Proposed Gym Development

144 Kerosene Lane, Baldivis

Transport Impact Statement

PREPARED FOR:
Baldivis Property Investment Pty Ltd C/- Spera Property Group

August 2026

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Baldivis Property Investment Pty Ltd C/- Spera Property Group with regard to a proposed Gym development to be located at 144 Kerosene Lane, Baldivis in the City of Rockingham.

The subject site is bounded by Kerosene Lane to the north, residential buildings to the east, Chilvers Street to the south and McDonald Road to the west as shown in **Figure 1**.

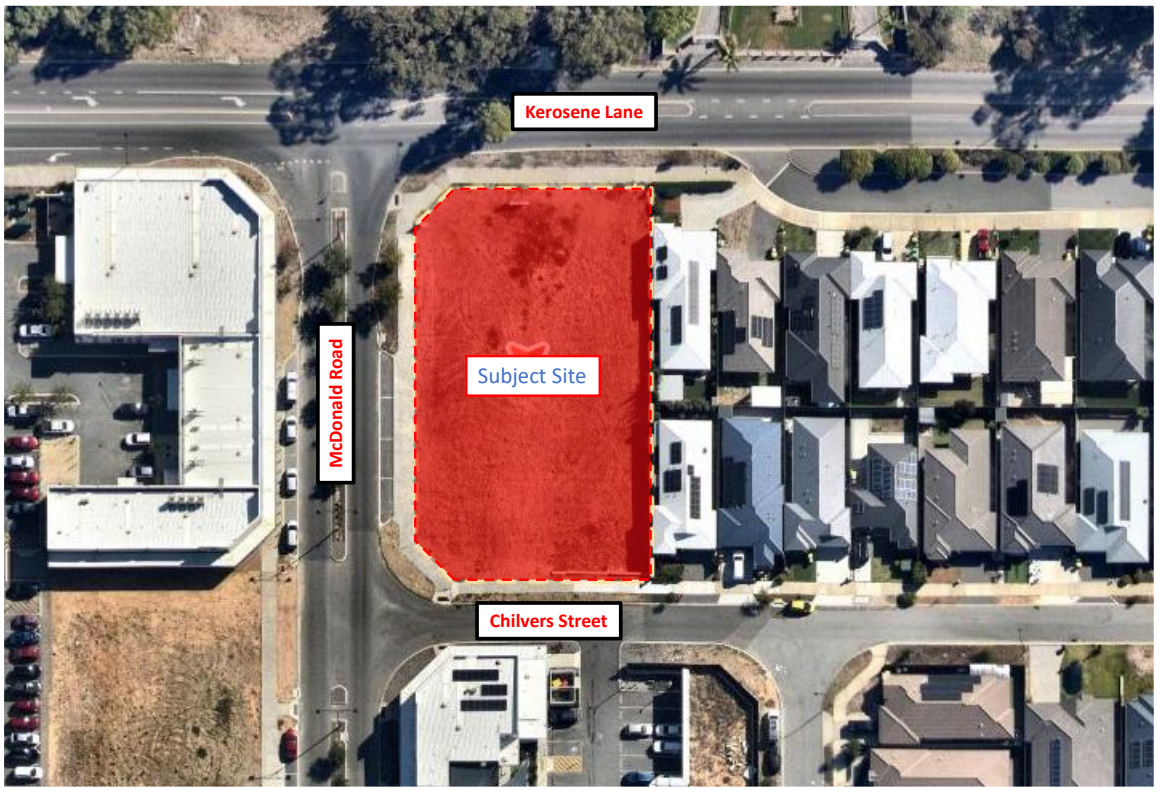


Figure 1: Location of the subject site

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic[1] and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 6.2 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

[1] *Between 10 and 100 vehicular trips per hour*

Key issues that will be addressed in this report include the traffic generation and distribution associated with the proposed development and access/egress movement patterns.

2 Proposed Development Site Plan

The subject site is currently vacant and is proposed to be developed into a 24/7 gym facility and associated car park. The breakdown of the floor area of the proposed gym development is detailed in **Table 1** .

