



Aegis Lincoln Park Redevelopment, Highgate Transport Impact Statement

PREPARED FOR:
Aegis Group

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Aegis Group with regards to the proposed redevelopment of the existing Aegis Lincoln Park aged care facility located at 19 Wright Street in Highgate, City of Vincent. The subject site is situated at the southwest corner of the existing Lincoln Street/Wright Street intersection as shown in **Figure 1**.

The subject site is located about 1km northeast of the Perth CBD and a short distance north of HBF park stadium.



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 traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*.

¹ Between 10 and 100 vehicular trips per hour

Section 6.1 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 (TIS)* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the traffic associated with the proposed redevelopment, access and egress movement patterns and parking supply.

2 Proposed Redevelopment

The Aegis Lincoln Park Master Plan proposes redevelopment of the entire aged care facility at the subject site in three discrete stages. Once fully implemented, the Master Plan will deliver an integrated aged care precinct with a shared basement car parking facility. The indicative staging plan is illustrated in **Figure 2**.

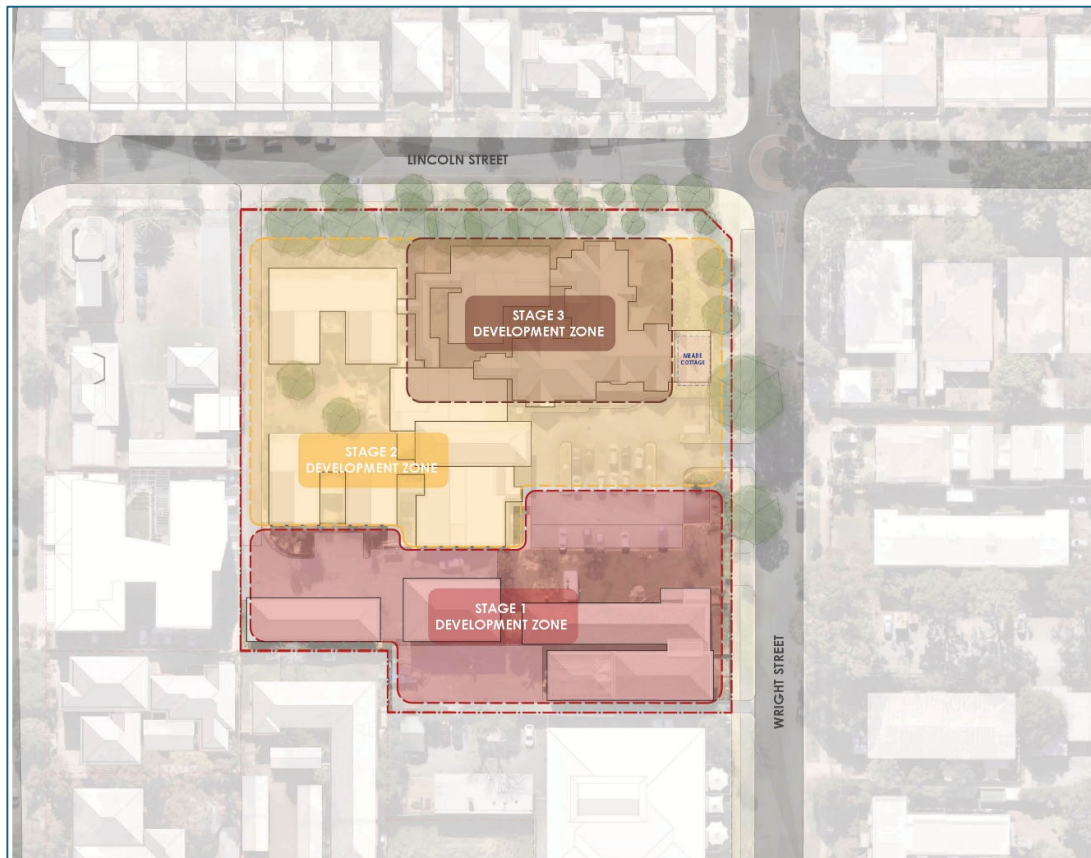


Figure 2: Aegis Lincoln Park – Staging Plan

This assessment however focuses on Stage 1 of the redevelopment project, which occupies an area at the southern side of the site. The Stage 1 development application includes demolition of the existing four vacant brick and tile buildings and their replacement with a six-storey aged care building comprising 147 beds with ancillary facilities and parking.

Specifically, the proposed Stage 1 development comprises:

- A total of 147 single-bedroom units;
- Living areas including dining, lounge and sitting;
- Support facilities including therapy, office, servery and nurse station.

A total of 75 parking bays for staff and visitors will be provided across the site in form of 41-bay basement car park and 34 open-air parking. The basement car park is proposed to be accessed via a new Wright Street crossover which will be constructed to serve the development.

This car park will ultimately be expanded to integrate with the future Stage 2 and 3 basement car parks which will serve the entire aged care precinct.

Once fully redeveloped, the new Aegis Lincoln Park aged care facility will be serviced via a shared service/loading area located at the southeast corner of the site.

Principal pedestrian access into the Stage 1 will be facilitated from Wright Street frontage with secondary access via internal service yard connection.

The Stage 1 development plans are included in [Appendix A](#).

3 Vehicle Access and Parking

3.1 Access

Access to the Stage 1 basement car park is proposed via a new 6.0m-wide two-way ramp connected to a full-movement crossover on Wright Street.

The new Wright Street crossover is proposed approximately 20m south of the existing ground-level car park access, around midway between the Lincoln Street and Bulwer Street intersections.

The visitor and additional staff parking areas will be accessible via existing crossovers on Wright Street (visitor parking) and Lincoln Street (additional staff parking).

Ultimately, once the Master Plan is fully in place the existing Wright Street car park crossover will be removed.

3.2 Parking

3.2.1 Car Parking

According to the advice provided to Trancore, there is no specific statutory car parking requirement set out for this type of development in the TPS (i.e., “aged care”).

However, based on the advice provided to Trancore, the City has previously referred to a 1bay per 3 beds rationale for parking supply at these types of developments, which is generally consistent with the operator’s own experience.

Accordingly, applying the same rationale, the proposed 75 car bay provision exceeds the 1bay per 3 beds strategy and is therefore considered adequate in this case.

3.2.2 Bicycle Parking

According to the advice provided to Trancore, there is no statutory bicycle parking requirement set out for this type of development.

No bike parking or associated end-of trip facilities are contemplated for Stage 1 of the development.

