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1 Sargood Street, Altona

Transport Impact Assessment



230441TIA002C-F.docx

13 October 2026

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APPENDIX A SWEPT PATH DIAGRAMS

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1 INTRODUCTION

onemile**grid** has been requested by Launch Housing to undertake a Transport Impact Assessment of the proposed community care (residential building) development at 1 Sargood Street, Altona.

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

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2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 1 Sargood Street, Altona, and is located on the western side of Sargood Street, Altona, between the intersections with The Esplanade to the south and Queen Street to the north, as shown in Figure 1 below.

Figure 1 Site Location



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The site is rectangular is shape, has an area of approximately 1,010m², and is currently occupied by three residential dwellings, with access to on-site car parking provided via a single crossover to Sargood Street in the north east corner.

Land use in the immediate vicinity of the site is predominantly residential in nature to the west, however, includes the Louis Joel Arts and Community Centre and Mambourin Altona Community Hub to the north, and the Altona Senior Citizen Centre and Logan Reserve to the east.

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

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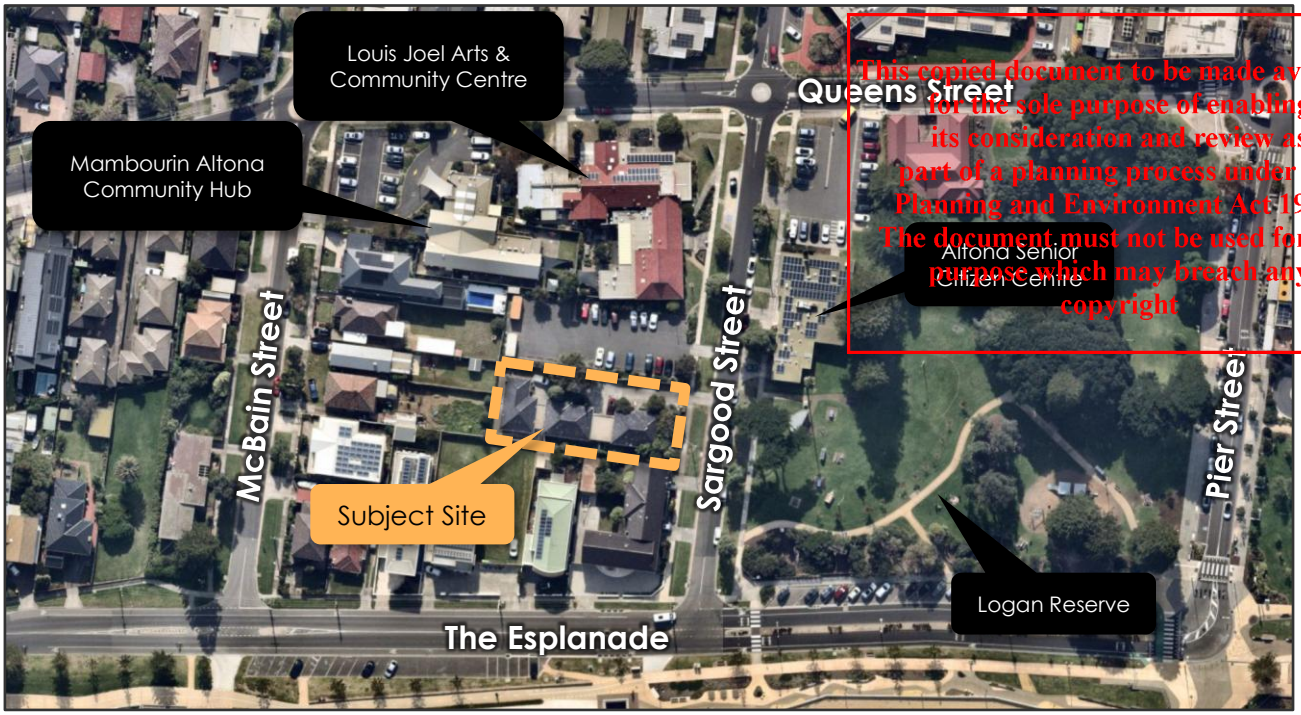
Figure 2 Site Context (29 April 2026)



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Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Neighbourhood Residential Zone (NRZ8).

Figure 3 Planning Scheme Zones



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2.3 Road Network

Sargood Street is a local road generally aligned north-south, running between Railway Street South in the north, and the Esplanade in south.

Sargood Street accommodates an approximately 7 metre wide carriageway, providing for two-way traffic adjacent to the site. Kerbside parking is permitted on the eastern side of the road only, proximate to the site, which is generally restricted to 2-hour parking between 8:00am and 6:00pm, November to March. Pedestrian footpaths are also provided on both side of the road.

The default 50km/h speed limit applies to Sargood Street in the vicinity of the site.

The cross-section of Sargood Street at the frontage of the site is shown in Figure 4.

