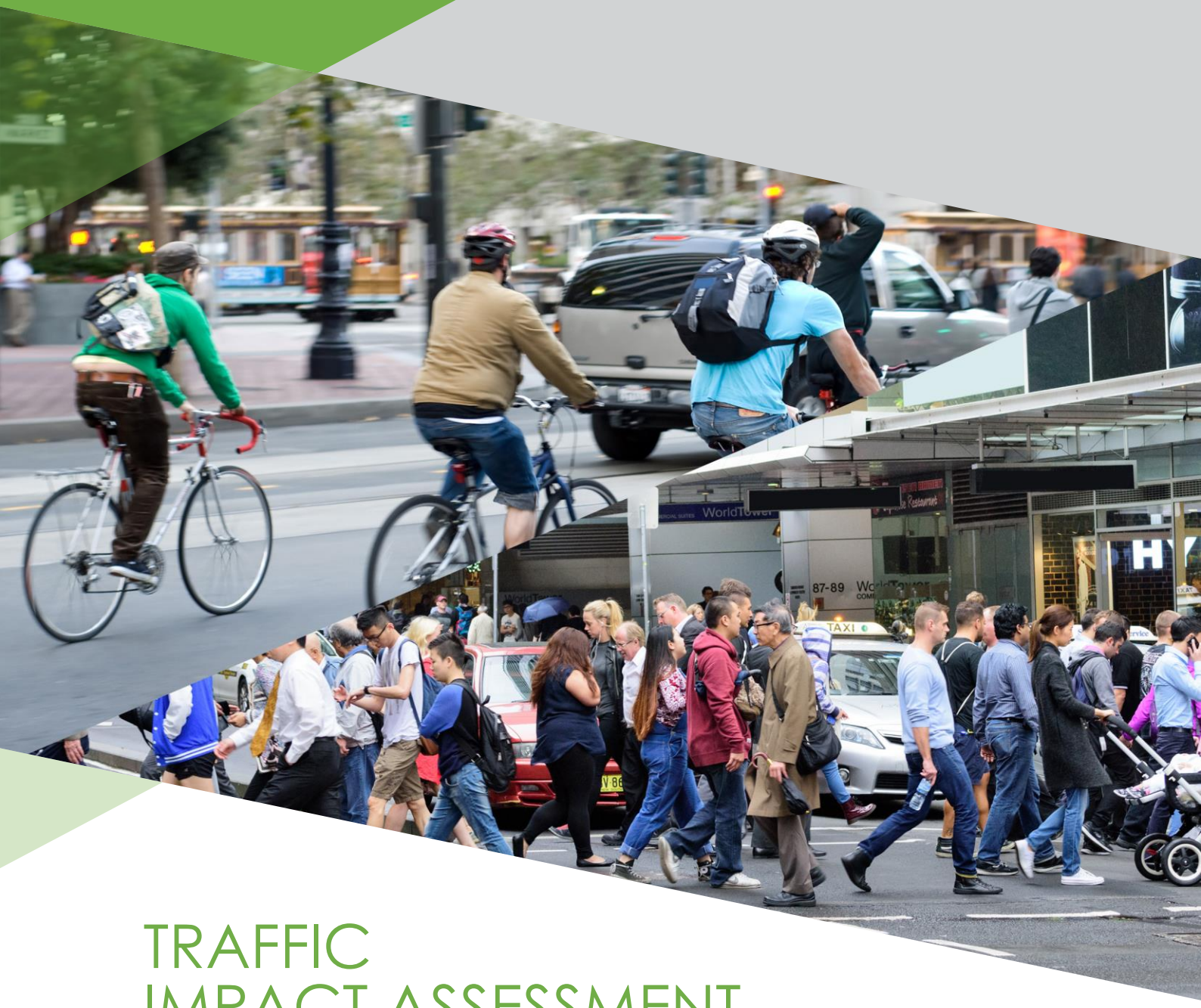
TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS



TRAFFIC IMPACT ASSESSMENT

Leichhardt Community Boat Shed
Maliyawul Street, Leichhardt

Reference: 23.362r01v04
Date: September 2024

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DOCUMENT VERIFICATION

Job Number	23.362			
Project	Leichhardt Community Boat Shed			
Client	Community Rowing Club			
Revision	Date	Prepared By	Checked By	Signed
v04	06/09/2024	Neil Caga	Neil Caga	

TRAFFIX

CONTENTS

1. INTRODUCTION

TRAFFIX has been commissioned by Community Rowing Club to undertake a traffic impact assessment (TIA) in support of a development application (DA) relating to the proposed Leichhardt Community Boat Shed. The development is located within the Inner West Council Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The development is considered minor and as such, does not require referral to the TfNSW under the provisions of SEPP (Transport and Infrastructure) 2021.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Presents the overall study conclusions

2. LOCATION AND SITE

The subject site known as the Leichhardt Community Boat Shed is located approximately 5.3 kilometres west of Sydney CBD and is 840 metres north of the Leichhardt North Light Rail Station. More specifically, it is adjacent Leichhardt Park (Crown land) and approximately 80 metres north of Maliyawul Street. The site has no existing vehicular access and on-site parking, with pedestrian access proposed along the southeast frontage of the site.

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

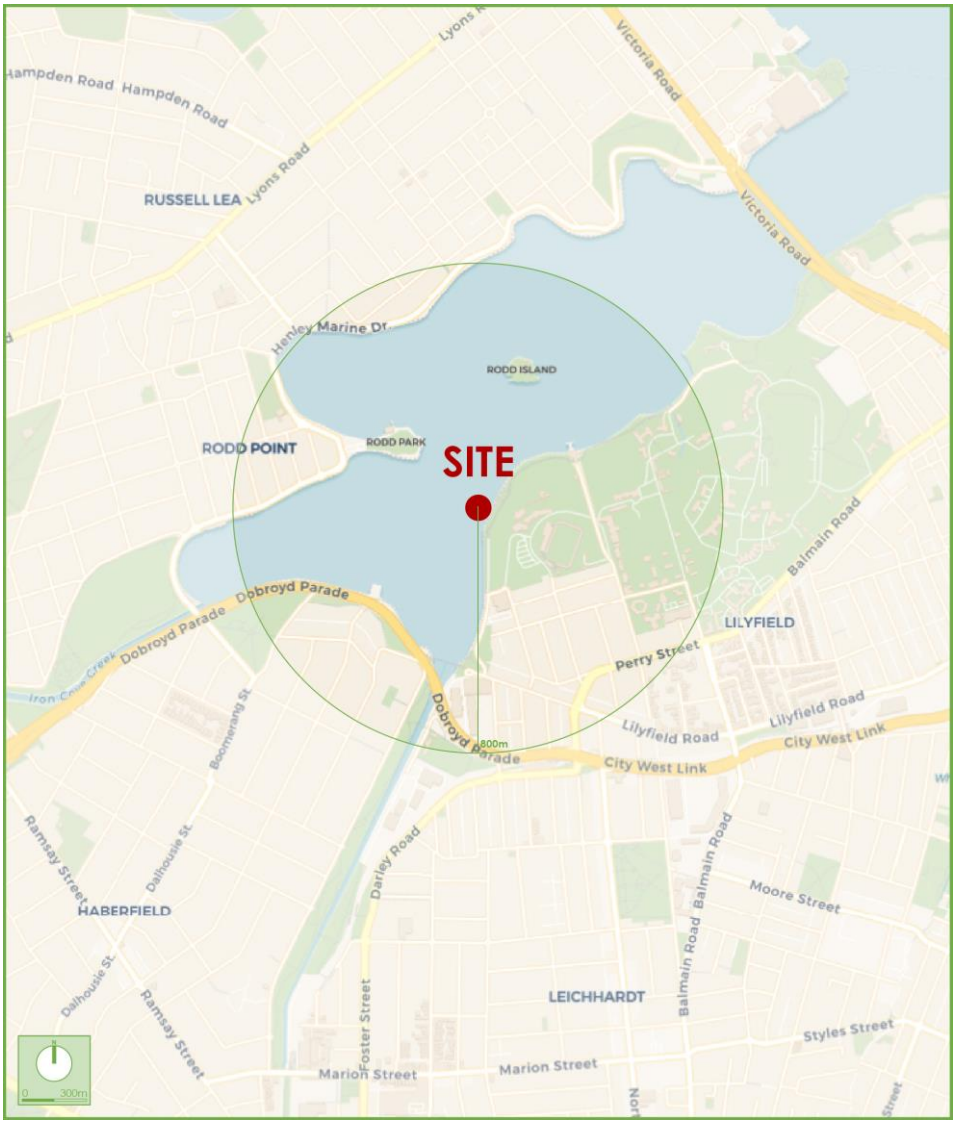


Figure 1: Location Plan

Figure 2: Site Plan

3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

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

- City West Link: forms part of a TfNSW Main Road (MR 650) that traverses east-west between Victoria Road in the east and Dobroyd Parade in the west. Within the vicinity of the site, it is subject to 60-70km/h speed zoning and accommodates 2-3 lanes of traffic in each direction. The City West Link does not permit on-street parking on either side of the road.
- Lilyfield Road: a local road that traverses east-west between Victoria Road in the east and Canal Road in the west. Within the vicinity of the site, it is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Lilyfield Road permits unrestricted on-street parking along both sides of the road.
- Mary Street: a local road that traverses north-south between the Leichhardt Park carpark in the north and Lilyfield Road in the south. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Mary Street permits unrestricted on-street parking along both sides of the road.
- Frazer Street: a local road that traverses north-south between Mary Street in the north and a dead-end pas Perry Street in the south. It is subject to 50km/h speed zoning and accommodates as single lane of traffic in each direction. Frazer Street permits unrestricted on-street parking along both sides of the road.
- Maliyawul Street: a local road that traverses north-south between Leichhardt Oval in the north and Lilyfield Road in the south. The majority of Maliyawul Street provides public parking spaces along the western side of the road.

