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Sustainable Transport. Safe Solutions

37 Amalfi Avenue, Mindarie

Proposed Mixed-Use Development

TRANSPORT IMPACT STATEMENT



Prepared for:

Relink Management WA Pty Ltd

May 2026

37 Amalfi Avenue, Mindarie

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Date: 28 May 2026
Project number: U25.123

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.123.r01a	12/12/25	Paul Ghanous	FINAL	T&Z Architects
U25.123.r01b	11/05/26	Paul Ghanous	REVISED DRAFT	T&Z Architects
U25.123.r01c	15/05/26	Paul Ghanous	REVISED FINAL	T&Z Architects
U25.123.r01d	28/05/26	Paul Ghanous	REVISED FINAL	T&Z Architects



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1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **Relink Management WA Pty Ltd** with regards to the proposed mixed-use development, located at 37 Amalfi Avenue, Mindarie.

The subject site is bound by Portofino Promenade to the north, Napoli Park to the west, Genoa Lane and a residential lot to the east and Amalfi Avenue to the south, as shown in Figure 1.

The site is presently vacant and is surrounded by residential and community land uses. The area is under development, with a mix of constructed dwellings and vacant residential lots. It is proposed to develop the site into a mixed-use development, delivering six dwellings and a total of 590 m² of commercial GFA.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.



Figure 1: Subject site location



2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “Moderate Impact” (Figure 2). Accordingly, a Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the LGA with demonstration of traffic impact.

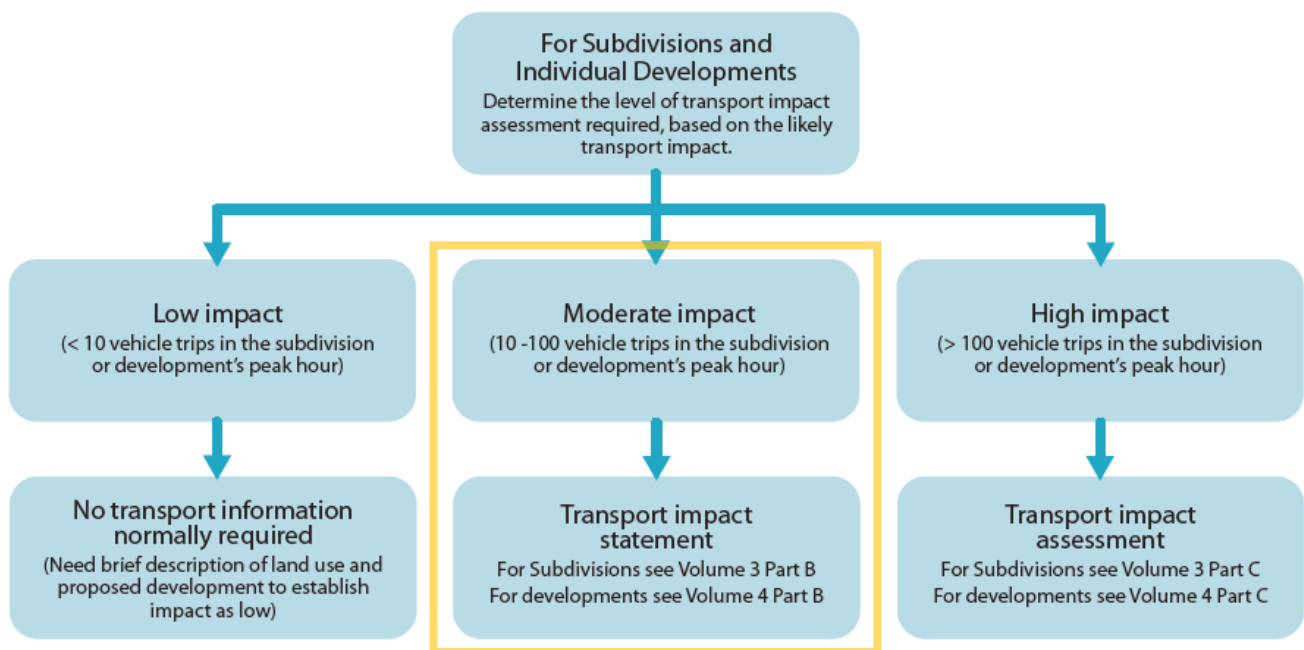


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for a mixed-use development, comprising:

- Six residential dwellings;
- A commercial component delivering a total 590m² of GFA, including:
 - Tenancy 1: F&B 205m²
 - Tenancy 2: Commercial/shop 70m²
 - Tenancy 3: Commercial/shop 70m²
 - Tenancy 4: Commercial/shop 70m²
 - Tenancy 5: Commercial/shop 70m²
 - Tenancy 6: Commercial/shop 105m²
- A total of 15 car parking bays for the shared use of commercial staff, customers and residential visitors, including 2 x ACROD bays;
- 11 residential car parking bays, provided within secured parking garages;
- 1 x delivery/service bay, which can accommodate 6.4m Small Rigid Vehicles (SRVs);
- Paved walking link to Napoli Park on the western boundary of the site, with integrated alfresco seating;
- 6 bicycle parking spaces for staff and visitors provided onsite;
- 12 bicycle parking spaces provided in the public reserve on the western and northern boundaries of the site;
- End of trip facilities including separate male and female shower and change room, with lockers; and
- Centralised commercial bin store.

Vehicle access to the site is proposed via one crossover on Amalfi Avenue. People walking and cycling will access the development from the external path network abutting the site.

Commercial waste collection is proposed to be undertaken via Genoa Lane, with the commercial bin collection zone provided within the site boundary, adjacent to the laneway. Residential bins will be collected via a bin presentation hardstand on Amalfi Avenue, with bins presented on the verge on collection day.

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



4 Vehicle access and parking

4.1 Existing vehicle access

The site is presently vacant with no existing vehicle access or parking.

4.2 Proposed vehicle access

As detailed in Figure 3, the proposed development provides a single vehicular access point from Amalfi Avenue at the southern boundary of the site. This access leads directly into the on-site car park, which is arranged to allow simple internal circulation for customers and clear manoeuvring paths.

Locating access on Amalfi Avenue avoids introducing a driveway crossover on the Portofino Promenade frontage. Portofino Promenade forms the key pedestrian-oriented edge of the development and interfaces with Napoli Park, so avoiding vehicle crossings on this road maintains a continuous, safe and legible walking environment. This reduces pedestrian–vehicle conflict points, protects the public realm quality, and supports the intended local-centre function where walk-up trips are expected to be a major component of demand.

The arrangement also avoids creating an access on Genoa Lane. Genoa Lane operates as a quiet residential laneway, and establishing customer access there would increase commercial traffic in a setting not suited to higher vehicle turnover. Additionally, there is a formal access restriction along sections of the Genoa Lane site frontage, as identified in Local Development Plan 11 (Figure 4).

By keeping all site traffic on Amalfi Avenue, the proposal protects residential amenity, limits noise and disturbance in the laneway, and ensures that commercial activity is directed to the street that is best able to accommodate it.

Bringing vehicle access to the southern edge allows the commercial tenancies and residential dwellings to address the western frontage without interruption from driveways. This enables the development to integrate strongly with the adjoining park, encouraging walk-up patronage and making alfresco seating and active frontages facing Napoli Park both feasible and attractive. The outcome is a more cohesive urban form, with the most active uses oriented toward public open space and the pedestrian network, while vehicle functions are discreetly accommodated away from the primary public interface.

Overall, the Amalfi Avenue access is optimal because it concentrates vehicle movements where they cause the least conflict, preserves the highest-amenity frontage for pedestrians and park activation, avoids commercial intrusion into a residential laneway, and supports an efficient internal parking and servicing layout aligned with the role and scale of a local mixed-use development.

The vehicle access point and parking aisle is 6.0m wide, which is sufficient for low-speed, two-way traffic flow.

The residential component of the development is accessed via the shared vehicle crossover from Amalfi Avenue, which provides a single consolidated point of access for both the commercial and residential components of the site. The use of a shared crossover minimises the number of vehicle access points along the street frontage, reducing potential conflict points for people walking and cycling while improving the overall efficiency of the site layout.

Residential vehicle movements are directed through the shared internal driveway aisle, from which each dwelling is provided with an individual private garage. This arrangement creates a clear and legible access environment, with residents able to enter and exit the site in a straightforward manner without reliance on rear laneways or additional crossovers. The internal aisle has been designed to accommodate low-speed vehicle movements appropriate for a residential environment and provides convenient access to each dwelling.

The shared access arrangement also supports improved streetscape outcomes by reducing driveway dominance along Amalfi Avenue and allowing greater opportunity for landscaping and pedestrian connectivity at the frontage. Consolidating residential and commercial access into a single crossover is considered an efficient and appropriate outcome for a mixed-use local centre development of this scale.

Residential traffic generation associated with the six dwellings is expected to be low and will primarily comprise typical peak-hour commuter movements. These vehicle movements are modest in comparison to the capacity of the surrounding local road network and will comfortably integrate with the broader traffic activity associated with the local centre component of the development.