Table 1: Proposed Development Floor Area

Type	Area (m^2)-GFA
Gym Ground Floor	536
Gym First Floor	1343
Amenities	92

Access to the gym car park is via a full-movement crossover on Chilvers Street. The access arrangement of the proposed gym development is further detailed in **Section 3.1** of this report.

A total of 46 on-site parking bays (including one ACROD bay) is proposed to address the parking demand of the proposed development, as detailed in **Section 3.2** of this report.

Refer to **Appendix A** for the plan of the proposed gym development.

3 Vehicle Access and Parking

3.1 Access

The access and egress arrangement for the proposed development comprises one proposed full-movement crossover on Chilvers street as shown in **Figure 2**. This crossover connects to the two-way internal driveway and the proposed parking bays. The location of the proposed crossover with respect to the proximity to the existing child care centre crossover on the other side of Chilvers Street is addressed later in this report.

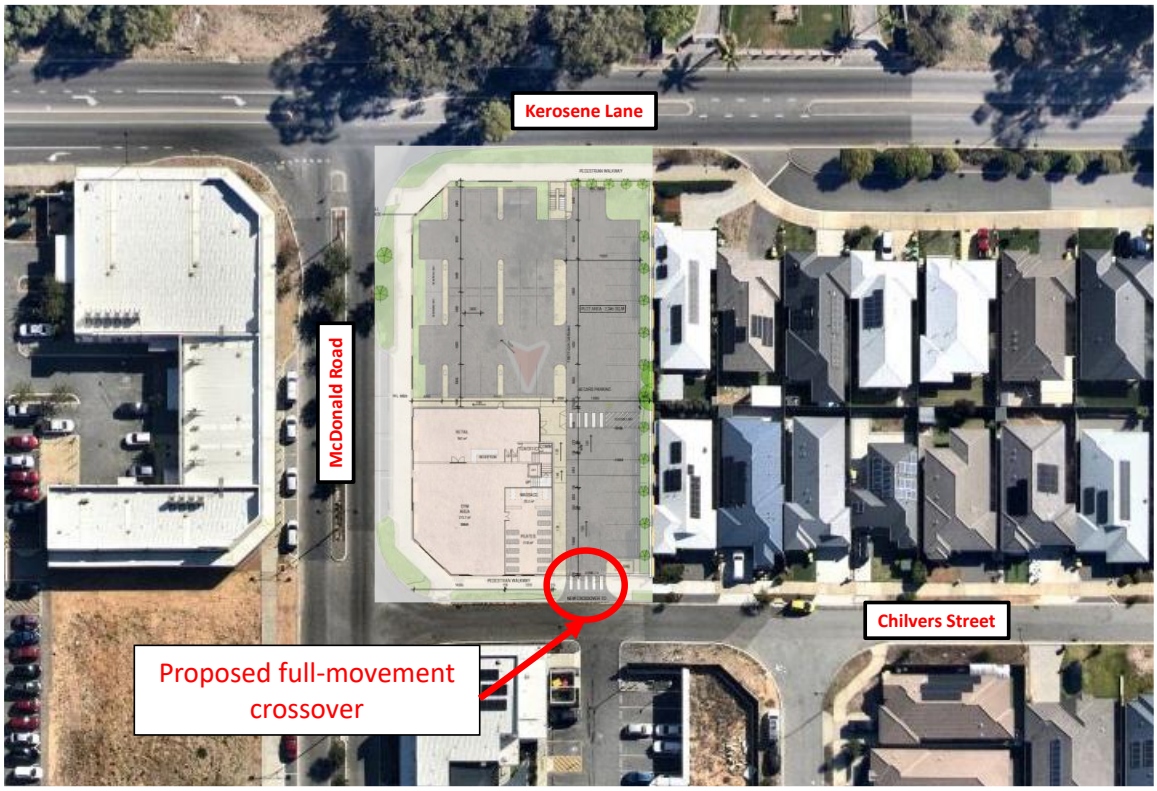


Figure 2: Proposed development crossover

3.2 Parking

As part of the development proposal, a total of 46 on-site parking bays (including one ACROD bay) is proposed to address the parking demand of the proposed development.

It should be noted that, under the City's planning framework, on-street parking bays adjoining the site can be included in the parking calculations. Therefore, when considering the four on-street parking bays along McDonald Road, the total parking provision for the site is 50 bays.

