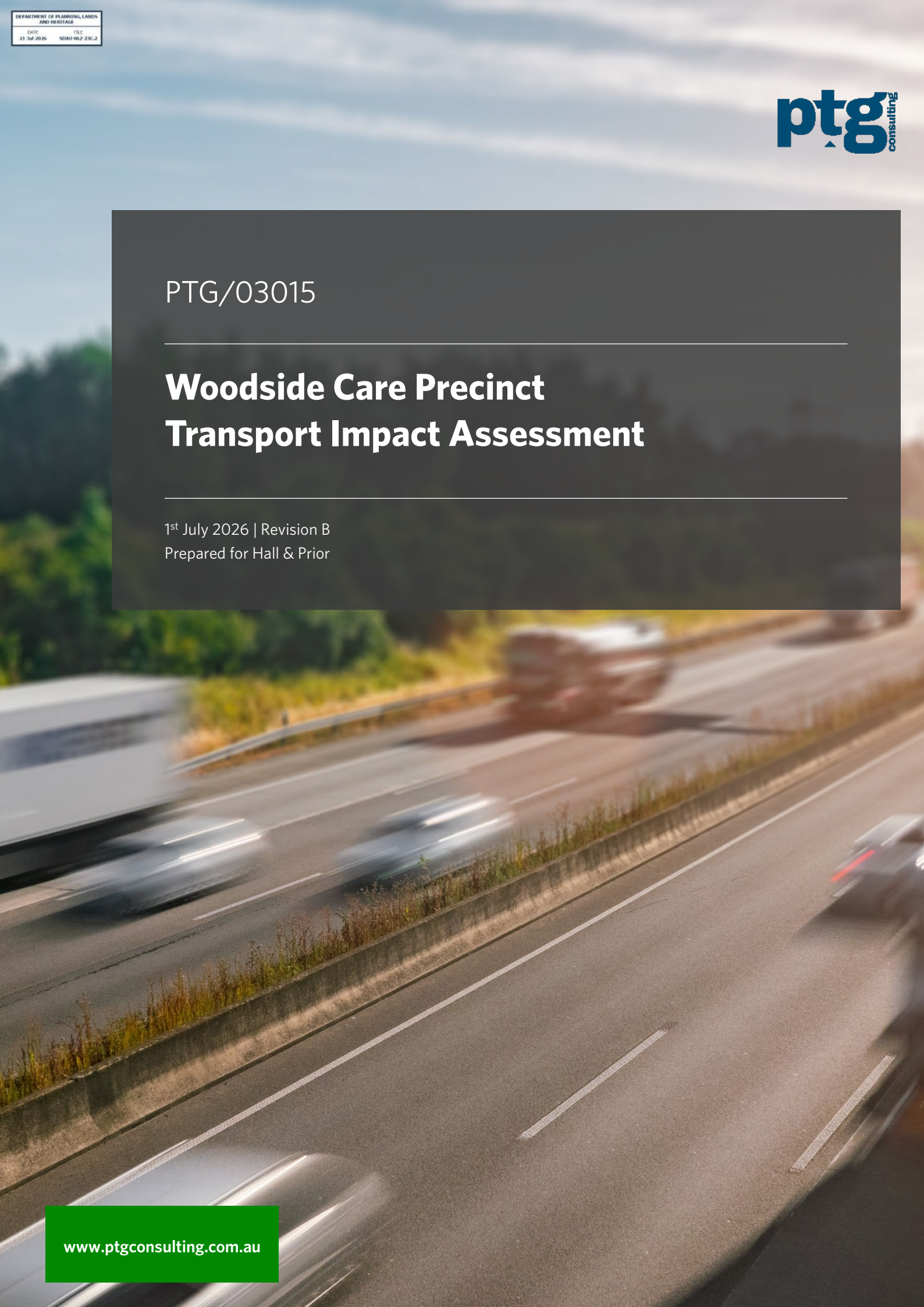
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 21 Jul 2026
FILE SDAU-062-23C.2

PTG/03015

Woodside Care Precinct
Transport Impact Assessment

1st July 2026 | Revision B
Prepared for Hall & Prior



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REPORT DETAILS

Unique Document Identification

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Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
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1 INTRODUCTION

1.1 Background

PTG Consulting (PTG) commissioned by Hall & Prior ('the Client') to prepare a Transport Impact Assessment for the residential aged care facility (RACF) located at 18 and 26 Dalgety Street and 29 Fortescue Street, East Fremantle ('the Site'). The Site boundary is shown **Figure 1**.

Figure 1 – Site Boundaries



Source: Metromap (2026)

This report aims to assess the impacts of the proposed development upon the adjacent road network and the proposed provisions for car parking for the proposed development. This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).* **Appendix A** of this report includes a checklist of the WAPC guidelines.

The scope of work comprises of the following:

- Summary of the existing and proposed infrastructure within the context of the surrounding area;
- Background information for the proposed development;
- Desktop assessment to determine the traffic generation, distribution and assignment for the proposed development;
- SIDRA assessment of key intersections and accesses;

- Assessment of the proposed provisions of car parking for the Site;
- Mitigation measures and recommendations (if required); and
- Conclusions and summary.

2 EXISTING SITUATION

2.1 Site Location

The proposed Site is located on No. 18 and 26 Dalgety Street and No. 29 Fortescue Street, in the Town of East Fremantle. The Site was the location of the former Woodside Maternity Hospital, which is listed as a heritage property. The existing site currently has two accesses, both from Dalgety Street.

The Site is bounded by Dalgety Street to the west, Fortescue Street to the east, and residential properties to the north and south. Both Dalgety Street and Fortescue Street intersect with Canning Highway in the north and Fletcher Street in the south, as shown in Figure 2.

Figure 2 – Site Location

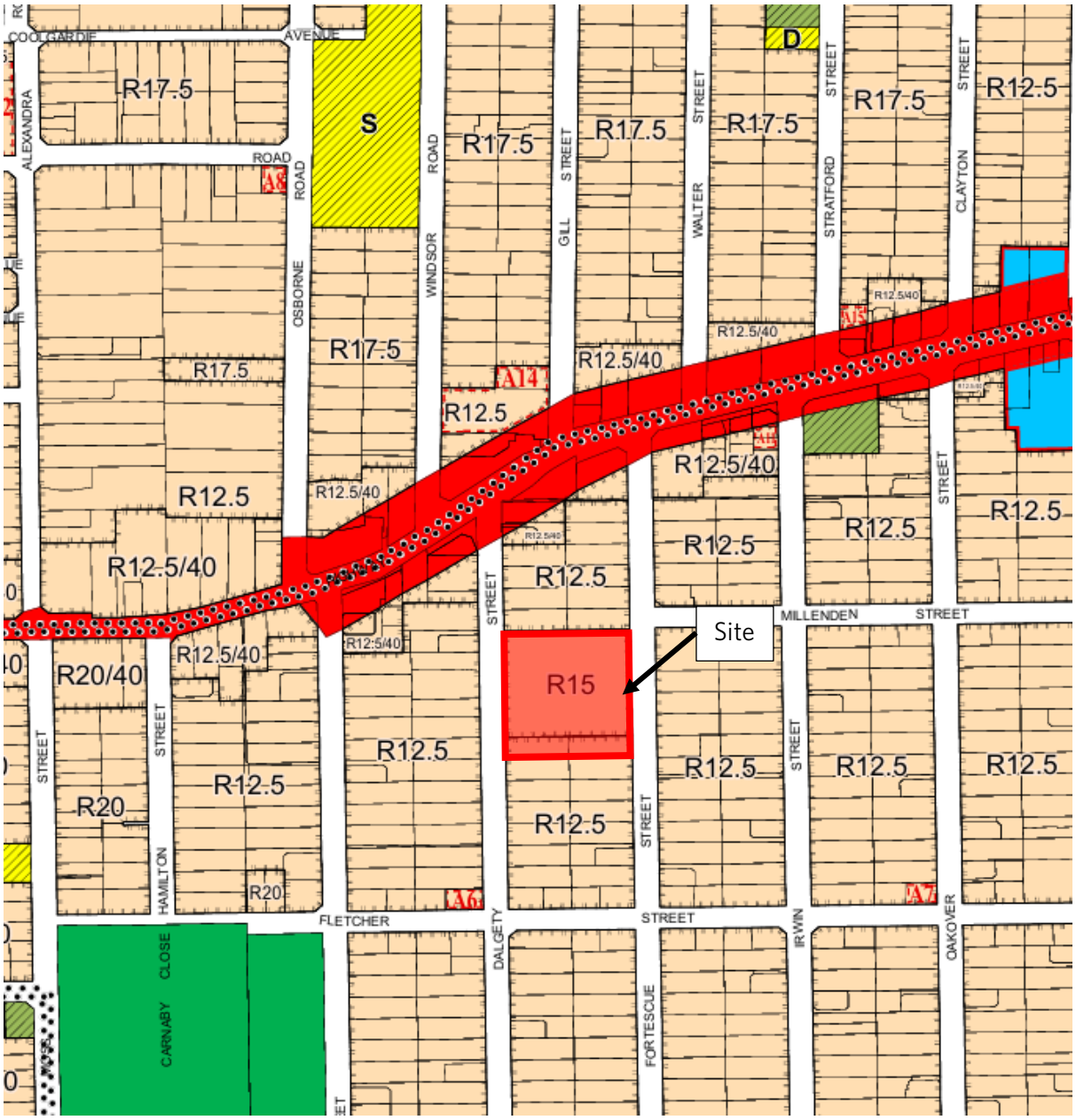


Source: Metromap (2026)

2.2 Surrounding Land Use

The Town of East Fremantle's *Town Planning Scheme No. 3* zoning map (see **Figure 3**) shows that the Site is zoned as residential. The majority of land uses surrounding the Site are zoned as residential, with 'parks and recreation' to the southwest and 'open space' in the northeast and southwest directions. East Fremantle's town centre is located west of the Site, while some properties zoned as 'special business' are located to the east along Petra Street.

Figure 3 – Existing Land Use & Zoning



Source: Town of East Fremantle's Town Planning Scheme No. 3

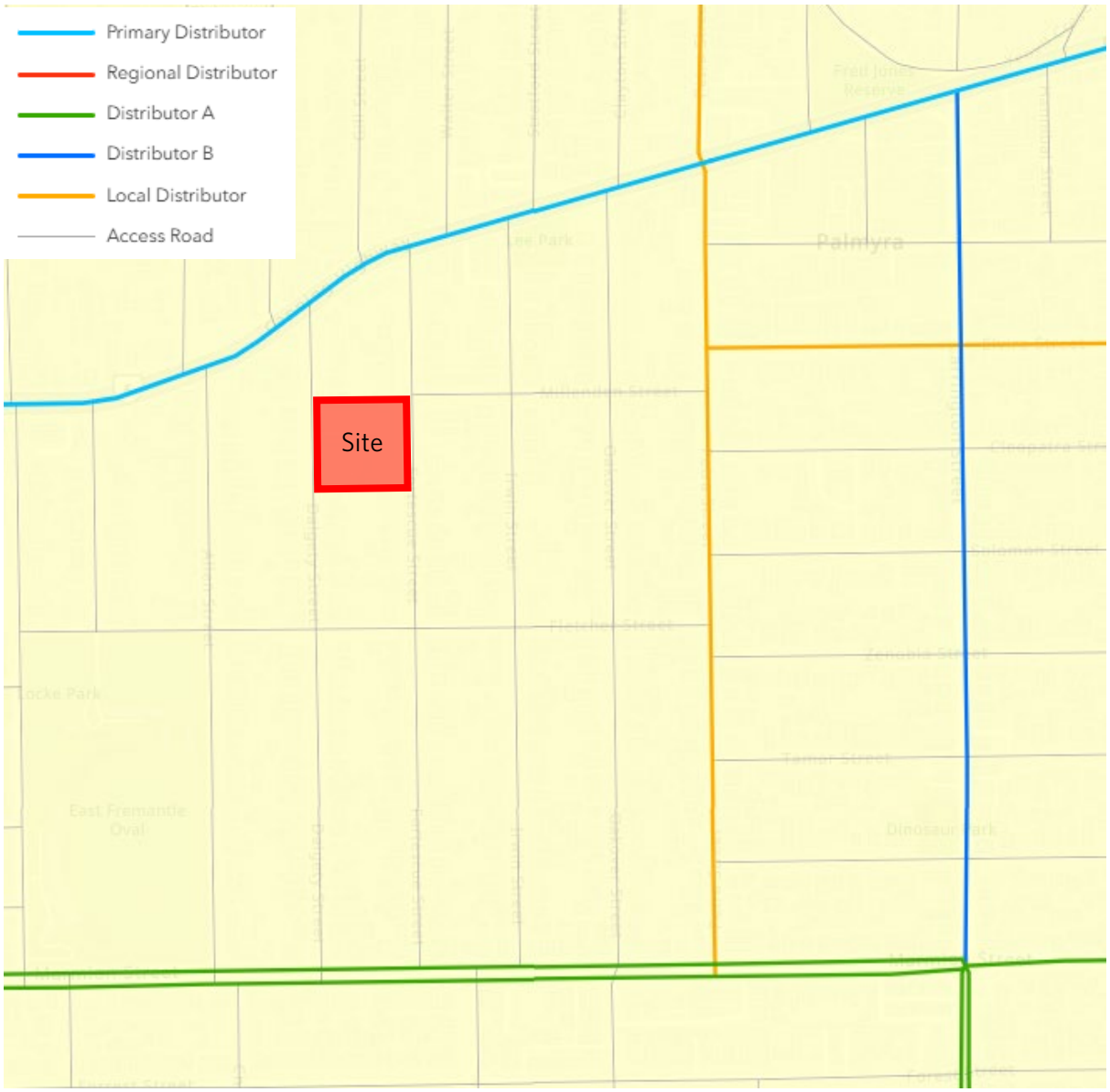
2.3 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- **Distributor B (dark blue):** performs a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The layout and classification of the roads under the *Main Roads WA Road Hierarchy* surrounding the Site are presented in in **Figure 4**.

Figure 4 – Road Network Classification



Source: MRWA Road Information Mapping System

The characteristics of the surrounding road network are presented in **Table 1**.

Table 1 – Road Network Description

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Posted Speed Limit (km/h)
Canning Highway	Primary Distributor	Main Roads WA	4 (divided)	2	60
Marmion Street	Distributor A	Local Govt.	2 (divided)	2	60
Petra Street	Local Distributor	Local Govt.	2	2	50
Dalgety Street	Access Road	Local Govt.	2	2	50
Fortescue Street	Access Road	Local Govt.	2	2	50
Fletcher Street	Access Road	Local Govt.	2	1	50

Source: MRWA Road Information Mapping System

2.4 Existing Intersections

2.4.1 Canning Highway/Dalgety Street

The Canning Highway/Dalgety Street intersection is a three-way stop-controlled intersection located north of the Site as shown in **Figure 5**. A school crossing is located at the west leg of the intersection, while bus bays are located on both sides of the east leg of the intersection.

Figure 5 – Canning Highway/Dalgety Street Intersection



Source: Metromap (2026)

2.4.2 Canning Highway/Fortescue Street

The Canning Highway/Fortescue Street intersection is a three-way give way-controlled intersection located north of the site as shown in **Figure 6**.

Figure 6 – Canning Highway/Fortescue Street Intersection



Source: Metromap (2026)

2.5 Existing Pedestrian/Cycle Networks

According to the walking and riding map shown **Figure 7,** bicycle lanes or sealed shoulders are present along Marmion Street in the south and Petra Street in the east. Good riding environments are indicated along Fletcher Street south of the Site, Windsor Road north of the Site and Dalgety street on the western Site frontage.

Figure 7 – Existing Bike Facilities in the Town of East Fremantle



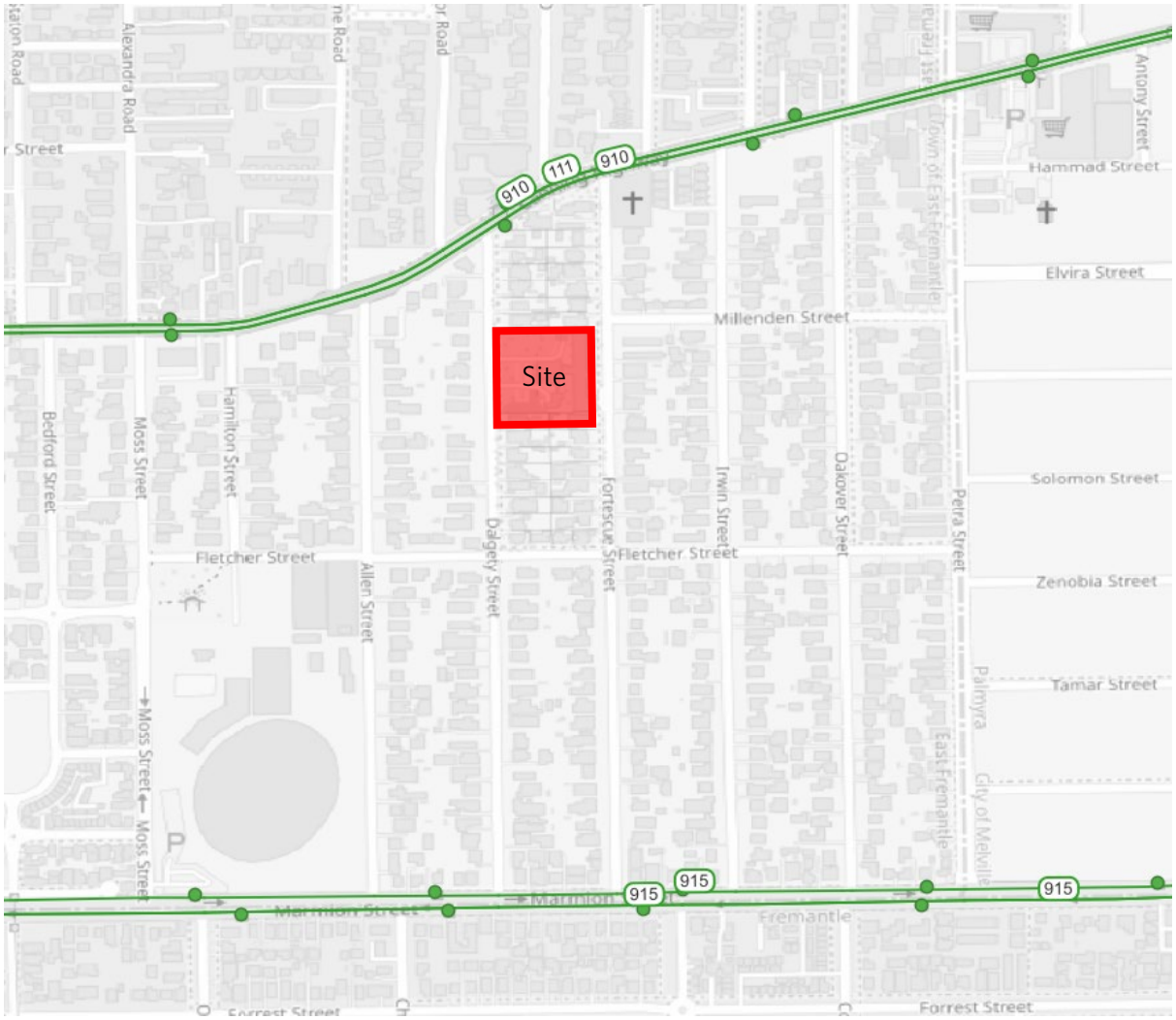
Source: Fremantle Bridge Closure Walking and Bike Riding Information

2.6 Existing Public Transport Facilities

The *Transperth* network surrounding the Site is shown in **Figure 8**. The figure shows that the Site is well served by Route 910 and Route 111, which both run along Canning Highway providing easy access to Fremantle Station and Perth Busport. The nearest bus stops are Canning Highway before Dalgety Street and Canning Highway after Windsor Road, which are about 200 metres away from the Site. In addition, Route 915 runs along Marmion Street (terminating at Bull Creek Station to the East and Fremantle Station to the west), with the nearest bus stops located about 700 metres from the Site.

The presence of a high frequency bus route within 200 metres from the Site provides it with excellent accessibility in terms of public transport. It should be noted that to access the eastbound Canning Highway after Windsor Road bus stop requires pedestrians to cross Canning Highway at a Warden Controlled Children's Crossing. Outside of school times, this crossing may be difficult for elderly pedestrians to use.

Figure 8 – Public Transport Facilities



Source: Transperth

The frequency of bus and train operations near the Site are shown in **Table 2.**

Table 2 – Bus Route Frequency

Bus Route	Route Description	Service Frequencies		
		Weekday Peak	Saturdays	Sundays & Public Holidays
111	Perth – Fremantle, via Kwinana Fwy & Canning Hwy	10 mins	No service	No service
915	Fremantle Stn. – Bull Creek Stn. via Marmion St	5-10 mins	15-30 mins	15-30 mins
910	Perth – Fremantle Stn. via Canning Hwy	5-10 mins	15-30 mins	15-30 mins

Source: Transperth

2.7 Existing Traffic Volumes and Surveys

Midblock traffic data within the vicinity of the Site was obtained from Main Roads' traffic map and summarised in **Table 3.**

Table 3 – Existing Traffic Volumes

Location	Direction	Year	Daily Volume (Mon-Sun)	% Heavy Vehicle
Canning Hwy West of Carrington St (SLK 13.92)	Eastbound	2024/25	10,128	8%
	Westbound	2024/25	9,499	9.2%
Canning Hwy West of Preston Point Rd (East Fremantle) (SLK 15.23)	Eastbound	2024/25	12,375	7.4%
	Westbound	2024/25	13,806	11.9%
Marmion St West of Carrington St (SLK 0.16)	Eastbound	2024/25	7,035	8.5%
	Westbound	2024/25	6,820	7.3%
Marmion St East of Stirling Hwy (SLK 0.56)	Eastbound	2024/25	5,306	6.2%
	Westbound	2024/25	4,980	6.6%

Source: Main Roads Traffic Map

Additionally, traffic surveys are also available at the Canning Highway/Dalgety Street and Canning Highway/Fortescue Street intersections. The peak period and daily traffic data is summarised below in **Table 4**.

Table 4 – Traffic Counts along Dalgety Street and Fortescue Street

Location	Date	AM Peak Period (vph)	PM Peak Period (vph)	Daily (vpd)
Dalgety Street	March 2026	69	70	711
Fortescue Street	March 2026	52	32	385

2.8 Crash Assessment

A search of the *Main Roads WA Reporting Centre* for crash data was undertaken. This search covered all recorded traffic accidents between 1 January 2021 and 31 December 2025, which is illustrated in **Figure 9.** The summary of midblock and intersection crashes are presented in **Table 5** through **Table 10.**

Figure 9 – Crash Map



Source: Main Roads Crash Data

Table 5 – Canning Highway/Dalgety Street Intersection Crashes

Crash Type	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	1	-	1
Total	0	0	0	1	0	1

Table 6 – Canning Highway/Fortescue Street Intersection Crashes

Crash Type	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	1	-	-	1
Total	0	0	1	0	0	1

Table 7 – Fletcher Street/Dalgety Street Intersection Crashes

Crash Type	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	-	1	1
Non-Collision	-	-	1	-	-	1
Right Angle	-	-	2	1	-	3
Total	0	0	0	1	1	5

Table 8 – Canning Highway Midblock Crashes between Dalgety Street and Fortescue Street

Crash Type	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	1	-	1
Total	0	0	0	1	0	1

Table 9 – Dalgety Street Midblock Crashes between Canning Highway and Fletcher Street

Crash Type	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Not Specified	-	-	-	-	1	1
Total	0	0	0	0	1	1

Table 10 – Fortescue Street Midblock Crashes between Canning Highway and Fletcher Street

Crash Type	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Not Specified	-	-	-	1	-	1
Right Angle	-	-	-	1	-	1
Total	0	0	0	2	0	2

A summary of the crash data is as follows:

- 11 crashes were recorded in total
- No fatalities were recorded
- A majority of the crashes recorded resulted in major property damage
- Out of the 4 crashes that required medical attention, 3 occurred at the Fletcher Street/Dalgety Street intersection. Based on the crash description, the main cause appears to be drivers ignoring the stop sign.
- The crash which resulted in medical attention was the result of a vehicle a right turning vehicle being rear end by another vehicle.
- There was no discernible pattern with the crashes that occurred within this area.

The number of recorded crashes on roads adjacent to the Site is not considered to be excessive and it is expected that the development will not cause any material change to road safety in the area.

3 CHANGES TO SURROUNDING AREA

3.1 Pedestrian/Cycle Networks

Footpaths are provided along both sides of Dalgety Street and Fortescue Street.

"Good Road Riding Environments" run along Fletcher Street, Forrest Street, Dalgetty Street and Windsor Road, whilst bicycle lanes run along Marmion Street and Petra Street as illustrated in **Figure 10**.

Overall, the Site is surrounded by good pedestrian/cycle networks.

Figure 10 – Existing Pedestrian/Cycle Networks



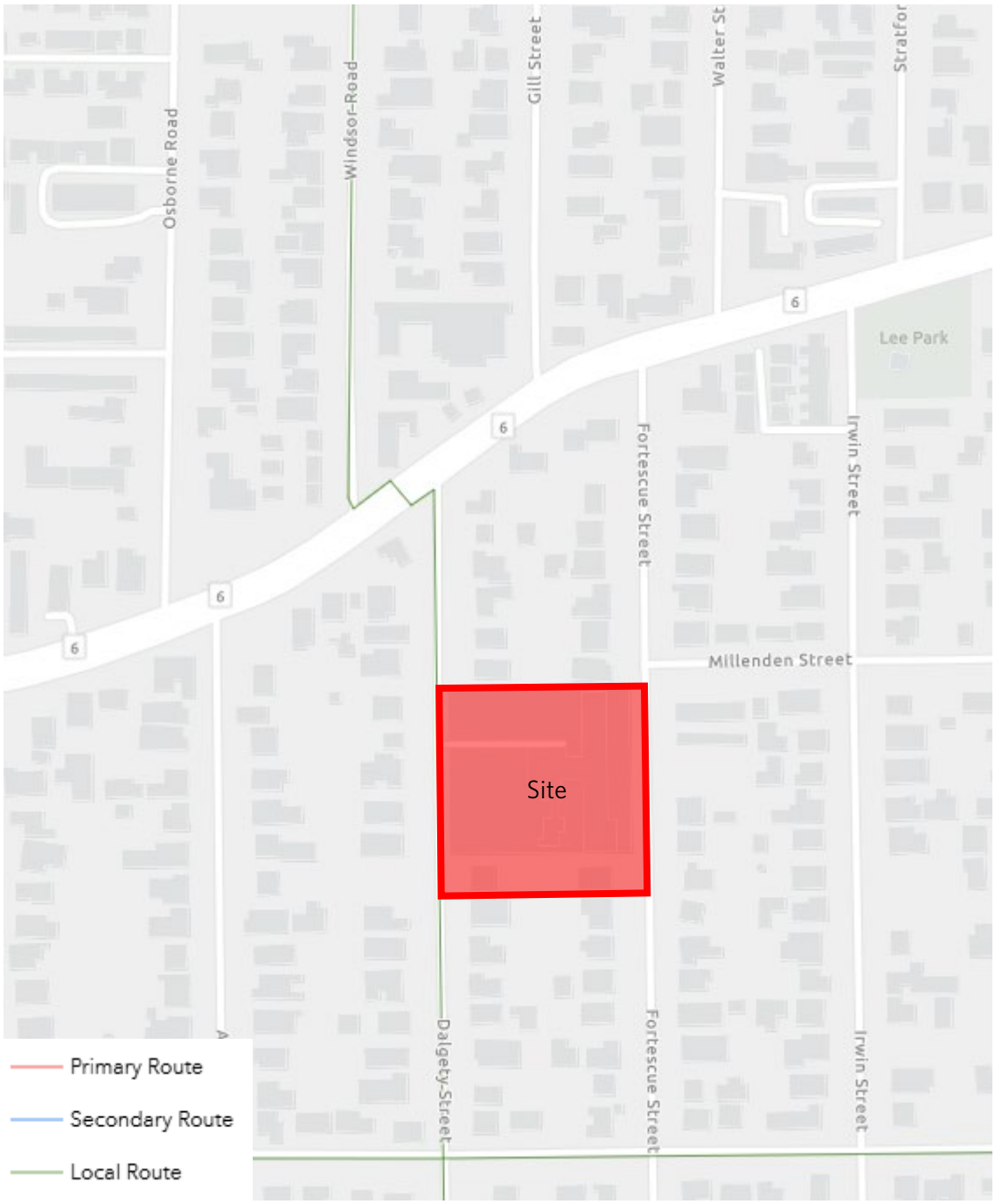
Source: Department of Transport

The Department of Transport Long Term Cycle Network for Perth and Peel illustrates that Dalgety Street is identified as a Local Route as shown in **Figure 11.** Local Routes are identified as the following:

- Lower level of demand providing critical access to higher order routes, local amenities, and recreational spaces. Predominately located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.

