173-177 Barkly Avenue, Burnley

Transport Impact Assessment

240657TIA001D-F.docx

25 March 2026

onemile**grid**

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1 INTRODUCTION

onemile**grid** has been requested by Storhub to undertake a Transport Impact Assessment of the proposed self-storage facility at 173-177 Barkly Avenue, Burnley.

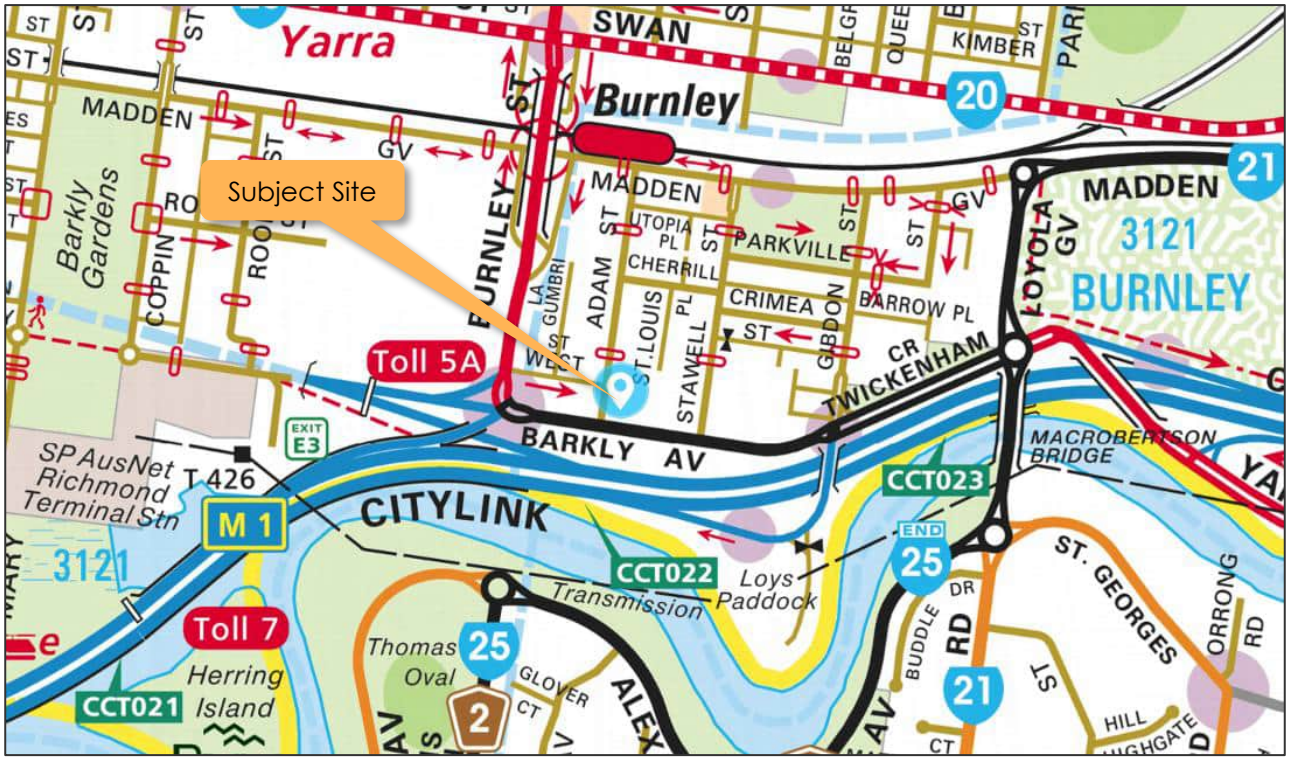
As part of this assessment the subject site has been inspected with due consideration of the development proposal, parking data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 173-177 Barkly Avenue, Burnley, and is located on the northeast corner of the Barkly Avenue / Adam Street intersection, as shown in Figure 1.

Figure 1 Site Location



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The site is currently occupied by Rogerseller (bathroom supply store) with vehicle access provided via a single-width crossover to the Barkly Avenue frontage and a single-width crossover to the Adam Street frontage.

Land use in the immediate vicinity of the site is primarily residential and commercial in nature, comprising of residential dwellings to the north, west and east as well as commercial office buildings to the east and west.

The subject site has a site area of approximately 2,935 m².

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

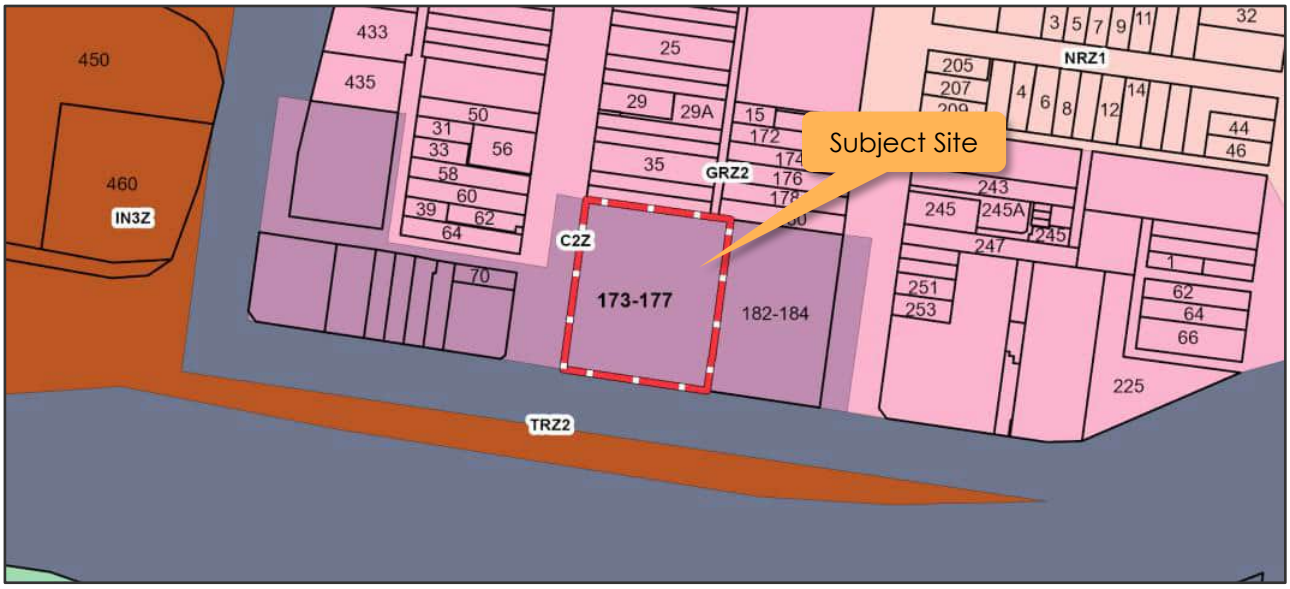
Figure 2 Site Context (Wednesday 9th October 2024)

Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 2 Zone (C2Z).

Figure 3 Planning Scheme Zones



Additionally, the site abuts Barkly Avenue, which is within a Transport Zone (TRZ2), designating the Principal Road Network.

2.3 Road Network

2.3.1 Barkly Avenue

Barkly Avenue is an arterial road generally aligned east-west, running between Burnley Street in the west, and Gibdon Street in the east. Barkly Avenue provides two traffic lanes in each direction adjacent to the site. Kerbside parking is provided on the northern side of the road which is subjected to 'No Stopping' restrictions between 4:30pm – 9:00am, Monday to Friday.

A 60 km/h speed limit applies to Barkly Avenue in the vicinity of the site.

2.3.2 Adam Street

Adam Street is a local road generally aligned north-south, running between Barkly Avenue in the south, and Madden Grove in the north. Adam Street provides a single traffic lane in each direction adjacent to the site. Kerbside parking is provided on both sides of the road with parking on the eastern side of the road restricted to 4-hour parking between 7:00am – 7:00pm, Monday to Saturday.

On the western side of Adam Street, kerbside parking is restricted to;

- Loading Zone, Monday to Friday; and
- 2-hour parking between 7:00am – 7:00pm, Monday to Saturday.

A 40 km/h speed limit applies to Adam Street in the vicinity of the site.

2.4 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 4 and detailed in Table 1.

