TRANSPORT IMPACT STATEMENT

12 The Strand, Dee Why

PREPARED FOR:
VCross Dee Why Pty Ltd

REFERENCE:
1002r01v03

DATE:
12/05/2025

TRANSPORT IMPACT STATEMENT

12 The Strand, Dee Why

Prepared for: VCross Dee Why Pty Ltd

ABN: 95 508 122 540

Reference: 1002r01v03

Date: 12/05/2025

Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	7/04/2025	William Jiang	Ben Midgley	Paul Corbett	Original Signed
02	9/05/2025	William Jiang	Ben Midgley	Ben Midgley	Original Signed
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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by VCross Dee Why Pty Ltd to prepare a Transport Impact Statement (TIS) of a Development Application (DA) which proposes the demolition of the existing building and the construction of a mixed-use residential development consisting of:

- Six residential units and 181.72 m^2 of retail gross floor area (GFA).
- Basement level car parking providing a total of 15 car spaces.
- Vehicle access onto a right of carriageway which connects to Howard Avenue.

Having regard for the above, it is evident that the development is not of a scale that requires referral of the DA to Transport for New South Wales (TfNSW), under Clause 2.122 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

The site falls within the Northern Beaches Council (Council) local government area (LGA) and accordingly, the proposed development has been assessed in accordance with Warringah Development Control Plan 2011 (WDCP) and Warringah Local Environmental Plan 2011 (WLEP).

1.2. Structure of this Report

This report documents the findings of our investigations in relation to the anticipated traffic and parking impacts of the proposed development and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The remainder of this report is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Describes the proposed development.
- Section 4: Assesses the parking requirements of the development.
- Section 5: Assesses the traffic impacts of the development.
- Section 6: Discusses the proposed access and internal design arrangements.
- Section 7: Presents the overall study conclusions.

1.3. References

In preparing this report, reference has been made to the following guidelines / standards:

- Warringah Local Environment Plan 2011 (WLEP).
- Warringah Development Control Plan 2011 (WDCP).
- Guide to Transport Impact Assessment 2024 (GTIA).
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP T&I 2021).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines 2013).
- Australian Standard AS 2890.1-2004, Part 1: Off-Street Car Parking (AS 2890.1).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- Australian Standard AS 2890.3-2015, Part 3: Bicycle Parking Facilities (AS 2890.3).
- Australian Standard AS 2890.6-2022, Part 6: Off-street parking for people with disabilities (AS 2890.6).

2. Existing Conditions

2.1. Location and Site

The subject site is located at 12 The Strand, Dee Why, being approximately 700 metres east of Dee Why town centre and 16 kilometres north-east of the Sydney CBD. More specifically, the site is located on the western side of The Strand between its intersections with Oaks Avenue and Howard Avenue.

The site is rectangular in configuration with a total area of 766.45 m^2. It has two street frontages, being The Strand to the east and a rear right of carriageway laneway connecting to Howard Avenue to the site's west, each having lengths of 16.765 metres. All other boundaries border neighbouring mixed-use developments.

The site is currently comprised of a single lot formally identified as Lot 13, Section 8 of DP6953. The lot currently contains a two-level brick building with two retail tenancies at ground level and one residential apartment above. Vehicle access is provided onto the existing right of carriageway to the west of the site and provides access to a hardstand car parking area.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and broad context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the following roads considered noteworthy:

- **The Strand:** forms part of a classified regional road (SR 2102) that runs in a north-south alignment between Oaks Avenue in the south and Howard Avenue in the north. Near the site, it operates as a one-way street northbound, with a 30 km/h speed limit. Kerbside parking is permitted along the western side, subject to 1P or 10-minute restrictions. Two-way bike lanes are provided on the eastern side of the road.
- **Oaks Avenue:** a local road that runs in an east-west alignment between The Strand in the east and Clyde Road in the west. Near the site, it comprises one lane of traffic in each direction and is subject to 40 km/h speed limits. Unlimited kerbside parking is provided on both sides of the road.
- **Howard Avenue:** a local road that is parallel to Oaks Avenue, featuring the same lane configuration and parking restrictions.