It is understood that, as per the City of Rockingham's *Town Planning Scheme No. 2*, the subject site falls within the *Health Studio* land use category, which requires one parking bay per 15m² of NLA. This results in a parking requirement of 132 bays for the proposed development.

Based on the information provided to Transcore by the operator, the proposed development is anticipated to accommodate approximately 60 patrons during peak hours. Applying the *Health Studio* parking rate would effectively result in approximately two parking bays per person present on the premises during the peak hour (5:00 PM to 6:00 PM). This parking provision is considered excessive and does not appear appropriate for the proposed development.

The proposed 46 on-site parking bays can accommodate approximately 1.5 patrons per bay, which represents a generous on-site parking provision. Additionally, the subject site is located within a Neighbourhood Centre, which includes on-street parking bays along McDonald Road and Sierra Parade within the walkable catchment of the subject site. These bays are expected to be available to gym patrons from 5:00 PM onwards.

Furthermore, based on the location of the subject site, it is anticipated that a proportion of patrons will walk to the gym or visit the gym as part of a multi-purpose trip. This would reduce the overall parking demand generated by the development and other uses within the neighbourhood centre.

It is considered more reasonable to assess the parking requirement based on the City of Rockingham's *Town Planning Scheme No. 2* provision for *Private Recreation* developments, which requires "one parking bay for every four persons the building is designed to accommodate."

As stated earlier, the proposed development is anticipated to accommodate approximately 60 patrons during peak hours. Accordingly, the development requires 15 parking bays under the Scheme. The proposed provision of 46 on-site parking bays therefore meets and exceeds the Scheme's parking requirement.

As an alternative approach WAPC adopted parking standards are used to calculate the parking demand for the proposed gym. Based on this standard the parking rate for Recreation-Private is adopted as shown in **Figure 3**.

Land Use	Minimum (all minimums are zero where already stated[10] or rates below)	Maximum
Medical Centre	2 spaces per practitioner	4 spaces per practitioner
Office	1 space per 200m² FA	1 space per 50m² FA
Place of Worship	1 space for every 8 persons accommodated	1 space for every 4 persons accommodated
Reception Centre	1 space for every 20 persons accommodated	1 space for every 5 persons accommodated
Recreation - Private	1 space for every 8 persons accommodated	1 space for every 2 persons accommodated
Restaurant/Cafe	1 space for every 10 persons accommodated within the public floorspace	1 space for every 3 persons accommodated within the public floorspace
Shop	1 space per 50m² FA	1 space per 20m² FA
Small Bar	1 space for every 10 persons accommodated	1 space for every 5 persons accommodated
Tavern	1 space per every 100m² of bar and public floorspace	1 space per every 10m² of bar and public floorspace
Veterinary Centre	2 spaces for each practitioner	4 spaces per practitioner

Figure 3: Parking rates (Extract from WAPC MANUAL Non-Residential Car Parking Rates in Perth and Peel – November 2024)

Therefore, the proposed development requires a minimum of 8 parking bays (1 space for every 8 persons accommodated) and a maximum of 30 parking bays (1 space for every 2 persons accommodated) in accordance with the *WAPC Manual for Non-Residential Car Parking*. The proposed provision of 46 on-site parking bays therefore meets and exceeds the WAPC maximum parking requirement.

4 Provision for Service Vehicles

A bin storage area is located at the southeastern corner of the subject site, as shown in the proposed development plan in **Appendix A**.

Waste collection will be undertaken on the verge by a private contractor. On collection days, the bins will be wheeled out to the designated area east of the crossover for on-verge collection.

It is proposed that the waste collection trucks use the Kerosene Lane, McDonald Road and Chilvers Street route to access the on-verge bin collection area.

Following waste collection, it is proposed that the waste collection truck use Chilvers Street, Desiree Drive and Kerosene Lane to exit the area.

It is proposed that waste collection servicing occurs outside the peak operating hours of the proposed gym facility.

5 Hours of Operation

The proposed development is a gym facility and as such the hours of operation will be consistent with other similar developments which operate 24/7, Monday to Sunday.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Development Trip Generation

The subject site is currently vacant and, therefore, does not generate any traffic.

