

TOWN OF CLAREMONT

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# St Louis Estate Redevelopment – Albert Street, Claremont

## TRANSPORT IMPACT STATEMENT

## TABLE OF CONTENTS

|                                                                    | <u>Page</u> |
|--------------------------------------------------------------------|-------------|
| 1. INTRODUCTION                                                    | 1           |
| 1.1 Study Objectives                                               | 1           |
| 2. STUDY FINDINGS AND CONCLUSIONS                                  | 2           |
| 2.1 Existing Situation                                             | 2           |
| 2.2 Proposed Development                                           | 3           |
| 2.3 Review of Proposed Access Arrangements                         | 4           |
| 2.4 Basement Car Park                                              | 5           |
| 2.5 Access to Existing Carport and Garages                         | 5           |
| 2.6 Rubbish Collection and Servicing                               | 6           |
| 3. OVERALL CONCLUSIONS AND RECOMMENDATIONS                         | 7           |
| TECHNICAL APPENDIX                                                 | A-1         |
| A.1 EXISTING ROADS AND INTERSECTIONS                               | A-2         |
| A.2 PROPOSED DEVELOPMENT PLANS                                     | A-3         |
| A.3 PROPOSED ACCESS DRIVEWAYS                                      | A-4         |
| A.4 BASEMENT CAR PARK LAYOUT                                       | A-5         |
| A.5 SWEPT PATHS FOR CARS ACCESSING EXISTING CARPORT PARKING SPACES | A-6         |
| A.6 SWEPT PATHS FOR CARS ACCESSING EXISTING GARAGE AT EASTERN END  | A-7         |
| A.7 SWEPT PATHS FOR SERVICE VEHICLES                               | A-8         |



## LIST OF FIGURES

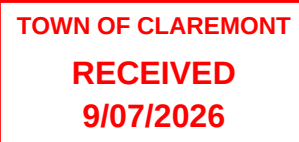
|    |                                                                                              | <u>Follows</u><br><u>Page</u> |
|----|----------------------------------------------------------------------------------------------|-------------------------------|
| 1. | Locality Plan and Proposed Development Site<br>St Louis Estate Retirement Village, Claremont | 1                             |
| 2. | Recommended Layout – For Basement Level Car Park and Proposed Driveway 1                     | 7                             |
| 3. | Recommended Layout – For Rubbish Truck Embayment and Proposed Driveway 2                     | 7                             |
| 4. | Recommended Layout – For Proposed Drop-Off Bay and Loading Zone                              | 7                             |

## TECHNICAL APPENDIX

|      |                                                                                |     |
|------|--------------------------------------------------------------------------------|-----|
| A.1  | Existing Roads and Intersections – In the Vicinity of Proposed Development     | A-2 |
| A.2  | Existing Situation – Within and Adjacent to Proposed Development               | A-2 |
| A.3  | Proposed Development – Ground Level                                            | A-3 |
| A.4  | Proposed Development – Basement Level                                          | A-3 |
| A.5  | Proposed Ground Level Plan – With Adjacent Roads and Intersections             | A-3 |
| A.6  | Proposed Basement Plan – With Adjacent Roads and Intersections                 | A-3 |
| A.7  | Sightline Analysis – For Proposed Basement Access (Driveway 1)                 | A-4 |
| A.8  | Swept Paths for B99 Car (5.2m) – Accessing Proposed Driveway 1                 | A-4 |
| A.9  | Swept Paths for B99 Car plus Trailer – Accessing Proposed Driveway 1           | A-4 |
| A.10 | Swept Paths for B99 Car (5.2m) – Accessing Proposed Driveway 2                 | A-4 |
| A.11 | Swept Paths for B99 Car Plus Trailer – Accessing Basement Bin Store            | A-5 |
| A.12 | Swept Paths for B85 Car (4.9m) – Accessing Carport 1 (Reverse Entry)           | A-6 |
| A.13 | Swept Paths for B85 Car (4.9m) – Accessing Carport 2 (Reverse Entry)           | A-6 |
| A.14 | Swept Paths for B85 Car (4.9m) – Entering Carport 3 - With Multiple Manoeuvres | A-6 |
| A.15 | Swept Path for B85 Car (4.9m) – Exiting Carport 3                              | A-6 |
| A.16 | Swept Paths for B85 Car (4.9m) – Accessing Carport 4 (Forward Entry Only)      | A-6 |
| A.17 | Passing Opportunities for B85 Car (4.9m) – Accessing Proposed Internal Roadway | A-7 |
| A.18 | Swept Paths for B85 Car (4.9m) – Accessing Garage 1 (Reverse Entry Only)       | A-7 |

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## LIST OF FIGURES (CONT'D)



Follows  
Page

|      |                                                                               |     |
|------|-------------------------------------------------------------------------------|-----|
| A.19 | Swept Paths for B85 Car (4.9m) – Accessing Garage 2 (Reverse Entry Only)      | A-7 |
| A.20 | Swept Paths for B85 Car (4.9m) – Accessing Garage 3 (Reverse Entry Only)      | A-7 |
| A.21 | Swept Paths for B85 Car (4.9m) – Entering Garage 4 (With Multiple Manoeuvres) | A-7 |
| A.22 | Swept Path for B85 Car (4.9m) – Exiting Garage 4                              | A-7 |
| A.23 | Swept Paths for Rubbish Truck (10.1m) – Accessing Proposed Collection Point   | A-8 |
| A.24 | Swept Path for MRV (8.8m) – Accessing Proposed Loading Bay - Option 1         | A-8 |
| A.25 | Alternative Swept Paths for MRV (8.8m) – If Car is Parked in Drop-Off Bay     | A-8 |

## 1. INTRODUCTION

Continuing Health Care (CHC) Group is proposing the redevelopment of a portion of their St Louis Estate Retirement Community, at Lot 100 (No. 15) Dean Street, in Claremont. The overall site is located between Albert Street and Dean Street, extending north from Stirling Highway to Barnfield Road, approximately 200 metres west of Stirling Road, as shown in the Locality Plan in Figure 1, while the proposed redevelopment area is located in the centre of the site fronting Albert Street, as also shown.

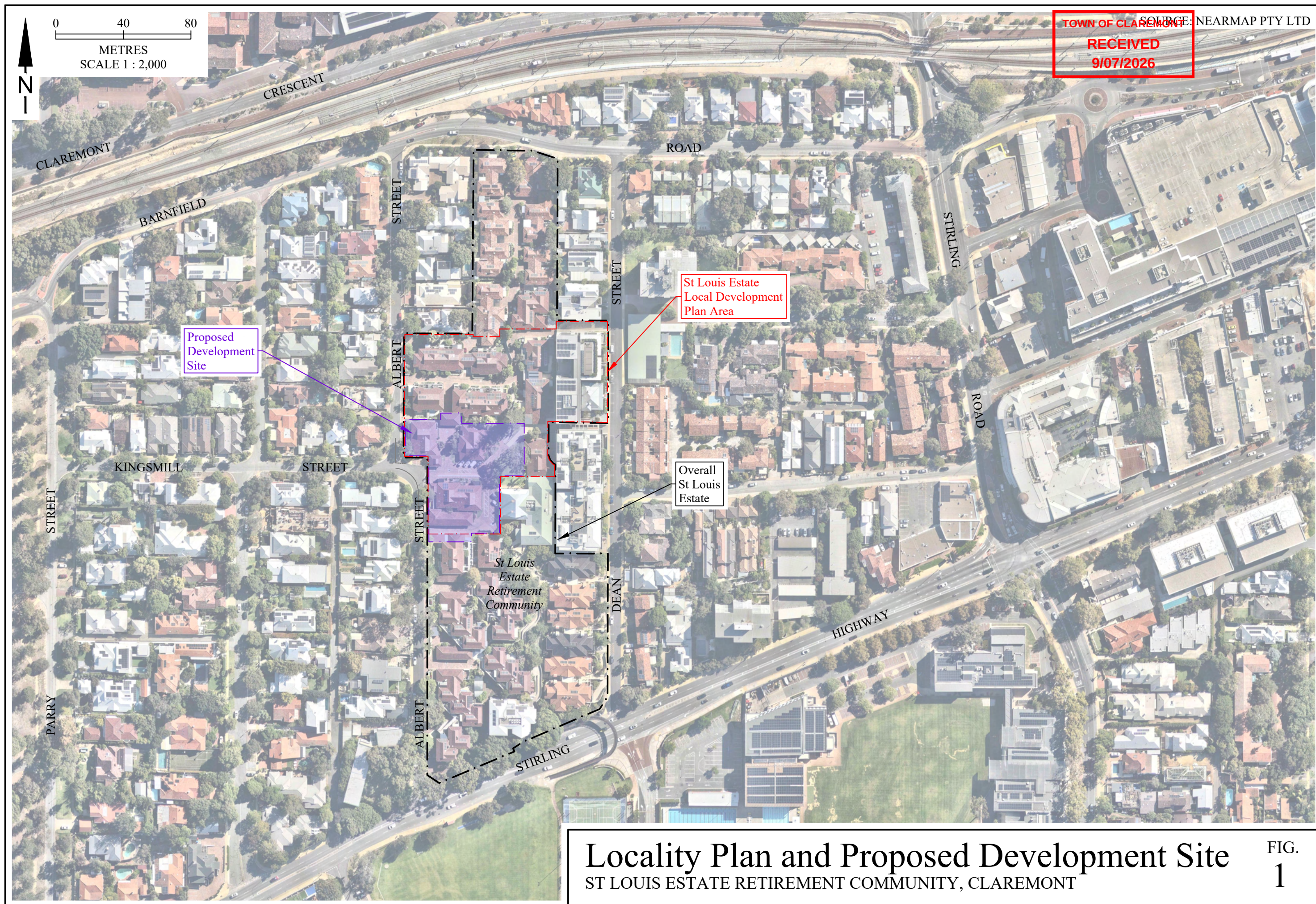
The proposed development site is located within the area identified under the St Louis Estate Local Development Area (as also shown in Figure 1), which was approved by Town of Claremont in March 2018. The first phase of the development within the Local Development Plan area was successfully delivered in 2022, comprising the Kiora Apartments (fronting Dean Street on the eastern side of the overall area), while the current proposal is located within the southern portion of the approved Local Development Plan.

After initially providing input to the preparation of the overall concept plan, Uloth and Associates has been appointed by CHC Group to prepare this Transport Impact Statement report in support of the proposed Development Application.

### 1.1 STUDY OBJECTIVES

The overall study objectives are to identify the existing situation in the immediate vicinity of the proposed development site, to assess the future traffic demands and anticipated traffic impacts, and to confirm the access requirements, servicing, car park access arrangements and swept paths associated with the proposed redevelopment.





Locality Plan and Proposed Development Site  
ST LOUIS ESTATE RETIREMENT COMMUNITY, CLAREMONT



## 2. STUDY FINDINGS AND CONCLUSIONS

The study findings and conclusions regarding the existing situation and the proposed development are presented and discussed in this chapter, with reference to additional information documented in the Technical Appendix.

### 2.1 EXISTING SITUATION

Figure A.1 in Chapter A.1 in the Technical Appendix shows the existing roads and intersections in the vicinity of the proposed redevelopment site, while Figure A.2 shows the existing situation within and adjacent to the site in more detail.

- It can be seen in Figure A.1 that St Louis Estate retirement village is located between Albert Street and Dean Street, extending north from Stirling Highway to Barnfield Road.
- Albert Street and Dean Street are both 2-lane undivided roads extending between Stirling Highway and Barnfield Road, while Barnfield Road is a 2-lane divided road with all-movement access at both Albert Street and Dean Street. Stirling Highway adjacent to the site is a 4-lane divided road, with all-movement access at Albert Street and left-in/left-out only access at Dean Street.
- Albert Street, Dean Street and Barnfield Road are all classified as Access Roads under the Main Roads WA Functional Road Hierarchy and operate under the default urban speed limit of 50 kilometres per hour, while Stirling Highway adjacent to the site is classified as a Primary Distributor under the Main Roads WA Functional Road Hierarchy and operates with a posted speed limit of 60 kilometres per hour.
- It can also be seen (in Figures A.1 and A.2) that the southern portion of Albert Street forms a 90-degree bend continuing west as Kingsmill Street, while the northern portion forms a priority-controlled junction, with a single-lane slow point just north of the junction. It is also important to note that there are 3 existing visitor parking spaces on the northern side of Albert Street within the 90-degree bend.
- Under Liveable Neighbourhoods, Albert Street and Dean Street would likely be classified as Access Street D, with a target speed of 30 kilometres per hour and an indicative maximum volume of 1,000 vehicles per day.
- The overall precinct is located with a restricted 2-hour parking area (from 8<sup>30</sup>am to 5<sup>30</sup>pm on Weekdays and 8<sup>30</sup>am to 12<sup>30</sup>pm on Saturdays), but with exemptions for permit holders. On-street parking spaces are provided along the western side of Dean Street; however, parking opportunities along Albert Street (apart from the 3 visitor spaces at the 90-degree bend) are only defined by the absence of 'No Stopping' restrictions and the locations of driveways.
- There is no traffic count data readily available for either Albert Street or Dean Street. However, traffic volumes are expected to be well below the indicative maximum of 1,000 vehicles per day.
- The area is well serviced by public transport, with Circle Route 998/999 and Bus Route 107 operating along Stirling Highway, with bus stops located adjacent to the overall site. The Fremantle rail line is located immediately north of the site, with Swanbourne Station located approximately 400 metres north-west of the site along Barnfield Road, and Claremont Station approximately 630 metres east of the site along Guger Street.
- Pedestrian footpaths are provided on both sides of Albert Street and Dean Street, adjacent to the overall site except for a short section on the eastern side of Albert Street, south of the proposed development area. Stirling Highway forms part of the 'River Ride' route, which provides a shared pedestrian/cyclist facilities adjacent to the southern side of the site.

