Parc Development

7 - 11 King William Street

Transport Impact Statement

April 2026

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Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A - Draft	24 April 2026	Gary Soo	Rodney Ding	Simon Davies
B – Final Update Section 4.2	30 April 2026	Gary Soo	Rodney Ding	Rodney Ding
C – Final Update Section 4.2	30 April 2026	Gary Soo	Rodney Ding	Rodney Ding

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1 Introduction

1.1 Background

A Development Application (DA) has been sought for a proposed residential development on land located at 7, 9 and 11 King William Street, Bayswater (Site). The amalgamated site of 1,473m^2 has a frontage of approximately 37m to King William Street.

The proposed development incorporates a multi-dwelling apartment, comprises of 72 residential dwellings, an office unit and an urban forecourt. Refer to **Appendix A** for a copy of the plans for the development.

PJA Australia was commissioned by Parc Development to undertake a Transport Impact Statement of the proposed development and document the findings accordingly.

1.2 Purpose of TIS

Western Australian Planning Commission Transport Assessment Guidelines (WAPC Guidelines) provide direction on the level of assessment which is necessary to be carried out with respect to the likely traffic impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact, that is, generating more than 100 trips in the peak hour is satisfied by a Traffic Impact Assessment (TIA). Any development which is expected to generate less than 100 trips in the peak hour requires a Transport Impact Statement (TIS) to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impact.

In the context of this proposal, it is estimated there will be less than 100 trips generated in a given peak hour if applying 'typical' traffic generation rates. In this case a TIS is appropriate. This TIS briefly outlines the transport aspects surrounding the proposed development application. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the Applicant has adequately considered the transport aspects of the development application and that it would not have an adverse transport impact on the surrounding area.

In accordance with the WAPC Guidelines, this TIS outlines:

- Existing transport conditions proximate to the site
- Suitability of the proposed parking provision within the site
- The adequacy of the proposed site layout
- The traffic generating characteristics of the proposed development
- The anticipated impact of the proposed development on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- City of Bayswater Town Planning Scheme No. 24
- Bayswater Town Centre Structure Plan approved on 7 January 2021
- METRONET East Bayswater Project Area Design Guidelines adopted 21 March 2022
- Liveable Neighbourhoods Guidelines 2009
- WAPC Transport Assessment Guidelines for Individual Developments
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 3: Bicycle Parking AS/NZS 2890.3:2015
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 6: Off-Street Car Parking for people with disabilities AS/NZS 2890.6:2009
- Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings, Austroads
- Plans for the proposed development prepared by Rothe Lowman printed on 10th April 2026
- various technical data as referenced in this report
- other documents as nominated

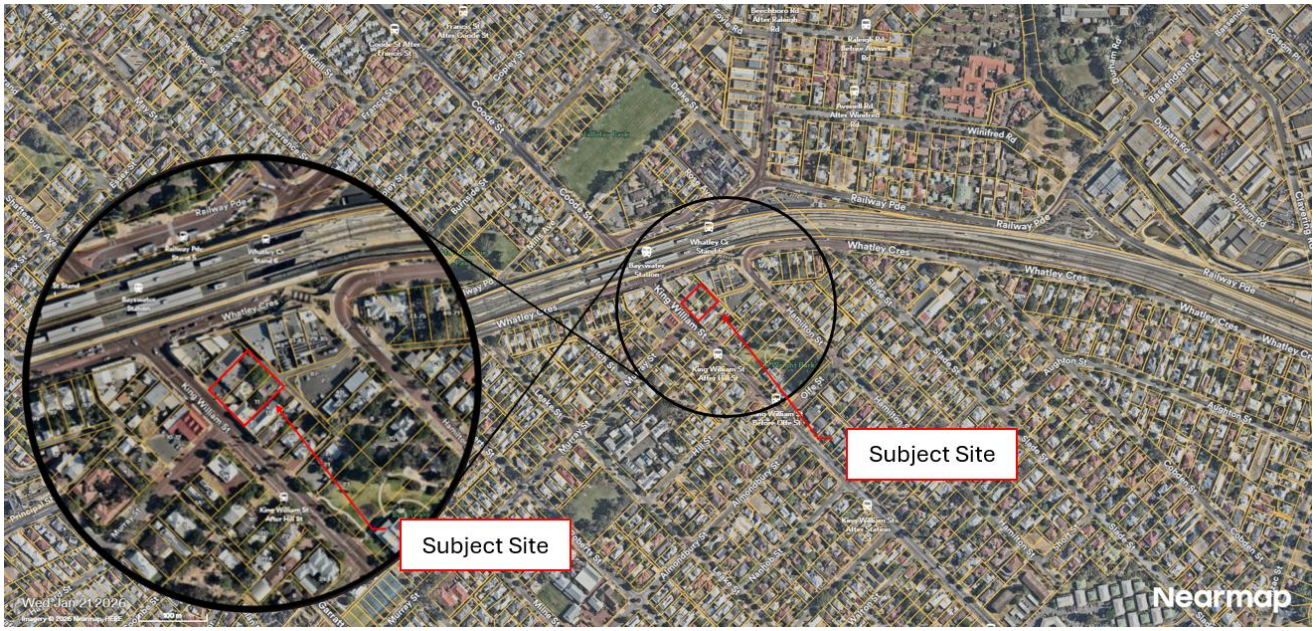
2 Existing Conditions

2.1 Subject Site and Surrounding Context

The subject site (Site) is located over three individual lots, 7, 9 and 11 King William Street, Bayswater Lakes. The Site is bounded by King William Street to the south and a right of way to the north.

The Site is currently occupied by a building on each lot. The Site is located within Bayswater Town Centre Structure Plan. The overarching land use planning for the Site is detailed in **Table 2-1**.

Figure 2-1: Subject Site and its Environs



Base Map Source: Nearmap

Table 2-1: Planning Information

Planning Framework	Zoning of Site	Figure
Metropolitan Redevelopment Act └ Metronet East Redevelopment Area (MERA) └ Metronet East – Bayswater └ Bayswater Town Centre Structure Plan └ King William Street Sub-Precinct	└ Core (R-AC0) └ Ground Floor: Commercial; Retail; Dining & Entertainment; Transient Residential Upper Floor: Commercial; Transient and Permanent Residential	**Figure 2-2** **Figure 2-3**