6.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed gym development have been estimated based on the *ITE Trip Generation Manual,* ***12****th Edition* publication (Health/Fitness Club - 492), which provides daily, morning and afternoon peak hour trip rates. The trip rates which were used to estimate the proposed development traffic generation are as follows:

Health/ Fitness Club (492)

- Weekday daily: 30.02vpd per 1000sqft GFA/0.929 = 32.31vpd/ 100m^2 GFA;
- Weekday AM peak hour: 1.79vph per 1000sqft GFA/0.929 = 1.92vph/ 100m^2 GFA; and,
- Weekday PM peak hour: 3.77vph per 1000sqft GFA/ 0.929 = 4.05vph/ 100m^2 GFA.

Accordingly, it is estimated that the traffic generations for the proposed gym development with an overall floor area of 1,879m^2 are:

- Weekday daily: [32.31 x 1,879/100 (GFA)] = 608vpd; and,
- Weekday AM peak hour: [1.92 x 1,879/100 (GFA)] = 36vph; and,
- Weekday PM peak hour: [4.05 x 1,879/100 (GFA)] = 76vph.

It should be noted that the amenities are not standalone gym facilities and are therefore will not generate any additional traffic.

Thus, it is estimated that the proposed development would generate a total of approximately **608** daily vehicle trips with about **36** and **76** trips during the typical weekday AM and PM peak hours. These trips include both inbound and outbound trips.

It should be noted that the trip generation estimates are conservative. Given the proposed development's location and its excellent accessibility to surrounding residential areas by walking, the actual traffic generation is expected to be lower than the estimated values. However, to ensure a robust and conservative assessment, the trip generation estimates have not been discounted.

The peak hour split for inbound/ outbound traffic generation detailed **Table 2** was based on the following directional split assumptions for peak hours referenced from the ITE Trip Generation Manual:

Health/ Fitness Club (492):

- The morning (AM) peak hour split - 51%/49% for inbound/outbound trips respectively; and,
- The afternoon (PM) peak hour split - 57%/43% for inbound/outbound trips respectively.

Table 2. Estimated peak hour trips for the proposed gym development

Land Uses	Direction	Weekday Daily Traffic		Weekday AM Peak Hour Traffic		Weekday PM Peak Hour Traffic	
GYM	Inbound	50%	304	51%	18	57%	44
	Outbound	50%	304	49%	18	43%	32
Overall			**608**		**36**		**76**

6.3 Traffic Flow

Figure 4 illustrates assumed distribution over the local road network for the proposed development.

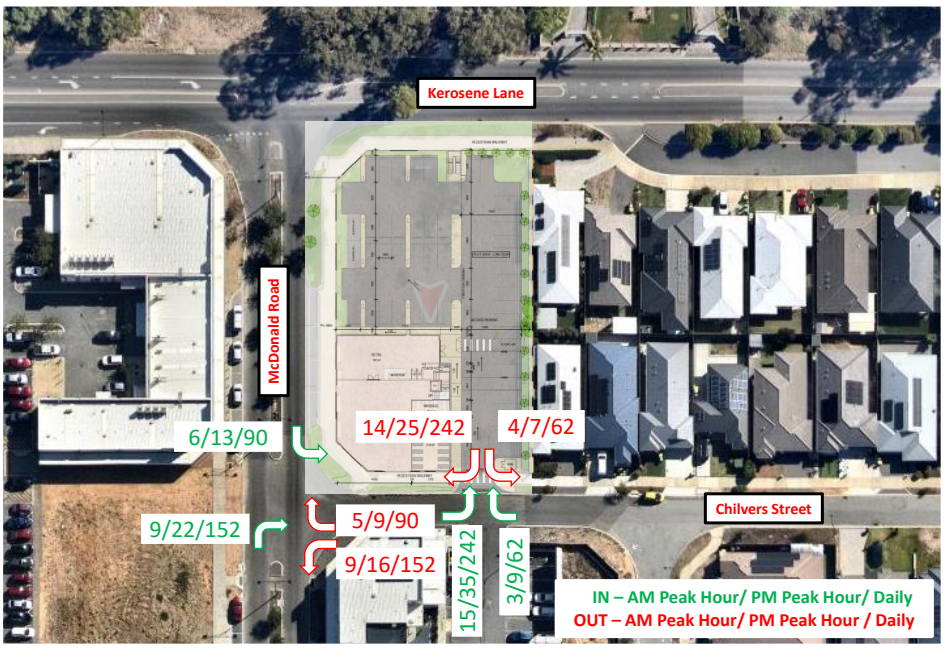


Figure 4: Estimated traffic movements for the proposed development

6.4 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (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 gym development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.