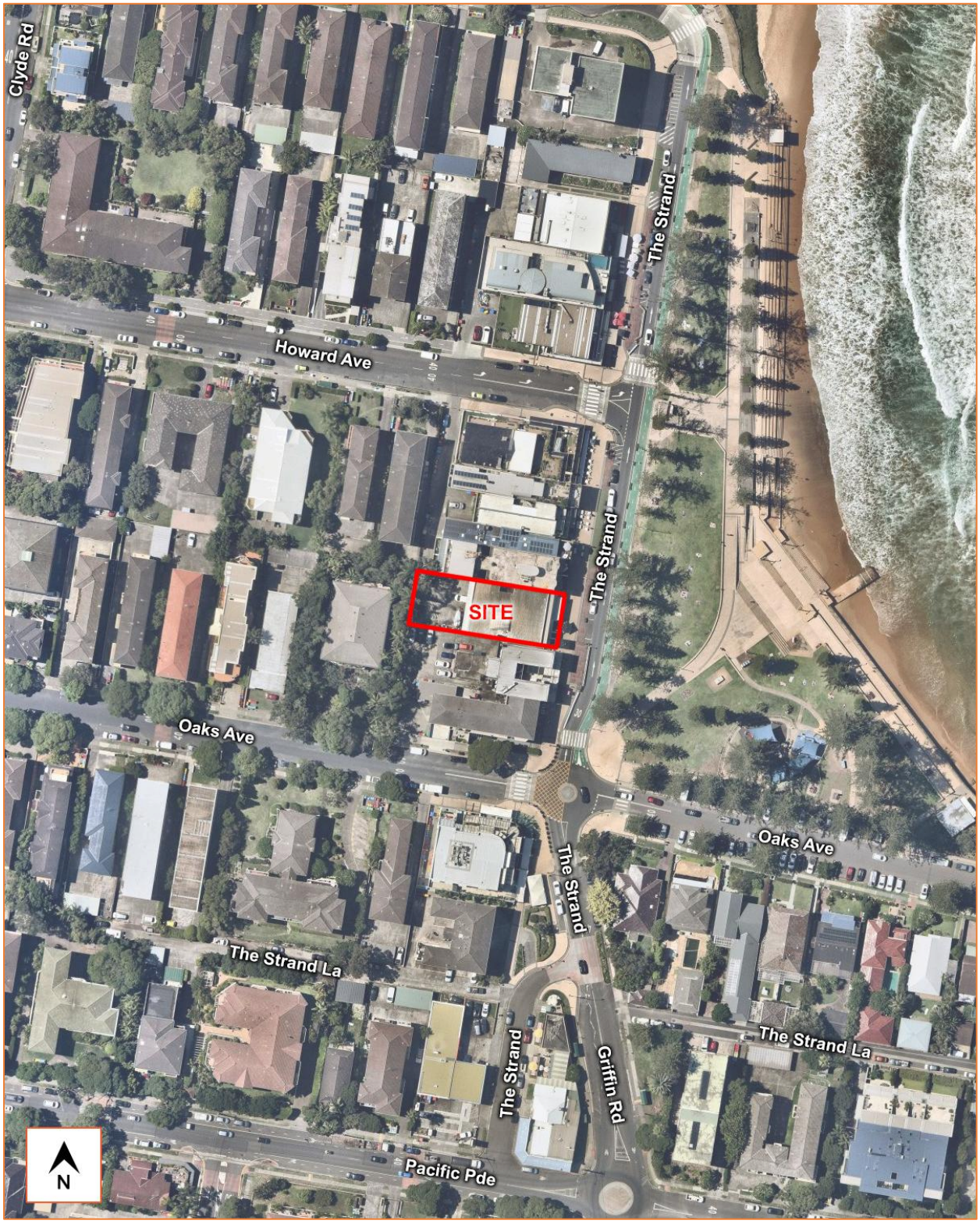


Figure 1: Site Plan

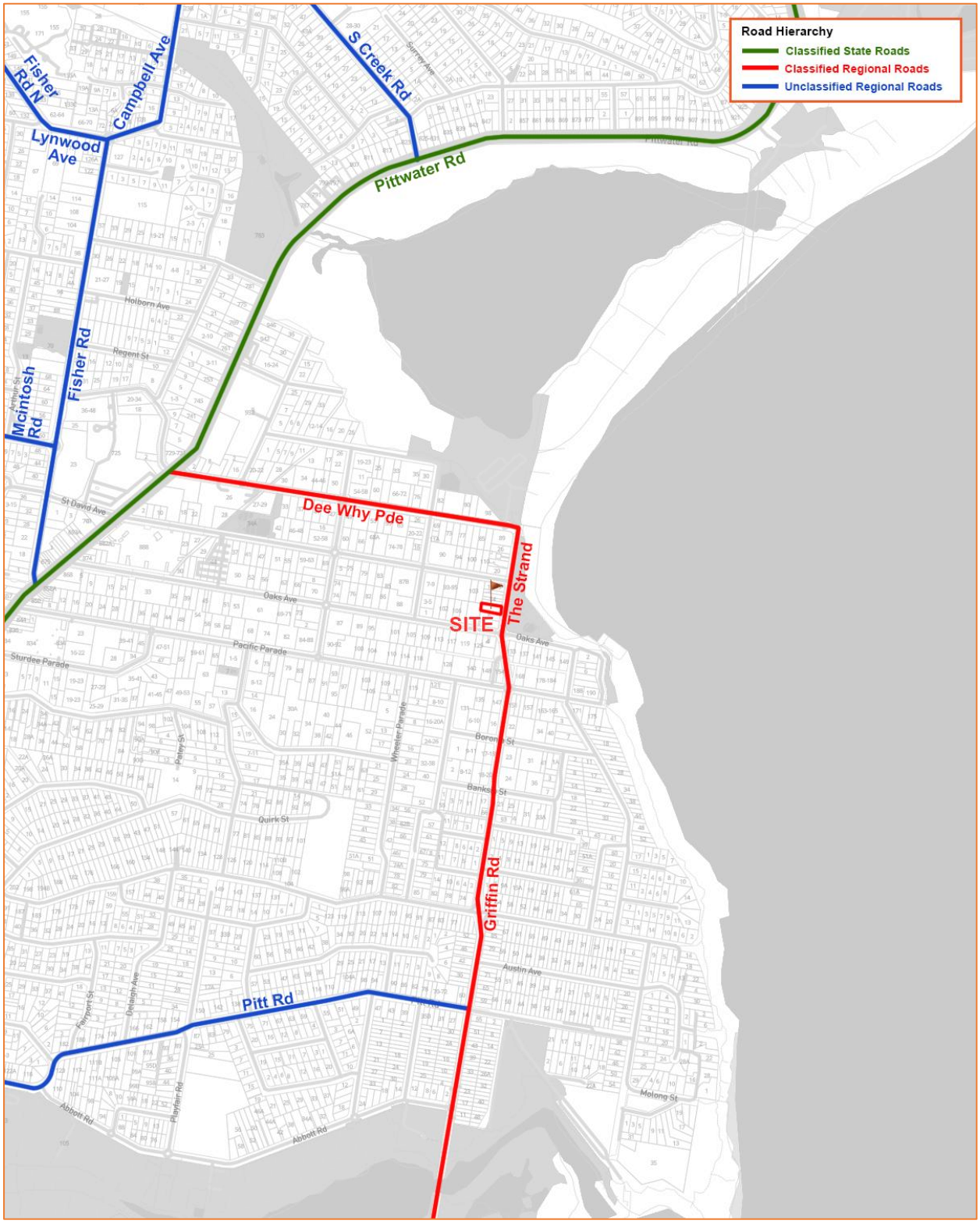


Figure 2: Location and Road Hierarchy Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is situated within 400 metres of several bus stops located along Oaks Avenue and Howard Avenue and hence falls within the walking catchment area.

Figure 3 also shows that several additional bus stops and services are accessible within 800 metres of the site. **Table 1** shows the notable town centres that are accessible via these bus services, and the average service headways during peak and off-peak periods.

Table 1: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
166	Frenchs Forest to Manly via Dee Why Beach	Via Beacon Hill, Narraweena, Dee Why, Curl Curl, Freshwater, Queenscliff	Weekdays: 10 minutes Weekends: 20 minutes
176X	Dee Why to City Wynyard via North Curl Curl (Express Service)	Via North Curl Curl, Brookvale, North Manly, Manly Vale, Lavender Bay, Dawes Point	Weekdays: 10 - 20 minutes Weekends: No Services
177	Dee Why to Warringah Mall	Via North Curl Curl, Brookvale	Weekdays: 1 hour Weekends: 1 hour
177X	Dee Why to City Wynyard via Wingala (Express Service)	Via North Curl Curl, Brookvale, North Manly, Manly Vale, Lavender Bay, Dawes Point	Weekdays: 10 minutes Weekends: No Services
180	Collaroy Plateau to Warringah Mall	Via Dee Why, North Curl Curl, Brookvale	Weekdays: 20 minutes Weekends: 20 - 30 minutes
180X	Collaroy Plateau to City Wynyard (Express Service)	Via Dee Why, Brookvale, North Manly, Manly Vale, Lavender Bay, Dawes Point	Weekdays: 20 minutes Weekends: No Services
181X	Narrabeen to City Wynyard (Express Service)	Via Collaroy, Dee Why, Brookvale, North Manly, Manly Vale, Lavender Bay, Dawes Point	Weekdays: 10 minutes Weekends: No Services
199	Palm Beach to Manly via Mona Vale & Dee Why	Via Whale Beach, Avalon Beach, Bilgola Brach, Newport, Mona Vale, Narrabeen, Collaroy, Dee Why, Brookvale, North Manly, Manly Vale, Queenscliff	Weekdays: 5 - 10 minutes Weekends: 10 minutes
B1	B-Line Mona Vale to City Wynyard	Via Narrabeen, Collaroy, Dee Why, Brookvale, North Manly, Manly Vale, Lavender Bay, Dawes Point	Weekdays: 5 - 10 minutes Weekends: 10 minutes

2.3.2. Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan rail stations includes all areas within an 800-metre radius of a train station. The closest North Sydney station is located approximately 12 kilometres from the site and hence the site falls outside the walking catchment area.

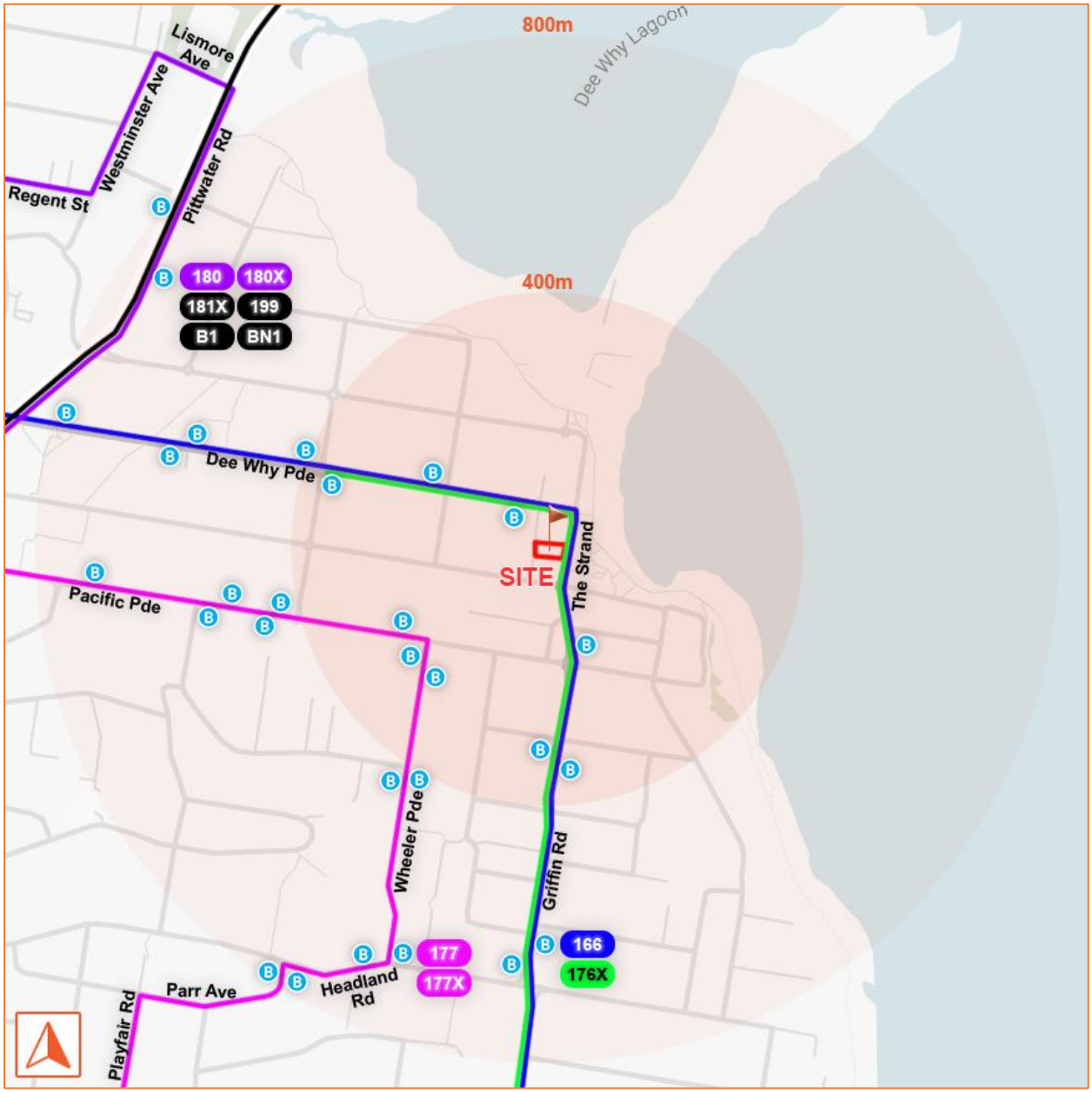


Figure 3: Public Transport Services

2.4. Active Transport

2.4.1. Cycle Network

Figure 4 illustrates the 10-minute cycling catchment area and dedicated cycle routes near the site. The site has good access to the local bicycle network, with bicycle paths provided along The Strand, which provide access to the broader cycle network and are very convenient for users of the subject development.

Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to, large-scale supermarkets, bulky goods retail stores, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

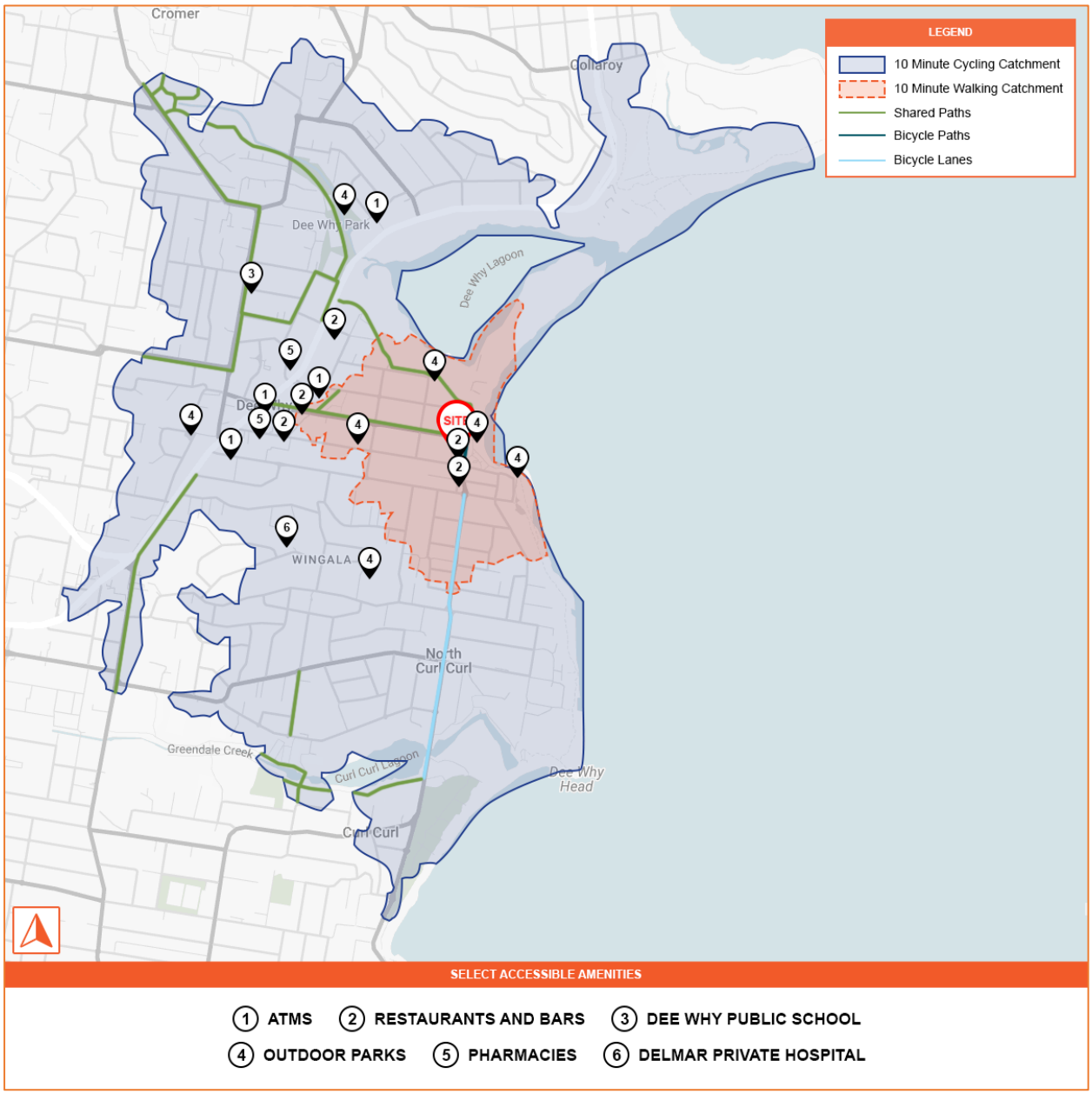


Figure 4: Active Transport Map

2.4.2. Walking Network

Figure 4 also illustrates the 10-minute walking catchment area. Occupants of the development have an excellent access to a similar range of facilities to those available via bicycle, including large-scale supermarkets, food and beverage premises, public transport services, and recreational and outdoor facilities. The nearest bus stops to the site are within around 100 metres of the site on Oaks Avenue.

2.5. Crash History

An assessment of the crash history near the site has been conducted to identify any potential existing crash trends which might be affected by the proposed development. The analysis was conducted on data available from the NSW Centre for Road Safety for roads and intersections near the site. The details of reported crashes are available for the five-year period between 2019 to 2023. The information provided for each crash includes the crash type, location, year, conditions, and contributing factors.

There was a total of five crashes recorded in the study area for the most recent five-year period, averaging just below one crash per year. Crash locations are illustrated by **Figure 5** and further information is provided by **Table 2**

Table 2: Crash History Summary

NO.	YEAR	INJURY	DCA	DCA DESCRIPTION	LIGHTING
1	2019	Hospitalisation	48	From footpath	Daylight
2	2021	Hospitalisation	81	Off left/rt bnd=>obj	Daylight
3	2021	Medical treatment	16	Left near	Dusk
4	2023	Minor injury	30	Rear end	Daylight
5	2020	Minor injury	30	Rear end	Daylight

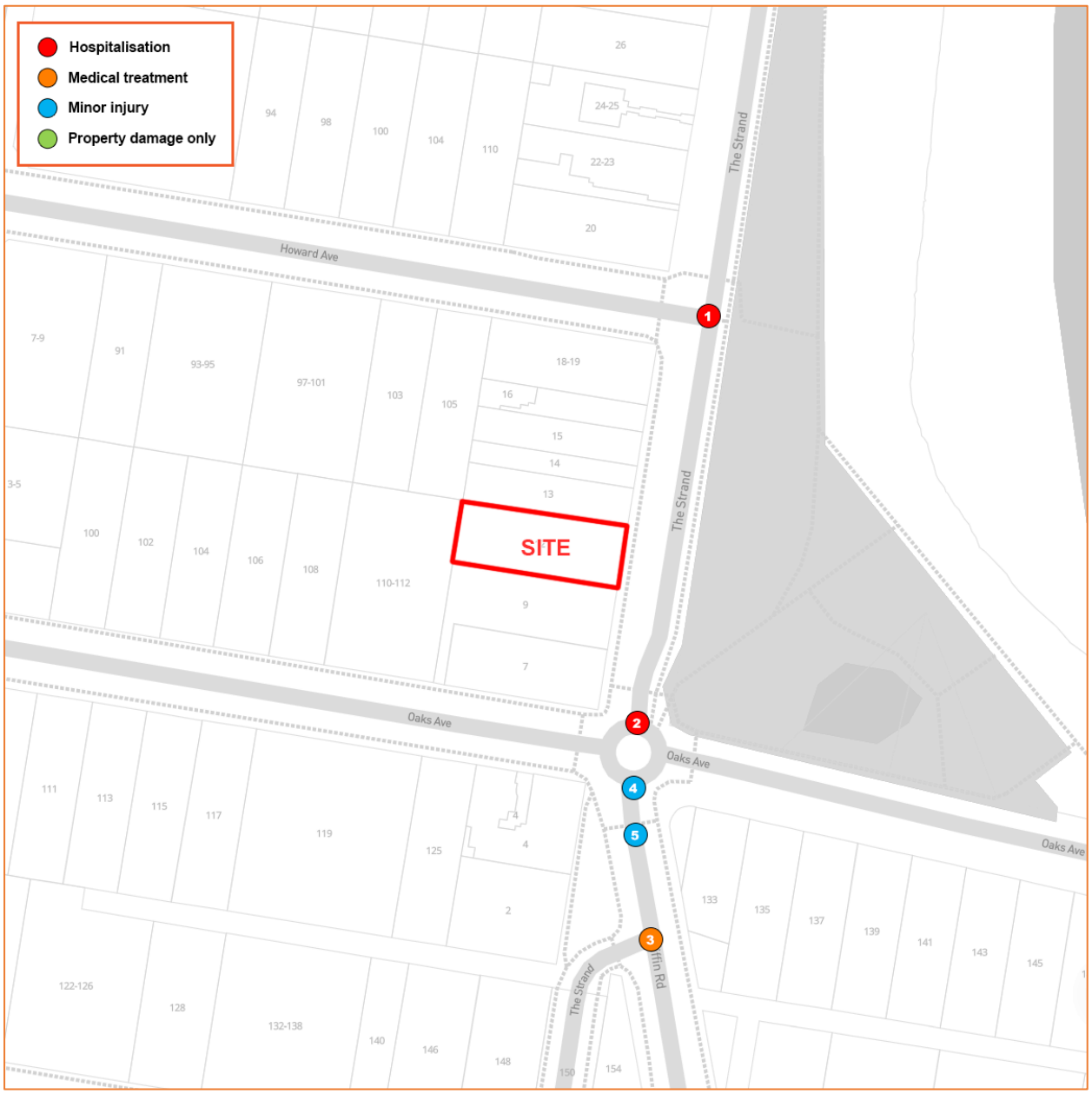


Figure 5: Crash History Map

Based on the analysis of recent accidents near the site, it has been observed that a total of five incidents have occurred over the most recent five-year period.

Two of these incidents were rear-end collisions, both of which took place in daylight conditions. These crashes involved vehicles colliding with the rear of another vehicle and both resulted in minor injuries. Another crash involved a vehicle leaving the carriageway to the left while navigating a bend, resulting in medical treatment for the occupant.

Additionally, one incident involved a vehicle travelling off the footpath at The Strand intersection with Howard Avenue, leading to hospitalisation. Finally, another serious crash involved a vehicle veering off to the left and striking an object, which resulted in hospitalisation.

The number of crashes which have occurred over the past five years in the vicinity of the intersection would qualify the site for Black Spot funding eligibility from the Australian Government and Council is encouraged to explore and investigate this further.

2.6. Existing Trip Generation

The site currently accommodates a restaurant, a convenience store and a residential unit.

The GTIA rate for specialty shops has been adopted for the retail (convenience store) land use, recommending a weekday PM peak rate of 3.2 trips per 100 m² gross leasable floor area (GLFA). Given that the convenience store operates between 7:00 AM and 12:00 AM, it is assumed that the AM peak rate will be the same. The retail (convenience store) is estimated as having 73 m^2 GLFA.

For the restaurant, the GTIA recommends a trip generation rate of 5 trips per 100 m² GFA during the evening peak hour. However, since the restaurant does not open until 11:00 AM, its AM peak trip rate is assumed to be zero. The restaurant is estimated as having 77 m^2 GFA.

The residential unit has adopted the GTIA rate for a dwelling, being 0.68 trips per dwelling during the AM peak hour and 0.77 trips per dwelling during the PM peak hour.