Figure 2-2: Bayswater Town Centre Structure Plan

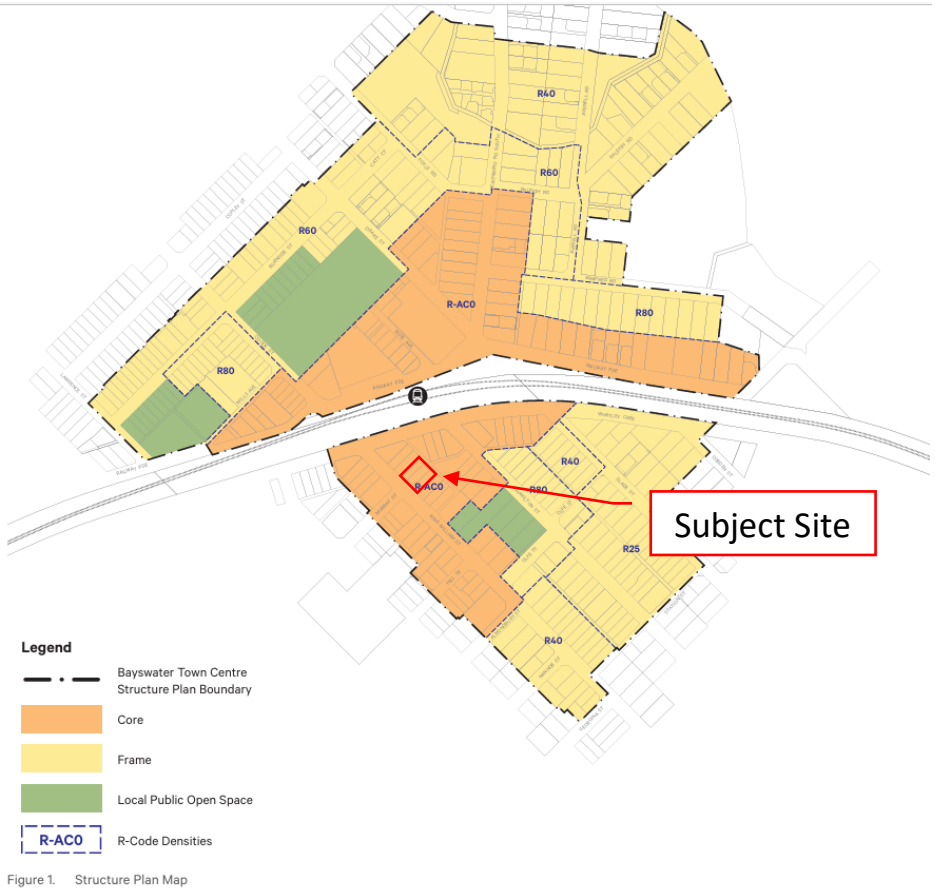
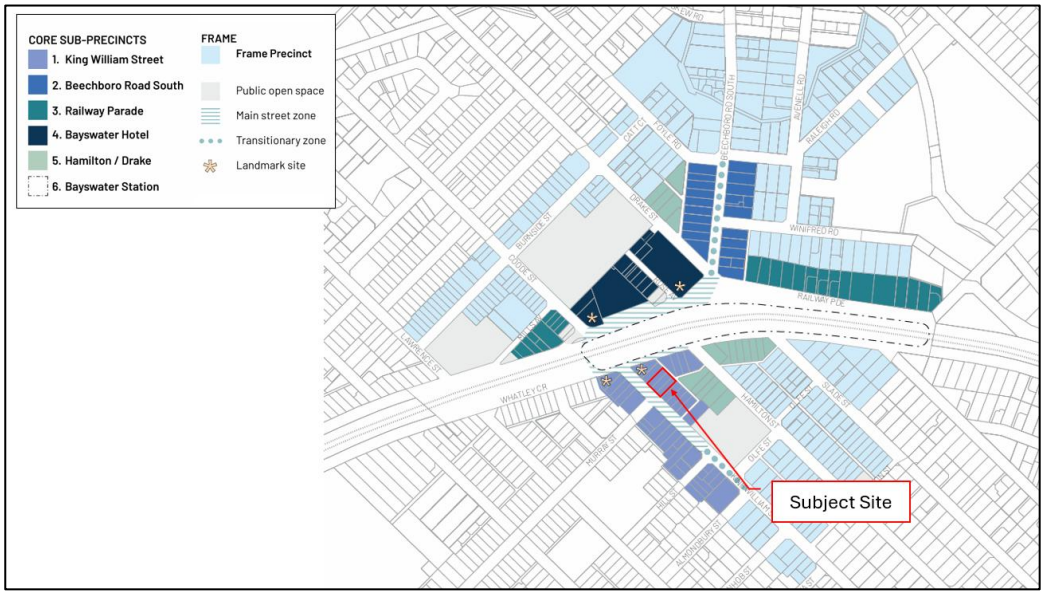


Figure 1. Structure Plan Map

Base map source: Bayswater Town Centre Structure Plan, 2021

Figure 2-3: Sub-Precinct Plan



Source: Bayswater Town Centre Structure Plan, 2021

2.2 Surrounding Developments

The proposed development is within a walkable catchment of many amenities the residents want to access on a regular basis. This walkable catchment includes (or will shortly include) such attractions as:

- Liquor store located opposite of the Site
- Pharmacy 777 Bayswater 50m from Site
- Australia Post Bayswater LPO 150m from Site
- IGA Bayswater 160m from Site
- Cafes, restaurants and bars, located less than 100m from Site
- Bayswater Station 100m from Site
- Bayswater Community Centre and Library 150m from Site
- Bayswater Hotel Restaurant 315m from Site
- Halliday Park 270m from Site
- Mills Avenue Park Playground 350m Site
- KintaCo Early Learning Kindergarten 150m from Site
- Bayswater Primary School 300m from Site
- St Augustine's Anglican Church 335m from Site.

2.3 Existing Road Network

The characteristics of the adjacent road network fronting the Site is summarised in **Table 2-2**.

Table 2-2: Existing Road Network Characteristics

Road	King William Street	Hamilton Street	Whatley Crescent	Coode Street
Jurisdiction	City of Bayswater	City of Bayswater	City of Bayswater	City of Bayswater
Road Hierarchy	Distributor A	Access Road	Distributor A (West) Local Distributor (East)	Distributor A
Carriageway	Divided carriageway with single traffic lane in each direction	7.3m wide two-way carriageway	Divided carriageway with single traffic lane in each direction	10m wide two-way carriageway
Pathway	At least 1m wide concrete paths on both sides	At least 2m wide concrete paths on both sides (north of Arabian Court)	At least 3m wide pavers on the south side	2m wide concrete paths on both sides
Cycle Facilities	None other than the 1m concrete paths	None other than the 2m concrete paths	None other than the pavers	1.2m wide on-street bike lane on both sides
Parking Facilities	5x 30 mins on-street parallel, 11x 2 hours on-street parallel car spaces between Murray Street and Hill Street	1x ACROD bay next to the laneway intersection		
Posted Speed Limit	40 km/h	Default 50 km/h for built up areas	40 km/h	40 km/h
RAV Network	NA	NA	NA	NA
Existing Traffic Volumes	20,000 vehicles per day[1]	NA	22,500 vehicles per day[1]	18,000 vehicles per day[1]

[1] Estimated based on SCATS Data and Video Survey at King William Street / Whatley Crescent Intersection (8th May 2025) on Trafficmap

2.4 Existing Pedestrian/Cycle/Public Transport Access

The existing road network has excellent pedestrian/cycle/public transport network as shown in Figure 2-4. The Site is serviced by Principal Shared Path along Whatley Crescent and on-street bike lanes along Coode Street. There are also paths along King William Street which is considered to have good road riding environment. This continues further south toward Eric Singleton Bird Sanctuary and Riverside Gardens which provides venue for leisure riders.

The paths along King William Street provide connection to Bayswater Station and existing bus stops on King William Street (82m and 195m from Site). The provision of public transport services is shown in **Table 2-3**.

Figure 2-4: Existing Pedestrian/Cycle/Public Transport Access

Source: Department of Transport and Major Infrastructure's Perth to Midland Bike Route

Table 2-3: Public Transport Provision

Service	Route	Route Description	Distance to Nearest Stop	Frequency
Bus	40	Perth – Galleria Bus Station	80m	10 – 15 mins (on peak) 15 – 20 mins (off peak)
Bus	41	Perth – Bayswater Station	80m	15 – 20 mins
Bus	45	Bayswater Station – Bassendean Town Centre	80m	10 – 15 mins (on peak) 20 – 30 mins (off peak)
Bus	46	Bayswater Station – Morley Station	100m	Limited, 6 trips a day
Bus	975	Bayswater Station – Warwick Station	100m	15 mins
Bus	998	CircleRoute – Clockwise	100m	10 – 15 mins
Bus	999	CircleRoute – Anti-Clockwise	80m	10 – 15 mins
Train	Airport Line	Claremont Station – High Wycombe Station	100m	15 mins
Train	Ellenbrook Line	Perth Station – Ellenbrook Station	100m	15 mins
Train	Midland Line	Perth Station – Midland Station	100m	15 mins

