onemilegrid

146 - 150 Bridport Street, Albert Park

Transport Impact Assessment

220722TIA003D-F

28 April 2025

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DOCUMENT INFORMATION

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***one**mile**grid** operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.*

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1 INTRODUCTION

A Planning Permit was issued (PDPL/00817/2022) for the development of the subject site 146 - 150 Bridport Street, Albert Park for a mixed-use commercial and residential development.

The permit applicant has amended the plans for the development and accordingly **one**mile**grid** have been requested to prepare an updated Transport Impact Assessment.

As part of this assessment the subject site has been reviewed with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is located near the north-west corner of the intersection of Bridport Street and Montague Street, as shown in Figure 1.

Figure 1 Site Location

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The site is currently occupied by three separate businesses; two clothing stores and a beauty salon, with a total floor area of approximately 400 m². All three businesses provide pedestrian access at the south of their respective site boundaries via Bridport Street. An informal rear car park is also provided for each business and can be accessed via Bevan Street on the north site boundary. It is noted that due to the nature of the site and of note those in the vicinity, no on-site car parking or loading is provided.

Land use in the immediate vicinity of the site is commercial in nature, and includes clothing stores, a pharmacy, an optometrist and numerous food & drink stores.

An aerial view of the subject site is provided in Figure 2.

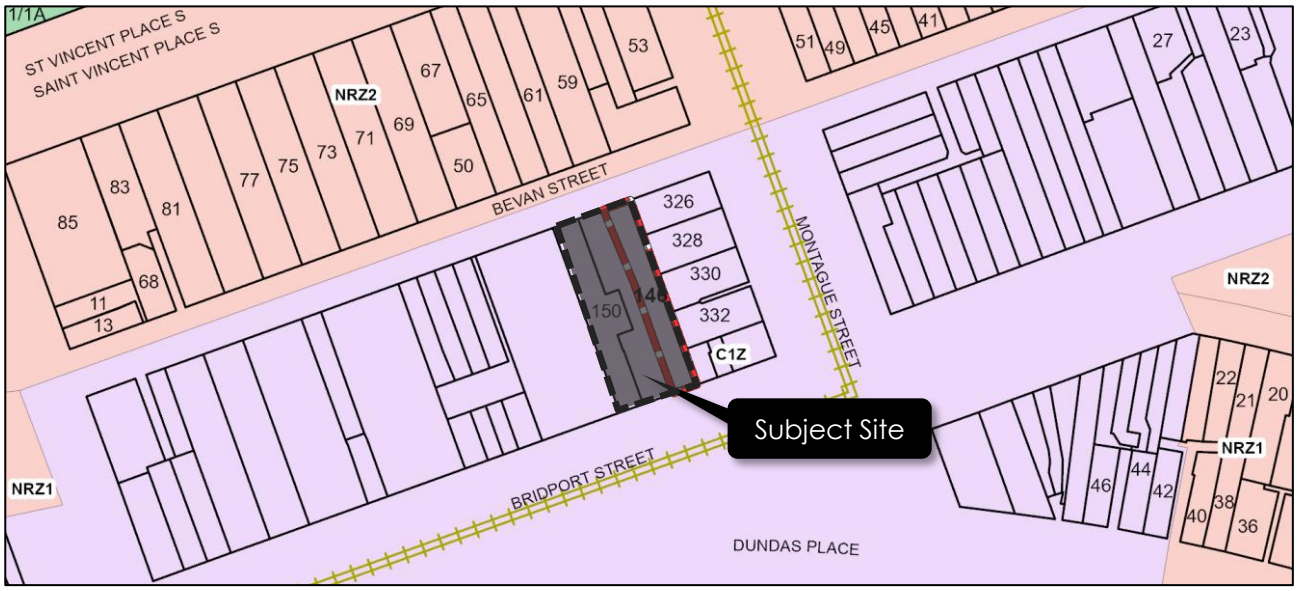
Figure 2 Site Context (1st December 2024)

Copyright Nearmap

2.2 Planning Zones and Overlays

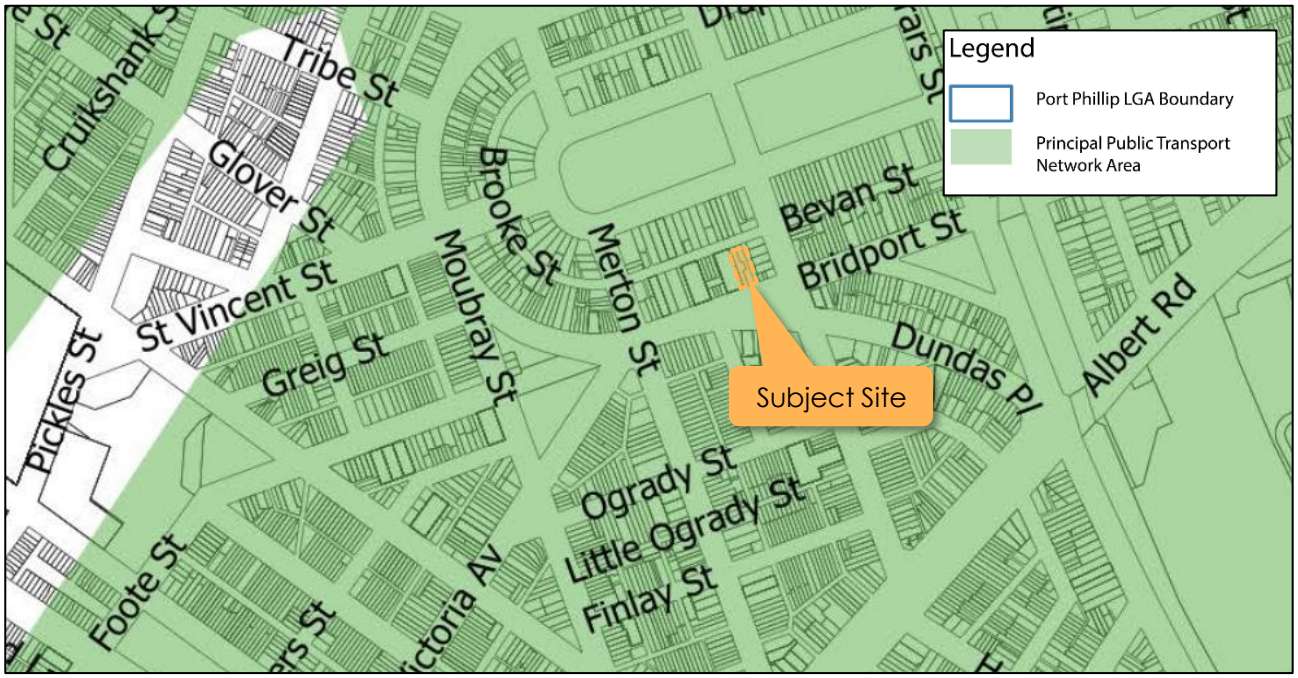
It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z).

Figure 3 Planning Scheme Zones



Additionally, the site falls within the Principal Public Transport Network Area, as shown in Figure 4.

Figure 4 Principal Public Transport Network Area Map



2.3 Road Network

2.3.1 Bridport Street

Bridport Street is a local road generally aligned northeast-southwest, running between Merton Street in west, and Clarendon Street in the east. In the vicinity of the site, the configuration of Bridport Street varies with two eastbound traffic lanes and a single westbound traffic lane provided, with the inside lanes shared with trams. Kerbside parking is available on both sides of the road with parallel parking on the north side and angled parking on the south side.

In relation to parking on the north side of the road, it is restricted to 15-minute parking between 8:00am and 6:00pm, Monday to Saturday directly on the frontage. All other on-street car parking is generally restricted to 1P 8am – 6pm Monday to Friday and 8am – 12:30pm on Saturdays.

Figure 5 Bridport Street, facing west adjacent to the subject site

Image Date: September 2023

2.3.2 Montague Street

Montague Street is a local road generally aligned northwest-southeast, running between Westgate Freeway in the north, and Kerferd Road in the south. Montague Street provides two traffic lanes in each direction with the kerbside lane shared with trams. In addition, a separate kerbside parking lane is provided on both sides of the road. Unrestricted parking is provided on the west side of the road, while on the east side parking is generally restricted to 1-hour parking between 8:00am and 6:00pm, Monday to Saturday.

Figure 6 Montague Street, facing north adjacent to the subject site

Image Date: September 2023

2.3.3 Bevan Street

Bevan Street is a local road generally aligned northeast-southwest, running between Brooke Street in the east, and Ferrars Street in the west.

Bevan Street operates with a pavement that offers two-way traffic movements and kerbside parking on both sides of the road. Parking on the south side is generally restricted to 1-hour parking between 8:00am and 6:00pm, Monday to Saturday, whilst parking on the south side is designated as a Permit Zone.

Figure 7 Bevan Street, facing west adjacent to the subject site

Image Date: September 2023

2.4 Sustainable Transport

2.4.1 Public Transport

The full public transport provision in the vicinity of the site is shown in Figure 8 and detailed in Table 1.

