

49 Smith Street, Highgate

Transport Impact Statement

Prepared for: Tetris Capital Pty Ltd

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Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
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Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples.

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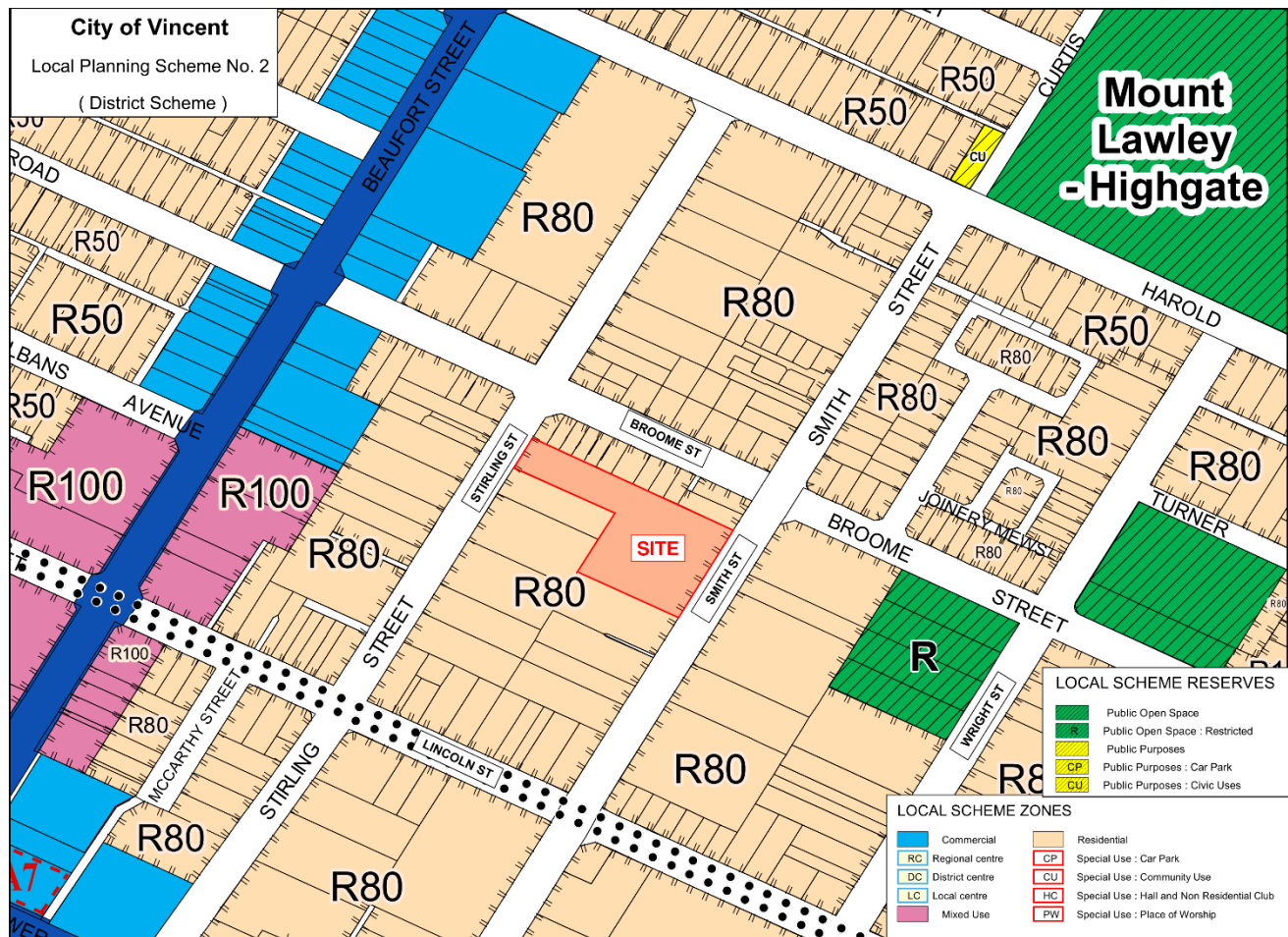
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Figure 1-2 City of Vincent Zoning



Source: City of Vincent Local Planning Scheme No.2

1.4 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads WA.
- **Regional Distributors (red):** 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.
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- **Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages 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. They are managed by Local Government.



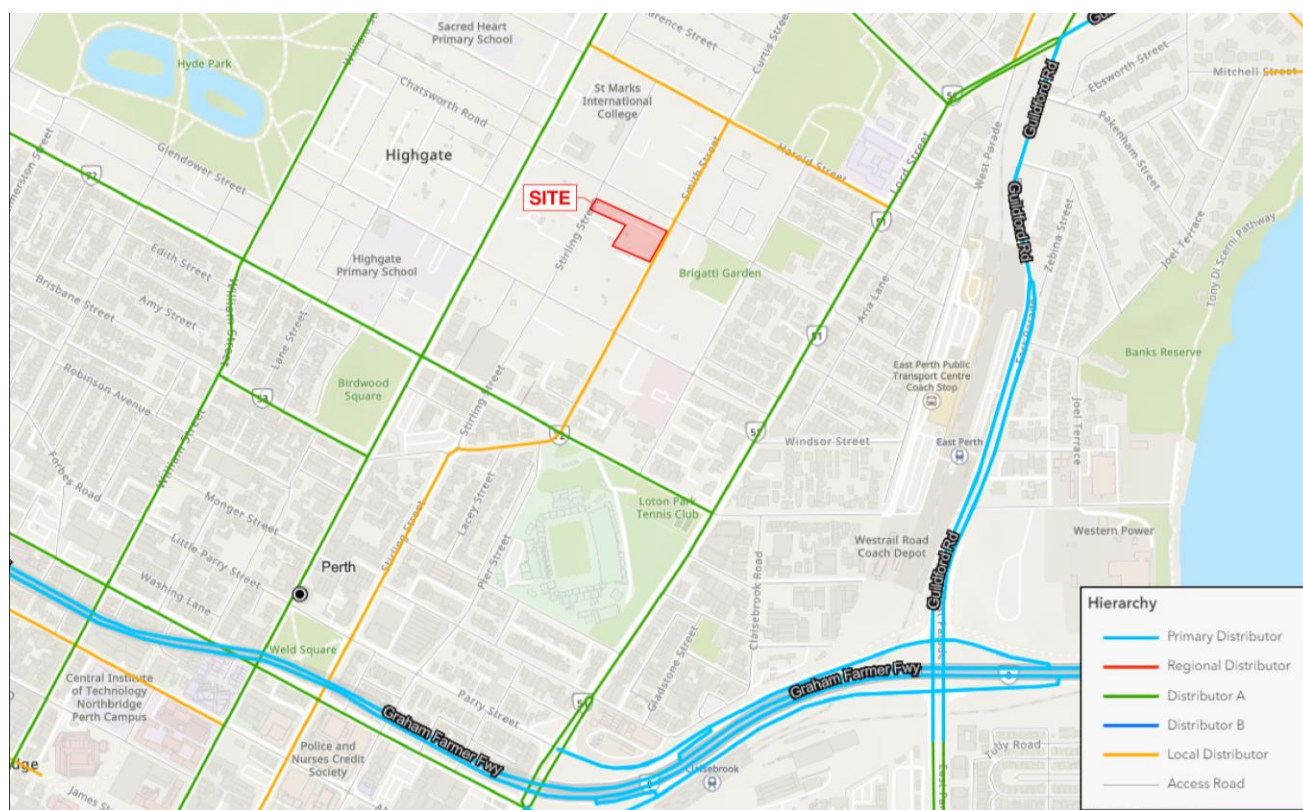
- Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The Site is primarily bounded by Smith Street to the east and Stirling Street to its west. The surrounding road network is further described in **Table 1-1** and **Figure 1-3** shows the functional road hierarchy as per the Main Roads WA Road Information Mapping System,.

Table 1-1 Surrounding Road Network

Street Names	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Smith Street	Local Distributor	Local Government	2	2	10.0m (including on-street parking on both sides)	40 km/h
Stirling Street	Access Road	Local Government	2	2	10.0m(including on-street parking on both sides)	40 km/h
Broome Street	Access Road	Local Government	2	2	10.0m(including on-street parking on both sides)	40 km/h
Lincoln Street	Access Road	Local Government	2	2	10.0m(including on-street parking on both sides)	40 km/h

Figure 1-3 Existing Road Network Hierarchy



Source: Main Roads – Road Mapping Information System

1.5 Existing Traffic Volumes

Existing traffic volumes were provided by the City of Vincent and obtained from the Main Roads WA Traffic Map. The information is summarised in **Table 1-2**. The peak AM and PM peak hour periods generally occur between 8:00am-9:00am and 5:00pm and 6:00pm respectively.

Table 1-2 Existing Traffic Volumes

Road Name	Source	Year	AM Peak	PM Peak	Heavy Vehicles (%)
Smith Street (North of Bulwer St)	MRWA Traffic Map	2021/2022	441	273	2.4
Stirling Street (North of Bulwer St)	MRWA Traffic Map	2021/2022	148	300	5.8
Smith Street (between Broome – Lincoln)	City of Vincent	June 2021	306	247	2.1
Harold Street (between Smith – Stirling)	City of Vincent	March 2020	151	173	2.8
Stirling Street (between Lincoln – Bulwer)	City of Vincent	Aug 2023	101	238	3.7
Harold Street (between Smith – Wright)	City of Vincent	June 2021	135	231	2.6

1.6 Crash Assessment

A crash assessment of the Site's surrounding road network was conducted using Main Roads WA's Crash Map database. It covers all the recorded crashes between January 2019 to December 2023. The results of the analysis are summarised in **Table 1-3** to **Table 1-5**, while **Figure 1-4** indicates the location of the recorded midblock and intersection crashes as well as their corresponding severities.

Table 1-3 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	2	1	3
Right Angle	-	-	1	4	1	6
Unspecified	-	-	-	-	3	3
Total	-	-	1	6	5	12

Table 1-4 Intersection Crashes

Intersection Name	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Broome St / Wright St	-	-	1	4	2	7
Smith St / Lincoln St	-	-	-	1	-	1
Total	-	-	1	5	2	8



Table 1-5 Midblock Crashes

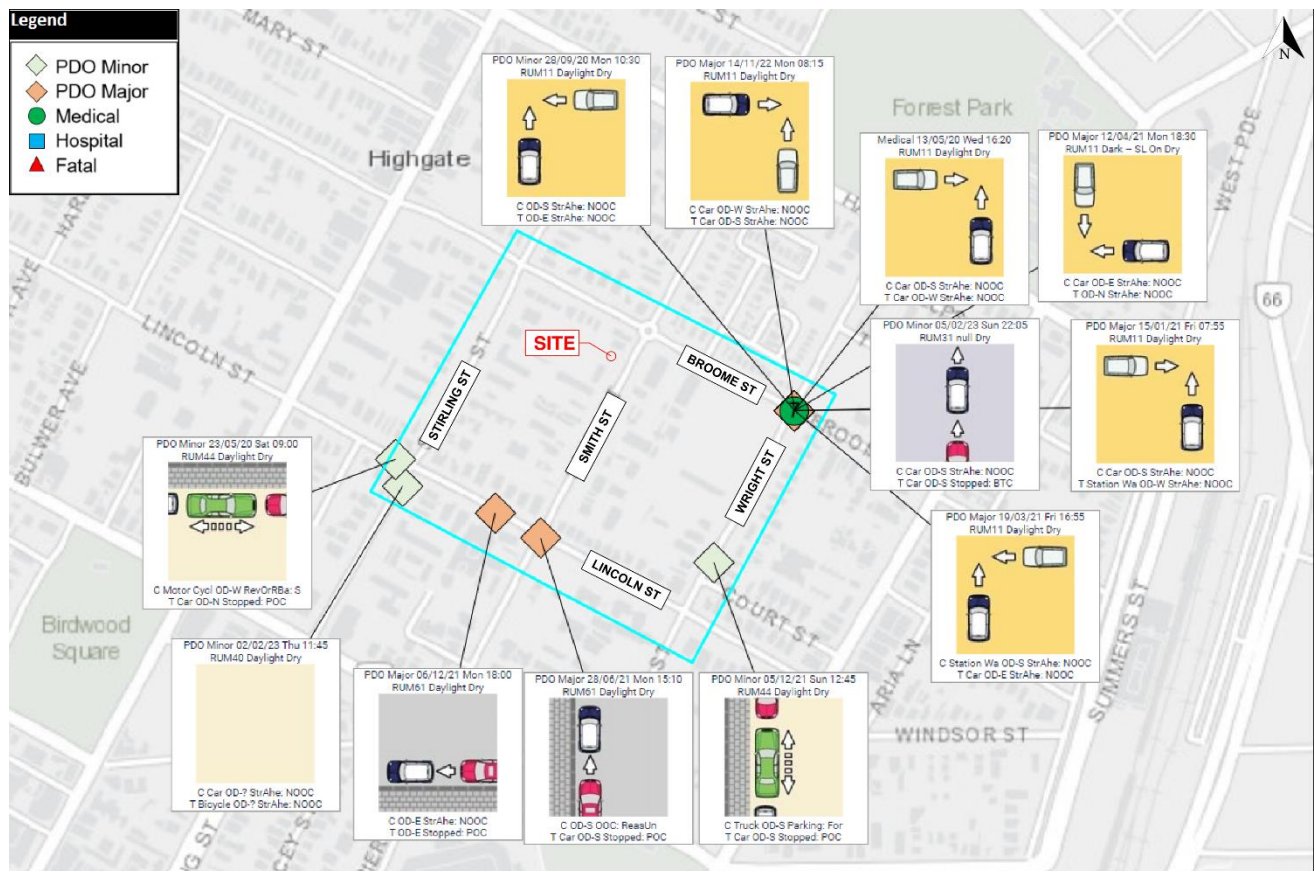
Road Name	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Stirling St	-	-	-	-	1	1
Lincoln St	-	-	-	1	1	2
Wright St	-	-	-	-	1	1
Total	-	-	-	1	3	4

The following was observed from the crash assessment conducted:

- A total of 12 crashes were recorded around the Site's immediate road network;
- No fatal or serious injuries were recorded;
- One (1) crash incident requiring medical attention occurred at the intersection of Smith Street and Broome Street;
- Six (6) reported crashes resulted in major property damage while five (5) resulted in minor property damage;
- Right angle crashes are the most common type of crash type to occur, majority of which occurred at the junction of Smith Street and Broome Street.

