

TRAFFIC IMPACT ASSESSMENT REPORT

24 Perry Street, Harlaxton

Proposed Multiple Dwelling Development



Our Reference: P075.01R

Your Reference:

Date: 22 July 2026

Version Control

Report title	Status	Prepared	Reviewed	Issue	Date	Issued to:
P075.01R – Perry Street TIA	FINAL	JG	AB	AB	22/07/2026	monet.living.property@gmail.com

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1 INTRODUCTION

1.1 Project background

ABTT Consulting has been engaged by 2EH Consulting (the **Applicant**) to undertake a Traffic Impact Assessment to accompany a Development Application (**DA**) to establish a multiple dwelling land use at 24 Perry Street, Harlaxton (Lot 13 on RP17732) (**Figure 1.1**). The existing 1,012m² site is currently occupied by a low-density residential dwelling.



Figure 1.1 Locality plan

1.2 Development details

The development proposes the establishment of a multiple dwelling land use for the purpose of establishing four townhouses on the subject site. Access to and from the development is proposed via a single two-way vehicle crossing on Perry Street that will provide access to the visitor parking and townhouse garages.

Details of the proposed development are provided in **Table 1.1** with the proposed plans of development being shown in **Figure 1.2**. Relevant plans of the development have been included in **Appendix A**.

Table 1.1 Development details

Land use	4-bedroom units
Multiple dwelling	4

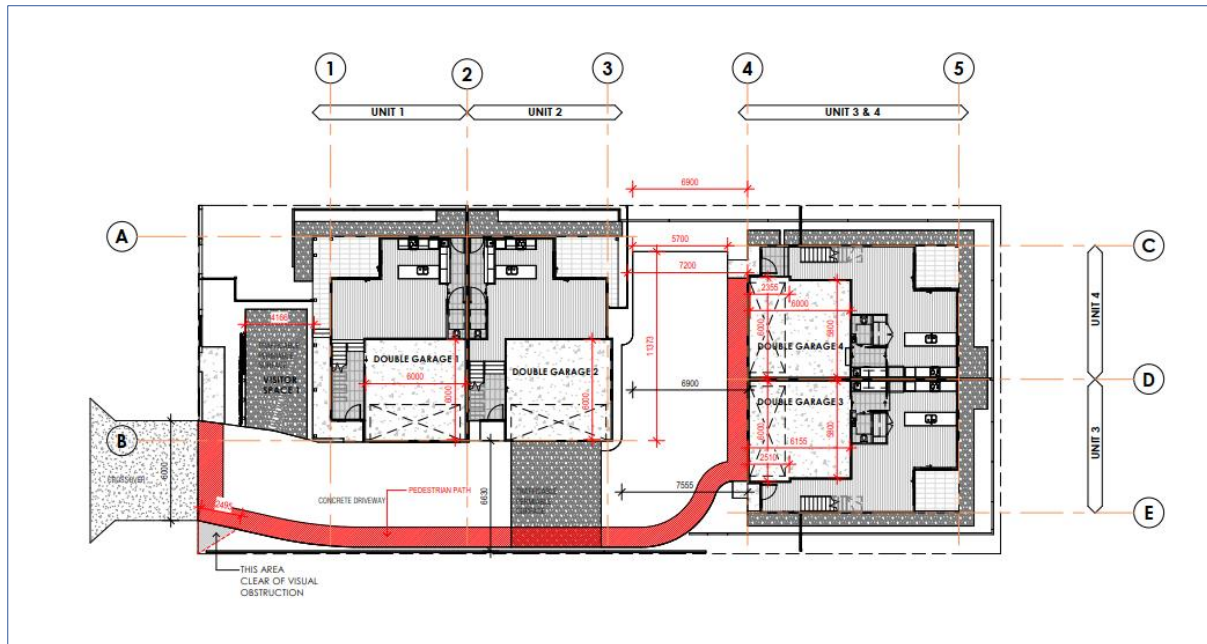


Figure 1.2 Plans of development

1.3 Applicable planning scheme

The proposed development site falls under the jurisdiction of the Toowoomba Regional Council (Council) and is governed by the *Toowoomba Regional Planning Scheme Version 28 (November 2022)*.

1.4 Scope

The scope of the assessment presented in this report is as follows:

- assess public transport, pedestrian and cycling accessibility to / from site and on-site
- calculate the anticipated development traffic generation and its impact on the external road network
- assess proposed car, motorcycle and bicycle parking supply against relevant Council requirements
- review the design of on-site traffic and transport operations against Australian Standards and Council's requirements
- assess site access locations and access configuration against Council requirements, and
- assess servicing arrangements.

2 EXISTING CONDITIONS

2.1 Road network

The subject site is well placed within the Toowoomba road network. The administrative hierarchy of the surrounding road network is shown in **Figure 2.1** below with additional details provided in **Table 2.1**.

Table 2.1 Surrounding road network

Road name	Jurisdiction	No. of lanes (two-way)	Posted speed limit	Median divided	Hierarchy	Footpath / bicycle lanes	On-street parking
Ruthven Street (New England Highway)	TMR ¹	4	60km/h	Yes	Regional arterial	Footpath both sides no bicycle lanes	Informal parking
Perry Street	Council	2	50km/h	No	Local	No footpaths or bicycle lanes	Informal parking
Prince Street	Council	2	50km/h	No	Local	No footpaths or bicycle lanes	Informal parking

Notes:

1. Department of Transport and Main Roads

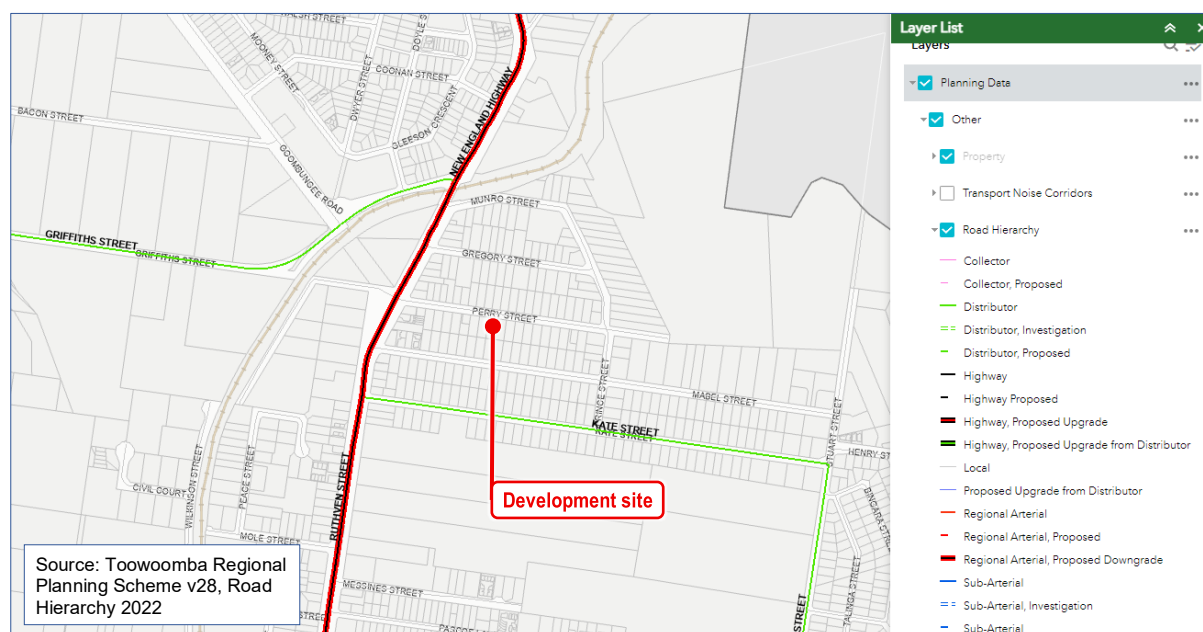


Figure 2.1 Administrative road hierarchy

2.2 Public transport

The development is located within walking distance (<400m) of one public transport stop. The closest bus stop, known as, 'Ruthven Street at Gregory Street, Harlaxton' (Stop ID: 880500) is serviced by six public bus routes, known as '901', '950', '978', '980', '981' and '982', which have an average frequency ranging from 30 to 90 minutes throughout the service period. Locations of all stops within proximity to the development site are shown in **Figure 2.2**.



Figure 2.2 Public transport in proximity to site

2.3 Active transport

There are no footpaths on Perry Street itself, however the subject site is in proximity to Ruthven Street, which forms part of TMR's Downs South West Principal Cycle Network. The principal cycle network surrounding the proposed development and route priorities are illustrated in **Figure 2.3** and **Figure 2.4**.

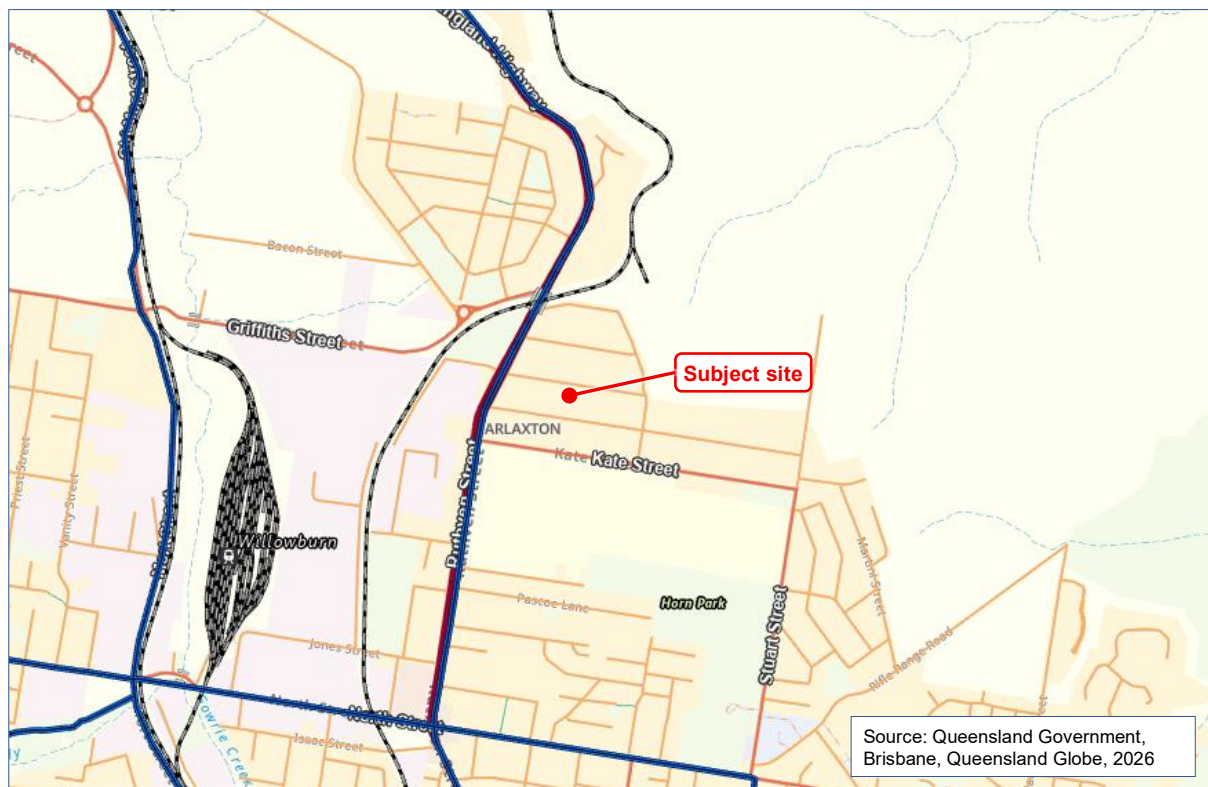


Figure 2.3 Principal cycle network

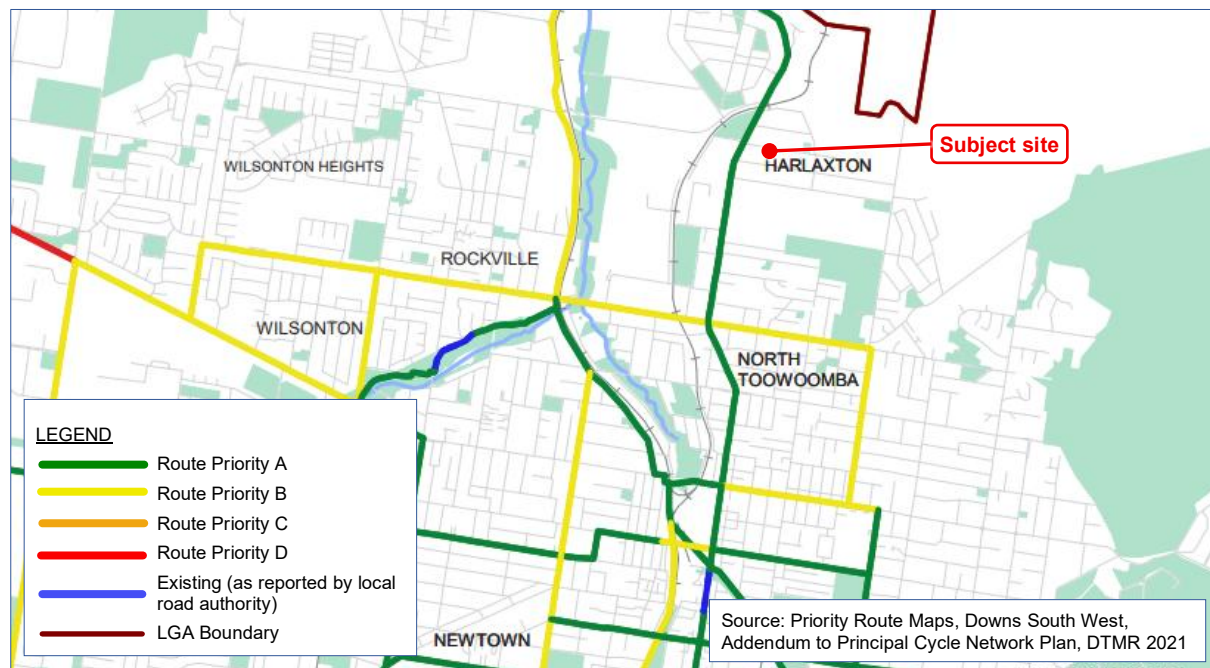


Figure 2.4 **Priority route map**

3 TRAFFIC IMPACT ASSESSMENT

3.1 Traffic generation

The development site is currently occupied by a residential dwelling that generates traffic. Accordingly, traffic generation from the existing development has been taken into consideration when determining the net increase in trip generation for the proposed development.