Figure 8 Public Transport Provision

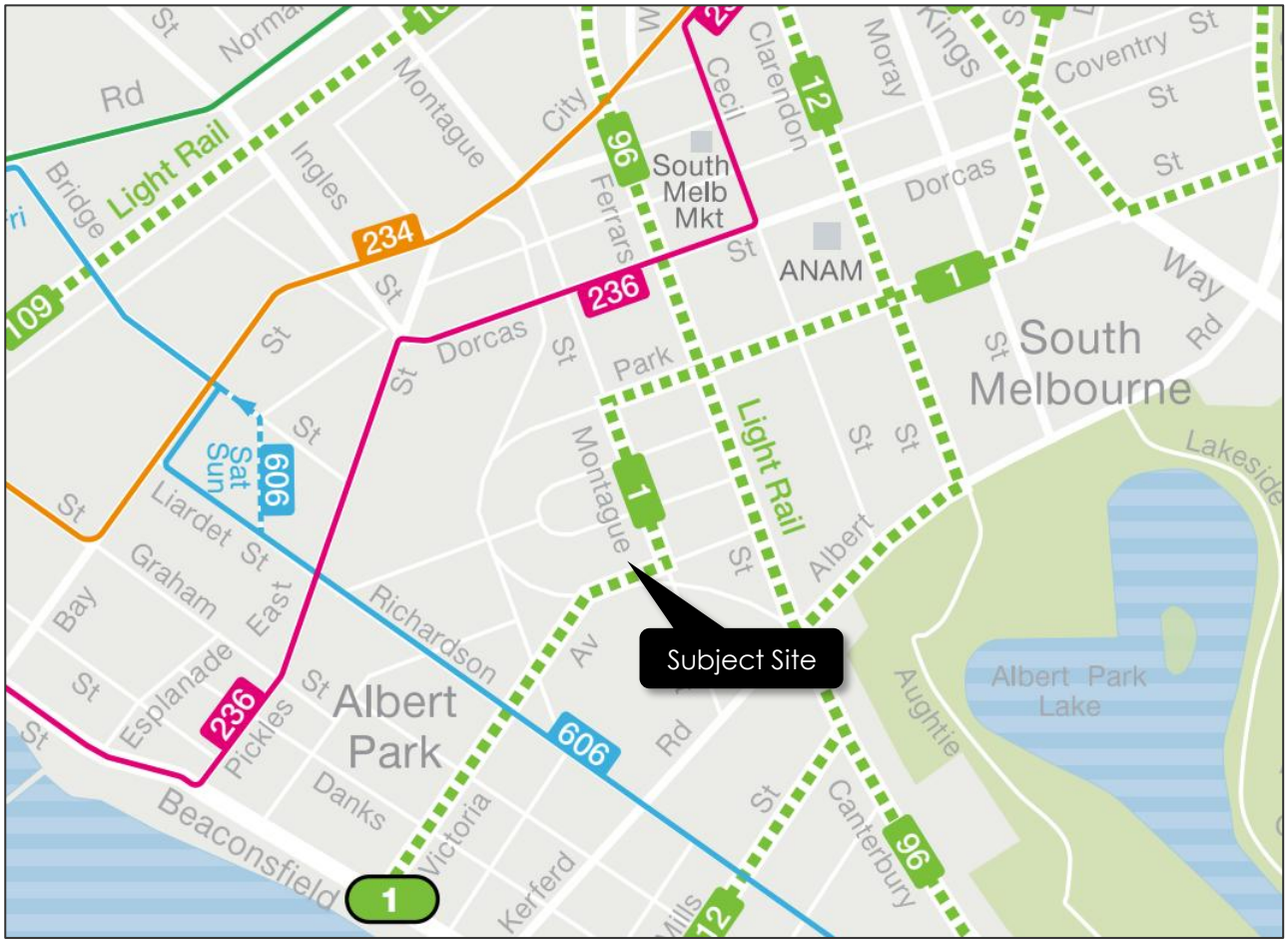


Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Tram	1	East Coburg – South Melbourne Beach	Montague St/Bridport St – 17 metres
	96	East Brunswick – St Kilda Beach	Albert Park Station/ Light Rail – 350 metres
	12	Victoria Gardens – St Kilda	Canterbury Rd/Albert St – 500 metres
Bus	606	Elsternwick Station – Fishermans Bend	Albert Park Shops/Richardson St – 550 metres
	236	Garden City – Queen Victoria Market	Queens St/Dorcas St – 800 metres

It is shown that the site has very good public transport accessibility, with a variety of transport modes and servicing the vicinity of the site.

3 APPROVED DEVELOPMENT

3.1 General

The approved residential development with a restaurant offering had the following development summary.

Table 2 Approved Development

Use	*Component*	*No./ Area*
Dwellings	2-Bedroom Dwelling	3
	3-Bedroom or Greater Dwelling	5
	Sub-Total	**8**
Restaurant		455 m²

Plans were endorsed on 12 December 2024.

3.2 Car Parking and Vehicular Access

A two-level basement car park was proposed to service the endorsed development with access from the northwest corner of the site from Bevan Street. The basement car park included a total of 22 car spaces comprising 3 staff car parking spaces (including one EV charging station), and 19 resident spaces provided within a combination of at-grade spaces and private garages.

A summary of the approved allocated car parking spaces is shown in Table 3.

Table 3 Car Parking Provision – Approved Development

Car Park Use	*No. Spaces*
Residential	19
Staff	3
Total	**22**

The existing crossovers to Bevan Street that are not being utilised were proposed to be reinstated with kerb and channel. Of note, all three tenancies provide rear vehicle access via individual crossovers. As a result of the approved development these existing crossovers were to be consolidated and would have allowed for two kerbside parking spaces along the Bevan Street frontage of the site which are currently not available.

3.3 Bicycle Parking

In the basement car park, it was proposed to provide five motorbike parking spaces on B2, as well as eight bicycle parking spaces on horizontal racks for staff on B1.

Each residential storage cage included a bicycle rack.

3.4 Waste Collection & Loading

A bin storage room was provided in the basement for collection by a private contractor from within the basement.

No dedicated loading bay was proposed on-site.

4 PROPOSED AMENDMENT

4.1 General

It is proposed to amend the endorsed development scheme to provide for 2 additional dwellings and to reduce the size of the ground floor restaurant tenancy.

A summary of the amended development is detailed in Table 4.

Table 4 Amended Development

Use	*Component*	*No./ Area*
Dwellings	3-Bedroom Dwelling	4
	4-Bedroom Dwelling	6
	Sub-Total	**10**
Restaurant		174 m²

4.2 Car Parking and Vehicular Access

Car parking will continue to be provided within a two-level basement structure however the layout will be amended to provide for an increased number of car spaces and to provide a number of additional garages for the larger dwellings. The site circulation is also proposed to be adjusted.

The basement car park will include a total of 30 car spaces comprising two staff car parking spaces and 28 resident spaces provided within a combination of at-grade spaces and private garages. In summary, the following is proposed:

- 6 x standard spaces (6 spaces)
- 1 x double garage (2 spaces)
- 6 x triple garages (18 spaces)
- 1 x quadruple garage (4 spaces)

Of the car parking proposed on-site, spaces are to be allocated as shown in Table 5.

Table 5 Car Parking Provision – Amended Development

Car Park Use	*No. Spaces*
Residential	28
Staff	2
Total	**30**

To allow for the waste collection vehicle to turnaround, one of the commercial staff spaces will be restricted in terms of use during waste collection periods which will occur outside of operating hours.

As with the approved development, the existing crossovers to Bevan Street that are not being utilised will be reinstated with kerb and channel. Of note, all three tenancies provide rear vehicle access via individual crossovers. As a result of the development these existing crossovers will be consolidated and will allow for two kerbside parking spaces along the Bevan Street frontage of the site which are currently not available.

The proposed access location is unchanged from the existing permit, in the western corner leading to a single width basement ramp.

4.3 Bicycle Parking

Bicycle parking is proposed in the basement car park, with two (2) spaces provided for the commercial tenants and ten (10) spaces for residents. The resident spaces are provided as horizontal racks.

Accordingly, it is proposed to provide a total of 12 bicycle parking spaces.

4.4 Waste Collection & Loading

A bin storage room is provided in the basement for collection by a private contractor from within the basement. To allow for the waste collection vehicle to turnaround, one of the staff spaces will be restricted in terms of use during waste collection periods.

No dedicated loading bay is proposed on-site as per the current approval.

5 DESIGN ASSESSMENT

5.1 Port Phillip Planning Scheme – Clause 52.06

An assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

5.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 6.

Table 6 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide.	Satisfied
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A – private car park
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied – a minimum height clearance of 2.1 metres is achieved
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/A – does not connect to a Transport Zone
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Generally satisfied. As with the approved development, the existing side boundary fence to the west partially restricts visibility to approximately 50% of the triangle, and there is a minor intrusion on the triangle to the east. Noting the limited level of traffic generated and slow moving nature of those movements this is considered acceptable.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	N/A – does not connect to a Transport Zone

5.1.2 Design Standard 2: Car Parking Spaces

A variety of car space dimensions are proposed across the site due to the structural core associated with the building above. Regardless, all car spaces have been designed in accordance with the requirements of the Design Standard detailed within the Planning Scheme or AS/NZ 2890.1 Figure 2.2.

The garage dimensions are in accordance with the requirements of the Planning Scheme, with all garages a minimum of 6.0m long, with the width adjusted to accommodate 2, 3 or 4 vehicles. Each garage also provides additional storage area over and above these minimum dimensions.

Due to the width and access variations, swept path diagrams for each garage parking space and a sample of the standard spaces are attached.

It is noted that a corrective movement is required on either the entry and/or exit movements to a number of spaces. The need for a corrective movement on entry, AS/NZS 2890.1:2004 allows for "Three-point turn entry and exit into 90o parking spaces" for User Class 1A parking facilities (residential, domestic and employee parking) and specifically acknowledges that B85 vehicles (and larger) may require correctional manoeuvres. The need for resident vehicles to undertake corrective movements is therefore deemed to be acceptable, in accordance with Australian Standards, and not an uncommon requirement in both new and existing residential developments.

