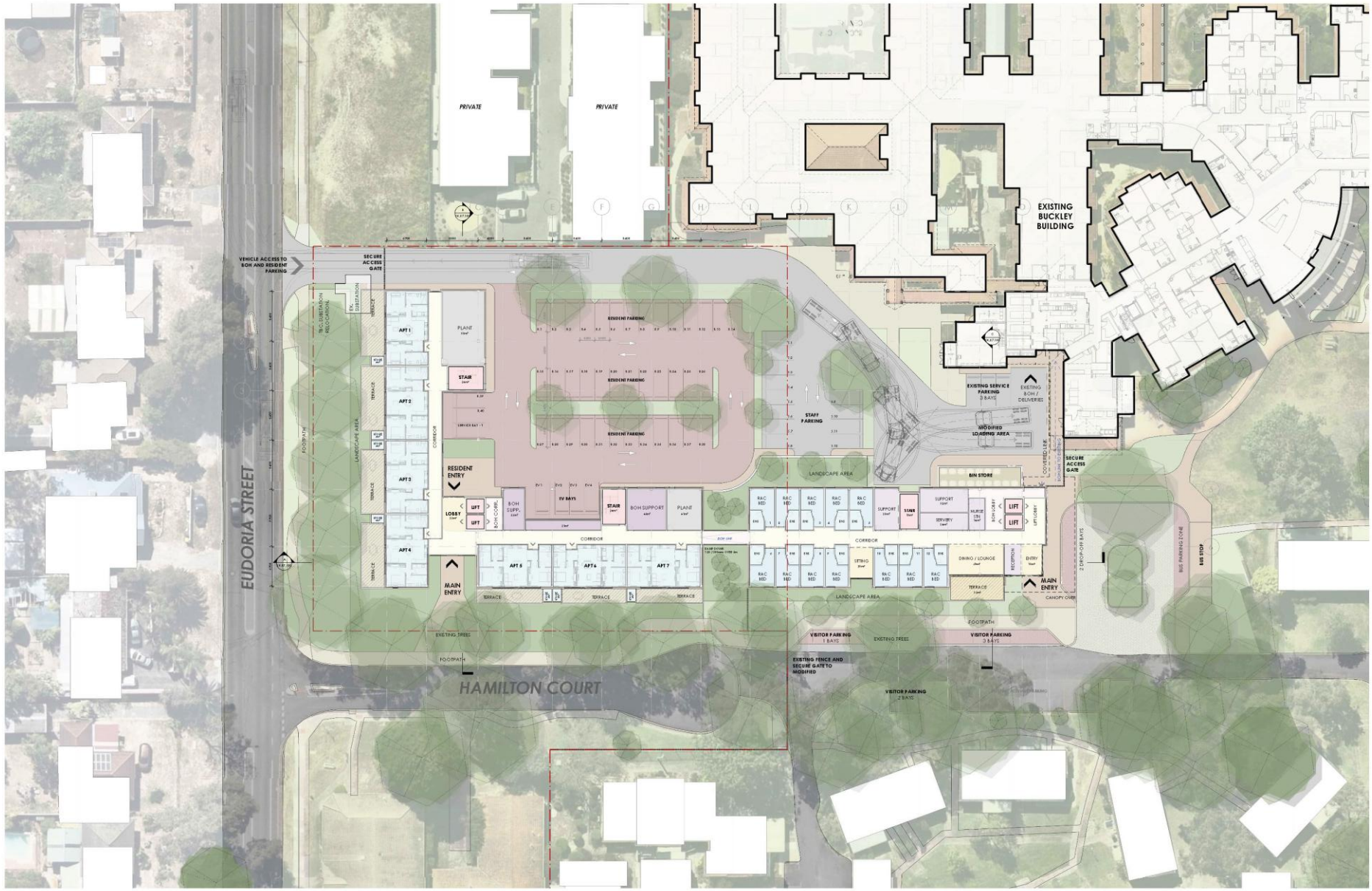


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ARCHITECTURE

PROPOSED SITE PLAN - DOROTHY STREET CARPARK
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 | Date 03/08/26 | Project No. 3431 | Sheet No. SK.01.201 | Revision



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GROUND FLOOR PLAN
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 | Date 08/09/26 | Project No. 3431 | Sheet No. SK.03.100 | Revision



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LEVEL 1 FLOOR PLAN
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 Date 03/08/26