Figure 4 Public Transport Provision

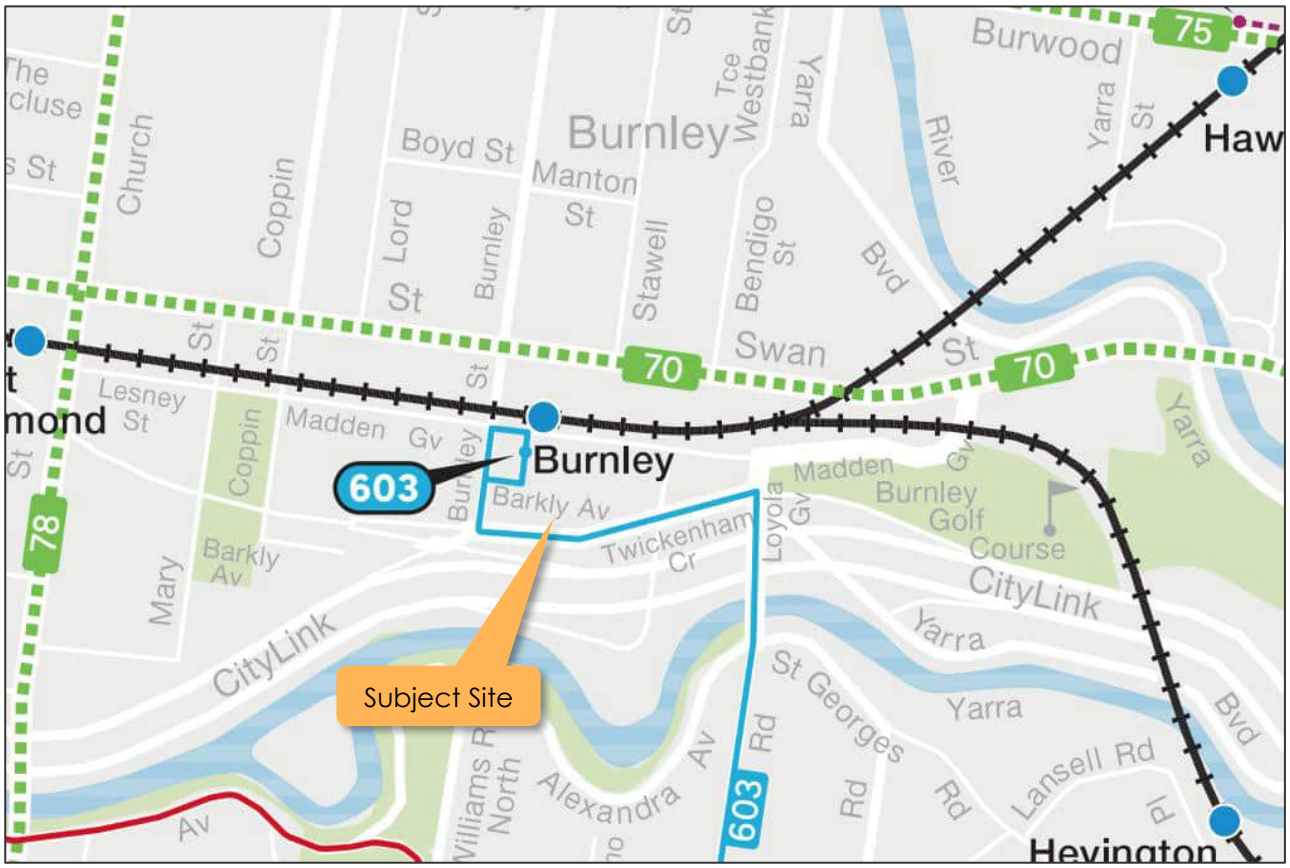


Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Alamein Line	Burnley Station
		Belgrave Line	
		Frankston Line	
		Glen Waverley Line	
		Lilydale Line	
Bus	603	Brighton Beach - Alfred Hospital via Elsternwick Station	
Tram	70	70 Waterfront City Docklands - Wattle Park	Swan Street

The site has good public transport accessibility, with multiple transport routes servicing the vicinity of the site.

The site is located within the Principal Public Transport Network (PPTN) area.

3 PLANNING HISTORY

The subject site has an existing planning approval (Council Ref: PLN20/0868) for development of the site for a multi-storey building including primarily office uses (12,139 m²), with ground floor food and beverage (112 m²) and restricted retail (746 m²) tenancies.

Based on the plans prepared by Gray Puksand dated 23/3/2023, the proposal included 209 car parking spaces, and 21 motorcycle/scooter spaces across three basement levels, accessed from a two-way crossover to Adam Street at the north-western corner of the site.

A bicycle parking facility accommodating 160 bicycle spaces and end-of-trip facilities was proposed on the ground floor.

A dedicated loading area was to be provided access from Barkly Avenue at the south-eastern corner of the site, which included a loading bay and courier parking spaces, ostensibly to cater for all loading, waste collection and deliveries associated with the use.

Based on typical car parking turnover for office uses, we could expect this approved development to generate in excess of 100 peak-hour vehicle movements to the surrounding road network.

4 DEVELOPMENT PROPOSAL

4.1 General

It is proposed to develop the subject site for the purposes of a self-storage facility, as shown in Table 2 and illustrated in Figure 5 below.

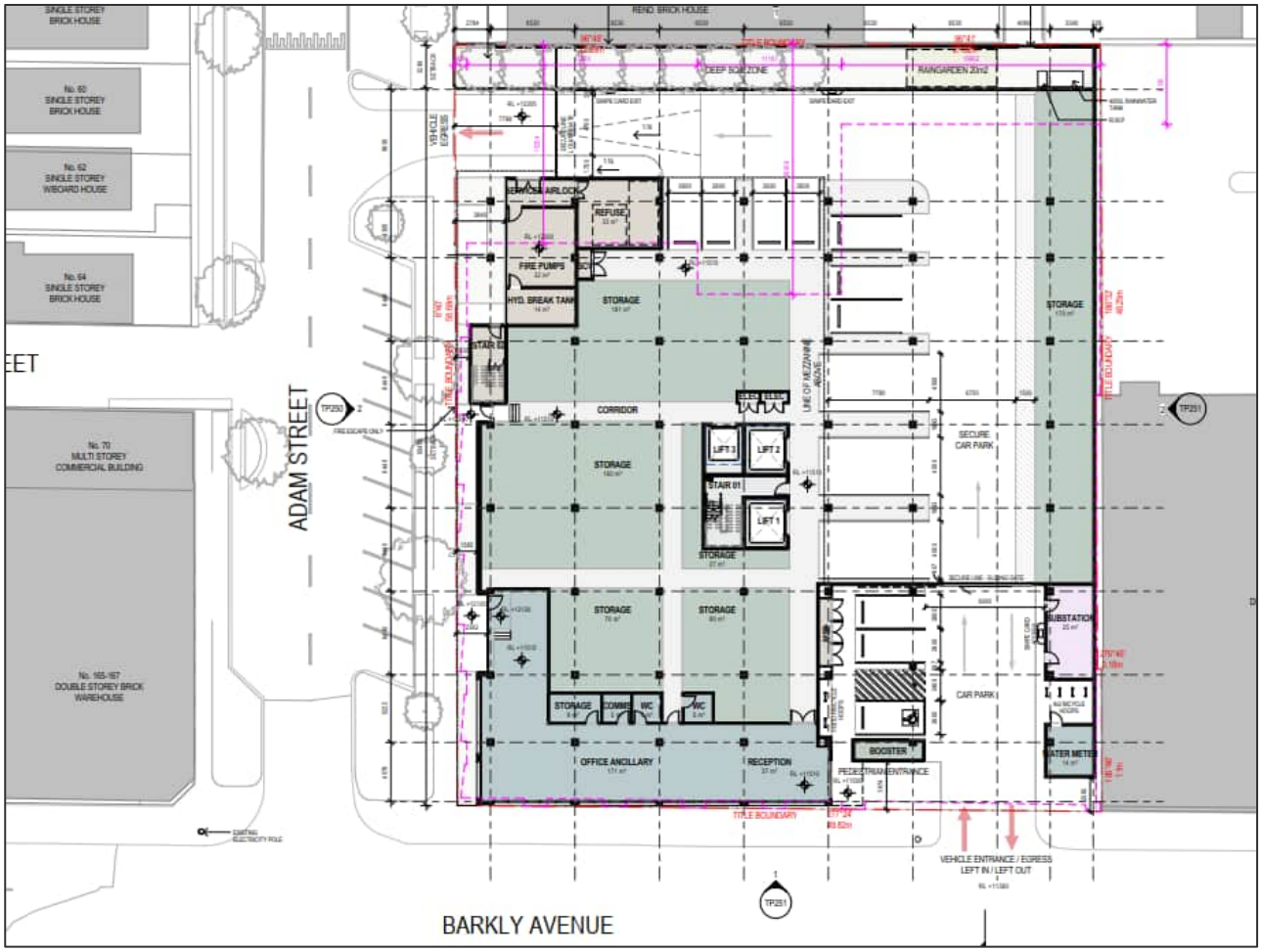
Table 2 Proposed Development Summary

Component	GFA	NLA	No.
Self-Storage Area	15,089 m²	11,357 m²	
Loading Bays			10
Car Parking Bays			3

The self-storage facility, which will be operated by Storhub, will be staffed during business hours only, with the proposed business hours of the self-storage facility as follows:

- Self-Storage facilities
  - 24-hour/7 day a week access for customers, including public holidays
  - Office hours for non-customers/members
- Self-Storage Office
  - 8:30am to 5:30pm (Monday to Saturday)

Figure 5 Proposed Development Layout – Ground Floor



4.2 Bicycle Parking and End-of-Trip Facilities

A total of 12 horizontal bicycle spaces is proposed to be provided on the ground floor adjacent to the pedestrian entrance to Barkly Avenue internal to the subject site.

Primary access will be provided via the pedestrian access point and vehicle access.

4.3 Car Parking and Vehicular Access

Vehicular access to the site is proposed to be provided via a two-way crossover to Barkly Avenue at the site's southeast boundary facilitating left-in/left-out movements only. This access will link to a staff and customer parking area accommodating three car parking spaces (including one accessible space) that will remain accessible at all times with no access control.

A security gate will then control access into the loading area that operates in a one-way direction and will accommodate 10 loading and parking bays suitable to cater for cars, and trucks or car/trailer combinations. All drivers exiting the loading area will proceed to exit at the northwest corner of the site via single-width crossover to Adam Street. The proposed security gate is setback from the Barkly Street title boundary by approximately 17 m which can comfortably accommodate for the entire length of car and trailer combinations and 8.8 m medium rigid vehicles (MRV).

To facilitate the construction of the two-way crossover to Barkly Avenue, the existing electricity pole along the frontage will be relocated.

4.4 Access Control

Access controls in the form of security gates are proposed at the entry and exit to the internal car park and loading areas. Storage members and staff will be provided a Radio Frequency Identification (RFID) tag which will need to be scanned when propped within the waiting area while entering or exiting the site.

