



TRANSPORT IMPACT ASSESSMENT

Proposed Residential Development 19-25 Balfour Street, Lindfield

Reference: 25.093r01v09
Date: April 2026

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au

DOCUMENT VERIFICATION

Job Number	25.093			
Project	19-25 Balfour Street, Lindfield			
Client	Balfour Group			
Revision	Date	Prepared By	Checked By	Signed
v09	14/04/2026	Andrew Baraket	Hayden Dimitrovski	<i>Hayden Dimitrovski</i>

EXECUTIVE SUMMARY

This Transport Impact Assessment (TIA) 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 residential flat building is suitable and warrants approval, noting the following:

- The proposed car parking provision is sufficient to comply with the requirements of:
 - Ku-ring-gai Development Control Plan (DCP); and
 - State Environmental Planning Policy (Housing) 2021 (SEPP Housing 2021).
- The traffic generation has been assessed in accordance with TfNSW Guide to Traffic Impact Assessment (GTIA) 2024 and is considered minor and would have minimal impacts on the surrounding road network.

CONTENTS

1. Introduction	1
2. SEARS Requirements	2
3. Site Description	3
3.1 Subject Site	3
3.2 Surrounding Context	6
4. Existing Traffic Conditions	7
4.1 Road Network	7
4.2 Public Transport	9
5. Description of Proposed Development	11
6. Parking Requirements	12
6.1 Car Parking	12
6.2 Accessible Parking	13
6.3 Bicycle Parking	14
6.4 Car Wash Bay	14
6.5 Refuse Collection & Servicing	14
7. Traffic and Transport Impacts	15
7.1 Existing Site Generation	15
7.2 Development Trip Generation	15
7.3 Net Traffic Generation Impacts	15
7.4 Cumulative Traffic Generation	16
7.5 Cumulative Impacts	17
8. Access and Internal Design Aspects	18
8.1 Vehicular Access	18
8.2 Internal Design	18
8.3 Summary	19
9. Conclusions	20

Appendices

- Appendix A: Reduced Plans
- Appendix B: 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;
 - 90 market residential units; and
 - 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).

The report is structured as follows:

- Section 2: Outlines the SEARs requirements
- Section 3: Describes the site and its location
- Section 4: Documents existing traffic conditions
- Section 5: Describes the proposed development
- Section 6: Assesses the parking requirements
- Section 7: Assesses traffic and cumulative impacts
- Section 8: Discusses access and internal design aspects
- Section 9: Presents the overall study conclusions

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.	This document
	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.	Preliminary CTMP Report provided separately and prepared by TRAFFIX.

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** for reference.

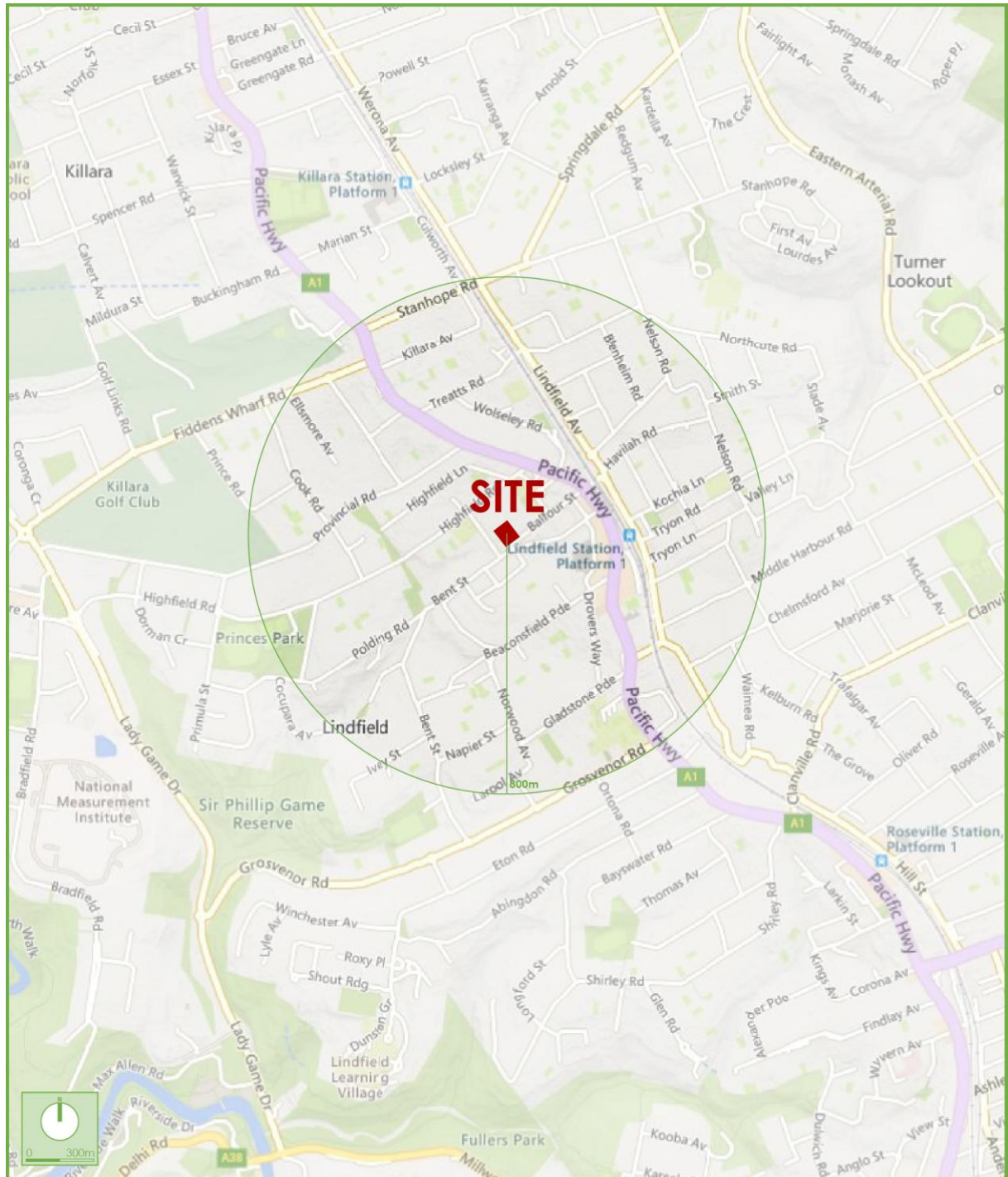


Figure 1: Location Plan

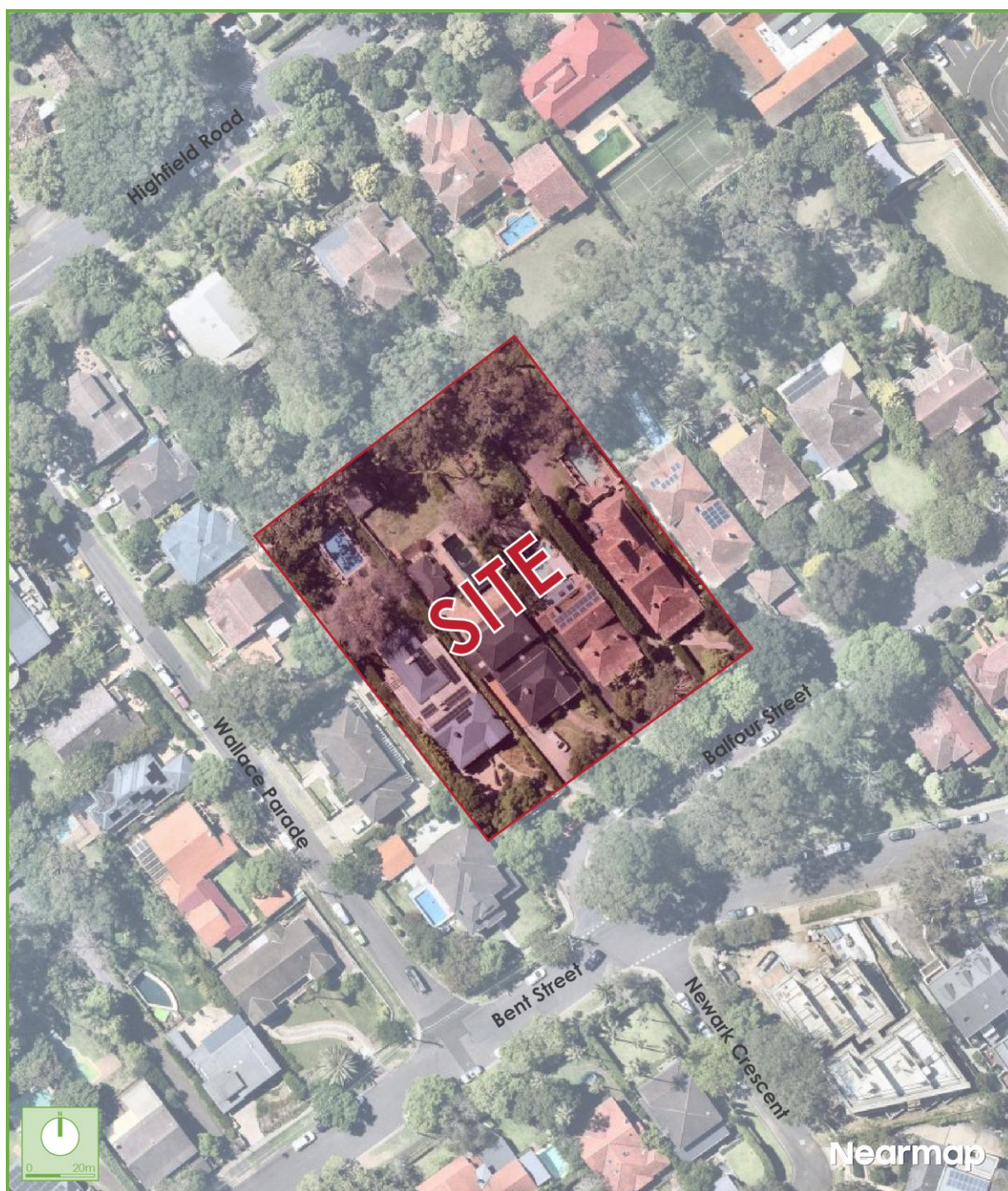


Figure 2: Site Plan

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.