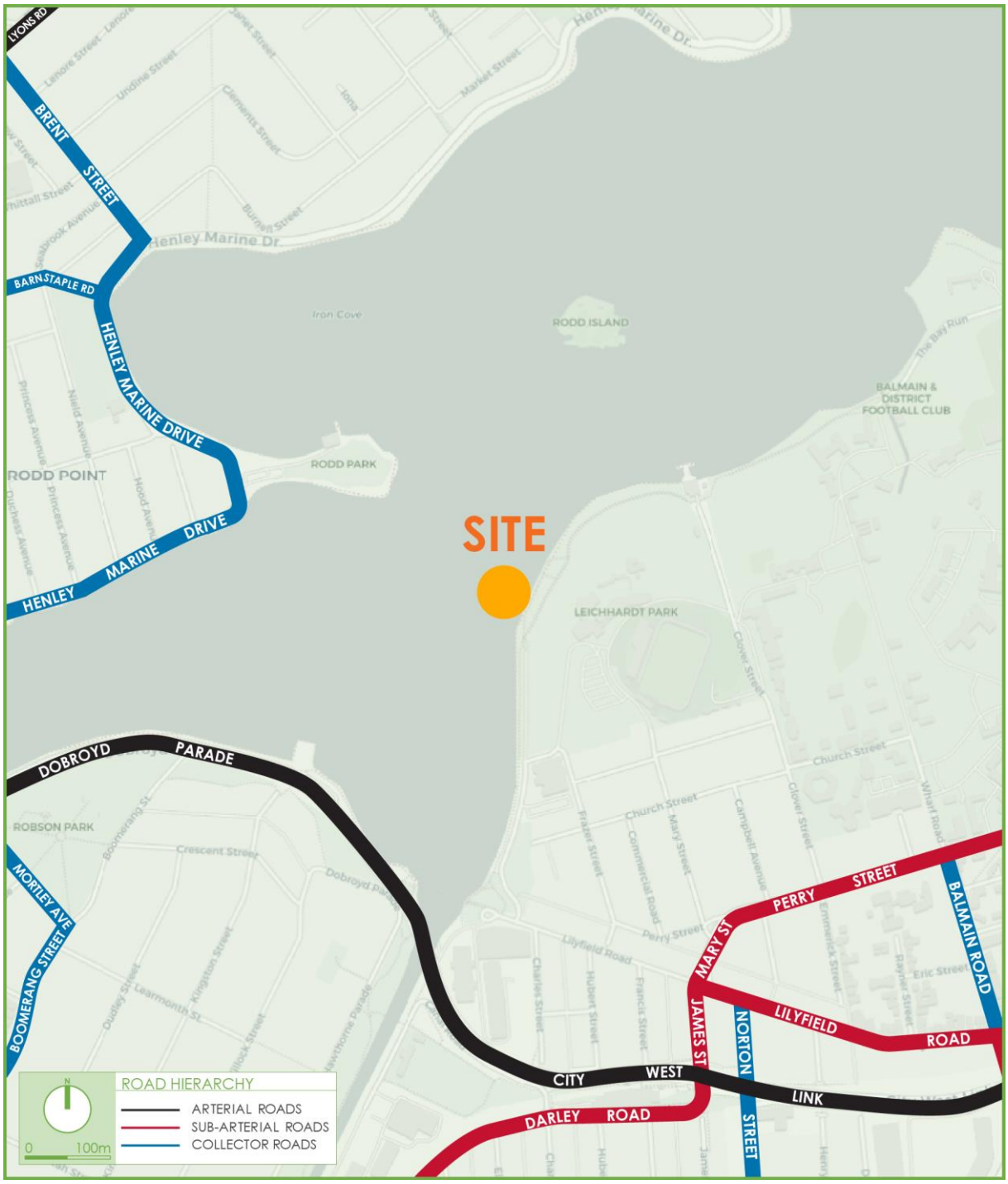


Figure 3: Road Hierarchy

4. DESCRIPTION OF PROPOSED DEVELOPMENT

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

- Construction of a boat shed development with a total capacity for 200 members;
- Construction of ancillary components, including a kiosk, indoor rowing room, multi-purpose community room (only for members) and coach's room;
- Construction of a ground floor boat storage area that is able to accommodate a total of 52 passive watercraft, including:
  - 24 x single sculls;
  - 8 x double sculls;
  - 6 x PR1 single sculls;
  - 4 x coxed eights;
  - 4 x coxed quadruple sculls;
  - 4 x coxless quadruple sculls; and
  - 2 x PR2 double sculls.
- Provision of pedestrian access to the existing footpath along the eastern side of the site.

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix A**.

5. PARKING REQUIREMENTS

5.1 Council Car Parking Requirements

The Leichhardt Development Control Plan 2013 (DCP) and TfNSW Guide to Traffic Generating Developments 2002 (TfNSW Guide) do not provide car parking rates for boat shed developments.

Accordingly, the car parking requirements of the development have been conservatively assessed (includes all potential staff and members of the rowing room, boat shed, kiosk, community room, etc.) with a 'first principals' approach as summarised below. It is noted that the proposed development does not provide any off-street car parking and is relying on the available on-street parking within the locality. As a result, travel mode surveys of the nearby rowing clubs and car parking surveys were conducted as discussed below.

5.2 Travel Mode Surveys

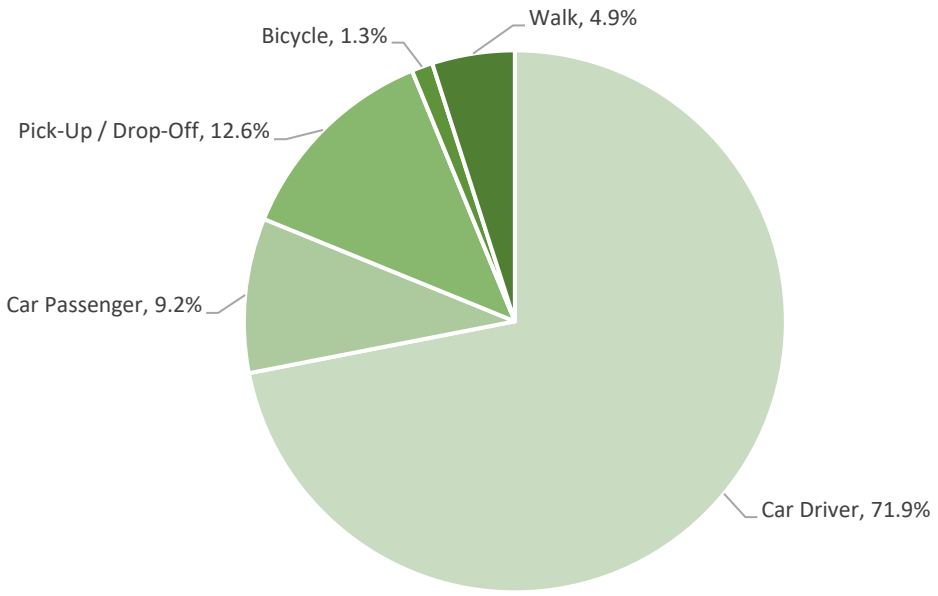
5.2.1 Travel Modes

In order to determine the potential travel characteristics of the proposed development, travel mode surveys were conducted at the Haberfield Rowing Club and Leichhardt Rowing Club during the following six (6) days:

- 2 x Tuesdays on 11 June 2024 and 18 June 2024, between 5:30am-9:30am;
- 2 x Saturdays on 29 June 2024 and 24 August 2024, between 6:00am-10:00am; and
- 2 x Sundays on 30 June 2024 and 25 August 2024, between 6:00am-10:00am.

It should be noted that all surveys were conducted outside school/public holidays and inclement weather conditions. The results of these travel mode surveys were analysed and summarised in **Chart 1** below.

Chart 1: Travel Mode – Overall



It can be seen from **Chart 1** that the main travel mode of visitors to and from the rowing clubs was identified as car driver with 71.9%, followed by pick-up / drop-off at 12.6%, car passenger at 9.2% and active travel (walking and bicycle) at 6.2%.