It should also be noted that vehicles smaller than the B85 vehicle will likely be able to enter the garages without a corrective movement.

Considering the above, the proposed garage design is appropriate.

It is also proposed to provide two parking spaces for the restaurant staff, and therefore, one space must be accessible. Due to having only two parking spaces allocated to the restaurant, it is considered appropriate, and in accordance with the National Construction Code, that an accessible bay is not marked, so as to not restrict its use to only those displaying a permit.

It is considered that the north-eastern restaurant space provides shared area at the end and the side of the space and as such satisfy the AS/NZS 2890.6 requirements for accessible spaces.

To allow for the waste collection vehicle to turnaround, the other commercial space will be restricted in terms of use during waste collection periods.

5.1.3 Design Standard 3: Gradients

A summary of the assessment for Design standard 3 is provided in Table 7.

Table 7 Clause 52.06-9 Design Assessment – Design Standard 3

Requirement	*Comments*
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Satisfied – A maximum grade of 1:10 is proposed for the first 5 metres from the property boundary
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 (of Design standard 3) and be designed for vehicles travelling in a forward direction.	Generally satisfied – grades of 1:4 and 1:4.5 are proposed for the upper ramp but will make up less than 20 metres of the upper ramp and are considered satisfactory
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	Satisfied – a maximum change in grade of 12.5 % is proposed

5.2 Bicycle Parking

It is proposed to provide horizontal bicycle hoops on the ground floor of the development accommodating a total of 10 bicycles.

The bicycle hoops have been designed in accordance with the Australian Standard; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.7 metre access aisle.

It is also proposed to provide a single bicycle hoop on B1 for restaurant staff.

The bicycle hoop has been designed in accordance with the Australian Standard; specifically, the hoop is provided with 500 mm clearance to the nearest wall, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

5.3 Waste Collection

Bin storage areas are located within B1, which will accommodate the bins required for the proposed development. A private waste contractor will be engaged to manage the collection and disposal of all waste streams with the proposed development.

Swept path diagrams have been prepared demonstrating the entry/egress of a 6.4m 'Mini Loader' waste vehicle and are enclosed in Appendix A. It is noted that to allow for the waste collection vehicle to turnaround, the other commercial space will be restricted in terms of use during waste collection periods (i.e outside of the operational hours of the restaurant tenancy).

6 LOADING

Clause 65 (Decision Guidelines) of the Port Phillip Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

No dedicated loading bay is proposed on-site commensurate with the current approval and endorsed plans.

All loading activities will occur on-street within the available on-street car parking provisions. Of note, along the site frontage, there are 3 x 1/4P spaces available.

In light of the above, the allowances for loading are considered appropriate for the proposed use.

7 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Port Phillip Planning Scheme, which specifies the following requirements for the different components of the proposed development:

Table 8 Clause 52.34 – Bicycle Parking Requirements

Components	*No./Area*	*Requirement*	*Total*
Dwelling	10 dwellings	1 space per 5 dwellings for residents	2
		1 space per 10 dwellings for visitors	1
Restaurant	174 m²	1 space per 100 m² for employees	2
		2 + 1 space per 200 m² for visitors if the floor area exceeds 400 m²	2
Total		**Residents** **Employees** **Visitors** **Customers**	**2** **2** **1** **2**

Based on the above calculations, a total of seven bicycle parking spaces are required for the proposed development.

Bicycle parking for residents and resident visitors is provided on the ground floor, with 10 bicycle spaces provided. The provision of resident and resident visitor bicycle parking is therefore considered to be appropriate.

Two bicycle parking spaces are proposed within B1, which is considered to be appropriate to accommodate employee bicycle parking, in line with the above requirements.

With regard to the bicycle parking requirement for restaurant visitors, it is not considered suitable to provide bicycle parking within the site, as access to this area will not be available for restaurant visitors. It should be noted that existing bicycle hoops can be found at the frontage of the site, and additional bicycle parking hoops can be seen along Bridport Street and on surrounding roads. Therefore, the restaurant visitor bicycle parking demand is expected to be comfortably accommodated in the surrounding area.

With an excess of five bicycle spaces provided, when compared to the Planning Scheme requirements, the provision of bicycle parking is considered to be appropriate.

8 CAR PARKING

8.1 Statutory Car Parking Requirements

8.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Port Phillip Planning Scheme. As the site is located within the Principal Public Transport Network Area, the Column B car parking rates apply to the proposed development, as shown below.

Table 9 Clause 52.06 – Car Parking Requirements

Use	*No./ Area*	*Rate*	*Car Parking Measure*	*Total*
Dwelling	0	1	to each one or two bedroom dwelling	0
	10	2	to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus	20
	10	0	for visitors to every 5 dwellings for developments of 5 or more dwellings	0
Restaurant	174 m²	3.5	To each 100 m² of each leasable floor area	6
Total				**26**

It is proposed to provide a total of 28 spaces to the residential component, with each dwelling being allocated no less than two car spaces, which exceeds the above requirements.

With regard to the restaurant component, it is proposed to provide a total of two car parking spaces within the basement car park, which equates to a shortfall of four spaces when compared to the Planning Scheme requirements. It is noted that this shortfall is less than the approved shortfall of 12 spaces and therefore represents an improvement on the existing permit and is therefore considered acceptable.

8.2 Accessible Car Parking

The National Construction Code specifies the minimum requirements for provision of accessible car parking.

The proposed restaurant, classified as a Class 6 building, requires provision of one accessible car space for every 50 car parking spaces or part thereof for the first 1,000 spaces, and then 1 space per 100 car parking spaces or part thereof in excess of 1,000 spaces.

As less than 6 (i.e., no more than 5) car spaces are provided for the proposed restaurant use (which requires the provision of accessible parking), the accessible bay does not need to be designated, so as to restrict the use of the car parking space only for people with a disability.

The proposed provision of no spaces thus satisfies the NCC requirements.

9 TRAFFIC

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

Medium to high density dwelling in inner areas generate traffic with rates between 3.0 and 6.0 movements per dwelling. Considering the location of the subject site and moreover the excellent access to public transport, it is expected that generation rates will be towards the lower end of the range. Nevertheless, for the purposes of this assessment a daily rate of in the order of 4.0 movements per day per dwelling will be adopted with 10% occurring during the peak hours.

Application of the above rates indicates that the 10 dwellings with car parking will generate 40 movements per day, inclusive of four vehicle movements during the morning and afternoon peak hours.

With regard to the restaurant tenancy, it is anticipated that each allocated parking space may generate one inbound trip during the AM peak period, and one outbound trip during the PM peak period, equivalent to two vehicle trips per hour.

Considering the above, the total traffic generation of the proposed development is expected to be in the order of six vehicle movements during the peak hours, or one vehicle movement every 10 minutes. This is considered to be a very low volume in traffic engineering terms, is expected to be similar to the existing site traffic generation, and is expected to have a negligible impact on the surrounding road network.

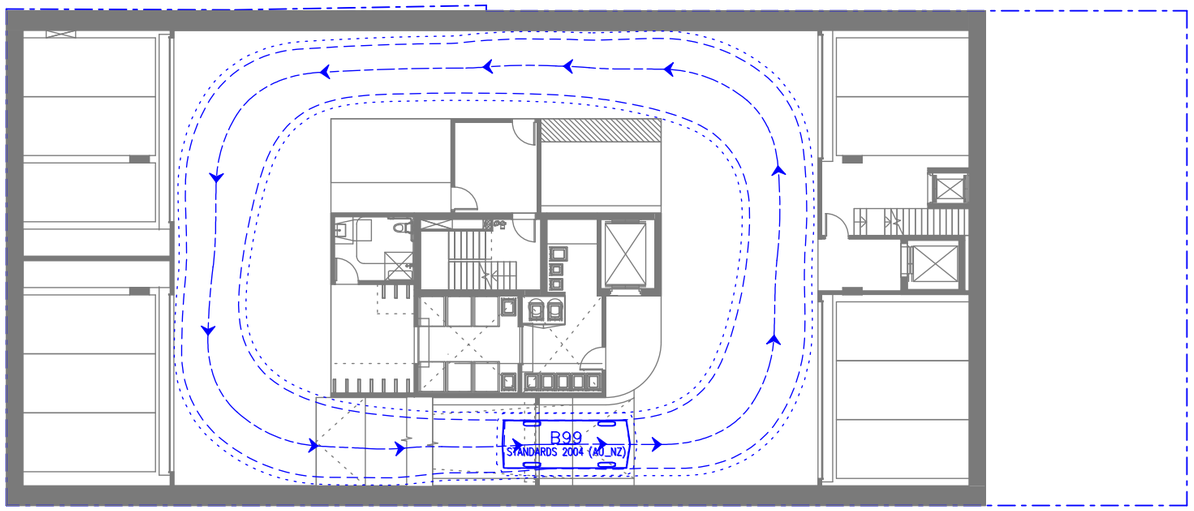
10 CONCLUSIONS

It is proposed to develop the subject sit for the purposes of a mixed-use development comprising of 10 residential apartments and a restaurant.

Considering the analysis presented above, it is concluded that:

- The proposed car parking, bicycle parking and access design is considered appropriate;
- The proposed provision of parking meets the statutory requirements for resident car parking and is considered acceptable;
- The provision of two restaurant car parking spaces on the site equates to a shortfall of four spaces under the Planning Scheme which is less than the shortfall of 12 spaces associated with the existing permit;
- The proposed development is expected to have a negligible impact on the surrounding road network when compared to the existing operation.