This local route crosses Canning Highway at what is currently a Warden Controlled Children's Crossing. Outside of school times, this crossing may be difficult for pedestrians and cyclists to cross.

Figure 11 – Long Term Cycle Network Perth



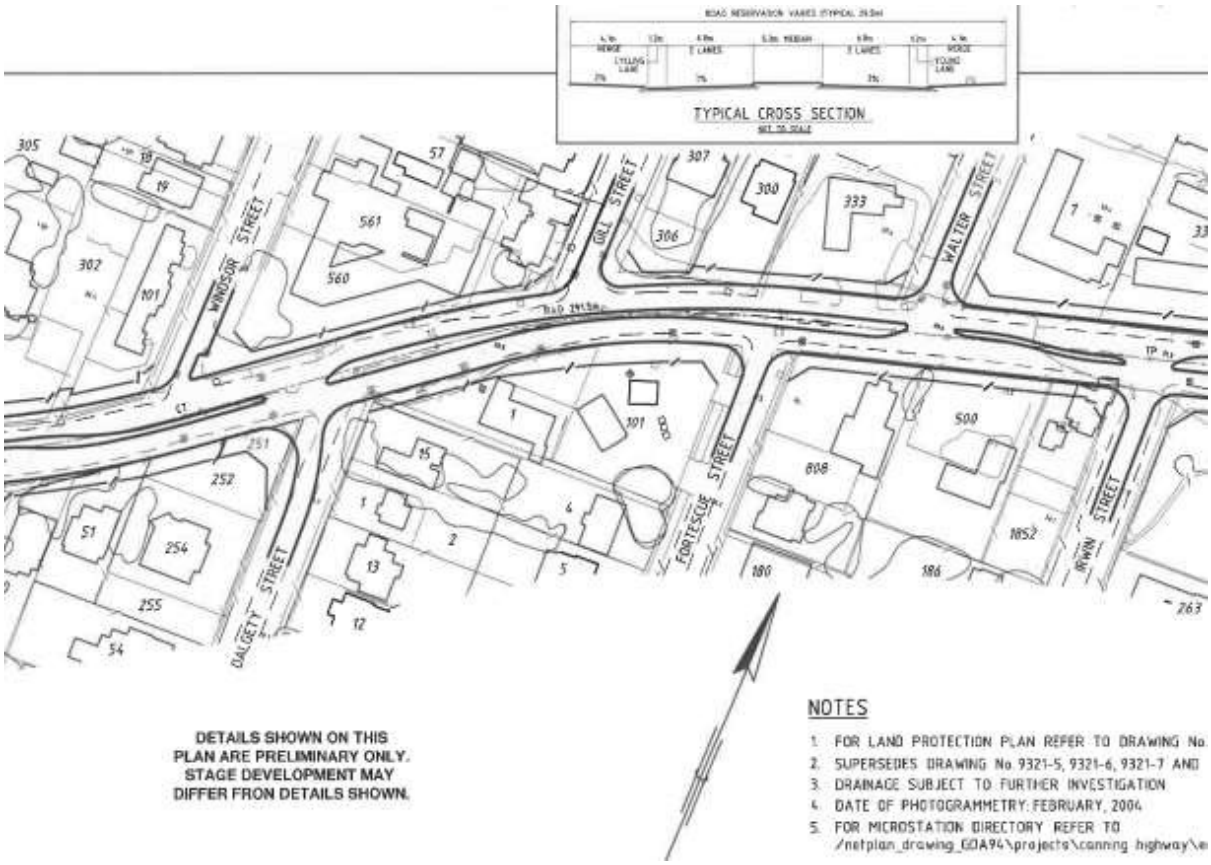
Source: Department of Transport

3.2 Road Network

Main Roads WA's long-term plans for Canning Highway involve upgrading the road to a dual carriageway. **Figure 12** shows the proposed dual carriageway concept along Canning Highway, which includes the following changes/upgrades to Dalgety Street and Fortescue Street:

- Full movement access is retained at the Canning Highway/Dalgety Street intersection and a turning pocket is provided for the right turn movement into Dalgety Street; and
- The Canning Highway/Fortescue Street intersection will be restricted to left in/left out only. As a result, right turning traffic will likely be split between Dalgety Street and Irwin Street.

Figure 12 – Canning Highway Dual Carriageway Concept Layout

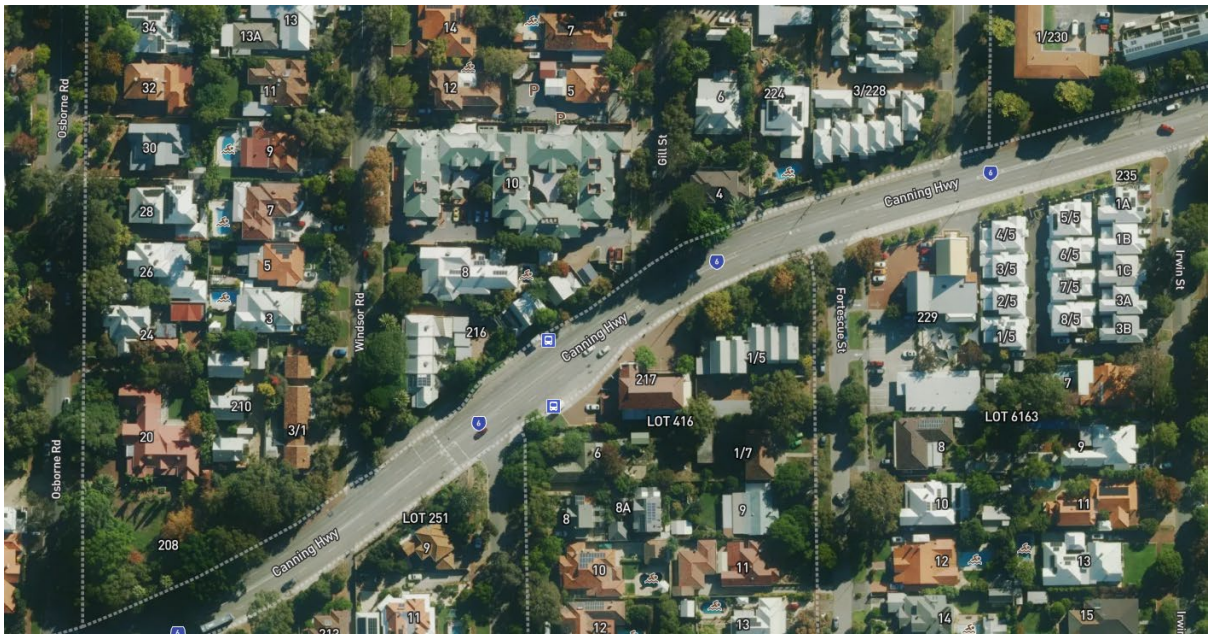


Source: Main Roads WA

As shown in **Figure 13,** both the Canning Highway/Dalgety Street and Canning Highway/Fortescue Street intersections currently allow all turning movements. Under the existing layout, right turn movements are difficult for drivers at these intersections due to high volume through movement along Canning Highway.

Additionally, the lack of a turn pocket on Canning Highway means that the through movements are disrupted when a vehicle waits to turn right into a side road.

Figure 13 – Existing Intersection Layout



3.3 Public Transport Services

The Public Transport Authority (PTA) have confirmed that no short to medium term structural changes are proposed to the bus network in this area.

PTA also confirmed that there may be a very minor reduction in the daily number of trips when the Fremantle Traffic Bridge reopens later this year, though service frequencies are unlikely to change much.

3.4 Intersection Controls

There are no planned changes to the intersection controls in the vicinity of the Site beyond what is mentioned in the section above.

4 INTEGRATION WITH SURROUNDING AREA

4.1 Surrounding Attractors/Generators

The key traffic generators near the Site include the following:

- East Fremantle Town Centre, located west of the Site,
- East Fremantle Oval and Raceway Park, located southwest of the Site,
- Richmond Primary School, located north of the Site, and
- Commercial and retail developments surrounding Canning Highway/Petra Street intersection.

Figure 14 – Surrounding Attractors/Generators



Source: Metromap (2022)

4.2 Level of Accessibility

Trip generators and attractors discussed in the previous section are all within 800 metres of the Site. Access to the Site is not an issue in terms of mode of transportation, as it can be accessed by walking, cycling or driving. Public transport access to the Site is via the bus services operating along Canning Highway (Route 910 and 111) located approximately 150m from the Site, however, access to the eastbound bus stop requires crossing the busy Canning Highway which is a Warden Controlled Children's Crossing uncontrolled outside of school times which may be difficult for elderly pedestrians. Overall, the Site has an excellent level of accessibility to and from the surrounding traffic generators and attractors.

4.3 Proposed Changes to Surrounding Land Use

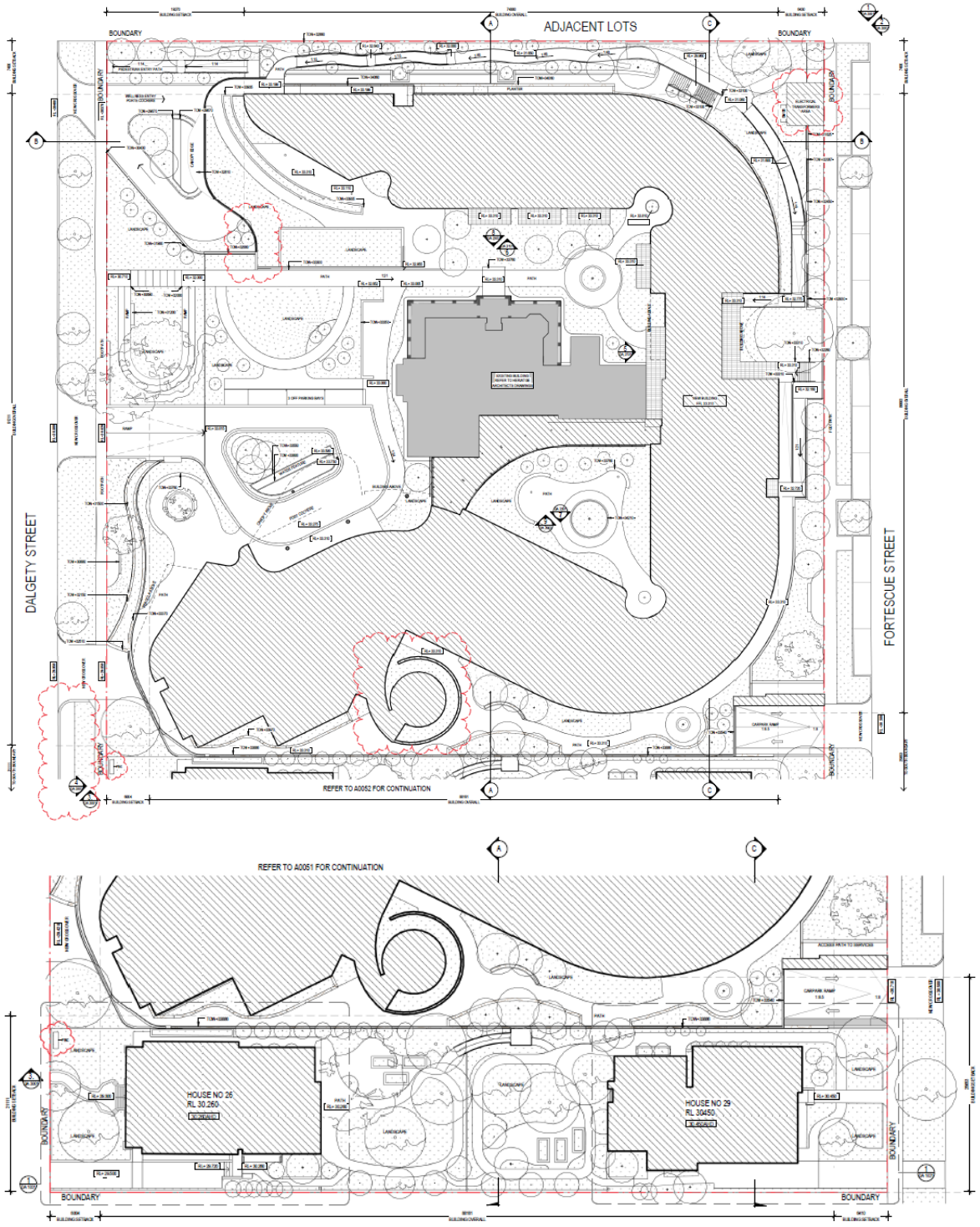
There are no proposed land use changes within the vicinity of the Site.

5 PROPOSED DEVELOPMENT

5.1 Proposed Land Use

The proposed development is a residential aged care facility which will include wellness services. Along with the use of two existing residential dwellings that will be provided for supported independent living arrangements. **Figure 15 s**hows the proposed layout of the development. The development plans are included in in **Appendix B**.

Figure 15 – Ground Floor Plan of the Site



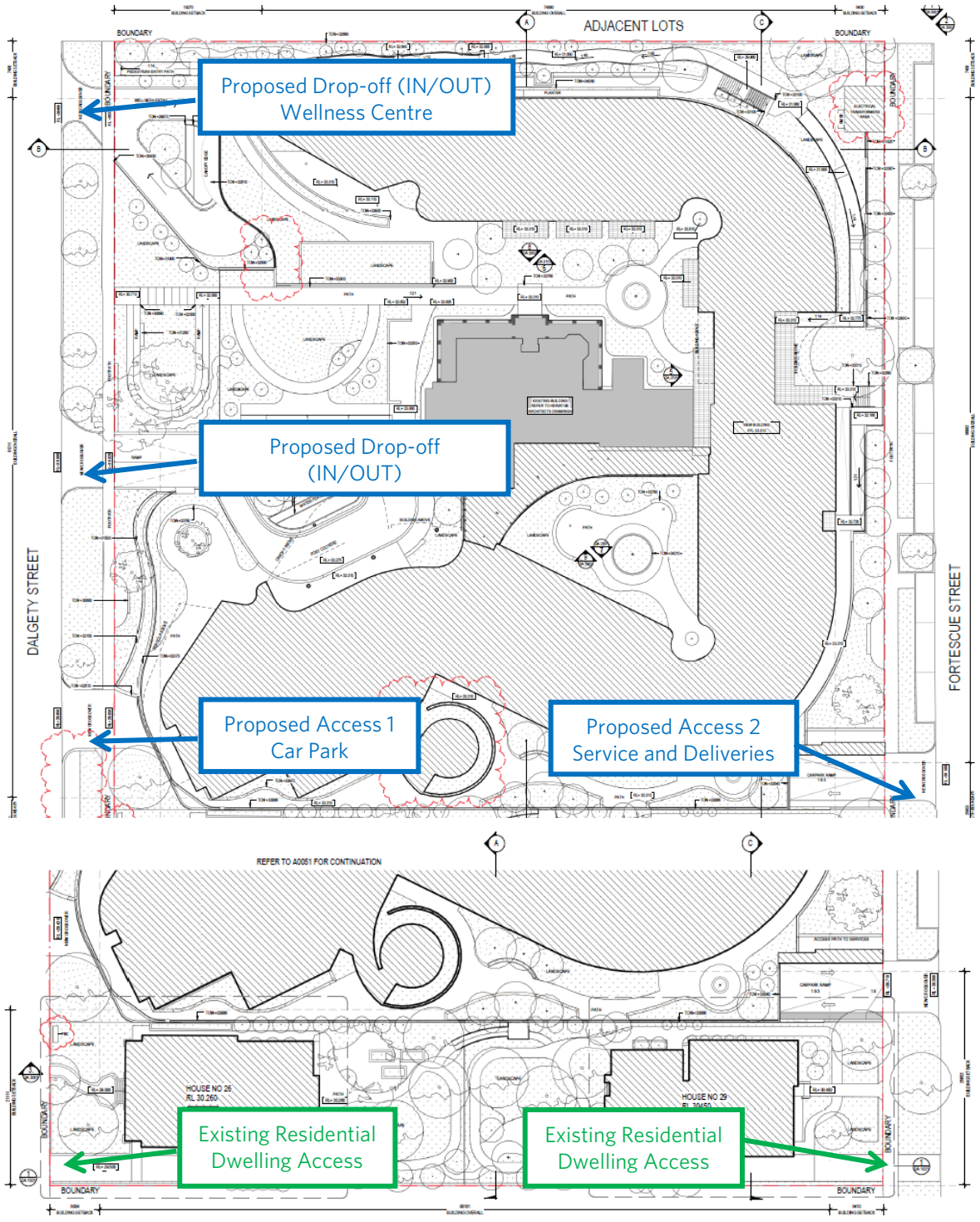
Source: Kerry Hill Architects (2026)

5.2 Access Arrangements

Four access points are proposed for the development, with three on the western boundary (fronting Dalgety Street) and one on the eastern boundary (fronting Fortescue Street), as shown in **Figure 16**.

Two accesses are exclusively for pick-up/drop-off (for the wellness centre and the RACF), while Access 1 is the entrance/exit to the basement carpark and Access 2 is the entrance to the loading dock (restricted to service and delivery vehicles only). Additionally, the existing access locations for the single residential dwellings will be retained.

Figure 16 – Existing and Proposed Site Access Arrangements



Source: Kerry Hill Architects (2026)

5.3 Car Parking Provision

The *Town of East Fremantle's Local Planning Policy No. 3* car parking requirements are as detailed in **Table 11.**

Table 11 – Car Parking Requirements

Land Use	Rate	Yield	Car Parking Requirement	Car Parking Provision
Aged Care	1 space per 5 beds	167 Beds	34 bays	111 bays
	1 space per staff member	58* Staff	58 bays	
Consulting Room (Wellness Centre)	2 spaces for every consulting room	4 Rooms	8 bays	
	1 space for every staff member	0* Staff	Nil	
Single Dwelling	2 car parking bays per dwelling	2 Dwellings	4 bays	4 bays
			104 bays	**115 bays**

**peak staff numbers for the entire Site is 58*

A total of 111 bays are proposed on-site. 56 bays are proposed to be located on the lower ground floor, 52 in the basement and 3 bays located on the ground level. 4 bays are provided as part of the existing single residential dwellings.

The proposed parking provision is intended to meet Towns' requirements, while also accommodating the additional requirements of the operators (as summarised in the table above). In addition, the 11 public on-street bays located along Fortescue Street can also be utilised by visitors to the Site.

Staff and visitor bays will likely be demarcated to indicate the parking locations for users of the Site.

This additional parking provision is also intended to minimise overspill onto kerbside street parking; a subject of previous concern by local residents along Dalgety Street where visitors from the Autism Centre currently park (as shown in **Figure 17**).

Figure 17 – Kerbside Street Parking Along Dalgety Street



5.4 Service Vehicle Provision

Swept paths for the accesses to the development were checked for a standard large car, an 8.8m Medium Rigid Vehicle (MRV), a 10.1m refuse truck (Veolia), a 22-seater bus (Nissan Civilian LB), and a 12-seater resident outing bus (Mercedes Sprinter Van), with profiles shown in in **Figure 18**. The swept paths diagrams are shown in **Figure 19** to **Figure 22**.

The swept paths show that a 10m long waste truck (largest design vehicle) and an 8.8m MRV would be able to enter and exit the loading dock without issues. Additionally, the drop off area can accommodate a standard sized car (B99) and shuttle buses up to 7m long.

Figure 18 – Vehicle Profiles

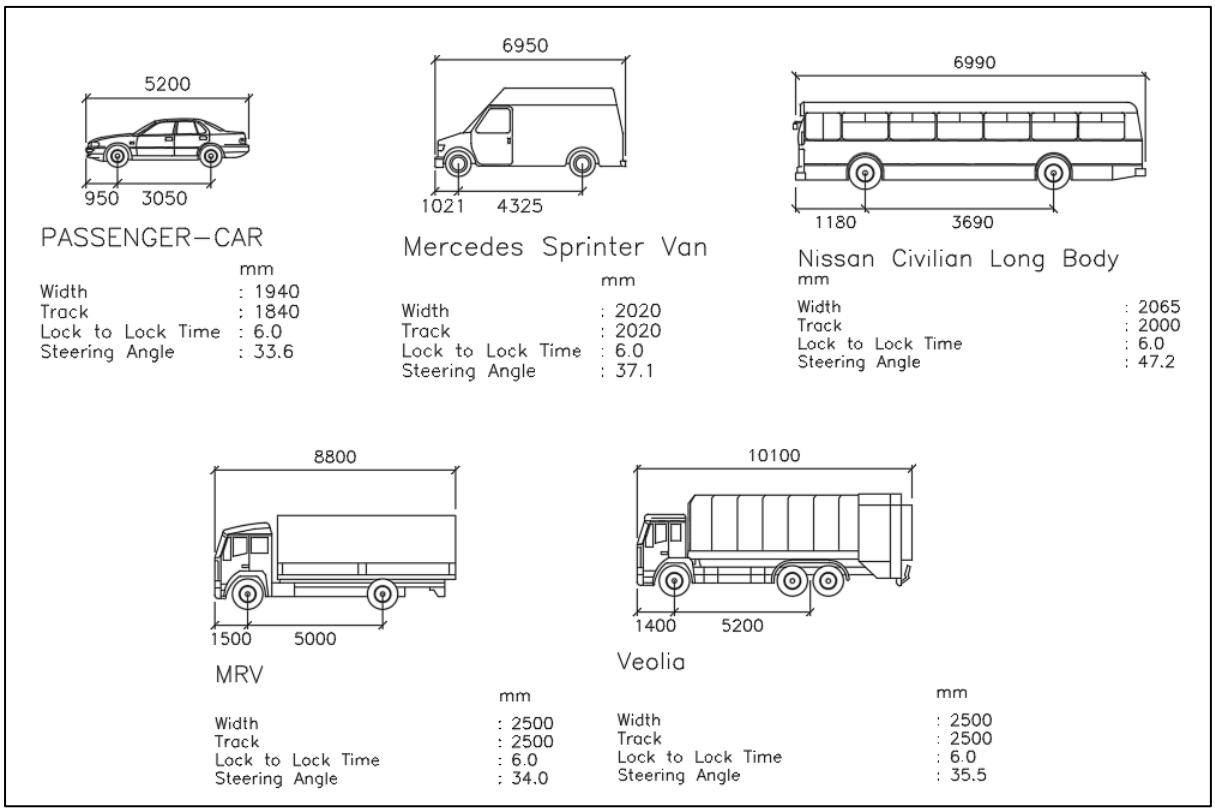


Figure 19 – Veolia Access 2 Access and Egress Swept Path

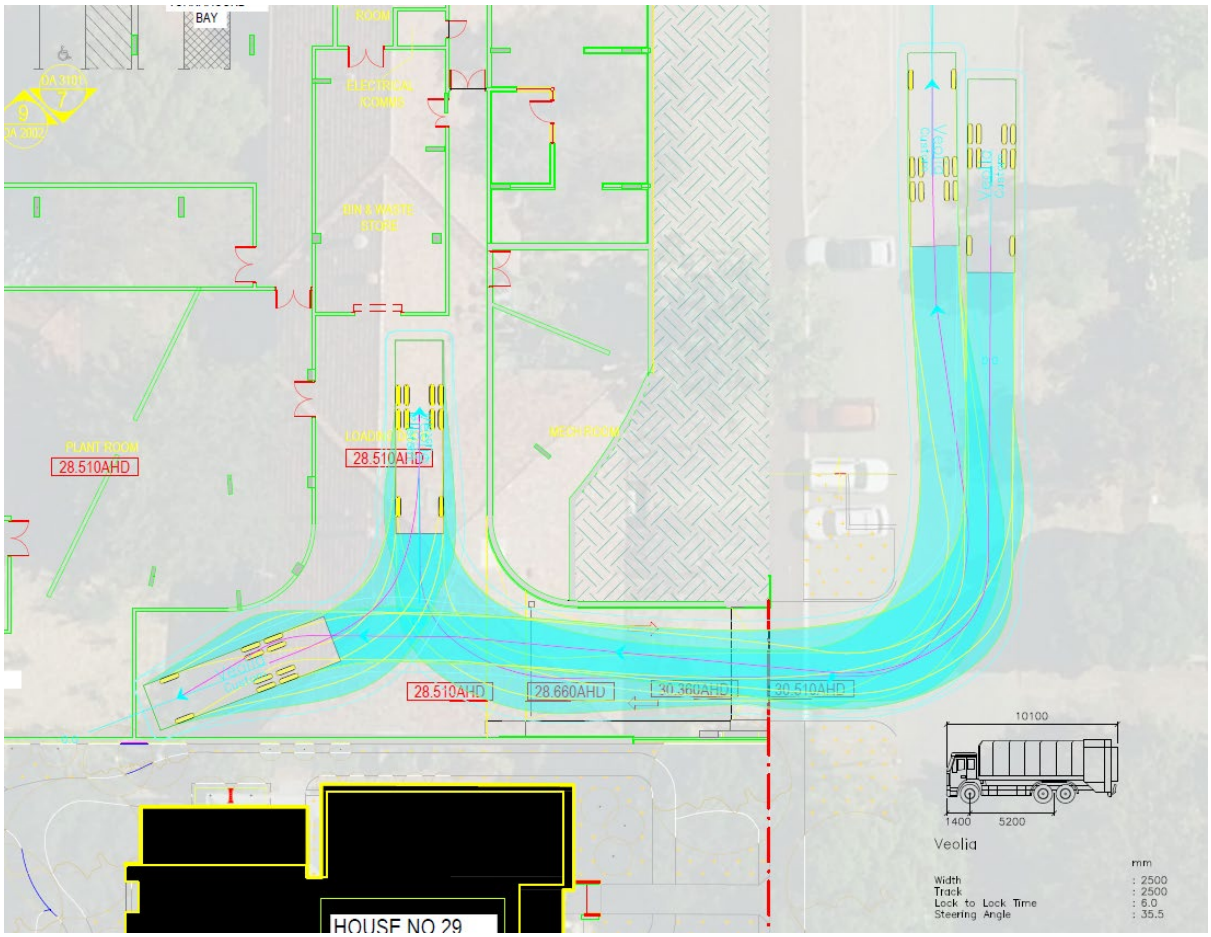


Figure 20 – MRV Access 2 Access and Egress Swept Path

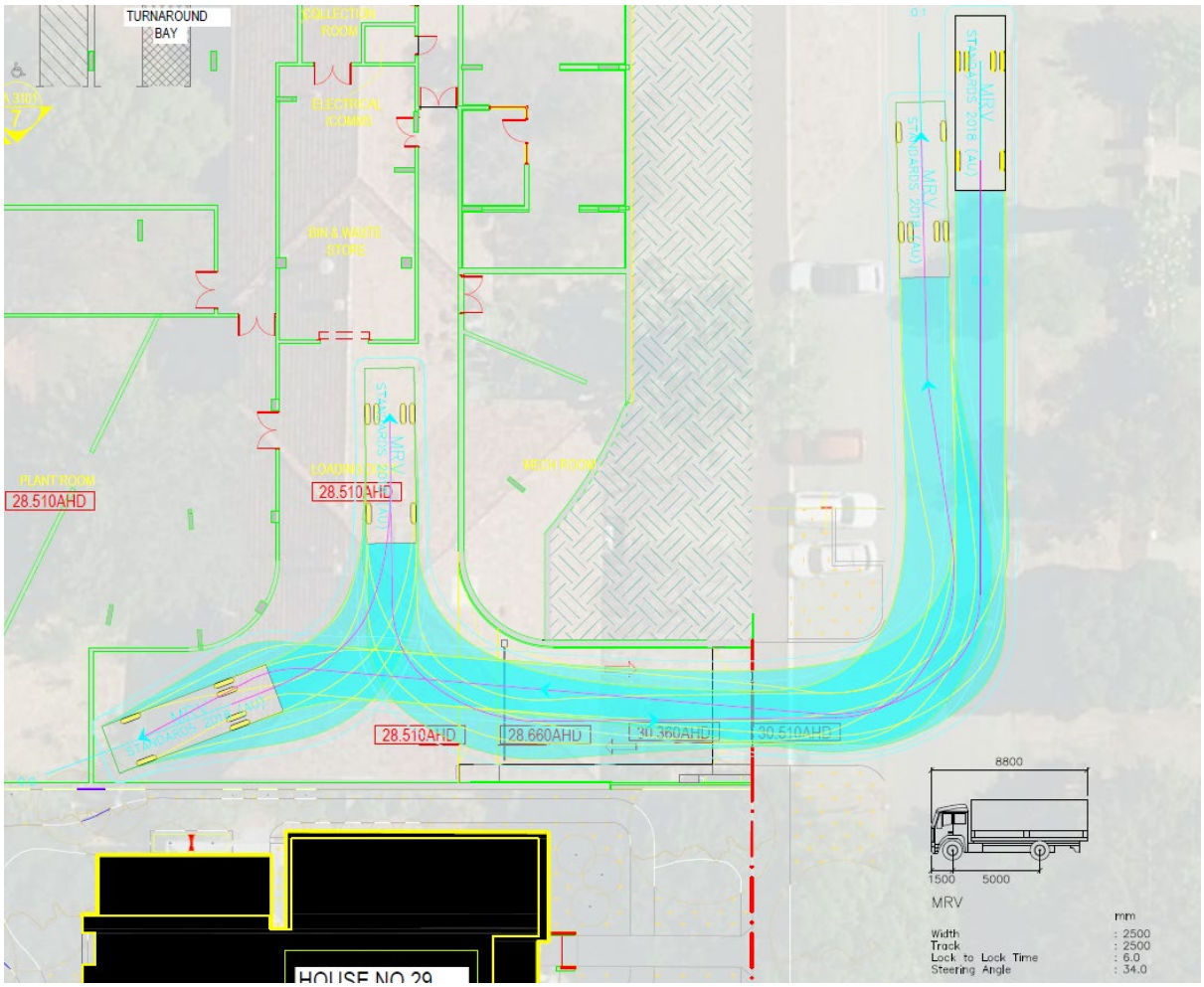


Figure 21 – B99 and 22-Seater Bus (Nissan Civilian LB) Drop-Off (Wellness Centre)