Applying these rates to the existing site results in the following estimated traffic generation:

- 3 vehicle trips / hour (1 in, 2 out), during the AM peak period.
- 7 vehicle trips / hour (3 in, 4 out), during the PM peak period.

The above assumes a 50% inbound and 50% outbound distribution during the AM peak period and PM peak hour for the convenience store and restaurant. For the residential unit, the distribution is assumed to be 40% inbound and 60% outbound during the AM peak hour, and vice versa during the PM peak hour.

Notwithstanding, the most relevant use of the above is to determine the net change in traffic generation resulting from the proposed residential flat building development, as is discussed in Section 5 of this report.

3. Proposed Development

A detailed description of the proposed development for which approval is now sought, is outlined in the SEE prepared separately. In summary, the DA proposes the demolition of the existing building and the construction of a mixed used residential development consisting of:

- Six residential units and 181.72 m^2 of retail GFA.
- Basement level car parking providing a total of 15 car spaces.
- Vehicle access onto a right of carriageway which connects to Howard Avenue.

The parking and traffic implications arising from the proposed development are discussed in Sections 4 and 5 respectively. A copy of the relevant architectural drawings, prepared by Studio Johnston, is provided as **Appendix A**.

4. Parking Requirements

4.1. Car Parking

WDCP imposes minimum car parking rates, with **Table 3** showing the minimum car parking requirements for the development and the proposed provision in response.

Table 3: Car Parking Requirements

TYPE	NO. / GLFA	DCP PARKING RATE	DCP REQUIREMENTS	PARKING PROVISION
Retail and Commercial				
Retail shop [1]	136 m² *	1 space / 16.4 m² GLFA	8	4
Residential				
Residential flat building: three or more bedrooms	6	1.5 spaces / dwelling	9	9
Visitor	6	1 space per 5 units	2	2
		TOTAL	**19**	**15**

[1] *Defined by WDCP as including retail and business components of shop top housing, retail premises, and neighbourhood shops.*

[*] *It is assumed that GLFA is 75% of the GFA.*

For the residential component from **Table 3**, a total of nine resident car spaces and two visitor spaces are provided, meeting the minimum requirements of WDCP. This ensures that the residential parking provision is not an oversupply but will ensure that residential car parking demands are met on site, with no reliance upon on-street parking.

WDCP requires that the proposed retail units provide a total of eight car spaces for an estimated GLFA of 136 m^2. Given the site's vehicle access location via a relatively obscure rear right of carriageway laneway, the site is considered unsuitable for retail visitor parking. The limited visibility and constrained access conditions make it impractical to accommodate high-turnover customer parking, reinforcing the rationale for restricting retail parking to staff use only.

Furthermore, the existing retail tenancies at the site combine for a higher GLFA than the proposed retail tenancies and also do not provide any retail visitor car parking. This lack of existing parking provision should be considered in the context of a 'credit' which can be applied to the proposed development.

As a result, the proposal provides two retail car spaces per tenancy, totalling four retail car spaces. This brings the total number of car spaces on-site to 15, which is considered an appropriate and acceptable provision given the site's constraints and operational requirements.

4.2. Accessible Car Parking

WDCP does not specify accessible car parking requirements. However, one accessible parking is provided for the retail land use and this is considered satisfactory.

4.3. Motorcycle Parking

No motorcycle parking requirements are given by the WDCP. Accordingly, no motorcycle parking spaces are provided.

4.4. Bicycle Parking

The WDCP stipulates minimum bicycle parking rates that are required to be adopted for residential and retail land uses. **Table 4** shows the minimum bicycle parking requirement for the development and the proposed provision in response.

Table 4: Bicycle Parking Requirement & Provision

TYPE	NO. / GFA	DCP PARKING RATE	DCP MIN REQUIREMENT	PARKING PROVISION
Residential				
Residential apartments	6	1.0 space / dwelling	6	7
Visitors	6	1.0 spaces / 12 dwellings	1	
Retail and Commercial				
Retail shop	181.72 m^2	1 spaces / 200 m^2 GFA	1	2
Visitors	181.72 m^2	1 spaces / 600 m^2 GFA	1	
		TOTAL:	***9***	***9***

It is evident from **Table 4** that the proposed development is required to provide a minimum of seven residential bicycle spaces under the WDCP and two retail spaces. In response, the development meets this provision. All six enclosed garages for the residential units are of a size which can accommodate a bicycle. The three remaining required spaces for residential visitors and retail users are provided via bicycle lockers in the basement.

4.5. Service Vehicle Parking & Waste Collection

WDCP specifies that loading and unloading facilities for service, delivery, and emergency vehicles must be appropriately sized based on the scale and nature of the development. These facilities should also be screened from public view and designed to allow vehicles to enter and exit in a forward direction to ensure safe and efficient manoeuvrability.

Given the narrow width of the rear laneway connecting to Howard Avenue, a small rigid vehicle (SRV) loading bay has been designated for service vehicles. This ensures that deliveries and service operations can be conducted without obstructing traffic flow in the laneway.

Residential waste collection will be carried out on Howard Avenue, where adequate space is available to facilitate waste management operations efficiently. Commercial waste will be collected from the on-site loading bay by private waste contractors with a vehicle no greater in size than an SRV.

5. Traffic Impacts

The proposed development consists of six residential units and is thus categorised as a medium-density development by the GTIA. The GTIA recommends application of a peak period traffic generation rate of 0.39 vehicle trips per hour in the AM peak and 0.37 vehicle trips per hour in the PM peak. Adopting these rates results in the following estimated traffic generation:

- 2 vehicle trips / hour (1 in, 1 out), during the AM peak period.
- 2 vehicle trips / hour (1 in, 1 out), during the PM peak period.

The above assumes a 40% inbound and 60% outbound distribution during the AM peak period noting that residents would typically depart the site for work in the morning, and vice versa for the weekday PM peak period.

The GTIA recommends several different rates for different types of retail land uses. Given the exact uses of the proposed retail shops on the site is unknown at this stage, similar uses to the existing have been assumed, being one speciality retail shop and one food and beverage premises.

The rate for speciality shops has been adopted for the tenancy currently operating as a convenience store, which as discussed in Section 2.6 is a weekday PM peak rate of 3.2 trips / 100 m^2 GLFA. It is noted that the AM peak hour for retail is different to other land uses. Some retail may not open until after the morning commuter peak period, and as such a factor of 50% has been applied to the above rate to determine the AM peak trip rate of 1.6 trips / 100 m^2 GLFA.

Adopting the rates results in the following retail trip generation:

- 2 vehicle trips / hour (1 in, 1 out), during the AM peak period.
- 5 vehicle trips / hour (3 in, 2 out), during the PM peak period.

Combined, the overall trip generation of the proposed site would be as follows:

- 4 vehicle trips / hour (2 in, 2 out), during the AM peak period.
- 7 vehicle trips / hour (4 in, 3 out), during the PM peak period.

This, however, does not represent a net increase, as it does not consider trips generated by the existing development. The net change in trip generation would be estimated as follows:

- 1 vehicle trip / hour (1 in, 0 out), during the AM peak period.
- 0 vehicle trip / hour (0 in, 0 out), during the PM peak period.

The proposed development will result in a net increase in traffic generation of one vehicle trip / hour during the AM peak and zero vehicle trip / hour during the PM peak. This equates to one additional vehicle trip every 60 minutes during the AM peak and no additional vehicle trips during the PM peak. The net increase in traffic generation will

have a negligible impact on the performance of the external road network or key intersections in the locality and accordingly, no external improvements will be required to facilitate the development.

Furthermore, computer modelling techniques available to analyse intersection performances are not sensitive to such small changes in traffic volumes and hence, such an assessment is not considered to be required. The traffic impacts of the proposed development are therefore considered acceptable.

6. Design Aspects

6.1. Access

The proposed vehicular access arrangements at the development have been designed in accordance with the relevant width, grade, and visibility requirements of the respective AS 2890 guidelines and are considered satisfactory.

With 11 car parking spaces of User Class 1A and four car parking spaces of User Class 3, the proposed development requires a Category 1 Driveway under Table 3.1 of AS 2890.1, being a combined entry and exit driveway of width 3.0 metres to 5.5 metres. In response, the development proposes a combined entry and exit driveway of 5.6 metres to the basement and therefore satisfies the requirements under AS 2890.1.

The proposed arrangements have also been assessed using swept path analysis, with results included in **Appendix B**. These results confirm compliance with AS 2890.1 and that the proposed access arrangements will operate safely and efficiently.

6.2. Internal Design

The proposed internal traffic circulation and parking arrangements comply with the relevant requirements of AS 2890, including the proposed:

- Parking space dimensions, grades, aisle widths, and blind aisle extensions, in accordance with Clause 2.4 of AS 2890.1.
- Internal roadway widths and grades, in accordance with Clause 2.5 of AS 2890.1.
- Design vehicle envelope required for clearance to columns, walls, and obstructions, in accordance with Clause 5.2 of AS 2890.1.
- Headroom and ground clearances, in accordance with Clause 5.3 of AS 2890.1.
- Loading bay arrangements, in accordance with AS 2890.2.
- Bicycle parking arrangements, in accordance with AS 2890.3.