The low number of crashes recorded around the Site's immediate road network for the past five years is indicative of a well-regulated and well-enforced safe streets program within the area. The proposed development is expected to unlikely impose significant changes to the existing road network's overall safety and operations.

Figure 1-4 Crash Location Map



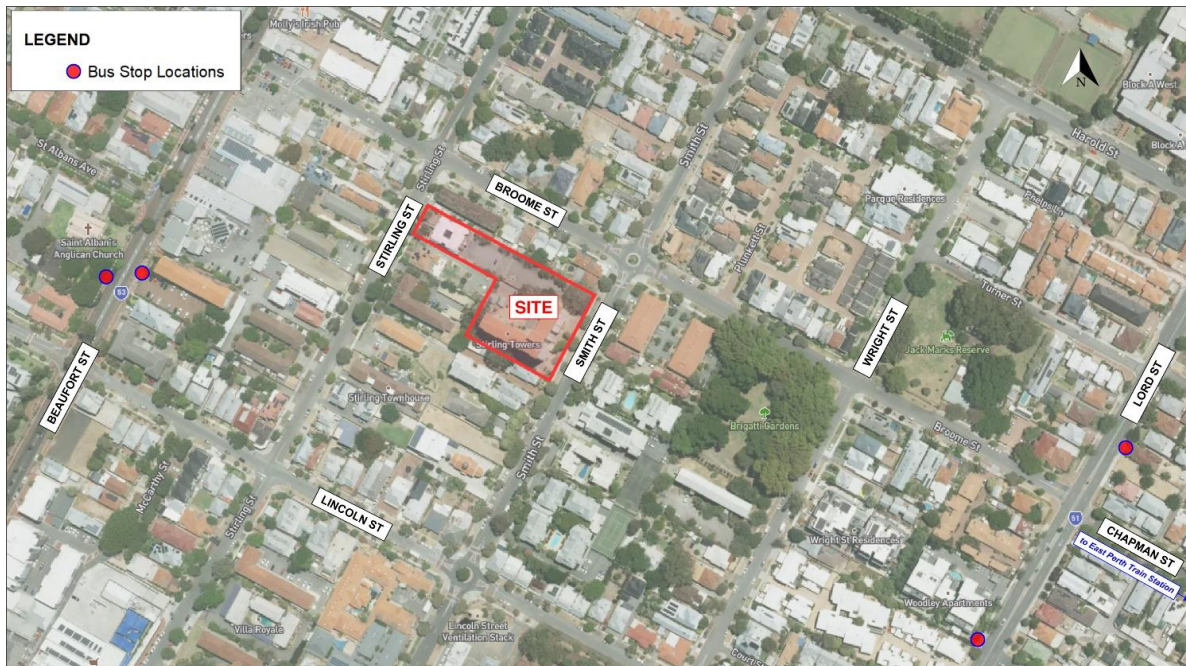
Source: MRWA Crash Map Database

2. Public Transport Facilities

2.1 Existing Public Transport Facilities

There are several bus stops that are within close proximity of the subject Site as shown in **Figure 2-1**. The nearest bus stops are within a 250m walking distance from the Site and are located along Beaufort Street. The bus stops along Beaufort Street are serviced by bus routes 67, 68, and the high-frequency 950 route. Alternatively, bus stops along Lord Street are within a 470m walking distance from the Site and are serviced by bus routes 41, 42, 40, and 55. **Table 2-1** summarises the route description and frequencies of public transport services within the proximity of the subject Site. **Figure 2-2** to **Figure 2-4** shows the Transperth bus routes.

Figure 2-1 Existing Bus Stop Locations



Source: Metromap (2024)

Table 2-1 Public Transport Routes and and Frequencies

Route No.	Route Description	Weekdays	Weekends	Sundays & Public Holidays
67	Perth – Mirrabooka Bus Station <i>via Grand Promenade</i>	30 mins.	30 mins.	60 mins.
68	Perth – Mirrabooka Bus Station <i>via Lennard St</i>	30 mins.	30 mins.	60 mins.
950	Morley Bus Station – QEII Medical Centre <i>via Beaufort St and UWA</i>	10 mins.	15 mins.	15 mins.
41	Perth – Bayswater <i>via Lord St & Guildford Rd</i>	60 mins.	60 mins.	60 mins.
42	Perth – Maylands <i>via Lord St, Guildford Rd & Peninsula Rd</i>	60 mins.	60 mins.	60 mins.
40 (previous route 48)	Perth – Morley Bust Station <i>via Lord St, Guildford Rd & Bayswater Stn</i>	30 - 60 mins.	60 mins.	60 mins.
55	Perth – Bassendean <i>via Lord St & Guildford Rd</i>	60 mins.	60 mins.	60 mins.



Figure 2-2 Route 40,41 & 42

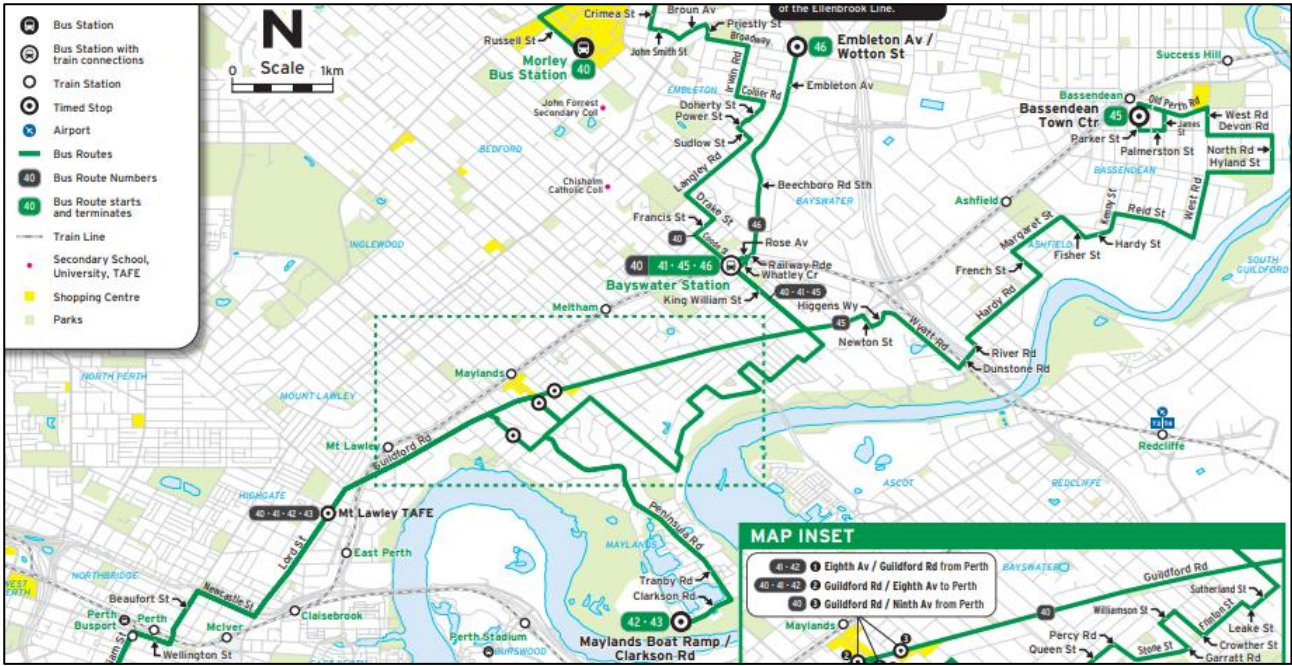
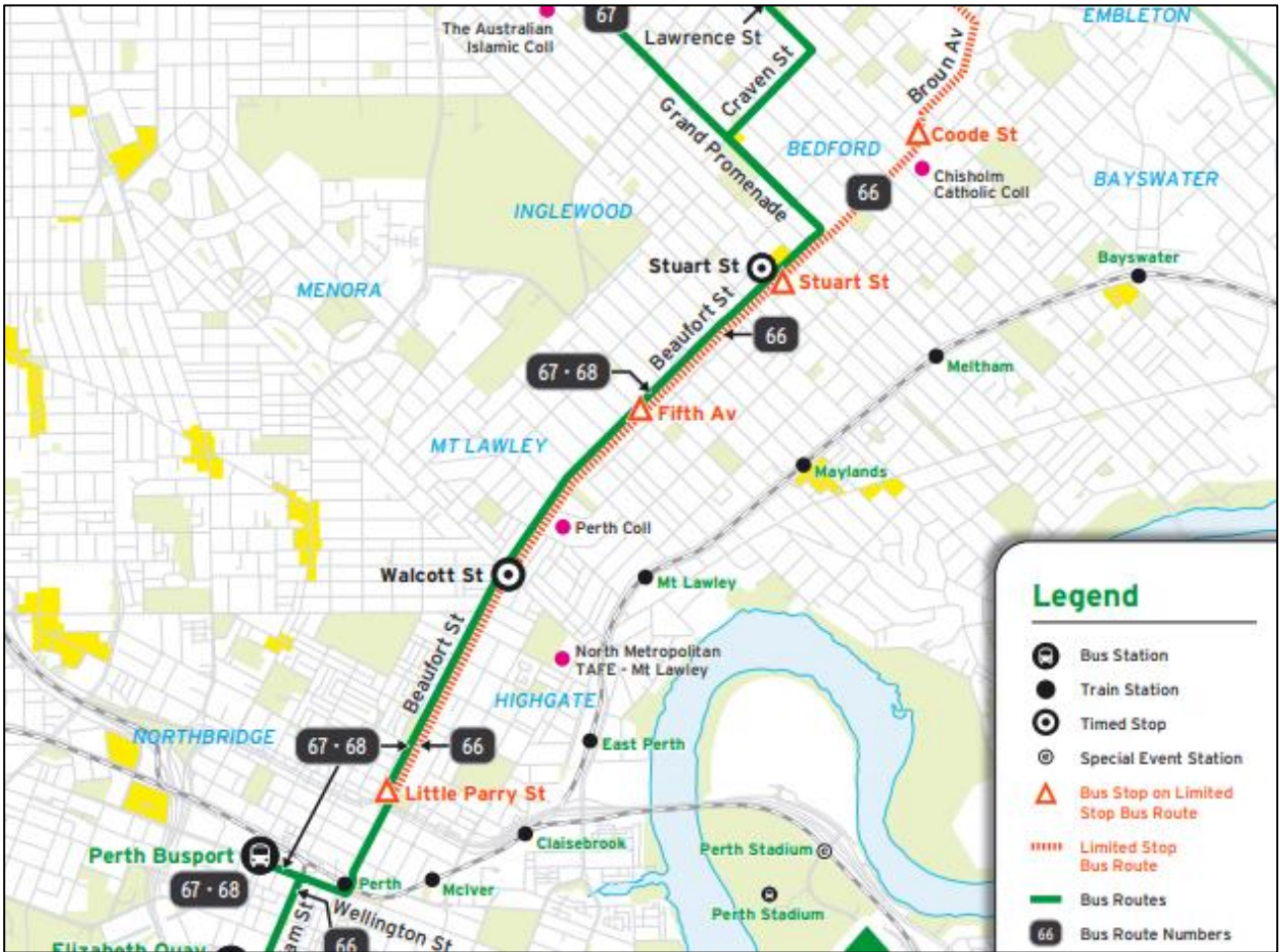


Figure 2-3 Route 67 & 68



Source: Transperth



Figure 2-4 Route 950



Source: Transperth

2.2 Future Public Transport Facilities

Stantec contacted the Public Transport Authority and were advised that there are no proposed changes to the network in this area within the short to medium term. The only potential change mentioned was that Route 950 on Beaufort St will extend to Morley Train Station when the Ellenbrook Line opens later this year. This will obviously trigger the usual time changes, but service frequency is not expected to materially change.

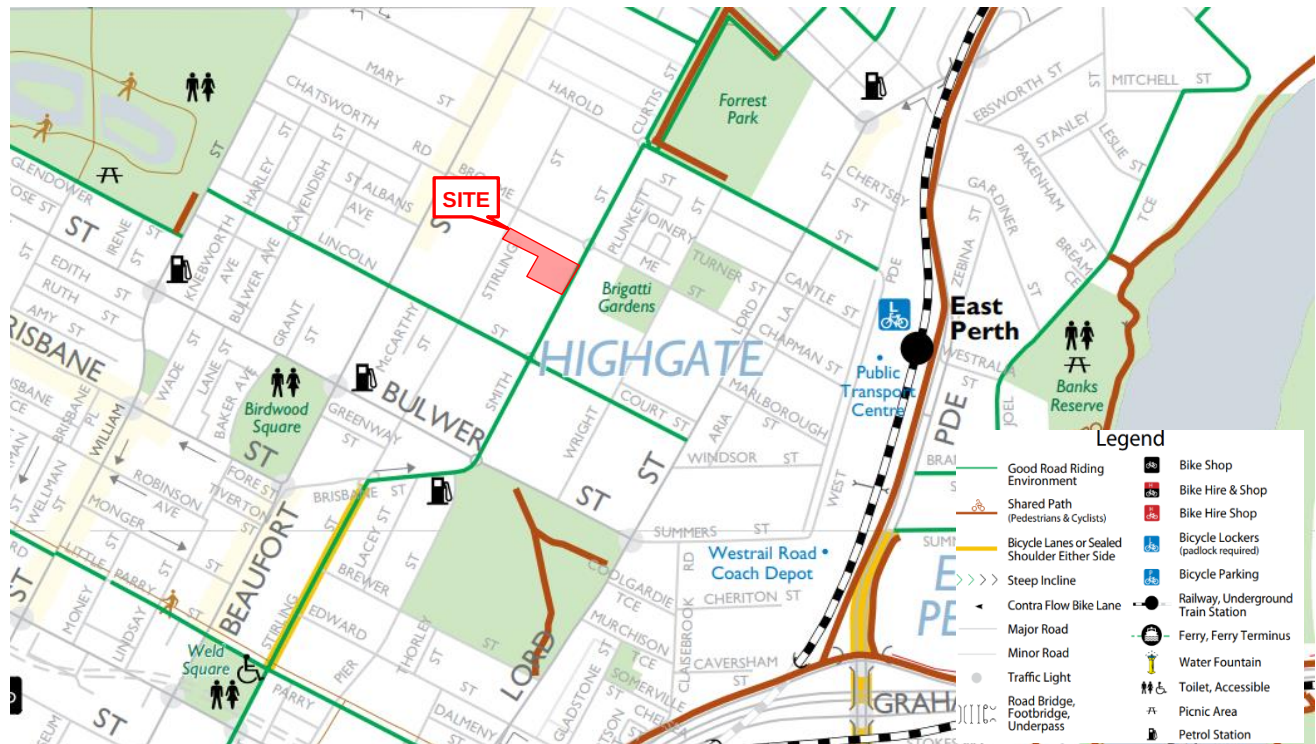


3. Pedestrian/Cycle Network Facilities

3.1 Existing Pedestrian/Cycle Network Facilities

Good Road Riding Environments stretch along Smith Street and Lincoln Street as shown in **Figure 3-1**. Overall, access to the Site is facilitated by good pedestrian/cycle networks.