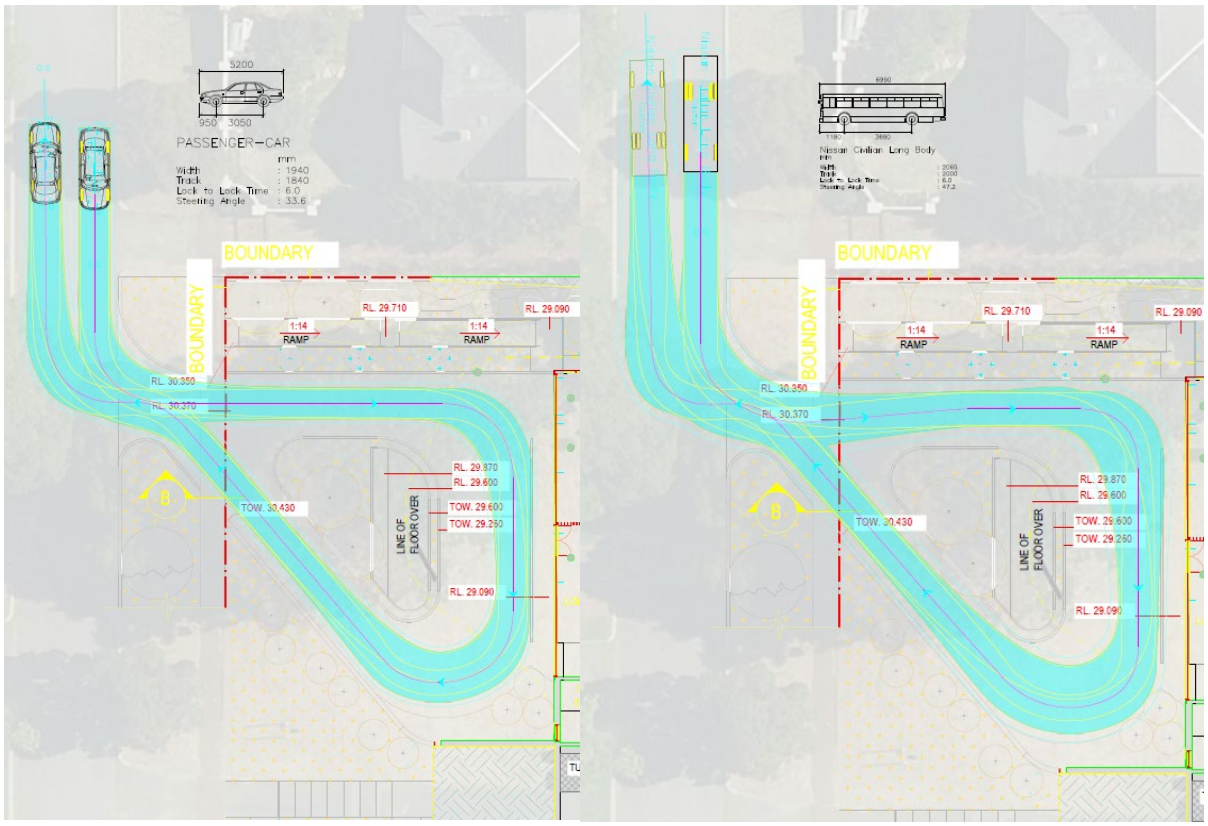
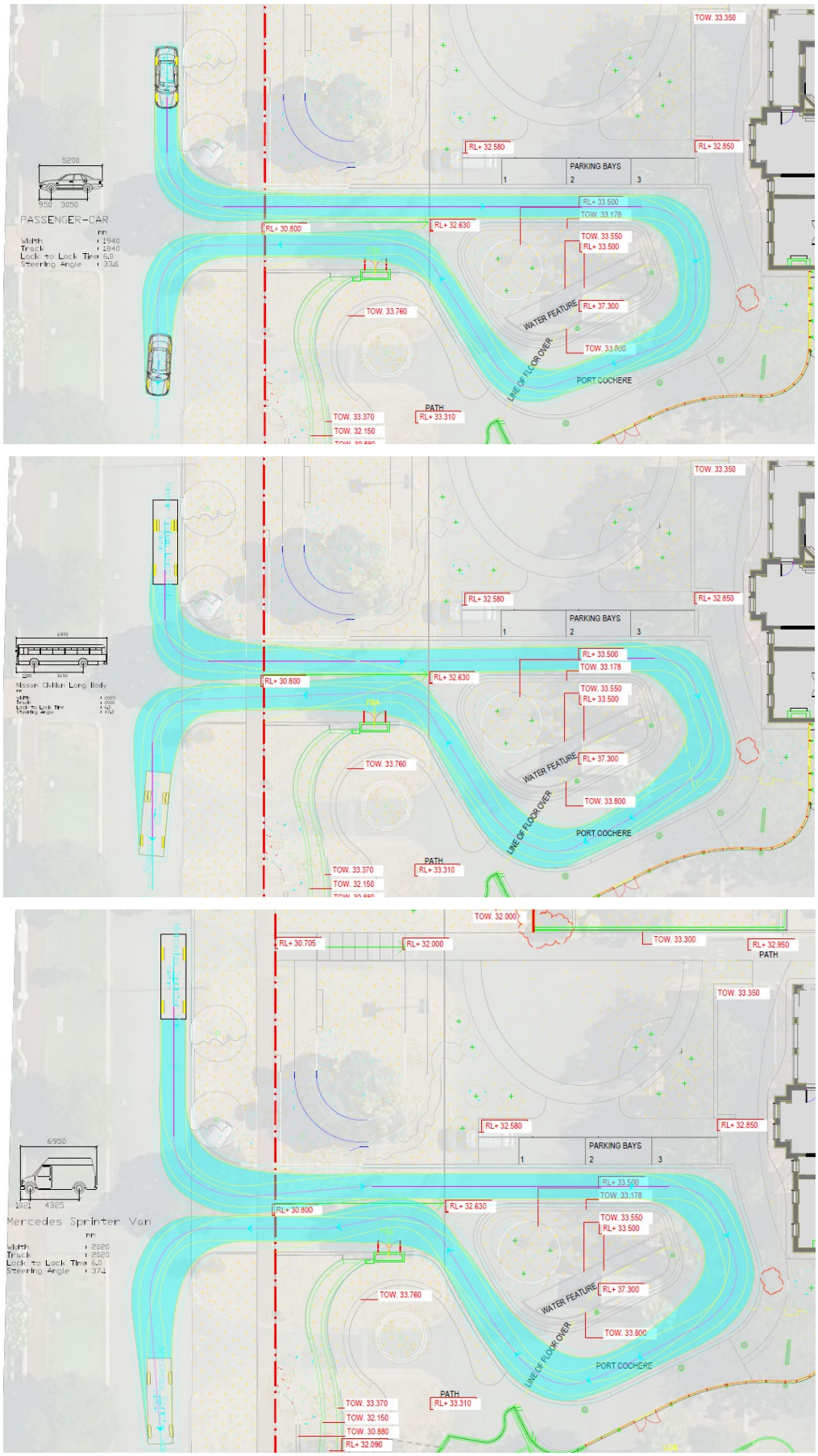


Figure 22 - B99, 22-Seater Bus (Nissan Civilian LB) and 12-Seater Bus (Mercedes Sprinter) Drop-Off (RACF)



6 ANALYSIS OF TRANSPORT NETWORK

6.1 Assessment Years and Time Period

Peak times selected are 8:00 AM to 9:00 AM for the weekday AM peak hour and 4:30 PM to 5:30 PM for the weekday PM peak hour, which were based on the existing peak traffic flow data at various locations surrounding the Site. Hence, it is not necessary to analyse the network for the weekend peak scenario as that was found to be less busy. The following model scenarios have been analysed as part of this assessment:

- Scenario 1 – 2026 Existing Traffic without Development (Weekday AM and Weekday PM)
- Scenario 2 – 2028 Opening Year Traffic with Development (Weekday AM and Weekday PM)
- Scenario 3 – 2038 Future Traffic without Development with Existing Layout (Weekday AM and Weekday PM)
- Scenario 4 – 2038 Future Traffic with Development with Existing Layout (Weekday AM and Weekday PM)
- Scenario 5 – 2038 Future Traffic with Development with Canning Highway Upgrades (Weekday AM and Weekday PM)

6.2 Model Assumptions

For the purpose of this assessment, the following assumptions were made:

- Heavy vehicle volumes are based on the existing heavy vehicles percentages obtained from traffic data for the surrounding roads.
- A 1.75% per annum growth rate is adopted for the future traffic growth rate as suggested by Main Roads WA in their advice dated 14/09/2022.
- The assumed opening year of the development is 2028 and the future assessment is 2038 which represents the 10-year horizon (as per WAPC guidelines).
- For the purpose of a robust assessment, the existing traffic generated by the Site has not been excluded from the local road network.
- The right turn out movements at the Canning Highway/Dalgety Street has been calibrated based on observed average delays. This involved modifying the gap acceptance values until the observed average delays were reached.
- For Scenario 5, it is assumed that the Canning Highway dual carriageway upgrades have occurred, and the Canning Highway/Dalgety Street intersection has been modified to reflect this change. The modifications include the following:
  - Canning Highway/Dalgety Street – full movement retained at the intersection with the inclusion of a median along Canning Highway and a right turn pocket, and
- Peak hour traffic volumes for Dalgety Street and Fortescue Street were obtained from Main Roads WA traffic map.
- A children's crossing is located near the western leg of the Canning Highway/Dalgety Street intersection which was not considered for the assessment for the following reasons:
  - Based on Site observations, the traffic warden at the children's crossing typically looked for gaps in traffic or when approaching vehicle volumes were low before allowing pedestrians to cross. This resulted in minimal disruption to through traffic along Canning Highway, and
  - The afternoon school peak (2:30pm-3:15pm) is unlikely to overlap with the development peak for the PM period (4:30pm-5:30pm).

- As traffic entering and exiting the drop off/pick up is assumed to be low and the traffic impacts will be negligible. Therefore, both of the drop off accesses have not been assessed.
- Access 2 will only be used be service/delivery vehicles and the associated volumes for these movements will be low and likely to occur outside of peak periods. Therefore, Access 2 has not been assessed.
- The Canning Highway/Fortescue Street intersection has not been assessed as no development traffic is expected to be distributed to this intersection.
- It is assumed that the 2 existing dwellings used for Supported Independent Living will continue to function in a manner similar to the existing residential dwellings. Therefore, for the purpose of this assessment, it has been excluded from the following analysis.

6.3 Traffic Generation

Trip generation for the proposed development has been calculated using various sources for the different components of the development:

- Institute of Transportation Engineers (ITE) "Trip Generation" 12th Edition

The primary function of the clinic is to provide a conveniently located Wellness Centre for residents of the aged care facility. Therefore, it is assumed that 50% of the trip generation for the clinic is internal from the aged care facility (i.e. residents) which will not create any vehicle trips to the Site. To ensure the calculation is robust, on advice, we have assumed that up to 50% of the trips to the Wellness Centre will be external to the aged care facility. **Table 12** shows the trip generation rate,

Table 13 shows the directional split and **Table 14** shows the total trip generation.

Table 12 – Trip Generation Rates

Land Use	Yield	Unit	Source	Weekday AM Peak	Weekday PM Peak	Weekday Daily
Nursing Home	167	Beds	ITE 620	0.22 per bed	0.37 per bed	3.07 per bed
Clinic (Wellness Centre) – Total	495	sq.m. NLA	ITE 630	3 per 100 sq.m	4.14 per 100 sq.m	40.47 per 100 sq.m
Clinic – External				0.5 x Total = 1.5 per 100 sq.m	0.5 x Total = 2.07 per 100 sq.m	0.5 x Total = 20.23 per sq.m

Table 13 – Directional Distribution

Land Use	Weekday AM Peak		Weekday PM Peak		Weekday Daily	
	In	Out	In	Out	In	Out
Nursing Home	63%	37%	41%	59%	50%	50%
Clinic	64%	36%	44%	56%	50%	50%

Table 14 – Total Trip Generation

Land Use	Weekday AM Peak		Weekday PM Peak		Weekday Daily	
	In	Out	In	Out	In	Out
Nursing Home	24	14	26	37	256	256
Clinic – External	5	3	5	6	51	51
Total	**29**	**17**	**31**	**43**	**307**	**307**

The proposed development is expected to generate approximately 46 two-way vehicular trips in the AM peak, 74 two-way vehicular trips in the PM peak and 614 daily trips.

6.4 Traffic Generation for Previous Land Use at Site

Trip generation rates for the previous land use at the Site has been calculated using the *Institute of Transportation Engineers (ITE) "Trip Generation" 12th Edition*.

Table 15 shows the trip generation rate and **Table 16** shows the total trip generation of the previous development at the Site.

Table 15 – Trip Generation Rates (Previous Site)

Land Use	Yield	Unit	Source	Weekday AM Peak	Weekday PM Peak	Weekday Daily
Hospital	26	Beds	ITE 610	1.91 per bed	2.1 per bed	23.87 per bed

Table 16 – Total Trip Generation (Previous Site)

Land Use	Weekday AM Peak		Weekday PM Peak		Weekday Daily	
	In	Out	In	Out	In	Out
Hospital	35	16	19	37	311	311
Total	**35**	**16**	**19**	**37**	**311**	**311**

The former maternity hospital at the Site generated approximately 51 two-way vehicular trips in the AM peak hour, 56 two-way trips in the PM peak hour and 622 daily trips. The proposed development generates an additional 13 trips in the AM peak and 18 trips in the PM peak. Daily trips overall decrease by 8 daily trips.

6.5 Traffic Distribution

The total trip generation was distributed among the different accesses based on where it leads to within the Site as shown in **Figure 23**. As the Dalgety Street access is expected to be the primary visitor access, it is assumed that the majority of traffic will enter and exit at this location. Additionally, traffic volumes for the pick-up/drop-off areas are expected to be low and have a negligible impact. No traffic will be distributed to the Fortescue Street access during peak periods as this access is restricted to service and delivery vehicles only which will be low volume and more likely to occur outside of peak periods.

A breakdown of the AM and PM peak hour volumes for each of the access points at the Site is shown below in **Figure 24** and **Figure 25**.

Figure 23 – Traffic Distribution among accesses (%)

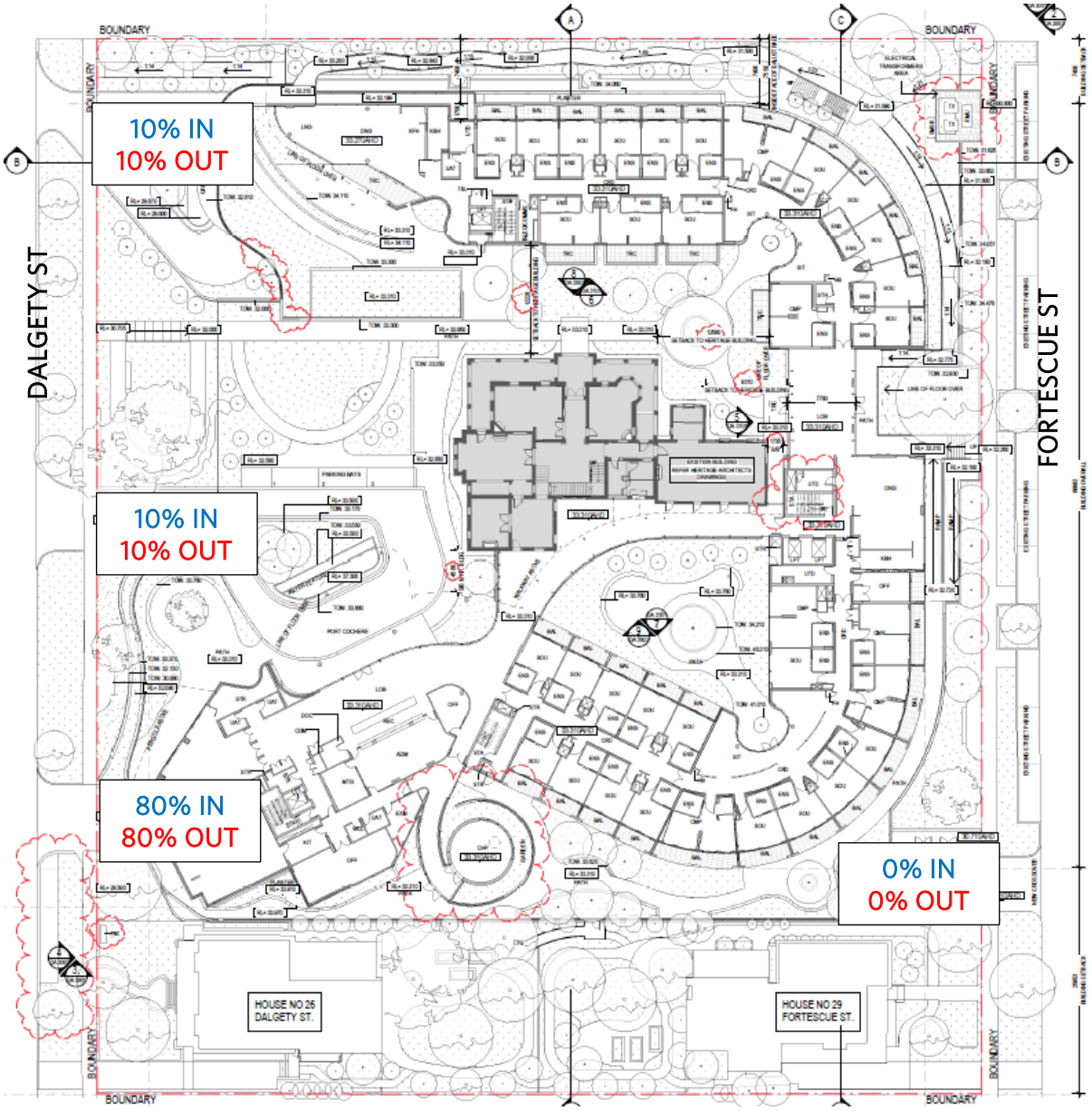


Figure 24 – Traffic Distribution Volumes Among Accesses (AM)

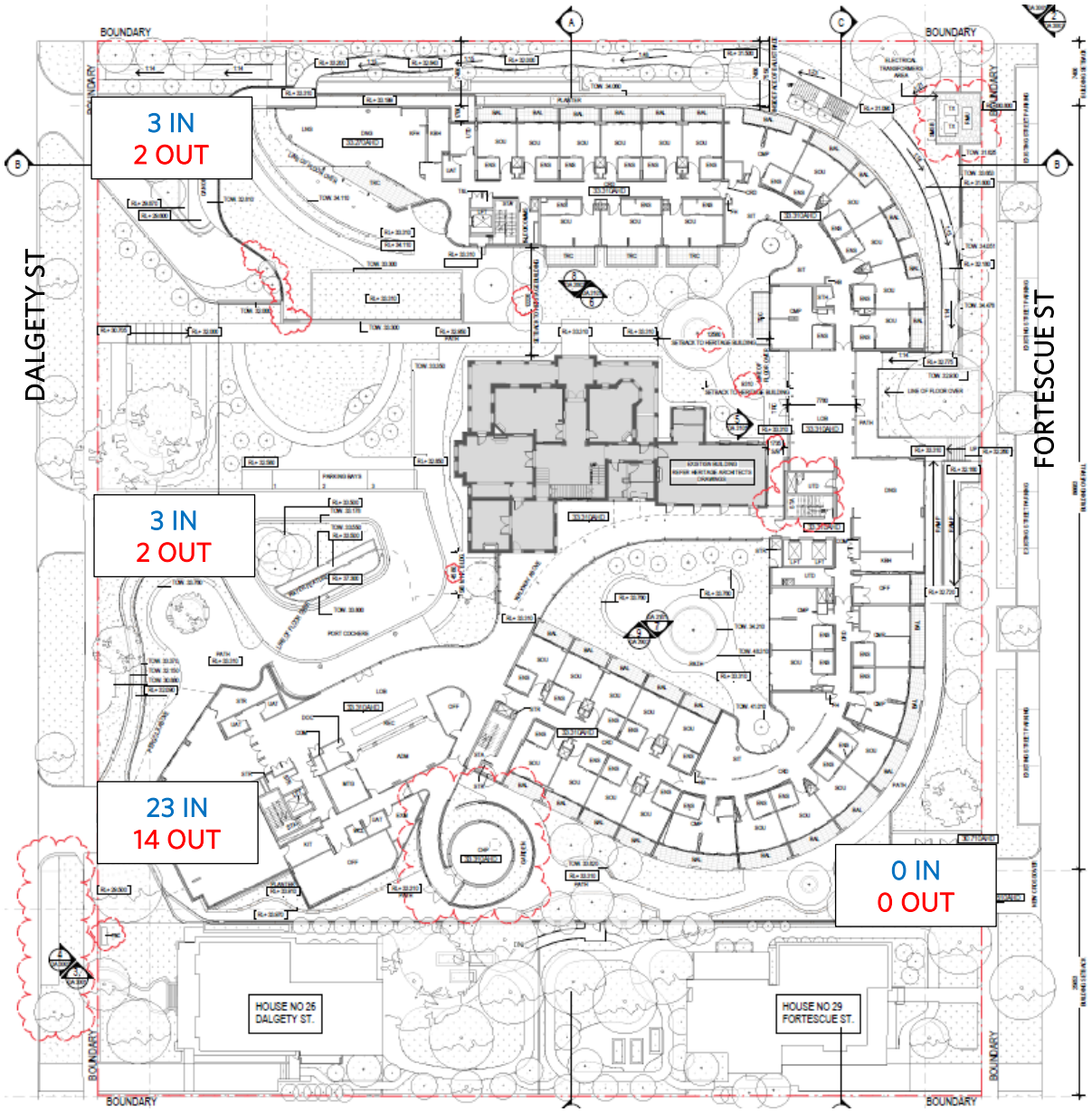
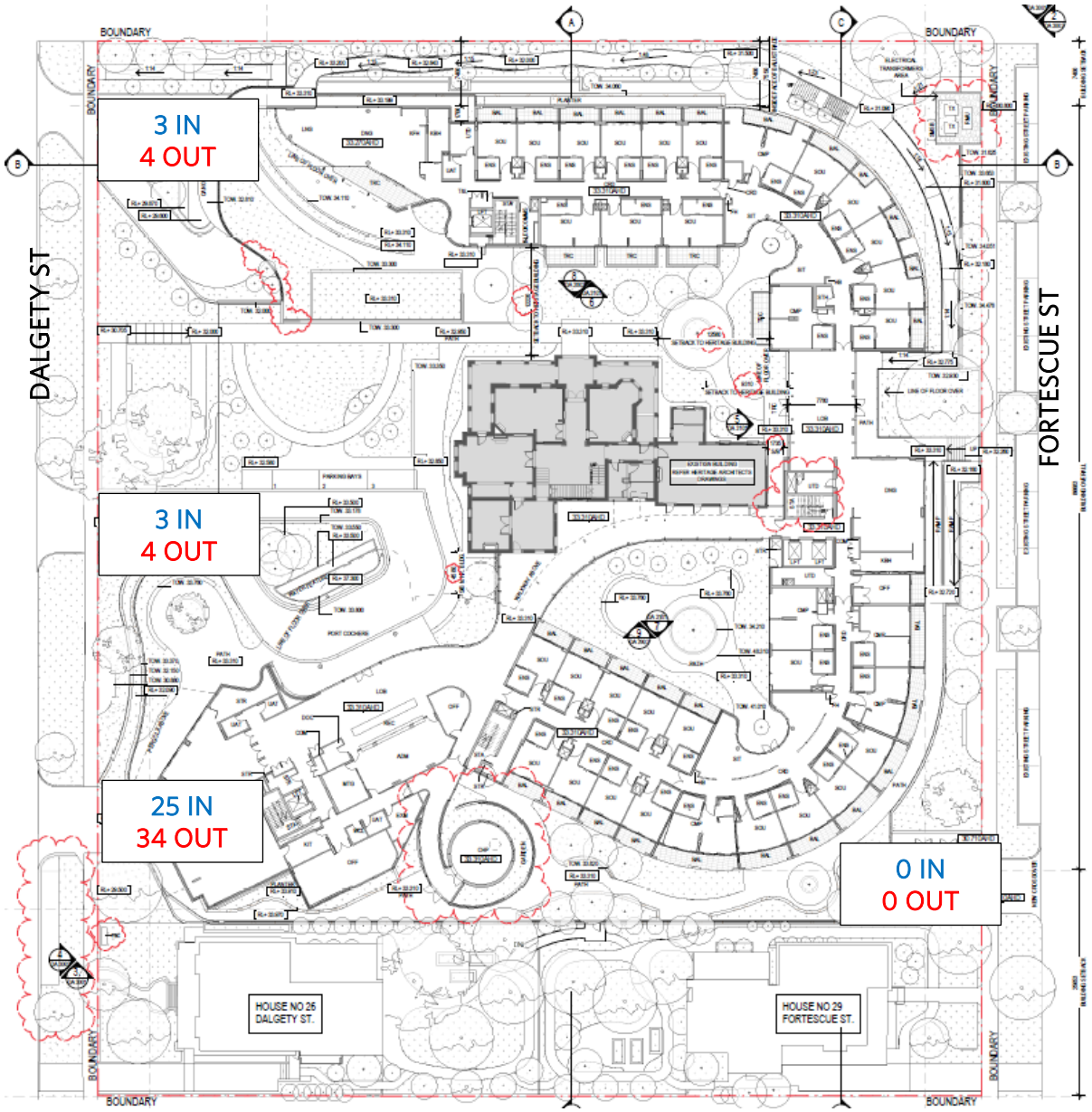


Figure 25 – Traffic Distribution Volumes Among Accesses (PM)



6.6 Traffic Volume Summary

Figure 26 through **Figure 30** provides a summary of the traffic volumes for each assessment scenario. Rounded to the nearest whole number.