Appendix A Swept Path Diagrams



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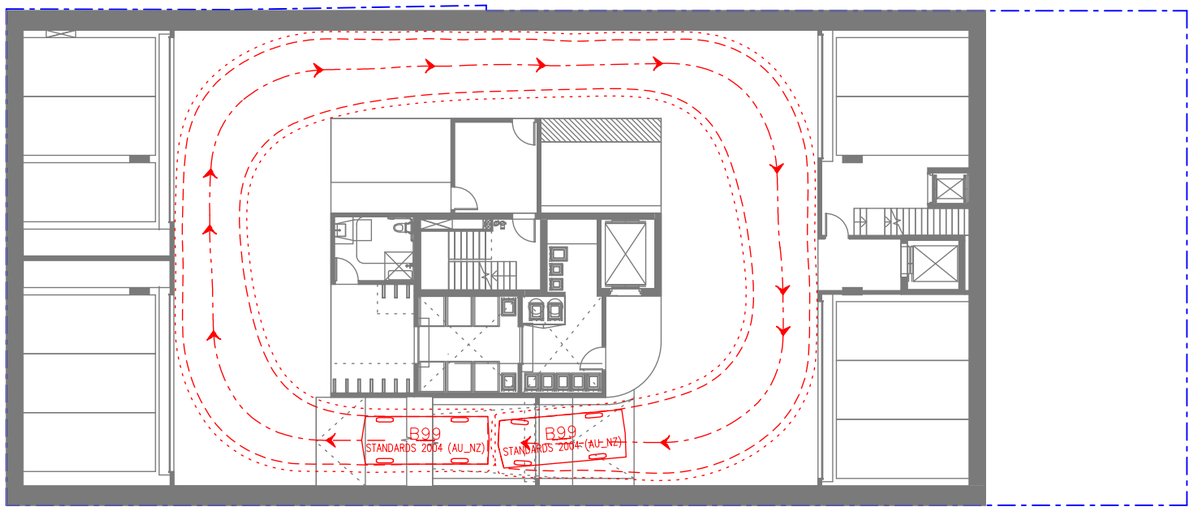

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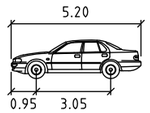

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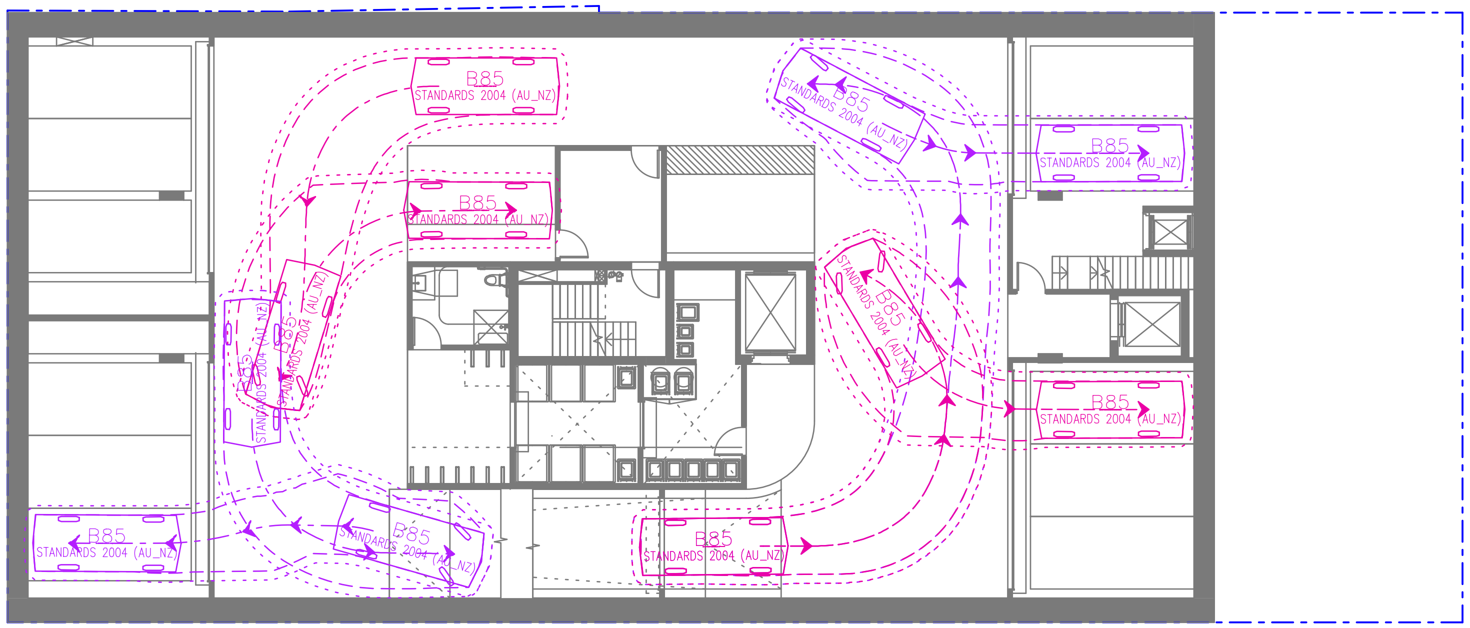
Scale 1:250 @ A3 (0 1,25 2,5 5)

Drawing Title
146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - BASEMENT 1
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	VG	57 F3

Project Number	Drawing Number	Revision
220722	SPA100	E



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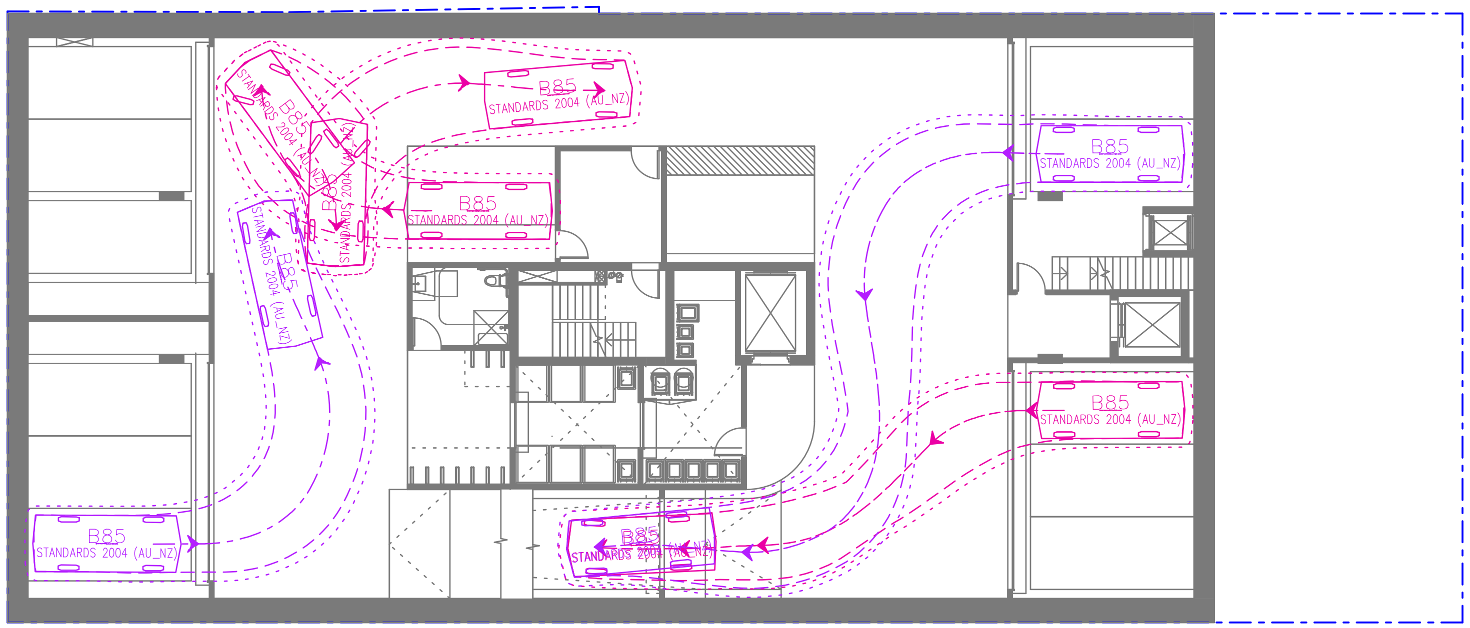

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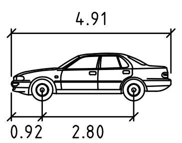