- Historical crash data obtained from Main Roads WA for the 5 years up to 31 December 2025 shows that there was 1 crash on Albert Street in the vicinity of the site, comprising a rear-end collision with a stationary vehicle, while a total of 3 crashes were recorded at the Stirling Highway - Albert Street intersection, including 1 rear-end collision identified as ‘Medical’ in severity.

## 2.2 PROPOSED DEVELOPMENT

The proposed development plans, as prepared by Kerry Hill Architects, are presented in Chapter A.2 in the Technical Appendix.

- The proposal includes the removal of 8 existing 2-bedroom apartments within the central part of the overall Estate, and the construction of 3 new Apartment buildings (plus a separate Ground Floor Art Studio), providing a total of 24 3-bedroom shared living apartments, together with a new basement car park.
- Figure A.3 shows the proposed Ground Level plan, including the three new Apartment buildings and new Art Studio, with new internal pedestrian walkways providing access to/from Albert Street whilst also linking the new development with the existing development to the north and south. A new vehicular access driveway and internal roadway is also proposed, along the northern edge of the development area, to maintain access to an existing carport and garage located immediately north of the development area.
- Figure A.4 then shows the proposed Basement Level car park, with a separate access driveway off Albert Street just north of Kingsmill Street, while Figures A.5 and A.6 show the same two plans overlaid on the aerial photograph from Figure A.2, to show the proposed development in the context of the surrounding area.
- It is important to note that the proposal will result in the removal of the existing 1-way vehicle access driveways (and internal roadways) off Albert Street south of Kingsmill Street, with vehicular access instead provided via the 2 new 2-way access driveways off Albert Street north of Kingsmill Street.
- The southern access (Driveway 1) will provide entry and exit for the new Basement car park, as shown in Figure A.4 and A.6 in Chapter A.2, while the northern access (Driveway 2) is required to provide a new connection to/from the existing carport and existing garage along the northern edge of the proposed development site (which are currently accessed via the existing 1-way roadway), as shown in Figures A.3 and A.5.
- A new loading zone is proposed within a new parking embayment on Albert Street, south of Kingsmill Street, as noted in Figure A.5, with the northern part of the embayment proposed to operate as a dedicated drop-off bay. A second embayment is also proposed (at the northern end of the site) for rubbish collection, with bins to be transported here from a Bin Store within the Basement on collection days.
- A total of 51 parking spaces are proposed within the Basement Level car park, comprising 45 spaces for residents (including 2 Accessible spaces) plus 6 spaces for visitors, in addition to the 3 existing visitor spaces at the 90-degree bend in Albert Street, which will remain unchanged. Access to the Basement car park during daytime hours will be controlled via boom gates within the car park access road, as also noted in Figure A.6, while an additional gate on the access ramp will provide increased security at night.
- Trip generation rates provided within the NSW RMS ‘*Guide to Transport Impact Assessments*’ publication (for ‘housing for seniors’ developments) include a daily rate of 2.39 vehicle trips per dwelling per day, with 0.23 vehicle trips per dwelling during the critical PM peak hour of the adjacent road network and 0.44 vehicle trips per dwelling during the peak hour of the overall site.

- For analysis purposes, it is assumed that the proposed 24 apartments with 3 bedrooms per apartment will generate traffic flows equivalent to perhaps 50 to 60 individual dwellings. It is therefore anticipated that the proposed development will generate approximately 120 to 140 vehicle trips per day, with up to 14 vehicle trips during the PM peak hour of the adjacent road network and up to 26 trips during the overall peak hour of the development.
- With such low peak hour traffic flows, the proposed development will have only a 'moderate impact' on the affected roads and intersections, based on the criteria specified under the WAPC Transport Impact Assessment Guidelines, and therefore does not require a full transport impact assessment.

### 2.3 REVIEW OF PROPOSED ACCESS ARRANGEMENTS

As noted above in Section 2.2, the modified access arrangement for the proposed development includes a new access (Driveway 1) for the proposed Basement car park, plus a second access (Driveway 2) for connection to the existing carport and garage along the northern edge of the development site, which are otherwise cut off by the new apartment buildings.

- It is noted that the proposed access (Driveway 1) for the new Basement car park is located closer than the 'deemed-to-comply' minimum of 6 metres from the tangent point of the corner radius at the intersection with Kingsmill Street. However, a review of available sightlines is provided (in Chapter A.3 in the Technical Appendix) to confirm that available stopping sight distances are sufficient to ensure that vehicles approaching the intersection will have time to observe a vehicle entering or exiting the proposed driveway and to stop if necessary.
- In order to confirm the suitability of the proposed driveway location, it is recommended that a minimum Stopping Sight Distance (SSD) should be available, firstly from a vehicle exiting the driveway to a vehicle turning into Albert Street from the west or south, and secondly from a vehicle approaching from the west or south to a vehicle stopped in Albert Street waiting to turn into the driveway, with the minimum SSD based on the maximum travel speeds for the applicable turning radius.
- It is therefore important to note that the turning radii for vehicles turning into Albert Street north is 9 metres, which translates to a maximum speed of 20 kilometres per hour (in accordance with the formula provided in Section 5.2.2 of Austroads '*Guide to Road Design par 4A: Unsignalised and Signalised Intersections*'). For this maximum speed of 20 kilometres per hour, the minimum Stopping Sight Distance required is 17 metres (in accordance with Section 5.3 in Austroads '*Guide to Road Design Part 3: Geometric Design*').
- It can be seen in Figure A.7 that the required minimum SSD of 17 metres is readily available under both of the proposed scenarios (noting that on-site observations were also carried out to confirm the vertical sightline requirements). It can also be seen in Figure A.7 that even if the assumed approach speed is increased to 25 kilometres, with a corresponding SSD of 23 metres, the required sightlines are still readily available.
- The proposed access driveway location is therefore acceptable, subject only to the verge area immediately south of the driveway being kept clear of any visual obstructions.
- Figure A.8 in Chapter A.3 in the Technical Appendix shows the swept paths for a B85 Car accessing the proposed Driveway 1, to confirm the suitability of the proposed geometry, while Figure A.9 shows the swept paths for a B99 Car plus Trailer accessing Driveway 1 (for the transfer of rubbish bins to/from the Basement Bin Store, as discussed below in Section 2.4).
- Figure A.10 then shows the swept paths for a B85 Car turning in and out of the proposed Driveway 2, once again to confirm the suitability of the proposed geometry.

## 2.4 BASEMENT CAR PARK

The Basement car park layout and proposed access (Driveway 1) off Albert Street are shown in Figure A.6 in the Technical Appendix.

- The proposed access driveway requires a ramp down from RL 31.0 at street level, to a proposed floor level of RL 29.6, within the Basement.
- In accordance with Australian Standard AS 2890.1, it is proposed to provide an initial gradient of 1 in 20 (5 percent) for the first 6 metres inside the property boundary, followed by a short section at 1 in 5 (20 percent), but with 2 metre transitions at each end of this steeper section, as also required.
- At Basement level, it is then proposed to provide boom gate controls within the car park access road, with an intercom system for visitors to request access to the proposed visitor parking spaces within the eastern parking aisle. Access during daytime hours will be via the proposed boom gates (with remote-control access for residents). However, an additional gate is also proposed on the access ramp for increased security at night.
- A separate gate is also proposed at the northern end of the western parking aisle, with access only for the pick-up and return of rubbish bins to/from the Basement Bin Store (as further discussed in Section 2.6). At all other times the Basement will operate as a dead-end car park, with access only via the boom gates.
- Figure A.11 in Chapter A.4 in the Technical Appendix shows the swept path for a B99 Car towing a large (16' x 5') trailer into and around the Basement car park for the pick-up and return of bins to/from the Bin Store. A minimum required width of 4.5 metres for the proposed access gate is also shown.
- As noted above in Section 2.2, the Basement car park is proposed to provide a total of 51 parking spaces, comprising 45 spaces for residents (including 2 Accessible spaces) plus 6 spaces for visitors.
- Parking spaces are all 2.6m x 5.4m with a 6.1 metre aisle (which exceeds the minimum requirements for both resident and visitor parking under AS 2890.1), with the exception of the proposed Accessible spaces which are 2.4m x 5.4m with an adjacent shared area (in accordance with AS 2890.6).

## 2.5 ACCESS TO EXISTING CARPORT AND GARAGES

As also noted above in Section 2.2, the northern access (Driveway 2) off Albert Street is required to provide vehicular access for the existing carport and existing garage located along the northern edge of the proposed development area, which are otherwise cut off by the proposed new apartment buildings.

- The proposed access arrangement at Albert Street is shown in Figure A.10 in Chapter A.3 in the Technical Appendix, including swept paths for a B99 Car accessing the proposed driveway. However, a more-detailed review of access to/from the various specific parking spaces, plus passing opportunities along the dead-end internal roadway, are shown in Figures A.12 to A.22 in Chapters A.5 and A.6.
- It can be seen in Figure A.10 that the proposed access driveway is combined with a proposed 'Service Bay' parking embayment (for use by rubbish trucks on collection days). It can also be seen that a widened pavement area is provided for the first 6 metres inside the property boundary, to allow 2 vehicles to pass each other within the access driveway, before narrowing to an internal roadway width of 3.6 metres.
- The roadway then widens again to provide a 6-metre wide 'apron' area adjacent to the existing carport, for manoeuvring in and out of each parking space, with swept paths for vehicles parking within each of the 4 carport spaces as shown in Figures A.12 to A.16 in Chapter A.5.



- The roadway then continues at a width of 3.6 metres until arriving at the existing ‘apron’ area for the garage at the eastern end, with a ramp down and up again to also provide pedestrian connections to/from the existing development areas on the northern side.
- It is important to note that with an initial eastbound down-grade of 5 percent (1 in 20) followed by an up-grade of approximately 15 percent (1 in 6.5), it is recommended to also provide a 3-metre long transition in between the 2 sections, with an eastbound up-grade of approximately 3 percent, together with an additional transition at the eastern end, as shown in Figure 3 in Chapter 3 Overall Conclusions and Recommendations.
- Figure A.17 in Chapter A.6 then provides a swept path diagram to confirm that suitable passing opportunities are provided along the proposed internal roadway, while swept paths for vehicles accessing each of the existing garage parking spaces at the eastern end are then shown in Figures A.18 to A.22.

