

Traffic Impact Assessment

33-35 Fairlight Street and 10-12 Clifford Avenue,
Fairlight

Proposed Residential Development

24070

Prepared for

Allen Group Developments

6 December 2024





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Document Information

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Council	Northern Beaches Council
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1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Northern Beaches Council for a Proposed Residential Development at 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision



- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Northern Beaches Council)
- Guide to Transport Impact Assessment, NSW Government, 2024
- State Environmental Planning Policy (Housing) 2021, NSW



2 Proposed Development

The proposal (Figure 2-1) seeks consent for a development outcome that involves:

- 15 apartments in the following composition:
 - 2 x two-bedroom apartment(s)
 - 13 x three-bedroom apartment(s)
- Basement car park - 35 car spaces

Vehicle access will be provided at Clifford Avenue.

Figure 2-1 Development Plan



Source: Platform Architects

Details of the proposal are indicated in the architectural plans prepared by Platform Architects which accompany the submission and are reproduced in part in **Attachment 1**.



3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lots 8, 9 and 20 Section B in DP3742 and Lot CP in SP20752, located at 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight. The site occupies an area of 2,345m² and has frontages to Fairlight Street and Clifford Avenue.

Figure 3-1 Site Context



Source: Metromap and Google Map (Modified by Genesis Traffic)

The site is occupied by residential dwellings at present (see inset above), with vehicle access points located at Fairlight Street and Clifford Avenue.

The adjoining and surrounding land uses include:

- Residential dwellings surrounding the site
- Manly Beach and Manly Cove to the east



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Sydney Road	<ul style="list-style-type: none"> State Road Speed limit 60 km/h 1 lane(s) in each direction Time restricted (2P) on-street parking along both sides of the street, permit holders excepted
Lauderdale Avenue	<ul style="list-style-type: none"> Regional Road Speed limit 50 km/h 1 lane(s) in each direction Time restricted (2P) on-street parking along both sides of the street, permit holders excepted
Clifford Avenue	<ul style="list-style-type: none"> Local Road



	<ul style="list-style-type: none"> · Speed limit 50 km/h · 1 lane(s) in each direction · A dead-end road · Time restricted (2P) on-street parking along both sides of the street, permit holders excepted
Fairlight Street	<ul style="list-style-type: none"> · Local Road · Speed limit 50 km/h · 1 lane(s) in each direction · Time restricted (2P) on-street parking along both sides of the street, permit holders excepted
Woods Parade	<ul style="list-style-type: none"> · Local Road · Speed limit 50 km/h · 1 lane(s) in each direction · Time restricted (2P) on-street parking along both sides of the street, permit holders excepted
Hilltop Crescent	<ul style="list-style-type: none"> · Local Road · Speed limit 50 km/h · 1 lane(s) in each direction · Unrestricted on-street parking along both sides of the street, permit holders excepted

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2 Surrounding Traffic Controls

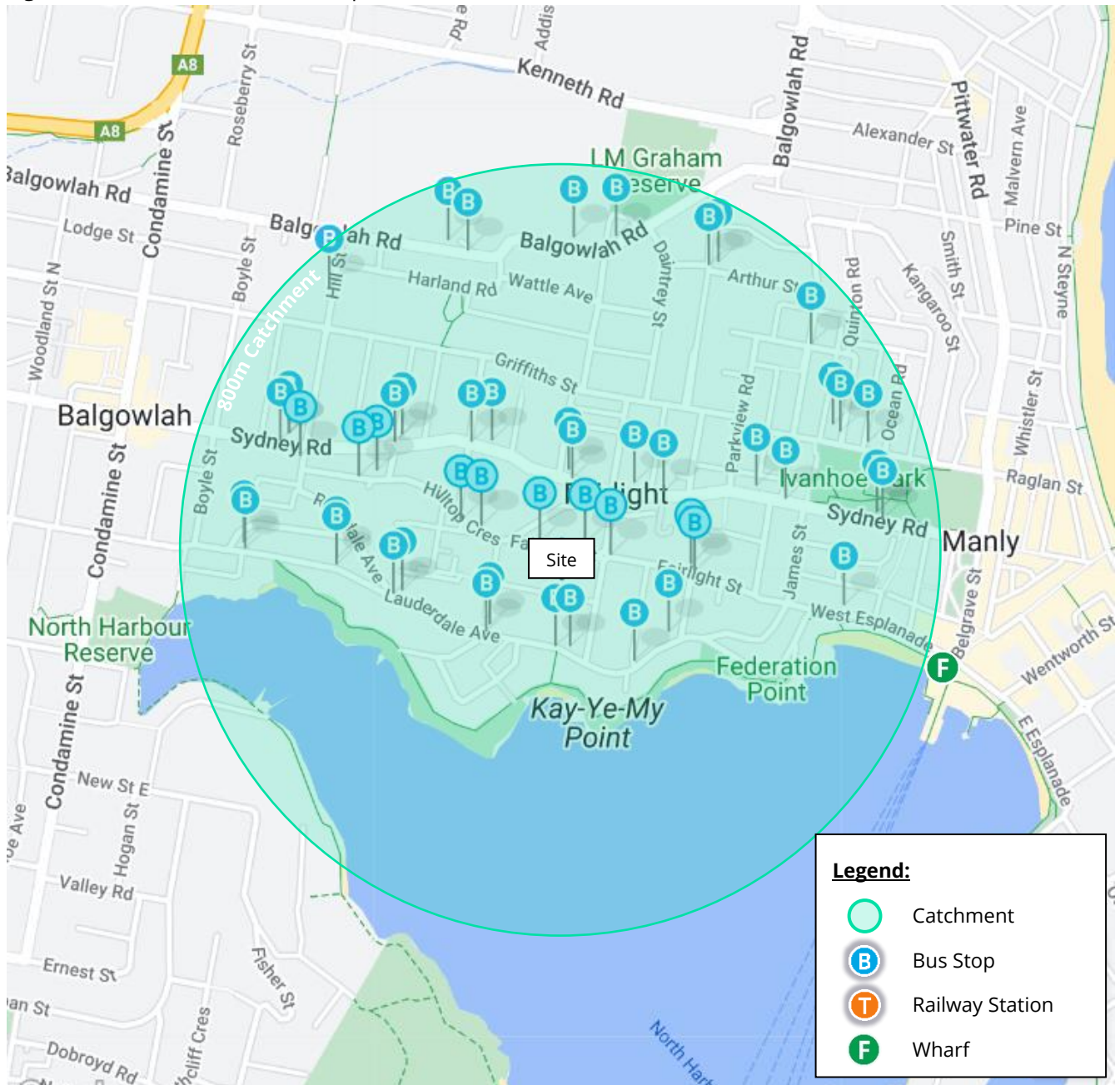
Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Sydney Road and Hilltop Crescent
Roundabout	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Fairlight Street and Woods Parade
Give-way / Stop Control	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Sydney Road and Woods Parade



3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Train/Metro

No train station is available within the vicinity of the site. Nevertheless, there are ample bus services that provide connections to the surrounding nearest train services such as North Sydney Train Station. This train station provides T1 (North Shore & Western Line), T9 (Northern Line) and Central Coast & Newcastle service(s).



Bus

Local bus service(s) is within walking distance (300m to the nearest bus stop) of the site, as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
141	Austlink to Manly via Frenchs Forest & Seaforth	2 trip(s) per hour
142	Allambie Heights to Manly	3 trip(s) per hour
144	Manly to Chatswood via St Leonards	6 trip(s) per hour
144N	Manly to North Sydney (Night Service)	2 trip(s) per hour
150X	Manly to Milsons Point (Express Service)	6 trip(s) per hour
162	Seaforth to Manly	4 trip(s) per hour
170X	Manly to City Wynyard (Express Service)	7 trip(s) per hour



4 Parking Assessment

4.1 Car Parking Requirement

The applicable car parking rates (Table 4-1) are provided in Schedule 3 Part A1 of the former Manly DCP.

Table 4-1 DCP Car Parking Rates

Land Use	Element	Maximum Parking Rates
Residential Flat Buildings	No. of dwelling (irrespective of number of bedrooms)	1.0 space(s) per dwelling; plus
	2 Bed	0.2 space(s) per dwelling; plus
	3 Bed	0.5 space(s) per dwelling; plus
	Visitor	0.25 visitor space(s) per dwelling; plus

Application of the proposal using the above criteria would indicate the following requirement(s) in Table 4-2.

Table 4-2 Required Car Parking Spaces

Land Use	Element	Unit/GFA	Minimum	Provision
Residential Flat	Dwellings	15 unit(s)	15	35
	2 Bed	2 unit(s)	0.4 (1)	
	3+ Beds	13 unit(s)	6.5 (7)	
	Visitor	15 unit(s)	3.75 (4)	
Total			27 spaces	35 spaces

It is proposed to provide 35 parking spaces to comply with the above minimum requirement. These spaces will include:

- 31 x Residents
- 4 x Visitors

4.2 Accessible Car Parking Requirement

There are no applicable accessible car parking rates specified in Council's DCP. Nonetheless, it is proposed to provide 5 accessible parking spaces.



4.3 Bicycle Parking and End of Trip Facility Requirement

The applicable bicycle parking rates (Table 4-3) are provided in Schedule 3 Part A2 of the former Manly DCP.

Table 4-3 Bicycle Parking Rates

Development Type	Element	Parking Rates
Residential Flat Building	Resident	1 stand per 3 parking spaces

Application of the above DCP rates to the proposal indicates the following bicycle parking requirement(s) (Table 4-4).

Table 4-4 Required Bicycle Storage/Parking Spaces

Element	Car Spaces	Requirement	Provision
Residential Flat Building	36	12	10
Total		12 spaces	10 spaces

It is proposed to provide 12 bicycle spaces to comply with the DCP requirement.

4.4 Loading and Servicing Requirement & Arrangement

The development waste will be collected on-street along the Clifford Avenue frontage by Council's waste team. Other infrequent loading and servicing needs will also be satisfied by the ample on-street parking, as is normal for developments of this nature and scale.



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Clifford Avenue for car park access.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	>6.0m	Yes	
Access Width	(Category 1A) Min. 3.0m – 5.5m	6.1m	Yes	
Passing Provision	1 per 30m	Provided	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down Max 12.5% (1:8) up	1:100 (up) first 2.5m 1:13.8 (down) following 3.5m	Yes	
Vehicular Control Point	Max 5% (1:20)	Level	Yes	
Type of Vehicular Control Point	Island with Intercom / Security Gate	Roller Shutter	Yes	
Straight Ramp / Driveway				
Ramp Grade	Private Carpark: Max 25% (1:4)	1:4	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8) - summit Max 15% (1:6.7) - sag	1:6.8 - sag	Yes	
Roadways Width (One-way)	Min 3.0m	3.0m	Yes	
Roadways Width (Two-way)	Min 5.5m	5.5m	Yes	



Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m Min 2.26m (Close to Transition)	2.2m	Yes	
Internal Circulation	B85 and B99 Passing	Satisfied	Yes	
Parking Modules				
Car Space Dimension	User Class 1A 5.4m long x 2.4m wide	Provided	Yes	
Aisle Width	User Class 1A 5.8m (+ 300mm from wall)	5.8m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	Provided	Yes	
Headroom Clearance	Min 2.2m	>2.2m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Turning Bay (except Residents and Staff)		N/A	N/A	

Table 5-2 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Vertical Bicycle Parking				
Space Dimension	1.2m long x 0.5m wide	Provided	Yes	
Aisle	1.5m	Provided	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.2m	>2.2m	Yes	

Table 5-3 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	Provided	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	Provided	Yes	
Height Clearance	Min 2.5m	>2.5m	Yes	
Gradient	Max 2.5% (1:40)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.



5.3 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site’s locality reveal minor delays on Woods Parade during peak periods due to its proximity to the Sydney Road / Woods Parade intersection. Nonetheless, there is no apparent capacity constraint on Fairlight Street and Clifford Avenue.

6.2 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average weekday peak hour traffic generation rates for low-density residential dwellings in Sydney areas, as follows:

Sydney Area (Weekday)

- 0.68 vehicle trips per hour (vtph) per unit during the morning peak hour
- 0.77 vehicle trips per hour (vtph) per unit during the evening peak hour

Applying this rate to the existing 4 residential dwelling(s) would result in a traffic generation outcome of 4 vtph.