4 Provision for Service Vehicles

The Stage 1 of the development proposal is intended to be served by the service area provided as part of the Stage 1 works at the southwest corner of the site. This service area will ultimately be shared by all three stages of the Master Plan.

The planned shared service area is effectively a redesign of the existing facility that will retain its current access arrangement which comprises a 60m-long single-lane accessway along the western site boundary connecting to a full-movement crossover to Lincoln Street at the western end of the site. The accessway is approximately 4.0m wide and can accommodate only one-way traffic at any given time.

A turn path analysis was undertaken for a 10m-long waste collection vehicle, which is understood to be the largest vehicle accessing the site. The analysis confirms the internal service yard area is suitable to accommodate 10m-long MRV manoeuvring in and out of the service bay.

The relevant turn path plans are provided in [Appendix B](#).

The proposed design of the service area and access system suggests that suitable traffic management measures will need to be implemented in this case to support operation of the facility in order to address the physical and operational constraints.

5 Hours of Operation

This is a residential type of development in nature and as such will be operational 24/7.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

The daily and peak hour trip rates for the proposed aged care development were derived from the *New South Wales Guide to Transport Impact Assessment Ver 1.1* publication using the applicable *Housing for Seniors* trip rate based on number of dwellings. The trip rates provided in this publication are based on dwellings rather than beds or rooms; however, in order to ensure a robust assessment, the trip rates have been applied on per bed/room basis.

Accordingly, it is conservatively estimated that the proposed aged care facility would generate approximately 352 total daily trips with 34 trips (inbound and outbound) during both morning² and afternoon peak hours.

The traffic distribution detailed in **Table 1** assumes typically residential 25/75 and 66/34 directional in/out split assumptions for AM and PM peak hour periods.

Table 1: Peak hour trips for the development

Peak Period	Direction	Traffic Split	Total Peak Hour Trips
AM Peak	Inbound	8	34 trips
	Outbound	26	
PM Peak	Inbound	22	34 trips
	Outbound	12	

6.2 Trip Distribution

Considering the location of the subject site, available access and egress routes to and from the site, the anticipated directional trip distribution of the development-generated traffic is assumed as follows:

- A total of 50% of traffic to/from the north direction along Wright Street;
- A total of 50% of traffic to/from the south direction along Wright Street;

Accordingly, the estimated directional distribution of development-generated trips is illustrated in **Figure 3**.

² The morning peak hour trip rates are not specified in the relevant publication hence the afternoon peak trip rate was applied in this case



Figure 3. Estimated traffic movements for the proposed Stage 1 development – AM peak/PM peak

6.3 Impact on Surrounding Roads

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

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent 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 per cent 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.”

As detailed in [Section Error! Reference source not found.](#), the proposed development will not increase traffic on any local road on the surrounding road network anywhere near the 100vph threshold, therefore it is concluded that the impact of the Stage 1 development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

7.1 Surrounding Road Network

Both **Wright Street** and **Lincoln Street**, in the vicinity of the subject site, are wide single carriageway, two-lane roads with pedestrian footpaths along both sides of the road. A 3-hour on-street parking limit is in place along both sides of the roads. Refer **Figure 4** to **Figure 6**.



Figure 4. Southbound view along Wright Street in vicinity of the site

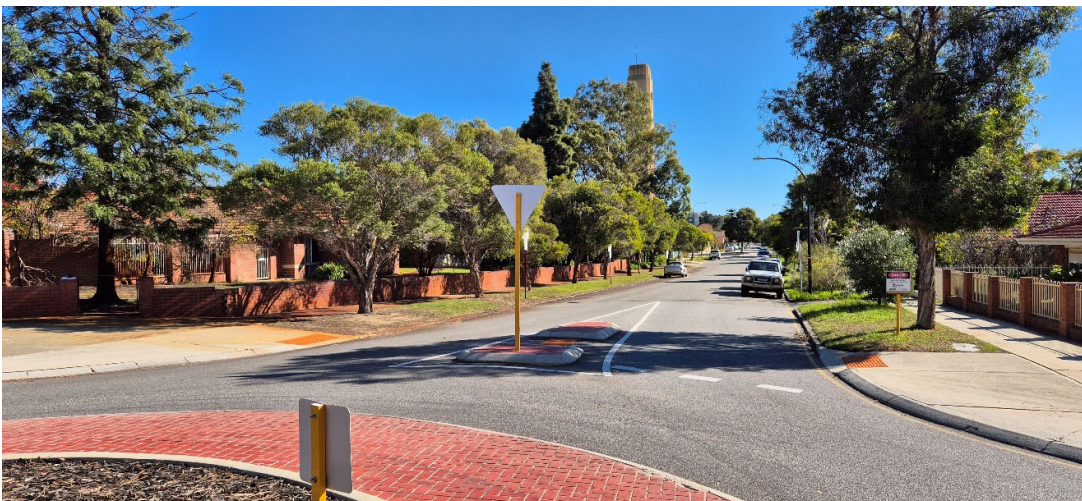


Figure 5. Westbound view along Lincoln Street in vicinity of the site

Both Wright Street and Lincoln Street are classified as Access Roads under the Main Roads WA *Perth Metropolitan Area – Functional Road Hierarchy* document. Both roads operate under the 40km/h town centre speed limit zone regime.

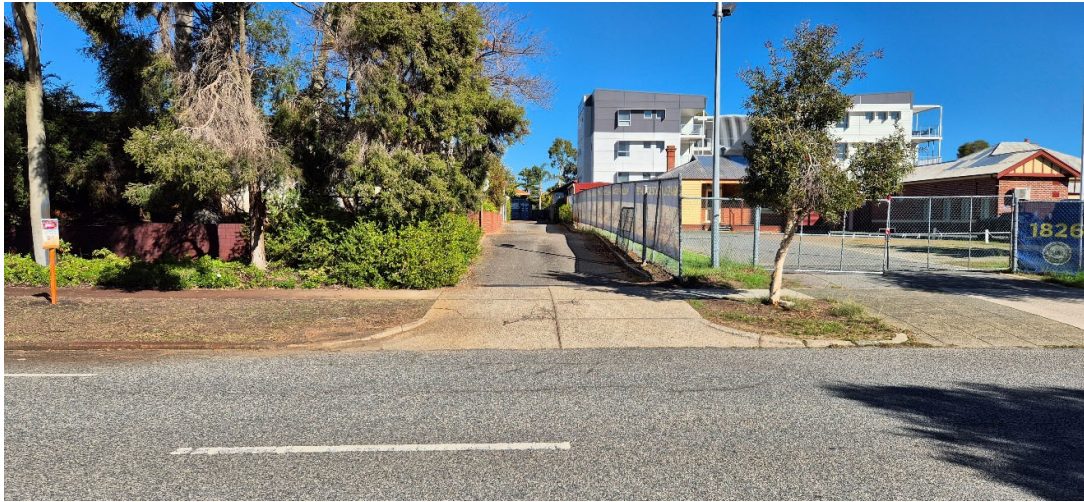


Figure 6. View along existing service access corridor on Lincoln Street

Immediately adjacent to the subject site, Wright Street and Lincoln Street form a four-way roundabout intersection.