## 2.6 RUBBISH COLLECTION AND SERVICING

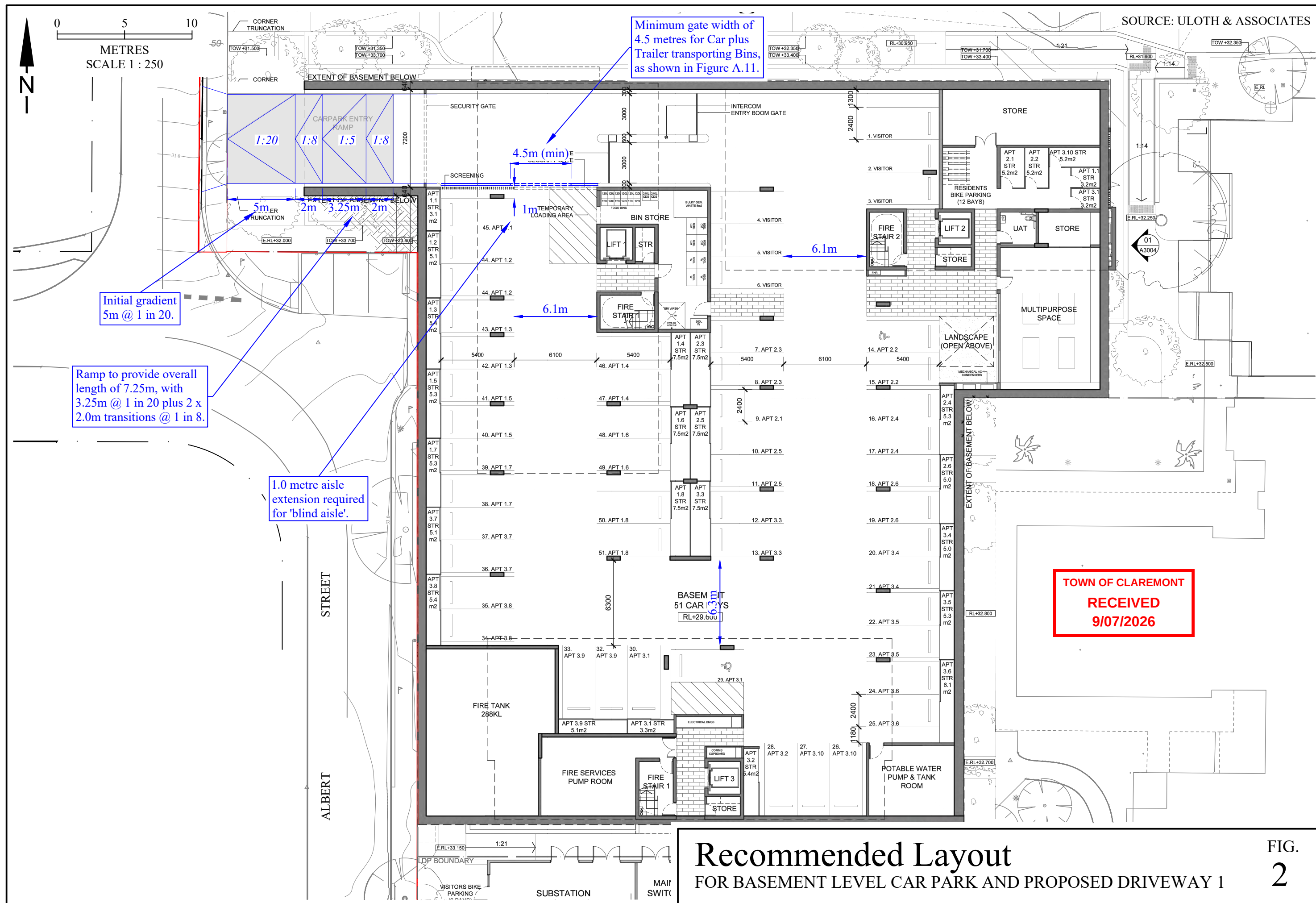
As noted above in Section 2.2, the proposed development also includes a proposed service vehicle parking embayment (for Rubbish Trucks) within the northern part of Albert Street, immediately north of the proposed access driveways, together with a proposed drop-off bay and loading zone within a second embayment in Albert Street, south of Kingsmill Street.

- Figure A.23 in Chapter A.7 in the Technical Appendix shows the swept path for a 10.1-metre Rubbish Truck accessing the proposed rubbish collection point immediately north of Driveway 2, together with the proposed bin storage locations on collection day.
- Figure A.24 then shows the swept path for an 8.8-metre Medium Rigid Vehicle accessing the proposed loading bay within the southern part of Albert Street under Option 1 (with no vehicle parked within the adjacent drop-off bay), while Figure A.25 shows the alternative swept path for the Medium Rigid Vehicle reversing into the loading bay if a car is parked within the proposed drop-off bay (Option 2).

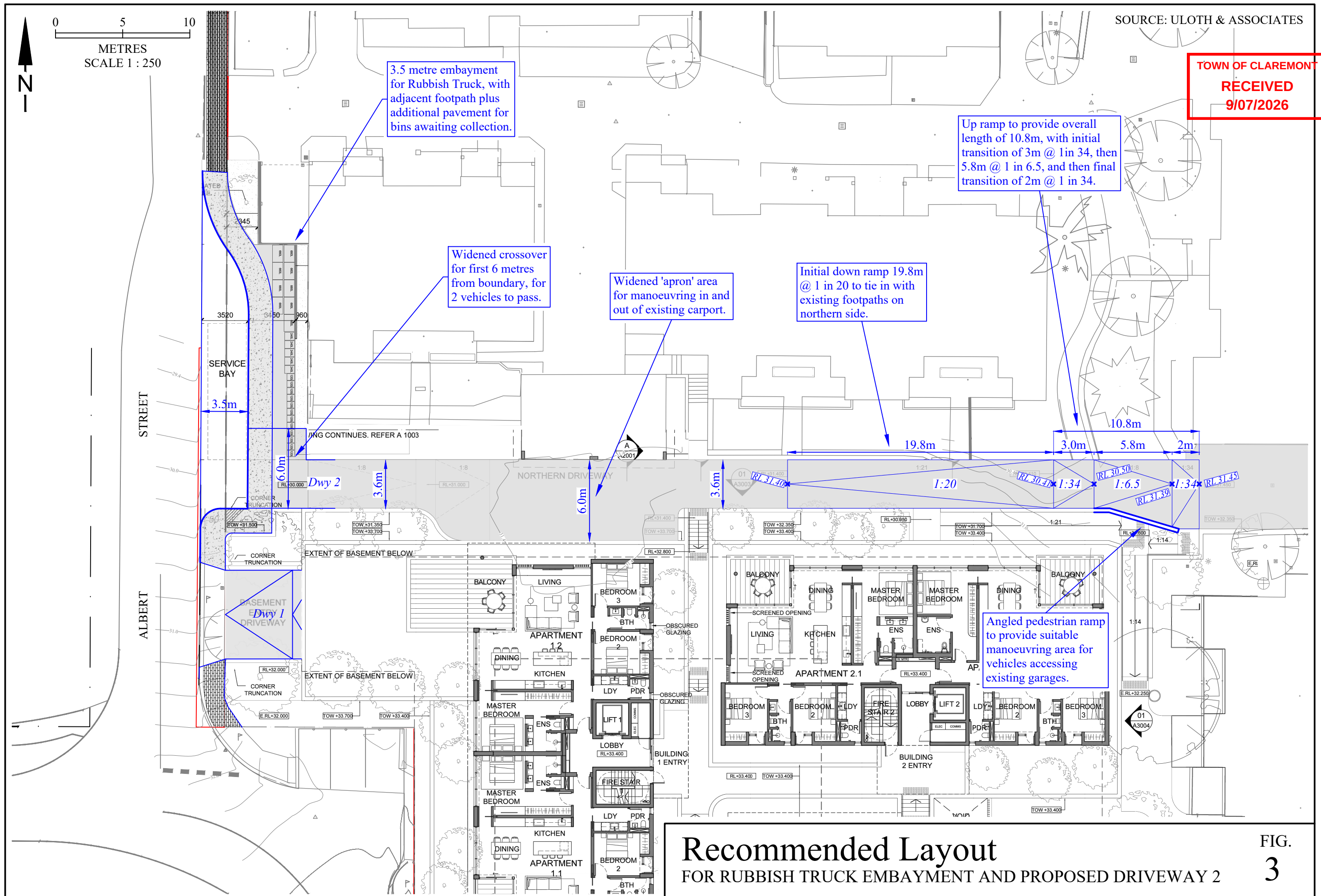
### 3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions and recommendations regarding the proposed redevelopment are detailed in this chapter, on the basis of the study findings and conclusions presented and discussed above in Chapter 2, and the additional information in the Technical Appendix, as follows:

- The proposed redevelopment includes the removal of 8 existing 2-bedroom apartments for the construction of 3 new apartment buildings comprising a total of 24 3-bedroom apartments, plus a Ground Floor Art Studio building and a Basement Level car park.
- The proposed development is expected to generate approximately 120 to 140 vehicle trips per day, with up to 14 vehicle trips during the critical PM peak hour of the adjacent road network or up to a maximum of 26 vehicle trips during the overall peak hour of the proposed development. With less than 100 vehicle trips per hour, the traffic impact is classified as ‘moderate’ under the WAPC Transport Impact Assessment Guidelines, and a full transport assessment is therefore not required.
- The recommended layout and access for the proposed Basement Level car park is shown in Figure 2, including recommended ramp gradients for the proposed access (Driveway 1) off Albert Street, and the minimum gate width of 4.5 metres for the proposed B99 Car plus Trailer transporting Bins to/from the Bin Store.
- The proposed Basement car park provides a total of 51 parking spaces, comprising of 45 spaces for residents (including 2 Accessible spaces) and 6 spaces for visitors, as shown in Figure A.3 in Chapter A.2 in the Technical Appendix. Additional visitor parking is also provided within the 3 existing spaces retained within Albert Street, adjacent to the 90-degree bend at Kingsmill Street (noting that these spaces will remain unchanged from the existing situation).
- The recommended layout for the northern access (Driveway 2) off Albert Street is as shown in Figure 3, together with the proposed embayment for rubbish trucks to collect bins transported here from the Basement Bin Store on collection days, with swept paths as shown in Figures A.9 (in Chapter A.3) and A.23 (in Chapter A.7).
- Figure 3 also shows the recommended ‘apron’ areas for manoeuvring in and out of the existing carport and garage along the new internal east-west roadway, as well as modifications to the proposed pedestrian ramps at the eastern end.
- Figure 4 then shows the proposed drop-off bay and loading zone within a new embayment on the eastern side off Albert Street, south of Kingsmill Street, with swept paths as shown in Figures A.24 and A.25 (in Chapter A.7).

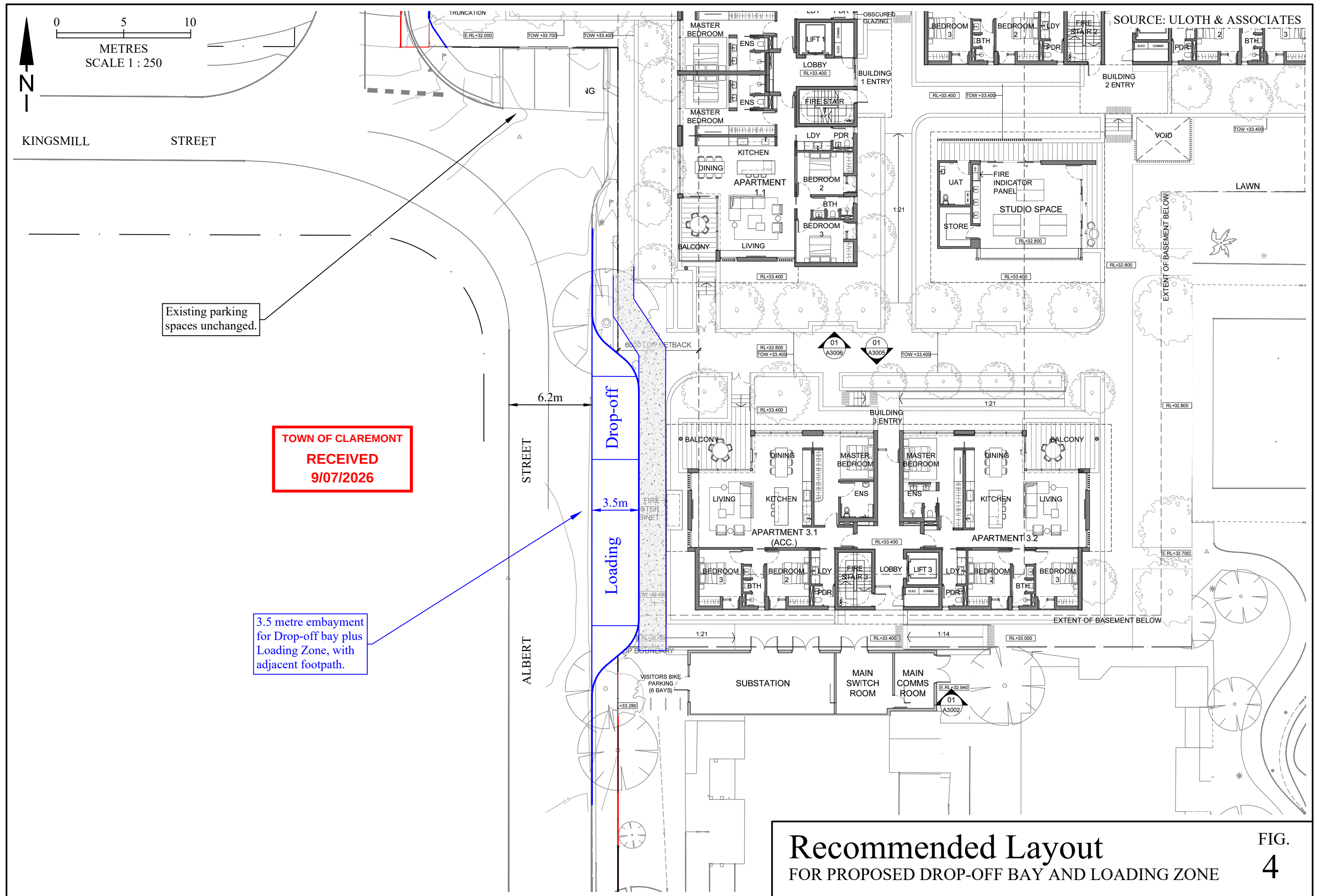


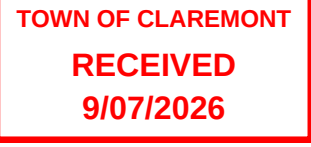




## Recommended Layout

### FOR RUBBISH TRUCK EMBAYMENT AND PROPOSED DRIVEWAY 2





## **TECHNICAL APPENDIX**

The Technical Appendix documents the existing situation and proposed development plans, the review of sightlines for the proposed access driveway, and swept path diagrams for car park access arrangements and service vehicles.