Traffic generation rates for the existing and proposed development have been based on the rates provided in the NSW *Guide to Transport Impact Assessment (TS 00085)*. As the site is proposed to comprise four 4-bedroom townhouses, the low-density residential dwelling traffic generation rates have been adopted for both the existing and proposed development.

A summary of the expected development traffic generation is shown in **Table 3.1**.

Table 3.1 Development traffic generation

Land use	Units	Peak period	Traffic generation rate	Traffic generation volume
Existing development				
Dwelling house	1	AM	0.83 trips per dwelling	1
		PM	0.84 trips per dwelling	1
Proposed development				
Multiple dwelling	4	AM	0.83 trips per dwelling	4
		PM	0.84 trips per dwelling	4
Net increase in AM peak hour trips				+3
Net increase in PM peak hour trips				+3

3.2 Traffic distribution

TMR's guide to Traffic Impact Assessment (GTIA) stipulates¹:

"Peak hour development-generated traffic volumes need to be split into entry (IN) and exit (OUT) volumes for assignment of this traffic to the access intersection and to the surrounding road network."

Typical residential In / Out traffic splits were adopted for the multiple dwelling land use (i.e. 30% In / 70% Out in the AM peak hour, and 60% In / 40% Out during the PM peak hour).

Based on the above, the AM and PM In / Out traffic splits are provided in **Table 3.2**.

Table 3.2 Development traffic splits

Land use	Traffic generation (trips)	Peak period	IN%	IN trips	OUT %	OUT trips
Multiple dwelling	3	AM Peak	30%	1	70%	2
	3	PM Peak	60%	2	40%	1

3.3 Traffic impacts

Given the geographical location of the development site, all development generated traffic is expected to utilise Perry Street to access the development site. The total net traffic generation in the AM and PM peak hours is three trips, which equates to one vehicle movement every 20 minutes.

Considering the low volume of traffic expected to be generated by the proposed development, it is not expected to have a significant impact on the surrounding road network.

¹ Department of Transport and Main Roads (December 2018), Guide to Traffic Impact Assessment (Version no. 1.2) s.8.2.2, p.31.

4 PARKING ASSESSMENT

4.1 Car parking requirements

The car parking requirements for the development have been calculated in accordance with the land use requirements stipulated in Council's *Toowoomba Regional Planning Scheme – 9.4.6 Transport, Access and Parking Code (V28)* as shown in **Table 4.1**.

Table 4.1 Car parking requirements

Land use	4-bedroom units	Car parking rate	Car parking requirement
Multiple dwelling	4	2 per dwelling with 2 or more bedrooms	8
		1 per 4 dwellings for visitor parking	1
Total car parking requirement			9

The total car parking requirement for the development is nine car parking spaces comprising eight resident spaces and one visitor space. In accordance with the *National Construction Code (NCC) – Volume 1* for a Class 2 building, there is no requirement to provide car parking for People with Disabilities (PWD).

4.2 Car parking provision

The development provides a total of nine car parking spaces, comprising eight resident spaces and one visitor space, and therefore achieves compliance with Council and NCC car parking requirements.

Car parking design for the proposed development has been undertaken generally in accordance with Australian Standard *AS2890.1 – Parking Facilities* and Council's *Toowoomba Regional Planning Scheme*. **Table 4.2** shows design parameters for each user class in accordance with *AS2890.1*.

Table 4.2 Car parking design requirements

User class	Minimum parking bay width	Minimum parking bay length	Minimum aisle width	Use
1A	2.4m	5.4m	5.8m	Residents
2	2.5m	5.4m	5.8m	Visitors

Other specific design parameters relating to the parking and internal road layout design have been developed generally in accordance with Australian Standards *AS2890.1 – Parking Facilities Part 1: Off-street car parking* and *AS2890.2 – Parking Facilities Part 2: Off-street commercial vehicle facilities*, and Council's *Toowoomba Regional Planning Scheme* as shown in **Table 4.3**.

No turnaround bay is provided for the visitor parking area as there is sufficient space available for a B99 passenger vehicle to perform a turnaround manoeuvre and exit the development site in a forward gear in accordance with the clearances stipulated in *AS2890.1* if all visitor parking spaces are occupied (**Appendix B**).

Regarding the residential double garages, AO9 of the *Toowoomba Regional Planning Scheme – Table 9.3.7:2 (Medium Density Residential Code (V28))* stipulates a minimum garage length of 6.4m and requires that B85 vehicles be able to enter in a single forward manoeuvre and exit in a single reverse manoeuvre.

While this outcome is not achievable for all spaces, the garages have instead been designed in accordance with *AS2890.1*, which permits resident parking to be accommodated within up to three manoeuvres. Additionally, PO9 of the code requires the development to incorporate adequate manoeuvring area to parking spaces. Based on complying with *AS2890.1*, this requirement is considered achieved.

A swept path assessment is included in **Appendix B**, demonstrating that all garage parking bays can be accessed either in a single manoeuvre or via a three-point turn, and that vehicles are able to exit the site in a single reverse manoeuvre.

It is also noted that the proposed garage dimensions and adjoining circulation areas exceed the minimum requirements for double garages stipulated in AS2890.1. On this basis, it is considered that PO9 is achieved.

Table 4.3 Parking layout and geometry compliance

Design element	Required		Supplied	Compliance
Visitor parking bays	2.5m x 5.4m (AS2890.1 minimum)		4.17m x 7.07m	COMPLIES
Visitor parking manoeuvring	Ensures a B99 vehicle is able to enter in a single forward manoeuvre and exit in a single reverse manoeuvre.		Achieved, refer to Appendix B.	COMPLIES
Garages (double) - Width - Length - Door opening	<u>Council</u> 6.4m 6.4m -	<u>AS2890.1</u> 5.4m 5.4m 4.8m	6m 6m 5.4-5.7m	COMPLIES WITH AS2890.1
Garage parking manoeuvring	<u>Council</u> Ensures a B85 vehicle can enter in a single forward manoeuvre and exit in a single reverse manoeuvre.	<u>AS2890.1</u> Ensures a B85 vehicle can enter within three manoeuvres and exit within three manoeuvres.	Some parking spaces can be accessed in a single manoeuvre, while others may require up to three manoeuvres.	COMPLIES WITH AS2890.1 & PO9 OF COUNCIL'S MEDIUM DENSITY RESIDENTIAL CODE
Clearance to obstructions	0.3m (minimum)		0.3m	COMPLIES
Parking aisle width	5.8m (AS2890.1 minimum)		6.3-6.9m	COMPLIES
Parking envelope	As per Figure 5.2 in AS2890.1		Achieved	COMPLIES
Grades - Ramp - Parking module - Parking aisle	1:5 maximum 1:16 in any direction & 1:20 parallel 1:16		To be achieved at detailed design stage.	WILL COMPLY
Aisle extension	1m end of aisle		Achieved	COMPLIES
Turning bay	Suitable for B99 manoeuvring		Achieved in parking aisle	COMPLIES

4.3 Bicycle parking

Review of Council's *Toowoomba Regional Planning Scheme – 9.4.6 Transport, Access and Parking Code (V28)* has not identified bicycle parking rates for multiple dwelling land use. Therefore, bicycle parking is not proposed.

5 ACCESS AND SERVICING ARRANGEMENTS

5.1 Access arrangement

The development proposes access from Perry Street via a single, two-way, 6.0m wide vehicle crossing designed in accordance with IPWEA *Standard Drawings RSD-102 – Heavy Duty* for a “General Wide” crossing. The proposed access will cater for all movements.

The existing vehicle crossing servicing the development site on Perry Street will be demolished, and the kerb and channel reinstated.

5.2 Sight distance assessment

A sight distance assessment has been undertaken in accordance with AS2890.1 to ensure that the location of the vehicle crossing provides sufficient sight distance for road users to find a safe gap in oncoming traffic when leaving the site. The minimum gap sight distance requirements (**MGSD**) for a vehicle departing the site are provided in **Table 5.1**.

The required sight distance has been calculated based on a frontage road speed along Perry Street of 50km/h.

Table 5.1 Sight distance requirements

Frontage road	Vehicle speed assessed	Sight distance requirement
Perry Street	50km/h	69m

Figure 5.1 shows the required sight distance and associated sight lines for vehicles travelling along Perry Street to vehicles departing the development site, demonstrating compliance with the specified requirements.

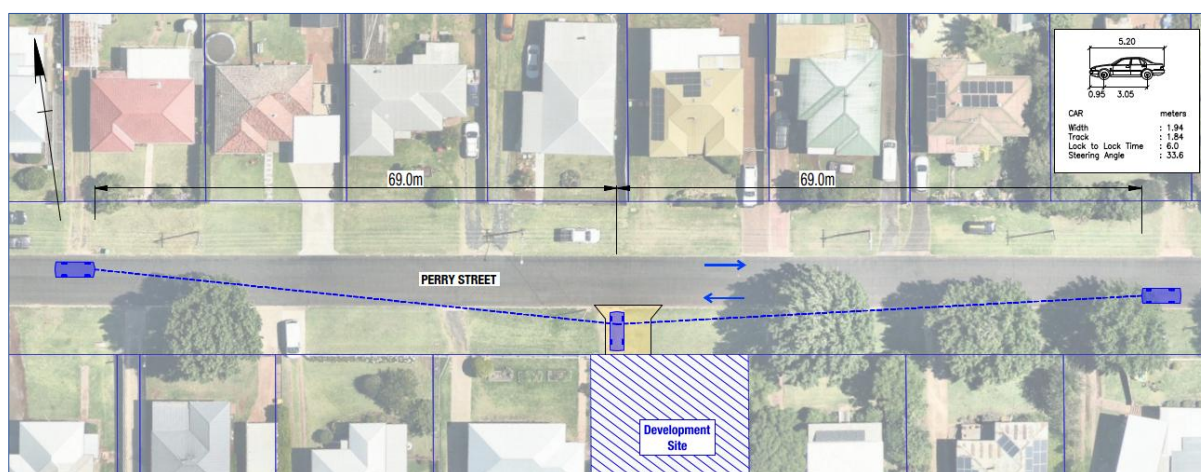


Figure 5.1 Sight distance assessment

5.3 Servicing

Council's *Toowoomba Regional Planning Scheme – 9.4.6 Transport, Access and Parking Code (V28)* stipulates a service vehicle requirement for a multiple dwelling land use as a 6.4m Small Rigid Vehicle (SRV) where there are more than 10 units. As the development consists of four townhouses, no provision for an on-site service vehicles has been provided.

6 CONCLUSION

This report presents the findings related to assessment of traffic and transport related matters for a proposed development located at 24 Perry Street, Harlaxton. Based on the assessment undertaken, it can be concluded that the proposed development will not introduce any adverse traffic or transport impacts which would prevent its approval with appropriate conditions.

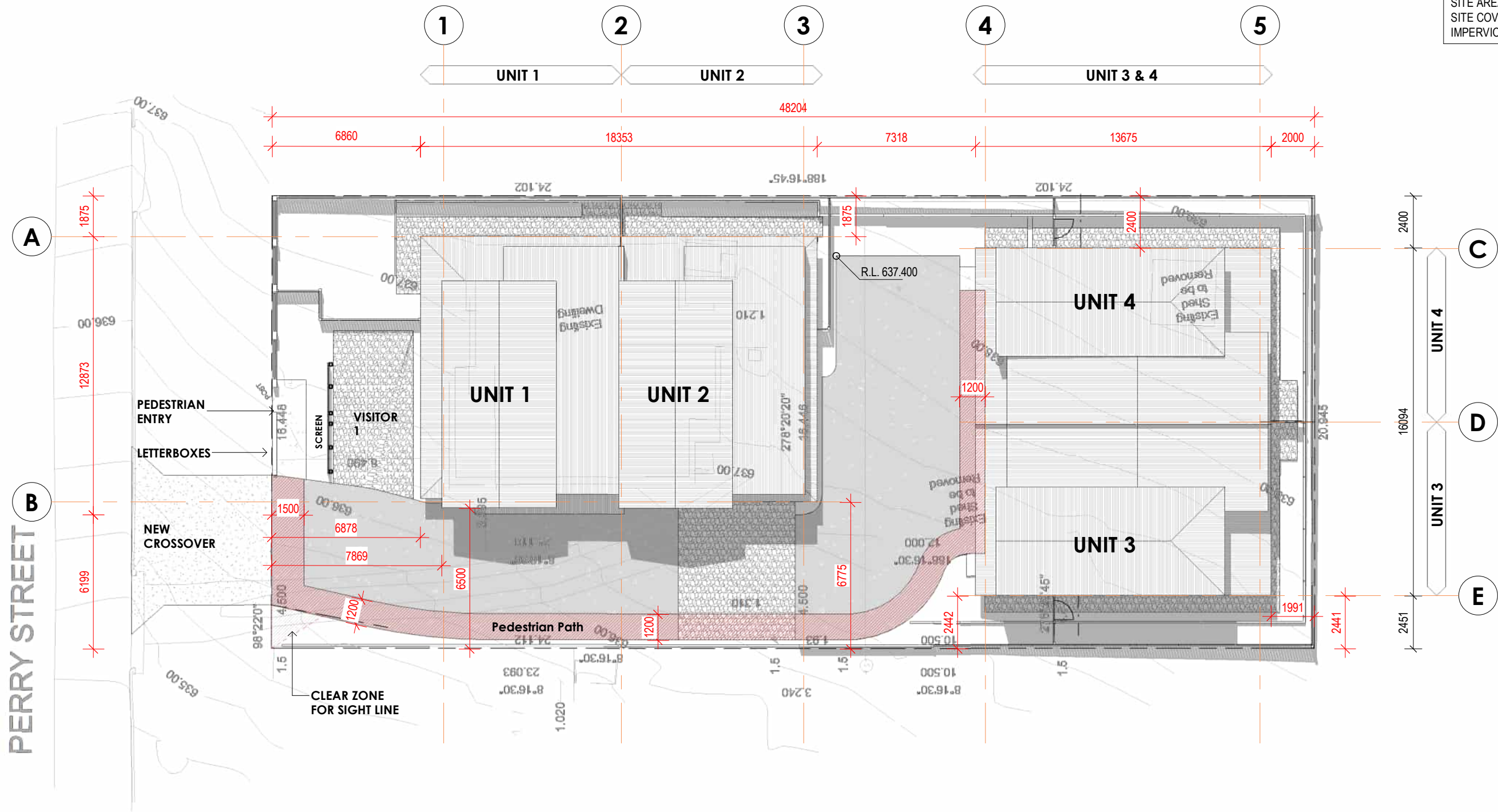
7 REFERENCES

1. Toowoomba Regional Council, *Toowoomba Regional Planning Scheme Version 28 (November 2022)*, Toowoomba
2. NSW Government (Transport for NSW), *Guide to Traffic Impact Assessment – Version 1.1*, November 2024, Sydney.
3. Queensland Government (Department of Transport and Main Roads), *Guide to Traffic Impact Assessment*, December 2018, Brisbane.
4. Australian Building Codes Board, *National Construction Code (NCC) Volume 1*, 2025.
5. Standards Australia/Standards New Zealand 2004, *AS2890.1: Off-street Car Parking Facilities*.

