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Sustainable Transport. Safe Solutions

79-81 Edward Street, Perth

Proposed Residential Development

TRANSPORT IMPACT STATEMENT



Prepared for:
Connected Systems

May 2026

79-81 Edward Street, Perth

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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Connected Systems in support of the proposed residential development, located at 79-81 Edward Street, Perth.

The subject site consists of two adjoining properties, which are bounded by Edward Street to the north and Dalmeny Street to the south, as shown in Figure 1. The site presently accommodates two single-storey buildings (Figure 2).

It is proposed to develop the site into a residential development delivering six dwellings, with on-site car parking and individual bin storage.

The site is located within an inner-city mixed urban setting characterised by a fine-grain pattern of residential, commercial and service-based land uses. The locality contains a mix of small-scale dwellings, commercial and hospitality premises, and larger recreation and transport-related land uses, including HBF Park to the north-east and the Graham Farmer Freeway / Claisebrook rail corridor to the south-east.

This report considers the transport implications of the proposed development, including traffic generation, vehicle access arrangements, car parking provision, servicing and waste collection arrangements, and accessibility to and from the site by other modes of travel.





Figure 1: Subject site

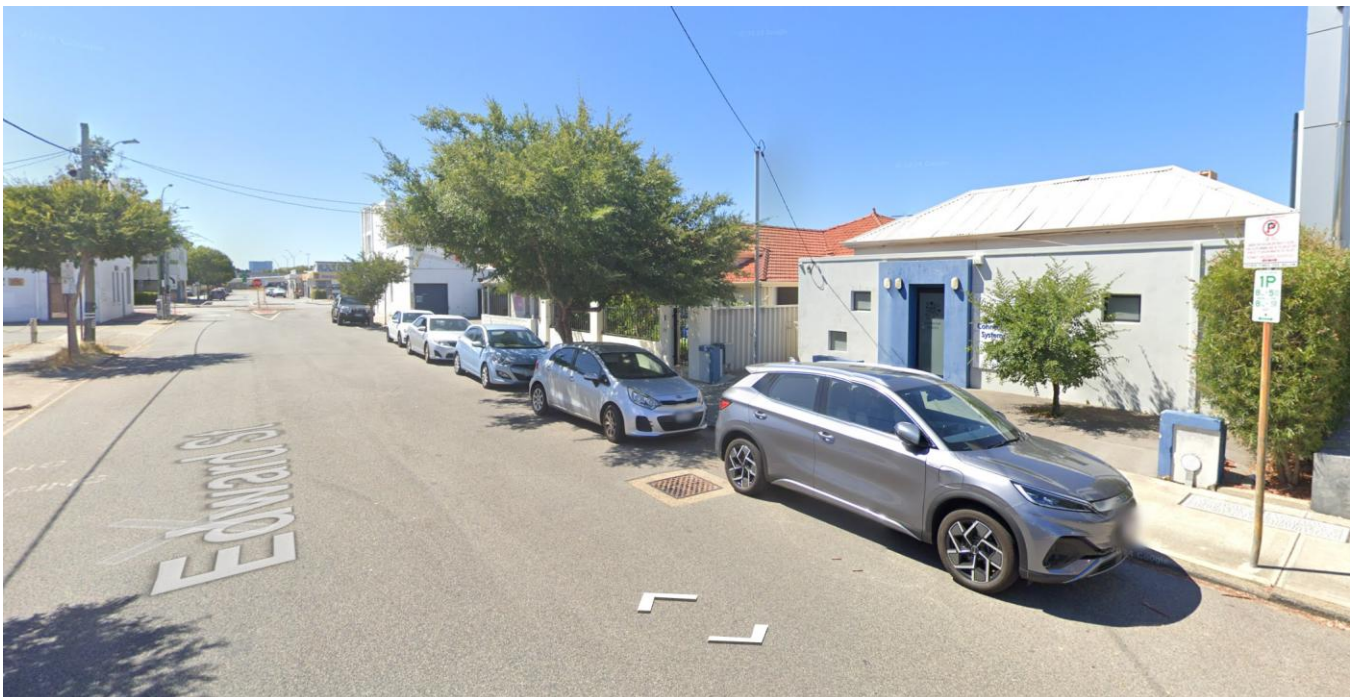


Figure 2: Existing site

Source: Google Streetview Image

2 Scope of work

The WAPC *Transport Assessment Guidelines (2016)* identify the proposed development as having a 'low' impact (refer Figure 3). Notwithstanding the relatively low forecast trip generation, a Transport Impact Statement has been prepared to support the Development Application and to document the access, parking and transport context of the proposal.

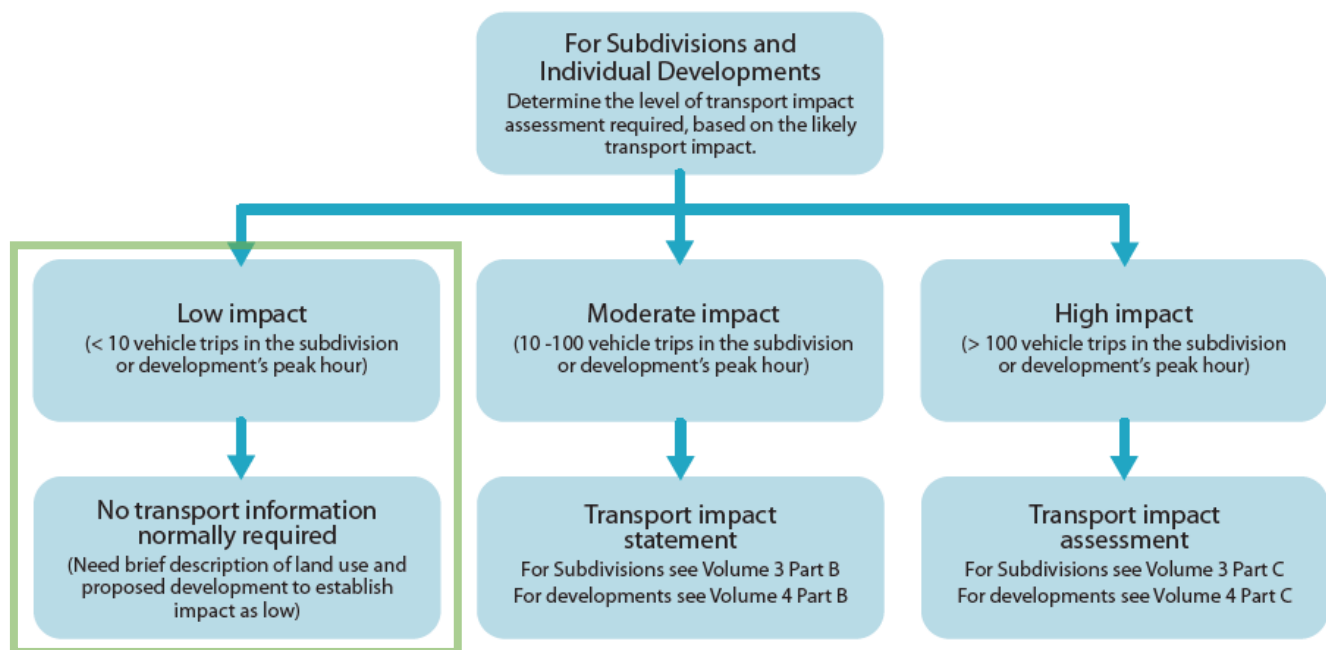


Figure 3: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for a grouped dwelling development, comprising:

- Six residential dwellings, all configured as three-bedroom townhouses.
- Twelve resident car parking bays; and
- Individual bin storage for each dwelling.

Vehicle access to the site is to be provided via one crossover on Edward Street and one crossover on Dalmeny Street. A one-way vehicle circulation system is proposed, with entry from Dalmeny Street and exit to Edward Street.

Waste collection is proposed to occur via a rear-loader street collection service from Dalmeny Street, with bins presented within an on-street parking bay on scheduled collection days. The City of Vincent has been consulted regarding the waste strategy, and has provided guidance on appropriate parking control signage, to facilitate waste collection.

Access for walking and cycling will be available via the existing surrounding path network.

The proposed development plans are included for reference in Appendix A.

4 Vehicle access and parking

4.1 Existing vehicle access

Existing vehicle access to the site is available via one crossover on Dalmeny Street, which is pictured in Figure 4.



Figure 4: Existing vehicle access on Dalmeny Street

4.2 Proposed vehicle access

As detailed in the proposed development plans and in Figure 5, vehicle access to the site is to be provided via a one crossover on Edward Street and one crossover on Dalmeny Street. A one-way vehicle circulation system is proposed, with entry from Dalmeny Street and exit to Edward Street.

The internal circulation roadways employ a variety of road surface textures and colours to calm the speed of motorised traffic. Space for walking and cycling is shared with motorised traffic, to make the internal roadway easy to cross and to create opportunities for flexible use of the space by residents.

There is a functional internal street width which varies, exceeding 5.8 m in some locations, and narrowing to 3.5m in others. Parking garages are setback from the internal street to provide the required manoeuvring width for cars to enter or exit garages.