## **A.1 EXISTING ROADS AND INTERSECTIONS**

Figure A.1 shows the existing roads and intersections in the vicinity of the proposed redevelopment, while Figure A.2 shows the existing situation within and adjacent to the proposed development site.











## **A.2 PROPOSED DEVELOPMENT PLANS**

Figures A.3 and A.4 shows the Ground Floor plan and Basement Level car park plan for the proposed development, as prepared by Kerry Hill Architects.

Figures A.5 and A.6 then show the same two plans overlaid on the aerial photograph from Figure A.2, to show the proposed development in the context of the adjacent roads and intersections.

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KINGSMILL STREET

ALBERT STREET

FIG.  
A.3

KHA

**LEGEND**  
--- LDP BOUNDARY  
--- PROJECT BOUNDARY  
--- CONE OF VISION -  
INSIDE LDP BOUNDARY  
--- CONE OF VISION -  
OUTSIDE LDP BOUNDARY

Rev. Date Amendment  
A 29.06.26 DA SUBMISSION

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2. All Dimensions are in millimeters unless otherwise noted.  
3. All Dimensions are to be verified on site prior to proceeding with the work.  
4. Kerry Hill Architects are to be notified in writing of any discrepancies.  
5. This drawing must be read in conjunction with all relevant contracts, reports specification and drawings.  
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Project  
SLE - ALBERT STREET  
Client  
ST LOUIS ESTATE

Project No.  
660  
Drawing Status  
DA SUBMISSION

Drawing  
GROUND FLOOR  
GENERAL ARRANGEMENT PLAN  
Scale at A1/A3  
1:150 / 1:300  
Drawing No.  
A 1002

Date  
29.06.26  
Revision  
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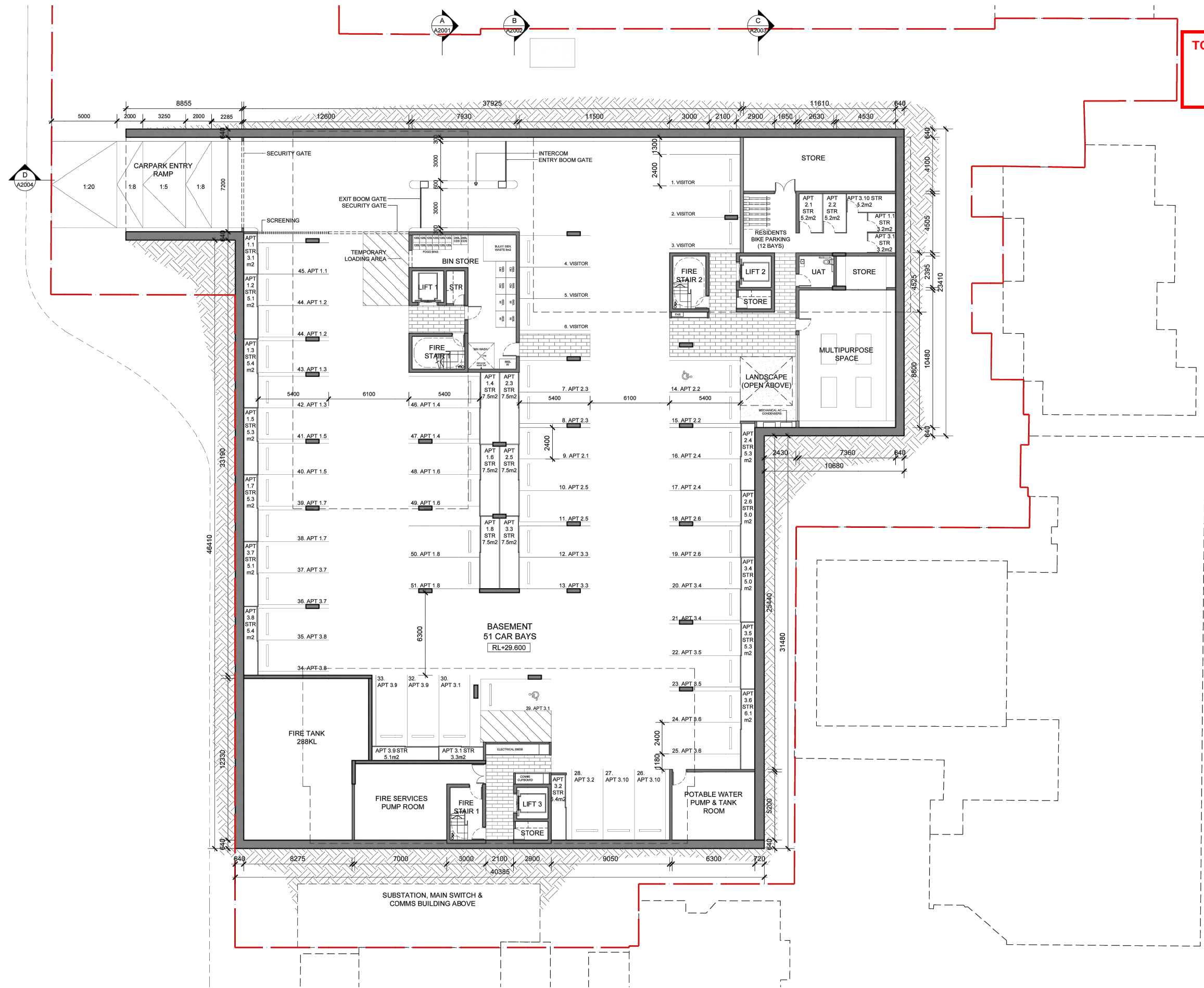
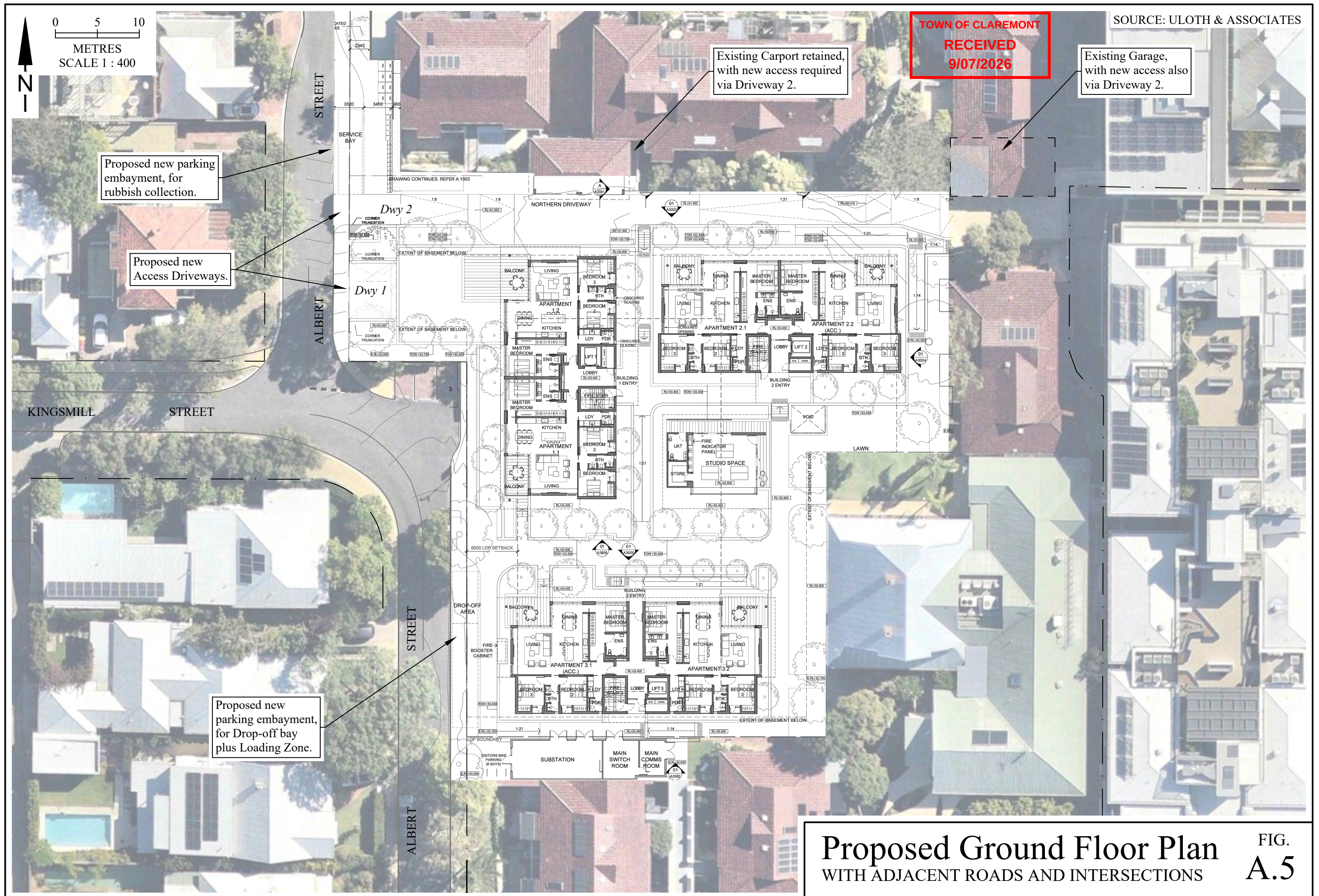


