

TRANSPORT IMPACT STATEMENT

Lots 6, 7, & 8 (289–295) Vincent Street, Leederville

PROPOSED MIXED-USE APARTMENT DEVELOPMENT

Transport Impact Statement Lots 6, 7, & 8 (289–295) Vincent Street, Leederville
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CONTENTS

1 INTRODUCTION 2
1.1 Site Location 2
2 EXISTING CONDITIONS 2
2.1 Subject Site 2
2.2 Surrounding Context 3
2.3 Road Network 4
2.4 Pedestrian connectivity 5
2.5 On-Street Parking 6
2.6 PUBLIC TRANSPORT ACCESS 6
2.6.1 Nearest Bus/Train Routes 6
2.6.2 Nearest Bus Stops/Train Stations 7
2.6.3 Pedestrian/Cycles Links to Bus Stops/Train Stations 7
3 DEVELOPMENT PROPOSAL 7
4 VEHICULAR ACCESS AND PARKING 7
4.1 Access arrangements 7
4.2 Car Park Management 9
4.2.1 Car Stackers 9
4.3 Parking Assessment 10
5 SERVICE VEHICLES 14
5.1 Access arrangements 14
5.2 REFUSE Collection 15
6 SWEPT PATHS 15
7 HOURS OF OPERATION 16
8 TRAFFIC VOLUMES 17
8.1 Peak Traffic Volumes 17
8.2 Type of Vehicles 18
9 PEDESTRIAN & CYCLE ACCESS/FACILITIES 19
9.1 Pedestrian Facilities 19
9.2 Bicycle Parking 19
9.2.1 Bicycle Repair Workshop 20
9.3 EOTF for Commercial 20
10 SITE SPECIFIC ISSUES 20
10.1 Identify Issues 20
10.2 Remedial Measures 21
11 CONCLUSIONS 21
APPENDIX 1 WAPC CHECKLIST 22
APPENDIX 2 SWEPT PATHS 24

LIST OF FIGURES

Figure 1 Site Location (Source: Bui Designs 2026) 2
Figure 2 Existing Site (Source: Open Street Maps) 3
Figure 3 City of Vincent Local Planning Scheme No. 2 (Source: City of Vincent) 3
Figure 4 Road Hierarchy (Source: Main Roads WA Road Information Mapping System) 5
Figure 5 Long Term Cycle Network (Source: Department of Transport) 6
Figure 6 Existing Public Transport Servies (Source: City of Vincent) 6
Figure 7 Vehicular Access 8
Figure 8 Laneway Artist Impression (Source: Bui Designs 2026) 9
Figure 9 Triple and Double Car Stackers (Source: Klaus) 9
Figure 10 Ground Floor (Bui Designs 2026) 11
Figure 11 Level 1 (Source: Bui Designs 2026) 12
Figure 12 Level 2 (Source: Bui Designs 2026) 13
Figure 13 Level 3 (Source: Bui Designs 2026) 14
Figure 14 Service Vehicle Arrangement (Source: Bui Designs 2026) 15
Figure 15 Swept Paths for Triple Car Stacker 16
Figure 16 Swept Paths for MRV 16
Figure 17 Bicycle Parking (Source: Bui Designs) 19
Figure 18 End of Trip Facilities (Source: Bui Designs 2026) 20

LIST OF TABLES

Table 1 Surrounding Network Road Hierarchy (Source: Main Roads WA Road Information Mapping System) 5
Table 2 Bus Frequencies 7
Table 3 Table 1 Parking Provision 10
Table 4 Trip Generation Rates 17
Table 5 Total Generated Trips 18
Table 6 Table 2 Bicycle Parking Rates 19

1 INTRODUCTION

Salt has been commissioned by Laetitia Holding ('the Client') to prepare a Transport Impact Statement (TIS) to support a development application for a mixed-use apartment building at 289–295 Vincent Street, Leederville, within the City of Vincent ('the Site').

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Development: Volume 4 – Individual Developments (2016). The following sets out SALT's findings with respect to the traffic engineering matters for the proposed works.

1.1 SITE LOCATION

The site is located at No. 289–295 Vincent Street, Leederville, City of Vincent, approximately 3 km north-west of the Perth CBD. Figure 1 shows the location of the proposed development.

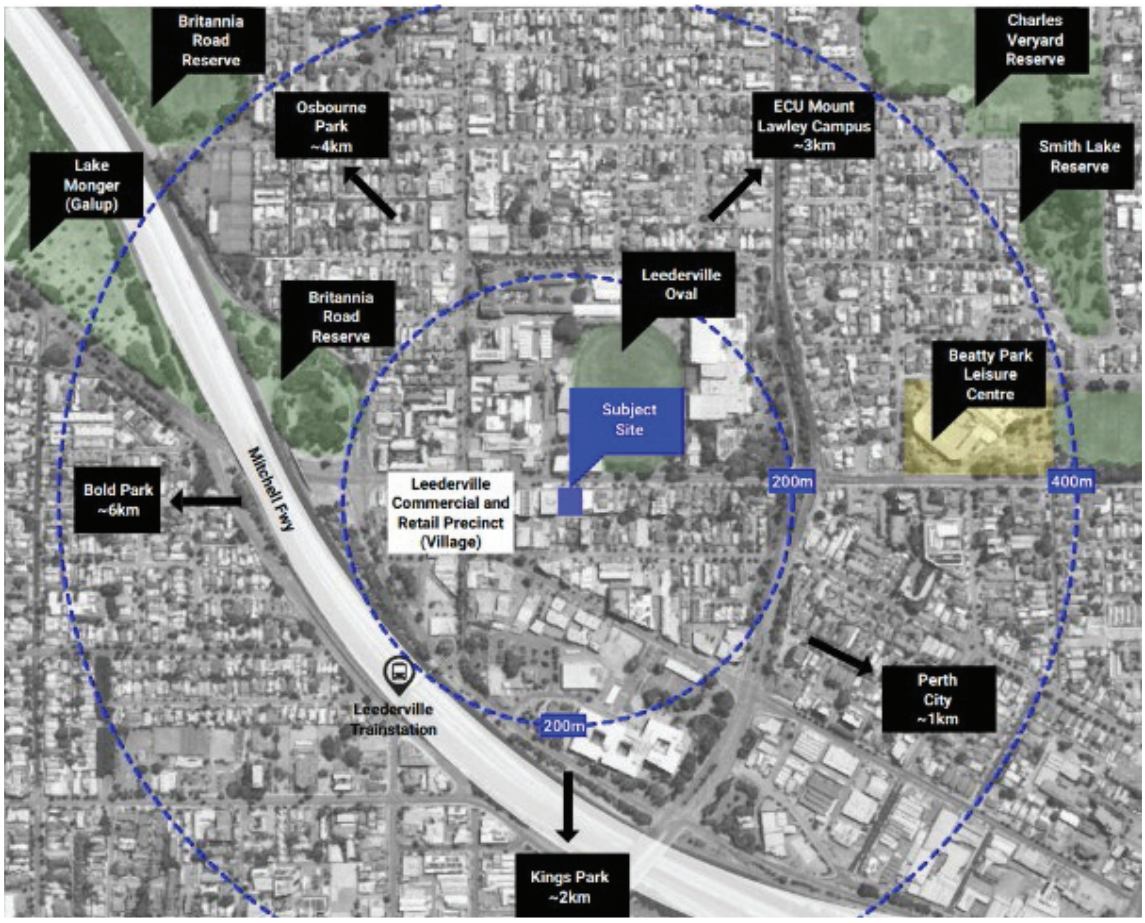


Figure 1 Site Location (Source: Bui Designs 2026)

2 EXISTING CONDITIONS

2.1 SUBJECT SITE

The site is currently vacant, approximately 1,578 m², fronting Vincent Street to the north and bound by the rear right-of-way (Electric Lane) to the south. Adjoining properties include a multi-storey office building (#297) to the west and a five-storey apartment building (#287) to the east, with two-storey brick and tile residential units further along the laneway.



Figure 2 Existing Site (Source: Open Street Maps)

2.2 SURROUNDING CONTEXT

According to the City of Vincent Local Planning Scheme No. 2, the Site is zone as Mixed-Use Development with a residential code of R80. Figure 3 illustrates the Site and the surrounding land uses in a zoning map.

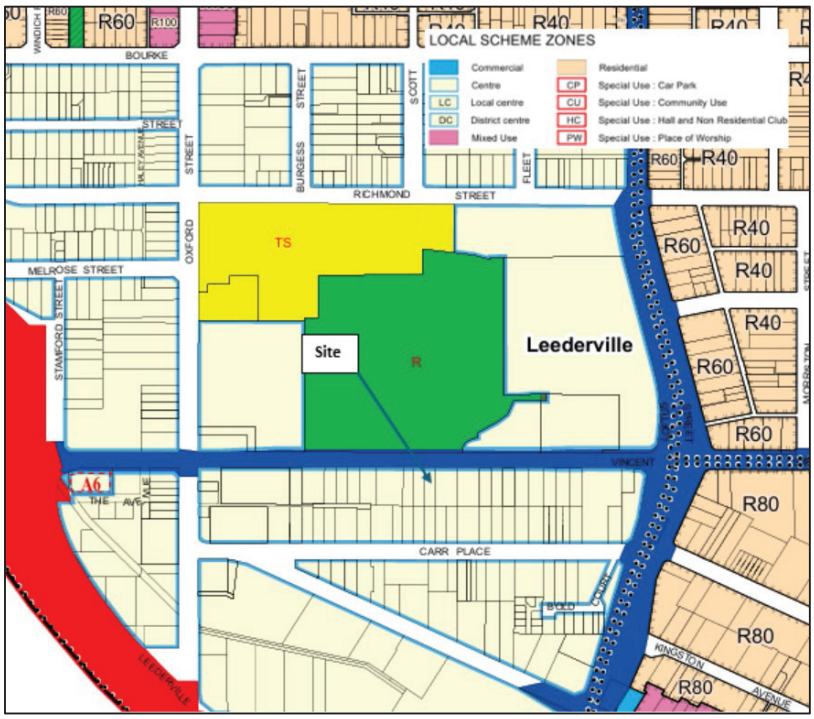


Figure 3 City of Vincent Local Planning Scheme No. 2 (Source: City of Vincent)

The site fronts Vincent Street to the north and is bound to the south by a rear right-of-way (identified on survey as "Electric Lane"). Adjoining properties include a multi-storey office building (#297) to the west and a five-storey

apartment building (#287) to the east, both fronting Vincent Street, with two-storey brick and tile residential units further along the laneway.