Figure 3: Proposed development vehicle access



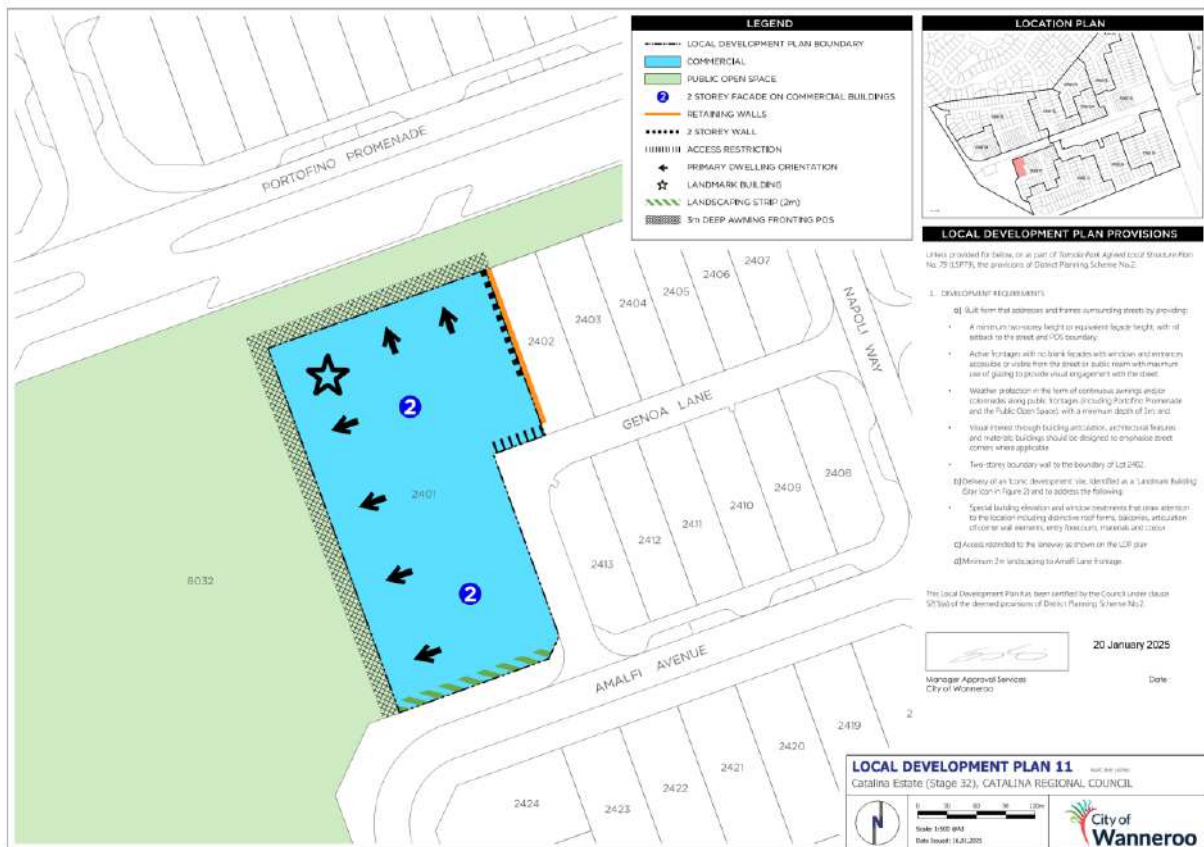


Figure 4: Local Development Plan 11

4.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. On-site commercial bays are 2.5m wide by 5.5m long and an aisle width of 6.0m has been provided. This is suitable for medium term parking in an urban town centre environment. The ACROD bays are designed to AS2890.6 with a shared space and bollard. A 1m blind aisle extension is provided at the end of the car park.

A dedicated turnaround bay at the end of the blind aisle has not been included because providing one would require the removal of an additional parking bay from the development. While a formal turnaround facility can be desirable in dead-end aisles, the operational intent is still achieved through the service/delivery bay located near the aisle terminus.

The service/delivery bay is positioned near the end of the blind aisle and is sized to accommodate larger rigid vehicles. In normal operation, this bay will be unoccupied for most of the time. Servicing for small scale commercial uses is intermittent and typically scheduled outside peak trading periods to avoid conflicts with customer parking demand.

Consequently, during periods when the car park is busiest (such as weekends, lunch peaks, and evenings), the service bay is expected to remain available, providing a generous manoeuvring area for passenger vehicles to undertake a simple multi-point turn and exit in a forward direction. Given its dimensions exceed those of a standard parking bay, it functions as a suitable turnaround facility.

Overall, the design provides a safe and practical turning solution via the routinely vacant service bay, while preserving essential parking supply and maintaining acceptable car park operation.

Residential parking is secured within dedicated parking garages, which have been designed to comply with the dimension and access requirements of AS 2890.1. Garage doors are set back from the parking aisle, with satisfactory geometry for vehicle manoeuvres.

4.4 Applicable parking requirements

The applicable planning requirements for car parking have been reviewed with reference to the City of Wanneroo District Planning Scheme No. 2 (DPS2), the WAPC Planning Manual for Non-Residential Car Parking Rates in Perth and Peel, and the Residential Design Codes Volume 2, as summarised in Table 1.

For the commercial component, DPS2 classifies the development as a “Shopping Centre (under 10,000m²)” associated with a local centre. The applicable rate is 7 bays per 100m² NLA. Applying this rate to the proposed commercial floor area of 590m² results in a requirement for 41 bays. The proposed provision of 15 shared commercial/customer bays therefore represents a shortfall when assessed strictly against the DPS2 standard.

The WAPC Parking Manual adopts a more performance-based approach for non-residential uses, with separate minimum and maximum rates applied to the tavern and shop components. As shown in Table 1, the WAPC assessment results in an indicative commercial parking requirement of 10 to 38 bays. The proposed supply of 15 shared commercial/customer bays sits within this range, exceeding the minimum requirement and remaining below the upper benchmark.

Residential parking has been assessed separately under the Residential Design Codes Volume 2. The six dwellings generate a requirement for 8 bays, comprising resident and visitor parking. The development provides 11 residential parking bays within private garages, which exceeds the residential requirement. Overall, while the proposal has a shortfall against the DPS2



commercial parking standard, it satisfies the WAPC performance-based range for the commercial component and exceeds the residential parking requirement under the R-Codes.

Table 1: Town planning assessment of parking requirements

Commercial Parking

District Planning Scheme No. 2 - Schedule 11 Car Parking Standards

Land use	Car parking rate	Proposed	Required
Shopping Centre (under 10,000sqm)	7 per 100sqm NLA	590sqm	41
Total required			41
Total proposed			15

Planning Manual for Non-Residential Car Parking Rates in Perth and Peel

Land Use	Requirement		Proposed	Required
T1 - Tavern	Min 1 space per every 100m2 of bar and public floorspace	Max 1 space per every 10m2 of bar and public floorspace	180sqm bar and public floorspace	1.8 - 18
T2-6 - Shop	Min 1 space per 50m2 FA	Max 1 space per 20m2 FA	385sqm	7.7 - 19.25
Total required				10 - 38
Total proposed				15

Residential Parking

Residential Design Codes Volume 2

Type	Requirement	Proposed	Required
Dwellings	1 bedroom 0.75 bays per dwelling	1	1
	2+ bedroom 1 bay per dwelling	5	5
Visitors	1 bay per 4 dwellings (up to 12 dwellings)	0	2
Total required			8
Total proposed			11

Source: Planning Solutions

4.5 Parking demand engineering estimate

4.5.1 Commercial parking demand

Reference was made to the *TfNSW Shopping Centre Analysis Report*, September 2011 for detailed analysis of retail parking demand. The report identifies Gross Leasable Floor Area (GLFA) as the primary and most reliable variable for estimating parking demand in shopping centres.

The report demonstrates that GLFA-based models perform consistently across centres with varied tenancy mixes, including specialty retail and allied service uses such as hairdressers and takeaway/fast-food outlets.

This supports the application of a single aggregate shopping-centre demand rate to developments that contain multiple small tenancies of different types, particularly where the future operators and final fit-outs are not yet confirmed.

For centres within the 0–20,000 m² GLFA range, the seasonally adjusted Saturday peak parking demand rate is 3.7 spaces per 100m² GLFA (Table 2). Applying this benchmark yields an estimated Saturday peak parking demand of approximately 21.83 spaces ($590/100 \times 3.7$), which rounds to **22 bays** for assessment purposes.

As Saturday represents the highest trading-day demand in local shopping centres, this estimate provides an appropriate measure of peak parking requirements.