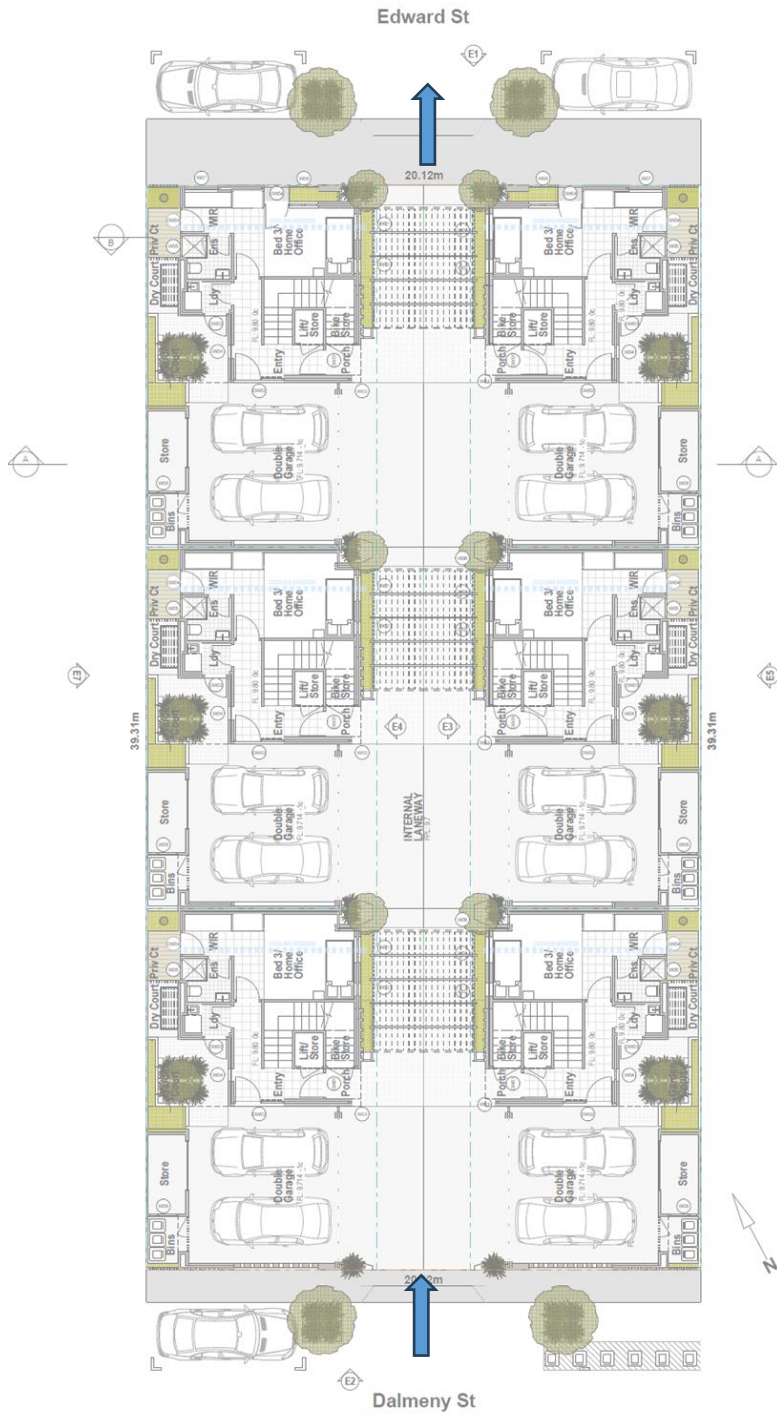


Figure 5: Proposed vehicle access

4.3 Swept path analysis

Swept path analysis has been undertaken to demonstrate the satisfactory function of vehicle movements. Garden beds within swept path clearance envelopes are proposed to be low enough to permit vehicle overhang.

The design vehicle selected for swept path analysis was based on the 85th percentile (B85) passenger car as defined in AS2890.1 (Figure 6).

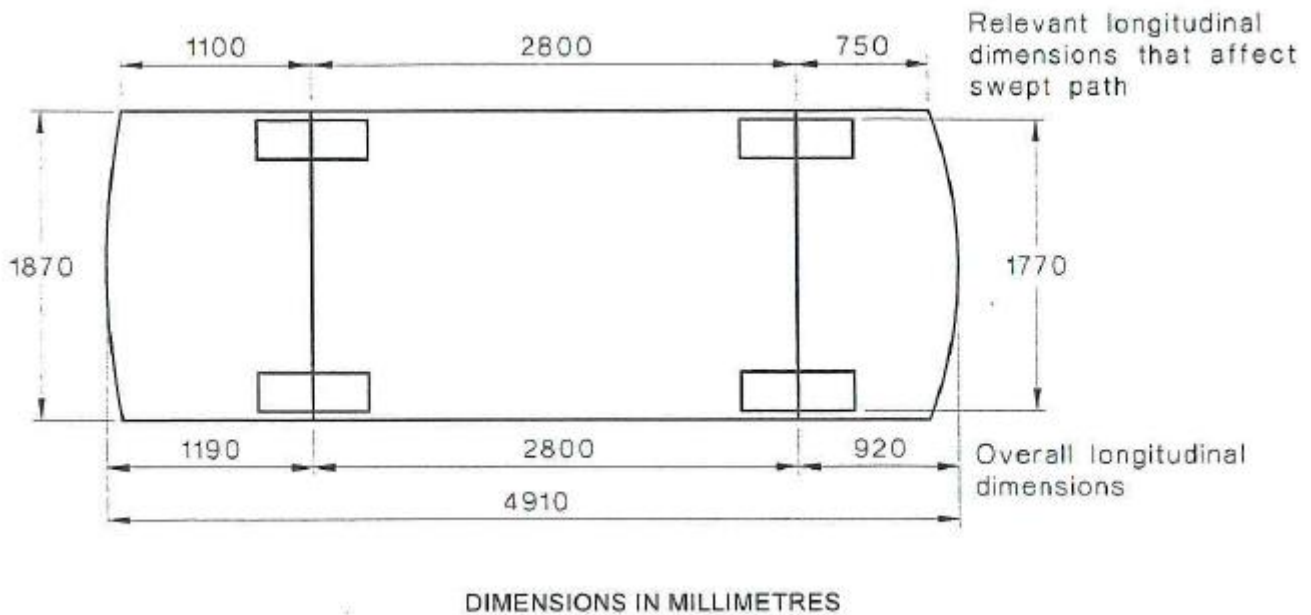


Figure 6: B85 passenger car

Swept paths are included in Appendix B and were undertaken in accordance with AS2890.1.

4.4 Parking supply

The proposed development provides the following parking allocation:

- Double garage for each townhouse delivering a total of 12 resident parking spaces.
- Up to four on-street parking spaces for visitors (two street spaces fronting Edward Street and two street spaces fronting Dalmeny Street).

The proposed car parking supply is sufficient to meet the needs of the development.

5 Provision for service vehicles

The proposed development is residential in nature and is not expected to generate significant delivery or service vehicle traffic.

Waste collection is proposed to occur via a rear-loader street collection service from Dalmeny Street, with bins presented within an on-street parking bay on scheduled collection days. The City of Vincent has been consulted regarding the waste strategy, and has provided guidance on appropriate parking control signage, to facilitate waste collection.

As outlined in Figure 7, the City is proposing to install parking control signage for two street bays to the west of the Dalmeny Street site crossover.

At subsequent design and documentation stages, the servicing details will be refined to ensure consistency with the City's advice, this Transport Impact Statement, and the Waste Management Plan prepared for the development. This will ensure the final bin presentation and associated parking control arrangements are coordinated and appropriately reflected across the relevant approval and operational documents.

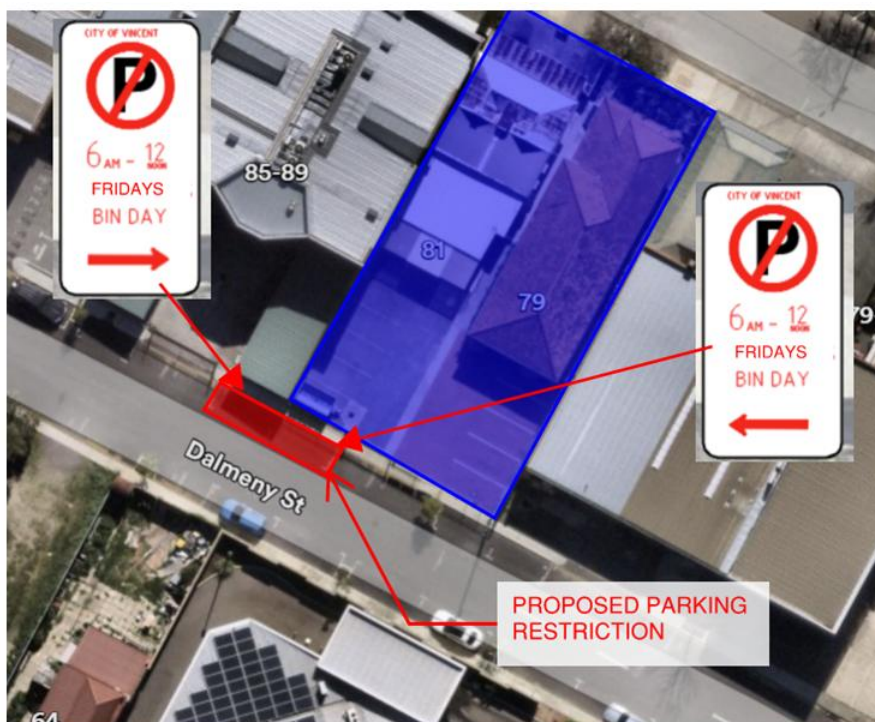


Figure 7: Street parking signage to facilitate waste collection

Note: Drawing supplied by the City of Vincent, with signage to be implemented by the City

Given the scale and nature of the development, no on-site provision for large service vehicles is required, and all servicing activities can be accommodated from the adjacent road network. The arrangement is consistent with typical residential developments in the area.