7 Traffic Management on the Frontage Streets

Figure 5 illustrates the road hierarchy of the surrounding roads based on the Main Roads WA *Road Information Mapping System*.

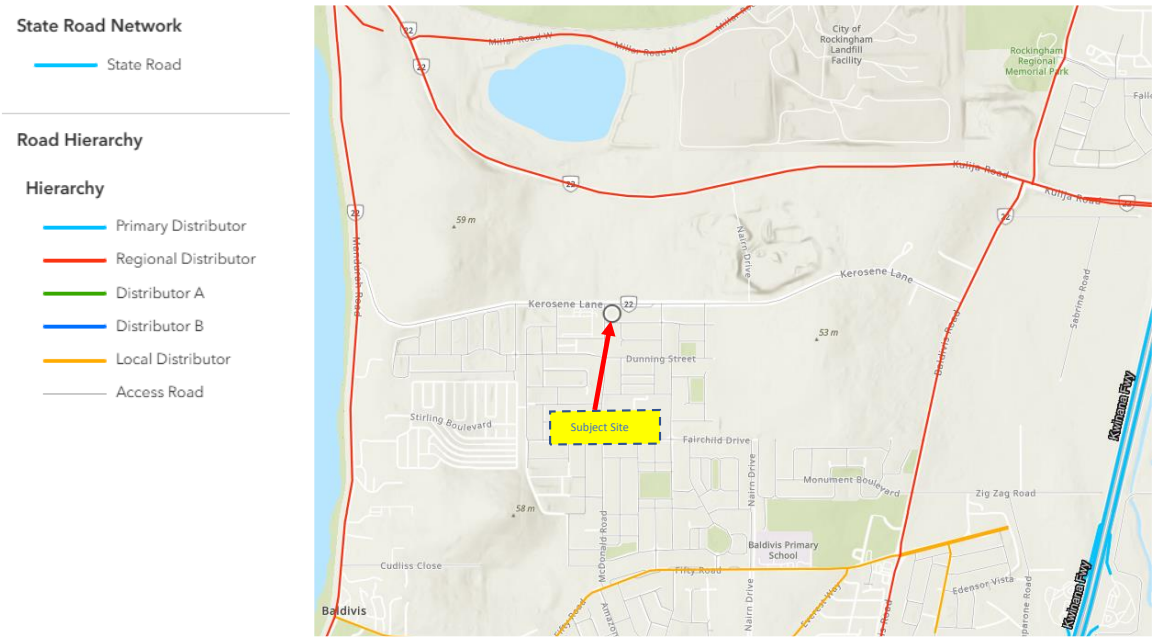


Figure 5: Existing road network hierarchy map (source: Main Roads WA)

Kerosene Lane, north of the subject site, is constructed as two 3.5m, single-lane carriageway separated by a 4.5m central median and 2.5m shared path fronting the subject site as shown in **Figure 6**.

Based on the Metropolitan Functional Road Hierarchy document (Main Roads WA), Kerosene Lane is classified as an "*Access Road*" and is under care and control of the City of Rockingham. It operates with a sign-posted speed limit of 60km/h in the vicinity of the subject site.



Figure 6. Kerosene Lane in the vicinity of the subject site

McDonald Road, located to the west of the subject site, features a 10m carriageway, divided by a 2m solid median and entails 2.5m shared paths on both sides. On-street parking bays are available on either side of the road. The intersection of McDonald Road and Kerosene Lane is designed as a priority-controlled T-intersection, including a right turn lane on Kerosene Lane (refer Figure 7).



Figure 7. McDonald Road in the vicinity of the subject site

Chilvers Street, located to the south of the subject site, features a 6m carriageway, with one lane in each direction of traffic with a shared path fronting the subject site. The intersection of McDonald Road and Chilvers Street is designed as a priority-controlled T-intersection. (refer **Figure 8**).