Figure 4 Sargood Street, looking north towards the subject site



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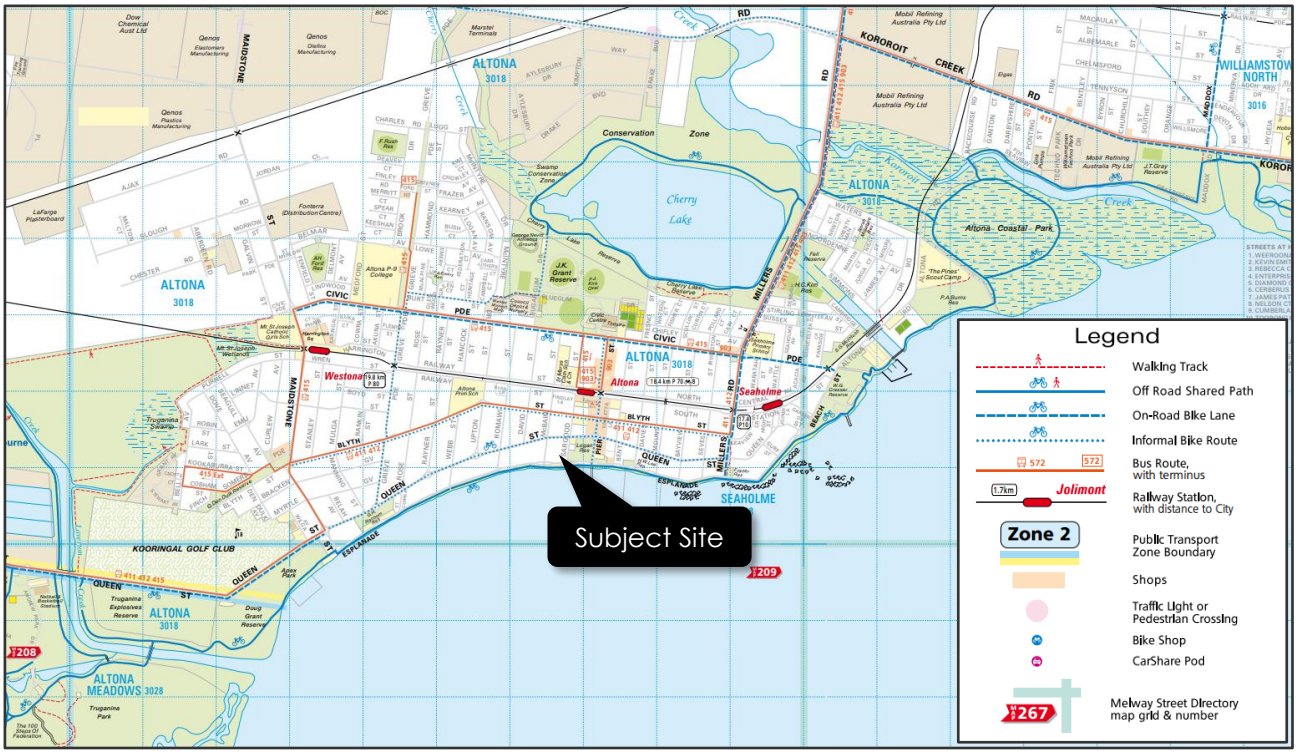
2.4 Sustainable Transport

2.4.1 General

An extract of the TravelSmart Map for the City of Hobsons Bay is shown in Figure 5, highlighting the public transport, bicycle, and pedestrian facilities in the area.

Of relevance, the map indicates that the Esplanade provides an off-road shared path (Bay Trail W), in addition to Queen Street and Pier Street, proximate to the site, considered informal bicycle routes. Furthermore, several bus routes operate within proximity of the site, and Altona Railway Station is located approximately 350 metres to the north.

Figure 5 TravelSmart Map



The site has a Walk Score of 83/100 and Transit Score rating of 53/100, according Walkscore.com and is therefore considered to be Very Walkable, with most errands able to be accomplished on foot, and to have Good Transit, with many nearby public transportation options.

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2.4.2 Public Transport

The full public transport provision in the vicinity of the site is shown in Figure 6 below and detailed further in Table 1.

Figure 6 Public Transport Provision



Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train	-	Werribee Line	Altona Railway Station
Bus	411	Laverton Station - Footscray via Altona Meadows & Altona & Millers Rd	Pier St / Blyth St
	412	Laverton Station - Footscray via Altona Meadows & Altona & Mills St	
	415	Laverton Station - Williamstown via Altona	Altona Station / Railway St South
	903	Altona - Mordialloc (SMARTBUS Service)	