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Drawing Title
146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - BASEMENT 1
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
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Project Number	Drawing Number	Revision
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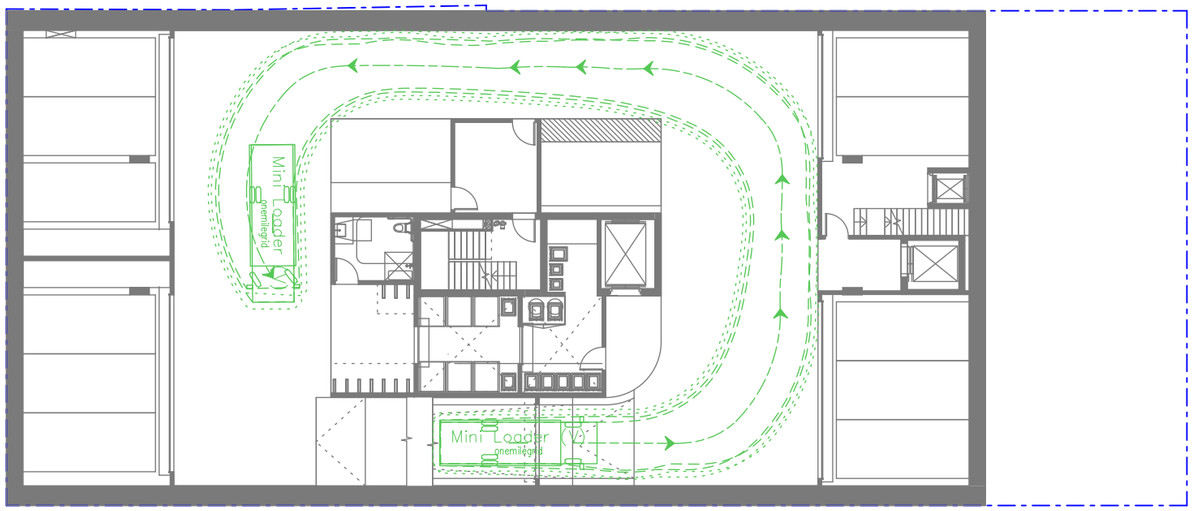

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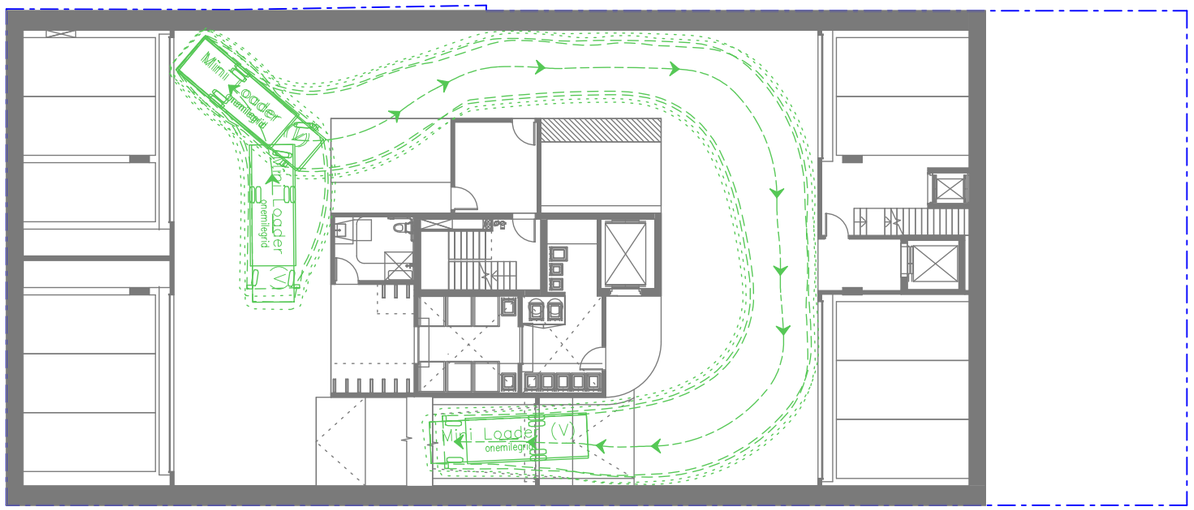

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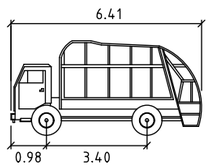
– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
--------- 300mm CLEARANCE ENVELOPE SHOWN DOTTED



WASTE MINI LOADER meters

Width	: 1.85
Track	: 1.85
Lock to Lock Time	: 4.0
Steering Angle	: 33.6

CAD File: N:\Projects\2022\220722\Drawings\220722SPA103.dgn

Date Plotted: 26-02-2025 13:45:43

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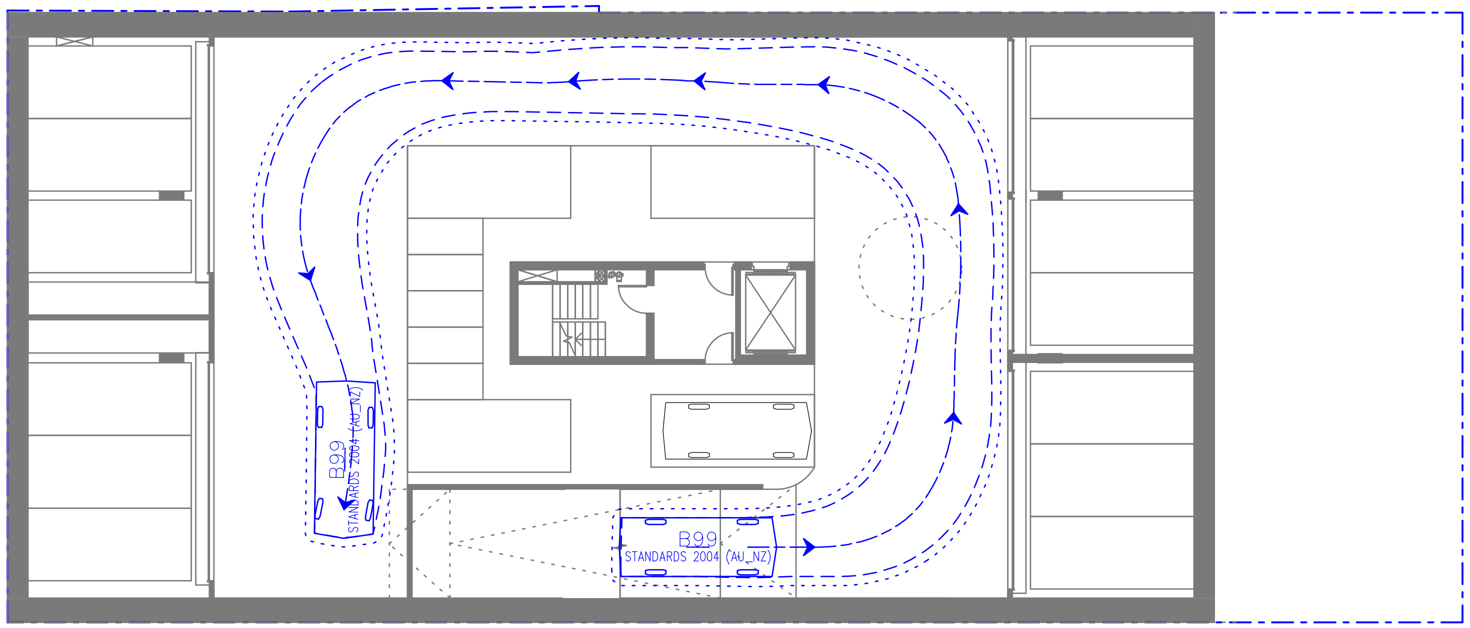
Phone (03) 9939 8250

Scale 1:250 @ A3 (0 1.25 2.5 5)

Drawing Title
146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - BASEMENT 1
SWEPT PATH ANALYSIS

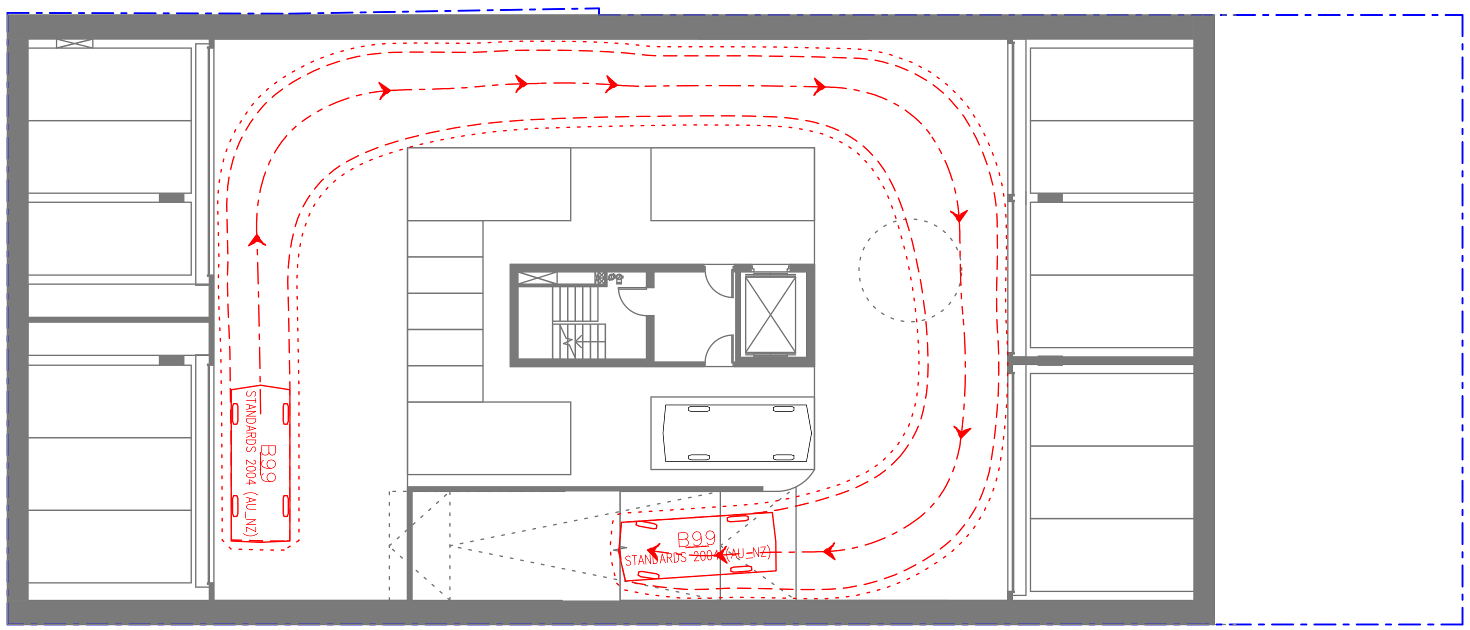
Designed	Approved	Melway Ref
CM	VG	57 F3