2.3 ROAD NETWORK

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 below:

– **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. They are managed by Main Roads Western Australia.

– **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 the 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. These are managed by the Local Government.

– **District 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.

Figure 4 shows the site location within the Road Hierarchy for the area and Table 1 provides additional information on the road widths, speeds, etc.

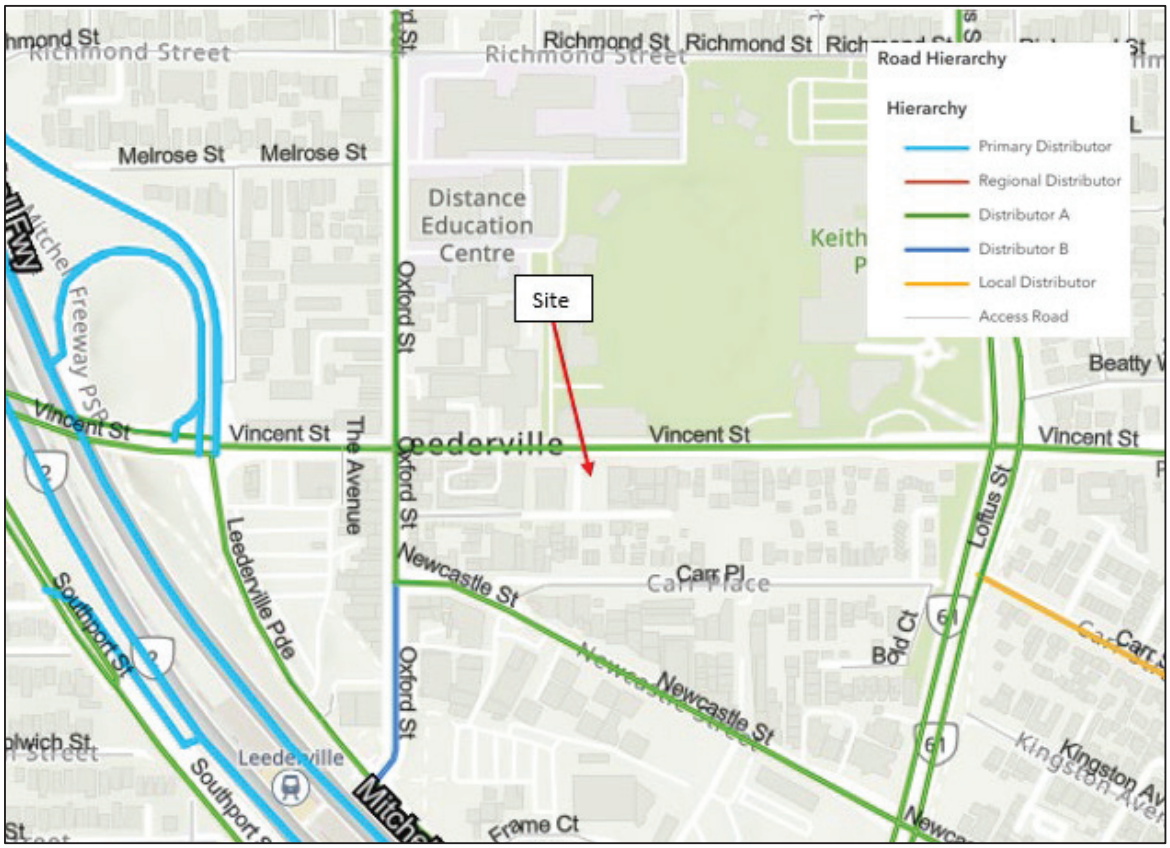


Figure 4 Road Hierarchy (Source: Main Roads WA Road Information Mapping System)

Table 1 Surrounding Network Road Hierarchy (Source: Main Roads WA Road Information Mapping System)

Road Name	Road Hierarchy	Jurisdiction	No of Footpaths	No of Lanes	Road Pavement Approximate Width (m)	Speed Limit (km/hr)
Loftus Street	Distributor A	Local Government	2	4	30	60 km/h
Vincent Street	Distributor A	Local Government	2	4	12	60 km/h
Oxford Street	Distributor A	Local Government	2	4	14	60 km/h
Carr Place	Access Road	Local Government	2	2	10	40 km/h
Electric Lane	Access Road	Local Government	0	1	6	-

2.4 PEDESTRIAN CONNECTIVITY

Shared paths are provided on both sides of Vincent Street, Oxford Street, Carr Place and Loftus Street. Figure 5 shows existing and ultimate pedestrian and cycle paths as shown in the Perth and Peel Long-Term Cycle Network.

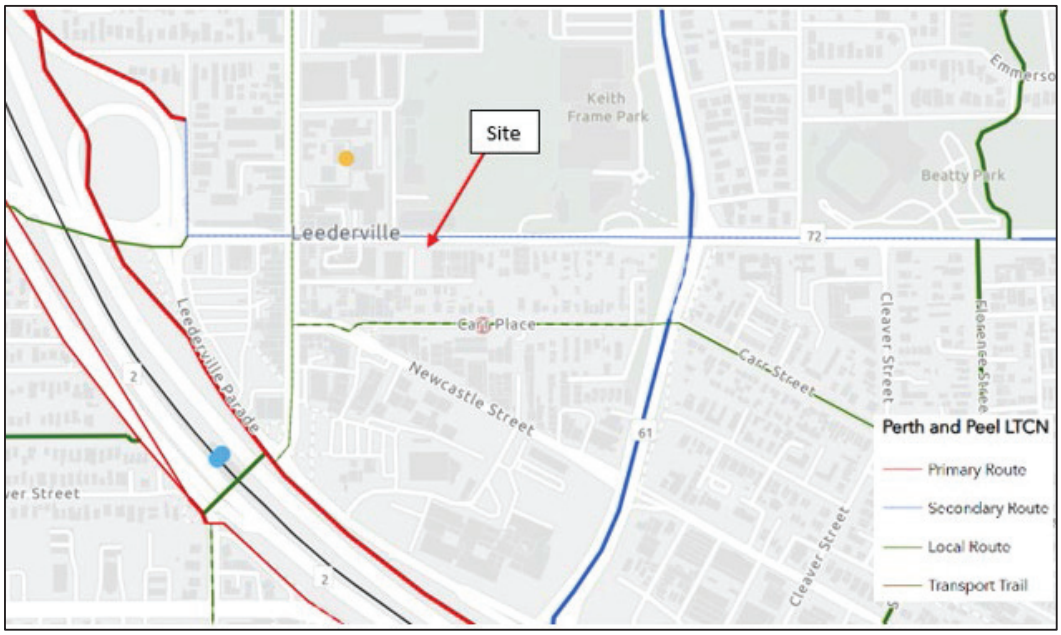


Figure 5 Long Term Cycle Network (Source: Department of Transport)

2.5 ON-STREET PARKING

Vincent Street provides on-street paid parking, with a clearway 7:30am–9am and 4:15pm–6pm on the westbound side.

2.6 PUBLIC TRANSPORT ACCESS

2.6.1 NEAREST BUS/TRAIN ROUTES

Leederville train station and bus services along nearby routes are within walking distance of the site.

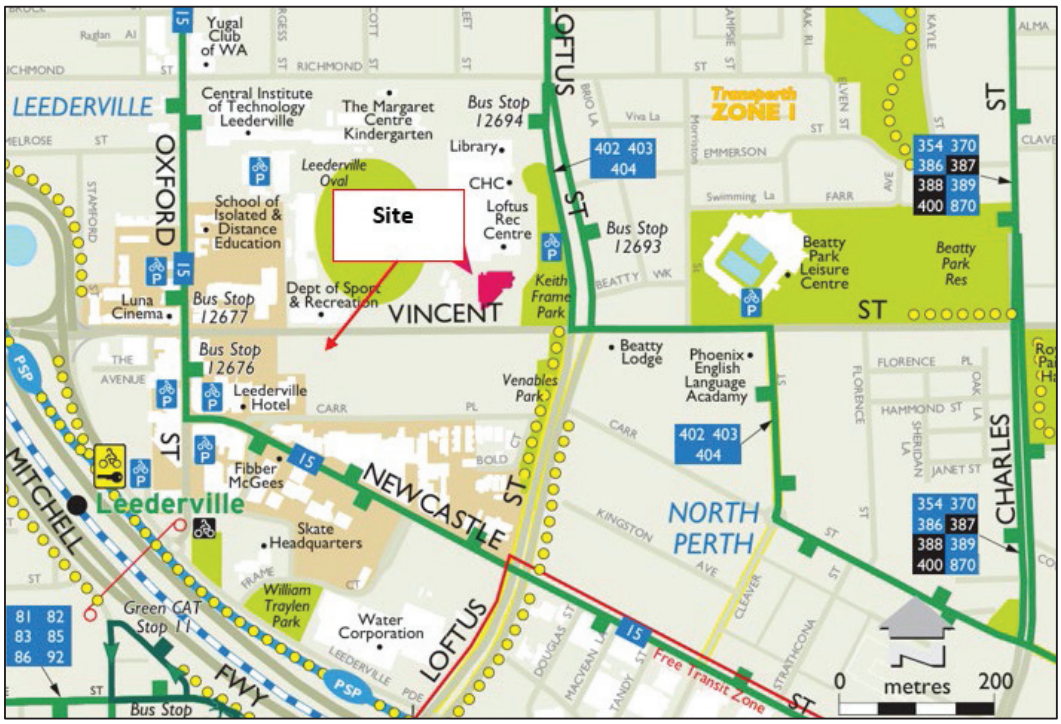


Figure 6 Existing Public Transport Servies (Source: City of Vincent)