5 DESIGN ASSESSMENT

5.1 Yarra Planning Scheme – Clause 52.06

onemile**grid** has undertaken 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 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide.	Satisfied – Minimum width of accessway is 6 m at the security gate (two-way) and 3.5m at the loading egress (one-way)
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Changes of direction are between accessways of more than 4.2 m wide
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.	Satisfied – Drivers parked within the last car space may exit forward in one manoeuvre. Swept paths are attached in Appendix A.
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 6.2 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 – Swept paths indicate that vehicles can exit the site in a forward direction.
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.	Satisfied – Suitable passing area provided at the Barkly Street access point, sufficient to allow concurrent access with an 8.8 m medium rigid vehicle (MRV) and 99.8th percentile passenger vehicle (B99)
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 900 mm in height.	Satisfied – Sight distance triangles at the Adam Street and Barkly Avenue access are provided fully in accordance with Planning Scheme requirements.
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.	Satisfied – Car parking spaces located more than 6 metres from road carriageway.

5.1.2 Design Standard 2: Car Parking Spaces

All car spaces on-site are proposed with a minimum width of 2.6 metres, length of 5.4 metres and are accessed from aisles of no less than 6.9 metres. Spaces adjacent to walls have been suitably widened in accordance with Design Standard 2 of the Planning Scheme.

The accessible bay is provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022). Furthermore, a height clearance of no less than 2.5 metres is provided above the centre of the accessible bay and adjacent shared area, in accordance with the Australian Standard.

5.1.3 Design Standard 3: Gradients

A summary of the assessment for Design standard 3 is provided in Table 4.

Table 4 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.	N/A – No grade proposed at the access point.
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.	Satisfied – A maximum grade of 1:16 is proposed.
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.	N/A – No transition grades are proposed or required.

5.2 Loading and Garbage

The Australian Standard for Parking facilities, Part 2: Off-street commercial vehicle facilities (AS 2890.2:2018) outlines that regular service with delivery/loading vehicles from a major road (such as Barkly Avenue) must be forwards-in, forwards-out to the street, and preferably provide separate entry and exit access lanes at the driveway. As such, the proposed access arrangements are considered acceptable with a separate entry and exit point for loading vehicles with outbound movements undertaken in a forward direction.

6 LOADING

Clause 65 (Decision Guidelines) of the Yarra 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.*"

It is proposed to provide internal loading in the form of three larger loading bays and seven standard vehicle spaces.

Each of the three larger loading bays are provided with a minimum width of 4.5 metres, length of 8.5 metres and a height clearance of no less than 4.5 metres which can accommodate for vehicles up to an 8.8 m medium rigid vehicle (MRV).

The loading zone is provided a minimum width of 3.4 metres, length of 11 metres and a height clearance of no less than 4.5 metres which can accommodate for longer vehicles such as car/trailer combinations.

The remaining seven car parking spaces are provided with a minimum width of 2.6 metres and length of 5.4 metres suitable for accommodating loading activities by standard passenger vehicles and smaller vans.

Customers will utilise the loading and parking bays to load/unload into the internal storage units via the lifts provided on the ground floor.

The provision for loading is therefore 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 Yarra Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for self-storage uses, therefore, no bicycle parking is required.

Notwithstanding, 12 bicycle parking spaces in the form of horizontal hoops are to be provided for staff and visitor use.

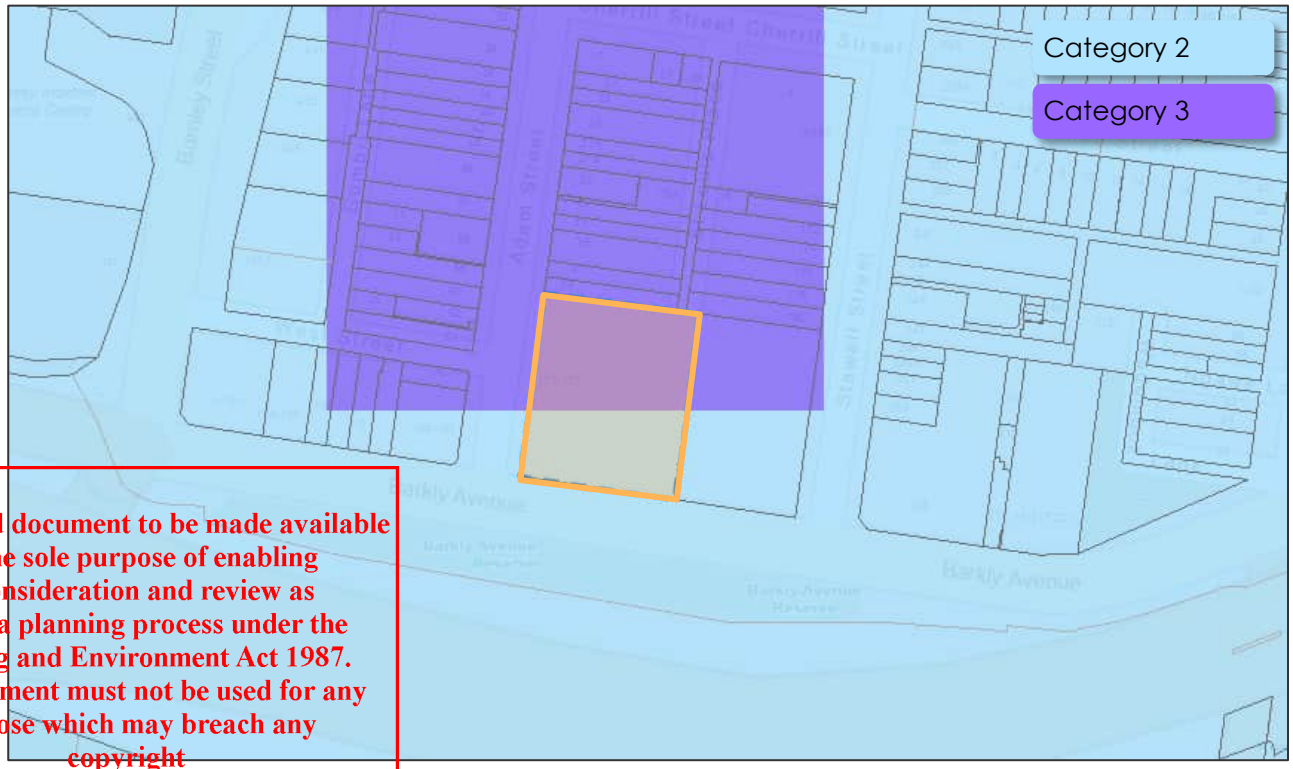
8 CAR PARKING

8.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

Where a site is situated within multiple land categories, the car parking requirements for the higher category apply to all of the land. In this regard, the subject site is situated within Category 3, as shown in Figure 6.

Figure 6 Car Parking Requirement Map



It is noted that for sites within Category 3, both **minimum** and **maximum** car parking rates apply.

The land use 'self-storage' is not specifically defined within Clause 52.06 of the Yarra Planning Scheme, however, it is considered that the use most appropriately falls within the 'store' land use, which is defined in Clause 73.03 as "land used to store goods, machinery, or vehicles". It is noted that the parking rate for a 'store' land use is based on site area, and as indicated in Section 2.1, the subject site has an area of 2,935 m².

Noting the above, the car parking requirements are specified in Table 5 below.

Table 5 Current Clause 52.06 – Car Parking Requirements – Category 3

Use	*Area*	*Min Rate*	*Max Rate*	*Car Parking Measure*	*Total*
Store	2,935 m²	5	10	per cent of site area	146 m² - 294 m²
Total					

Based on the current Clause 52.06 car parking rates, a minimum area of 146 m² and maximum area of 294 m² is required to be allowed to car parking for the proposed development.

The proposed provides approximately 149 m² of dedicated car parking (three spaces, including shared space and accessways to parking spaces) within the front portion of the site to Barkly Avenue and thus exceeds the minimum car parking requirement.

As such, the proposed car parking provision for the development satisfies the minimum car parking requirement and is considered acceptable.

Irrespective of the above, a car parking demand assessment has been undertaken in the following section, to confirm the site has sufficient car parking to meet the likely demand.

8.2 Car Parking Demand Assessment

In determining the likely car parking demands generated by the use, reference is made to a Parking and Traffic Study commissioned by the Self-Storage Association of Australia (SSAA) and undertaken by Stantec in 2022/2023.

The study presented the findings of numerous car parking and interview surveys undertaken at 61 self-storage facilities across Australia, including 17 sites in Victoria, all of which were located within metropolitan Melbourne.

The study ultimately made recommendations on appropriate levels of parking to be provided on-site for self-storage facilities containing both storage and office areas.

For facilities in excess of 6,000 m² of leasable area (such as the development proposal), the study suggests provision of 7 spaces for parking of customer and loading vehicles, with 99%ile estimated demands for 11 spaces.

The proposal will provide three car parking spaces, supplemented by 10 additional loading bays/car parking spaces for a total provision of 13 parking spaces.

With an anticipated peak demand of 11 parking spaces, the provision of on-site parking is therefore appropriate, and we do not anticipate any reliance on off-site car parking to support the use.

8.3 Accessible Car Parking

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

The proposed self-storage development, classified as a Class 7 building, requires provision of one accessible car space for every 100 car parking spaces or part thereof.

Noting the proposed provision of 3 car spaces on-site, the National Construction Code (NCC) requires at least one accessible car space on-site.

The proposed provision of one space thus satisfies the NCC requirements.

9 TRAFFIC

9.1 Traffic Generation

9.1.1 SSAA Study

In addition to the recommended parking provisions for a self-storage facility, the latest SSAA study referenced above provides further recommendations on peak and daily trip generation rates, as summarised in Table 6 below.

Table 6 Recommended Trip Generation Rates (SSAA)

Facility	Weekday		Weekend	
	Peak	Daily	Peak	Daily
0 – 3,000 m²	6.6 trips	63 trips	5.5 trips	47.2 trips
3,000 – 6,000 m²	8.9 trips	95.9 trips	8.7 trips	82.5 trips
6,000 m² +	11.4 trips	108.6 trips	10.2 trips	85.6 trips

Given the proposed 15,089 m² gross floor area, the self-storage facility can be expected to generation approximately 109 daily trips on a weekday inclusive of 12 trips during peak hour periods.