5.2.2 Arrivals and Departures

The travel mode surveys were analysed to identify the visitor arrivals and departures, with the results summarised below.

Tuesdays (11/06/2024 and 18/06/2024)

Table 1: Tuesday Proportions – Arrivals

Time	Arrivals	
	No. of Visitors	Proportions
5:30am-6:30am	40	74.1%
6:30am-7:30am	9	16.7%
7:30am-8:30am	3	5.6%
8:30am-9:30am	2	3.7%

Table 2: Tuesday Proportions – Departures

Time	Departures	
	No. of Visitors	Proportions
5:30am-6:30am	4	2.8%
6:30am-7:30am	57	39.9%
7:30am-8:30am	67	46.9%
8:30am-9:30am	15	10.5%

Saturdays (29/06/2024 and 24/08/2024)

Table 3: Saturdays Proportions – Arrivals

Time	Arrivals	
	No. of Visitors	Proportions
6:00am-7:00am	176	83.0%
7:00am-8:00am	23	10.8%
8:00am-9:00am	4	1.9%
9:00am-10:00am	9	4.2%

Table 4: Saturdays Proportions – Departures

Time	Departures	
	No. of Visitors	Proportions
6:00am-7:00am	4	3.0%
7:00am-8:00am	31	23.1%
8:00am-9:00am	66	49.3%
9:00am-10:00am	33	24.6%

Sundays (30/06/2024 and 25/08/2024)

Table 5: Sundays Proportions – Arrivals

Time	Arrivals	
	No. of Visitors	Proportions
6:00am-7:00am	89	49.2%
7:00am-8:00am	70	38.7%
8:00am-9:00am	15	8.3%
9:00am-10:00am	7	3.9%

Table 6: Sundays Proportions – Departures

Time	Departures	
	No. of Visitors	Proportions
6:00am-7:00am	2	3.0%
7:00am-8:00am	2	3.0%
8:00am-9:00am	53	79.1%
9:00am-10:00am	10	14.9%

It can be seen from the above that the majority of rowing club visitors arrive early in the morning, noting the following key aspects:

- Visitor Arrivals
  - 74.1% arrivals between 5:30am-6:30am on Tuesdays;
  - 83.0% arrivals between 6:00am-7:00am on Saturdays; and
  - 87.9% arrivals are distributed over 2-hours between 6:00am-8:00am on Sundays.
- Visitor Departures
  - 86.7% departures are distributed over 2-hours between 6:30am-8:30am on Tuesdays;
  - 49.3% departures between 8:00am-9:00am on Saturdays; and
  - 79.1% departures between 8:00am-9:00am on Sundays.

5.3 Peak Parking Demand

The car parking assessment has been based on the critical weekend peak period, which potentially has a maximum total of 59 people, comprising nine (9) staff and 50 members on-site at any one time. In reference to **Chart 1**, 47 visitors are envisaged to utilise a private vehicle (71.9% car driver, 21.8% car passenger and pick-up/drop-off), which in turn with a vehicle occupancy of 1.14, would result in a car parking demand for 41 spaces for members.

Accordingly, the maximum car parking demand for the proposed development is anticipated to be a total of 50 car parking spaces, comprising nine (9) staff and 41 members. It is emphasised that this is considered a conservative assessment, with staff and members anticipated to arrive and depart at different times.

5.4 Public On-Street Parking Surveys

With the above in mind, the development proposes to utilise the nearby car parking spaces along Maliyawul Street, Mary Street, Frazer Street and the Leichhardt Park carpark, which provide a total of 422 car parking spaces. In order to determine the car parking capacity, parking surveys were conducted during the main operational hours of the development (as advised by the client) for the following six (6) days:

- 2 x Tuesdays on 11 June 2024 and 18 June 2024, between 5:30am-9:30am;
- 2 x Saturdays on 29 June 2024 and 24 August 2024, between 6:00am-10:00am; and
- 2 x Sundays on 30 June 2024 and 25 August 2024, between 6:00am-10:00am.

It should be noted that all surveys were conducted outside school/public holidays and inclement weather conditions, with the parking surveys undertaken concurrently with the abovementioned travel mode surveys. The results of these parking surveys were analysed and summarised as follows.

Tuesdays (11/06/2024 and 18/06/2024)

Chart 2: Parking Capacity – 11/06/2024

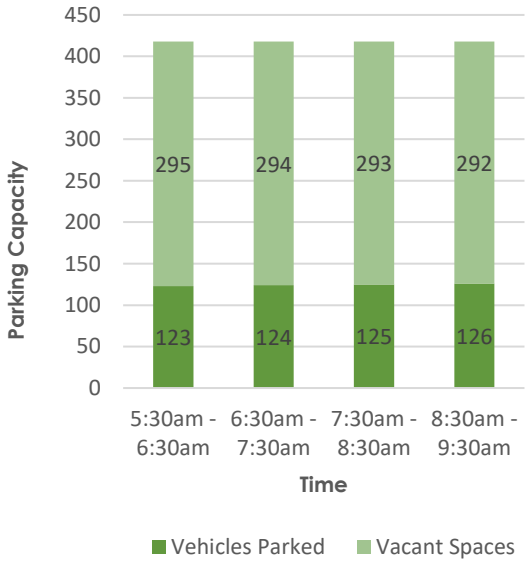
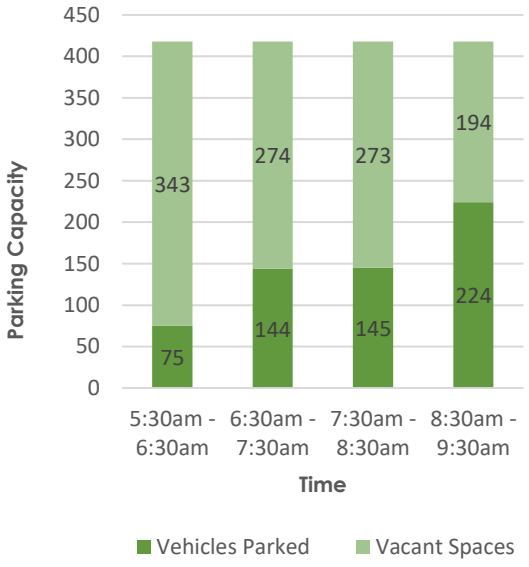


Chart 3: Parking Capacity – 18/06/2024



Saturdays (29/06/2024 and 24/08/2024)

Chart 4: Parking Capacity – 29/06/2024

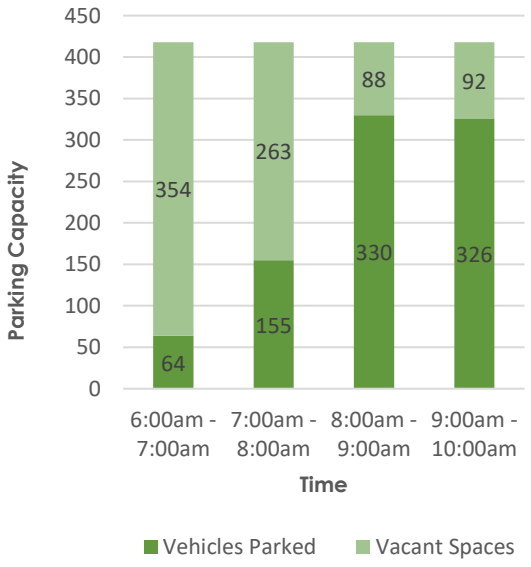
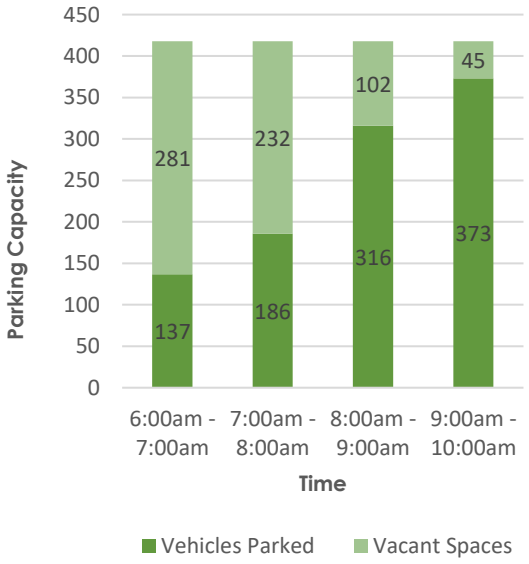


Chart 5: Parking Capacity – 24/08/2024



Sundays (30/06/2024 and 25/08/2024)