6 Hours of operation

For residential developments, peak traffic periods typically coincide with the weekday commuter AM and PM peak periods on the surrounding road network.

In the Perth Metropolitan Area, the weekday AM peak period occurs between 7:00 am and 9:00 am, while the PM peak period typically occurs between 4:00 pm and 6:00 pm. Traffic associated with the proposed development is expected to align with these periods.



7 Daily traffic volumes and vehicle types

7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Transport for New South Wales (TfNSW) *Guide to Transport Impact Assessment* (2024).
- WAPC *Transport Impact Assessment Guidelines* (2016).

The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Residential	TfNSW - Medium density residential (Metro)	2.72	0.39	0.37	25%	75%	65%	35%

The estimated traffic generation of the proposed development is summarised in Table 2. The development is expected to generate approximately 16 vehicle trips per day (vpd), including approximately 2 vehicle trips during the weekday AM and PM peak hours.

The estimated trips include both inbound and outbound vehicle movements. It is anticipated that the majority of vehicles will comprise passenger cars.

Table 2: Traffic generation – Weekday AM and PM peak hours

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	6	16	2	2	0	2	1	1

7.2 Impact on surrounding roads

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

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is acceptable.



8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1 Edward Street

Edward Street near the subject site is an approximately 10.0 m wide, two-lane undivided road. A path for walking and cycling is provided along both sides of the road, in addition to marked on-street parking.

Edward Street is classified as an Access road in the Main Roads WA road hierarchy (Figure 8) and operates under a speed limit of 40 km/h (Figure 9). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties (Figure 10).

Available traffic data obtained from the City of Vincent indicates that Edward Street carried around 1,200 vehicles per day (vpd) in 2021. In the absence of more recent traffic count data, access roads of this type would typically still be expected to carry relatively low traffic volumes, generally less than 3,000 vehicles per day.

8.2 Dalmeny Street

Dalmeny Street near the subject site is an approximately 10.0 m wide, two-lane undivided road. A path for walking and cycling is provided along both sides of the road, in addition to marked on-street parking.

Dalmeny Street is classified as an Access road in the Main Roads WA road hierarchy (Figure 8) and operates under a speed limit of 40 km/h (Figure 9). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties (Figure 10).

In the absence of available traffic count data, access roads of this type would typically be expected to carry relatively low traffic volumes, generally less than 3,000 vehicles per day.

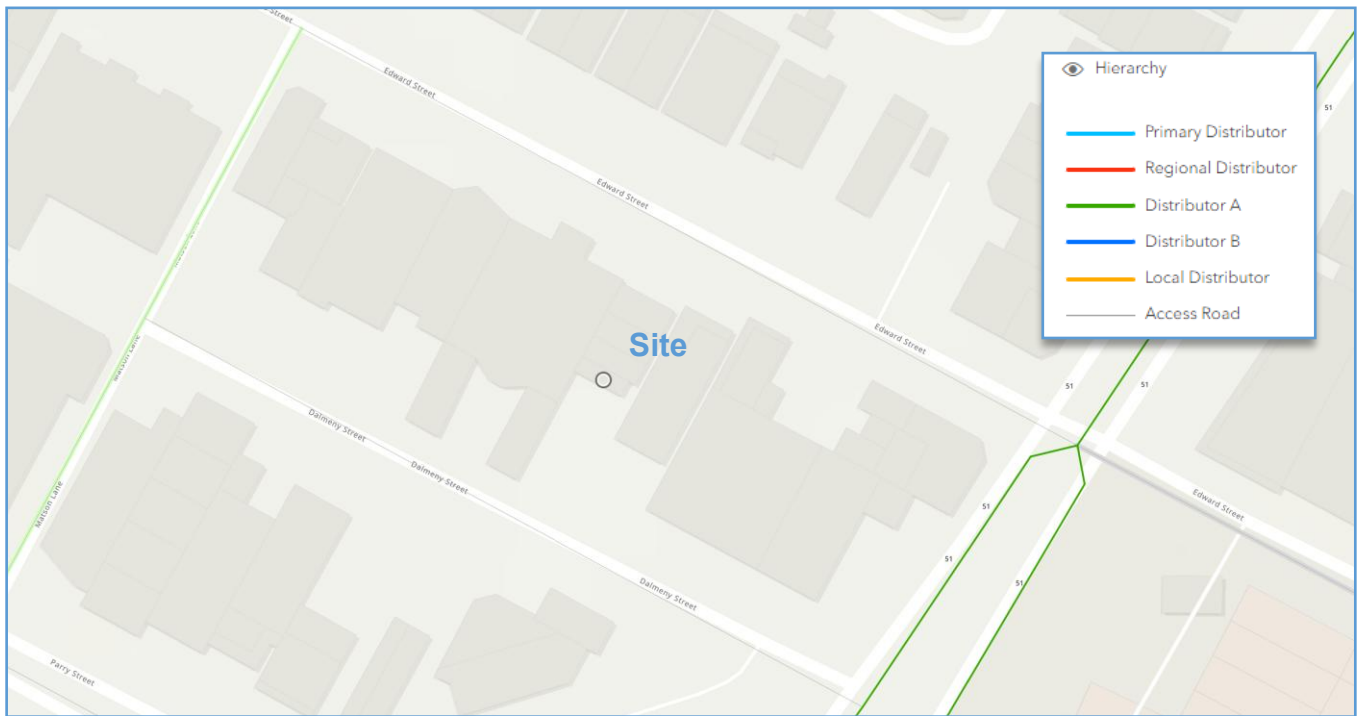


Figure 8: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

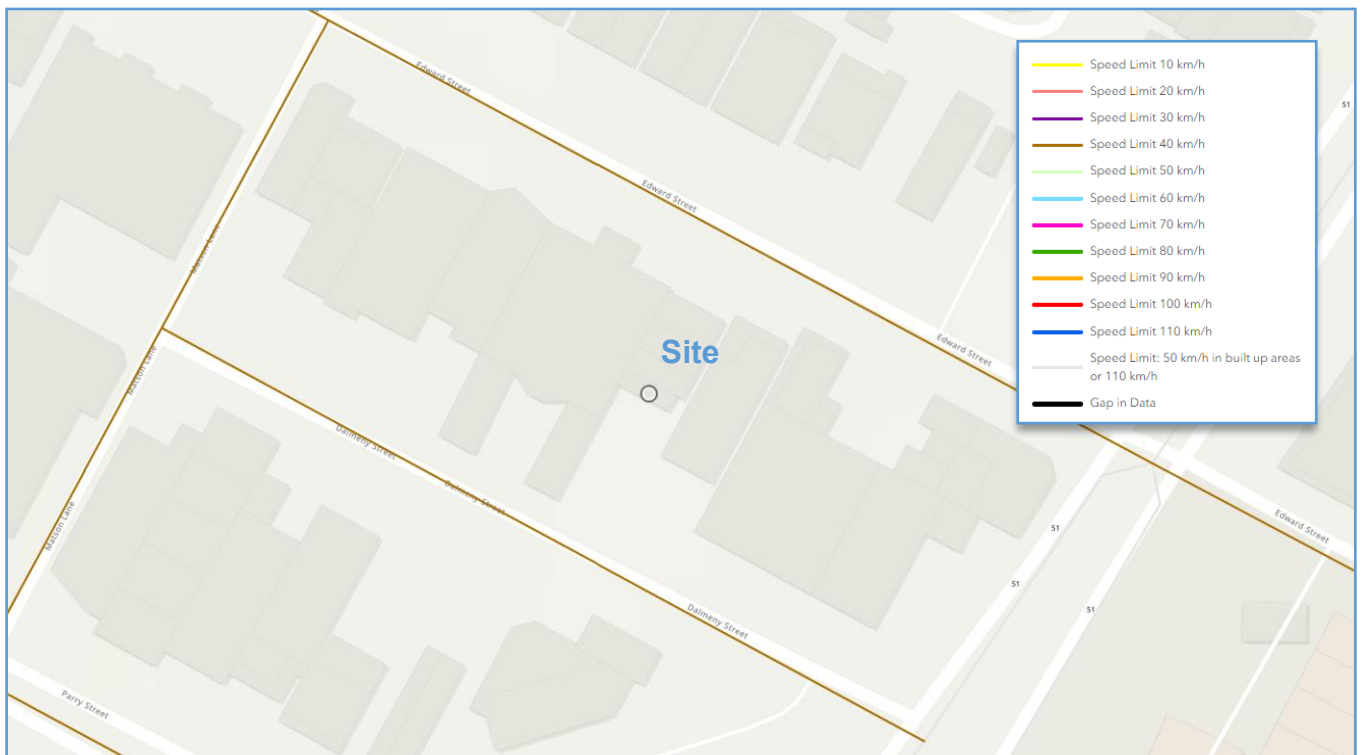


Figure 9: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd.	<u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	<u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 10: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

Information was collected from Transperth, PTA and site visits to assess the existing public transport access to and from the site.