3 Proposed Development

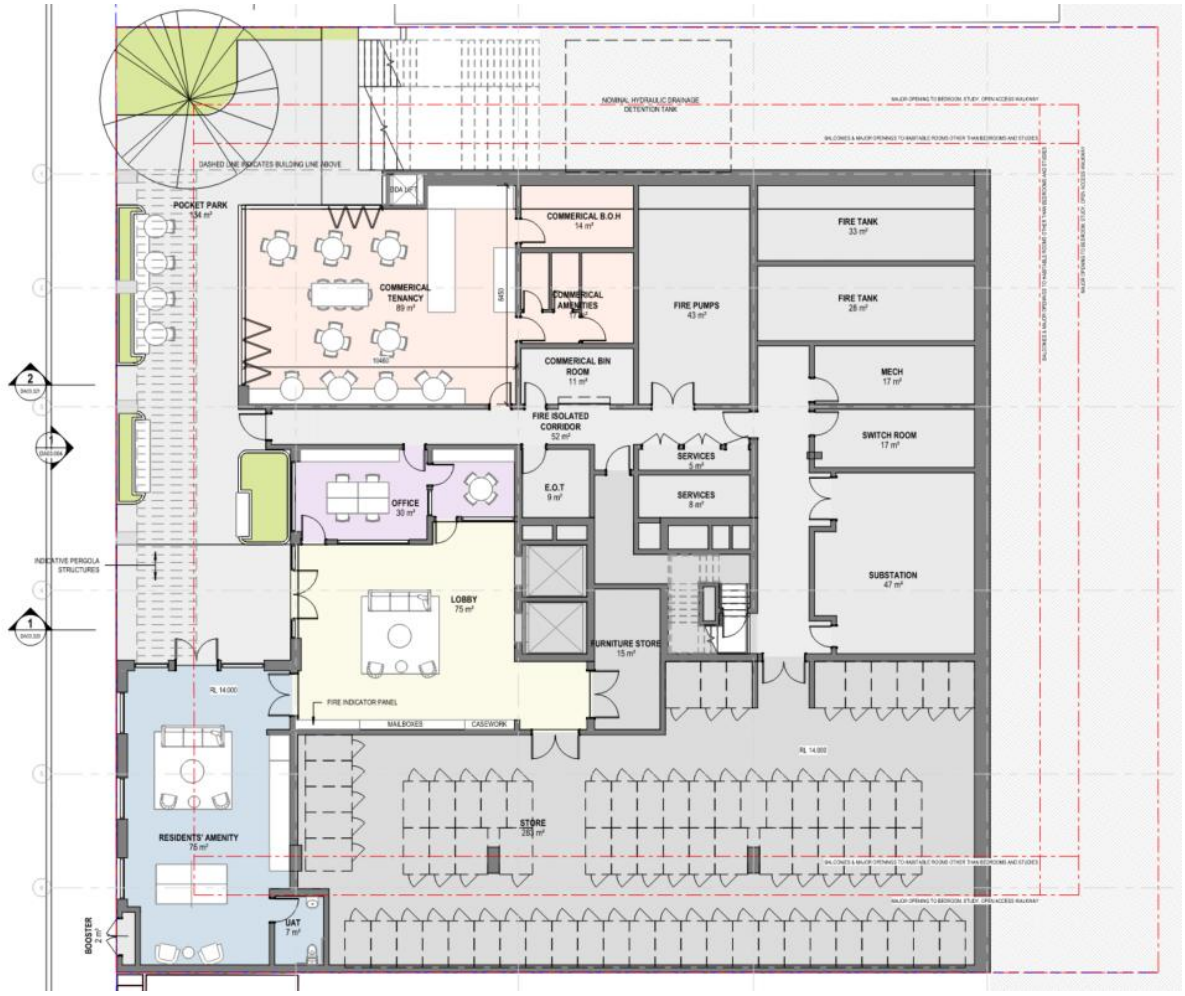
3.1 Proposed Land Uses

The DA proposes a multi-dwelling development comprising 72 apartments, a 30m^2 office tenancy and a 120m^2 retail tenancy. It also consists of various supporting amenities such as bike store, workshop area and bin store. 36 of the apartments will be 1-bedroom unit and another 36 apartments will be 2-bedroom unit.

The development is a project under the Housing Australia Future Fund (HAFF) with the initiative to provide new social homes and affordable homes.

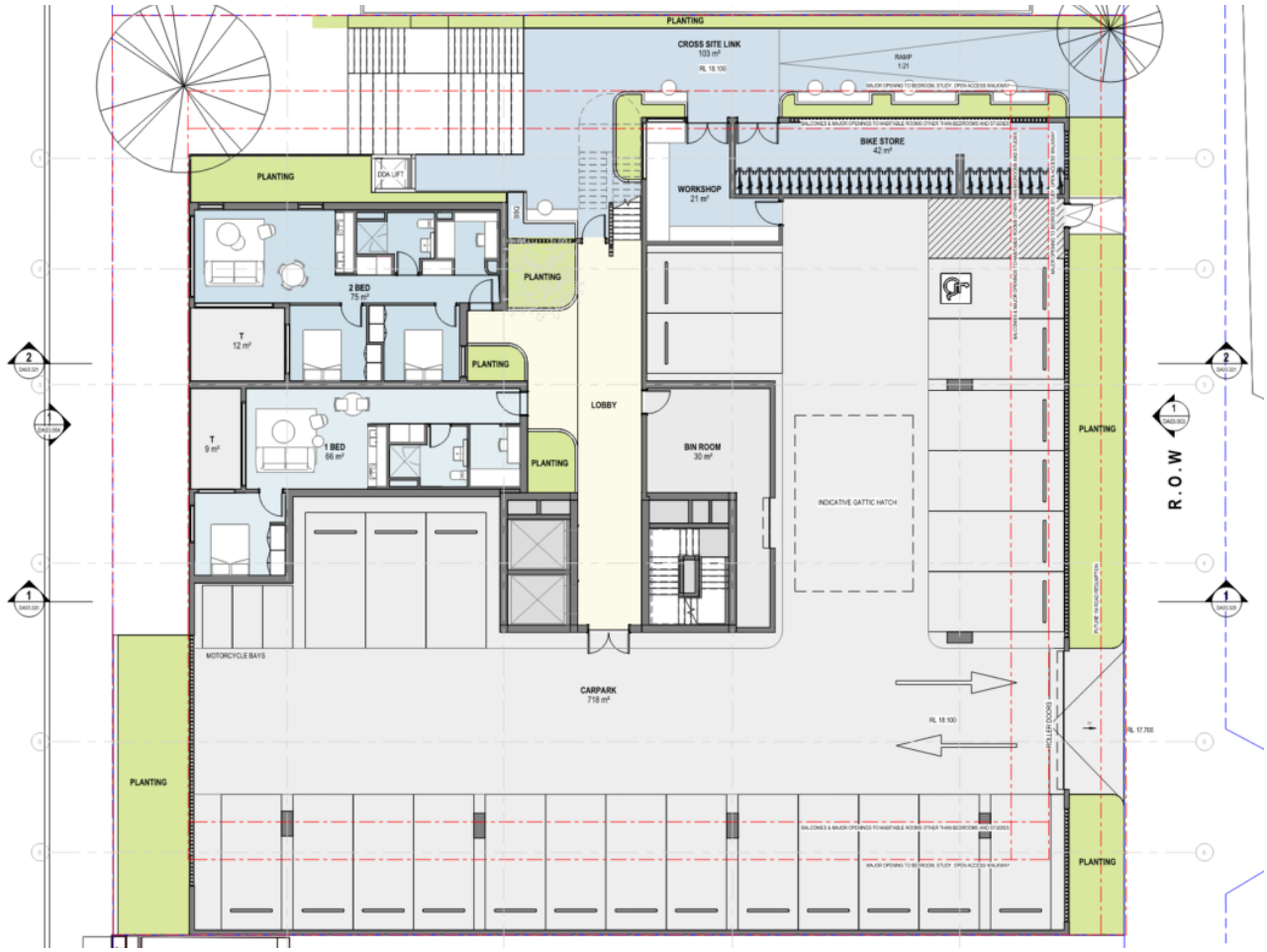
The ground floor of the apartment can be accessed via King William Street while the car park on Level 1 can be accessed via the existing right of way to the north of the Site. The ground floor plan and Level 1 Plan for the DA is shown in **Figure 3-1**

Figure 3-1: Proposed Ground Floor Plan



Source: Rothelowman

Figure 3-2: Proposed Level 1 Floor Plan



Source: Rothelowman

3.2 Vehicular Access

The proposal includes a two-way gated entry at the back of the apartment building via the right of way into its car park. The right of way connects to Hamilton Street to the north and King William Street to the south.

3.3 Car/Motorcycle/Bicycle Parking

The *METRONET East Bayswater Project Area Design Guidelines (MERA Guidelines)* provides the parking requirements for developments within the redevelopment area. The MERA Guidelines states that the car parking requirements for permanent residential land use shall be provided in accordance with *Residential Design Codes Volume 2 – Apartments (2024).* As for the other modes of parking for other land uses, they shall be provided as per the MERA Guidelines.