Table 2 Bus Frequencies

Bus Route	Route Description	Service Frequencies		
		Weekdays	Saturdays	Sundays & Public Holidays
402/403/404	Perth Busport – Stirling Station	15 min	15 min	15 min
15	Perth Busport – Glendalough Station	15 min	30 min	30 min

2.6.2 NEAREST BUS STOPS/TRAIN STATIONS

The nearest bus stops from the Site are located on Vincent Street, Oxford Street and Loftus Street. The Leederville Train Station is less than a 400 m from the Site

2.6.3 PEDESTRIAN/CYCLES LINKS TO BUS STOPS/TRAIN STATIONS

The bus stops along Oxford Street and Loftus Street are accessible via existing shared paths on both sides of the road. Leederville Train Station is less than a 400 m walk from the Site.

3 DEVELOPMENT PROPOSAL

The development proposal comprises a ground floor commercial tenancy (approx. 305 m² NLA (across multiple ground-floor tenancies)), café (approx. 44 m² NLA) and residential foyer, podium car parking across Ground–Level 2, and 68 apartments (a mix of studio, 1-, 2- and 3-bedroom units) across Levels 1–16. Vehicle access is proposed from the rear right-of-way (Electric Lane). The co-living component and its parking-based trip generation assessment are discussed further in Section 7.1.

It is a medium- to high-density mixed-use area supporting residential, commercial, and community uses while ensuring high design quality and pedestrian comfort.

4 VEHICULAR ACCESS AND PARKING

4.1 ACCESS ARRANGEMENTS

Vehicle access is proposed via two 6m wide crossovers to the rear right-of-way (Electric Lane) with the most eastern crossover providing ramp access up to parking on Levels 1, 2 and 3 (See Figure 7) and the crossover located to almost central to the Electric Lane frontage providing access to a small number of parking spaces and providing loading and refuse access. No separate vehicle crossover from Vincent Street is proposed; that frontage is reserved for pedestrian entry to the foyer and commercial tenancy, keeping pedestrian and vehicle movements separated. The rear laneway (Electric Lane) is shared with the neighbouring office building (#297) and apartment building (#287). The proposed ground floor plan is shown in Figure 7.

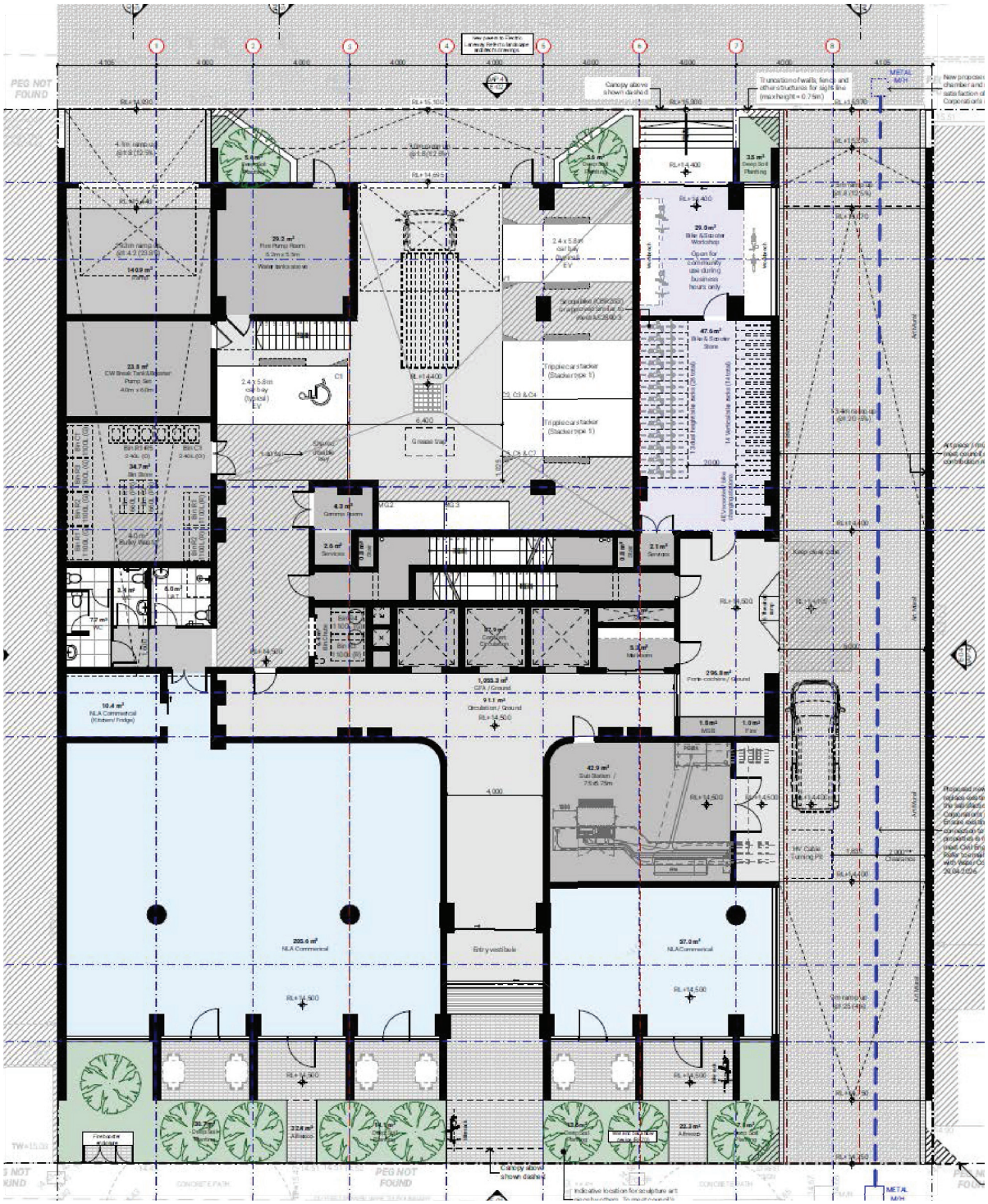


Figure 7 Vehicular Access

From Vincent Street, a Port Cochere style laneway is proposed to activate the space, improve amenity and access for pedestrians. A concept for the Port Cochere is shown in Figure 8.



Figure 8 Laneway Artist Impression (Source: Bui Designs 2026)

4.2 CAR PARK MANAGEMENT

4.2.1 CAR STACKERS

Given the constrained podium footprint, mechanical car stackers are proposed on Level 3 (see Figure 13) to accommodate 34 of the development's standard bays (refer Table 2). Triple and double stacker units are proposed, as illustrated below, allowing two to three vehicles to be stored within the footprint of a single conventional bay. Stacker operation would be restricted to residents allocated to those bays, with clear signage and instructions provided at each unit.

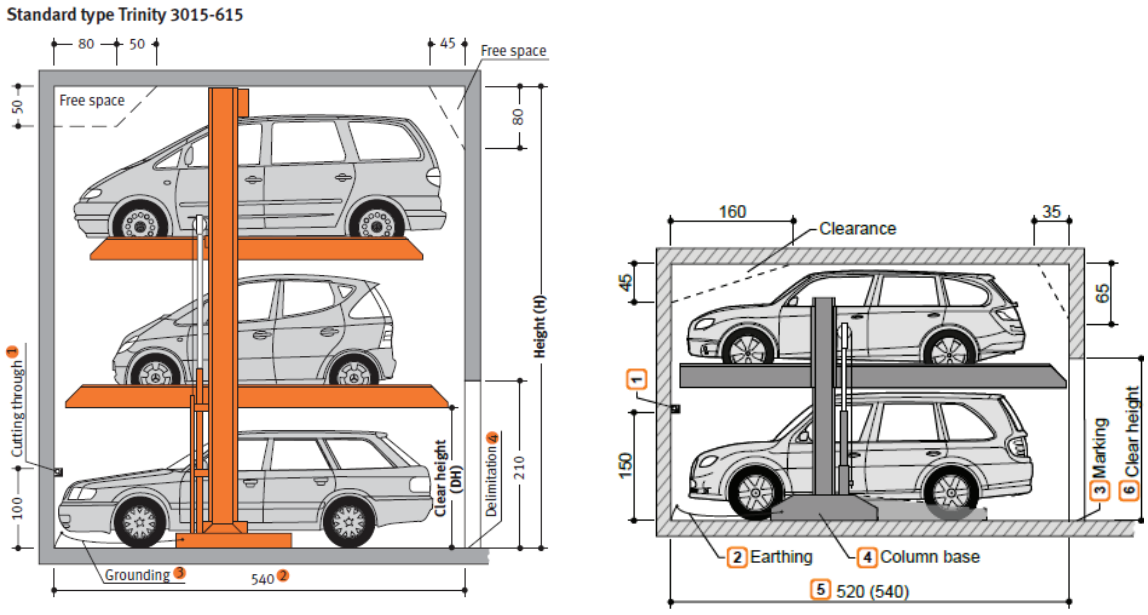


Figure 9 Triple and Double Car Stackers (Source: Klaus)

4.3 PARKING ASSESSMENT

The development proposes parking bays located over 4 levels, as shown in Table 1. The total amount is above the car parking rate maximum for City of Vincent SPSP of 0.75 per bedroom (87 bays). There is no residential visitor parking provided on site, but reciprocal parking is encouraged with the commercial parking bays. The City of Vincent requirements for visitor parking would be 17 bays (1 per 4 dwellings). The Local Planning Scheme requires 3.4 staff and visitor bays for the commercial and café tenancies; the development proposes 8 bays on the ground floor, exceeding this requirement.