Critical movements have been assessed by swept path analysis where necessary, and the parking and circulation areas of the proposed development are considered satisfactory. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

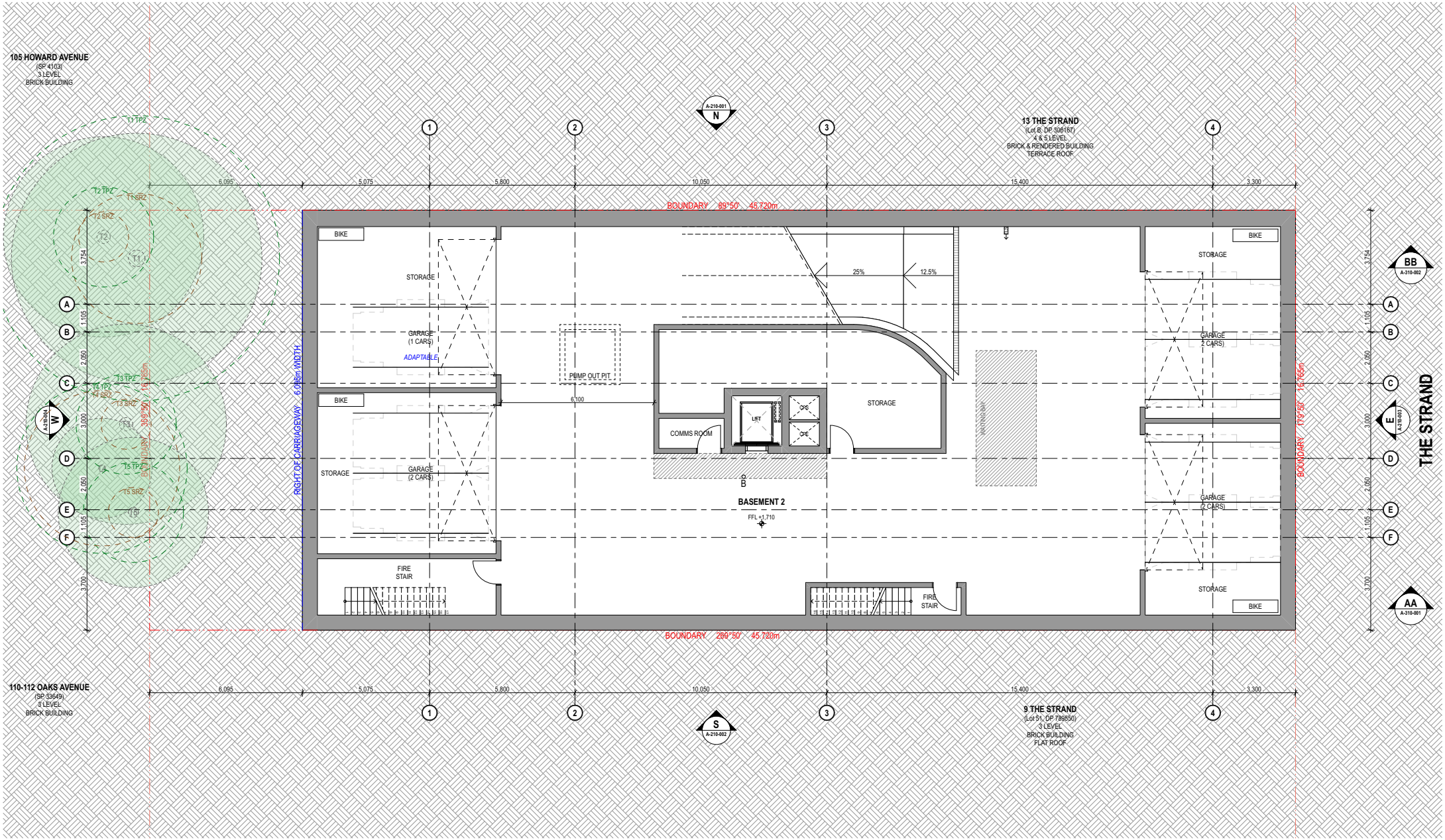
7. Conclusions

In summary:

- PDC Consultants has been commissioned by VCross Dee Why Pty Ltd to prepare a TIS of a DA relating to a mixed-use residential development at 12 The Strand, Dee Why. Specifically, the DA proposes the demolition of the existing building and the construction of a mixed-use residential development consisting of:
    - Six dwellings and 181.72 m2 of retail GFA.
    - Basement level car parking providing a total of 15 car spaces.
    - Vehicle access onto a right of carriageway which connects to Howard Avenue.
- The traffic generation assessment confirms that the development will have negligible impact on the performance of the local road network and is therefore considered supportable on traffic grounds.
- The WDCP requires 11 car spaces for the residential component and eight for the retail component. In response, the development provides 11 residential spaces and four retail spaces. Given the site constraints and limited accessibility, providing retail visitor parking is impractical. Instead, the allocation of two spaces per retail tenancy are considered a reasonable and appropriate provision.
- The proposed access and internal parking arrangements generally comply with the relevant requirements of AS 2890. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

It is therefore concluded that the proposed development is supportable on transport planning grounds.

Appendix A



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Project
12 THE STRAND, DEE WHY

Client
VCross Dee Why Pty Ltd

REV	DESCRIPTION	DRAWN	DATE
01	Pre-Lodgement Issue	OG	7/8/24
02	For Client Review	OG	12/12/24
03	For Coordination	OG	17/02/25
04	DA Submission	OG	17/04/25

ALL LEVELS TO AUSTRALIAN HEIGHT DATUM.

IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM ALL MEASUREMENTS ON SITE PRIOR TO COMMENCEMENT OF WORK. DRAWINGS SHOULD NOT BE SCALED. WRITTEN DIMENSIONS ONLY SHOULD BE TAKEN FROM DRAWINGS. ALL DIMENSIONING IS TO SUBSTRATE BRICKWORK / BLOCKWORK UNLESS OTHERWISE NOTED.