6.3 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) specifies average peak hour traffic generation rates for medium-density residential development in Sydney areas, as follows:

Sydney Area

- 0.39 vehicle trips per hour (vtph) per unit during the morning peak hour
- 0.37 vehicle trips per hour (vtph) per unit during the evening peak hour

Based on the above, the proposed 15 residential units would generate 6 vtph during both AM and PM peak periods.

6.4 Overall Traffic Generation and Distribution

Having regard to the above, the net traffic generation outcome is tabulated in Table 6-1.

Table 6-1 Net Peak Hour Traffic Generation

Period	AM Peak (vtph)		PM Peak (vtph)	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
(Existing)	-1	-3	-3	-1
Residential	1	5	5	1



Net Traffic	0	2	2	0
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As illustrated above, the additional 2 vtpd during road network peaks equates to an average traffic load of 1 movement every 30 minutes. In the context of the immediate road network's operating circumstance, additional traffic generation of this magnitude is considered minor.

Based on this evaluation, the assessment deems the proposal acceptable in terms of traffic generation and will not cause undue strain on the existing local road network.



7 Conclusion

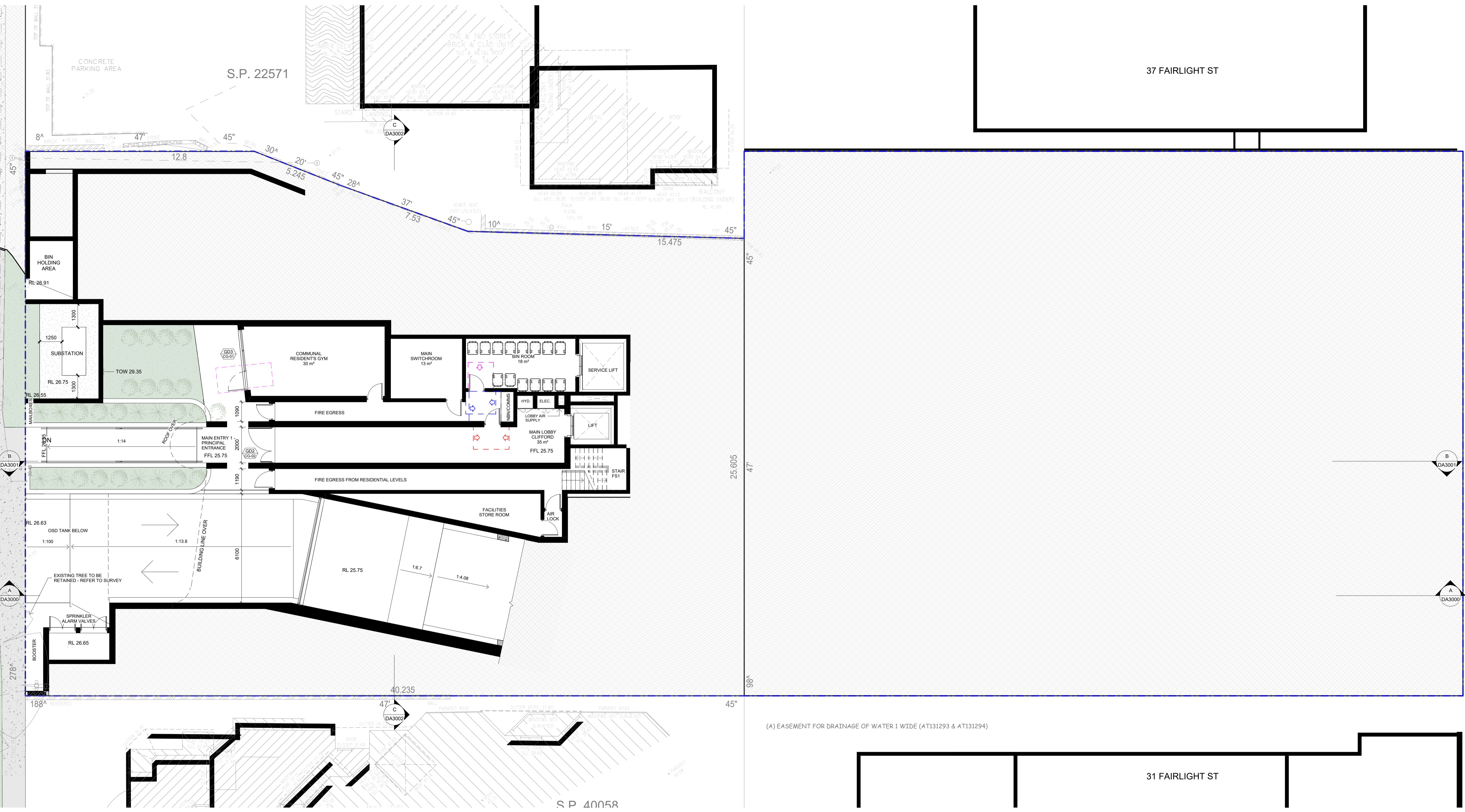
The traffic and parking assessment undertaken for the Proposed Residential Development at 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be consistent and appropriate to the relevant AS design criteria



Attachment 1

Architectural Plans



1 GROUND FLOOR CLIFFORD AVE
1 : 100

FOR DEVELOPMENT APPLICATION

IMPORTANT NOTES:
DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANT ENGINEERS DRAWINGS - REFER CONTRACT DRAWING LIST.
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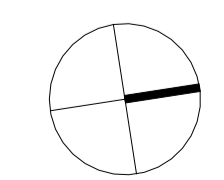
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P3	01/11/2024	ISSUE TO CONSULTANTS	JS
P4	02/12/2024	ISSUE TO CONSULTANTS	JS

REVISION NOTES



2/40 East Esplanade
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Nominated Architect:
Bridie Gough 8280

MULTI-RESIDENTIAL DEVELOPMENT
33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



DRAWING TITLE	PROJECT		
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SCALE	STATUS	NUMBER	REVISION
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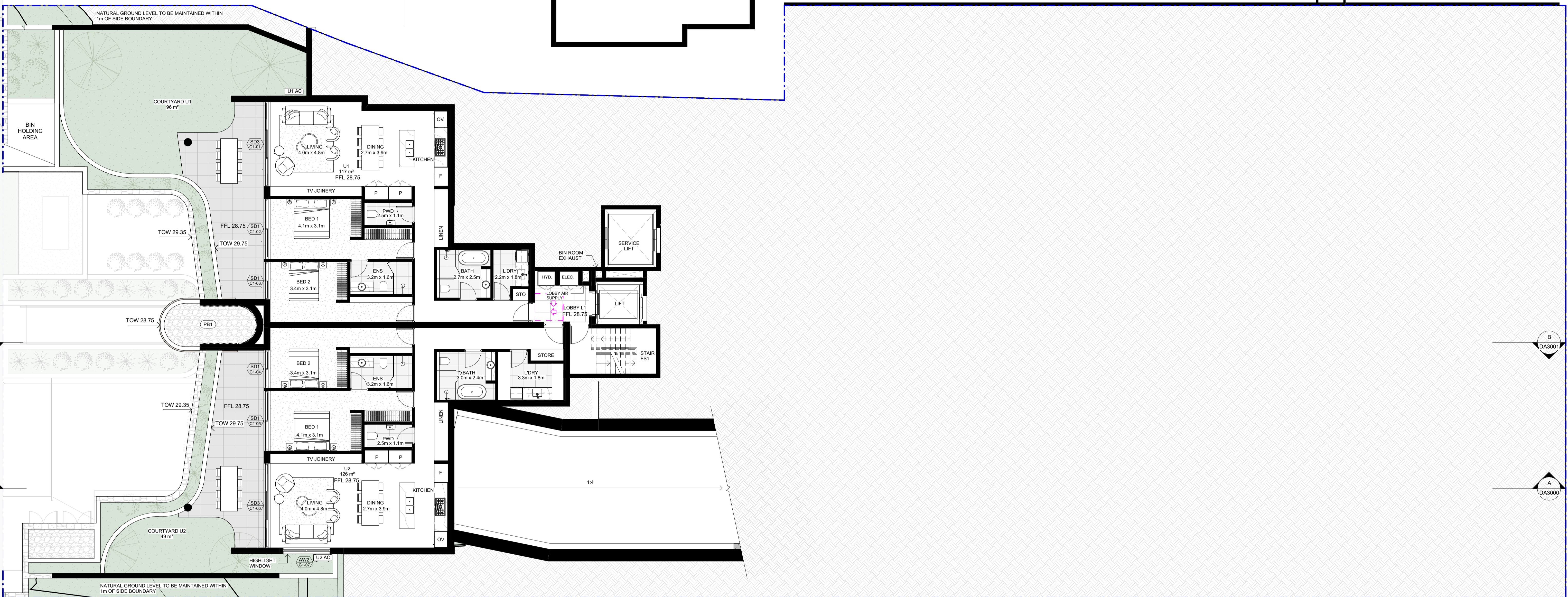
14 CLIFFORD AVE

37 FAIRLIGHT ST



8 CLIFFORD AVE

31 FAIRLIGHT ST



1 LEVEL 1 CLIFFORD AVE
1 : 100

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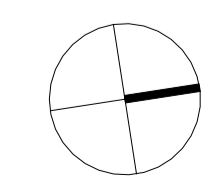
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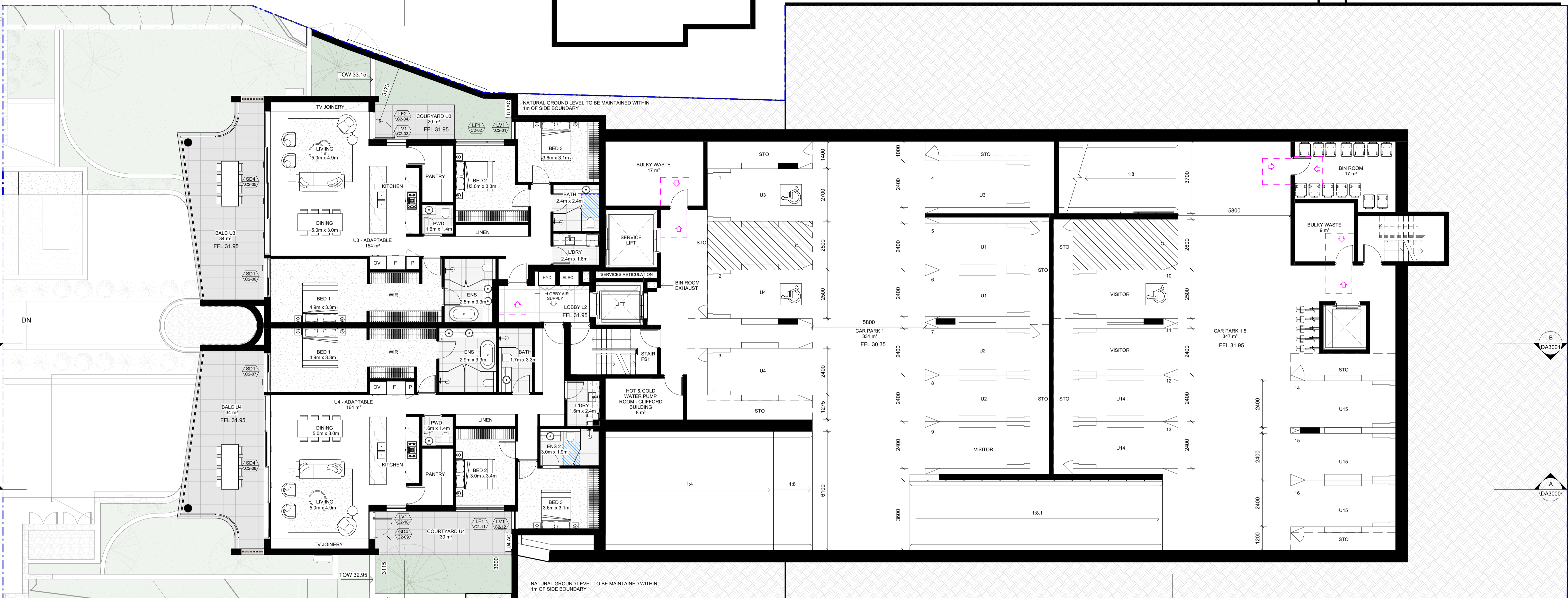
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Level 1 Clifford Ave	FSF2		
SCALE	STATUS	NUMBER	REVISION
1 : 100	PRELIMINARY	DA1001	P4