Project No.	Sheet No.	Revision
3431	SK.03.101	



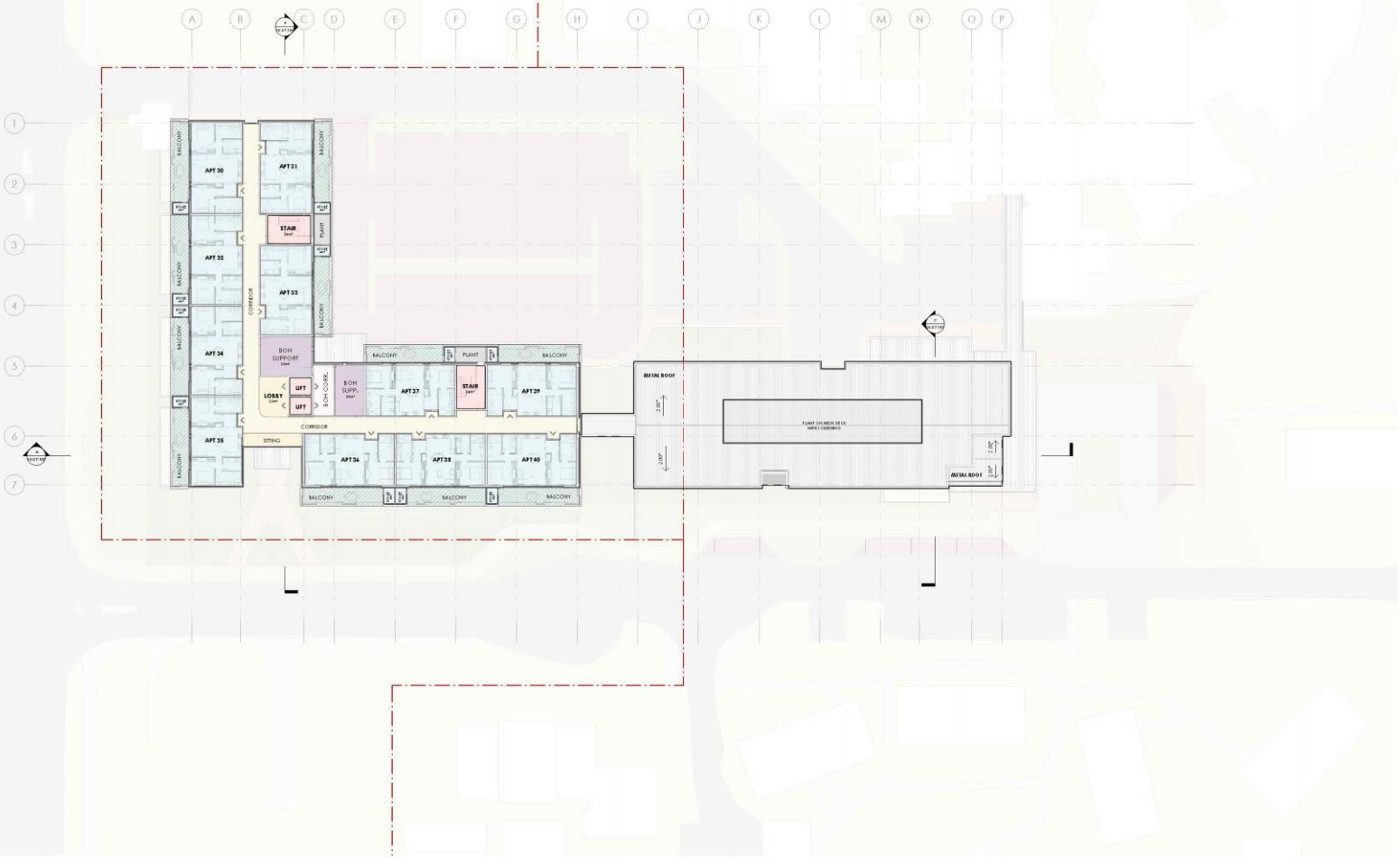
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LEVEL 2 FLOOR PLAN
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 Date 03/08/26