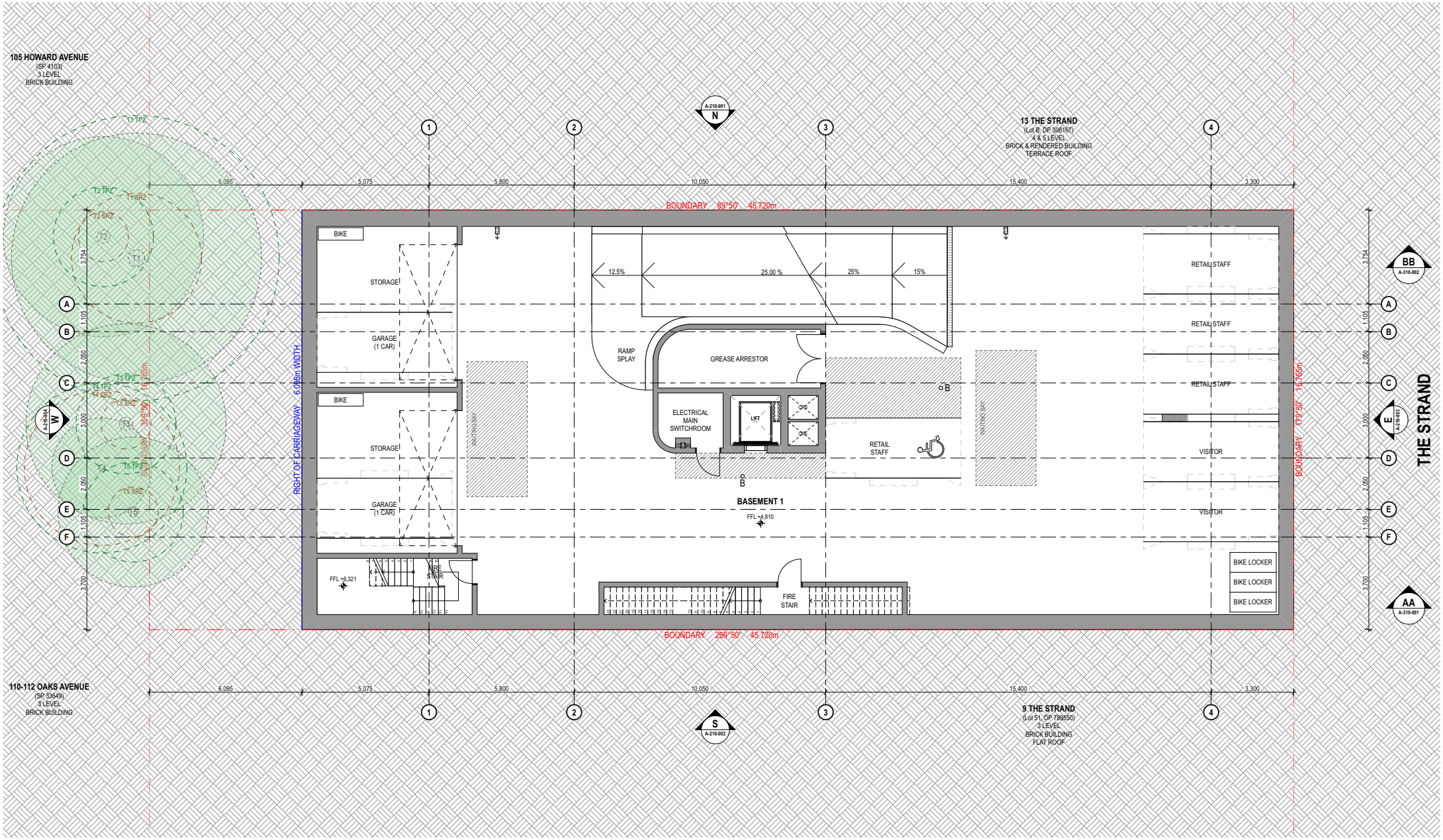
Series
GA PLANS

Title
Basement 2

Job No.	2401
Scale	1:100 @ A2
Date	17/4/2025
Drawn/Checked	OG/CJ

Dwg No.
A-110-001

Rev.
04



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Series
GA PLANS

Title
Basement 1

Job No.	2401
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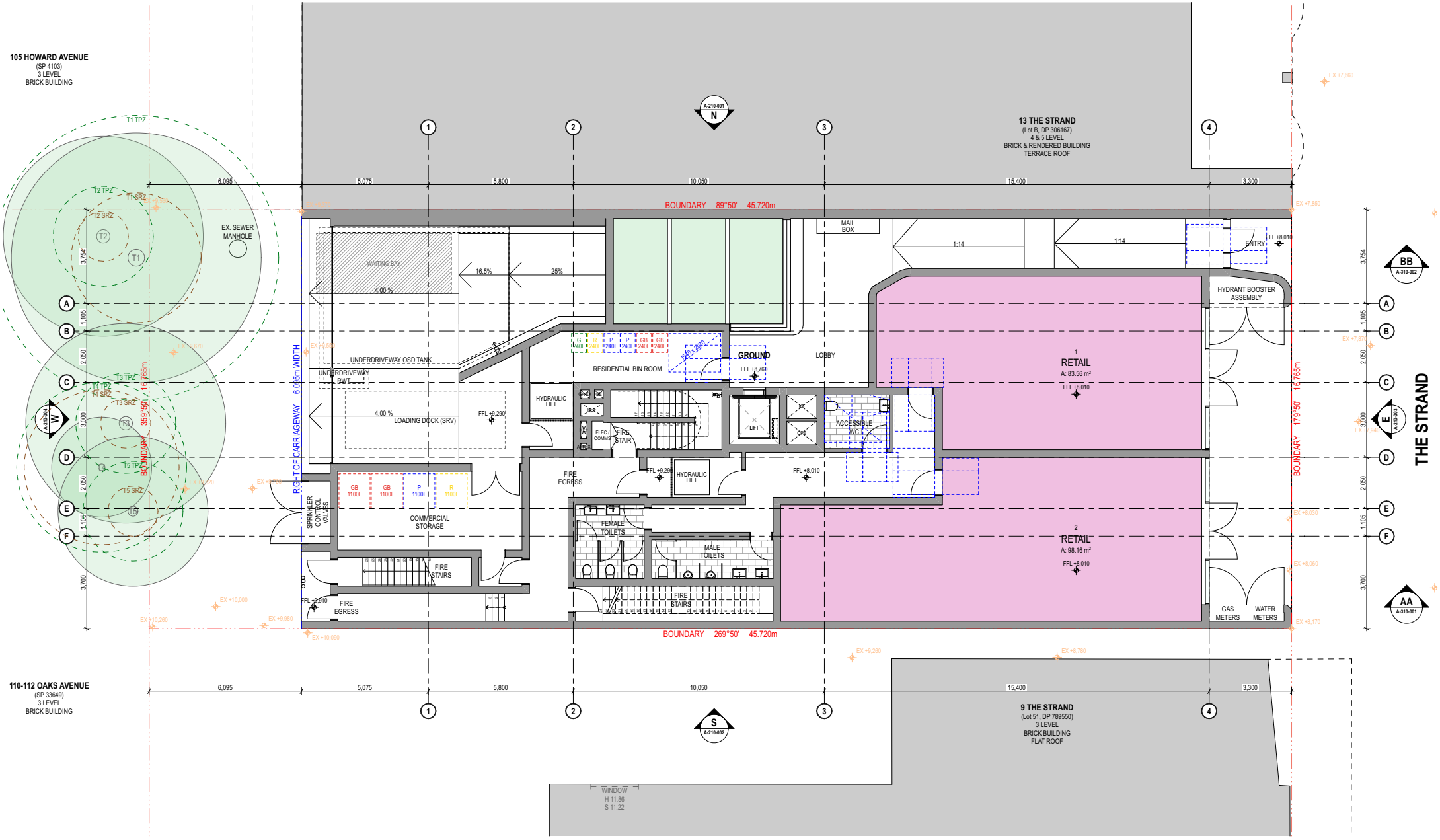
Date	17/4/2025
Drawn/Checked	OG/CJ

Dwg No.
A-110-002

Rev.
04



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Series
GA PLANS

Title
Ground Level

Job No.	2401
Scale	1:100 @ A2
Date	17/4/2025
Drawn/Checked	OG/CJ

Dwg No.
A-110-003

Rev.
04

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REV	DESCRIPTION	DRAWN	DATE
03	For Coordination	OG	17/02/25
04	DA Submission	OG	17/04/25

ALL LEVELS TO AUSTRALIAN HEIGHT DATUM.

IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM ALL MEASUREMENTS ON SITE PRIOR TO COMMENCEMENT OF WORK. DRAWINGS SHOULD NOT BE SCALED. WRITTEN DIMENSIONS ONLY SHOULD BE TAKEN FROM DRAWINGS. ALL DIMENSIONING IS TO SUBSTRATE BRICKWORK / BLOCKWORK UNLESS OTHERWISE NOTED.

