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Dear [REDACTED]

SUBJECT: RESPONSE TO RFI COMMENTS - TRAFFIC ENGINEERING
PROJECT: RESIDENTIAL APARTMENT BUILDING
SITE ADDRESS: 123-129 ERSKINE STREET, MIDDLE PARK

Preamble

The proposal considers developing the subject site (123-129 Erskine Street, Middle Park) as a residential apartment building.

A pre-application pack has been submitted previously for review and comment from various authorities, including Council. Council have reviewed the pre-application material, and requested that various pieces of additional information to be provided when formally lodging the application.

The following letter provides a brief summary of the traffic related comments / requests that were made and our response to each as applicable.

An updated copy of the traffic impact assessment (reflecting any changes arising as a result of these requests / comments) has also been attached as an annex to this letter.

We trust that the above is clear and consistent with your expectations. Should you require any further details, please do not hesitate to contact the undersigned.

KIND REGARDS,

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Response to Council Comments

Council Comment	Car Space 5 has a width of 2.6m, which requires a minimum aisle width of 6.4m, however, only 5.8m is currently provided. If swept path assessments cannot demonstrate compliant access, this car space will need to be widened to meet the relevant standards.
IMPACT® response	As requested by Council, swept paths have been prepared confirming access into / out of Car Space 5 is not compromised by encroachment into the access aisle. Notably, this car space is accessible in both forwards-in and reverse-in directions, with no more than one correction required for either outcome (in accordance with the Australian Standard).
Council Comment	The fire hose reel located opposite car space 6 impacts the provision of the required 5.8m aisle width.
IMPACT® response	In recognition of this concern, the fire hose reel has been relocated outside of all car park aisle areas.
Council Comment	Car spaces 11-13 indicate a low clearance zone. AS2890.1 requires a minimum headroom clearance of 2.2m above all car spaces and accessways. Compliance with this requirement will need to be demonstrate.
IMPACT® response	Unless no direct guidance / requirement applies, Clause 52.06-09 of Council's Planning Scheme is the prevailing design standard which applies to the proposal. This design standard requires a minimum clear height of 2.1 metres to be delivered above accessways and car spaces for all new developments. The proposal considers an outcome which satisfies this requirement, with at least 2.1 metres height clearance throughout. Accordingly, no changes have been made in response to this comment.
Council Comment	All column locations to be clearly annotated on the plans in accordance with AS2890.1.
IMPACT® response	As above, Clause 52.06-09 is the prevailing and applicable design standard in this regard. Plans have been updated to show all proposed column locations, with appropriate clearance / spacing as required within Design Standard 2 of Clause 52.06-09.
Council Comment	Swept paths indicate that vehicles would be required to reverse into some parking spaces during access. These bays must be appropriately signed with instructions such as 'Reverse-in Bay'.
IMPACT® response	The proposed car park is a resident only car park, with users who are long-term, low turnover. Users will become familiar with how to best access their space and do not typically require signs informing them how to access their car space. The above notwithstanding, plans have been amended to indicate which car spaces are recommended to be used in a reverse-in direction.

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Council Comment	Swept path-assessment should demonstrate vehicular passing opportunities as part of the access arrangements.
IMPACT® response	The accessway is proposed / provided in accordance with the relevant requirements listed within Design Standard 1 of Clause 52.06-09. Notwithstanding, additional swept paths have been provided to show how passing could be facilitated within the subject site. Once operating, if users of the site found passing to be problematic, this movement could be supplemented by introducing hold linemarking and convex mirrors (or a stop-go lighting system).
Council Comment	A minimum clearance of 2.2m must be provided at the entrance, to garage doors and throughout the basement in accordance with AS2890.1. Adequate height clearance must also be provided at the waste collection area to allow for the rear lifting of the relevant bins.
IMPACT® response	As above, minimum clear height of 2.1 metres is required and achieved throughout. Plans have been updated to demonstrate additional height clearance above the nominated waste collection zone, to ensure sufficient clearance for bin collections.
Council Comment	The proposed curved 1-in-8 grades in multiple directions at bottom of the basement impact access to and egress from surrounding car spaces, particularly spaces 1-3. Due to these grades, vehicles are unable to execute 90-degree turning movements without all wheels being on a flat grade.
IMPACT® response	Aside from the maximum gradients within parking modules, there isn't any restriction on what grade vehicles can travel along as they enter or exit a car space (with relevant restrictions applying to the gradient within the parking module only). Noting the above, the proposed ramp which provides grades in accordance with the relevant standards outlined within both Clause 52.06-09 and AS2890.1 is considered appropriate.
Council Comment	Adequate sightlines must be provided where the ramp intersects with the footpath. Where required pedestrian sight triangles cannot be achieved, convex mirrors must be installed within the subject site.
IMPACT® response	Plans show that the required pedestrian sight splays will be provided by limiting landscaping and structures within the pedestrian sight triangle areas.
Council Comment	While the ramp grades appear generally satisfactory, a detailed longitudinal section must be provided showing all grades, intermediate landings and a minimum 2.2m headroom clearance (with the garage door at opened position), in accordance with AS2890.1.
IMPACT® response	As above, minimum 2.1m clear height has been achieved in accordance with the requirements of Design Standard 1 of Clause 52.06-09. Section drawings have been prepared confirming available height clearances.

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Council Comment	Car space 18, near the bottom of the ramp, sits on a curved 1-in-8 grade extending from the ramp.
IMPACT® response	The 1:8 grade extended on partially into car space 18, such that any vehicle parked in this space would be sitting at a grade of less than 1:20 (the maximum grade permitted at any angle within a car space). Notwithstanding, the ramp has been adjusted to reduce the 1:8 section of ramp and replace with a 1:20 grade. This ensures that the ramp itself is at a grade no steeper than 1:20 within any parking module (not just the angle of the vehicle).

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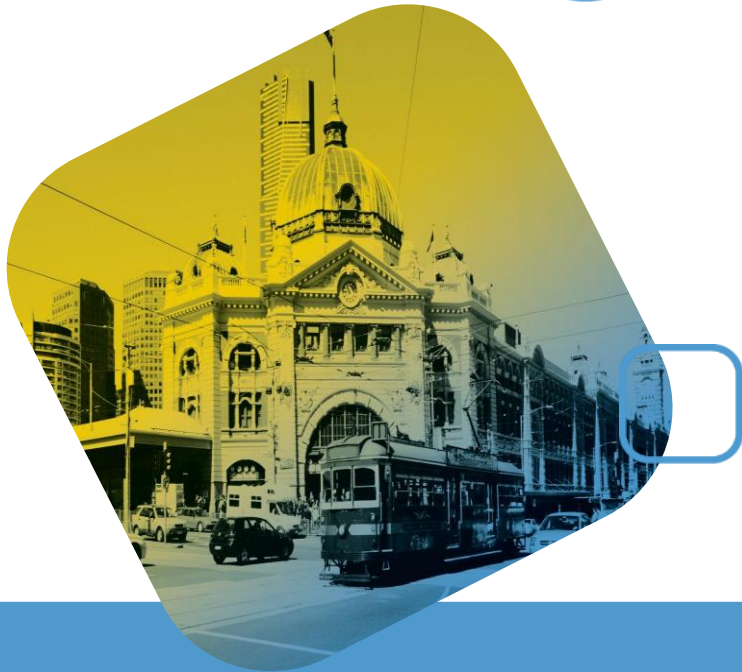
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Residential Apartment Building: 123-129 Erskine Street, Middle Park



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Traffic and Transport Assessment

15 July 2026
Prepared for LGH Landholding #20 Pty Ltd

IMP2508052TTA01F03.docx

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Document Information

Client

LGH Landholding #20 Pty Ltd

Report Title

Residential Apartment Building:
123-129 Erskine Street, Middle
Park

Report Reference

IMP2508052TTA01F03.docx

Date of Issue

15 July 2026

Approved By



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Document Control

Version	Date	
FINAL03	15 July 2026	
FINAL02	10 April 2026	
FINAL01	2 April 2026	
DRAFT	18 December 2025	

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1 IMPACT® Snap Shot

Development Proposition

Location	37°50'59.2"S 144°57'50.3"E	123-129 Erskine Street. Middle Park
Use	Residential Apartment Development	
Yield	8 x three-bedroom apartments	
Car Parking	18 car parking spaces proposed	
Bicycle Parking	8 secure resident bicycle spaces & 2 at-grade visitor bicycle spaces.	