The subject site has access to multiple bus services within walking distance, as detailed in Table 3.

Table 3: Bus routes servicing the subject site

Route Number	Route Description
40	Perth - Galleria Bus Stn via Lord St, Guildford Rd & Bayswater Stn
41	Perth - Bayswater Stn via Lord St, Guildford Rd & Caledonian Av
42	Perth - Maylands via Lord St, Guildford Rd, Eighth Av & Peninsula Rd
43	Perth - Maylands via Lord St, Guildford Rd, Central Av & Peninsula Rd

Public transport services provide a viable alternative mode of transport for residents and visitors to the proposed development.

Claisebrook Train Station is accessible within approximately 500 m walking distance to the east of the site, providing direct access to the rail network.

The closest bus stops are located on Lord Street, within 150 m walking distance of the site (Figure 11). A walk crossing including kerb ramps and a median refuge is provided on Lord Street near the bus stops.

The existing public transport network plan is shown in Figure 12.





Figure 11: Closest bus stops serving the proposed development

Route 40, 41, 42, 43 Map

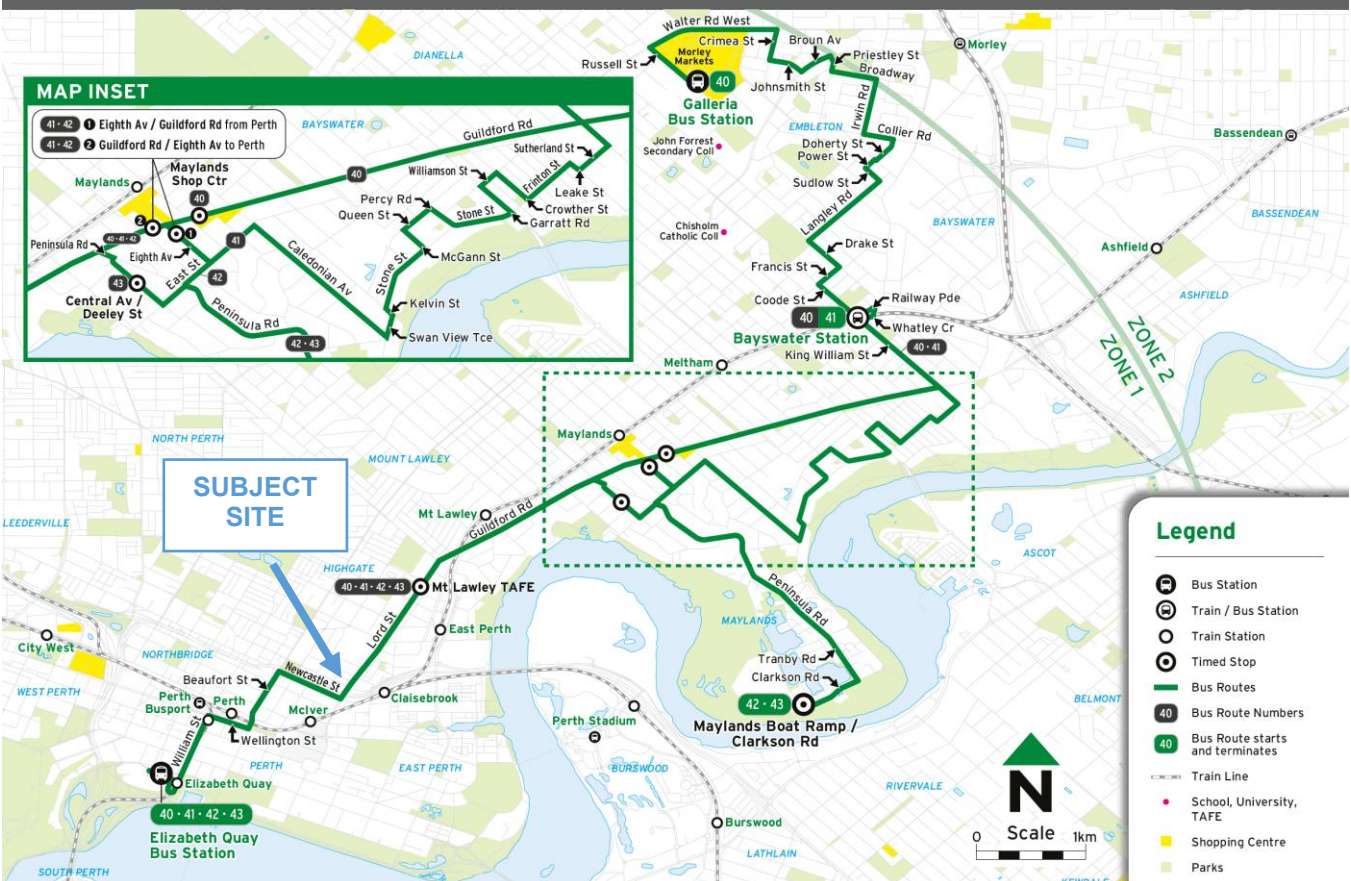


Figure 12: Transperth public transport plan (routes 40, 41, 42 & 43)

Source: Transperth

10 Walking access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the walking access for the proposed development.

10.1 Walking facilities

The subject site is located within an established inner-city area of Perth that is well served by the surrounding path network and is conducive to local walking trips. The site has frontage to Edward Street and secondary access to Dalmeny Street, both of which provide connections to the surrounding street network and nearby destinations. In the broader locality, paths for walking are available on surrounding streets, providing access to nearby residential, commercial, recreational and public transport destinations.

Given the central location of the site, future occupants will have convenient access to a range of day-to-day services and facilities within walking distance. The surrounding urban environment is characterised by a fine-grain street network, which supports permeability and direct walking connections to adjacent areas, including nearby activity generators and public transport infrastructure. The site is also located within reasonable walking distance of central Perth destinations, further supporting walking as a practical mode for shorter trips.

The proposed development is not expected to adversely affect the operation of the surrounding walking environment. Access to the site will continue to be available from the adjoining street network, and the proposal will maintain the established relationship with surrounding paths for walking. Overall, the development is considered to have appropriate access to existing walking facilities and is suitably located to support walking trips.

11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

The subject site is located within an inner-city area of Perth that has good access to the surrounding street network and to routes that can accommodate cycling trips. Edward Street and the adjoining local road network provide connections to the Perth CBD, East Perth, Claisebrook and surrounding destinations, while the broader locality benefits from short block lengths and a permeable urban structure that supports direct travel between neighbourhoods.

In addition to the formal road network, the site is advantageously located near several routes that are likely to be used for cycling access to central Perth and nearby activity areas. As shown on the Strava cycling heatmap in Figure 13, there is observable cycling activity on a number of streets in the surrounding area, with stronger activity evident on key east-west and north-south corridors in the wider network.

The heatmap indicates that while Edward Street itself is not a primary regional cycling corridor, the site is nevertheless well connected to streets and routes in the surrounding area that experience regular cycling use. This suggests the locality is conducive to cycling trips, particularly for shorter access trips to the CBD, East Perth and nearby public transport stations.

Overall, the site has reasonable access to the surrounding bicycle network and is appropriately located to support cycling as an alternative mode of travel for future residents. The proposed development is not expected to prejudice the operation of the surrounding network, and the locality provides a suitable urban context for cycling access.