7.2 Existing Traffic Volume on Roads

There are no recent available traffic count data for Lincoln Street and Wright Street. It however is estimated that, based on the site observations, both roads presently carry traffic volumes significantly under the 3,000vpd desirable maximum daily traffic volume threshold for Access Street type of roads.

7.3 Crash Data

Information available on Main Roads WA *Crash Map* web tool provides crash statistics for roads and intersections during the five-year period ending in December 2025.

The latest available crash records indicate no crashes along the two site frontages including the constituent Wright Street/Lincoln Street intersection in the last five-year period.

8 Public Transport Access

The subject site has excellent coverage by a number of bus services which operate along Lord Street and Beaufort Street terminating at Elizabeth Quay Bus Station and Perth Busport with bus stops within comfortable walking distance from the subject site.

The subject site also has reasonably convenient access to the East Perth Train Station, which is also located within comfortable walking distance from the subject site. Refer **Figure 7** for more details.



Figure 7. Local public transport service map (source: Transperth Maps)

9 Pedestrian & Cyclist Access

Pedestrian access to the subject site is provided directly from the existing footpaths along Lincoln Street and Wright Street. Pedestrian crossings are available at the adjacent Lincoln Street/Wright Street roundabout, supporting safe and convenient access between the site and nearby bus stops.

Lincoln Street is classified as a “Good Road Riding Environment” and connects to the local shared path and Continuous Cycling Path network. Bulwer Street also includes on-street cycle lanes. Refer [Figure 8](#) for further details.

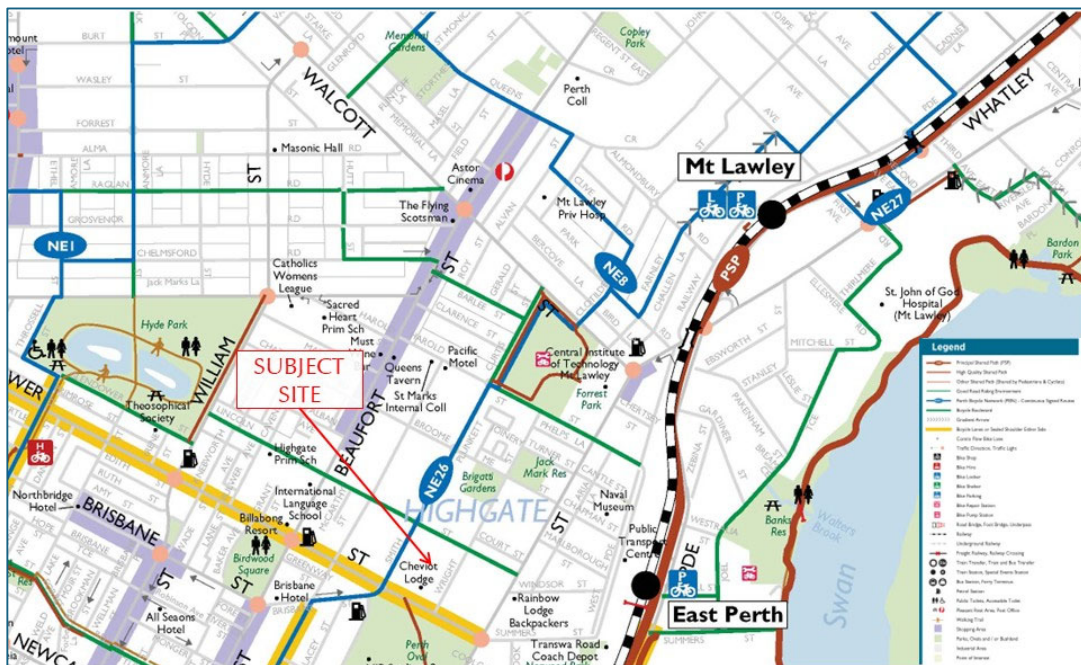


Figure 8: Perth Bike Map (source: Department of Transport)

10 Site Specific Issues

No specific issues have been identified with respect to the proposed Stage 1 development.

11 Safety Issues

No safety issues were identified within the scope of this assessment.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Aegis Group with regards to the proposed redevelopment of the existing Aegis Lincoln Park aged care facility at 19 Wright Street in Highgate, City of Vincent.

The Aegis Lincoln Park Master Plan proposes redevelopment of the entire aged care facility occupying the subject site in three discrete stages. However, this TIS focuses on Stage 1 of the redevelopment project only which occupies an area at the southern side of the site.

The Stage 1 development application includes demolition of the existing four vacant brick and tile buildings and their replacement with a six-storey aged care building comprising 147 beds with ancillary facilities.

A total of 75 parking bays for staff and visitors will be provided across the site combining 41-bay basement car park and 34 open-air parking. The basement car park is proposed to be accessed via a new Wright Street crossover.

It is estimated that, Stage 1 of the Aegis Lincoln Park redevelopment would generate a maximum of about 352 total daily trips with up to 34 trips (inbound and outbound combined) during morning and afternoon peak hours. This level of traffic impact is estimated to be moderate and well below the critical impact threshold.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed Stage 1 Aegis Lincoln Park redevelopment.