APPENDIX A PLANS OF DEVELOPMENT

SITE PLAN

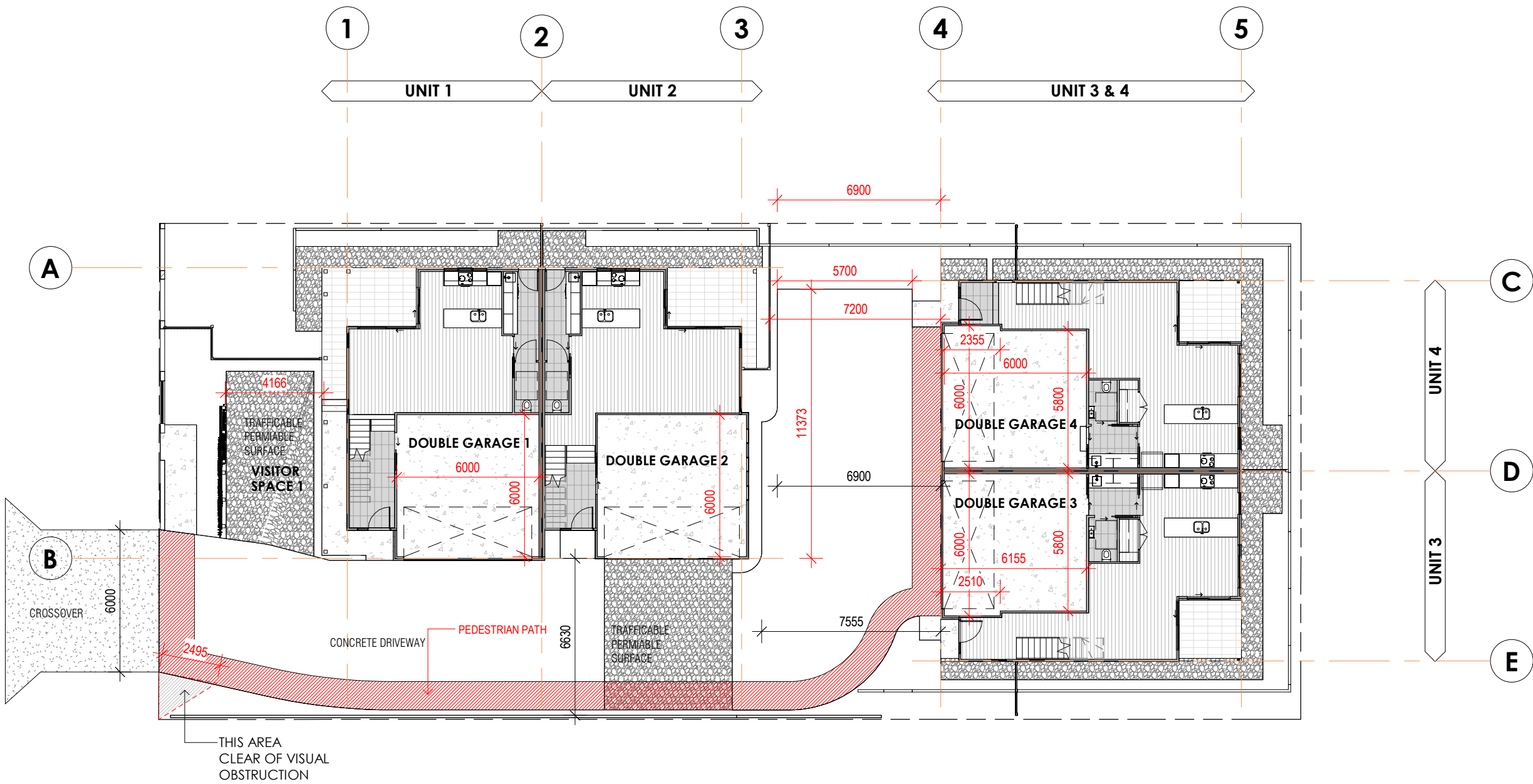
REAL PROPERTY DESCRIPTION	
24 PERRY STREET, HARLAXTON QLD 4350	
LOT 13	RP 17732
COUNCIL:	TOOWOOMBA
SITE AREA:	1010 m²
SITE COVERAGE:	41.98%
IMPERVIOUS SITE COVER	68.50%



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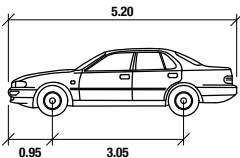
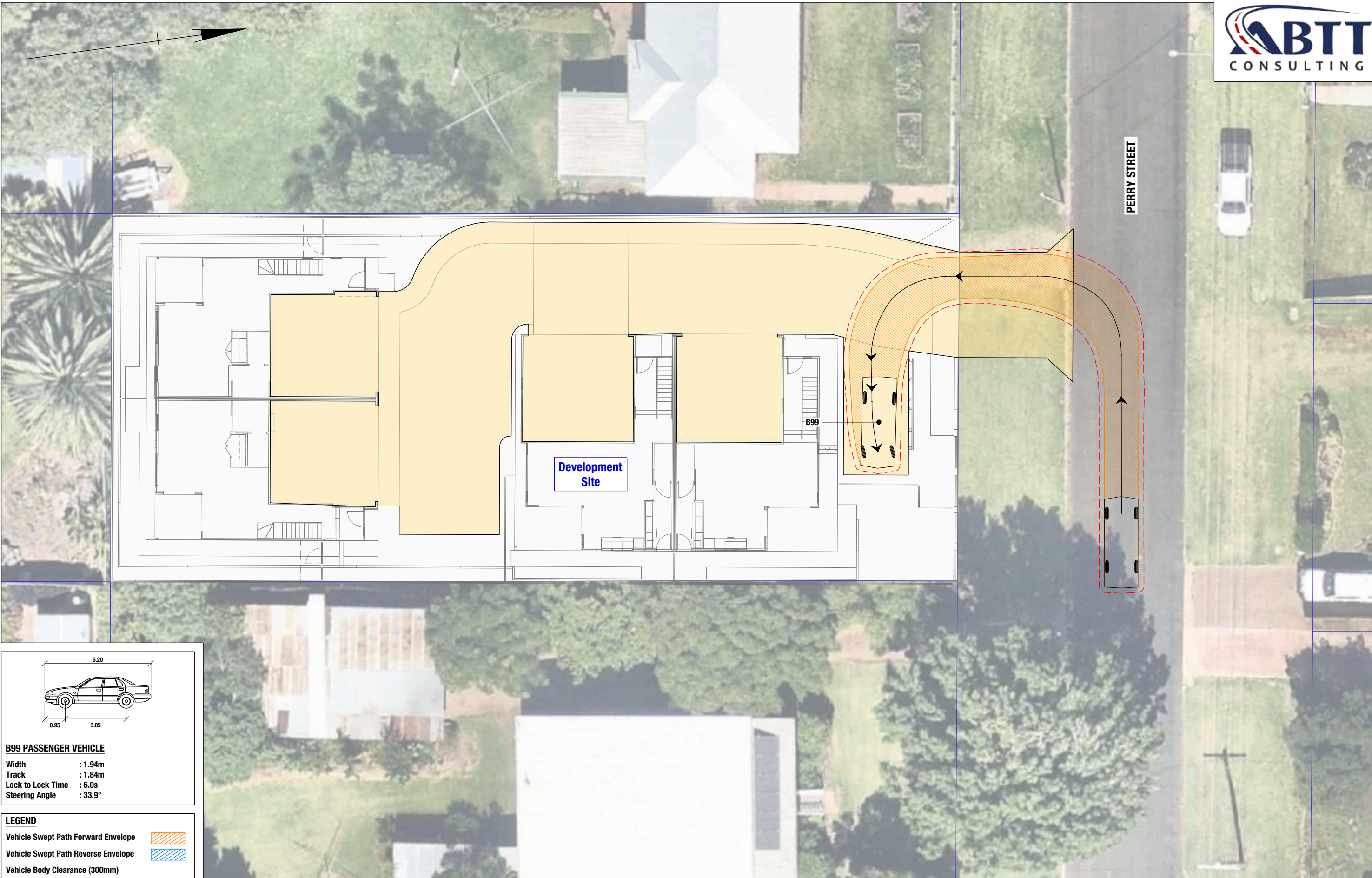


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APPENDIX B SWEPT PATH ASSESSMENT



B99 PASSENGER VEHICLE
Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND
Vehicle Swept Path Forward Envelope (Orange hatched)
Vehicle Swept Path Reverse Envelope (Blue hatched)
Vehicle Body Clearance (300mm) (Red dashed line)

GELEON

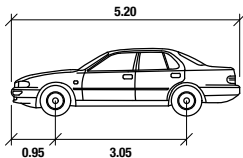
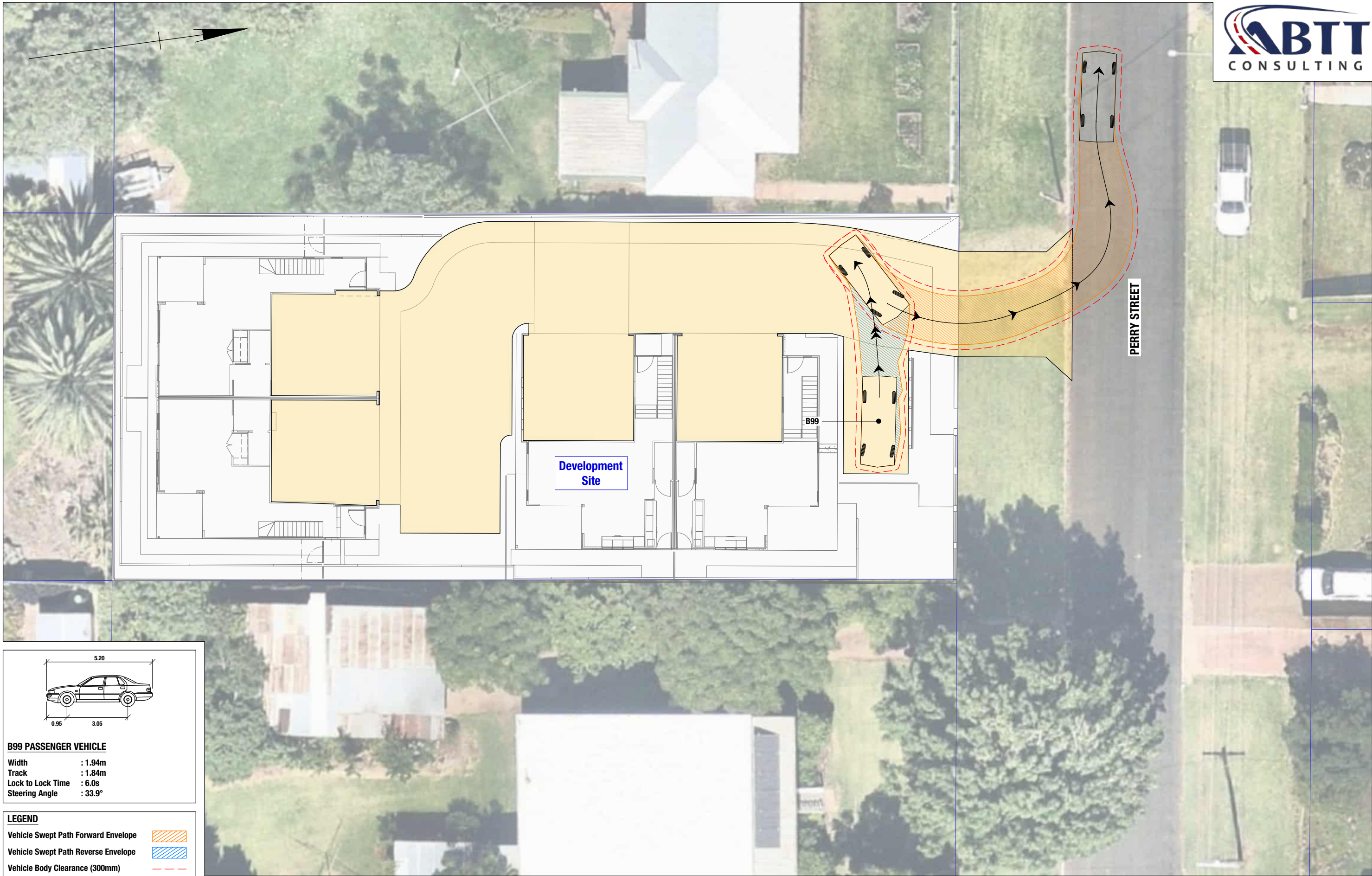
ABN 58 668 001 303
Suite 12, Level 1, 3029 The Boulevard
Emerald Lakes, Carrara
PO Box 454 Nerang Qld 4211
tel +61 7 5594 4473

0 1 2 3 4m

24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B99 PASSENGER VEHICLE
ACCESS TO VISITOR PARKING BAY

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP001-A	
Series No. 1	of 19



B99 PASSENGER VEHICLE

Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND

- Vehicle Swept Path Forward Envelope (Yellow hatched box)
- Vehicle Swept Path Reverse Envelope (Blue hatched box)
- Vehicle Body Clearance (300mm) (Red dashed line)

GELEON

ABN 58 668 001 303
Suite 12, Level 1, 3029 The Boulevard
Emerald Lakes, Carrara
PO Box 454 Nerang Qld 4211
tel +61 7 5594 4473