The development has included the following parking provisions:

- 24 covered car parking spaces (inclusive of 1 ACROD bay)
- 3 covered motorcycle parking spaces
- 32 bike storages within secured bike store area

The parking requirement and provision for the proposal is summarised in **Table 3-1**.

Table 3-1: Car Parking Requirements and Provision

Parking Type		Requirement	Source	Dwellings/ NLA	Requirement
Car parking	1 bedroom dwelling	0.75 bay per dwelling	R-Code Vol 2	36	27
	2+ bedroom dwelling	1 bay per dwelling	R-Code Vol 2	36	36
	Visitor	1 bay per four dwellings up to 12 dwellings	R-Code Vol 2	72	3
		1 bay per eight dwellings up for the 13th dwelling and above	R-Code Vol 2		8
	Retail/Office	1 bay per 100m^2 (minimum) to 50m^2 (maximum) of NLA	MERA Design Guidelines	150m^2	2-3
Bicycle	Resident	1 space per dwelling	MERA Design Guidelines	72	72
	Visitor	1 space per 10 dwellings	MERA Design Guidelines	72	8
	Non-Residential	1 space per 100m2 of NLA	MERA Design Guidelines	150m^2	2
End of Trips	Non-Residential	• A minimum of 1.5 lockers. • < 10 bicycle parking bays, 1 unisex shower and change room • First 10 bicycle parking bays, minimum of two female and two male showers, located in separate change rooms • Additional of one male and one female shower for every 10 bicycle bays.	MERA Design Guidelines	2	1
Motorcycle /Scooter Parking	Resident	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays	R-Code Vol 2	74	8
				Required	Provided
Resident Car Parking Spaces				74	22
Retail Car Parking Spaces				2 – 3	2
Resident Bicycle Parking				72	32
Visitor Bicycle Parking				10	0
End of Trips				1	1
Motorcycle/Scooter Parking				8	3

As demonstrated above, the provision of car/motorcycle parking spaces is lesser than the requirement as per MERA Guidelines (and R-Code Vol 2). Given the development is part of the HAFF, the intent of the design is to encourage the use of active travel and rideshare with units design for low socio economic residents and thus less likely to own a car. Thus, the development has adopted lower car/motorcycle parking spaces rate.

If there is a desire for residents to want to own a car, there are 24 car parking spaces available in the public parking managed by City of Bayswater along the right-of-way at the rea of the site, accessed from Hamilton Street in addition to the parking provided on site. The parking has a limit of 3 hours between 8am – 5pm (Monday to Friday) and 8am – 11am (Saturday). This provides additional car parking spaces to residents who may want to park overnight after 5pm and leave before 8am the next day.

The Design Review Panel (DRP) has also supported the reduced provision of on-site car parking during the pre-lodgement meeting for the development on 20th March 2026.

While there are only 2 car parking spaces for staff of retail and office land use, they are likely to park on the on-street car parking spaces along King William Street and Hamilton Street.

The development has allowed secure bike storage for 32 bikes, with the remaining residents able to store their bicycles on the balcony of their units, within the storage cages on the ground floor or at floor level in the common areas. There is currently no provision of bicycle rack within the development for visitors. A rack of minimum 8, preferably 10 bicycles, should be provided around the pocket park off King William Street without obstructing the pedestrian access.

Due to the nature of the development, there is no set-down / drop-off bays and loading bays within the development, nor is there a need. Delivery of goods for moving in/out, such as furniture, is likely to be accessed via the on-street parking along King William Street or the right-of-way at the back.

3.4 Parking Layout

All the bays will be allocated to residents and tenants. Thus, these bays are not open to the public and there is no requirement for turn bays due to blind aisles.

The proposed parking geometry and layout have been reviewed and assessed in accordance with the relevant parts of the *Australian and New Zealand Standard 2890: Parking Facilities* (AS/NZS 2890) series is detailed in **Table 3-2**.

Table 3-2: Required Parking Layout and Geometry AS/NZS 2890 Compliance Check

User Class	Bay Width (Required/Proposed)	Bay Length (Required/Proposed)	Aisle Width (Required/Proposed)	Additional Requirement
1A (Resident/ Employee)	2.4m / 2.4m (✓)	5.4m / 5.4m (✓)	5.8m / 5.8m (✓)	• 300mm widening for bay adjacent to wall (✓) • 1m extension adjacent to the last bay at the end of the aisle (✓) • Wheel stops locate at 820mm from the wall (✓) • No obstruction within the design envelops around the bays (✓)
4	2.4m / 2.4m (✓)	5.4m / 5.4m (✓)	5.8m / 5.8m (✓)	Shared area on one-side (✓)
Motorcycle	1.2m / 1.2 m (✓)	2.5m / 2.5m (✓)	-	-
Bicycle (Vertical Parking)	500m / 400m (×)	1.2m / 1.2m (✓)	1.5m / 1.65m (✓)	-

The geometries of all parking areas checked are deemed to comply with the relevant parts of *AS/NZS 2890*, except for the bicycle rails. The floor plan for Level 1 shows that the bicycles will be spaced vertically at 400mm. This is 100mm shorter than the required 500mm. This may cause cyclists to clash with the handle bars of the adjacent bicycles when lifting their bicycles vertically.

Wheel stops are proposed within all the car parking spaces to prevent driving into the wall. A bollard will be provided within the disabled car parking shared area as per *AS/NZS 2890.6*.

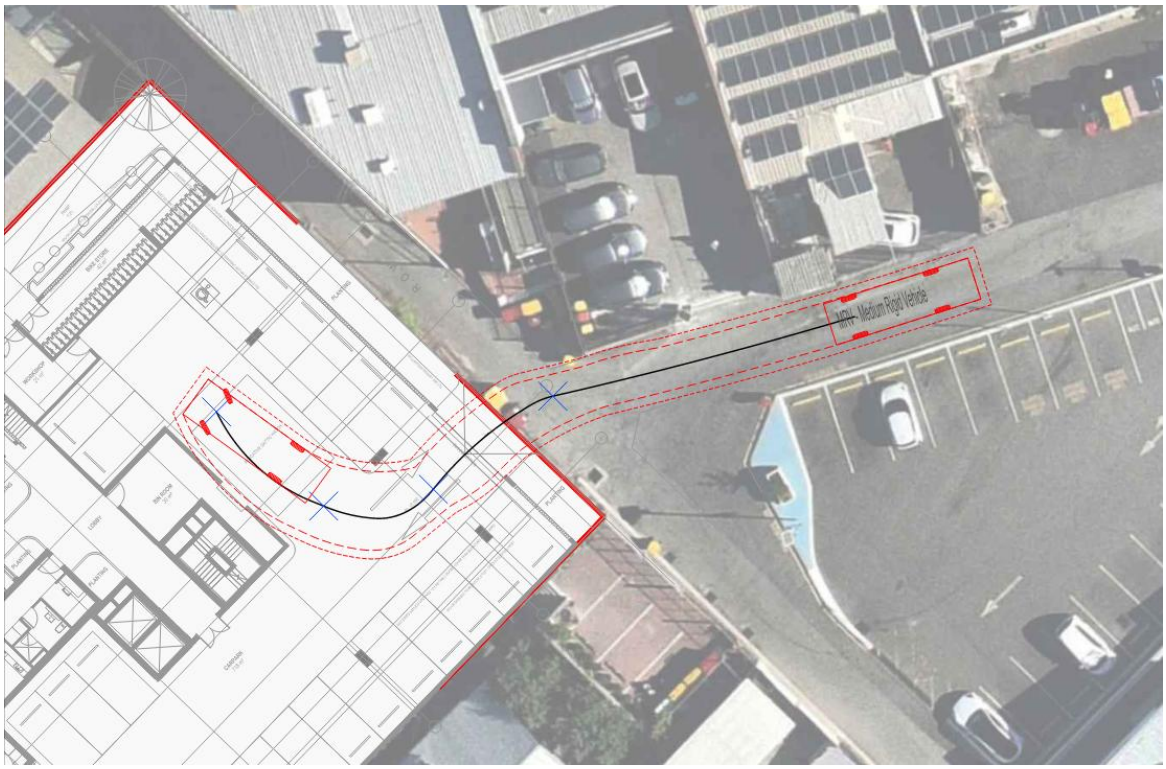
3.5 Service Vehicle and Loading

Waste management will be undertaken by private contractor based on the proposed WMP. General waste bins and communal recycling bins for green waste and recycling will be provided in the bin store locates on Level 1 of the apartment for residents and Ground Floor for the retail tenancy.