On the weekend, the site is expected to generate 86 daily trips including 11 trips during peak hour periods.

9.1.2 Case Study

While the data presented in the SSAA study is expected to be representative of traffic generating characteristics of the proposal, **one**mile**grid** has undertaken case study of a comparable facility to validate these assumptions.

onemile**grid** undertook a survey of the Kennards Self Storage facility at 202 Langridge Street, Abbotsford. This location was specifically chosen due to its relatively close proximity to the subject site and general similarities regarding the product offering.

The site is provided with a one storey and four storey section, and therefore the floor area was estimated to be 6,000 m². The case study site is provided with a single vehicular access point to the one-way road Henry Street, which facilitates both entry and exit movements. The site is provided with a total of eight car parking spaces including a visitor space outside of the secure area.

The survey data indicated that the site generated a maximum of 11 traffic movements per hour which occurred during the middle of the day. This equates to a peak traffic generation of 0.18 traffic movements per 100 m² floor area.

It should also be noted the peak traffic movements generated by the case study site did not coincide with the typical commuter peaks. Of note, during the weekday AM peak on the external road network, the site generated a maximum of 8 vehicle movements per hour, from 8:00 am to 9:00am. Similarly, during the PM peak, the site generated a maximum of 9 vehicle movements, from 3:30 pm to 4:30 pm. This equates to generation rates of 0.13 and 0.15 traffic movements per 100 m² floor area during the respective AM and PM commuter peak periods.

Applying these rates to the gross floor area of 15,509 m² proposed on-site, we could expect a generation of in the order of 20 movements in the AM peak, and 23 movements in the PM peak.

In relation to heavy vehicle traffic, a total of 4 movements during the survey periods were attributed to heavy vehicles, i.e anything larger than a small van. This included the waste collection vehicle arriving and departing the site, and therefore only one customer was recorded accessing the site via a heavy vehicle during the survey periods.

9.2 Traffic Impact

Reviewing the SSAA recommended trip generation rates and case study data above, we could expect generation of between 11 and 20 vehicle movements in the AM peak period, and between 11 and 23 vehicle movements in the PM peak period.

It is noted that this traffic will be spread between arrivals and departures on Barkly Avenue, and departures on Adam Street.

This equates to one vehicle entering or exiting the site every 3-5 minutes, which is considered low in traffic engineering terms and is not expected to have any material impact to queues, congestion or delays on Adam Street or Barkly Avenue.

The bulk of traffic generated by the development is also not expected to coincide with peak periods on the surrounding road network; instead, most traffic is likely to occur between 10:00 am and 1:00 pm on weekdays, when traffic volumes on the external road network will be lower.

We note that the existing planning permit that applies to the site allowed for an office development, comprising approximately 13,000 m² of leasable floor area, with a supply of 209 basement car parking spaced accessed from Adam Street, and a loading, waste collection and courier space accessed from Barkly Avenue.

Based on typical estimates of car space turnover associated with office uses, we would expect the generation of approximately 105 traffic movements to and from the site in peak periods. As such, traffic conditions associated with this self storage proposal will be considerably improved relative to the current approval.

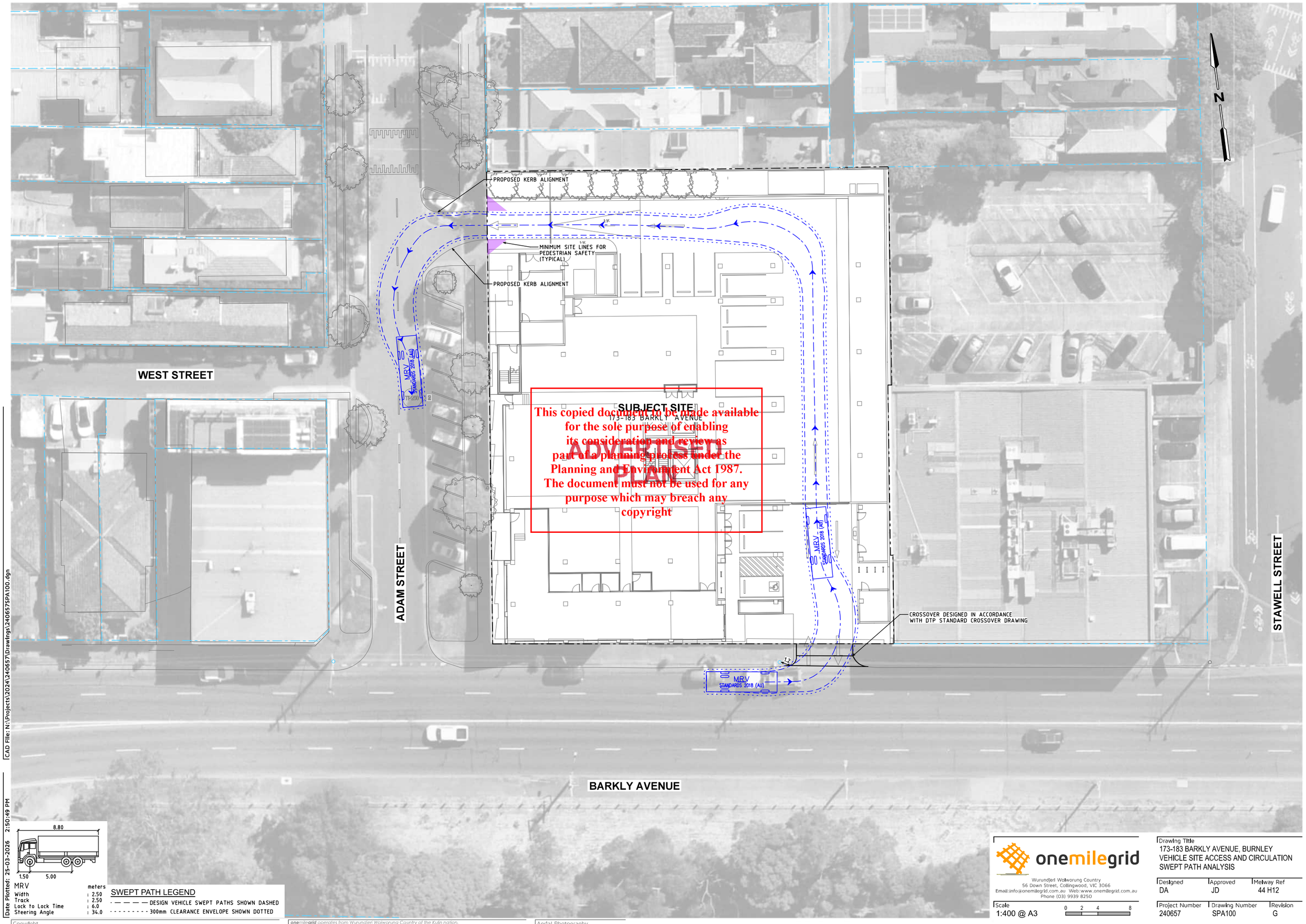
10 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a self-storage facility with car parking and loading access via Barkly Avenue and Adm Street.

Considering the analysis presented above, it is concluded that:

- The proposed loading, car parking, bicycle parking and access design is considered appropriate;
- The proposed provision of parking meets the statutory requirements for a "store" land use under the former Clause 52.06, and is also expected to satisfy all demands based on data prepared by the Self-Storage Association of Australia;
- The proposed development is expected to have a negligible impact on the surrounding road network; and
- There are no traffic engineering reasons which should preclude a permit from being issued for this proposal.

Appendix A Swept Path Diagrams



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MRV	meters
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Steering Angle	: 34.0

SWEPT PATH LEGEND

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

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Aerial Photography
Aerial photography provided by Nearmap

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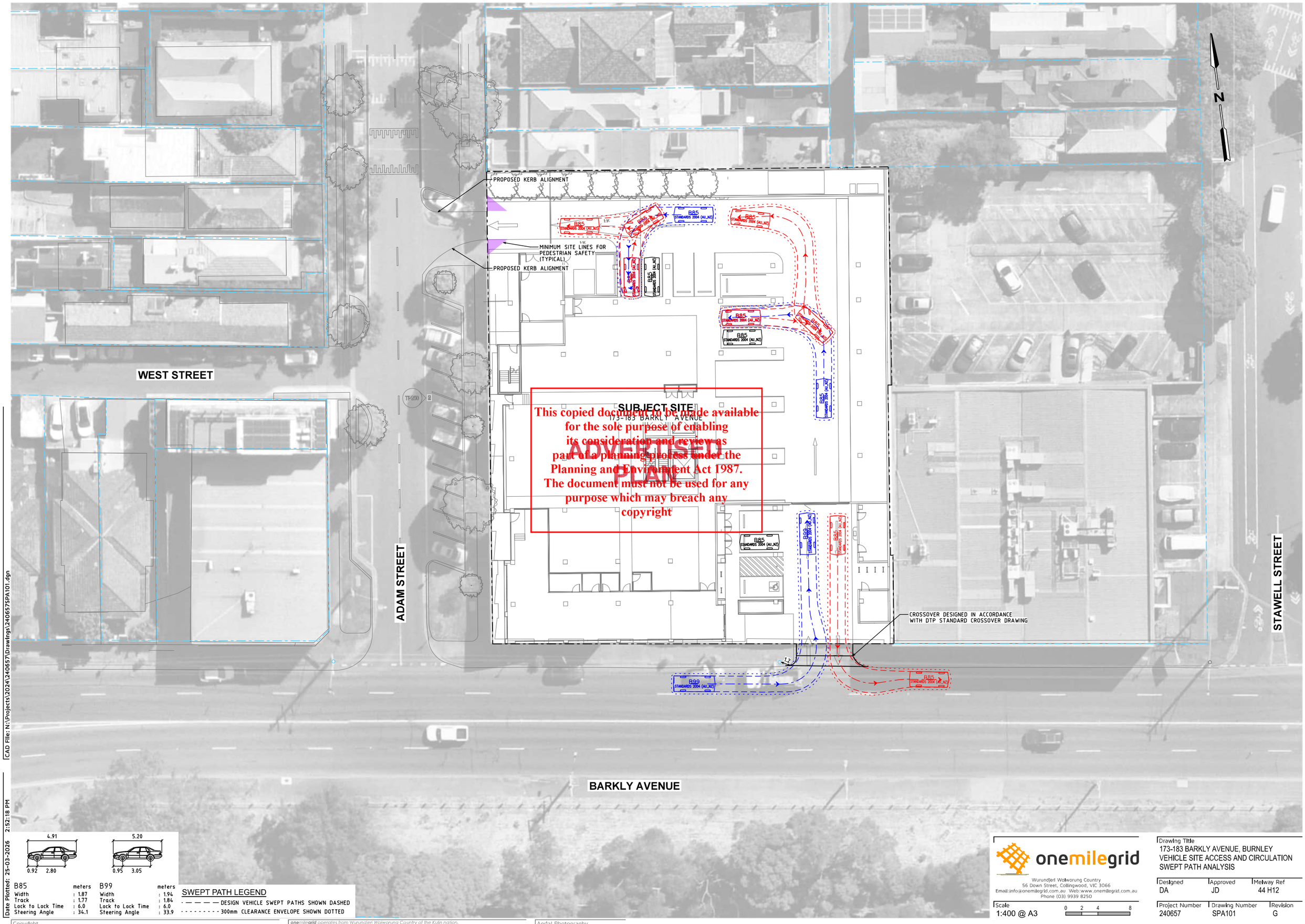
Drawing Title
173-183 BARKLY AVENUE, BURNLEY
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA100	G