Figure 3-1 Existing Pedestrian/cycle network facilities



Source: Department of Transport

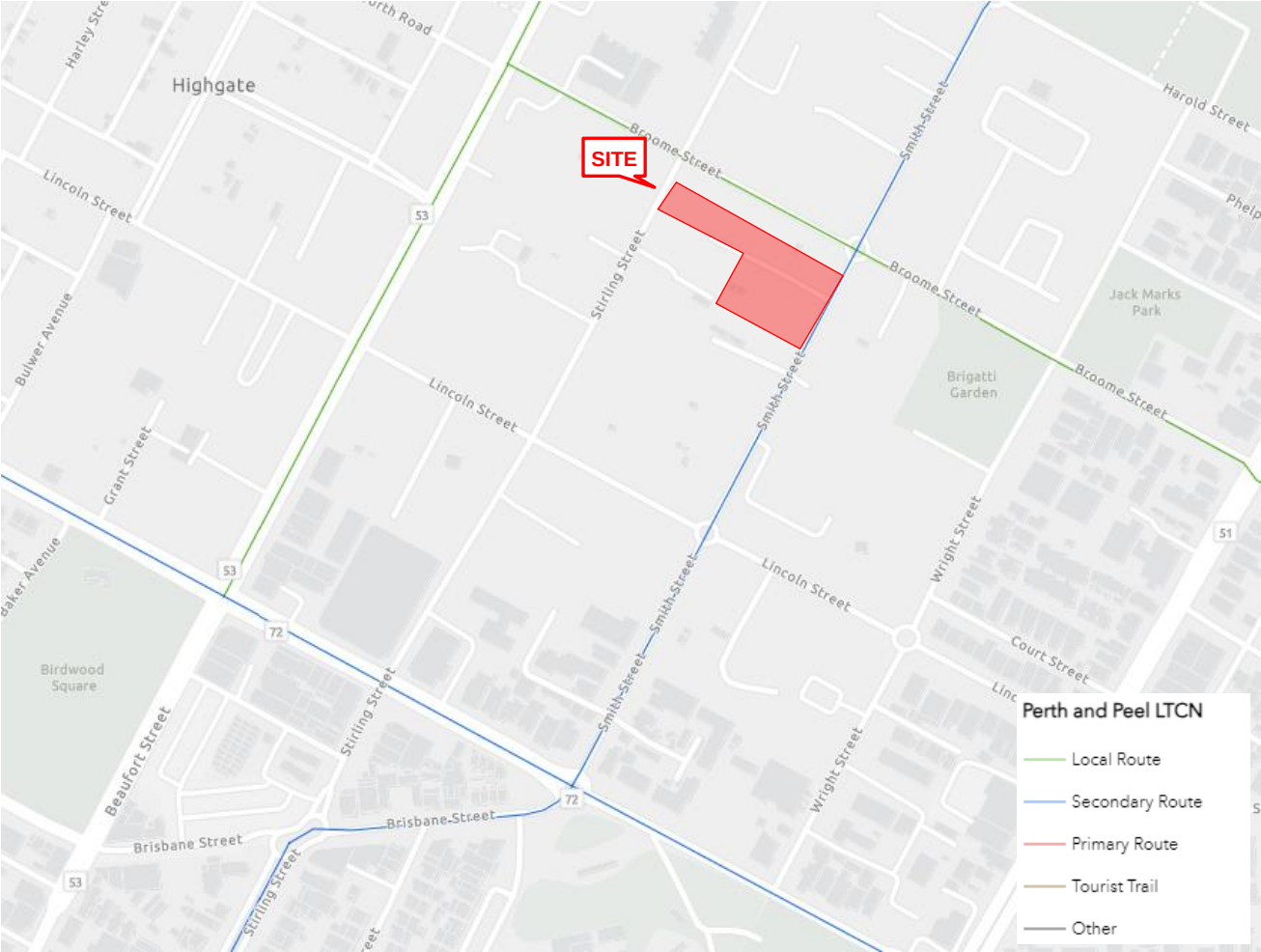
3.2 Future Pedestrian/Cycle Network Facilities

Stantec contacted the City of Vincent and were advised that there are no current plans for upgrades to the facilities currently.

The long-term strategy for cycling infrastructure in the area is defined by the Department of Transport's Long-Term Cycle Network (LTCN), as shown in **Figure 3-2**. The Long-Term Cycling Network (LTCN) is an aspirational blueprint to provide a continuous cycling network throughout Perth and identifies the function of a route – primary, secondary or local. The LTCN shows Smith Street to be a Secondary route and Broome Street to be a Local route connecting to the wider road network.



Figure 3-2 Long Term Cycle Network



Source: DoT LTCN



4. Proposed Development

4.1 Proposed Land Uses

The proposed development will comprise a mixed-use development consisting of the following land uses:

- Social Housing – 78 Units
 - 31 Units - 1 B/R Units
 - 47 Units - 2 B/R Units
- Affordable Housing – 22 Units
 - 9 Units - 1 B/R Units
 - 13 Units - 2 B/R Units
- SDA & OOA Units – 9 Units
 - 2 Units – 1 B/R Units
 - 7 Units – 2 B/R Units
- Car Parking Bays
 - Residents – 57 Bays (Basement)
 - Visitor Bays – 3 Bays (Lower Ground)
 - Accessible Car Drop Off Bays – 2 Bays (Lower Ground)
- Bicycle Parking Bays
 - Residents – 55 Bays (Lower Ground)
 - Visitor Bays – 11 Bays (Lower Ground)
- Motorcycle/Scooter Parking Bays
 - Resident Motorcycle – 10 Bays (Basement)
 - Resident Scooter Parking – 10 bays
 - Visitor Scooter Parking – 2 bays

The layout of the proposed Site is shown in **Figure 4-1**. Larger scaled versions of the site plans are included in **Appendix B**.

Figure 4-1 Ground Floor Site Plan

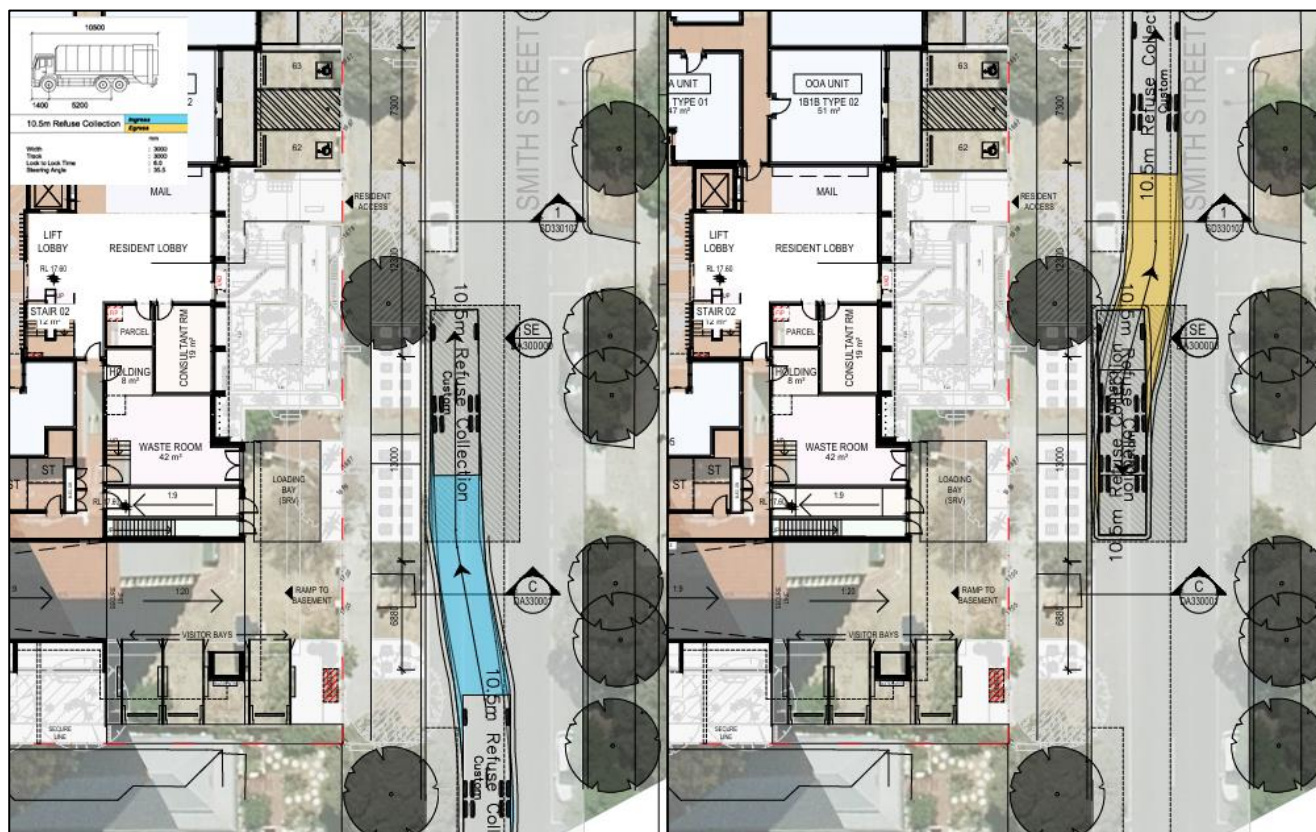


4.2.2 Provision for Service /Waste Vehicles

Waste collection is proposed to take place along Smith Street. The City of Vincent will service the residential waste, commingled recycling and FOGO bins. Following discussions with the City it has been agreed that the development will be serviced 3 times weekly for general waste and twice weekly for comingled recycling and FOGO. Bins will be wheeled onto the verge area for collection, and once collected will be wheeled back to the on-site bin store.

A swept path analysis was undertaken for a standard City of Vincent Waste truck and is illustrated in **Figure 4-3**. The swept paths analysis shows that the waste truck is able to undertake the waste collection without any encroachments to the on-street parking bays. Larger scaled plans are included in **Appendix C**.

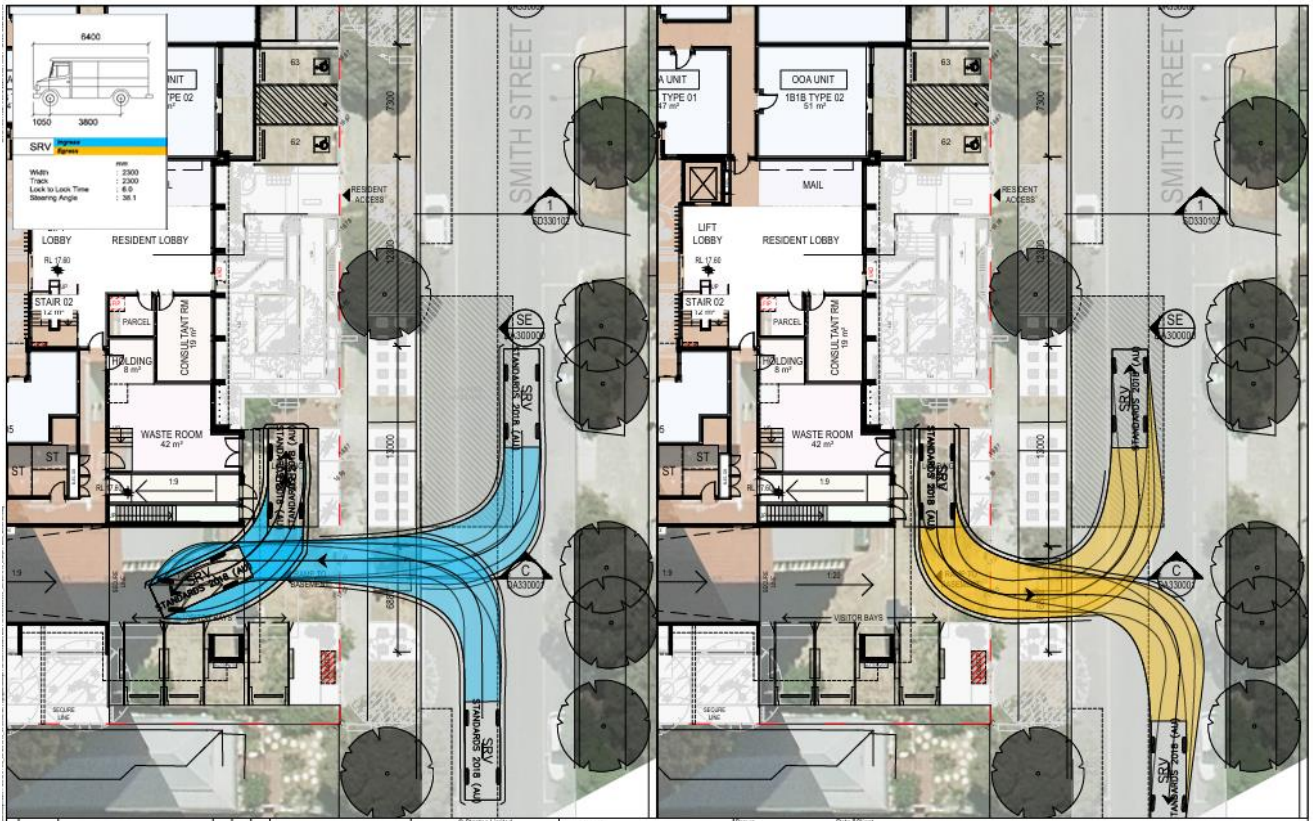
Figure 4-3 Waste Truck Swept Path



Deliveries for the proposed development is likely to be undertaken in the loading bay provided on the Lower Ground level by a 6.4m SRV design vehicle. **Figure 4-4** shows the swept path analysis for a SRV design vehicle. The swept path analysis shows that this design vehicle is able to enter and exit the loading bay without any encroachments.