Refuse trucks will service the retail tenancy bins from King William Street. The contractor will park on King William Street and wheel the bins from the bins store to the refuse truck for emptying. As for the residential bins, refuse truck will enter the car park via Hamilton Street and stop adjacent to the bin store for emptying.

Swept path analysis has been undertaken for the entry and exit of a Medium Rigid Vehicle (MRV) as shown in **Figure 3-3** and **Figure 3-4** (Refers to **Appendix B**). As demonstrated, a MRV can enter the car park on forward gear within single manoeuvre and exit within two manoeuvres. The refuse truck used by the private contractor shall be lesser than or equal to the size of a MRV. Building management should discuss and agree with the private contractor on the access into the secured car park.

Figure 3-3: Swept Path for Refuge Truck Entering the Site



Base Image & Map Source: Rothelowman and Nearmap

Figure 3-4: Swept Path for Refuge Truck Existing from the Site

Base Image & Map Source: Rothelowman and Nearmap

4 Transport Assessment

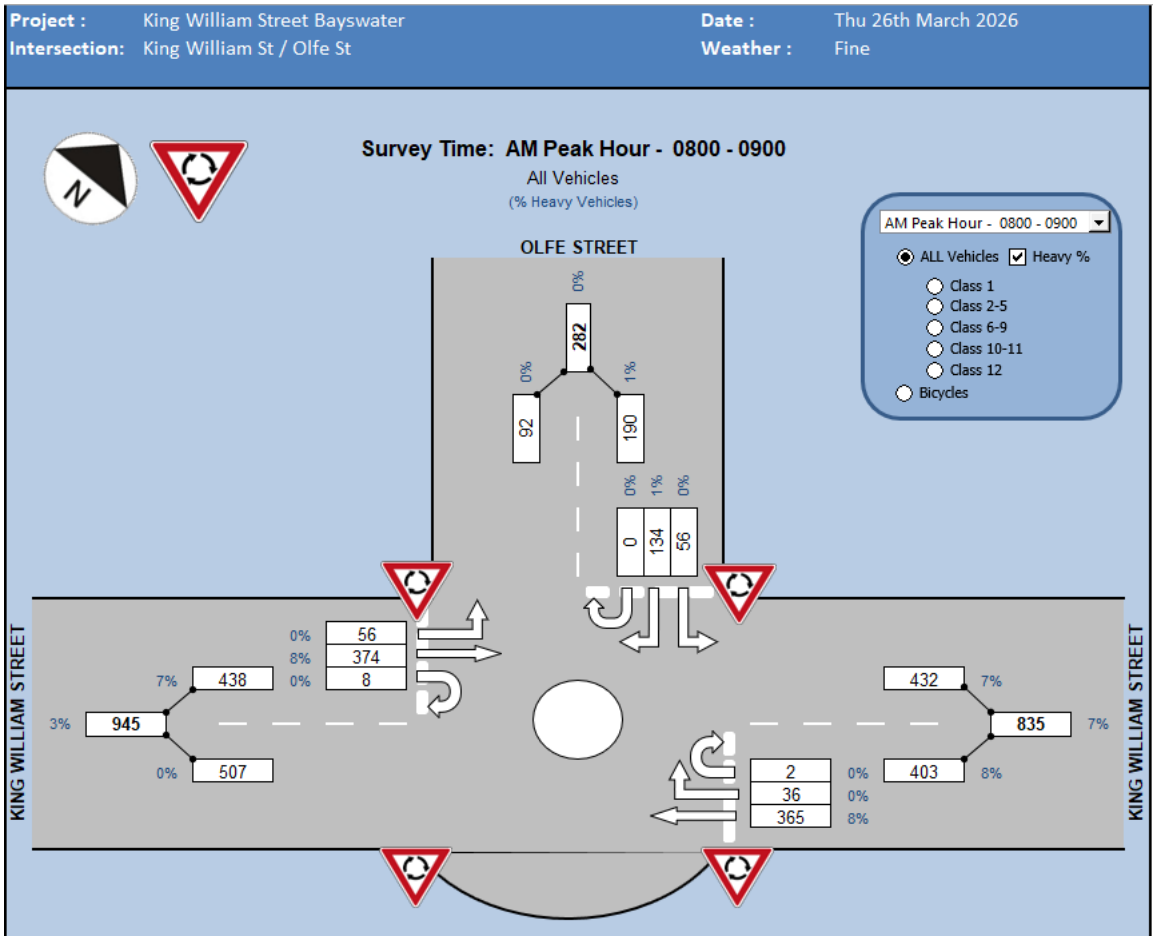
4.1 Current Traffic Flow

Surveytech, on behalf of PJA, undertook traffic movement counts at the intersection of King William Street / Olfe Street on Thursday 26th March 2026 during the following periods:

- AM: 7:00am – 9:00am
- PM: 4:00pm – 6:00pm

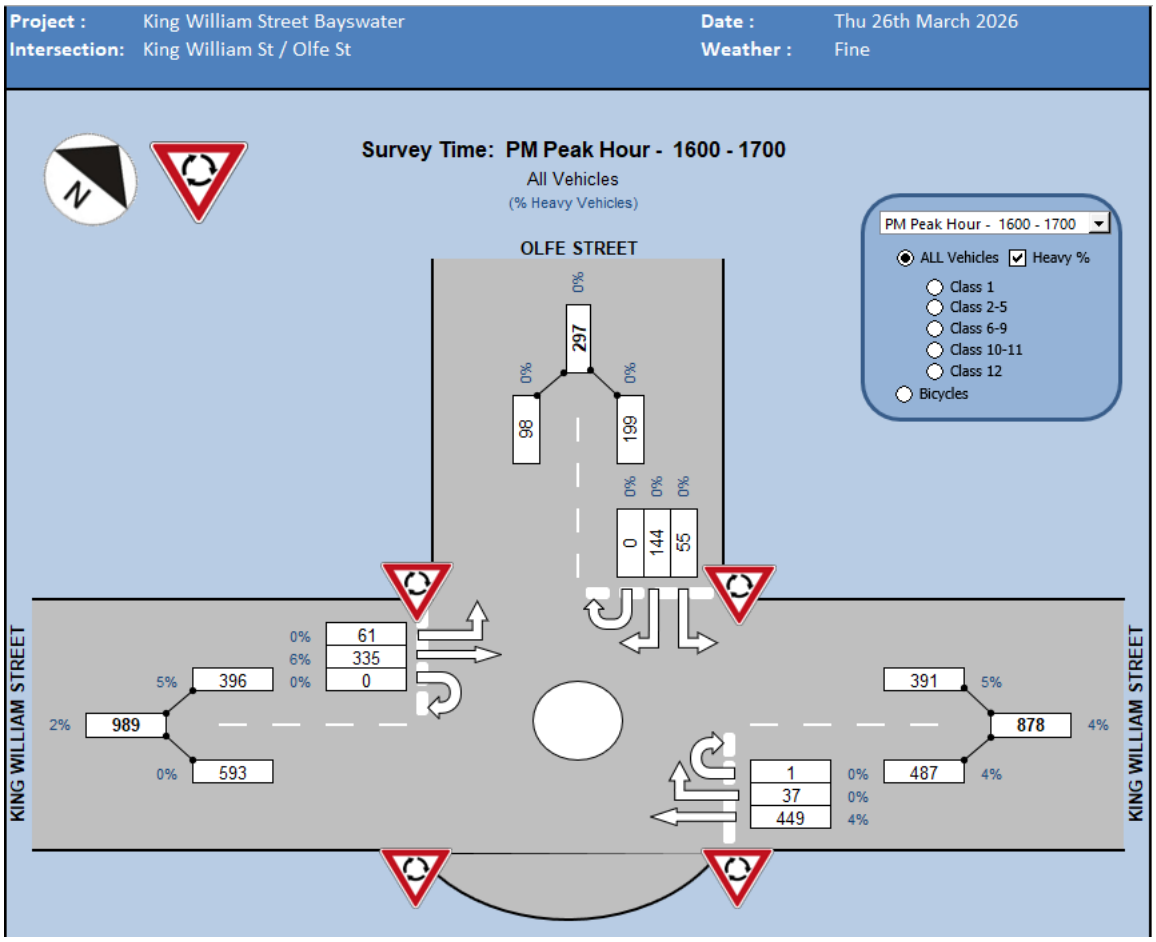
The peak hours within that period are found to be 8:00am – 9:00am (AM peak) and 4:00pm – 5:00pm (PM peak) with the hourly volumes shown in **Figure 4-1** and **Figure 4-2**.