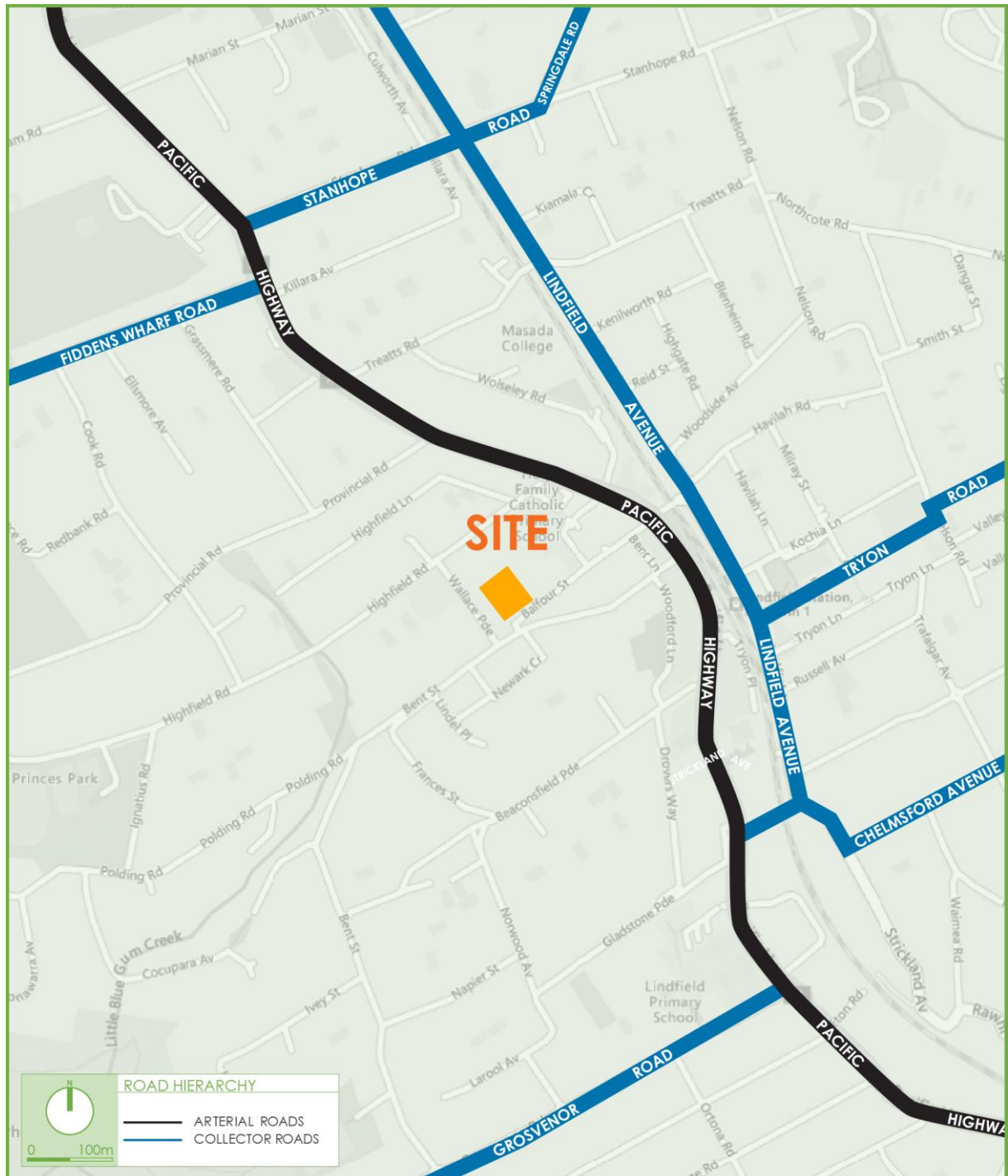


Figure 3: Road Hierarchy

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.

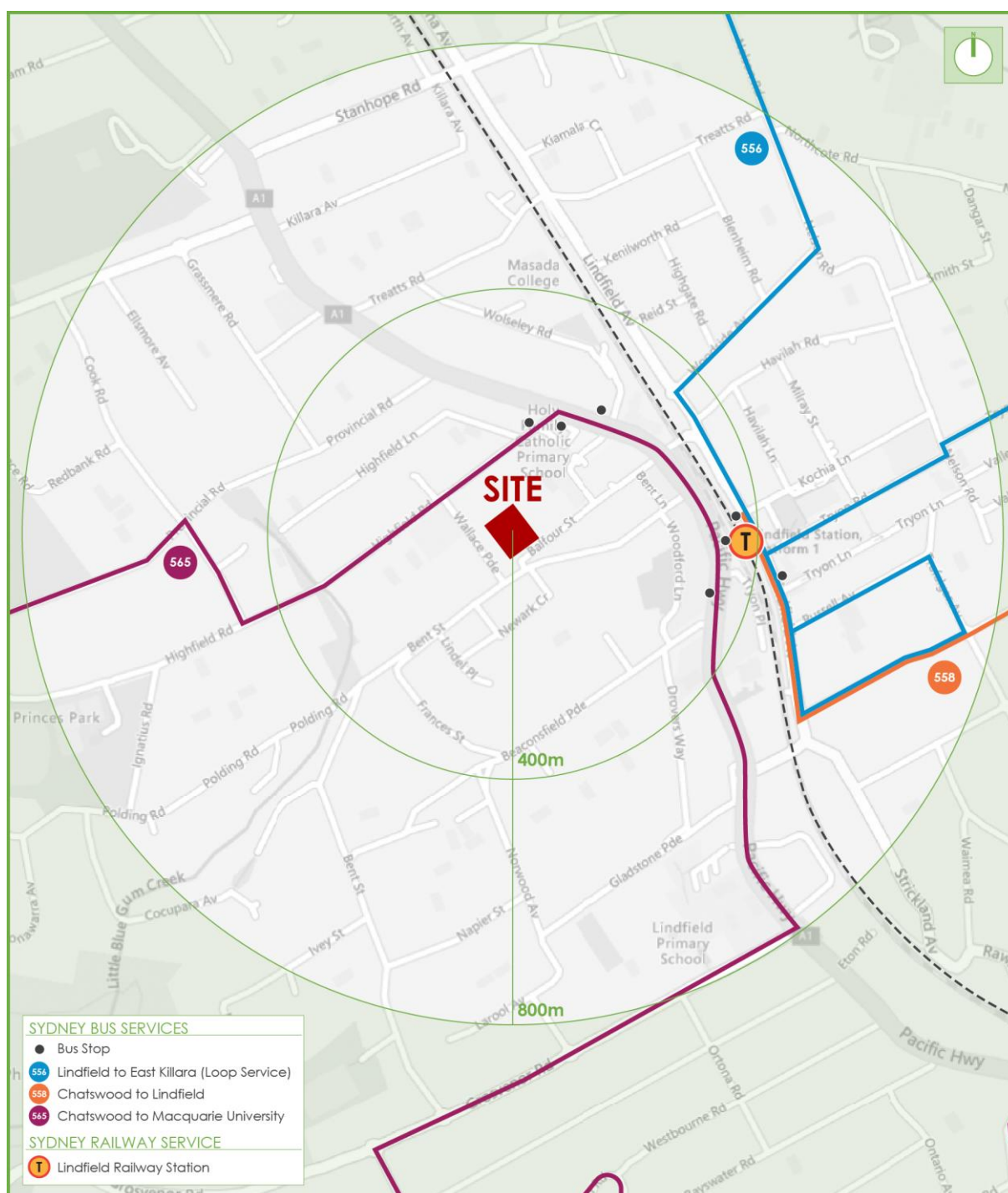


Figure 4: Public Transport

5. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Environmental Impact Statement (EIS), prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Demolition of the existing four (4) residential dwellings;
- Construction of a residential flat building component with a total of 120 dwellings, including:
 - TOD Affordable housing dwellings, comprising:
 - 2 x two-bedroom affordable housing dwellings; and
 - 1 x three-bedroom affordable housing dwellings.
 - Housing SEPP Affordable housing dwellings, comprising:
 - 22 x two-bedroom affordable housing dwellings; and
 - 5 x three-bedroom affordable housing dwellings.
 - Residential dwellings, comprising:
 - 31 x two-bedroom affordable housing dwellings;
 - 50 x three-bedroom affordable housing dwellings; and
 - 9 x four-bedroom affordable housing dwellings.
- Provision for a total of 184 car parking spaces within basement carpark, including:
 - 162 x residential parking spaces;
 - 20 x visitor parking spaces (including a car wash bay); and
 - 2 x car share spaces.
- Provision for a single service and removalist bay that is able to accommodate Council's 6.7 metre long waste collection vehicle; and
- Provision of a new vehicular access onto Balfour Street.

The parking and traffic impacts arising from the proposed development are discussed in **Section 6** and **Section 7**. Reference should be made to the plans submitted separately to the Department of Planning, Housing and Infrastructure (DPHI), which are presented at reduced scale in **Appendix A**.

6. PARKING REQUIREMENTS

6.1 Car Parking

6.1.1 Housing SEPP Assessment

The State Environmental Planning Policy (SEPP) Housing 2021 provides the minimum car parking rates for affordable and residential dwellings as outlined in **Table 2** below.

Table 2: SEPP Car Parking Rates and Provisions

Type	No. of Dwellings	SEPP Minimum Car Parking Rate	Minimum Parking Required
Affordable Housing (TOD – 2%)			
Two-bedroom	2	0.5 spaces per dwelling	1
Three-bedroom	1	1.0 spaces per dwelling	1
Affordable Housing (Housing SEPP – 15%)			
Two-bedroom	22	0.5 spaces per dwelling	11
Three-bedroom	5	1.0 spaces per dwelling	5
Residential Dwellings			
Two-bedroom	31	1.0 spaces per dwelling	31
Three-bedroom	50	1.5 spaces per dwelling	75
Four-bedroom	9		13.5 (14)
TOTAL			138

6.1.2 Council DCP Assessment

The Ku-ring-gai Development Control Plan (DCP) provides the maximum car parking rates for residential flat buildings that are within 800 metres walking distance of a railway station entry, as outlined in **Table 3** below. It should be noted that the DCP does not differentiate between affordable and residential dwellings.