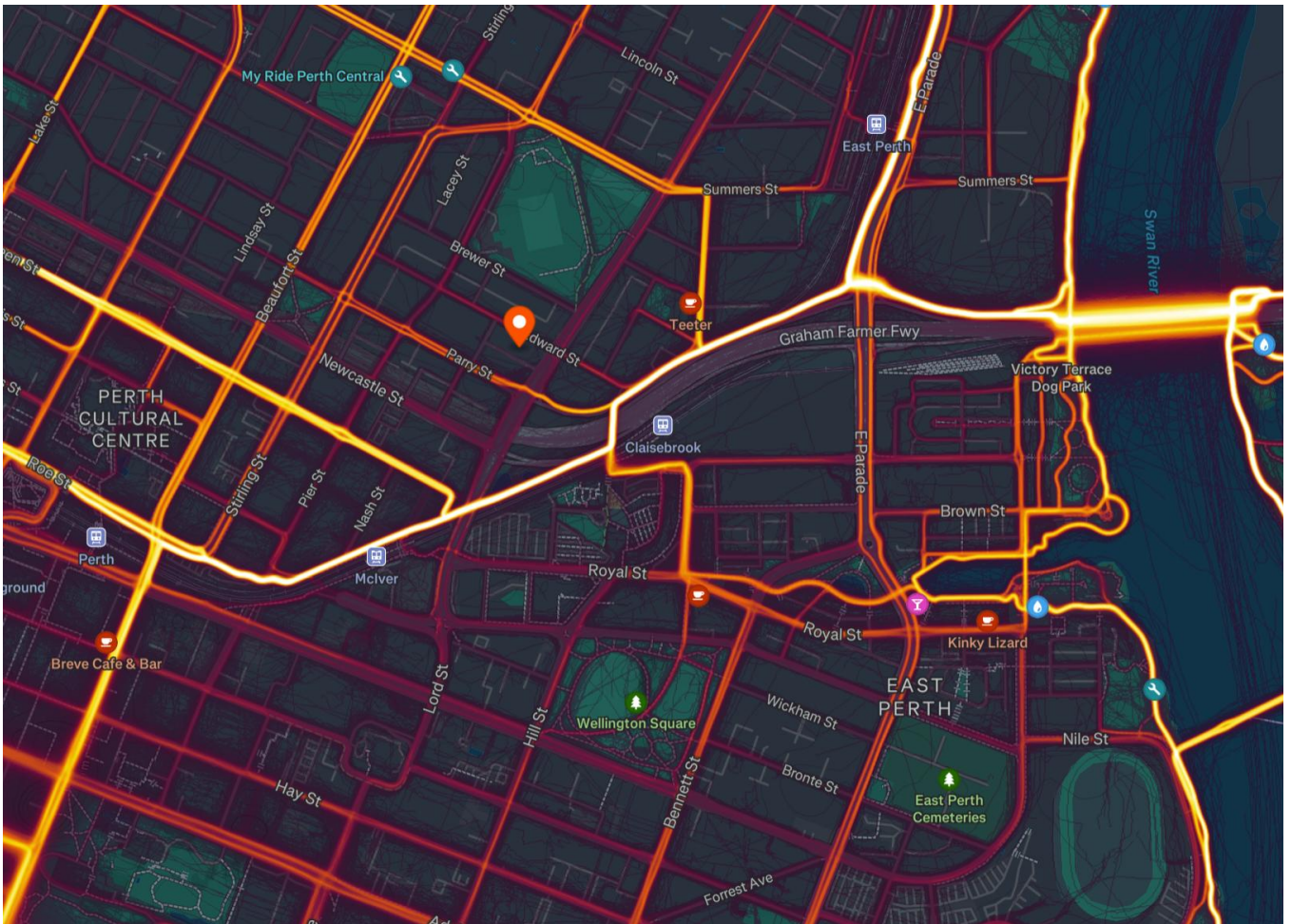


Figure 13: Strava cycling heatmap

12 Site specific issues

A number of site-specific transport matters have been considered as part of this assessment, having regard to the configuration of the site, the proposed one-way internal circulation arrangement, and the inner-city context of the surrounding road network.

The proposed development has dual street frontage to Edward Street and Dalmeny Street, which provides an opportunity to separate vehicle entry and exit movements and reduce the potential for internal vehicle conflict. The proposed one-way circulation system, with entry from Dalmeny Street and exit to Edward Street, is considered appropriate for the scale and layout of the development and is expected to support clear and orderly vehicle movement through the site.

Given the constrained urban setting, the proposal also relies in part on the surrounding street network to accommodate short-term visitor parking and kerbside waste collection activities. These functions are typical of residential development in inner-city areas and can be accommodated subject to appropriate management of frontage conditions, including the implementation of the proposed parking controls associated with waste collection on Dalmeny Street.

No unusual site-specific transport constraints have been identified that would preclude the proposed development. Subject to the access, parking and servicing arrangements outlined in this report, the site is considered capable of accommodating the proposed residential use without generating adverse transport impacts on the surrounding locality.



13 Safety issues

A review of reported crash data in the vicinity of the site was undertaken using Main Roads Western Australia crash records for the five-year period 2021 to 2025.

As shown in Figure 14 and summarised in Table 4, a total of 11 reported crashes were recorded within the local study area during the review period. Of these, there were no fatal crashes, one hospital-level crash, two medical treatment crashes, and eight property damage only crashes comprising five PDO major and three PDO minor crashes. The crash history is therefore characterised predominantly by lower-severity incidents.

The recorded crashes were distributed relatively evenly across the review period, with three crashes recorded in 2021, one in 2022, one in 2023, three in 2024 and three in 2025. In terms of crash type, the most commonly reported crash nature was right angle crashes (three), followed by rear end crashes (two) and same-direction sideswipe crashes (two). There were also no reported crashes involving people walking and no head-on crashes within the study area during the review period.

The crash conditions data indicates that the majority of crashes occurred in daylight conditions (eight crashes, 72.73%) and in dry conditions (10 crashes, 90.91%), suggesting that adverse weather or lighting conditions were not a primary contributing factor in most cases. This generally indicates that driver behaviour, intersection operation and local traffic interactions are more likely to have influenced the recorded crash pattern than environmental conditions.

Having regard to the crash map in Figure 14, the reported crashes appear to be concentrated on the surrounding local road network and at nearby intersections, rather than being associated with an existing site access point. Overall, the available crash history does not identify an unusual pattern or systemic road safety issue that would preclude the proposed development. Given the modest scale of the proposal and the low volume of traffic expected to be generated, the development is not anticipated to materially affect the prevailing road safety conditions in the locality.



Figure 14: 5-year crash map in the locality (2021-2025)

Source: MRWA crash mapping tool



Table 4: 5-year crash history in the locality (2021-2025)

Severity	No.	%
Fatal	0	0
Hospital	1	9.09
Medical	2	18.18
PDO Major	5	45.45
PDO Minor	3	27.27
Year	No.	%
2021	3	27.27
2022	1	9.09
2023	1	9.09
2024	3	27.27
2025	3	27.27
Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	1	9.09
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	3	27.27
Rear End	2	18.18
Right Angle	3	27.27
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	2	18.18
Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	8	72.73
Not Known	0	0
Other / Unknown	3	27.27
Conditions	No.	%
Dry	10	90.91
Not Known	0	0
Other / Unknown	1	9.09
Wet	0	0
Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	7	63.64
Straight	4	36.36
Total	11	

14 Conclusion

This Transport Impact Statement has assessed the transport implications of the proposed residential development at 79–81 Edward Street, Perth, comprising six grouped dwellings with on-site resident parking and access from Edward Street and Dalmeny Street. The assessment has considered the site access arrangements, internal circulation, parking supply, servicing, traffic generation, frontage road conditions, and access by public transport, walking and cycling.

The proposed development is expected to generate a low volume of traffic, estimated at approximately 16 vehicle trips per day, with around two vehicle trips in each of the weekday AM and PM peak hours. This level of traffic is modest in the context of the surrounding local road network and is not expected to materially affect the operation of adjacent streets or nearby intersections.

Vehicle access arrangements are considered suitable for the scale and nature of the development. The proposed one-way circulation system, with entry from Dalmeny Street and exit to Edward Street, provides a clear and orderly access arrangement, while the swept path assessment confirms that the site can be satisfactorily accessed by the design vehicle. Resident parking is provided on site, and limited on-street parking is available in the surrounding area to accommodate visitors, subject to the waste collection arrangements described in this report.

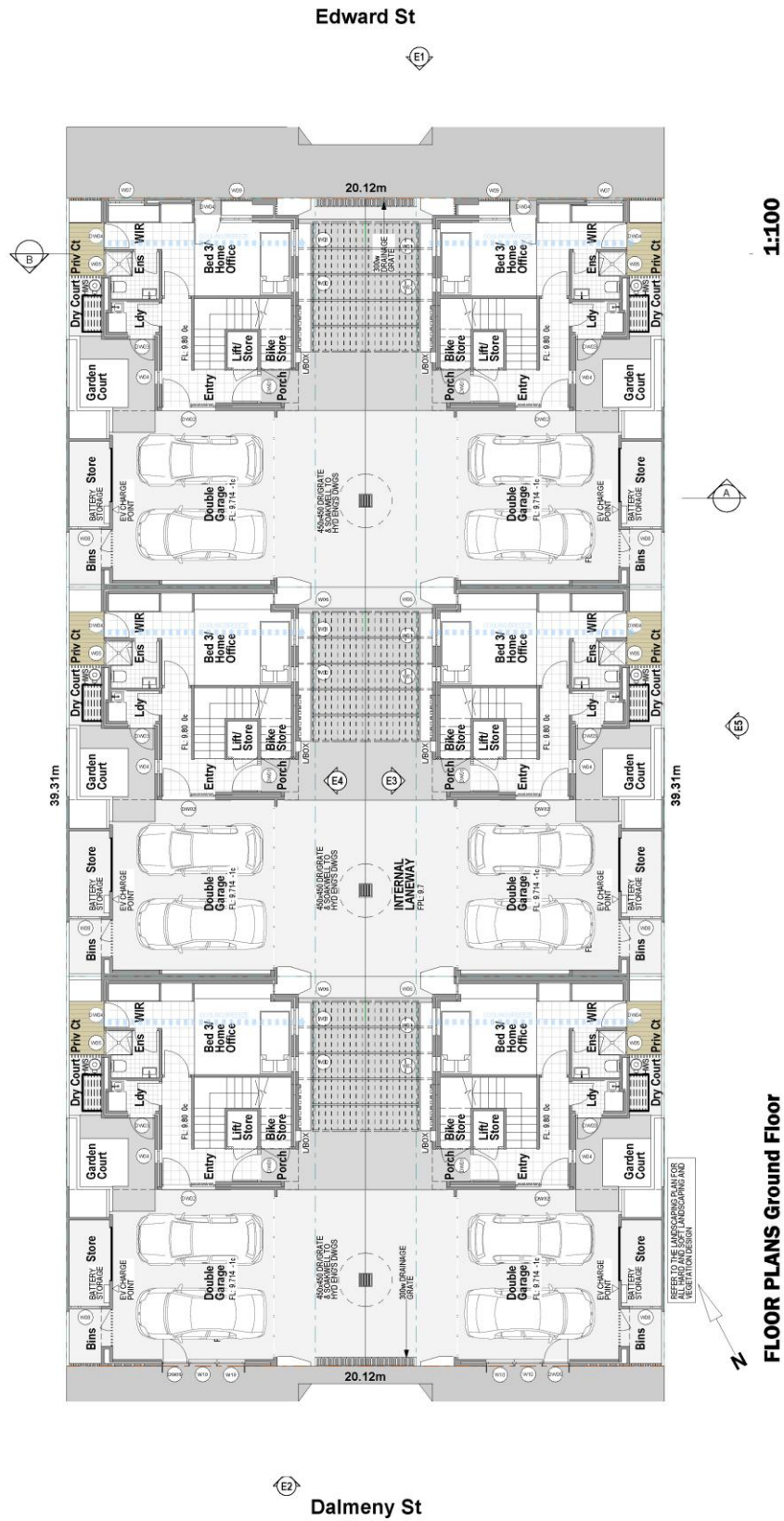
The site is also well located in relation to other transport modes. It has good access to nearby bus services and Claisebrook Station, and is situated within an inner-city environment that supports convenient walking and cycling access to surrounding destinations. The review of crash history in the locality does not identify any unusual pattern or systemic road safety issue that would preclude the proposed development.

