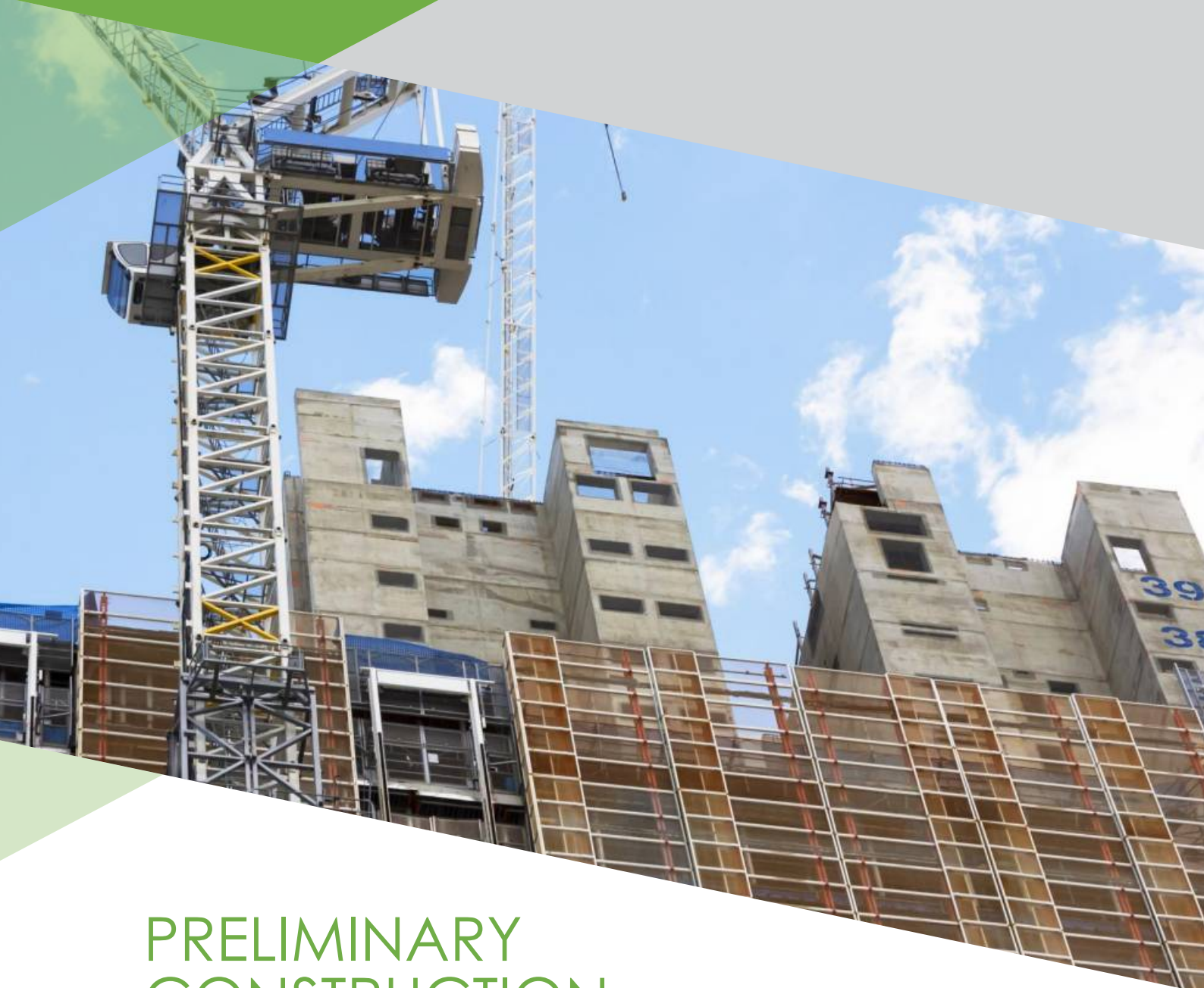




PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**Proposed Residential Development
19-25 Balfour Street, Lindfield**

Reference: 25.093r02v07
Date: March 2026

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DOCUMENT VERIFICATION

Job Number	25.093			
Project	19-25 Balfour Street, Lindfield			
Client	Balfour Group Pty Ltd			
Revision	Date	Prepared By	Checked By	Signed
v07	13/03/2026	Andrew Baraket	Neil Caga	

SAFEWORK NSW CERTIFICATES

Prepare a Work Zone Traffic Management Plan

Name	Neil Caga	Certificate No.	TCT0054366
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EXECUTIVE SUMMARY

This preliminary Construction Traffic Management Plan (CTMP) has been prepared by TRAFFIX Pty Ltd on behalf of *Balfour Group* to accompany a State Significant Development Application (SSDA) for a proposed residential flat building (including in-fill affordable housing) at 19-25 Balfour Street, Lindfield, within the Ku-ring-gai Local Government Area (LGA).

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-82709458) on 22 April 2025.

This report concludes that the proposed construction impacts of the residential flat building are suitable and warrants approval.

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Appendices

Appendix A: Swept Path Analysis

1. INTRODUCTION

The SSDA seeks development consent for a proposed residential flat building, including in-fill affordable housing at 19-25 Balfour Street, Lindfield. The proposed works include demolition of existing structures, site preparation works, excavation and construction of the building and associated landscaping works.