Table 3: DCP Car Parking Rates and Provisions

Type	No. of Dwellings	DCP Maximum Car Parking Rate	Maximum Permissible Parking
Residential Flat Building – Within 800m Walking Distance of Railway Station			
Two-bedroom	55	1.25 spaces per dwelling	68.7 (69)
Three-bedroom	56	2 spaces per dwelling	112
Four-bedroom	9		18
Visitors	120	1 per 6 dwellings	20
Car Share	120	1 per 90 dwellings	1.33 (2)
TOTAL			221

6.1.3 Overall Assessment

The proposed car parking provision has been compared with the above SEPP and Council parking requirements, as outlined in **Table 4** below.

Table 4: Proposed Residential Car Parking Provisions

Type	No. of Dwellings	Parking Requirements		Proposed Parking
		Minimum (SEPP)	Maximum (DCP)	
Affordable Housing (TOD – 2%)				
Two-bedroom	2	1	2.5 (2)	3
Three-bedroom	1	1	2	
Affordable Housing (Housing SEPP – 15%)				
Two-bedroom	22	11	27.5 (28)	27
Three-bedroom	5	5	10	
Residential Dwellings				
Two-bedroom	31	31	38.7 (39)	132
Three-bedroom	50	75	100	
Four-bedroom	9	13.5 (14)	18	
Additional Council Requirements				
Visitor	120	-	20	20
Car Share	120	-	2	2
TOTALS		138	221	184

It can be seen from **Table 4** that the development is required to provide a minimum of 138 spaces (SEPP) and maximum of 221 spaces (DCP). In response, the development proposes 184 car parking spaces, comprising 132 residential spaces, 30 affordable housing spaces, 20 visitor spaces and two (2) car share spaces on Lower Ground Level. This car parking provision is sufficient to comply with the minimum requirements of SEPP and does not exceed DCP requirements, hence considered acceptable and will ensure all standard residential parking demands are contained within the development.

6.2 Accessible Parking

The Ku-ring-gai DCP states that at least one (1) visitor parking space is provided as an accessible parking space. Accordingly, the development proposes a single accessible visitor parking space, in compliance with the DCP. It is noted that all residential platinum parking spaces have been referred to the accessibility consultant for compliance.

6.3 Bicycle Parking

The Ku-ring-gai DCP provides the following bicycle parking rates for residential flat buildings:

- 1 residential bicycle parking space per dwelling in the form of an individual locker or secure room, as per AS2890.3; and
- 1 visitor bicycle parking space per 10 dwellings or part thereof in the form of a bicycle parking device or rack, as per AS2890.3.

Application of the above rates to the proposed 120 dwellings, results in the total requirement for 132 bicycle spaces, comprising 120 residential storage spaces and 12 visitor spaces. In response, the development proposes a total of 132 bicycle spaces with 120 spaces across Lower Ground and the two basement levels for residents and 12 spaces for visitors on ground floor. This bicycle parking provision is sufficient to comply with the requirements of the DCP, hence considered acceptable.

6.4 Car Wash Bay

The Ku-ring-gai DCP states that one (1) visitor parking bay is to be provided with a tap for on-site car washing. In response, the development proposes a single visitor car wash bay in compliance with the DCP.

6.5 Refuse Collection & Servicing

The Ku-ring-gai DCP 2024 requires residential flat buildings to provide a single loading bay for service and removalist vehicles. In response, the development proposes a single loading bay for service and removalist vehicles that is able to accommodate Council's 6.7 metre long waste collection vehicle. This servicing and refuse collection arrangement is sufficient to comply with the requirements of the DCP, hence considered acceptable.

7. TRAFFIC AND TRANSPORT IMPACTS

7.1 Existing Site Generation

The TfNSW Guide to Traffic Impact Assessment (GTIA) 2024 provides the traffic generation rates for low density residential dwellings at a rate of 0.68 and 0.77 vehicle trips per hour during the morning and evening peak periods, respectively. Application of these rates to the existing four (4) low density residential dwellings, results in the following existing traffic generation:

- 3 vehicle trips during the morning peak period (0 in, 3 out); and
- 3 vehicle trips during the evening peak period (3 in, 0 out).

7.2 Development Trip Generation

The TfNSW GTIA 2024 provides the traffic generation rates for high density residential dwellings within high public transport accessibility (within 800 metres of railway station) at a rate of 0.19 and 0.15 vehicle trips per hour during the morning and evening peak periods, respectively. Application of these rates to the proposed 120 dwellings, results in the following anticipated traffic generation:

- 23 vehicle trips during the morning peak period (5 in, 18 out); and
- 18 vehicle trips during the evening peak period (14 in, 4 out).

7.3 Net Traffic Generation Impacts

The above traffic generation is not however a net increase over existing conditions. When accounting for the existing uses of the site, the proposed development will generate the following net traffic generation:

- +20 vehicle trips during the morning peak period (+5 in, +15 out); and
- +15 vehicle trips during the evening peak period (+11 in, +4 out).

The above net traffic generation equates to a single additional vehicle every 3-4 minutes during the morning and evening peak periods. This traffic volume is considered minor and would have minimal impacts on the surrounding road network. Accordingly, this traffic generation is considered supportable from a traffic planning perspective with no external improvements required to facilitate the development.

7.4 Cumulative Traffic Generation

The traffic generation of nearby developments and the proposed development to/from the critical Pacific Highway and Balfour Street intersection have been outlined below.

7.4.1 12-16 Bent Street, Lindfield

An SSD (SSD-78156462) application for a residential flat building and infill affordable housing with a total of 115 dwellings. In reference to the traffic report that accompanied the SSD application, the following traffic generation has been identified at the Pacific Highway and Balfour Street intersection:

- 19 vehicle trips during the morning peak period (1 in, 18 out); and
- 7 vehicle trips during the evening peak period (4 in, 3 out).

7.4.2 4-4A Beaconsfield Parade, Lindfield

An approved development application (DA0376/24) for a residential flat building and infill affordable housing with a total of 38 dwellings. In reference to the traffic report that accompanied the DA application, the following traffic generation has been estimated at the Pacific Highway and Balfour Street intersection:

- 6 vehicle trips during the morning peak period (0 in, 6 out); and
- 2 vehicle trips during the evening peak period (1 in, 1 out).

7.4.3 Development Traffic Distribution

For the purposes of a conservative assessment, all the traffic generation associated with the proposed development have been distributed to the Pacific Highway and Balfour Street intersection, resulting in the following traffic generation at the Pacific Highway and Balfour Street intersection:

- 23 vehicle trips during the morning peak period (5 in, 18 out); and
- 18 vehicle trips during the evening peak period (14 in, 4 out).

7.5 Cumulative Impacts

The traffic generation of the above nearby developments and proposed development have been combined to result in the following net cumulative traffic generation at the Pacific Highway and Balfour Street intersection:

- 48 vehicle trips during the morning peak period (6 in, 42 out); and
- 27 vehicle trips during the evening peak period (19 in, 8 out).

In reference to the traffic report that accompanied the SSD application for 12-16 Bent Street, Lindfield (SSD-78156462), the SIDRA analysis identified the existing traffic volumes at the Pacific Highway and Balfour Street intersection to be a total of 3,705 and 3,675 vehicles during the morning and evening peak periods, respectively.

With this in mind, the cumulative traffic generation would equate to 0.73-1.30% of the total traffic generation at the Pacific Highway and Balfour Street intersection. It should be noted that the SIDRA analysis from the traffic report resulted in a LoS B for the cumulative assessment.

As such, the cumulative traffic generation is considered minor and would have minimal impacts to the surrounding network. Accordingly, the cumulative traffic generation is considered supportable from a traffic planning perspective with no external improvements required to facilitate the development.

8. ACCESS AND INTERNAL DESIGN ASPECTS

8.1 Vehicular Access

The development proposes a total of 184 car parking spaces (User Class 1A) with access to Balfour Street (local road). It will therefore require a Category 2 driveway under AS2890.1 (2004), being a combined entry and exit access with a width of 6.0 to 9.0 metres.

In response, the development proposes a combined entry and exit access with a width of 6.2 metres. This vehicular access is therefore sufficient to comply with the requirements of AS2890.1 (2004), hence considered acceptable.

8.2 Internal Design

The internal carpark complies with the requirements of AS2890.1 (2004), AS2890.2 (2018), AS2890.3 (2015) and AS2890.6 (2022), with the following characteristics noteworthy:

8.2.1 Parking Modules

- All car parking spaces have been designed in accordance with AS2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres and length of 5.4 metres.
- The single visitor accessible parking space has been designed in accordance with AS2890.6 (2022), being a minimum width of 2.4 metres, length of 5.4 metres and provides an adjacent shared zone with the same dimensions.
- All accessible/liveable/platinum parking spaces (if required) have been referred to the accessibility consultant for compliance.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.

8.2.2 Ramps

- The vehicular access provides a maximum gradient of 1 in 20 (5%) for a length of 6.0 metres from the pedestrian footpath, which is considered appropriate for downgrade egressing vehicles.
- All internal ramps provide a maximum gradient of 1 in 4 (25%) and sag/summit transitions with a maximum gradient rate of change of 1 in 8 (12.5%).
- The vehicular access ramp has been designed to accommodate Council's waste collection vehicle, having a maximum gradient of 1 in 5 (20%).

8.2.3 Head Height Clearances

- A minimum head height clearance of 2.2 metres is to be provided for all trafficable areas, as required by AS2890.1 (2004).
- A minimum head height clearance of 2.5 metres is to be provided for all accessible parking spaces and adjacent shared zones, as required by AS2890.6 (2022).
- A minimum head height clearance of 2.6 metres is provided for all trafficable areas of the service vehicle, as required by Council.

8.2.4 Other Considerations

- Dead-end aisles are provided with the required 1.0 metre aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).
- All columns are located outside of the parking space design envelope shown in accordance with AS2890.1 (2004), Figure 5.2.
- Appropriate visual sight splays have been provided at the vehicular access for egressing vehicles.
- All bicycle parking spaces are provided in accordance with the requirements of AS2890.3 (2015), being a minimum length of 1.8 metres for horizontal spaces and 1.2 metres for vertical spaces, a minimum width of 0.5 metres and minimum aisle width of 1.5 metres.
- Swept path analysis of the loading bay for Council's waste collection is provided in accordance with the requirements of AS2890.2 (2018) for vehicular access and loading in **Appendix B**. In addition, swept path analysis has been undertaken and included in **Appendix B**, demonstrating satisfactory vehicle movements for the design vehicle.
- All car parking spaces within the development will be designed to be EV-ready. Provision will be made in the electrical design, including the necessary conduit pathways and electrical capacity, to enable the future installation of electric vehicle charging infrastructure at each parking space. This will allow residents to install EV charging equipment should they choose to do so.