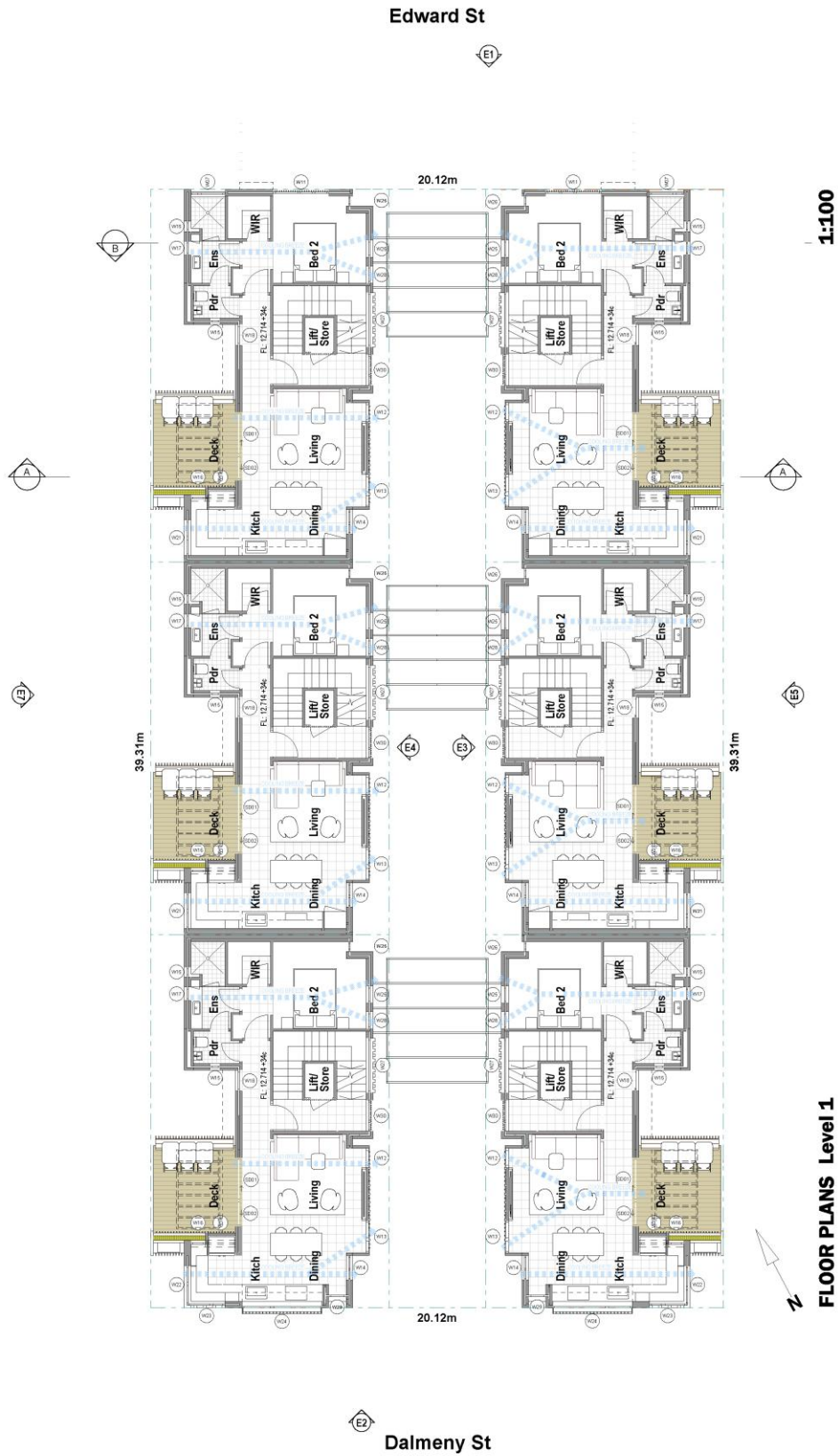
Overall, the proposed development is considered acceptable from a transport perspective. The scale of the proposal is modest, the anticipated traffic impacts are low, and the access, parking and servicing arrangements are capable of operating satisfactorily within the surrounding urban context. Subject to the implementation of the measures and arrangements outlined in this report, the proposed development should not give rise to any material adverse transport impacts.



15 Appendices

Appendix A: Proposed development plans







Project Name
Edward St Grouped Housing

Project Address
Lots 6 & 7/9 & 81 Edward St Perth

Drawn by
JAMES JONES

Scale
1:100 @ A4 1:200 @ A2

Sheet No
A2.03

EDWARD ST MICROLOTS
6 townhouse development Lots 6 & 7/9 & 81 Edward St Perth

ARASTUDIO
ARCHITECTURE • URBAN DESIGN • MANAGEMENT

1:100 @ A4 1:200 @ A2

Edward St



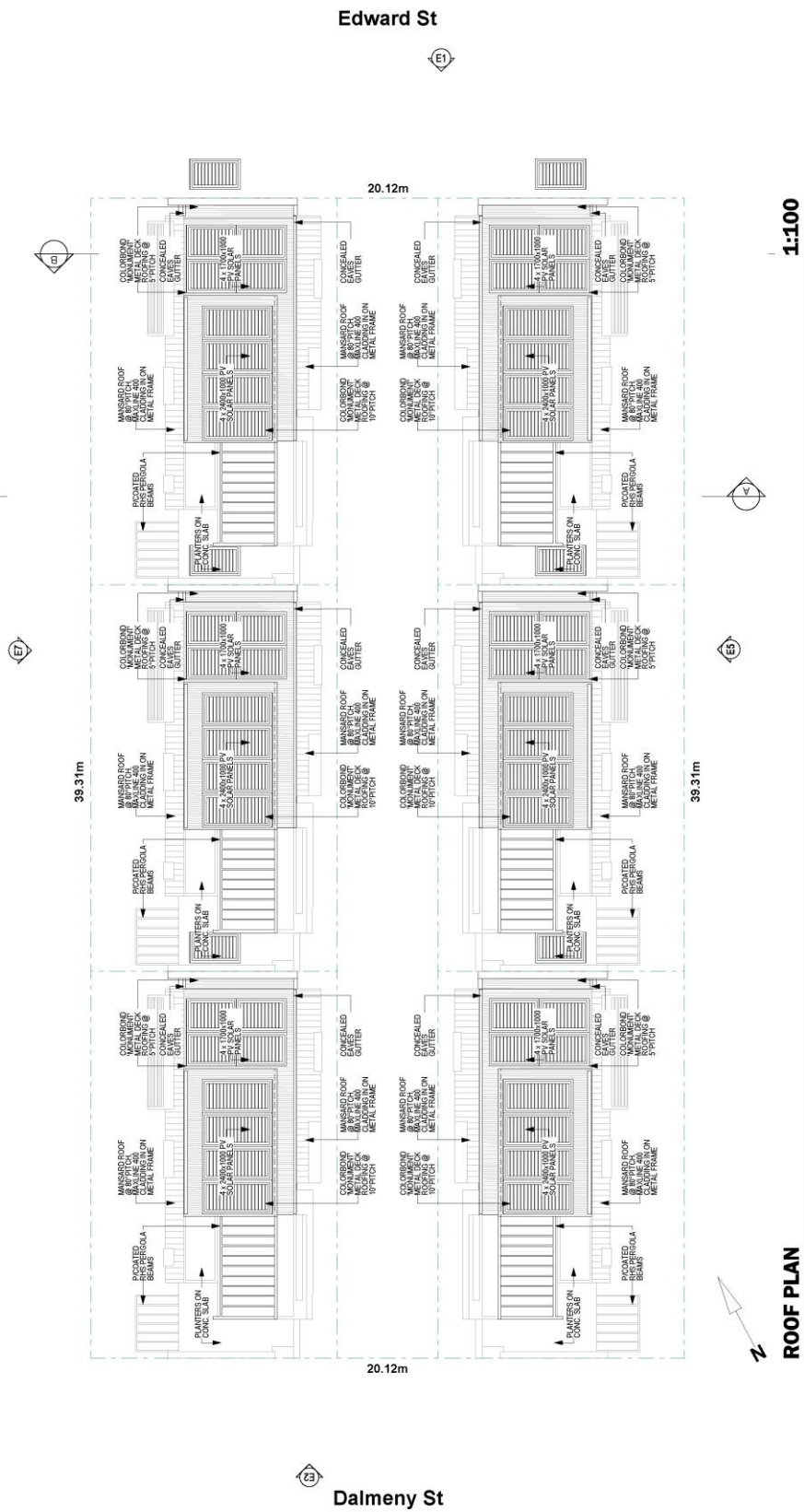
Dalmeny St

Project Name	Edward St Grouped Housing
Project Address	LOT 6 & 7/ 79 & 81 Edward St Perth
Drawn By	14453710101
Scale	A2.04