FIG.  
A.4

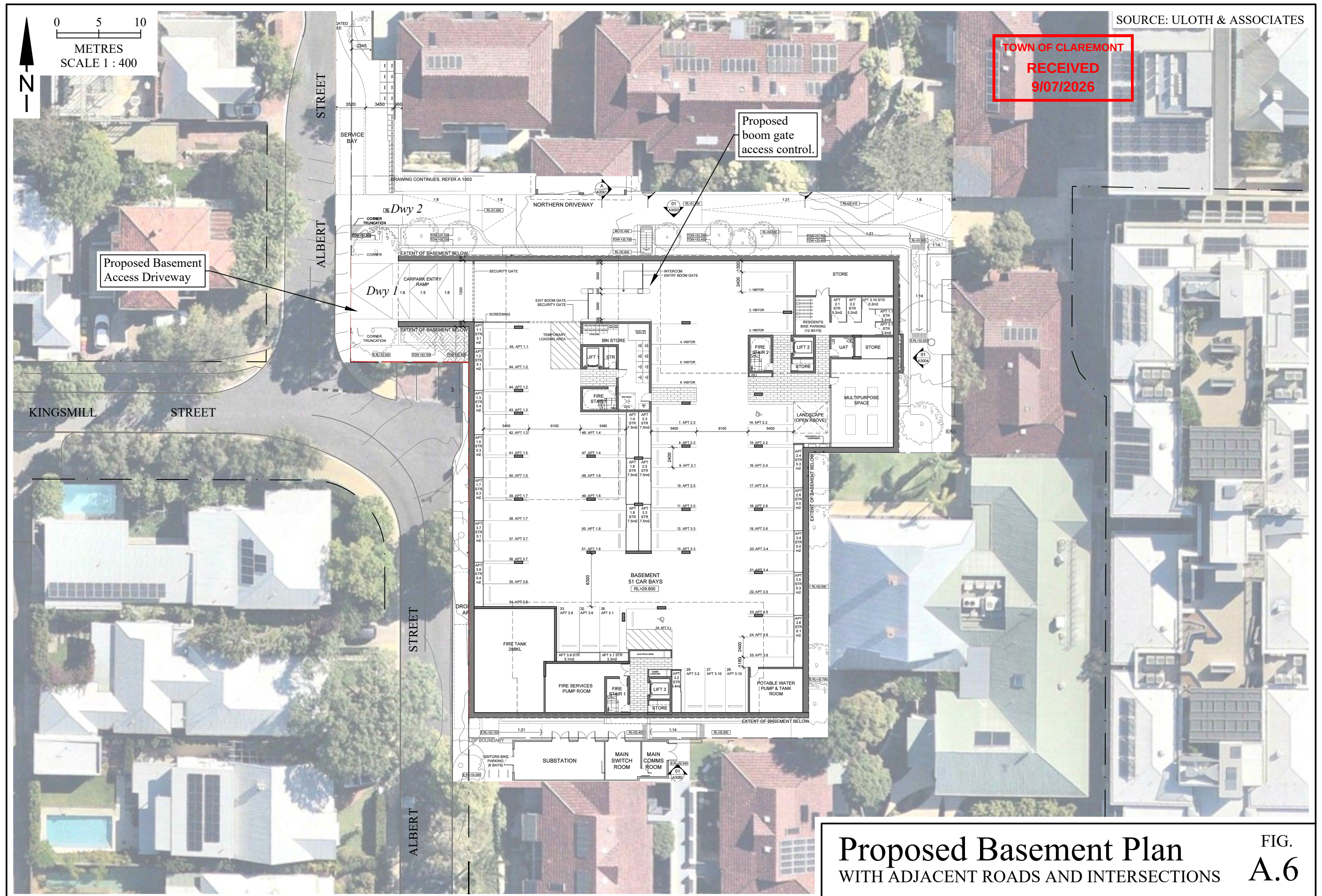




Proposed Ground Floor Plan  
WITH ADJACENT ROADS AND INTERSECTIONS

FIG.  
A.5





# Proposed Basement Plan WITH ADJACENT ROADS AND INTERSECTIONS FIG. A.6



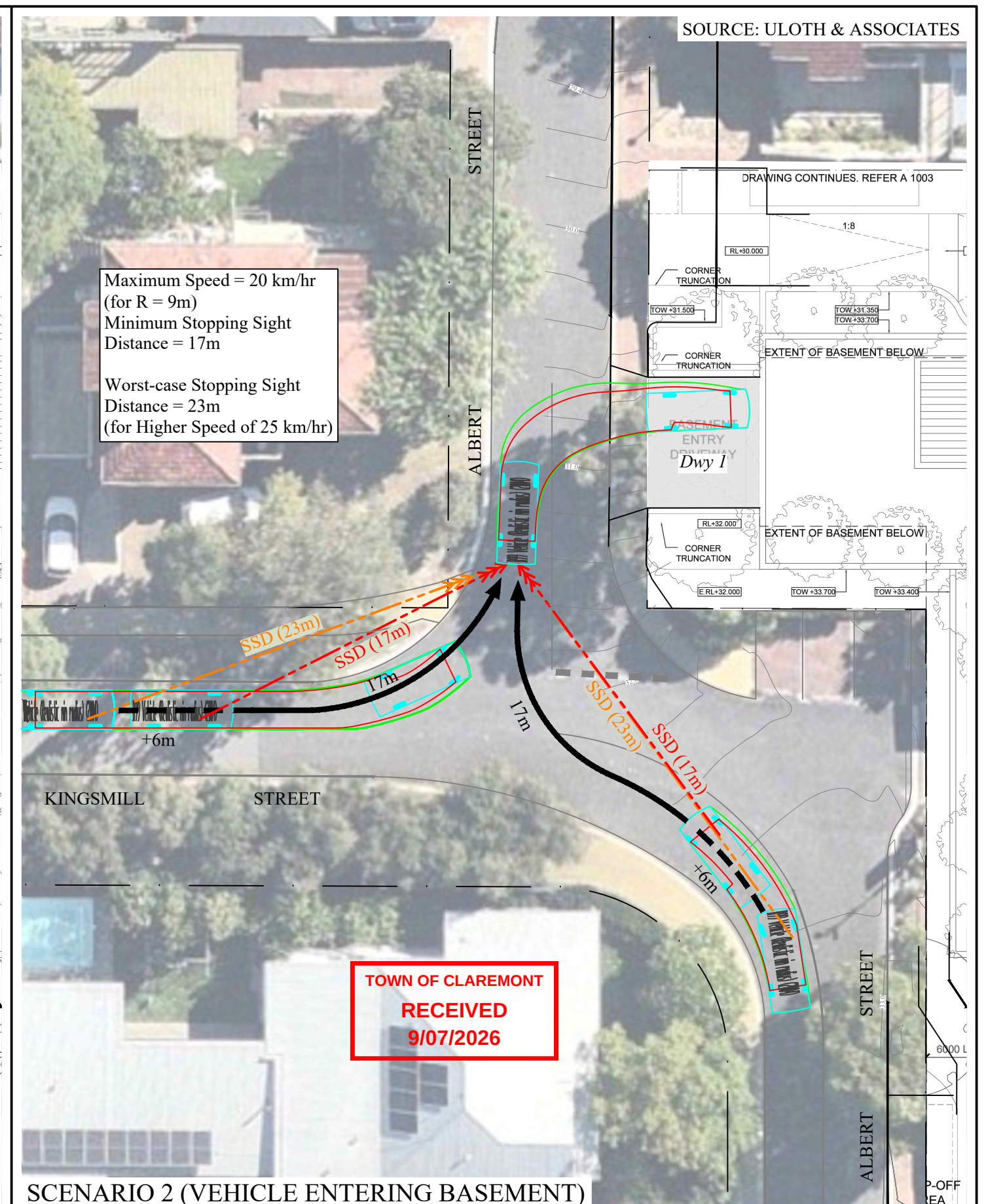
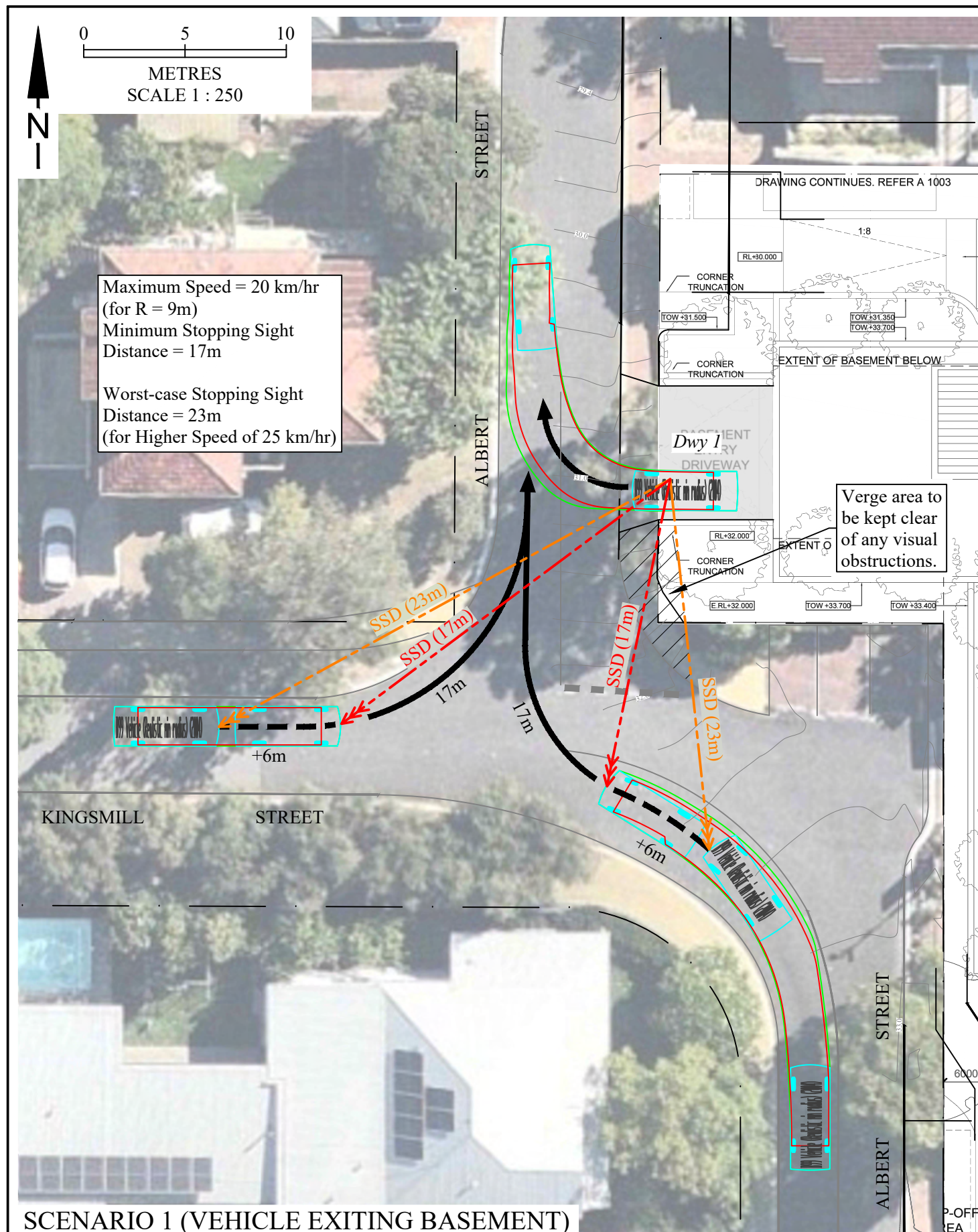
### A.3 PROPOSED ACCESS DRIVEWAYS

Figure A.7 shows the sightline analysis for the proposed Basement access (Driveway 1), with Scenario 1 showing sightlines requirements for a vehicle exiting Driveway 1, and Scenario 2 showing sightline requirements for a vehicle entering Driveway 1, as discussed in Section 2.3.

Figure A.8 shows the swept paths for a B99 Car accessing the proposed Basement car park via Driveway 1, while Figure A.9 shows the swept paths for a B99 Car and Trailer accessing Driveway 1 (for the transfer of rubbish bins to/from the Basement Bin Store).

Figure A.10 shows the swept paths for a B99 Car accessing the proposed Driveway 2.



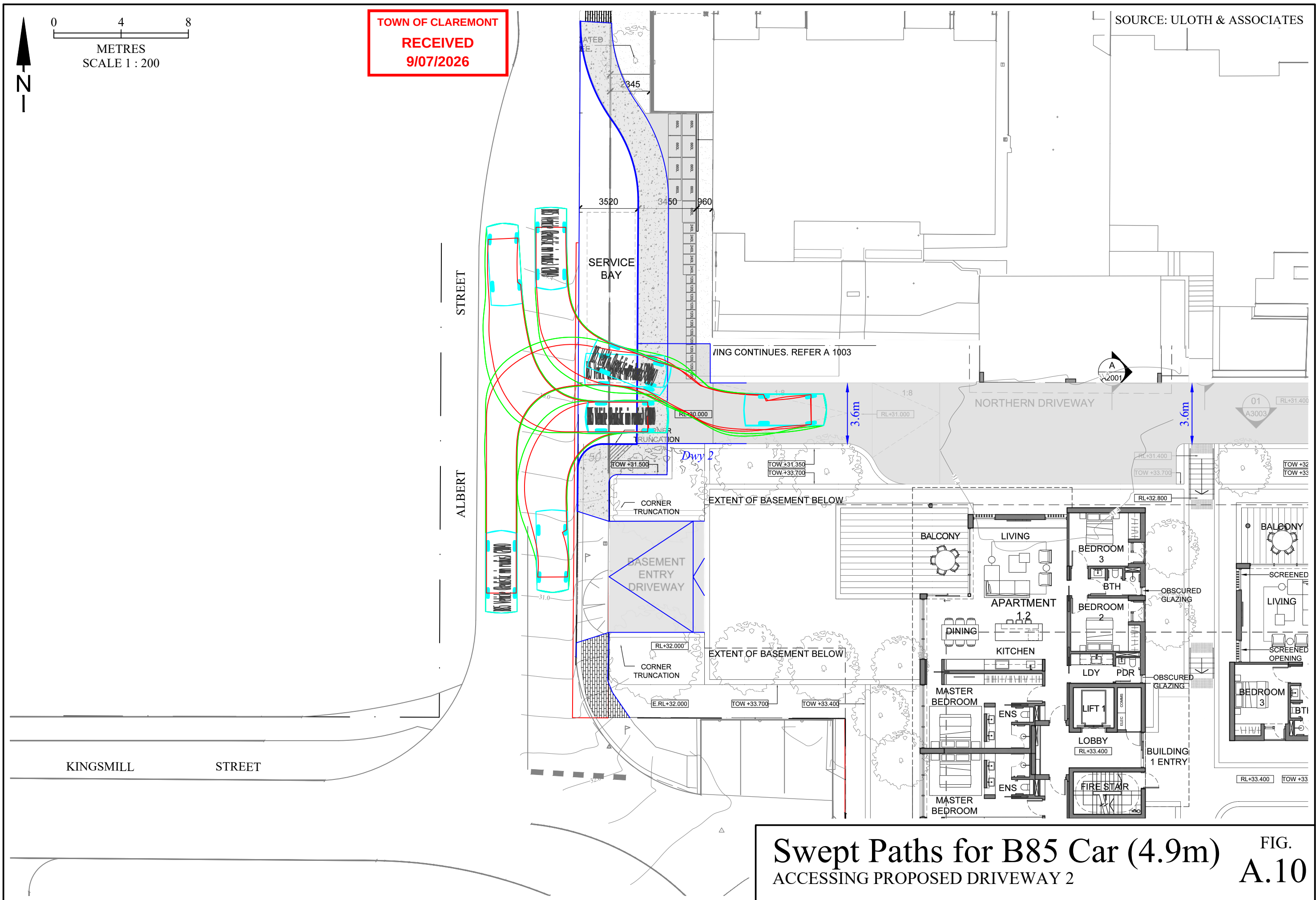


**Sightline Analysis**  
FOR PROPOSED BASEMENT ACCESS (DRIVEWAY 1)











#### **A.4 BASEMENT CAR PARK LAYOUT**

Figure A.11 shows the swept path for a B99 Car towing a large (16' x 5') trailer into and around the Basement car park for the pick-up and return of bins to/from the Bin Store.