Table 2: Seasonally adjusted shopping centre parking demand rates

Range in Total Floor Area (GLFA - m ²)	Car Parking Spaces per 100m ² GLFA			
	Thursday	Friday	Saturday	Sunday
0 - 20,000	3.2	3.2	3.7	2.8
20,000 - 40,000	3.9	3.7	5.3	4.0
40,000 - 60,000	4.4	4.3	4.9	3.7
60,000 - 80,000	3.6	3.5	4.4	4.0
Above 80,000	3.6	3.1	3.5	3.0

Source: TfNSW *Trip Generation and Parking Demand Surveys of Shopping Centre Analysis Report*, September 2011

Using a blanket shopping-centre rate is appropriate for the commercial component of this development because the tenancies are small, are expected to experience overlapping peak periods typical of local centres and may change over time. The approach captures the combined demand effect of the tenancy mix as a whole and provides a robust basis for peak demand estimation at the development stage. The adopted approach also allows flexibility for future leasing.

The adopted demand rate of 3.7 spaces per 100m² GLFA is consistent with observed peak parking characteristics for local shopping centres. It sits within the typical range of surveyed weekend peak demands and aligns with parking performance commonly seen in Perth centres of similar role and scale.

Accordingly, the rate provides a credible and defensible estimate of parking demand for the proposal while maintaining a conservative focus on the busiest trading period.



4.5.2 Residential parking demand

Each dwelling is provided with a private parking garage for residents' parking. In addition to this, six dwellings are expected to generate an average residential visitor demand of two bays (assuming a rate of 1 visitor bay per four dwellings). Therefore, the common parking area in the development is required to accommodate two residential visitor parking spaces.

4.5.3 Total estimated parking demand (commercial on-site car park)

The total parking demand for the publicly accessible common on-site car parking is estimated to be **24 bays** (22 commercial bays plus 2 residential visitor bays).

4.6 Parking supply and allocation

A total of 11 resident parking spaces are provided within private garages allocated to each dwelling. Five dwellings include double garages, while one smaller dwelling includes a single garage. The parking provision for residents is sufficient to cater for residential parking demand.

A total of 15 car parking bays is proposed to be provided on-site within the common area car park, for the shared use of commercial staff, customers and residential visitors. This includes 2 x ACROD bays. This equates to an on-site practical parking shortfall of (-) 9 bays.

4.7 Justification for parking shortfall

The on-site practical parking shortfall of 9 bays is considered acceptable because the on-site supply is not the sole source of parking for the centre, and the surrounding movement network provides multiple convenient alternatives that reduce reliance on private vehicle access and allow demand to be absorbed within the broader locality.

An estimated 58 public on-street car parking bays are provided within the 400 m walking distance catchment of the site, as detailed in Section 10.2 of this report. Local streets provide short stay kerbside capacity that is well suited to local commercial trips. Given the distributed nature of kerbside parking in the surrounding area, the shortfall can be accommodated without creating concentrated parking demand on any single street.

The site is also located within a strong residential walking catchment, with an established local population within an 800 m (10-minute) walk. Local commercial uses are intended to serve nearby residents, and the surrounding urban form and connected street network encourage walk-up patronage for daily convenience trips. A meaningful proportion of visits, particularly for food, takeaway and small format retail/services, are therefore expected to be on foot. This reduces peak parking demand compared with a car dominant suburban retail model. The co-location of active tenancies along the park edge and the absence of driveway conflicts on Portofino Promenade further support this walkable catchment function.

Cycling and micromobility access provides another practical substitute for short vehicle trips. The centre sits within a broad cycling catchment, supported by shared paths and on-street cycling lanes on Portofino Promenade, a finer-grain path network through Napoli Park, and a coastal PSP spine extending south. When coupled with the proposed bicycle parking and end-of-trip facilities, this network makes cycling and e-scooter travel a realistic option for both customers and staff, especially for local trips within the coastal corridor. This further diversifies mode share and lowers the reliance on site parking bays at peak times.

Public transport accessibility also supports a moderated parking demand outcome. Bus stops on Portofino Promenade within easy walking distance provide direct connections to surrounding suburbs and activity centres, allowing staff and visitors to access the site without driving. The availability of frequent local services, combined with the safe pedestrian links to stops, means that a portion of employee trips and discretionary customer trips can be expected by public transport, again reducing peak parking pressure on the site.

In combination, the accessible on-street supply, strong walk-up residential catchment, connected cycling and micromobility network with supporting facilities, and convenient public transport options provide a robust basis to accept the modest shortfall.

The proposal aligns with contemporary local centre planning outcomes by prioritising a walkable, park-integrated centre while relying on shared local parking resources and sustainable travel modes to meet residual demand.



5 Provision for service vehicles

5.1 Delivery and service vehicles

A delivery and service vehicle bay is provided within the development car park. The bay is in a central location, for convenient use by all tenancies and is designed to accommodate 6.4m Small Rigid Vehicles (SRVs), in accordance with AS2890.2 – Off-street commercial vehicle facilities.

Swept path analysis was undertaken to confirm that service vehicles can enter the car park in forward gear, reverse into the delivery and service bay, then proceed to exit the car park in forward gear.

5.2 Waste truck movements

Waste trucks are proposed to enter Genoa Lane from Amalfi Avenue, then park adjacent to the site (facing east). A bin set down area is provided within the site for waste collection. Waste contractors will wheel bins from the bin store to the rear of the truck to be emptied. Empty bins will then be returned promptly to the bin store.

Given the low collection frequency and short dwell time, the waste truck is not expected to cause queueing or constrain access along the laneway.

Collections are expected to occur outside commuter peak periods (typically scheduled between 10:00am and 3:00pm) to minimise interaction with other laneway traffic. Waste collection days will be scheduled to avoid the City of Wanneroo residential waste days.

Overall, the proposed waste collection strategy enables safe and efficient service entirely from within the public road reserve, with negligible impact on surrounding traffic conditions and minimal disruption to residents, pedestrians and cyclists within the area.

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.

6 Hours of operation

The commercial tenancies are expected to operate at varied times. Commercial / shop tenancies are likely to operate during standard business hours, while the restaurant and tavern are expected to operate across the evening and on weekends, consistent with typical opening hours of food and beverage outlets.



7 Daily traffic volumes and vehicle types

7.1 Traffic generation

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

- Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment* (2024).
- TfNSW Trip Generation and Parking Demand Surveys of Shopping Centre Analysis Report, September 2011.
- WAPC *Transport Impact Assessment Guidelines* (2016).

The trip generation rates adopted are detailed in Table 3. *Shopping Centres* in the TfNSW guide include a wide range of land uses integrated into one centre, this includes supermarkets, slow and fast trade retail, food and beverage, medical and other offices. Therefore, the trip rate for *Shopping Centre* is appropriate for the commercial component of the proposed development.

Table 3: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Shopping Centre	TfNSW	0.61	0.0335	0.067	50%	50%	50%	50%
Residential	TfNSW - Medium density residential (Metro)	2.72	0.39	0.37	25%	75%	65%	35%

The estimated traffic generation of the proposed development is detailed in Table 4. The proposed development is estimated to generate a total of 376 vehicles per day (vpd), 22 vehicles per hour (vph) and 42 vph in the weekday AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most vehicles would be small passenger cars and compact SUVs.

Surveys presented in the TfNSW Shopping Centre Analysis Report recorded an average passing trade rate of 46%. However, no passing trade discount was adopted in the analysis, which is conservative.

Table 4: Daily and peak hour traffic generation

Land Use	GLFA (m2)	Daily Trips	AM Peak	PM Peak	AM Peak		PM Peak	
					IN	OUT	IN	OUT
Residential	6	16	2	2	0	2	1	1
Retail	590	360	20	40	10	10	20	20
Total		376	22	42	10	12	21	21

7.2 Impact on surrounding roads

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

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

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.



8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Portofino Promenade

Portofino Promenade near the subject site is a 14.5m wide, two-lane divided boulevard style road. A 3.5m wide raised median is provided, with integrated street lighting and tree planting. Paths for walking and cycling, and on-street cycling lanes are provided along both sides of the road.

Portofino Promenade employs a variety of road surface colours, textures and materials to help calm traffic speeds in the vicinity of the site.

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

8.1.2 Amalfi Avenue and Genoa Lane

Amalfi Avenue near the subject site is an approximately 6m wide, two-lane undivided road. A footpath for walking and cycling is provided along the northern side of the road.

Genoa Lane near the subject site is an approximately 5.5m wide, two-lane undivided road.

Amalfi Avenue and Genoa Lane are classified as Access roads in the Main Roads WA road hierarchy (Figure 5) and operate under a speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties (Figure 7).