EDWARD ST MICROLOTS
 6 townhouse development Lots 6 & 7/ 79 & 81 Edward St Perth

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 ARCHITECTURE • URBAN DESIGN • MANAGEMENT

1:100 @ A4 1:200 @ A2



Edward St Microlots
6 townhouse development Lots 6 & 7, 7/9 & 81 Edward St Perth

ARASTUDIO
ARCHITECTURE - INTERIOR DESIGN - MANAGEMENT

Edward St Grouped Housing
Project Address: LOT 6 & 7, 7/9 & 81 Edward St Perth
Drawing Number: 1000-001
Scale: 1:100
Date: 2023-10-10

A2.05

Appendix B: Swept path diagrams

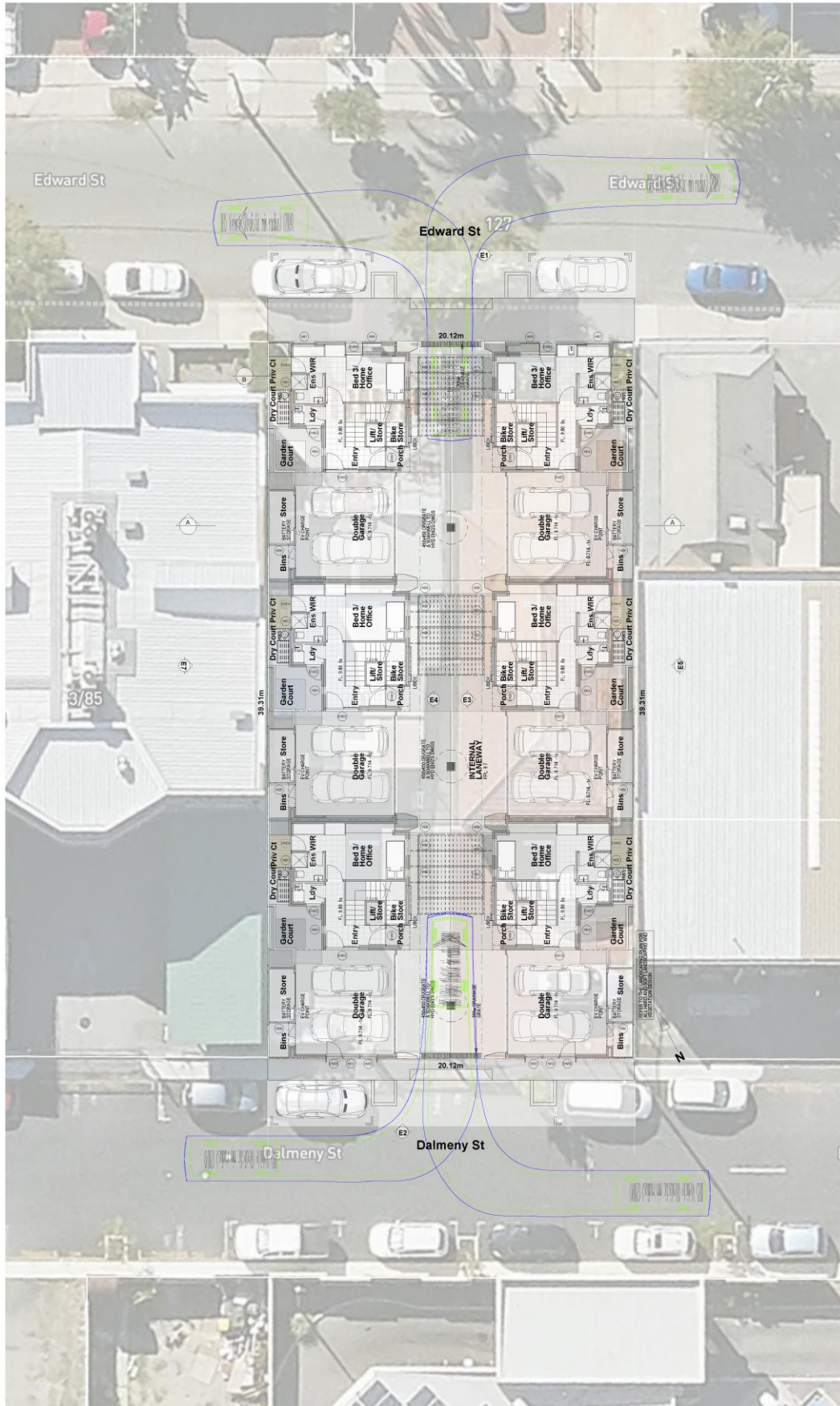
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

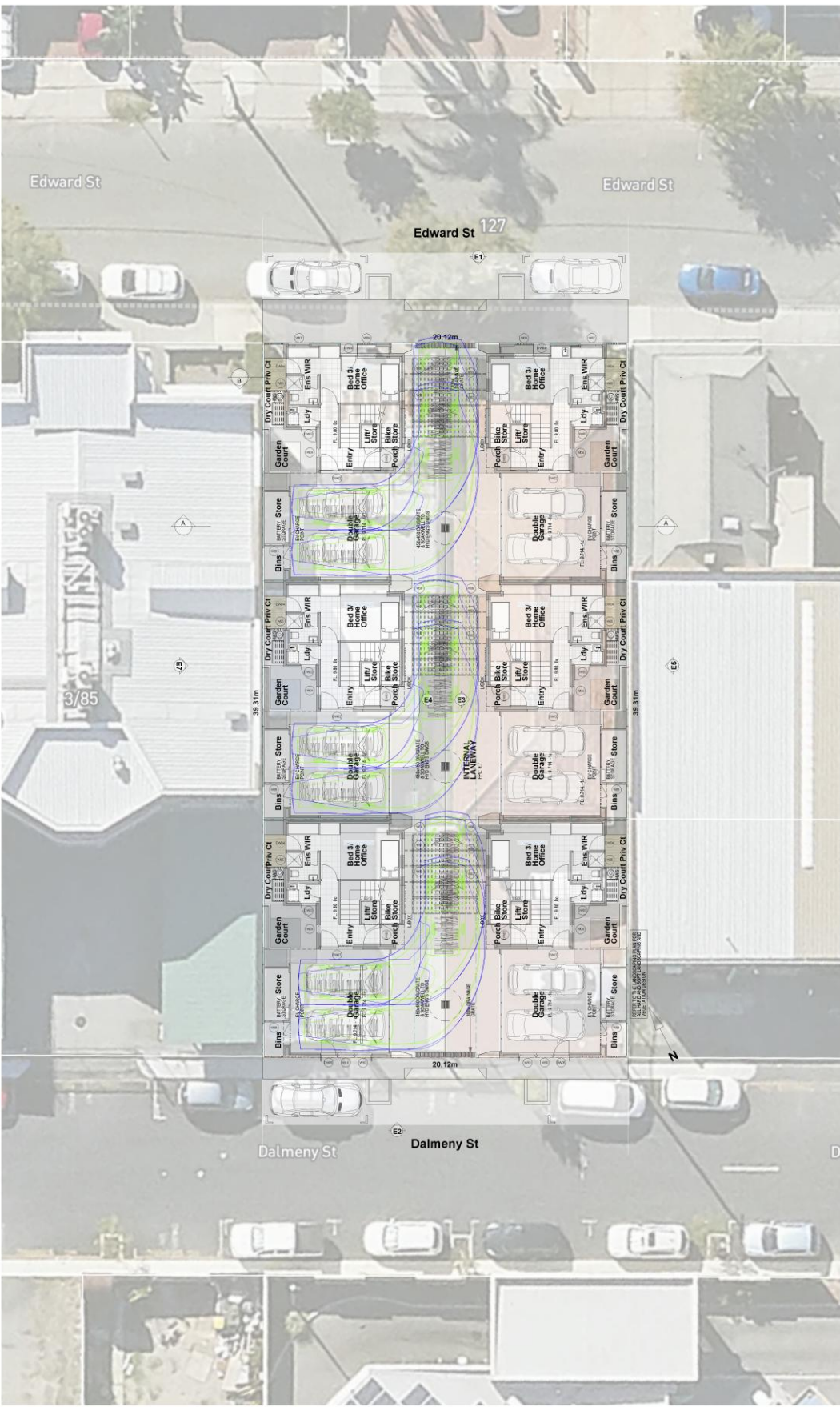
Blue represents a 300mm buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:	
Rev:	Date:
1	27/05/2026
Notes: Dark blue swept path line represents a 300mm buffer.	





