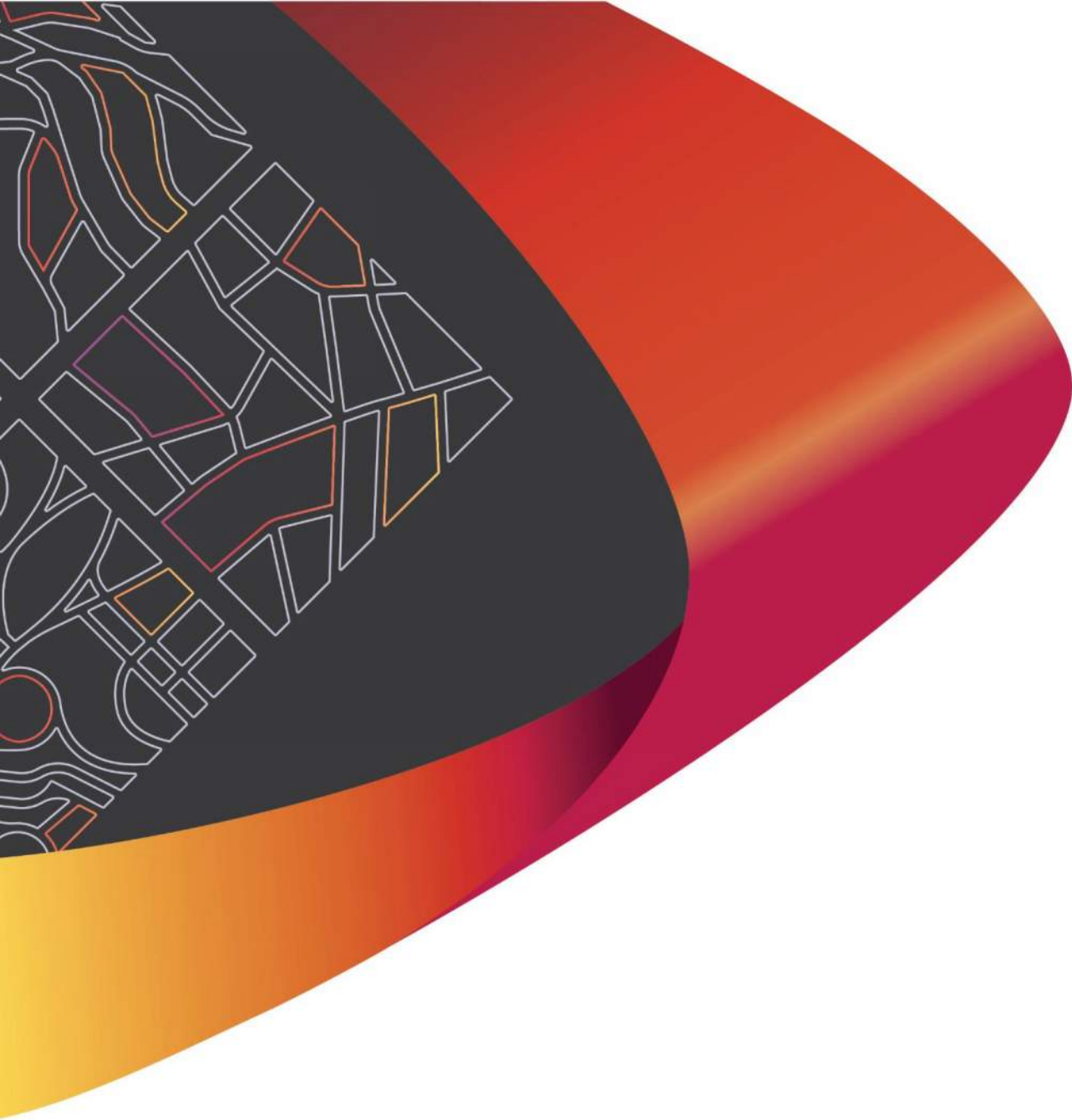




TRANSPORT IMPACT STATEMENT

109 Brooklands Drive, Henley Brook

Maxas Nominees Pty Ltd

P004902

Rev: A Draft

22 May 2026



Premise

PART OF THE
Amey GROUP

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Abel Tan		Jelena Simic		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

Site Context

- > The project location is 109 Brooklands Drive, Henley Brook and is located within the Henley Brook Local Structure Plan area. The proponent seeks to demolish the existing structures and replace them with a new development.
- > The proposed development is a Childcare Centre with a capacity of 94 children and 18 staff members.
- > The site is fronted by Brooklands Drive in the north, providing main visitor vehicular and pedestrian access to the subject site.
- > Staff and service vehicles will access the site via a dedicated access point on Brooklands Drive.

Technical Findings

- > The proposed development will generate up to 280 vehicular trips per day; 76 vehicular trips per hour in AM and 75 vehicular trips per hour in PM peak.
- > According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.
- > The surrounding road network is expected to successfully absorb the additional traffic.

Relationship with Policies

- > In accordance with the City of Swan's Local Planning Policies, the proposed development will require 30 bays to achieve statutory compliance. The plans for the proposed development show 28 bays, resulting in a statutory shortfall of 2 bays to the requirements. Subsequent analysis shows that the proposed parking arrangement can effectively cater to the operational requirements of the proposed development.
- > The plans do not show a dedicated service bay and propose waste collection on the verge rather than on the site.
- > The plans for the proposed development do not provide any bicycle bays.
- > The proposed development plans comply with the performance objectives of AS/NZS 2890.1 (Car Parking) and have minor departures from the City of Swan Crossover Guidelines, as detailed in the report. These departures do not affect navigability.
- > All potential service vehicles will be able to manoeuvre within the site's boundaries during off peak hours.

Conclusion

- > As stated above the additional traffic attracted to the subject site is expected to increase by a maximum of 280 vehicular trips per day, 76 vehicular trips in the AM peak hour and 75 vehicular trips in the PM peak hour respectively.
- > 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 Maxas Nominees Pty Ltd to conduct a Transport Impact Statement (TIS) for the proposed development at 109 Brooklands Drive, Henley Brook within the City of Swan.

