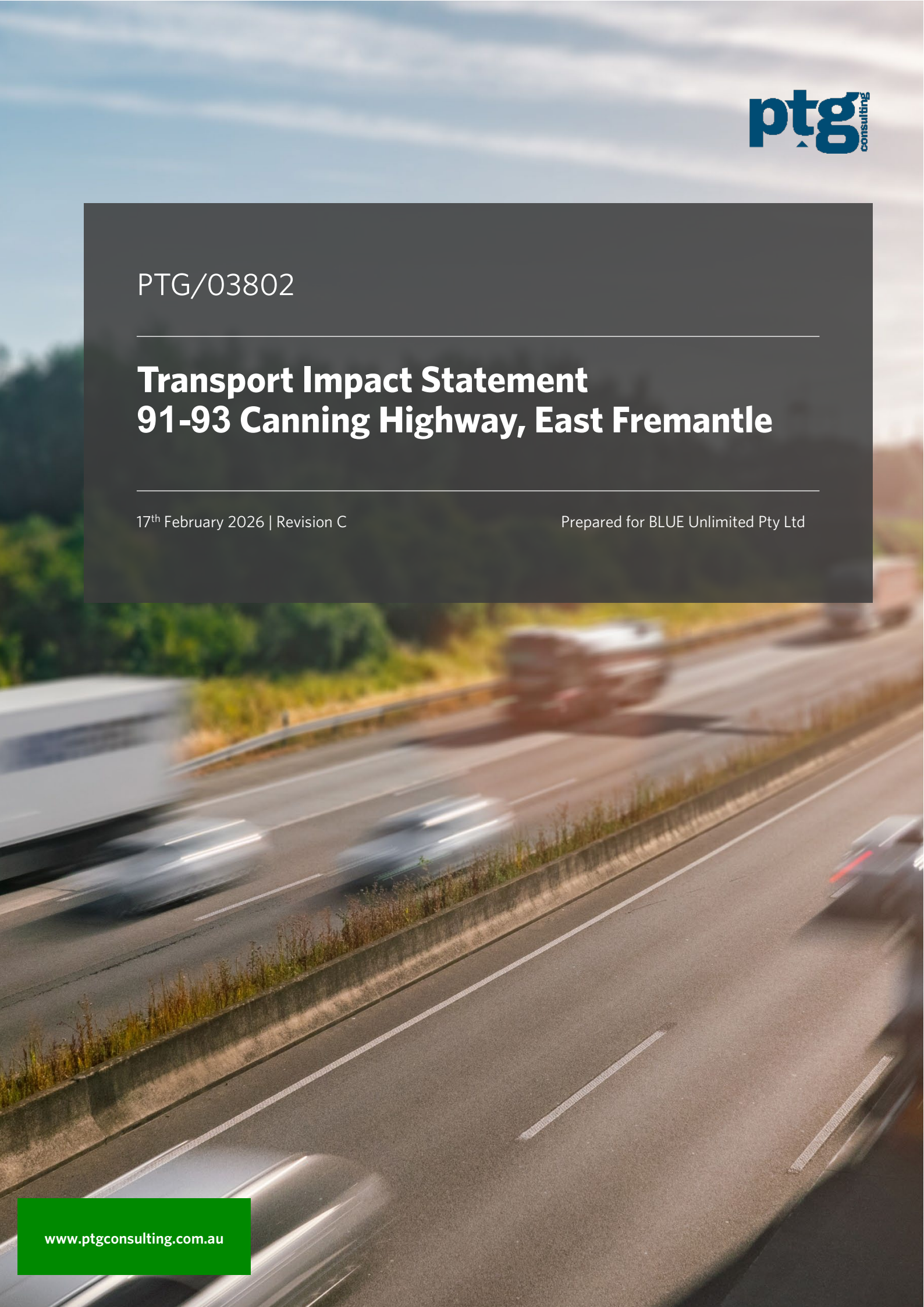

PTG/03802

Transport Impact Statement
91-93 Canning Highway, East Fremantle

17th February 2026 | Revision C

Prepared for BLUE Unlimited Pty Ltd

www.ptgconsulting.com.au

CONTENTS

REPORT DETAILS

Unique Document Identification

	Information
Document Title	Transport Impact Statement – 91-93 Canning Highway, East Fremantle
Project Number	PTG/03802
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Client	BLUE Unlimited Pty Ltd

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Revision Details

Revision No.	Date	Comments	Author	Approved by
Rev A	08/01/2026	For Issue	NA/OL	RJC
Rev B	16/02/2026	Minor Update	LL	RJC
Rev C	17/02/2026	Minor Update	LL	RJC

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by BLUE Unlimited Pty Ltd ('the Client') to prepare a Traffic Impact Statement (TIS) for the proposed grouped dwellings (townhouses) located at 91-93 Canning Highway ('the Site') within the Town of East Fremantle.

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4– Individual Developments (2016) and the Transport Impact Statement (TIS) Checklist is included at Appendix A.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

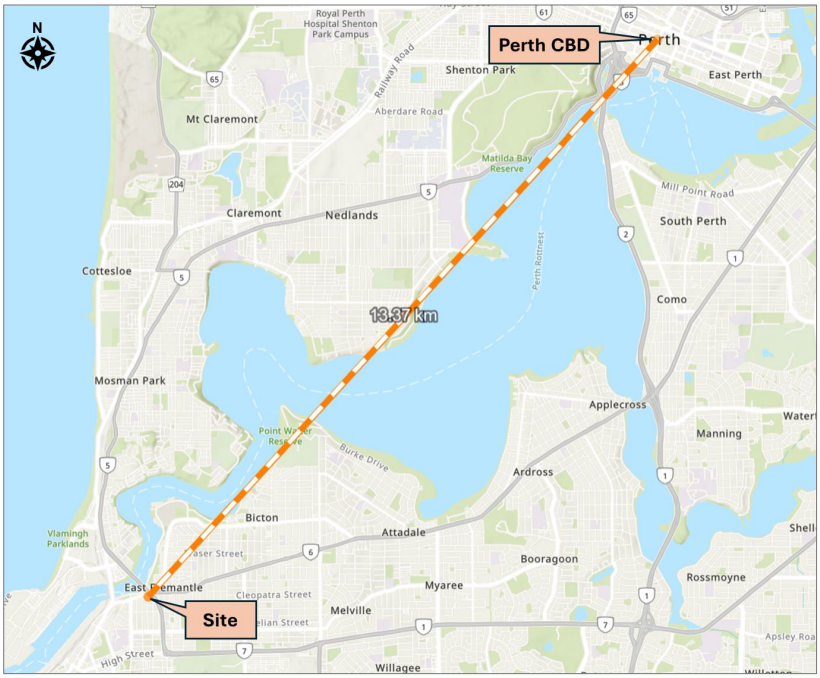
2.1 Site Location

The Site is located at 91-93 Canning Highway ('the Site') within the Town of East Fremantle as shown in **Figure 1**. The proposed grouped dwellings (townhouses) is bounded by Sewell Street to the west, St Peters Road to the south and Stirling Highway Road Reserve to the east. It is situated approximately 13 kilometres southwest of Perth CBD as illustrated in **Figure 2**.

Figure 1 Site Location

Source: Metromap (2025)

Figure 2 Regional Context



Source: Main Roads WA Road Information Mapping System

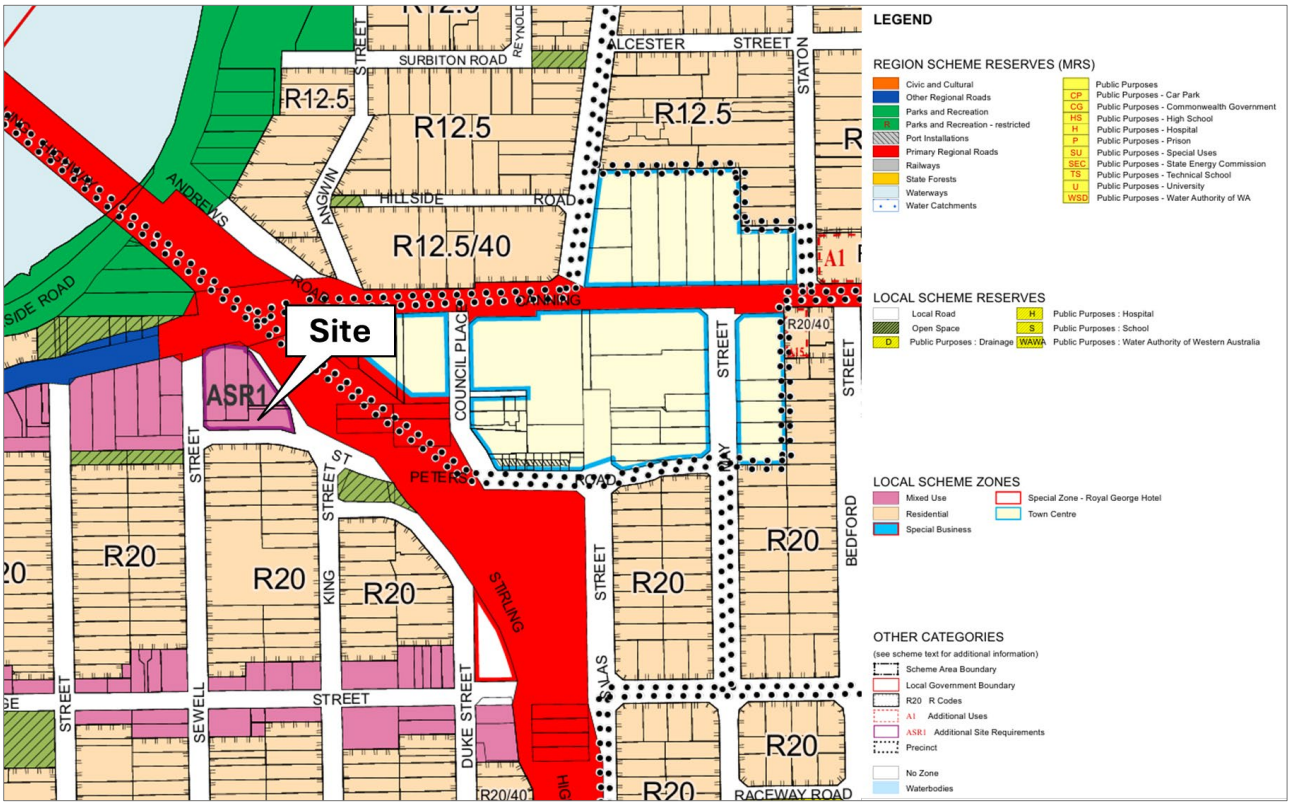
2.2 Existing Land Uses

The Site currently contains single storey buildings.

2.3 Context with Surrounds

The Town of East Fremantle Local Planning Scheme No. 3 characterises the Site as 'Mixed Use' with 'Additional Site Requirements' as shown in **Figure 3**. Based on this scheme the surrounding land uses consist of other mixed uses, residential and parks and recreation.