Specifically, the SSDA seeks development consent for:

- Demolition of existing buildings and structures on site;
- Construction of a ten-storey residential flat building featuring:
 - Basement level car parking;
 - Approximately 90 market residential units; and
 - Approximately 30 affordable housing units.
- Associated landscaping works, including a communal open space; and
- Associated infrastructure and services.

The proposal incorporates 17% affordable housing pursuant to Chapter 2, Section 15C and Chapter 5, Section 156 of the Housing SEPP. The proposal seeks to utilise the incentive controls under Chapter 2, Part 2, Division 1, Section 16 of the State Environmental Planning Policy (Housing) 2021 to achieve 30% additional building height and floor space ratio (FSR).

This report documents the preliminary construction traffic management arrangements and should be read in conjunction with any other construction documentation prepared by Balfour Group Pty Ltd. It should be noted that this CTMP can be updated in response to a suitable condition, upon approval of the development.

The report is structured as follows:

- Section 2: Outlines the CTMP and SEARs requirements
- Section 3: Describes the site and its location
- Section 4: Documents existing traffic conditions
- Section 5: Describes the overall construction program
- Section 6: Describes the proposed traffic management arrangements
- Section 7: Concludes the report

2. CTMP REQUIREMENTS

2.1 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) will be included within a detailed CTMP at a later stage upon approval of the development and construction methodology finalised. Nevertheless, any future TGSs are to be implemented taking due account of on-site conditions as will occur over the construction period, with construction crews expected to respond in a pro-active manner to ensure that the plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the TGSs will incorporate the following:

- All signs are to be placed where clear visibility is available;
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements (if required).

It is noted that TRAFFIX is responsible for the preparation of this preliminary CTMP only and not for its implementation, which is the responsibility of the project manager/builder.

2.2 SEARS Requirements

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 22 April 2025 (SSD-82709458). Specifically, this report has been prepared to respond to the SEARs requirements as summarised in **Table 1** below.

Table 1: SEARs Requirements and Relevant Sections

Item	Description of Requirement	Relevant Section
9. Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	TIA Report provided separately and prepared by TRAFFIX.
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	This document

3. SITE DESCRIPTION

3.1 Subject Site

The site is located at 19-25 Balfour Street, Lindfield, within the Ku-Ring-Gai Local Government Area (LGA). It is legally described as:

- Lot 12 DP654363;
- Lot 1 DP121527;
- Lot 13 DP657173; and
- Lot 13 DP663524.

The site has an area of approximately 4,771m² and is generally rectangular in shape.

The site is currently occupied by four (4) detached dwellings, swimming pools, landscaping and ancillary structures. It is zoned R2 Low Density Residential pursuant to the Ku-Ring Gai Local Environmental Plan 2015 (KLEP 2015).

The subject site is located within the Lindfield Transport Oriented Development (TOD) area, pursuant to Chapter 5 of the Housing SEPP (Figure 3).

The site itself is not identified as a heritage item; however, it is located within Balfour Street/Highfield Road Conservation area (Area C29). Schedule 5 of the KLEP 2015 states the heritage area is valued for its aesthetic and historical significance with the Federation Queen Anne style housing. Within the heritage area there is one heritage item located approximately 30m from the site (I39).

High biodiversity value land is present at the site across the north part of the site, pursuant to the Biodiversity Conservation Act 2016.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