Project No.	Sheet No.	Revision
3431	SK.03.102	



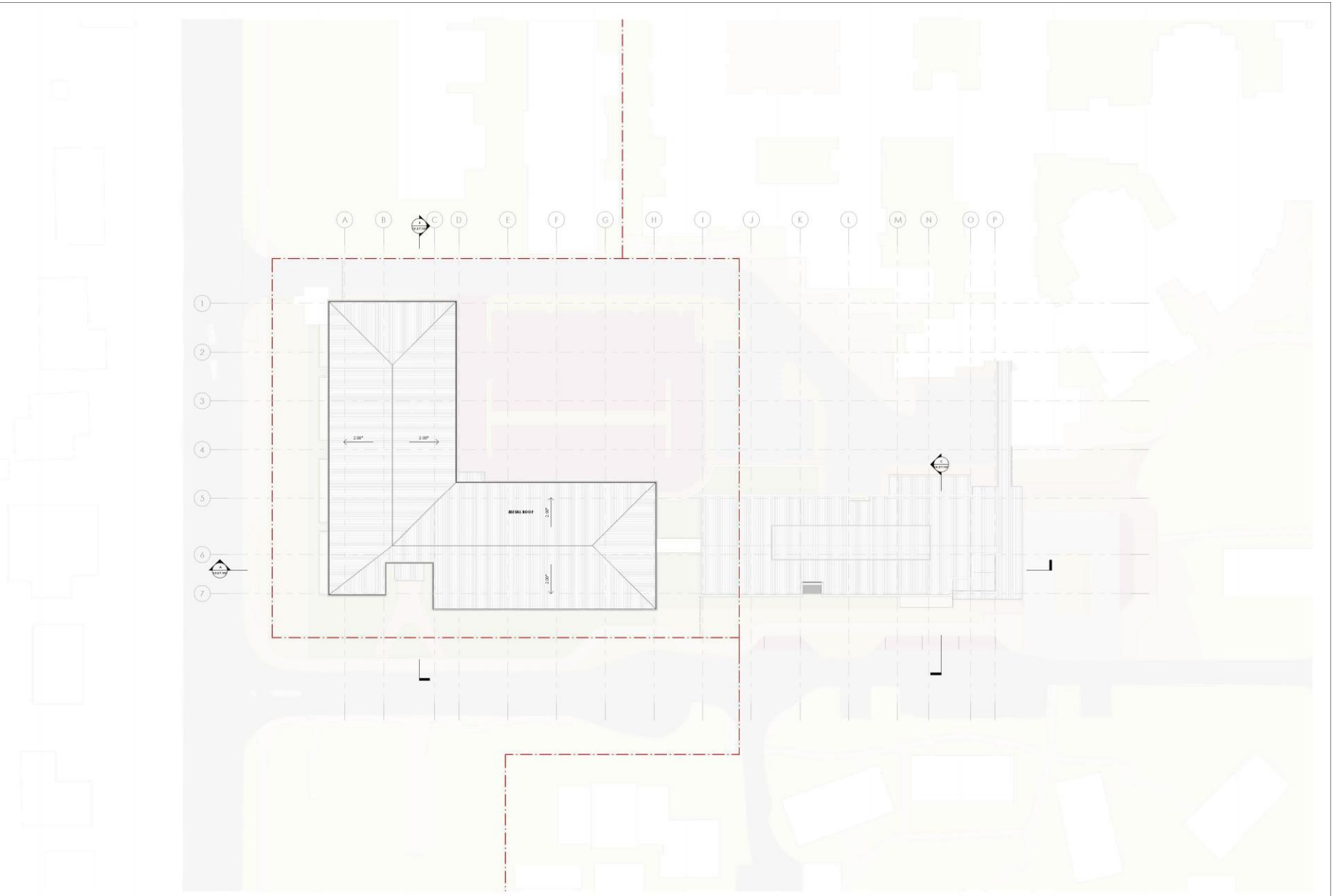
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ARCHITECTURE

LEVEL 3 FLOOR PLAN
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 Date 03/08/26