Figure 3 Context with Surroundings



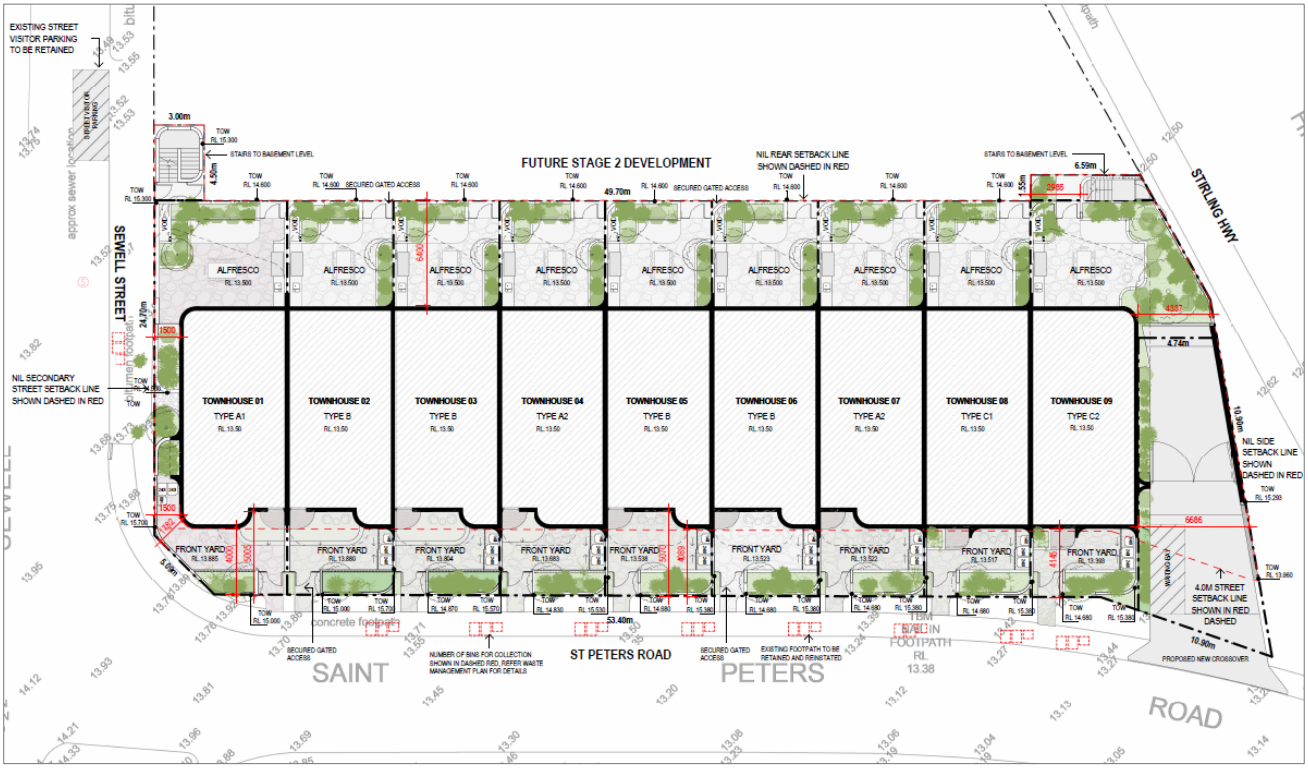
Source: Town of East Fremantle Local Planning Scheme No. 3

2.4 Proposed Land Uses

As per the provided plans, the proposed residential development will consist of seven (7) three-storey grouped dwellings and two (2) two-storey grouped dwellings with a single basement level allocated for parking for each individual unit.

The ground floor plan of the proposed development is shown in **Figure 4**. The complete set of plans is included in **Appendix B.**

Figure 4 Ground Floor Plan



Source: RAD Architecture (2026)

2.5 Major Attractors and Generators

Among the major attractors and generators within the surrounding area of the Site are the following:

- The Good Grocer
- East Fremantle Medical Centre
- Immaculate Conception Parish Church
- Richmond Primary School
- Southern Plus Health and Wellness Centre
- J Dolan Park

Figure 5 illustrates the major attractors/generators near the surrounding area of the Site.

Figure 5 Key Attractors and Generators

Source: Metromap (2025)

3 TRAFFIC VOLUMES

3.1 Development - Peak Traffic Volumes

The trip generation rates used to calculate the traffic generated by the proposed development were obtained from Transport for NSW (TfNSW) Guide to Transport Impact Assessment - Technical Guidance for Transportation Practitioners. Trip distribution percentages were taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

The trip generation rates are presented in **Table 1** and the trip distribution percentages are summarised in **Table 2**. The total estimated trips generated by the site are detailed in **Table 3**.

Table 1 Trip Generation Rates

Land Use	Source	Yield	AM Peak	PM Peak	Daily
Residential (Low-density)	TfNSW	9 dwellings	0.68 per dwelling	0.77 per dwelling	8.12 per dwelling

Table 2 Trip Distribution

Land Use	Source	AM Peak		PM Peak		Daily	
		IN	OUT	IN	OUT	IN	OUT
Residential (Low-density)	ITE 220	24%	76%	63%	37%	50%	50%

Table 3 Total Generated Trips

Land Use	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Residential (Low-density)	2	5	5	3	37	37
Total	7		8		74	

A total of 7 vehicle trips is expected to be generated in the AM peak, 8 vehicle trips during PM peak and 74 daily trips.

3.2 Types of Vehicles

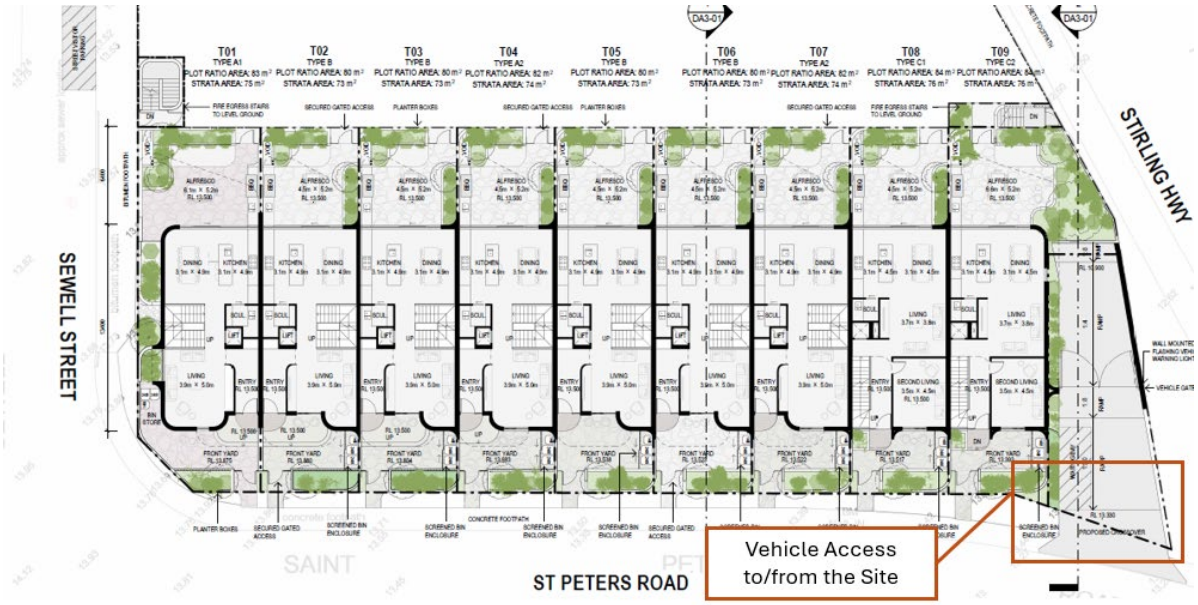
Based on the proposed land use, the main types of vehicles expected to access the development will be light vehicles.

4 VEHICULAR ACCESS AND PARKING

4.1 Access Arrangements

Vehicle access to/from the Site is provided along St Peters Road as illustrated in **Figure 6**.

Figure 6 Access Arrangements

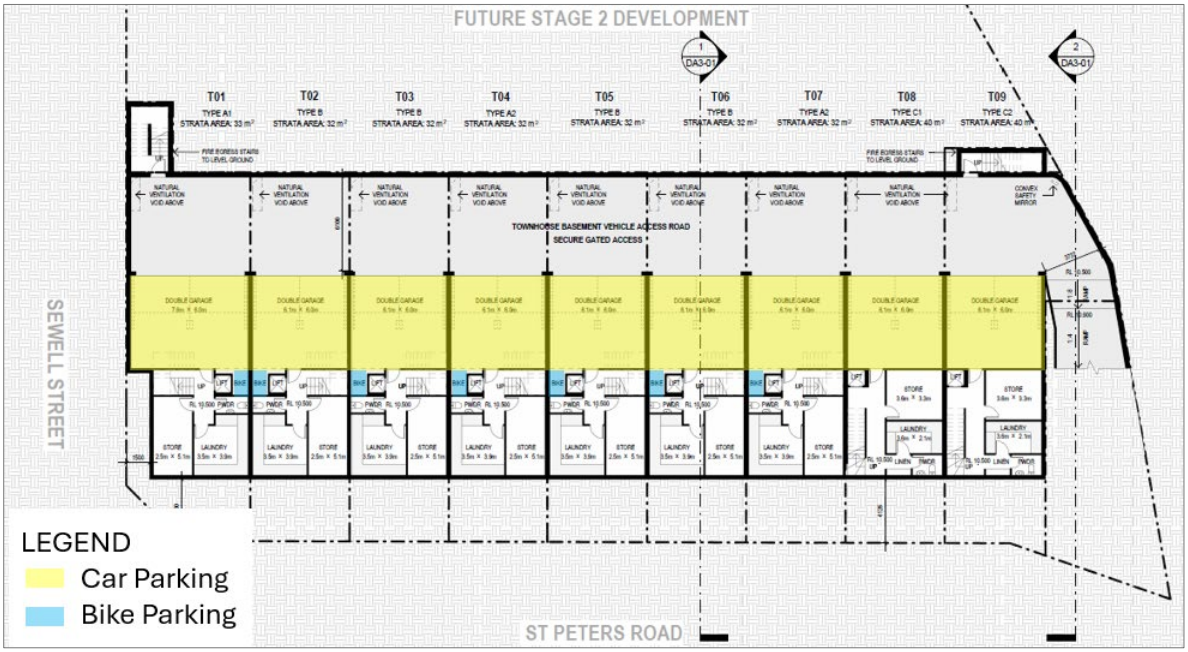


Source: RAD Architecture (2026)

4.2 Parking Provision

Two (2) car parking bays are allocated for each dwelling unit and located within the basement level of the development as shown in **Figure 7**. Bicycle spaces are also in seven (7) dwelling units as shown in the figure below.

Figure 7 Parking Provision



Source: RAD Architecture (2026)

5 SWEPT PATHS

5.1 Waste Collection

Waste collection is proposed to be undertaken along the verge of St Peters Road. On collection days, residents will move their bins from their respective bin stores and position along the verge of St Peters Road. Once the waste has been collected, residents will return the bins to the bin stores to maintain clean and orderly premises.

5.2 On/Off-Site Loading Facilities

No loading and unloading activity is expected in the proposed development.

5.3 Vehicle Swept Paths

The width of the car park accessway varies, with a wider section provided near the top of the ramp which allows for two-way movement. As the ramp descends into the car park basement, the ramp tapers to 4m at the bottom of the ramp where only one vehicle at a time can pass. Beyond this section and into the parking aisles, the width increases to 6.1m.

To demonstrate that this arrangement can operate appropriately, a swept path analysis was undertaken for the proposed residential development using the B85 and B99 design vehicles accessing the Site from St Peters Road and within the basement car park. Larger version of swept paths are provided in Appendix C.

The swept path assessment in Figure 8 shows the inbound vehicle waiting at the entrance gate and the outbound vehicle capable of manoeuvring around it.

To minimise vehicle conflicts and ensure smooth two-way flow, line marking will be provided to clearly designate the waiting area for the inbound vehicle. Also, delineation lines will be provided to guide vehicles onto the left side ensuring the waiting bay is kept clear for any entering vehicle.