Statutory Controls

Particular Provisions

Clause 52.06 - Car Parking

Requirement vs Provision

Between 0 & 16 car parking spaces required. 18 spaces provided.

While most residential units comply with the maximum rates specified in Clause 52.06-5, the proposal includes three (3) spaces for each of the two (2) of the penthouse apartments on Levels 3 and 4.

This results in an exceedance of two (2) spaces for these dwellings.

A permit is therefore sought under Clause 52.06-3 to provide more than the maximum number of car parking spaces specified in Clause 52.06-5.

Adequacy of Provision

The car parking demand generated by the Level 3 and 4 dwellings is expected to differ from standard commuter-driven residential models. Given the targeted older profile demographic and larger dwelling sizes, trip generation is typically more distributed throughout the day rather than concentrated in AM and PM commuter peaks.

Empirical data for large-format, multi-bedroom dwellings in the Port Phillip market suggests that 'downsizer' households often remain multi-vehicle possessors, with the second or third vehicles typically stored on site and used less frequently than the primary/frontline vehicle.

The second or third vehicle would commonly be vehicles such as sports cars or classic cars that are used sparingly. While the additional spaces provide residents with the flexibility to house multiple vehicles, the overall traffic impact remains negligible.

In addition, the site currently considers two (2) apartments located on levels 1 and 2 and single penthouse apartments on levels 3 and 4 despite the same floor area. Therefore, whilst the proposal considers an over provision based on the current apartment mix, the single apartments on levels 3 and 4 (two (2) in total) could theoretically be delivered as four (4) apartments in total.

If the upper levels were delivered as a total of four (4) apartments instead of two, the total parking provision for the site would be in accordance with the statutory requirement.

Design

The proposed car parking layout has been assessed and satisfies the relevant design guidelines contained within the relevant Australian Standards and Clause 52.06 of the Planning Scheme.

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Clause 52.34 - Bicycle Facilities

Requirement vs Provision	2 resident and 1 visitor spaces required. 8 resident and 2 visitor spaces provided.
Adequacy of Provision	The proposed provision exceeds the statutory requirement and is therefore considered appropriate.
Design	The proposed bicycle parking layout has been assessed and determined to have satisfied the relevant design guidelines contained within Clause 52.34.

Clause 65.01 - Loading Arrangements

Design Considerations	The proposed loading arrangements have been assessed and determined to have satisfied the relevant design guidelines / principles contained within Clause 65.01 and AS2890.2:2018
------------------------------	---

Traffic Considerations

Traffic Generation	The site is expected to generate five (5) vehicle movements each commuter peak period.
Traffic Impact	The expected traffic generated from the site is five (5) vehicle movements every peak hour which is the equivalent to one (1) vehicle every 12 minutes. Therefore, the development is expected to have minimal traffic impacts to the road network

Conclusion

- The proposed development satisfies relevant statutory requirements and where the statutory requirements are not explicitly met, the development is deemed to satisfy decision guidelines that allow for a reduction or waiver of the said requirement.
- There are no traffic and transport grounds that should prohibit the issue of a permit.

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2 Introduction

2.1 Engagement

IMPACT® have been engaged by LGH Landholding #20 Pty Ltd to undertake a Traffic and Transport Impact Assessment for the proposed residential development at 123-129 Erskine Street, Middle Park.

2.2 Scope of Engagement

This Traffic and Transport Impact Assessment has been prepared to accompany a town planning submission.

In preparing this assessment we have referenced the following:

- Development plans prepared by Cera Stribley;
- Port Phillip Planning Scheme, specifically:
 - Clause 52.06 - Car Parking
 - Clause 52.34 - Bicycle Facilities
 - Clause 65.01 - Approval of an Application or Plan

3 Existing Conditions

3.1 Location

The subject site is located on the northern side of Erskine Street as illustrated in Figure 1.

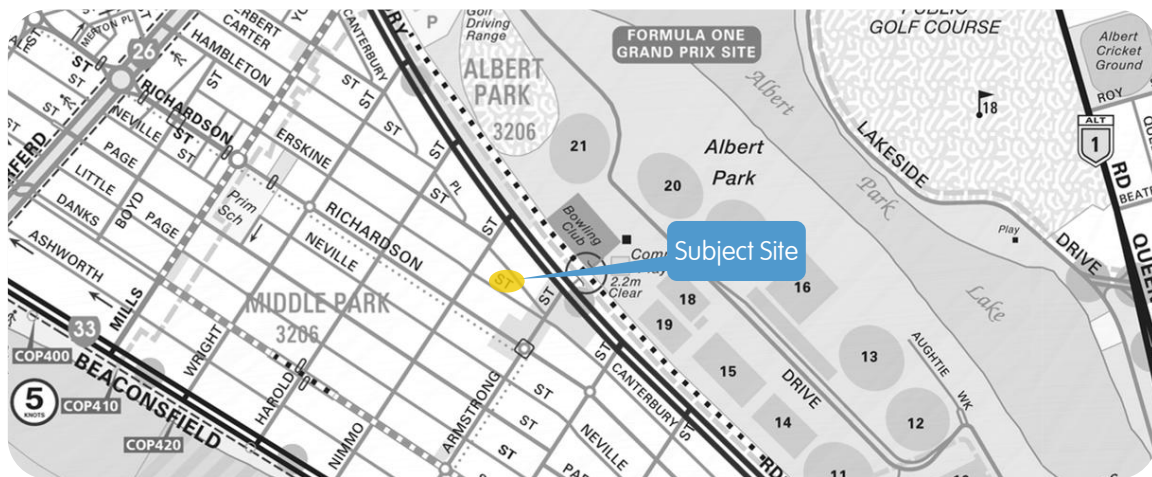


Figure 1 Location of Subject Site

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3.2 Planning Zone

The subject site is located within the Commercial 1 Zone (C1Z) as illustrated in Figure 2.

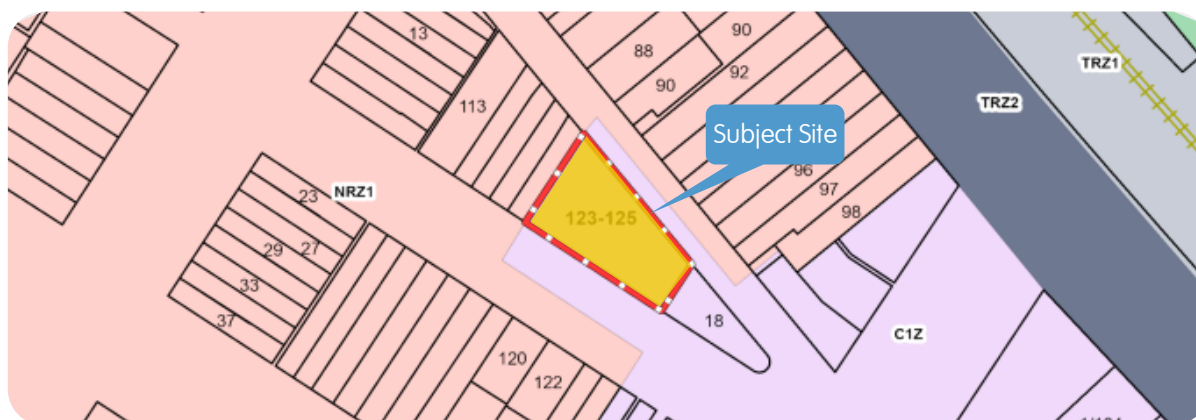


Figure 2 Land Use Planning Zone

The purpose of this zone is, in part, to:

- Provide for residential uses at densities complementary to the role and scale of the commercial centre.