Series
SECTIONS

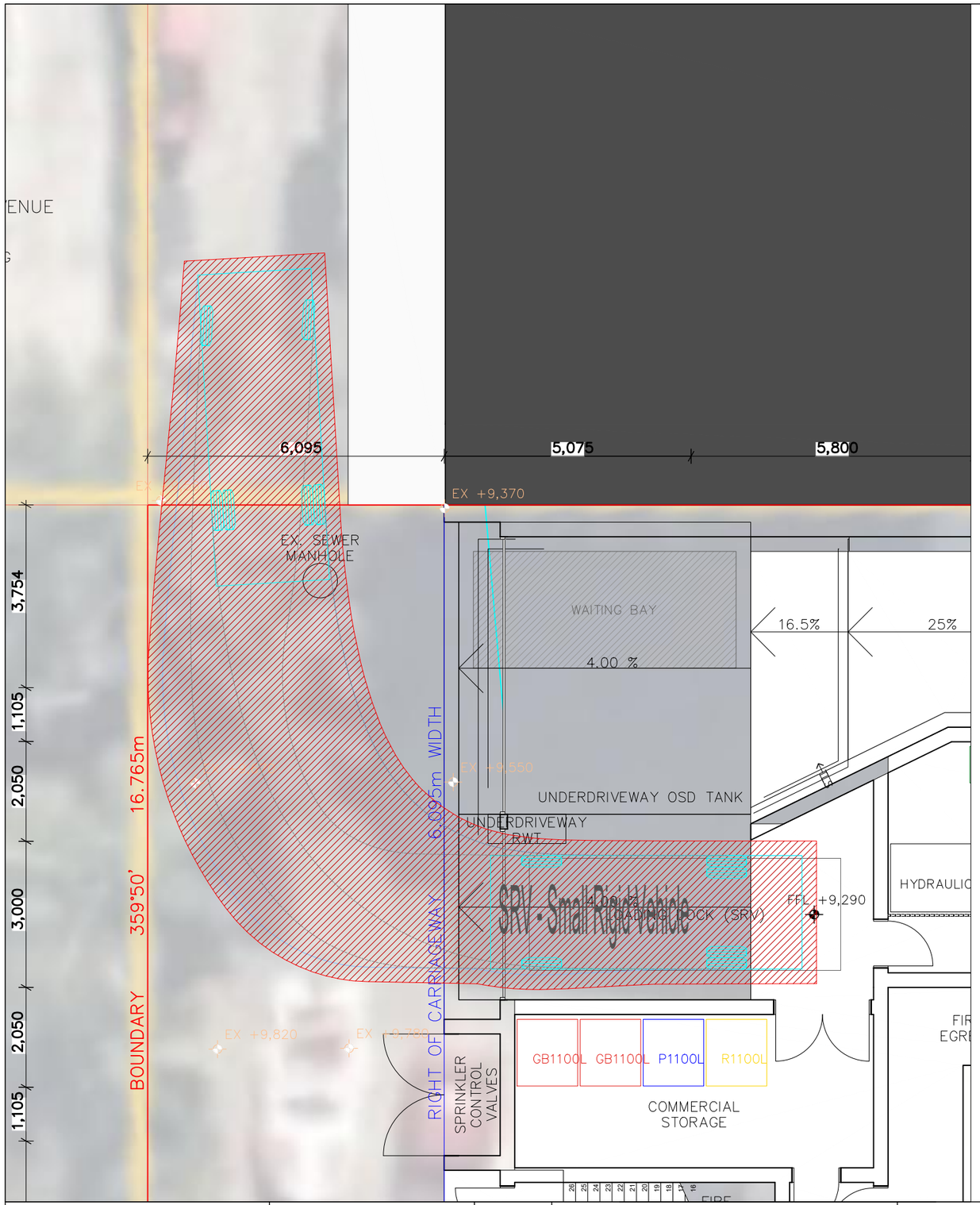
Title
Section BB

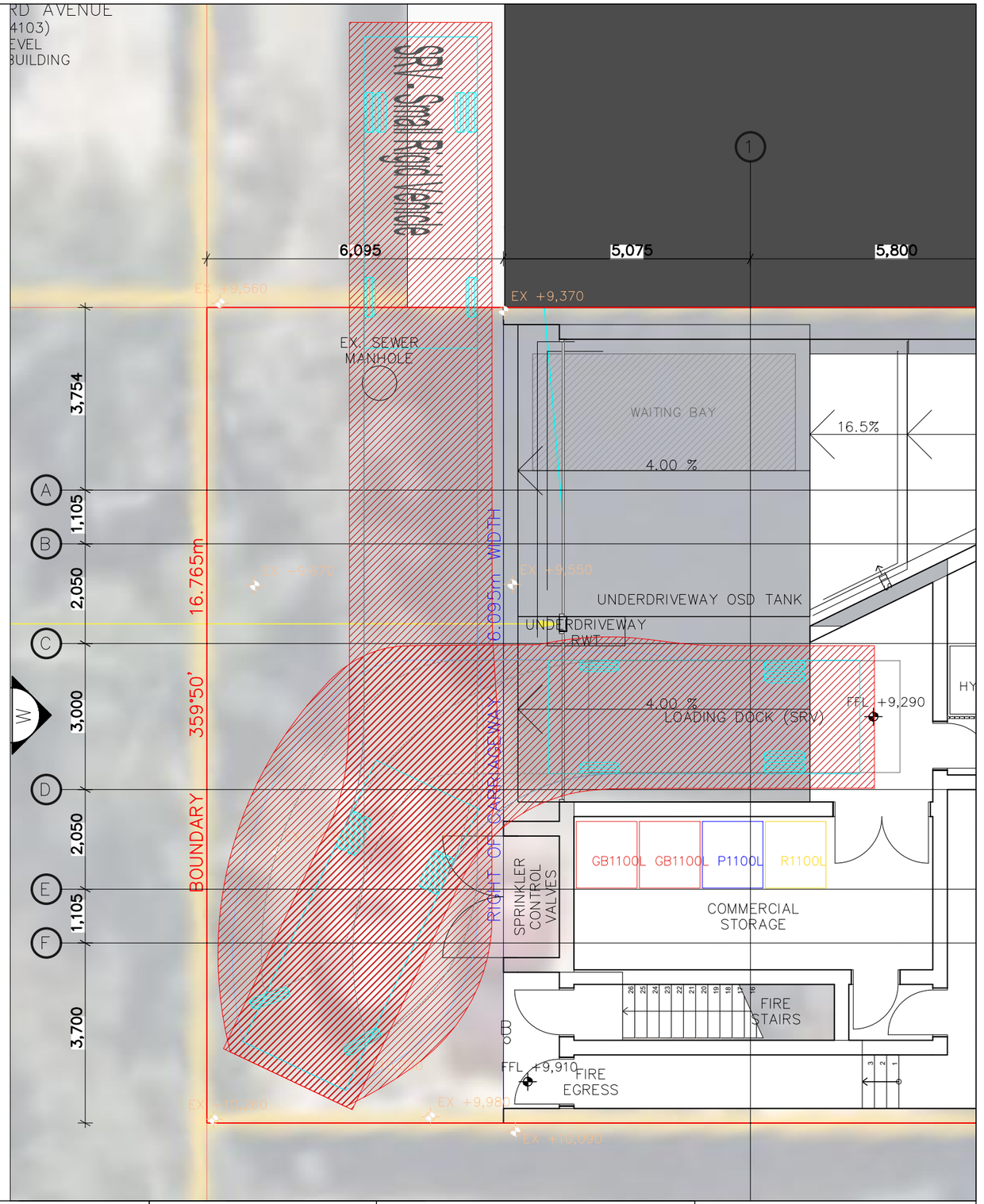
Job No.	2401
Scale	@ A2
Date	17/4/2025
Drawn/Checked	OG/CJ

Dwg No.
A-310-002

Rev.
04

Appendix B





No.	Date	Description

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

North

Drawing Prepared By

PDC Consultants
Level 14, 100 William Street
Woolloomooloo NSW 2011
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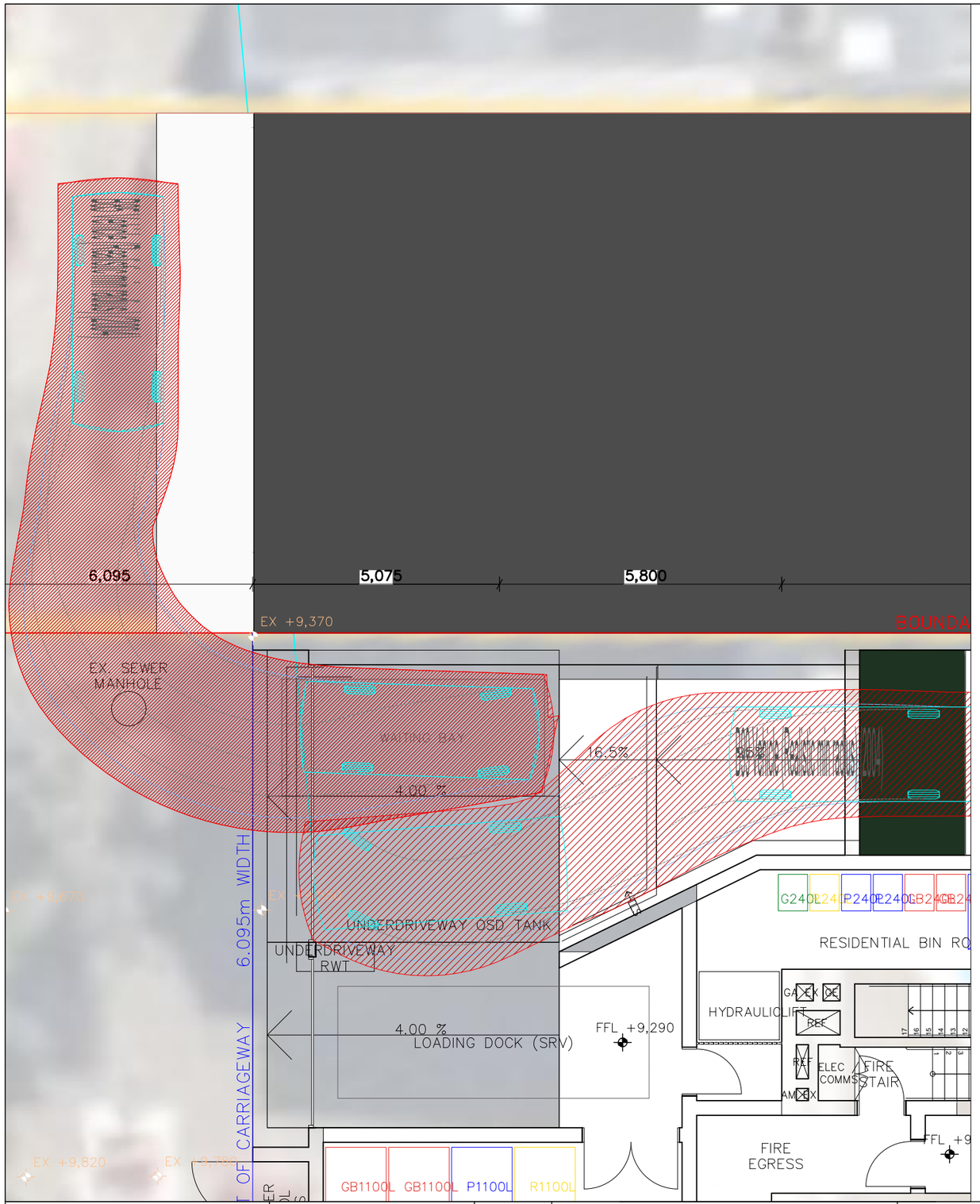
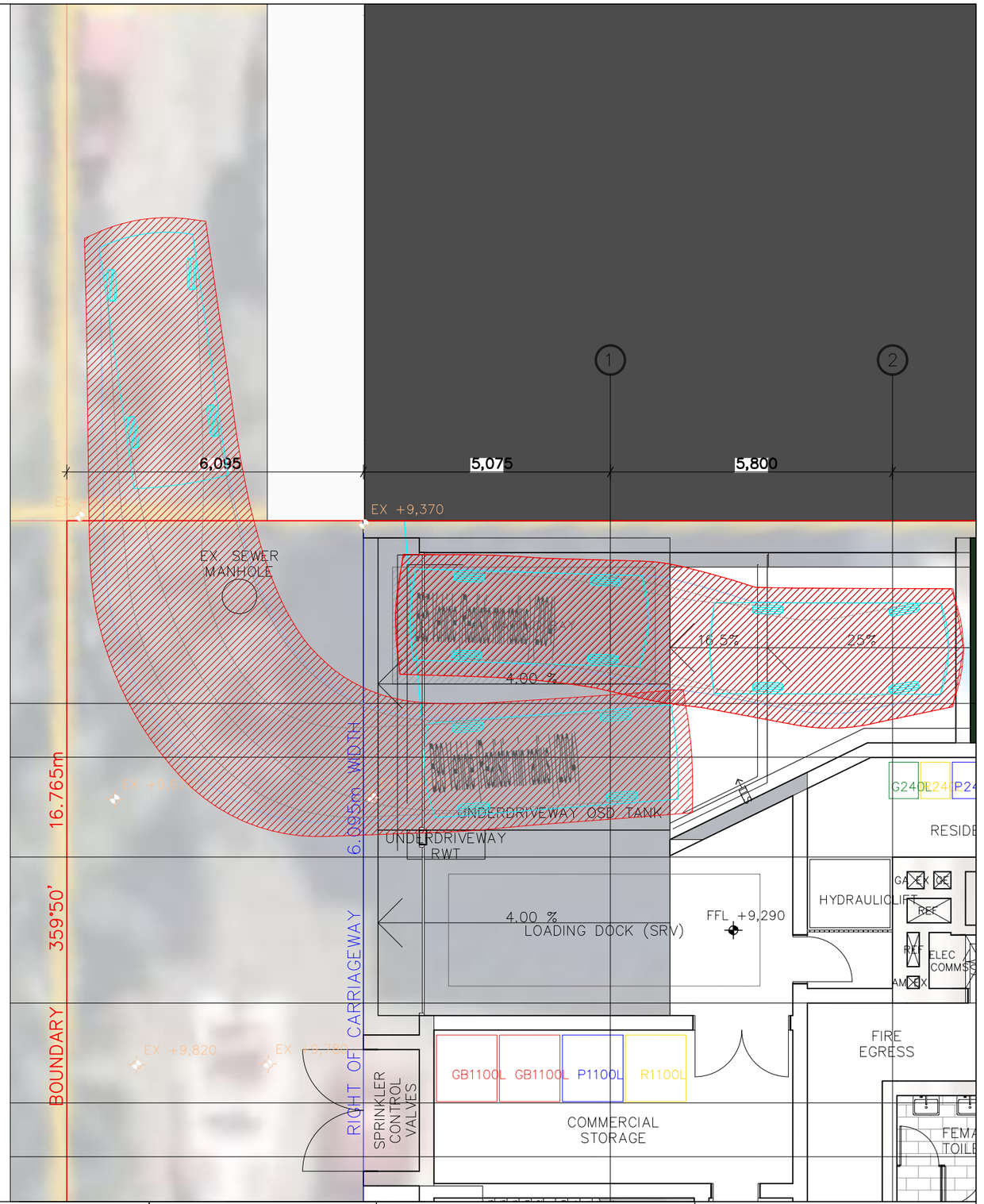
w: www.pdcconsultants.com.au
ABN: 70 615 064 670