Figure 8 Swept Path – Ground Level Entry & Exit

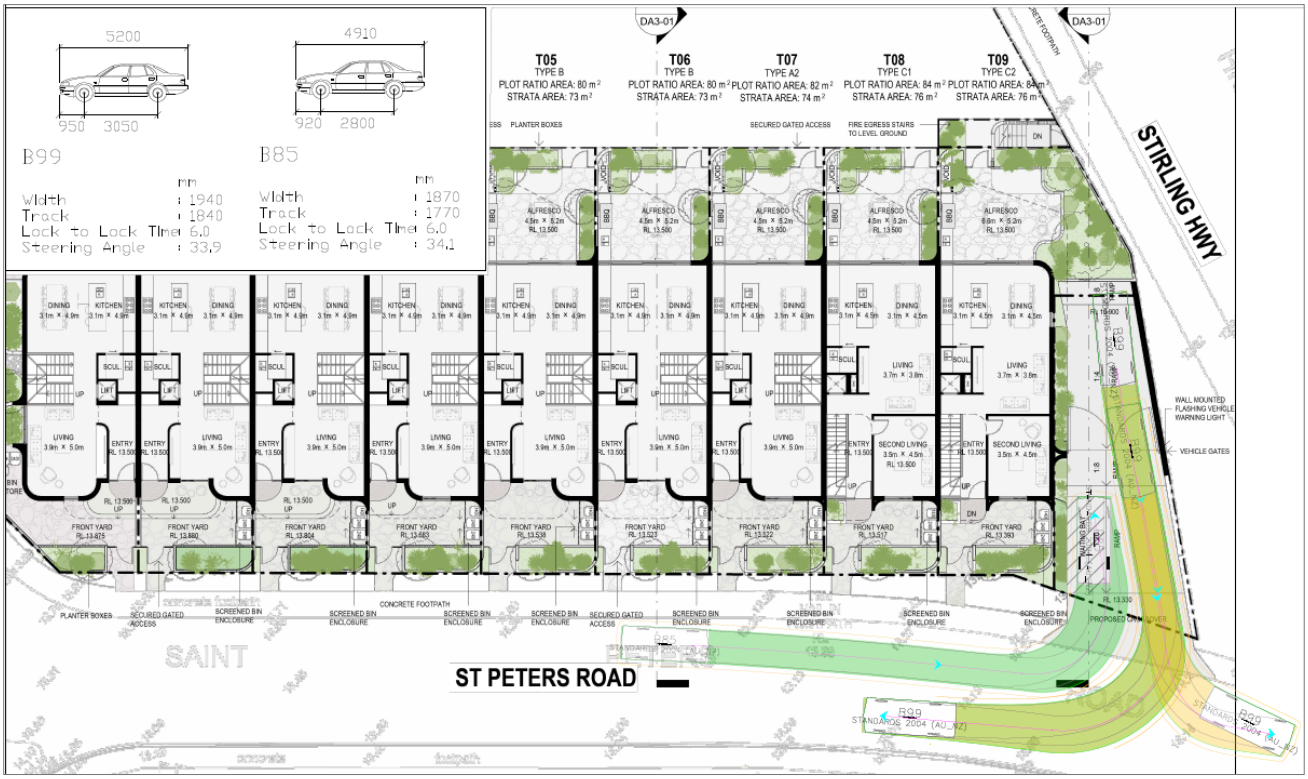


Figure 9 and **Figure 10** show the swept paths of vehicles entering and exiting from critical parking bays. No immediate vehicle conflict was observed in either parking bays.

Figure 9 Swept Path – B85 Basement Level Parking Entry & Exit (T01)

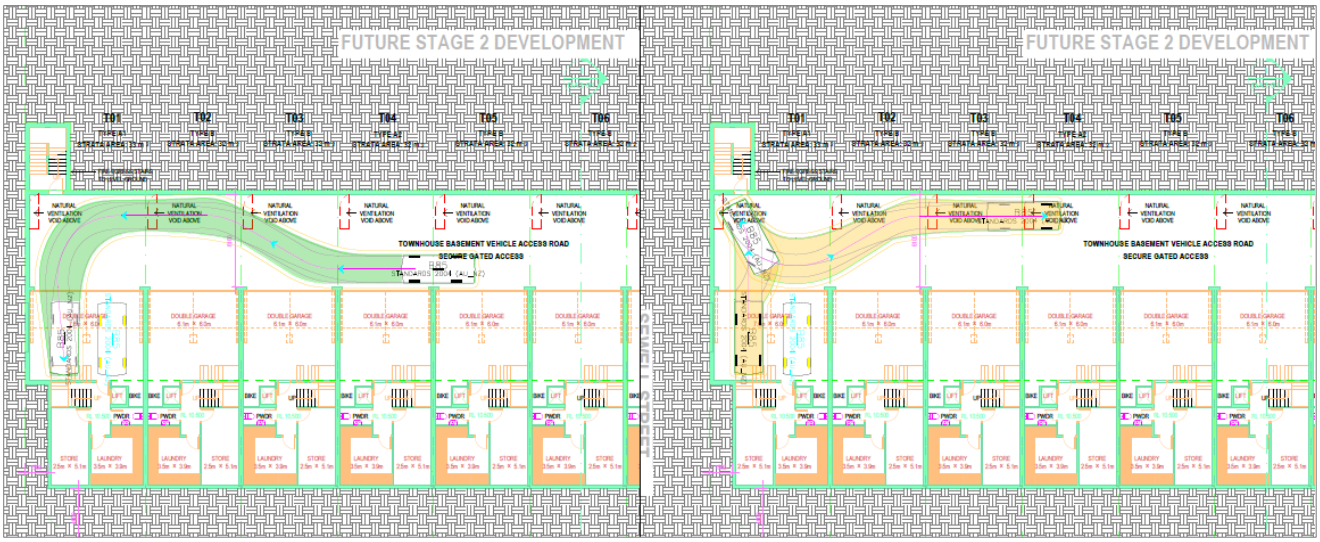
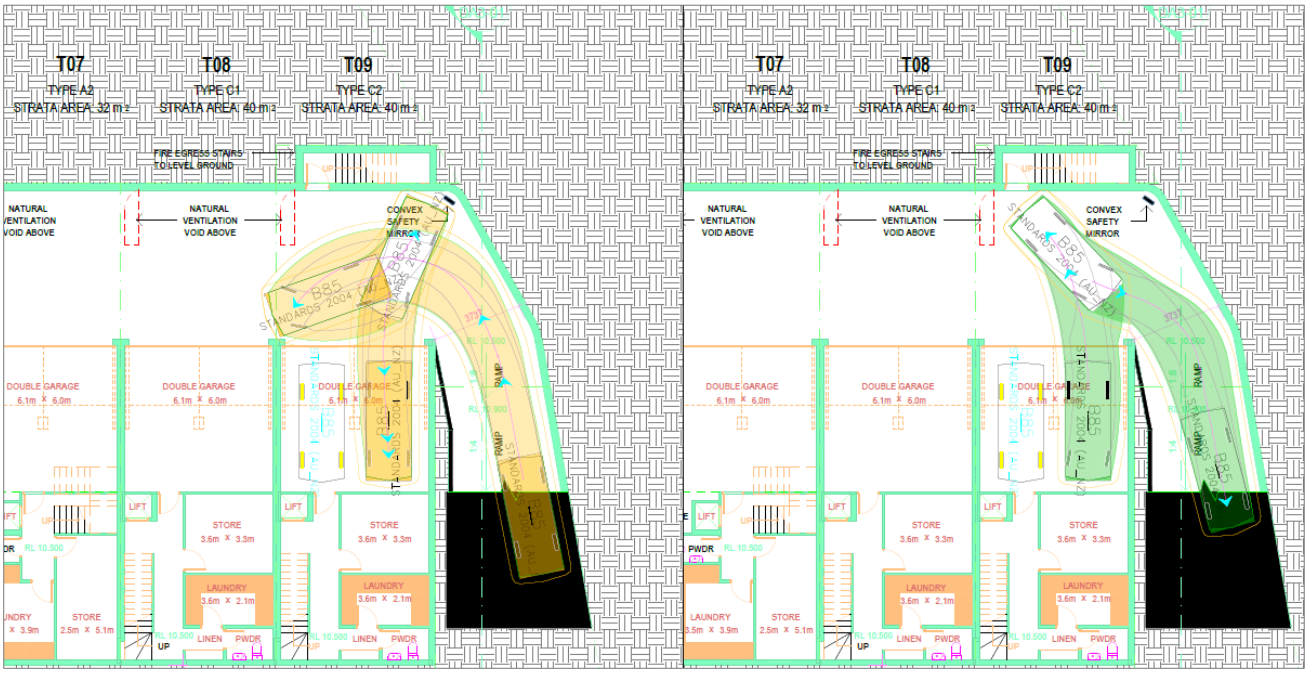


Figure 10 Swept Path – B85 Basement Level Parking Entry & Exit (T09)



5.4 Car Park Traffic Management Measures

Given the constrained visibility and tight layout associated with ramp access, the following traffic management measures will be implemented to reduce potential conflict risks and facilitate safe vehicle circulation.

5.4.1 Flashing Lights

Installing flashing warning lights near the ramp entrance and at the basement level helps to alert exiting vehicles when another vehicle is entering or vice-versa. This measure will help improve driver awareness

and enhance overall safety. **Figure 11** shows an example of similar locations within Perth CBD providing speed humps, mirrors and flashing lights near access locations.

Figure 11 Examples of Traffic Management measures adopted within Perth CBD

Source: Google Street View

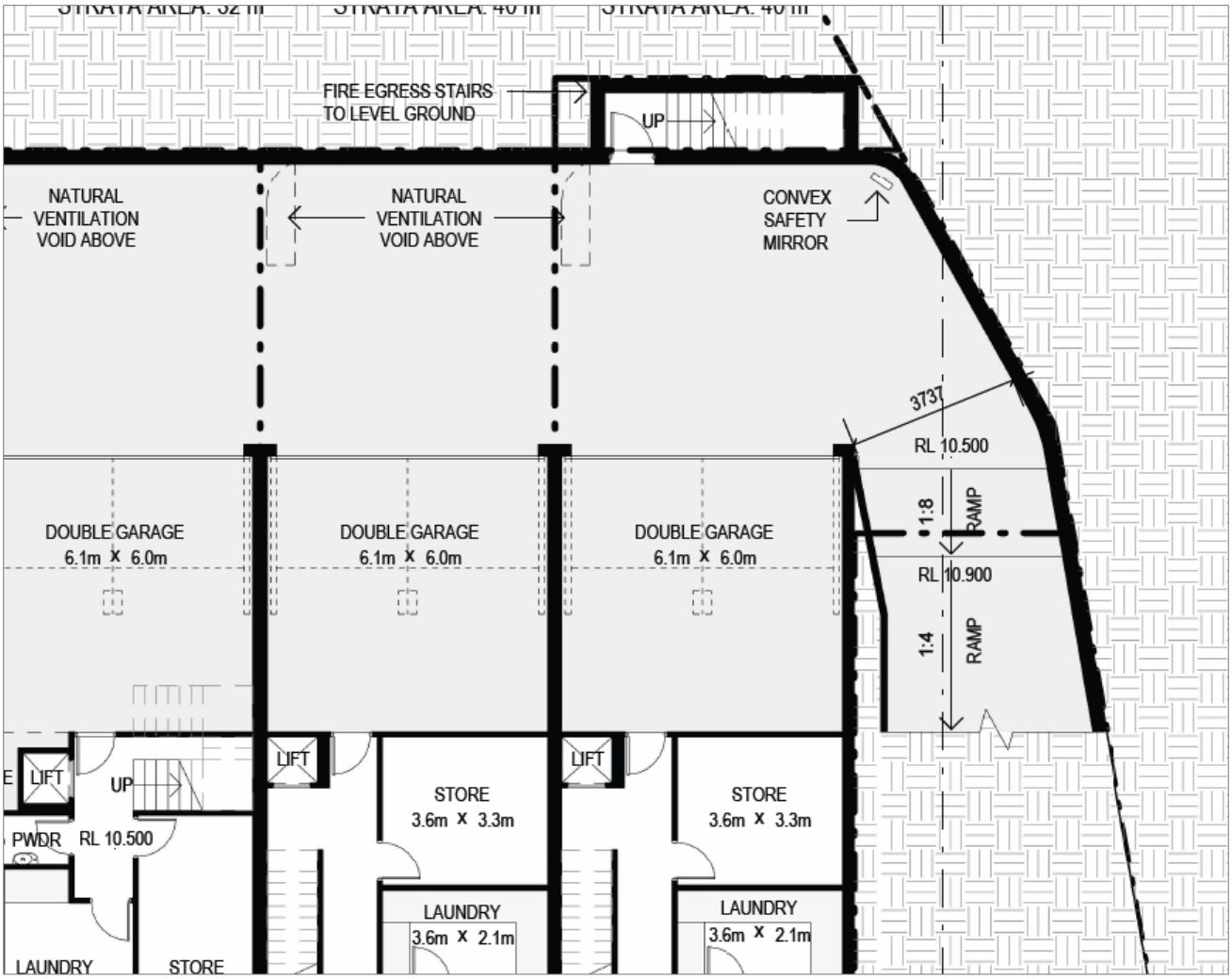
5.4.2 Signage and Pavement Markings

Signs and pavement markings should be provided within the car parks to improve the operational flow and remind drivers of any constraints or traffic arrangements implemented. Line marking to denote the holding line for inbound vehicles will help position the vehicle in the correct location so as to not block exiting vehicles.