Figure 26 – Scenario 1 – 2026 Existing Traffic without Development



Figure 27 – Scenario 2 – 2028 Opening Year Traffic with Development

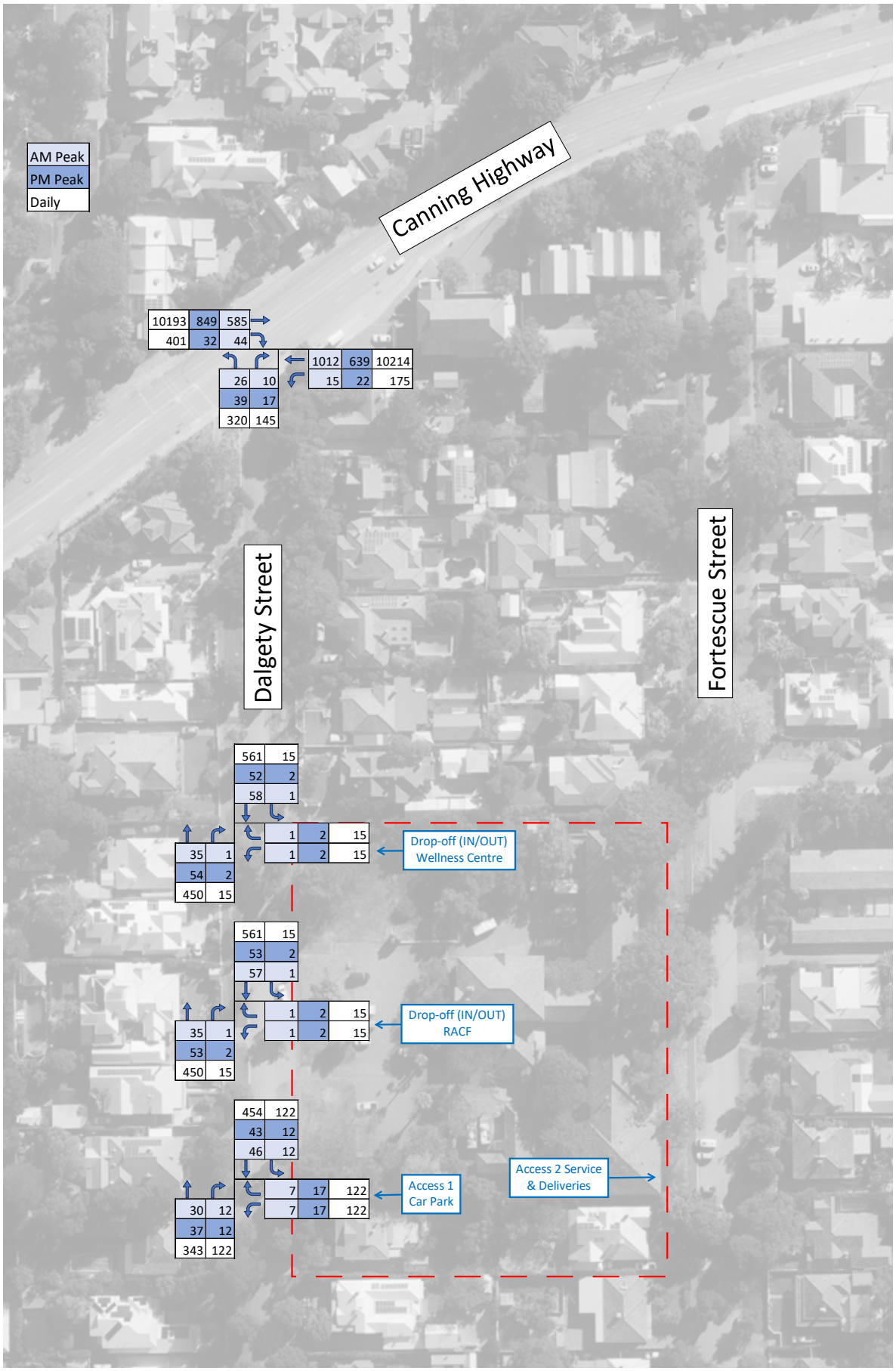


Figure 28 – Scenario 3 – 2038 Future Traffic without Development with Existing Layout



Figure 29 – Scenario 4 – 2038 Future Traffic with Development with Existing Layout

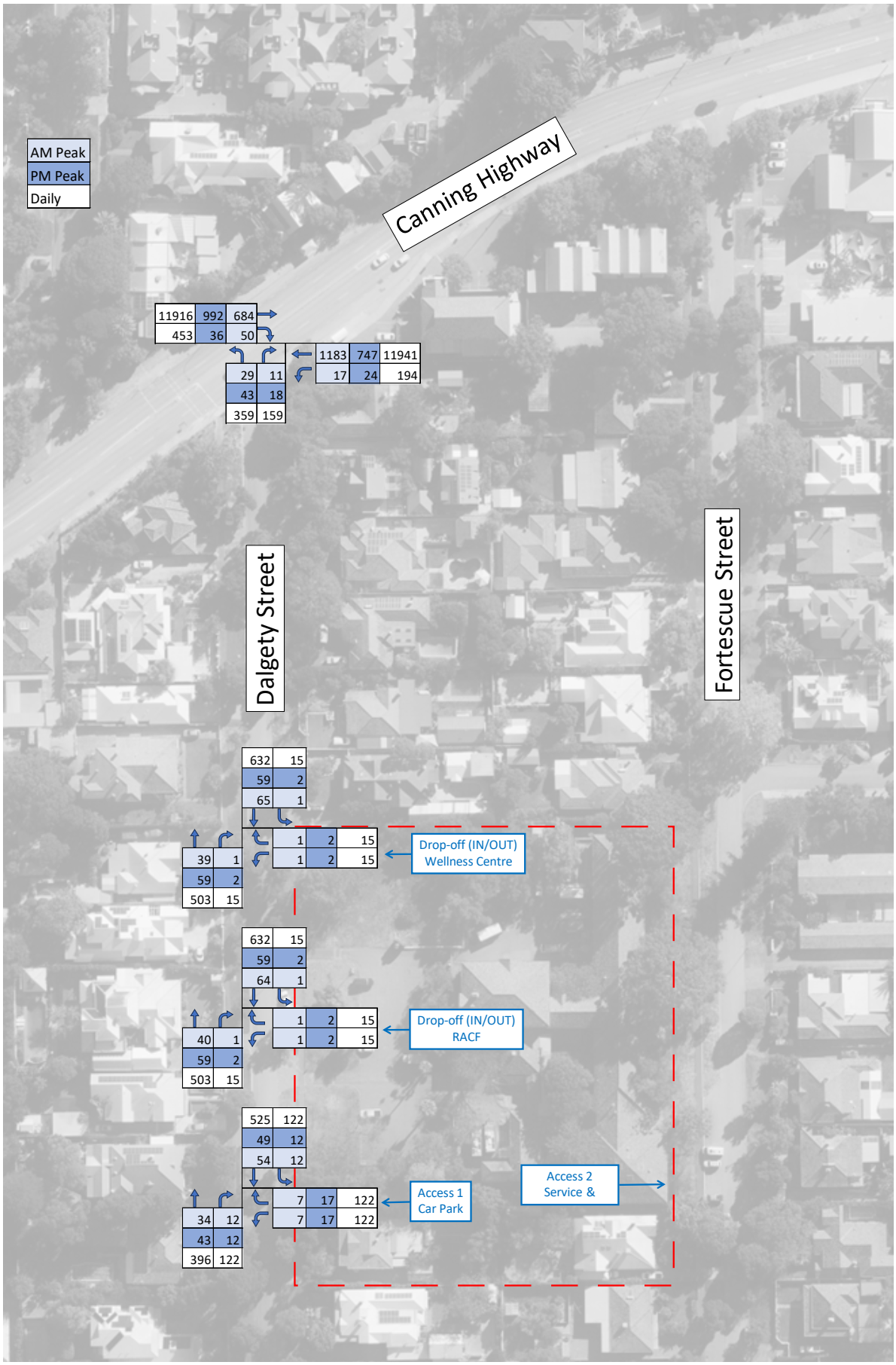
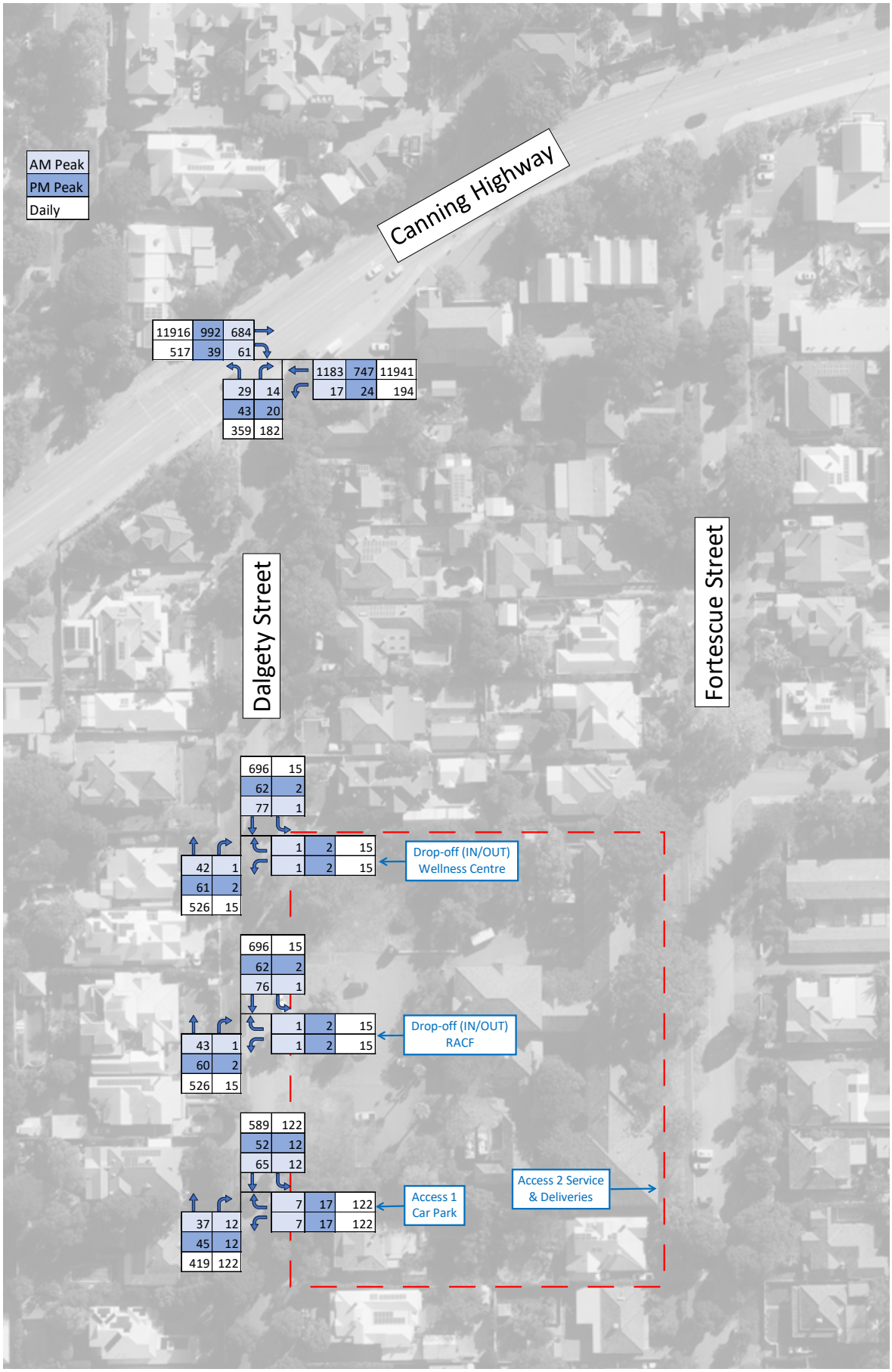


Figure 30 – Scenario 5 – 2038 Future Traffic with Development with Canning Highway Upgrades



6.7 Intersection Performance

The identified intersections have been analysed using the SIDRA analysis software. This software calculates the performance of intersections based on several input parameters, such as intersection geometry, speed limit and traffic volumes, among others. As an output, SIDRA generates the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue for the intersection. These parameters are defined as follows:

- **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where DOS > 0.80,
- **95% Queue:** is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected,
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement, and
- **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 17**.

Table 17 - Levels of Service Definitions

LOS	Description	Signalised Intersection	Unsignalised Intersection	Roundabout
A	No or minimal delays (best condition). Queues are rarely more than one vehicle	≤10 sec	≤10 sec	≤10 sec
B	Short traffic delays. Occasionally more than one queued vehicle.	10-20 sec	10-15 sec	10-20 sec
C	Average traffic delays. Often more than one queued.	20-35 sec	15-25 sec	20-35 sec
D	Long traffic delays. Regularly more than one queued vehicle.	35-55 sec	25-35 sec	35-50 sec
E	Very long traffic delays. Traffic demand is near or equal to the practical capacity of the intersection. Almost always more than one queued vehicle.	55-80 sec	35-50 sec	50-70 sec
F	Forced flow conditions with extensive delays caused by geometric and/or operational constraints external to the intersection.	≥80 sec	≥50 sec	≥70 sec

Source: Highway Capacity Manual, 1997

6.8 SIDRA Analysis Results

This section details the results of the SIDRA analysis of the *existing* and *with development* scenarios for the AM and PM peak hour periods.

6.8.1 Canning Highway/Dalgety Street

The following presents the analysis of the Canning Highway/Dalgety Street intersection. **Figure 31** and **Figure 32** shows the SIDRA layouts of the intersection and **Table 18** to **Table 22** shows the SIDRA results of the analysis.

Figure 31 – Canning Highway/Dalgety Street Intersection SIDRA layout (for Scenario 1, 2, 3 and 4)

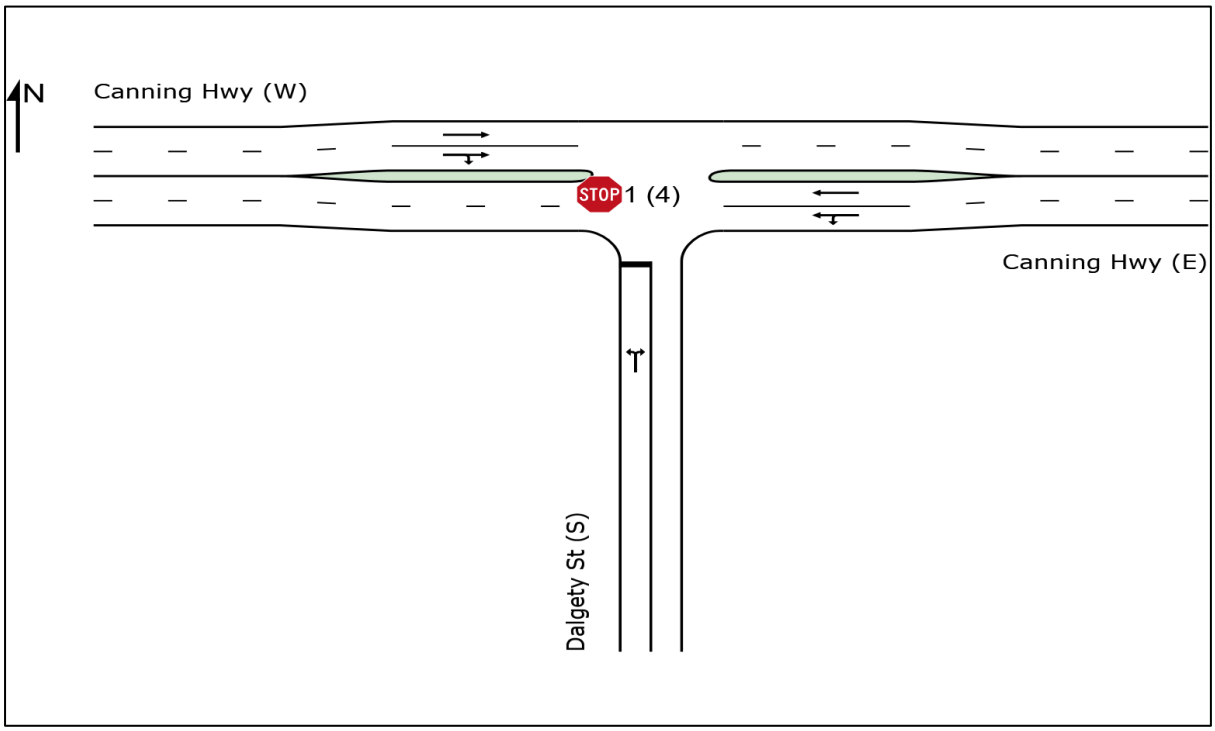


Figure 32 – Canning Highway/Dalgety Street Intersection SIDRA layout (for Scenario 5)

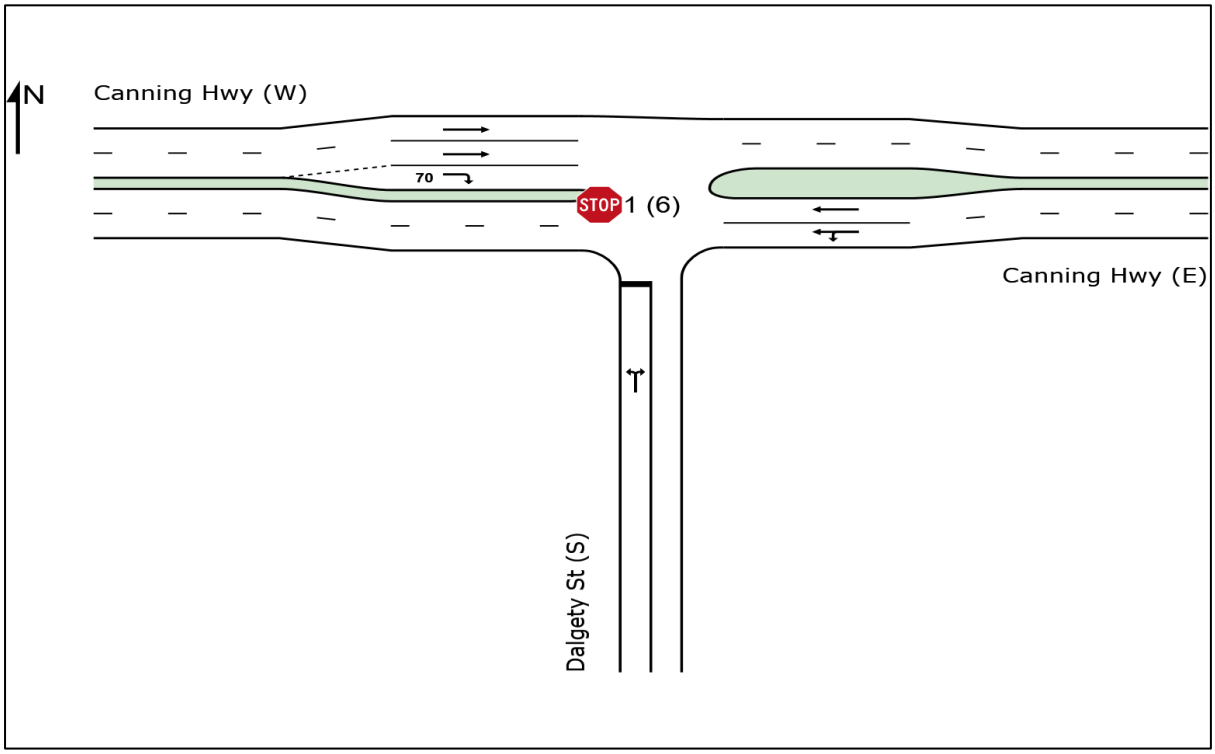


Table 18 - SIDRA Analysis Results – Canning Highway/Dalgety Street Intersection (Scenario 1 – Existing Without Development)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	L	0.081	10.7	B	2	0.083	9.1	A	2.2
	R	0.081	38.5	E	2	0.083	32.7	D	2.2
Canning Highway (E)	L	0.277	5.6	A	0	0.176	5.6	A	0
	T	0.277	0.1	A	0	0.176	0	A	0
Canning Highway (W)	T	0.198	1.2	A	7.2	0.24	0.2	A	2.7
	R	0.198	13.8	B	7.2	0.24	9.4	A	2.7

Table 19 - SIDRA Analysis Results – Canning Highway/Dalgety Street Intersection (Scenario 2 – 2028 With Development)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	L	0.136	10.9	B	3.4	0.174	9.3	A	4.7
	R	0.136	43.4	E	3.4	0.174	37.7	E	4.7
Canning Highway (E)	L	0.288	5.6	A	0	0.184	5.6	A	0
	T	0.288	0.1	A	0	0.184	0	A	0
Canning Highway (W)	T	0.218	1.5	A	9.5	0.256	0.4	A	4.1
	R	0.218	14.5	B	9.5	0.256	9.7	A	4.1

Table 20 - SIDRA Analysis Results – Canning Highway/Dalgety Street Intersection (Scenario 3 – 2038 Without Development with Existing Layout)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	L	0.157	11.9	B	3.7	0.16	9.7	A	4
	R	0.157	67.8	F	3.7	0.16	55.3	F	4
Canning Highway (E)	L	0.332	5.6	A	0	0.212	5.6	A	0
	T	0.332	0.1	A	0	0.212	0.1	A	0
Canning Highway (W)	T	0.257	2	A	12.5	0.293	0.4	A	4.1
	R	0.257	17.9	C	12.5	0.293	10.8	B	4.1

Table 21 - SIDRA Analysis Results – Canning Highway/Dalgety Street Intersection (Scenario 4 – 2038 With Development with Existing Layout)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	L	0.235	13.2	B	5.9	0.283	11.3	B	8.1
	R	0.235	71.6	F	5.9	0.283	61.2	F	8.1
Canning Highway (E)	L	0.336	5.6	A	0	0.214	5.6	A	0
	T	0.336	0.1	A	0	0.214	0.1	A	0
Canning Highway (W)	T	0.276	2.3	A	14.4	0.302	0.5	A	5.5
	R	0.276	18.3	C	14.4	0.302	10.9	B	5.5

Table 22 - SIDRA Analysis Results – Canning Highway/Dalgety Street Intersection (Scenario 5 – 2035 With Development with Canning Highway Upgrades)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	L	0.054	11.8	B	1.4	0.057	9.6	A	1.5
	R	0.405	135.3	F	8.7	0.37	88.3	F	8.4
Canning Highway (E)	L	0.336	5.6	A	0	0.214	5.6	A	0
	T	0.336	0.1	A	0	0.214	0.1	A	0
Canning Highway (W)	T	0.191	0.1	A	0	0.271	0.1	A	0
	R	0.214	18.2	C	5.4	0.066	10	B	1.7

6.8.2 Dalgety Street/Access 1

The following presents the analysis of the Dalgety Street/Access 1 intersection (access to the basement car park). **Figure 33** shows the SIDRA layout of the intersection and **Table 23** through to **Table 25** shows the SIDRA results of the analysis.

Figure 33 – Dalgety Street/Access 1 Intersection SIDRA layout

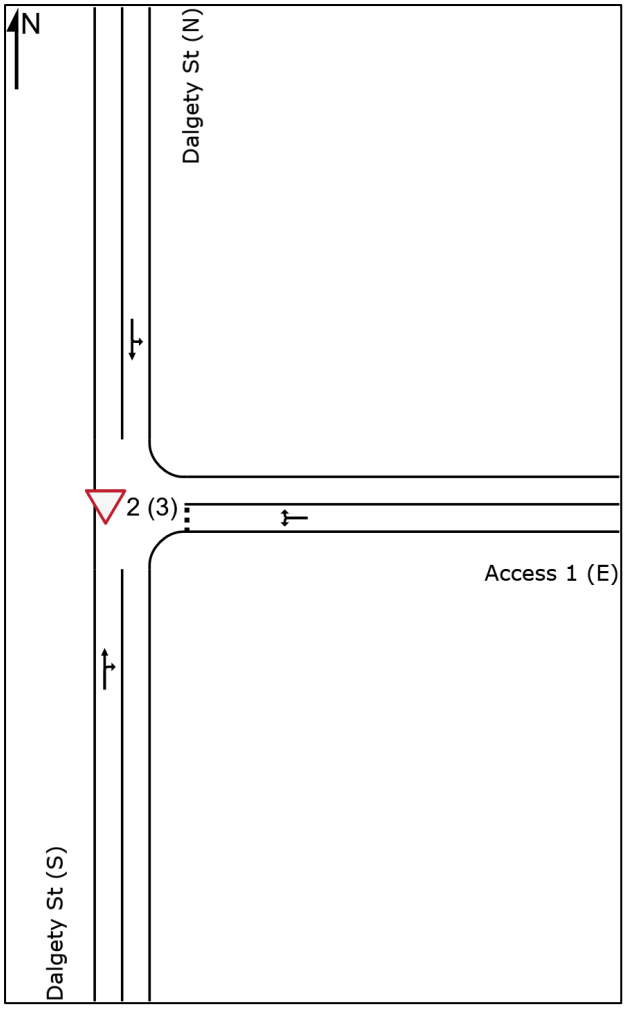


Table 23 - SIDRA Analysis Results – Dalgety Street/Access 1 Intersection (Scenario 2 – 2028 With Development)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	T	0.024	0.1	A	0.5	0.028	0.1	A	0.5
	R	0.024	4.7	A	0.5	0.028	4.7	A	0.5
Access 1 (E)	L	0.011	4.7	A	0.3	0.027	4.7	A	0.7
	R	0.011	4.9	A	0.3	0.027	4.9	A	0.7
Dalgety Street (N)	L	0.032	4.6	A	0	0.03	4.6	A	0
	T	0.032	0	A	0	0.03	0	A	0

Table 24 - SIDRA Analysis Results – Dalgety Street/Access 1 Intersection (Scenario 4 – 2038 With Development with Existing Layout)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	T	0.026	0.1	A	0.5	0.031	0.1	A	0.5
	R	0.026	4.8	A	0.5	0.031	4.7	A	0.5
Access 1 (E)	L	0.011	4.7	A	0.3	0.027	4.7	A	0.7
	R	0.011	4.9	A	0.3	0.027	4.9	A	0.7
Dalgety Street (N)	L	0.036	4.6	A	0	0.033	4.6	A	0
	T	0.036	0	A	0	0.033	0	A	0

Table 25 - SIDRA Analysis Results – Dalgety Street/Access 1 Intersection (Scenario 5 – 2038 With Development with Canning Highway Upgrades)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Dalgety Street (S)	T	0.028	0.1	A	0.5	0.032	0.1	A	0.5
	R	0.028	4.8	A	0.5	0.032	4.7	A	0.5
Access 1 (E)	L	0.011	4.7	A	0.3	0.027	4.7	A	0.7
	R	0.011	5	A	0.3	0.027	5	A	0.7
Dalgety Street (N)	L	0.042	4.6	A	0	0.035	4.6	A	0
	T	0.042	0	A	0	0.035	0	A	0

6.8.3 SIDRA Summary

A summary of the SIDRA results is as follows:

- The right turn movements out of Dalgety Street into Canning Highway are forecast to experience long delays primarily caused by the high peak hour through movement traffic along Canning Highway. These are pre-existing traffic issues with the existing road network unrelated to the development. During the traffic surveys, these right turn movements were observed to be low. A reason for this may be that locals or drivers familiar with this area are aware of the difficulties with turning right onto Canning Highway during peak hour traffic and choose to use alternate routes. The proposed Canning Highway upgrades results in the performance of this intersection performing worse, though this is likely due to the increased traffic volumes from the redirected traffic from Fortescue Street.
- The Dalgety Street/Access 1 intersection operated at an acceptable level of service for all assessment scenarios.

7 SITE SPECIFIC ISSUES

7.1 Vehicle and Pedestrian Visibility at Site Accesses

A total of 4 access points are proposed and described below:

- Dalgety Street drop off/pick up area access and egress – provides drop off/pick up facilities for visitors and shuttle buses,
- Dalgety Street car park access – main visitor and staff access, and
- Fortescue Street car park access – main service/waste/delivery access.

The footpaths along the Fortescue Street frontage will run continuously across all access points to prioritise pedestrian movement and it is recommended that a curved mirror be installed to improve visibility of pedestrians for drivers in service vehicles exiting the site.

7.2 Dalgety Street Visibility

The local community has also raised concerns relating to the crest of the hill on Dalgety Street potentially causing visibility issues for vehicles exiting the Site.

- The section of Dalgety Street fronting the site is marked with a yellow line on both sides of the road indicating that vehicles are not allowed to stop in these areas which will keep the approaches clear for exiting vehicles.
- The speed limit on this road is 50km/h with the 85th percentile speed being lower at 47.8km/h (based on the traffic surveys). This implies that the majority of drivers are traveling at a reasonable speed.
- Under the Safe System approach to road safety, right-angle crashes (i.e. with vehicles entering the road) below 50km/h are unlikely to result in fatalities.
- Furthermore, a review of the crash data in the last 5 years along the Dalgety Street frontage did not reveal any crashes related to vehicles exiting from the existing accesses. The only recorded crash along this section of Dalgety Street was a rear end crash.

8 CONCLUSION

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 – Individual Development*.