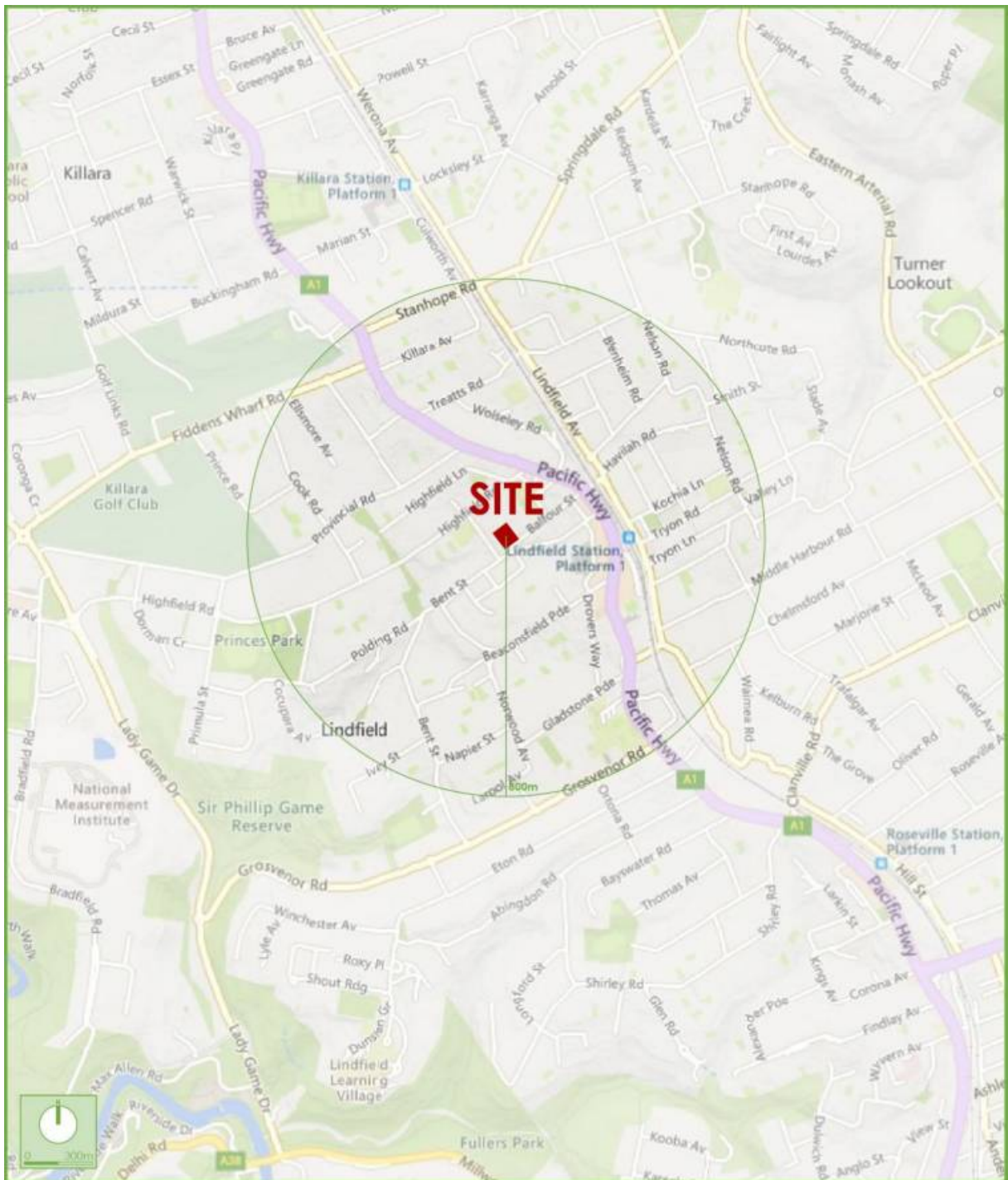


Figure 1: Location Plan



Figure 2: Site Plan

3.2 Surrounding Context

To the north of the site is the broader Balfour Street Highfield Road Heritage Conservation Area, of which the subject site occupies the south-western portion of the area. Further north is an area of low density residential, consisting generally of one to two storey dwellings.

Pacific Highway and Lindfield Station are located approximately 330m east of the site, with a strip of commercial and retail uses along the highway. To both the south and west is a large area of low-density residential homes and beyond this, is a golf course and local park both within a kilometre west of the site.

In addition to Lindfield Station, the site is also serviced by several bus services, with the nearest stop approximately 400m away (6 min walk), offering services to Chatswood and Macquarie University. The site is located approximately 2.75km north-west of Chatswood, 4.4km east of Macquarie University and 10.5km north-west of the Sydney CBD.

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Pacific Highway: a TfNSW Highway (HW 10) that traverses north-south between the Queensland Boarder in the north and the Warringah Freeway in the south. Within the vicinity of the site, it is subject to 60km/h speed zoning and accommodates 2-3 lanes of traffic in each direction. Pacific Highway permits sections of time-restricted on-street parking along both sides of the road, subject to clearway restrictions.
- Balfour Street: a local road that traverses east-west between Pacific Highway in the east and Bent Street in the west. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Balfour Street permits unrestricted on-street parking along both sides of the road.
- Bent Street: a local road that traverses east-southwest between Pacific Highway in the east and Grosvenor Road in the southwest. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Bent Street permits unrestricted on-street parking along both sides of the road.

It can be seen from **Figure 3** that the site is ideally located with respect to the main arterial road serving the region, being Pacific Highway. As such, traffic can effectively be distributed into the wider road network, minimising traffic impacts.