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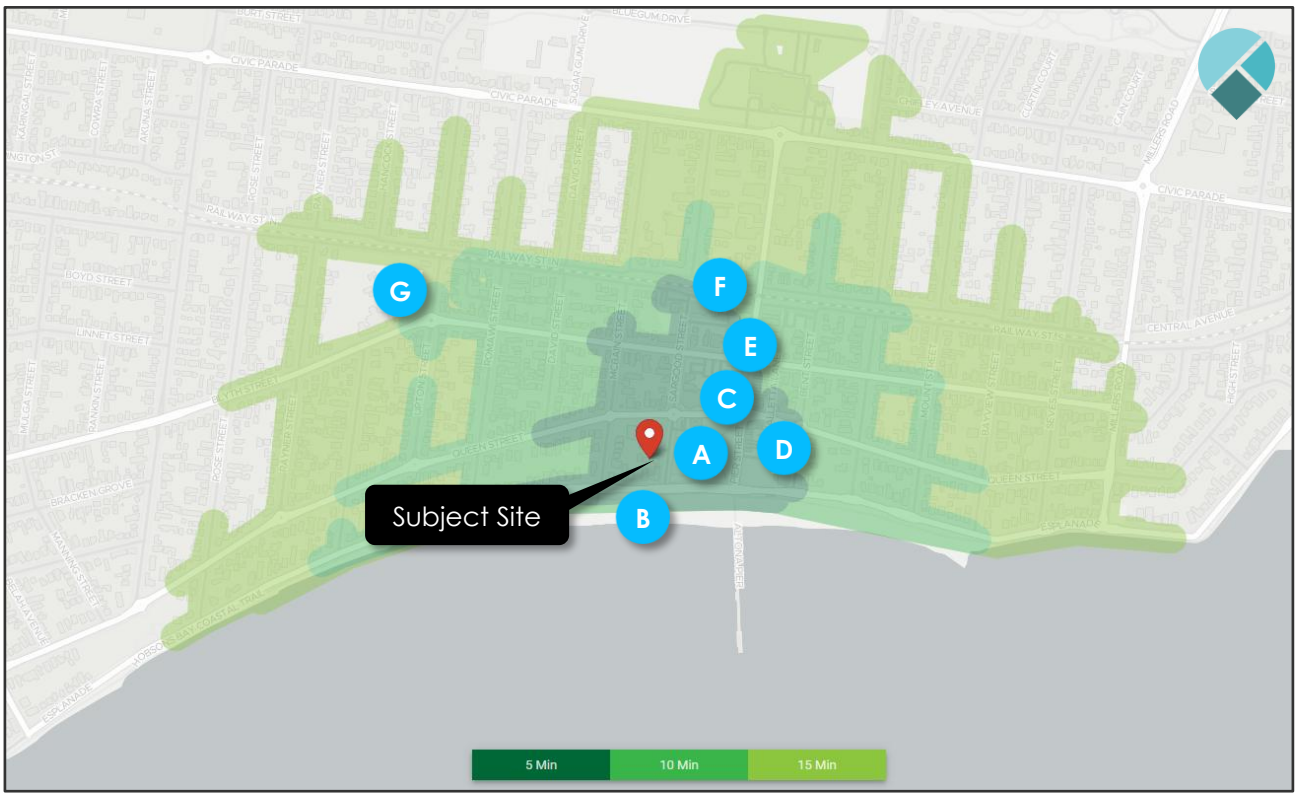
2.4.3 Pedestrian Accessibility

In addition to having good access to public transport modes, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Figure 7 shows a pedestrian walk time map for the site, with the major facilities and amenities in the vicinity of the site identified in Table 2.

Figure 7 Pedestrian Walk-Time Map



Courtesy of Targomo

Table 2 Site Facilities

Ref	Facility/Amenities	Approx. Distance
A	Logan Reserve	Adjacent
B	Altona Beach	60m
C	Coles Altona	150m
D	Altona Medical Centre	220m
E	Pier Street Shopping Strip (various amenities)	260m
F	Altona Railway Station	350m
G	Altona Primary School	530m

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3 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a community care (residential building) use, providing six dwellings.

A summary of the proposed dwellings within the development is provided in Table 3 below.

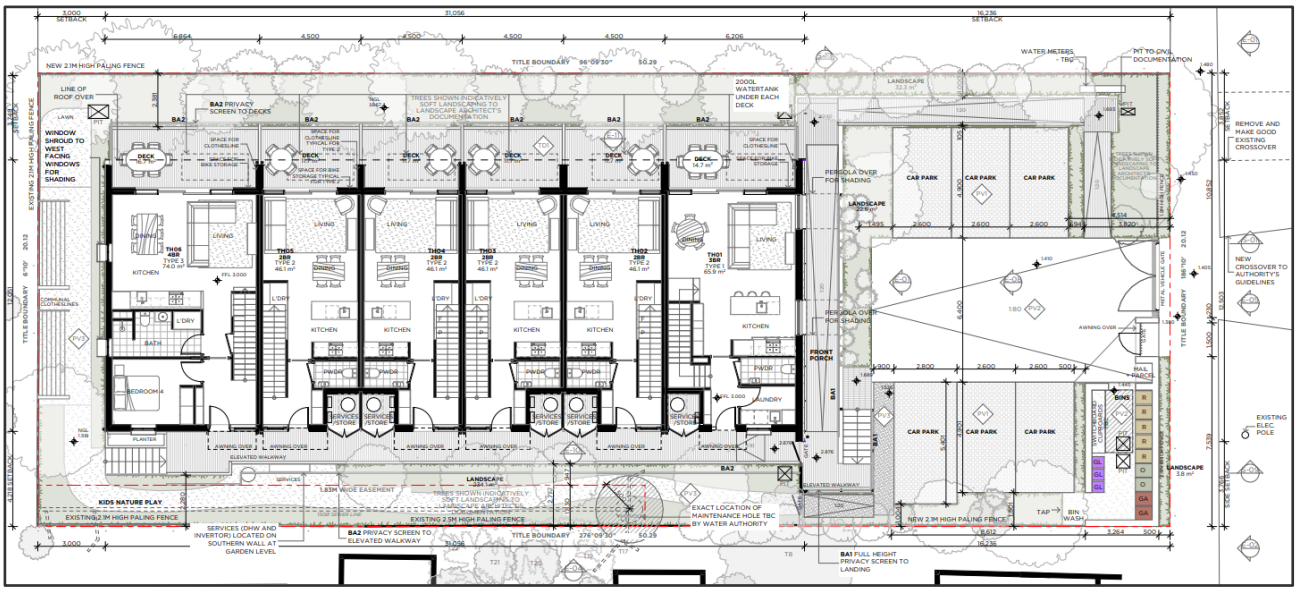
Table 3 Proposed Development

Component	*Number*
2-Bedroom Dwelling	4
3-Bedroom Dwelling	1
4-Bedroom Dwelling	1
Total Dwellings	**6**

An at grade car park is proposed along the Sargood Street frontage, containing a total of six car spaces, including one step-free access parking space in accordance with the Livable Housing Design Standards (2022). Access to be provided via a new crossover to Sargood Street, located centrally along the eastern boundary, with the existing crossover in the north-east corner to be removed.