5.4.3 Convex Mirrors

Convex mirrors can help to improve visibility around blind corners and turning areas within the car park and ramp (refer to **Figure 12**). The Site plans show a convex mirror located on the basement level near the bottom of the ramp as shown in **Figure 12**.

Figure 12 Location of Proposed Convex Mirror



6 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

6.1 Existing Road Network and Traffic Management

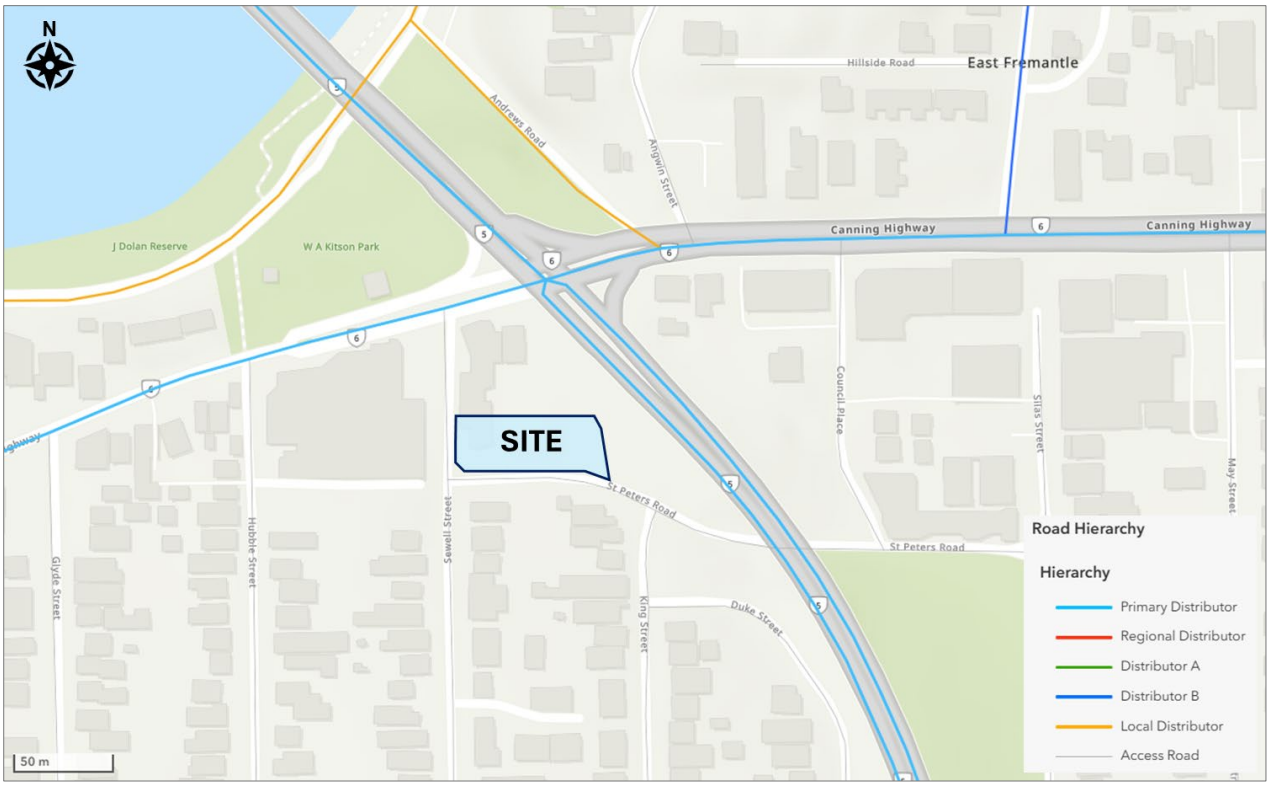
The road network within Western Australia is defined by Main Roads WA Road Hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in Table 4 below.

Table 4 Road Hierarchy Description

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

Figure 13 shows the road hierarchy network and **Table 5** provides a summary of the road characteristics of the surrounding road network.

Figure 13 Road Hierarchy



Source: Main Roads WA Road Information Mapping System

Table 5 Surrounding Network Road Hierarchy

Road Name	Road Hierarchy	Jurisdiction	No. of footpaths	No. of Lanes	Road Pavement Approximate Width (m)	Speed Limit (km/hr)
Canning Highway	Primary Distributor	MRWA	2	4	12.5m W of Sterling Hwy 14m E of Sterling Hwy	60
Stirling Highway	Primary Distributor	MRWA	-	4	15m (inc. 1.5m median)	60
St. Peters Road	Access Road	Local Government	2	2	7m W of King St 6.4m E of King St	50
Sewell Street	Access Road	Local Government	2	2	9.4m (inc. 2m on-street parking each side)	50
King Street	Access Road	Local Government	2	2	7m	50

Source: Main Roads WA Road Information Mapping System & Metromap

6.2 Existing Intersections

The nearest intersections to the site shown in **Figure 14** are the following:

- Canning Highway / Stirling Highway;
- Canning Highway / Sewell Street;
- Sewell Street / St Peters Road; and
- St Peters Road / King Street.

Figure 14 Nearest Intersections

6.3 Traffic Flows on Surrounding Roads

Detector volume data were obtained from Main Roads WA's Traffic Map at the site shown in **Figure 14**. The average weekday traffic volumes are summarised in **Table 6**.

Figure 15 Traffic Data Location

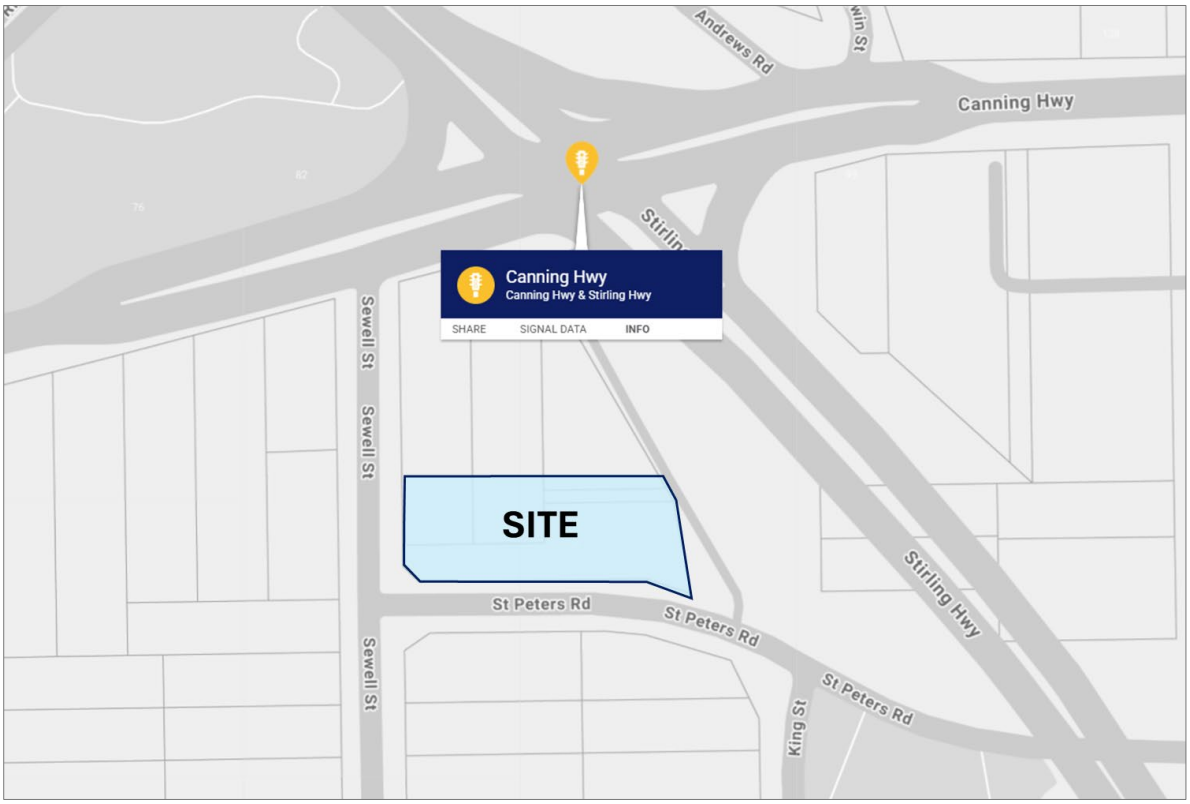


Table 6 Existing Traffic Volumes

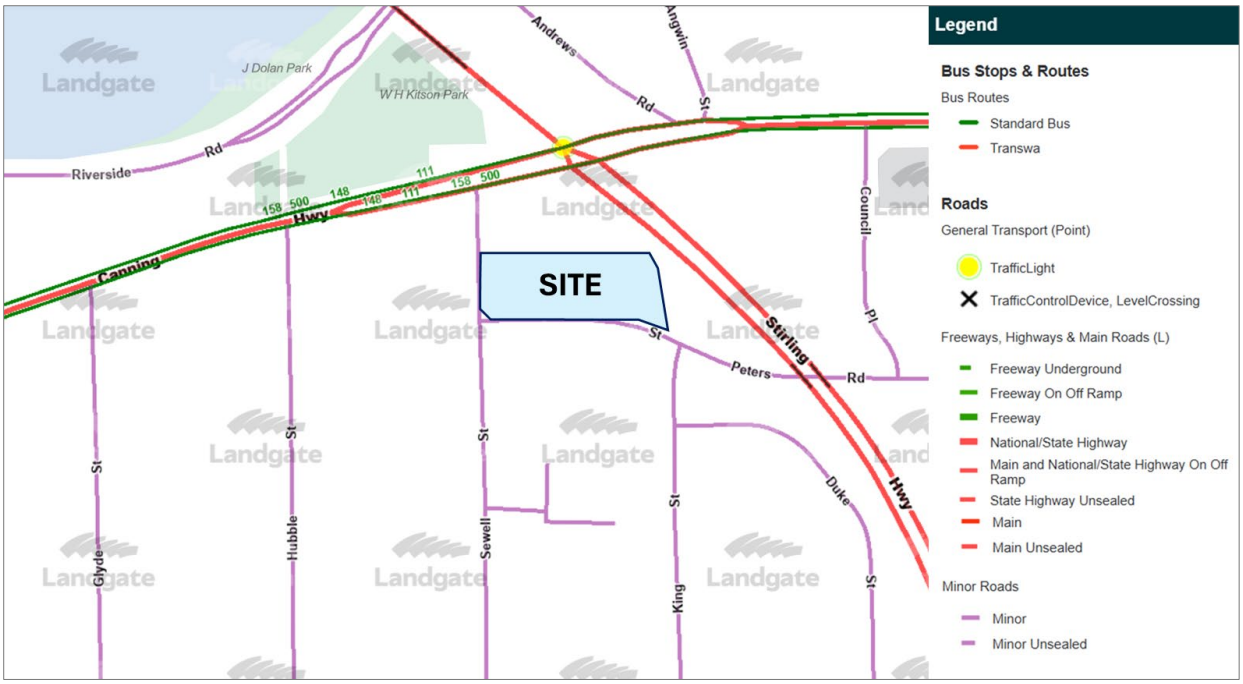
Road Name	Source	Year	Weekday AM Peak	Weekday PM Peak	Weekday Average Daily Traffic (HV%)
Canning Highway (East of East St)	MRWA	2024/25	1,300	972	12,610 (12.4%)
Canning Highway (West of Preston Point Rd)	MRWA	2024/25	1,903	2,025	26,181 (9.8%)

7 PUBLIC TRANSPORT ACCESS

7.1 Existing Public Transport Services

Transperth's bus routes 111, 148, 158, and 910 are the closest bus services from the Site, traversing along Canning Highway. **Figure 16** shows the bus routes and **Table 7** details the service frequencies.