Figure 8. Chilvers Street in the vicinity of the subject site

8 Public Transport Access

According to the current Transperth bus network map, the closest bus route to the subject site is Transperth route 568 as shown in **Figure 9**. The nearest bus stop is approximately 160m south of the subject site on Sierra Parade. The Transperth 568 (Warnbro - Baldivis North) bus serves 20 bus stops in the area departing from Warnbro Station and ending at Sierra Pde / McDonald Rd.

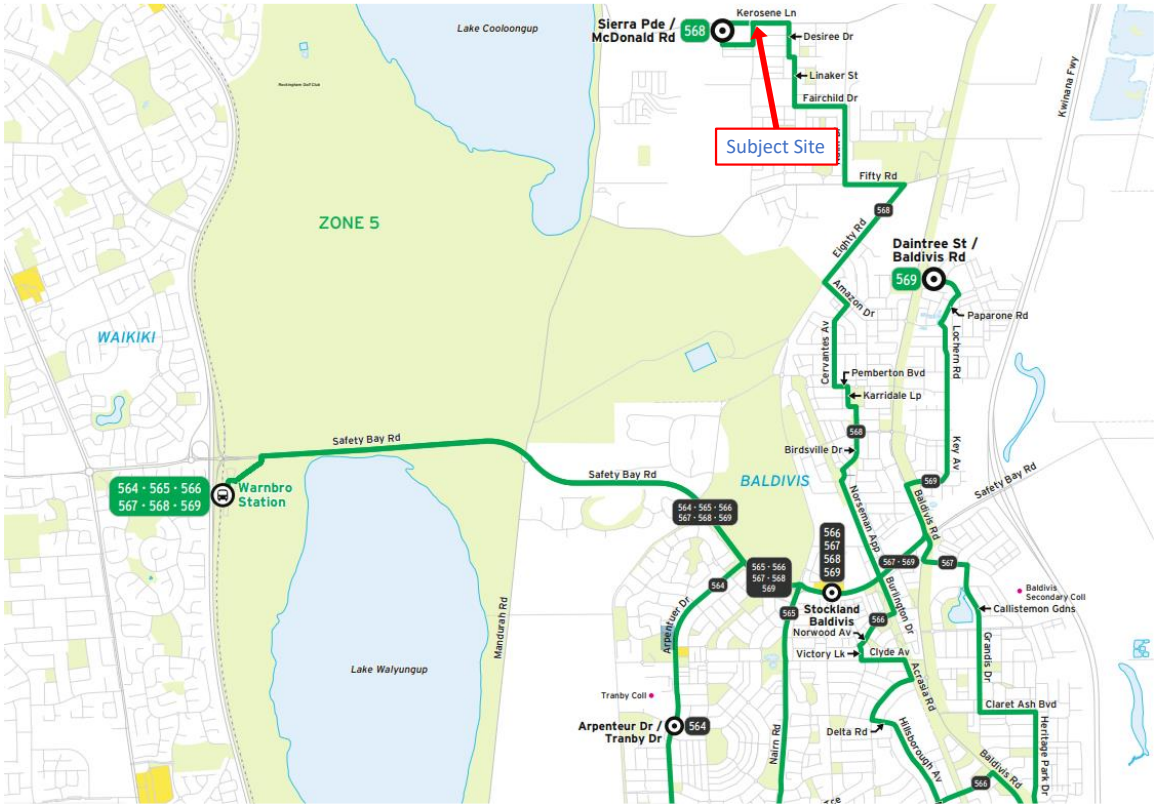


Figure 9: Public transport services – Bus route 568 (Transperth Maps)

9 Pedestrian and Cycle Access

2.5m wide shared paths have already been constructed along all frontages of the existing lot including Chilvers Street, McDonald Road and Kerosene Lane. The existing shared paths near the subject site are connected seamlessly to the surrounding shared path network in the area.

10 Site Specific Issues

The proposed development crossover is almost opposite the existing child care centre crossover on the other side of Chilvers Street. The proposed gym will operate 24/7 and therefore its patronage and traffic generation will be spread over 24 hours.