Figure 4-4 SRV Swept Path



4.2.3 Car Parking and Circulation Swept Paths

Swept path analysis has also been undertaken for a B85 and B99 design vehicle. **Figure 4-5** to **Figure 4-8** illustrate the swept path analysis undertaken and confirms that the design vehicles can be accommodated. Larger scaled drawings are included in **Appendix C**.



Figure 4-5 Driveway Access Swept Path - B 99 IN & OUT

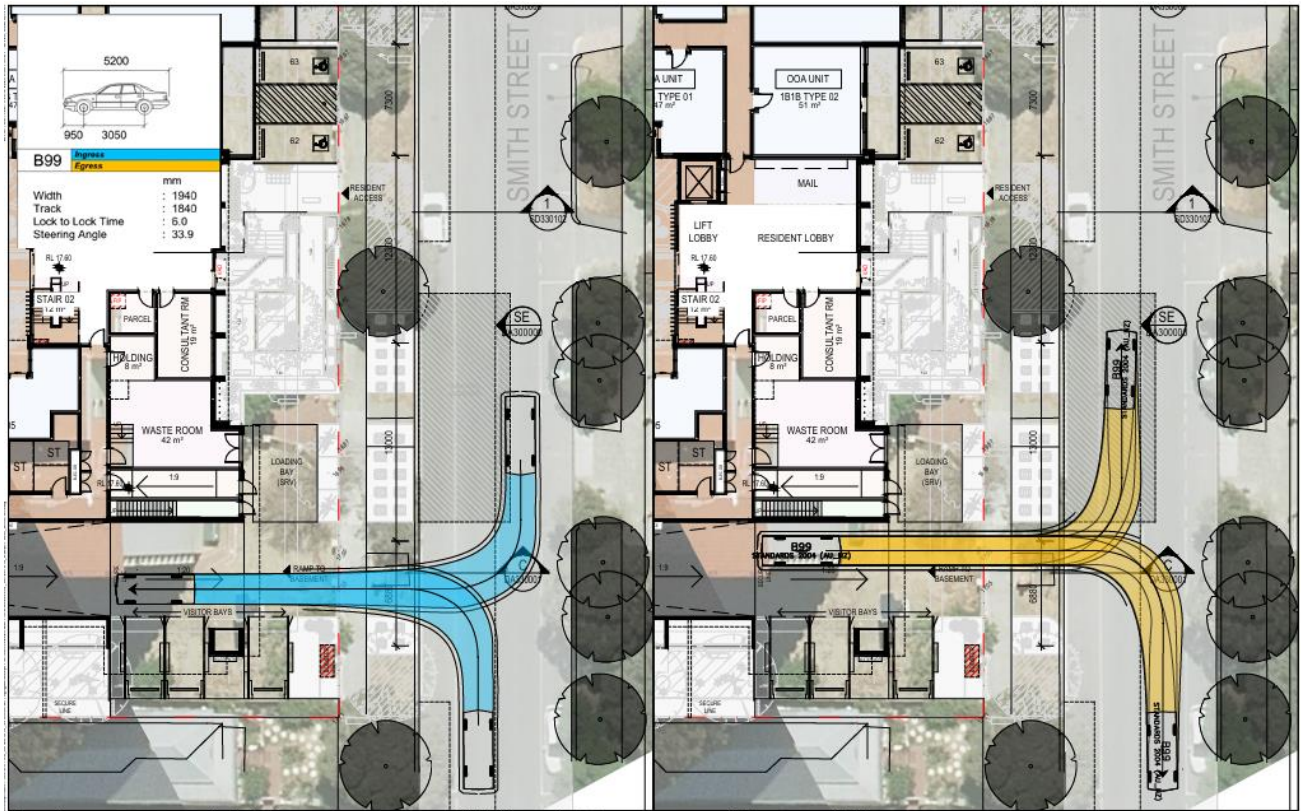


Figure 4-6 B85 Swept Path - Parking

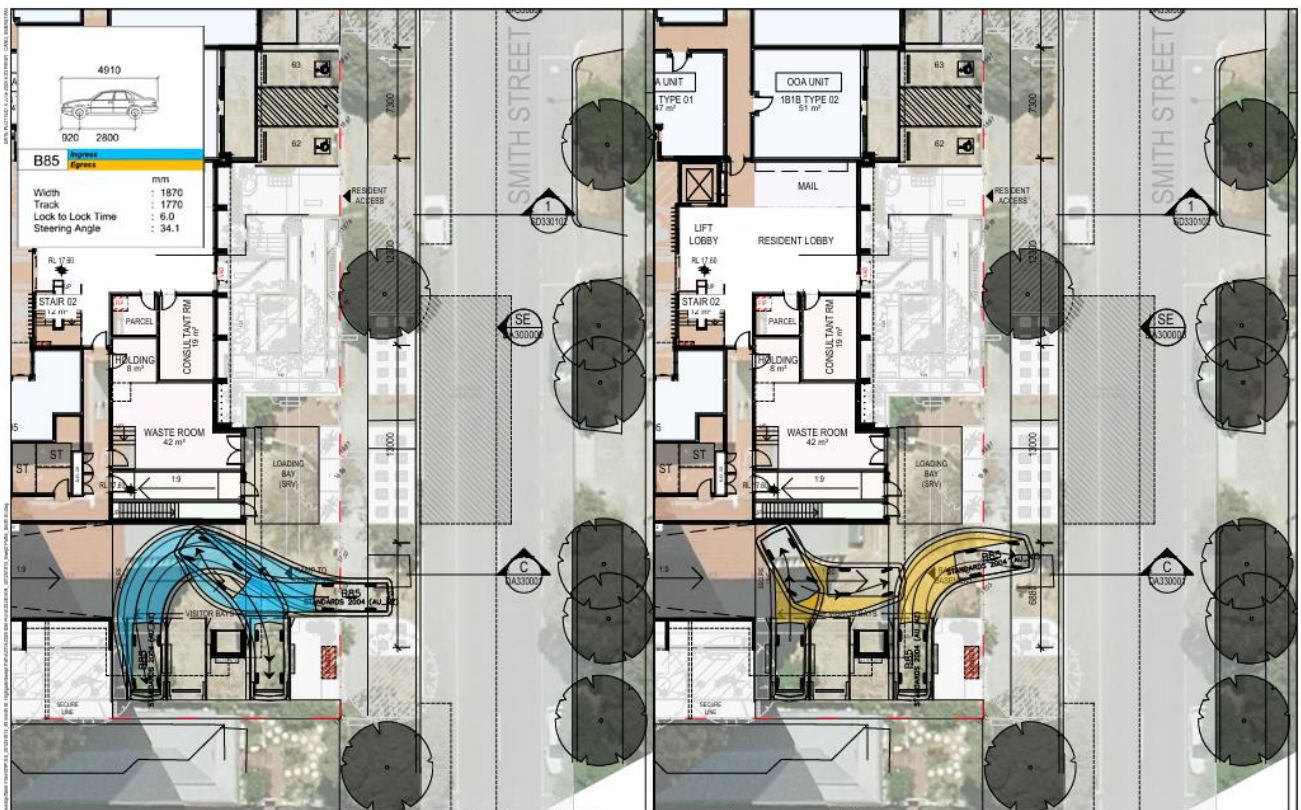


Figure 4-7 Basement B85 & B99 Swept Path - Circulation

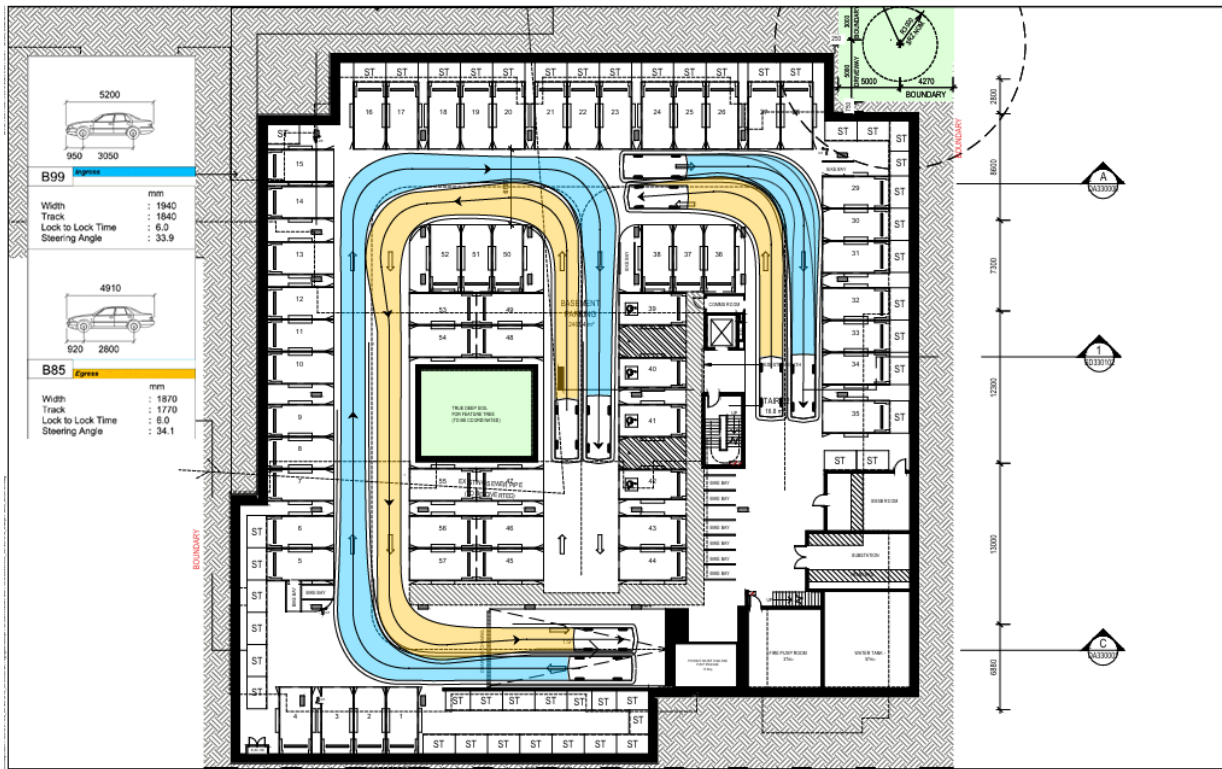
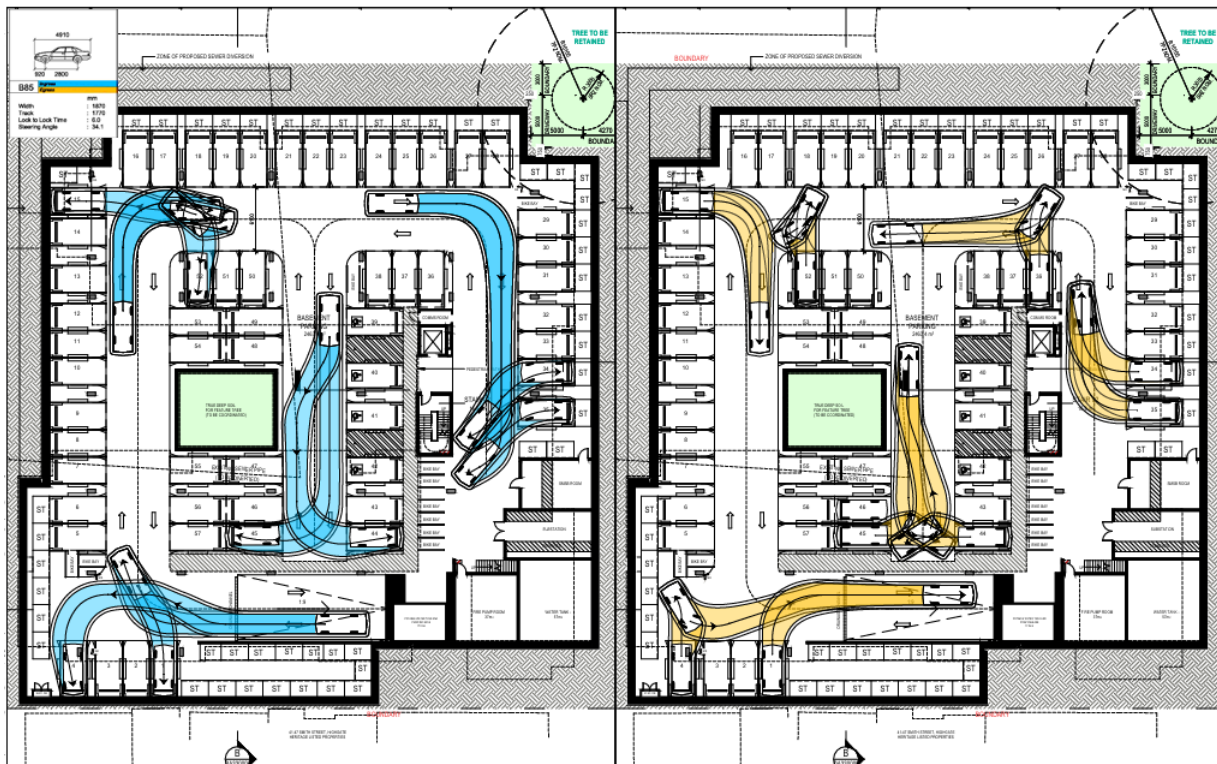


Figure 4-8 Basement B85 Swept Path - Parking



The swept path analysis demonstrated that the B85 and B99 vehicles appear to be able to adequately enter and exit as well as manoeuvre safely within the proposed parking areas.