Project Number	Drawing Number	Revision
220722	SPA103	F



ENTRY MANOEUVRES

– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

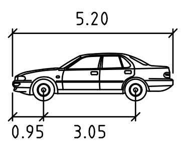


EXIT MANOEUVRES

– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

CAD File: N:\Projects\2022\220722\Drawings\220722SPA200.dgn

Date Plotted: 26-02-2025 13:45:58



B99

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

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N

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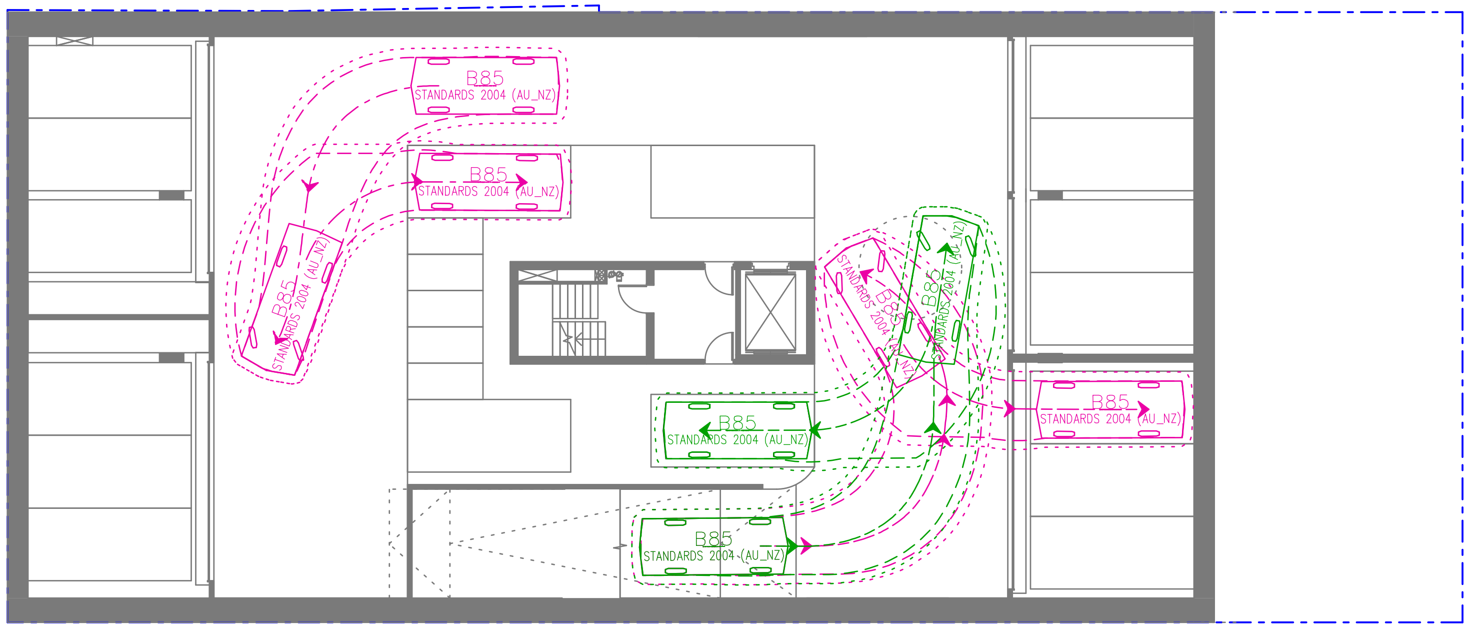
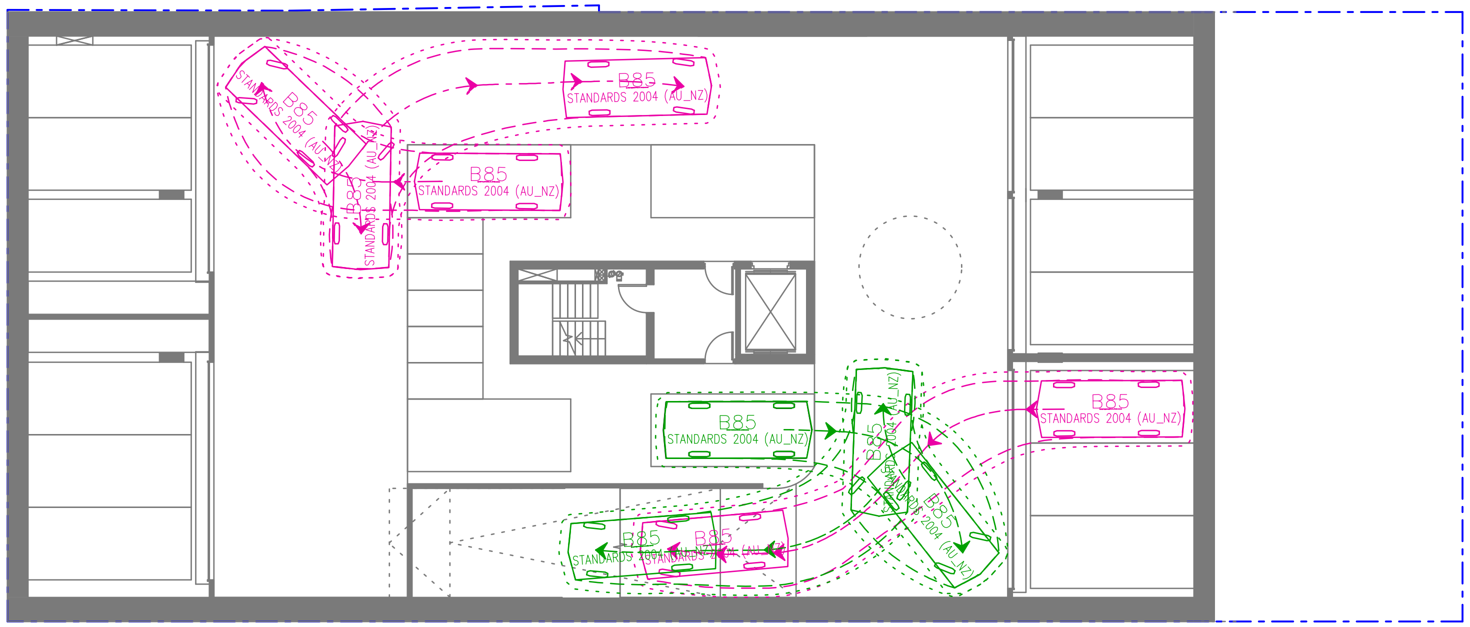
Drawing Title		
146-150 BRIDPORT STREET, ALBERT PARK VEHICLE SITE ACCESS - BASEMENT 2 SWEPT PATH ANALYSIS		
Designed: CM	Approved: VG	Melway Ref: 57 F3
Project Number: 220722	Drawing Number: SPA200	Revision: F

Scale: 1:250 @ A3 (0 1.25 2.5 5)



ENTRY MANOEUVRES

– – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

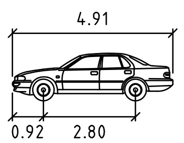


EXIT MANOEUVRES

– – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

CAD File: N:\Projects\2022\220722\Drawings\220722SPA201.dgn

Date Plotted: 26-02-2025 13:46:17



B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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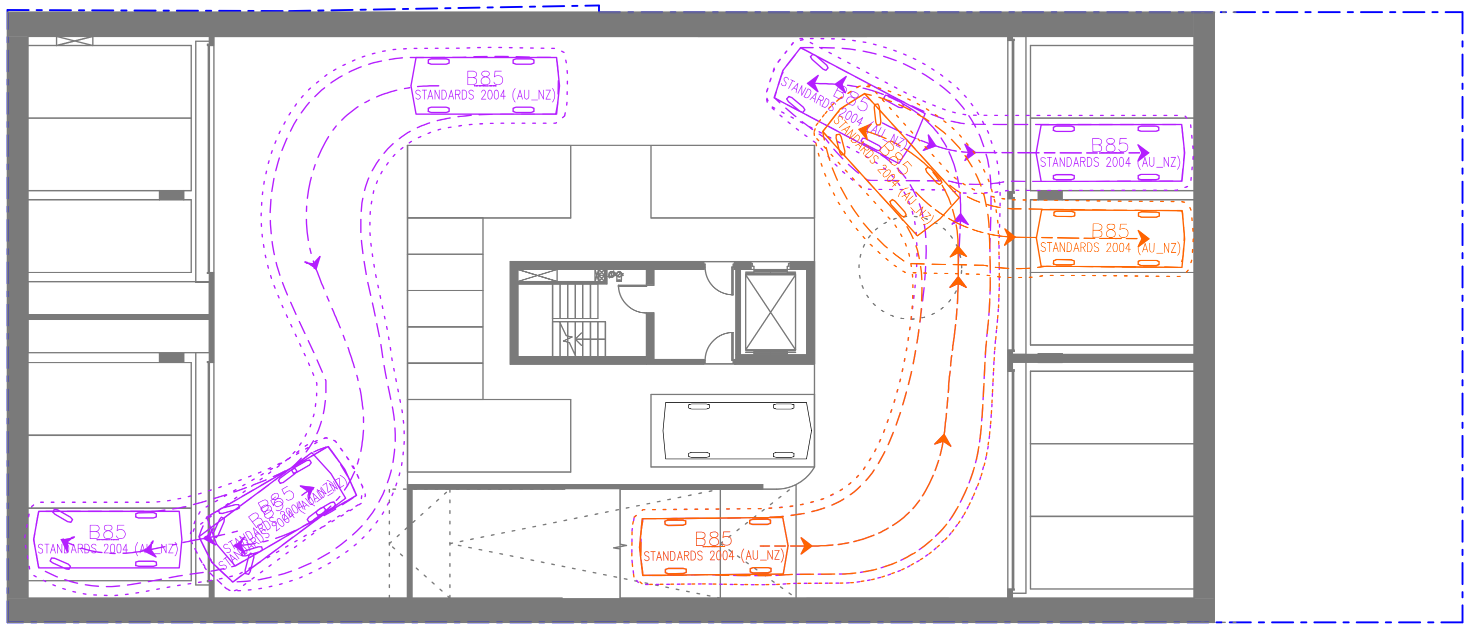
Scale: 1:250 @ A3 (0, 1.25, 2.5, 5)