3.3 Road Network

3.3.1 Erskine Street

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Erskine Street is classified as a local road aligned in a northwest to southeast direction between Boyd Street to the northwest and Armstrong Street to the southeast.

Along the site frontage, Erskine Street comprises an approximate 14 metre pavement that provides one trafficable lane each direction. In addition, permit kerbside parallel parking is also provided on the southern side of the carriageway and is restricted to one (1) hour between the hours of 8:00am - 10:00pm. Perpendicular parking is also provided on the northern side of the carriageway and is a mix of two (2) hours and four (4) hours restricted parking between the hours of 8:00am - 10:00pm.

Its typical cross-section is illustrated in Figure 3.



Figure 3 View of Erskine Street Facing Northwest Adjacent the Subject Site

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3.3.2 Canterbury Place

Canterbury Place is classified as a local road aligned in a northwest to southeast direction between Nimmo Street to the northwest and Fraser Street to the southeast.

Along the site frontage, Canterbury Place comprises an approximate 6.5 metre pavement that provides one trafficable lane each direction in addition to kerbside parallel parking permitted on the southern side of the carriageway with no standing permitted adjacent the subject site on the northern side of Canterbury Place. Its typical cross-section is illustrated in Figure 4.



Figure 4 View of Canterbury Place Facing Northwest Adjacent the Subject Site

3.4 Public Transport

The site has excellent access to public transport and is located proximate to a number of light rail and road based options. The site in the context of local public transport options is shown below in Figure 5.



Figure 5 Public Transport Network Map

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Details of nearby public transport options are listed below in Table 1.

Table 1 Public Transport Options

Service		Route	Nearest Station / Stop	Distance to Site
Tram	12	Victoria Gardens - St Kilda (Fitzroy Street)	Armstrong Street	450m / ~6 mins walk
	96	East Brunswick - St Kilda Beach	Middle Park Station	240m / ~4 mins walk
Bus	606	Elsternwick Station - Fishermans Bend	Nimmo Street / Richardson Street	160m / ~2 mins walk

In recognition of the site's access to public transport options, we note that it is located within the land category 3 in the *Car Parking Requirement Maps* (Department of Transport and Planning, 2025) (CPR maps) as shown in Figure 6. The CPR maps determine the minimum and maximum car parking requirements that apply to the specified use. If the land is shown in two or more categories on the CPR maps, the car parking requirements for the higher category applies to all of the land.



Figure 6 Car Parking Requirements Maps (CPR maps)

3.5 Bicycle Network

The site has good access to Melbourne's extensive bicycle network, and is accessible via Victoria's Strategic Cycling Corridors (SCC).

These corridors are important transport routes for cycling and are a subset of the Principal Bicycle Network (PBN). They are intended to support the needs of commuter trips (to work or education) and other important trips, such as to stations, shops or schools.

The site is located proximate to the Western Bike Path, an off-road shared path providing cyclists connections to destinations along Albert Park Lake providing connections to Albert Road and Fitzroy Street providing cyclist connections to South Melbourne to the north (of the site) and St Kilda to the south (of the site) and beyond as illustrated in Figure 7.

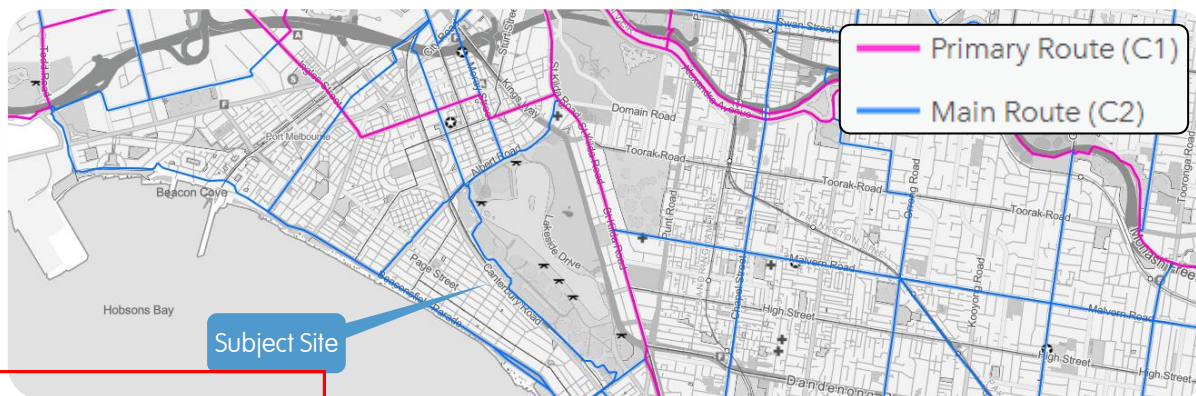


Figure 7 Strategic Cycling Corridors

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4 Development Proposition

4.1 Use and Yield

The proposal contemplates the demolition of the existing building on the site addressed as 123-129 Erskine Street, Middle Park, and the subsequent construction of a residential apartment building as summarised at Table 2.

Table 2 Development Schedule

Use		Yield
Residential	Three-Bedroom	8 x apartments

4.2 Access and Parking

4.2.1 Access Arrangements

Access to the site is by a ramp to the basement level from Canterbury Place, as demonstrated in the site layout plan illustrated at Figure 8.

Vehicles up to the size of a 6.4m mini rear loader waste truck can safely access the site, as demonstrated by the swept path analysis attached in Appendix A.