The proposed development will comprise a childcare centre accommodating 94 children and 18 staff members.

2.2 Scope and Study Area

Premise has prepared a TIS to evaluate the potential impacts associated with the childcare centre.

The purpose of this assessment is to evaluate the suitability of the project area 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 TIS 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 an 800-metre radius of the subject site.
- > Review requirements for crossover configurations, slip lanes, sight distances etc.
- > Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use and review the impact on the network capacity.
- > Assess parking requirements for permanent workers and patrons.
- > Confirmation of the maximum size vehicle accessing the service station and the proposed access point.
- > Review available and proposed routes for heavy vehicle access.
- > Premise will provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments.
- > The report will include an Executive Summary which highlights the key issues found in the report.
- > Swept paths for a relevant service vehicle and rigid HV to demonstrate navigability of the layout.



3. EXISTING CONDITIONS

3.1 Project Area Location and Description

The site is located 109 Brooklands Drive, Henley Brook and is under jurisdiction of the City of Swan. The site has frontage to Brooklands Drive to the north. There is a pre-existing residential development on the site.

Figure 1 - Location of the project area



3.2 Review of the Local Structure Plan

The subject site is located within the Henley Brook Local Structure Plan (LSP) area. The LSP provides the guiding framework for the coordinated subdivision and development of the wider Henley Brook locality into a residential neighbourhood.

The LSP provides for the development of approximately 3,500 new dwellings, accommodating a future population of around 9,800 residents. The total traffic generation from the fully developed area is forecast to be in the order of 28,000 vehicle trips per day. The proposed childcare centre is therefore a component of a major urban expansion area.

3.2.1 PROPOSED ROAD NETWORK AND CLASSIFICATION CHANGES IN SURROUNDING AREA

The Henley Brook Local Structure Plan outlines a series of upgrades and reclassifications for the existing road network to establish a clear hierarchy designed to accommodate future traffic growth. These changes are intended to direct higher traffic volumes onto designated connector roads, preserving the amenity of local access streets.

The proposed classifications for roads relevant to the development site are detailed in Table 6 of the LSP and are as follows:

- > **Brooklands Drive:** This road is proposed to be classified as a Neighbourhood Connector A on the section west of Access Street C (represented by Wongin Boulevard) with a proposed width of 24.4m and Neighbourhood Connector B east of Access Street C with an unchanged width.
- > **Henley Street:** This street is set to be upgraded to a **Neighbourhood Connector A**, with the road reserve changed from 20-25m to 24.4m.

3.2.2 PLANNED FUTURE PUBLIC TRANSPORT SERVICES

At the Structure Plan preparation phase, the Public Transport Authority (PTA) has advised that Route 353 will be modified to run through the Structure Plan area, specifically along Losino Boulevard, Andrea Drive, and Henley Street. Additionally, future bus route 354 is expected to be routed through the structure plan area, providing an additional connection between the future Whiteman and Ellenbrook Train Stations via Aveley.

3.2.3 PLANNED PEDESTRIAN AND CYCLING NETWORK

The Henley Brook Local Structure Plan (LSP) proposes an extensive and connected network for active transport to be installed throughout the area as development progresses. The goal is to create a safe and permeable environment for both pedestrians and cyclists.

The LSP outlines specific infrastructure for each road classification. A summary of the standard for cycling and pedestrian facilities on certain road types is provided in the following table.

Table 1 - Typical Pedestrian and Cyclist Networks

Road Type / Area	Cycling Facilities	Pedestrian Facilities
Integrator B (25.2m)	On-road cycle lanes (x2)	Pedestrian paths (x2)
Neighbourhood connector A (24.4m)	On-road cycle lanes (x2)	Pedestrian paths (x2)
Neighbourhood connector B (19.4m)	Shared path (1x)	Pedestrian path (1x)
Access street B (17.9m)	Shared path (1x)	Pedestrian path (1x)
Access street C & D (15 – 17.9m)	On-road (shared)	Pedestrian path (1x)
Safe Active Street	On-road (shared)	Pedestrian path (1x)

3.3 Existing Traffic Conditions

The existing road classification and description of the surrounding road network are outlined in **Table 2**.

Table 2 – Road Classification and Description

Road Name	Brooklands Drive
Number of Lanes	two-way, one lane (no linemarking), undivided
Road Reservation Width	approximately 20m
Road Pavement Width	approximately 5m within the vicinity of the site
Classification	Access Road
Speed Limit	50kph or State Limit