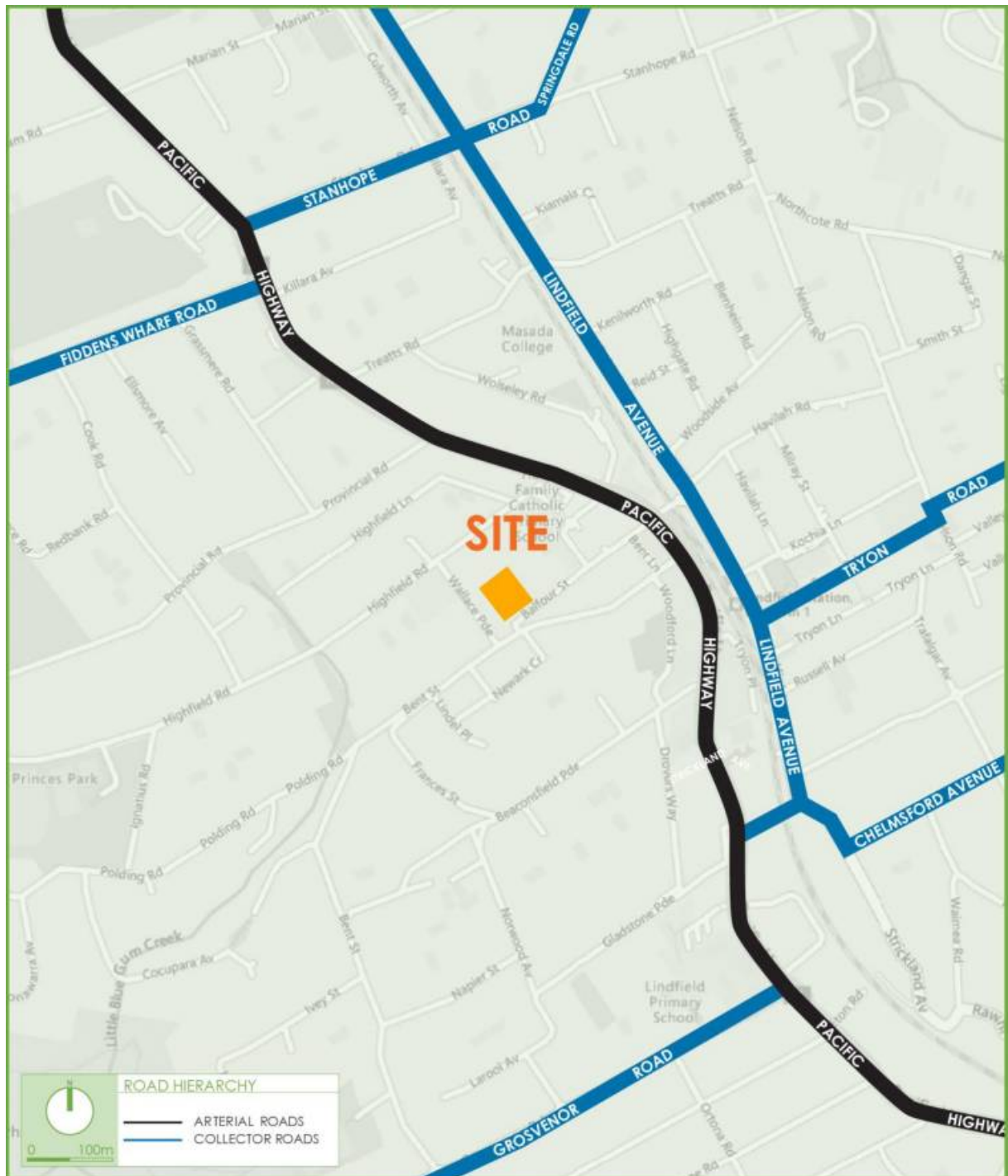


Figure 3: Road Hierarchy

4.2 Public Transport

The existing public transport services operating in the locality are presented in **Figure 4** and summarised as follows.

4.2.1 Bus Services

The site is located within 400 metres of bus stops operating along Pacific Highway. These bus stops provide services to the routes outlined below:

- 556 – Lindfield to East Killara;
- 558 – Chatswood to Lindfield; and
- 565 – Chatswood to Macquarie University.

4.2.2 Train Services

The site is located approximately 350 metres northwest (500 metres walking distance) of Lindfield Railway Station. This railway station provides commuters with access to the wider public transport network along the following train lines:

- T1 – North Shore and Western Line; and
- T9 – Northern Line.

4.2.3 Metro Services

The above train services also provide regular connections (5-minute commute) to Chatswood Metro Station, which provides services along the following line:

- M1 – Metro North West and Bankstown Line.

This metro service provides frequent connections to Sydney CBD every 4-minutes (peak periods), thereby providing commuters additional access to the wider public transport network.