8.3 Summary

In summary, the internal configuration of the carpark have been designed in accordance with AS2890.1 (2004), AS2890.2 (2018), AS2890.3 (2015) and AS2890.6 (2022). It is however envisaged that a standard condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of any Construction Certificate.

9. CONCLUSIONS

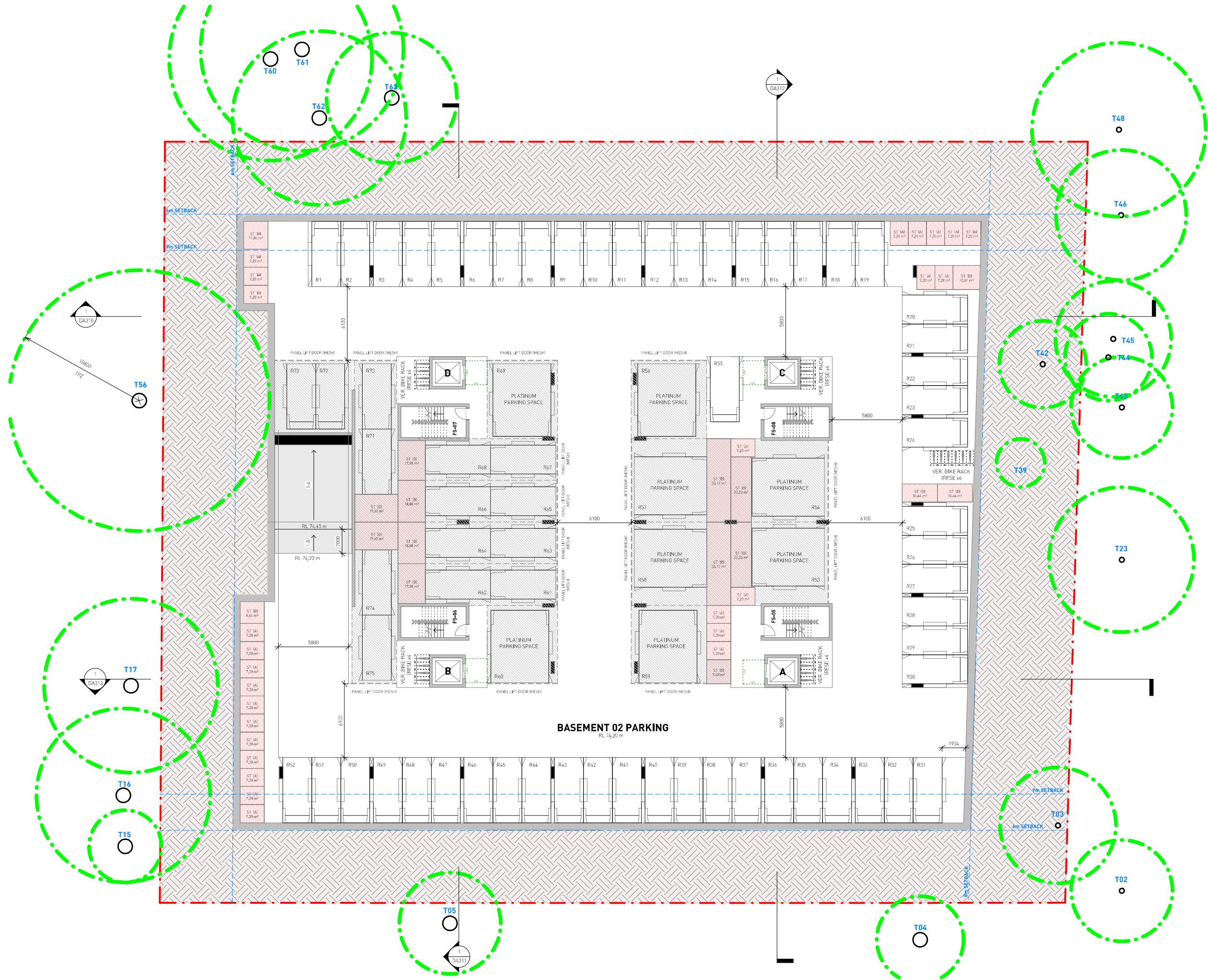
The following is noteworthy:

- The proposal seeks approval for the construction of a residential flat building at 19-25 Balfour Street, Lindfield comprising 120 dwellings (90 residential and 30 affordable), 184 car parking spaces and a single on-site loading bay that is able to accommodate Council's 6.7 metre long waste collection vehicle with a 2.6 metre head height clearance for all trafficable areas of the waste collection vehicle, as required by Council.
- The car parking requirements of the development have been assessed in accordance with SEPP (Housing) 2021 and the Ku-ring-gai DCP 2024, resulting in a total parking provision of 184 car parking spaces, comprising 132 residential spaces, 30 affordable housing spaces, 20 visitor spaces and two (2) carshare spaces. This car parking provision is sufficient to comply with the minimum requirements of SEPP (Housing) 2021, hence considered acceptable.
- The traffic generation arising from the development has been assessed to generate a net increase of 15-20 vehicle trips per hour during the morning and evening peak periods. This net traffic generation is considered minor and supportable from a traffic planning perspective, with no external improvements required to facilitate the development.
- The internal carpark have been assessed to comply with the requirements of AS2890.1 (2004), AS2890.2 (2018), AS2890.3 (2015) and AS2890.6 (2022) and is anticipated to operate satisfactorily. It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Reduced Plans



PROPOSED PARKING SPACES	
Type	Count
Car Share - 5.4m x 2.4m	2
Removalist/Truck Bay - 3.0m x 7.0m	1
Residential - 5.4m x 2.4m	108
Residential_Platinum - 6.0m x 4.8m	18
Residential_Tandem - 5.4m x 2.4m	36
Visitor - 5.4m x 2.4m	19
Visitor_Accessible - 5.4m x 2.4m	1
Total Car Parking Spaces: 185	

Parking Schedule (Basement 02)	
Type	Count
Residential - 5.4m x 2.4m	55
Residential_Platinum - 6.0m x 4.8m	8
Residential_Tandem - 5.4m x 2.4m	12
Grand total: 75	

Storage Area (Basement 2)		
	Count	Total Area
Storage Cage: Residential	42	196.3 m ²

E	16-02-2026	ISSUE FOR COORDINATION
D	09-02-2026	ISSUE FOR COORDINATION - LANDSCAPE
C	30-05-2025	SSDA - FOR SUBMISSION
B	16-05-2025	SSDA - ISSUE FOR COORDINATION
A	07-05-2025	ISSUE FOR DA SUBMISSION
No.	Date	Description

Amendments	
Nominated Architects:	
Mark G Broadway (5823) - Victor Schneider (1157)	

	GILES TRIBE	
	Level 1, 1 Chandos Street St Leonards 2065 NSW AUSTRALIA t: 61 2 9264 5905 e: gtr@gilestribe.com.au Giles Tribe Pty Ltd ABN 50 001259 507	

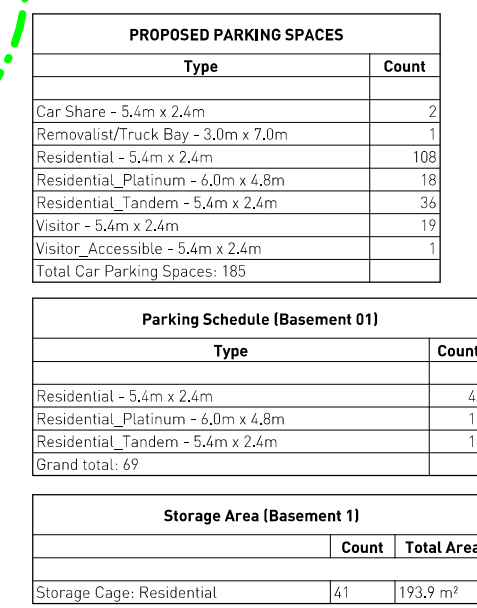
Verify all dimensions on site prior to commencement of work.
Refer all discrepancies to the Architect for determination.
Use typed dimensions in preference to scaling.
This drawing is copyright and must not be retained, copied or used without the written consent of Giles Tribe Architects.

Project
**RESIDENTIAL FLAT BUILDING
19-25 BALFOUR STREET**

LINDFIELD

Drawing
BASEMENT 2 PLAN

		Status	
		FOR APPROVAL	
Scale:	1 : 150	Job No.	Drawing No.
Sheet Size:	A1	24062	DA200 E
Date:	09/04/2025	Drawn:	Rev.
Drawn:	RM/RB	Reviewed:	DT/RM



PROPOSED PARKING SPACES	
Type	Count
Car Share - 5.4m x 2.4m	2
Removalist/Truck Bay - 3.0m x 7.0m	1
Residential - 5.4m x 2.4m	108
Residential_Platinum - 6.0m x 4.8m	18
Residential_Tandem - 5.4m x 2.4m	36
Visitor - 5.4m x 2.4m	19
Visitor_Accessible - 5.4m x 2.4m	1
Total Car Parking Spaces: 185	

Parking Schedule (Basement 01)	
Type	Count
Residential - 5.4m x 2.4m	4
Residential_Platinum - 6.0m x 4.8m	1
Residential_Tandem - 5.4m x 2.4m	1
Grand total: 69	

Storage Area (Basement 1)		
	Count	Total Area
Storage Cage: Residential	41	193.9 m ²

E	16-02-2026	ISSUE FOR COORDINATION
D	09-02-2026	ISSUE FOR COORDINATION - LANDSCAPE
C	30-05-2025	SSDA - FOR SUBMISSION
B	16-05-2025	SSDA - ISSUE FOR COORDINATION
A	07-05-2025	ISSUE FOR DA SUBMISSION
No.	Date	Description

Amendments



**GILES
TRIBE**

Level 1, 1 Chandos Street
St Leonards 2065 NSW AUSTRALIA

t: +1 2 9264 5005
e: gtr@gilestribe.com.au

Giles Tribe Pty Ltd ASN: 5010259 57

Nominated Architects:

Mark D Broadley (5823) Victor Schneider (11157)

Verify all dimensions on-site prior to commencement of work.
Refer all discrepancies to the Architect for determination.
Use figured dimensions in preference to scaling.
This drawing is copyright and must not be retained, copied or used without the written consent of Giles Tribe Architects.