Project No.	Sheet No.	Revision
3431	SK.03.103	



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ARCHITECTURE

ROOF PLAN
AMAROO GOSNELLS APARTMENTS

PRELIMINARY DEVELOPMENT PLANS
WORK IN PROGRESS

Scale 1 : 200 @ A0 Date 03/08/26

Project No.	Sheet No.	Revision
3431	SK.03.104	

Appendix B: Swept path diagrams

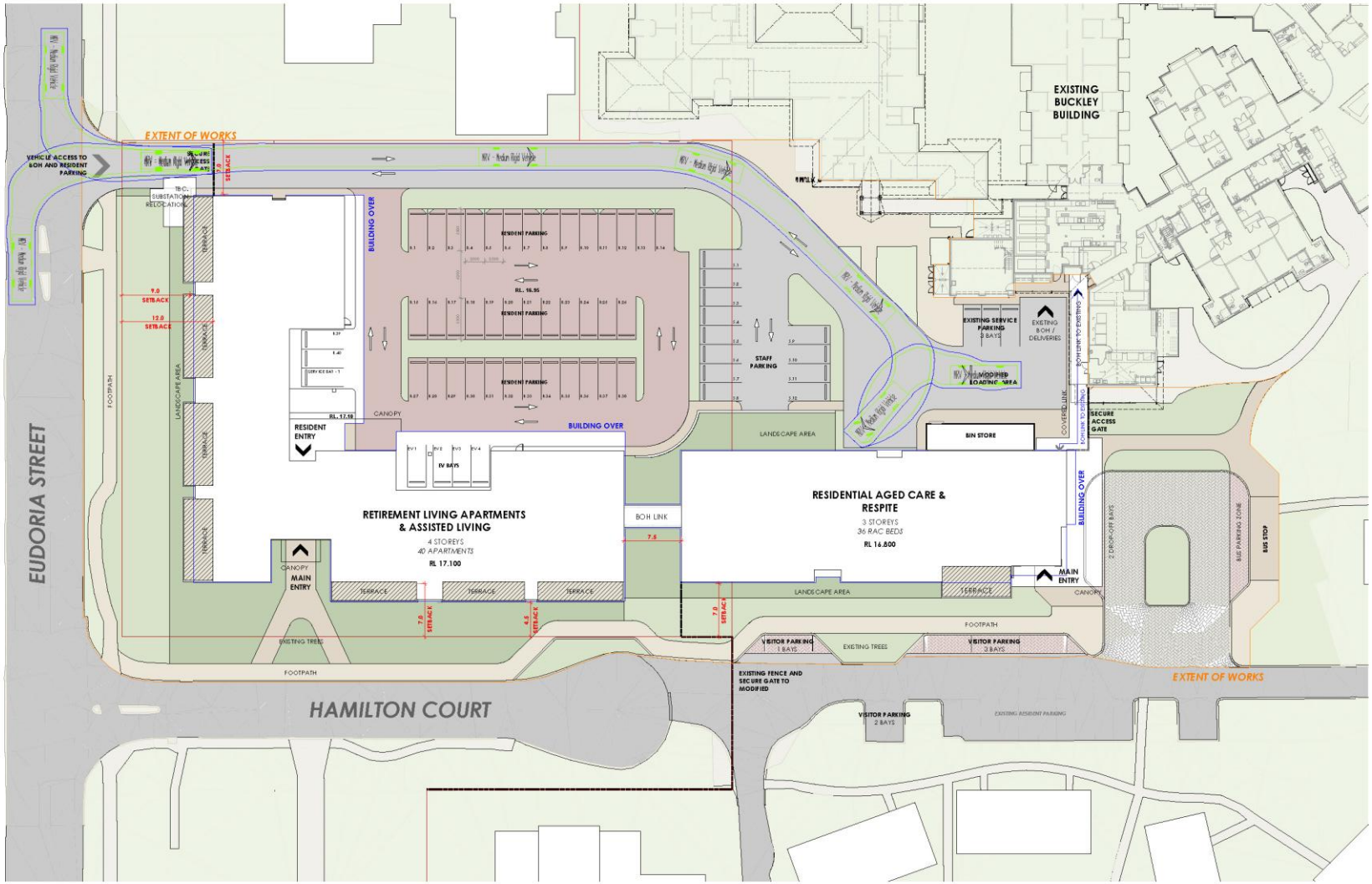
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 500mm safety buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:

Rev:	Date:	Notes:
1	23/09/2026	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Amaroo Care Services Ltd

Project: U26.105 - Lot 20 Eudoria Street, Gosnells
Proposed Aged Care Development