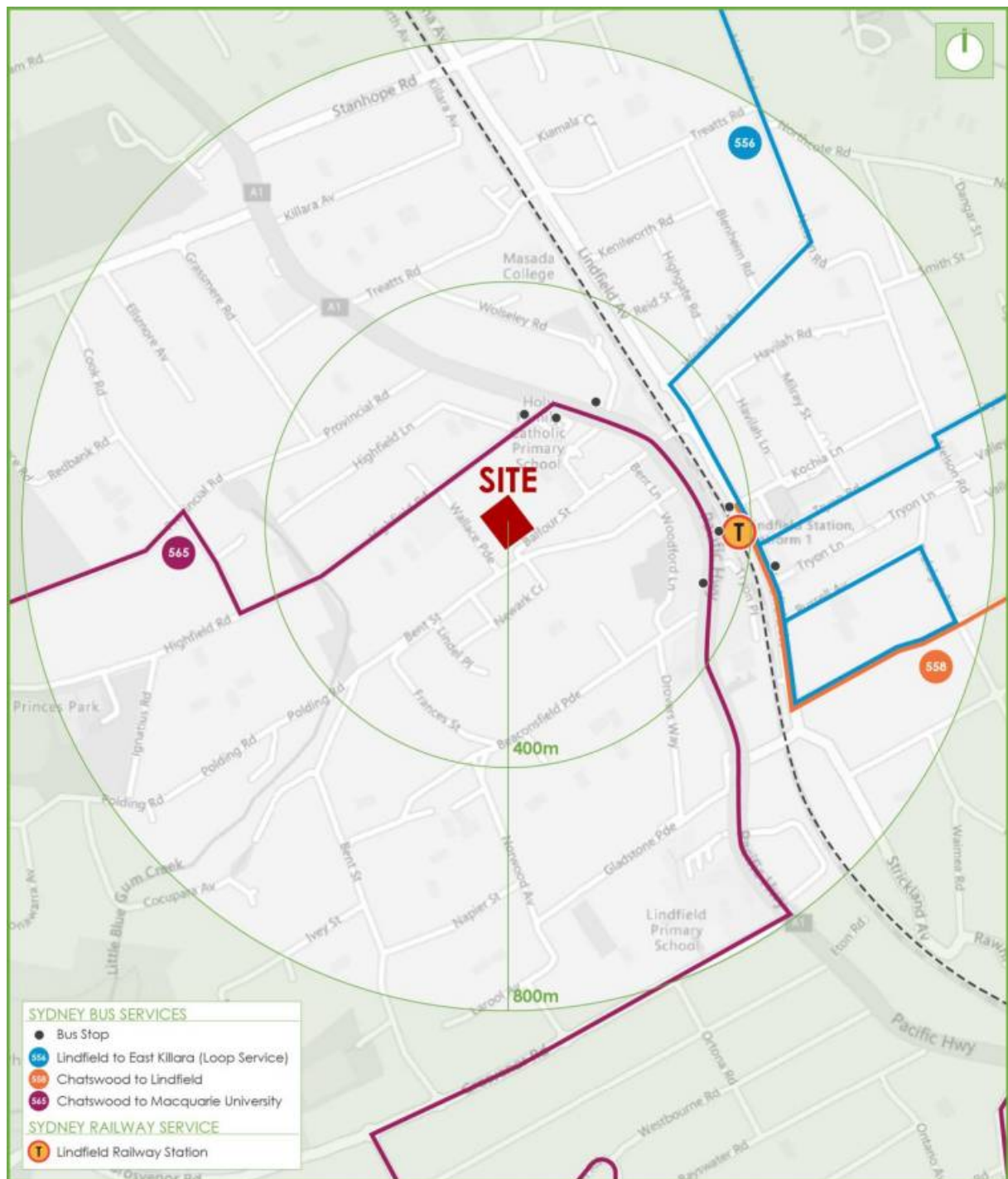


Figure 4: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Times of Operation

The hours of operation are to be in accordance with Ku-ring-gai Council's standard construction hours, as outlined below.

- Monday to Friday 7:00am to 5:00pm;
- Saturday 8:00am to 12:00pm; and
- Sunday or Public Holiday No building activities to be carried out at any time.

It is noted that excavation works are limited to weekdays, with the above construction hours subject to change in response to any future condition, upon approval of the development.

5.2 Site Establishment Plan

A site establishment plan will be prepared by the builder at a later stage once the exact construction methodology is determined, with the plan envisaged to contain (but not limited to) the proposed locations of the following:

- Site office and amenities;
- On-site parking for workers;
- Site entrance and perimeter fencing;
- Crane location; and
- Equipment and material storage areas;
- Loading areas and construction access.

5.3 Overview of Construction Works

The detailed construction works will be prepared once the exact construction methodology has been determined. Generally, the works are envisaged to involve demolition, bulk excavation, structure, fit-out and finishes stages of construction, and will include the following anticipated maximum permissible vehicles subject to sufficient on-site room to accommodate vehicle movements:

- 19.6 metre long truck and dog trailers envisaged to be utilised during the demolition and bulk excavation works, with access via Balfour Street; and
- 8.8 metre long medium rigid vehicles (MRV) during structure and fitout & finishes works, with access via Balfour Street.

All loading, unloading and construction works are anticipated to occur from within the site, with all vehicles required to enter and egress the site in a forward direction. The volume of trucks are yet to be finalised, although, it is anticipated to be minor and would have minimal impacts on the surrounding roads. It is noted that truck movements are proposed to be minimised and scheduled so as to not coincide with morning and evening peak periods of the surrounding roads.

It is emphasised that the above information are indicative and are subject to change, upon confirmation of the builder.

6. TRAFFIC MANAGEMENT ARRANGEMENTS

6.1 Truck Routes

A copy of the truck routes are to be provided to all drivers prior to attending the site, with all routes proposed to start or finish on Pacific Highway, a TfNSW approved 26.0 metre B-double route, as outlined below.

6.1.1 Demolition and Bulk Earthworks

The proposed truck routes for these stages are presented in **Figure 5** and summarised below.

- Routes to the site:
(19.6m Truck and Dog)
 1. Trucks will arrive on Pacific Highway, eastbound.
 2. Turn right onto Balfour Street, south-westbound.
 3. Turn onto the construction site access.
- Routes from the site:
(19.6m Truck and Dog)
 1. Trucks will turn left to depart the site.
 2. Continue along Balfour Street, north-eastbound.
 3. Turn onto Pacific Highway, either direction.



Figure 5: Demolition and Bulk Earthworks Truck Routes

6.1.2 Structure and Bulk Earthworks

The proposed truck routes for these stages are presented in **Figure 6** and summarised below.

- Routes to the site:
(8.8m MRV)
 1. Trucks will arrive on Pacific Highway, either direction.
 2. Turn onto Balfour Street, south-westbound.
 3. Turn onto the construction site access.
- Routes from the site:
(8.8m MRV)
 1. Trucks will turn left to depart the site.
 2. Continue along Balfour Street, north-eastbound.
 3. Turn onto Pacific Highway, either direction.



Figure 6: Structure and Fitout Truck Routes

6.2 Vehicle Access

Construction vehicles will be required to access the site via the proposed vehicular access from Balfour Street. All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks. A swept path analysis has been conducted and included in **Appendix A**, demonstrating satisfactory vehicle movements during the following stages:

6.2.1 Demolition and Bulk Earthworks

- 19.6m truck and dog trailer maximum sized vehicle;
- Vehicle movements at the construction vehicle access:
 - Drawing TX.11 – Entry movements; and
 - Drawing TX.12 – Exit movements.
- Vehicle truck routes at the Pacific Highway and Balfour Street intersection:
 - Drawing TX.13 – Inbound movements; and
 - Drawing TX.14 – Outbound movements.

6.2.2 Structure and Fit-out and Finishes

- 8.8m MRV maximum sized vehicle;
- Vehicle movements at the construction vehicle access:
 - Drawing TX.15 – Entry movements; and
 - Drawing TX.16 – Exit movements.
- It is noted that 'Tree 3' is proposed to be retained and the swept path avoids the tree protection zone.