The proposed layout of the development and the on-site car parking is shown in Figure 8 below.

Figure 8 Proposed Development Layout



Waste collection is proposed to be undertaken from the Sargood Street frontage, utilising Council's collection services. Further details of waste management are provided within the Waste Management Plan (Ref: 230441WMP002A-F).

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4 DESIGN ASSESSMENT

4.1 Hobsons Bay Planning Scheme – Clause 52.06

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4.1.1 General

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.

4.1.2 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide.	Satisfied – Minimum width of accessway is 3.5 metres, which occurs at the proposed entrance gate.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	N/A – No change in direction along accessway
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.	N/A – No overhead obstructions
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 – Car park designed to allow vehicles to exit site in 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.	N/A – Site access does not connect to a Transport Zone and serves less than ten parking spaces
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 – Appropriate sightlines are provided, with a permeable gate and fence and low level landscaping located on both sides of the accessway.
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

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4.1.3 Design Standard 2: Car Parking Spaces

All car spaces on-site (except the step-free access space) are proposed in accordance with Clause 52.06 of the Hobsons Bay Planning Scheme, provided with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from 6.4 m wide access aisle.

The step-free access space is provided with a length of 5.4 metres and a width of 2.8 metres, with a 1.0 m wide step-free pedestrian path located adjacent. Section 1.2 of the Livable Housing Design Standards (2022) states that a car parking space incorporated into a step-free access path must have a minimum unobstructed car parking space of 3.2 m wide x 5.4 m long. With inclusion of the adjacent path, the proposed the proposed step-free access space provides an unobstructed spaces in excess of the above requirement, and is therefore considered appropriate.

Swept path diagrams have been prepared, which are attached within Appendix A, demonstrating that access to critical car spaces (end spaces incl. step-free access space) with an 85th percentile passenger vehicle (B85). The swept paths confirm that the proposed car spaces can be conveniently accessed, with no more than one correction manoeuvre on entry or exit.

Considering the above, the proposed design is considered to provide safe and comfortable access to and from all car spaces.

4.1.4 Design Standard 3: Gradients

The plans indicate that a maximum grade of 1:80 is proposed within the on-site car park, which complies with the requirements of the Planning Scheme and the Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004), and the Livable Housing Design Standards.

4.2 Crossover Design

The new crossover to Sargood Street is proposed in accordance with Hobsons Bay City Council vehicular crossings specifications (Residential Vehicle Crossing - Single EDCM 501).

The proposed crossovers include a 3.5 m width at the property boundary, and splays out to the Sargood Road carriageway from the footpath.

Furthermore, the existing crossover is proposed to be removed and appropriate footpath, verge, and kerb reinstated.

4.3 Waste Collection

A bin storage area is located along the site frontage adjacent to the car park. Bins will be transferred to Sargood Street for collection by Council on the specified collection days.

Refer to the Waste Management Plan (Ref: 230441WMP002) for further information.

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5 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Hobsons Bay Planning Scheme. The Planning Scheme does not specifically refer to bicycle parking requirements for community care uses, therefore, no bicycle parking is required.

Furthermore, for the purposes of comparison, bicycle parking requirements for standard dwelling uses less than four storeys are also not specified within Clause 52.34, therefore, an absence of dedicated bicycle parking for the proposed development is considered appropriate.

Residents will have the option to store their bicycles within their dwelling should bicycle parking opportunities be required.

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6 CAR PARKING

6.1 Statutory Car Parking Requirements

6.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Hobsons Bay Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for community care (residential building) uses, therefore, the parking provision must be to the satisfaction of the responsible authority, as noted by Clause 52.06-6, which states that:

'Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.'

6.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 6 car parking spaces to service the proposed development

To determine the appropriateness of the proposed car parking provision, an assessment of the likely parking demands generated by the proposed development are set out as follows.

6.2 Car Parking Demand Assessment

The proposed development is to provide community housing. We are advised that occupants will have lower car ownership rates in conventional residential developments and generally only accommodate a single adult in each home. Therefore, the required parking provision is also commonly lower than that required for standard dwellings.

For comparative purposes, car parking requirements for standard dwelling uses are identified in Clause 52.06 of the Hobsons Bay 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.

As shown in Figure 9, the site is located within Category 2.

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Figure 9 Car Parking Requirement Map



The resulting car parking requirements for the subject site, if used as standard dwellings, is shown in Table 5.

Table 5 Clause 52.06 – Car Parking Requirements

Use	*No/Area*	*Rate*	*Car Parking Measure*	*Total*
Dwelling	6	1	to each dwelling	6
Total				**6**

Based on the above, and noting car parking demand for temporary housing is typically less than for standard dwelling, the proposed provision of 6 spaces on-site is expected to fully accommodate the car parking demands generated by the proposed development, and will have no impact the existing on-street and public parking provisions in proximity to the site.

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7 TRAFFIC

With lower car parking ownership, we expect that traffic generation attributable to the development will also be lower than that generated by standard dwellings. Nonetheless, for comparative purposes, an assessment of the proposed development as standard dwellings has been undertaken.