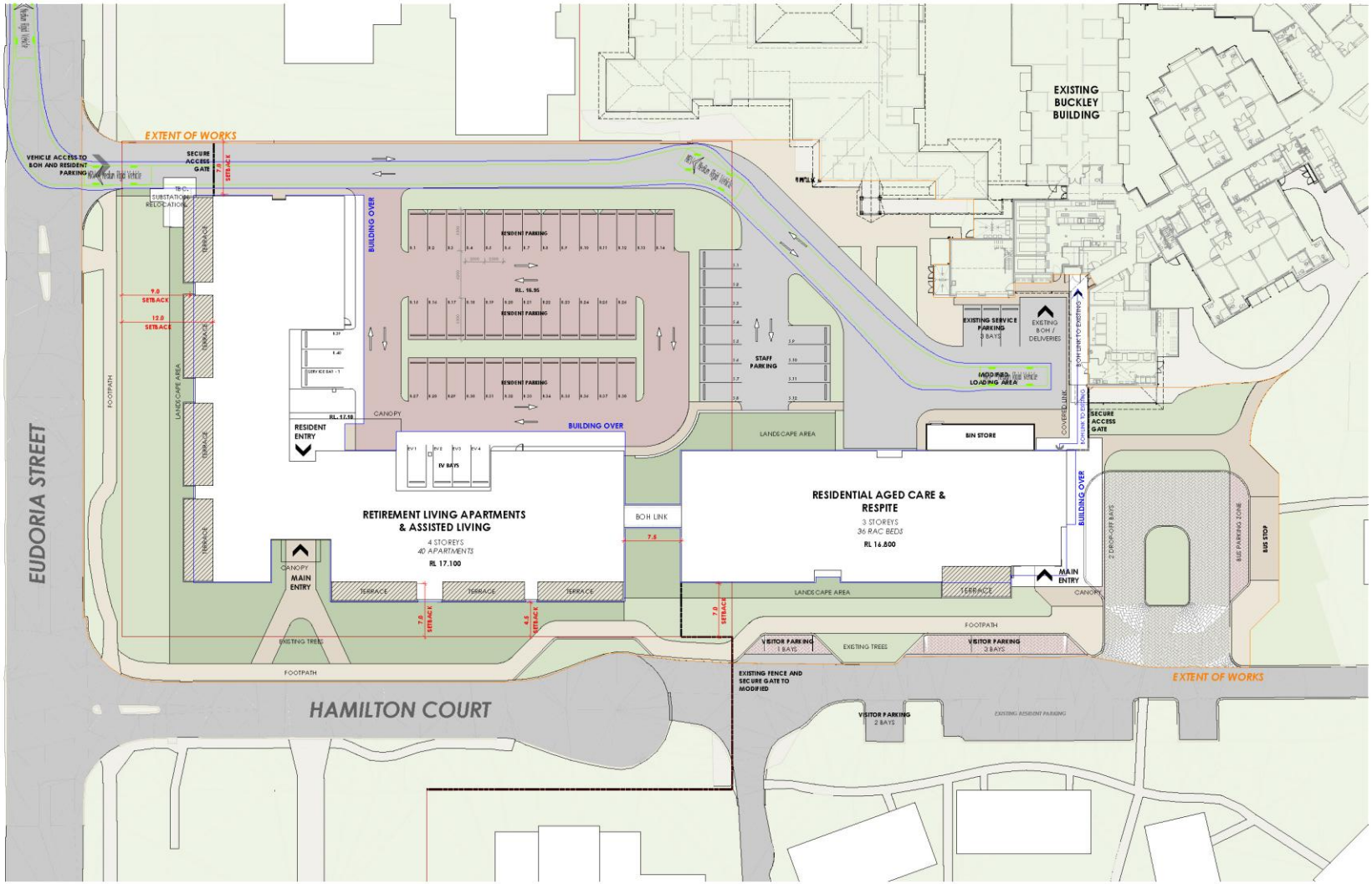
Drawing Title: Swept path analysis - loading area entry
AS 2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 23/09/2026