Project:
**RESIDENTIAL FLAT BUILDING
19-25 BALFOUR STREET**

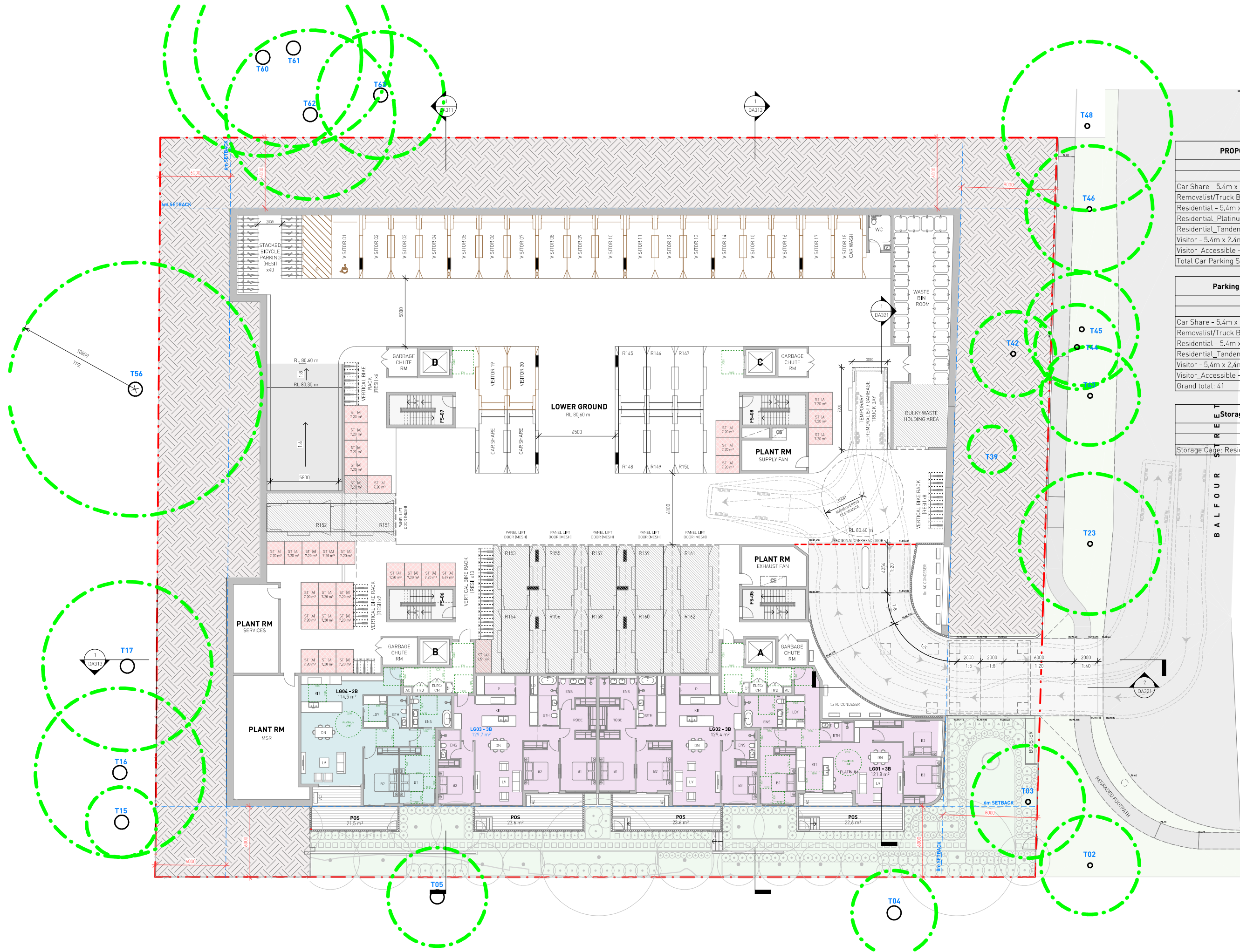
LINDFIELD

Drawing:

BASEMENT 1 PLAN

Status:  FOR APPROVAL

Scale: 1 : 150 Job No. Drawing No. Rev
Sheet Size: A1 **24062 DA201 E**
Date: 09/04/2025
Drawn: RM/RB Reviewed DY/RM



PROPOSED PARKING SPACES	
Type	Count
Car Share - 5.4m x 2.4m	2
Removalist/Truck Bay - 3.0m x 7.0m	1
Residential - 5.4m x 2.4m	108
Residential_Platinum - 6.0m x 4.8m	18
Residential_Tandem - 5.4m x 2.4m	36
Visitor - 5.4m x 2.4m	19
Visitor_Accessible - 5.4m x 2.4m	1
Total Car Parking Spaces: 185	

Parking Schedule (Lower Ground)	
Type	Count
Car Share - 5.4m x 2.4m	2
Removalist/Truck Bay - 3.0m x 7.0m	1
Residential - 5.4m x 2.4m	6
Residential_Tandem - 5.4m x 2.4m	12
Visitor - 5.4m x 2.4m	19
Visitor_Accessible - 5.4m x 2.4m	1
Grand total: 41	

Storage Area (Lower Ground)		
	Count	Total Area
Storage Cage: Residential	31	93.7 m ²

E	16-02-2026	ISSUE FOR COORDINATION
D	06-02-2026	ISSUE FOR COORDINATION - ARBORIST
C	30-05-2025	SSDA - FOR SUBMISSION
B	16-05-2025	SSDA - ISSUE FOR COORDINATION
A	07-05-2025	ISSUE FOR DA SUBMISSION
No.	Date	Description

Nominated Architects:	
Mark G Broadway (5823) Victor Schneider (1157)	
GILES TRIBE	
Level 1, 1 Chandos Street St Leonards 2065 NSW AUSTRALIA t: 61 2 9264 5905 e: giles@tribe.com.au Giles Tribe Pty Ltd ASK 50 001 259 507	

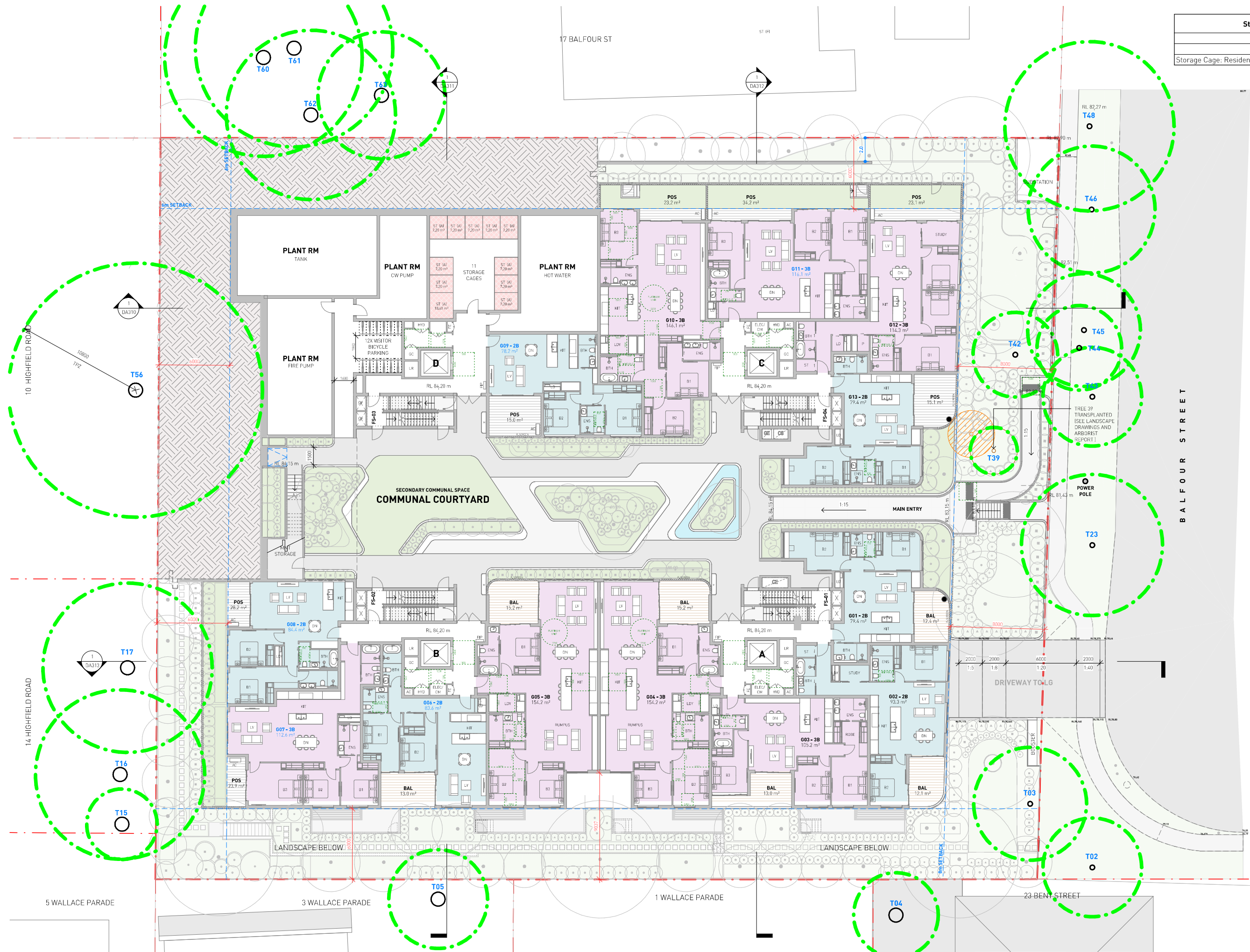
Verify all dimensions on site prior to commencement of work.
Refer all discrepancies to the Architect for determination.
Use typed dimensions in preference to scaling.
This drawing is copyright and must not be retained, copied or used without the written consent of Giles Tribe Architects.