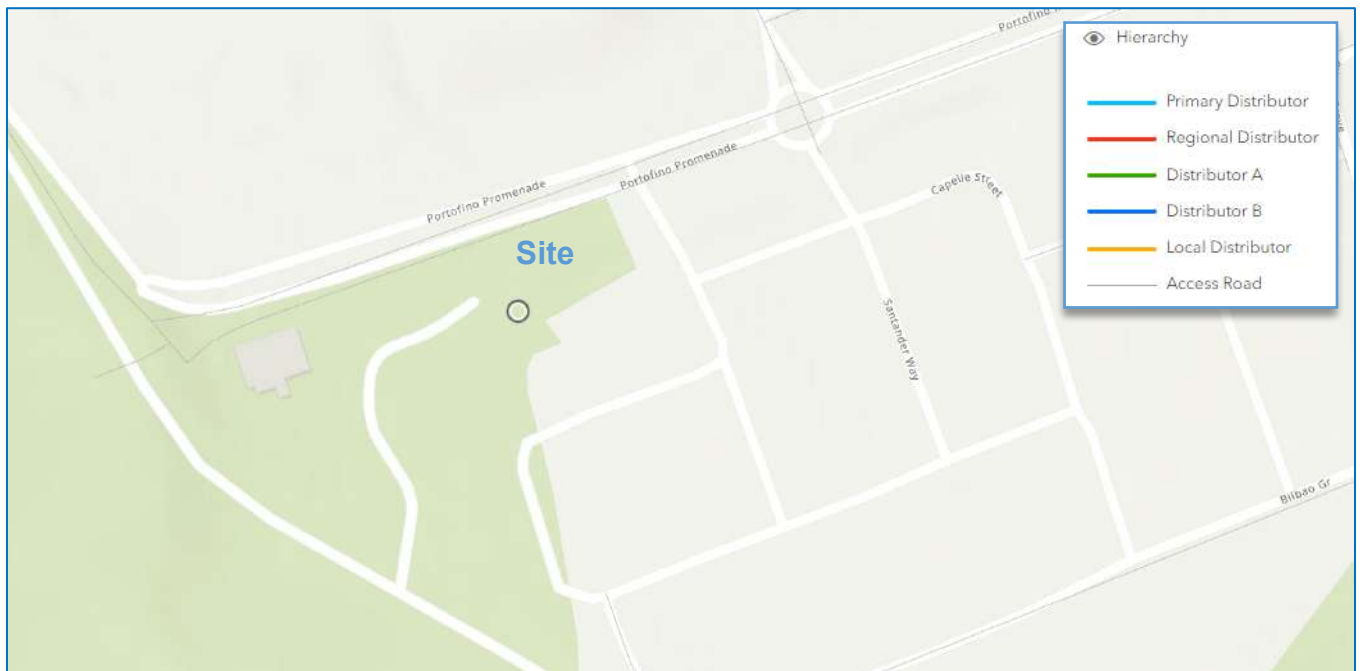


Figure 5: Main Roads WA road hierarchy plan

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

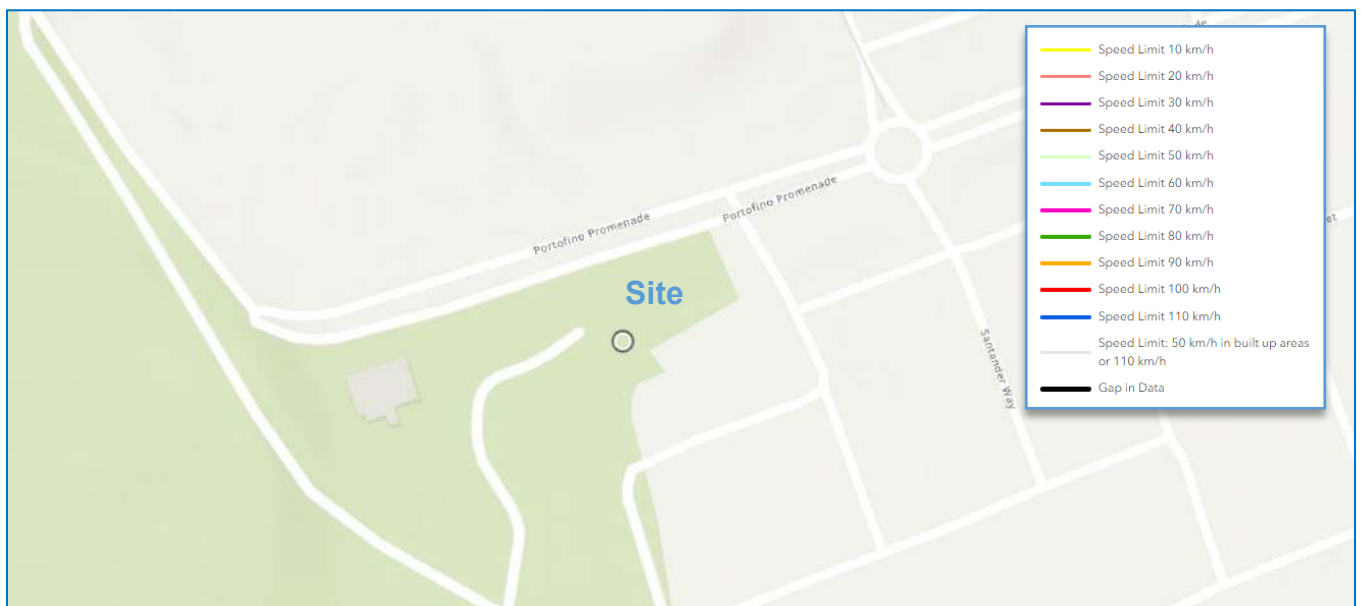


Figure 6: Main Roads WA road speed zoning plan

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

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

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

Figure 7: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

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

The subject site has access to one bus service within walking distance, as detailed in Table 5.

Table 5: Bus routes servicing the subject site

Route	Service description
479	Clarkson Stn - Mindarie Marina via Aviator Bvd (Figure 9)

Public transport services provide a viable alternative mode of transport for staff and visitors to the proposed development.

The closest bus stops are located on Portofino Promenade, less than 150m walk from the site (Figure 8). Bus services provide excellent coverage and connectivity to the rail network via Clarkson Station.

The existing public transport network plan is shown in Figure 9.

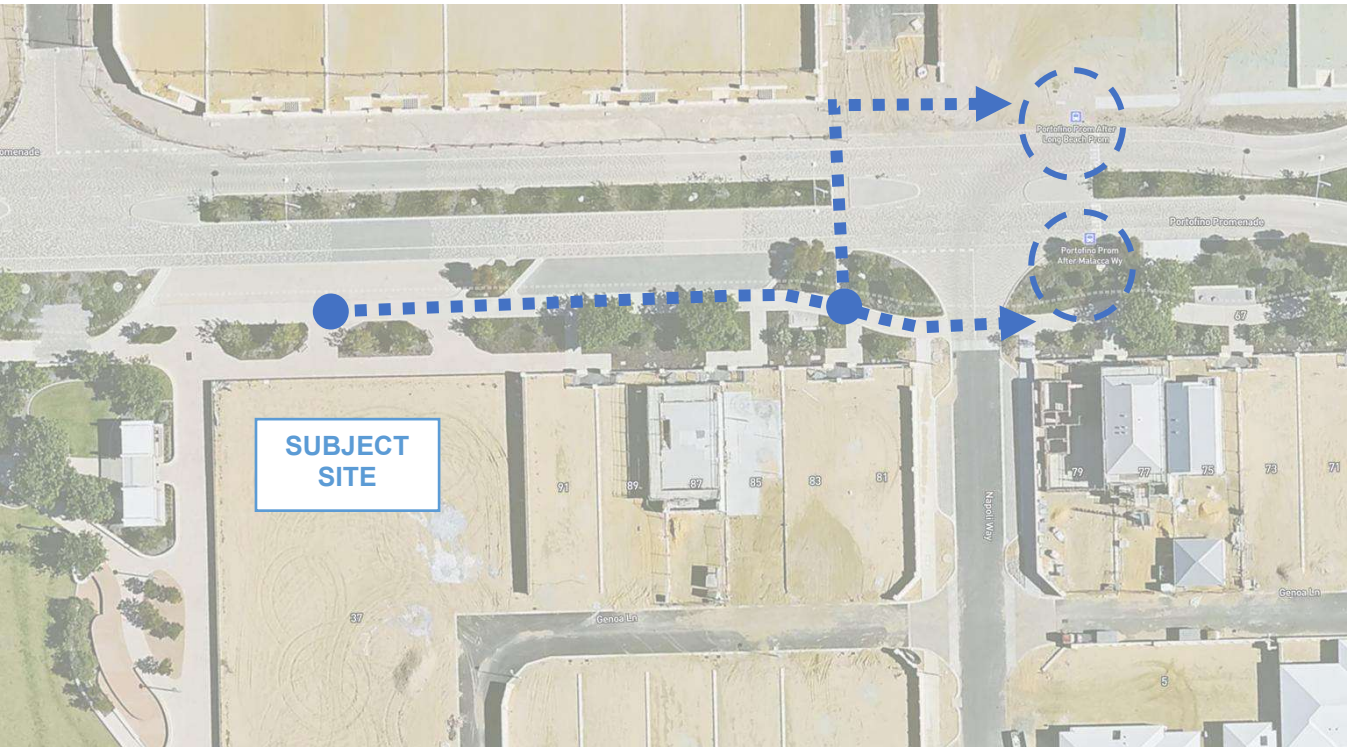


Figure 8: Closest bus stops serving the proposed development

Route 479, 480 Map



Figure 9: Transperth public transport plan (route 479)

Source: Transperth

10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

10.1 Pedestrian facilities and level of service

A footpath is provided on the northern, western and southern frontages adjacent to the site. Pedestrian crossing facilities, including kerb ramps and median refuge islands, are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 6.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 6: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour



10.2 Walking catchment analysis

A geospatial analysis was undertaken to assess the 400m and 800m walking catchment of the site. As depicted in Figure 10, there is a significant local residential catchment residing within the 10-minute walking catchment. The proposed commercial component of the development can benefit from attracting local customers who live within a short walking distance of the site, which will reduce reliance on parking.