0 1 2 3 4m

24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

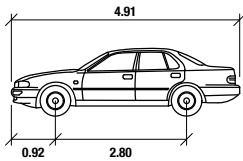
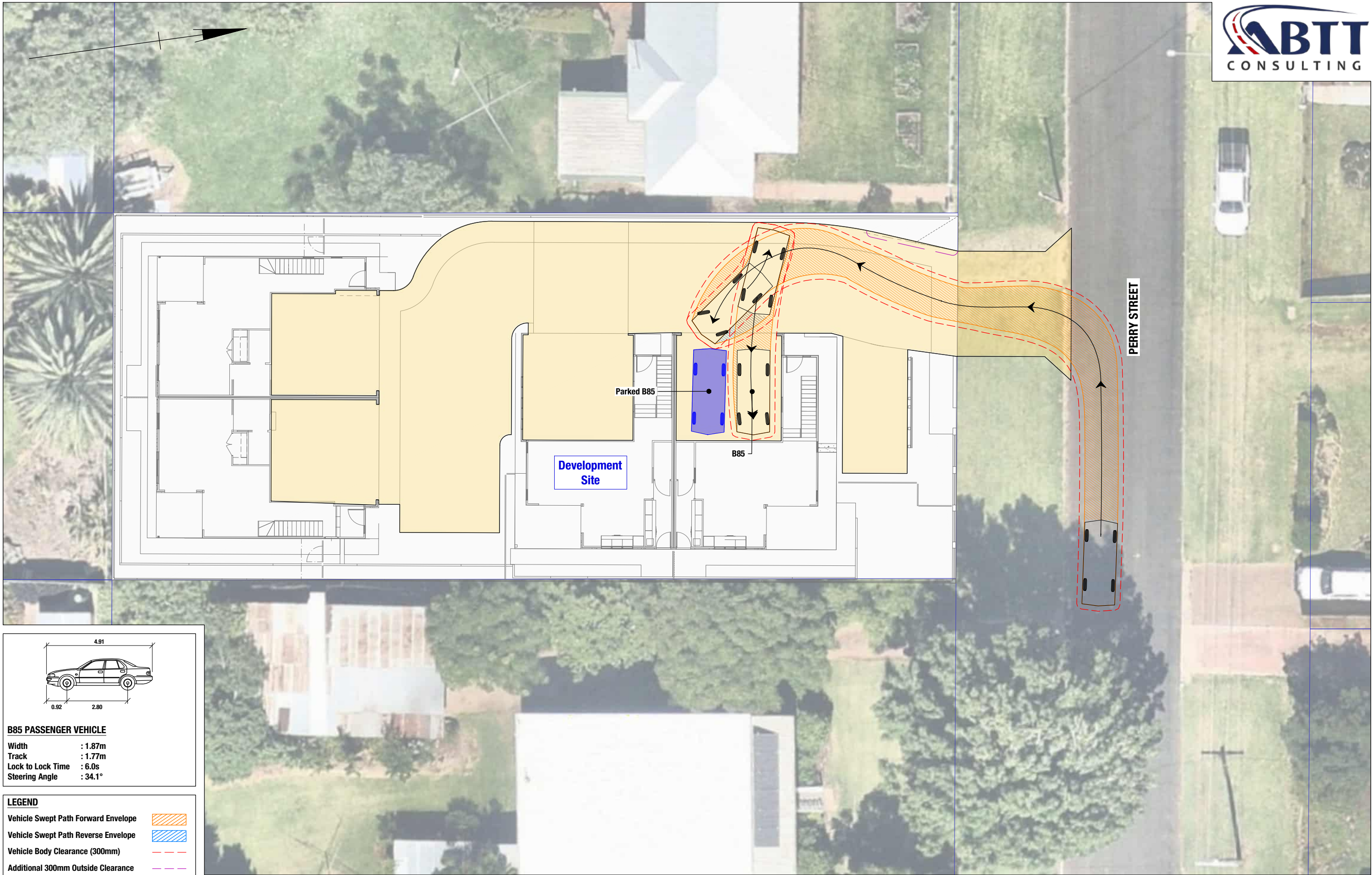
SWEPT PATH ASSESSMENT
B99 PASSENGER VEHICLE
EXIT FROM VISITOR PARKING BAY

Project No.
51068

Issue Date
22/07/26

Drawing No.
51068-SP002-A

Series No. 2 of 19



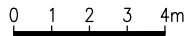
B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND	
Vehicle Swept Path Forward Envelope	
Vehicle Swept Path Reverse Envelope	
Vehicle Body Clearance (300mm)	
Additional 300mm Outside Clearance	

GELEON

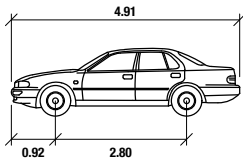
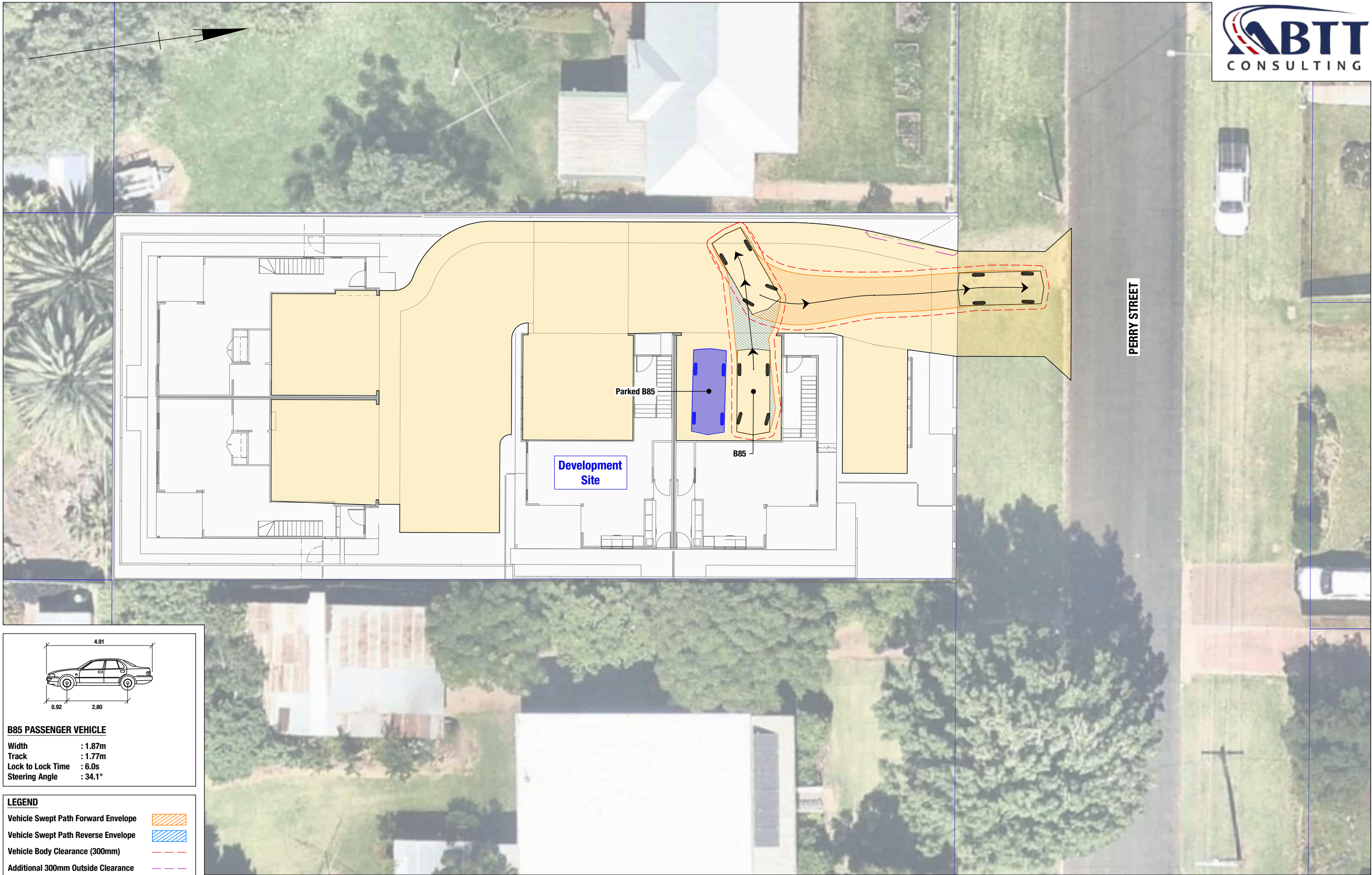
ABN 58 668 001 303
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tel +61 7 5594 4473



24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE ENTRY**

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP003-A	
Series No. 3 of 19	



B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



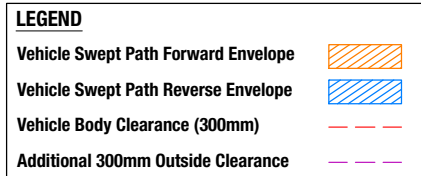
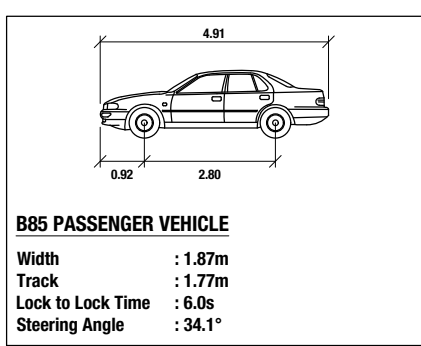
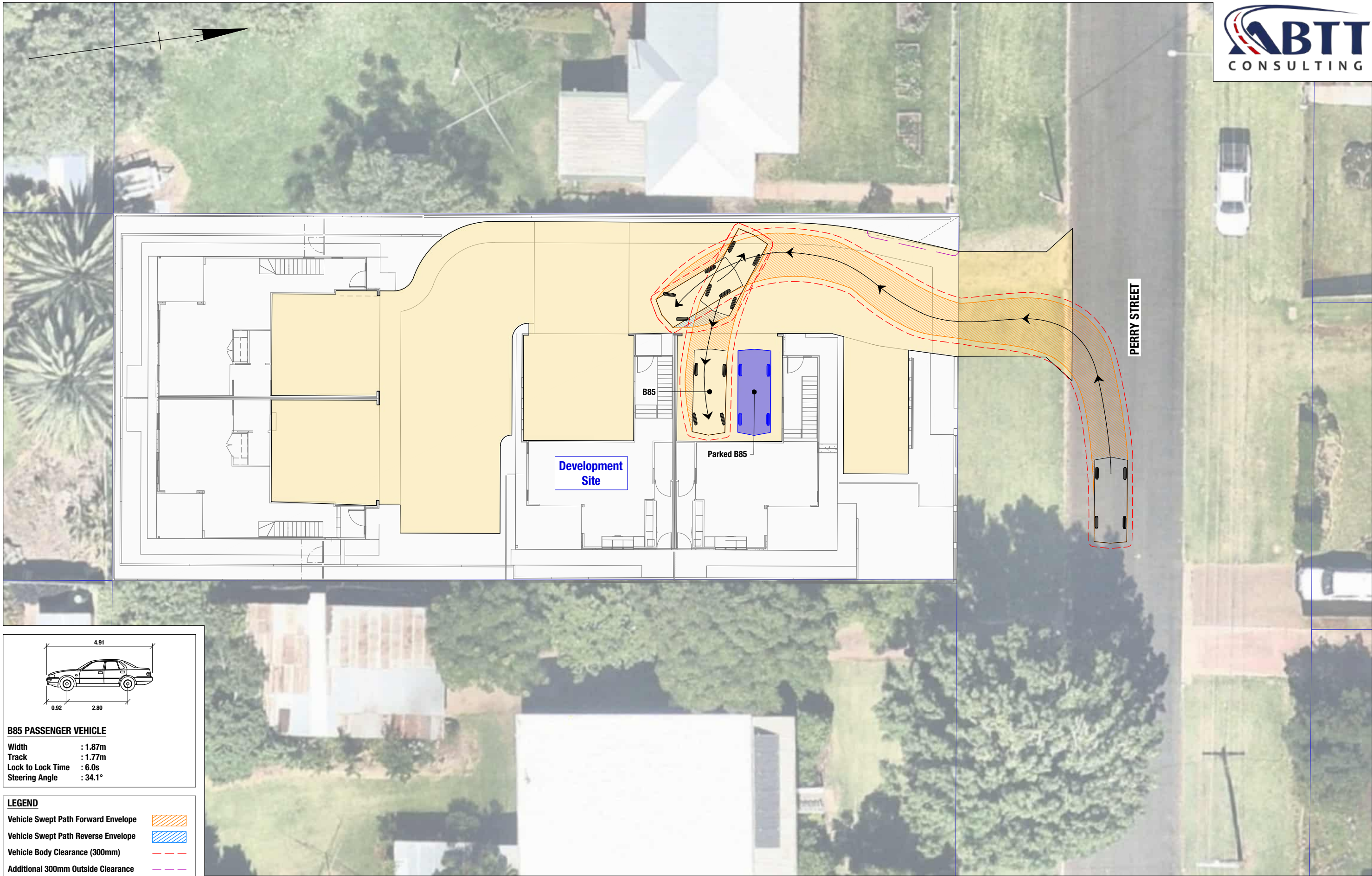
ABN 58 668 001 303
Suite 12, Level 1, 3029 The Boulevard
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PO Box 454 Nerang Qld 4211
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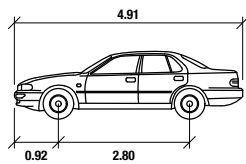
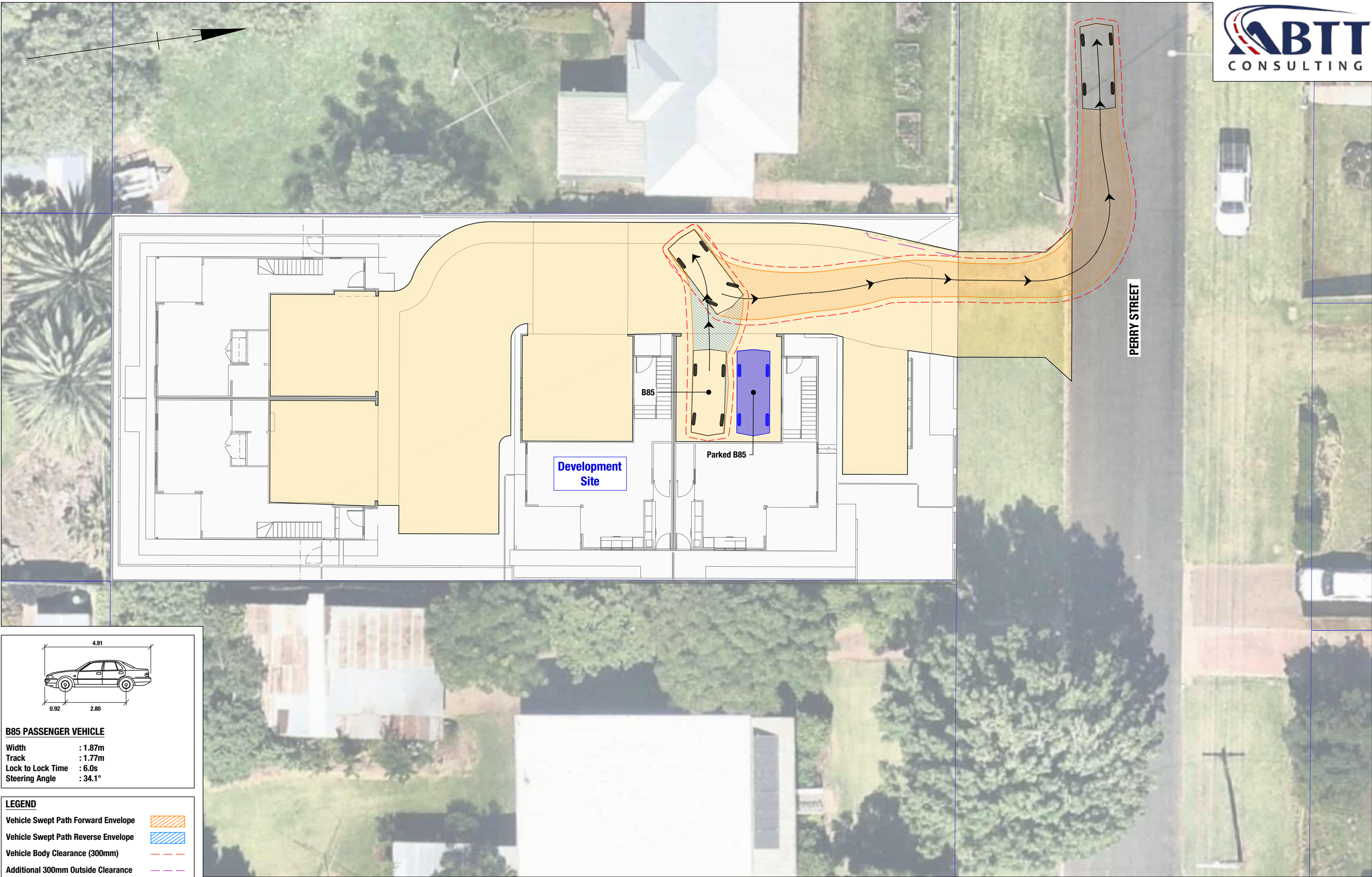
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT**