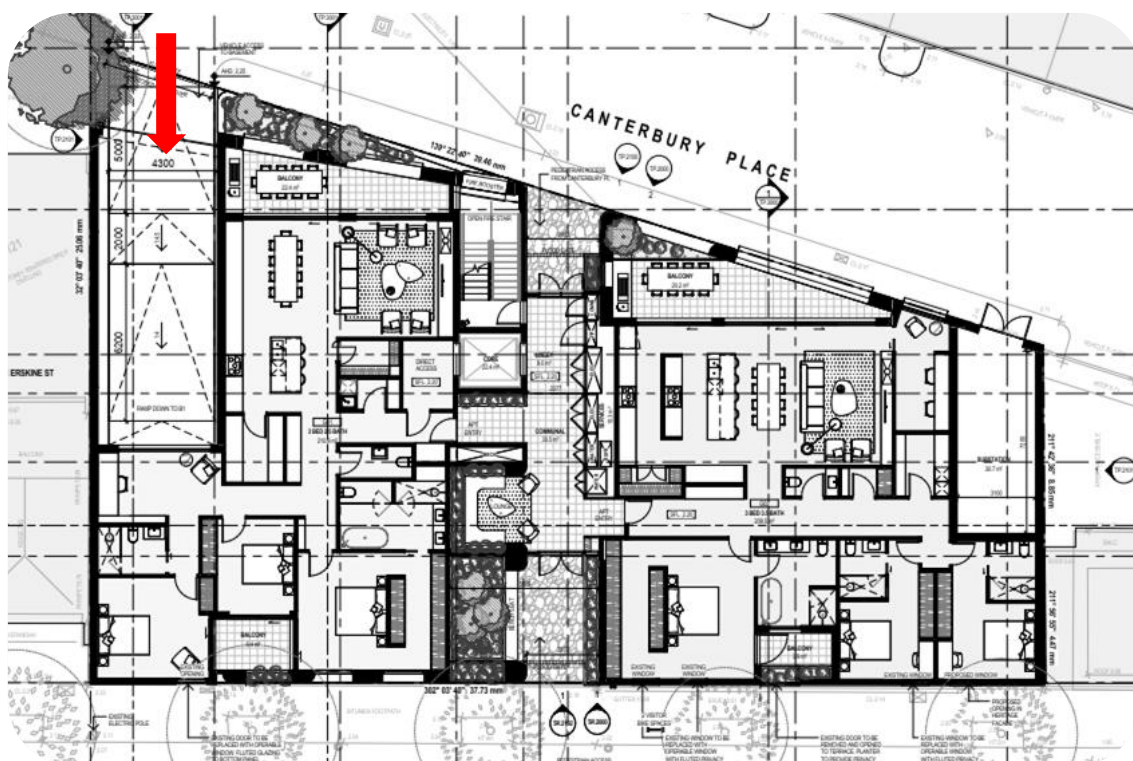


Figure 8 Site Access Arrangements

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4.2.2 Car Parking

A total of **18** car parking spaces are planned on Basement 01 level.

4.2.3 Bicycle Parking

A total of **10** bicycle parking spaces are contemplated as part of the development comprising:

- Eight (8) bicycle parking spaces for residents provided. Specifically six (6) spaces are provided in a secure bicycle room and two (2) in secure storage rooms at Basement 02 level;
- Two (2) bicycle spaces for visitors provided in the form of a ground-mounted double-sided hoop at ground level.

Secure bike spaces are proposed to be allocated to residents and residential visitors of the development. Residents wanting to utilise the secure basement level bike stores will enter the site via the access to Canterbury Place or Erskine Street. The ground mounted hoop located on Erskine Street is intended for visitors of the subject site. Where required, adequate wayfinding signage will be provided.

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5 Statutory Controls

The relevant traffic and transportation Statutory Controls are:

Particular Provisions

- Clause 52.06 - Car Parking
- Clause 52.34 - Bicycle Facilities
- Clause 65.01 - Approval of an Application or Plan

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5.1 Clause 52.06 - Car Parking

5.1.1 Purpose

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

5.1.2 Provision and Design Requirements

To satisfy the above purpose, Clause 52.06 of the City of Port Phillip Planning Scheme specifies requirements relating to the provision and design of car parking as follows:

5.1.3 Car Parking Provision Requirements - Clause 52.06-5

Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the *Car Parking Requirement Maps* (Department of Transport and Planning, 2025).

The site sits within Category 3, and the following applies to the proposed development:

- **Dwelling** Minimum of 0 spaces to each dwelling
Maximum of 2 spaces to each dwelling

Application of the above rates reveals a requirement for a total of **16 spaces** on site, specifically:

- **Dwelling** Between 0 & 16 car parking spaces

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5.1.4 Proposed Provision

The development is planned with **18 spaces** on site.

While the majority of the residential units comply with the maximum rates specified in Clause 52.06-5, the proposal includes three (3) spaces for two (2) of the penthouse dwellings on Levels 3 and 4. This results in a technical exceedance of two (2) spaces for the dwellings.

A permit is therefore sought under Clause 52.06-3 to provide more than the maximum number of car parking spaces specified in Clause 52.06-5.

5.1.5 Application Requirements and Decision Guidelines to Reduce Car Parking Requirement

An application to provide more than the maximum parking provision specified in clause 52.06-5 or a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed use or increase to the existing use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study

Before granting a permit to provide more than the maximum car parking spaces specified under clause 52.06-5 or in a schedule to the Parking Overlay, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- Whether additional car parking is required for disability parking.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Local traffic management in the locality of the land.
- The impact of additional car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to, or provision of, alternative modes of transport to and from the land.
- The character of the surrounding area and whether increasing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Considering the foregoing, we have undertaken the following car parking demand assessment which outlines our expectations of likely parking demand.

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5.1.6 Car Park Demand Assessment

5.1.6.1 Car Ownership and Demographic Profile

The provision is tailored to the specific functional requirements of the Level 3 and 4 penthouse dwellings. Empirical data for large-format, multi-bedroom dwellings in the Port Phillip market suggests that 'downsizer' households often remain multi-vehicle possessors, with the second or third vehicles typically stored on site and used less frequently than the primary/frontline vehicle.

The second or third vehicle would commonly be vehicles such as sports cars or classic cars that are used sparingly. Providing a third space ensures these vehicles are housed off-street, preventing 'overflow' into the surrounding restricted on-street network.

5.1.6.2 Variation of Demand and Peak Hour Impact

The car parking demand generated by the Level 3 and 4 dwellings is expected to differ from standard commuter-driven residential models. Given the targeted older profile demographic and larger dwelling sizes, trip generation is typically more distributed throughout the day rather than concentrated in AM and PM commuter peaks.

While the additional spaces provide residents with the flexibility to house multiple vehicles, the overall traffic impact remains negligible. Providing sufficient on-site capacity ensures that residents do not contribute to "parking search" traffic, a significant factor in local congestion thereby maintaining the degree of saturation and operational safety of the surrounding road network, including Canterbury Place.

5.1.6.3 Apartment Intensity

The site currently considers two (2) apartments located on levels 1 and 2 and single penthouse apartments on levels 3 and 4 despite the same floor area.

Therefore, whilst the proposal considers an over provision based on the current apartment mix, the single apartments on levels 3 and 4 (two (2) in total) could theoretically be delivered as four (4) apartments in total.

If the upper levels were delivered as a total of four (4) apartments instead of two, the total parking provision for the site would be in accordance with the statutory requirement; we note that if the project team chose to split these apartments into four (4) instead of two (2), it would ultimately increase the level of traffic generated by the site, despite the same number of parking spaces being provided.

5.1.7 Response to Decision Guidelines

5.1.7.1 Urban Design and Local Amenity

The additional parking is integrated entirely within the building's basement level. Unlike lower-scale developments where increased parking might result in excessive hardstanding or "sea of asphalt" outcomes, this provision does not increase the building's footprint. Furthermore, the exceedance does not require an increase in crossover width, thereby maintaining pedestrian priority and the quality of the urban design outcome at the street interface.

5.1.7.2 Alternative Transport and Site Context

The site is well-served by public transport, specifically the Route 96 tram at Middle Park Station. The provision of on-site storage for secondary vehicles does not discourage the use of sustainable transport for daily commuting; rather, it acknowledges the reality of multi-modal households. By providing secure on-site storage, the development supports the transition to tram and active transport use for primary daily trips while ensuring the public realm is not burdened by stationary vehicle storage.

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5.1.8 Adequacy of Proposed Provision

The exceedance of the maximum parking provision is considered appropriate for the following reasons:

- Aligns with the empirical car ownership rates for large-format, premium dwellings.
- Internalises all demand, ensuring no adverse impact on local traffic management or peak hour capacity.
- Protects local residential amenity by eliminating the need for on-street vehicle storage.
- Achieves a positive urban design outcome by concealing all parking within the existing basement envelope without increasing the street-level building bulk.