Additionally, there is an estimated 58 public on-street car parking bays provided within the 400m walking distance catchment.

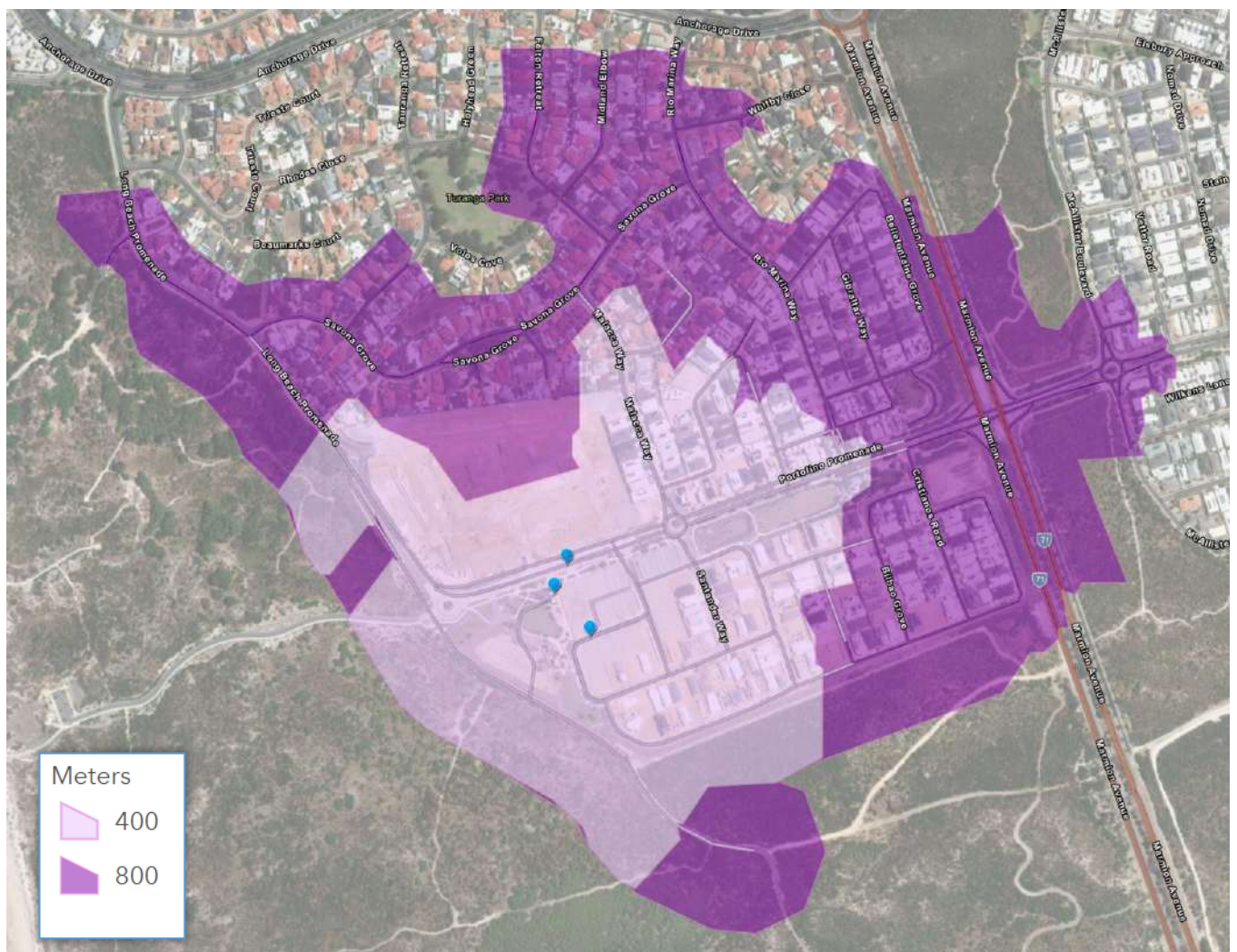


Figure 10: 400m – 800m walking catchment to the site

11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

The site is well connected to a developing local and district cycling network. Portofino Promenade provides strong east–west linkage with shared paths and on-street cycling lanes on both sides of the road, allowing cyclists to approach from either direction in a low-stress environment and to transition easily between on-road and off-road facilities.

Immediately west of the site, Napoli Park contains a fine-grain network of shared paths that support local access and recreation, providing direct, traffic-free connections between surrounding local streets, the park reserve, and the Portofino Promenade frontage.

These paths tie into the broader coastal cycling spine, including the coastal shared path/PSP that extends south from the park area, offering a continuous north–south route for longer commuter and recreational trips.

Together, these facilities provide safe, legible and convenient cycling access to the development from the surrounding catchment and the wider coastal corridor.

11.2 Bicycle parking and end of trip facilities

The development provides 6 bicycle parking spaces within the site and 12 bicycle parking spaces in the park and road reserve on the western and northern boundary of the site.

End of trip facilities, including separate male and female showers, changing rooms and lockers are provided in the development, to encourage active transport for staff.



11.3 Sustainable transport catchment

As shown in Figure 11, the subject site is well placed to support sustainable transport for both staff and visitors, particularly by cycling and micromobility.

The mapped catchment demonstrates that a substantial residential and activity area within the northern coastal corridor lies within a comfortable riding distance of the development. The 8km cycling and micromobility catchment equates to an approximately 20–25 minute trip for typical users, capturing established suburbs to the south and north, as well as locals extending east of the Mitchell Freeway.

This broad, continuous catchment reflects the availability of connected shared paths, coastal PSP links and local street networks that together provide safe and direct routes to the site.

In this context, the development is expected to attract a meaningful proportion of short local trips by bike, e-scooter or other low-emission modes, reinforcing the development as a walkable and cycling accessible destination within the surrounding community.

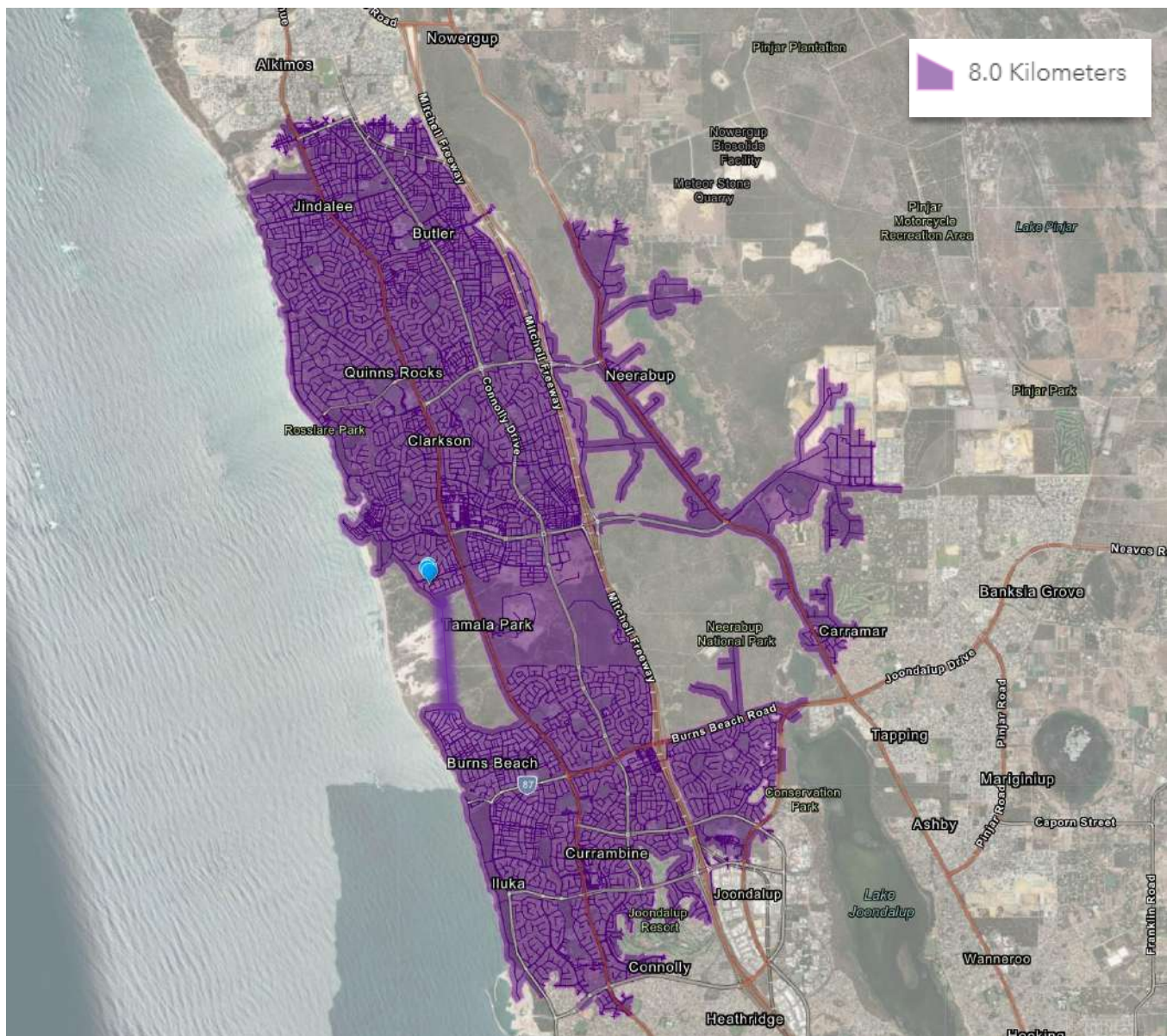


Figure 11: Cycling and micro-mobility catchment

12 Site specific issues

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



13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 12, four crashes were recorded in the locality in the last five years. The detailed crash history is presented in Table 7.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.