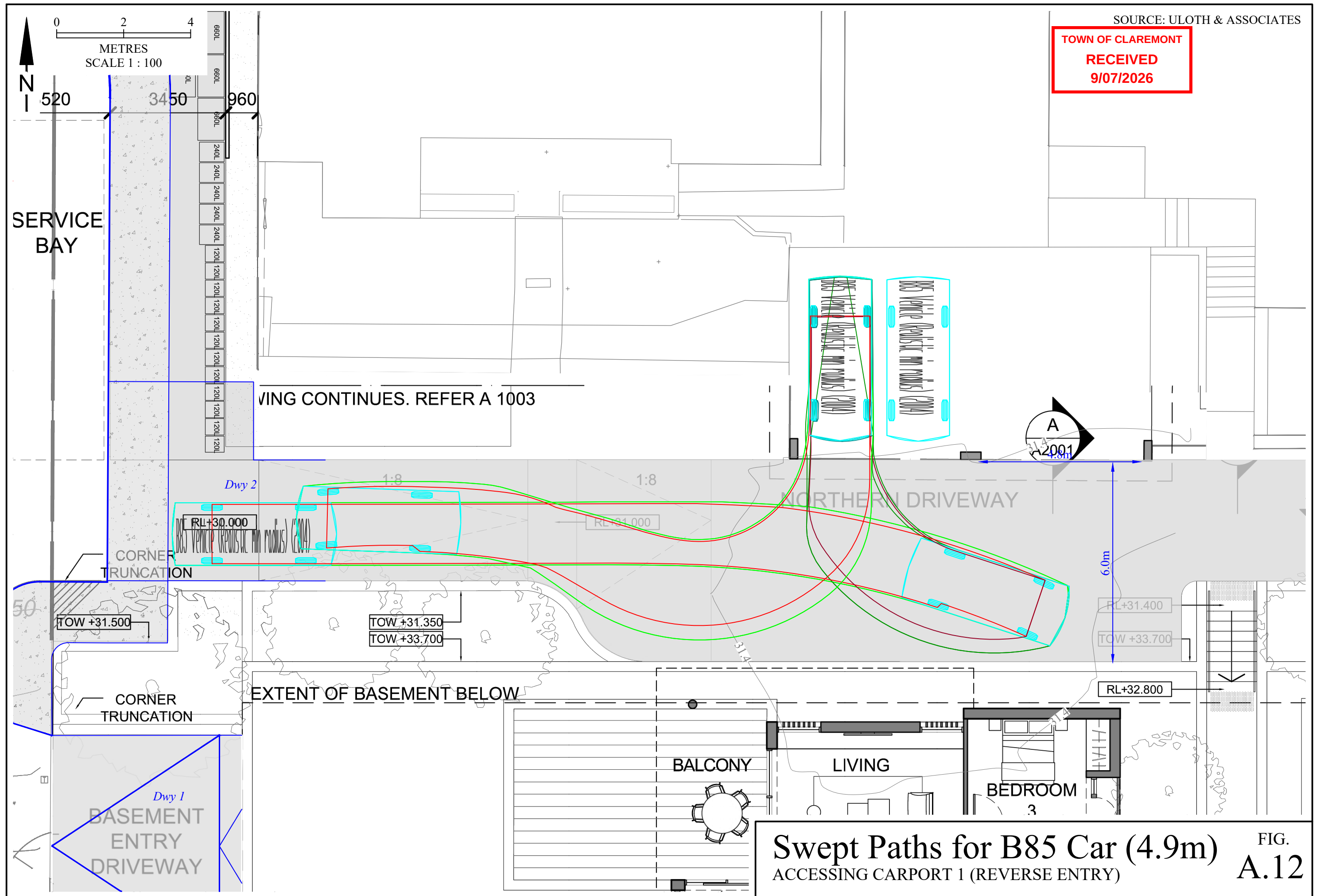




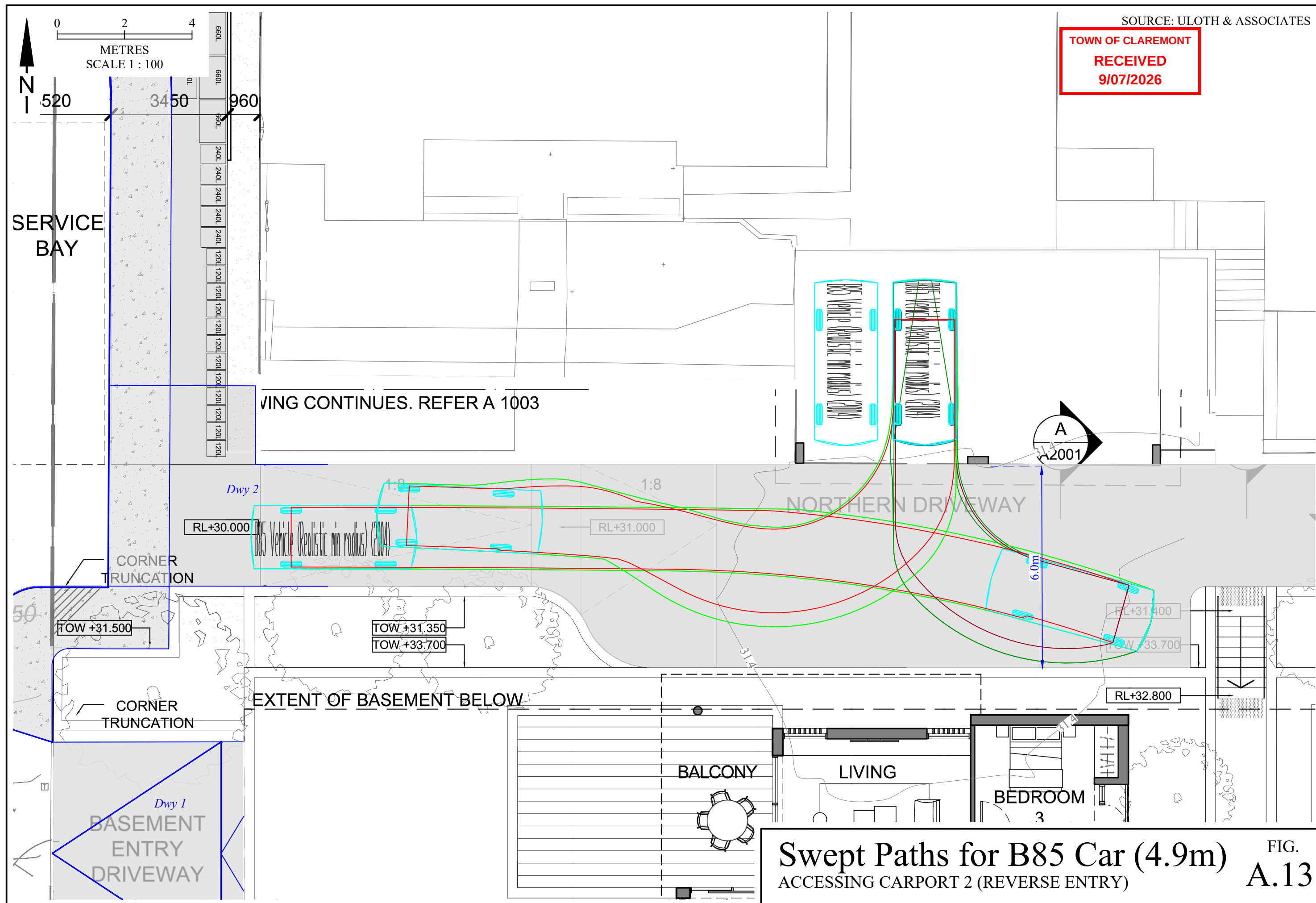
## **A.5 SWEPT PATHS FOR CARS ACCESSING EXISTING CARPORT PARKING SPACES**

Figures A.12 to A.16 show swept paths for cars accessing the various parking spaces within the existing carport, as discussed above in Section 2.5.

Figures A.12 and A.13 show swept paths for a B85 Car parking within Carports 1 and 2, reversing into the carport parking spaces before driving out in forward gear. Figure A.14 then shows the swept paths for a B85 Car entering Carport 3 in forward gear, but noting that multiple manoeuvres will be required, while Figure A.15 shows the corresponding swept path for the same vehicle exiting from Carport 3. Figure A.16 then shows swept paths for a B85 Car accessing Carport 4.