Drawing Title
146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - BASEMENT 2
SWEPT PATH ANALYSIS

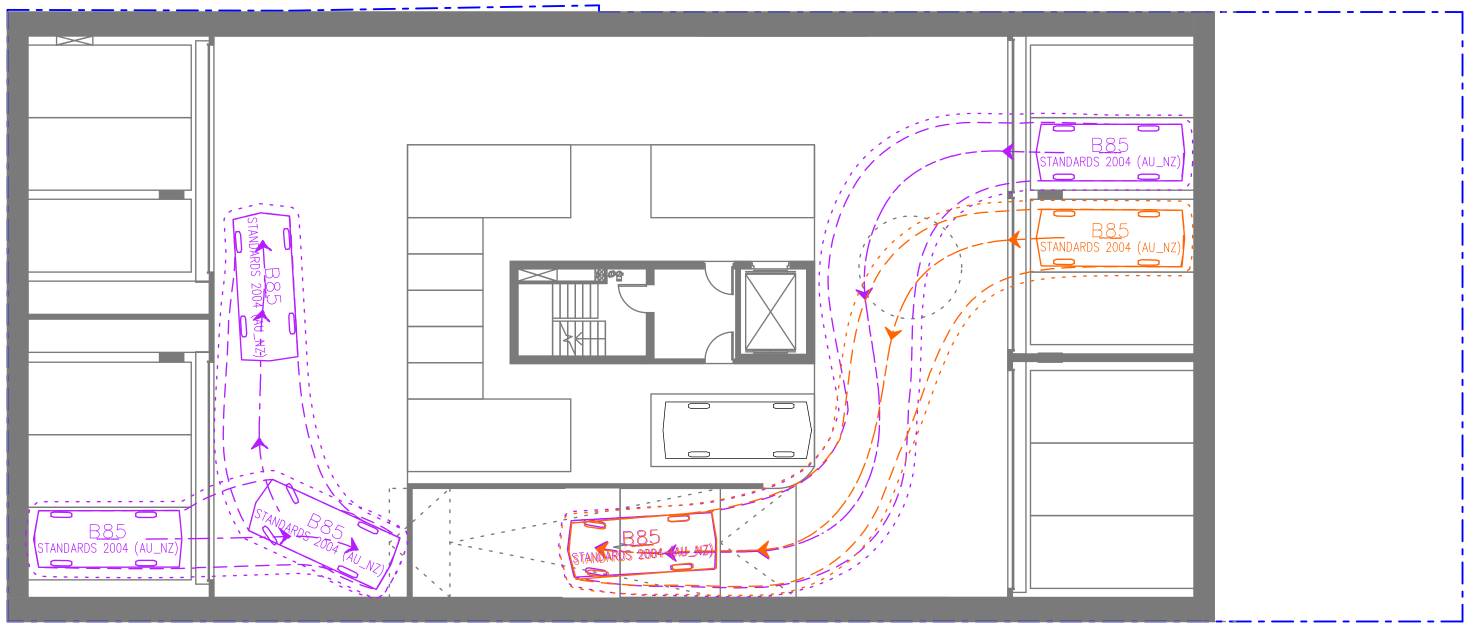
Designed	Approved	Melway Ref
CM	VG	57 F3

Project Number	Drawing Number	Revision
220722	SPA201	F



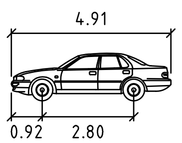
ENTRY MANOEUVRES

– – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

– – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED



B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

CAD File: N:\Projects\2022\220722\Drawings\220722SPA202.dgn

Date Plotted: 26-02-2025 13:46:42

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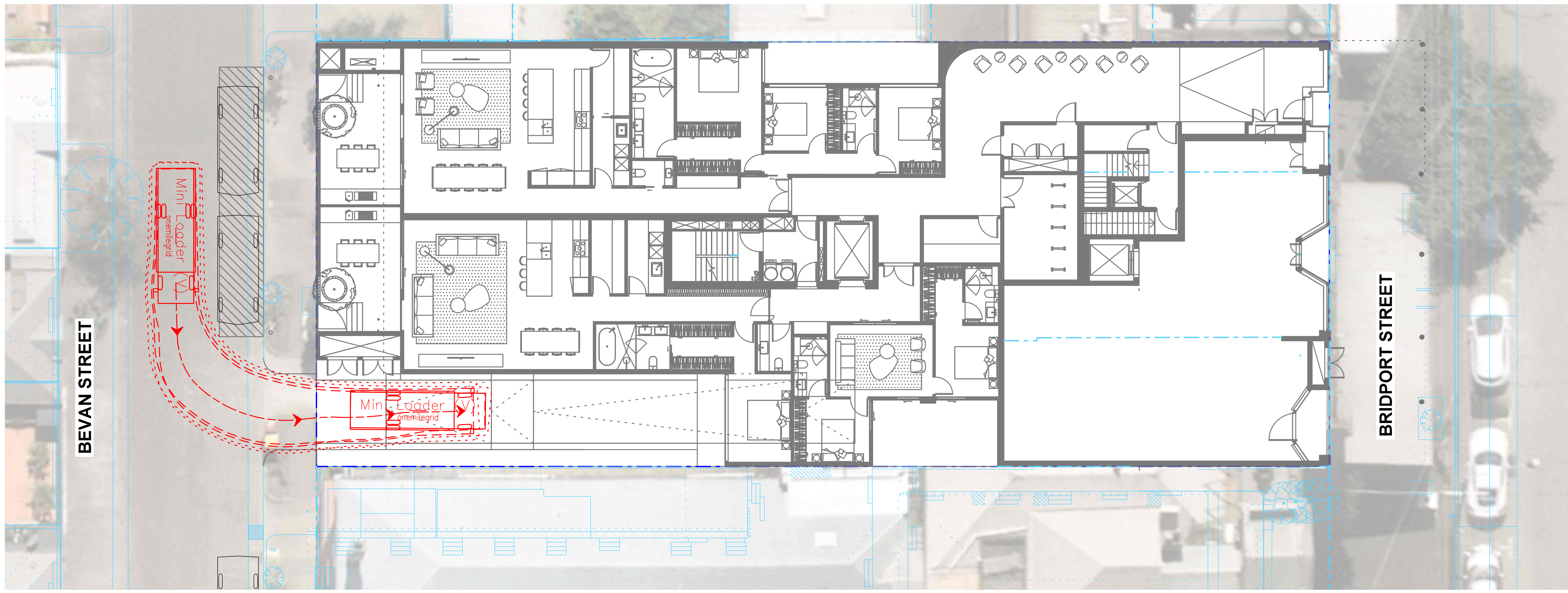
Scale: 1:250 @ A3 (0 – 1.25 – 2.5 – 5)

Drawing Title: 146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - BASEMENT 2
SWEPT PATH ANALYSIS

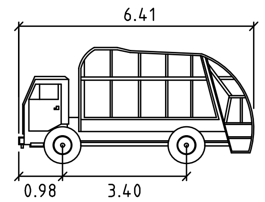
Designed	Approved	Melway Ref
CM	VG	57 F3