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP004-A	
Series No. 4	of 19





B85 PASSENGER VEHICLE

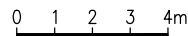
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT

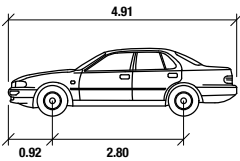
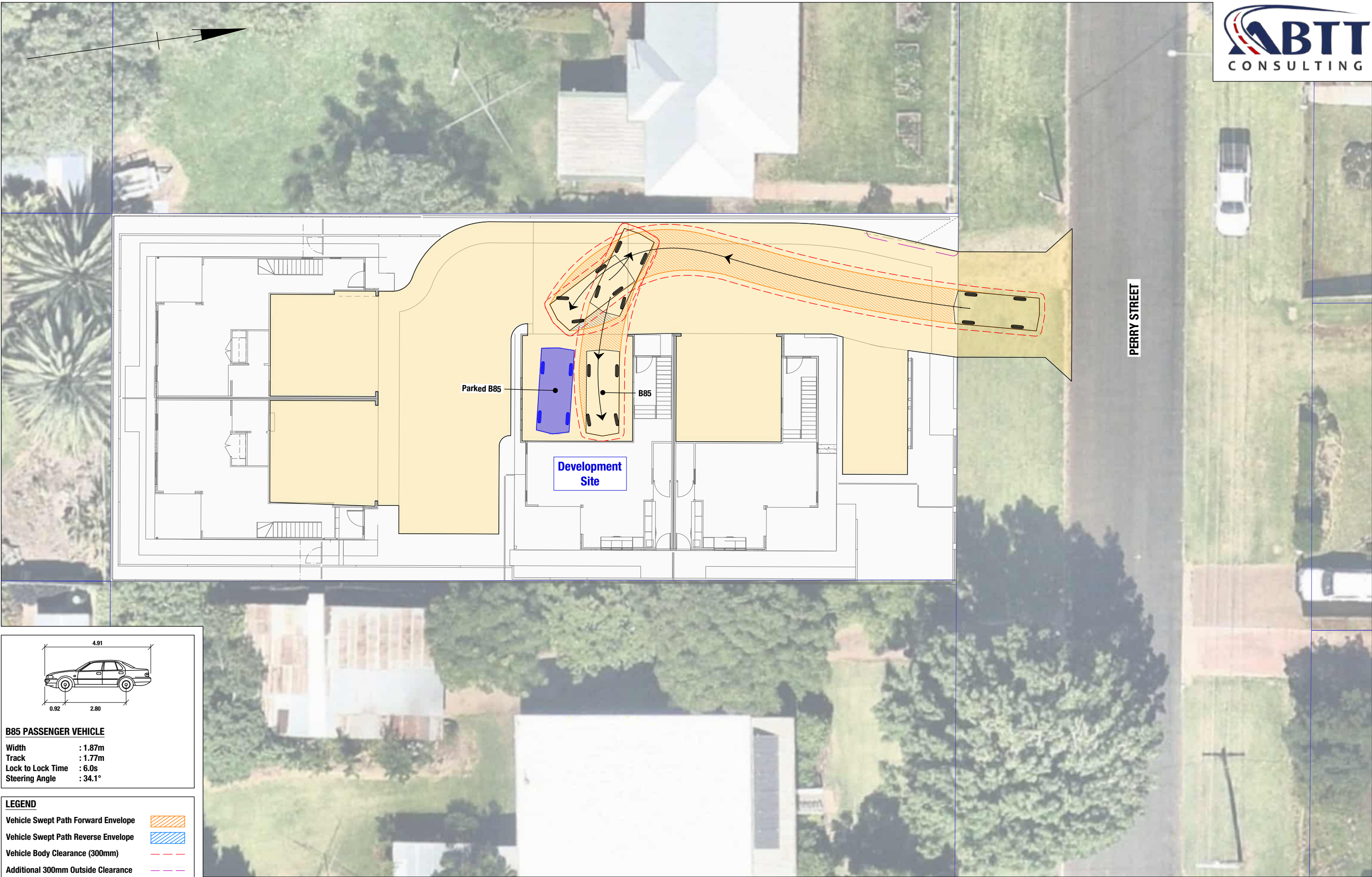
Project No.
51068

Issue Date
22/07/26

Drawing No.

51068-SP006-A

Series No. 6 of 19



B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance

GELEON

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0 1 2 3 4m

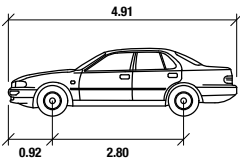
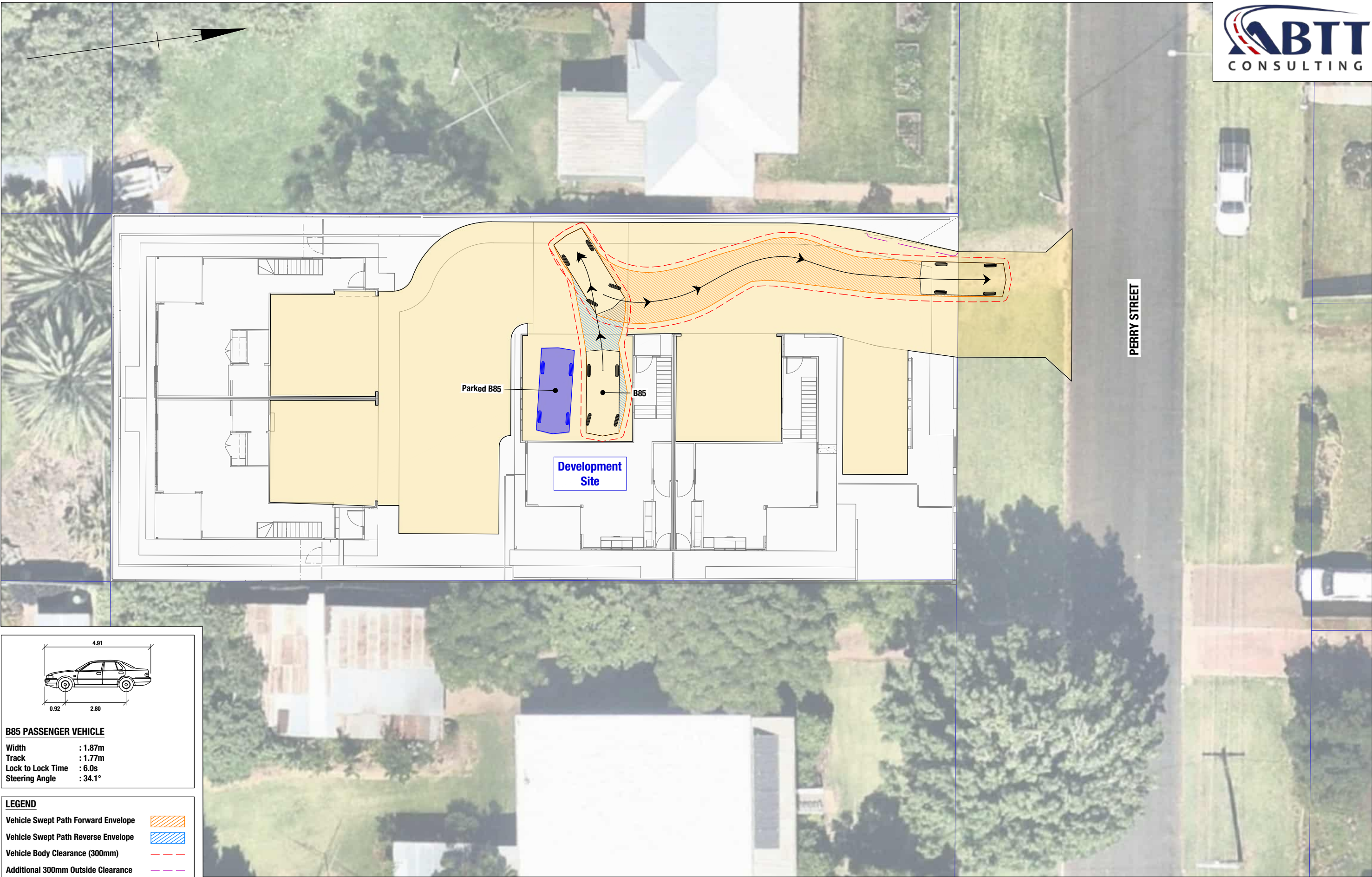
24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE ENTRY**