14 CLIFFORD AVE

37 FAIRLIGHT ST

8 CLIFFORD AVE

31 FAIRLIGHT ST



1 LEVEL 2 CLIFFORD AVE
1 : 100

FOR DEVELOPMENT APPLICATION

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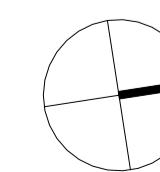
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10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS



DRAWING TITLE
Level 2 Clifford Ave

PROJECT
FSF2

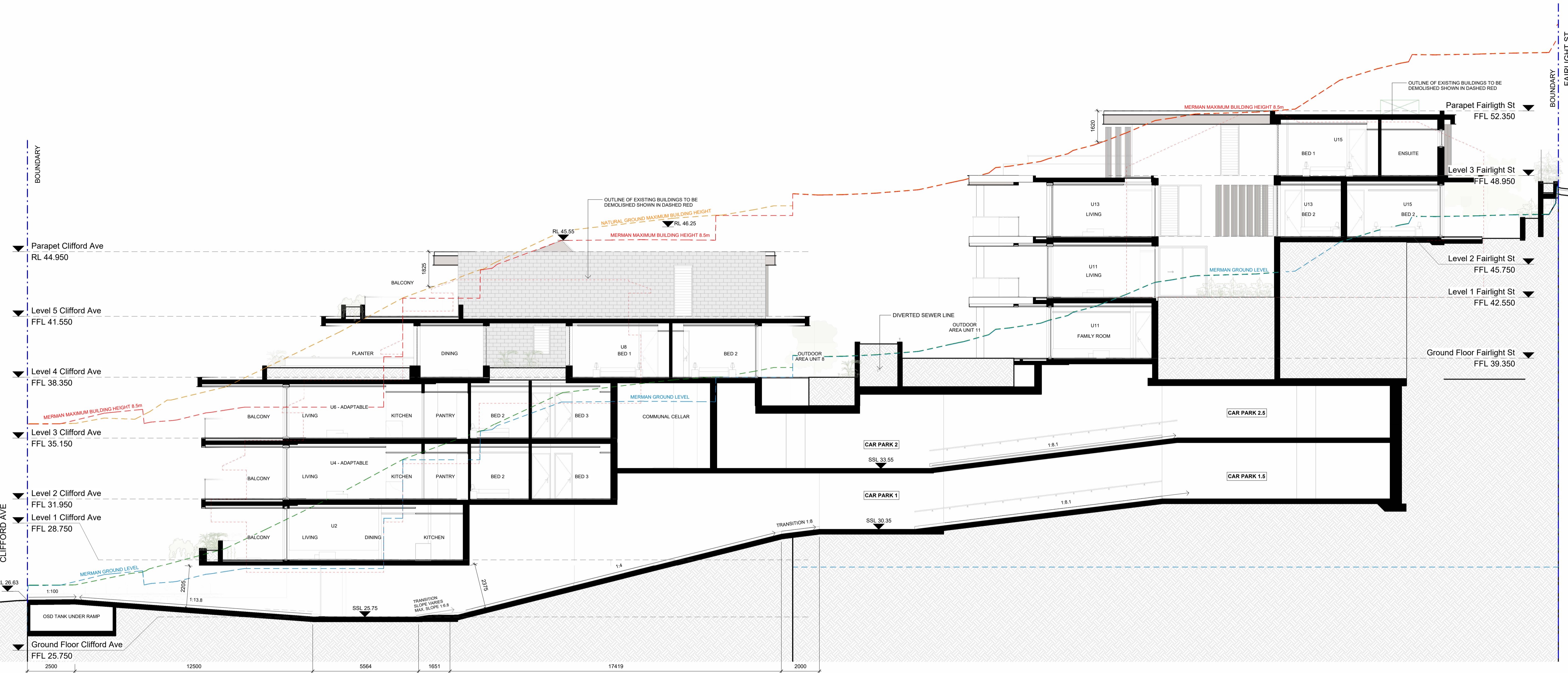
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STATUS
PRELIMINARY

NUMBER
DA1002

REVISION
P4

- LEGEND - SECTIONS**
- MERMAN MAXIMUM BUILDING HEIGHT
 - NATURAL GROUND MAXIMUM BUILDING HEIGHT
 - NATURAL GROUND LEVEL
 - MERMAN GROUND LEVEL
 - EXISTING BUILDINGS TO BE DEMOLISHED



A SECTION AA
1 : 100

FOR DEVELOPMENT APPLICATION

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33-35 Fairlight Street
10-12 Clifford Ave
Fairlight NSW 2094
ALLEN GROUP DEVELOPMENTS

DRAWING TITLE
Sections AA

PROJECT
FSF2

SCALE
1 : 100

STATUS
PRELIMINARY

NUMBER
DA3000

REVISION
P4



Attachment 2

Turning Path Assessment

PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD
 AVENUE**

TITLE
COMPLIANCE ASSESSMENT
 GROUND LEVEL



DESIGNED BY
 L.MRKONJA / B.BUI

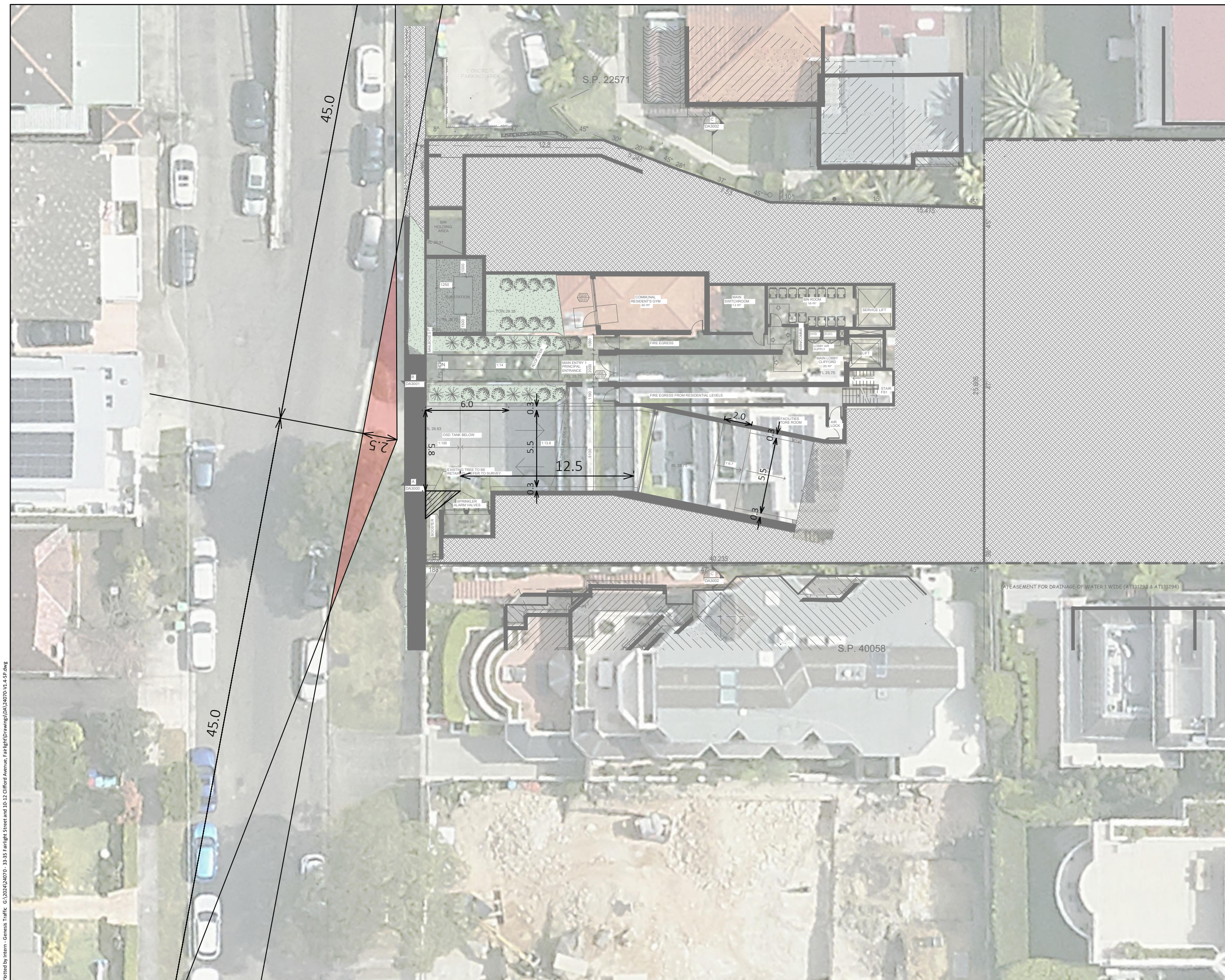
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 B.LO

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 STREET AND 10-12 CLIFFORD AVENUE,
 FAIRLIGHT\DRAWINGS\DA\20241202

ISSUE DATE 5 December 2024
 SHEET NO. 01 OF 11
 DRAWING REF NO. 24070-V1.4-SP

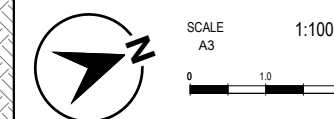
LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD
 AVENUE**

TITLE
COMPLIANCE ASSESSMENT
 LEVEL 01



DESIGNED BY
 L.MRKONJA / B.BUI

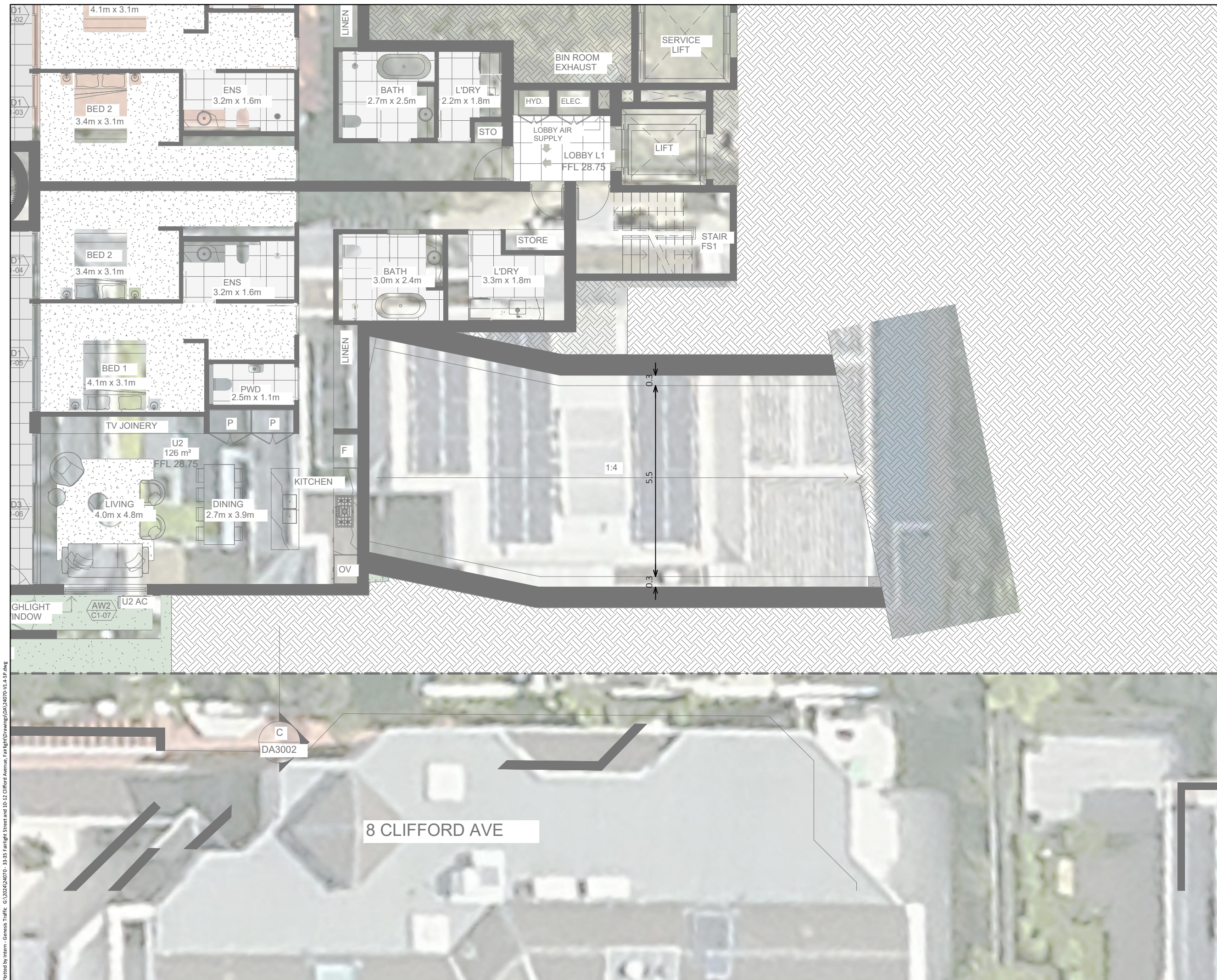
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 B.LO