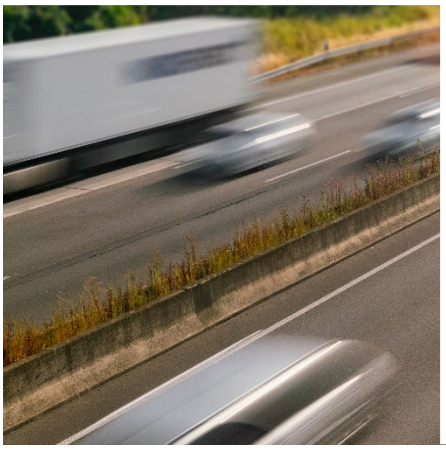
The following conclusions have been made with regard to the proposed development:

- The proposed development comprises of a residential aged care facility providing up to 167 beds with a wellness centre, along with two residential dwellings that will provide for supported independent living arrangements.
- Overall, the public transport network is good with high frequency bus services accessible along Canning Highway.
- Footpaths are present along the Site frontages along Dalgety Street and Fortescue Street. Bicycle lanes or sealed shoulders are present along Marmion Street and Petra Street.
- The proposed development is expected to generate approximately 46 two-way vehicular trips in the AM peak and 74 two-way vehicular trips in the PM peak hour periods; assuming 50% of the clinic's trip generation is internal from the aged care facility. Overall, the volume of traffic generated by the development is considered to be low.
- The SIDRA results show that most of the intersections will operate at an acceptable level of service for all scenarios. Right turn movements out of Dalgety Street onto Canning Highway will experience longer than average delays due to the high volumes of through movement traffic along Canning Highway. However, these are pre-existing traffic issues with the existing road network which are unrelated to the development. Overall, the impact of the additional traffic volumes generated by the proposed development will be minor.
- The number of recorded crashes on adjacent roads to the Site is not considered to be excessive, and it is expected that the development will not cause any material change to road safety in the area.



Appendix A

WAPC Checklist





Item	Provided	Comments/Proposals
Summary		
Introduction/Background		
Name of Applicant and Consultant	Section 1	
Development Location and Context	Section 1	
Brief Description of Development Proposal	Section 5	
Key Issues	N/A	
Background Information	Section 1	
Existing Situation		
Existing Site Uses (If Any)	Section 2	
Existing Parking and Demand (If Appropriate)	Section 2	
Existing Access Arrangements	Section 5	
Existing Site Traffic	Section 2	
Surrounding Land Uses	Section 2	
Surrounding Road Network	Section 2	
Traffic Management on Frontage Roads	Section 2	
Traffic Flows on Surrounding Roads (Usually AM and PM Peak Hours)	Section 2	
Traffic Flows at Major Intersections (Usually AM and PM Peak Hours)	Section 2	
Operation of Surrounding Intersections	Section 2	
Existing Pedestrian/Cycle Networks	Section 2	
Existing Public Transport Services Surrounding the Development	Section 2	
Crash Data	Section 2	
Development Proposal		
Regional Context	Section 5	
Proposed Land Uses	Section 5	
Table of Land Uses and Quantities	Section 5	
Access Arrangements	Section 5	
Parking Provision	Section 5	
End of Trip Facilities	N/A	
Any Specific Issues	N/A	
Road Network	Section 5	
Intersection Layouts and Controls	Section 5	
Pedestrian/Cycle Networks and Crossing Facilities	Section 2	
Public Transport Services	Section 2	
Integration With Surrounding Area		

Surrounding Major Attractors/Generators	Section 4	
Committed Developments and Transport Proposals	Section 4	
Proposed Changes to Land Uses Within 1200 Metres	Section 4	
Travel Desire Lines from Development to These Attractors/Generators	N/A	
Adequacy of Existing Transport Networks	Section 2, 3, 4	
Deficiencies in Existing Transport Networks	Section 2, 3, 4	
Remedial Measures to Address Deficiencies	N/A	
Analysis Of Transport Networks		
Assessment Years	Section 6	
Time Periods	Section 6	
Development Generated Traffic	Section 6	
Distribution of Generated Traffic	Section 6	
Parking Supply & Demand	Section 6	
Base and "With Development" Traffic Flows	Section 6	
Analysis of Development Accesses	Section 6	
Impact on Surrounding Roads	Section 6	
Impact on Intersections	Section 6	
Impact on Neighbouring Areas	Section 6	
Traffic Noise and Vibration	N/A	
Road Safety	Section 2	
Public Transport Access	Section 2	
Pedestrian Access/Amenity	Section 2	
Cycle Access/Amenity	Section 2	
Analysis of Pedestrian/Cycle Networks	Section 2	
Safe Walk/Cycle to School (For Residential and School Site Developments Only)	N/A	
Traffic Management Plan (Where Appropriate)	N/A	
Conclusions	Section 8	



Appendix B

Site Plans





WOODSIDE CARE PRECINCT
AMENDED DEVELOPMENT APPLICATION ARCHITECTURAL DRAWINGS

ARCHITECTURAL DRAWINGS

DRAWING LIST AND LOCATION PLAN	DA 0001
SURVEY PLAN	DA 0020
DEMOLITION SITE PLAN	DA 0040
PROPOSED SITE PLAN	DA 0050
PROPOSED SITE PLAN (NORTH)	DA 0051
PROPOSED SITE PLAN (SOUTH)	DA 0052
BASEMENT GA PLAN	DA 1001
LOWER GROUND GA PLAN OVERALL	DA 1002
LOWER GROUND GA PLAN (NORTH)	DA 1003
GROUND GA PLAN OVERALL	DA 1009
GROUND GA PLAN (NORTH)	DA 1010
LEVEL 1 GA PLAN	DA 1011
LEVEL 2 GA PLAN	DA 1012
LEVEL 3 GA PLAN	DA 1013
ROOF LEVEL GA PLAN	DA 1014
FORTESCUE ST RESIDENCE FLOOR PLAN	DA 1021
DALGETY ST RESIDENCE FLOOR PLAN	DA 1031
GENERAL SECTIONS	DA 2001
SECTIONAL ELEVATIONS - NEW	DA 2002
ELEVATIONS NORTH + SOUTH	DA 3001
ELEVATIONS EAST + WEST	DA 3002
TRUE SECTIONAL ELEVATIONS	DA 3101
FORTESCUE ST RESIDENCE ELEVATIONS	DA 3201
DALGETY ST RESIDENCE ELEVATIONS	DA 3202



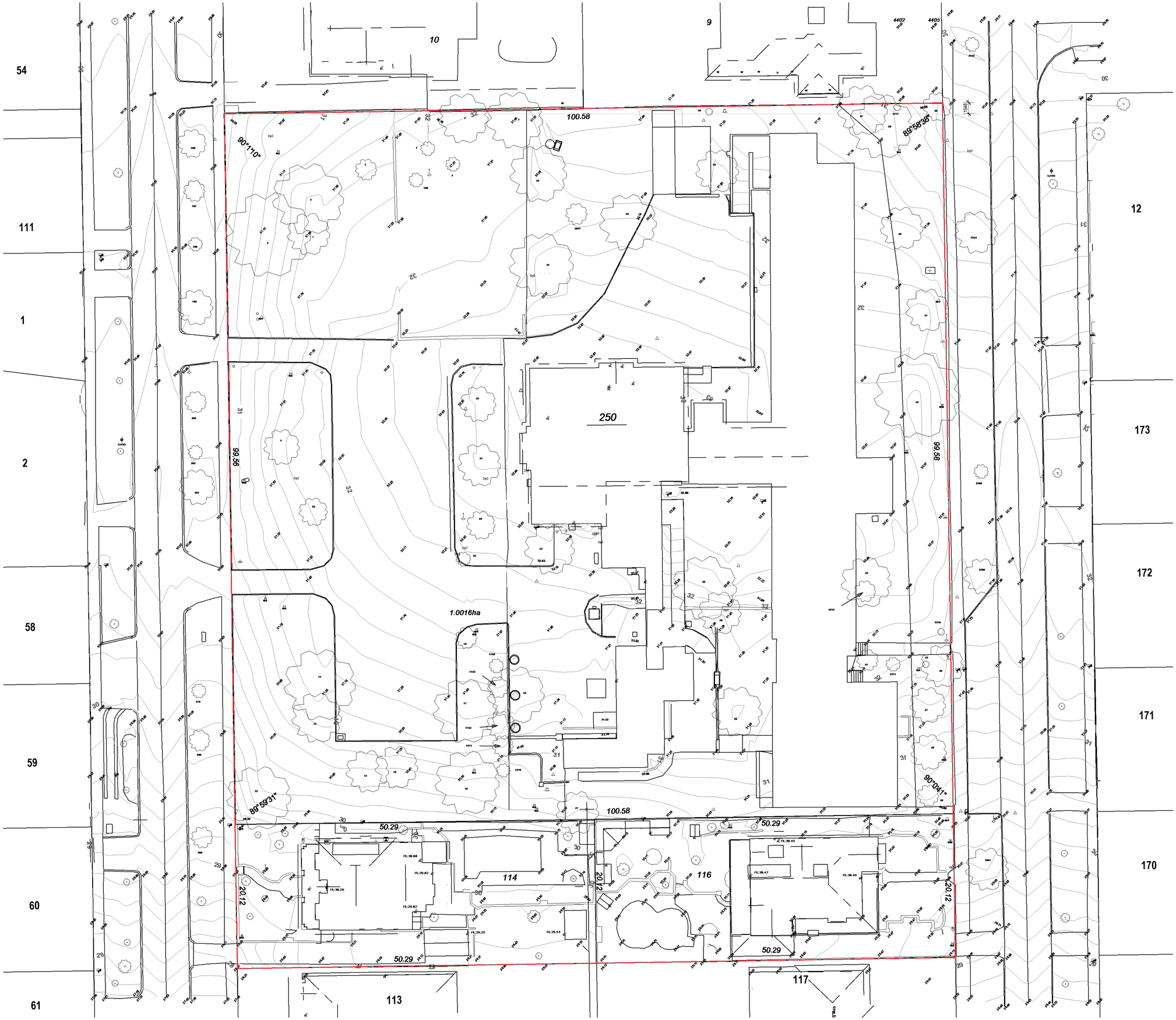
LOCATION PLAN 1:2000

KHA

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admin_perth@kerryhillarchitects.com

CLIENT	FRESH FIELDS PROJECTS (WA) No1 PTY LTD
PROJECT	WOODSIDE CARE PRECINCT
LOCATION	DALGETY STREET EAST FREMANTLE
JOB_NO.	574
DWG_NO.	DA 0001
REV.	L



NOTES / LEGEND / MATERIAL

DRAWING BY MNG SURVEYS

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
K	19.06.26	ISSUE FOR DA AMENDMENT
J	16.06.26	ISSUE FOR DA AMENDMENT
H	02.06.26	ISSUE FOR DA AMENDMENT
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PROJECT	REF
WOODSIDE CARE PRECINCT	574

ADDRESS

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LOT 114 (26) DALGETY STREET
LOT 116 (29) FORTESCUE STREET
EAST FREMANTLE WA 6158

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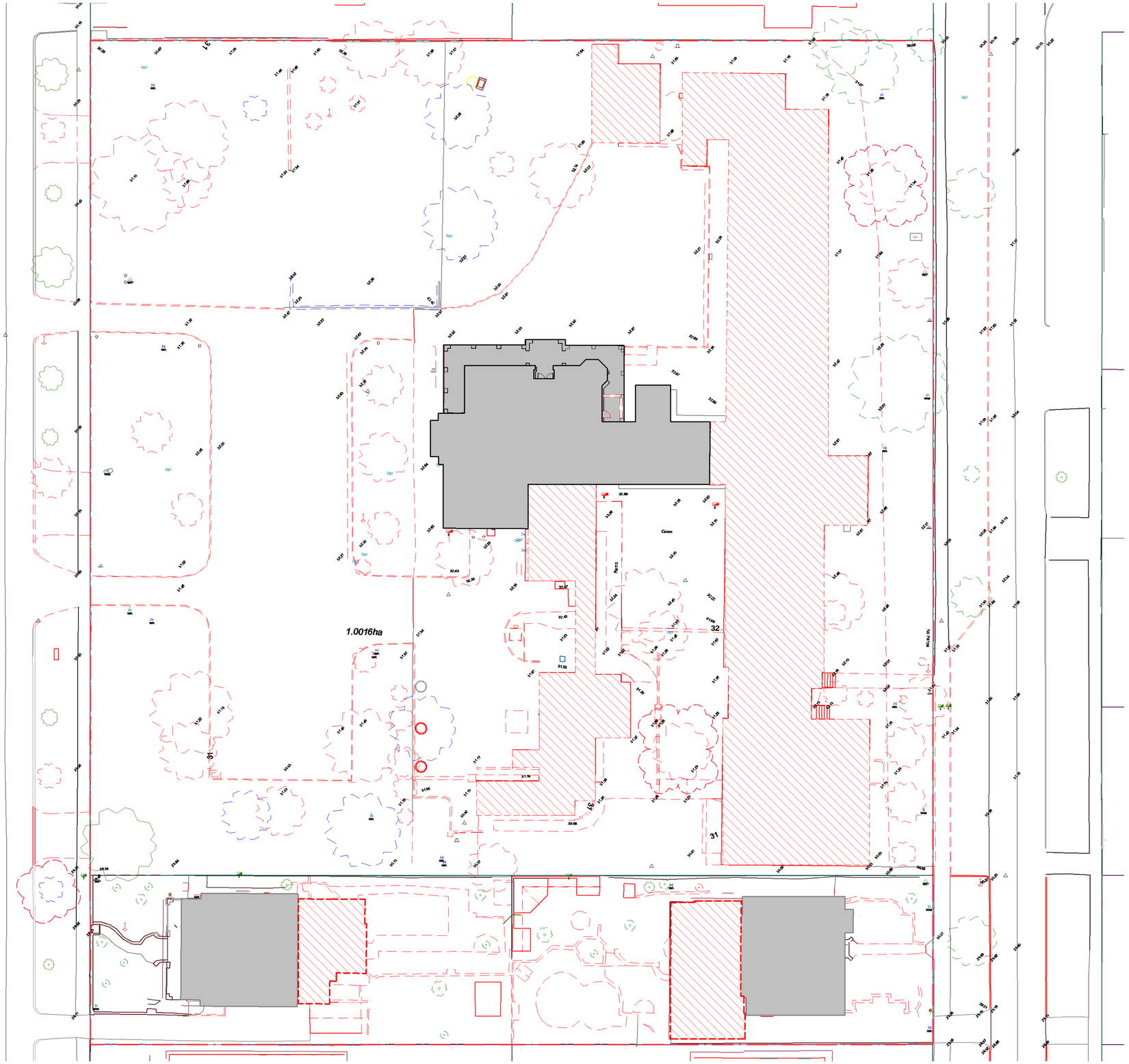
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KHA	KHA

DRAWING TITLE

SURVEY PLAN

DRAWING NUMBER	ISSUE
DA 0020	L



NOTES / LEGEND / MATERIAL

DEMOLITION LEGEND

- EXISTING STRUCTURE TO REMAIN
- EXISTING TO BE DEMOLISHED AND REMOVED
- REFER LANDSCAPING REPORT FOR EXISTING WALL REMOVAL, PROTECTION AND REINSTATEMENT
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE TRANSPLANTED
- EXISTING TREE TO BE RETAINED

PRINT IN COLOUR

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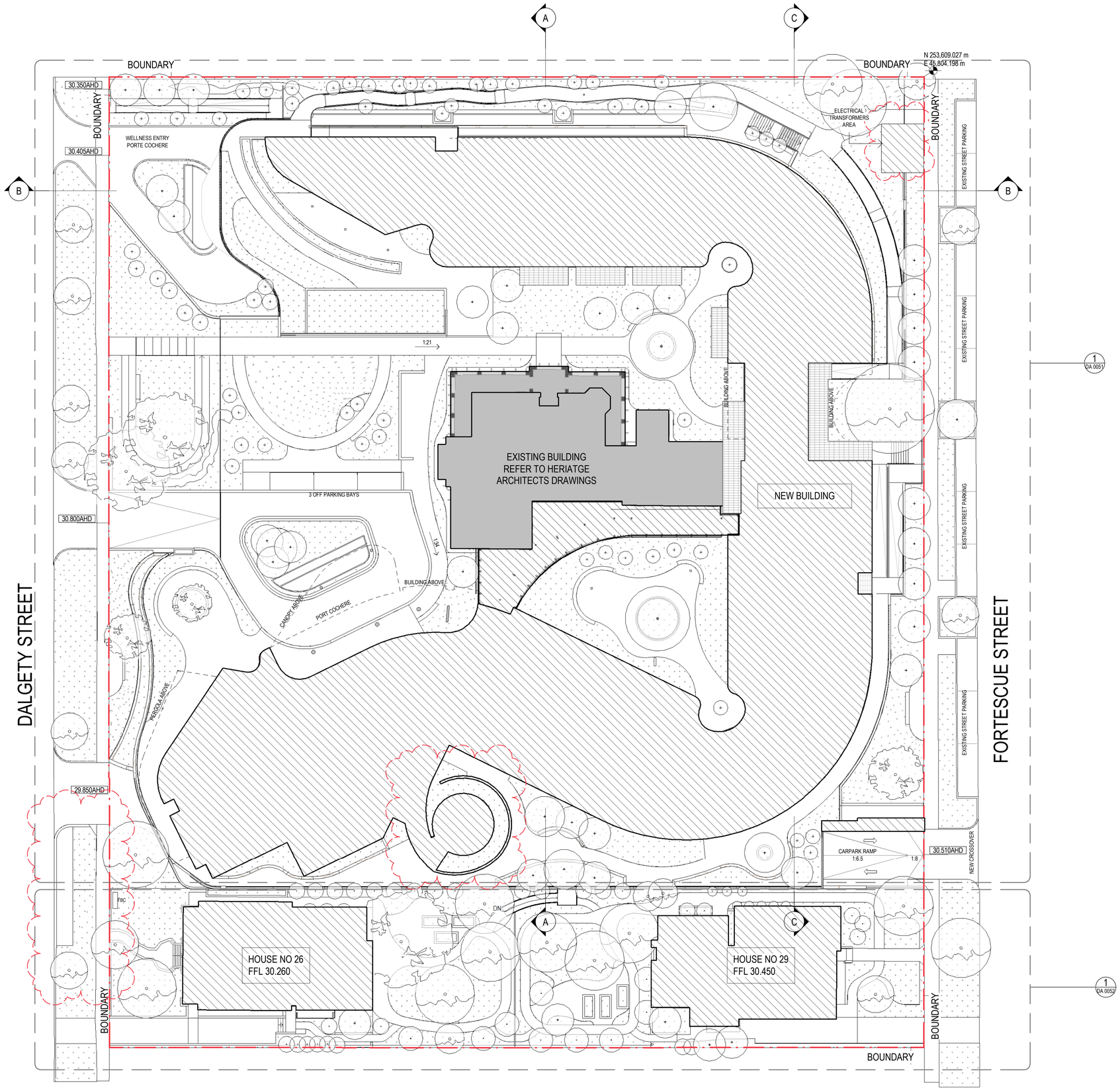
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KHA	KHA

DRAWING TITLE

DEMOLITION SITE PLAN

DRAWING NUMBER	ISSUE
DA 0040	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING HERITAGE BUILDING
- PROPOSED TERRACE
- PROPOSED BUILDING
- SOFT LANDSCAPING
- HARD LANDSCAPING
- EARTH
- TREES REFER LANDSCAPE DRAWINGS

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
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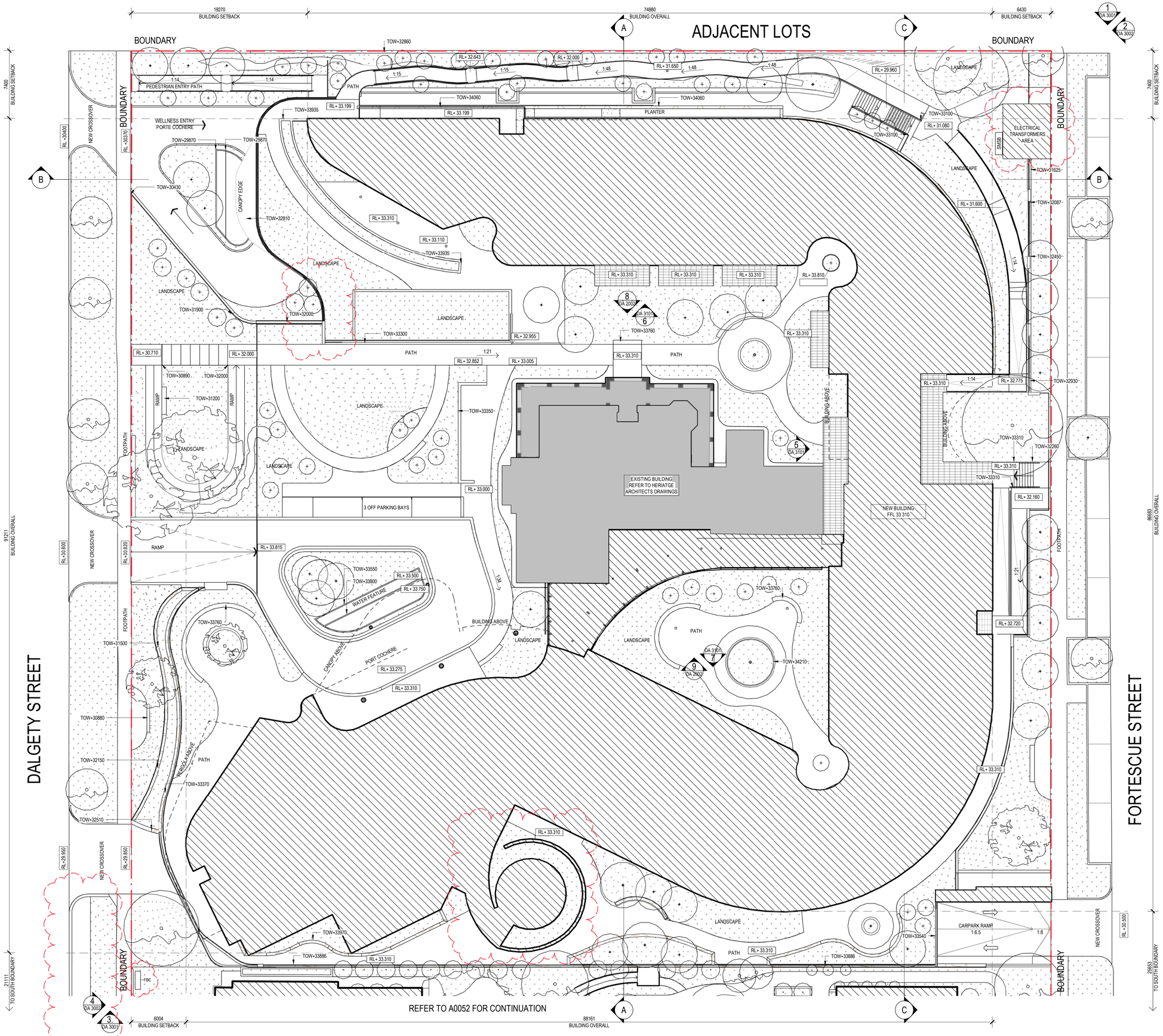
NORTH

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KHA	KHA

DRAWING TITLE

PROPOSED SITE PLAN

DRAWING NUMBER	ISSUE
DA 0050	L



1 SITE PLAN NORTH
A 1081 1 : 200

NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RM	ROOF - METAL
RT	ROOF - TILES
SK	GLAZED SKYLIGHT

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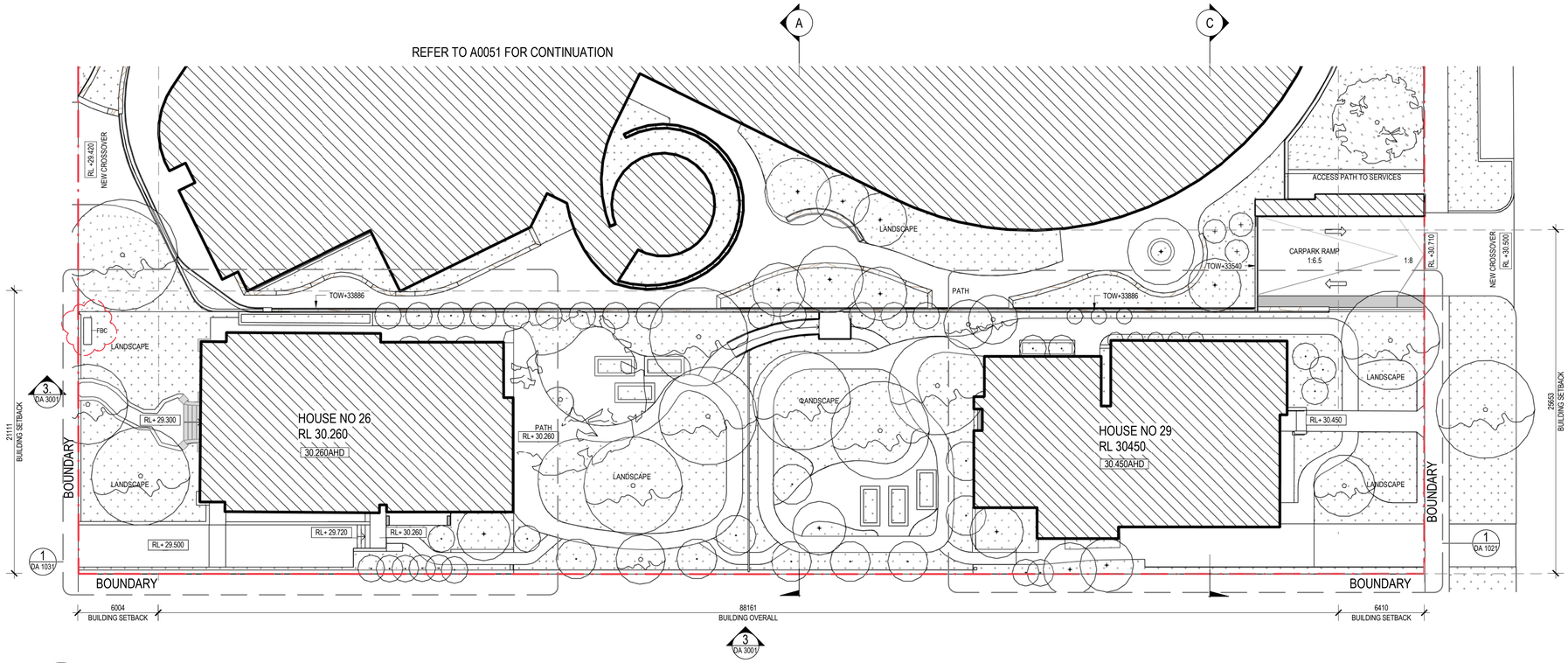
NORTH

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DRAWING TITLE

PROPOSED SITE PLAN (NORTH)

DRAWING NUMBER	ISSUE
DA 0051	L



1 DA - PROPOSED SITE PLAN_SOUTH
A 1081 1 : 200

NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS
- RB ROOF - STONE BALLAST
- RC ROOF - CONCRETE
- RM ROOF - METAL
- RT ROOF - TILES
- SK GLAZED SKYLIGHT

ISSUE	DATE	AMENDMENT
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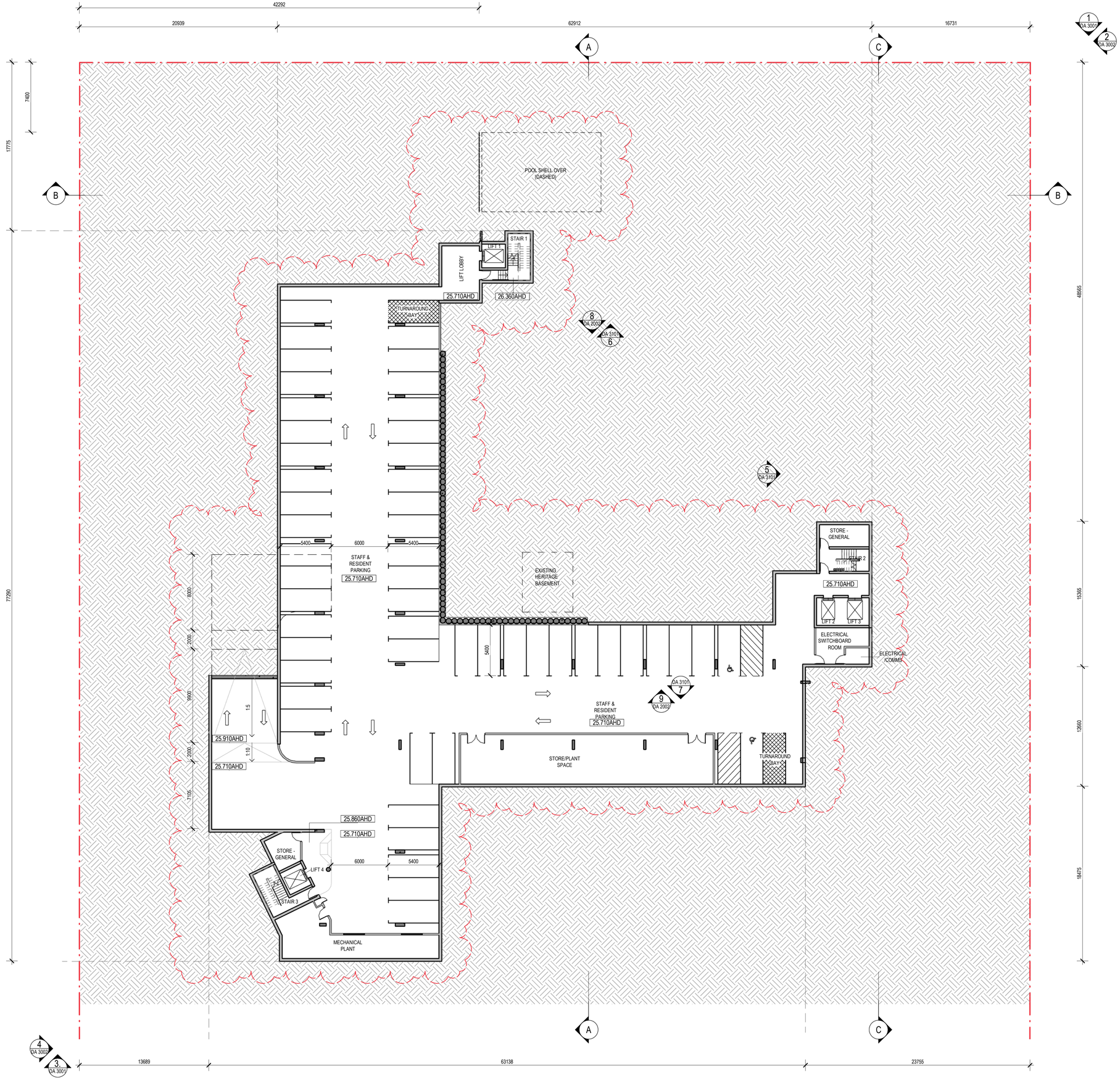
NORTH