4.3 Traffic Generation

Trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition were used to estimate the number of vehicle trips generated by the Site. The trip generation rate, distribution and the estimated trips to be generated by the proposed Multiple Dwellings is summarised in **Table 4-1**, **Table 4-2** and **Table 4-3** respectively.

Table 4-1 Adopted Trip Generation Rates

Land Use	ITE Code/Source	AM Peak	PM Peak	Daily
Residential Apartments	221	0.32 trips per dwelling	0.41 trips per dwelling	5.44 trips per dwelling

Table 4-2 Trip Distribution Rates

Land Use	ITE Code/Source	AM Peak		PM Peak		Daily	
		In	Out	In	Out	In	Out
Residential Apartments	221	27%	73%	60%	40%	50%	50%

Table 4-3 Estimated Trip Generation

Land Use	ITE Code/Source	AM Peak		PM Peak		Daily	
		In	Out	In	Out	In	Out
Residential Apartments	221	9	26	27	18	297	297
Total		35		45		594	

The proposed development is expected to generate approximately 35 vehicles during the AM peak hour, 45 vehicles during the PM peak hour and 594 daily trips.

As the development is expected to generate less than 100 trips during either the AM or PM peak hours, the proposed development is considered to have no material impact on the surrounding network and no further assessment is warranted under the WAPC Transport Assessment Guidelines Volume 4 – Individual Developments.



5. Parking Supply

5.1 Car Parking Requirements

The residential parking requirements in accordance with the State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes) – Volume 2 (2019) have been considered in the context of the proposed development and are summarised in **Table 5-1**.

Table 5-1 Residential Parking Requirements and Provision

Type of Dwelling	Yield	Parking Requirements		Parking Provision	Parking Shortfall
1-bedroom	42 units	0.75 bay per dwelling	32	57 bays (incl 4 ACROD bays)	42 bays
2+-bedroom	67 units	1 bay per dwelling	67		
Residential Visitors	109 units	1 bay per four dwellings up to 12 dwellings	15	5 bays (incl 2 ACROD bays)	10 bays
		1 bay per eight dwellings for the 13th dwelling and above			
Total			114 Bays	62 Bays	52 bays

A total of 114 car parking bays is required for the residential apartment units and visitors and hence a shortfall of 52 parking bays is noted.

62 car parking bays are proposed, which includes five (5) visitor parking bays within the Smith Street setback, reflecting the anticipated demand for this unique proposal. When assessed against the deemed to comply provisions of the R-Codes this does represent a variation, however the site is ideally located to offer future residents a strong provision of alternative modes of transport, with public transport and personal mobility options (e.g. electric scooters as currently available across the City of Vincent). The proposed provision of car parking, along with the proposed bicycle, motorcycle and electric scooter parking, have been arrived at having regard for the requirements and typical reduced rates of private vehicle ownership of the future residents in a social / affordable accommodation arrangement.

As mentioned earlier in this report, the site is located in a highly walkable area and is within a 250m walking distance to high frequency public transportation. Within an immediate 400m walkable catchment, residents will be able to access the southern end of the Beaufort Street strip (containing an assortment of boutiques, restaurants, bars and other services), a full-line Woolworths supermarket, HBF Park, Highgate Primary School and more. This ease of access to everyday shops and services will significantly reduce the number of trips required by car for residents. Additionally, high frequency transport provided by the 950-bus service will provide residents with turn-up-and-go public transport connecting them to the significant employment centres of Perth CBD and Morley. As such, the location provided offers residents the opportunity to live car-free.

The proposed development seeks to accommodate more active forms of transportation by providing a significant amount of bike and scooter storage. For residents this includes a conveniently located entirely secure bike storage room on the ground floor. This has been located for ease of access to the ramp leading to the Stirling Street entry whilst still allowing access via the main lobby without the need to change levels. This takes advantage of the site's convenient through-access/dual-frontage and negates the need to circumnavigate the block. Therefore, the bicycle parking provided allows for cycling to be a realistic alternative to residents than driving. In addition to the bicycle store provided, 10 communal charging station will be implemented for electric scooters, further adding to the generous number of non-car related transport options for residents.

Whilst the proposal seeks to deliver a shortfall in the proposed number of parking bays when assessed against the deemed to comply provisions of the R-Codes, the reduced amount should be considered appropriate to the location and the unique nature of the proposal, noting that the parking rates within the R-Codes are based upon typical 'build to sell' apartments. The area's high walkability, close and frequent public transportation networks connecting to employment centres, and provided cycling infrastructure demonstrates that reduced parking provision is possible. As such, the variation in parking proposed by the development should be recognised as an acceptable outcome.



Furthermore, a parking occupancy and demand assessment was undertaken for multiple dwelling residential developments managed by the Department of Communities within the City of Fremantle by Flyt Pty Ltd in March 2024. Four (4) sites within the City of Fremantle with similar characteristics to this proposed development were considered in the study. This study concluded that an average ratio of 0.3 and 0.5 car parking bays per dwelling unit may be considered appropriate for Department of Communities housing developments, with the lower end relevant for sites that have no constraints around on-street parking. It should be noted that the ratios from the study does not distinguish between residential and visitor parking hence it has been presumed that the parking ratios includes the requirements for residential visitor bays.

Based on the above assessment and using the upper end ratio i.e. 0.5 car parking bays per dwelling unit, the number of car parking bays required for the proposed development is summarised in **Table 5-2**.

Table 5-2 Residential Parking Requirements and Provision

Type of Dwelling	Yield	Parking Requirements		Parking Provision
1-bedroom	109 Dwelling units	0.5 bays per dwelling	55	57 bays
2+-bedroom				
Residential Visitors				5 bays
Total			55 Bays	62 Bays

Based on **Table 5-2** above, it would appear that the number of parking provided would meet the parking demand for the proposed development.



5.2 Motorcycle/Scooter Parking Requirements

The requirements for motorcycle parking for the proposed residential development are defined in the State Planning Policy 7.3 Residential Design Codes: Volume 2 – Apartments (R-Codes). The total motorcycle parking bays to be provided is summarised in **Table 5-3**.

Table 5-3 Motorcycle Parking Requirements

Land Use	Rate	Bays Required	Bays Provided	Parking Shortfall
Residential	1 space per 10 car bays	11	10	1 bay
Total		11 bays	10 bays	1 bay

One (1) parking shortfall in motorcycle parking is noted and can be considered as a minor variation to the deemed to comply requirements of the R-Codes. Considering the proximity of the proposed development to high-frequency public transport and the availability of good pedestrian and cycling facilities around the Site, this shortfall is considered to be negligible.



5.3 Bicycle Parking Provision

The bicycle parking requirements, in accordance with the State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments have been considered and is summarised in **Table 5-4**.

Table 5-4 Residential Bicycle Parking Requirements and Provision

Development Classification	Land Use / Yield	Requirements	Parking Required	Parking Provided	Shortfall/Surplus
Permanent Residential	Multiple Dwellings (Apartments) – 109 Dwelling Units	0.5 space per dwelling	55	56 spaces – located internally in the bike/scooter store (lower ground level) 8 racks – located externally (lower ground level)	+9 <i>surplus</i>
Residential Visitor		1 space per 10 dwellings	11	6 spaces located externally	-5 <i>shortfall</i>
Total			66 spaces	70 spaces	

The proposed development meets the statutory requirements for residential bicycle parking, with a surplus of 9 spaces. However, a shortfall of 5 visitor bicycle spaces is noted. It is anticipated that the surplus in residential bicycle spaces, particularly the 8 bicycle racks provided externally for residents, can be used by visitors to mitigate against this shortfall.



6. Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussion regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

The following are conclusions about the proposed development:

- The proposal is a residential development with 109 residential apartments comprising of:
 - Social Housing – 78 Units
 - Affordable Housing – 22 Units
 - SDA & OOA Units – 9 Units
 - Car Parking - 57 Bays
 - Visitor Bays – 5 Bays
 - Accessible Car Drop Off Bays – 2 Bays
- Walking and cycling facilities within the surrounding area of the Site is considered to be excellent with Good Road Riding Environments stretch along Smith Street and Lincoln Street.
- The development is expected to generate approximately 35 vehicles in the AM peak hour, 45 vehicles in the PM peak hour and 594 daily trips. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network.
- A shortfall of 52 parking bays is proposed. Whilst the proposal seeks to deliver a shortfall in the proposed number of parking bays when assessed against the deemed to comply provisions of the R-Codes, the reduced amount should be considered appropriate to the location and the unique nature of the proposal, noting that the parking rates within the R-Codes are based upon typical 'build to sell' apartments. The area's high walkability, close and frequent public transportation networks connecting to employment centres, and provided cycling infrastructure demonstrates that reduced parking provision is possible. As such, the variation in parking proposed by the development should be recognised as an acceptable outcome.
- Furthermore, a parking occupancy and demand assessment undertaken for multiple dwelling residential developments managed by the Department of Communities concluded that an average ratio of 0.3 and 0.5 car parking bays per dwelling unit may be considered appropriate for Department of Communities housing developments. Based on these ratios, number of parking provided would meet the parking demand for the proposed development.

Overall, it is considered unlikely that the development will result in any material impact to traffic operations and safety to the surrounding road network.



Appendices

We design with community in mind



Appendix A WAPC Checklist



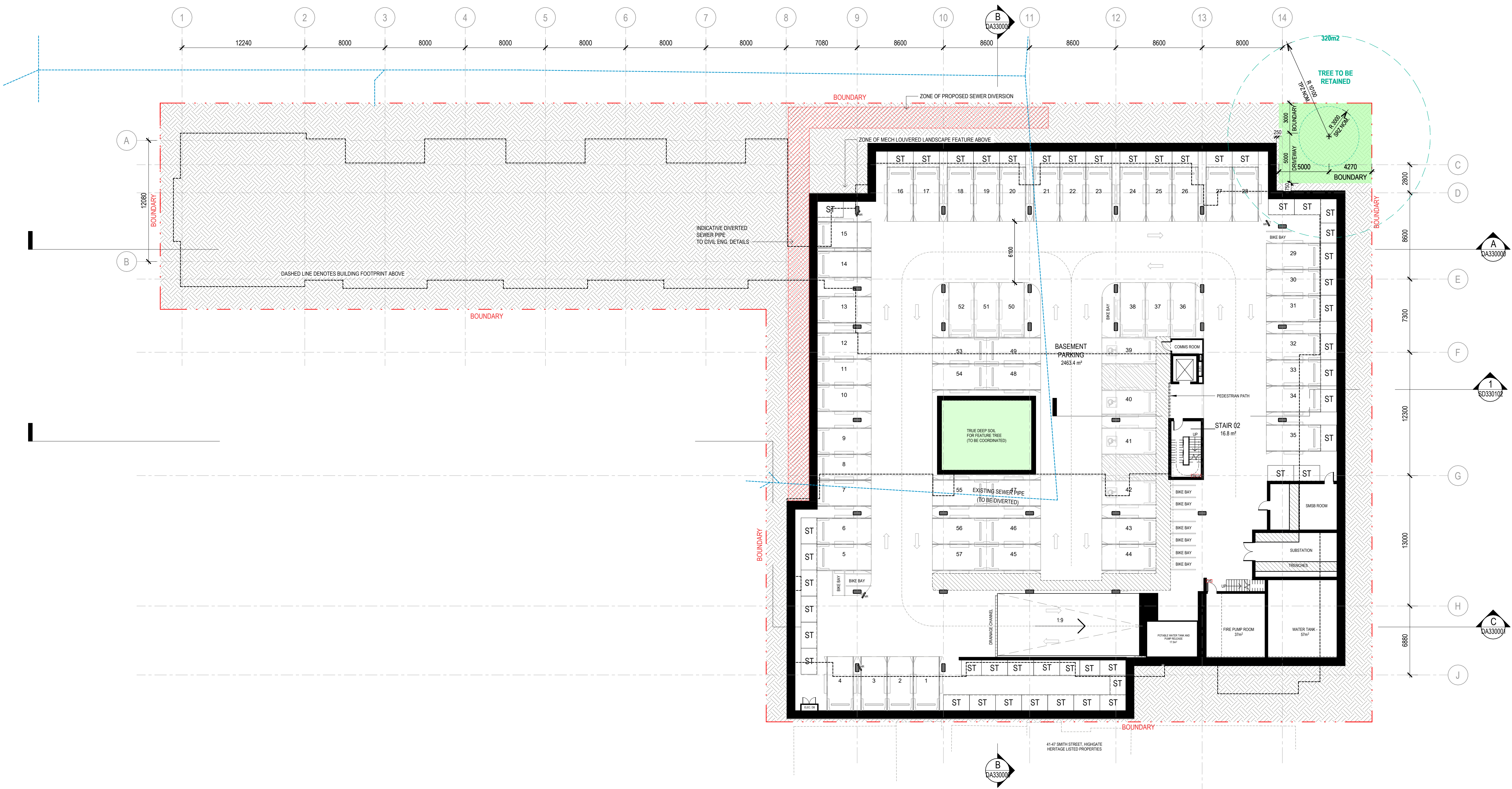
Item	Provided	Comments / Proposals
Introduction/Background		
Name of applicant and consultant	Section 1	
Development location and context	Section 1	
Brief description of development proposal	Section 1	
Key issues	N/A	
Background information	Section 1	
Existing situation		
Existing site uses (if any)	Section 1	
Existing parking and demand (if appropriate)	N/A	
Existing access arrangements	Section 4	
Surrounding land uses	Section 1	
Surrounding road network	Section 1	
Traffic management on frontage roads	N/A	
Traffic flows on surrounding roads (usually am and pm peak hours)	Section 1	
Existing pedestrian/cycle networks	Section 3	
Existing public transport services surrounding the development	Section 2	
Crash data	Section 1	
Development proposal		
proposed land uses	Section 4	
Access arrangements	Section 4	
Parking provision	Section 5	
Any specific issues	N/A	
Summary and Conclusions	Section 6	