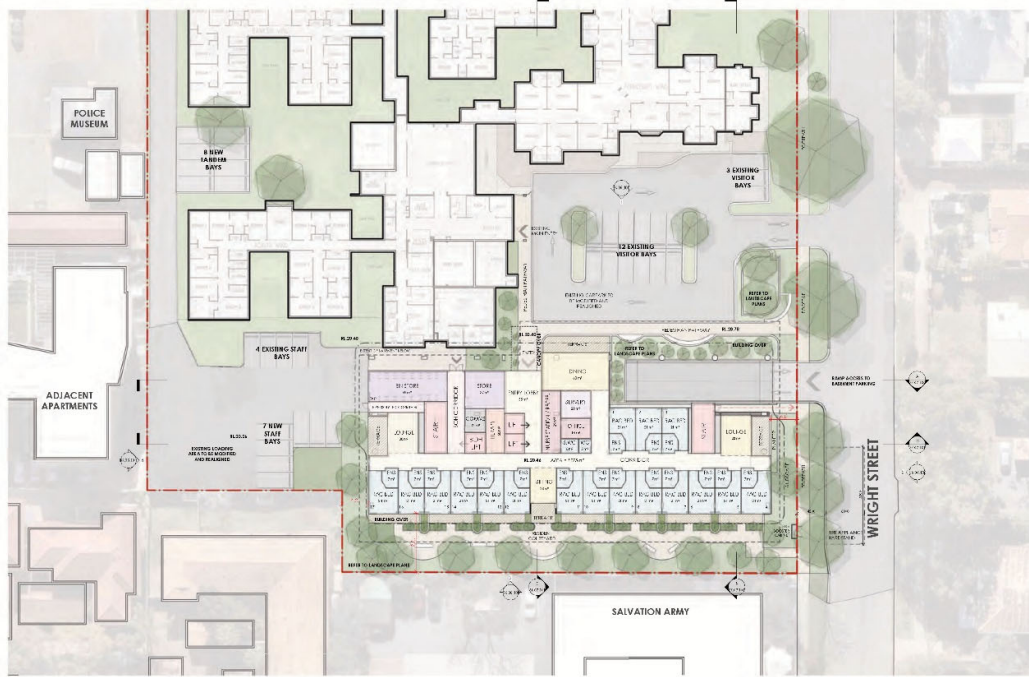


Appendix A

PROPOSED DEVELOPMENT PLANS







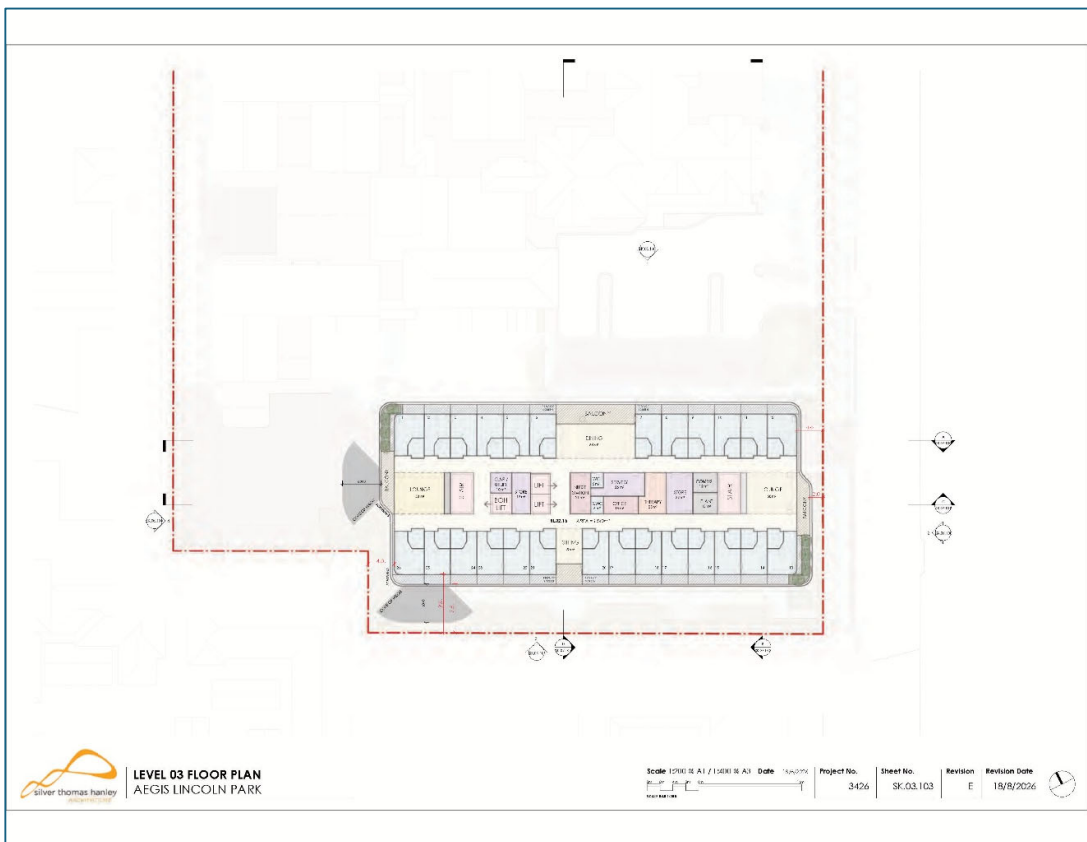
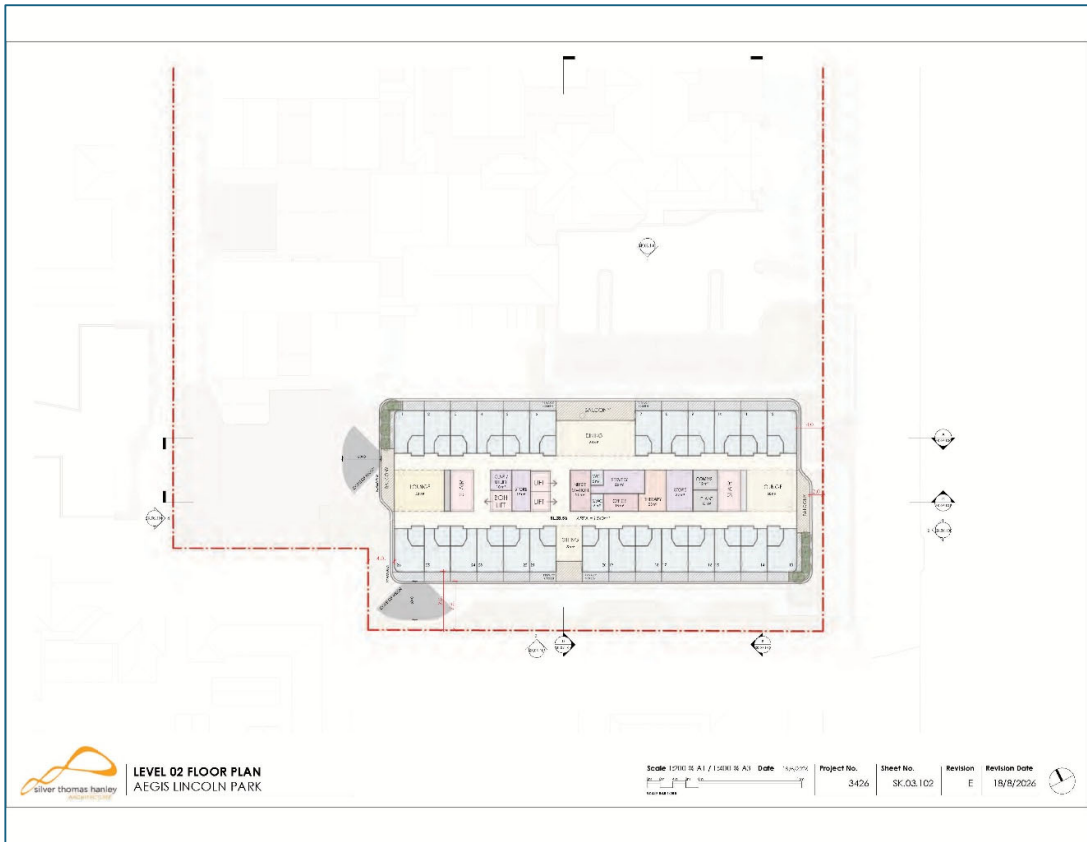
GROUND FLOOR PLAN
AEGIS LINCOLN PARK