5.1.9 Conclusion - Car Parking Provision

The proposed parking provision provides an appropriate balance between the functional requirements of the dwellings and the strategic objectives of the Port Phillip Planning Scheme. It ensures the site is self-sufficient without compromising the capacity, safety, or amenity of the surrounding transport network.

Accordingly, the proposal satisfies the purpose of Clause 52.06 by providing an appropriate number of spaces having regard to the activities on the land and the nature of the locality.

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5.1.10 Design Standard for Car Parking - Clause 52.06 - 9

We have assessed the proposed car parking design and access arrangements against the requirements of Clause 52.06-9 of the City of Port Phillip Planning Scheme. Our findings are as follows:

5.1.10.1 Design Standard 1 - Accessways

Requirements		Design Response	Status
Accessways Must:			
1	Be at least 3 metres wide.	Accessways exceed 3 metres in width.	Comply
2	Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Accessways exceed 4.2 metres in width at changes of direction.	Comply
3	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.	No publicly accessible dead-end accessways are proposed.	N/A
4	Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Headroom clearances more than 2.1 metres are provided across all trafficable areas.	Comply
5	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.	All vehicles can exit the site in a forward direction.	Comply
6	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.	Site access is less than 50 metres long and doesn't connect to a road in a Transport Zone 2 or 3*.	N/A
7	Have a corner splay or area at least 50 percent 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.	Appropriate splay is provided on both sides of the site access, with any structures (i.e. fencing) or landscaping to remain below 900mm in height within the nominated sight splay area.	Comply
8	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.	All car parking spaces are proposed on basement level 01.	N/A
	If entry to the car spaces is from a road, the width of the road accessway may include the road.	No parking is accessed directly from a road.	N/A

*Swept paths prepared (and attached as Appendix A) demonstrate how vehicle passing might be facilitated within the site if physically required. There is no requirement to provide any further measure to support passing, though if deemed necessary once operating, the site could look to implement a 'stop-go' lighting system with appropriately placed hold lines within the basement to supplement passing movements.

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5.1.10.2 Design Standard 2 - Car Parking Spaces

Requirements	Design Response	Status																																			
1 Car parking spaces and accessways must have the minimum dimensions in Table 2 of Clause 52.06-9. <table><thead><tr><th>Angle of car parking spaces to access way</th><th>Accessway width</th><th>Car space width</th><th>Car space length</th></tr></thead><tbody><tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr><tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></tbody></table> Car parking spaces dimensions align with those provided in Table 2 of Clause 52.06-9 and Figure 2.2 of AS2890.1*. Comply	Angle of car parking spaces to access way	Accessway width	Car space width	Car space length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m		5.8 m	2.8 m	4.9 m		5.2 m	3.0 m	4.9 m		4.8 m	3.2 m	4.9 m	2 A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 other than: A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1 of the design standard A structure, which may project into the space if it is at least 2.1 metres above the space. Walls and column locations are outside of the required clearance zones specified in Diagram 1 of Clause 52.03-9. Spaces have been offset 300mm from abutting walls. Comply	3 Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport. No garages are proposed. N/A	4 Where parking spaces are provided in tandem (one space behind another) an additional 500mm in length must be provided between each space. No tandem spaces are proposed. N/A	5 Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover. All spaces are undercover. Comply	6 Disabled car parking spaces must be designed in accordance with AS 2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm. No DDA parking proposed. N/A
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length																																		
Parallel	3.6 m	2.3 m	6.7 m																																		
45°	3.5 m	2.6 m	4.9 m																																		
60°	4.9 m	2.6 m	4.9 m																																		
90°	6.4 m	2.6 m	4.9 m																																		
	5.8 m	2.8 m	4.9 m																																		
	5.2 m	3.0 m	4.9 m																																		
	4.8 m	3.2 m	4.9 m																																		

*One car space (#5) has a slightly compromised access aisle behind (partially achieving 6.4 metres, partially reduced to 5.8 metres). Swept path analysis (attached as Appendix A) confirms that this car space remains accessible in both forwards and reverse directions within an appropriate number of movements.

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5.1.10.3 Design Standard 3 - Gradients

Requirements	Design Response	Status													
1 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.	Accessway grade is no steeper than 1:10 within 5 metres of the site frontage.	Comply													
2 Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction. <table border="1"> <thead> <tr> <th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr> <tr> <td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr> <tr> <td rowspan="2">Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr> <tr> <td>longer than 20 metres</td><td>1:5 (20%)</td></tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)	Maximum grades proposed are in accordance with Table 3, with maximum grades of 1:4 proposed for the basement access ramp.	Comply
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
3 Where the difference in grade between two sections of ramp or floor is greater than 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.	Suitable transitions are provided along the basement access ramp to ensure scraping or bottoming does not occur.	Comply													
4 Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.	No grade changes greater than 1:5.6 or less than 3 metres apart are proposed.	Comply													

Note:

Proposed ramp extends partly into proposed on-site car parking, with a maximum grade of 1:20 within any car park module.

This is in accordance with the requirements outlined with the Australian Standard for gradients within parking modules.

5.1.11 Conclusion - Car Park Design

The proposed car park and accessways have been assessed and determined to have satisfied the relevant design guidelines.

Accordingly, the proposal satisfies the purpose of Clause 52.06, specifically:

- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

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5.2 Clause 52.34 - Bicycle Facilities

5.2.1 Purpose

The purpose of Clause 52.34 is to encourage cycling as a mode of transport, and provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

5.2.2 Provision Requirements - Clause 52.34.3

To satisfy the above purpose, Clause 52.34-3 of the City of Port Phillip Planning Scheme specifies the bicycle parking provision requirements for a variety of different uses within Table 1.

The following rates apply to the proposed use on site:

Table 3 Bicycle Parking Provision Requirements

Land Use	Yield	Resident		Visitor	
		Min Rate	Required	Min Rate	Required
Residential	8x Dwellings	1 / 5 dwellings	2	1 / 10 dwellings	1

5.2.2.1 End of Trip Facilities: Shower / Change Rooms

Clause 52.34 requires that If 5 or more employee bicycle spaces are required, 1 shower should be provided for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.

Based on this rate, the development does not trigger a requirement for shower / change room facilities.

5.2.3 Design Requirements

Bicycle spaces should:

- Provide a space for a bicycle of minimum dimensions of 1.7 metres in length, 1.2 metres in height and 0.7 metres in width at the handlebars.
- Be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space.
- Be located to provide convenient access from surrounding bicycle routes and main building entrances.
- Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure.
- Not cause a hazard.
- Be adequately lit during periods of use.

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5.2.4 Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the proposed number, location and design of bicycle facilities meets the purpose of this clause.
- The location of the proposed land use and the distance a cyclist would need to travel to reach the land.
- The users of the land and their opportunities for bicycle travel.
- Whether showers and change rooms provided on the land for users other than cyclists are available to cyclists.
- The opportunities for sharing of bicycle facilities by multiple uses, either because of variation of bicycle parking demand over time or because of efficiencies gained from the consolidation of shared bicycle facilities.
- Australian Standard AS 2890.3 2015 Parking facilities Part 3: Bicycle parking facilities.
- Any relevant bicycle parking strategy or equivalent.

As permitted in the Decision Guidelines, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-3 and Clause 52.34-4.

5.2.5 Proposed Provision

The development plans currently show a total of 10 bicycle parking spaces as part of the proposed development.

This provision includes eight (8) for residents. Specifically six (6) spaces within a secure bike storage room and two (2) provided in secure storage rooms (all located on Basement Level 02 accessed from the lobby). A further two (2) spaces are located at the perimeter of the sites Erskine Street frontage for visitors.