Appendix B Site Plans



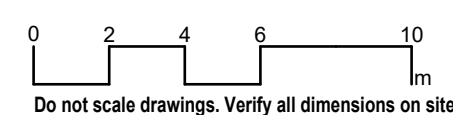
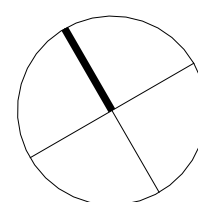
STORE SCHEDULE (BY SHEET)			
FAMILY	Type	Type Comments	TOTALS
RESIDENTIAL STORE	1 BED STORE		6
RESIDENTIAL STORE	2 BED STORE		42
TOTALS: 48			



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EXCAVATION DRAWING NOTES:

- EXCAVATION DRAWINGS NOTES
- REFER TO STRUCTURAL ENGINEER'S DRAWINGS FOR SIZE OF FOOTINGS AND CONCRETE PILECAPS.
- ANY EXISTING STRUCTURES AND/OR SERVICES THAT ARE NOT IDENTIFIED ON THE DOCUMENTS ARE TO BE REPORTED TO THE SUPERINTENDENT IMMEDIATELY.
- EXCAVATED ROCK SHELF BENCH LEVELS MAY VARY AND ARE SUBJECT TO EXISTING FOOTING LEVELS. ALL BENCH LEVELS ARE TO BE CONFIRMED ON SITE BY THE STRUCTURAL ENGINEER.
- PRIOR TO COMMENCING EXCAVATION, ALL PLANS, METHODOLOGIES, STAGING AND EXCAVATION PROCEDURES ARE TO BE APPROVED BY THE GEOTECHNICAL ENGINEER AND STRUCTURAL ENGINEER AND FOR AGENCIES TO REFER TO THE STRUCTURAL AND/OR CIVIL DRAWINGS FOR EXCAVATION DETAILS.
- SEQUENCING, TEMPORARY WORKS AND OTHER SPECIFIC REQUIREMENTS.
- ARCHITECTURAL DRAWINGS MUST BE READ IN CONJUNCTION WITH THE STRUCTURAL AND/OR CIVIL EXCAVATION DRAWINGS. NOTIFY THE SUPERINTENDENT IF DISCREPANCIES ARE FOUND BETWEEN THE ARCHITECTURAL AND STRUCTURAL CIVIL ENGINEER'S DRAWINGS.



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prepared	project no	230010 0

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project

SMITH STREET, HIGHGATE
LOT 501 SMITH STREET, PERTH

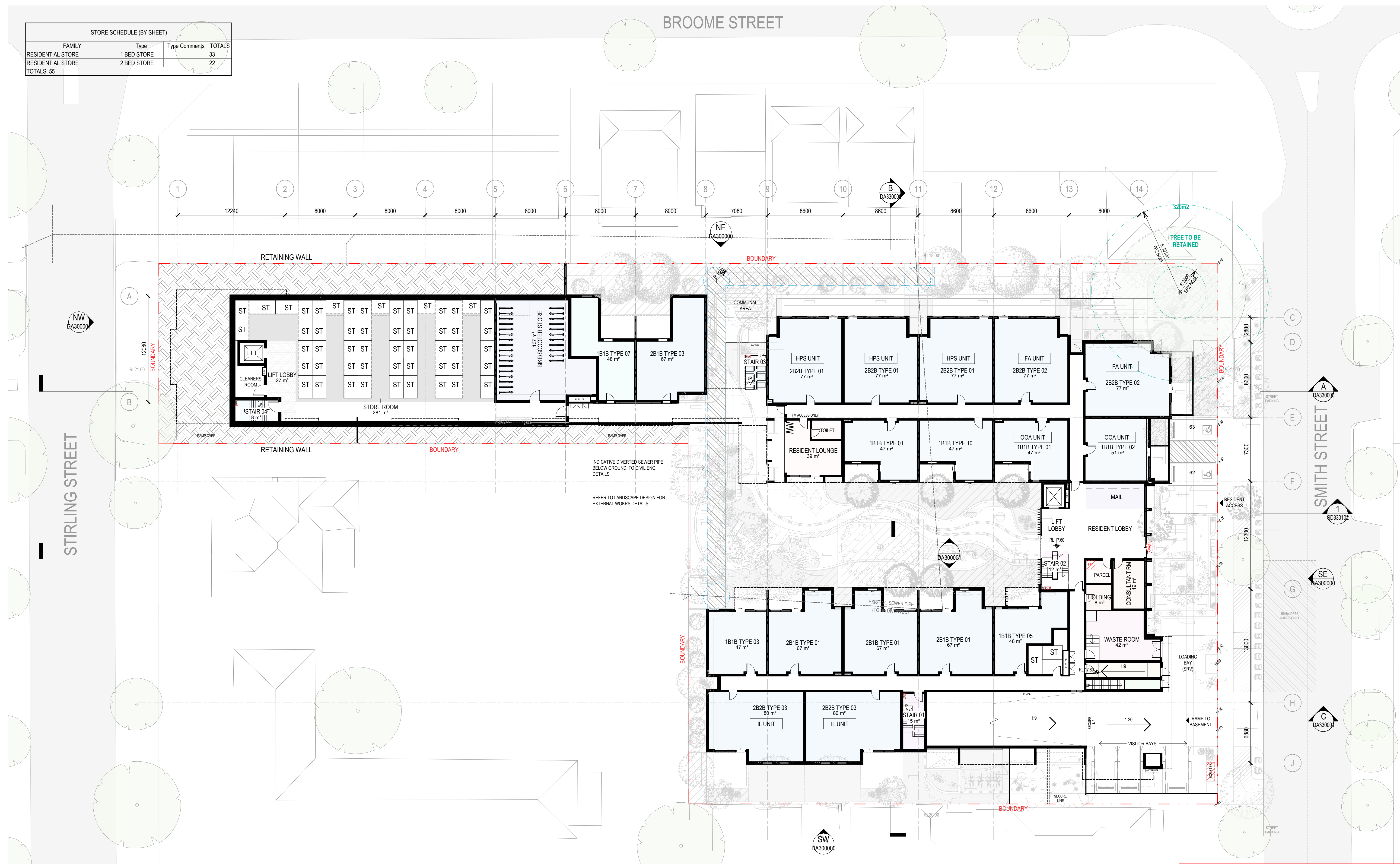
drawing

BASEMENT

drawing no. _____ revision _____

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STORE SCHEDULE (BY SHEET)			
FAMILY	Type	Type Comments	TOTALS
RESIDENTIAL STORE	1 BED STORE		33
RESIDENTIAL STORE	2 BED STORE		22
TOTALS: 55			

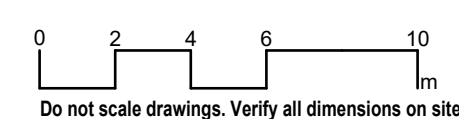


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SMITH STREET, HIGHGATE

LOT 501 SMITH STREET, PERTH

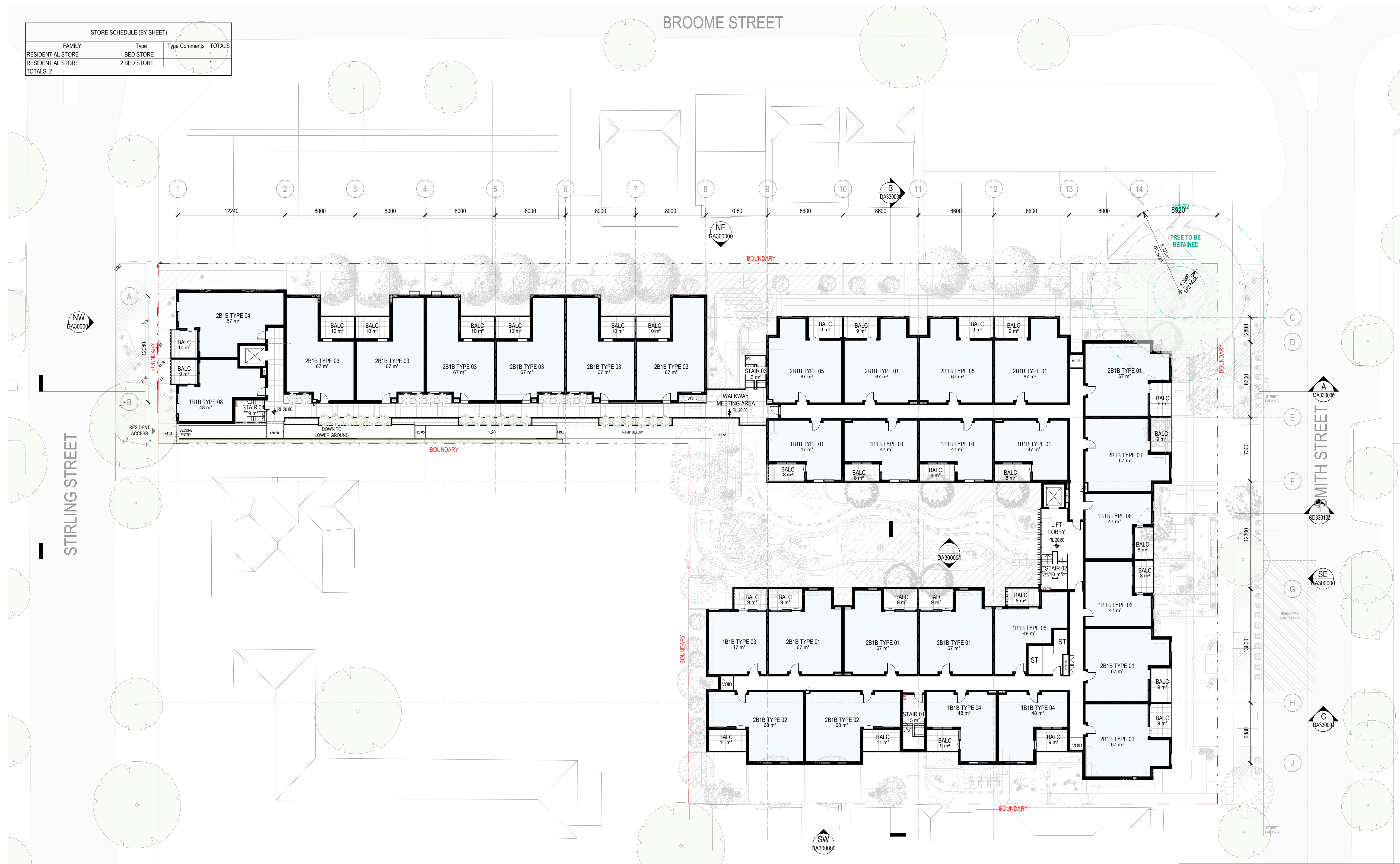
GROUND - LOWER

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STORE SCHEDULE (BY SHEET)			
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RESIDENTIAL STORE	2 BED STORE		1
TOTALS: 2			

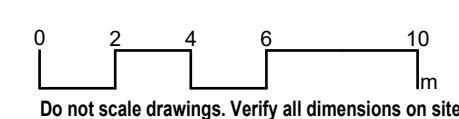


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SMITH STREET, HIGHGATE

LOT 501 SMITH STREET, PERTH

GROUND - UPPER / LEVEL 01

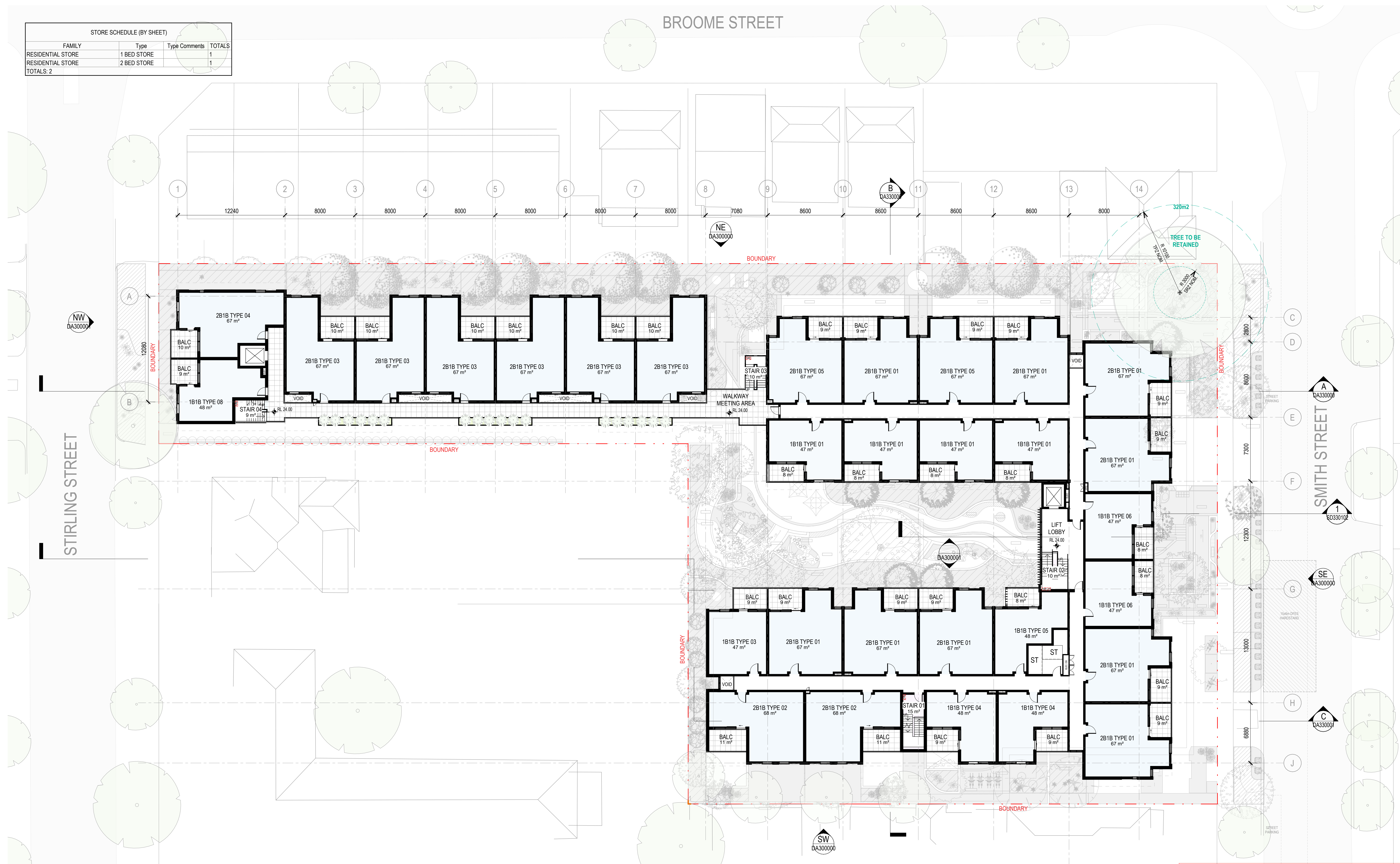
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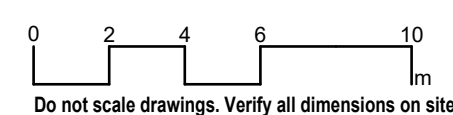
STORE SCHEDULE (BY SHEET)			
FAMILY	Type	Type Comments	TOTALS
RESIDENTIAL STORE	1 BED STORE		1
RESIDENTIAL STORE	2 BED STORE		1
TOTALS: 2			