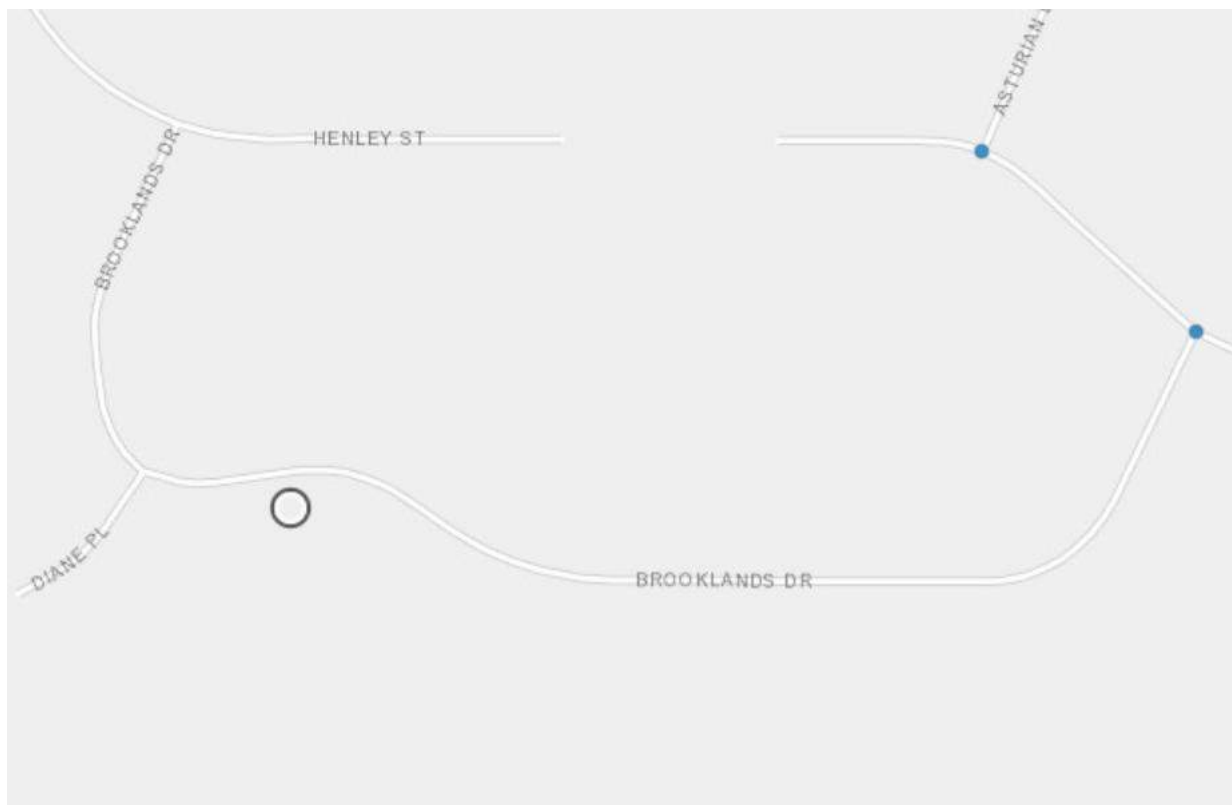
Road Name	Brooklands Drive
Bus Route	NO
If YES Nominate Bus Routes	
On-street parking	NO

Road Name	Henley Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	approximately 20m
Road Pavement Width	approximately 6m
Classification	Access Road
Speed Limit	Varies, 50kph east of 263 Henley Street 60kph west of 263 Henley Street
Bus Route	NO
On-street parking	NO

Road Name	Wongin Boulevard
Number of Lanes	two-way, one lane each direction, undivided
Road Reservation Width	approximately 15m
Road Pavement Width	approximately 7.5m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES

3.4 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 2024.

Figure 2 - MRWA Crash Map

A review of historical crash data indicates that there have been no recorded incidents along the immediate frontage or within the direct vicinity of the subject site. The limited crash history observed within the broader network is concentrated entirely at the intersections more than 1km away from the site.

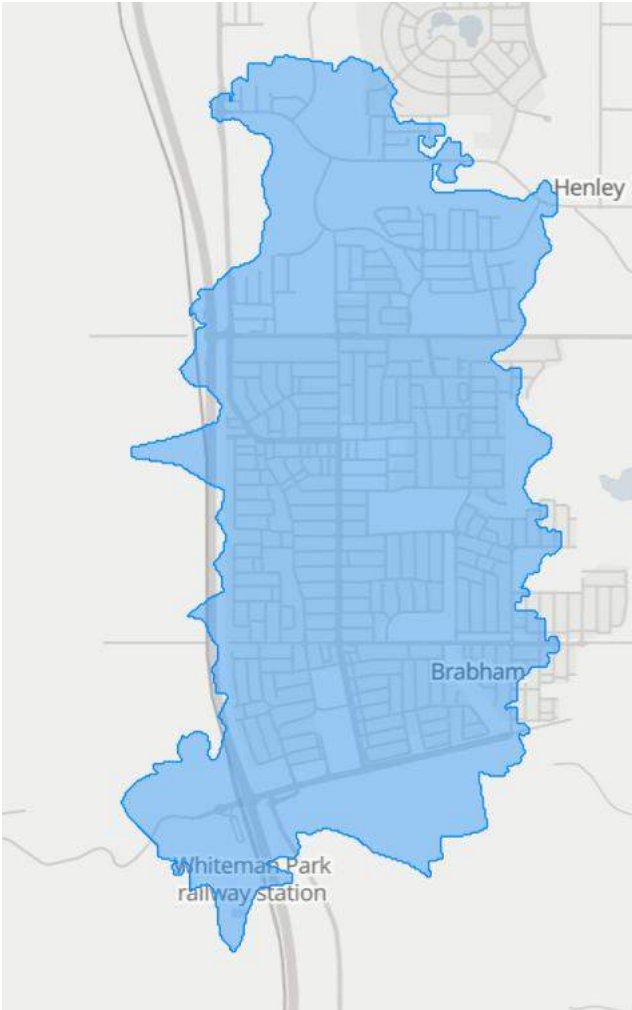
3.5 Existing Traffic Flow

Baseline traffic volumes for the immediate road network were sought directly from the City of Swan. The City advised that no historical traffic data is available for the surrounding roads.

3.6 Public Transport

A review of the existing transport infrastructure indicates that the site is not currently serviced by any public transport routes within a standard walkable catchment.

Figure 3 - 30min public transport catchment (app.traveltime.com)



3.7 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the project area.

Table 3 - PBN routes in the vicinity of the subject site

Classification		Road Name	
"Bicycle Boulevard"		Part of Henley Street	
What is the Walk Score Rating?			
0	Car-Dependent. Almost all errands require a car.		