Chart 6: Parking Capacity – 30/06/2024

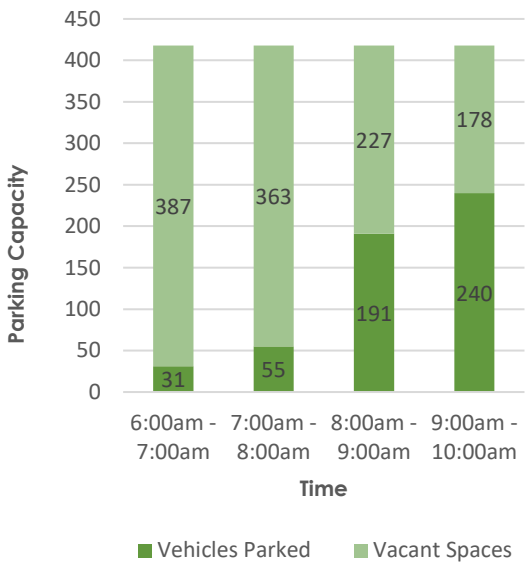
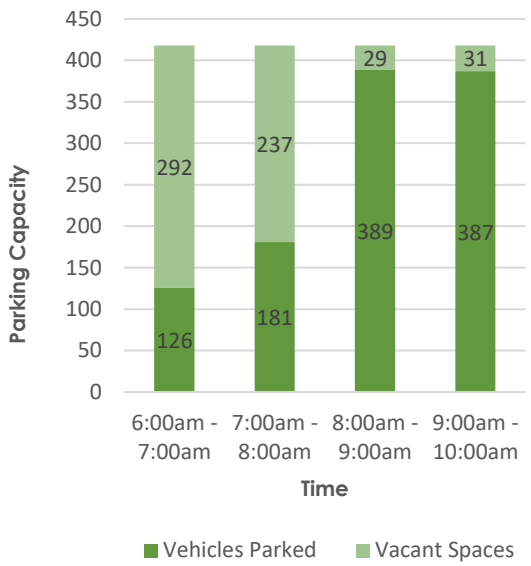


Chart 7: Parking Capacity – 25/08/2024



It can be seen from the above that the peak car parking demand within the vicinity of the site was generally identified after 8:00am, noting the following key aspects:

- Tuesday (11/06/2024 and 18/06/2024)
  - Peak parking demand for 224 spaces (53.6%) and 194 vacant spaces (46.4%); and
  - Average parking demand for 136 spaces (32.5%) 282 vacant spaces (67.5%).
- Saturday (29/06/2024 and 24/08/2024)
  - Peak parking demand for 373 spaces (89.2%) and 45 vacant spaces (10.8%); and
  - Average parking demand for 236 spaces (56.4%) 182 vacant spaces (43.6%).
- Sunday (30/06/2024 and 25/08/2024)
  - Peak parking demand for 389 spaces (93.1%) and 29 vacant spaces (6.9%); and
  - Average parking demand for 200 spaces (47.8%) 218 vacant spaces (52.2%).

5.5 Parking Assessment

In reference to **Section 5.3**, the maximum parking demand of the proposed development equates to a total of 50 car parking spaces, comprising nine (9) staff spaces and 41 member spaces. Application of this maximum car parking demand to the arrival proportions as per **Section 5.2.2**, results in the following car parking demands for each survey day.

Tuesdays (11/06/2024 and 18/06/2024)

Chart 8: Parking Demand – 11/06/2024

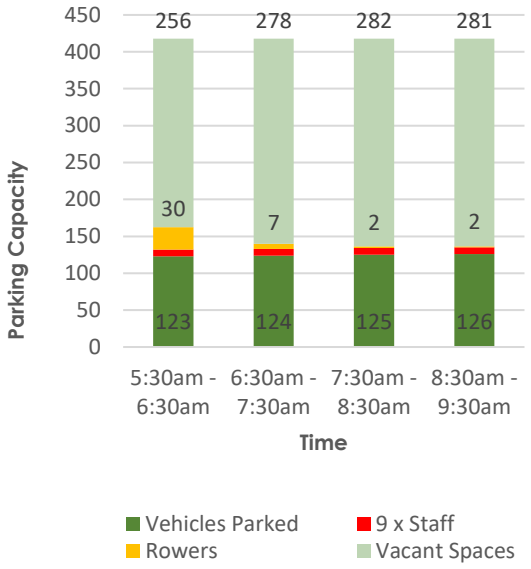
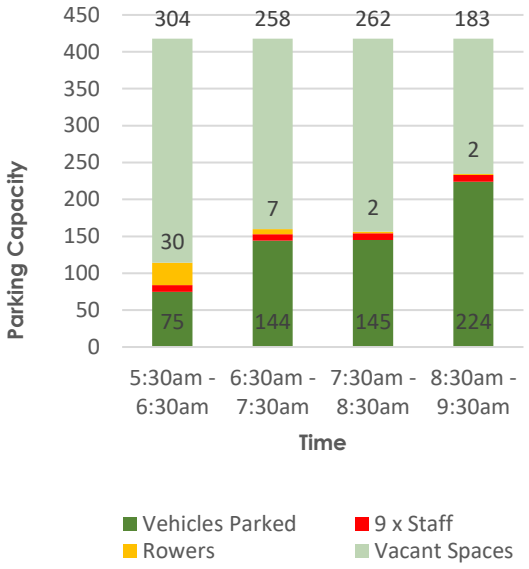


Chart 9: Parking Demand – 18/06/2024



Saturdays (29/06/2024 and 24/08/2024)

Chart 10: Parking Capacity – 29/06/2024

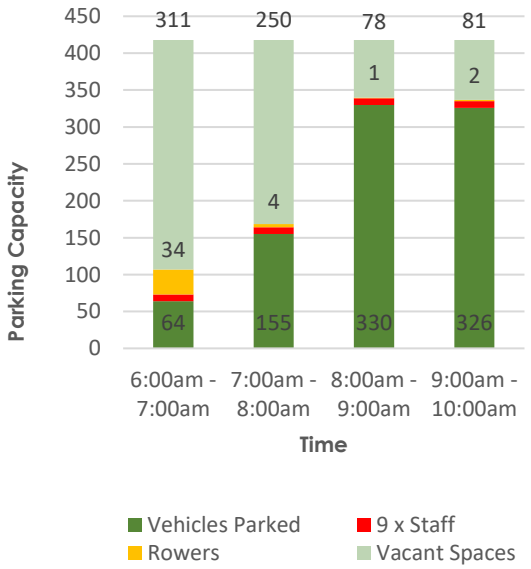
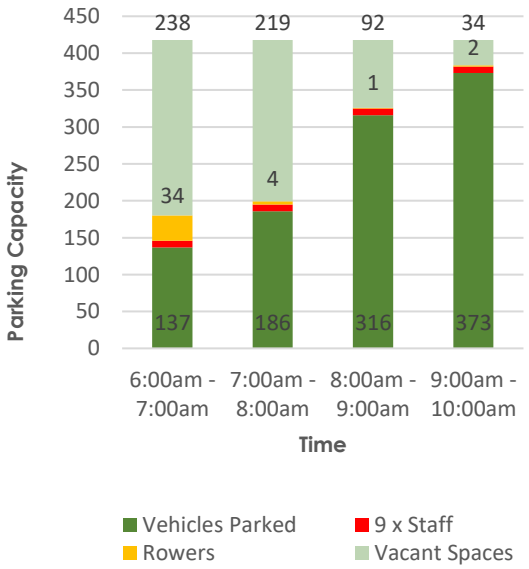


Chart 11: Parking Capacity – 24/08/2024



Sundays (30/06/2024 and 25/08/2024)

Chart 12: Parking Capacity – 30/06/2024

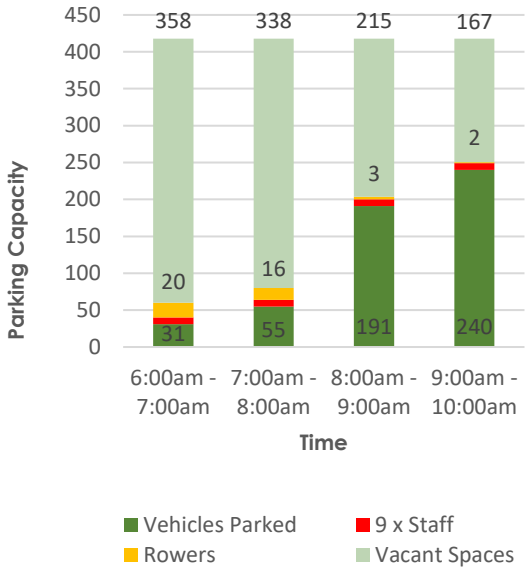
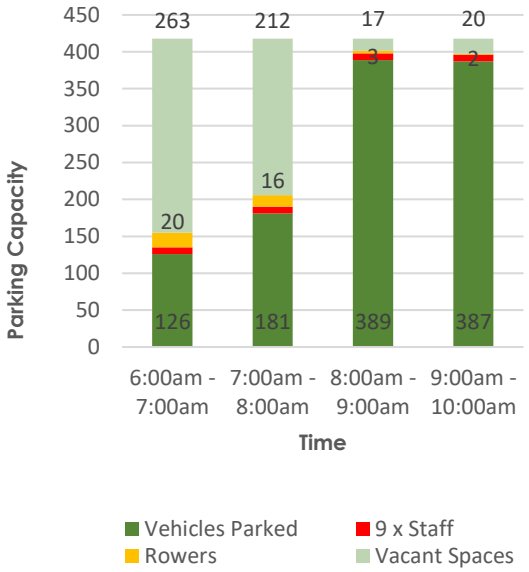


Chart 13: Parking Capacity – 25/08/2024



It can be seen from the above that the peak car parking demand of the development is generally during the early morning, noting the following key aspects:

- Tuesdays (11/06/2024 and 18/06/2024) have a peak parking demand for 30 member spaces and nine (9) staff spaces between 5:30am-6:30am;
- Saturdays (29/06/2024 and 24/08/2024) have a peak parking demand for 34 member spaces and nine (9) staff spaces between 6:00am-7:00am; and
- Sundays (30/06/2024 and 25/08/2024) have a peak parking demand for 20 member spaces and nine (9) staff spaces between 6:00am-7:00am.