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LOT 501 SMITH STREET, PERTH

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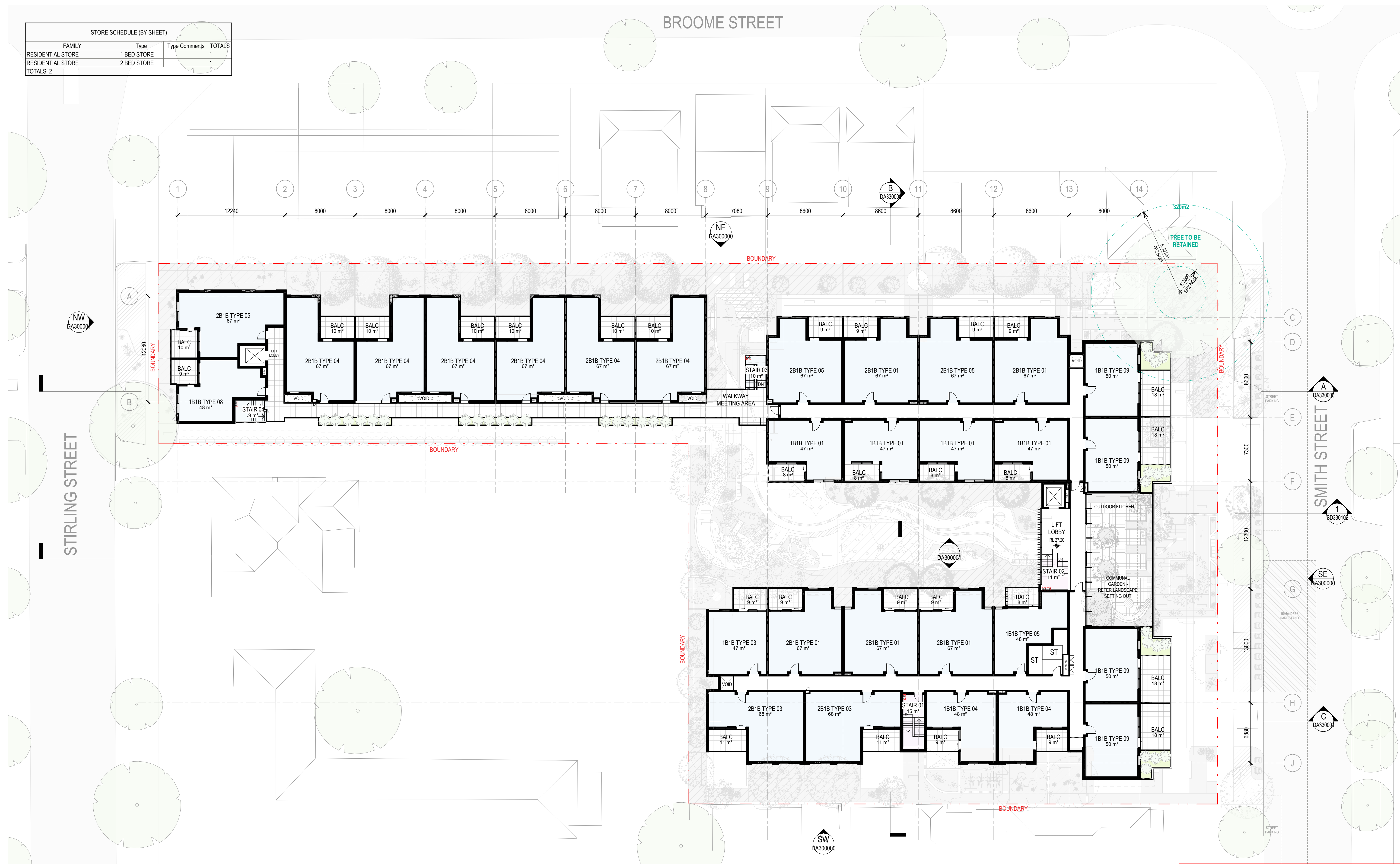
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LEVEL 02

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STORE SCHEDULE (BY SHEET)			
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RESIDENTIAL STORE	2 BED STORE		1
TOTALS: 2			

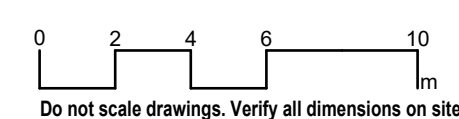


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SMITH STREET, HIGHGATE

LOT 501 SMITH STREET, PERTH

LEVEL 03

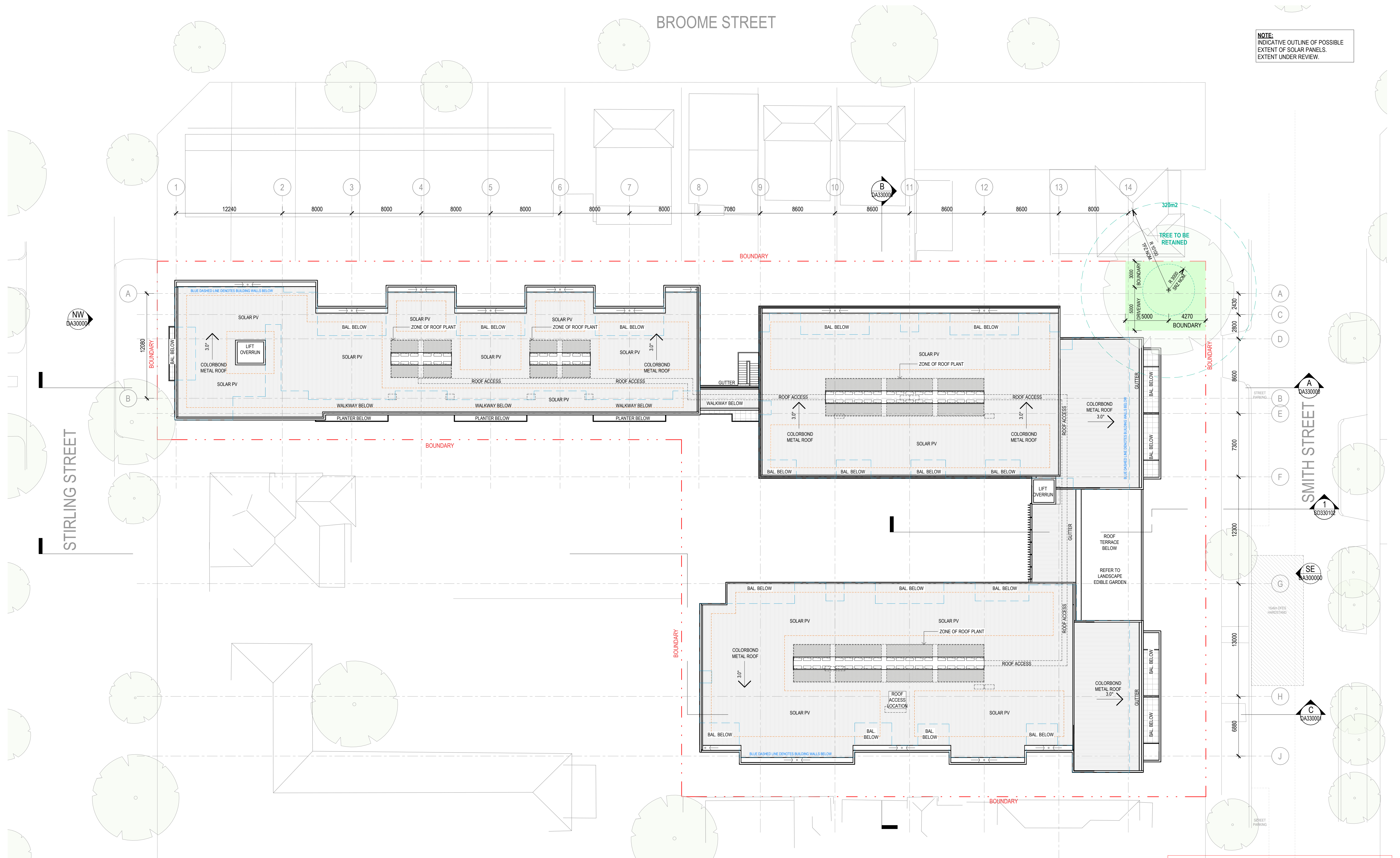
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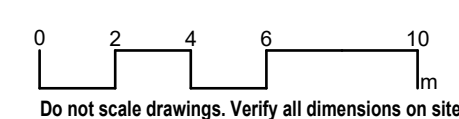
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NOTE:
INDICATIVE OUTLINE OF POSSIBLE
EXTENT OF SOLAR PANELS.
EXTENT UNDER REVIEW.



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prepared	project no	230010.00

SMITH STREET, HIGHGATE

LOT 501 SMITH STREET, PERTH

drawing

ROOF PLAN

drawing no.

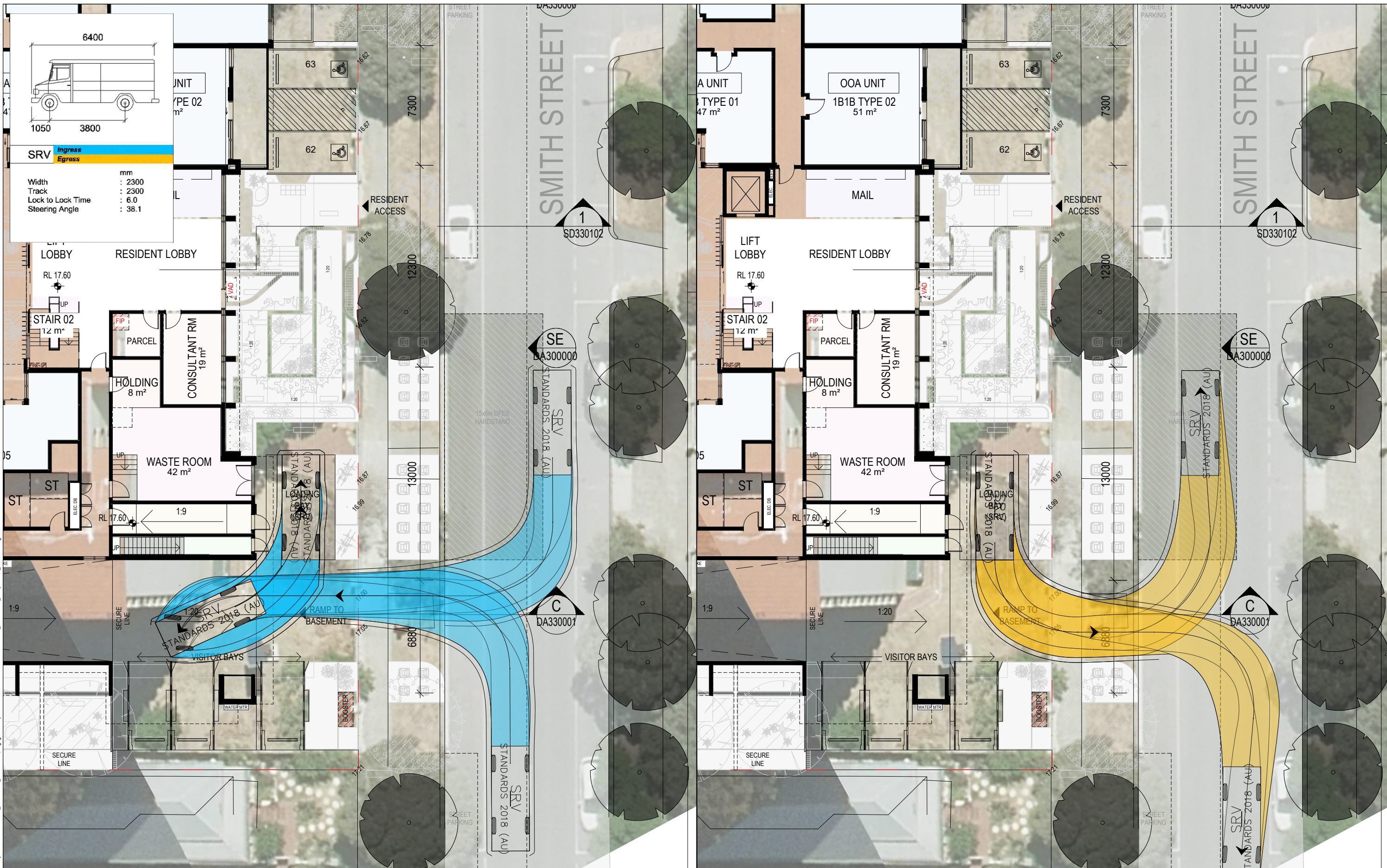
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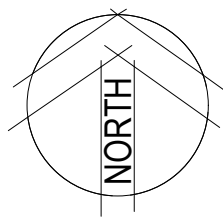
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Appendix C Swept Paths





Rev	Date	Description	Des.	Verif.	Appd.