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KHA	KHA

DRAWING TITLE

PROPOSED SITE PLAN (SOUTH)

DRAWING NUMBER	ISSUE
DA 0052	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RM	ROOF - METAL
RT	ROOF - TILES
SK	GLAZED SKYLIGHT

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
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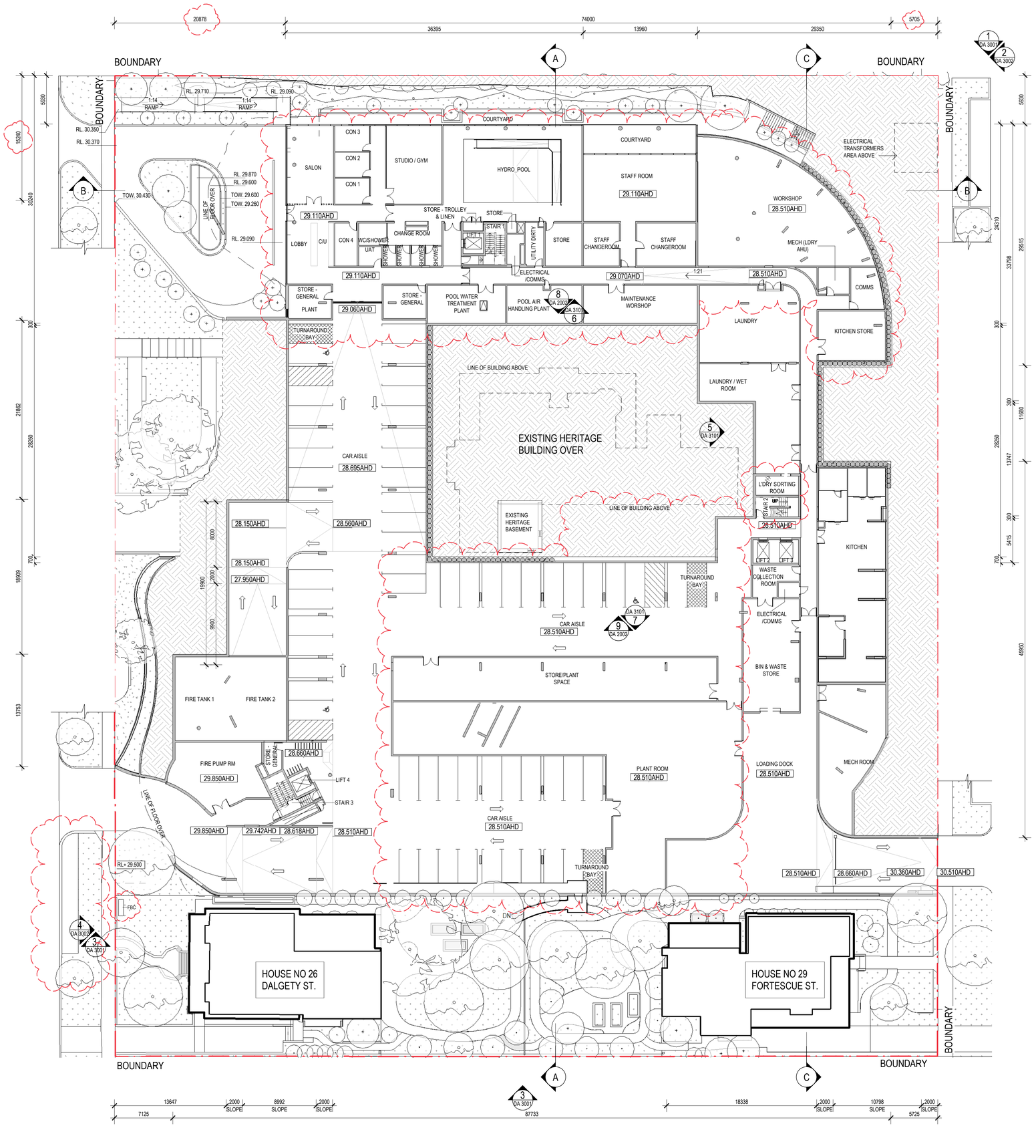
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BASEMENT GA PLAN

DRAWING NUMBER	ISSUE
DA 1001	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RM	ROOF - METAL
RT	ROOF - TILES
SK	GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

BAL	BALCONY
CMP	COMPANION ROOM
CON	CONSULT
CPK	CARPARK
CRD	CORRIDOR
DNG	DINING
ENA	ENSUITE - ACCESSIBLE
ENS	ENSUITE
ELC	ELECTRICAL SWITCHBOARD ROOM
KIT	KITCHEN
LDK	LOADING DOCK
LND	LAUNDRY
LNG	LOUNGE
MWS	MAINTENANCE WORKSHOP
OFF	OFFICE
PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
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PROJECT	REF
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ADDRESS

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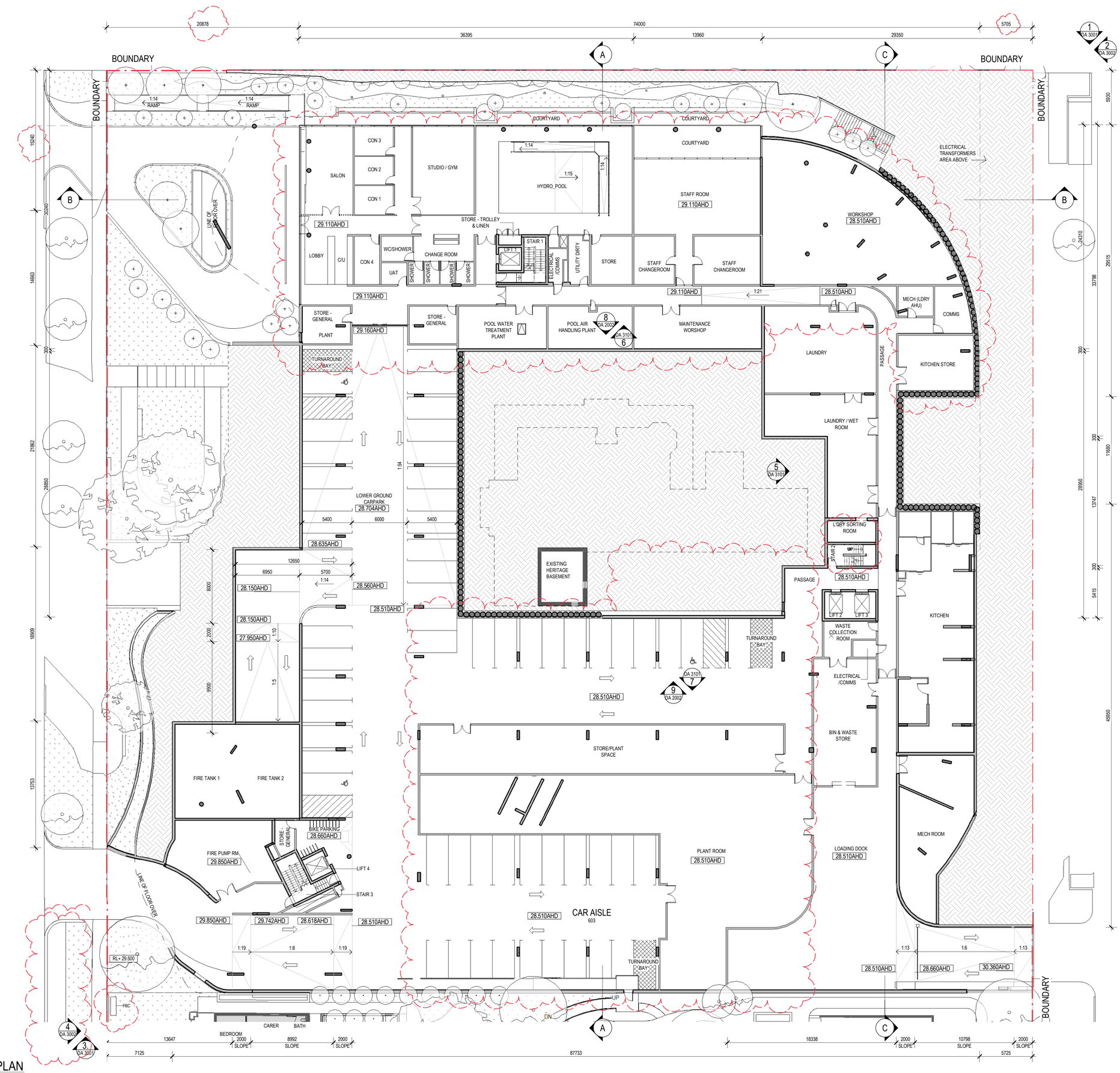
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DRAWING TITLE

LOWER GROUND GA PLAN OVERALL

DRAWING NUMBER	ISSUE
DA 1002	L



1 LOWER GROUND FLOOR PLAN
1 : 200

NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS
- RB ROOF - STONE BALLAST
- RC ROOF - CONCRETE
- RM ROOF - METAL
- RT ROOF - TILES
- SK GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

BAL	BALCONY
CMP	COMPANION ROOM
CON	CONSULT
CPK	CARPARK
CRD	CORRIDOR
DNG	DINING
ENA	ENSUITE - ACCESSIBLE
ENS	ENSUITE
ELC	ELECTRICAL SWITCHBOARD ROOM
KIT	KITCHEN
LDK	LOADING DOCK
LND	LAUNDRY
LNG	LOUNGE
MWS	MAINTENANCE WORKSHOP
OFF	OFFICE
PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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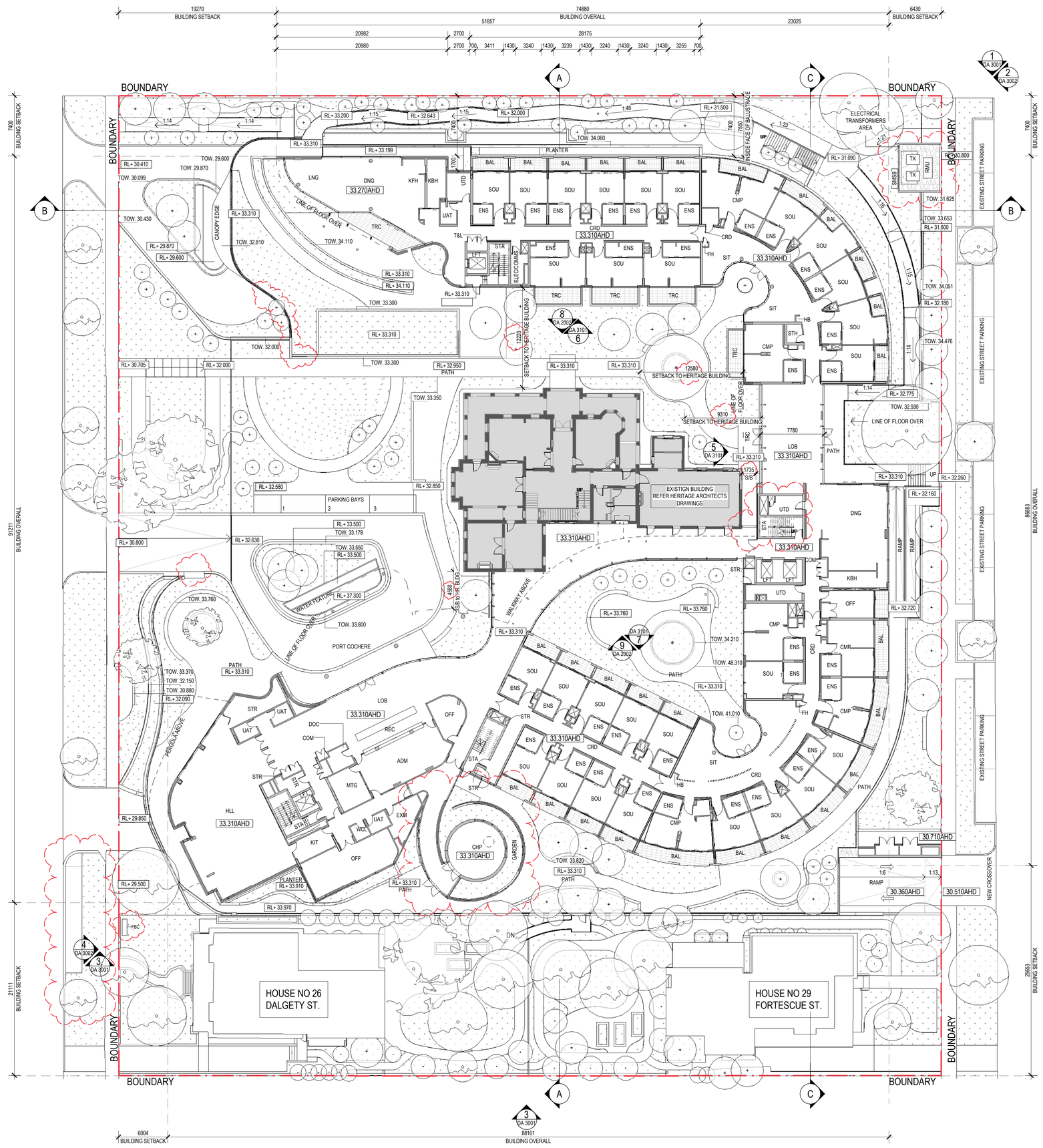
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DRAWING TITLE

LOWER GROUND GA PLAN (NORTH)

DRAWING NUMBER	ISSUE
DA 1003	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
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- RC ROOF - CONCRETE
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- SK GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

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CPK	CARPARK
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PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY
FBC	FIRE BOOSTER CABINET
FBA	FIRE BOOSTER ASSEMBLY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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PROJECT	REF
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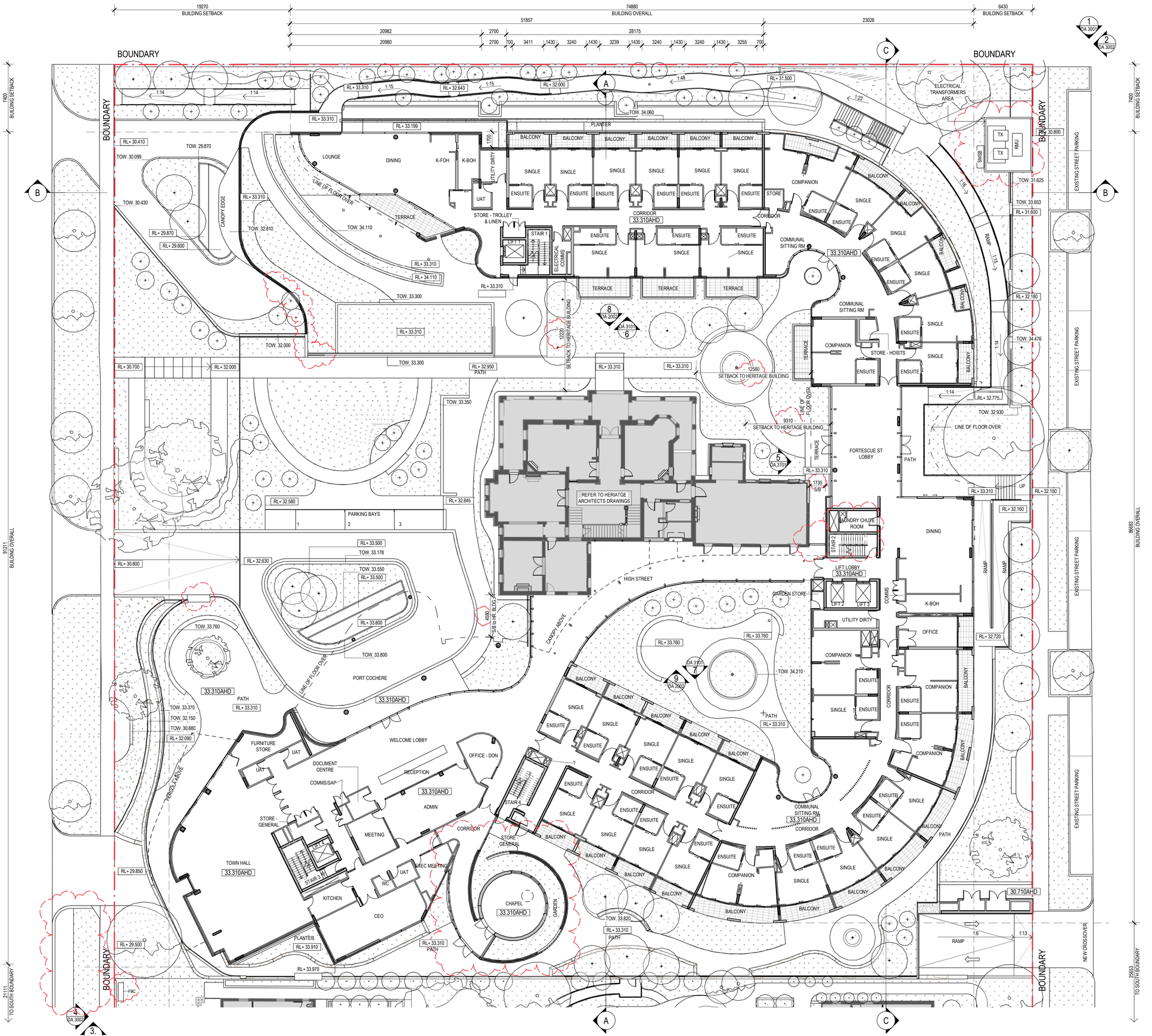
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DRAWING TITLE

GROUND GA PLAN OVERALL

DRAWING NUMBER	ISSUE
DA 1009	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
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RT	ROOF - TILES
SK	GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

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UTD	UTILITY
FBC	FIRE BOOSTER CABINET
FBA	FIRE BOOSTER ASSEMBLY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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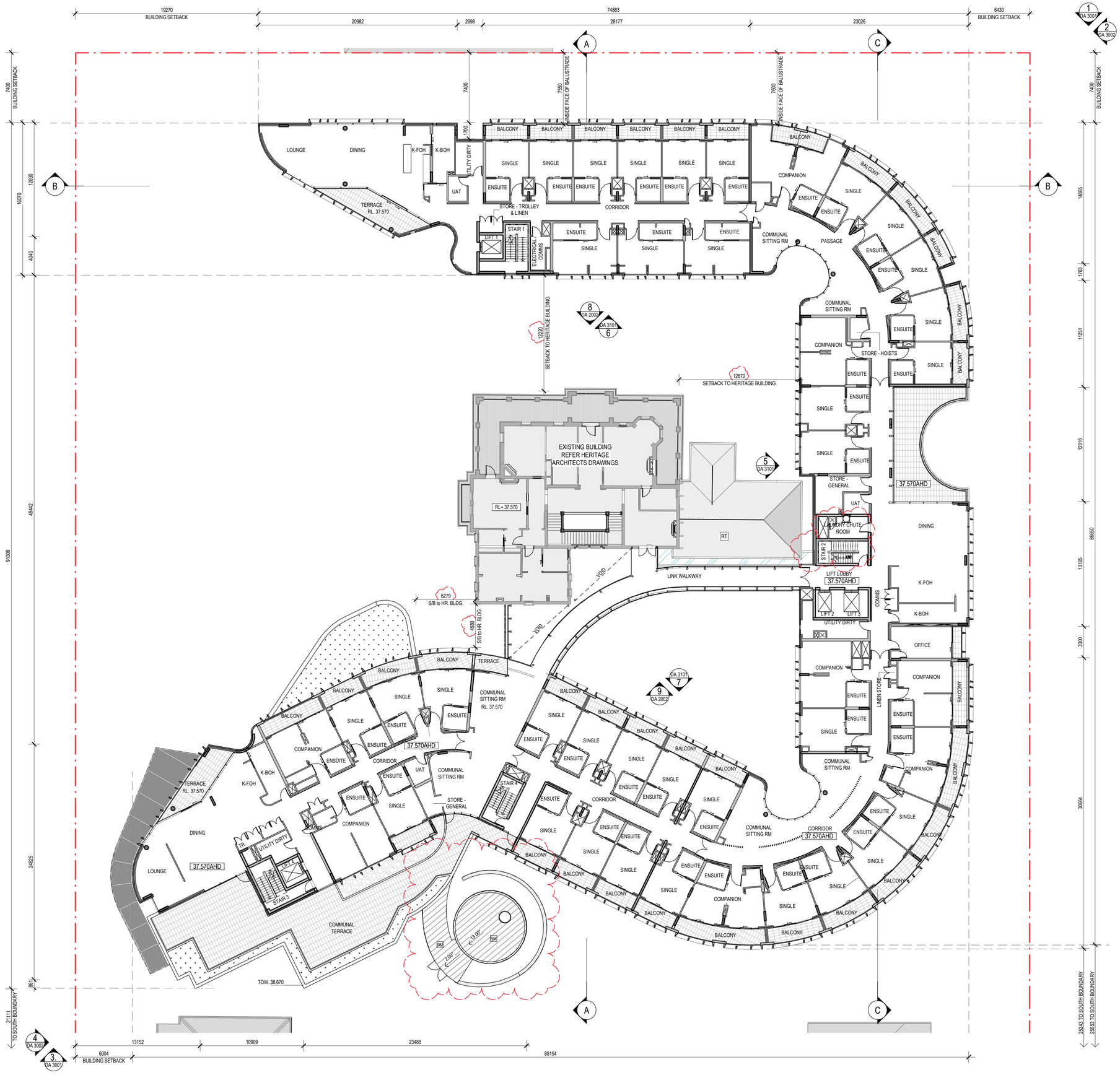
LOT 250 (18) DALGETY STREET
LOT 114 (26) DALGETY STREET
LOT 116 (29) FORTESCUE STREET
EAST FREMANTLE WA 6158

DRAWN	KHA	NORTH
SCALE	1 : 200	
DATE	30.06.26	
CHECKED KHA	APPROVED KHA	

DRAWING TITLE

GROUND GA PLAN (NORTH)

DRAWING NUMBER	ISSUE
DA 1010	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RM	ROOF - METAL
RT	ROOF - TILES
SK	GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

BAL	BALCONY
CMP	COMPANION ROOM
CON	CONSULT
CPK	CARPARK
CRD	CORRIDOR
DNG	DINING
ENA	ENSUITE - ACCESSIBLE
ENS	ENSUITE
ELC	ELECTRICAL SWITCHBOARD ROOM
KIT	KITCHEN
LDK	LOADING DOCK
LND	LAUNDRY
LNG	LOUNGE
MWS	MAINTENANCE WORKSHOP
OFF	OFFICE
PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
K	19.06.26	ISSUE FOR DA AMENDMENT
J	16.06.26	ISSUE FOR DA AMENDMENT
H	02.06.26	ISSUE FOR DA AMENDMENT
G	22.05.26	ISSUE FOR DA AMENDMENT

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PROJECT	REF
WOODSIDE CARE PRECINCT	574

ADDRESS

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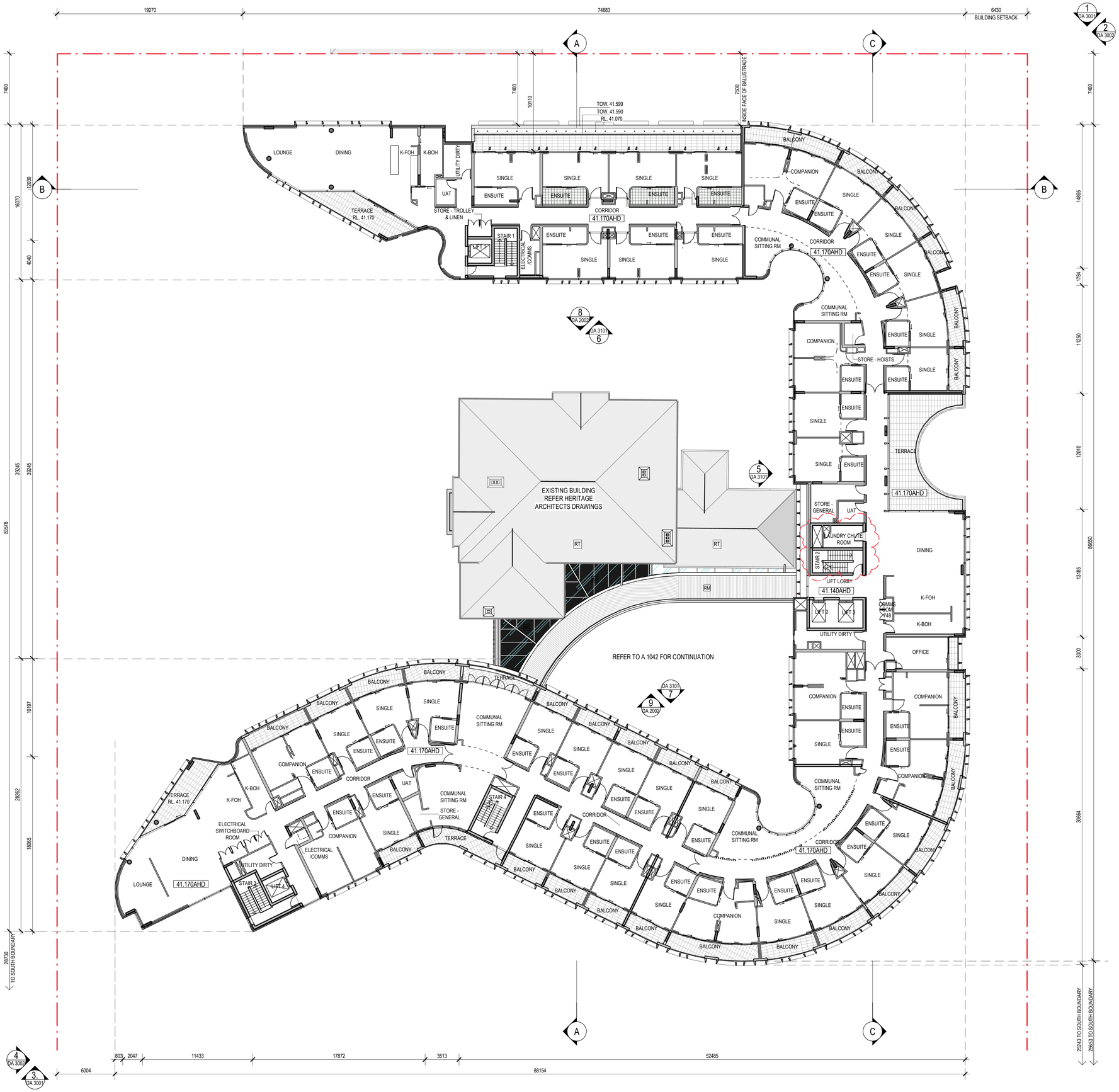
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CHECKED	APPROVED
KHA	KHA

DRAWING TITLE

LEVEL 1 GA PLAN

DRAWING NUMBER	ISSUE
DA 1011	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS
- RB ROOF - STONE BALLAST
- RC ROOF - CONCRETE
- RM ROOF - METAL
- RT ROOF - TILES
- SK GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