Surveys undertaken by **one**mile**grid** and 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.

Generally, where a site is closer to high-quality public transport, or local services and amenities (e.g., a full-line supermarket), lower traffic generation rates occur.

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 5.0 movements per day per dwelling will be adopted with 10% occurring during the peak hours.

Application of the above rates to the proposed development indicates that the 6 dwellings, each provided with 1 car parking space, would generate 35 movements per day, inclusive of 3-4 vehicle movements during the morning and afternoon peak hours, if provided as standard dwellings.

This level of traffic is very low in traffic engineering terms and equates to approximately one movement every 15-20 minutes during the peak hours and would have a negligible impact on the operation of the surrounding road network.

Additionally, the existing dwellings on the subject site will be removed as a result of the development, and the traffic currently generated by these dwellings will also be removed from the road network.

As such, the 'additional' traffic generated by the proposed development will be less than that indicated above, and given the nature of the development, may also result in no net increase or even a reduction in traffic, when compared to the existing conditions.

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8 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a community care (residential building) use, serviced by an at grade car park, containing a total of six car spaces.

Considering the analysis presented above, it is concluded that:

- The car parking layout and access has been designed generally in accordance with the requirements of the Australian Standards or the Planning Scheme and is considered appropriate;
- The proposed step-free access space has been designed in accordance with the Livable Housing Design Standards.
- The proposed development has no requirement for bicycle parking;
- The proposed provision of car parking is considered acceptable for the use; and
- The anticipated traffic generated by the development are expected to have a negligible impact on the operation of surrounding road network, when compared to the existing conditions; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

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Appendix A Swept Path Diagrams

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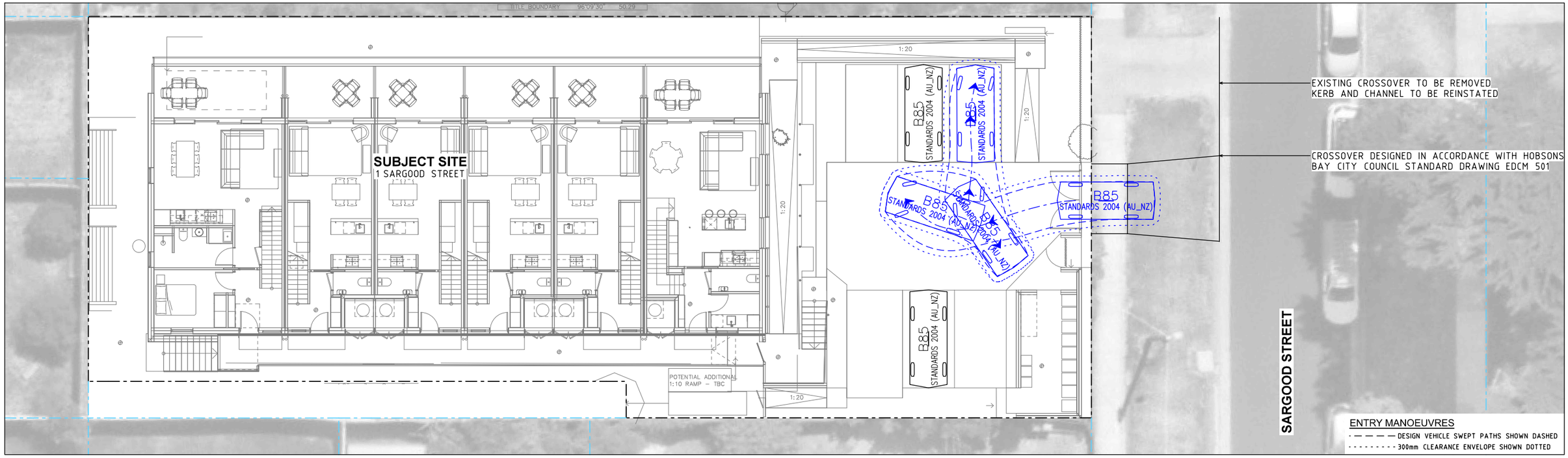