DRAWING REFERENCE (SOURCE):
 G:\2024\24070 - 33-35 FAIRLIGHT
 STREET AND 10-12 CLIFFORD AVENUE,
 FAIRLIGHT\DRAWINGS\DA\20241202

ISSUE DATE 5 December 2024
 SHEET NO. 02 OF 11
 DRAWING REF NO. 24070-V1.4-SP

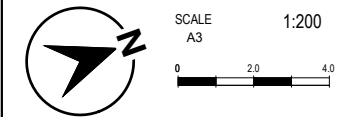
LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD AVENUE**

TITLE
COMPLIANCE ASSESSMENT
 LEVEL 02



DESIGNED BY
 L.MRKONJA / B.BUI

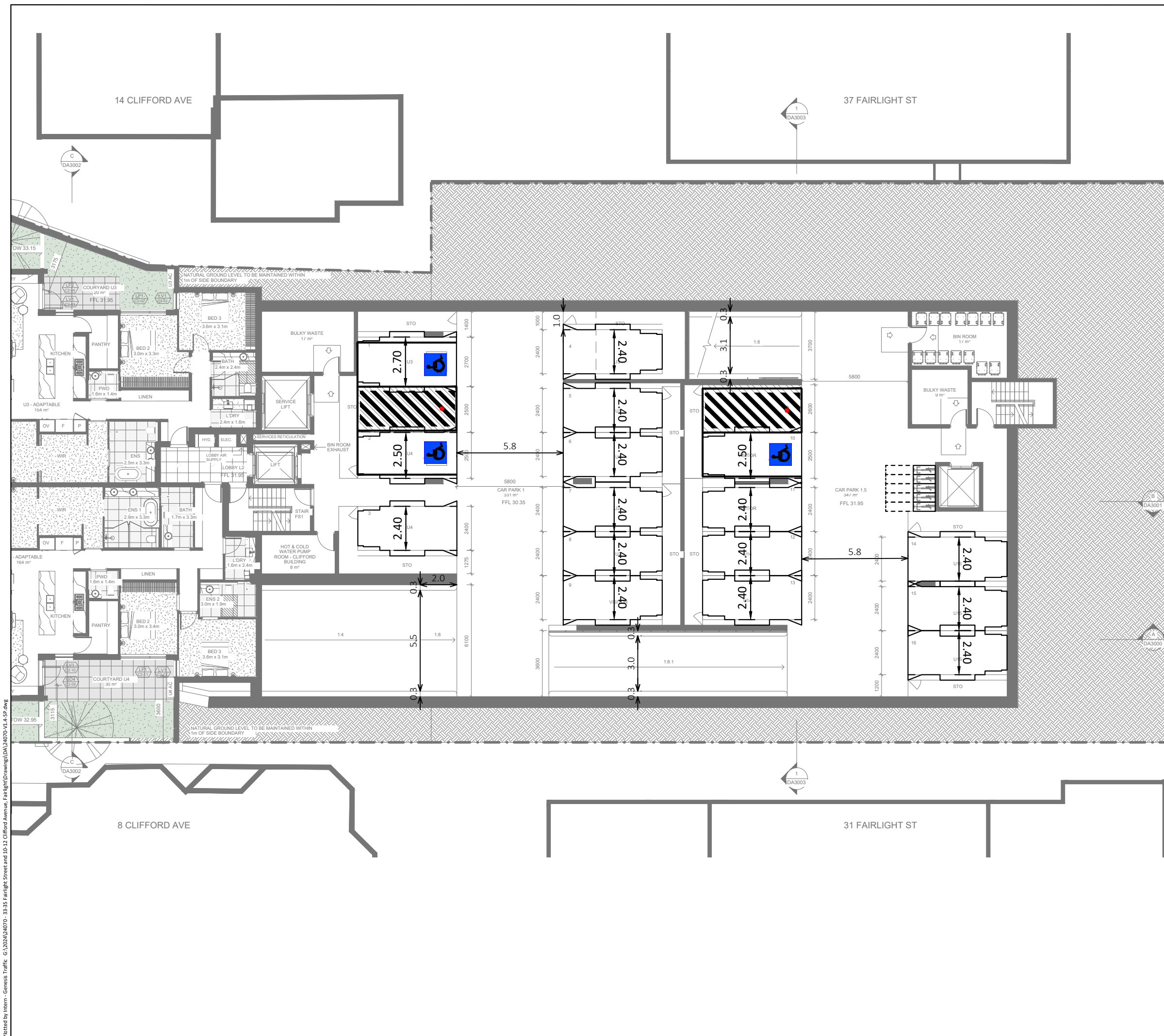
REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
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ISSUE DATE 5 December 2024
 SHEET NO. 03 OF 11
 DRAWING REF NO. 24070-V1.4-SP

LEGENDS/NOTES

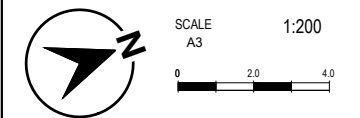
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PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD AVENUE**

TITLE
COMPLIANCE CHECK

LEVEL 03



DESIGNED BY
 L.MRKONJA / B.BUI

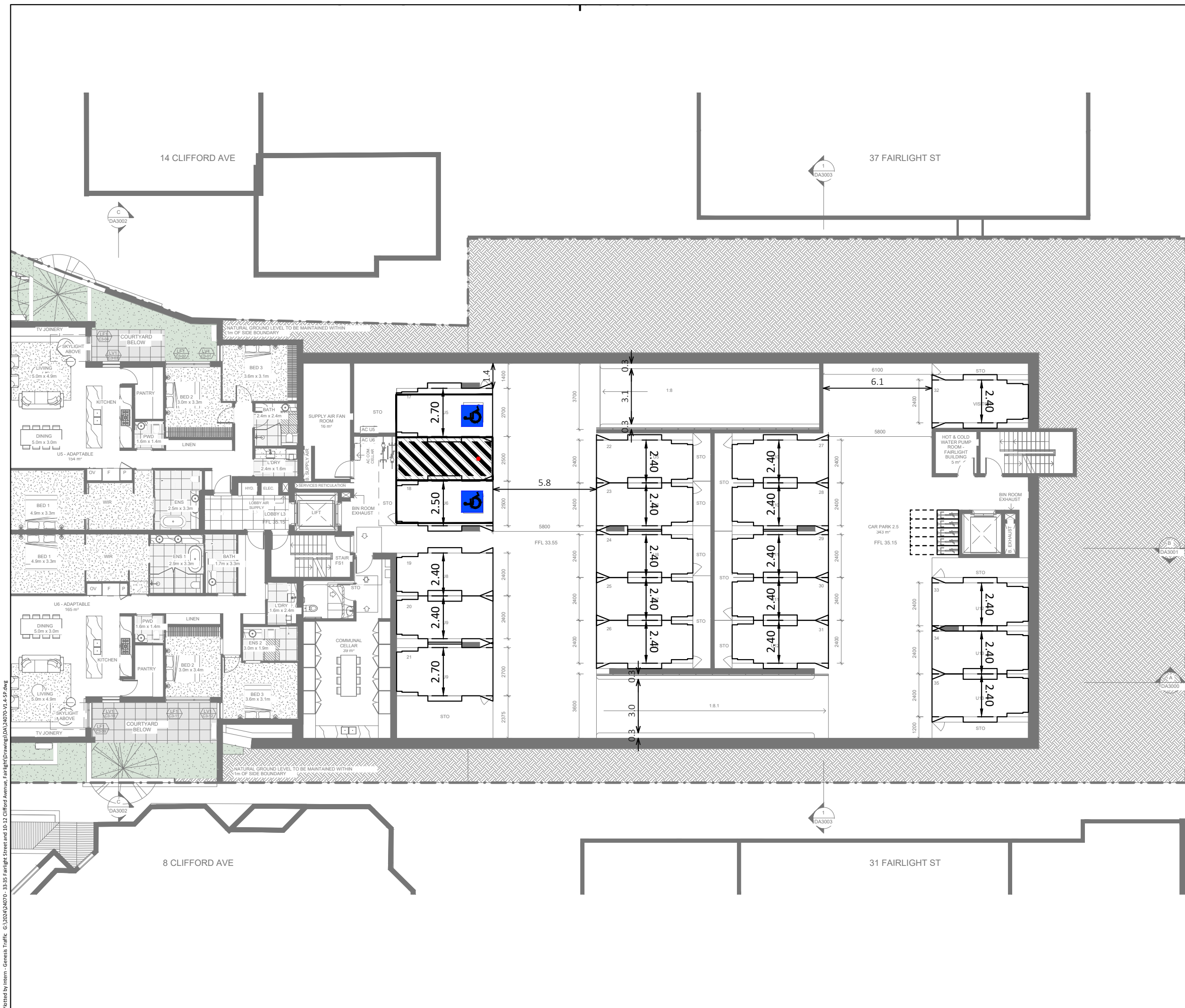
REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
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ISSUE DATE 5 December 2024
 SHEET NO. 04 OF 11
 DRAWING REF NO. 24070-V1.4-SP

LEGENDS/NOTES

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- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

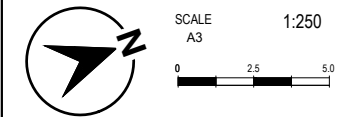


Plotted by Intern - Genesis Traffic G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\24070-V1.4-SP.dwg

PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD AVENUE**

TITLE
COMPLIANCE ASSESSMENT

SECTION PLANS



DESIGNED BY
 L.MRKONJA / B.BUI

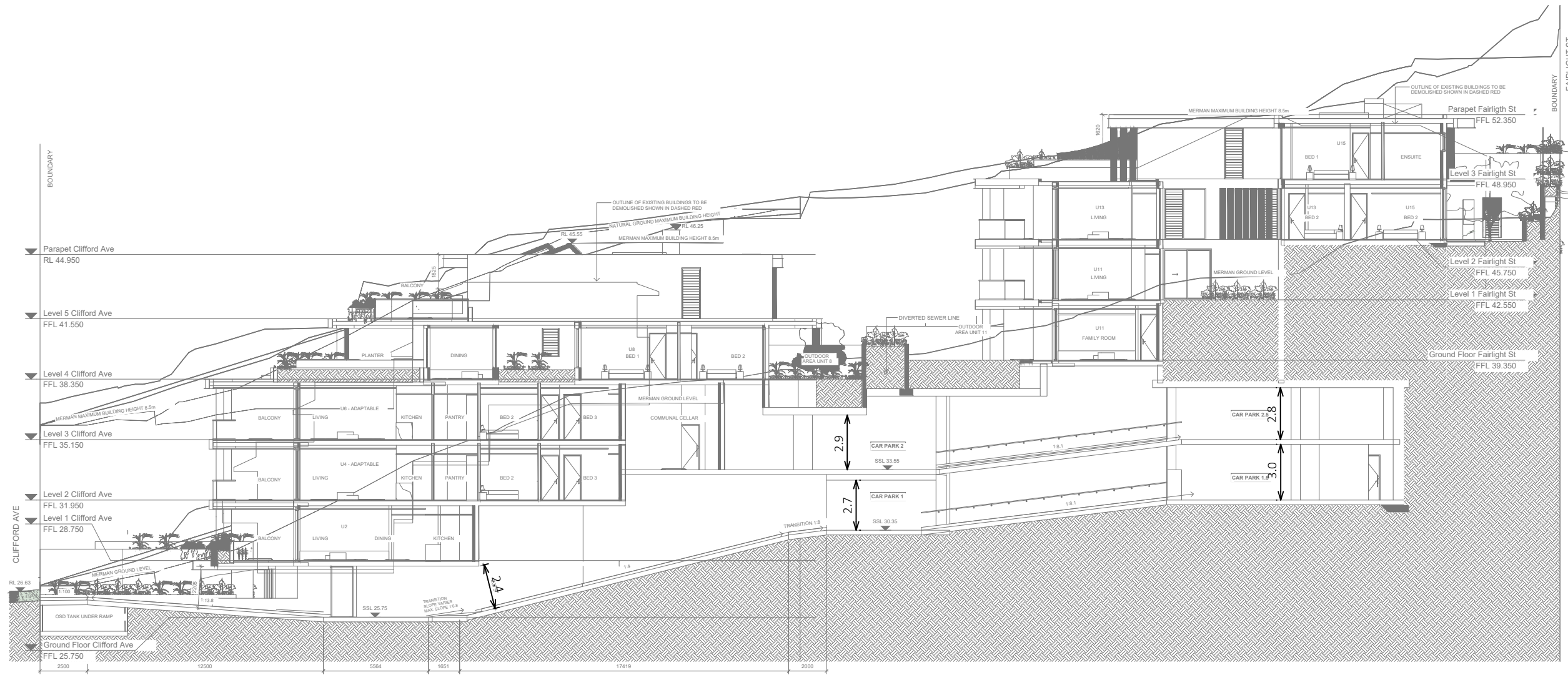
REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
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ISSUE DATE 5 December 2024
 SHEET NO. 05 OF 11
 DRAWING REF NO. 24070-V1.4-SP