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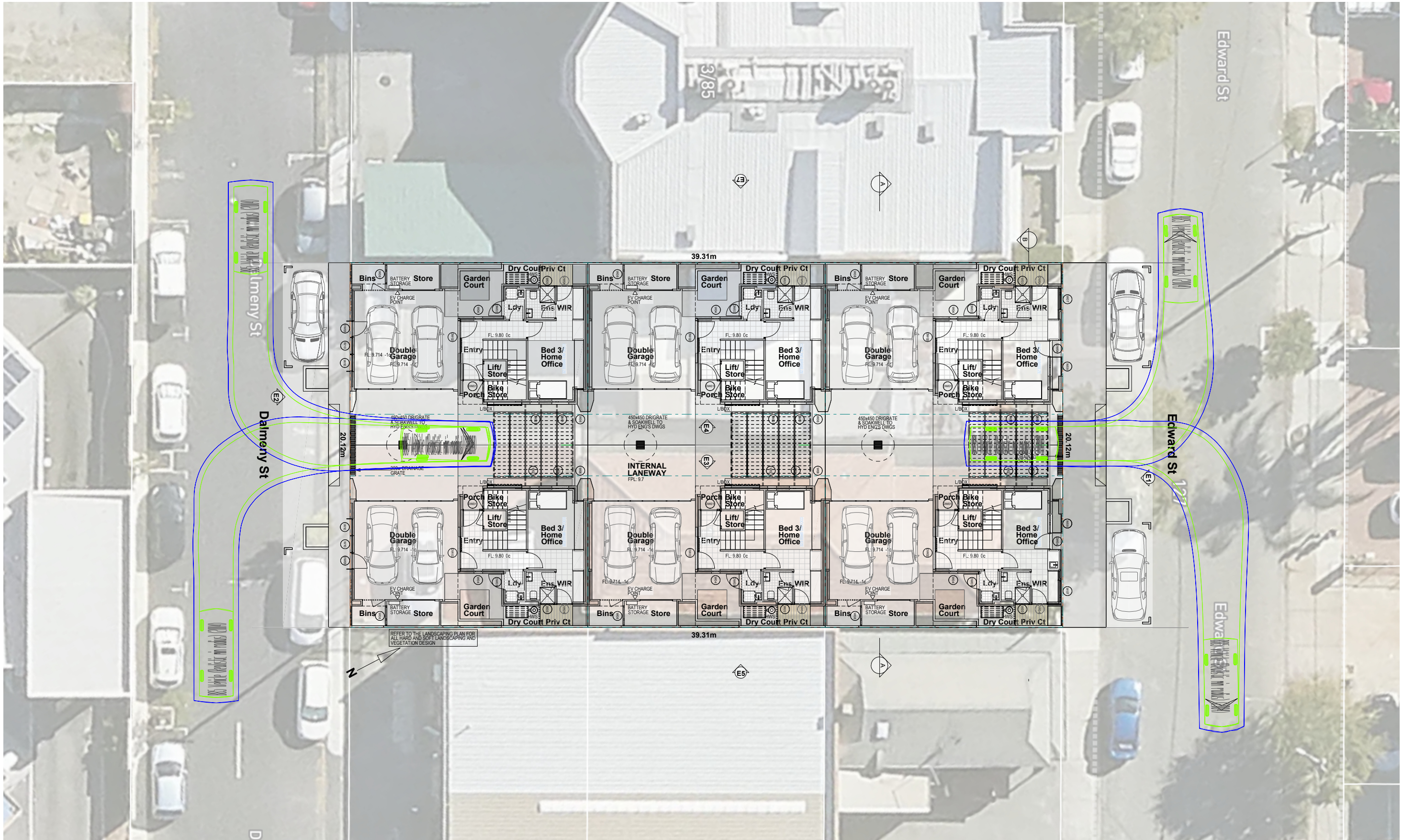
urbii.com.au

Date:	27/05/2026
Scale:	A3
Revision:	1:200
Revision:	sl02

Project:	U25.088 - 79-81 Edward Street, Perth Proposed Residential Development
Drawing Title:	Swept path analysis AS 2890.1 - BSS Vehicle

Drawn by:	Paul Ghanitua
Client:	Connected Systems

Revision notes:	Notes:
Rev: 1	Date: 27/05/2026 Dark blue swept path line represents a 300mm buffer.



Revision notes:

Rev:	Date:	Notes:
1	27/05/2026	Dark blue swept path line represents a 300mm buffer.

Drawn by:

Paul Ghantous

Client:

Connected Systems

Project:

U25.088 - 79-81 Edward Street, Perth
Proposed Residential Development

Drawing Title:

Swept path analysis
AS 2890.1 - B85 Vehicle

Date:

27/05/2026

Scale @ A3:

1:200

Revision:

sk01



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Revision notes:

Rev:	Date:	Notes:
1	27/05/2026	Dark blue swept path line represents a 300mm buffer.

Drawn by:

Paul Ghantous

Client:

Connected Systems

Project:

U25.088 - 79-81 Edward Street, Perth
Proposed Residential Development

Drawing Title:

Swept path analysis
AS 2890.1 - B85 Vehicle

Date:

27/05/2026

Scale @ A3:

1:200

Revision:

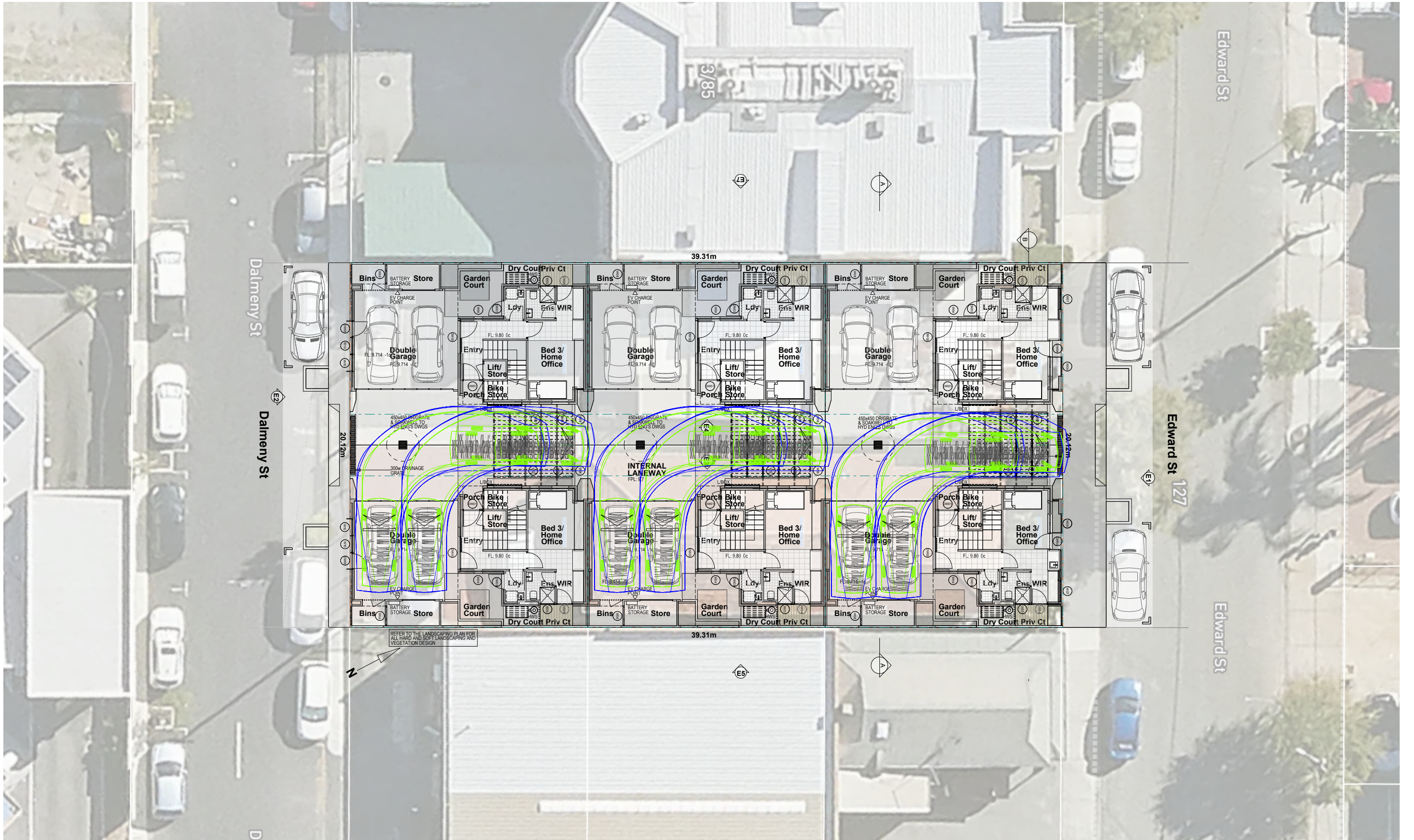
sk02



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Revision notes:		
Rev:	Date:	Notes:
1	27/05/2026	Dark blue swept path line represents a 300mm buffer.

Drawn by:
Paul Ghantous
Client:
Connected Systems

Project:
U25.088 - 79-81 Edward Street, Perth Proposed Residential Development
Drawing Title:
Swept path analysis AS 2890.1 - B85 Vehicle

Date:
27/05/2026
Scale @ A3:
1:200
Revision:
sk03

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