This provision comfortably exceeds the statutory requirement.

5.2.6 Design

The bicycle spaces are to be provided as both:

- Proprietary bicycle hoops (Arc de Triomphe, or similar); and
- Vertical bicycle spaces (Ned Kelly, or similar)

The proposed bicycle parking spaces designed to satisfy the relevant standards.

5.2.7 Conclusion - Bicycle Parking

We can conclude that bicycle parking provided as part of this development satisfies the purpose of Clause 52.34, specifically:

- To encourage cycling as a mode of transport, and provide secure, accessible and convenient bicycle parking spaces.

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5.3 Clause 65.01 - Approval of An Application or Plan

5.3.1 Loading Requirements and Objectives

To address the adequacy of loading for new developments, the Port Phillip Planning Scheme specifies the following:

- The responsible authority must consider, as appropriate, the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

5.3.2 Adequacy of Proposed Loading Facilities

The site has been provided with a dedicated on-site loading area on the Basement 01 level, designed to accommodate loading vehicles up to a 6.4m small rigid truck in size;

The relevant swept path sketches attached as Appendix A show a 6.4m small rigid vehicle accessing the Basement 01 level loading area.

In this regard, we are of the opinion that:

- The proposed on-site parking layout has been designed to enable the 6.4m small rigid vehicle to circulate the basement level of the site clear of car parking areas; and
- Loading vehicles are able to conveniently enter and exit the subject site.

This design outcome satisfies the requirements of Australian Standard for Off-street Commercial Vehicle Facilities - AS 2890.2-2018.

5.3.3 Conclusion - Loading Arrangements

The proposed loading arrangements have been assessed and determined to have satisfied the relevant design guidelines / principles contained within Clause 65.01 and AS2890.2:2018.

Accordingly, it is considered that the proposal:

- Provides adequate vehicle loading and unloading facilities, which will not result in associated amenity, traffic flow and road safety impacts.

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6 Traffic Considerations

6.1 Traffic Generation

To understand the expected traffic generation by the proposed residential apartments, reference is made to RMS NSW's publication titled 'Guide to Traffic Generating Developments Version 2.2' (2002). This document provides guidance of traffic generation rates for medium density residential developments.

- For larger apartments (three+ bedrooms), the above publication suggests a peak hour traffic generation rate of **0.5-0.65** trips per unit.

Application of the higher end of the above rate to the proposed development yields a total of **five (5)** peak hour movements to / from the site post-development.

It is anticipated that 80% of residential vehicle movements will be outbound in the AM peak period, whilst 60% of movements in the PM peak period will be inbound.

Application of these splits to the anticipated peak movements yields the following residential vehicle movements:

- | | | |
|------------------|-------------|------------------------|
| — <u>AM Peak</u> | 5 Movements | 1 inbound, 4 outbound. |
| — <u>PM Peak</u> | 5 Movements | 3 inbound, 2 outbound. |

6.2 Traffic Impact

As the expected traffic generated from the site is equivalent to one (1) vehicle every 12 minutes in the commuter peak hour we expect it will have minimal impact on the surrounding road network.

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APPENDIX A

Swept Path Analysis

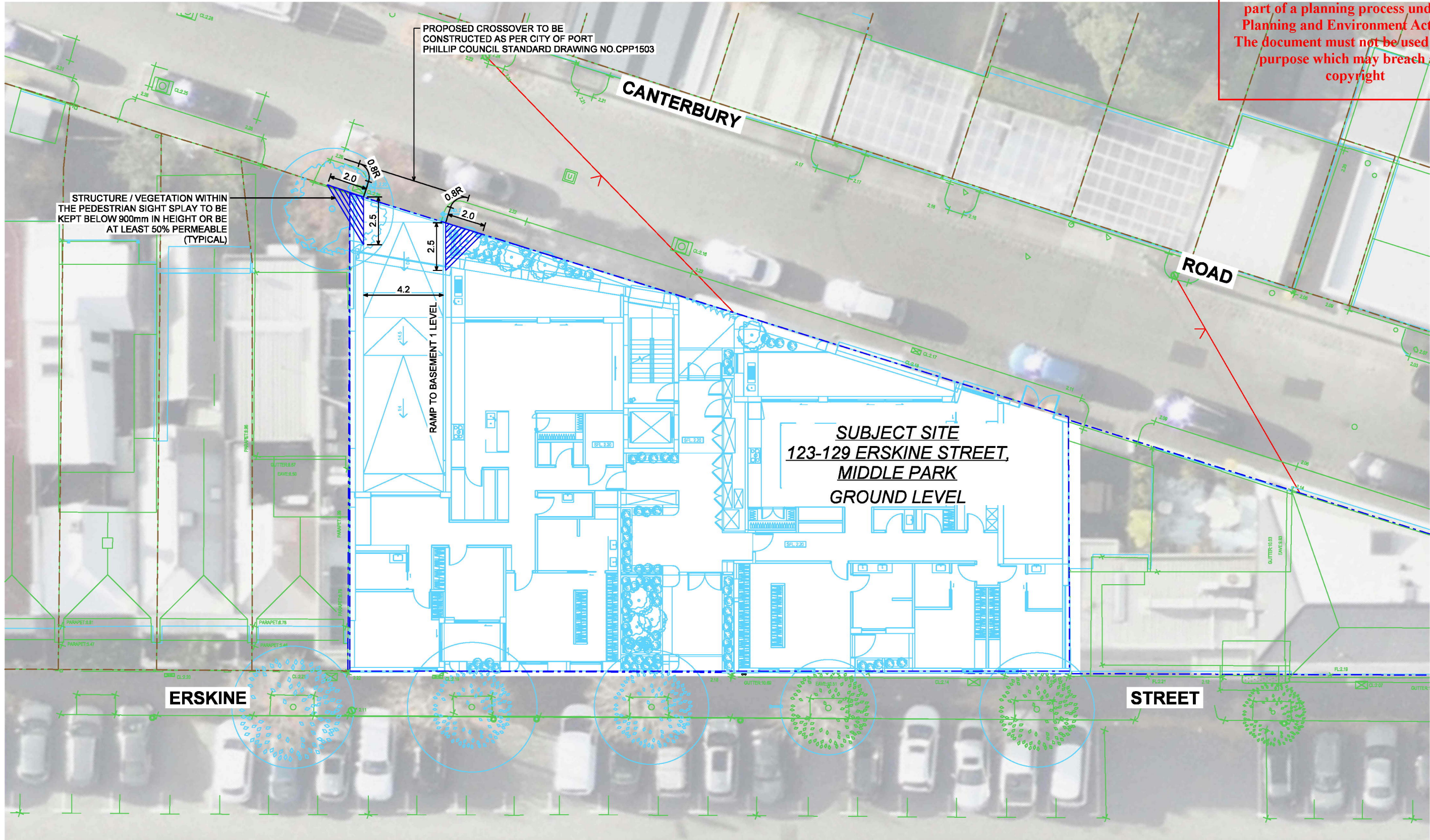
Design Vehicle:

- B85 Car
- B99 Car
- 6.4m Small Rigid Vehicle

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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
PRELIMINARY