BAL	BALCONY
CMP	COMPANION ROOM
CON	CONSULT
CPK	CARPARK
CRD	CORRIDOR
DNG	DINING
ENA	ENSUITE - ACCESSIBLE
ENS	ENSUITE
ELC	ELECTRICAL SWITCHBOARD ROOM
KIT	KITCHEN
LDK	LOADING DOCK
LND	LAUNDRY
LNG	LOUNGE
MWS	MAINTENANCE WORKSHOP
OFF	OFFICE
PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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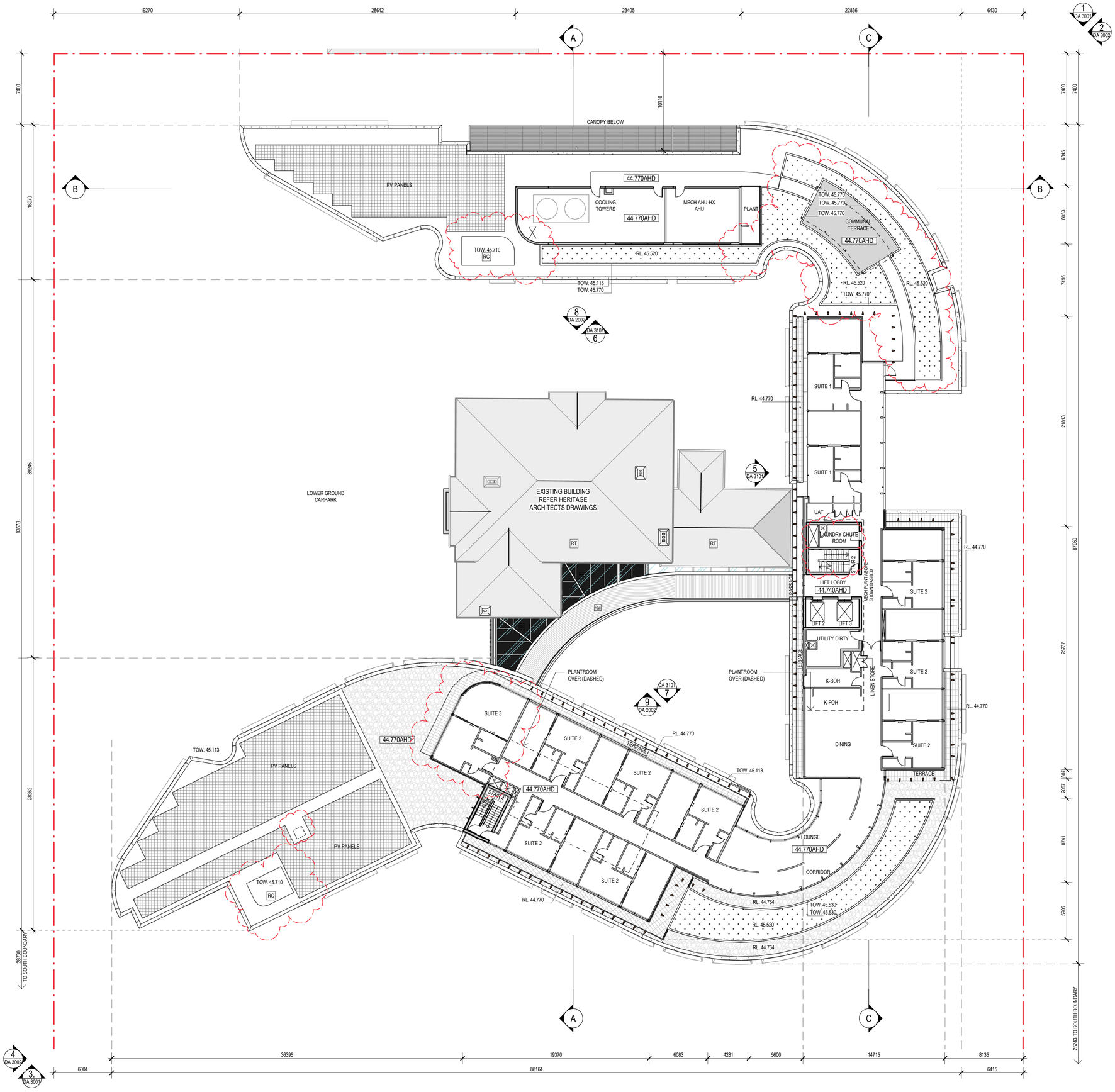
NORTH

CHECKED	APPROVED
KHA	KHA

DRAWING TITLE

LEVEL 2 GA PLAN

DRAWING NUMBER	ISSUE
DA 1012	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RM	ROOF - METAL
RT	ROOF - TILES
SK	GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

BAL	BALCONY
CMP	COMPANION ROOM
CON	CONSULT
CPK	CARPARK
CRD	CORRIDOR
DNG	DINING
ENA	ENSUITE - ACCESSIBLE
ENS	ENSUITE
ELC	ELECTRICAL SWITCHBOARD ROOM
KIT	KITCHEN
LDK	LOADING DOCK
LND	LAUNDRY
LNG	LOUNGE
MWS	MAINTENANCE WORKSHOP
OFF	OFFICE
PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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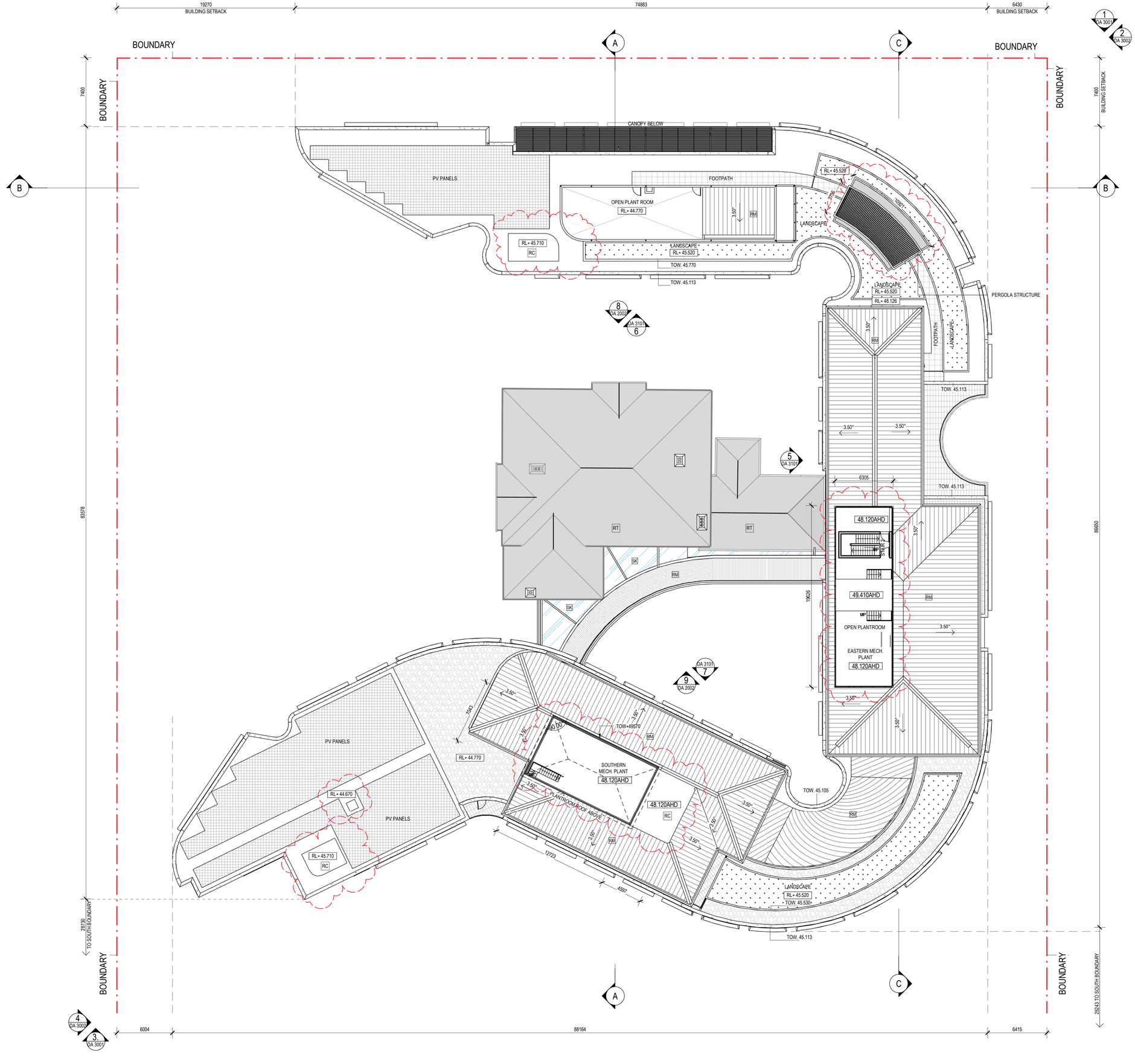
NORTH

CHECKED	APPROVED
KHA	KHA

DRAWING TITLE

LEVEL 3 GA PLAN

DRAWING NUMBER	ISSUE
DA 1013	L



NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS

RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RM	ROOF - METAL
RT	ROOF - TILES
SK	GLAZED SKYLIGHT

NOTE: ROOM ABREVIATIONS

BAL	BALCONY
CMP	COMPANION ROOM
CON	CONSULT
CPK	CARPARK
CRD	CORRIDOR
DNG	DINING
ENA	ENSUITE - ACCESSIBLE
ENS	ENSUITE
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KIT	KITCHEN
LDK	LOADING DOCK
LND	LAUNDRY
LNG	LOUNGE
MWS	MAINTENANCE WORKSHOP
OFF	OFFICE
PLT	PLANT
SIT	COMMUNAL SITTING AREA
SOA	SINGLE ACCESSIBLE
SOU	SOLE OCCUPANCY UNIT
STC	STRENGHT CONDITIONING
STH	STORE - HOISTS
STR	STORE
TRC	TERRACE
UTD	UTILITY

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
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H	02.06.26	ISSUE FOR DA AMENDMENT
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WOODSIDE CARE PRECINCT	574

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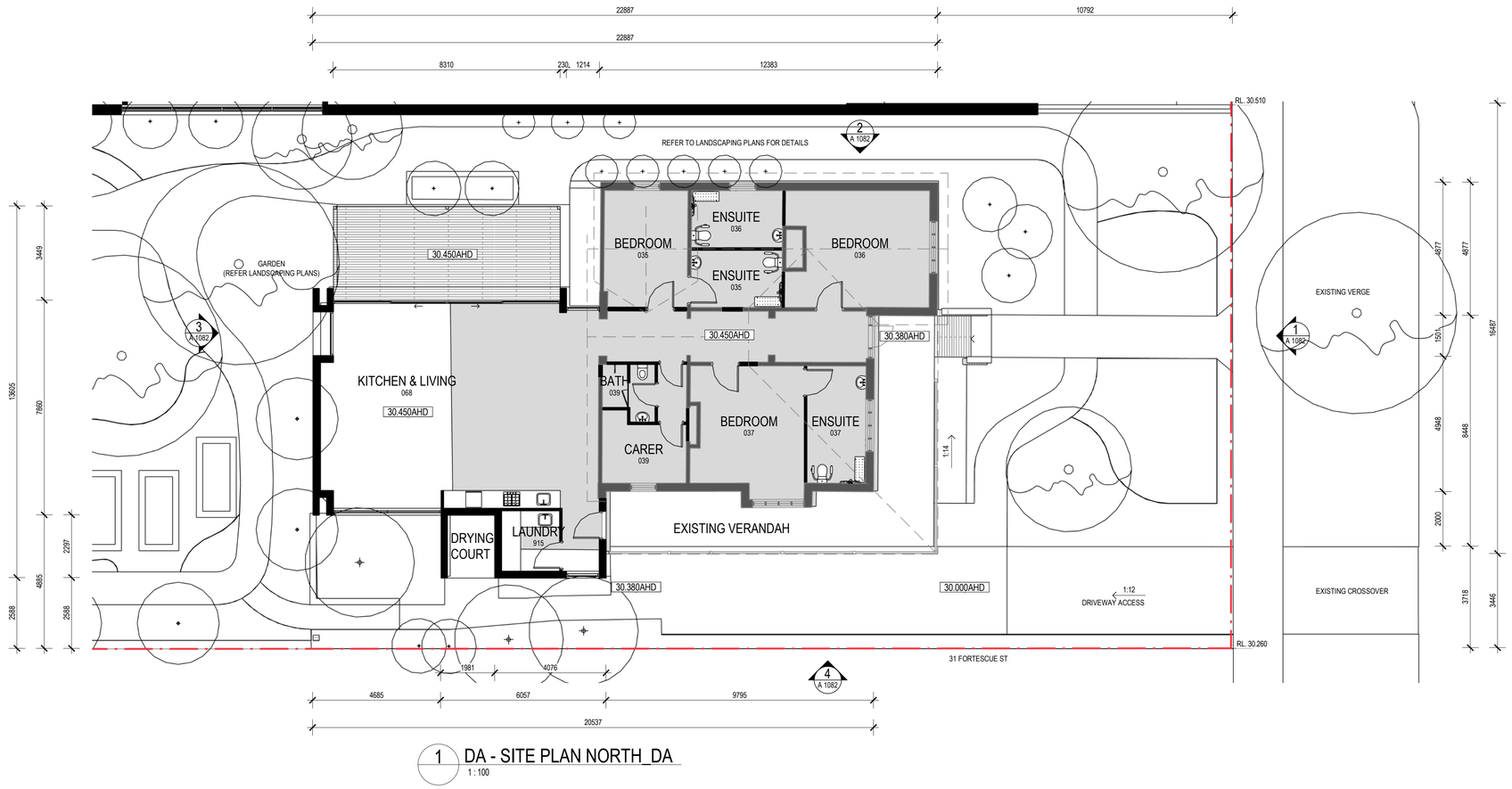
NORTH

CHECKED	APPROVED
KHA	KHA

DRAWING TITLE

ROOF LEVEL GA PLAN

DRAWING NUMBER	ISSUE
DA 1014	L



1 DA - SITE PLAN NORTH_DA
1 : 100

NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS
- RB ROOF - STONE BALLAST
- RC ROOF - CONCRETE
- RM ROOF - METAL
- RT ROOF - TILES
- SK GLAZED SKYLIGHT

ISSUE	DATE	AMENDMENT
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PROJECT	REF
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LOT 250 (18) DALGETY STREET
LOT 114 (26) DALGETY STREET
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EAST FREMANTLE WA 6158

DRAWN	Parametric
SCALE	As
DATE	30.06.26

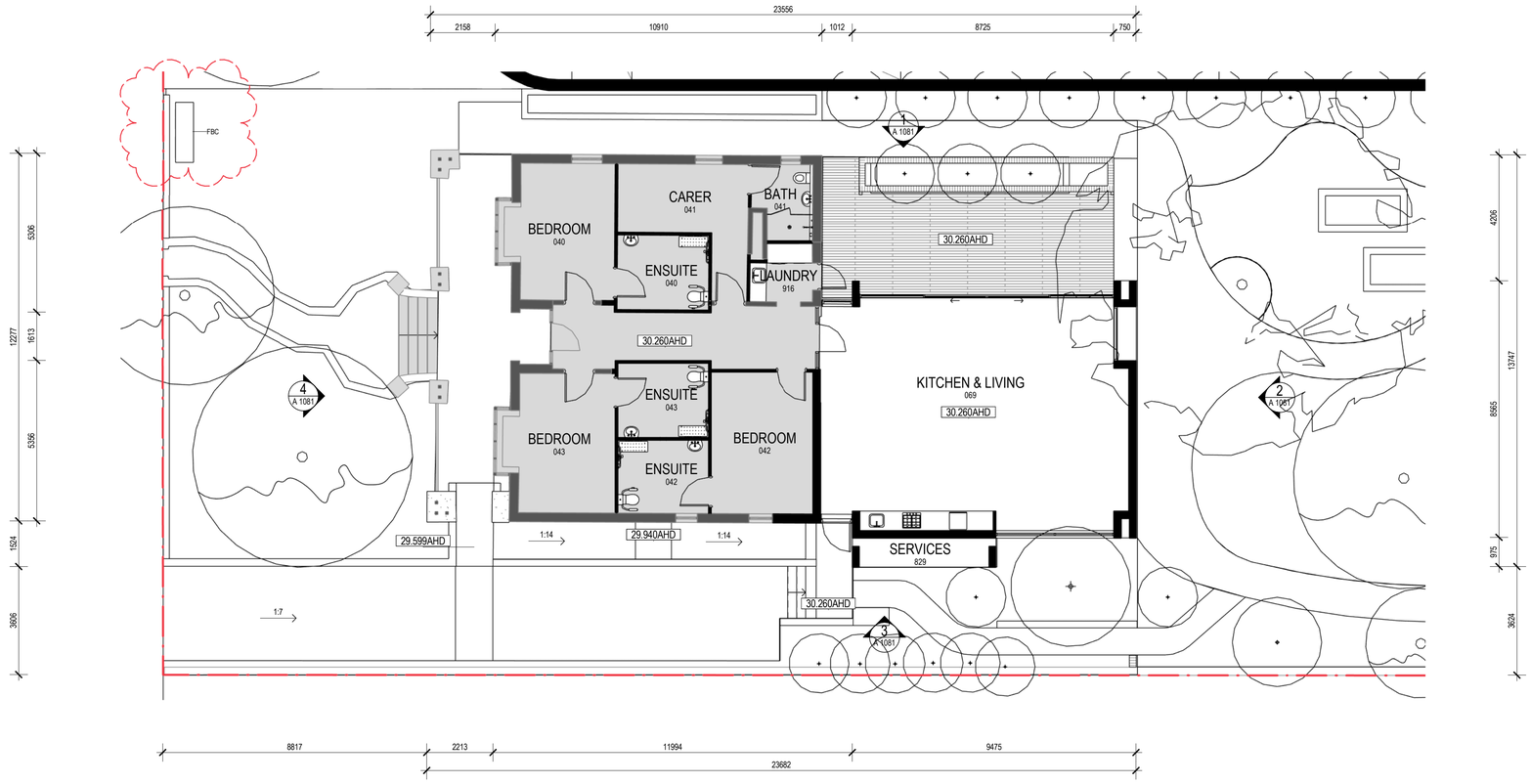
NORTH

CHECKED	APPROVED
D.ADAMS	S.McGIVERN

DRAWING TITLE

FORTESCUE ST
RESIDENCE FLOOR PLAN

DRAWING NUMBER	ISSUE
DA 1021	L



1 DALGETY ST RESIDENCE GA PLAN_DA
1 : 100

NOTES / LEGEND / MATERIAL

REFER TO LANDSCAPE REPORT FOR DETAILS OF HARD AND SOFT LANDSCAPING

- EXISTING / HERITAGE BUILDING
- PROPOSED BUILDING / HARD LANDSCAPING
- PROPOSED TERRACE
- SOFT LANDSCAPING
- EARTH
- STONE BALLAST
- PV PANELS
- TREES REFER LANDSCAPE DRAWINGS
- RB ROOF - STONE BALLAST
- RC ROOF - CONCRETE
- RM ROOF - METAL
- RT ROOF - TILES
- SK GLAZED SKYLIGHT

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
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EAST FREMANTLE WA 6158

DRAWN	Parametric
SCALE	As
DATE	30.06.26

NORTH

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D.ADAMS	S.McGIVERN

DRAWING TITLE

DALGETY ST RESIDENCE FLOOR PLAN

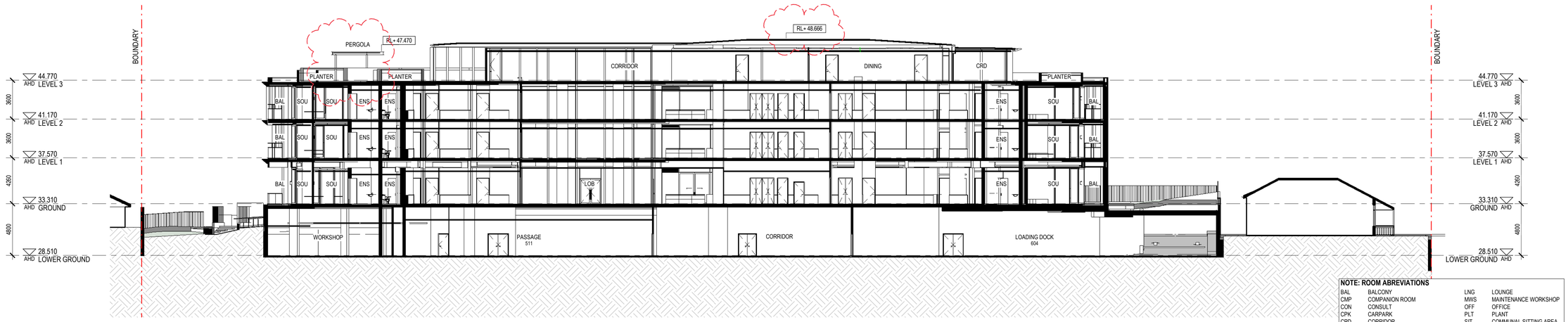
DRAWING NUMBER	ISSUE
DA 1031	L



A DA 0050 SECTION A-A 1 : 200



B DA 0050 SECTION B-B 1 : 200



C DA 0050 SECTION C-C 1 : 200

NOTE: ROOM ABREVIATIONS

BAL	BALCONY	LNG	LOUNGE
CMP	COMPANION ROOM	MWS	MAINTENANCE WORKSHOP
CON	CONSULT	OFF	OFFICE
CPK	CARPARK	PLT	PLANT
CRD	CORRIDOR	SIT	COMMUNAL SITTING AREA
DNG	DINING	SOA	SINGLE ACCESSIBLE
ENA	ENSUITE - ACCESSIBLE	SOU	SOLE OCCUPANCY UNIT
ENS	ENSUITE	STC	STRENGHT CONDITIONING
ELC	ELECTRICAL SWITCHBOARD ROOM	STH	STORE - HOISTS
KIT	KITCHEN	STR	STORE
LDK	LOADING DOCK	TRC	TERRACE
LND	LAUNDRY	UTD	UTILITY

NOTES / LEGEND / MATERIAL

AL	ALUMINIUM FRAMED GLAZING
ALF	ALUMINIUM FRAMED GLAZING SCREENED TO 1600mm AS PER R-CODES
AW	AWNING
BB	BRICK BREEZEBLOCK
BR-E	BRICKWORK - EXISTING
BR-P	BRICKWORK - PAINTED
BR-R	BRICKWORK - RECYCLED
CON	CONCRETE - SKIM COAT
EX	EXISTING
GRC	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN
GRCT	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN - TERRACOTA
LO	ALUMINIUM LOUVRE
LS	LIMESTONE
LVR-T	LOUVRES - TERRACOTA
MB	1000mm HIGH METAL MESH BALUSTRADE
MR-T	METAL ROOF_TERRACOTA
MS-T	METAL SHEET_TERRACOTA
TB	TIMBER BATTENS
TR	CFC - TERRACOTA
RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RG	ROOF - GARDEN
RM	ROOF - METAL
RT	ROOF - TILES
SCR	VERTICAL SCREEN

EARTH

LANDSCAPING

EXISTING HERITAGE BUILDING

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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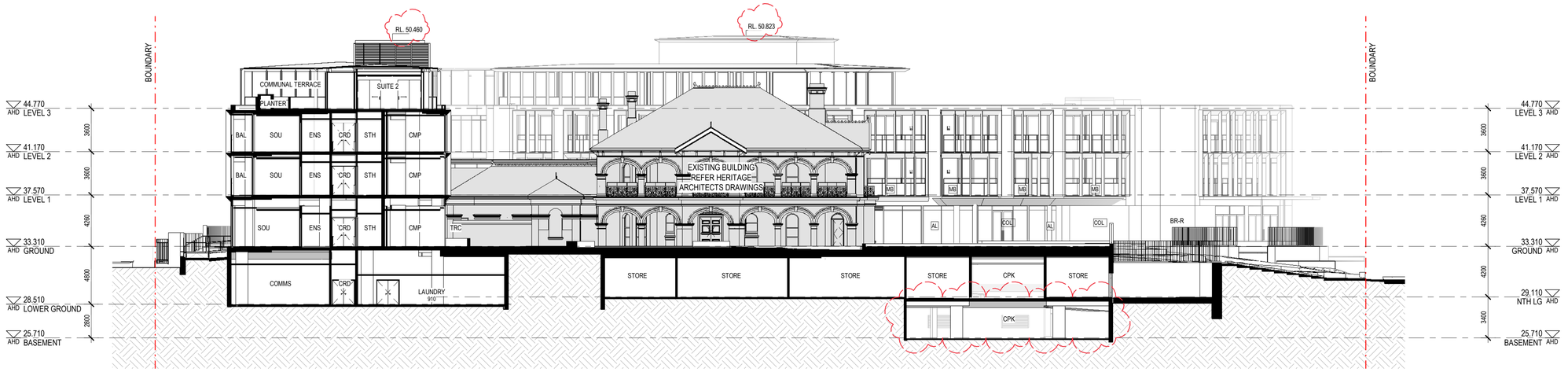
LOT 250 (18) DALGETY STREET
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DRAWN	KHA	NORTH
SCALE	1 : 200	
DATE	30.06.26	
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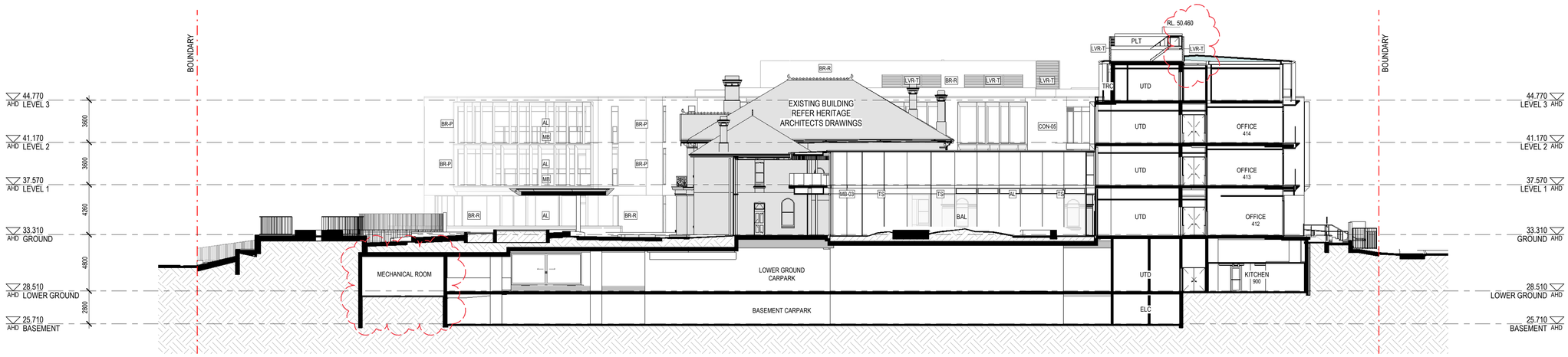
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GENERAL SECTIONS

DRAWING NUMBER	ISSUE
DA 2001	L



8 SECTIONAL ELEVATION - SOUTH
DA1009 1 : 200



9 SECTIONAL ELEVATION - NORTH
DA1009 1 : 200

NOTE: ROOM ABREVIATIONS

BAL	BALCONY	LNG	LOUNGE
CMP	COMPANION ROOM	MWS	MAINTENANCE WORKSHOP
CON	CONSULT	OFF	OFFICE
CPK	CARPARK	PLT	PLANT
CRD	CORRIDOR	SIT	COMMUNAL SITTING AREA
DNG	DINING	SOA	SINGLE ACCESSIBLE
ENA	ENSUITE - ACCESSIBLE	SOU	SOLE OCCUPANCY UNIT
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NOTES / LEGEND / MATERIAL

AL	ALUMINIUM FRAMED GLAZING
ALF	ALUMINIUM FRAMED GLAZING SCREENED TO 1600mm AS PER R-CODES
AW	AWNING
BB	BRICK BREEZEBLOCK
BR-E	BRICKWORK - EXISTING
BR-P	BRICKWORK - PAINTED
BR-R	BRICKWORK - RECYCLED
CON	CONCRETE - SKIM COAT
EX	EXISTING
GRC	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN
GRCT	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN - TERRACOTA
LO	ALUMINIUM LOUVRE
LS	LIMESTONE
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TR	CFC - TERRACOTA
RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RG	ROOF - GARDEN
RM	ROOF - METAL
RT	ROOF - TILES
SCR	VERTICAL SCREEN
	EARTH
	LANDSCAPING
	EXISTING HERITAGE BUILDING