Figure 4 - 10min walking catchment (app.traveltime.com)

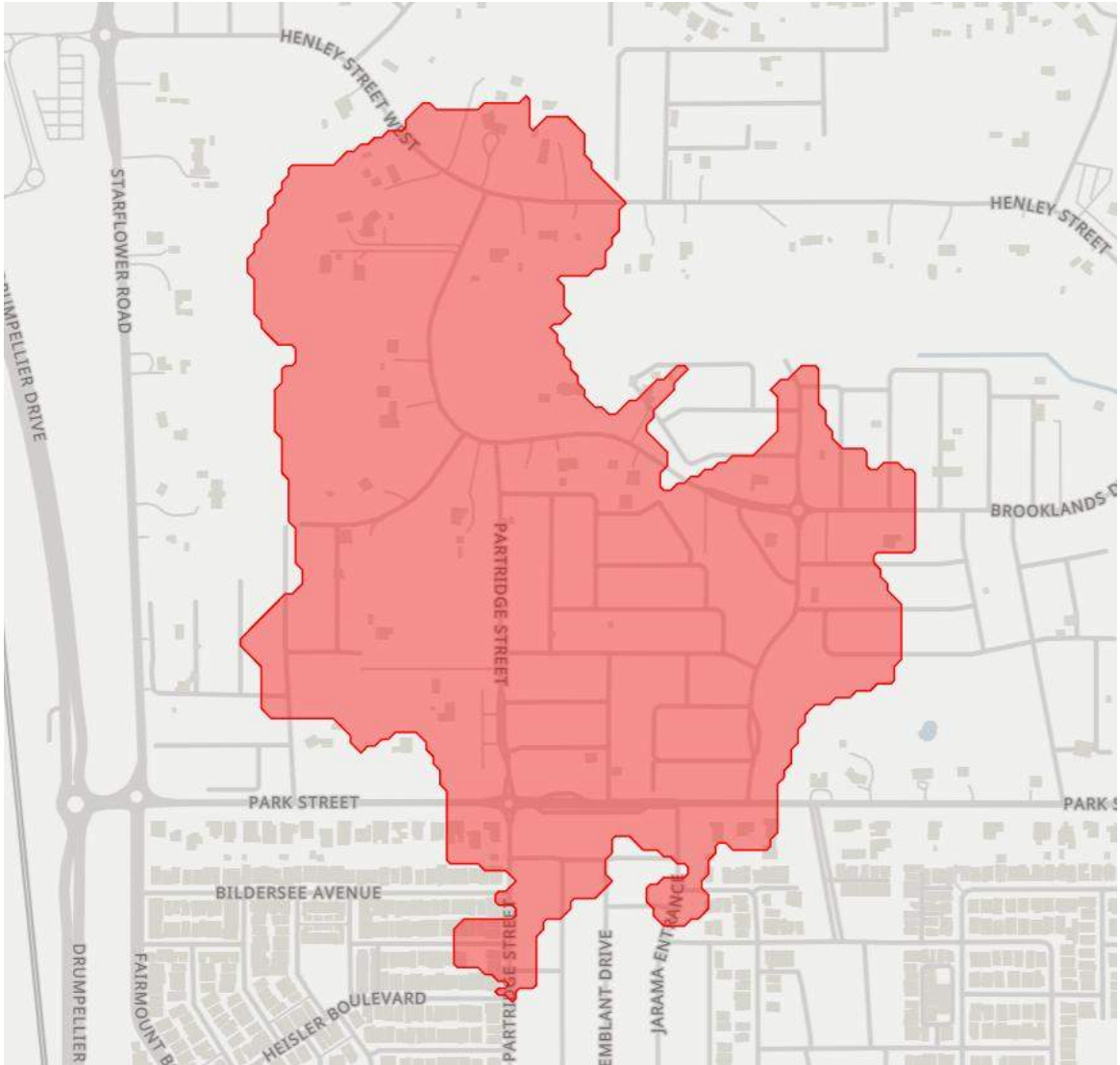
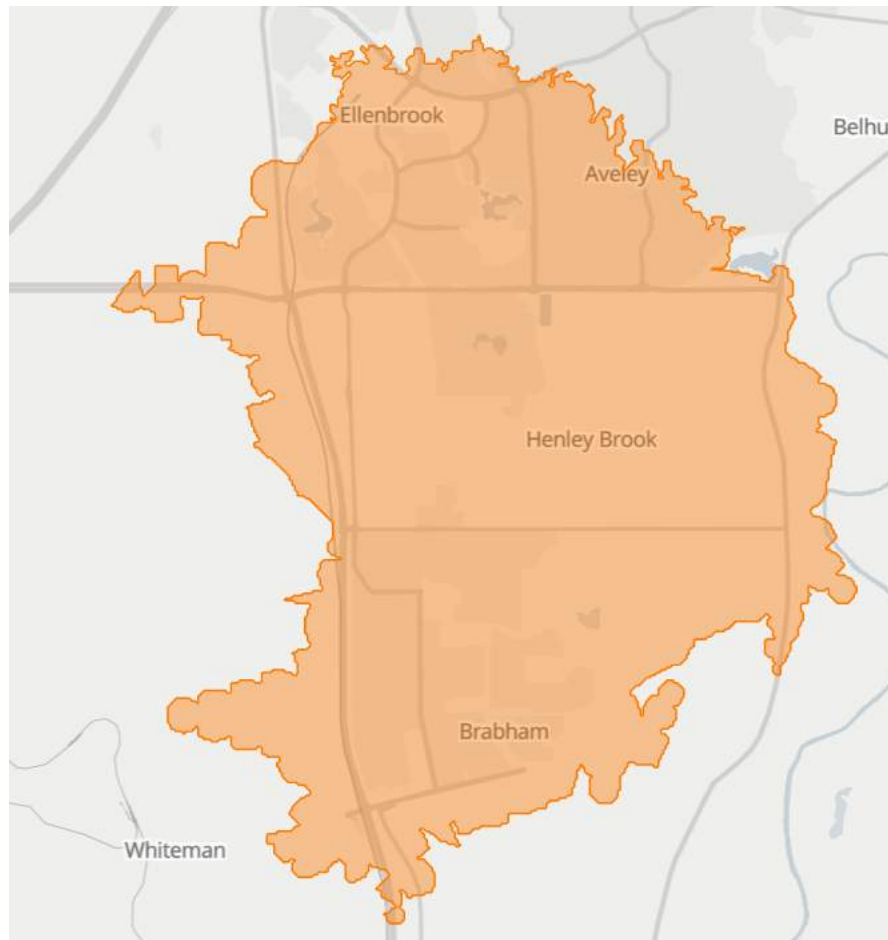


Figure 5 - 15min cycling catchment (app.traveltime.com)

A review of the surrounding active transport infrastructure indicates a lack of dedicated pedestrian facilities serving the site. Consequently, it is anticipated that active transport mode share will be negligible, and access to the development will be almost entirely reliant on private vehicles.