In light of the above, the carpark areas in the locality can readily accommodate the peak parking demands of the development (6:00am-8:00am) and does not coincide with the peak parking demand of the carpark (8:00am-10:00am).

The majority of staff and member vehicles are anticipated to utilise the spaces closest to the site on Maliyawul Street, which are envisaged to be available during the early mornings and when there is minimal parking demand within the carpark. It should be noted that the nearby Leichhardt Park Carpark also provides additional available car parking spaces, should there be an increased demand for additional parking.

It should be emphasised that this is considered a conservative assessment, given that staff and member departures were not taken into consideration, with **Section 5.2.2** identifying that the majority of members departed between 7:00am-9:00am and during the peak parking demands of the existing carpark areas, i.e. additional parking spaces would be available during the peak parking demands of the carpark. Accordingly, all standard car parking demands for the development will be accommodated within public carpark areas during the main operational hours of the development. As such, this car parking arrangement is considered appropriate, given the nature of the proposed development.

5.6 Accessible Parking

The development does not include an off-street car parking provision and as such, no accessible parking spaces are required. Nevertheless, the Maliyawul Street Waterfront Carpark and the Leichhardt Park Carpark provides a total of 13 existing accessible parking spaces that can be utilised, should there be a demonstrated demand.

5.7 Bicycle Parking

The Leichhardt DCP 2013 does not provide any bicycle parking rates for boat shed developments and as such, no bicycle parking spaces are required or proposed. It should be noted that the development proposes EOT facilities due to the nature of the proposed development, with the subject site providing sufficient area to accommodate bicycle parking spaces, should there be a demonstrated demand.

5.8 Refuse Collection and Servicing

The development proposes all refuse collection and servicing activities to be undertaken at the northern end of the Maliyawul Street carpark, with bins and/or deliveries to be transferred by staff to/from the site via the existing paths.

All loading and unloading activities are proposed to occur outside the peak parking demands of the carpark, noting that the parking surveys identified a considerable number of available parking spaces during the early morning on weekends and weekdays. A swept path analysis has been undertaken and included in **Appendix B**, demonstrating satisfactory vehicle movements of a 6.4 metre long small rigid vehicle at the northern end of the carpark, noting that any required parking restrictions would be subject to traffic committee approval.

5.9 Boat Trailers

It is understood that vehicles with boat trailers will be organised with the development and will be scheduled to occur during early mornings or evenings and when the parking demand within the carpark is at a minimum (e.g. on weekdays and/or prior to 8:00am). Vehicles are proposed to decouple their trailer at the northern end of the Maliyawul Street carpark, park their vehicle within the carpark and utilise a trailer tug to transport the trailer to the boatshed.

It is emphasised that the development proposes to provide several watercrafts for members, i.e. members would mainly utilise watercraft already stored within the development. Accordingly, this arrangement is considered appropriate, given the infrequent nature of this activity and envisaged minimal parking demand during this activity. A swept path analysis has been undertaken and included in **Appendix B**, demonstrating satisfactory vehicle movements.

Reference should be made to the Plan of Management, prepared separately by the Community Rowing Club for additional information regarding the service arrangements of the development.

6. TRAFFIC AND TRANSPORT IMPACTS

The development is anticipated to generate a maximum of 50 vehicles during the weekend peak operating hours of the development, with the associated traffic generation of the development anticipated to be significantly reduced during the weekday peak periods.

These vehicle trips would be distributed throughout the main operating hours of the development (between 6:00am-10:00am), with the majority of vehicle arrivals envisaged to occur prior to 8:00am and vehicle departures envisaged to occur prior to 9:00am on weekends, as per the travel mode survey results within **Section 5.2.2**. These vehicle trips are clearly outside the typical weekend peak periods of the surrounding road network. As such, the traffic impacts associated with the proposed development are considered minor, with staff/members arriving or departing during the weekend/weekday network peak periods (if any) anticipated to be minimal and well within typical fluctuations in background traffic volumes.

Accordingly, the traffic generation as a result of the proposed development is considered supportable from a traffic planning perspective, with no external improvements required to facilitate the development.

7. CONCLUSIONS

In summary:

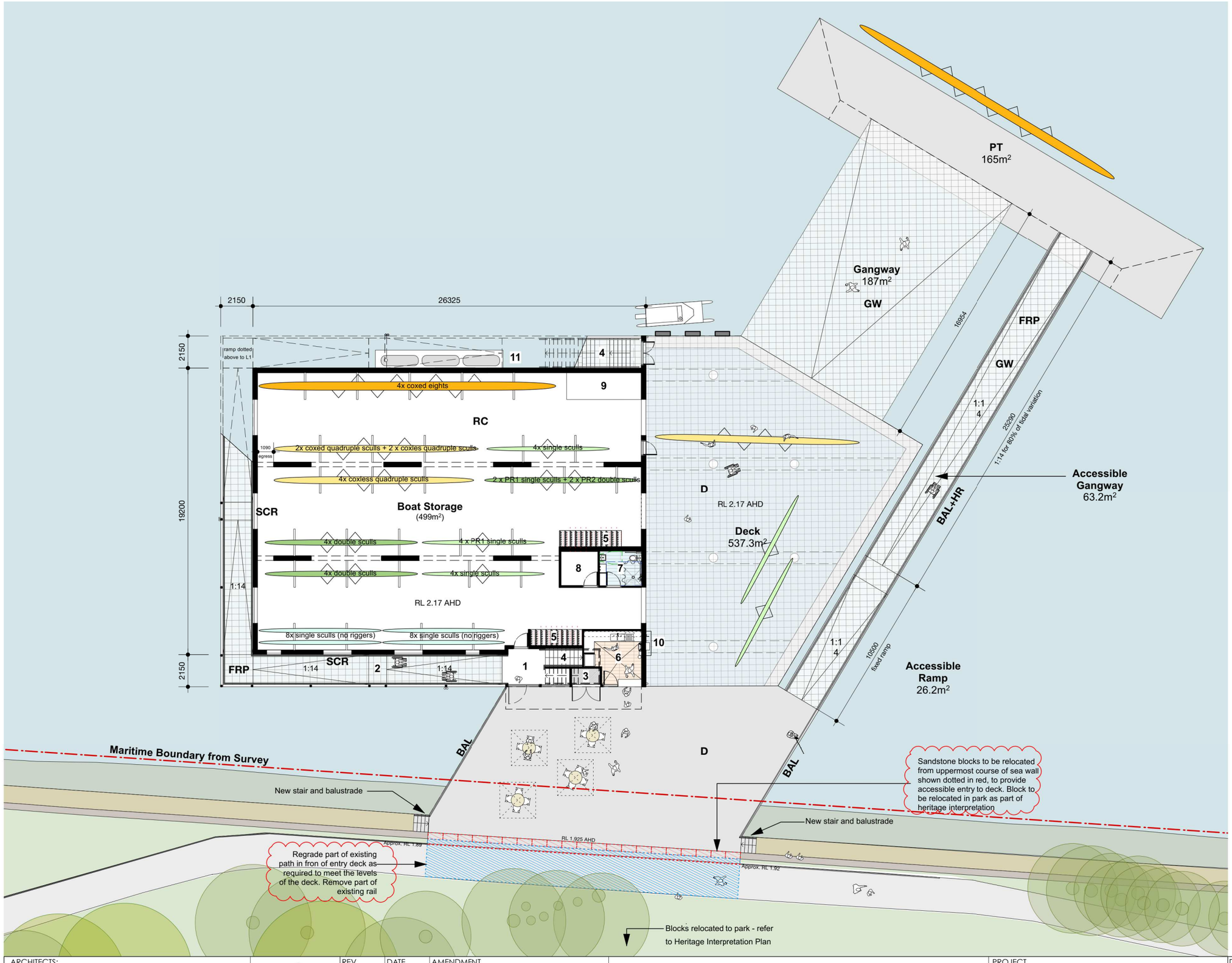
- The proposal seeks approval to construct a community boat shed development with a total capacity for 200 members. This boat shed is proposed to include an ancillary kiosk, indoor rowing room, multi-purpose community room and boat storage.
- The car parking requirements of the development have been conservatively assessed with a 'first principals' approach, resulting in an anticipated maximum parking demand for 50 car parking spaces, comprising nine (9) staff and 41 members during the critical weekend peak period.
- Parking surveys were conducted at the existing carpark areas, which identified sufficient capacity to accommodate the peak parking demands of the development (6:00am-8:00am), noting that this does not coincide with the peak parking demand of the existing carpark (8:00am-10:00am). As such, the existing carpark can readily accommodate the car parking demands of the development. It should be noted that the nearby Leichhardt Park Carpark also provides additional available car parking spaces, should there be an increased demand for additional parking.
- The development is anticipated to potentially generate a maximum of 50 vehicles during the weekend peak period, which is envisaged to be significantly reduced during the weekday peak periods.