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

Source: MRWA crash mapping tool

Table 7: 5-year crash history in the locality (2021-2025)

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	3	75.00
PDO Major	1	25.00
PDO Minor	0	0
Year	No.	%
2024	2	50.00
2025	2	50.00
Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	1	25.00
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	1	25.00
Rear End	1	25.00
Right Angle	1	25.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0
Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	4	100.00
Not Known	0	0
Conditions	No.	%
Dry	4	100.00
Not Known	0	0
Wet	0	0
Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	4	100.00
Straight	0	0
Total	4	



14 Conclusion

This Transport Impact Statement has been prepared to assess the transport and access implications associated with the proposed mixed-use development at 37 Amalfi Avenue, Mindarie. The proposal comprises six residential dwellings and a local centre containing a mix of food and beverage, retail and commercial tenancies.

The assessment confirms that the proposed vehicle access arrangement from Amalfi Avenue is appropriate and represents the optimal access outcome for the site. The arrangement avoids unnecessary vehicle conflict along the pedestrian-oriented Portofino Promenade frontage, protects the amenity of the adjacent residential laneway and supports strong integration between the development and Napoli Park. Internal vehicle circulation, parking layout and servicing arrangements are suitable for the scale and function of the development.

The proposed parking provision has been assessed against observed shopping centre parking demand characteristics and residential visitor demand expectations. While a practical shortfall exists within the common parking area, the shortfall is considered acceptable given the availability of surrounding on-street parking, the strong residential walk-up catchment, convenient public transport access, and the high-quality cycling and micromobility network servicing the site. The development incorporates bicycle parking and end-of-trip facilities to further support sustainable transport outcomes and reduce reliance on private vehicle travel.

Traffic generation associated with the development is relatively low and is not expected to materially impact the surrounding road network. The estimated traffic volumes are well below the thresholds identified in the WAPC Transport Impact Assessment Guidelines for requiring detailed operational analysis. The surrounding road network is appropriately classified and capable of accommodating the forecast vehicle movements generated by the proposal.

The assessment also confirms that satisfactory provision has been made for service and waste collection vehicles. Swept path analysis demonstrates that 6.4m Small Rigid Vehicles can safely manoeuvre within the site and undertake servicing operations in a practical and efficient manner.

Overall, the proposed development is considered to achieve an acceptable transport planning outcome and is consistent with contemporary planning objectives for a walkable, locally accessible and sustainable local centre integrated with the surrounding community.

Appendices

Appendix A: Proposed development plans





LOT 2401 PORTOFINO PROMENADE

NEW LOCAL CENTRE + TOWNHOUSE DEVELOPMENT

TOWNHOUSE FLOOR PLANS



LEVEL 2

LEVEL 1



SCALE 1:100 @ A1
DATE 10/05/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO. 22402
DRAWING DA-2103 REV: H

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Appendix B: Swept path diagrams

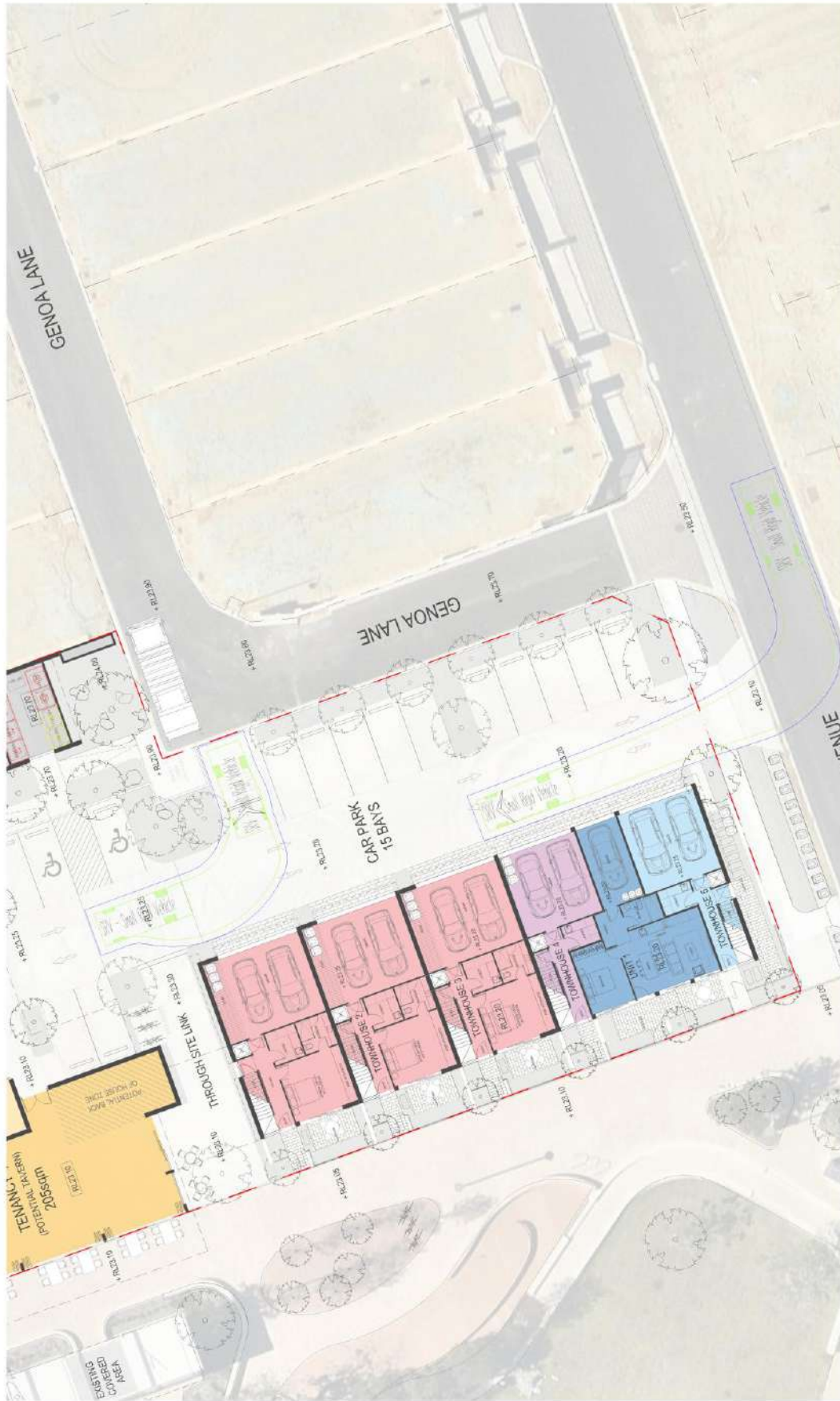
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

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



Revision notes	
Rev	Date
1	09/12/2025

Miles:
Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Johnston

Client:
Preston Development (UK) Ltd

Project:
US 13 - 37 Aerial Avenue, Windsor
Proposed Commercial Development

Drawing Title:
Sweeped and/or 'Tideway' Link Entry
AS2002.2 & its associated codes (SPP)