4. PROPOSED DEVELOPMENT

4.1 Overview of the Proposed Development

The development proposal is summarized in the **Table 4**. The development proposal includes a childcare centre that is proposed to accommodate a total of 94 children and is expected to employ up to 18 staff, inclusive of a cook and a centre manager.

Table 4 - Proposed land uses and yields

Proposed Land Use	Yield
Childcare Centre	94 Children
Staff	18 employees

4.2 Vehicular Parking

The City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards states that the car parking requirements for childcare premises developments are to be in line with the extracted rates from the table below.

Table 5 - Car parking provision rates

Guideline document	Car parking requirement
City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards	Child Care Premises: 1 space per employee, plus 1 space per every 8 children allowed under maximum occupancy

Table 6 – Car parking requirement calculations

Land Use / Type	Yield	Required Parking
Children in Childcare	94 children	12 bays
Employees	18 employees	18 bays
Total Parking Required:		30 bays
Total Parking Provided:		28 bays

The plans for the proposed development show 28 on-site car parking bays, resulting in statutory shortfall of 2 parking bays.

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities, Australian Standard for parking facilities (AS 2890.02), which prescribes geometric and design requirements for off-street commercial vehicle facilities; and Part 6: Off-street parking for people with disabilities - AS2890.06.

The site plans show 28 car parking bays inclusive of ACROD bays.

Parking areas are designed to accommodate User Class 1 - Employee and commuter parking (generally, all-day parking), User Class 3 - Short-term city and town centre parking, parking stations, hospital and medical centres and User Class 4 - Parking for people with disabilities.

The site provides 1 access driveway on Brooklands Drive.

Figure 6 - Access Facility Categories

TABLE 3.1
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

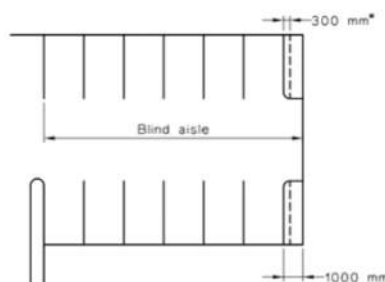
As the driveways service primarily user class 3 visitors with frontages along local roads and provides access to 28 parking bays, the access driveway is classified as a category 2 driveway and will be assessed according to AS2890.1 standards.

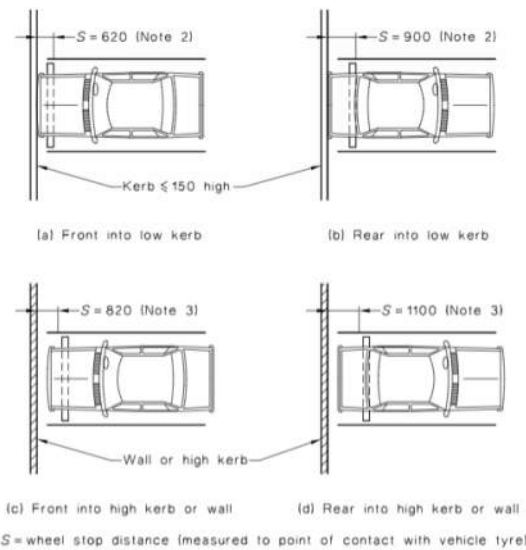
4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

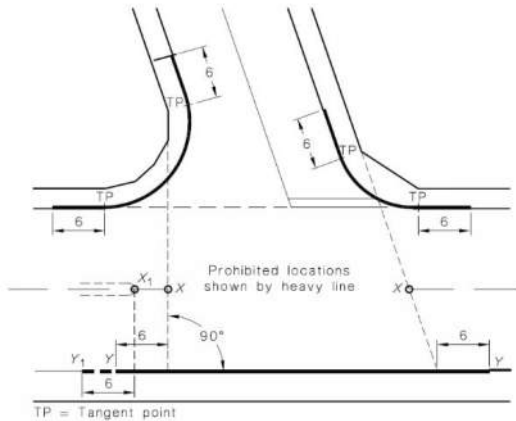
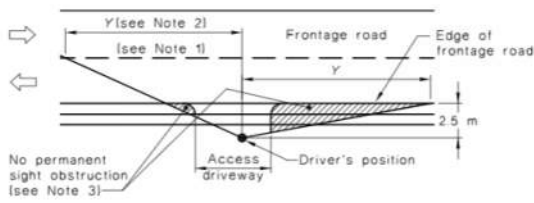
Table 7 - Parking dimensions comparisons

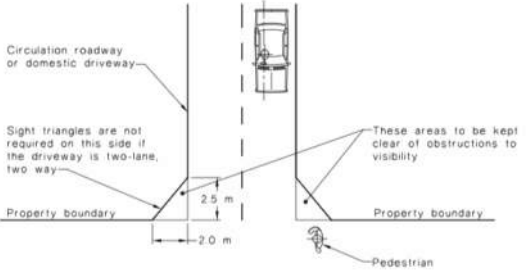
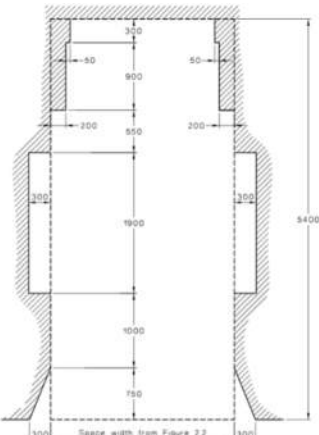
Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.06. Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents/Employees	5.4m	5.4m	2.4m	2.4m	5.8m	6m
All bays at 90° (User Class 3) VISITORS	5.4m	5.4m	2.6m	2.6m	5.8m	6m
Accessible Parking	5.4m	5.4m	2.4m–ACROD 2.4m–shared space	2.5m 2.4m	5.8m	6m

Table 8 - Layout Comparison (AS2890.1)

REQUIREMENT	COMPLIANCE
<i>"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 300mm if it is bounded by a wall or fence.</i>  *Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii). DIMENSIONS IN MILLIMETRES FIGURE 2.3 BLIND AISLE EXTENSION <i>In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90-degree spaces plus 1m, unless provision is made for cars to turn around at the end and drive out forwards.</i>	Blind aisles are extended by at least 1m beyond the last parking space. There are no bays that are bounded by walls. A reversing bay has been provided.