  These vehicle trips would be distributed throughout the main operating hours of the development, with the majority of vehicle arrivals/departures envisaged to occur outside the typical peak periods of the surrounding road network. As such, the traffic generation of the proposed development is considered supportable from a traffic planning perspective, with no external changes required to facilitate the development.

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



Plan Legend

1	Entry foyer
2	Undercover entry/exit ramp
3	Waste storage
4	Exit stairs
5	Oar storage
6	Kiosk
7	All gender accessible change room
8	Storage cupboard
9	Work bench
10	Wash down area
11	Rain water re use tank

ARCHITECTS:

hill thalis

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Surry Hills NSW 2010 Australia
T 02 9211 6276 **F** 02 9281 3171
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Nominated Architects: Philip Thalis #6780 Sarah Hill #5285

– Use figured dimensions only
– Do not scale
– Comply with the Building Code of Australia
– Comply with the relevant Australian Standards
– Comply with relevant Authorities' requirements

REV	DATE	AMENDMENT
P1	10/8/23	PRELIMINARY ISSUE
P2	14/8/23	PRELIMINARY ISSUE
P3	12/9/23	ISSUE TO QS
P4	15/9/23	PRELIMINARY ISSUE
A	25/9/23	ISSUE FOR DEVELOPMENT APPLICATION
B	26/10/23	ISSUE FOR DEVELOPMENT APPLICATION
C	31/7/24	Revise notations

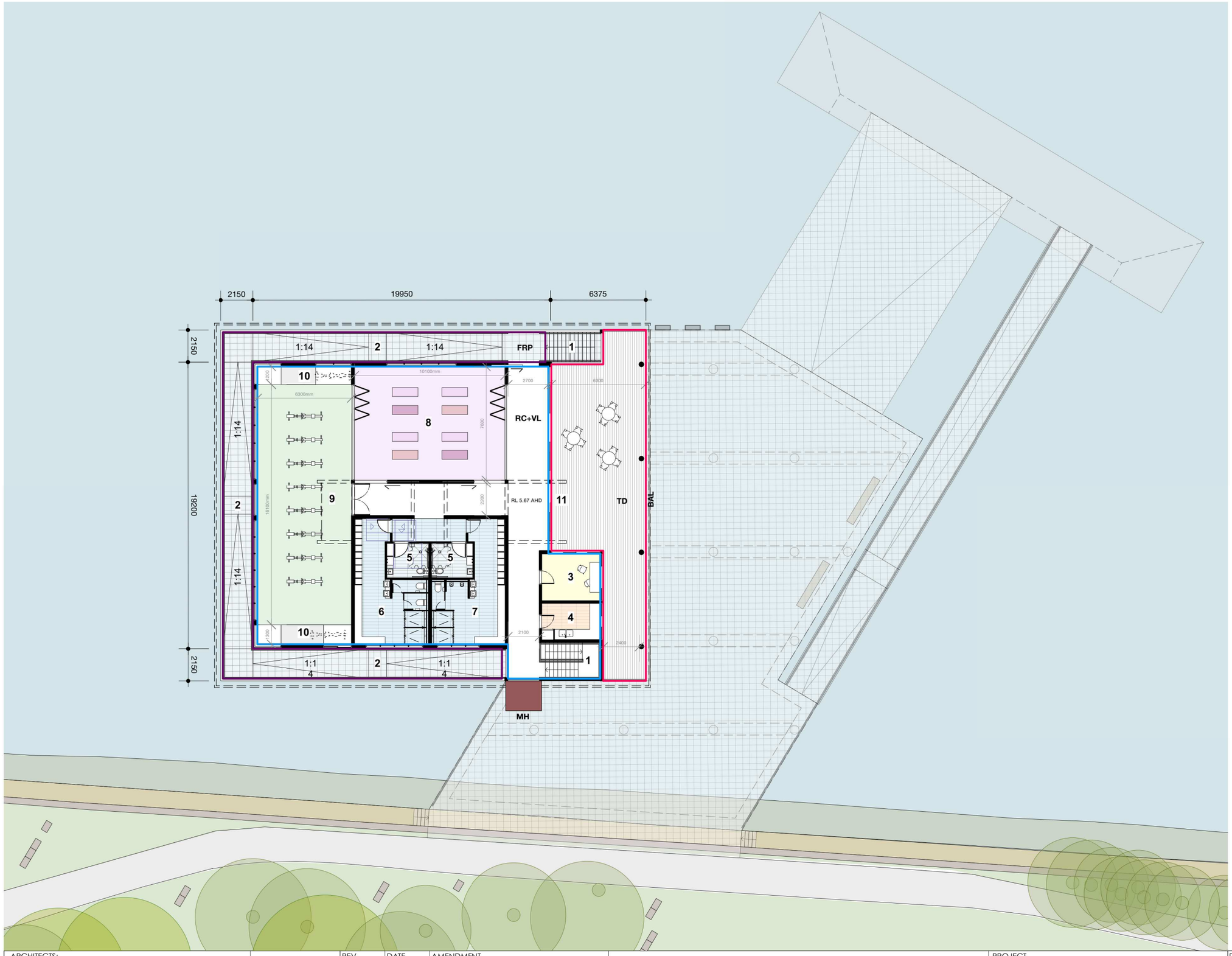
AFD - Aluminium Framed Glazed Door
AFG - Aluminium Framed Glazing
BAL - Metal Balustrade for compliance with NCC/BCA + AS 1428.1
D - Deck. Concrete/Reinforced Fibreglass Floor Grate
DP - Downpipe
FC1 - Facade - Metal Cladding
FC2 - Facade - Coloured Panel Cladding
FRP - Reinforced Fibreglass Floor Grate
GU - Gutter
GW - Gangway to Marine Engineer's Detai
HR - Metal handrail for compliance with NCC/BCA + AS 1428.1
MD - Perforated Metal Door
MH - Metal Hood
MRS - Metal Roof Sheeting
PT - Pontoon to Marine Engineers Detail
PV - Photovoltaic panels
RC - Reinforced Concrete Floor
RMP - Ramp
RWT - Rain Water Tank
SCR - Steel Framed Metal Screening
SK - Skylight
ST - Painted steel
TD - Timber Deck
VL - Vinyl Flooring Finish

PROJECT
Leichhardt Park Community Boat Shed
Leichhardt Park, Lilyfield, NSW

CLIENT
Community Rowing Club

DRAWING TITLE
Ground Floor Plan

JOB NO	DRAWN	SCALE	DRAWING NO.
21.66	VK	1:250	**DA 2.10**
DATE	**CHECKED**	**PLOT DATE**	**REVISION**
17/8/22	PT	26/7/24	**C**



Plan Legend

1	Exit Stairs
2	Undercover entry/exit ramp
3	Coaches room
4	Kitchenette /Storage
5	All gender accessible change room
6	Female changroom
7	Male change room
8	Multipurpose community room
9	Indoor rowing room
10	Storage Cupboards (half height)
11	Deck

Area Breakdown:

Semi Enclosed Area
Access Ramp to L1 119.2m^2
Viewing Deck 110.4m^2

Total Internal Area 398m^2

Toilets/Changerooms 84.7m^2
Multipurpose Room 76.8m^2
Training Room (inc storage) 117.2m^2
Kitchenette 9.6m^2
Coaches Room 12.4m^2

0 5 10 M

ARCHITECTS:
hill thalis
ARCHITECTURE + URBAN PROJECTS PTY LTD
LEVEL 5, 68-72 Wentworth Ave
Surry Hills NSW 2010 Australia
T 02 9211 6276 F 02 9281 3171
E admin@hillthalis.com.au www.hillthalis.com.au
Nominated Architects: Philip Thalis #6780 Sarah Hill #5285

- Use figured dimensions only
- Do not scale
- Comply with the Building Code of Australia
- Comply with the relevant Australian Standards
- Comply with relevant Authorities' requirements

REV	DATE	AMENDMENT
P1	10/8/23	PRELIMINARY ISSUE
P2	14/8/23	PRELIMINARY ISSUE
P3	12/9/23	ISSUE TO QS
P3	15/9/23	PRELIMINARY ISSUE