LEGENDS/NOTES

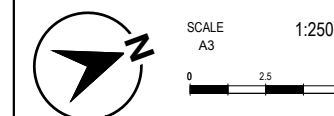
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- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD AVENUE**

TITLE
SWEPT PATH ASSESSMENT
 SITE ENTRY AND EXIT -
 PASSING PROVISION

GROUND LEVEL



DESIGNED BY
 L.MRKONJA / B.BUI

REVIEWED BY
 B.LO

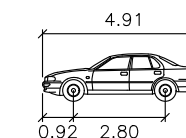
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ISSUE DATE 5 December 2024
 SHEET NO. 06 OF 11
 DRAWING REF NO. 24070-V1.4-SP

LEGENDS/NOTES

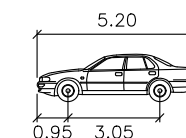
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



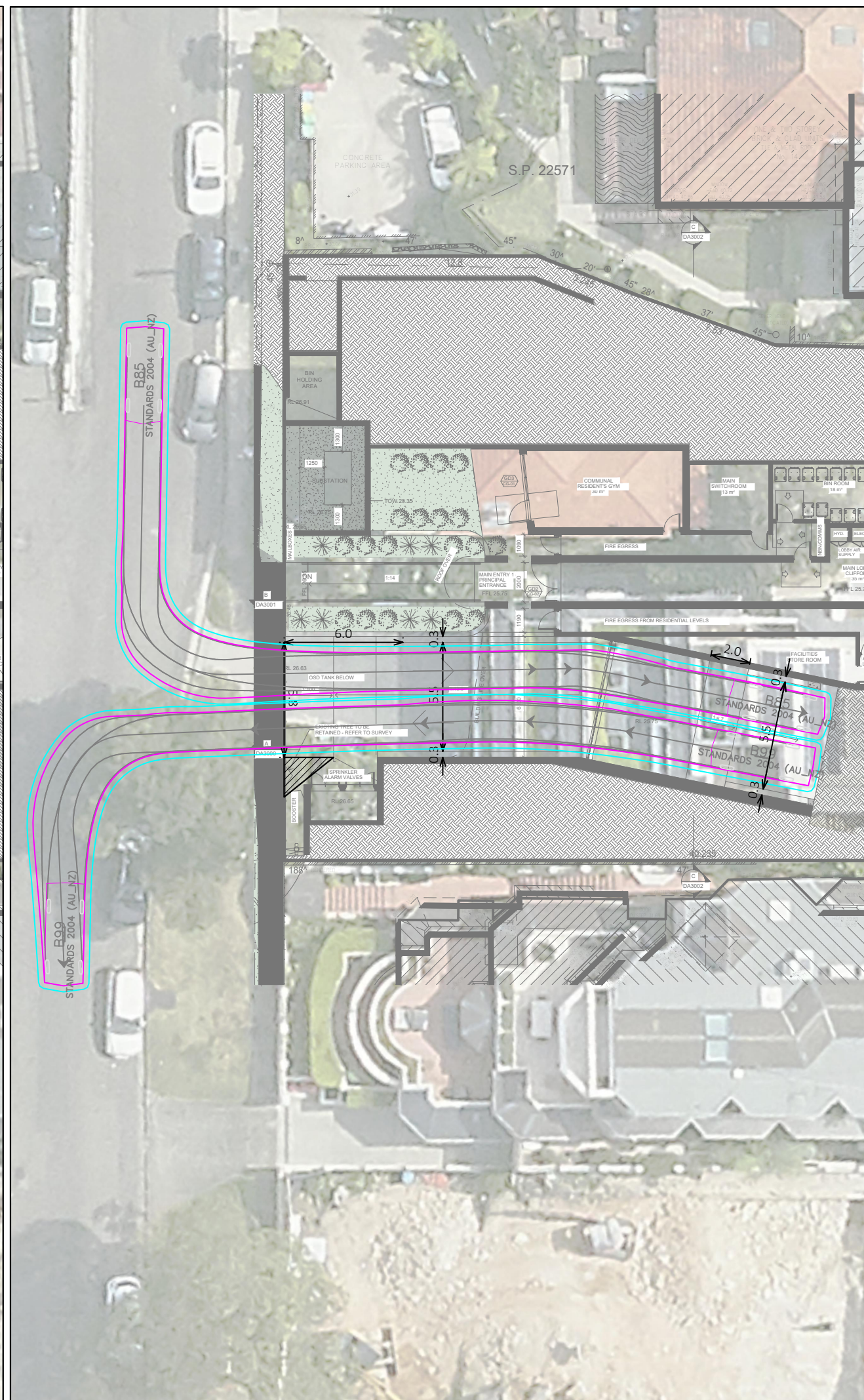
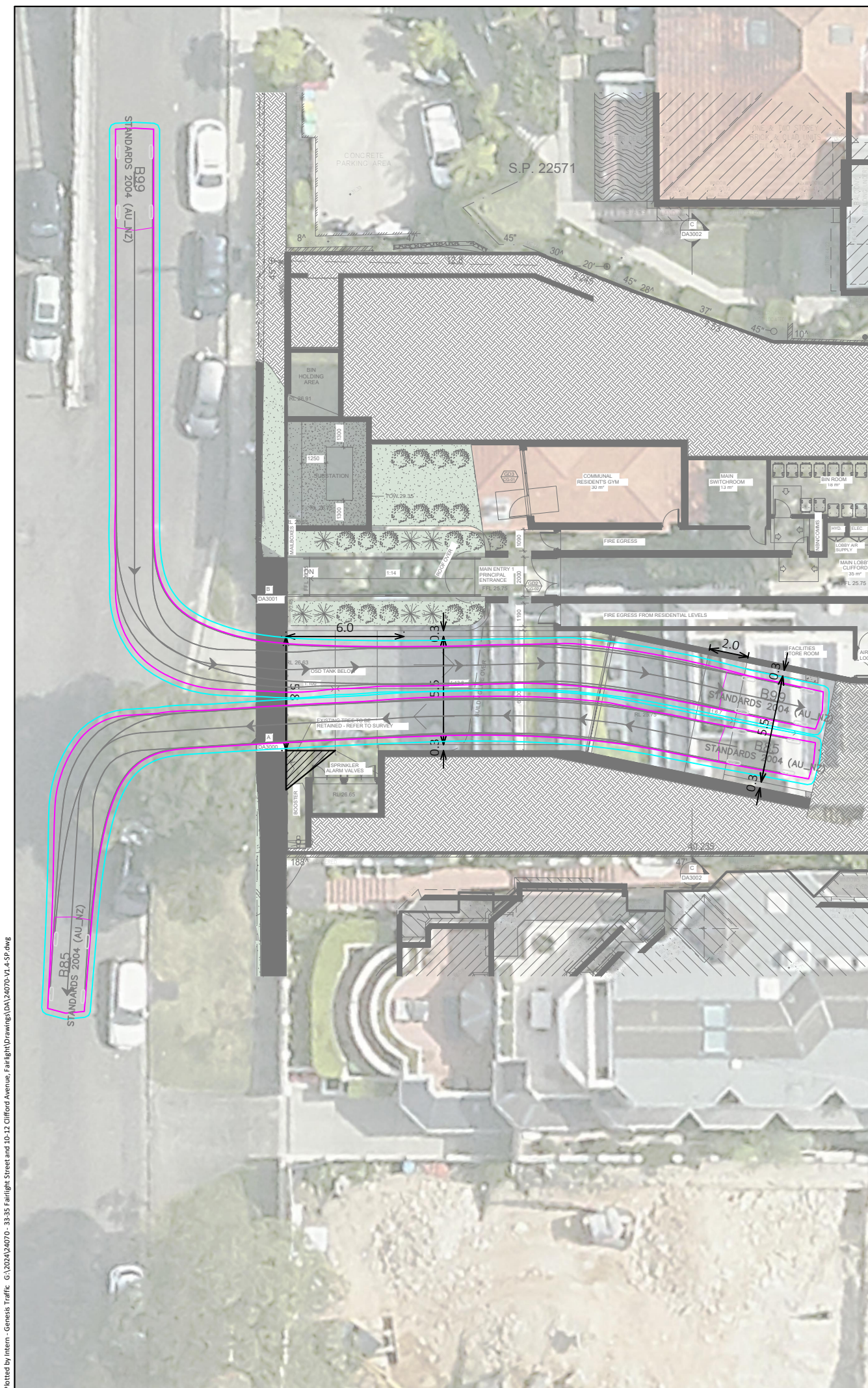
B85

Width : 1.87 meters
 Track : 1.77 meters
 Lock to Lock Time : 6.0
 Steering Angle : 34.1



B99

Width : 1.94 meters
 Track : 1.84 meters
 Lock to Lock Time : 6.0
 Steering Angle : 33.9

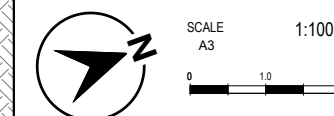


PROJECT
**33-35 FAIRLIGHT STREET
 AND 10-12 CLIFFORD
 AVENUE**

TITLE
SWEPT PATH ASSESSMENT

PASSING PROVISION - B85
 AND B99

LEVEL 01



DESIGNED BY
 L.MRKONJA / B.BUI

REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
 G:\2024\24070 - 33-35 FAIRLIGHT
 STREET AND 10-12 CLIFFORD AVENUE,
 FAIRLIGHT\DRAWINGS\DA\20241202

ISSUE DATE 5 December 2024

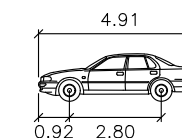
SHEET NO. 07 OF 11

DRAWING REF NO. 24070-V1.4-SP

LEGENDS/NOTES

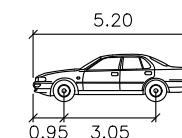
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