Project:
**RESIDENTIAL FLAT BUILDING
19-25 BALFOUR STREET**

LINDFIELD

Drawings:
LOWER GROUND LEVEL PLAN

Status:		FOR APPROVAL	
Scale:	1 : 150	Job No.	Drawing No.
Sheet Size:	A1	24062	DA202 E
Date:	09/04/2025	Drawn:	Rev.
Drawn:	IRM	Reviewed:	DT



Storage Area (Ground)		
	Count	Total Area
Storage Cage: Residential	11	34.4 m ²

E	16-02-2026	ISSUE FOR COORDINATION
D	06-02-2026	ISSUE FOR COORDINATION - ARBORIST
C	30-05-2025	SSDA - FOR SUBMISSION
B	16-05-2025	SSDA - ISSUE FOR COORDINATION
A	07-05-2025	ISSUE FOR DA SUBMISSION
No.	Date	Description

Nominated Architects: Mark G Broadway (5823) Victor Schneider (1157)

GILES TRIBE Level 1, 1 Chandos Street
St Leonards 2065 NSW AUSTRALIA
t: 61 2 9264 5905
e: giles@tribe-tribe.com.au
Giles Tribe Pty Ltd ASK 50 001 259 507

Verify all dimensions on site prior to commencement of work.
Refer all discrepancies to the Architect for determination.
Use figured dimensions in preference to scaling.
This drawing is copyright and must not be retained, copied or used without the written consent of Giles Tribe Architects.

Project:
**RESIDENTIAL FLAT BUILDING
19-25 BALFOUR STREET**

LINDFIELD

Grounds:
GROUND LEVEL PLAN

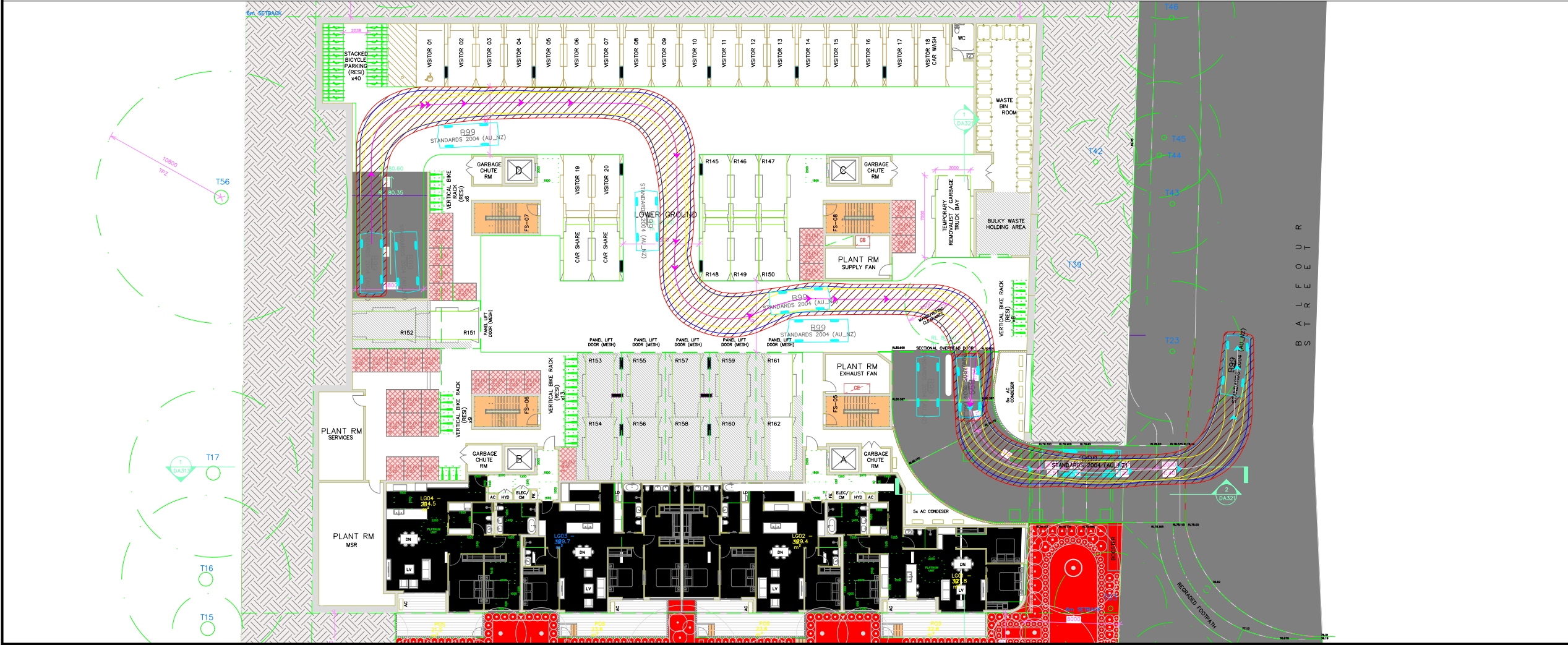
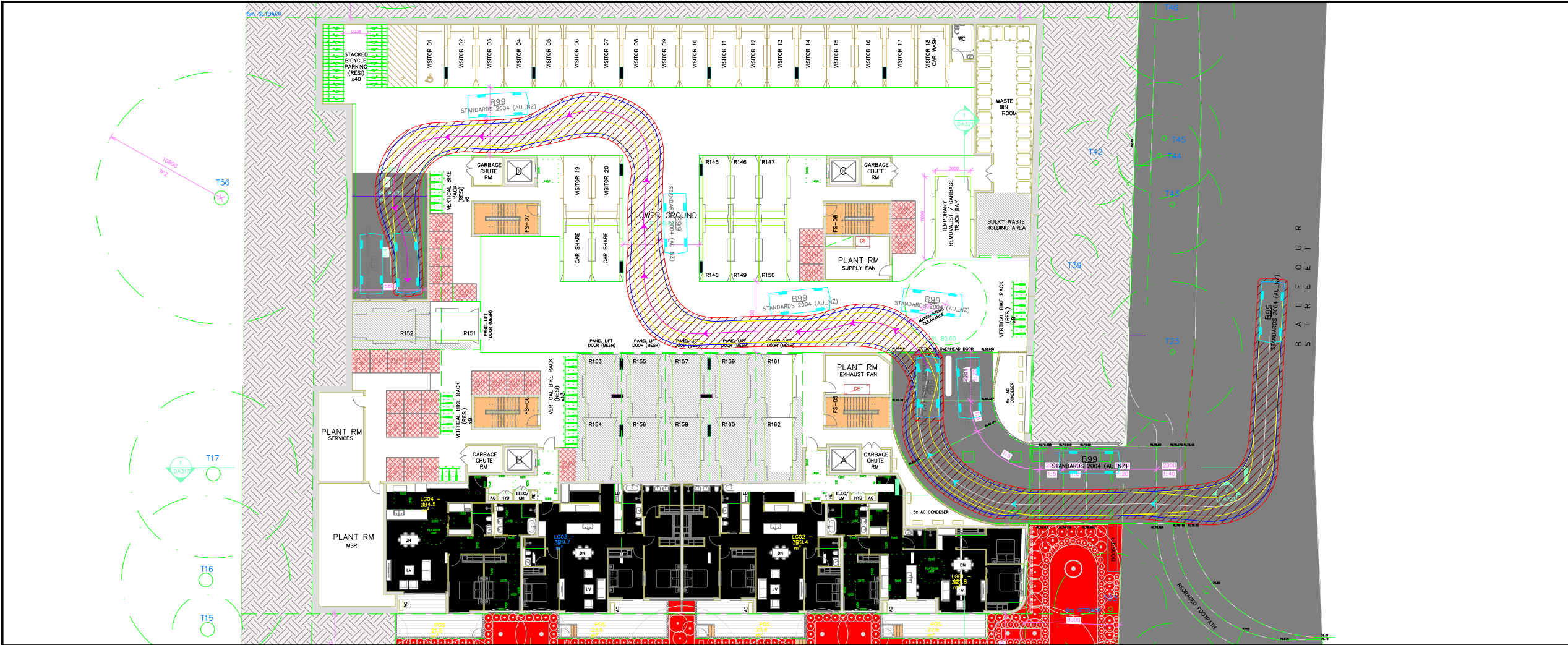
Status:
FOR APPROVAL

Scale:	1 : 150	Job No.		Drawing No.		Rev.	
Sheet Size:	A1						
Date:	09/04/2025						
Drawn:	IRM						

24062 **DA203 E**

APPENDIX B

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

HD

13-03-2026

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300m m)

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

0481216m

1:400 @ A3

Project Description

19-25 Balfour Street
LINDFIELD NSW 2070

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
P O Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Swept Path Analysis
Lower Ground Floor - Access and Circulation
B99 Design Vehicle
Top: Entry Move ments
Bottom: Exit Move ments

Drawn:

HD

Checked:

-

Date:

13-03-2026

25.093d10v02 TRAFFIX [2026-03-13] - SSD Design Review.dwg

Project No.

Drawing Phase

Drawing No.