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Steering Angle	: 34.1	Steering Angle	: 33.9

SWEPT PATH LEGEND
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173-183 BARKLY AVENUE, BURNLEY
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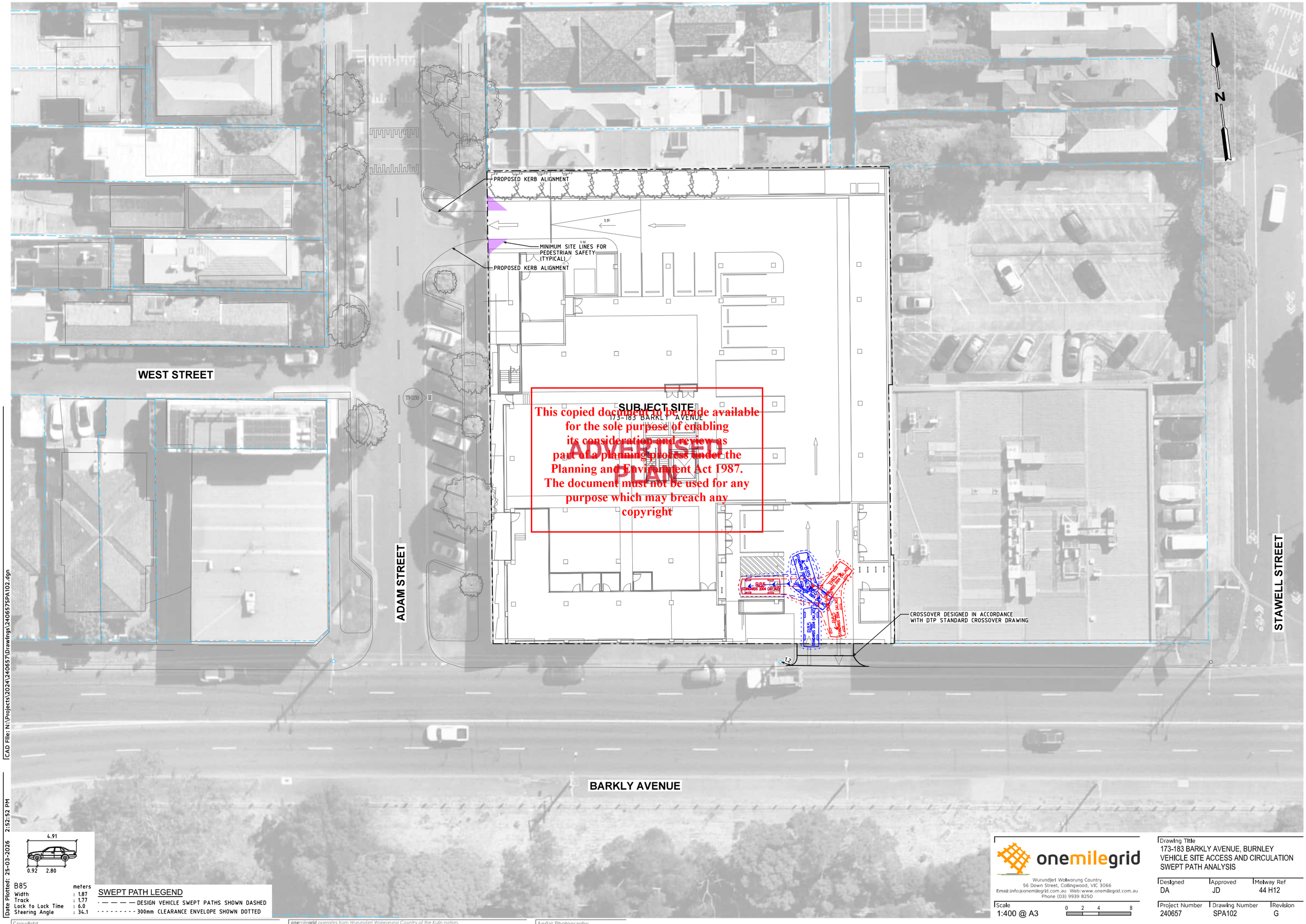
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA101	G



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4.91
0.92 2.80

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SWEPT PATH LEGEND

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

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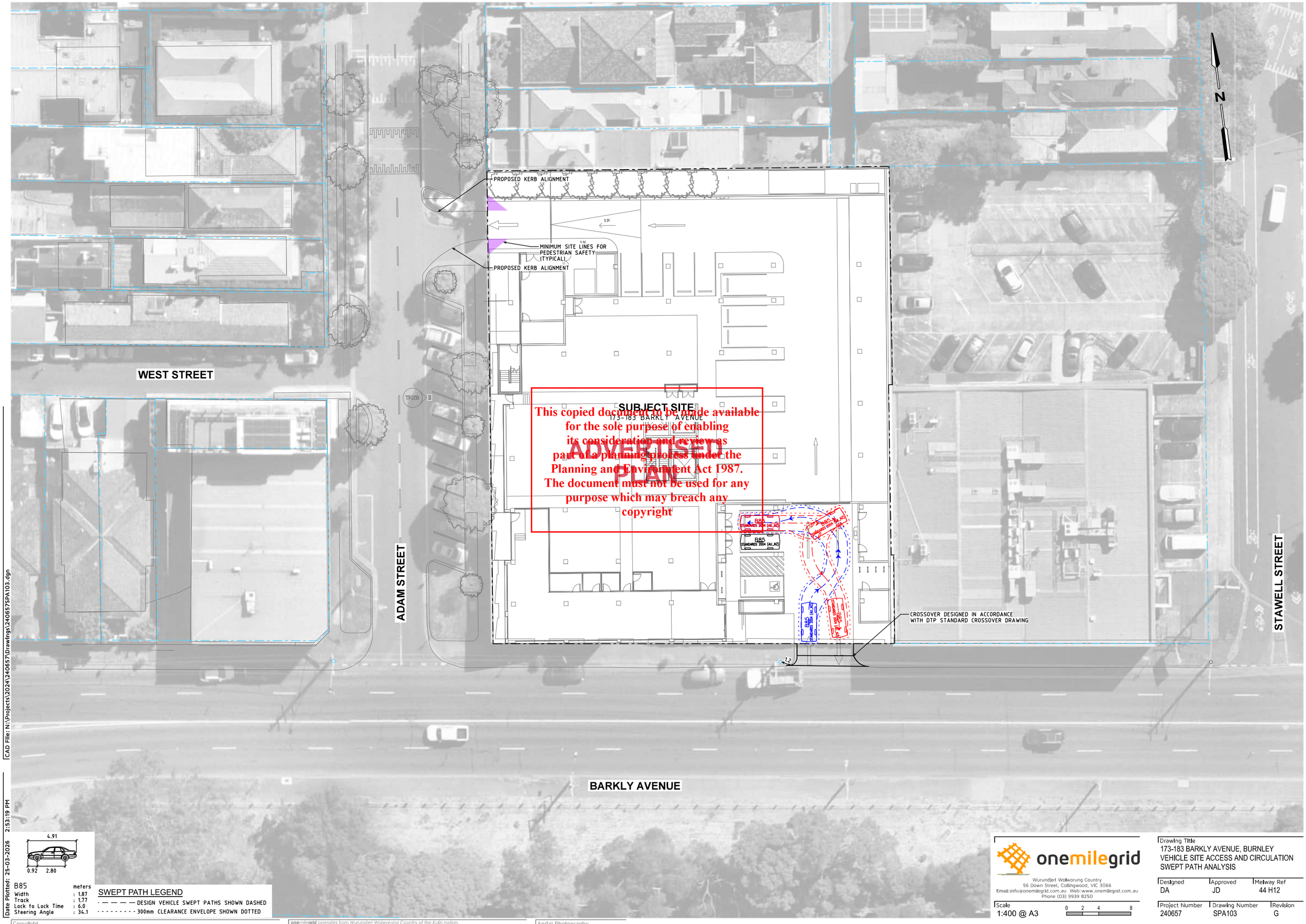

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Date Plotted: 25-03-2026 2:53:19 PM