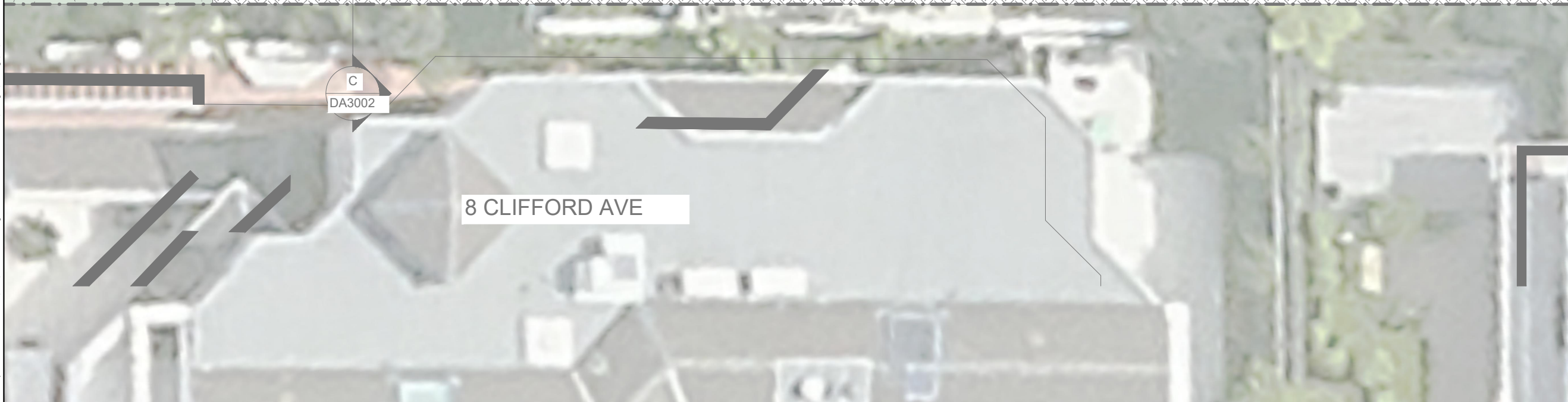
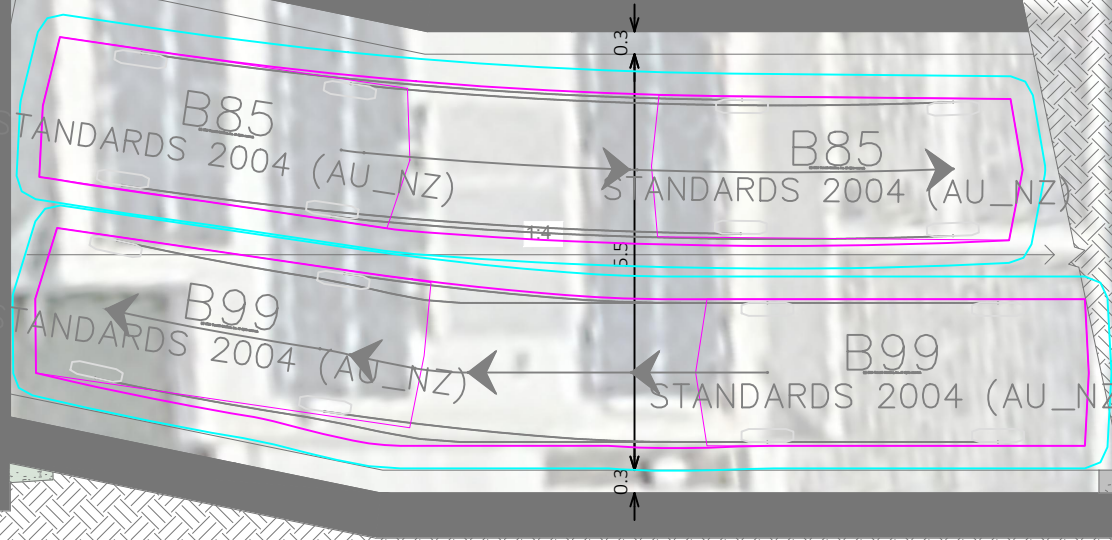
B85

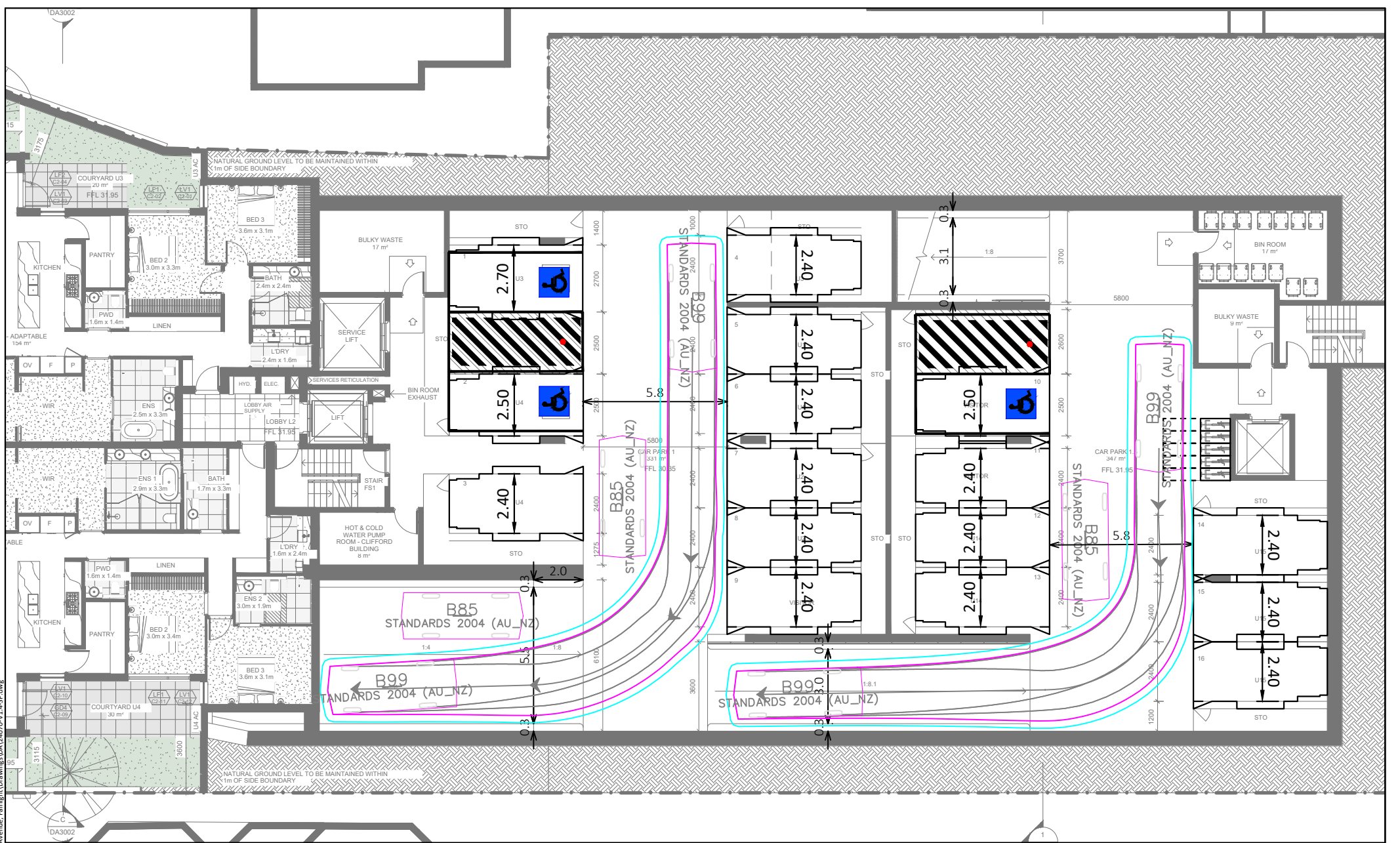
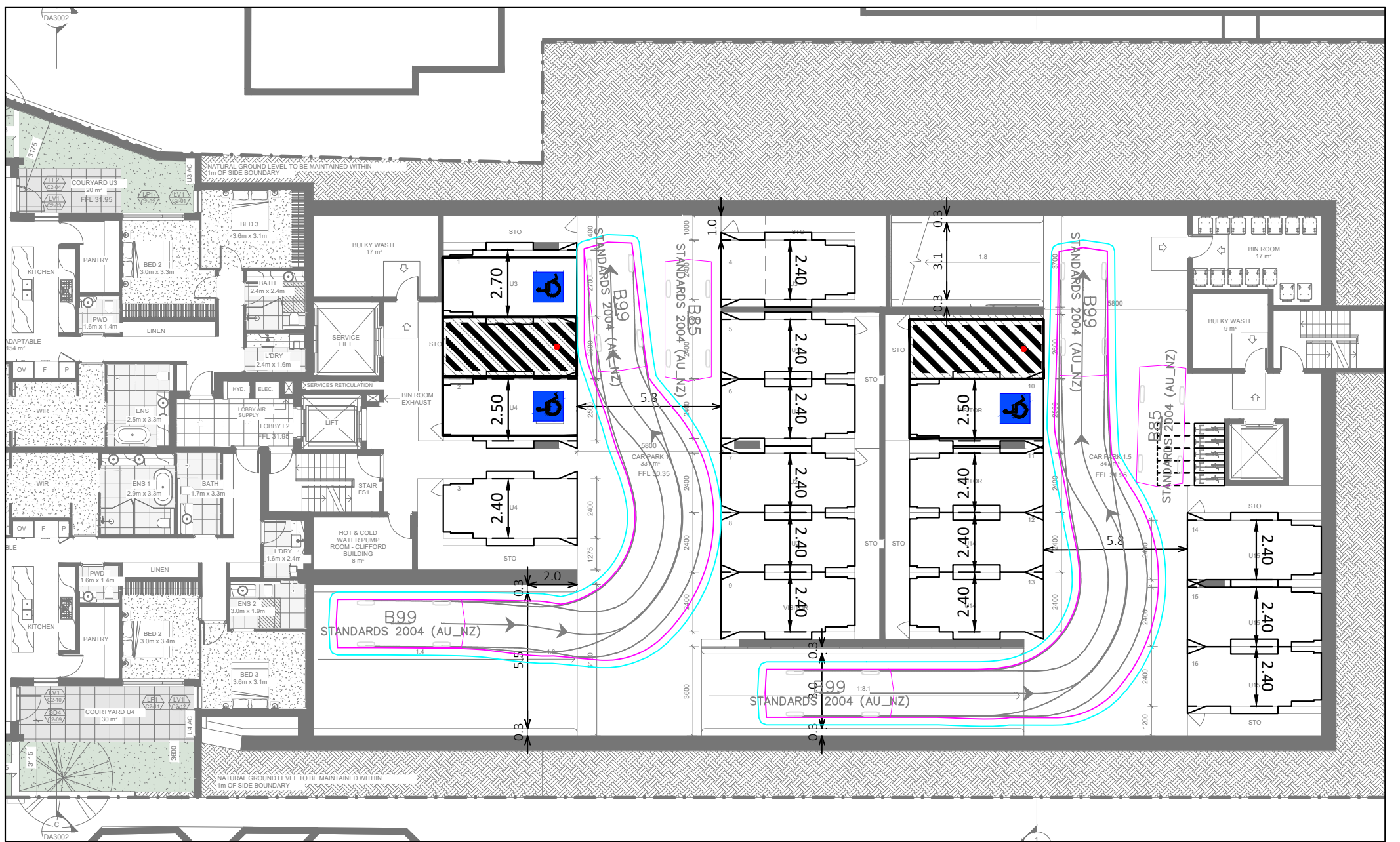
Width : 1.87 meters
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1



B99

Width : 1.94 meters
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9



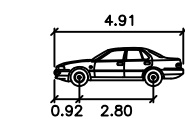


SWEPT PATH ASSESSMENT
PASSING PROVISION
LEVEL 02

SHEET NO. 08 OF 11 ISSUE DATE 5 December 2024

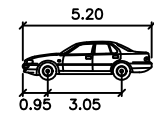
LEGENDS/NOTES

- SWEPT PATH KEY:**
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width	4.91	meters
Track	0.92	
Lock to Lock Time	2.80	
Steering Angle		34.1