Figure 4-1: Existing King William Street / Olfe Street AM Hourly Volumes



Source: Surveytech

Figure 4-2: Existing King William Street / Olfe Street PM Hourly Volumes



Source: Surveytech

Automatic tube counts (ATC) have also been undertaken at the entries of the right of way off King William Street and Hamilton Street from Tuesday, 24th March 2026 to Thursday, 26th March 2026.

Current peak hour traffic volumes and turn counts are shown in **Figure 4-1**

Figure 4-3: Existing Right of Way Volumes

Road:	Ciyt of Bayswater Parking Entry OFF Hamilton St
Direction:	Combined
Vehicles:	All Vehicles
Date:	24/03/2023 - 26/03/2026 Tuesday, Wednesday, Thursday ONLY

Time	Tuesday	Wednesday	Thursday	Friday	Saturday
0:00	0	0	0	0	0
1:00	2	3	2	0	0
2:00	1	1	0	0	0
3:00	3	3	1	0	0
4:00	0	0	0	0	0
5:00	3	4	1	0	0
6:00	7	8	4	0	0
7:00	14	9	20	0	0
8:00	28	20	9	0	0
9:00	16	21	11	0	0
10:00	16	14	32	0	0
11:00	14	16	11	0	0
12:00	16	19	16	0	0
13:00	22	17	12	0	0
14:00	28	12	26	0	0
15:00	20	14	23	0	0
16:00	26	37	30	0	0
17:00	19	31	13	0	0
18:00	4	8	1	0	0
19:00	1	0	0	0	0
20:00	0	3	0	0	0
21:00	2	0	3	0	0
22:00	3	0	1	0	0
23:00	0	1	1	0	0
Total	245	241	217	0	0

Road:	Lane Way OFF King William St
Direction:	Combined
Vehicles:	All Vehicles
Date:	24/03/2023 - 26/03/2026 Tuesday, Wednesday, Thursday ONLY

Time	Tuesday	Wednesday	Thursday	Friday	Saturday
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	1	0	0
8:00	0	0	0	0	0
9:00	0	0	1	0	0
10:00	0	1	1	0	0
11:00	0	0	0	0	0
12:00	2	1	0	0	0
13:00	0	0	2	0	0
14:00	1	2	2	0	0
15:00	2	0	1	0	0
16:00	1	1	2	0	0
17:00	0	1	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total	6	6	10	0	0

Source: Surveytech

4.2 Traffic Generation

Reference is made to the Institute of Tran*sportation Engineers (ITE) Trip Generation Manual (9th Edition), WAPC TIA Guidelines* and *Transport for NSW's Guide to Transport Impact Assessment (NSW)* for the trip generation rate for the development. The generation rates adopted in the assessment are shown in **Table 4-1**. The total expected vehicle trips generated by the development is shown in **Table 4-2**.

Table 4-1: Adopted Trip Generation Rate

Land Use	Units	Daily Trip	AM Trip	AM In	AM Out	PM Trip	PM In	PM Out	Source
Resident[1]	Dwelling	1.52	0.19	25%	75%	0.15	63%	37%	NSW High Density Residential with high public transport accessibility
Resident[1]	Vehicle	3.34	0.24	16%	84%	0.32	66%	34%	ITE (Resd/ Condo/Townhouse 230)
Retail	100m²	62.5	2.5	2	0.5	10	0.5	0.5	WAPC Retail (Food)
Office	100m²	20.0	2.0	1.6	0.4	2.0	0.4	1.6	WAPC Commercial

[1] The greater rate will be adopted for the assessment.

Table 4-2: Trips Generation

Land Use	Units	Quantity	Daily Trip	AM Trip	AM In	AM Out	PM Trip	PM In	PM Out
Resident	Dwelling	72	110	14	4	11	11	7	5
Resident	Vehicle	22	74	6	1	5	8	4	4
Retail	100m²	120	75	3	2	1	12	6	6
Office	100m²	30	6	~2	1	1	~2	1	1
TOTAL[1]			191	18	6	12	24	13	11

[1] The residential trip rate based on number of dwellings is adopted.

With reference to the table above, the development of 72 apartment units is expected to generate up to 110 vehicle trips per day. However, based on the provision of 24 car parking spaces for residents, this would only generate 74 vehicle trips per day. This shows a difference of 36 vehicle trips per day between the trips generated by number of dwellings and car parking spaces.

This suggests that there may be up to 12 resident cars park at the adjacent public car parking overnight.

4.3 Trip Distribution

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors but was largely estimated on the current traffic flow patterns recorded for the turning movements to/from King William Street from Olfe Street.

Based on the existing turning volumes for the intersection of King William Street / Olfe Street, the existing directional distributions are summarised in **Table 4-3**.

Table 4-3: Directional Distributions

Direction	AM In	PM In	Direction	AM Out	PM Out
King William Street (S)	39%	38%	King William Street (S)	29%	80%
King William Street (N)	61%	62%	King William Street (N)	71%	20%

4.4 Vehicle Types

The types of vehicles accessing the site will be typically private motor vehicles, except for service vehicles such as delivery vans and rigid delivery trucks. As discussed above, these vehicles will likely utilise the on-street parking along King William Street and Hamilton Street.

4.5 Traffic Impact

As discussed above, visitors of retail and office land use are likely to park on King William Street or Hamilton Street. As such, it is likely that only the vehicle trips generated by residents will travel on the right-of-way. The expected impact and trips generated by the development are summarised in **Table 4-4**.

Table 4-4: Impact and Trips Generated by Development

Road	Existing Daily Volumes	Increase Trips	% Increase	Total Design Volumes
King William Street	20,000 vehicles per day	191 vehicles per day	1.0%	20,191 vehicles per day
Olfe Street	2,300 vehicles per day	110 vehicles per day	4.8%	2,410 vehicles per day
Right-of-Way off Hamilton Street	245 vehicles per day	110 vehicles per day	44.9%	355 vehicles per day

As demonstrates above, the development is expected to have minimal impact on King William Street and Olfe Street. As mentioned in WAPC TIA Guidelines, any increase in traffic due to development less than 10% of the existing traffic flows are not expected to have material impact.

The right-of-way off Hamilton Street has a road width of approximately 5.5m (narrowest section) with walking space around the public car parking. As such, it is functioning similar to small town centre street with an indicative volume threshold of up to 1,000 vehicles per day as per Liveable Neighbourhood Guidelines 2009. As such, the right-of-way is still well within the threshold with the addition of trips generated by the development.