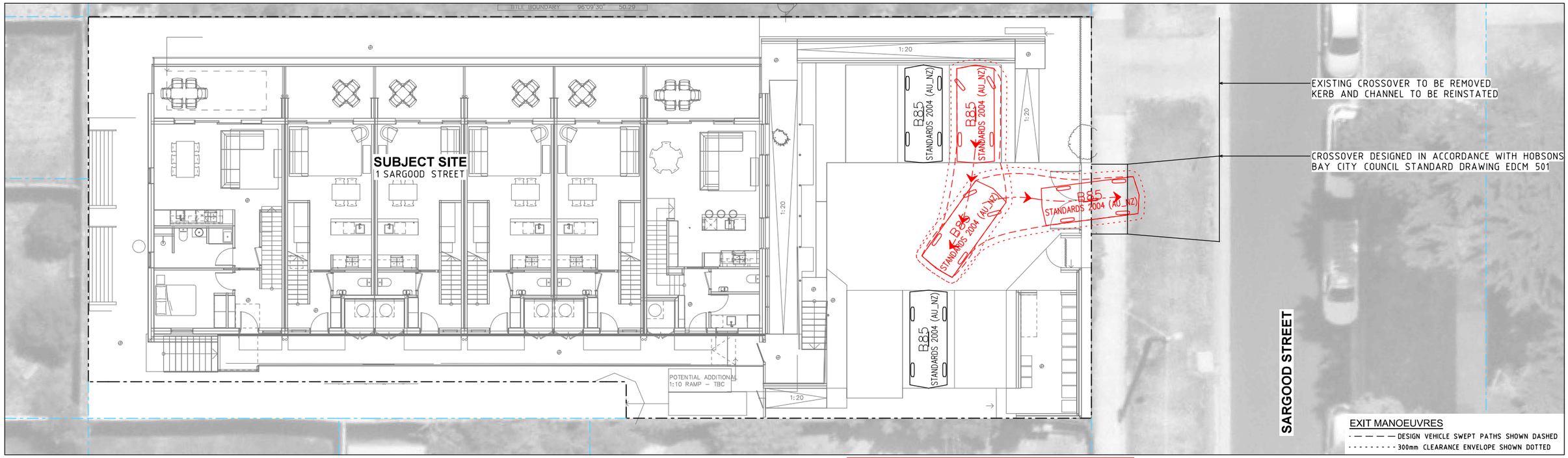

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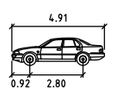

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Steering Angle : 34.1

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Aerial Photography
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Scale 1:200 @ A3 (0 1 2 4)

Drawing Title
1 SARGOOD STREET, ALTONA
VEHICLE PARKING ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	54 G11

Drawing Number	Revision
230441 SPA100	B

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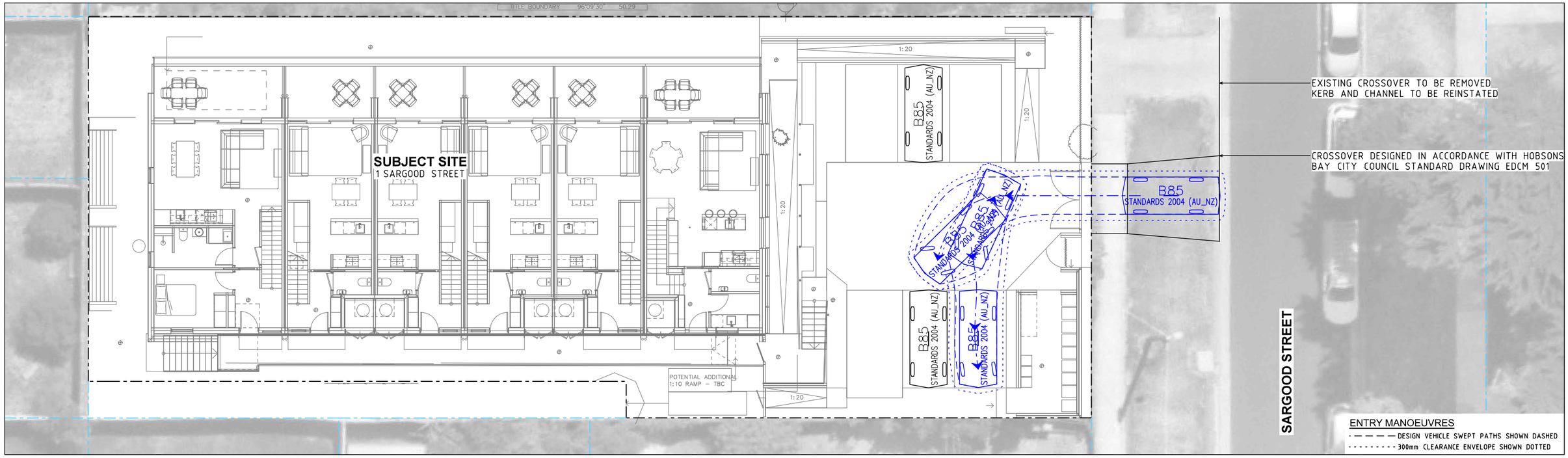