The child care centre morning peak hour is between 8:00 AM to 9:00 AM and afternoon peak hour is 3:00 PM to 4:00 PM. These peak hours are generally outside the gym peak patronage hours which in the morning is prior to 8:00 AM and in the afternoon is after 5:00 PM.

As a result, no significant traffic conflicts between the proposed gym and the existing child care centre are anticipated.

No other site-specific issues have been identified within the scope of this assessment for the proposed development.

11 Safety Issues

Information from the Main Roads WA website indicates that no crashes have been recorded at the intersections of Chilvers Street/McDonald Road and McDonald Road/Kerosene Lane, or in the vicinity of the subject site, over the five-year period ending December 2025.

No specific safety issues have been identified within the scope of this assessment for the proposed development.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Baldivis Property Investment Pty Ltd C/- Spera Property Group with regard to a proposed Gym to be located at 144 Kerosene Lane, Baldivis in the City of Rockingham.

The Development Application (DA) proposes a 24/7 gym and associated car park. The development entails a two-storey building and 46 on-site parking bays is proposed.

The proposed access and egress arrangement for the proposed development comprises one full-movement crossover on Chilvers Street.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development would have an insignificant impact on the surrounding road network.

No particular safety or site-specific issues have been identified for the proposed development within the scope of this assessment.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