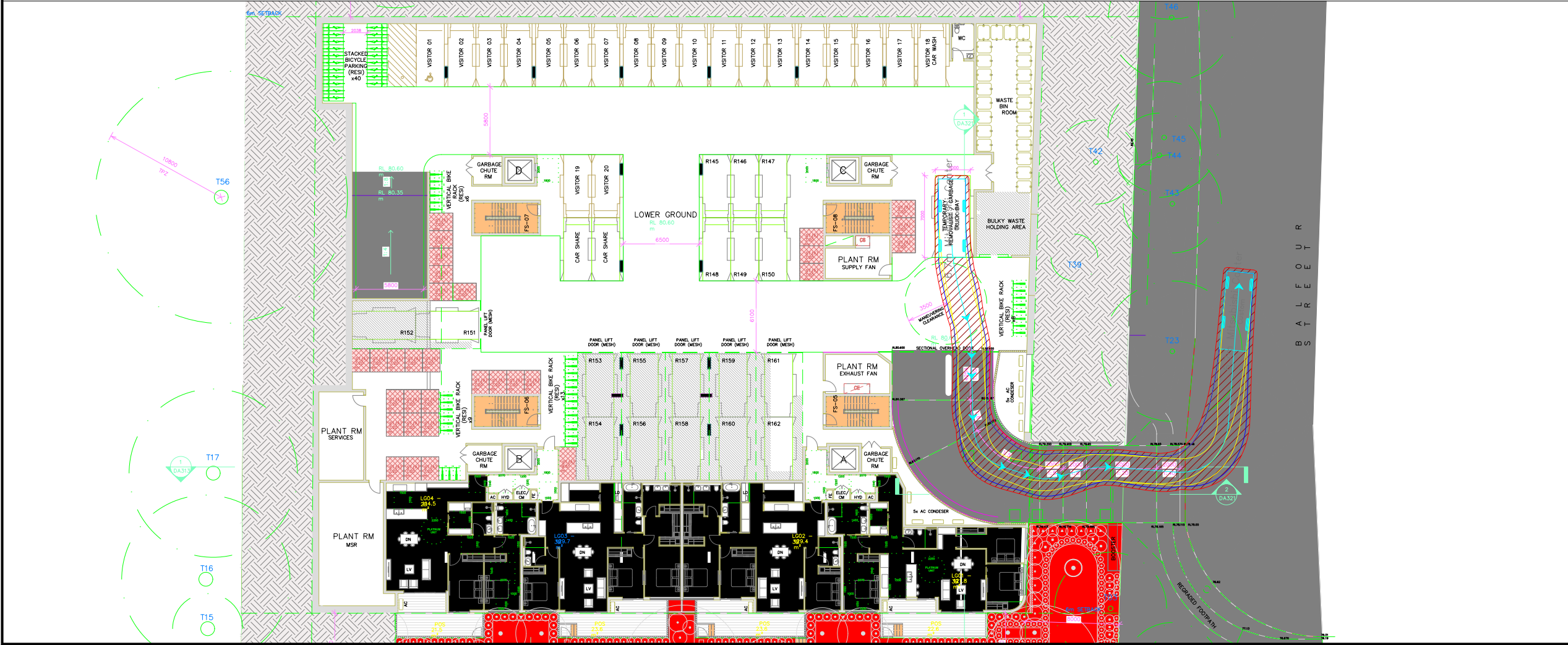
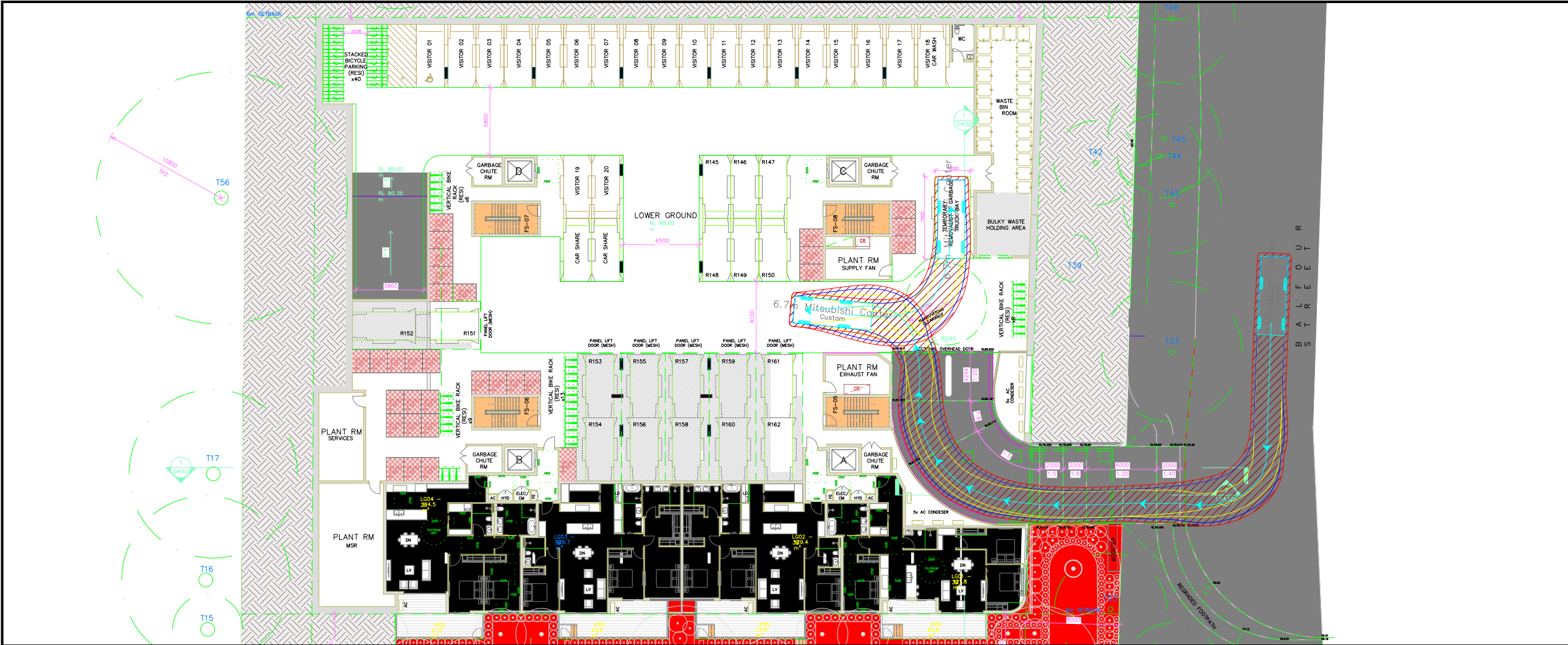
Rev.

25.093

SSD

TX.01

A



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

HD

13-03-2026

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300 m m)

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

0481216m

1:400 @ A3

Project Description

19-25 Balfour Street

LINDFIELD NSW 2070

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street

Surry Hills, NSW 2010

P O Box 1124

Strawberry Hills, NSW 2012

t: +61 2 8324 8700

f: +61 2 9830 4481

w: www.traffix.com.au

Drawing Title

Swept Path Analysis

Lower Ground Floor - Waste Collection

6.7 m long Council Waste Vehicle (Mitsubishi Canter)

Top: Entry Movement

Bottom: Exit Movement

Drawn:

HD

Checked:

-

Date:

13-03-2026

25.093d10v02 TRAFFIX [2026-03-13] - SSD Design Review.dwg

Project No.

Drawing Phase

Drawing No.

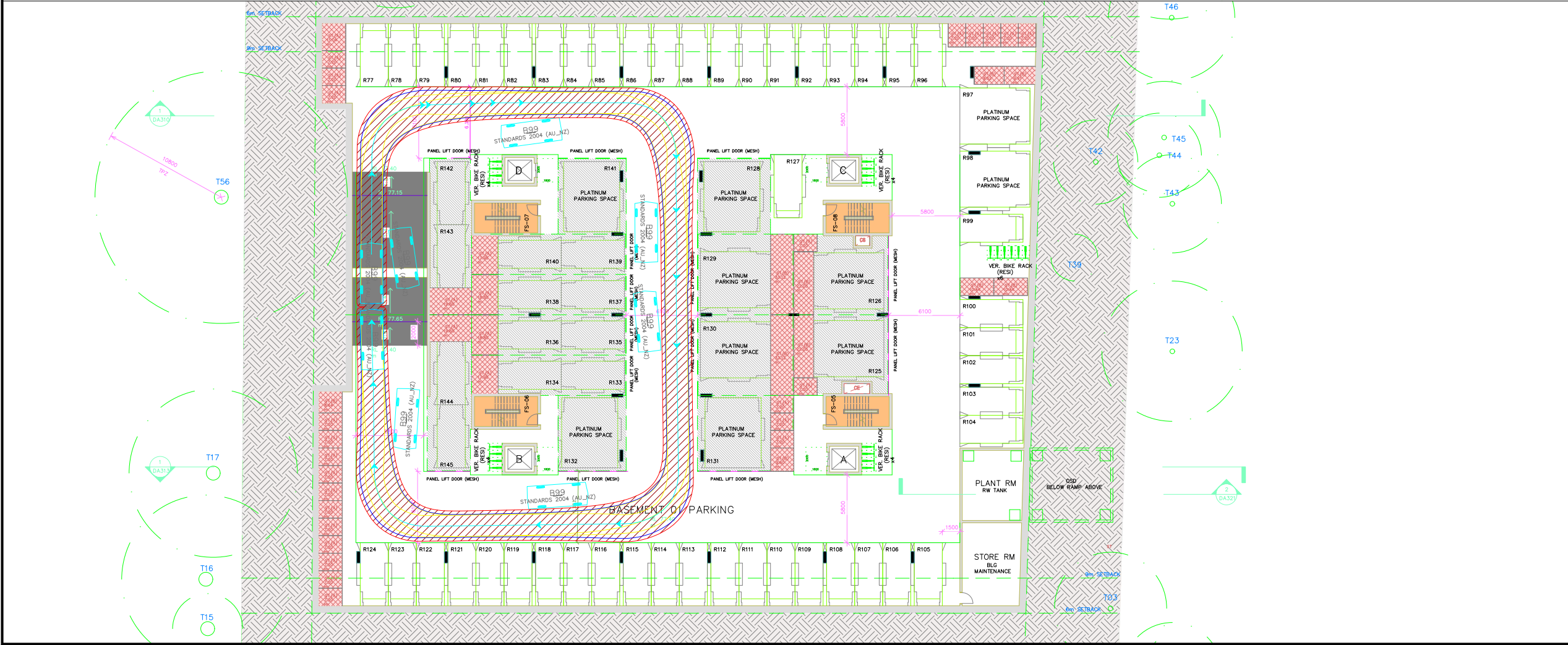
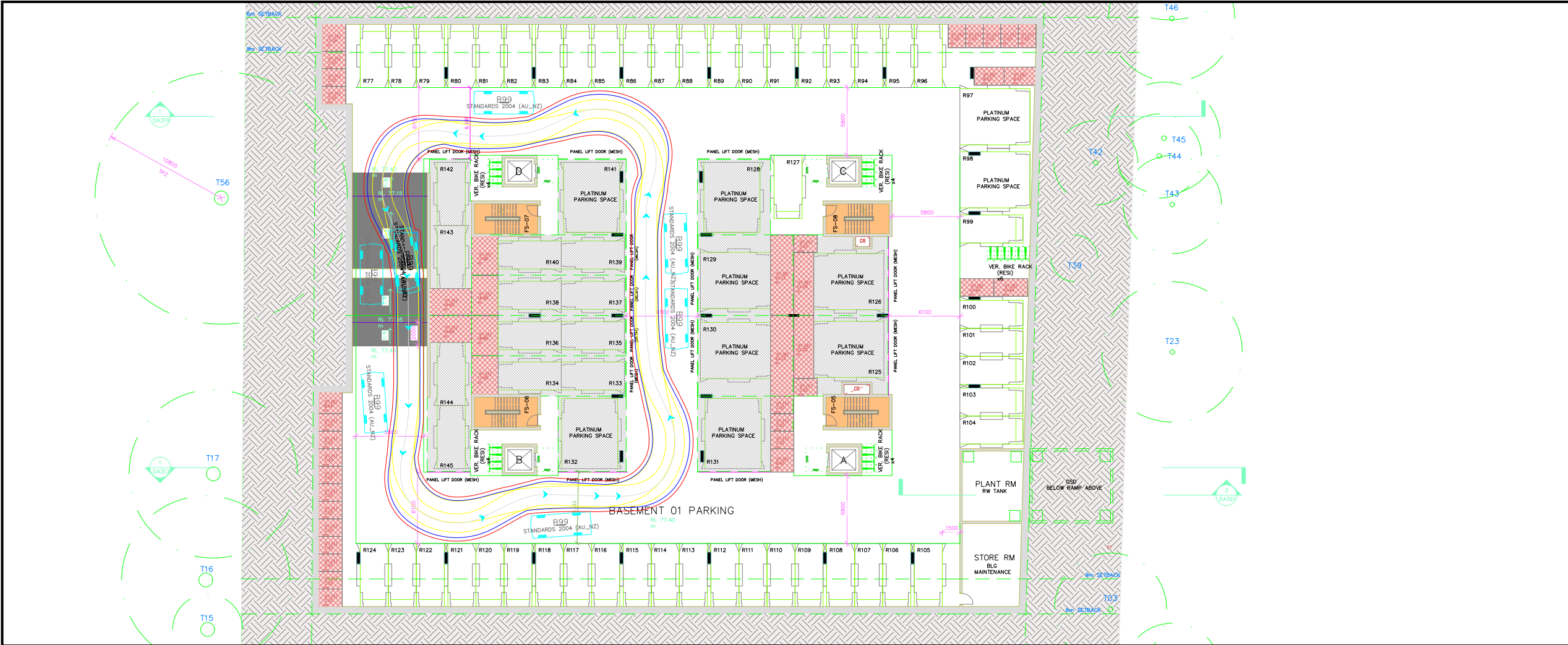
Rev.