Project No.
51068 Issue Date
22/07/26

Drawing No.
51068-SP007-A

Series No. 7 of 19



B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



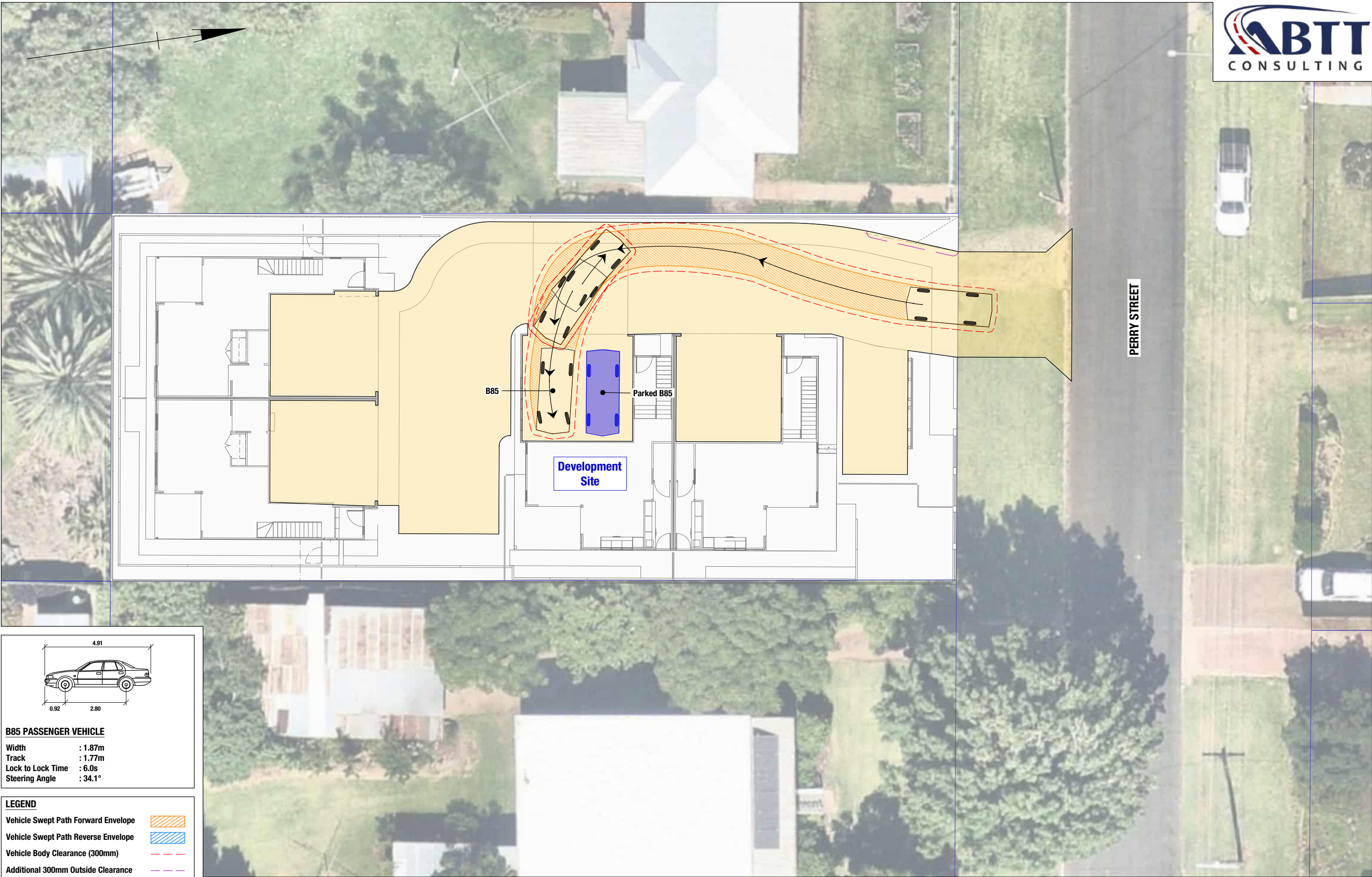
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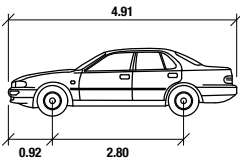
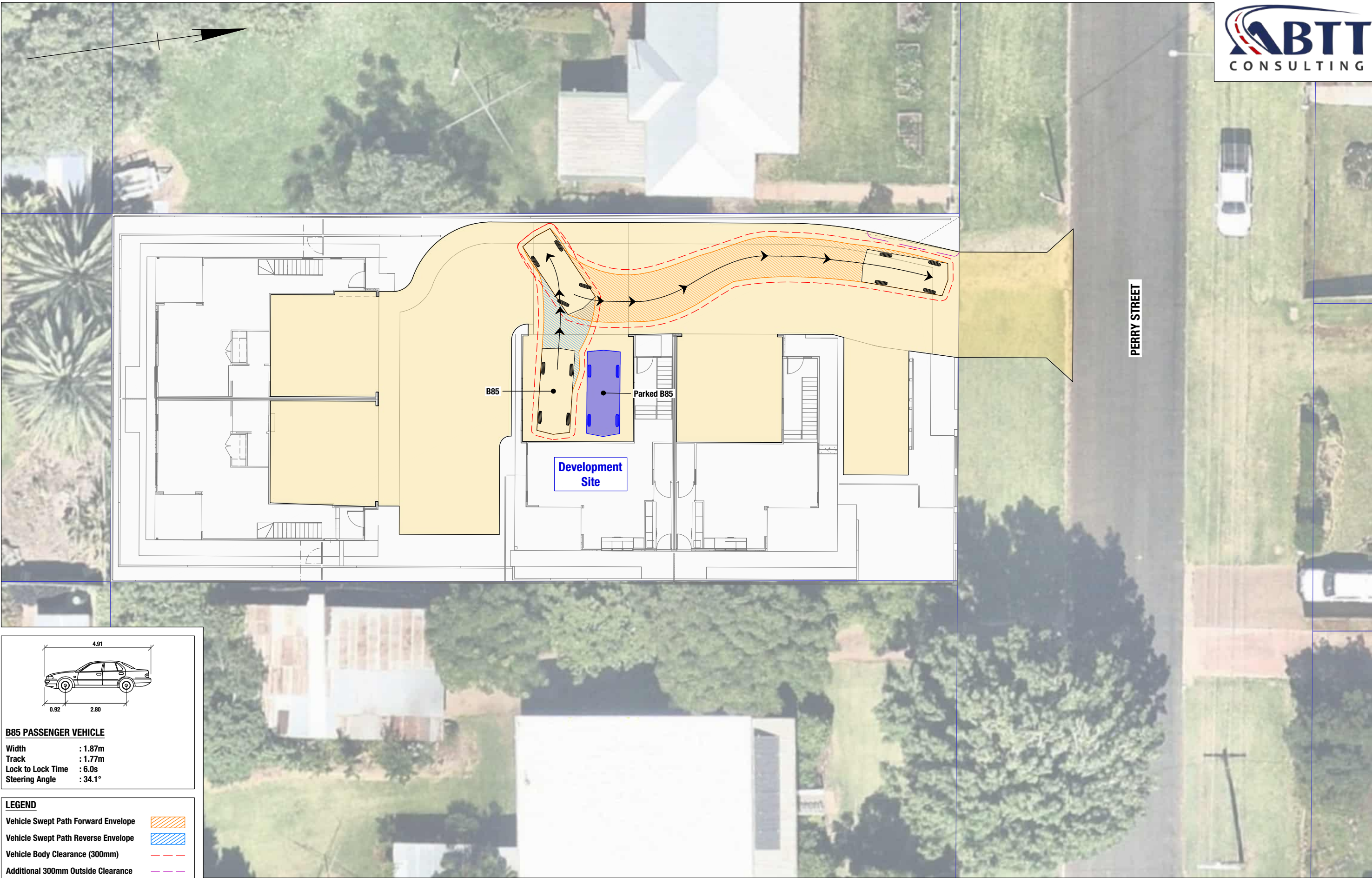
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT**

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP008-A	
Series No. 8	of 19





B85 PASSENGER VEHICLE

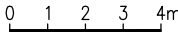
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



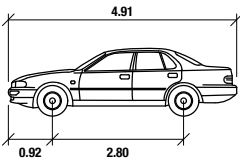
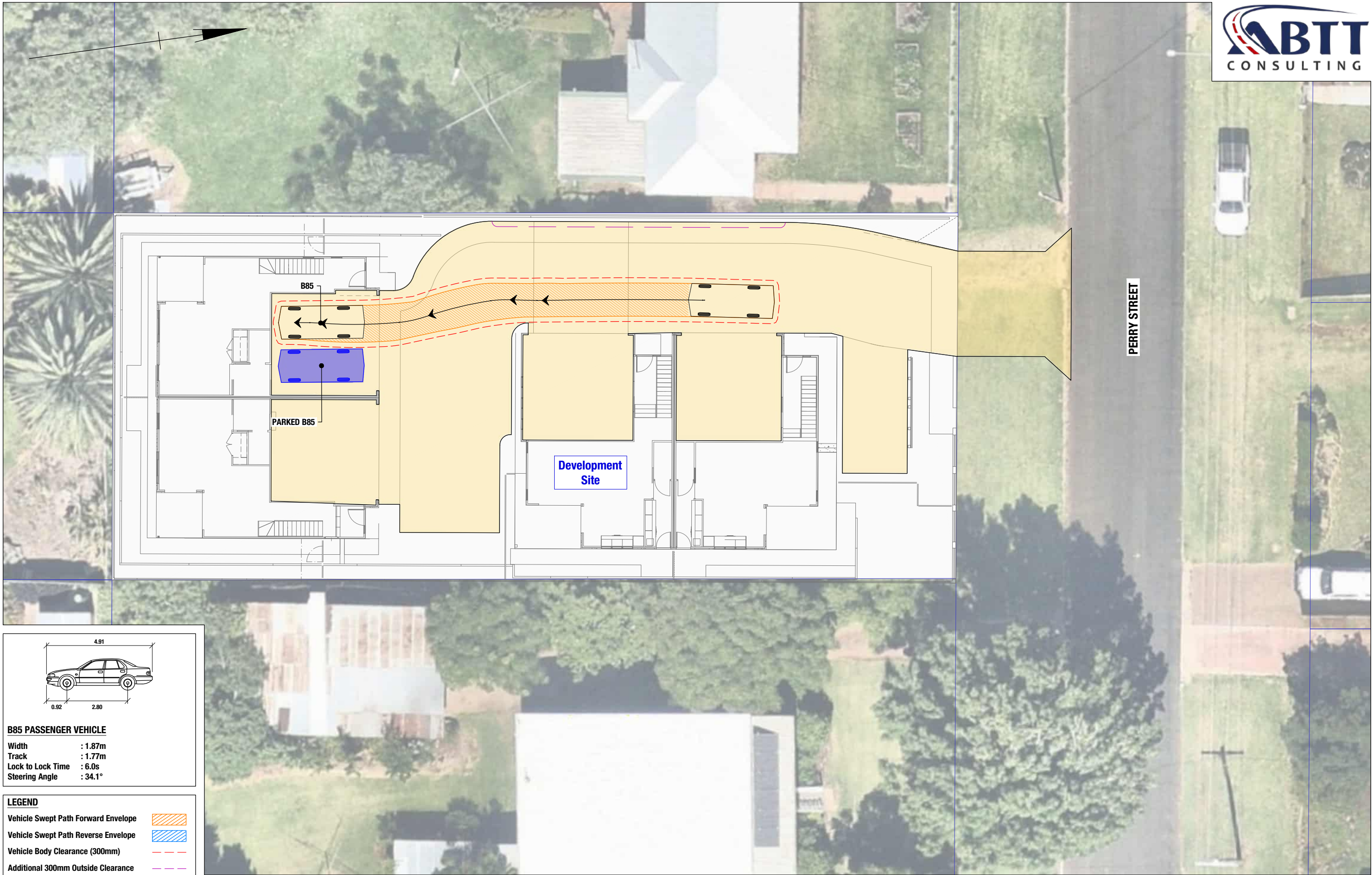
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP010-A	
Series No. 10 of 19	



B85 PASSENGER VEHICLE

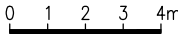
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



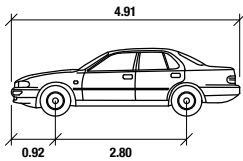
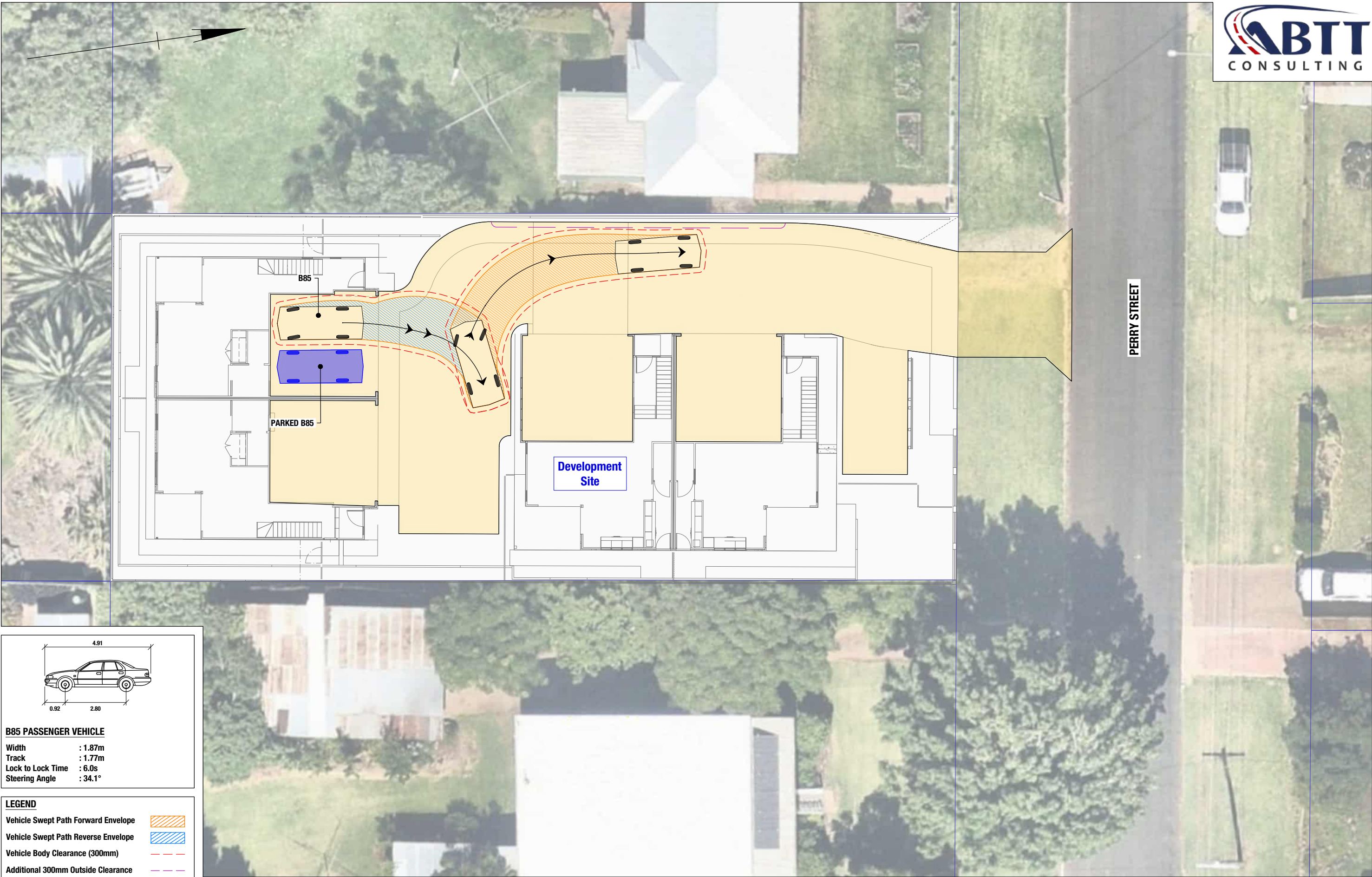
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE ENTRY

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP011-A	
Series No. 11 of 19	



B85 PASSENGER VEHICLE

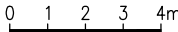
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