It should be emphasised that these swept path analysis are indicative and will be finalised in consultation with the appointed builder, upon finalisation of the construction methodology.

6.3 Stockpiles

The locations of the stockpile are to be confirmed by the appointed builder; however, it is envisaged that all materials and stockpiles are to be stored on-site during all stages of construction. This is considered appropriate, given the scale of the subject site.

6.4 Tree Protection

In reference to the swept path analysis included in **Appendix A** and the *Arboricultural Impact Appraisal and Method Statement* prepared by *Naturally Trees*, dated 9 April 2025, the swept path analysis traverses through the proposed vehicular access and/or within the building envelope, noting that 'Tree 3' is proposed to be retained and the swept path analysis avoids the tree protection zone. As such, construction vehicle movements are clear of any retained trees.

6.5 Crane Requirements

A crane is anticipated to be utilised during the construction stages. This crane is anticipated to be situated centrally, with all crane movements to be contained within the site.

6.6 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages, with detailed pedestrian controls and management arrangements to be discussed within the comprehensive CTMP, upon finalisation of the construction methodology.

6.7 Employee Vehicles

All construction workers will be permitted to park on-site during all stages of construction, which is considered appropriate, given the scale of the site. Nevertheless, construction workers will be encouraged to car pool and / or utilise available public transport in order to minimise the demand to on-street parking.

6.8 Traffic Guidance Scheme

TGSs are to be included within the comprehensive CTMP, upon finalisation of the construction methodology. These TGSs will ensure all vehicular and pedestrian traffic is managed safely and efficiently, noting that all vehicles will be required to enter and exit the site in a forward direction. All TGSs are to be designed in accordance with the requirements of the *TfNSW Traffic Control at Work Sites Technical Manual*, with copies of the TGSs to be kept on-site at all times.

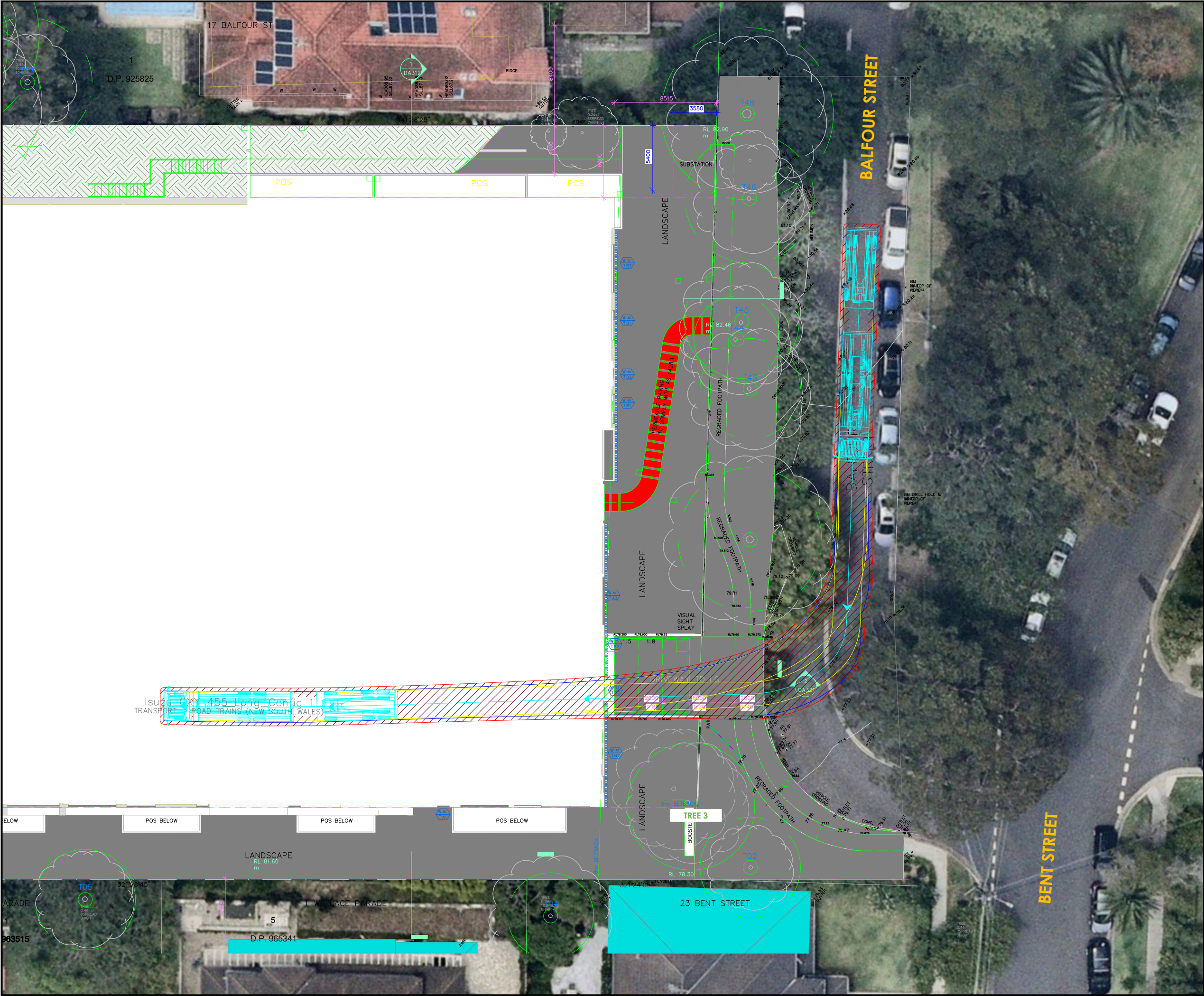
7. CONCLUSION

This report should be read in conjunction with other construction documentation prepared by Balfour Group Pty Ltd, noting that this preliminary CTMP can be updated in response to a suitable condition, upon approval of the development and finalisation of the construction methodology.