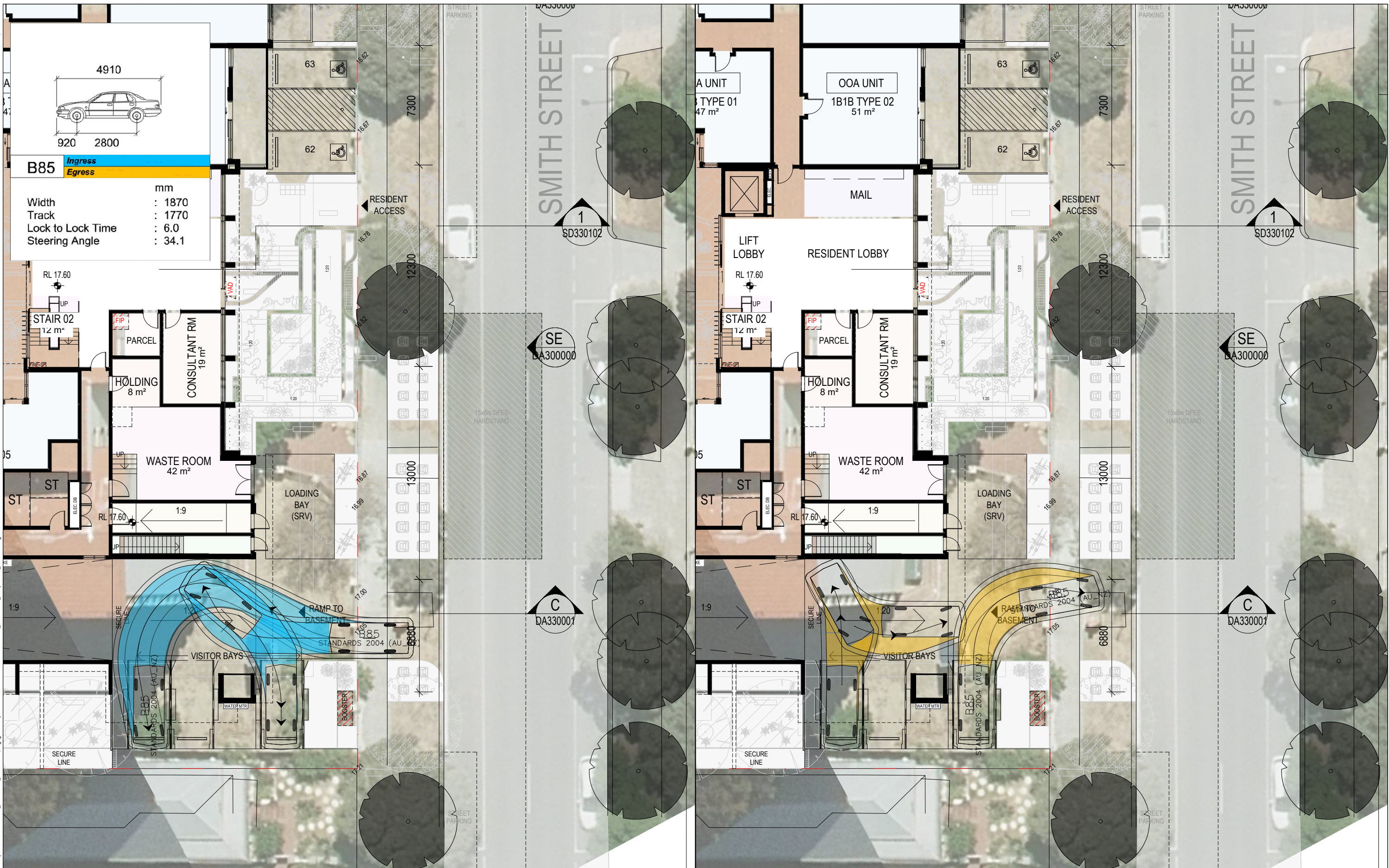
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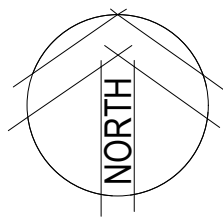


Drawn S.CANO	Date 04/06/2024	Client			
Checked	Date	Project	SMITH STREET, HIGHGATE LOT 501 SMITH STREET, HIGHGATE	Status	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES
Designed	Date				
Verified	Date				
Approved		Title	SWEPT PATHS - LOWER GROUND SERVICE VEHICLE ACCESS & PARKING 6.4m TRUCK (SRV)		
				Scale N.T.S.	Size A3
		Drawing Number 301251813-SK001			Revision 1





Rev	Date	Description	Des.	Verif.	Appd.

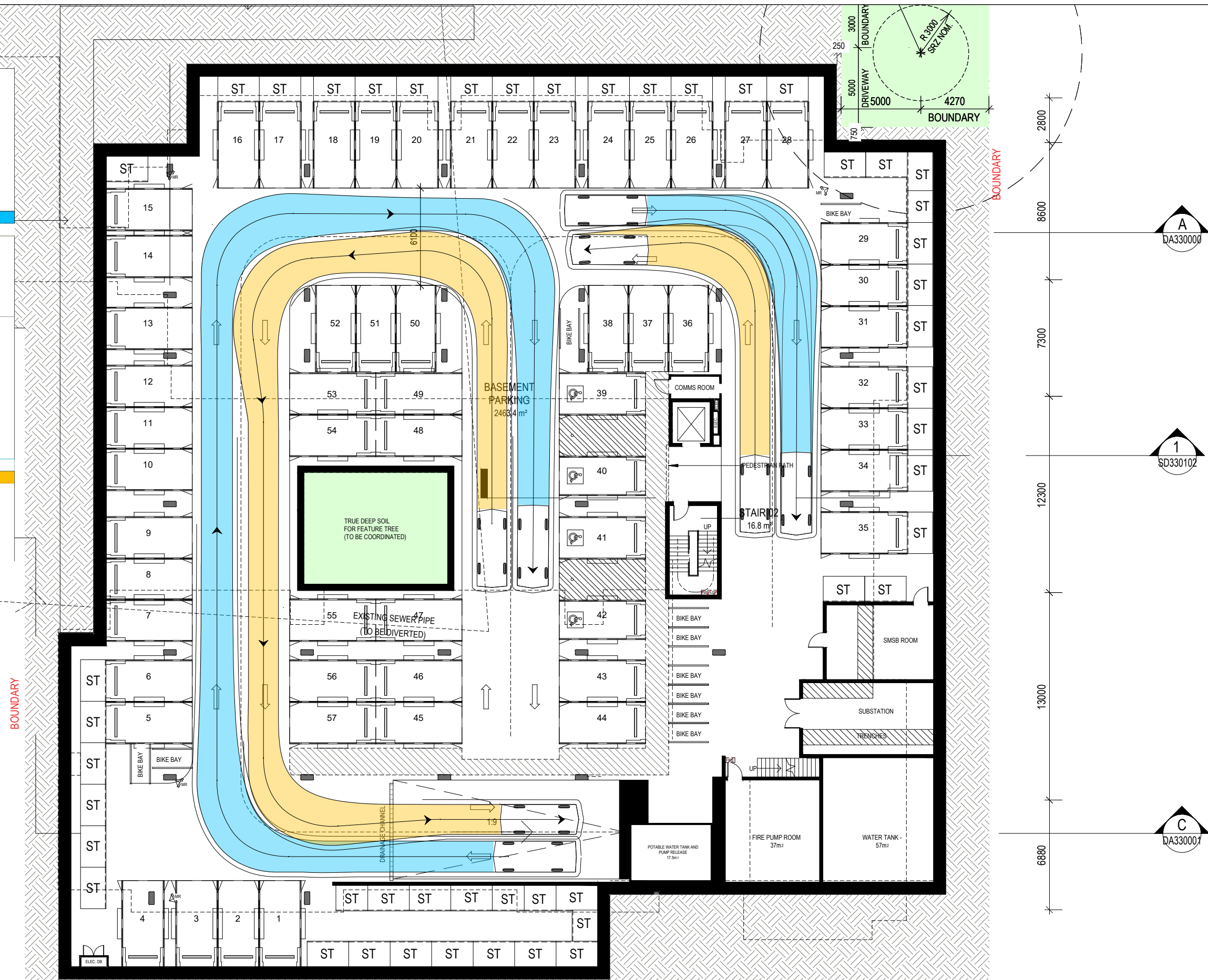
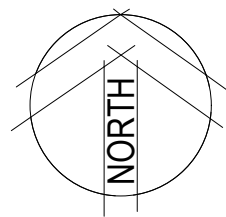


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Designed	Date				
Verified	Date				
Approved		Title SWEPT PATHS - LOWER GROUND CAR PARKING (VISITORS) B85 DESIGN VEHICLE	Drawing Number 301251813-SK003		Revision 1
			Scale N.T.S.	Size A3	



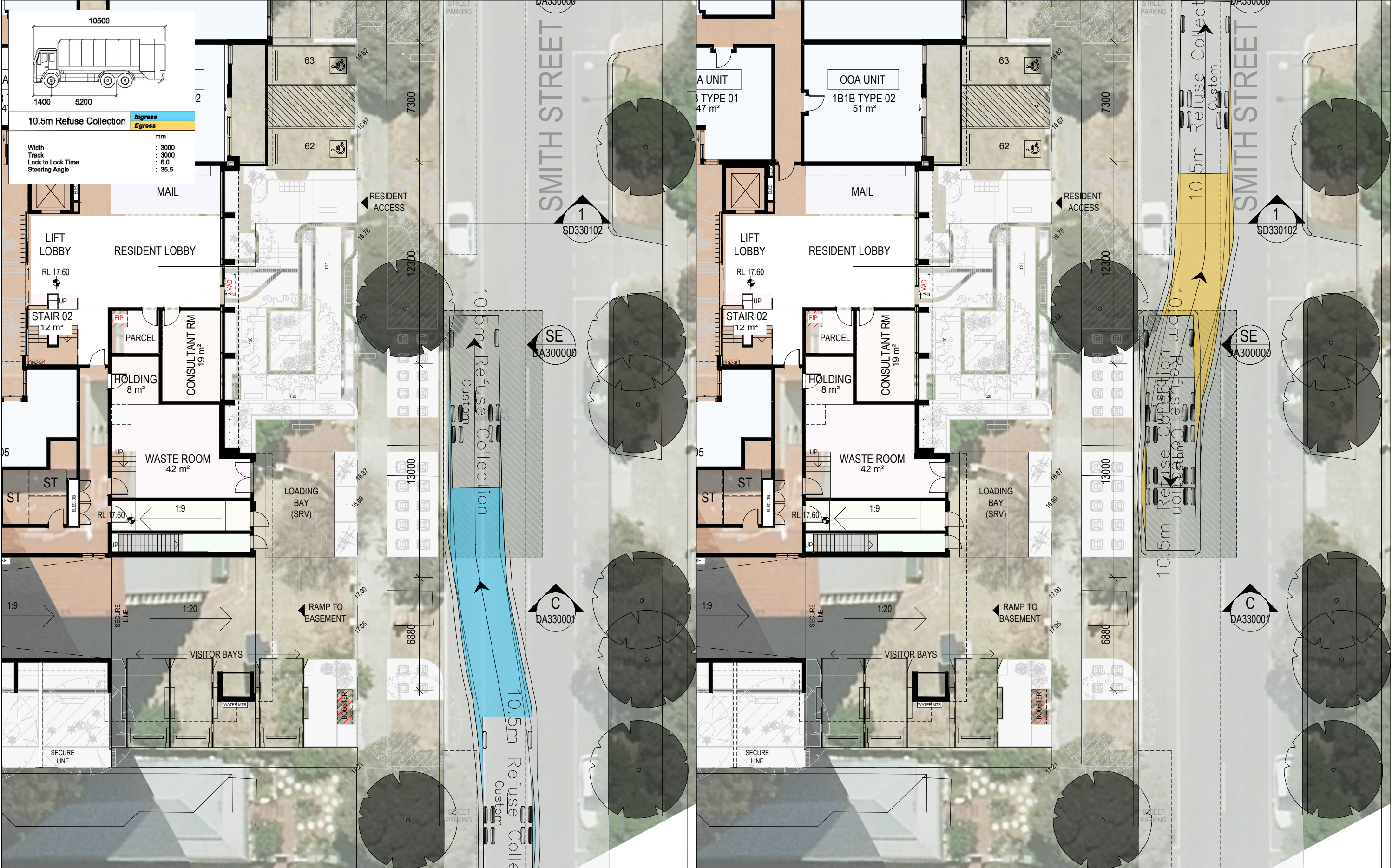
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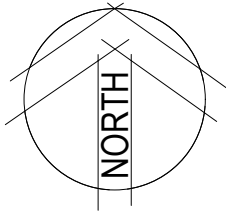
Drawn S.CANO	Date 04/06/2024	Client				
Checked	Date	Project SMITH STREET, HIGHGATE LOT 501 SMITH STREET, HIGHGATE	Status FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Designed	Date					
Verified	Date					
Approved		Title SWEPT PATHS - BASEMENT SITE CIRCULATION B99 & B85 VEHICLES			Scale N.T.S.	Size A3
			Drawing Number 301251813-SK004		Revision 1	



DATE PLOTTED: 4 June 2024 5:03 PM BY: CANO, SEBASTIAN
XREF's: XREF: 240328 - BASEMENT - XREF: 240328 - WIP SK210000 - GROUND - UPPER - LEVEL 01 - XREF: 240531 - Smith St DA200000 - BASEMENT - XREF: 240531 - Smith St DA210000 - GROUND - LOWER
CAD File: C:\Users\cano\OneDrive - Stantec\Desktop\Work Files\WIP\TIS_301251813_48 Smith St, Highgate\Swept Paths\1052024 Site Plans\20240604_301251813_Swept Paths_Smith St.dwg



Rev	Date	Description	Des.	Verif.	Appd.



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Drawn	S.CANO	Date	04/06/2024
Checked		Date	
Designed		Date	
Verified		Date	
Approved		Date	

Client	SMITH STREET, HIGHGATE LOT 501 SMITH STREET, HIGHGATE
Project	
Title	SWEPT PATHS - LOWER GROUND ON-STREET WASTE COLLECTION 10.5m WASTE TRUCK

Status	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		
Drawing Number	301251813-SK006	Scale	N.T.S.
Revision	1	Size	A3

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