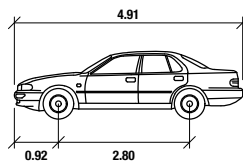
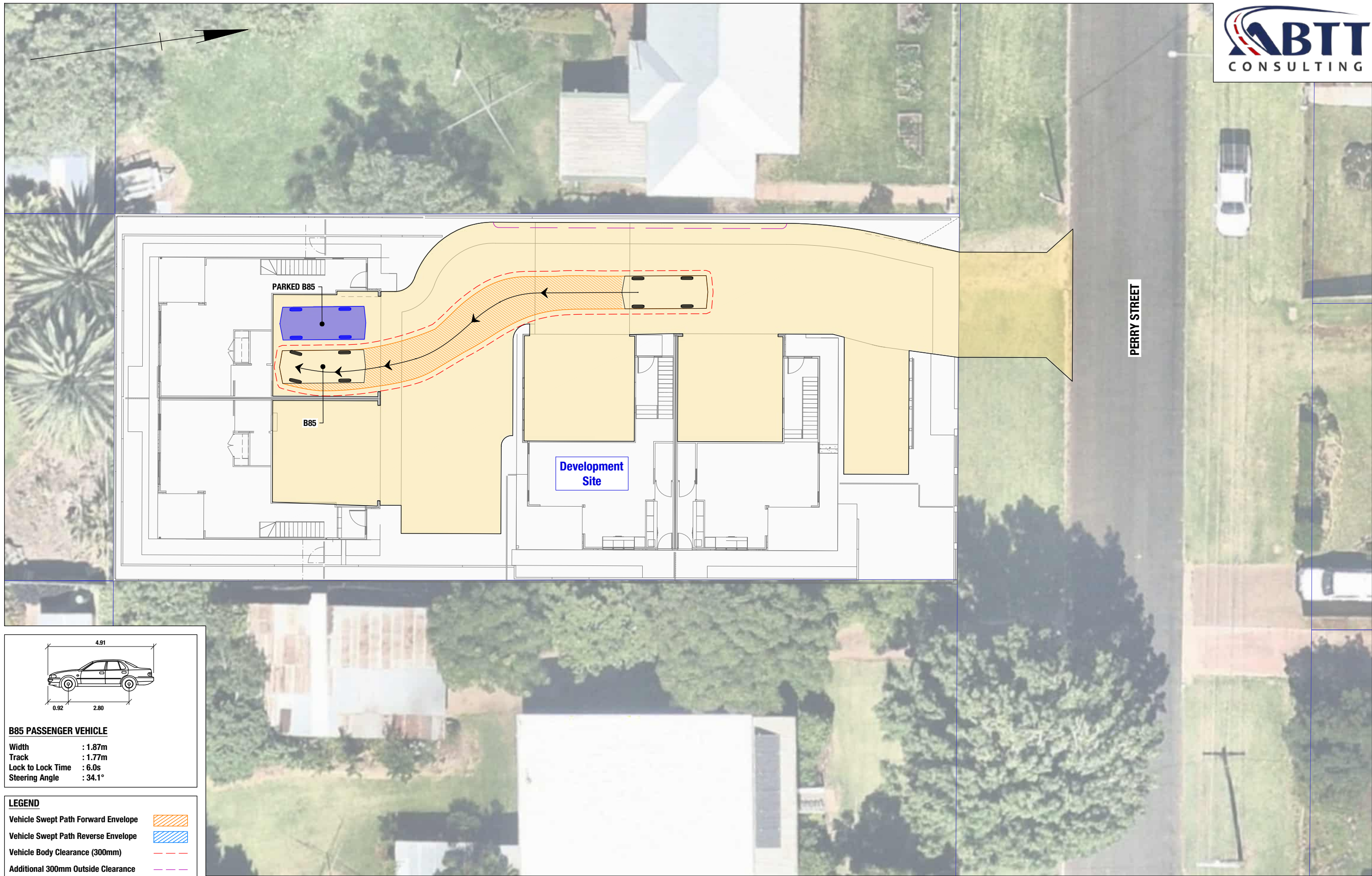
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP012-A	
Series No. 12 of 19	



B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance

GELEON

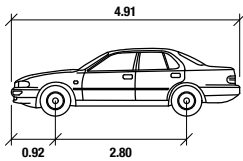
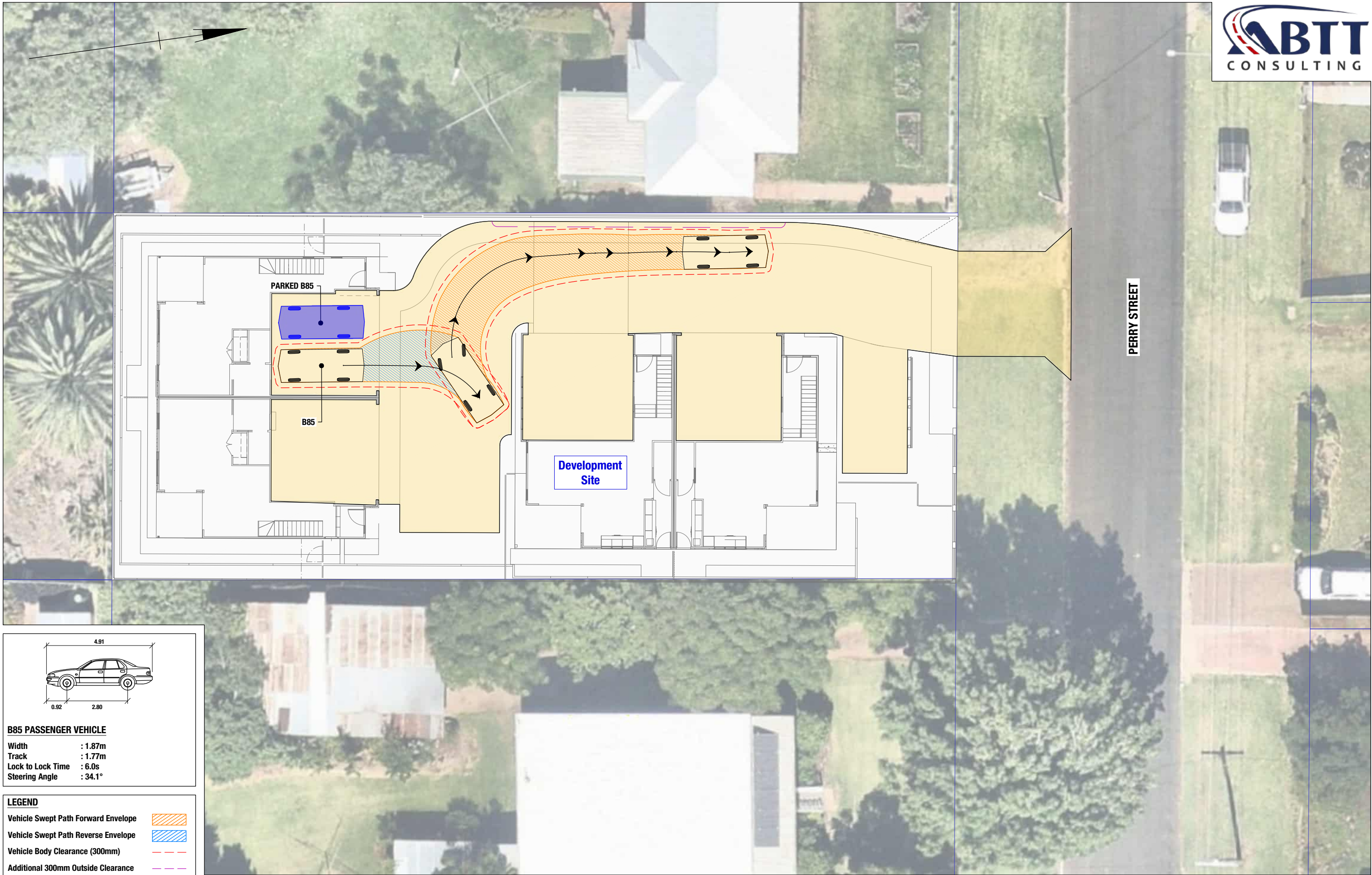
ABN 58 668 001 303
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0 1 2 3 4m

24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE ENTRY**

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP013-A	
Series No. 13 of 19	



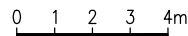
B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance

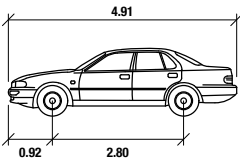
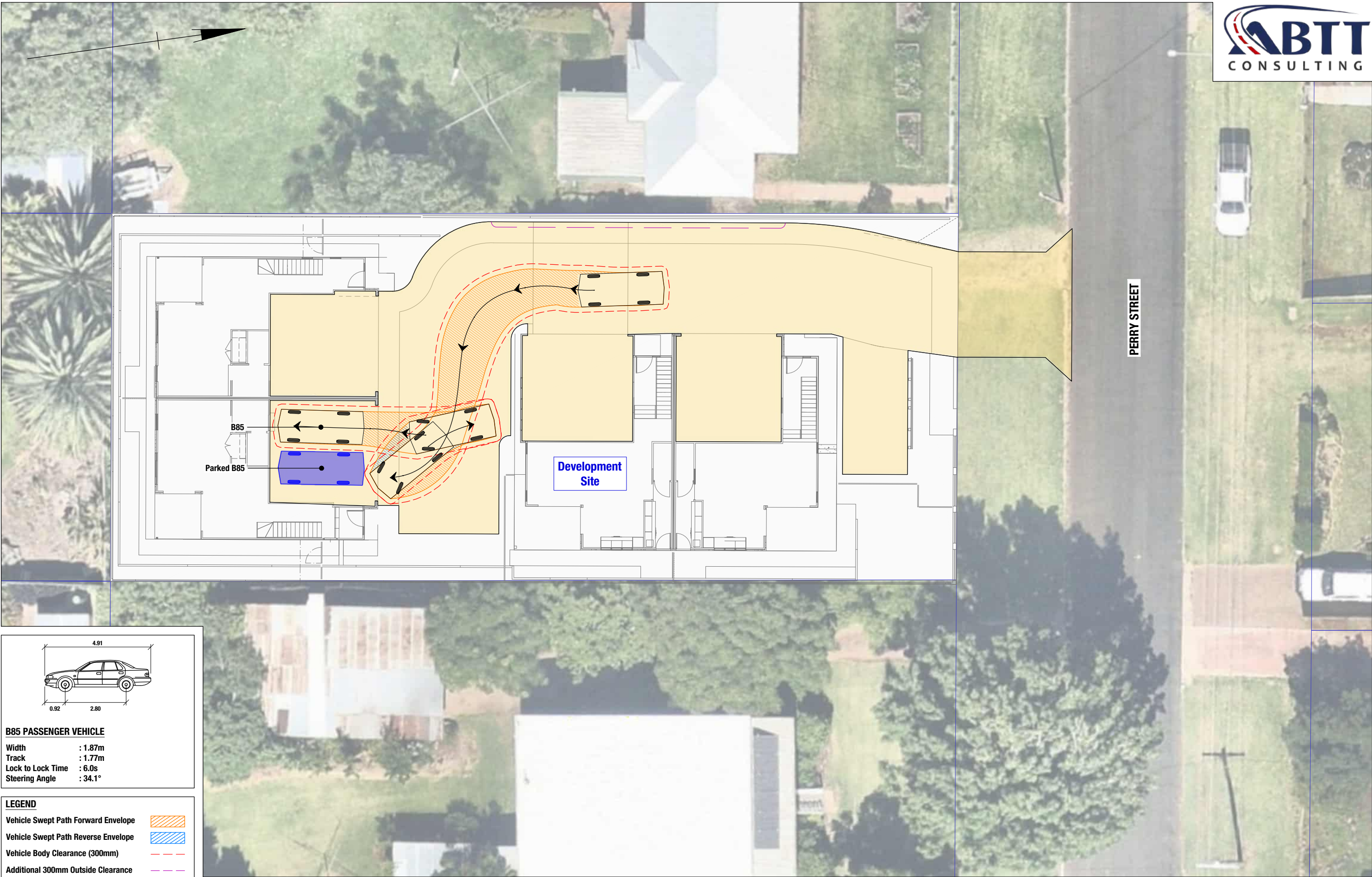
GELEON
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT**

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP014-A	
Series No. 14 of 19	



B85 PASSENGER VEHICLE

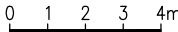
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



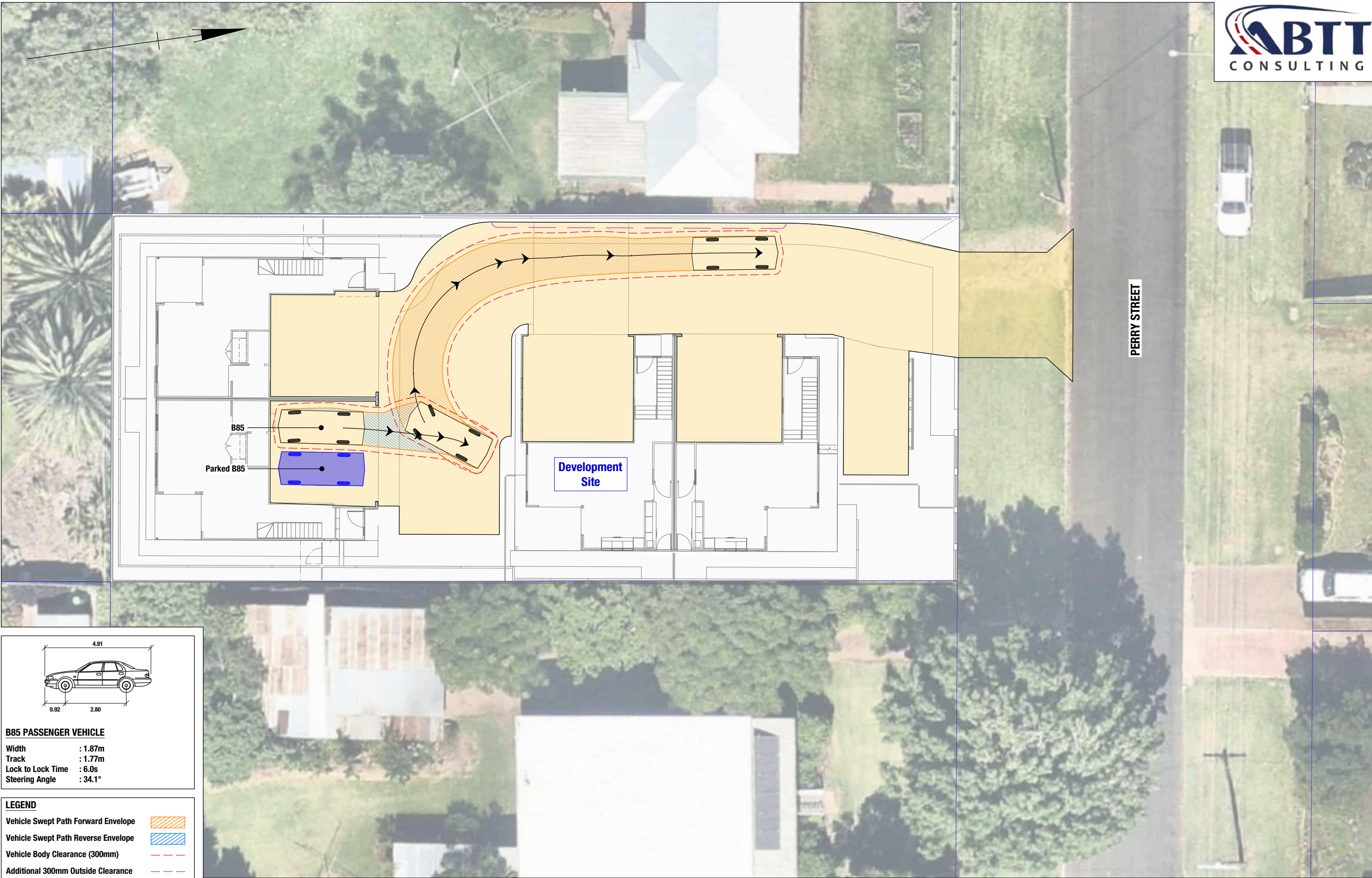
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24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE ENTRY