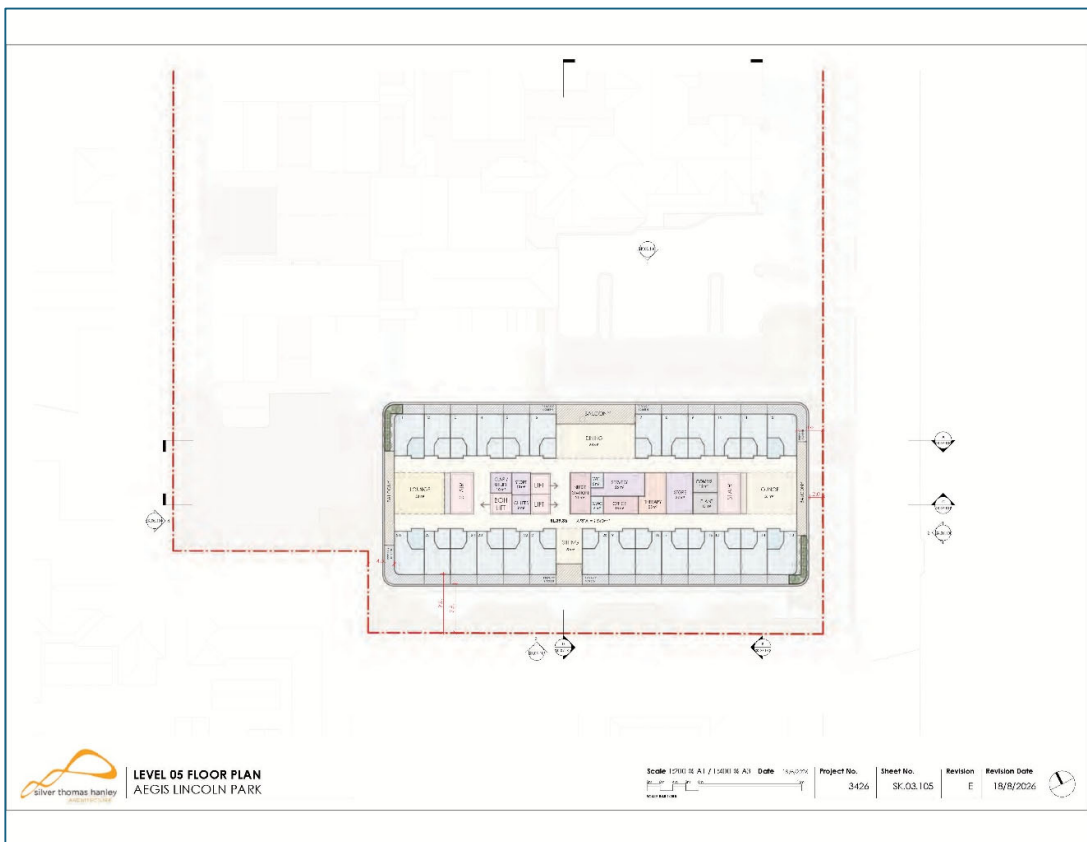
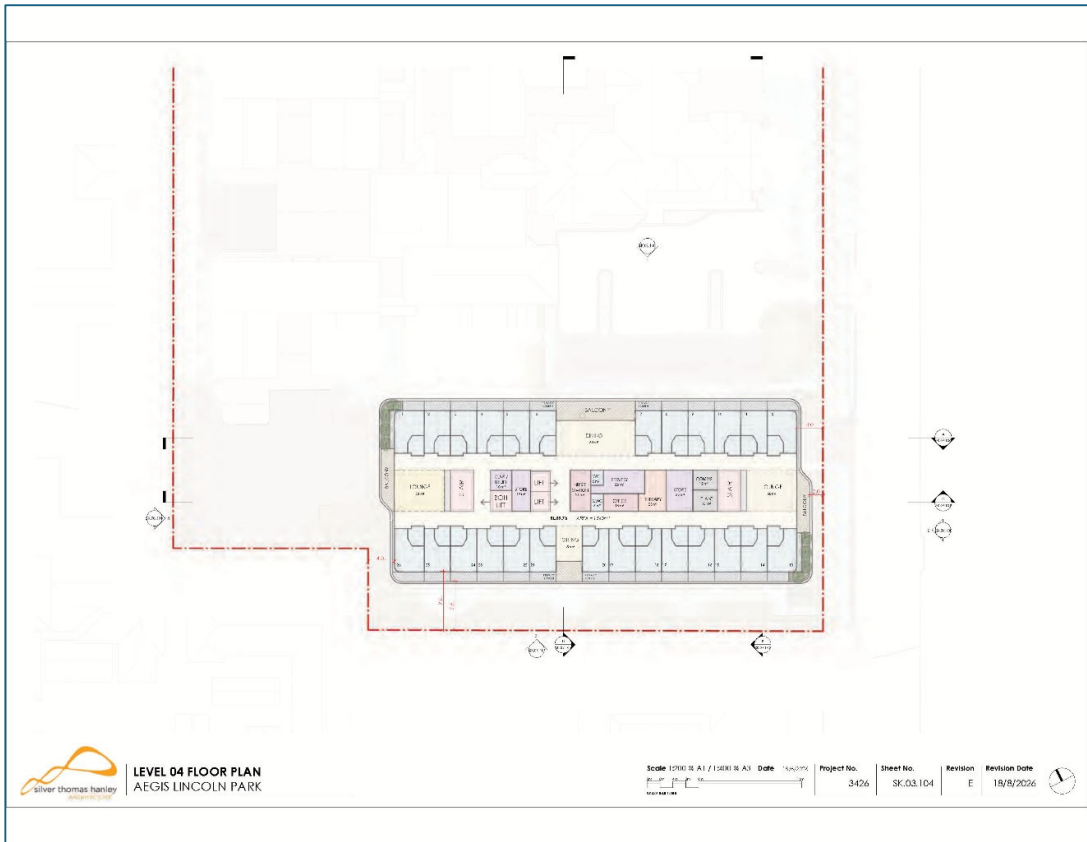
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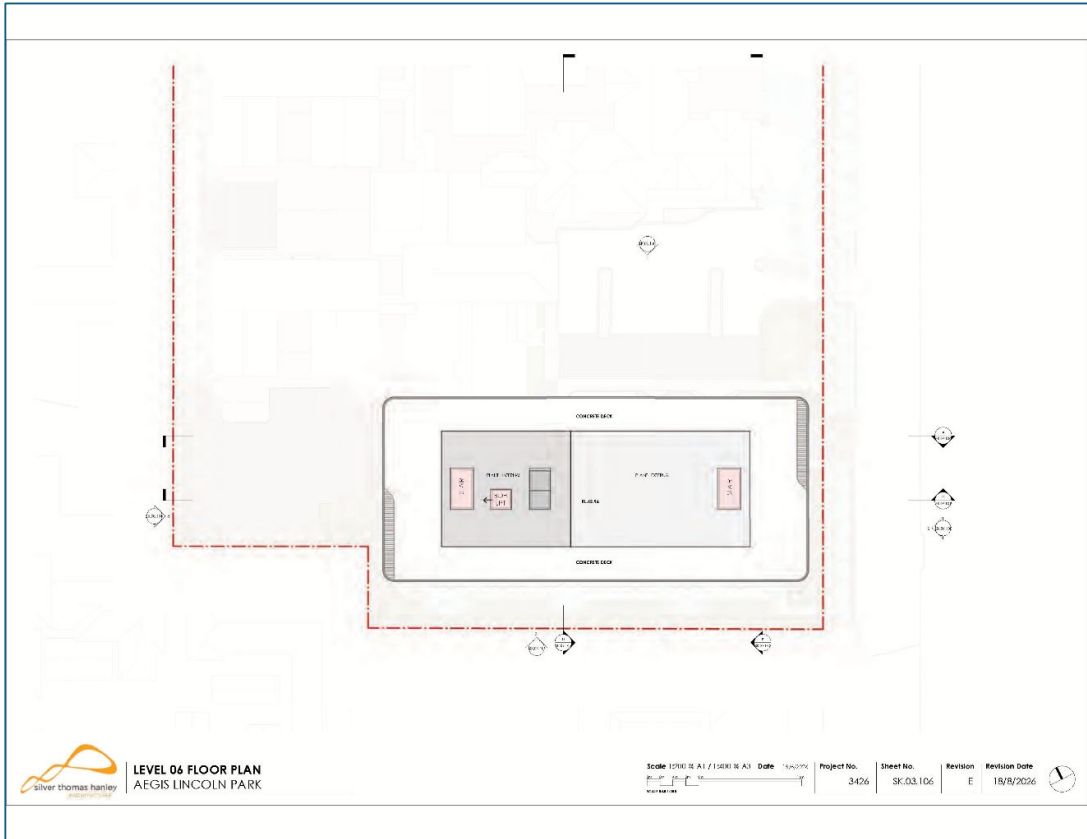