Figure 16 Existing Bus Route



Source: Transperth

Table 7 Bus Service Routes and Frequencies

Bus Route	Route Description	Service Frequencies		
		Weekdays	Saturdays	Sundays & Public Holidays
111	Fremantle Station - East Perth via Canning Highway & Kwinana Freeway	10-15 minutes	No service	No service
148	Fremantle Station - Como via Bicton & Attadale	30 minutes	90 minutes	120 – 180 minutes
158	Fremantle Station - Perth via Bicton & Attadale	20-30 minutes	No service	No service
500	Bull Creek Station – Booragoon Station via Brentwood	*	*	*
910	Perth – Fremantle Station via Canning Highway	10 minutes	15 minutes	15 minutes

** only the deviation service of route 500 stop a the bus stops near the site and only operate during school days*

7.2 Nearest Bus Stops/Train Stations

The nearest bus stops from the Site are found along Canning Highway located approximately 100m to the north of the site as shown in **Figure 17**.

Figure 17 Location of Nearest Bus Stops Train Station

Source: Transperth

7.3 Pedestrian/Cycle Links to Bus Stops/Train Stations

The bus stops along Canning Highway are accessible via existing footpaths on both sides of the road.

7.4 Future Public Transport Facilities

The Public Transport Authority were consulted and informed of the following anticipated changes early next year (2026) due to the closure of the Fremantle Traffic Bridge:

- Routes 111, 148, 158 & 910 will operate on their present alignment, although the east west movement through the Stirling Hwy intersection will be bus only.
- A very small number of additional weekday trips have been added to routes 158 and 910 in the area.
- Stops 10288 (Canning Highway before East Street) and 10289 (Canning Highway before Stirling Highway) will merge to a new stop approximately between East Street & Glyde Street due to the rerouting of traffic on Canning Highway eastbound onto Stirling Highway northbound.
- Journey times on all services are expected to be longer due to the traffic congestion predicted with the temporary bridge closure.

All additional trips added to the routes will be withdrawn and the routes will return to their present route alignments at the conclusion of the bridge closure.

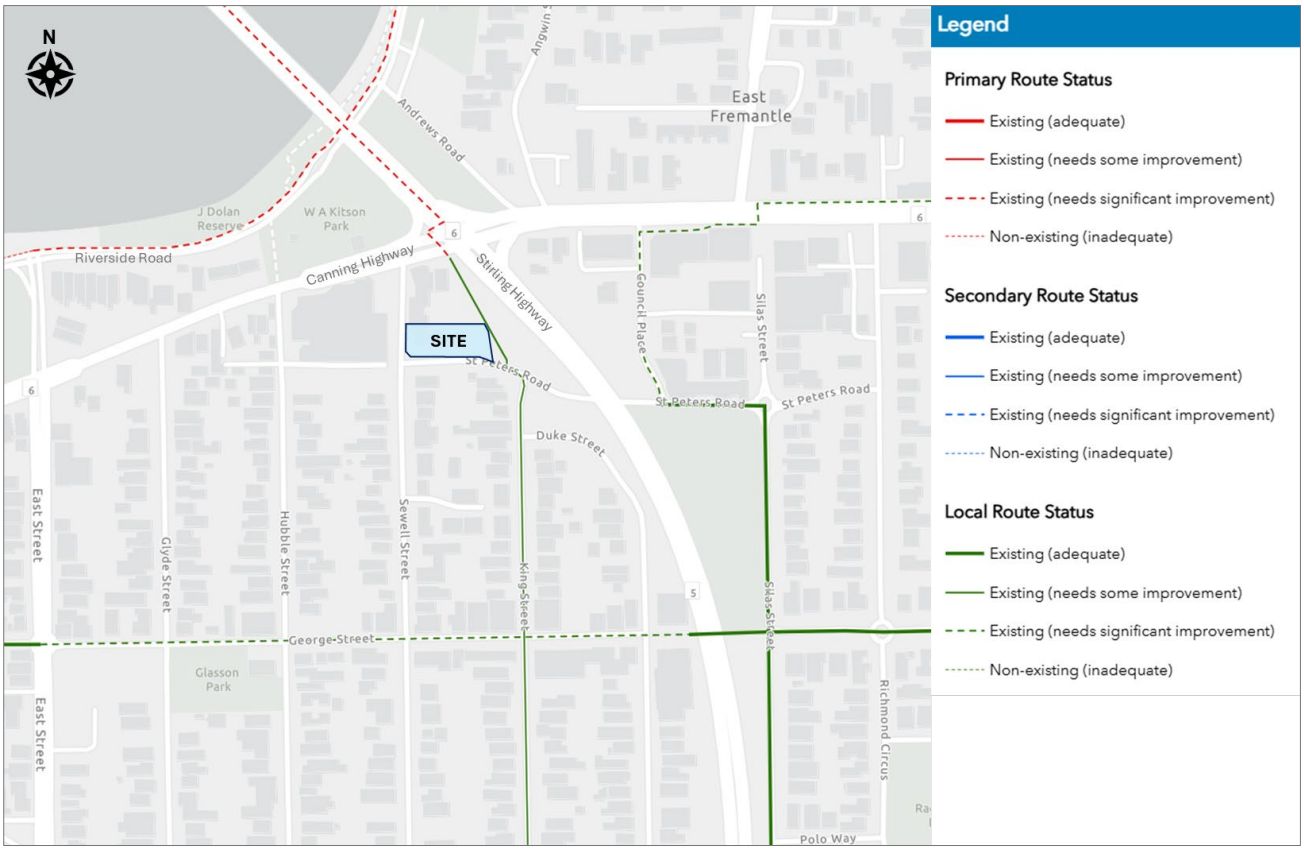
8 PEDESTRIAN AND CYCLE ACCESS/FACILITIES

8.1 Existing Pedestrian/Cycle Facilities on Surrounding Roads

Pedestrian footpaths are provided on both sides of Sewell Street and Canning Highway.

Figure 18 shows existing status of the Perth and Peel Long-Term Cycle Network. Cycling facilities along Stirling Highway (northeast of Canning Highway) and Riverside Road (primary route) are currently existing but needs significant improvement. The section of Canning Highway from Preston Point Road to Staton Road, Council Place and the section of George Street from East Street to Stirling Highway (local route) are also currently marked as existing but needs significant improvement

Figure 18 Existing Pedestrian and Cycle Facilities

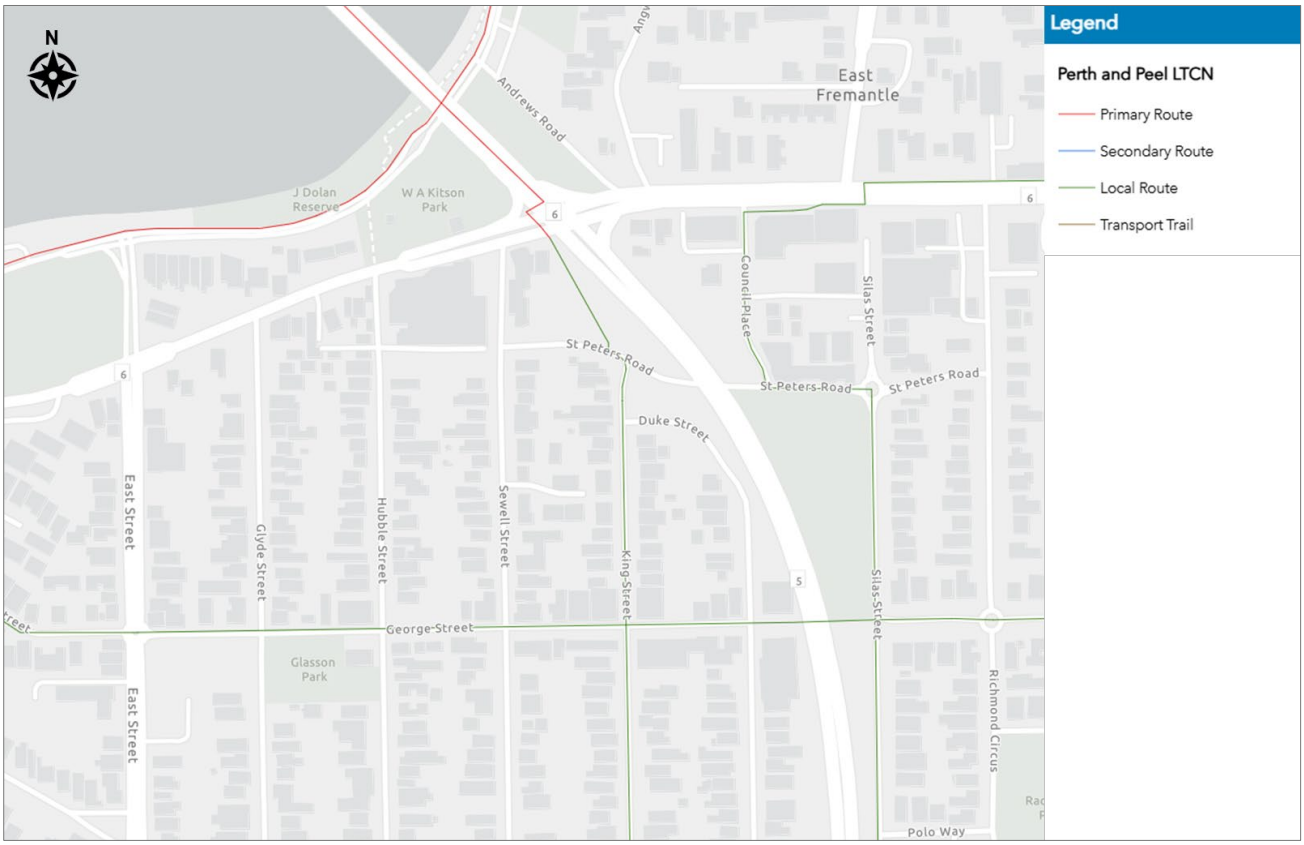


Source: Perth and Peel Long-Term Cycle Network

8.2 Proposals to Improve Pedestrian/Cycle Access

Figure 19 shows the ultimate pedestrian and cycle paths as observed in the LTCN Map. These are all existing cycling routes, and no additional routes are proposed.