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP015-A	
Series No. 15 of 19	



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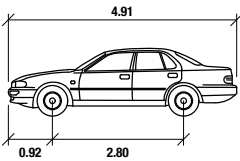
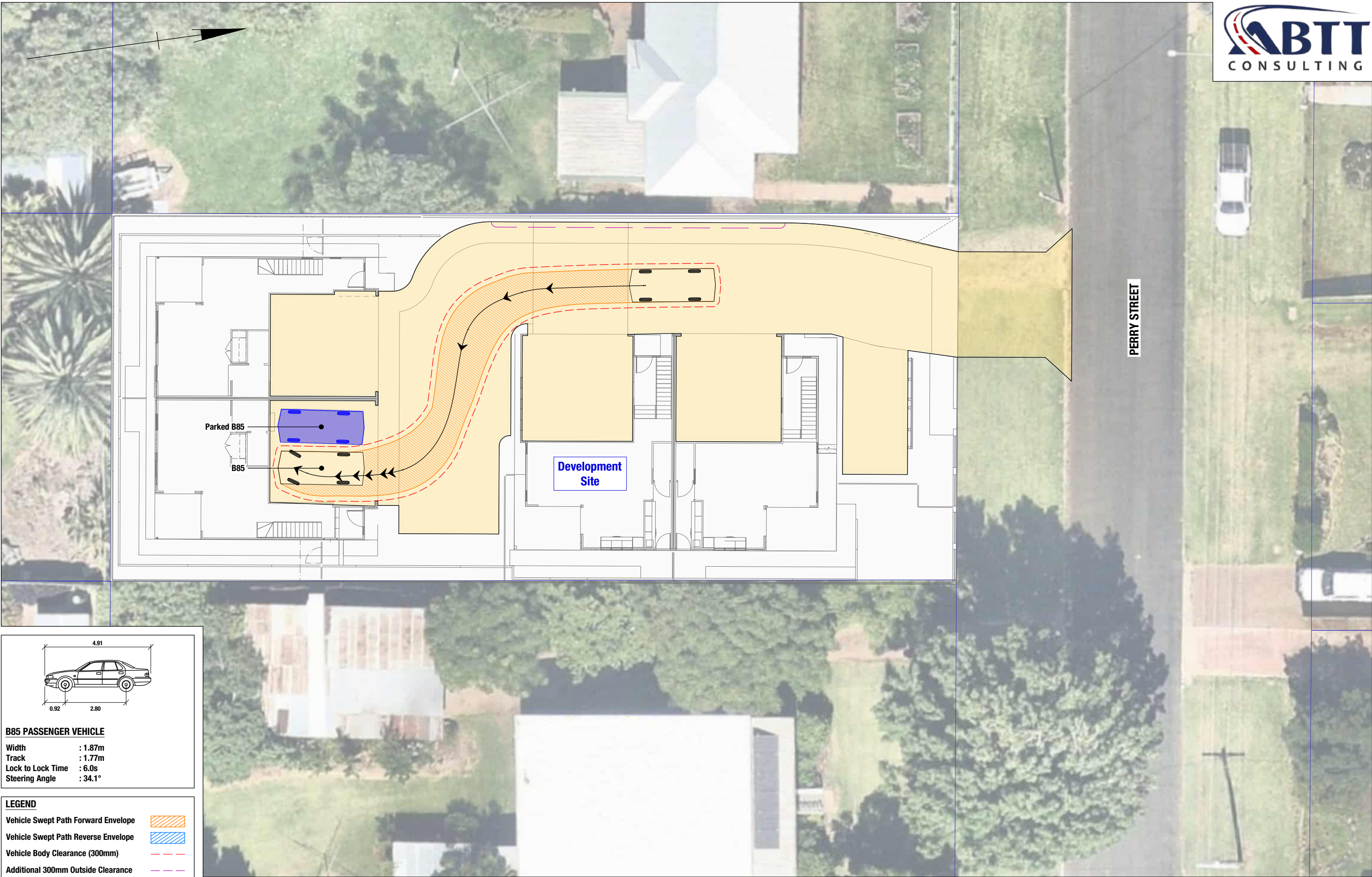
24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT**

Project No.
51068 Issue Date
22/07/26

Drawing No.
51068-SP016-A

Series No. 16 of 19



B85 PASSENGER VEHICLE

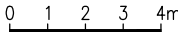
Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



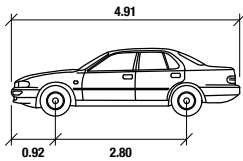
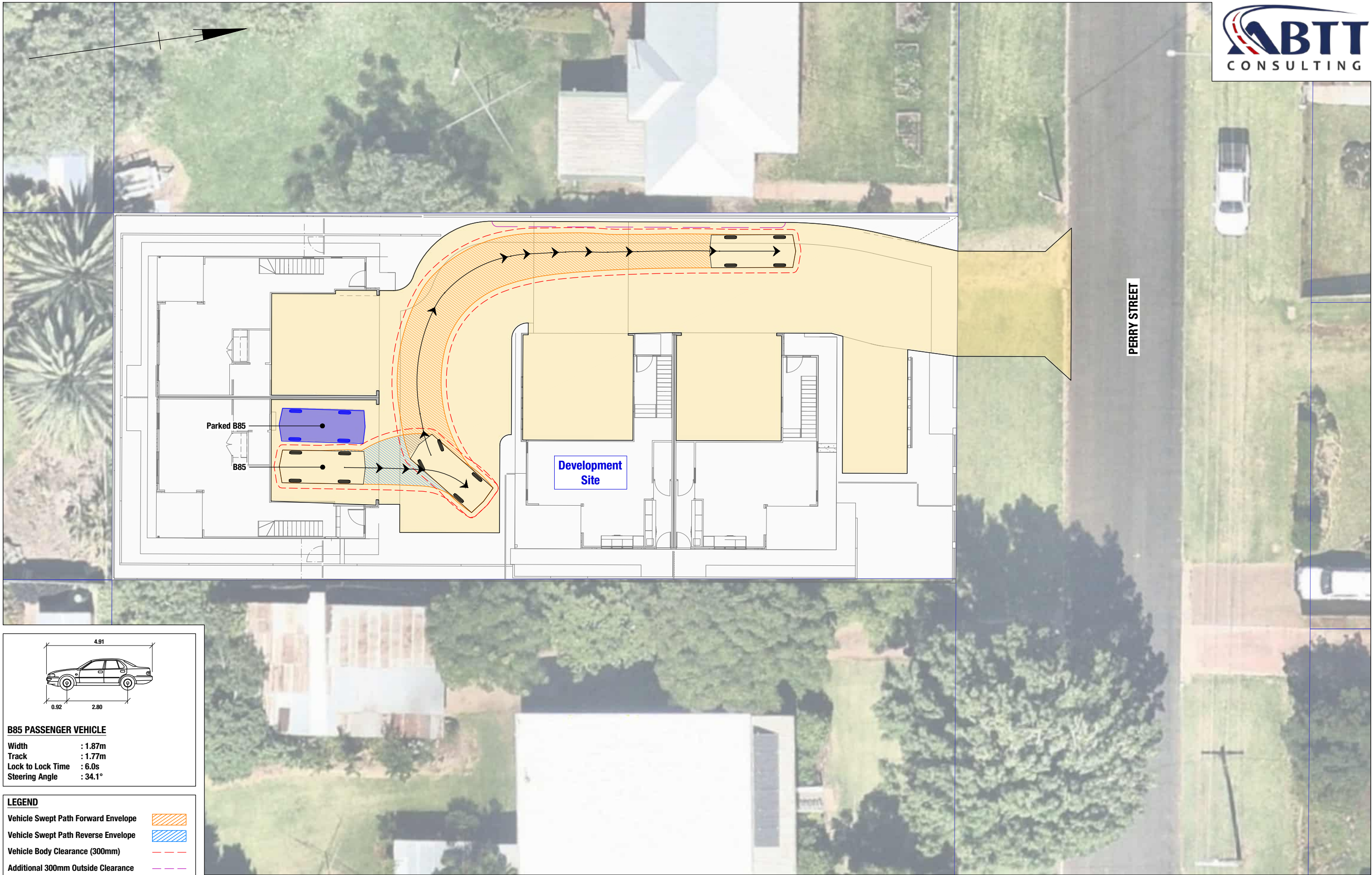
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tel +61 7 5594 4473



24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE ENTRY

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP017-A	
Series No. 17 of 19	



B85 PASSENGER VEHICLE

Width : 1.87m
Track : 1.77m
Lock to Lock Time : 6.0s
Steering Angle : 34.1°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance

GELEON

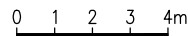
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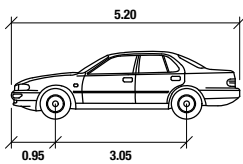
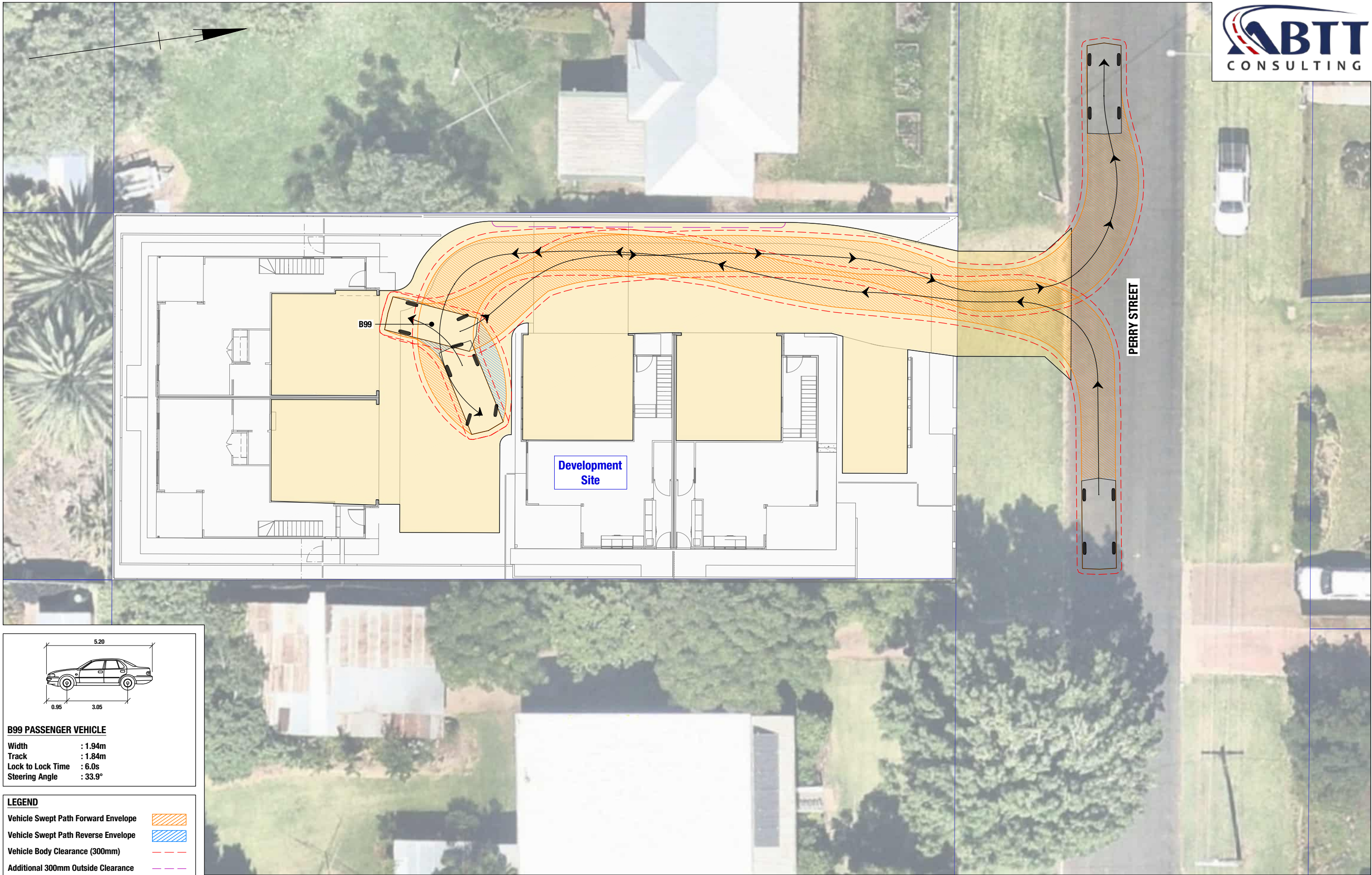
tel +61 7 5594 4473



24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

SWEPT PATH ASSESSMENT
B85 PASSENGER VEHICLE
PARKING MANOEUVRE EXIT

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP018-A	
Series No. 18 of 19	



B99 PASSENGER VEHICLE

Width : 1.94m
Track : 1.84m
Lock to Lock Time : 6.0s
Steering Angle : 33.9°

LEGEND

- Vehicle Swept Path Forward Envelope
- Vehicle Swept Path Reverse Envelope
- Vehicle Body Clearance (300mm)
- Additional 300mm Outside Clearance



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0 1 2 3 4m

24 PERRY STREET, HARLAXTON
PROPOSED MULTIPLE DWELLING DEVELOPMENT

**SWEPT PATH ASSESSMENT
B99 PASSENGER VEHICLE
TURNAROUND MANOEUVRE**

Project No. 51068	Issue Date 22/07/26
Drawing No. 51068-SP019-A	
Series No. 19 of 19	