REQUIREMENT	COMPLIANCE
<i>"2.4.5.4 Wheel stops</i> <i>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.</i> <i>NOTES:</i> 1. Typical uses of wheel stops are as follows: • Control of kerb overhang where inconvenient or hazardous for pedestrians • Inhibiting contact with an end barrier or high kerb • Inhibiting encroachment into an opposing parking space. 2. Wheel stops should be avoided in any situation where they may be in the path of pedestrians moving to or from parked vehicles, or crossing a car park for any other purpose.  (a) Front into low kerb (b) Rear into low kerb (c) Front into high kerb or wall (d) Rear into high kerb or wall S = wheel stop distance (measured to point of contact with vehicle tyre)	Wheel stops are in appropriate locations with sufficient distances from low kerbs or pedestrian pathways.
<i>"3.2 ACCESS DRIVEWAYS — WIDTH AND LOCATION</i> <i>(a) Driveway Categories 1 and 2</i> <i>At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."</i>	The proposed driveway to an intersection with gazetted roads is located more than 6m from the tangent point of the closest intersection which is in accordance with the standard.

REQUIREMENT	COMPLIANCE																									
 TP = Tangent point																										
<i>"3.2.1 Access driveway widths</i> TABLE 3.2 ACCESS DRIVEWAY WIDTHS <table><tr><th>Category</th><th>Entry width</th><th>Exit width</th><th>Separation of driveways</th></tr><tr><td>1</td><td>3.0 to 5.5</td><td>(Combined) (see Note)</td><td>N/A</td></tr><tr><td>2</td><td>6.0 to 9.0</td><td>(Combined) (see Note)</td><td>N/A</td></tr><tr><td>3</td><td>6.0</td><td>4.0 to 6.0</td><td>1 to 3</td></tr><tr><td>4</td><td>6.0 to 8.0</td><td>6.0 to 8.0</td><td>1 to 3</td></tr><tr><td>5</td><td colspan="3">To be provided as an intersection, not an access driveway, see Clause 3.1.1.</td></tr></table> NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.	Category	Entry width	Exit width	Separation of driveways	1	3.0 to 5.5	(Combined) (see Note)	N/A	2	6.0 to 9.0	(Combined) (see Note)	N/A	3	6.0	4.0 to 6.0	1 to 3	4	6.0 to 8.0	6.0 to 8.0	1 to 3	5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.			The driveway located on Brooklands Drive is 6m wide.	
Category	Entry width	Exit width	Separation of driveways																							
1	3.0 to 5.5	(Combined) (see Note)	N/A																							
2	6.0 to 9.0	(Combined) (see Note)	N/A																							
3	6.0	4.0 to 6.0	1 to 3																							
4	6.0 to 8.0	6.0 to 8.0	1 to 3																							
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.																									
<i>"3.2.4 Sight distance at access driveway exits</i> (a) <i>Entering sight distance</i> 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  <table><tr><th rowspan="3">Frontage road speed (Note 4) km/h</th><th colspan="3">Distance (Y) along frontage road m</th></tr><tr><th colspan="2">Access driveways other than domestic (Note 5)</th><th rowspan="2">Domestic property access (Note 6)</th></tr><tr><th>Desirable 5 s gap</th><th>Minimum SSD</th></tr><tr><td>40</td><td>55</td><td>35</td><td>30</td></tr><tr><td>50</td><td>69</td><td>45</td><td>40</td></tr><tr><td>60</td><td>83</td><td>65</td><td>55</td></tr><tr><td>70</td><td>97</td><td>85</td><td>70</td></tr></table> (b) <i>Sight distance to pedestrians</i> Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."	Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m			Access driveways other than domestic (Note 5)		Domestic property access (Note 6)	Desirable 5 s gap	Minimum SSD	40	55	35	30	50	69	45	40	60	83	65	55	70	97	85	70	There are no obstructions within the line-of-sight path for pedestrians or vehicles.
Frontage road speed (Note 4) km/h		Distance (Y) along frontage road m																								
		Access driveways other than domestic (Note 5)		Domestic property access (Note 6)																						
	Desirable 5 s gap	Minimum SSD																								
40	55	35	30																							
50	69	45	40																							
60	83	65	55																							
70	97	85	70																							

REQUIREMENT	COMPLIANCE
	
<i>"3.3 Gradients of access driveways</i> <i>(a) Property line/building alignment/pedestrian path – max. 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path (except as provided in Item (d)), and for at least the first 6m into the car park (except as provided below).</i>	n/a
<i>"5.2 Column location and spacing</i> <i>The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2.</i> 	n/a

4.2.1.2 Comparison of proposed access to City of Swan Crossover Specifications

Table 9 - Overview of Compliance with Town of Port Hedland Vehicle Crossover Specifications

REQUIREMENT	COMPLIANCE
<i>Crossovers are to be located in such a position that does not interfere with public utilities i.e. telecommunication pits, sewer pits, pram ramps or drainage structures. The crossover is to be constructed at 90 degrees to the kerb line and must not be built through the corner truncation. The location of the crossover should be no closer than 0.5m (clear distance*) from a light pole or other services and 3.5m (clear distance*)</i>	Crossover is outside the restricted areas in accordance to crossover specifications.