Figure 19 Long-Term Cycle Network Map



Source: Perth and Peel Long-Term Cycle Network

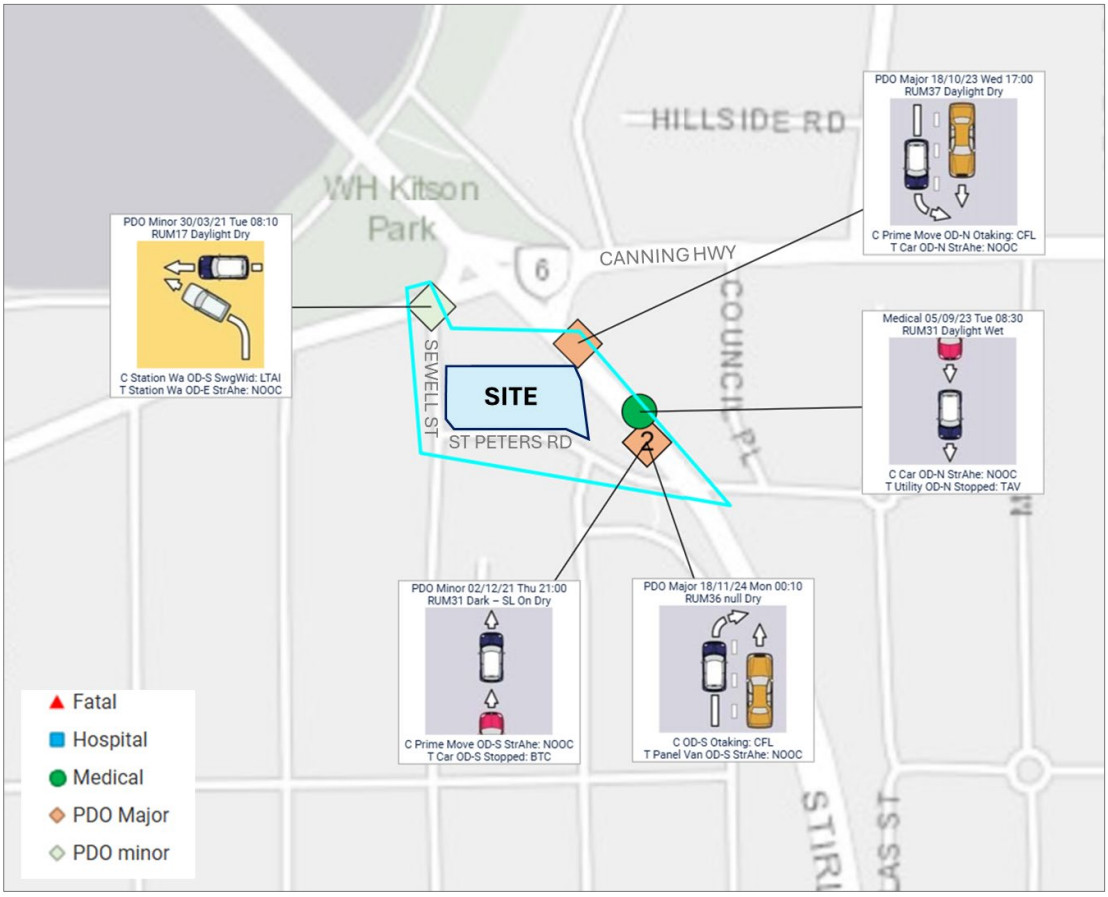
9 SITE SPECIFIC ISSUES

9.1 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2020 to 31 December 2024.

The crash locations and severity of these crashes are illustrated in **Figure 20**. A summary of all crashes that occurred within the vicinity of the Site is provided in **Table 8**.

Figure 20 Crash Locations



Source: Main Roads WA Reporting Centre

Table 8 Total Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Canning Highway / Sewell Street Intersection						
Right Angle	-	-	-	-	1	1
Sub-total	**-**	**-**	**-**	**-**	**1**	**1**
Stirling Highway Midblock						
Rear End	-	-	1	-	1	2
Sideswipe Same Direction	-	-	-	2	-	2
Sub-total	**-**	**-**	**1**	**2**	**1**	**4**
Total	**-**	**-**	**1**	**2**	**2**	**5**

Crash data is summarised as follows:

- A total of five (5) crashes were recorded within the vicinity of the Site, with no fatal crashes recorded.
- Primary cause of the crashes was identified to be rear end and sideswipe same direction collisions.
- Most of the road crashes (80%) resulted in major and minor property damages.
- One (1) recorded crash at Stirling Highway midblock due to rear end collision required medical attention.
- Four (4) crashes were recorded at the Stirling Highway midblock, and one (1) crash was reported at the Canning Highway / Sewell Street intersection.

Overall, given the low expected traffic generation, it is unlikely that the proposed development will have a significant impact on road safety in the area.

10 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included in Appendix A.

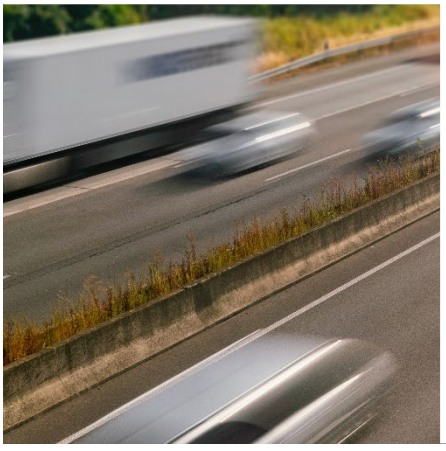
The following conclusions can be drawn from this TIS:

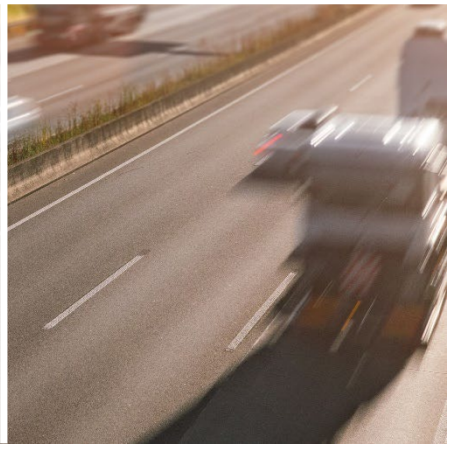
- The Site is located at 91-93 Canning Highway) within the Town of East Fremantle, approximately 13km southwest of the Perth CBD.
- The proposed development consists of nine (9) grouped dwellings with a single basement level allocated for parking.
- The proposed development is expected to generate approximately 7 vehicle trips is expected to be generated in the AM peak, 8 vehicle trips during PM peak and 74 daily trips.
- A total of 18 parking bays are proposed with each town house being allocated 2 parking bays.
- Transperth's bus routes 111, 148, 158, and 910 are the closest bus services from the Site with the nearest stop located approximately 100m north of the Site.
- A swept path analysis was conducted to demonstrate that vehicles can operate around the narrow one way section of the ramp and in and out of the parking bays. Furthermore, the implementation of traffic management measures are advised to reduce potential collision risks and facilitate safe vehicle circulation.
- A total of five (5) crashes were recorded within the vicinity of the Site over the past five years with rear end and sideswipe same direction collisions being the primary cause of crashes at intersections and midblock.

Overall, it is not expected that the proposed development will have an adverse impact on road safety or traffic operations in the surrounding area.

Appendix A

WAPC CHECKLIST





Item	Status	Comments/Proposal
Proposed Development	**Section 2**	
existing land uses	Section 2.2	
proposed land uses	Section 2.4	
context with surrounds	Section 2.3	
Traffic volumes	**Section 3**	
daily or peak traffic volumes	Section 3.1	
type of vehicles (eg cars, trucks)	Section 3.2	
Vehicular access and parking	**Section 4**	
access arrangements	Section 4.1	
public, private, disabled parking set down/pick up	Section 4	
Swept Paths	**Section 5**	
waste collection	Section 5.1	
on/off-site loading facilities	Section 5.2	
swept path analysis	Section 5.3	
Traffic management on frontage streets	**Section 6**	
Public transport access	**Section 7**	
existing public transport services	Section 7.1	
nearest bus stops/train stations	Section 0	
pedestrian/cycle links to bus stops/ train station	Section 7.3	
future public transport facilities	Section 7.4	
Pedestrian and Cycle access/facilities	**Section 8**	
existing pedestrian and cycle networks within the development (if any)	Section 8	
proposed pedestrian and cycle facilities within the development	Section 4.2	
existing pedestrian and cycle facilities on surrounding roads	Section 8.1	
proposals to improve pedestrian and cycle access	Section 8.2	
Site specific issues	**Section 9**	
Summary	**Section 10**	

Appendix B

SITE PLANS

FUTURE STAGE 2 DEVELOPMENT

EXISTING STREET VISITOR PARKING TO BE RETAINED

STREET VISITOR PARKING

T01	T02	T03	T04	T05	T06	T07	T08	T09
TYPE A1	TYPE B	TYPE B	TYPE A2	TYPE B	TYPE B	TYPE A2	TYPE C1	TYPE C2
PLOT RATIO AREA: 83 m²	PLOT RATIO AREA: 80 m²	PLOT RATIO AREA: 80 m²	PLOT RATIO AREA: 82 m²	PLOT RATIO AREA: 80 m²	PLOT RATIO AREA: 80 m²	PLOT RATIO AREA: 82 m²	PLOT RATIO AREA: 84 m²	PLOT RATIO AREA: 84 m²
STRATA AREA: 75 m²	STRATA AREA: 73 m²	STRATA AREA: 73 m²	STRATA AREA: 74 m²	STRATA AREA: 73 m²	STRATA AREA: 73 m²	STRATA AREA: 74 m²	STRATA AREA: 76 m²	STRATA AREA: 76 m²

1 DA3-01

2 DA3-01

FIRE EGRESS STAIRS TO LEVEL GROUND

SECURED GATED ACCESS

PLANTER BOXES

SECURED GATED ACCESS

PLANTER BOXES

SECURED GATED ACCESS

FIRE EGRESS STAIRS TO LEVEL GROUND

CONCRETE FOOTPATH

STIRLING HWY

SEWELL STREET

BITUMEN FOOTPATH

6400

13400

VOID

ALFRESCO 6.1m × 5.2m RL 13.500

ALFRESCO 4.5m × 5.2m RL 13.500

ALFRESCO 6.6m × 5.2m RL 13.500

BBQ

DINING 3.1m × 4.9m

KITCHEN 3.1m × 4.9m

DINING 3.1m × 4.5m

KITCHEN 3.1m × 4.5m

SCUL.