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

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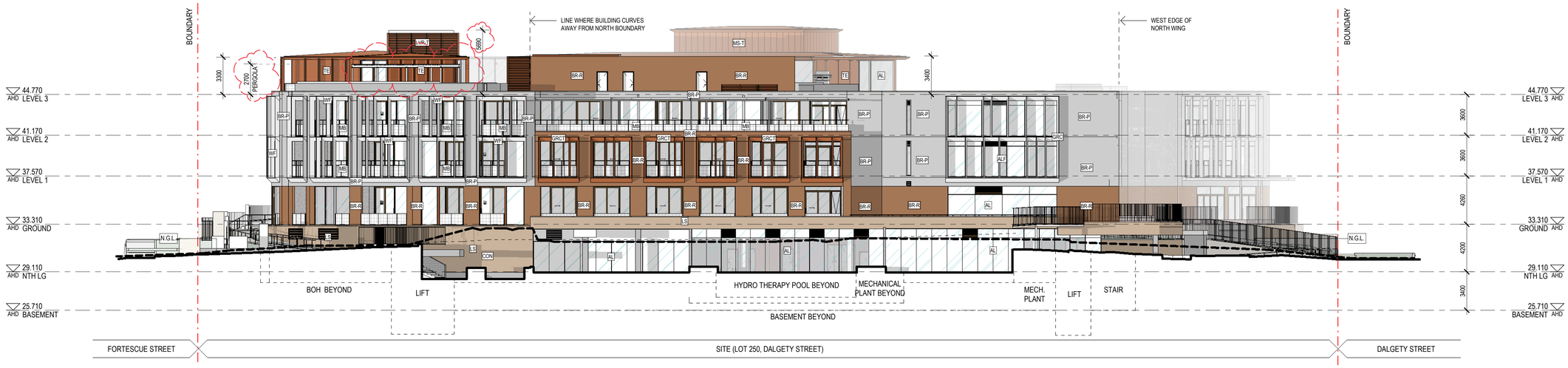
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CHECKED	APPROVED
SA	SM

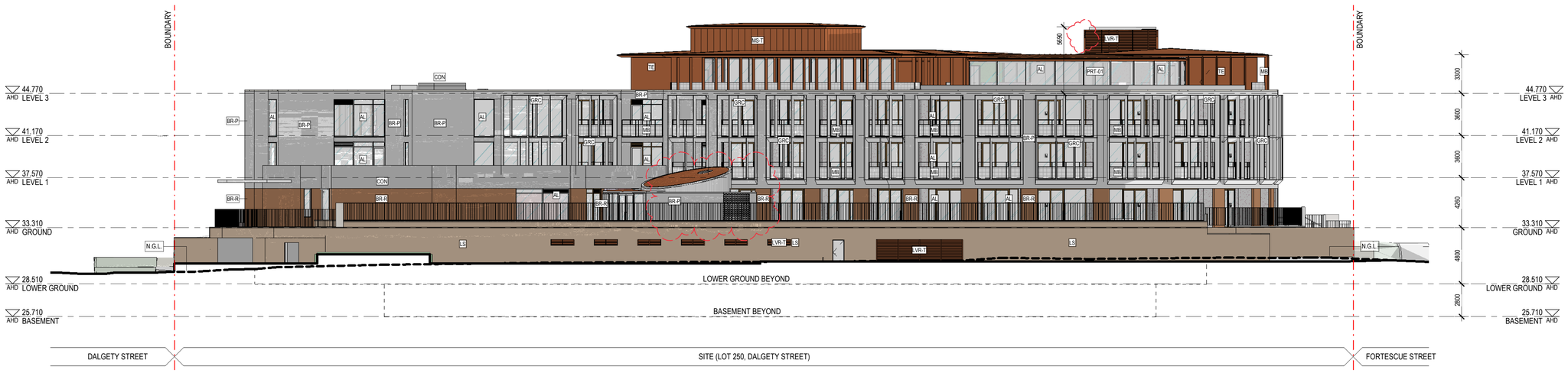
DRAWING TITLE

SECTIONAL ELEVATIONS - NEW

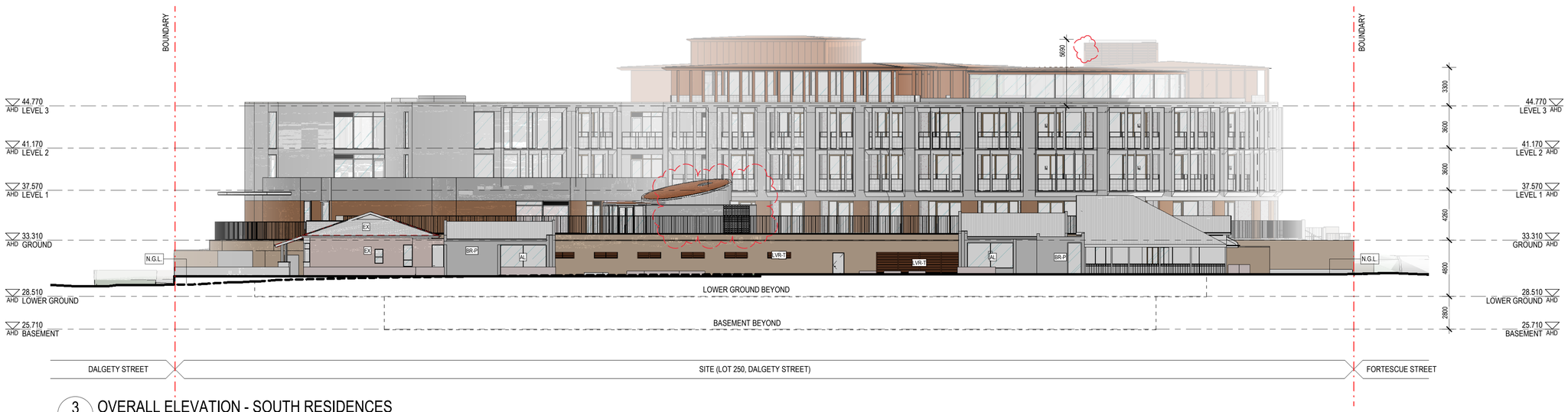
DRAWING NUMBER	ISSUE
DA 2002	L



1 DA 0051 **OVERALL ELEVATION - NORTH**
1 : 200



3. DA 0051 **OVERALL ELEVATION - SOUTH WOODSIDE CARE PRECINCT**
1 : 200



3 DA 0052 **OVERALL ELEVATION - SOUTH RESIDENCES**
1 : 200

NOTES / LEGEND / MATERIAL

AL	ALUMINIUM FRAMED GLAZING
ALF	ALUMINIUM FRAMED GLAZING SCREENED TO 1600mm AS PER R-CODES
AW	AWNING
BB	BRICK BREEZEBLOCK
BR-E	BRICKWORK - EXISTING
BR-P	BRICKWORK - PAINTED
BR-R	BRICKWORK - RECYCLED
CON	CONCRETE - SKIM COAT
EX	EXISTING
GRC	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN
GRCT	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN - TERRACOTA
LO	ALUMINIUM LOUVRE
LS	LIMESTONE
LVR-T	LOUVRES - TERRACOTA
MB	1000mm HIGH METAL MESH BALUSTRADE
MR-T	METAL ROOF_TERRACOTA
MS-T	METAL SHEET_TERRACOTA
TB	TIMBER BATTENS
TR	CFC - TERRACOTA
RB	ROOF - STONE BALLAST
RC	ROOF - CONCRETE
RG	ROOF - GARDEN
RM	ROOF - METAL
RT	ROOF - TILES
SCR	VERTICAL SCREEN
	EARTH
	LANDSCAPING
	EXISTING HERITAGE BUILDING

NOTE: MINOR ADJUSTMENTS TO INTERNAL ROOMS AND ASSOCIATED SERVICES LAYOUT

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
K	19.06.26	ISSUE FOR DA AMENDMENT
J	16.06.26	ISSUE FOR DA AMENDMENT
H	02.06.26	ISSUE FOR DA AMENDMENT
G	22.05.26	ISSUE FOR DA AMENDMENT

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PROJECT	REF
WOODSIDE CARE PRECINCT	574

ADDRESS

LOT 250 (18) DALGETY STREET
LOT 114 (26) DALGETY STREET
LOT 116 (29) FORTESCUE STREET
EAST FREMANTLE WA 6158

DRAWN	KHA	NORTH
SCALE	1 : 200	
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CHECKED KHA	APPROVED KHA	

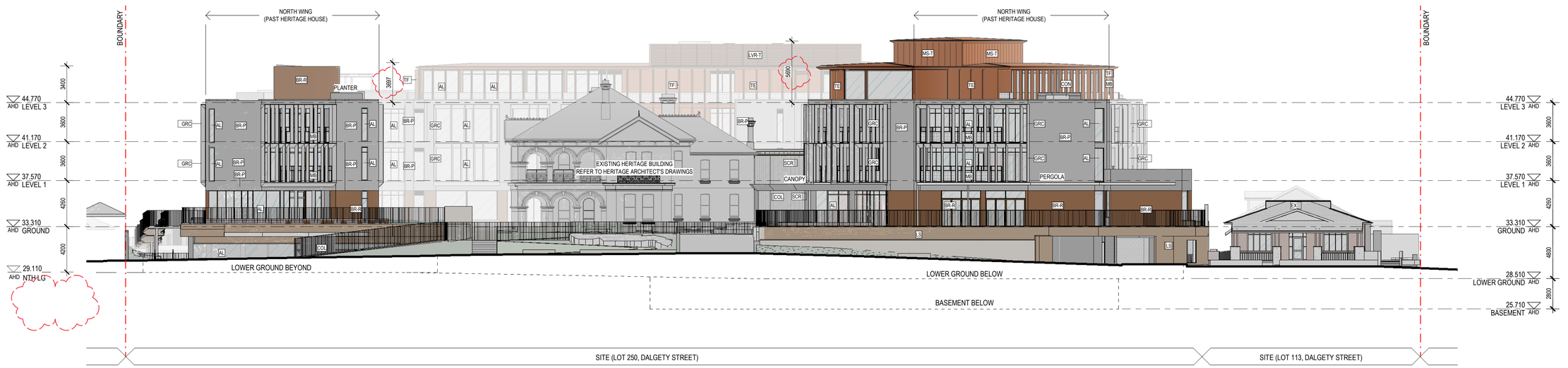
DRAWING TITLE

ELEVATIONS NORTH + SOUTH

DRAWING NUMBER	ISSUE
DA 3001	L



2 DA 0051 OVERALL ELEVATION - EAST - FORTESCUE ST
1 : 200



4 DA 0051 OVERALL ELEVATION - WEST - DALGETY ST
1 : 200

NOTES / LEGEND / MATERIAL

AL	ALUMINIUM FRAMED GLAZING
ALF	ALUMINIUM FRAMED GLAZING SCREENED TO 1600mm AS PER R-CODES
AW	AWNING
BB	BRICK BREEZEBLOCK
BR-E	BRICKWORK - EXISTING
BR-P	BRICKWORK - PAINTED
BR-R	BRICKWORK - RECYCLED
CON	CONCRETE - SKIM COAT
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GRC	GLASS FIBRE REINFORCED CONCRETE - FACADE SCREEN
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RM	ROOF - METAL
RT	ROOF - TILES
SCR	VERTICAL SCREEN

EARTH

LANDSCAPING

EXISTING HERITAGE BUILDING

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G	22.05.26	ISSUE FOR DA AMENDMENT

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PROJECT	REF
WOODSIDE CARE PRECINCT	574

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LOT 116 (29) FORTESCUE STREET
EAST FREMANTLE WA 6158

DRAWN	KHA
SCALE	1 : 200
DATE	30.06.26

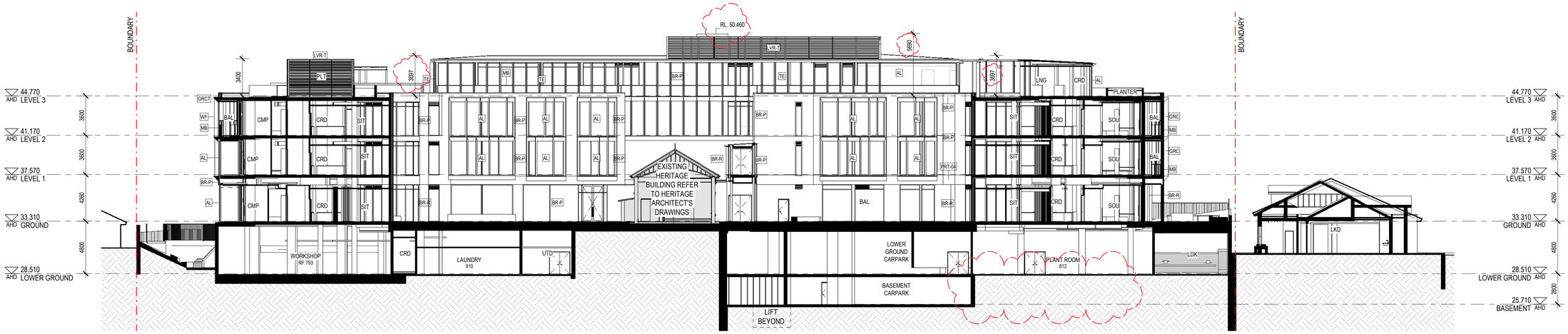
NORTH

CHECKED	APPROVED
KHA	KHA

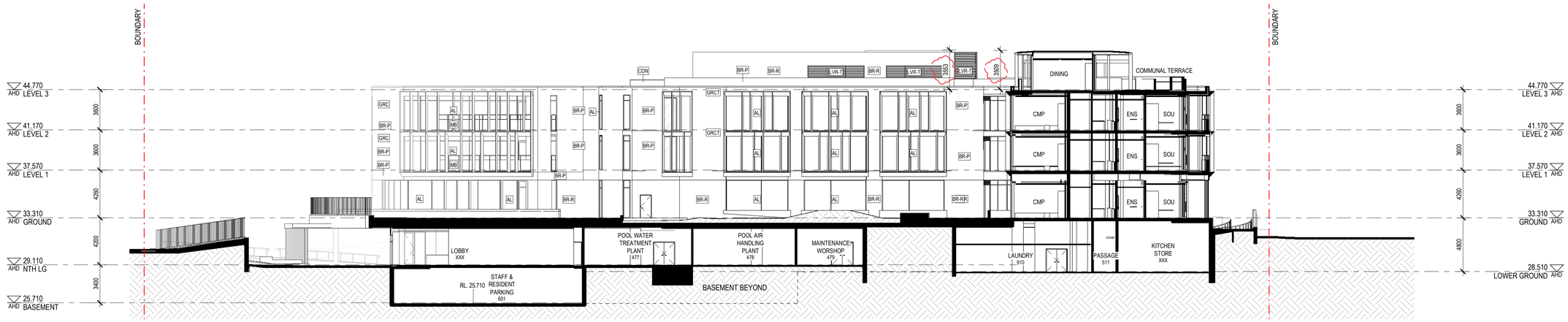
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ELEVATIONS EAST + WEST

DRAWING NUMBER	ISSUE
DA 3002	L



5 DA 0051 SECTIONAL ELEVATION - WEST 1 : 200



6 DA 0051 SECTIONAL ELEVATION - NORTH 1 : 200



7 DA 0051 SECTIONAL ELEVATION - SOUTH 1 : 200

NOTE: ROOM ABREVIATIONS

BAL	BALCONY	LNG	LOUNGE
CMP	COMPANION ROOM	MWS	MAINTENANCE WORKSHOP
CON	CONSULT	OFF	OFFICE
CPK	CARPARK	PLT	PLANT
CRD	CORRIDOR	SIT	COMMUNAL SITTING AREA
DNG	DINING	SOA	SINGLE ACCESSIBLE
ENA	ENSUITE - ACCESSIBLE	SOU	SOLE OCCUPANCY UNIT
ENS	ENSUITE	STC	STRENGHT CONDITIONING
ELC	ELECTRICAL SWITCHBOARD ROOM	STH	STORE - HOISTS
KIT	KITCHEN	STR	STORE
LDK	LOADING DOCK	TRC	TERRACE
LND	LAUNDRY	UTD	UTILITY

NOTES / LEGEND / MATERIAL

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RM	ROOF - METAL
RT	ROOF - TILES
SCR	VERTICAL SCREEN

EARTH

LANDSCAPING

EXISTING HERITAGE BUILDING

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PROJECT	REF
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EAST FREMANTLE WA 6158

DRAWN	KHA	NORTH
SCALE	1 : 200	
DATE	30.06.26	
CHECKED KHA	APPROVED KHA	

DRAWING TITLE

TRUE SECTIONAL ELEVATIONS

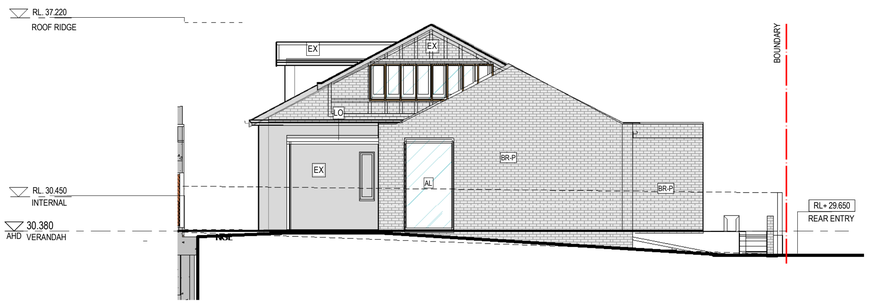
DRAWING NUMBER	ISSUE
DA 3101	L



1 DA1021 EAST ELEVATION
1 : 100



2 DA1021 SOUTH ELEVATION
1 : 100



3 DA1021 WEST ELEVATION
1 : 100



4 DA1021 NORTH ELEVATION
1 : 100

NOTES / LEGEND / MATERIAL

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ALF	ALUMINIUM FRAMED GLAZING SCREENED TO 1600mm AS PER R-CODES
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RT	ROOF - TILES
SCR	VERTICAL SCREEN

EARTH

LANDSCAPING

EXISTING HERITAGE BUILDING

ISSUE	DATE	AMENDMENT
L	30.06.26	ISSUE FOR DA AMENDMENT
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PROJECT	REF
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ADDRESS

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EAST FREMANTLE WA 6158

DRAWN	Parametric
SCALE	As
DATE	30.06.26

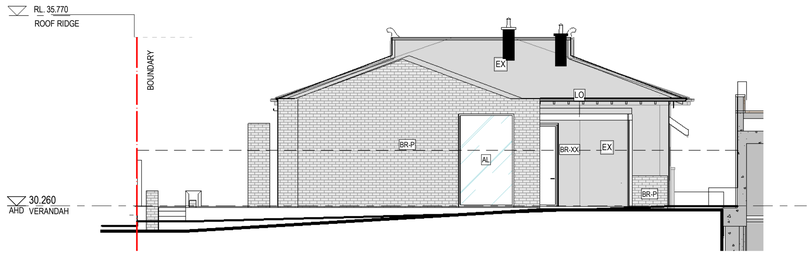
NORTH

CHECKED	APPROVED
D.ADAMS	S.McGIVERN

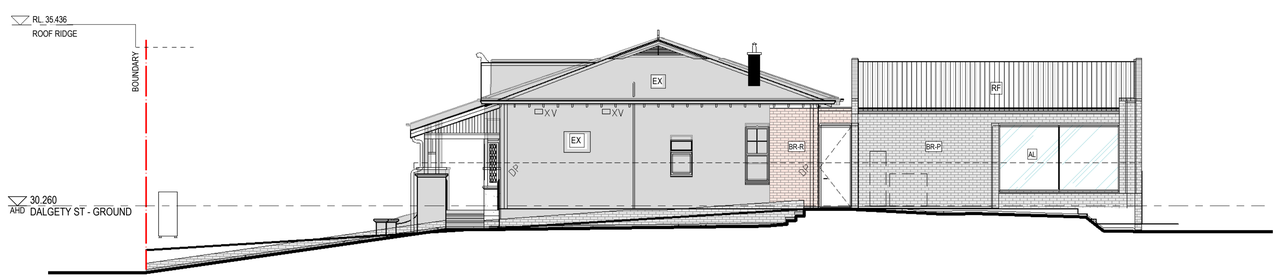
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FORTESCUE ST
RESIDENCE ELEVATIONS

DRAWING NUMBER	ISSUE
DA 3201	L



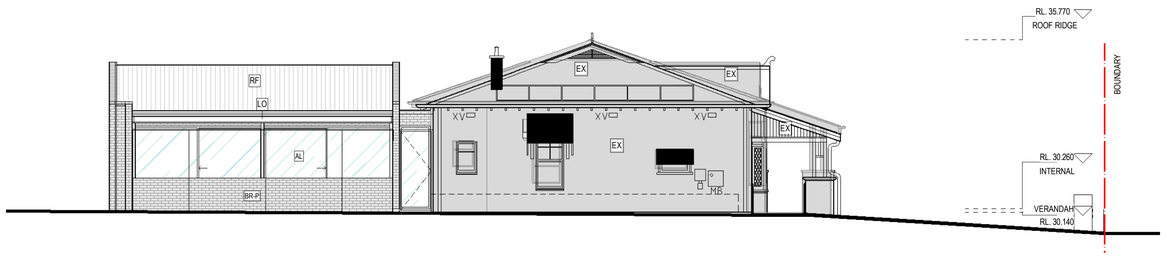
1 DA1031 EAST ELEVATION
1 : 100



2 DA1031 SOUTH ELEVATION
1 : 100



3 DA1031 WEST ELEVATION
1 : 100



4 DA1031 NORTH ELEVATION
1 : 100

NOTES / LEGEND / MATERIAL

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EARTH

LANDSCAPING

EXISTING HERITAGE BUILDING

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EAST FREMANTLE WA 6158

DRAWN	Parametric
SCALE	As
DATE	30.06.26

NORTH

CHECKED	APPROVED
D.ADAMS	S.McGIVERN

DRAWING TITLE

DALGETY ST RESIDENCE ELEVATIONS

DRAWING NUMBER	ISSUE
DA 3202	L

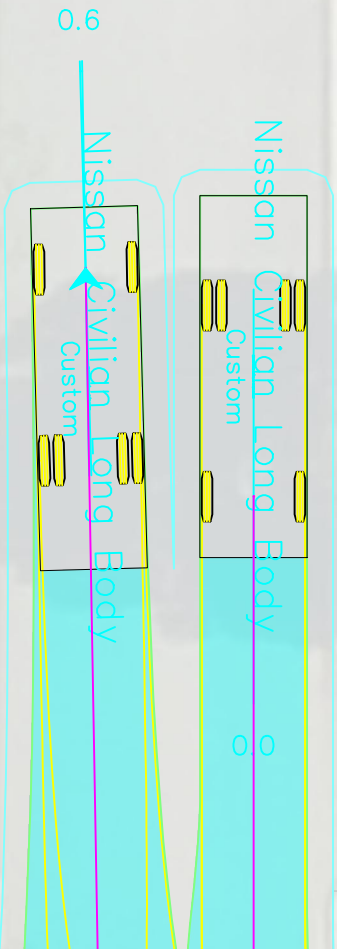


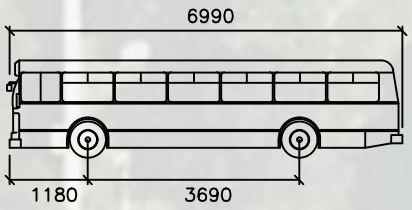
Appendix C

Swept Path Plans









Nissan Civilian Long Body
mm

Width	: 2065
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 47.2

BOUNDARY

BOUNDARY

RL. 29.710

RL. 29.090

1:14
RAMP

1:14
RAMP

RL. 30.350

RL. 30.370

B

TOW. 30.430

RL. 29.870

RL. 29.600

TOW. 29.600

TOW. 29.260

LINE OF
FLOOR OVER

RL. 29.090

SALO

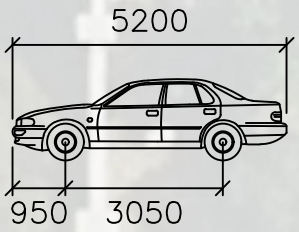
29.11

LOBBY

STORE -
GENERAL

PLANT

TURNARO
BAY



PASSENGER–CAR

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.6

TURNAROUND BAY

WASTE COLLECTION ROOM

ELECTRICAL /COMMS

DA 3101 7 9 DA 2002

28.510AHD

STORE/PLANT SPACE

BIN & WASTE STORE

MRV STANDARDS 2018 (AU)

LOADING DOCK

28.510AHD

MECH ROOM

PLANT ROOM

28.510AHD

TURNAROUND BAY

MRV STANDARDS 2018 (AU)

28.510AHD 28.660AHD 30.360AHD 30.510AHD

0.0

0.1

MRV STANDARDS 2018 (AU)

MRV STANDARDS 2018 (AU)

0.0

HOUSE NO 29

8800

1500 5000

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

TURNAROUND BAY

WASTE COLLECTION ROOM

ELECTRICAL /COMMS

DA 3101

7

9

DA 2002

28.510AHD

STORE/PLANT SPACE

BIN & WASTE STORE

LOADING DOCK

28.510AHD

MECH ROOM

PLANT ROOM

28.510AHD

TURNAROUND BAY

28.510AHD

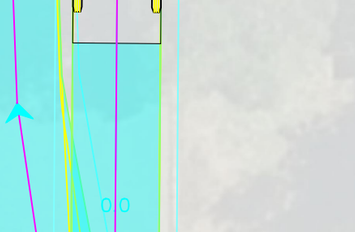
28.660AHD

30.360AHD

30.510AHD

HOUSE NO 29

Veolia Custom



Veolia

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.5



Mercedes Sprinter Van

	mm
Width	: 2020
Track	: 2020
Lock to Lock Time	6.0
Steering Angle	: 37.1

RL+ 33.310
TOW. 32.000
RL+ 30.705
RL+ 32.000
TOW. 33.300
RL+ 32.950
PATH
TOW. 33.350
RL+ 32.580
RL+ 32.850
PARKING BAYS
1
2
3
RL+ 33.500
TOW. 33.178
RL+ 30.800
RL+ 32.630
TOW. 33.550
RL+ 33.500
TBA
TOW. 33.760
WATER FEATURE
RL+ 37.300
TOW. 33.800
LINE OF FLOOR OVER
PORT COCHERE
PATH
RL+ 33.310
TOW. 33.370
TOW. 32.150
TOW. 30.880
RL+ 32.090
PERGOLA ABOVE
STR
UAT
UAT
LOB
33.310AHD
OFF
DOC
REC
COM
ADM
STA
3.8

RL+ 33.310

TOW. 32.000

RL+ 30.705

RL+ 32.000

TOW. 33.300

RL+ 32.950

PATH

TOW. 33.350

Nissan Civilian Long Body

Custom

RL+ 32.580

RL+ 32.850

PARKING BAYS

1

2

3

6990

1180

3690

Nissan Civilian Long Body

mm

Width	: 2065
Track	: 2000
Lock to Lock Time	: 6.0
Steering Angle	: 47.2

RL+ 33.500

TOW. 33.178

RL+ 30.800

RL+ 32.630

TOW. 33.550

RL+ 33.500

FBA

TOW. 33.760

WATER FEATURE

RL+ 37.300

TOW. 33.800

LINE OF FLOOR OVER

PORT COCHERE

Nissan Civilian Long Body

Custom

5.4

PATH

RL+ 33.310

TOW. 33.370

TOW. 32.150

TOW. 30.880

RL+ 32.090

PERGOLA ABOVE

LOB

STR

UAT

UAT

33.310AHD

OFF

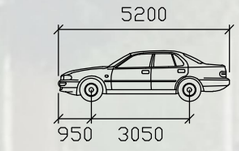
DOC

REC

COM

ADM

STA



PASSENGER-CAR

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.6

RL+ 33.310
TOW. 32.000
RL+ 30.705
RL+ 32.000
TOW. 33.300
RL+ 32.950
PATH
TOW. 33.350
RL+ 32.580
RL+ 32.850
PARKING BAYS
1
2
3
RL+ 33.500
TOW. 33.178
RL+ 30.800
RL+ 32.630
TOW. 33.550
RL+ 33.500
FBA
TOW. 33.760
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RL+ 37.300
TOW. 33.800
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PORT COCHERE
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RL+ 33.310
TOW. 33.370
TOW. 32.150
TOW. 30.880
RL+ 32.090
PERGOLA ABOVE
STR
UAT
UAT
LOB
33.310AHD
OFF
DOC
REC
COM
ADM
STA
3.7





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