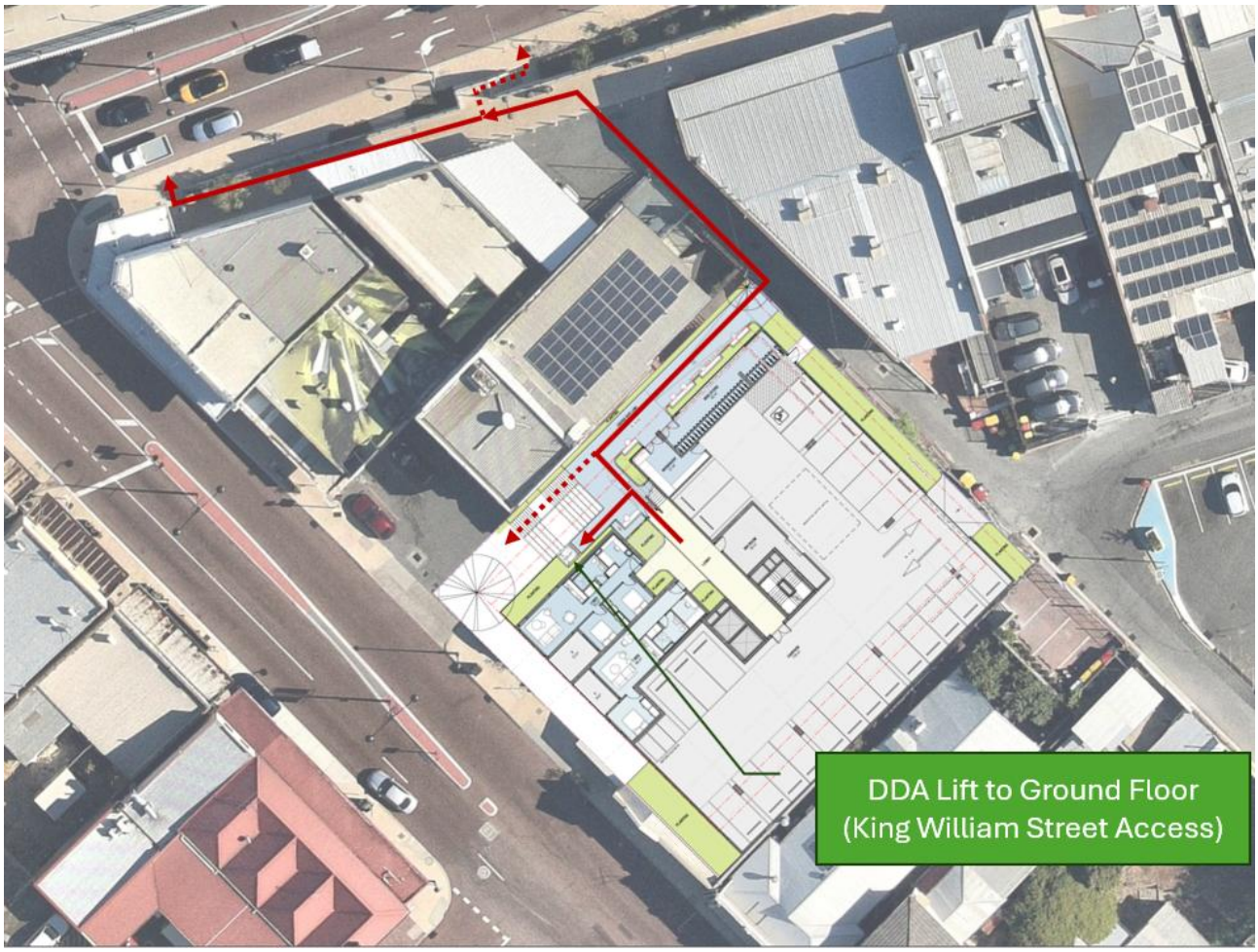
4.6 Proposals for Pedestrian/Cycle/Public Transport Access

There is already excellent access to pedestrian/cycle/public transport on the surrounding road network. As such, the development does not propose any improvement works on the road network. The development has been designed to provide accessibility access onto the adjacent paths. The pedestrian routes toward the surrounding paths and Bayswater Station are shown in **Figure 4-4** and **Figure 4-5**.

Figure 4-4: Pedestrian Route from Ground Floor

Base Image Source: Nearmap

Figure 4-5: Pedestrian Route from Level 1



Base Image Source: Nearmap

4.7 Site Specific Issues

Based on the assessment above, the Site is not expected to have any operational issues resulting from the traffic generated by the proposed Development.

5 Conclusion

Based on the analysis and discussions presented within this Transport Impact Statement, the following conclusions are made:

- The proposed development is a project under the Housing Australia Future Fund to provide new social homes and affordable home. It incorporates 72 apartment units, a 30m^2 office unit and a 120m^2 retail unit. It also consists of various supporting amenities such as bike store, workshop area and bin store. 36 of the apartments will be 1-bedroom unit and another 36 apartments will be 2-bedroom unit.
- The Site has excellent access to pedestrian network and public transport services. The Bayswater Station is approximately 100m from the Site. It provides access to multiple train lines and high frequency bus routes.
- Despite the proposed supply of 24 car parking spaces and 3 motorcycle parking spaces does not meet the minimum requirement as per *METRONET East Bayswater Project Area Design Guidelines,* it is supported by the Design Review Panel during the pre-lodgement meeting on 20th March 2026. The intend of the design is to encourage the use of active travel due to its proximity to Bayswater Station.
- Given the nature of the development, it is expected that driving will not be the main mode of transport for the residents.
- Rubbish collection will be undertaken along the right-of-way. Driver will wheel the bins from the Site to the refuge truck for emptying.
- The site is expected to generate up to 24 vehicles in the busiest peak hour and 191 vehicle movements daily.
- There are no plans to improve the pedestrian access network as part of this development as the surrounding has excellent existing pedestrian network. The development has been designed to provide accessible connection onto the existing pedestrian network.

Appendix A Development Plan

PRELIMINARY

Revisions

10/04/2026 6:35:43 PM

Project **7-11 King William Street**

7-11 King William Street, BAYSWATER

Drawing **General Arrangement - Floor Plan - Level Ground**

Project No **223272**

Author **OB**

Scale: @ A1 **1 : 100**

Drawing No. **DA01.101**

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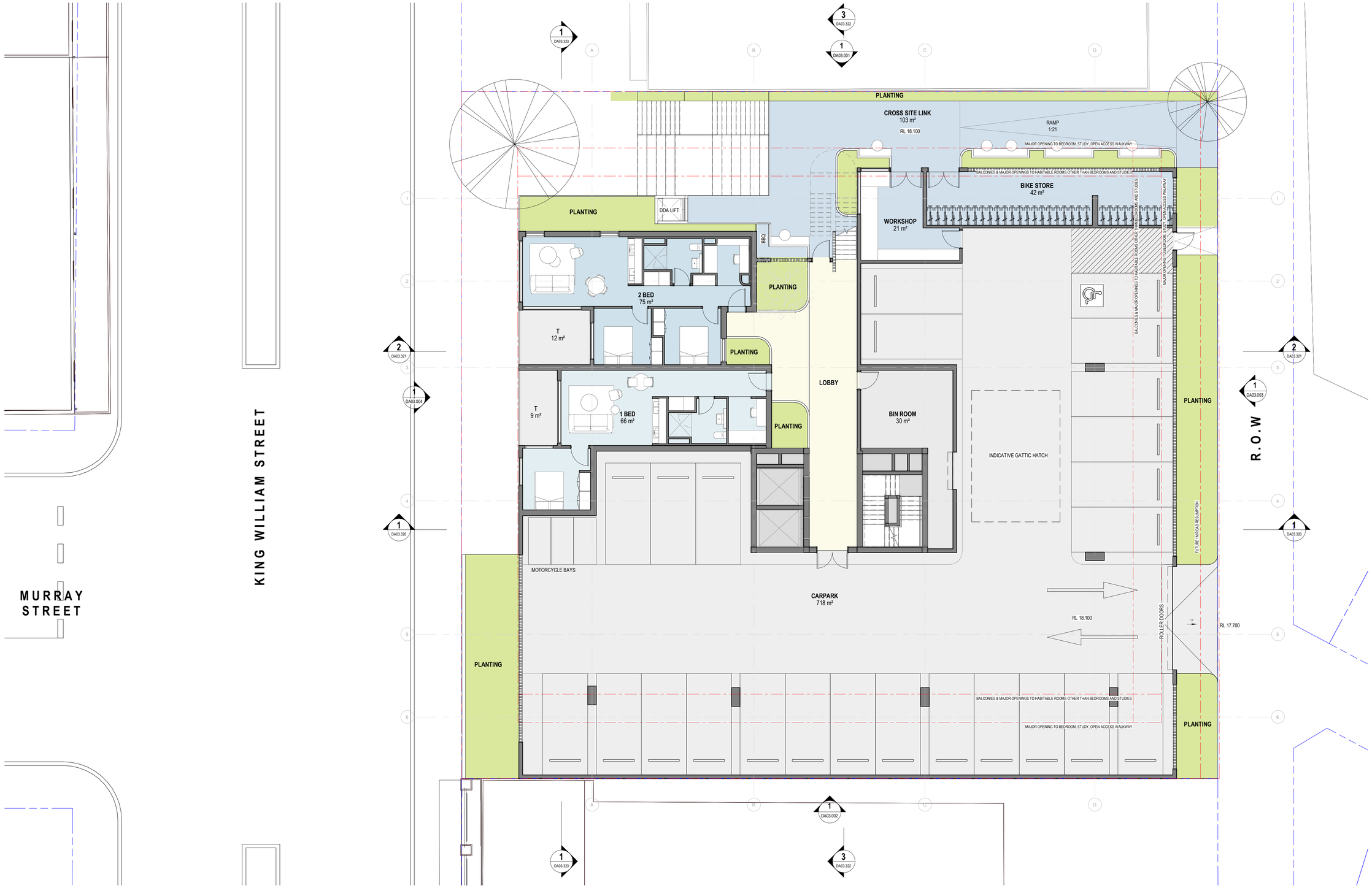