AFD - Aluminium Framed Glazed Door
AFG - Aluminium Framed Glazing
BAL - Metal Balustrade for compliance with NCC/BCA + AS 1428.1
D - Deck. Concrete/Reinforced Fibreglass Floor Grate
DP - Downpipe
FC1 - Facade - Metal Cladding
FC2 - Facade - Coloured Panel Cladding
FRP - Reinforced Fibreglass Floor Grate
GU - Gutter
GW - Gangway to Marine Engineer's Detai
HR - Metal handrail for compliance with NCC/BCA + AS 1428.1
MD - Perforated Metal Door
MH - Metal Hood
MRS - Metal Roof Sheeting
PT - Pontoon to Marine Engineers Detail
PV - Photovoltaic panels
RC - Reinforced Concrete Floor
RMP - Ramp
RWT - Rain Water Tank
SCR - Steel Framed Metal Screening
ST - Painted steel
TD - Timber Deck
VL - Vinyl Flooring Finish

PROJECT
Leichhardt Park Community Boat Shed
Address

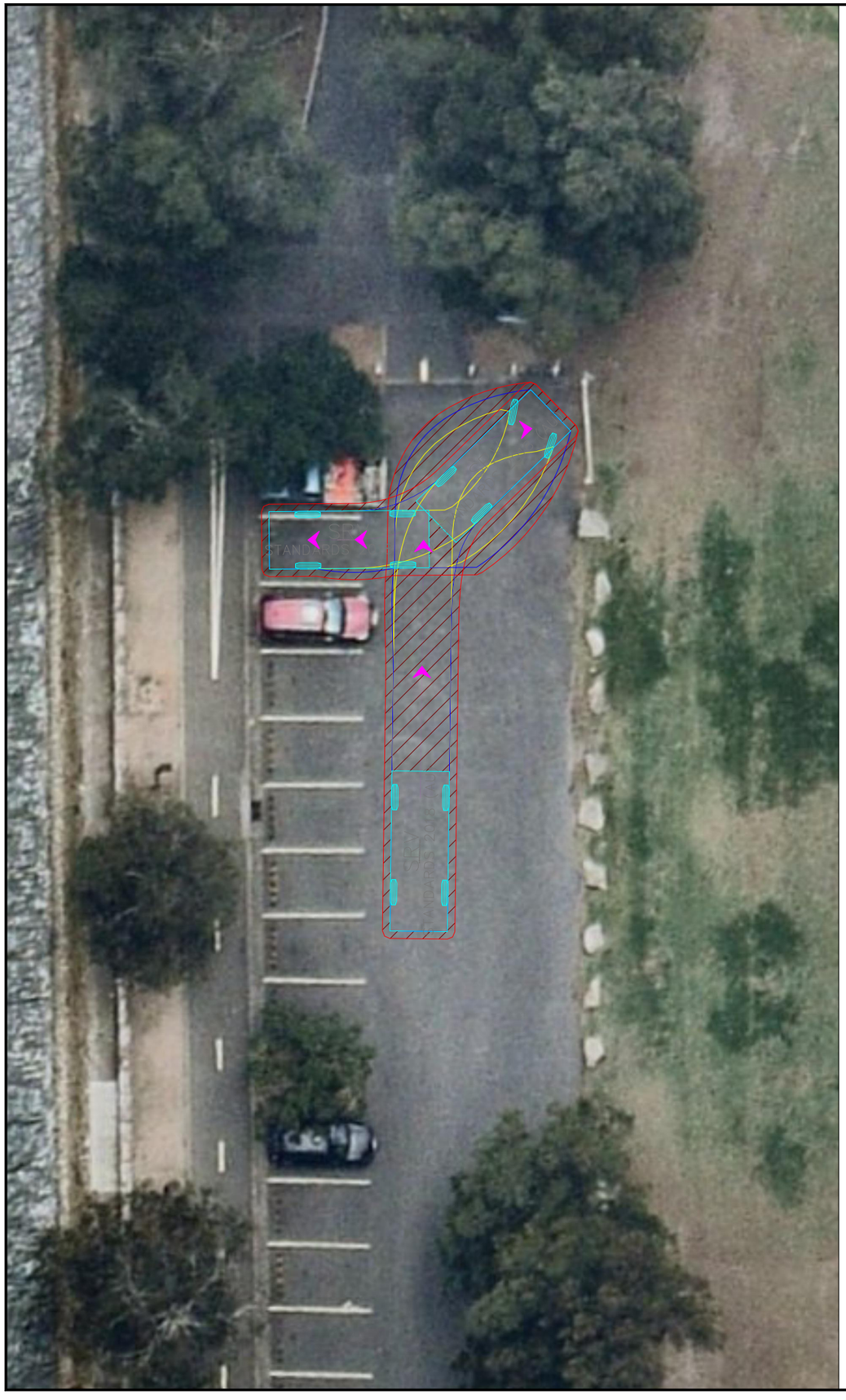
CLIENT
Balmain Para-rowing Program Inc

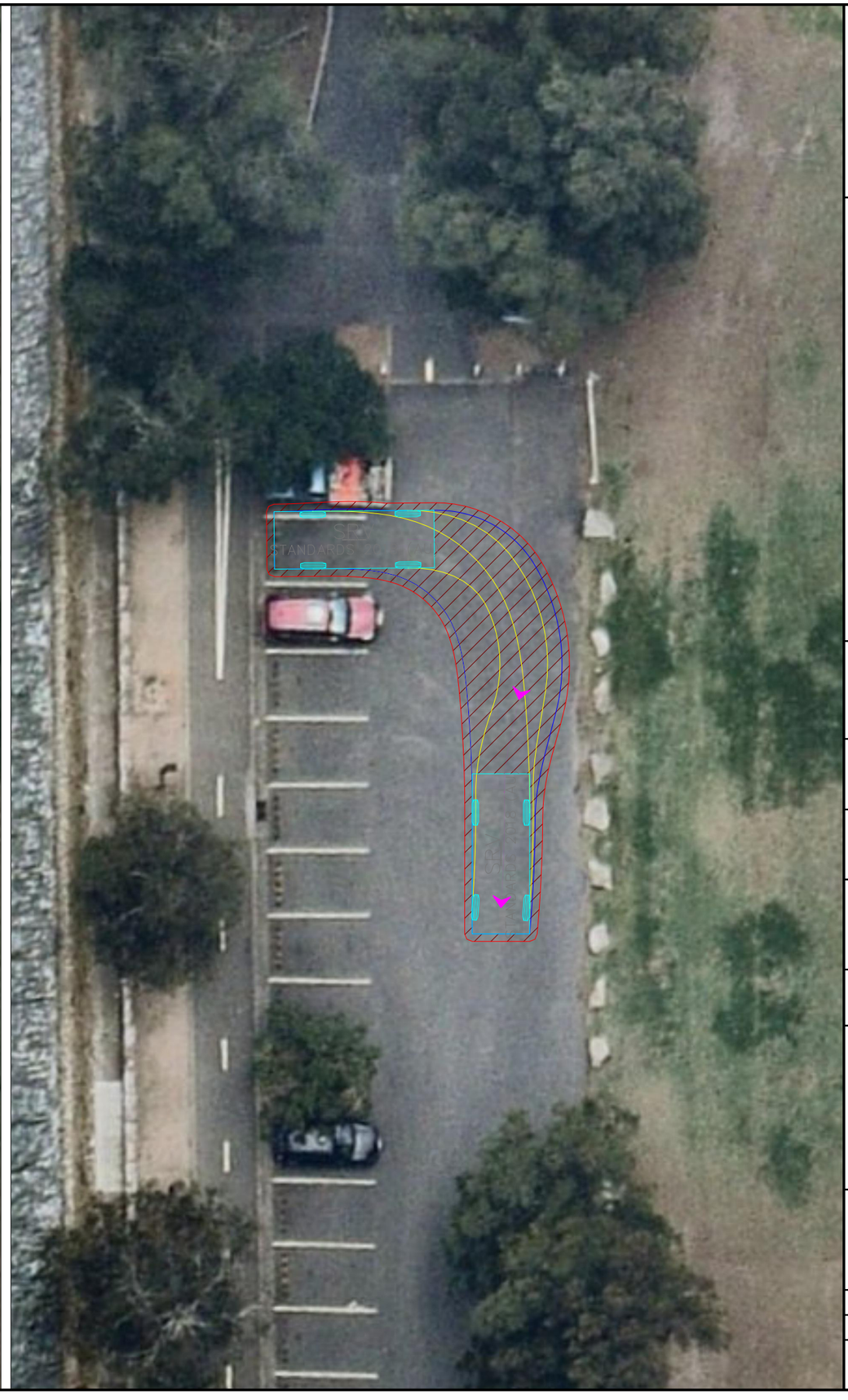
DRAWING TITLE
First Floor Plan

JOB NO	DRAWN	SCALE	DRAWING NO.
21.66	VK	1:250	**DA2.11**
DATE	CHECKED	PLOT DATE	REVISION
17/8/22	PT	15/9/23	**P3**

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	NC	06-09-2024

Swept Path Legend

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

Architect

Hill Thalis Architecture + Urban Projects Pty Ltd

Client

Community Rowing Club

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Leichhardt Community Boat Shed