Architect STUDIO JOHNSTON	Project 12 THE STRAND, DEE WHY	Drawing Title SWEPT PATH ANALYSIS SMALL RIGID VEHICLE ENTER AND EXIT THE LOADING DOCK	Drawing No. 001 Revision No. -
Client V CROSS DEE WHY PTY LTD	Project No 1002	Sheet Status NOT FOR CONSTRUCTION	Drawn By WJ Date 09/05/2025
			Scale 1:100





No.	Date	Description

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

North: N

Drawing Prepared By

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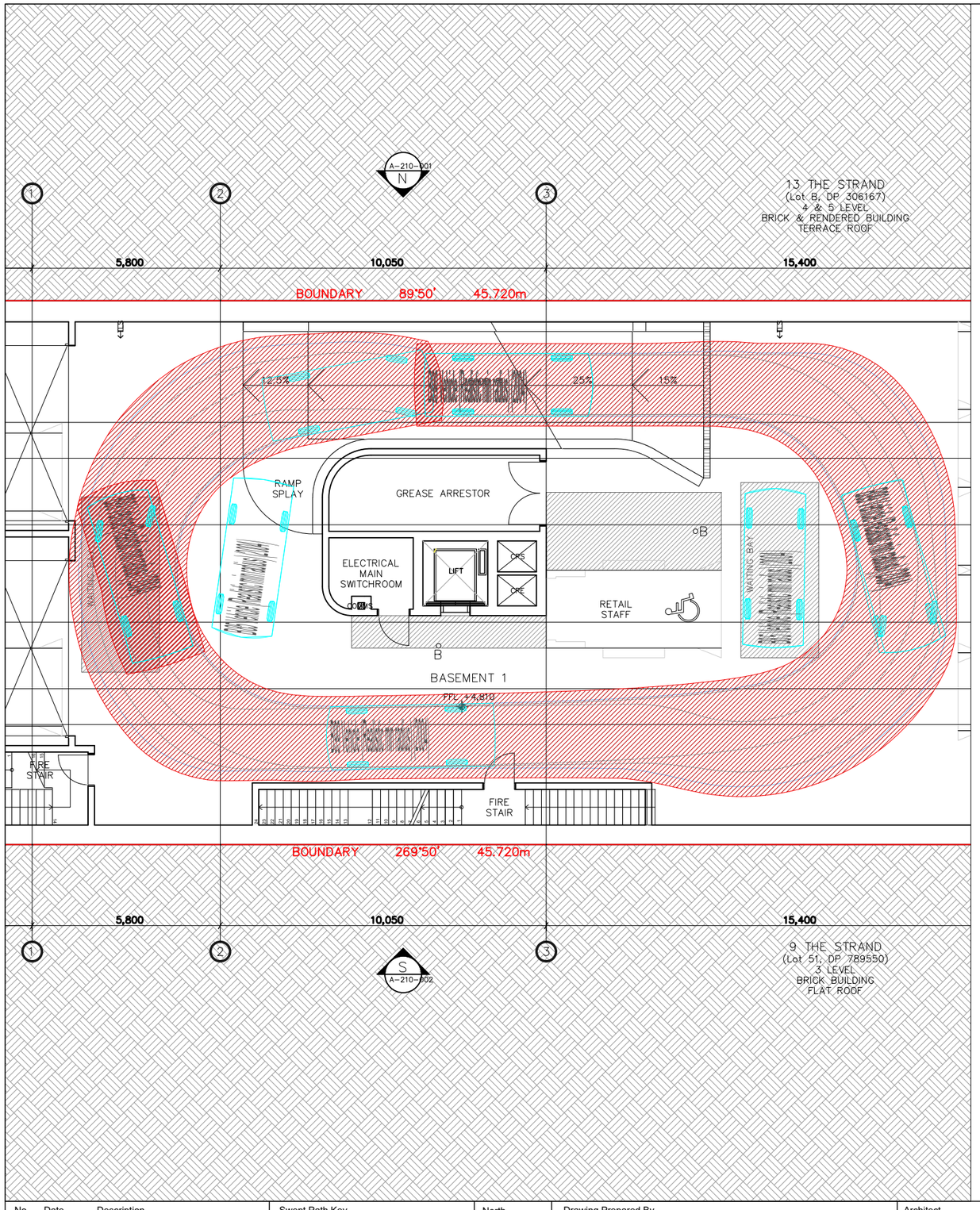
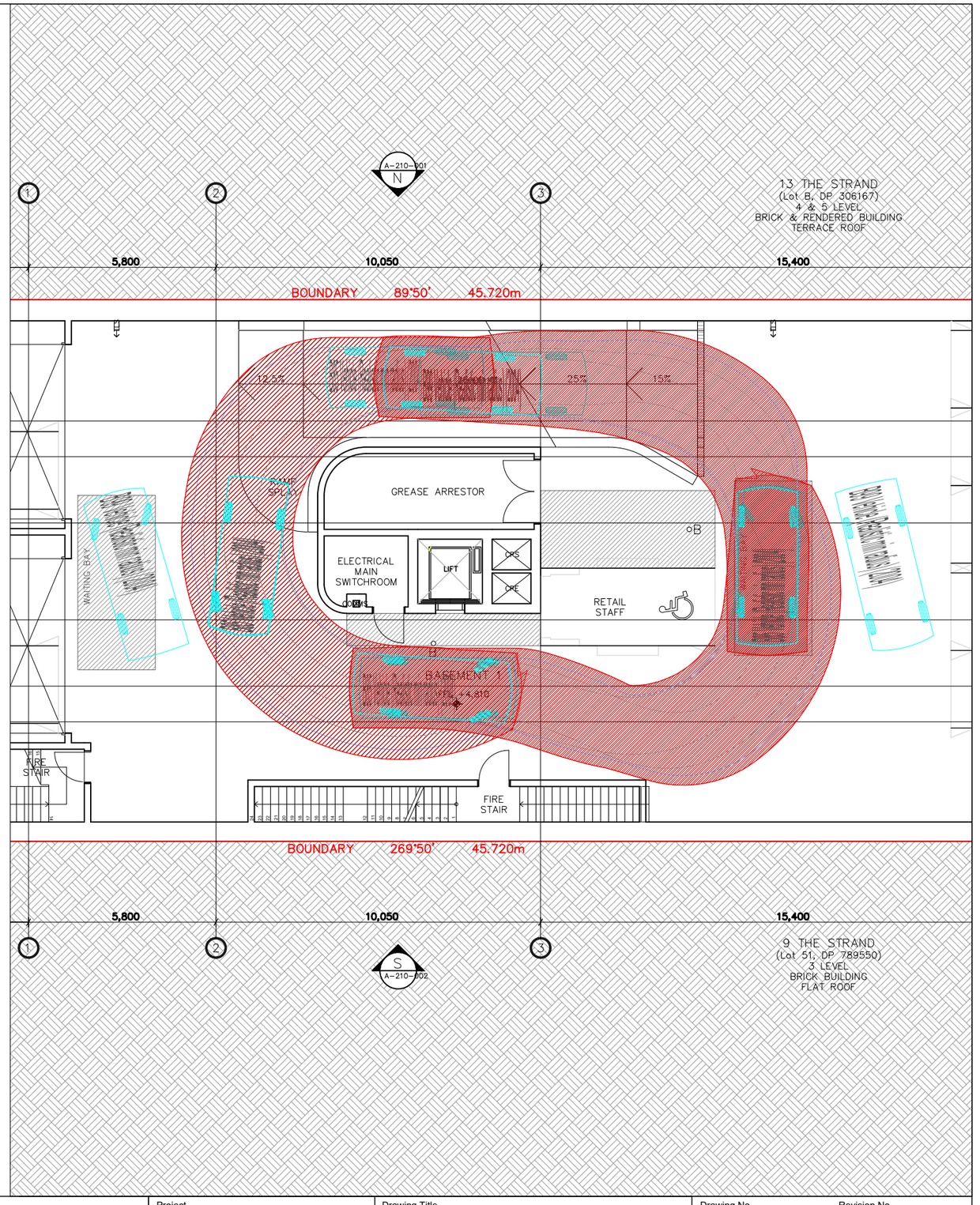
Architect: STUDIO JOHNSTON	Project: 12 THE STRAND, DEE WHY	Drawing Title: SWEPT PATH ANALYSIS B99 PASSING B85	Drawing No.: 002	Revision No.: -
			Drawn By: WJ	Date: 09/05/2025
Client: V CROSS DEE WHY PTY LTD	Project No: 1002	Sheet Status: NOT FOR CONSTRUCTION	Scale: 1:100	





No.	Date	Description

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

North: N

Drawing Prepared By

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Architect: STUDIO JOHNSTON	Project: 12 THE STRAND, DEE WHY	Drawing Title: SWEPT PATH ANALYSIS B99 PASSING B85	Drawing No.: 003	Revision No.: -
			Drawn By: WJ	Date: 09/05/2025
Client: V CROSS DEE WHY PTY LTD	Project No: 1002	Sheet Status: NOT FOR CONSTRUCTION	Scale: 1:150	

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