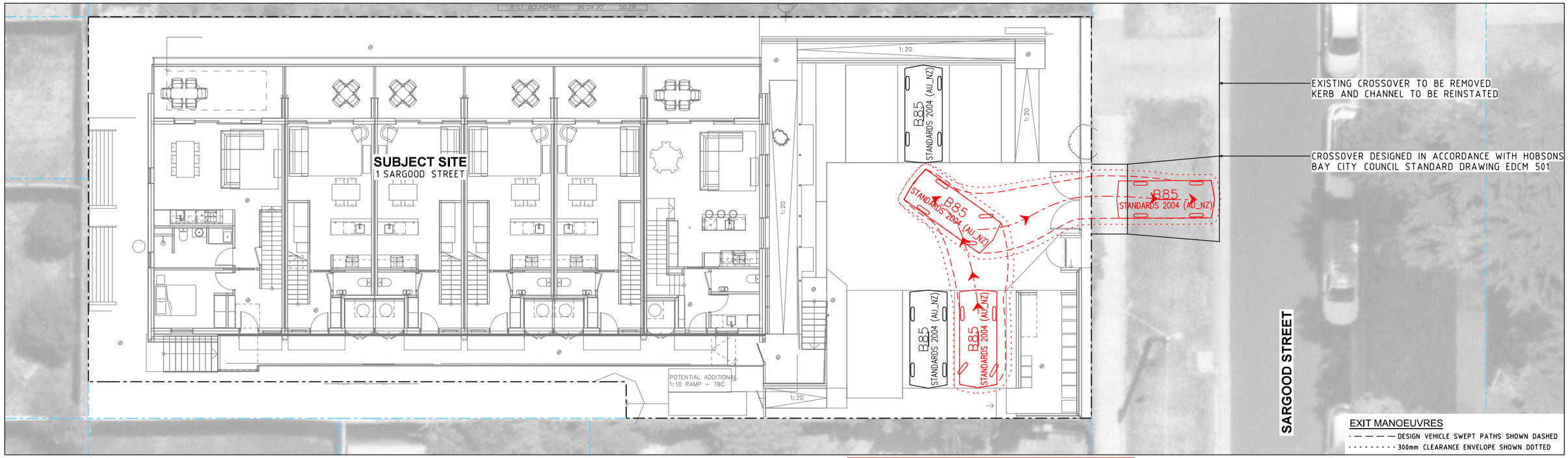

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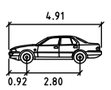

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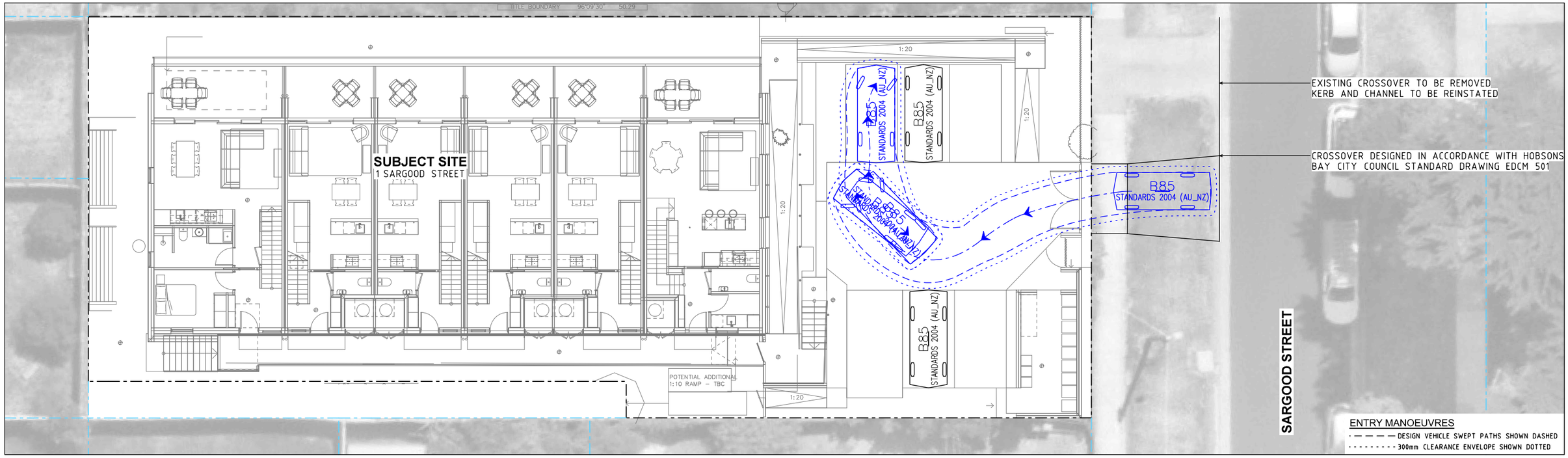
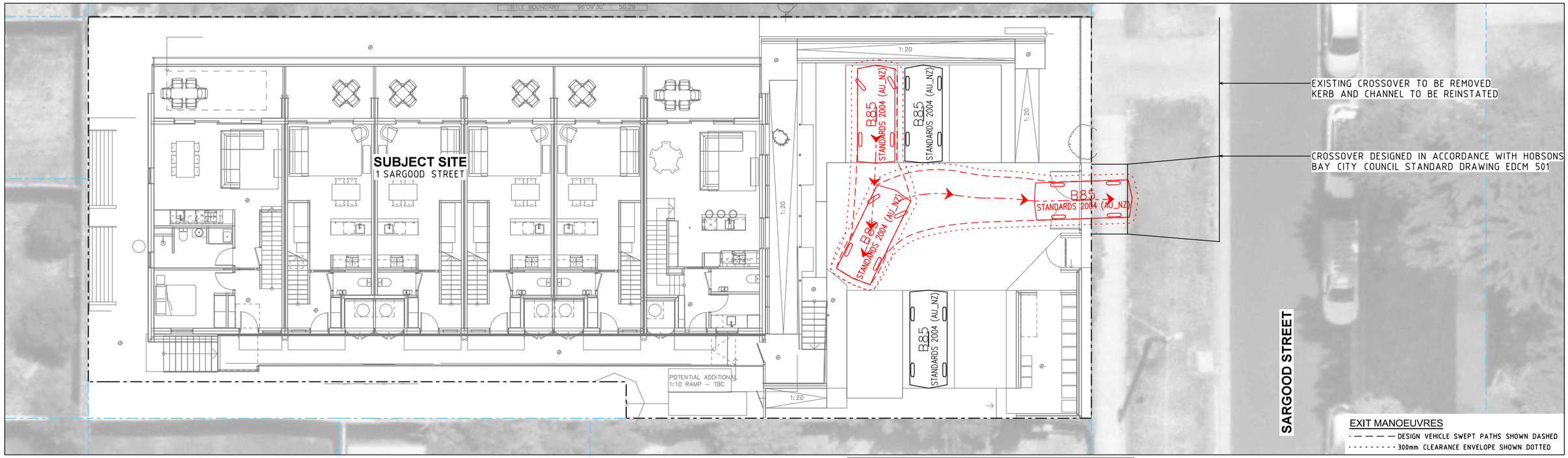
VEHICLE PARKING ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	54 G11