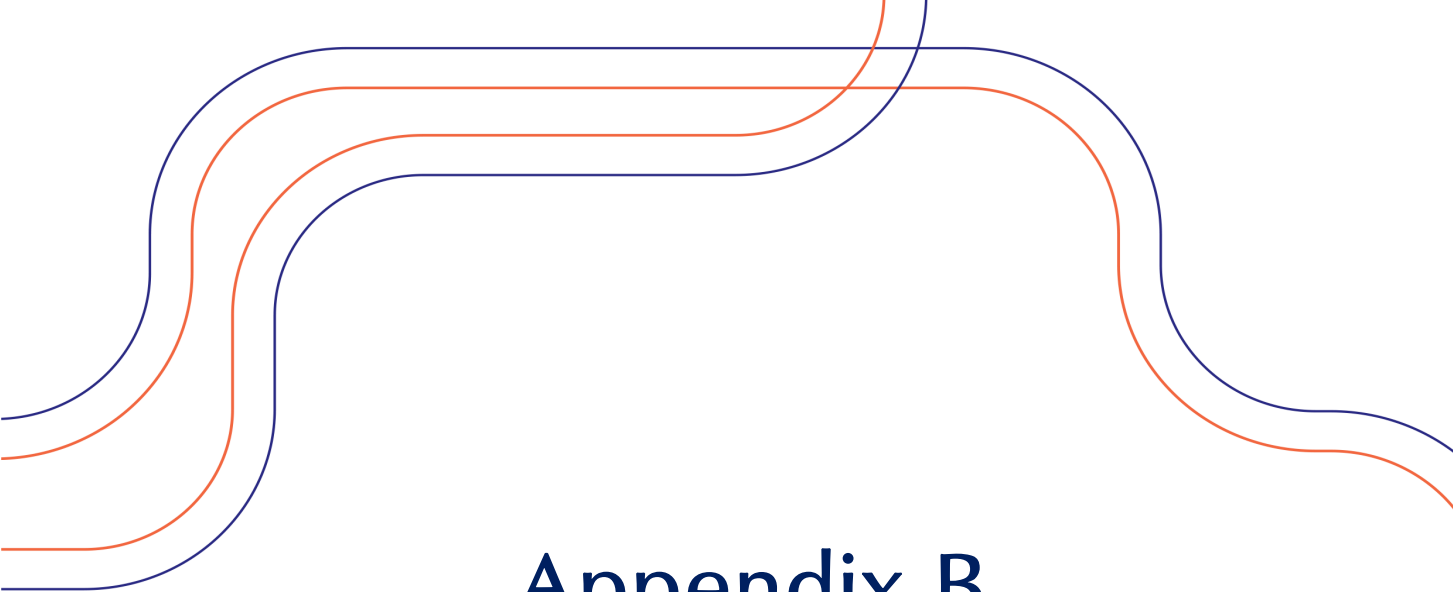
LEVEL 01 FLOOR PLAN
AEGIS LINCOLN PARK

Scale 1:100 @ A1 / 1:500 @ A3 Date 18/08/2028 Project No. 3426 Sheet No. SK.03.101 Revision E Revision Date 18/8/2028