The plan outlined above is considered satisfactory and will minimise the traffic and amenity impacts associated with the construction of the proposed development. This plan therefore meets all requirements of the *TfNSW Traffic Control at Work Sites Technical Manual* and is recommended for adoption.

APPENDIX A

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	28-05-2025

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

Project Description

19-25 Balfour Street
LINDFIELD NSW 2070

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

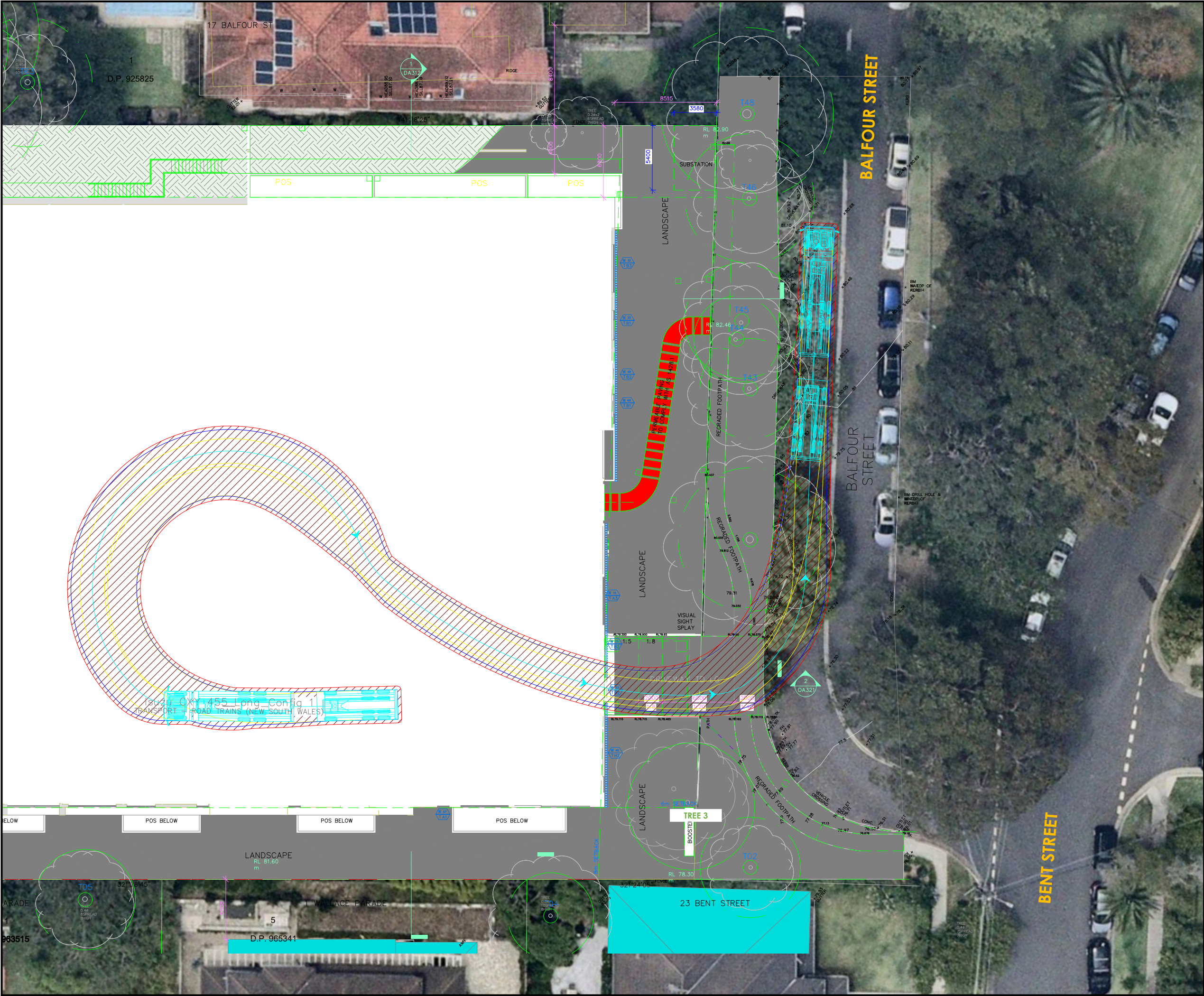
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Drawing Title

Swept Path Analysis
Demolition and Bulk Earthworks
Balfour Street - Proposed Construction Access
19.6m Truck and Dog Trailer
Vehicle Entry Movements

Drawn: NC	Checked: NC	Date: 28-05-2025	
25.093d07v03 TRAFFIX [2025-05-27] - SSD PreCTMP Swept Path Analysis.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.11	A



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A	Swept Path Analysis	NC	28-05-2025

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

Project Description

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LINDFIELD NSW 2070

Drawing Prepared By

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Drawing Title

Swept Path Analysis
Demolition and Bulk Earthworks
Balfour Street - Proposed Construction Access
19.6m Truck and Dog Trailer
Vehicle Exit Movements