LIFT

UP

DN

LIVING 3.9m × 5.0m

LIVING 3.7m × 3.8m

ENTRY RL 13.500

SECOND LIVING 3.5m × 4.5m RL 13.500

BIN STORE

240l

140l

RL 13.500 UP

FRONT YARD RL 13.875

FRONT YARD RL 13.880

FRONT YARD RL 13.804

FRONT YARD RL 13.683

FRONT YARD RL 13.538

FRONT YARD RL 13.523

FRONT YARD RL 13.522

FRONT YARD RL 13.517

FRONT YARD RL 13.393

RL 10.900

1:8 RAMP

1:4 RAMP

1:20 RAMP

WAITING BAY

WALL MOUNTED FLASHING VEHICLE WARNING LIGHT

VEHICLE GATES

RL 13.330

PROPOSED CROSSOVER

PLANTER BOXES

SECURED GATED ACCESS

SCREENED BIN ENCLOSURE

CONCRETE FOOTPATH

SAINT PETERS ROAD

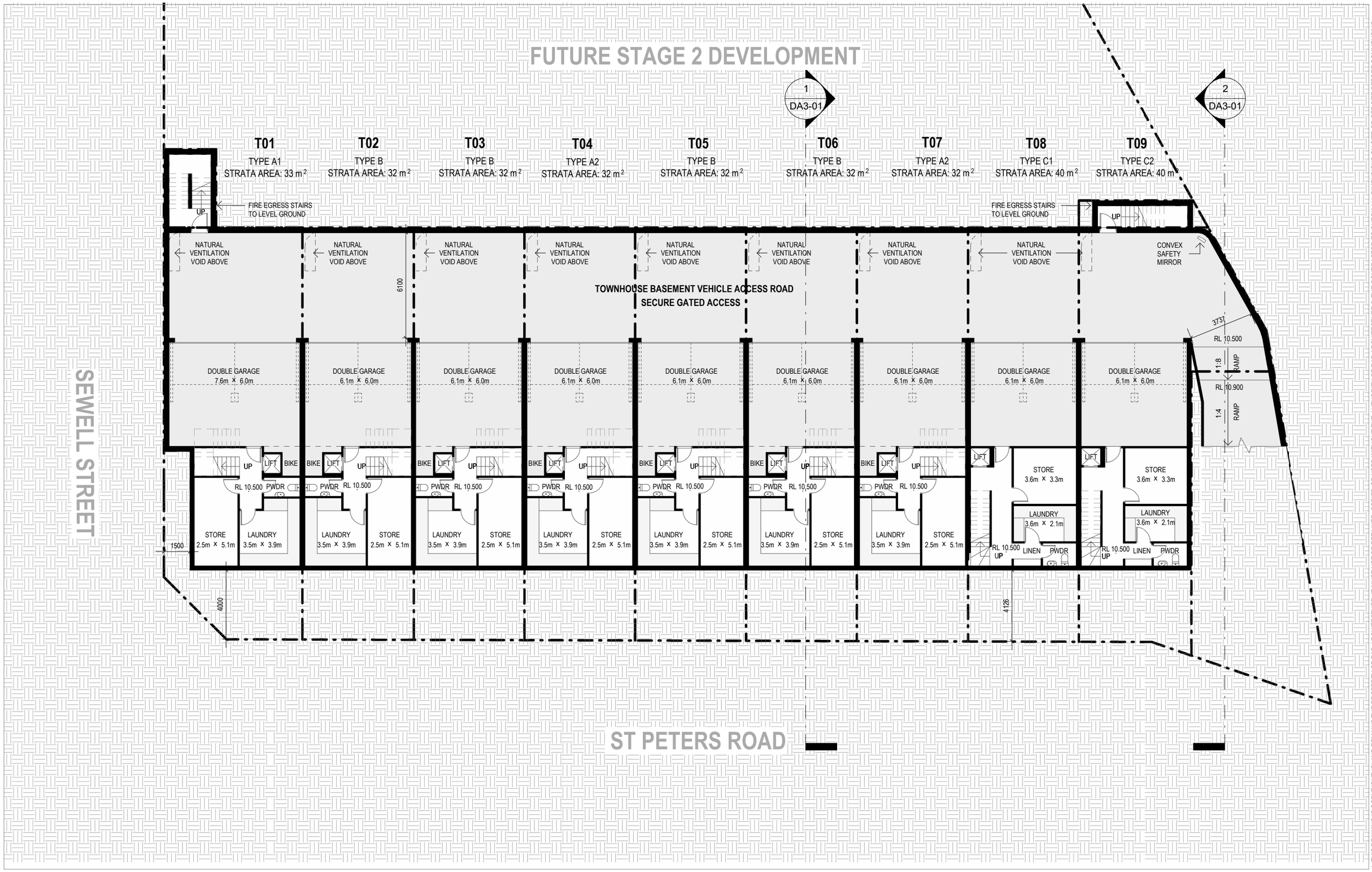
LOT 100

LOT 501

RAD architecture

PROJECT NAME	91-93 CANNING HIGHWAY, EAST FREMANTLE
CLIENT	SARACEN PROPERTIES
DRAWING NAME	GROUND PLAN
	DEVELOPMENT APPLICATION ISSUE
SCALE	1 : 200 (A3) — 0 1 2 3 4 5 6 M
PROJECT No.	25-10
DRAWING No.	DA1-02
REV	E
DRAWN BY	SP

DD/MM/YY	REV	DESCRIPTION	CHECKED
30/01/2026	E	ISSUE FOR CONSULTANT	
15/12/2025	D	ISSUE FOR CONSULTANT	
12/12/2025	C	ISSUE FOR REVIEW	
26/11/2025	B	ISSUE FOR REVIEW	
10/11/2025	A	ISSUE FOR REVIEW	

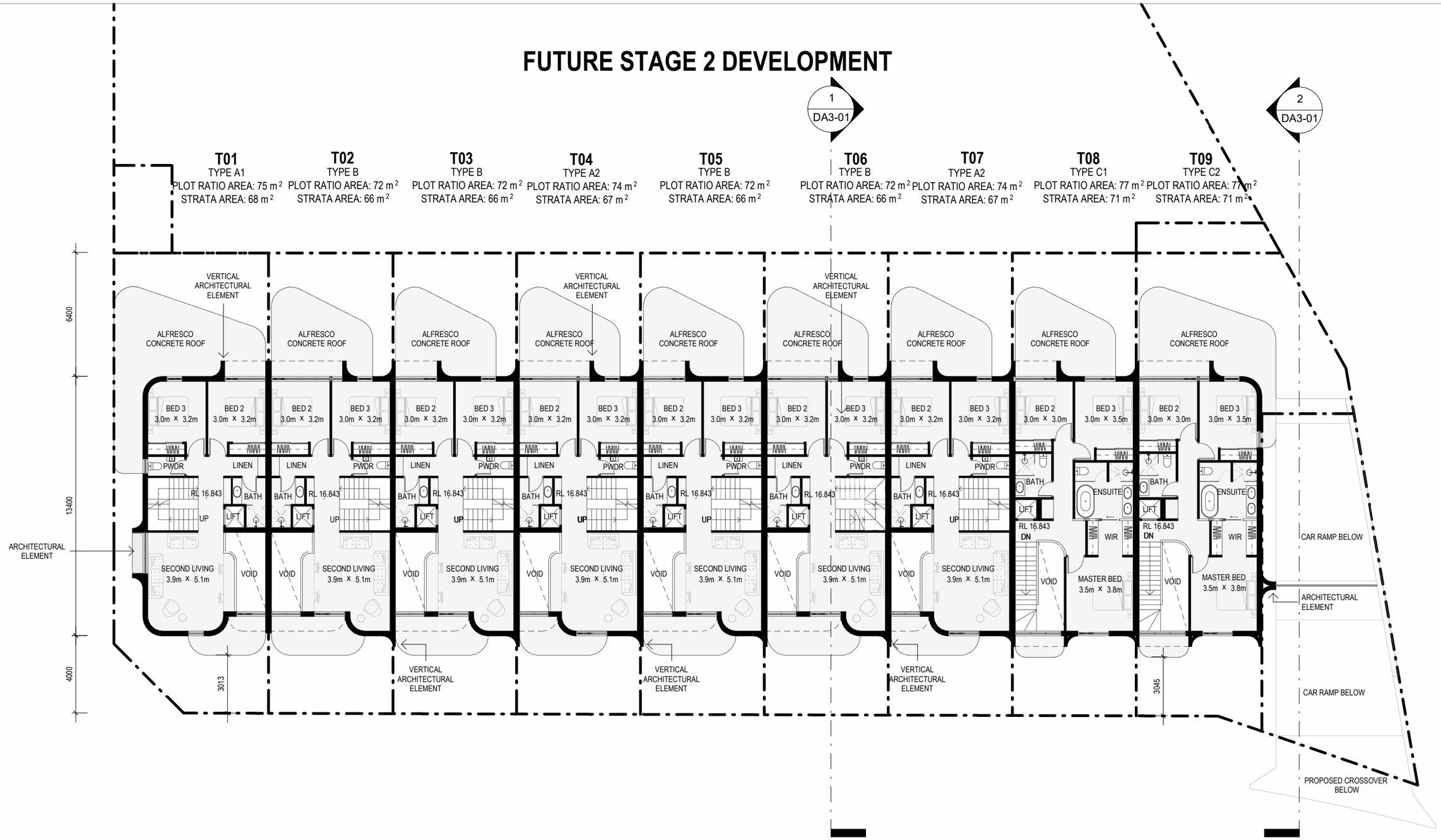


RAD architecture

PROJECT NAME	91-93 CANNING HIGHWAY, EAST FREMANTLE
CLIENT	SARACEN PROPERTIES
DRAWING NAME	BASEMENT PLAN
	DEVELOPMENT APPLICATION ISSUE
SCALE	1 : 200 (A3)
PROJECT No.	25-10
DRAWING No.	DA1-01
REV	G
DRAWN BY	SP

DD/MM/YY	REV	DESCRIPTION	CHECKED
13/02/2026	G	ISSUE FOR CONSULTANT	
09/02/2026	F	ISSUE FOR REVIEW	
30/01/2026	E	ISSUE FOR CONSULTANT	
15/12/2025	D	ISSUE FOR CONSULTANT	
12/12/2025	C	ISSUE FOR REVIEW	
26/11/2025	B	ISSUE FOR REVIEW	
10/11/2025	A	ISSUE FOR REVIEW	

FUTURE STAGE 2 DEVELOPMENT



RAD architecture

PROJECT NAME	91-93 CANNING HIGHWAY, EAST FREMANTLE
CLIENT	SARACEN PROPERTIES
DRAWING NAME	LEVEL 1 PLAN
	DEVELOPMENT APPLICATION ISSUE
SCALE	1 : 200 (A3) — 0 1 2 3 4 5 6 M
PROJECT No.	25-10
DRAWING No.	DA1-03
REV	F
DRAWN BY	SP

DD/MM/YY	REV	DESCRIPTION	CHECKED
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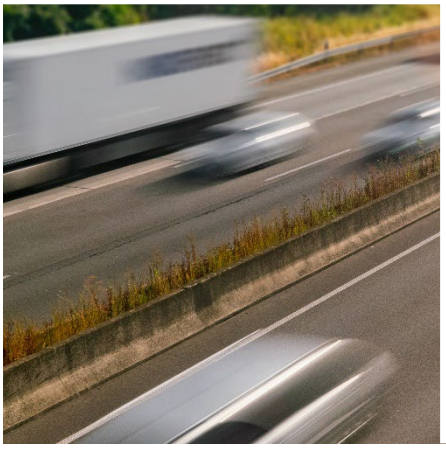
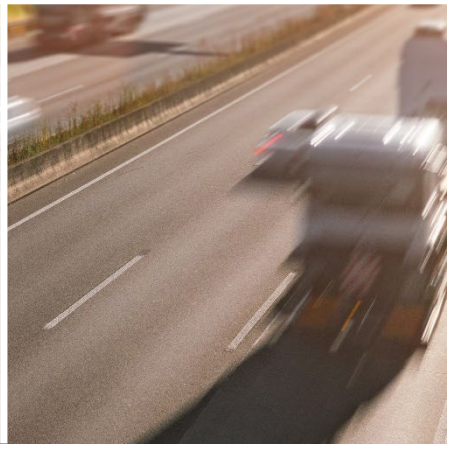
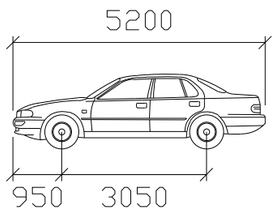
30/01/2026	E	ISSUE FOR CONSULTANT	
15/12/2025	D	ISSUE FOR CONSULTANT	
12/12/2025	C	ISSUE FOR REVIEW	
26/11/2025	B	ISSUE FOR REVIEW	
10/11/2025	A	ISSUE FOR REVIEW	

Appendix C

SWEPT PATHS

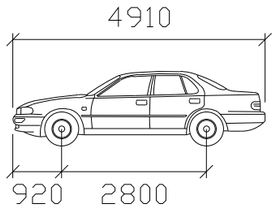






B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

DA3-01

DA3-01

T05
TYPE B
PLOT RATIO AREA: 80 m²
STRATA AREA: 73 m²

T06
TYPE B
PLOT RATIO AREA: 80 m²
STRATA AREA: 73 m²

T07
TYPE A2
PLOT RATIO AREA: 82 m²
STRATA AREA: 74 m²

T08
TYPE C1
PLOT RATIO AREA: 84 m²
STRATA AREA: 76 m²

T09
TYPE C2
PLOT RATIO AREA: 84 m²
STRATA AREA: 76 m²

PLANTER BOXES

SECURED GATED ACCESS

FIRE EGRESS STAIRS TO LEVEL GROUND

CONCRETE FOOTPATH

STIRLING HWY

DN

VOID

BBQ

ALFRESCO 4.5m × 5.2m RL 13.500

ALFRESCO 6.6m × 5.2m RL 13.500

DINING 3.1m × 4.9m

KITCHEN 3.1m × 4.9m

SCUL.