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

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

t: +61 2 8324 8700
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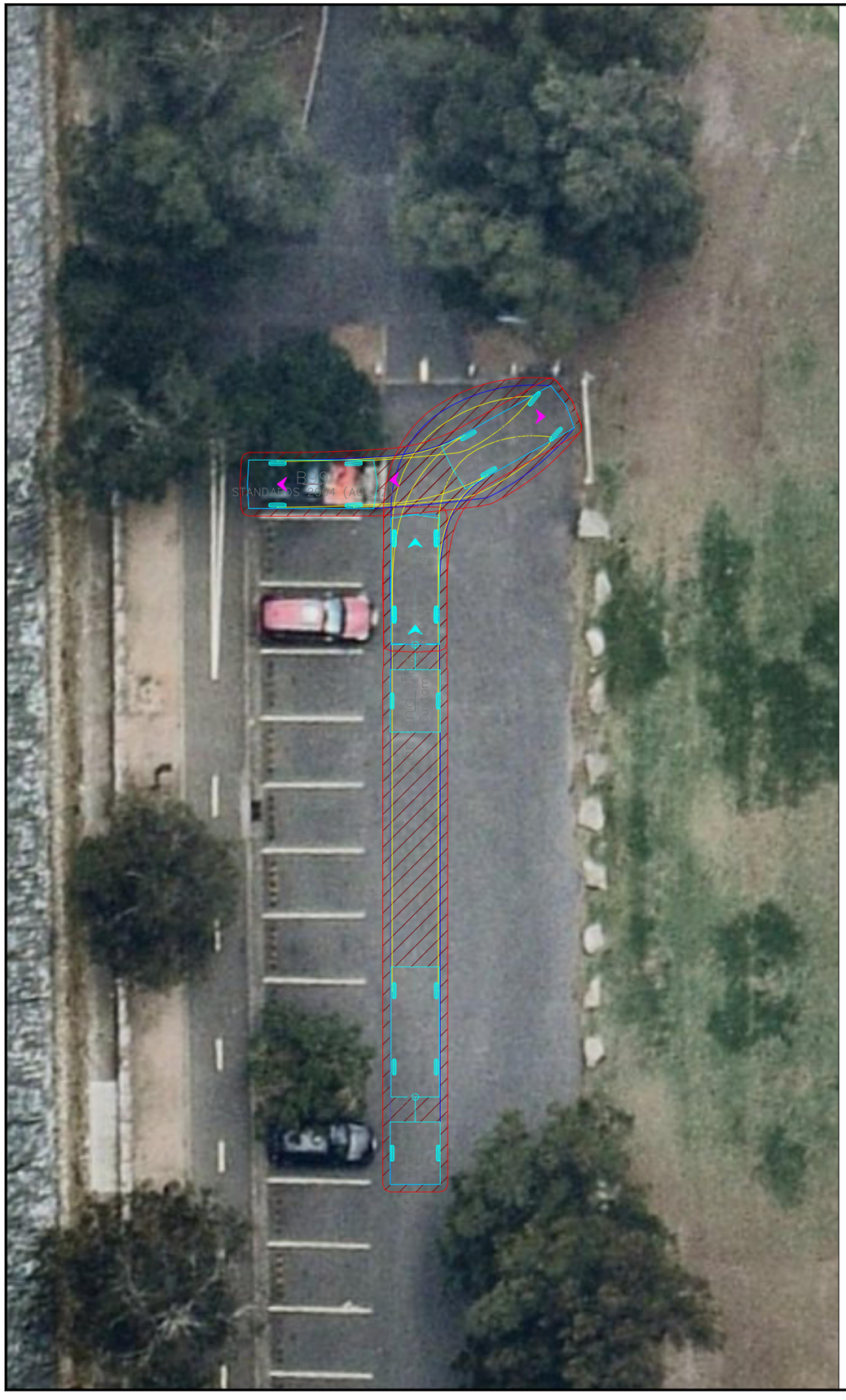
Drawing Title

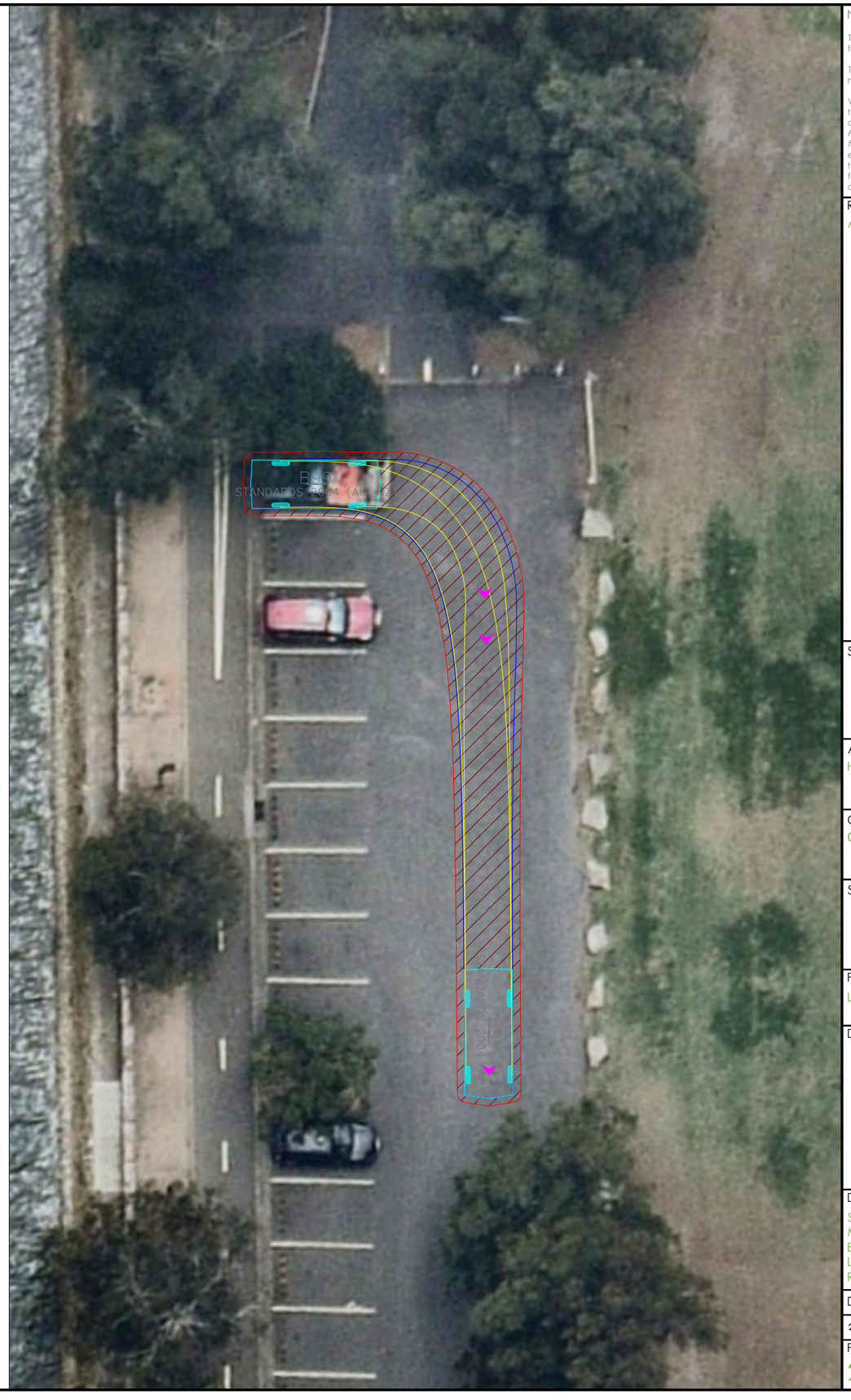
Swept Path Analysis
Maliyawul Street Carpark - Northern End
6.4m Small Rigid Vehicle
LEFT: Entry Movements
RIGHT: Exit Movements

Drawn:	Checked:	Date:
NC	NC	06-09-2024

23.362d03v02 TRAFFIX [2024-07-22] - DA Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.362	RFI	TX.01	A





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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	06-09-2024

Swept Path Legend

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

Architect

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Client

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Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Leichhardt Community Boat Shed

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Drawing Title

Swept Path Analysis
Maliyawul Street Carpark - Northern End
B99 Design Vehicle with Trailer
LEFT: Entry Movements
RIGHT: Exit Movements

Drawn:	Checked:	Date:
NC	NC	06-09-2024

23.362d03v02 TRAFFIX [2024-07-22] - DA Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.362	RFI	TX.02	A