There are 13.6 required motorcycle bays and 14 bays are proposed.

Table 3 Table 1 Parking Provision

Level	Standard bays	Motorcycle
Ground	7 (commercial, inc 1 ACROD) + 1 (visitor/ACROD) = 8	2
Level 1	24	4
Level 2	24	4
Level 3	6 + 34 (car stackers) = 40	4
Total	96	14

The floor plans showing parking areas are presented below in Figure 12 to Figure 13.

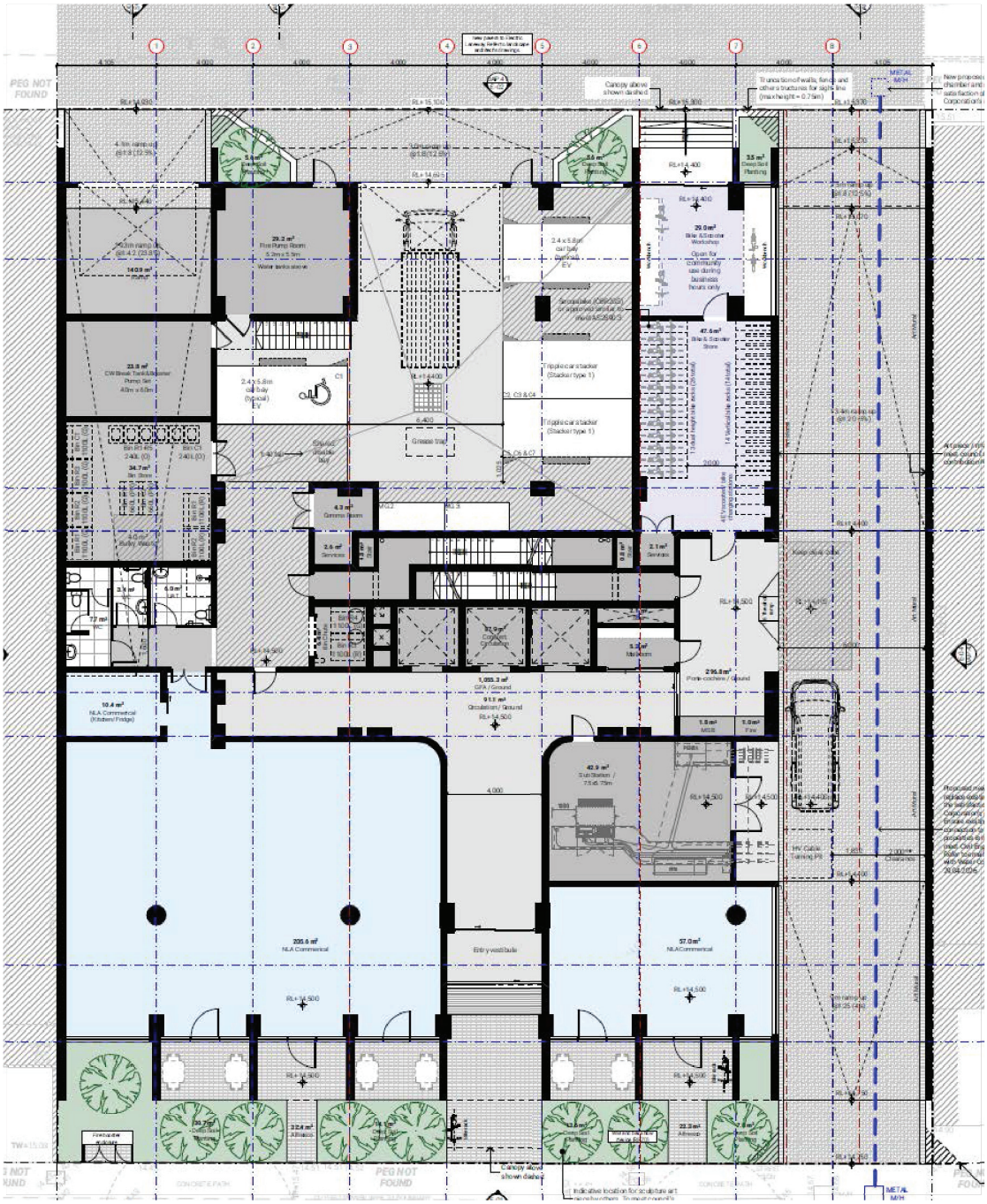


Figure 10 Ground Floor (Bui Designs 2026)

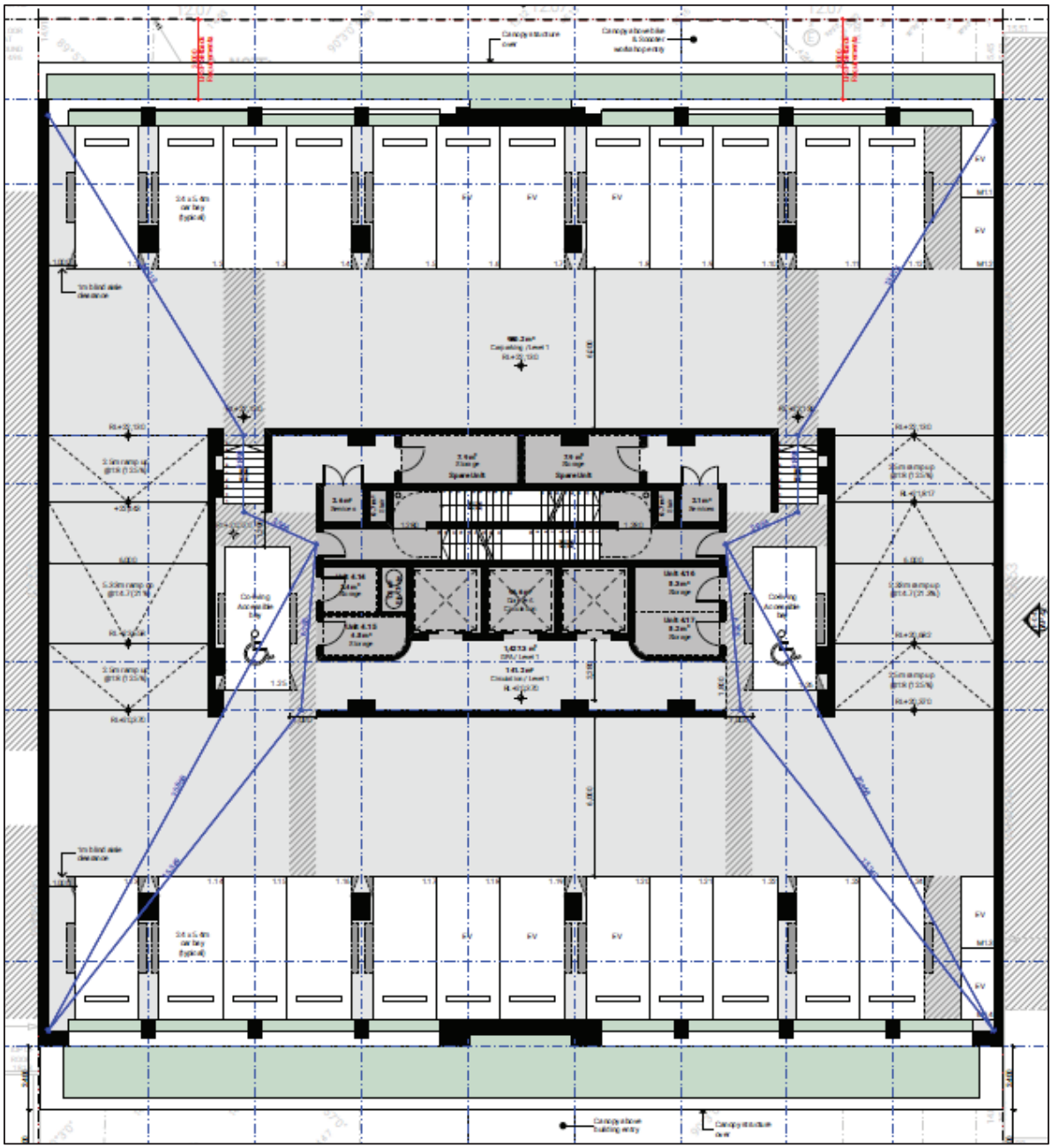


Figure 11 Level 1 (Source: Bui Designs 2026)