REQUIREMENT	COMPLIANCE
<i>from any trees on the verge. The location of the crossover must be no closer than 6m from a street corner as per Section 5.3.5 Clause C5.3 of the State Planning Policy 3.1 Residential Design Codes</i> <i>Minimum width of 3.5m, Maximum width of 11.0m</i>	Crossover is 6m wide.
<i>Crossover wings shall be constructed 1.5m wide x 3.0m long for residential and commercial properties. A radius of 1.5m for residential and 3.0m for commercial may be used. Residential crossovers greater than 5.0m in width may construct reduced wing dimensions of 0.75m wide x 1.5m long.</i>	Crossover does not have any wings

4.3 Vehicle Swept Paths

The proposed parking area has been assessed using a B99 Passenger Vehicle (5.2m) and a Small Rigid Vehicle (SRV).

No navigability issues were identified. For further details, please refer to the swept path analysis plans in Appendix C.

4.4 Parking Usage Analysis

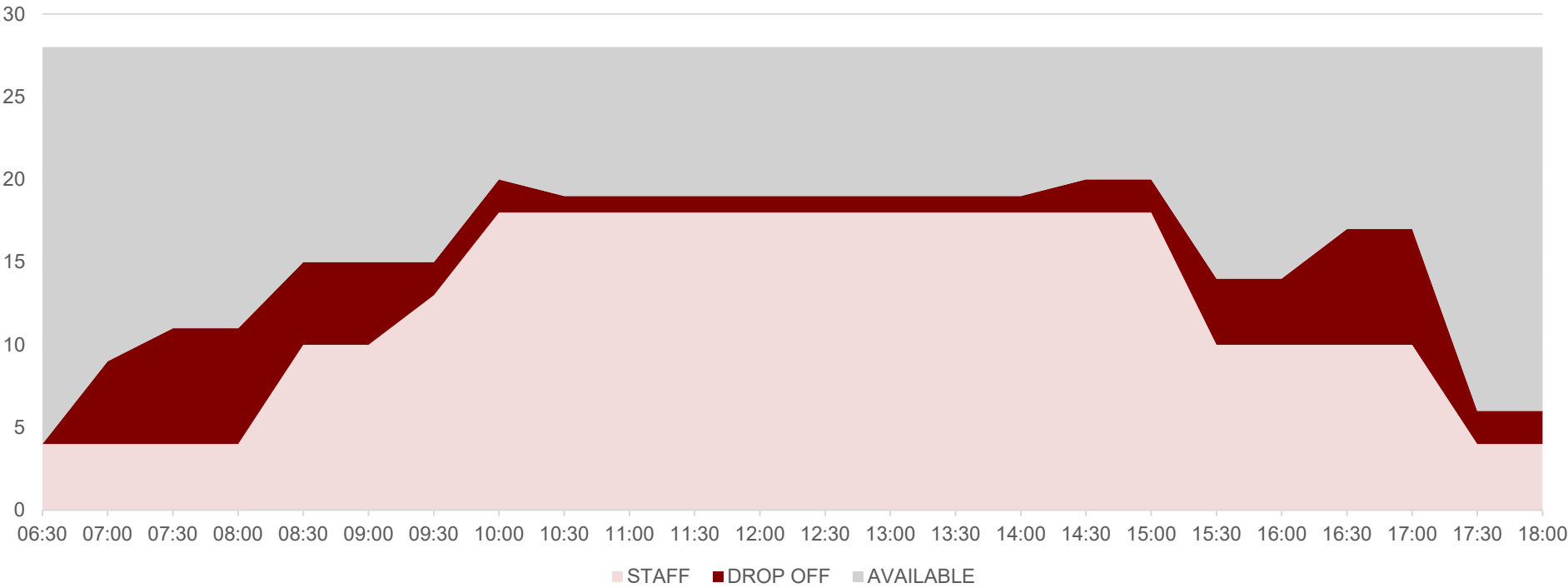
The proposed childcare centre will employ a total of 18 staff members. However, due to the nature of a long day care operation with staggered shifts, not all staff members will be on-site at the same time.

Staff will typically work on rotating shifts to cover the full operating hours of the centre (e.g., 6:30 AM to 6:30 PM).

Table 10 - Parking Demand and Availability Analysis

	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
STAFF	4	4	4	4	10	10	13	18	18	18	18	18	18	18	18	18	18	18	10	10	10	10	4	4
DROP OFF	0	5	7	7	5	5	2	2	1	1	1	1	1	1	1	1	2	2	4	4	7	7	2	2
AVAILABLE	24	19	17	17	13	13	13	8	9	9	9	9	9	9	9	9	8	8	14	14	11	11	22	22

Figure 7 - Parking Demand and Availability



The tables below show arrival departure patterns based on four weeks of sign in / sign out information obtained from various childcare providers.

Table 11 - Parking Demand and Availability Analysis – Drop off

Sign-in Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing In	Parking demand (assumed dwell time 10 minutes per vehicle)	Parking Bays available on site (at any time)
07:00 - 07:30	13.97%	13	5	23
07:30 - 08:30	40.55%	38	7	21
08:30 - 09:30	30.68%	29	5	23
09:30 - 10:30	7.67%	7	2	26
After 10:30	1.37%	1	1	27
Total:	94.25%	89 children (94.25% capacity)		

Table 12 - Parking Demand and Availability Analysis – Pick up

Sign-Out Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing out	Parking demand (assumed dwell time 10 minutes per vehicle)	Parking Bays available on site (at any time)
Before 13:30	0.55%	1	1	27
13:30 - 14:30	1.92%	2	1	27
14:30 - 15:30	11.23%	11	2	26
15:30 - 16:30	24.93%	23	4	24
16:30 - 17:30	45.21%	42	7	21
17:30 - 18:30	10.41%	10	2	26
Total:	94.25%	89 children (94.25% capacity)		

The proposed provision of 28 parking bays is therefore considered more than sufficient to accommodate the peak demand of 20 parking bays. The surplus capacity ensures that parking will always be available for staff and visitors, preventing any potential for overspill parking onto surrounding streets.