Drawing Number	Revision
230441 SPA101	B





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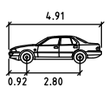

B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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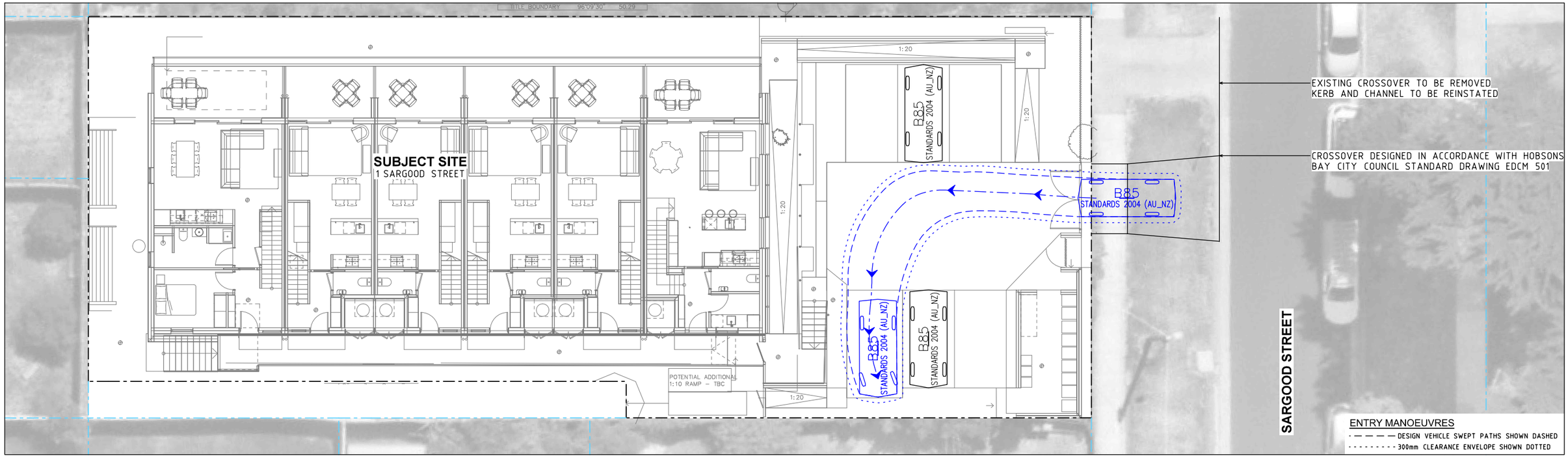
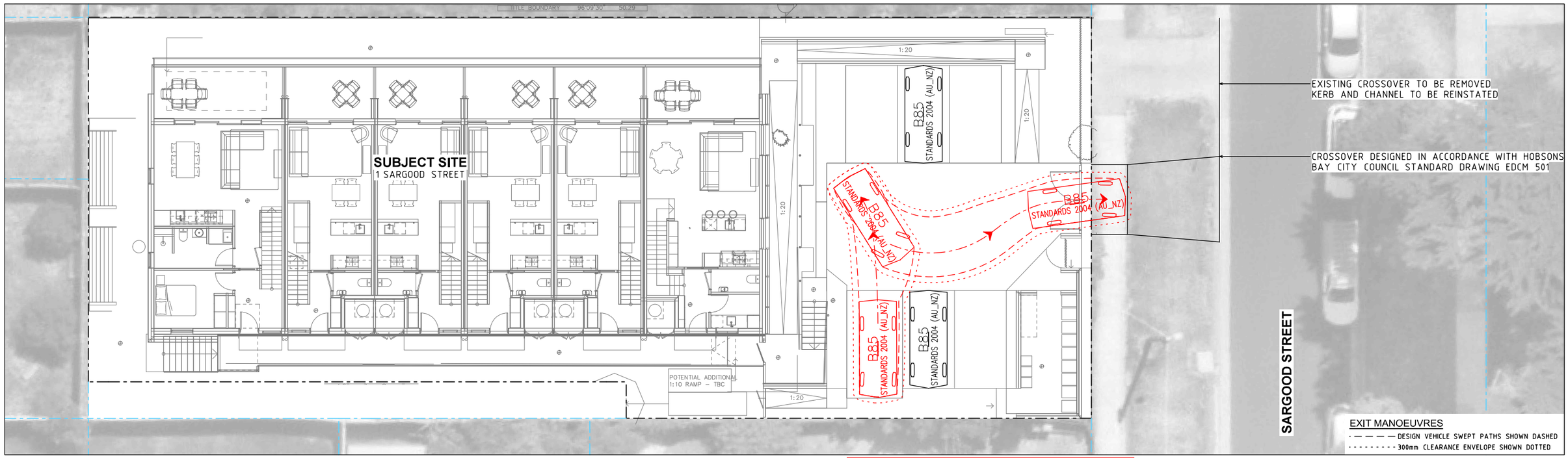
Scale
1:200 @ A3
0 1 2 4

Drawing Title
1 SARGOOD STREET, ALTONA
VEHICLE PARKING ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	54 G11

Drawing Number	Revision
230441 SPA102	B





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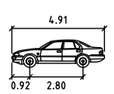

B85 meters

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Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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