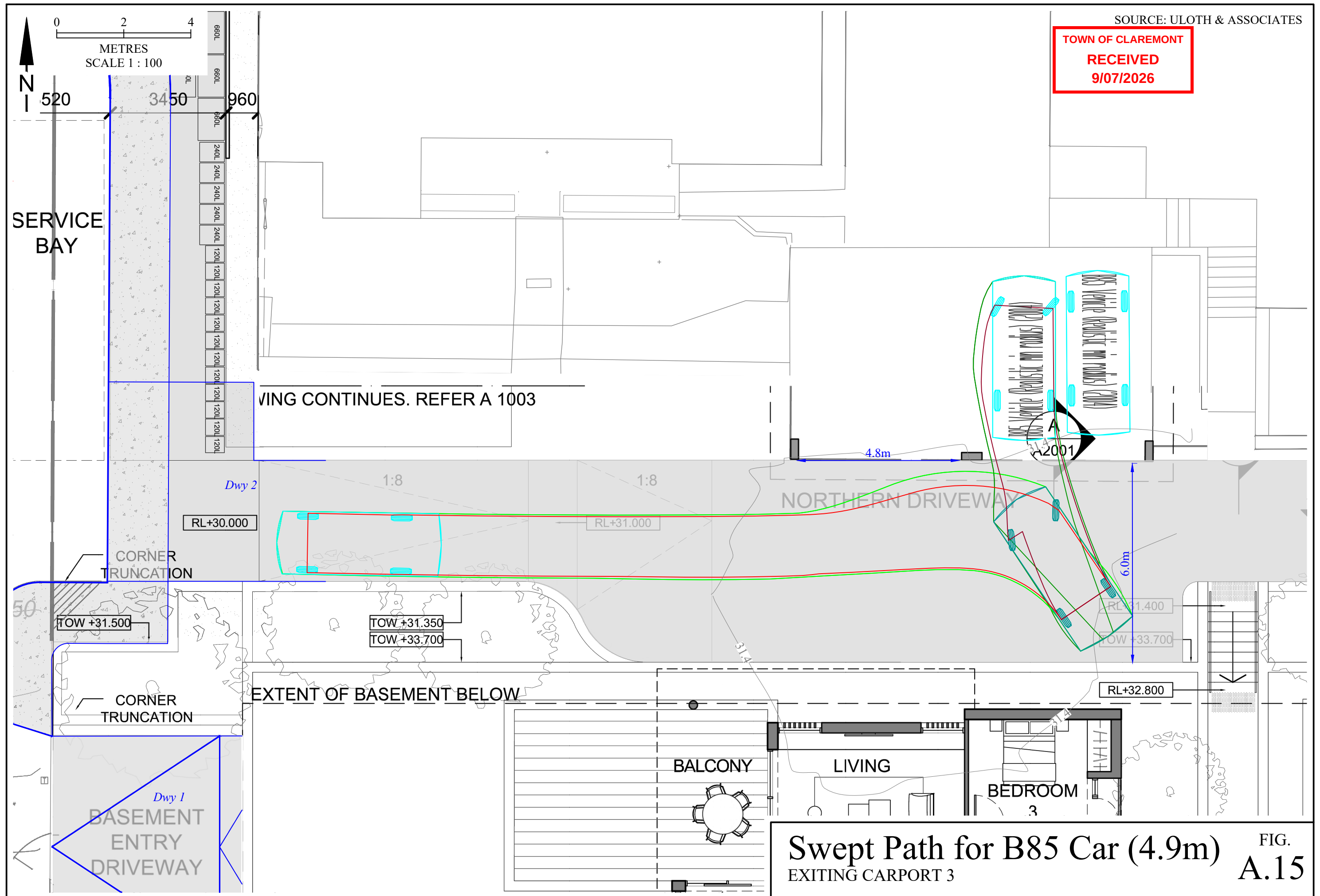












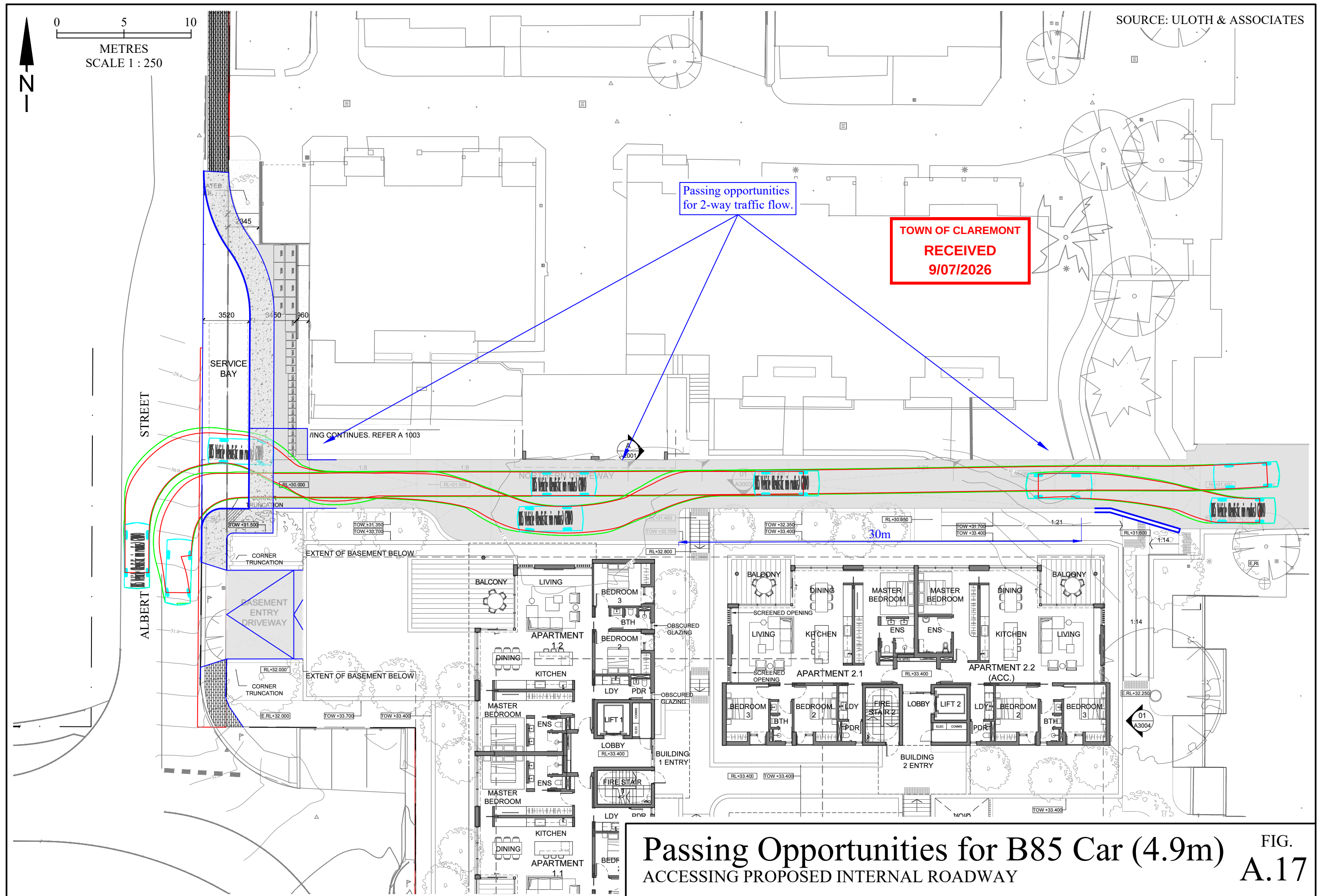




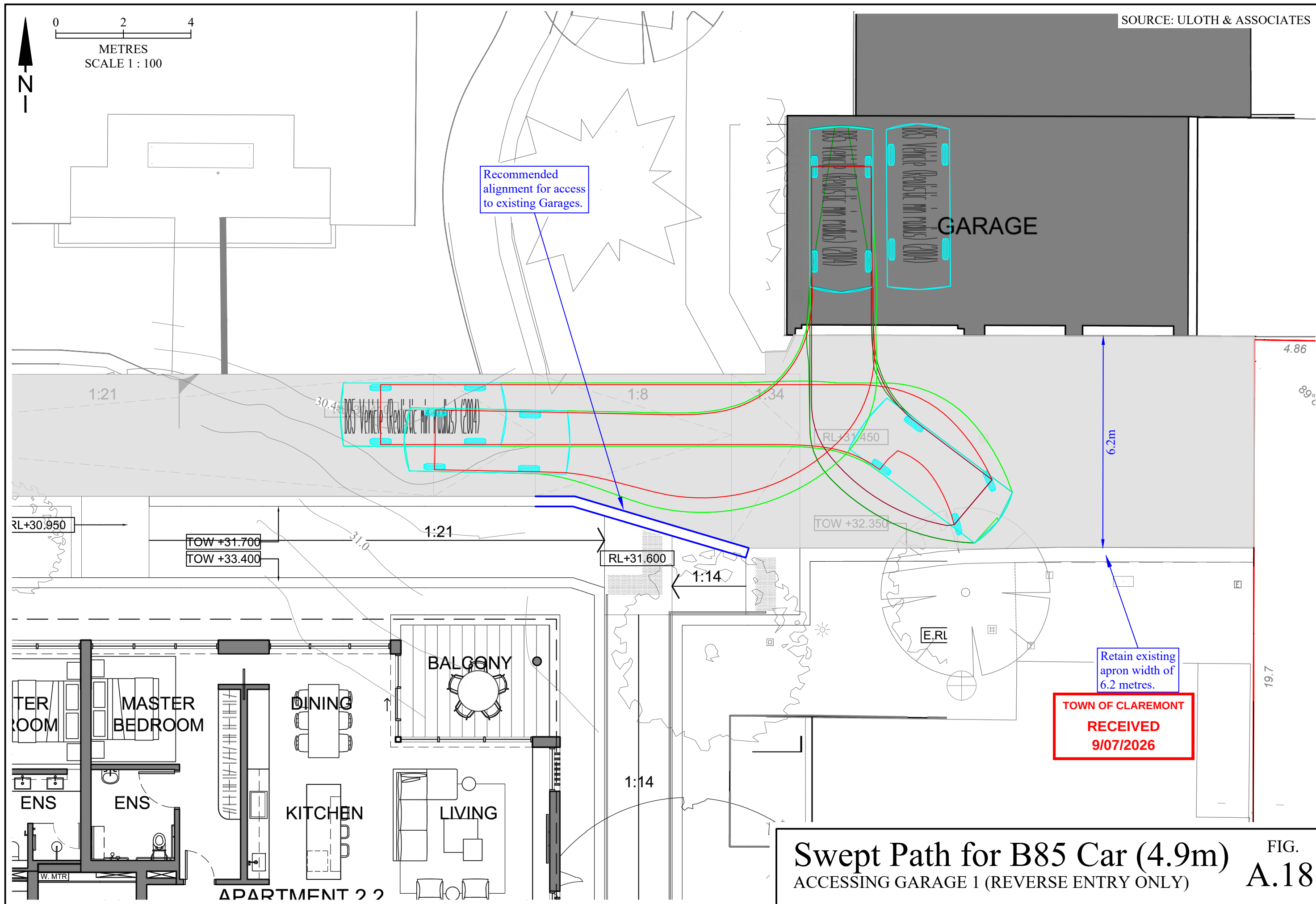
#### **A.6 SWEPT PATHS FOR CARS ACCESSING EXISTING GARAGES AT EASTERN END**

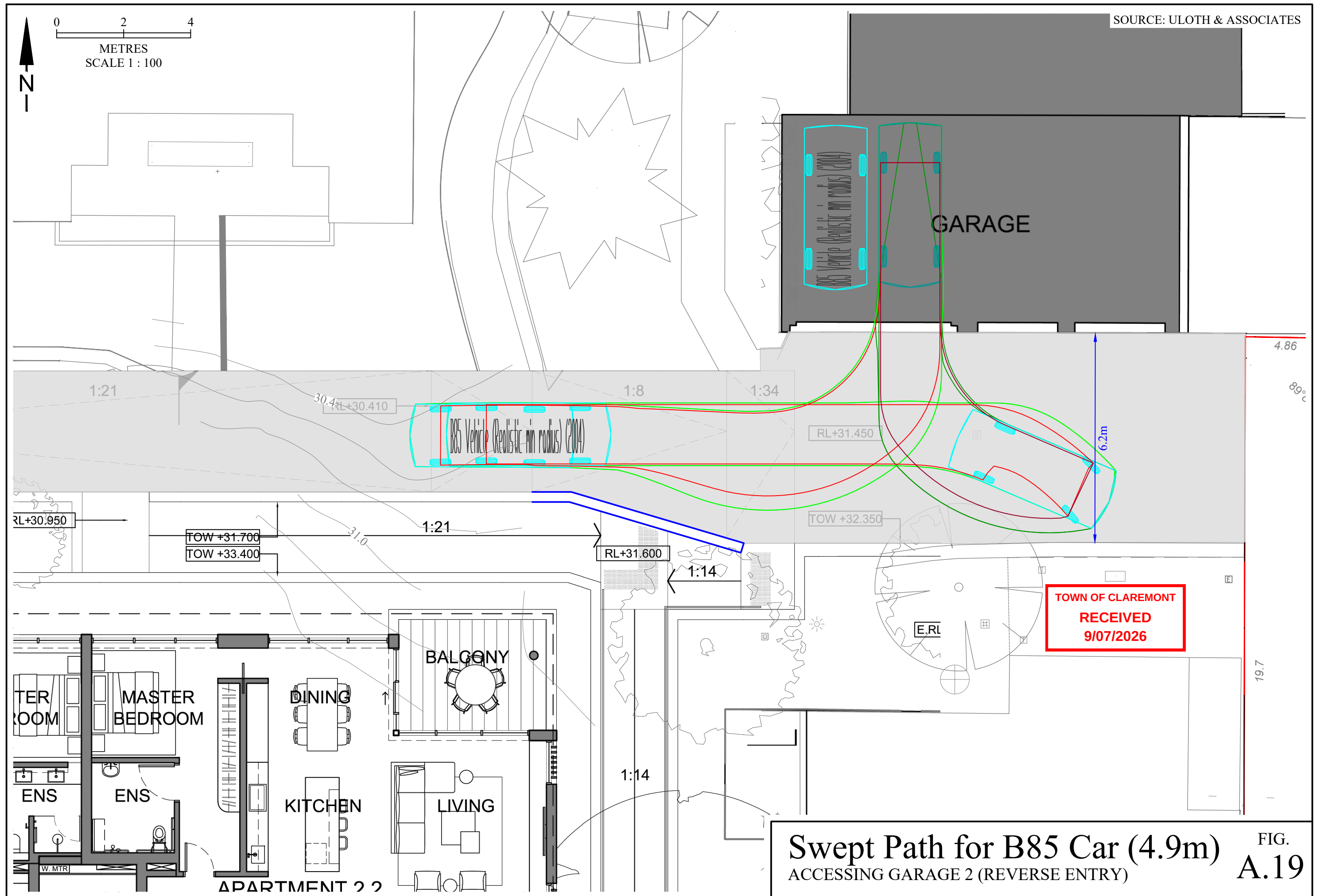
Figure A.17 shows a swept path diagram to confirm passing opportunities for cars accessing the proposed internal roadway leading to the existing garages at the eastern end.