Project Number	Drawing Number	Revision
220722	SPA202	F



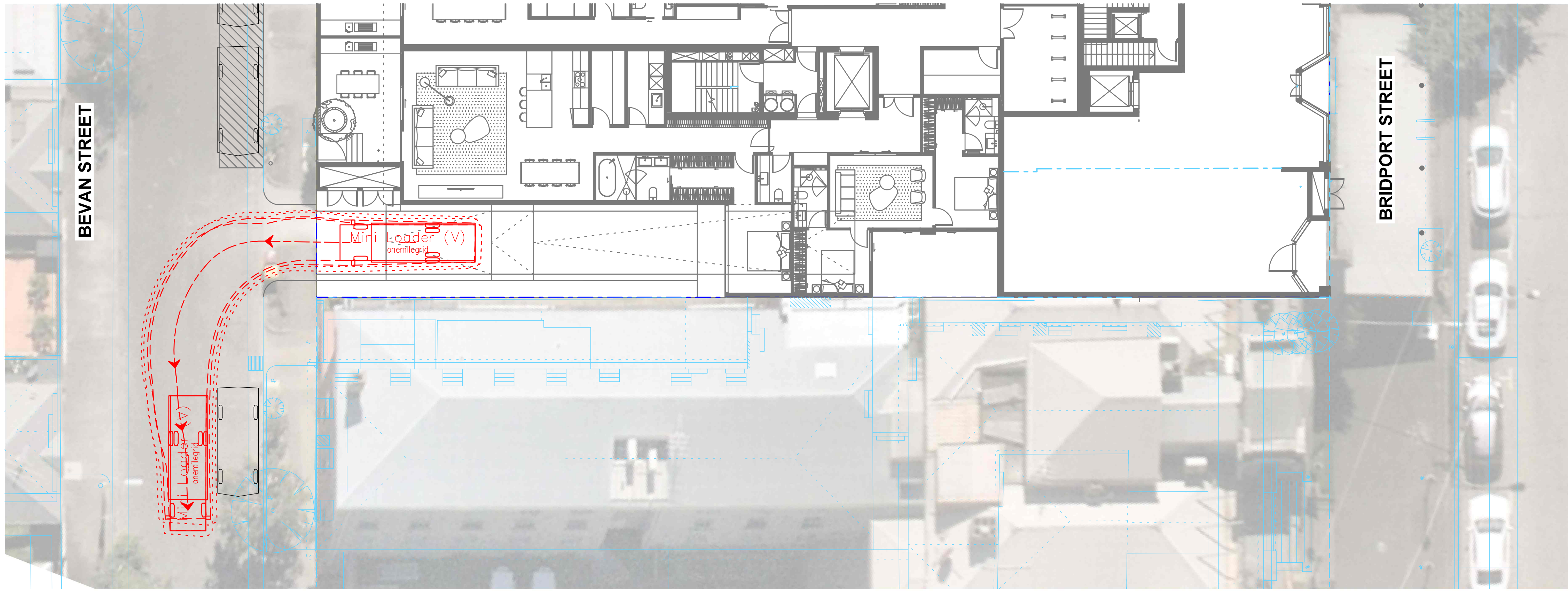
ENTRY MANOEUVRES

– – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
· · · · · · · · · 300mm CLEARANCE ENVELOPE SHOWN DOTTED



WASTE MINI LOADER meters

Width	: 1.85
Track	: 1.85
Lock to Lock Time	: 4.0
Steering Angle	: 33.6



EXIT MANOEUVRES

– – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
· · · · · · · · · 300mm CLEARANCE ENVELOPE SHOWN DOTTED

N

CAD File: N:\Projects\2022\220722\Drawings\220722SPA300.dgn

Date Plotted: 26-02-2025 13:48:14

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Drawing Title
146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - GROUND
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	VG	57 F3

Project Number	Drawing Number	Revision
220722	SPA300	B

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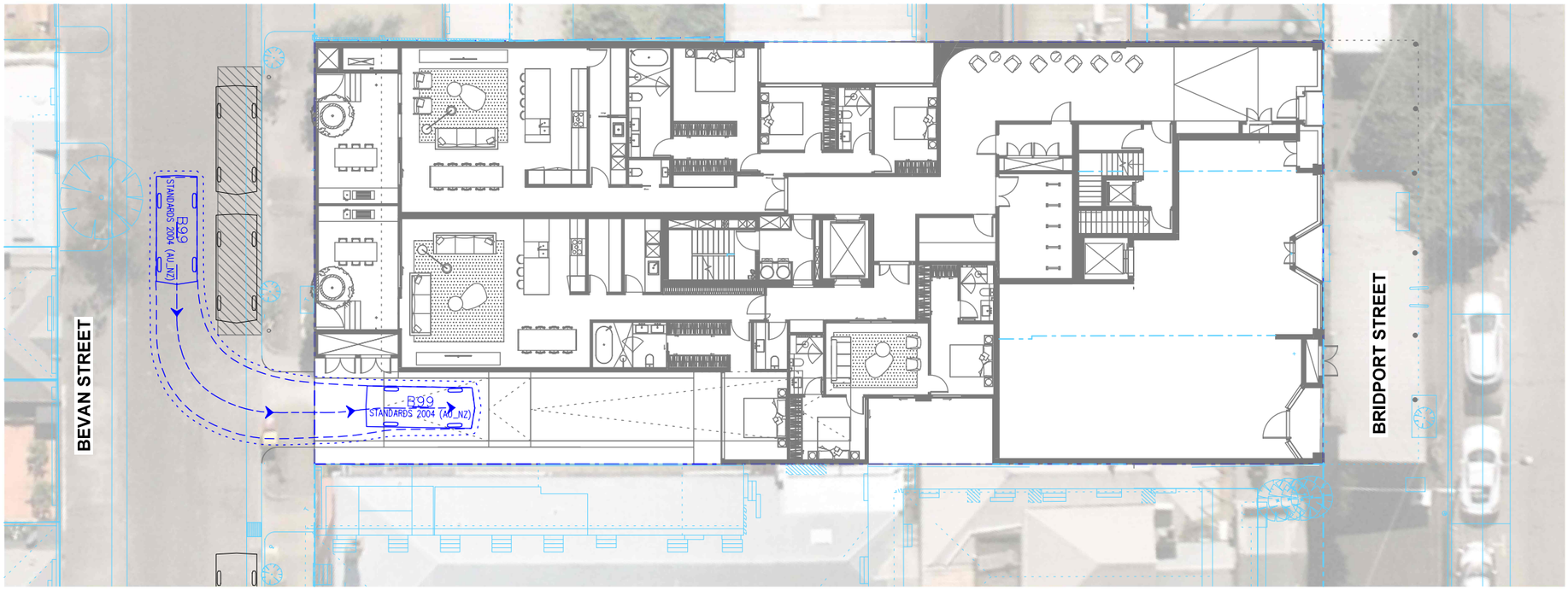
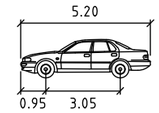
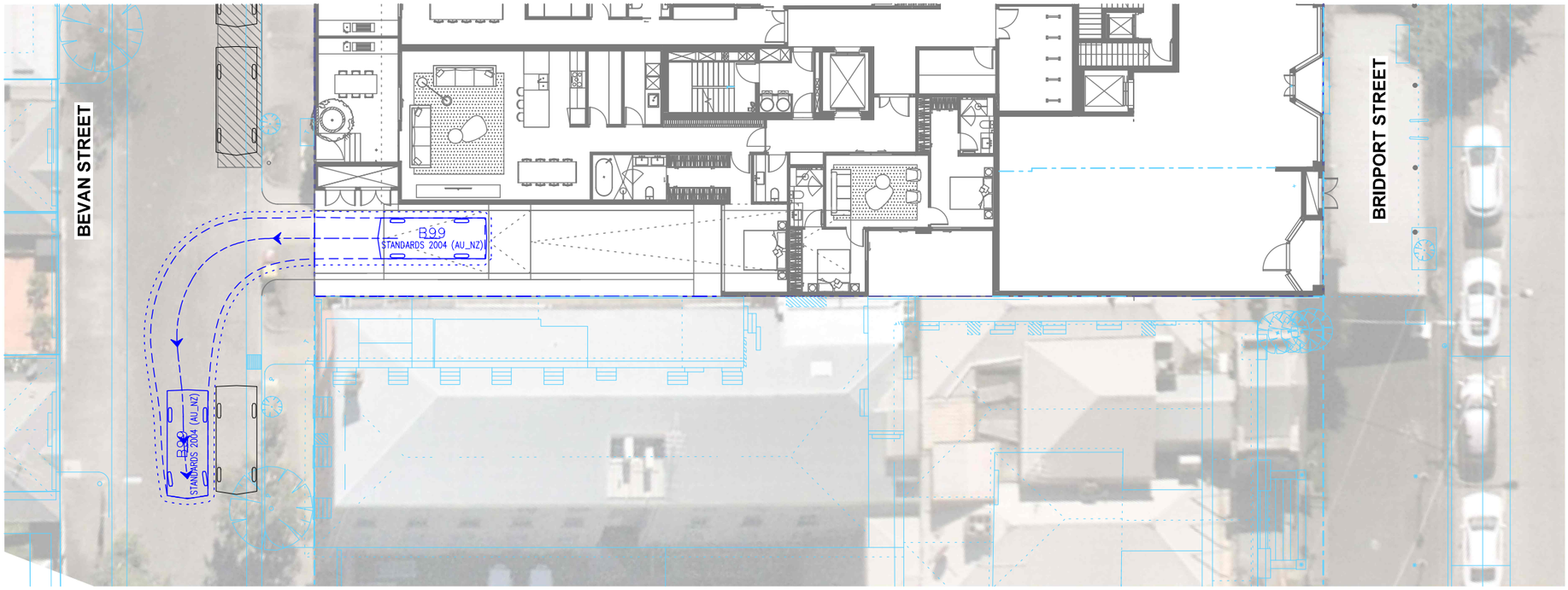


ENTRY MANOEUVRES

– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
· · · · · · · · · 300mm CLEARANCE ENVELOPE SHOWN DOTTED

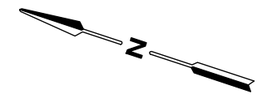


B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



EXIT MANOEUVRES

– – – – – DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
· · · · · · · · · 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Drawing Title
146-150 BRIDPORT STREET, ALBERT PARK
VEHICLE SITE ACCESS - GROUND
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
CM	VG	57 F3

Project Number	Drawing Number	Revision
220722	SPA301	A

CAD File: N:\Projects\2022\220722\Drawings\220722SPA301.dgn
Date Plotted: 26-02-2025 13:48:33