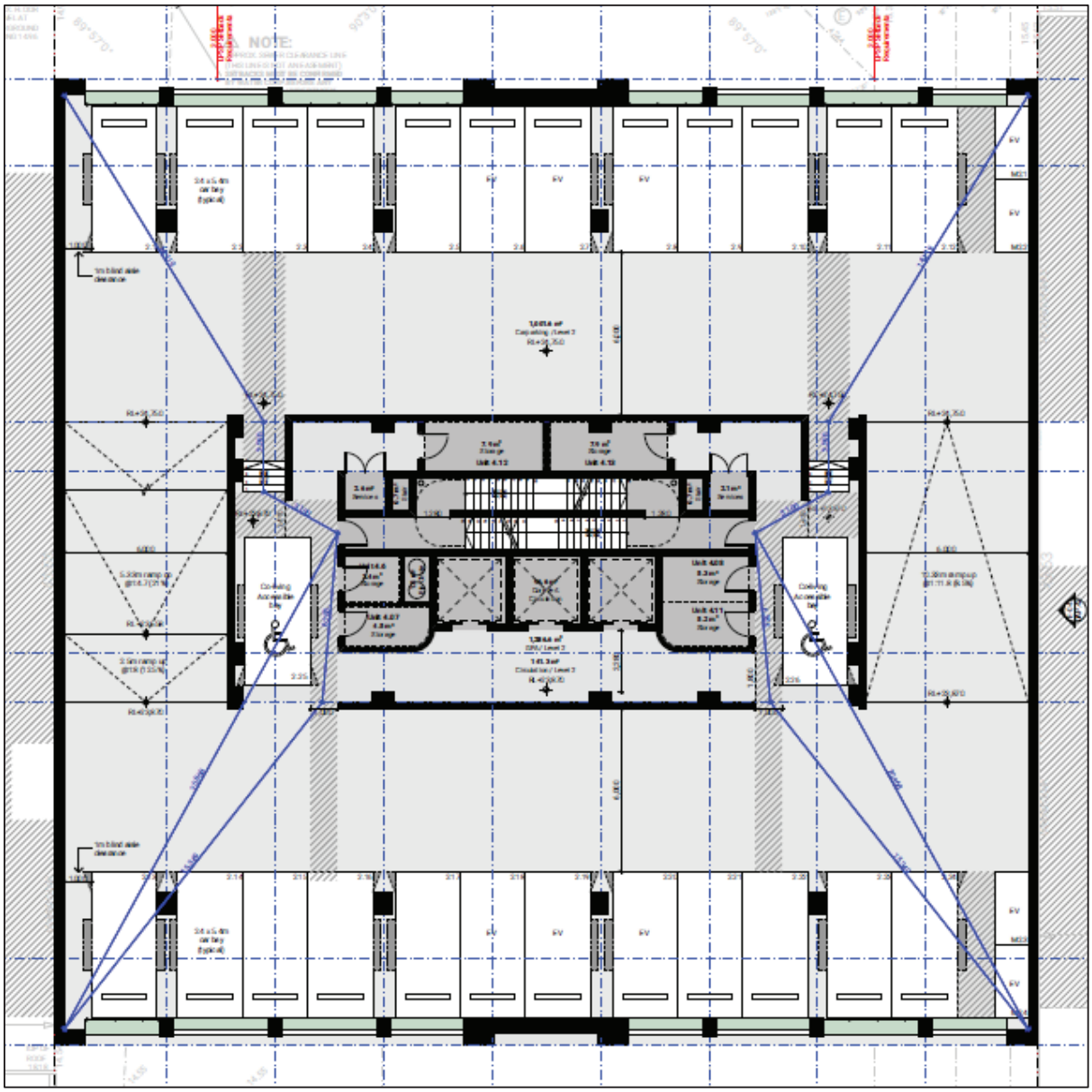


Figure 12 Level 2 (Source: Bui Designs 2026)

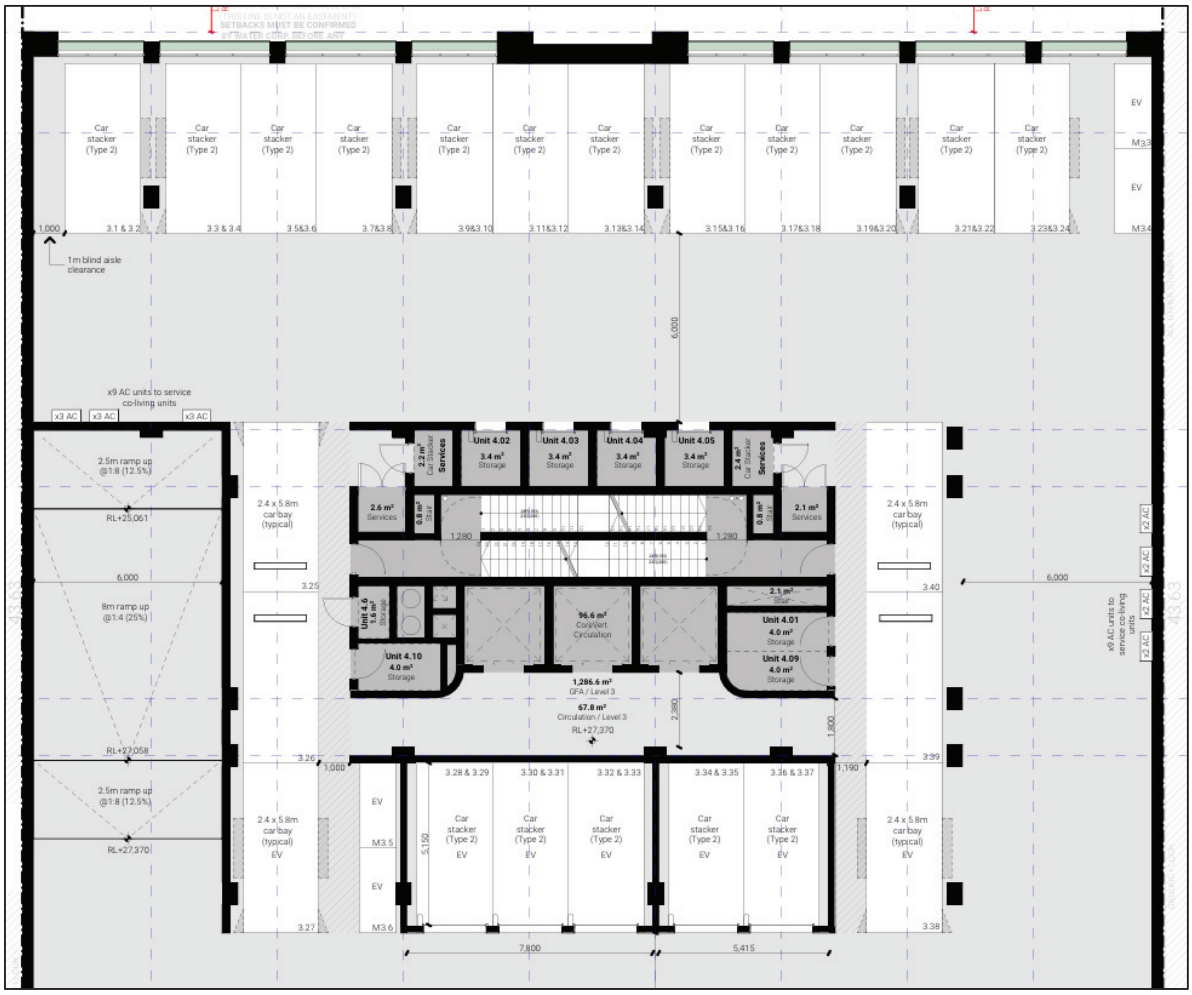


Figure 13 Level 3 (Source: Bui Designs 2026)

5 SERVICE VEHICLES

5.1 ACCESS ARRANGEMENTS

Service vehicles, including waste collection and delivery vehicles, are proposed to access the site via the same rear right-of-way (Electric Lane) connection described in Section 3.1.

Most vehicles anticipated to make deliveries are anticipated to be up to a small rigid vehicle (SRV) however swept paths for up to an 8.8m Medium Rigid Vehicle (MRV) have been tested and demonstrate the vehicle can travel along Electric Lane in a forward direction, reverse into the loading area and then exit the site in a forward direction back along Electric Lane.

Given the predominantly residential land use, service vehicle activity is expected to be infrequent and limited to waste collection and occasional deliveries associated with the ground floor commercial tenancies.