Figures A.18 to A.20 show swept paths for a B85 Car accessing existing Garage parking spaces 1, 2 and 3, with each vehicle able to reverse into the parking space and then drive out. Figure A.21 then shows the swept path for a vehicle entering Garage 4, noting that multiple manoeuvres will again be required, while Figure A.22 shows the swept path for a vehicle exiting Garage 4.

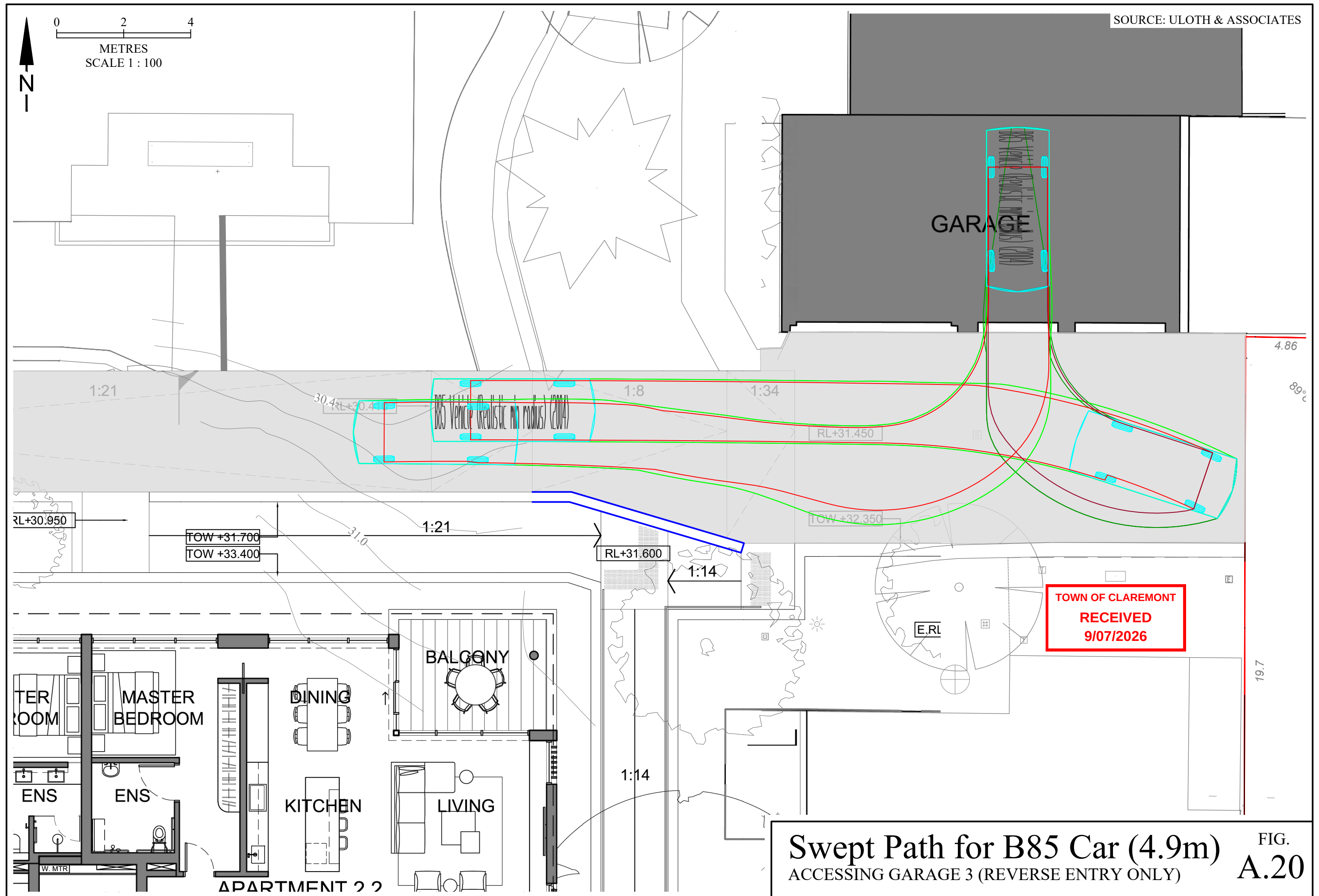


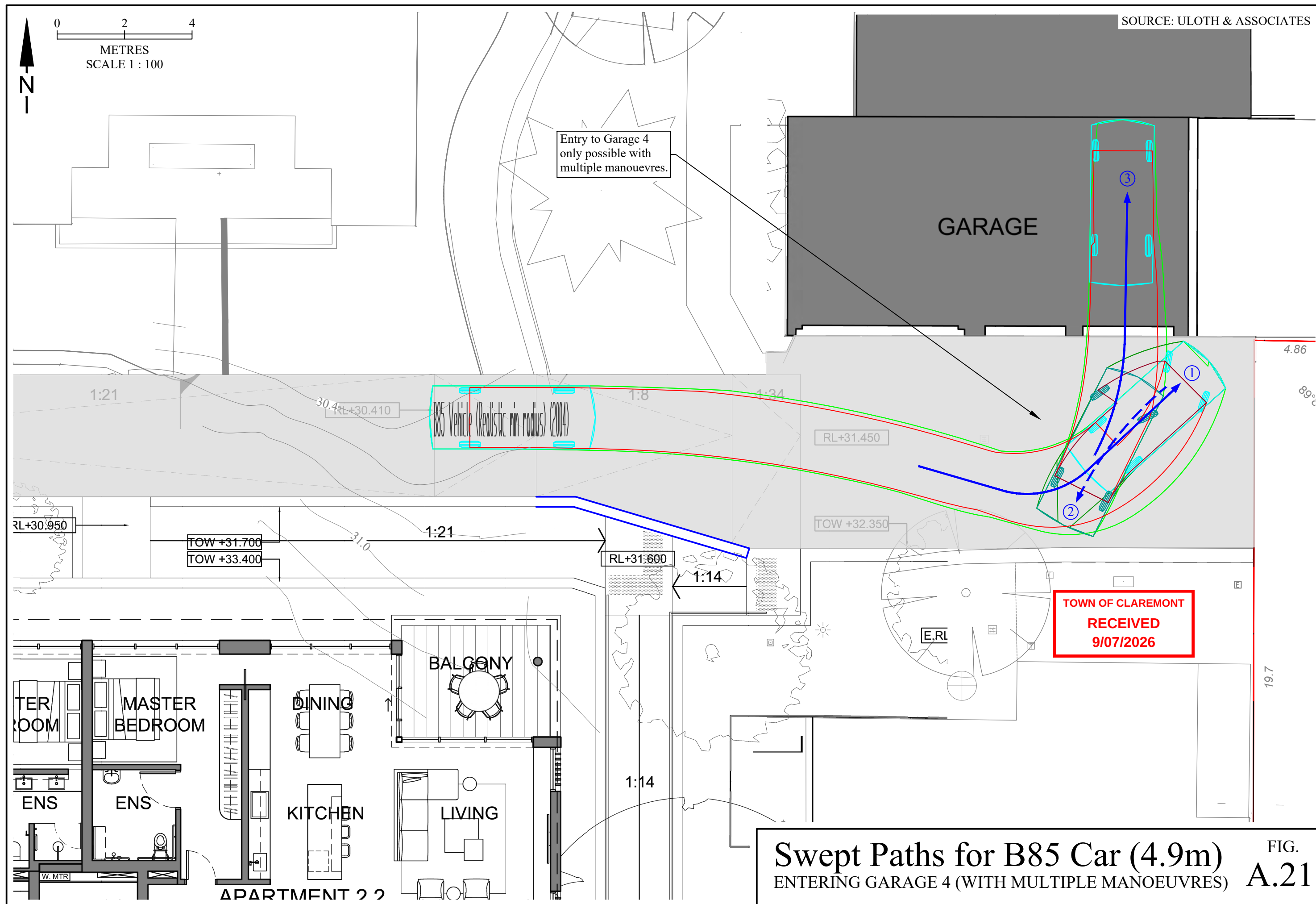




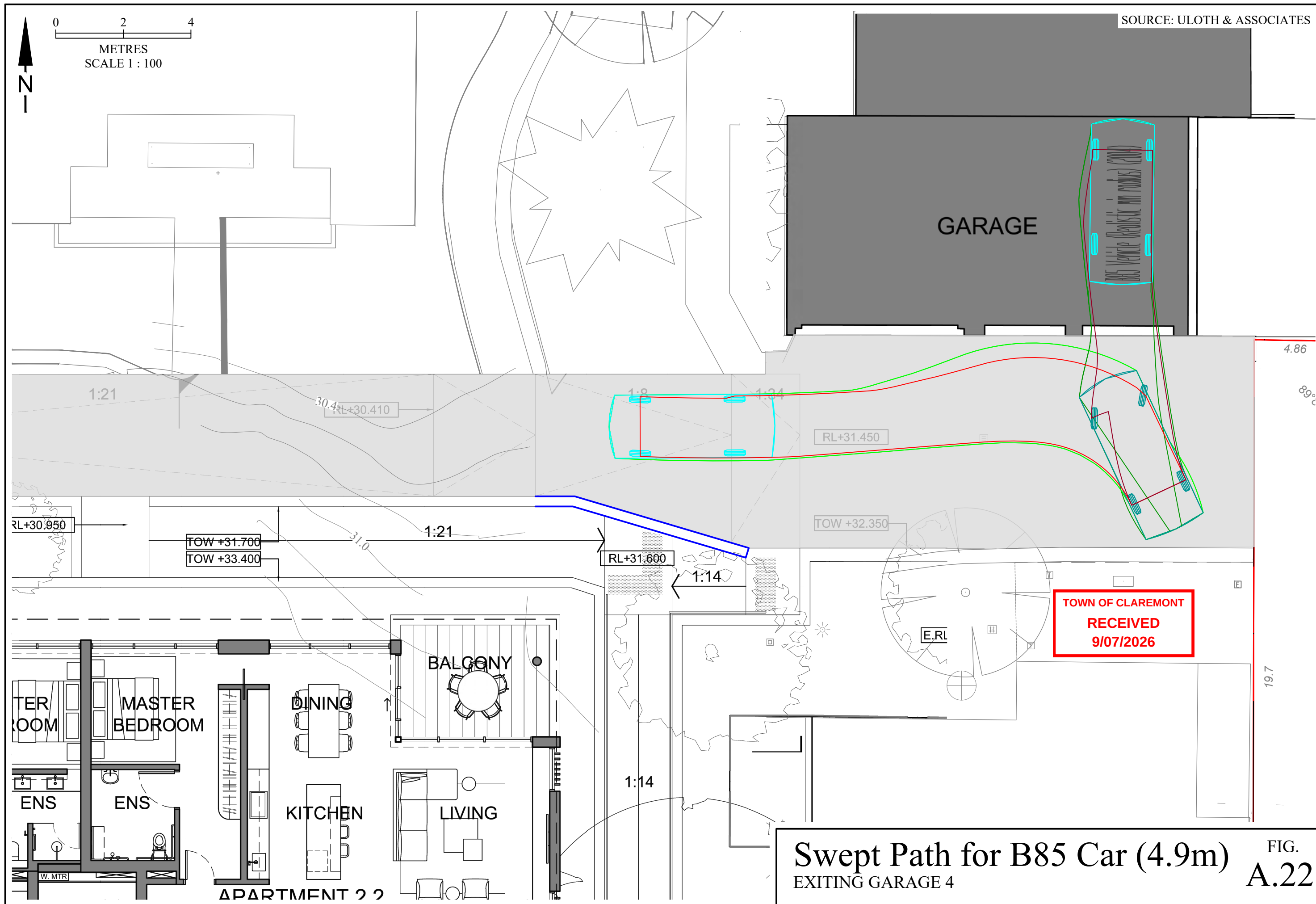












## **A.7 SWEPT PATHS FOR SERVICE VEHICLES**

Figure A.23 shows the swept path for a 10.1-metre Rubbish Truck accessing the proposed rubbish collection point within Albert Street north of Driveway 2.

Figure A.24 shows the swept path for a 8.8-metre Medium Rigid Vehicle accessing the proposed loading bay in Albert Street south of Kingsmill Street, confirming that the truck can drive both in and out of the loading zone in forward gear, as long as there is no car parked within the proposed drop-off bay. Figure A.25 then shows the alternative swept path for the 8.8-metre MRV if a car is parked within the drop-off bay, confirming that the truck will still be able to reverse into the loading bay.