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

SWEPT PATH LEGEND

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

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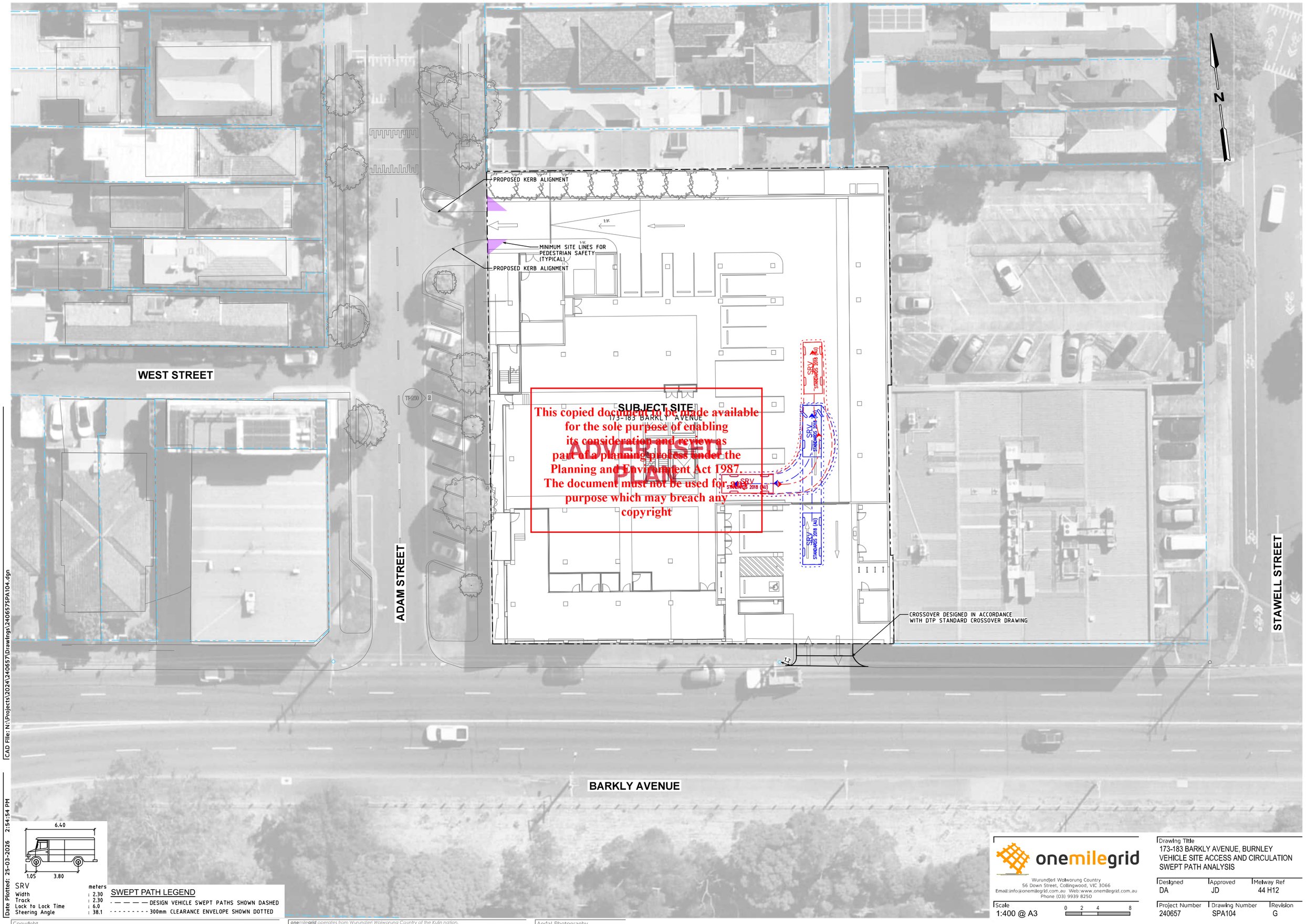
Phone (03) 9939 8250

Scale
1:400 @ A3
0 2 4 8

Drawing Title
173-183 BARKLY AVENUE, BURNLEY
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA103	G



CAD File: N:\Projects\2024\240657\Drawings\240657SPA104.dgn

Date Plotted: 25-03-2026 2:54:54 PM

SRV	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

SWEPT PATH LEGEND

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

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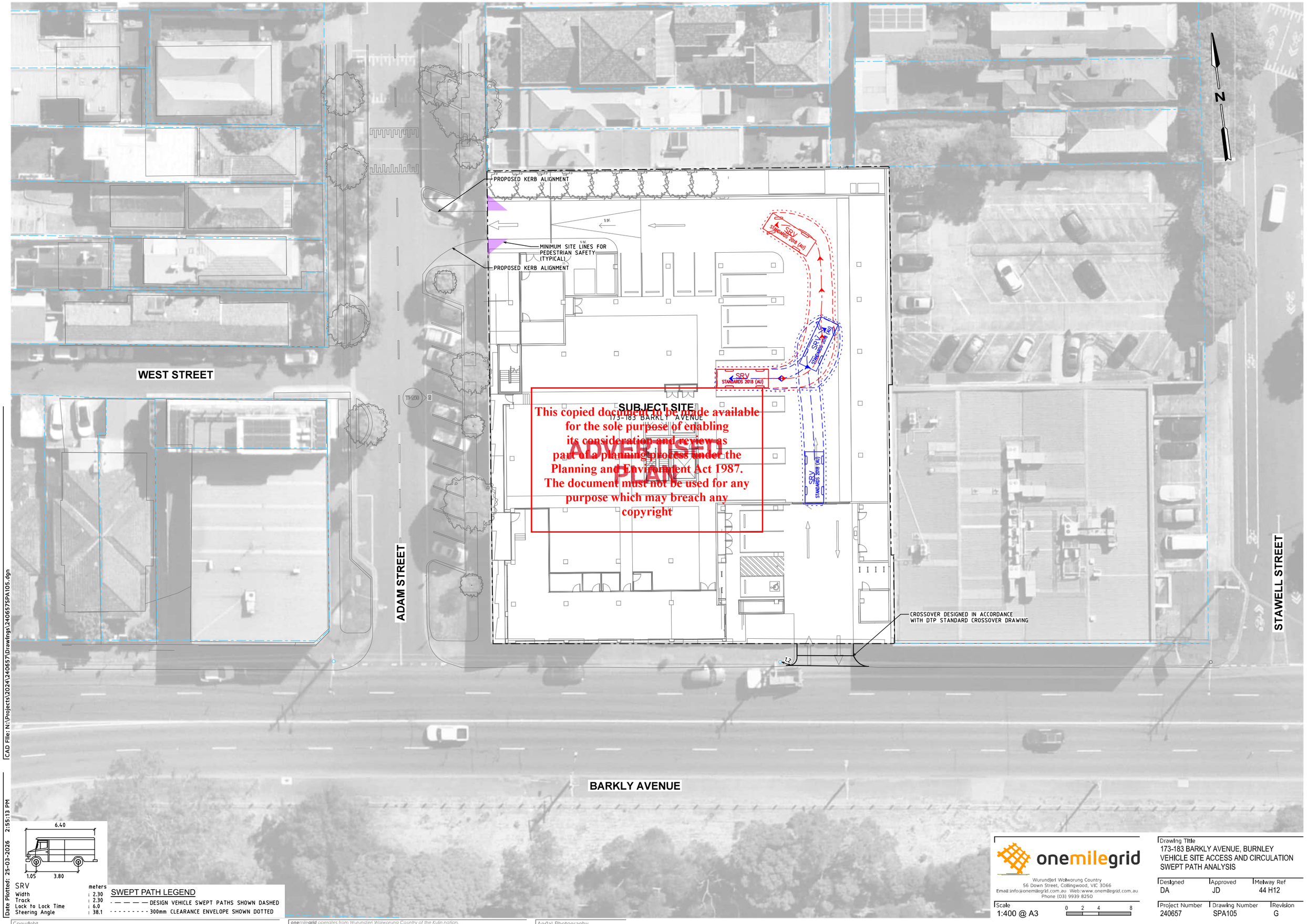
Drawing Title
173-183 BARKLY AVENUE, BURNLEY
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA104	G