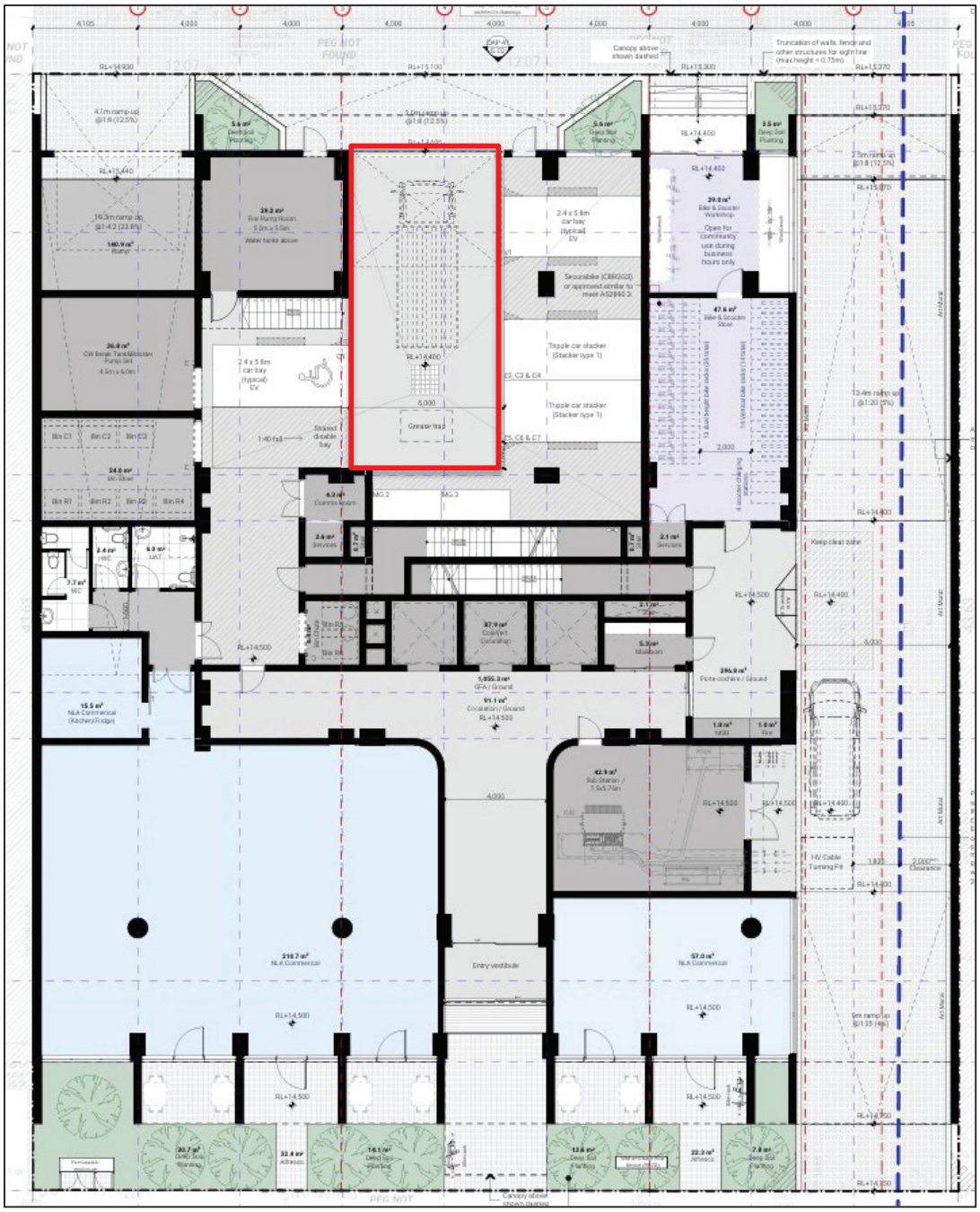


Figure 14 Service Vehicle Arrangement (Source: Bui Designs 2026)

5.2 REFUSE COLLECTION

Waste collection is proposed to be undertaken from Electric Lane, the swept path analysis is shown in Figure 16.

6 SWEPT PATHS

Most traffic movements to the site will be passenger cars, consistent with a residential/small commercial tenancy use, with only occasional light commercial vehicles associated with deliveries or removals.

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 Electric Lane and entering the car stackers on the ground floor. The swept paths are also provided in APPENDIX 2.

The swept path analysis for a vehicle using the triple car stacker is shown in Figure 15.

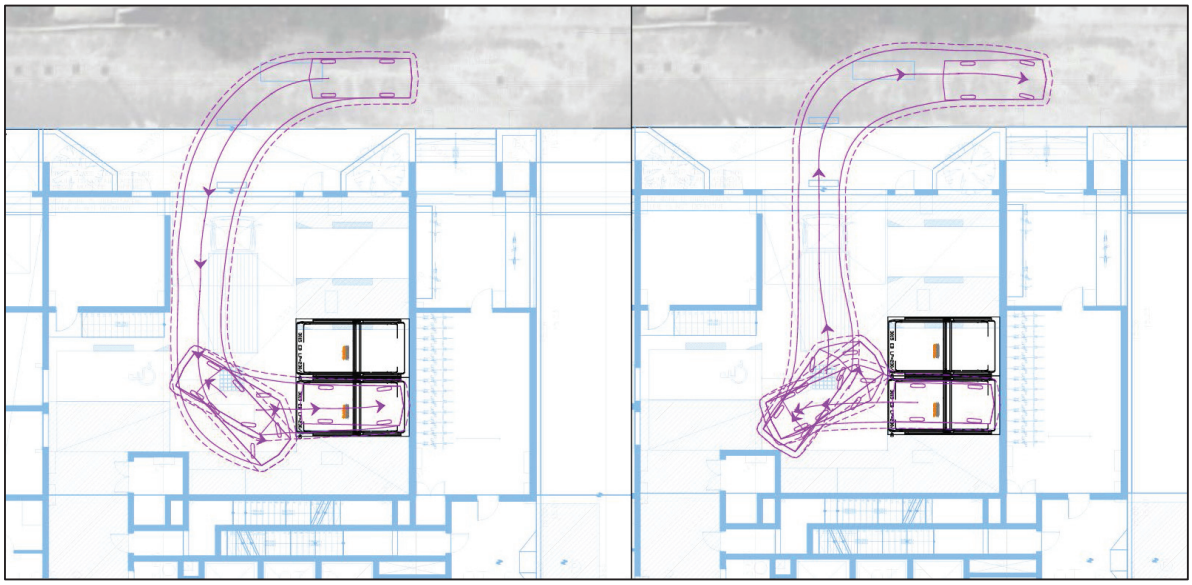


Figure 15 Swept Paths for Triple Car Stacker

Figure 16 shows the swept path analysis for up to an 8.8m MRV refuse vehicle movements using Electric Lane.

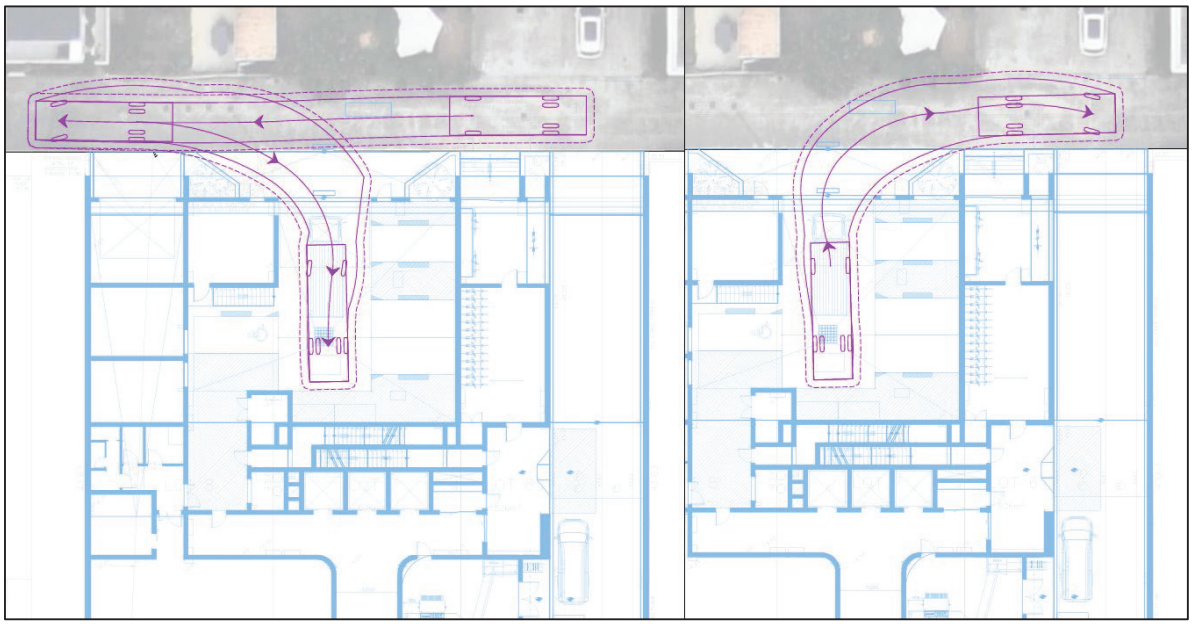


Figure 16 Swept Paths for MRV

7 HOURS OF OPERATION

The development is predominantly residential. Hours of operation for the ground floor commercial tenancy have not been specified and should be confirmed once a tenant/use is identified.

8 TRAFFIC VOLUMES

8.1 PEAK TRAFFIC VOLUMES

Trip generation rates for the proposed development were derived from the Western Australian Planning Commission's *Transport Impact Assessment Guidelines, Volume 5* (2016), with the co-living component assessed separately based on its parking provision.

The WAPC's generic residential trip rate (0.8 vehicle trips per dwelling, peak hour, derived from the PARTS survey) has been adjusted to reflect the Site's location. 2021 Census data shows Leederville residents commute by car at a notably lower rate than the WA average (48.0% versus 62.1%) and use public transport at more than double the state rate (16.4% versus 7.4%), consistent with the Site's proximity to Leederville train station (approximately 400m) and its high-frequency bus services. On this basis, an adjusted rate of **0.62** trips per dwelling has been applied to the standard apartment component.

The 14 co-living (Type 1) dwellings are provided with a single shared car bay rather than individual parking, consistent with their intended low-car-ownership occupancy. A lower rate of 0.12 trips per dwelling has been applied to this component to reflect the constrained on-site parking provision. The remaining 4 co-living (Type 2) dwellings, which are provided with individual bays, have been assessed at the standard adjusted rate.

As the specific commercial tenancies are not yet confirmed, both non-food retail and food retail (café/restaurant) uses have been assessed using standard WAPC peak-hour rates.

Trip generation rates are presented in Table 2. Directional (in/out) distribution has been derived from the ITE Trip Generation Manual, 11th Edition, as WAPC does not publish directional splits for these land uses. Total estimated trips generated by the Site are presented in Table 4.