Scale @ A3: 1:500

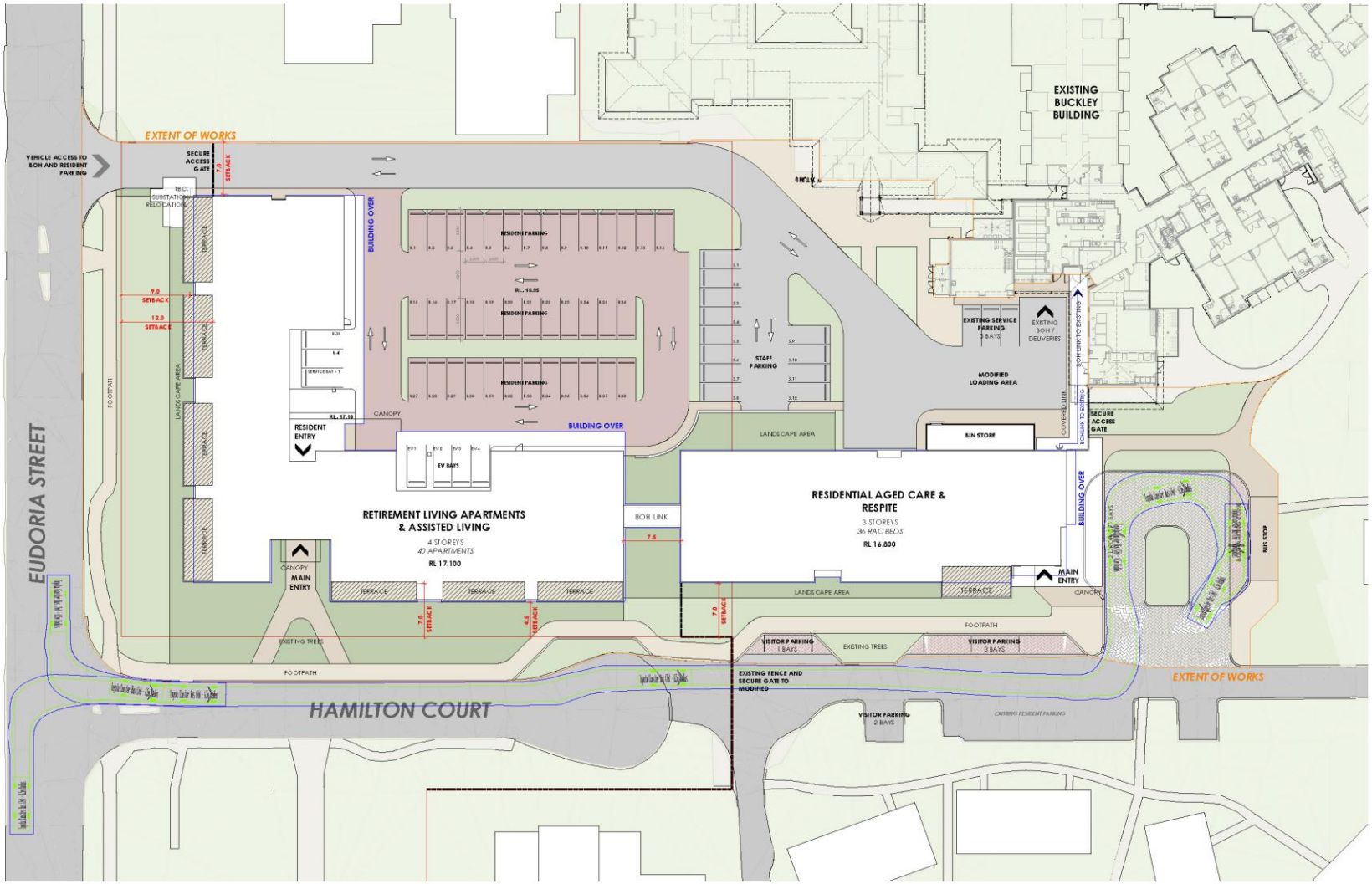
Revision: sk01

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0433858164



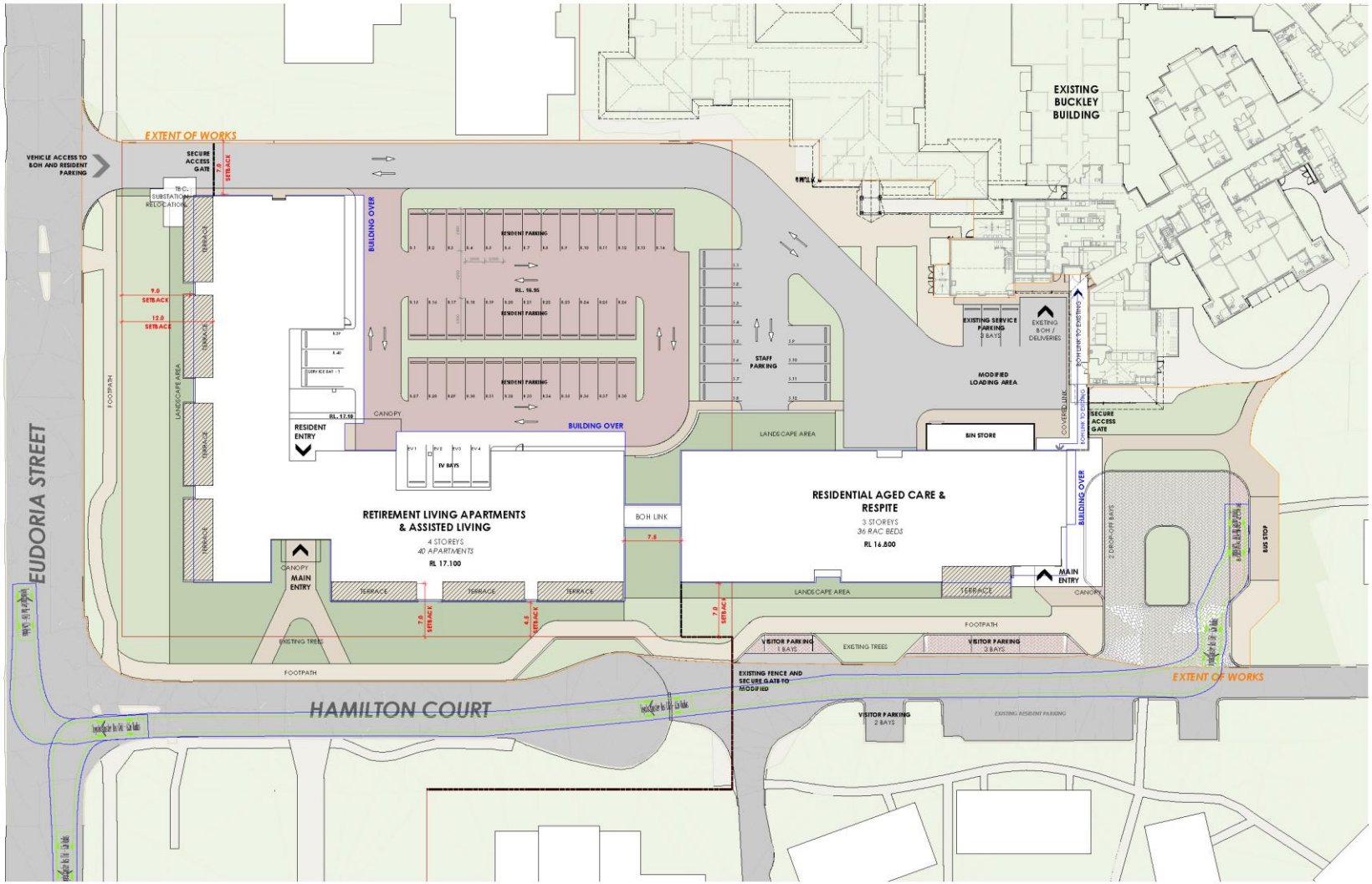
Revision notes:		
Rev:	Date:	Notes:
1	23/09/2026	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous	Project: U26.105 - Lot 20 Eudoria Street, Gosnells Proposed Aged Care Development	Date: 23/09/2026	urbii Sustainable Transport. Safe Solutions
Client: Amaroo Care Services Ltd	Drawing Title: Swept path analysis - loading area exit AS 2890.2 - 8.8m Medium Rigid Vehicle (MRV)	Scale @ A3: 1:500 Revision: sk02	PO Box 4315, Baldivis WA 6171 customer@urbii.com.au 0433858164



Revision notes:		
Rev:	Date:	Notes:
1	23/09/2026	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous	Project: U26.105 - Lot 20 Eudoria Street, Gosnells Proposed Aged Care Development	Date: 23/09/2026	urbii Sustainable Transport. Safe Solutions
Client: Amaroo Care Services Ltd	Drawing Title: Swept path analysis - bus stop entry 7m Toyota Coaster Mini Bus	Scale @ A3: 1:500	PO Box 4315, Baldivis WA 6171 customer@urbii.com.au 0433958164
		Revision: sk03	



Revision notes:

Rev:	Date:	Notes:
1	23/09/2026	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Amaroo Care Services Ltd

Project: U26.105 - Lot 20 Eudoria Street, Gosnells
Proposed Aged Care Development

Drawing Title: Swept path analysis - bus stop exit
7m Toyota Coaster Mini Bus

Date: 23/09/2026

Scale @ A3: 1:500

Revision: sk04

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