4.5 Accessible Parking

Table 13 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	Class 9b — (b) Other assembly building — (i) up to 1000 carparking spaces; - 1 space for every 50 carparking spaces or part thereof	30
Total Required		1
Total Provided		1

The requirements for accessible bays as set by the NCC 2022 Building Code of Australia – Volume One is 1 bay. Plans for the proposed development show 1 ACROD bay and therefore a considered sufficient to requirements.

4.6 Bicycle Parking

A review of the City of Swan's planning framework, including the Local Planning Scheme No. 17 and relevant Local Planning Policies in regard to parking, indicates there are no specific quantitative requirements for bicycle parking for a childcare development.

Furthermore, given the nature of the development, where parents are transporting young children, cycling is considered an unlikely travel mode for the majority of visitors. This is compounded by the lack of dedicated cycling paths on Brooklands Drive in its current state.

4.7 Delivery and Service

All refuse and recycling materials for the proposed development will be managed from a dedicated bin store. This store is located on the southwestern portion of the site.

On scheduled collection days, a waste collection vehicle will collect waste from the verge.

Table 14 – Delivery/service parking provision rates and calculation

Guideline document	Delivery/service parking requirement	Yield	Calculation
City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards	In addition to the parking spaces required for owners, occupants, employees, customers or visitors, one parking space shall be provided for each commercial vehicle used in conjunction with the operation of any land use. Parking spaces for such accessory vehicles shall be within the parking facility on the same lot or adjacent to any building.	1	1
Total Required			1
Total Provided			0

The requirements for commercial vehicle / service vehicle parking for this type of development is 1 bay. The proposed development has provided no bays.

4.8 Traffic Impact of the Proposed Development

WAPC TIA Guidelines suggested trip rates are to be used. Where specific land uses' rates are not available in this document, The NSW Guide to Transport Impact Assessment (GTIA 2024) is to be used.

Lastly, Transportation Engineers (ITE) Common Trip Generation Rates (9th edition) is to be used if the first two documents do not provide specific trip generation rates.

Table 15 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Long Day Care • AM peak hour = 0.81 trips / licensed child places • PM peak hour = 0.80 trips / licensed child places • Daily = 2.97 trips / licensed child places

Table 16 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Childcare Centre	94 child places	280	76	75

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 76 vehicular trips in the AM peak and 75 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

4.9 Trip Distribution

The total projected traffic movements to and from the project area 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 17 outlines the anticipated traffic distribution based on the above description.

Table 17 - Trip Distribution Routes

Route	Percentage
To the north via Brooklands Drive and Henley Street	40%
To the east via Brooklands Drive and Connecting Roads (Georgeff Street, Henley Street and Park Street)	5%
To the south via Brooklands Drive, Gladstone Avenue and Park Street	45%
To the west via Brooklands Drive and Henley Street	10%

For a more detailed plans of the estimated vehicular traffic volumes and distribution please refer to the plans provided in Appendix B.

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APPENDIX A

DEVELOPMENT SITE PLANS

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APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

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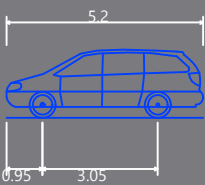


APPENDIX C

VEHICLE SWEPT PATHS ANALYSIS

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

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

LEGEND

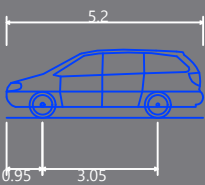
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			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	21-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P004902_S20A	A.T.	
NO	DATE	AMENDMENT			



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

LEGEND

			PROJECT: 109 Brooklands Drive, Henley Brook	DRAWN BY:	 Premise PART OF THE Amey GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	21-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P004902_S20B	A.T.	
NO	DATE	AMENDMENT			

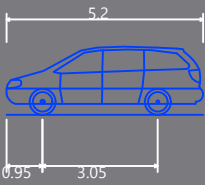


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

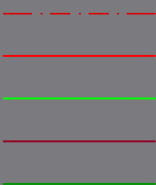
- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

			PROJECT: 109 Brooklands Drive, Henley Brook	DRAWN BY:	 Premise PART OF THE AMEY GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	21-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P004902_S21A	A.T.	
NO	DATE	AMENDMENT			



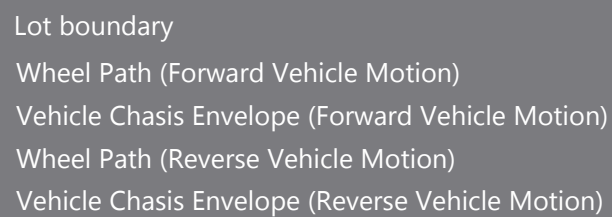
Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m



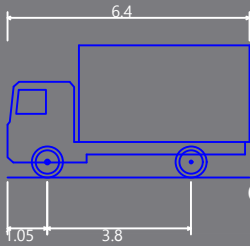
Lot boundary
Wheel Path (Forward Vehicle Motion)
Vehicle Chasis Envelope (Forward Vehicle Motion)
Wheel Path (Reverse Vehicle Motion)
Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

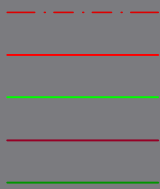
			PROJECT: 109 Brooklands Drive, Henley Brook	DRAWN BY:	 Premise PART OF THE AMEY GROUP
			TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)		
A	21-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P004902_S21B	A.T.	
NO	DATE	AMENDMENT			



Premise
PART OF THE
Amey GROUP



SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m



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

LEGEND

			PROJECT: 109 Brooklands Drive, Henley Brook	DRAWN BY:	 Premise PART OF THE AMEY GROUP
			TITLE: Vehicle Turning Circle Plan - Small Rigid Vehicle (6.4m)		
A	21-05-2026	ISSUED FOR REVIEW	DRAWING NUMBER: P004902_S22B	A.T.	
NO	DATE	AMENDMENT			