Date:
11/05/2025

Scale @ A3:
1:250

Revision:
10/26

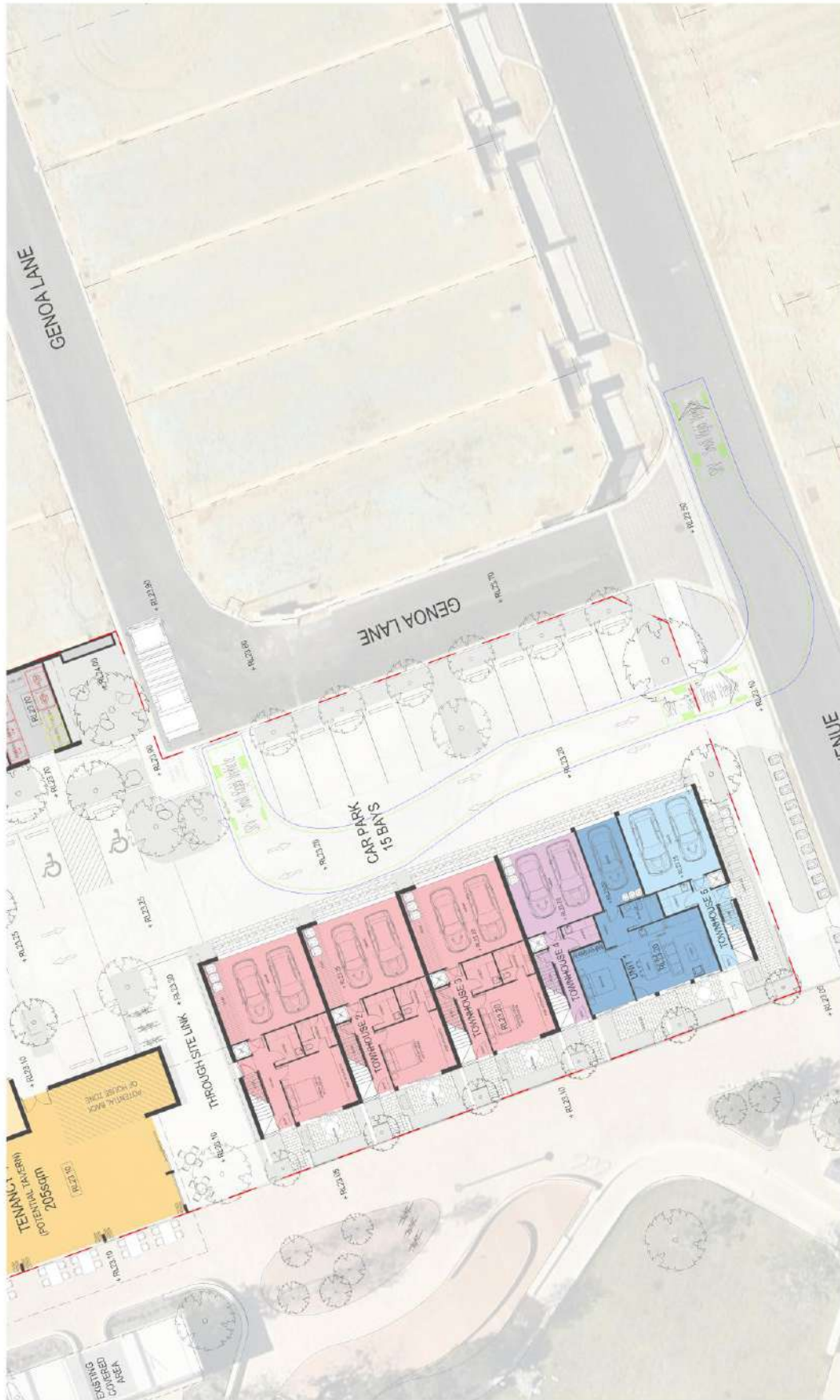


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Revision notes	
Rev	Date
1	09/12/2025

Miles:
Dark blue sweep path line represents a 500mm buffer.

Drawn by:
Paul Johnston

Client:
Preston Management (NSW) Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

Drawing Title:
Site plan and/or 'Takeaway' Plot Plan
AS2000.2.5 for small lots (200m²)

Date:
11/05/2025

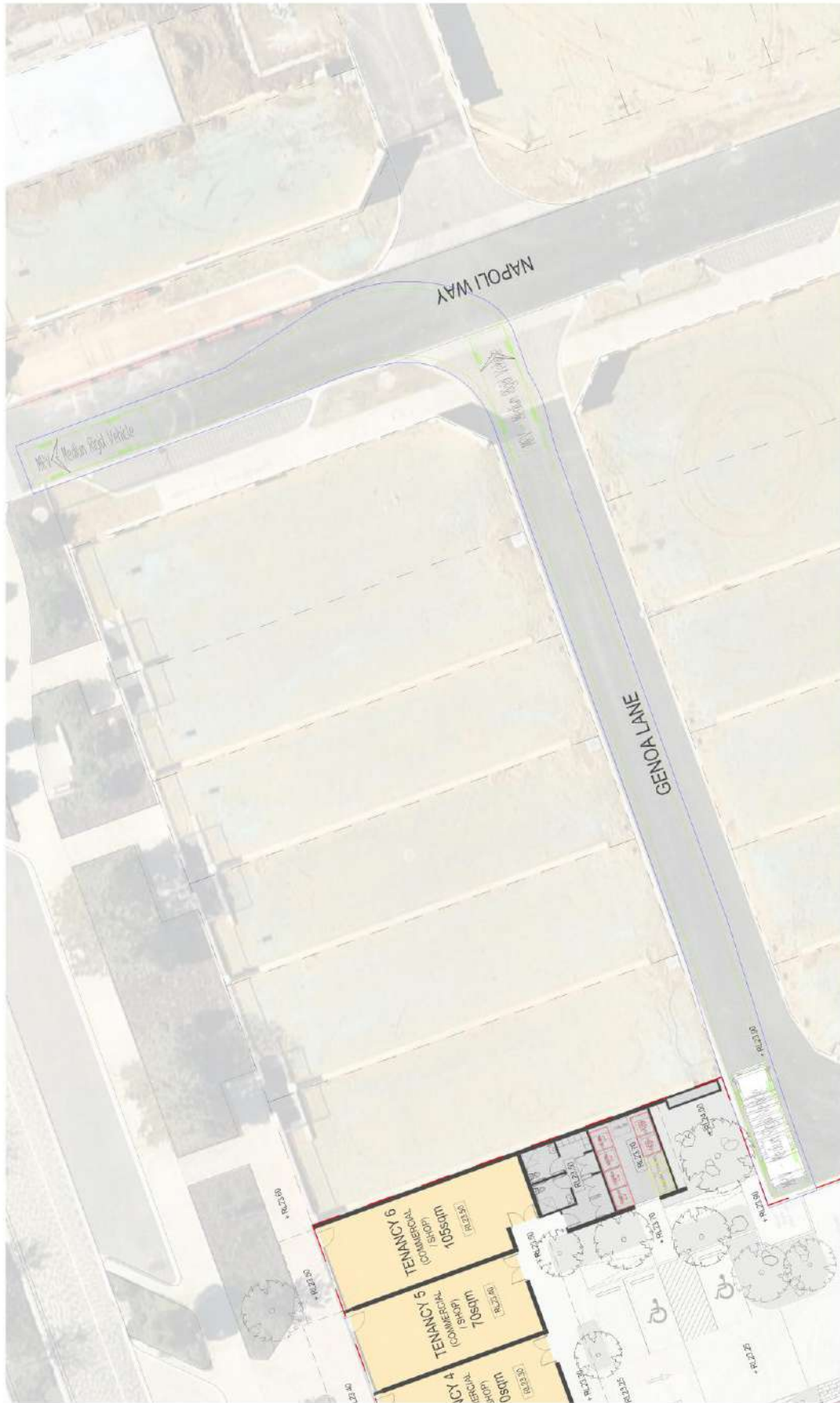
Scale @ A3:
1:250

Revision:
N/A



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Revision notes		Notes	
Rev	Date	Rev	Date
1	09/12/2025		
		Dark blue swept path line represents a 500mm buffer.	
Drawn by: Paul Johnston		Project: U25.123 - 37 Amalfi Avenue, Mindarie Proposed Commercial Development	
Client: Preston Management (NS) Pty Ltd		Drawing Title: Swept path analysis - West-Tail End 4/20/2025 - 8 to 10:00 AM (NS) (NS)	
Date: 11/05/2025		Scale @ A3: 1:250	
		Revision: 01/04	
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Revision notes:	
Rev:	Date:
1	28/05/2026

Notes:
Dark blue swept path line represents a 300m buffer.