Drawn:	NC	Checked:	NC	Date:	28-05-2025
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Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.12	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	28-05-2025

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect
Giles Tribe Pty Ltd

Client
Balfour Group

Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

Project Description
19-25 Balfour Street
LINDFIELD NSW 2070

Drawing Prepared By

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Drawing Title
Swept Path Analysis
Demolition and Bulk Earthworks
Pacific Highway and Balfour Street Intersection
19.6m Truck and Dog Trailer
Vehicle Inbound Movements

Drawn: NC	Checked: NC	Date: 28-05-2025
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25.093d07v03 TRAFFIX [2025-05-27] - SSD PreCTMP Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.13	A



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A	Swept Path Analysis	NC	28-05-2025

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

036912m

1:300 @ A3

Project Description

19-25 Balfour Street
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Drawing Prepared By

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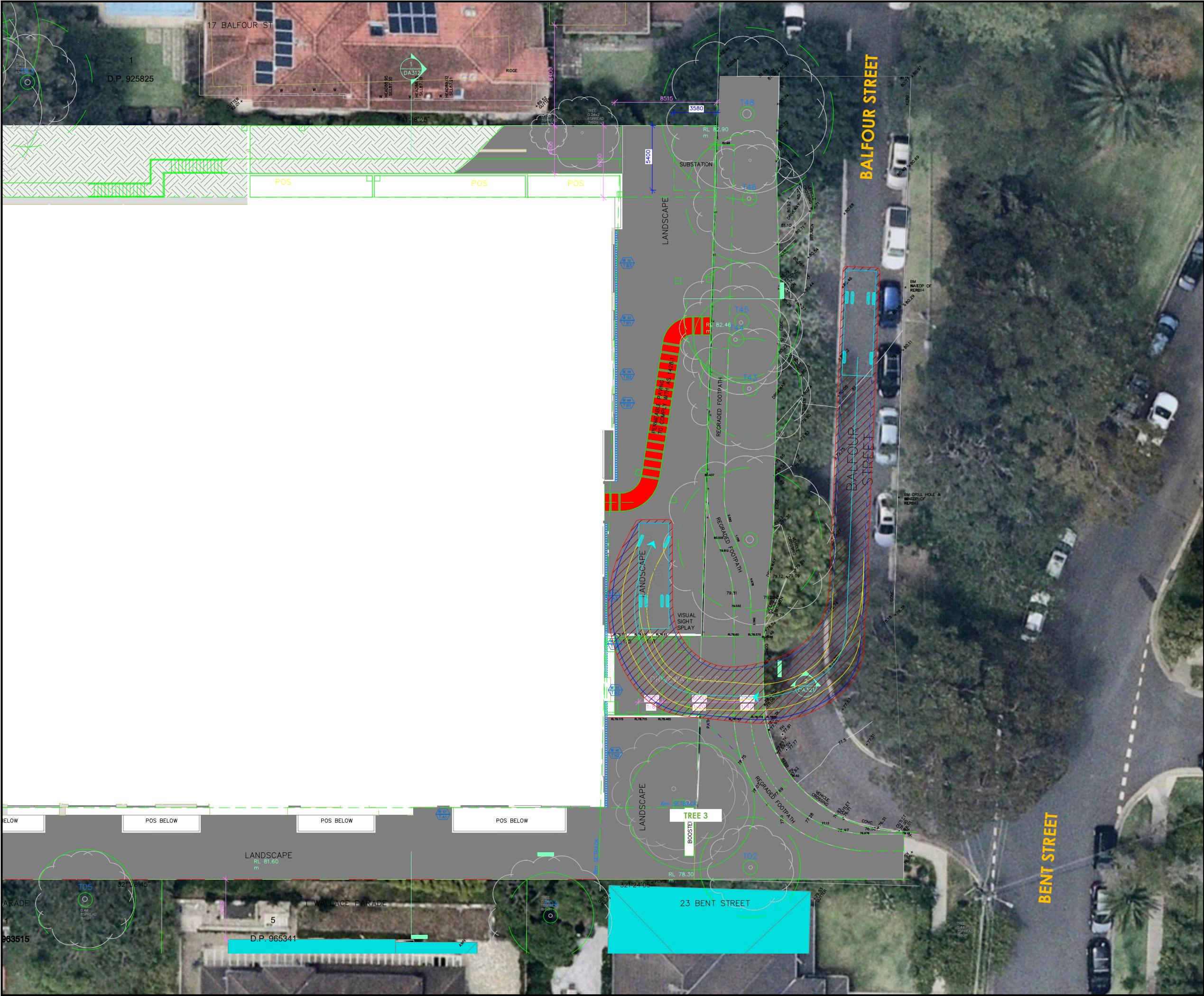
Drawing Title

Swept Path Analysis
Demolition and Bulk Earthworks
Pacific Highway and Balfour Street Intersection
19.6m Truck and Dog Trailer
Vehicle Outbound Movements

Drawn: NC	Checked: NC	Date: 28-05-2025
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25.093d07v03 TRAFFIX [2025-05-27] - SSD PreCTMP Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.14	A



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Drawing Title

Swept Path Analysis
Structure and Fit-out / Finishes
Balfour Street - Proposed Construction Access
8.8m Medium Rigid Vehicle
Vehicle Entry Movements

Drawn: NC	Checked: NC	Date: 28-05-2025	
25.093d07v03 TRAFFIX [2025-05-27] - SSD PreCTMP Swept Path Analysis.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.15	A