25.093

SSD

TX.02

A



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	HD	13-03-2026

Swept Path Legend

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

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

0 4 8 12 16m

1:400 @ A3

Project Description

19-25 Balfour Street
LINDFIELD NSW 2070

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
P.O. Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

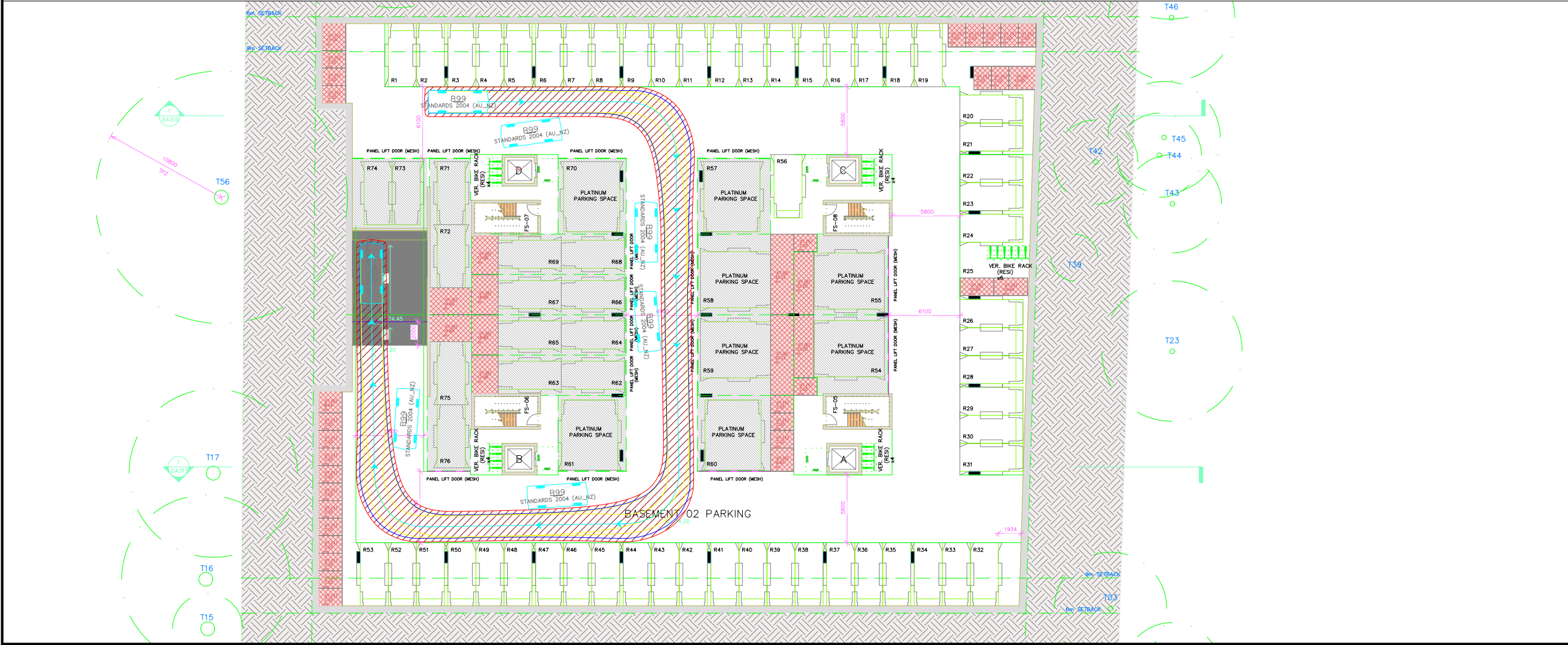
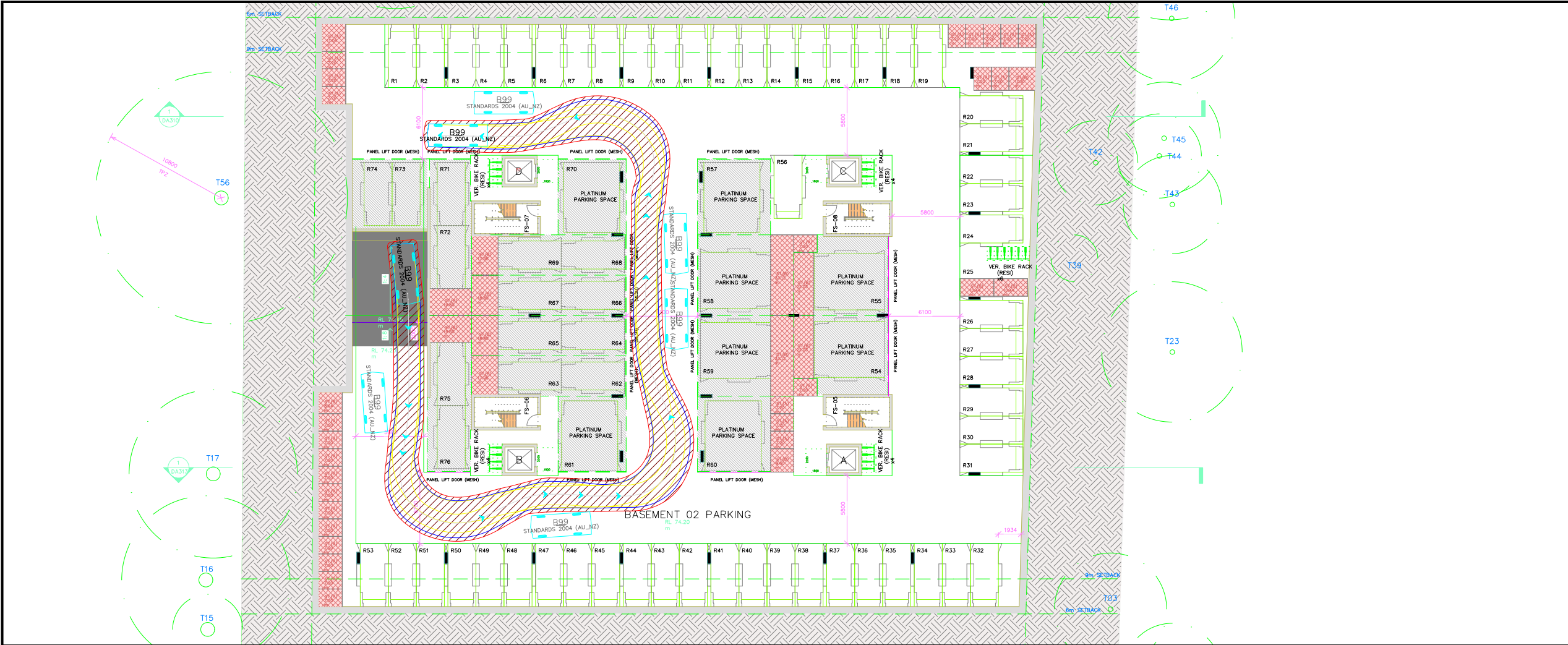
Drawing Title

Swept Path Analysis
Basement 1 - Circulation
B99 Design Vehicle
Top: Entry Movements
Bottom: Exit Movements

Drawn: HD	Checked: -	Date: 13-03-2026
-----------	------------	------------------

25.093d10v02 TRAFFIX [2026-03-13] - SSD Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.03	A



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	HD	13-03-2026

Swept Path Legend

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

Architect

Giles Tribe Pty Ltd

Client

Balfour Group

Scale / Plan Orientation

0 4 8 12 16m

1:400 @ A3

Project Description

19-25 Balfour Street
LINDFIELD NSW 2070

Drawing Prepared By

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
P.O. Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Swept Path Analysis
Basement 2 - Circulation
B99 Design Vehicle
Top: Entry Movements
Bottom: Exit Movements

Drawn: HD	Checked: -	Date: 13-03-2026	
25.093d10v02 TRAFFIX [2026-03-13] - SSD Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.093	SSD	TX.04	A