Drawn by: Pia Chubb	Project: 125-127 Ararat Avenue, Minto Proposed Commercial Development
Client: Reid Management Pty Ltd	Drawing Title: Sweep path analysis - Residential Parking Design AS 2890.1 - 885 (2020)

Date: 28/05/2025	Scale @ A3: 1:250
Revised on: N/A	



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Revision notes:		
Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Ghanouts
Client:
Relink Management WA Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie Proposed Commercial Development
Drawing Title:
Swept path analysis - Delivery Truck Entry AS2890.2 - 6.4m Small Rigid Vehicle (SRV)

Date:
11/05/2026
Scale @ A3:
1:250
Revision:
sk01a



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Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:

Paul Ghantous

Client:

Relink Management WA Pty Ltd

Project:

U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

Drawing Title:

Swept path analysis - Delivery Truck Exit
AS2890.2 - 6.4m Small Rigid Vehicle (SRV)

Date:

11/05/2026

Scale @ A3:

1:250

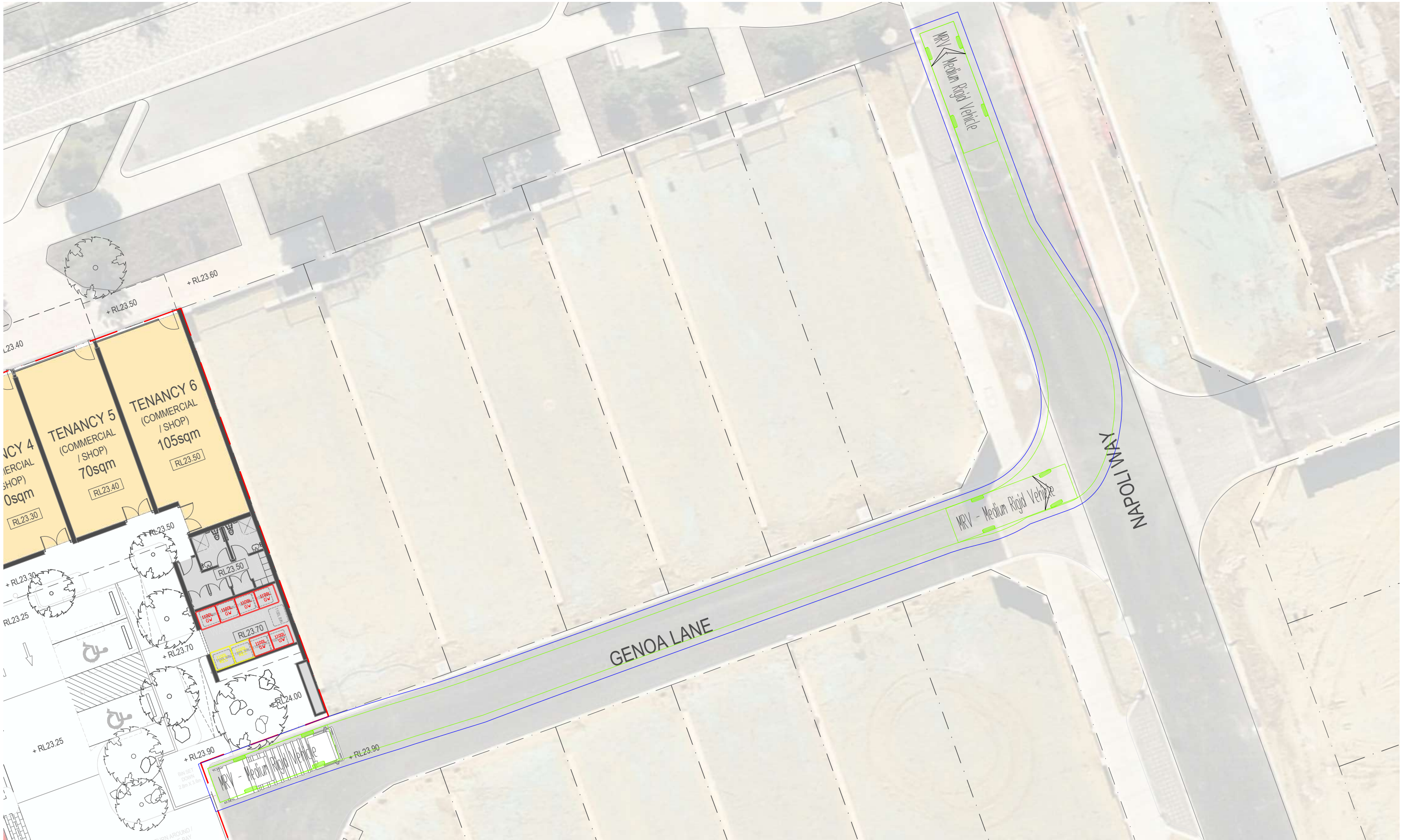
Revision:

sk02a



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Revision notes:		
Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Ghanous
Client:
Relink Management WA Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie Proposed Commercial Development
Drawing Title:
Swept path analysis - Waste Tuck Exit AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date:
11/05/2026
Scale @ A3:
1:250
Revision:
sk04a

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Revision notes:		
Rev:	Date:	Notes:
1	09/12/2025	6 x 1,100L General Waste Bins 2 x 1,100L Recycling Bins

Drawn by: Paul Ghantous
Client: Relink Management WA Pty Ltd

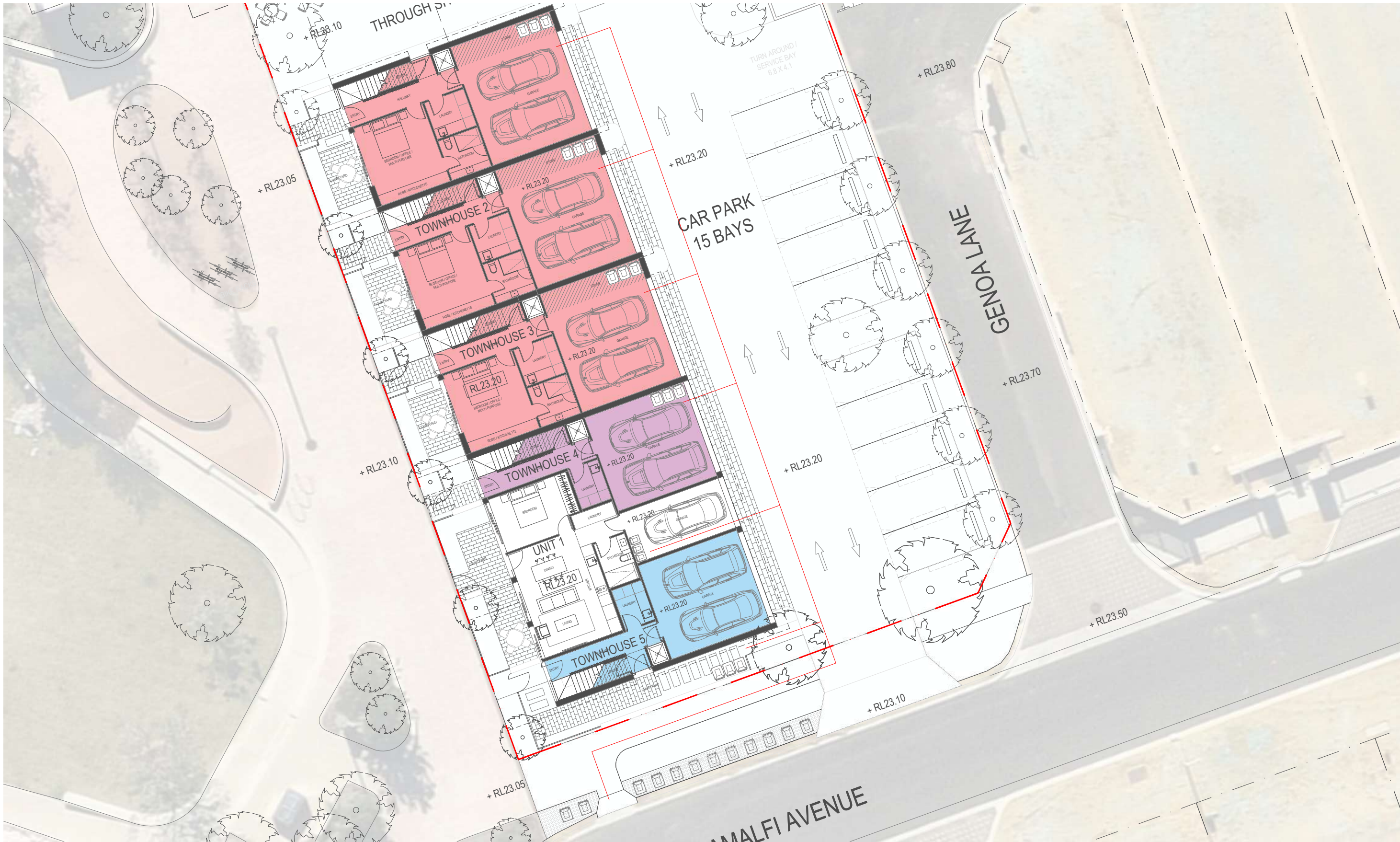
Project: U25.123 - 37 Amalfi Avenue, Mindarie Proposed Commercial Development
Drawing Title: Commercial Bin Storage and Collection Access Route Plan General Waste & Recycling

Date: 11/05/2026
Scale @ A3: 1:100
Revision: sk05a

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Revision notes:		
Rev:	Date:	Notes:
1	11/05/2026	6 x 240 L General Waste Bins 6 x 240 L Recycling Bins 6 x 240 L FOGO Bins

Drawn by:
Paul Ghanouts
Client:
Relink Management WA Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie Proposed Mixed-Use Development
Drawing Title:
Residential Bin Storage and Presentation Plan General Waste, Recycling & FOGO

Date:
11/05/2026
Scale @ A3:
1:200
Revision:
sk06a

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Revision notes:

Rev:	Date:	Notes:
1	28/05/2026	Dark blue swept path line represents a 300mm buffer.

Drawn by:

Paul Ghantous

Client:

Relink Management WA Pty Ltd

Project:

U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

Drawing Title:

Swept path analysis - Residential Parking Garages
AS 2890.1 - B85 Vehicle

Date:

28/05/2026

Scale @ A3:

1:250

Revision:

sk07



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