CAD File: N:\Projects\2024\240657\Drawings\240657SPA105.dgn

Date Plotted: 25-03-2026 2:55:13 PM

SRV	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

SWEPT PATH LEGEND

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

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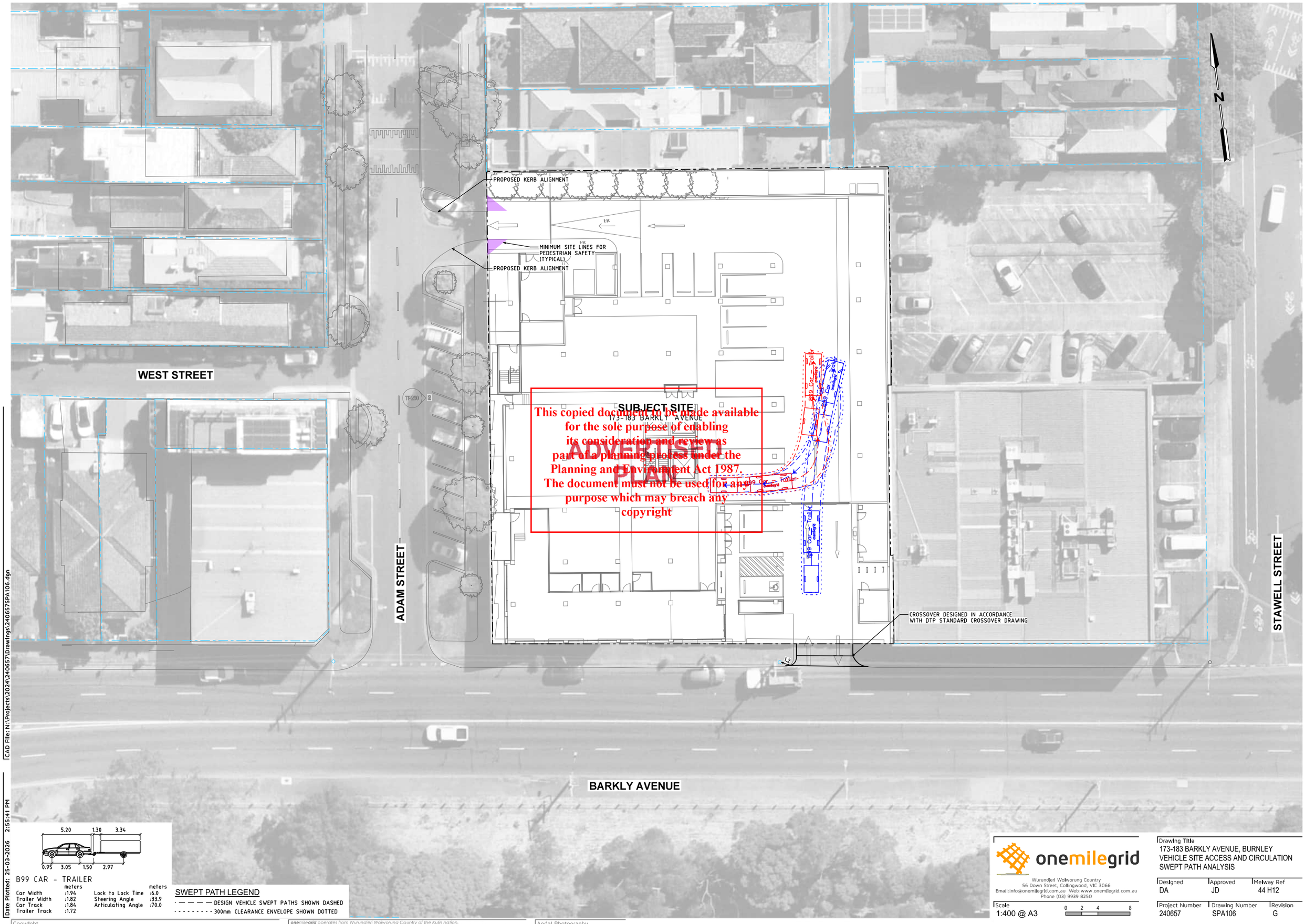
Drawing Title
173-183 BARKLY AVENUE, BURNLEY
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA105	G



B99 CAR - TRAILER

	meters		meters
Car Width	:1.94	Lock to Lock Time	:6.0
Trailer Width	:1.82	Steering Angle	:33.9
Car Track	:1.84	Articulating Angle	:70.0
Trailer Track	:1.72		

SWEPT PATH LEGEND

— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

- - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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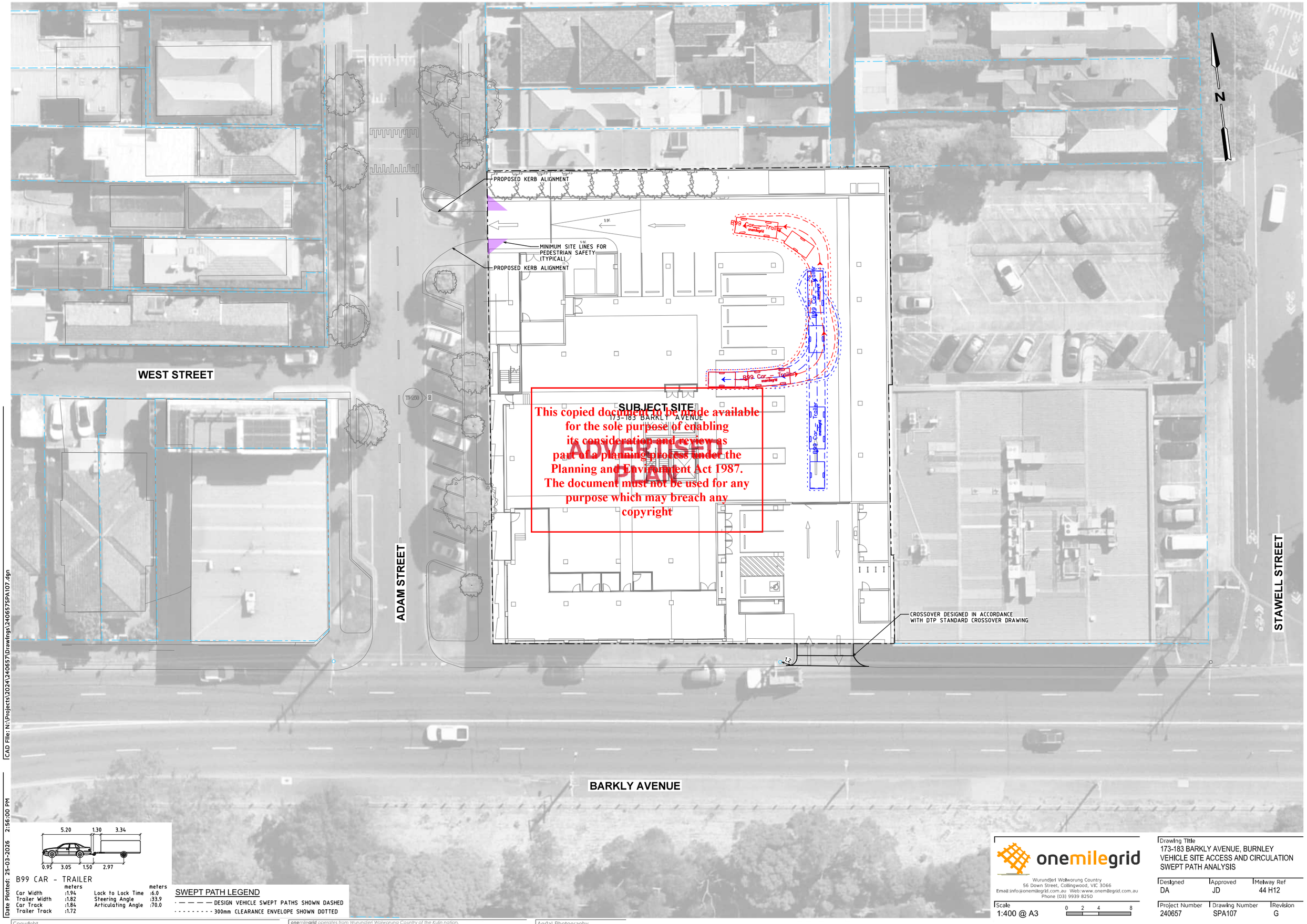
Drawing Title
173-183 BARKLY AVENUE, BURNLEY
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA106	G

CAD File: N:\Projects\2024\240657\Drawings\240657SPA106.dgn
Date Plotted: 25-03-2026 2:55:41 PM



B99 CAR - TRAILER

	meters		meters
Car Width	:1.94	Lock to Lock Time	:6.0
Trailer Width	:1.82	Steering Angle	:33.9
Car Track	:1.84	Articulating Angle	:70.0
Trailer Track	:1.72		

SWEPT PATH LEGEND

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

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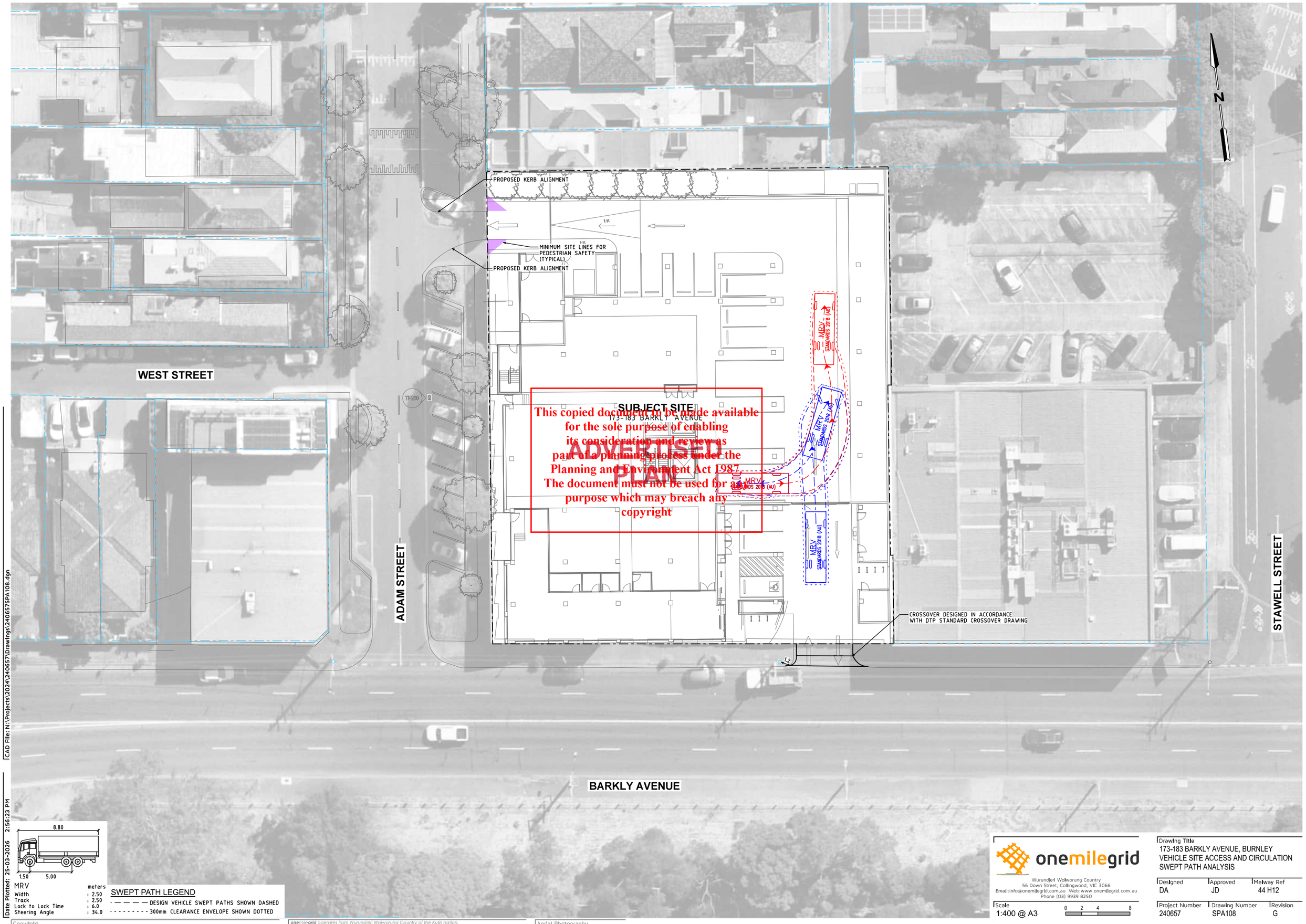
Drawing Title
173-183 BARKLY AVENUE, BURNLEY
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA107	G