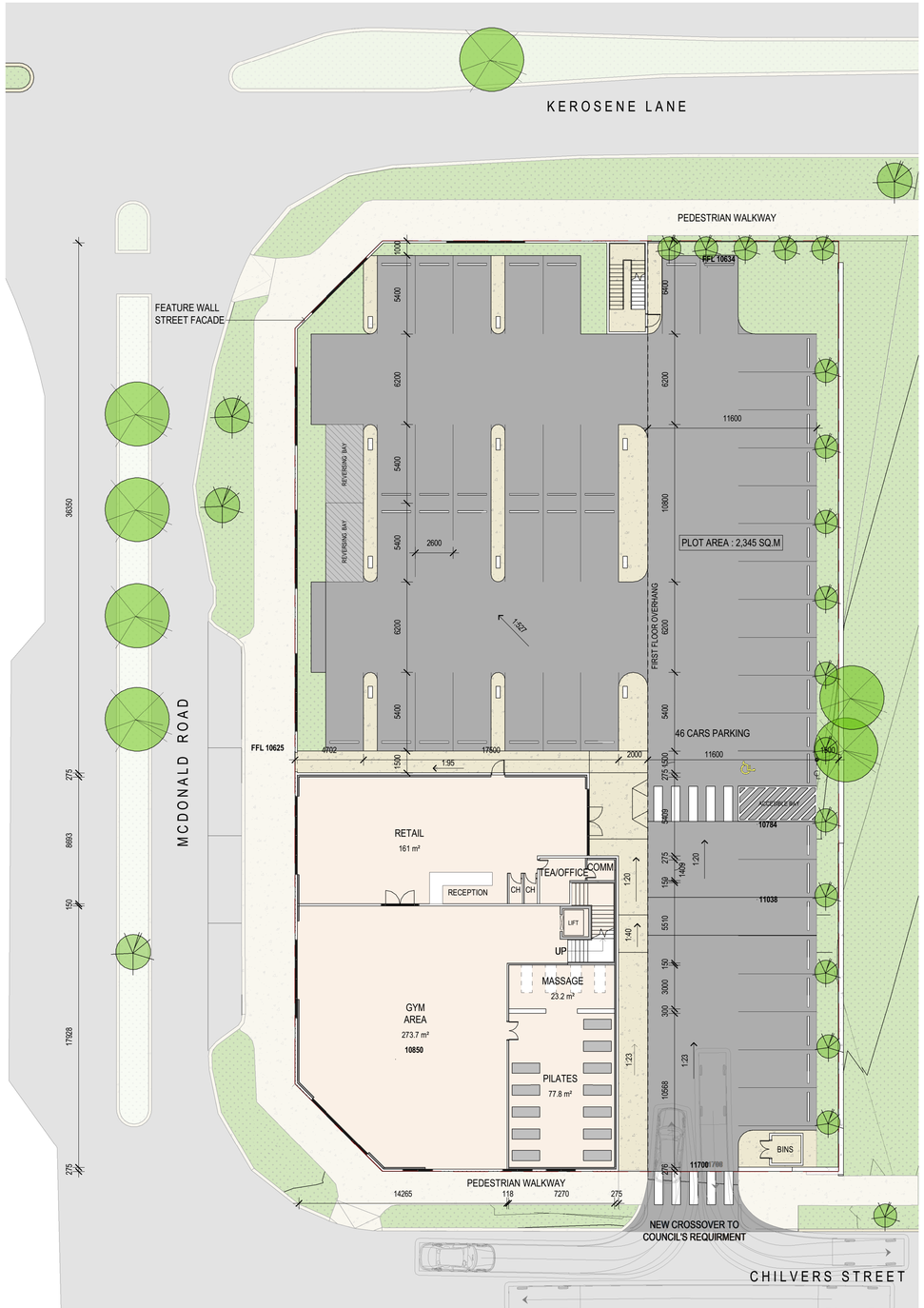
Appendix A

PROPOSED DEVELOPMENT PLAN

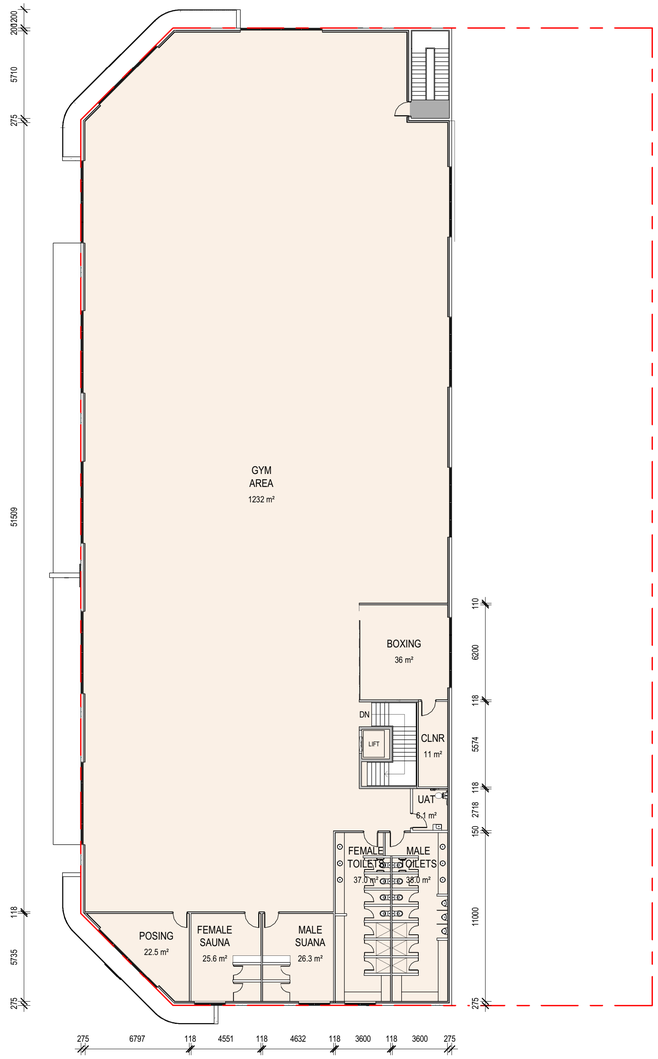
NOTE
CONCEPT PLAN ONLY.
SUBJECT TO SURVEY,TRAFFIC, PLANNING, ACOUSTIC, ARBORIST & SITE SERVICES REVIEW.

BOUNDARY DIMENSIONS TAKEN FROM TITLE (TO BE VERIFY).

ALL AREAS MEASURED TO THE OUTSIDE FACE OF EXTERNAL WALLS.



1 - SITE PLAN.
1 : 200



2 - LEVEL 1
1 : 200

INTERIM ISSUE ONLY
DATE. 05.08.2026

N

PROPOSED FLOOR PLANS

SK-03

34.26 RYDERWEAR BALDIVIS
MCDONALD ROAD, BALDIVIS,WA
REVISION F PROJECT NO. 34.26 DATE 05.08.2026

Hodge Collard Preston
ARCHITECTS