PRELIMINARY

Revisions

10/04/2026 6:35:48 PM

Project: **7-11 King William Street**

Drawing: **General Arrangement - Floor Plan - Level 1**

Project No: **223272**

Author: **OB**

Scale: @ A1 **1 : 100**

Drawing No.: **DA01.102**

7-11 King William Street, BAYSWATER

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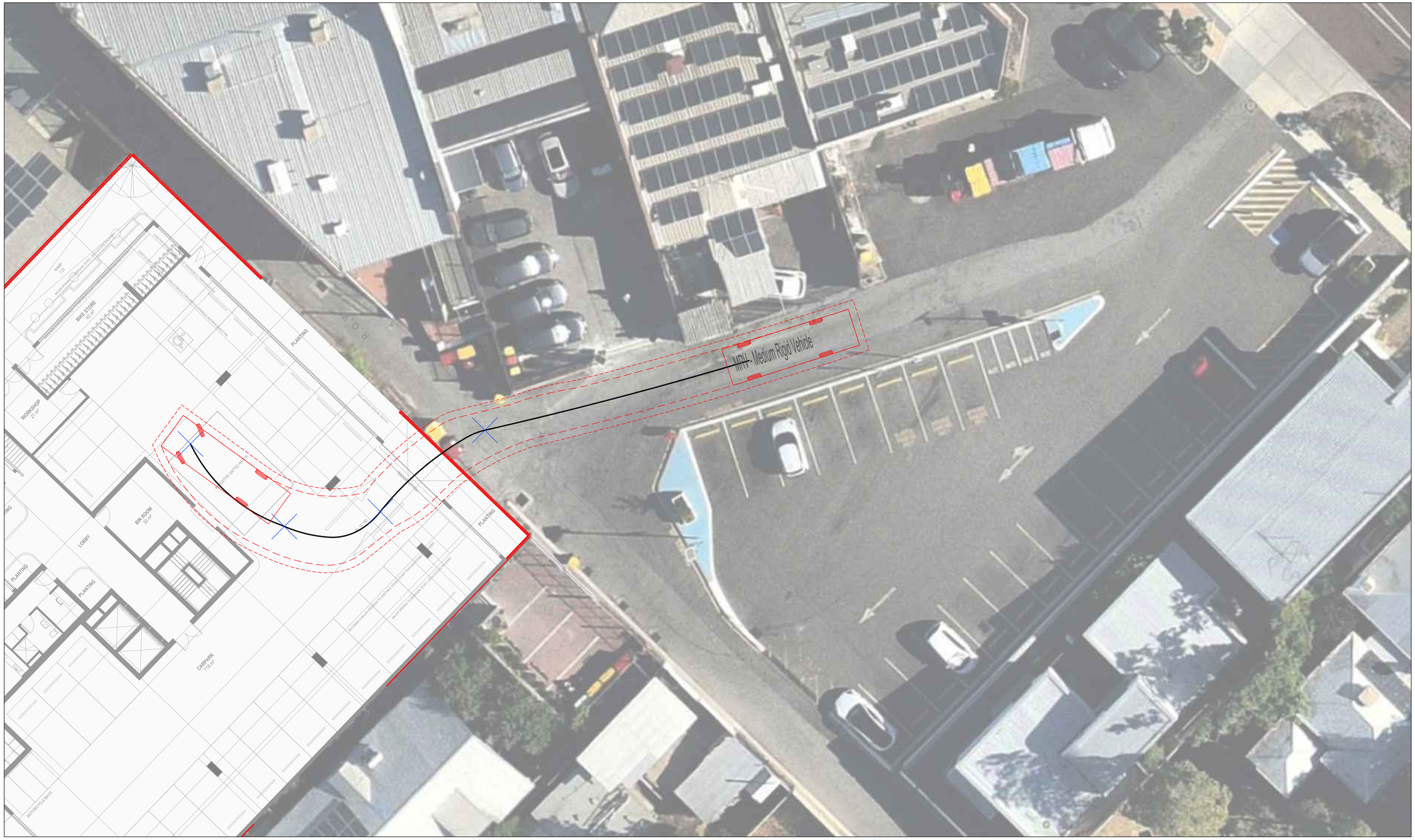
Appendix B Swept Path Analysis

A1 1:125



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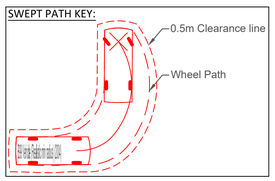

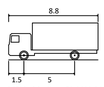

MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.000m

Rev	Date	Drw	Chk	App
1	24.04.26	ZK		

Client
PARC DEVELOPMENTS

Project
7-11 King william St, Bayswater WA

Drawing Status
Illustration

Title
SWEPT PATH_ENTRY

Drawing No.
SP_SK_003

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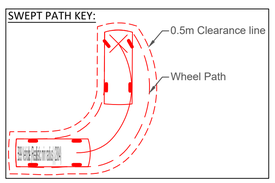
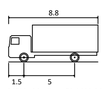
A1 1:125

SWEPT PATH KEY:





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Rev	Date	Drw	Chk	App
2	24.04.26	ZX		

Client
PARC DEVELOPMENTS

Project
7-11 King william St, Bayswater WA

Drawing Status
Illustration

Title
SWEPT PATH_EXIT

Drawing No.
SP_SK_002

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Appendix C WAPC TIA Checklist

ITEM	PROVIDED	COMMENTS/PROPOSALS
Summary	Y	
Introduction/background	**Y**	
Name of applicant and consultant	Y	
Development location and context	Y	
Brief description of development proposal	Y	
Key issues	Y	
Background information	Y	
Existing situation	**Y**	
Existing site uses (if any)	Y	
Existing parking and demand (if appropriate)	Y	
Existing access arrangements	Y	
Existing site traffic	N/A	
Surrounding land uses	Y	
Surrounding road network	Y	
Traffic management on frontage roads	Y	
Traffic flows on surrounding roads (usually AM and PM peak hours)	Y	
Traffic flows at major intersections (usually AM and PM peak hours)	Y	
Operation of surrounding intersections	Y	
Existing pedestrian/cycle networks	Y	
Existing public transport services surrounding the development	Y	
Crash data	Y	
Development proposal	**Y**	
Regional context	Y	
Proposed land uses	Y	
Table of land uses and quantities	Y	
Access arrangements	Y	
Parking provision	Y	
End of trip facilities	Y	
Any specific issues	Y	
Road network	Y	
Intersection layouts and controls	Y	
Pedestrian/cycle networks and crossing facilities	Y	
Public transport services	Y	
Integration with surrounding area	**Y**	
Surrounding major attractors/ generators	Y	
Committed developments and transport proposals	Y	
Proposed changes to land uses within 1200 metres	Y	
Travel desire lines from development to these attractors/ generators	Y	
Adequacy of existing transport networks	Y	
Deficiencies in existing transport networks	Y	
Remedial measures to address deficiencies	Y	
Analysis of transport networks	**Y**	

ITEM	PROVIDED	COMMENTS/PROPOSALS
Assessment years	Y	
Time periods	Y	
Development generated traffic	Y	
Distribution of generated traffic	Y	
Parking supply and demand	Y	
Base and 'with development' traffic flows	Y	
Analysis of development accesses	Y	
Impact on surrounding roads	Y	
Impact on intersections	Y	
Impact on neighbouring areas	Y	
Road safety	Y	
Public transport access	Y	
Pedestrian access/amenity	Y	
Cycle access/amenity	Y	
Analysis of pedestrian/cycle networks	Y	
Safe walk/cycle to school (for residential and school site developments only)	N/A	
Traffic management plan (where appropriate)	N/A	
Conclusions	**Y**	