B99

Width	5.20	meters
Track	0.95	
Lock to Lock Time	3.05	
Steering Angle		33.9

PROJECT
33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE



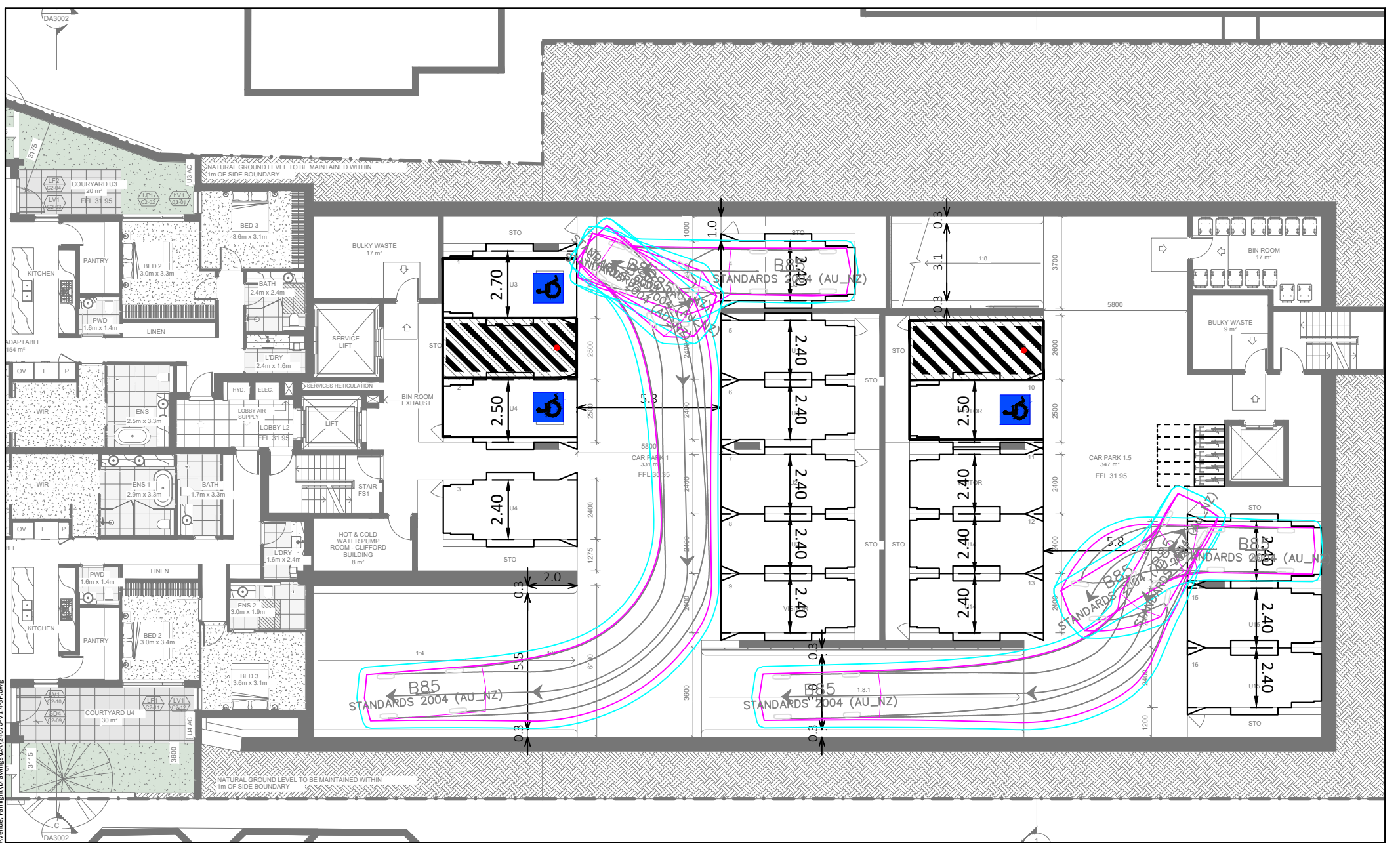
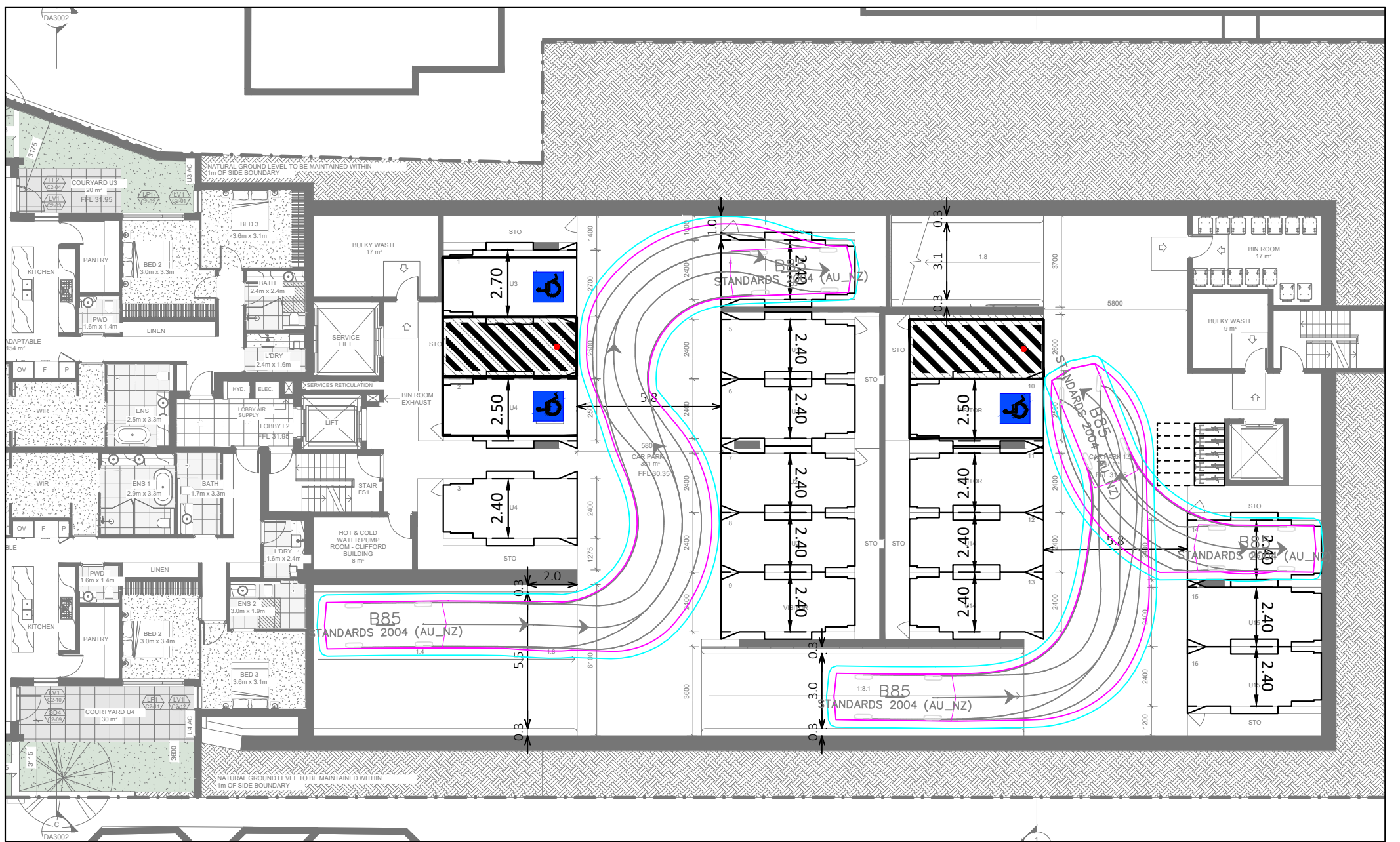
DRAWING REFERENCE (SOURCE):
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SCALE
 A3 0 2.0 4.0 1:200

DESIGNED BY
 L.MRKONJA / B.BUI

REVIEWED BY
 B.LO

DRAWING REFERENCE NO. 24070-V1.4-SP



SWEPT PATH ASSESSMENT

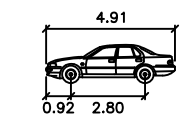
B85 PARKING
LEVEL 02

SHEET NO. 09 OF 11

ISSUE DATE 5 December 2024

LEGENDS/NOTES

- SWEPT PATH KEY:**
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY



B85

Width	: 1.87	meters
Track	: 1.77	
Lock to Lock Time	: 6.0	
Steering Angle	: 34.1	

PROJECT
33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE



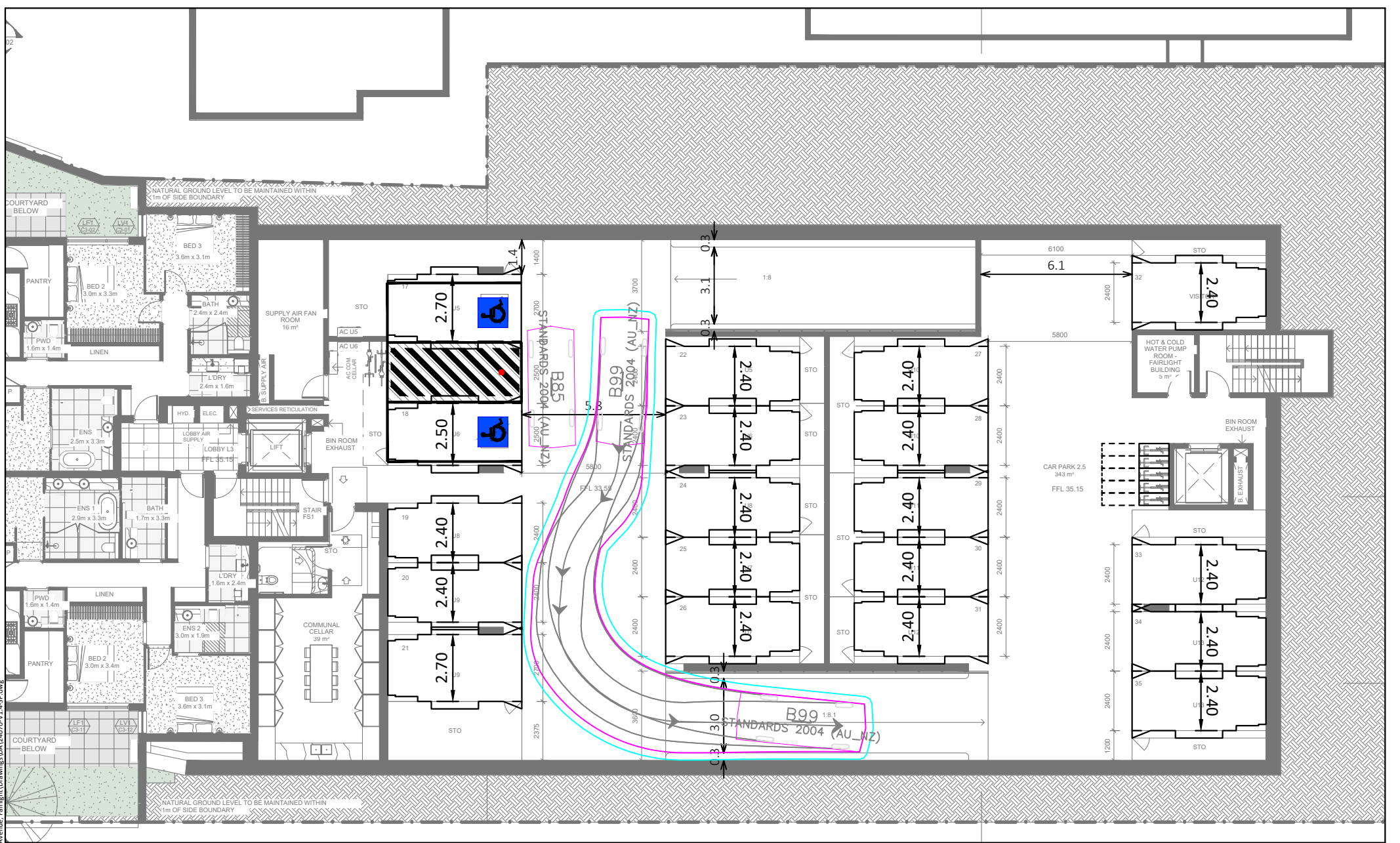
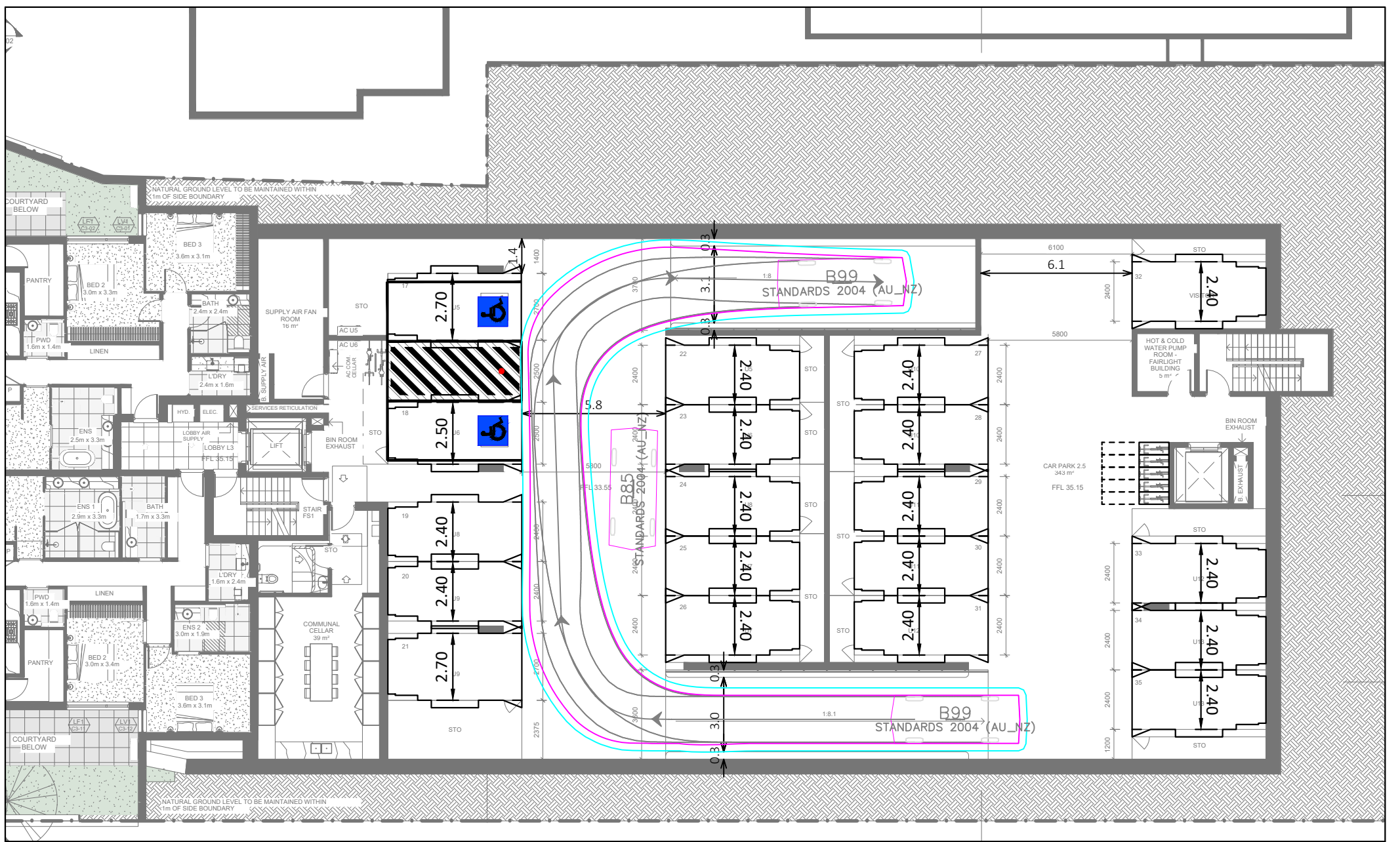
DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241202