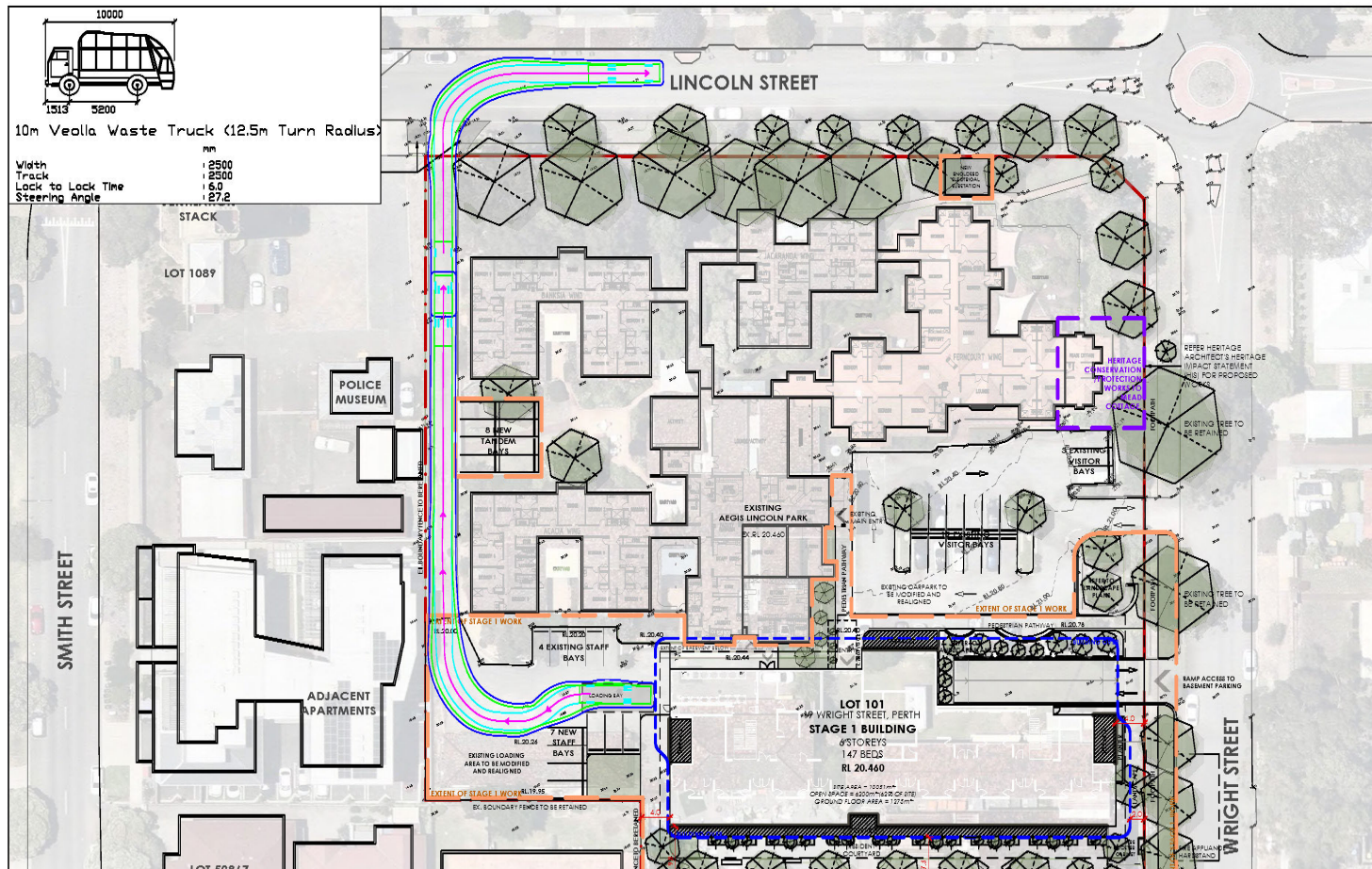






Appendix B

TURN PATH PLANS



Aegis Lincoln Park - 19 Wright Street, Highgate
 10.0m Veolia Waste Truck-12.5m Turn Radius
 Waste Truck Exit