CAD File: N:\Projects\2024\240657\Drawings\240657SPA107.dgn
Date Plotted: 25-03-2026 2:56:00 PM



CAD File: N:\Projects\2024\240657\Drawings\240657SPA108.dgn

Date Plotted: 25-03-2026 2:56:23 PM

MRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

SWEPT PATH LEGEND

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

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Drawing Title
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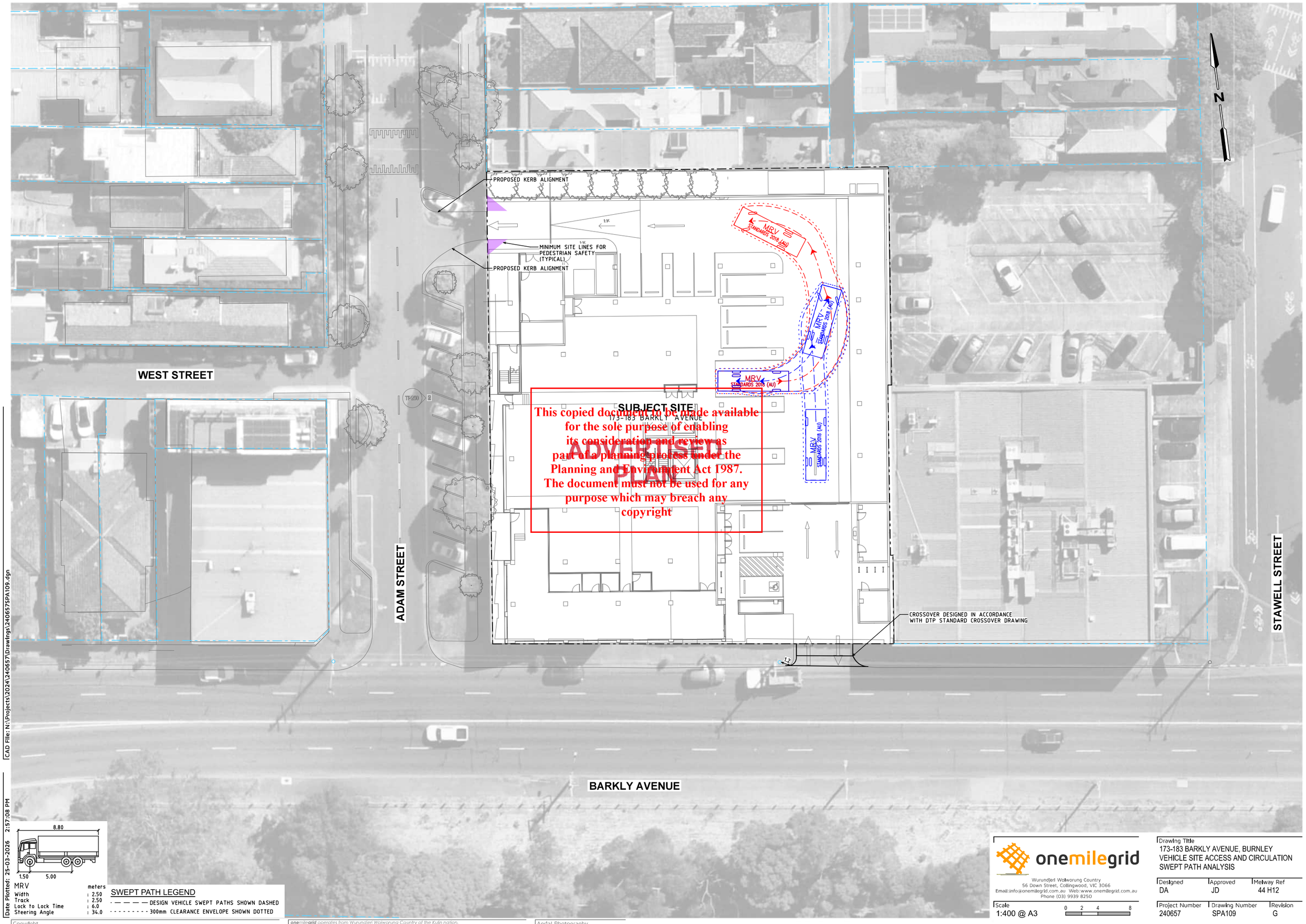
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA108	G



CAD File: N:\Projects\2024\240657\Drawings\240657SPA109.dgn

Date Plotted: 25-03-2026 2:57:08 PM

MRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

SWEPT PATH LEGEND

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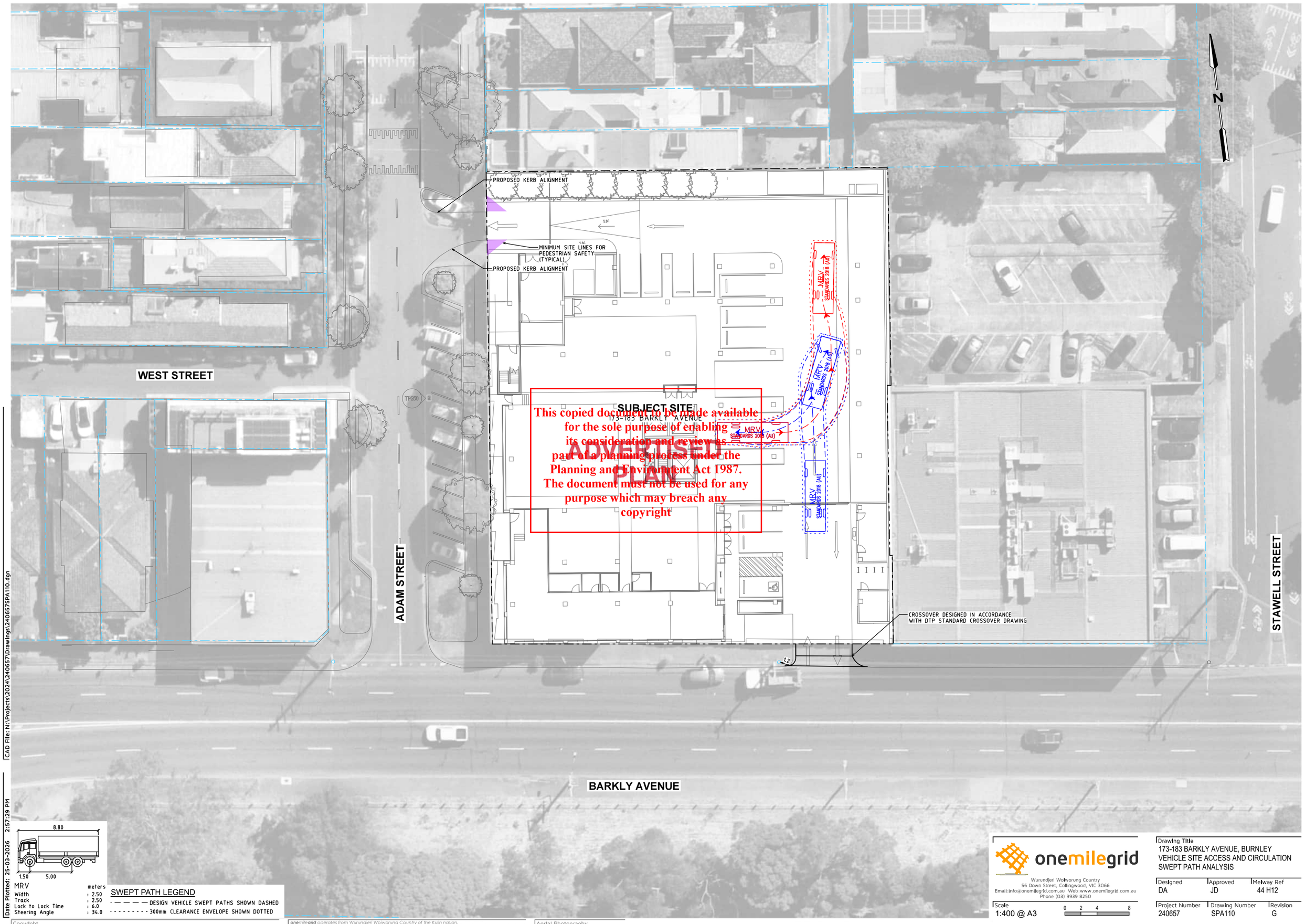
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA109	G



CAD File: N:\Projects\2024\240657\Drawings\240657SPA110.dgn

Date Plotted: 25-03-2026 2:57:29 PM

MRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

SWEPT PATH LEGEND

- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
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Designed	Approved	Melway Ref
DA	JD	44 H12

Project Number	Drawing Number	Revision
240657	SPA110	G