LIFT

UP

LIVING 3.9m × 5.0m

ENTRY RL 13.500

DINING 3.1m × 4.5m

KITCHEN 3.1m × 4.5m

LIVING 3.7m × 3.8m

SECOND LIVING 3.5m × 4.5m RL 13.500

RL 13.500 UP

FRONT YARD RL 13.875

FRONT YARD RL 13.880

FRONT YARD RL 13.804

FRONT YARD RL 13.683

FRONT YARD RL 13.538

FRONT YARD RL 13.523

FRONT YARD RL 13.522

FRONT YARD RL 13.517

FRONT YARD RL 13.393

RL 13.900

B99 STANDARDS 2004 (AU_NZ)

1:8 RAMP

WALL MOUNTED FLASHING VEHICLE WARNING LIGHT

VEHICLE GATES

WAITING BAY

B85 STANDARDS 2004 (AU_NZ)

RL 13.330

PROPOSED CROSSOVER

PLANTER BOXES

SECURED GATED ACCESS

SCREENED BIN ENCLOSURE

CONCRETE FOOTPATH

B85 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

ST PETERS ROAD

LOT 100

LOT 501

FUTURE STAGE 2 DEVELOPMENT

FUTURE STAGE 2 DEVELOPMENT

T01	T02	T03	T04	T05	T06
TYPE A1	TYPE B	TYPE B	TYPE A2	TYPE B	TYPE B
STRATA AREA: 33 m 2	STRATA AREA: 32 m 2	STRATA AREA: 32 m 2	STRATA AREA: 32 m 2	STRATA AREA: 32 m 2	STRATA AREA: 32 m 2

FIRE EGRESS STAIRS TO LEVEL GROUND

NATURAL VENTILATION VOID ABOVE

TOWNHOUSE BASEMENT VEHICLE ACCESS ROAD
SECURE GATED ACCESS

B85 STANDARDS 2004 (AU_NZ)

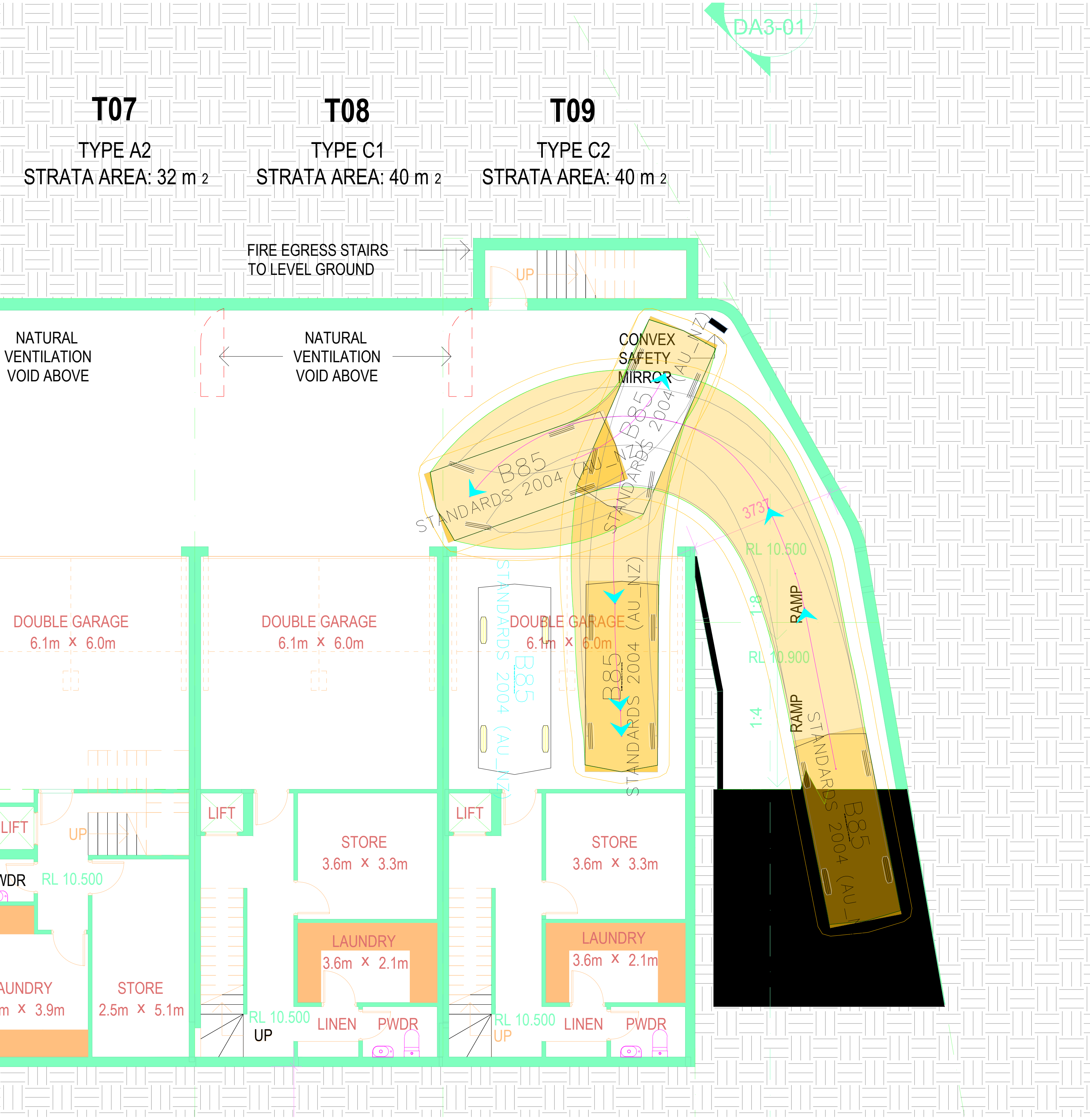
DOUBLE GARAGE 6.1m x 6.0m

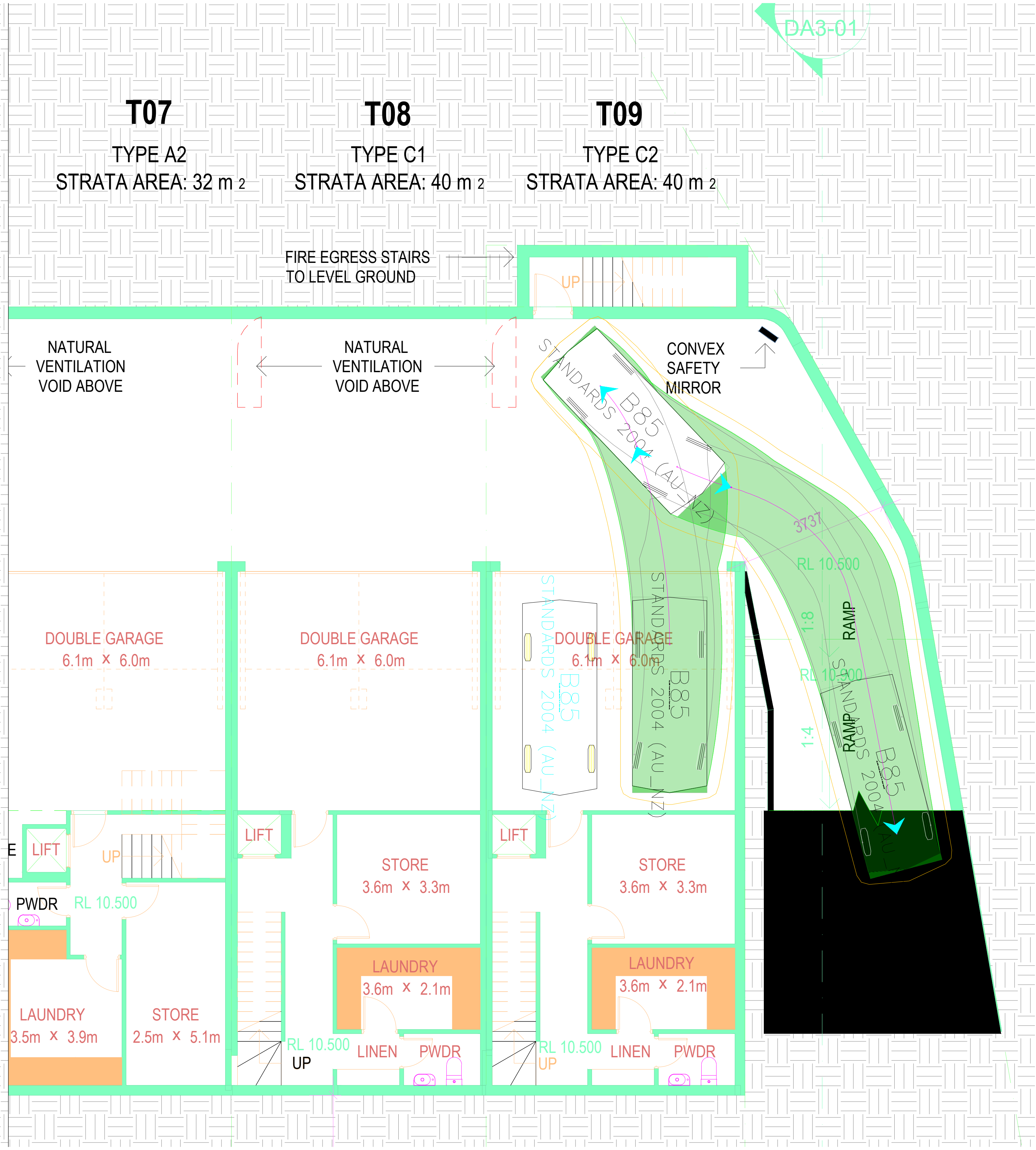
UP | LIFT | BIKE | PWDR | RL 10.500

STORE 2.5m x 5.1m | LAUNDRY 3.5m x 3.9m

SEWELL STREET

ST PETERS ROAD


DA3-01
T07
TYPE A2
STRATA AREA: 32 m 2
T08
TYPE C1
STRATA AREA: 40 m 2
T09
TYPE C2
STRATA AREA: 40 m 2
FIRE EGRESS STAIRS
TO LEVEL GROUND
UP
NATURAL
VENTILATION
VOID ABOVE
NATURAL
VENTILATION
VOID ABOVE
CONVEX
SAFETY
MIRROR
B85
STANDARDS 2004 (AU_NZ)
3737
RL 10.500
RAMP
1:8
RL 10.900
1:4
RAMP
DOUBLE GARAGE
6.1m X 6.0m
DOUBLE GARAGE
6.1m X 6.0m
DOUBLE GARAGE
6.1m X 6.0m
LIFT
UP
LIFT
LIFT
STORE
3.6m X 3.3m
STORE
3.6m X 3.3m
RL 10.500
LAUNDRY
3.6m X 2.1m
LAUNDRY
3.6m X 2.1m
STORE
2.5m X 5.1m
RL 10.500
UP
LINEN
PWDR
RL 10.500
UP
LINEN
PWDR


DA3-01
T07
TYPE A2
STRATA AREA: 32 m 2
T08
TYPE C1
STRATA AREA: 40 m 2
T09
TYPE C2
STRATA AREA: 40 m 2
FIRE EGRESS STAIRS
TO LEVEL GROUND
UP
NATURAL
VENTILATION
VOID ABOVE
NATURAL
VENTILATION
VOID ABOVE
CONVEX
SAFETY
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B85
STANDARDS 2004 (AU_NZ)
3737
RL 10.500
RAMP
1:8
RL 10.900
1:4
RAMP
DOUBLE GARAGE
6.1m X 6.0m
DOUBLE GARAGE
6.1m X 6.0m
DOUBLE GARAGE
6.1m X 6.0m
LIFT
UP
PWDR
RL 10.500
LIFT
LIFT
STORE
3.6m X 3.3m
STORE
3.6m X 3.3m
LAUNDRY
3.5m X 3.9m
STORE
2.5m X 5.1m
LAUNDRY
3.6m X 2.1m
LAUNDRY
3.6m X 2.1m
RL 10.500
UP
LINEN
PWDR
RL 10.500
UP
LINEN
PWDR

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