DRAWING REFERENCE NO. 24070-V1.4-SP

SCALE
A3 0 2.0 4.0 1:200

DESIGNED BY
L.MRKONJA / B.BUI

REVIEWED BY
B.LO



SWEPT PATH ASSESSMENT
B85 AND B99 PASSING
LEVEL 03

SHEET NO. 10 OF 11 ISSUE DATE 5 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY

Vehicle	Width (meters)	Track (meters)	Lock to Lock Time (meters)	Steering Angle (degrees)
B85	1.87	1.77	6.0	34.1
B99	1.94	1.84	6.0	33.9



PROJECT
33-35 FAIRLIGHT STREET AND 10-12 CLIFFORD AVENUE



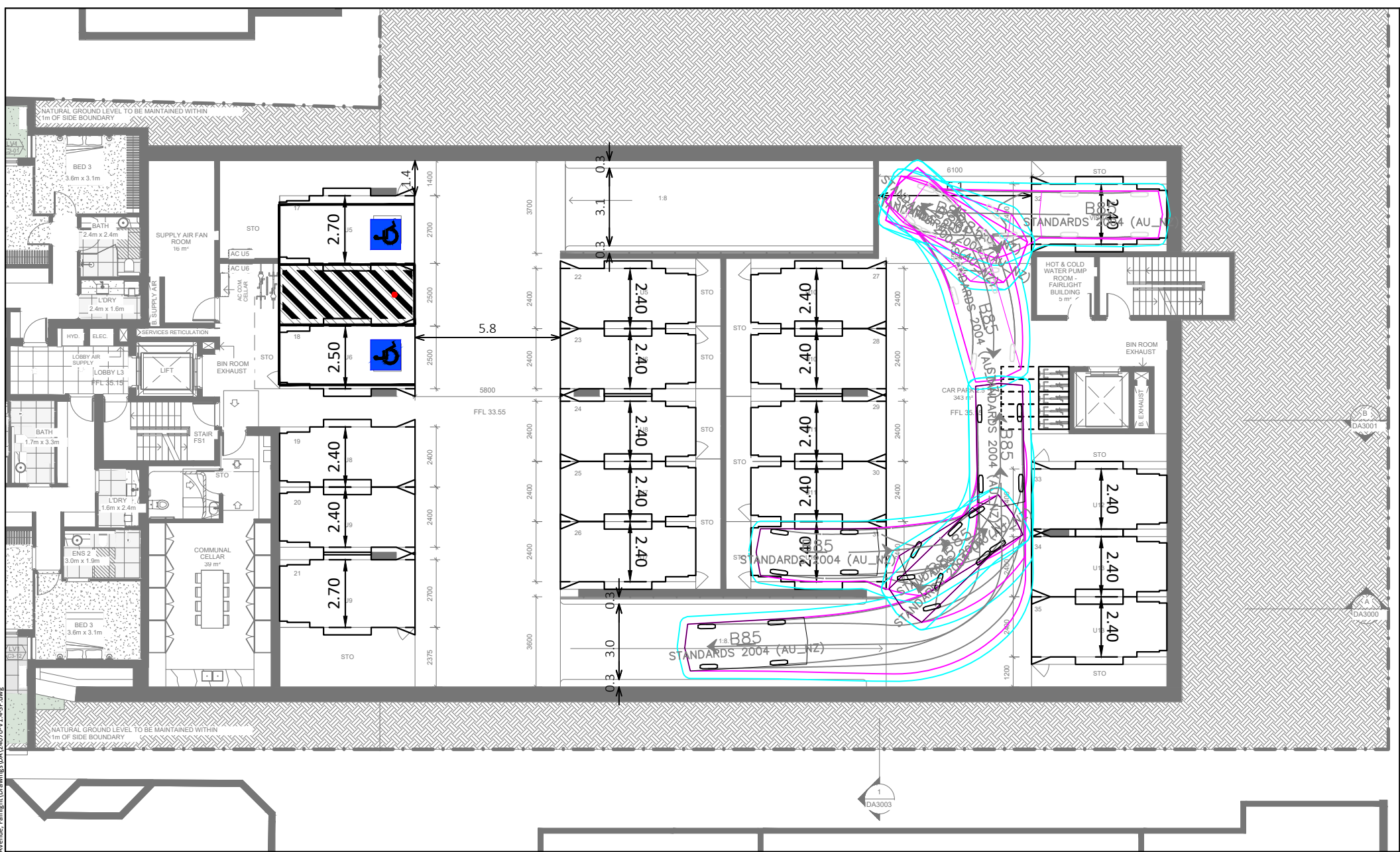
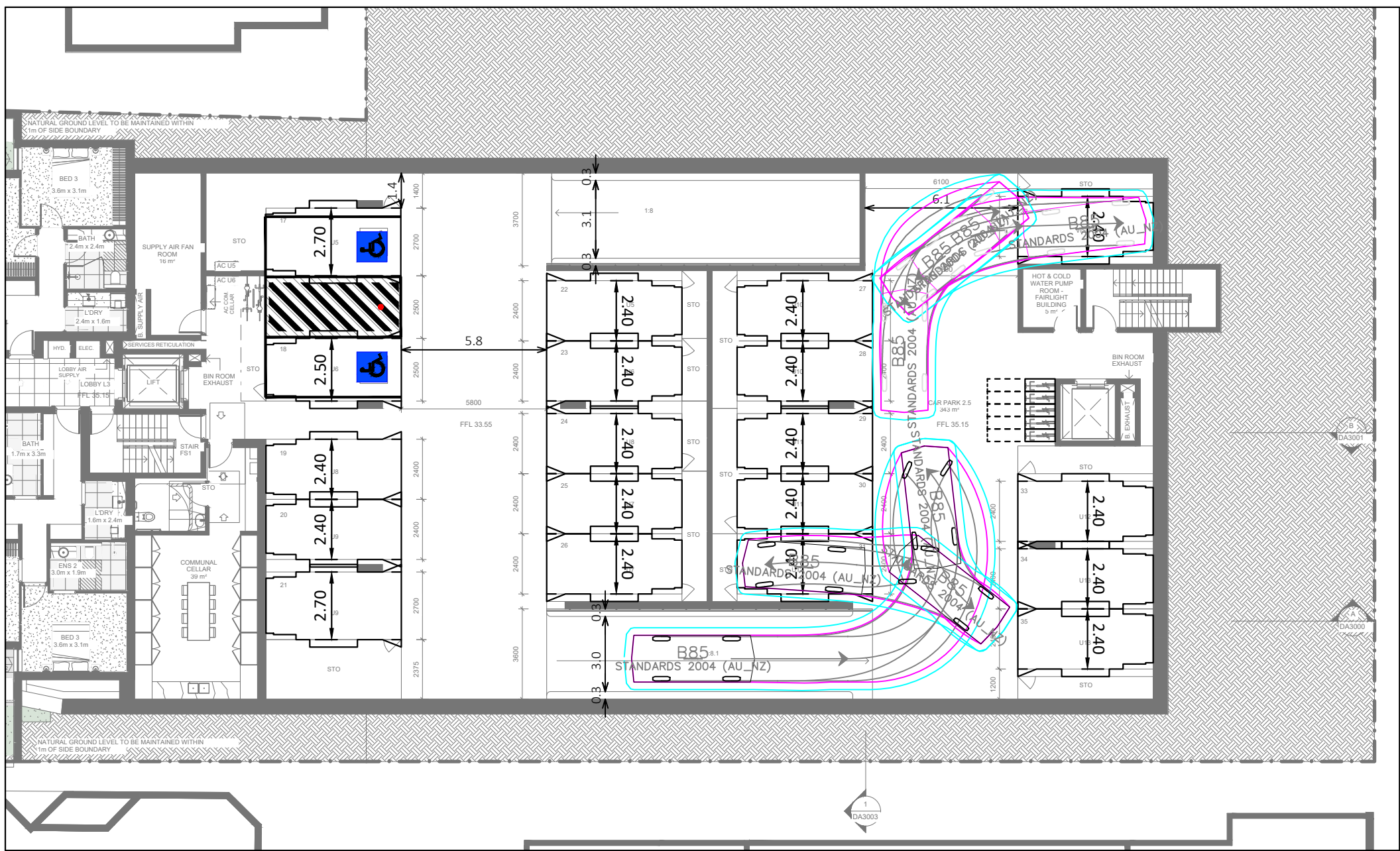
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DRAWING REFERENCE NO. 24070-V1.4-SP

SCALE
 A3 0 2.0 4.0 1:200

DESIGNED BY: L.MRKONJA / B.BUI REVIEWED BY: B.LO

Plotted by intern - Genesis Traffic G:\2024\24070 - 33-35 Fairlight Street and 10-12 Clifford Avenue, Fairlight\Drawings\DA\24070-V1.4-SP.dwg



SWEPT PATH ASSESSMENT

B85 PARKING
LEVEL 03

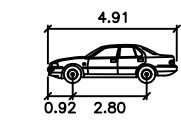
SHEET NO. 11 OF 11

ISSUE DATE 5 December 2024

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width	1.87 meters
Track	1.77
Lock to Lock Time	6.0
Steering Angle	34.1

PROJECT
**33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE**



DRAWING REFERENCE (SOURCE):
G:\2024\24070 - 33-35 FAIRLIGHT STREET AND 10-12
CLIFFORD AVENUE, FAIRLIGHT\DRAWINGS\DA\20241202

DRAWING REFERENCE NO. 24070-V1.4-SP

SCALE
A3 0 2.0 4.0 1:200

DESIGNED BY
L.MRKONJA / B.BUI

REVIEWED BY
B.LO



Better Developments with
Genesis Traffic