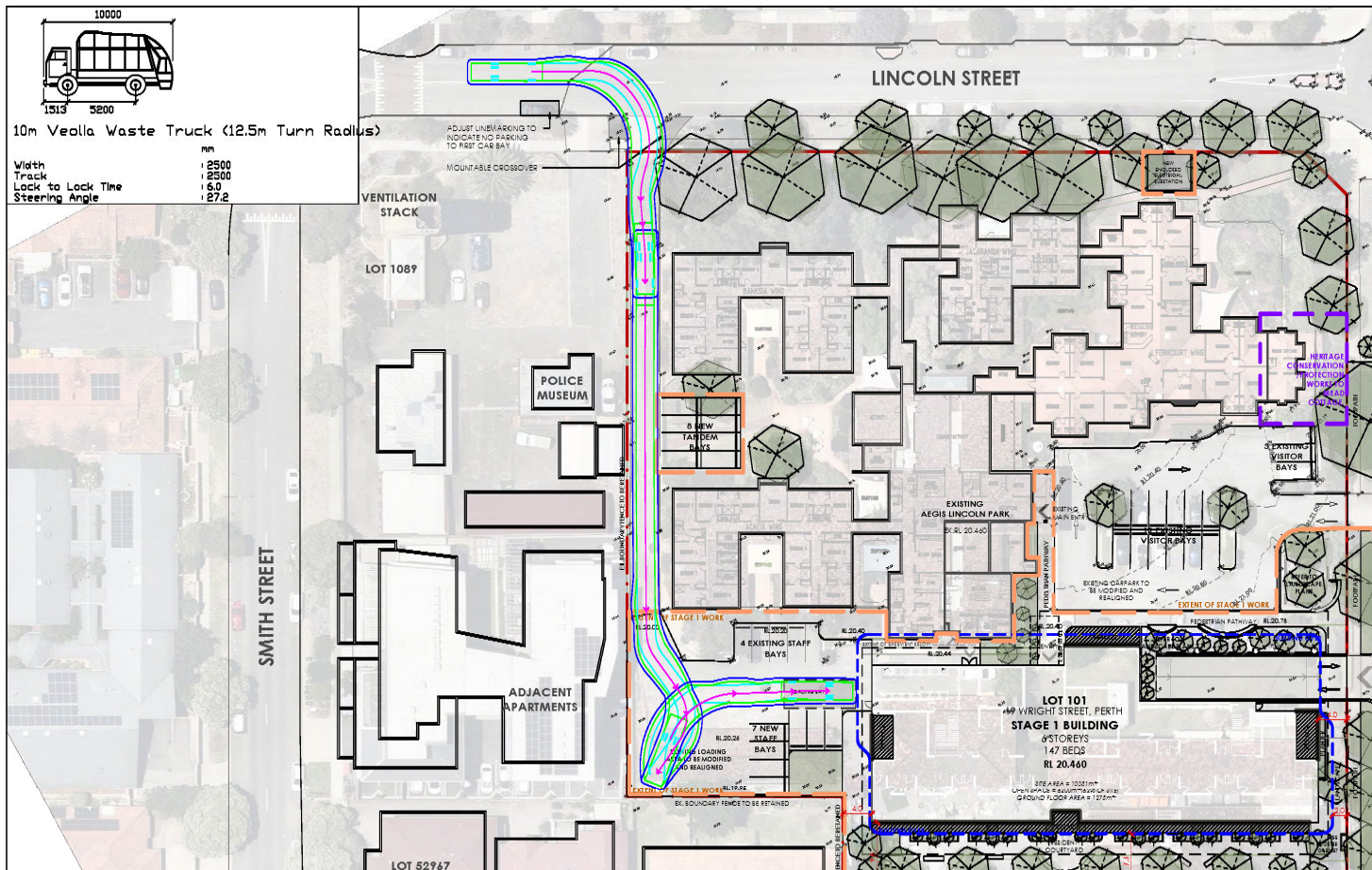
LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

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Scale: 1:500 @ A3





Aegis Lincoln Park - 19 Wright Street, Highgate
 10.0m Veolia Waste Truck-12.5m Turn Radius
 Waste Truck Entry

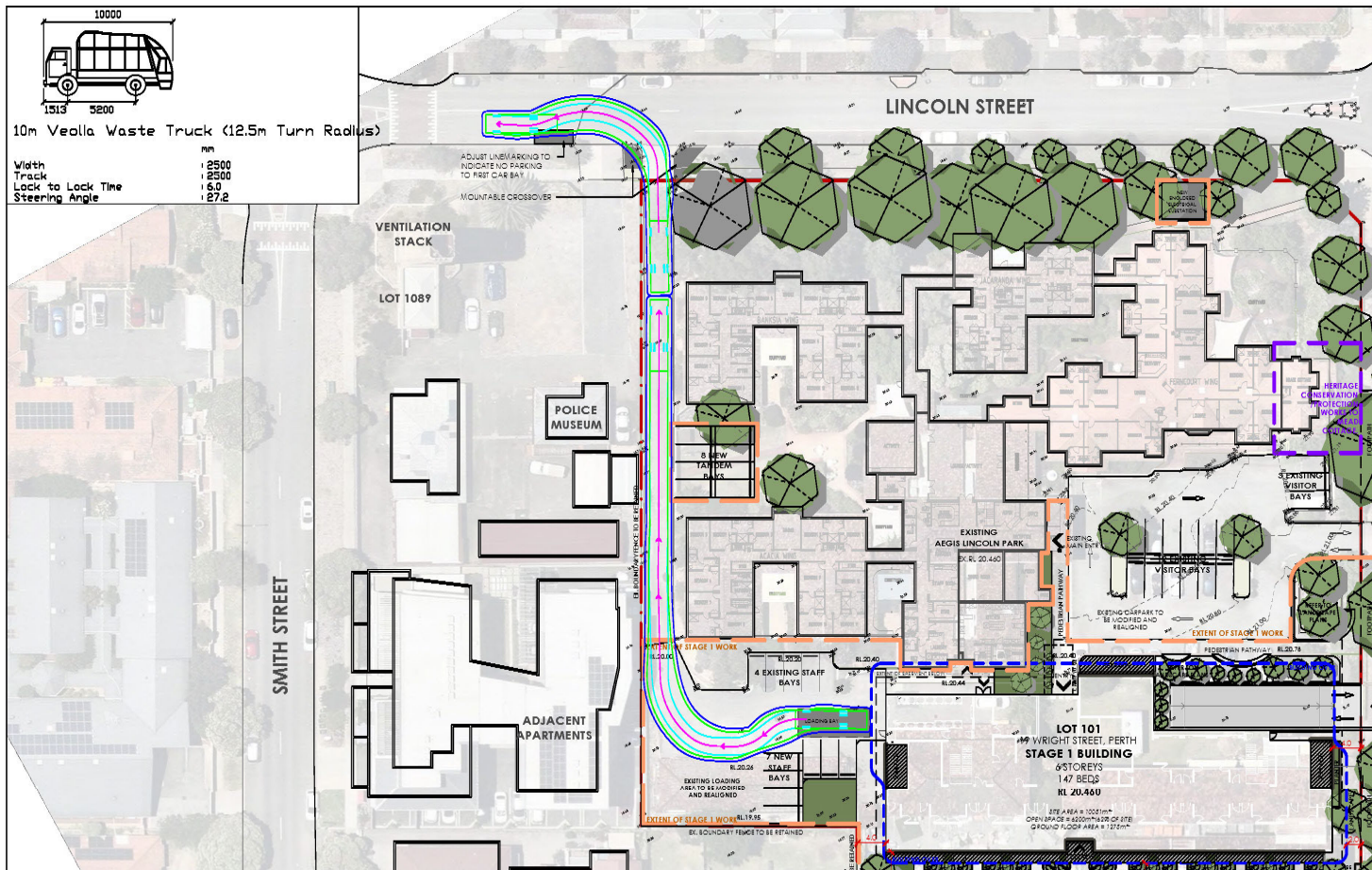
LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

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Scale: 1:500 @ A3





Aegis Lincoln Park - 19 Wright Street, Highgate
10.0m Veolia Waste Truck-12.5m Turn Radius
Waste Truck Entry

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t26.099.sk08

21/08/2026

Scale: 1:500 @ A3