Table 4 Trip Generation Rates

Land Use	Source	Yield	AM Peak	PM Peak
Residential (1B/2B/3B/Penthouse)	WAPC (adjusted)	50	0.62 per dwelling	0.62 per dwelling
Residential – Co-living (Type 1, 1 shared bay/14 units) *	Site specific	14	0.12 per dwelling	0.12 per dwelling
Residential – Co-living (Type 2, 1 bay/unit)	WAPC (adjusted)	4	0.62 per dwelling	0.62 per dwelling
Non-food retail	WAPC	305 m²	N/A	4 per 100 m²
Food retail	WAPC	44 m²	N/A	10 per 100 m²

*Site-specific parking constraint (1 shared bay across 14 units); rate estimated, not a published WAPC or ITE rate

Table 5 Total Generated Trips

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Residential*	8	27	21	14
Non-food retail	N/A	N/A	5	7
Food retail	N/A	N/A	2	2
Total	35		51	

** Residential total reflects the blended cohort rates in Table 2, not a single rate applied across all 68 dwellings.*

Trip generation rates: WAPC Transport Impact Assessment Guidelines, Volume 5 (2016). Directional (in/out) distribution: ITE Trip Generation Manual, 11th Edition (2021) — WAPC does not publish directional splits for these land uses.

A total of 35 vehicle trips is expected in the AM peak hour and 51 vehicle trips in the PM peak hour.

8.2 TYPE OF VEHICLES

Based on the proposed land use, the main types of vehicles expected to access the development will be passenger cars, waste trucks and occasional delivery trucks.

9 PEDESTRIAN & CYCLE ACCESS/FACILITIES

9.1 PEDESTRIAN FACILITIES

Pedestrian access to the building is via the Vincent Street frontage (foyer and commercial tenancy entries), as well as Electric Lane.

9.2 BICYCLE PARKING

A total of 40 bicycle parking spaces and 4 scooter charging stations are proposed within the development, which does not meet the City of Vincent's minimum bicycle parking requirement for the residential and commercial components (see Table 6).

Table 6 Table 2 Bicycle Parking Rates

	Source	Rate	Total Required	Total Proposed	Shortfall
Staff / Visitor	City of Vincent LPSP	2.7	58	40	18

Two visitor bicycle parking spaces will be provided on street, and staff of the commercial tenancies will be able to access the communal bicycle storeroom via a key card or fob access.

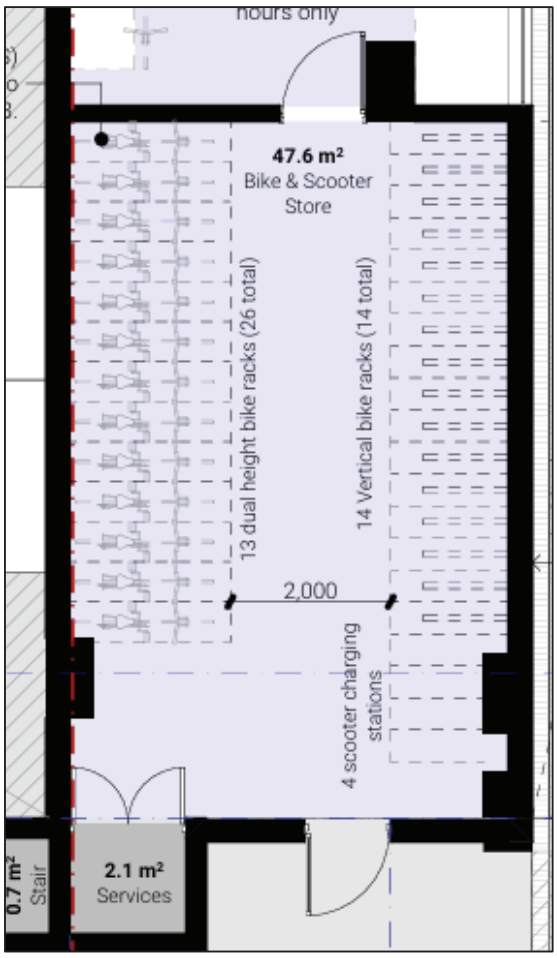


Figure 17 Bicycle Parking (Source: Bui Designs)

9.2.1 BICYCLE REPAIR WORKSHOP

The development will provide residents and the public with access to a free bicycle repair workshop as a community benefit, encouraging the use of active transport as an alternative to private car travel. The workshop will provide practical guidance on basic bicycle maintenance, access to tools for repairs, and safe riding practices, helping residents and members of the broader community feel more confident and supported in choosing cycling for everyday trips. By promoting cycling as a convenient, healthy, and sustainable mode of transport, the initiative will provide a valuable community benefit while helping to reduce reliance on cars and support more sustainable travel patterns within the development and surrounding community.

The workshop will be open to the public during business hours, with residents provided with after-hours access via their key card or fob. The bicycle repair workshop will be publicly accessible, with no membership or entry fees required, ensuring the facility provides an accessible and inclusive benefit to the local community.

9.3 EOTF FOR COMMERCIAL

End of Trip Facilities are provided for the commercial areas (See Figure 18).

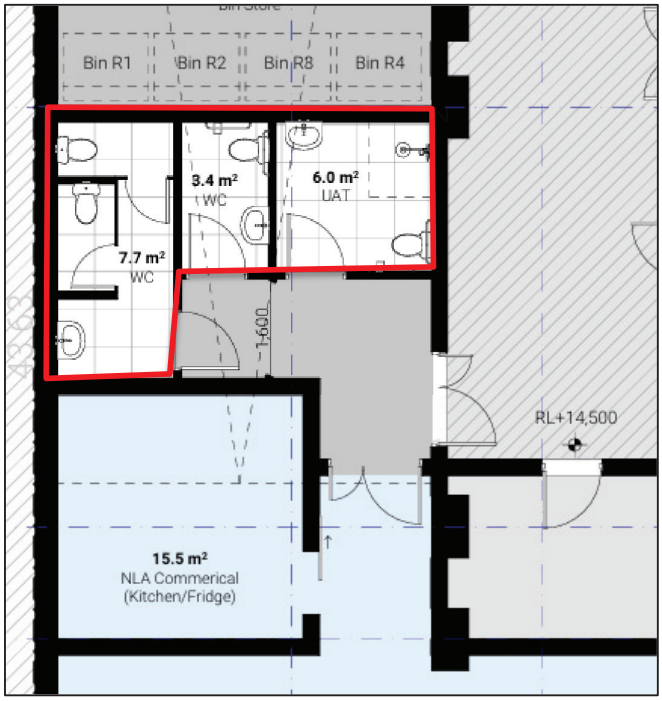


Figure 18 End of Trip Facilities (Source: Bui Designs 2026)

10 SITE SPECIFIC ISSUES

10.1 IDENTIFY ISSUES

- No dedicated residential visitor parking is provided on-site; visitor parking demand is intended to be partially met through reciprocal use of the commercial bays, which relies on a formal management arrangement being in place.
- The ground floor commercial tenancies are not yet confirmed, meaning specific traffic-generating characteristics, hours of operation and servicing requirements cannot be finalised at this stage.
- Resident, service and waste vehicle movements are all consolidated onto the single Electric Lane connection, which is shared with two neighbouring properties, creating potential for conflicting movements at peak times.

10.2 REMEDIAL MEASURES

- Formalise the reciprocal parking arrangement through the strata/body corporate management statement, ensuring visitor access to commercial bays is guaranteed outside business hours.
- Confirm the commercial and café tenancies, including hours of operation, with this TIS updated if the confirmed use generates materially different trip characteristics.
- Manage laneway conflicts through adequate sightlines and mirrors at the Electric Lane access, and by restricting waste collection to off-peak periods in consultation with the neighbouring properties.

11 CONCLUSIONS

A traffic impact statement has been prepared for the proposed development at 289-295 Vincent Street, Leederville, and the following conclusions are made:

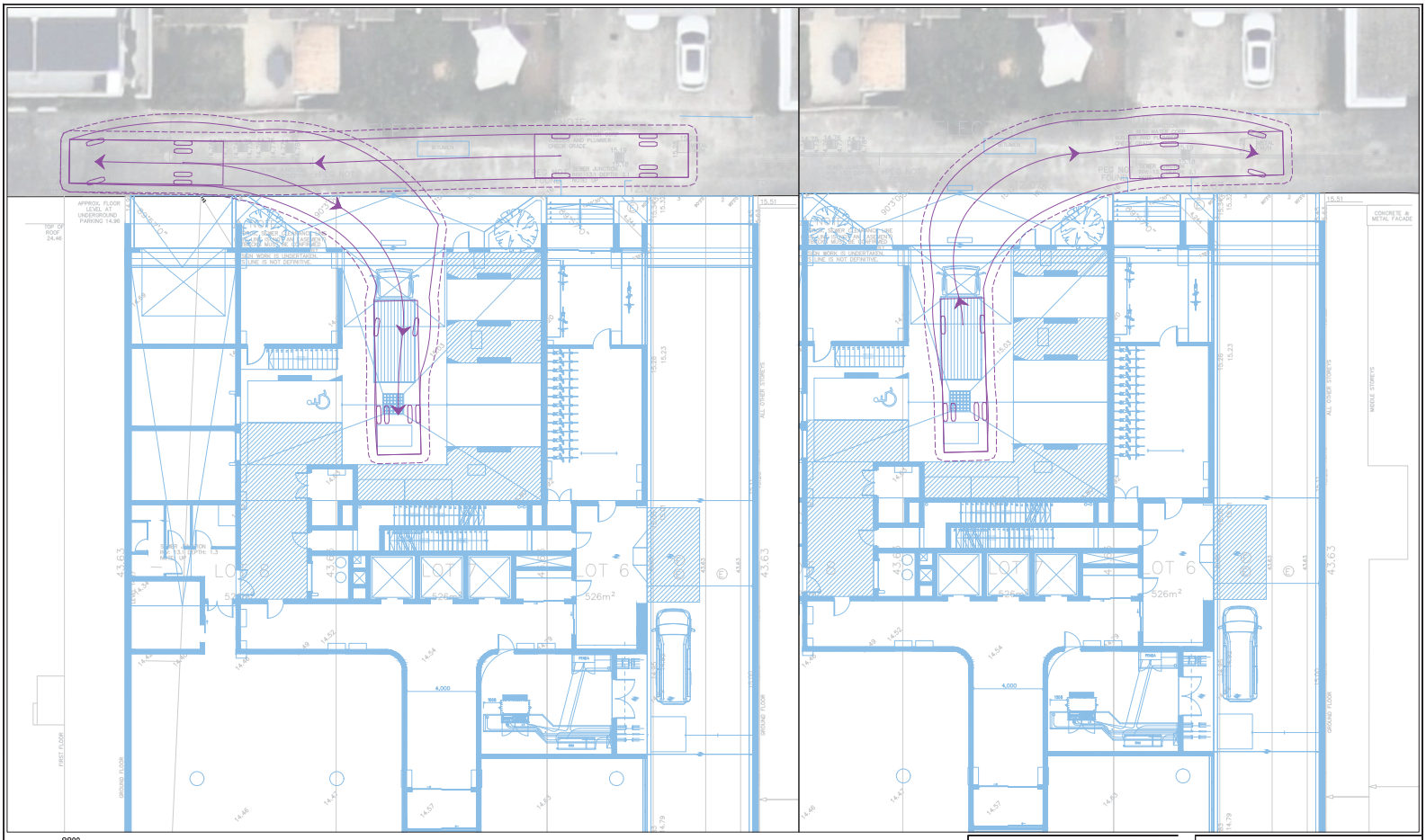
- The proposed 68-dwelling mixed-use development, comprising residential, co-living, commercial and café components, is estimated to generate approximately 35 vehicle trips in the weekday AM peak hour and 51 in the PM peak hour. This is a moderate level of generation that would not typically be expected to significantly impact the surrounding road network.
- Vehicle access is consolidated to the rear right-of-way (Electric Lane), keeping pedestrian and vehicle movements separated at the Vincent Street frontage. This is a positive design outcome, though it concentrates all vehicle activity onto a laneway shared with two neighbouring properties.
- A total of 96 standard bays and 14 motorcycle bays are proposed across four podium levels, exceeding the applicable statutory maximum and comfortably meeting the City of Vincent's motorcycle parking requirement. No dedicated residential visitor parking is proposed; this relies on a reciprocal arrangement with the commercial bays (refer Section 11).
- Pedestrian and cyclist access is well supported by existing shared paths on all surrounding streets, high-frequency bus services, and Leederville Train Station within 400 m of the Site, with bicycle parking and end-of-trip facilities provided within the development.
- Loading and refuse collection can be completed using up to an 8.8m MRV. The vehicle can enter Electric Lane in a forward direction, reverse into the loading area within the site and then exit the site onto Electric Lane in a forward direction.
- The development proposal is anticipated to generate around 35 trips in the AM Peak and 51 trips in the PM Peak.

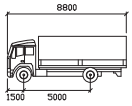
APPENDIX 1 WAPC CHECKLIST

Item	Provided	Comments / Proposals
Proposed Development		
Existing land use(s)	2.1	
Proposed land use	3	
Context with surrounds	2.2	
Vehicular Access and Parking		
Access arrangements	4.1	
Public, private, disabled parking, set down / pick up	4.3	
Service Vehicles (non-residential)		
Access arrangements	5.1	
On/off-site loading facilities	5.2	
Service Vehicles (residential)		
Rubbish collection and emergency vehicle access	5.2	
Hours of Operation (non-residential only)		
Traffic Volumes		
Daily or peak traffic volumes	8.1	
Type of vehicles (e.g. cars, trucks)	8.2	
Traffic Management on Frontage Streets		
Public Transport Access		
Nearest bus/train routes	2.6.1	
Nearest bus stops/train stations	2.6.2	
Pedestrian/cycle links to bus stops/train stations	2.6.3	
Pedestrian Access/Facilities		

Existing pedestrian facilities within the development (if any)		
Proposed pedestrian facilities within development	10.2	
Existing pedestrian facilities on surrounding roads	10.3	
Proposals to improve pedestrian access	10.3	
Cycle Access/Facilities		
Existing cycle facilities within the development (if any)		
Proposed cycle facilities within development	9.1	
Existing cycle facilities on surrounding roads	2.4	
Proposals to improve cycle access	9.2	
Site Specific Issues		
Identify issues	10.1	
Remedial measures	10.2	

APPENDIX 2 SWEPT PATHS





MRV

	mm
Width	2500
Track	2500
Lock to Lock Time	6.0
Steering Angle	34.0

HOANG LAM

PROPOSED MIXED-USE DEVELOPMENT

289-295 VINCENT STREET

LEEDERVILLE

SWEPT PATH ANALYSIS

0 1.25 2.5 5

SCALE: 1:250 @ A3

SALT

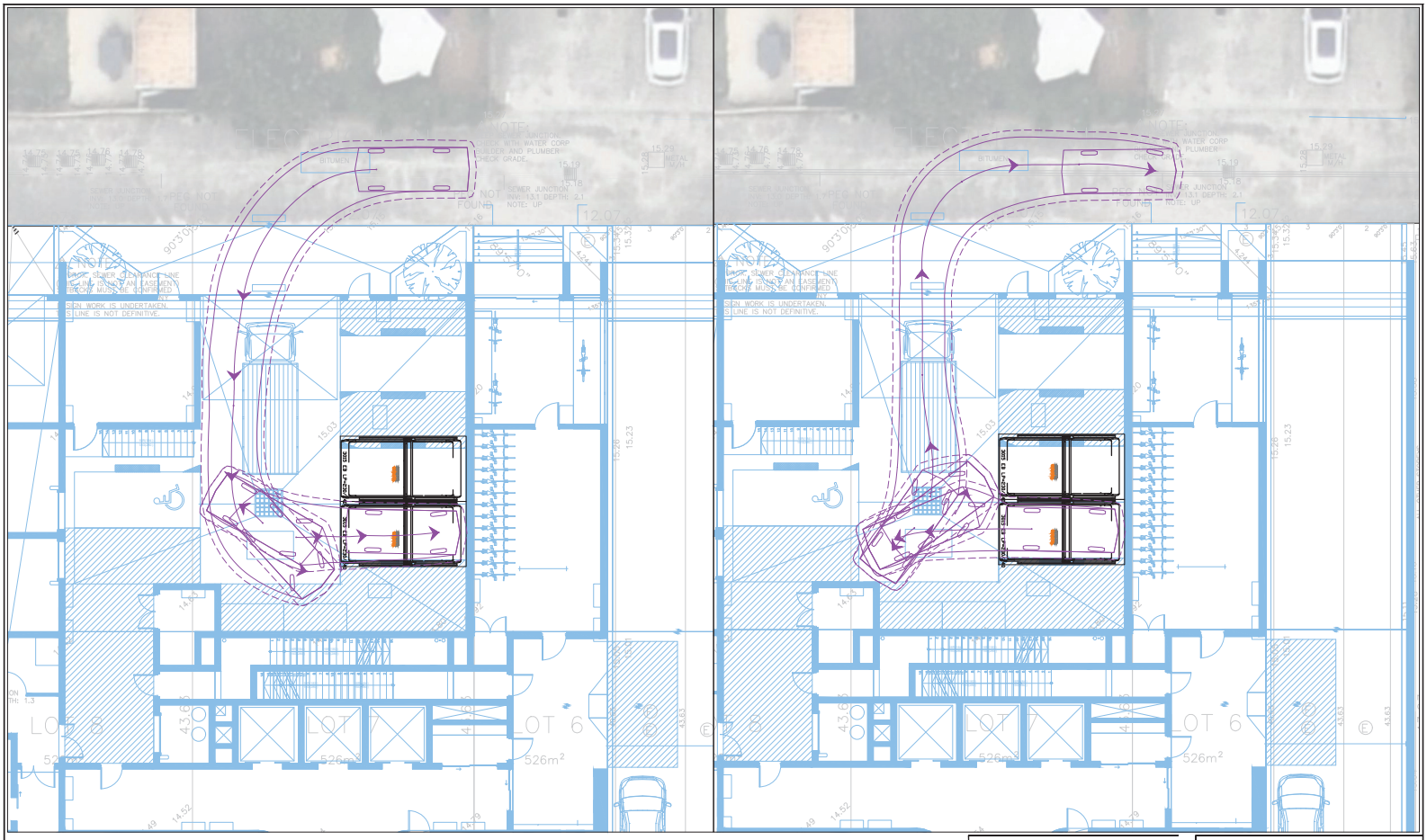
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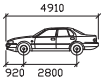
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CG / IB	16-09-2026	A3
DRAWING NUMBER		REVISION
SALT-25715-SK-001		1





B85

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

HOANG LAM

PROPOSED MIXED-USE DEVELOPMENT

289-295 VINCENT STREET

LEEDERVILLE

SWEPT PATH ANALYSIS

0 0.75 1.5 3

SCALE: 1:150 @ A3

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DRAWING NUMBER		REVISION
SALT-25715-SK-002		1

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