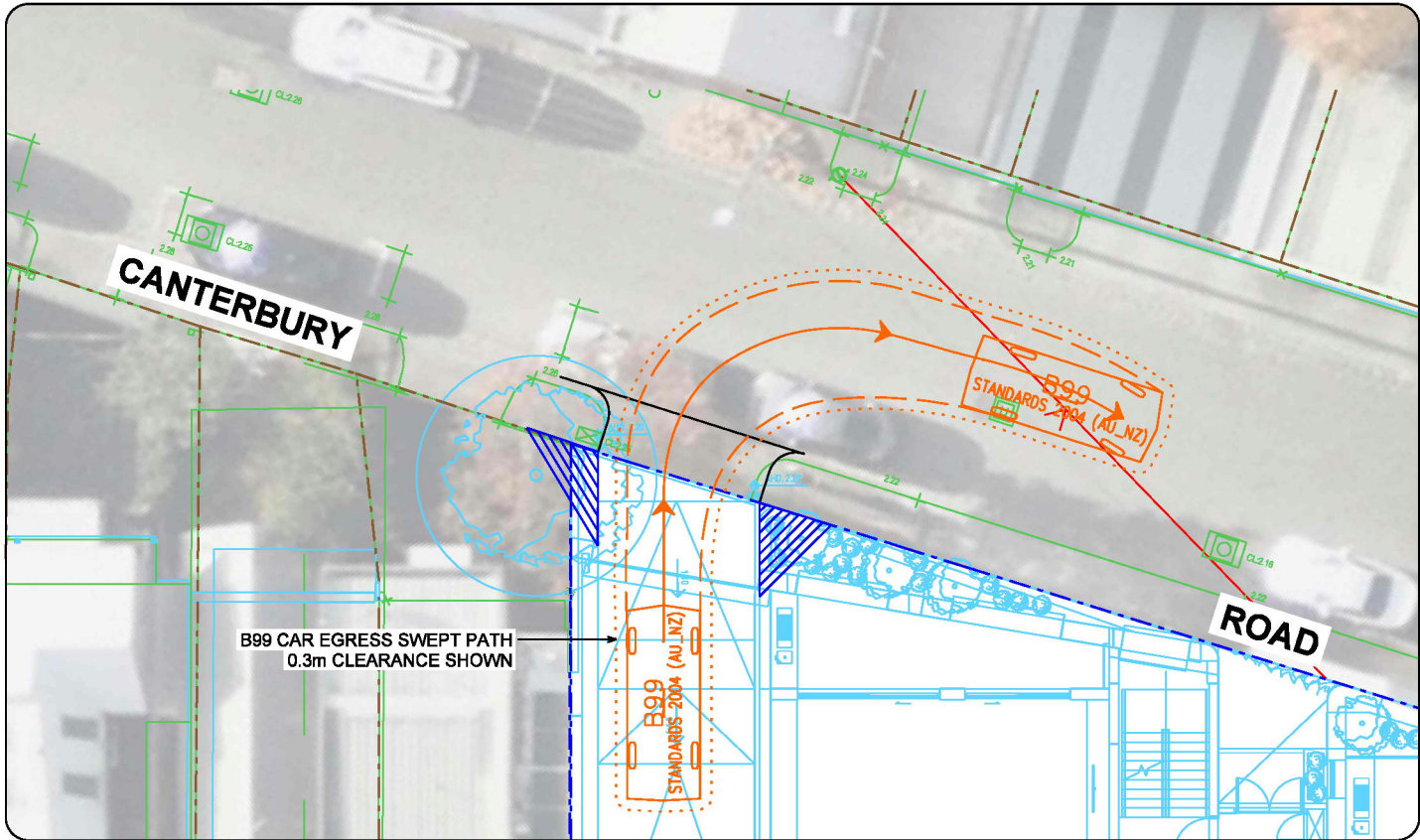
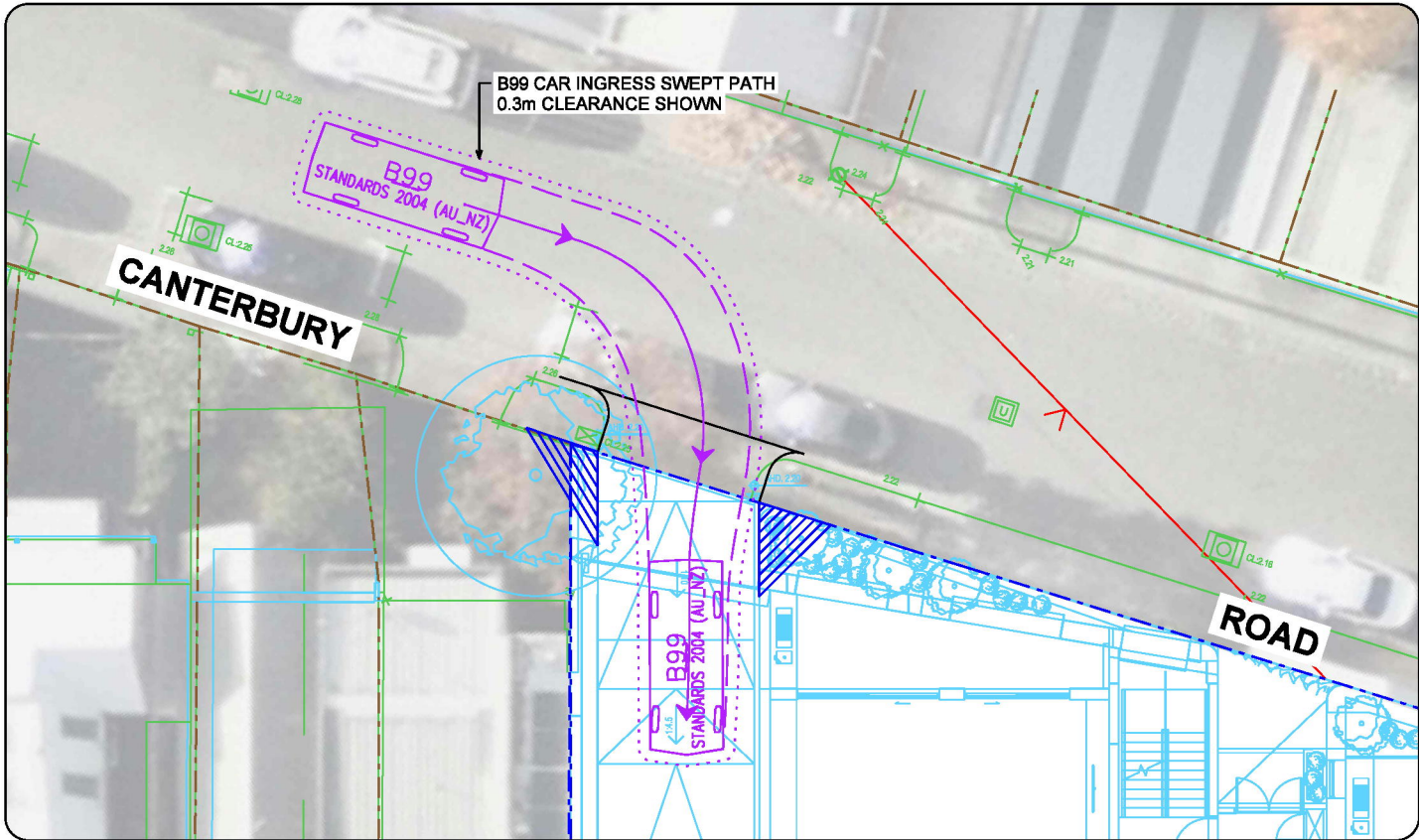
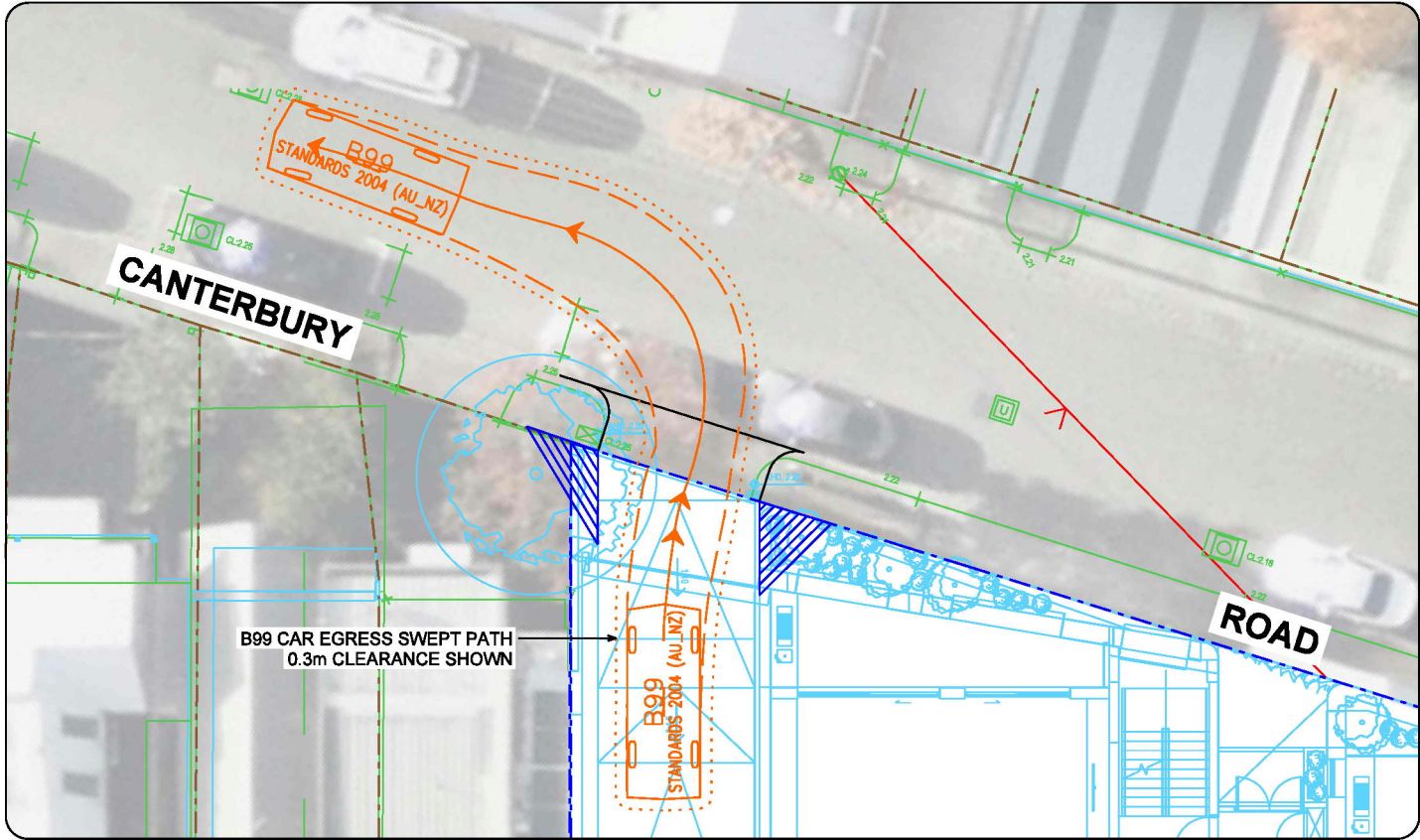
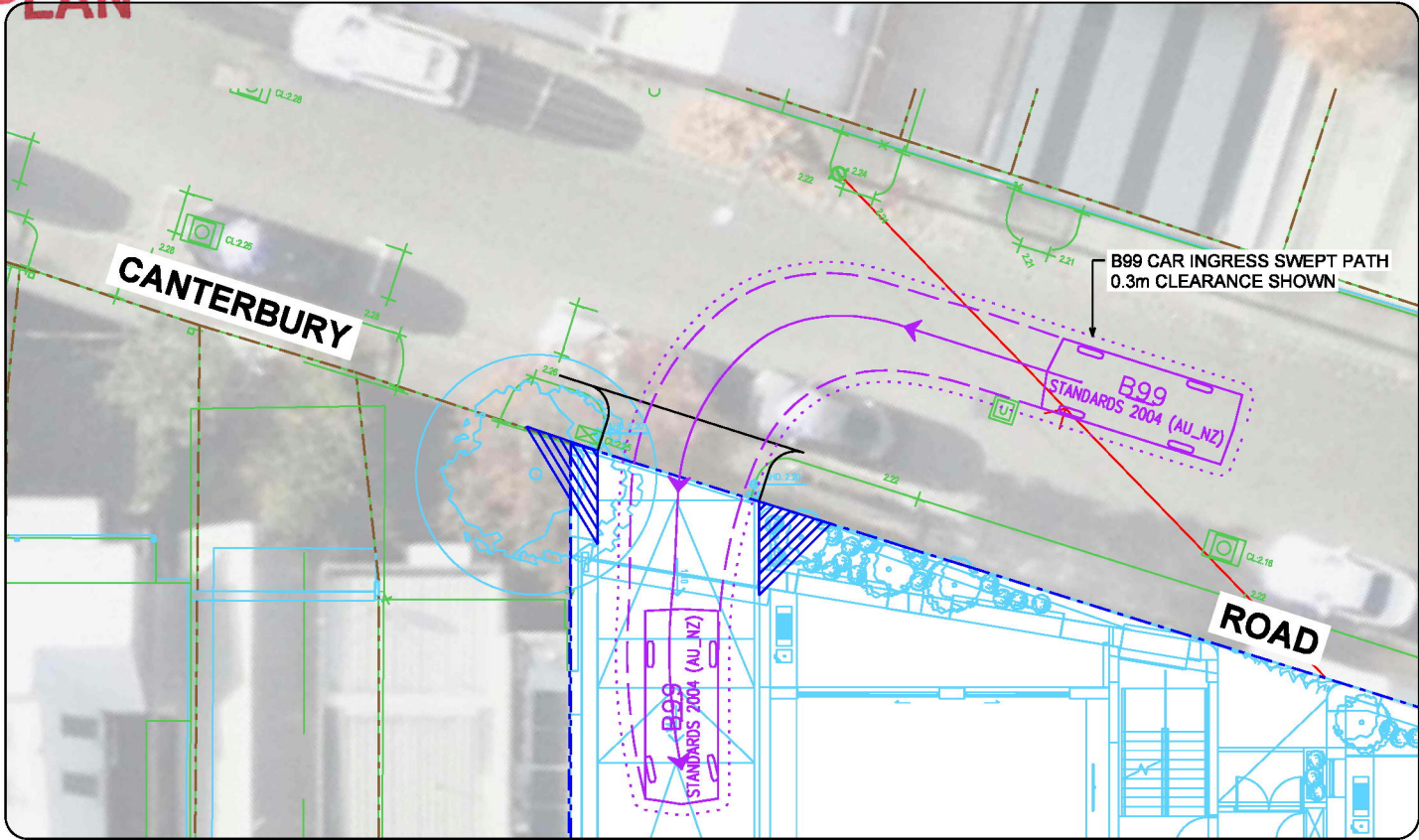
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Title
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GROUND LEVEL**

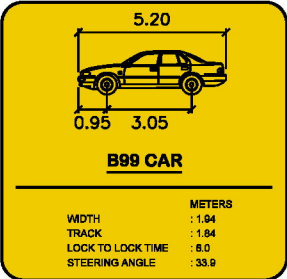
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CITY OF PORT PHILLIP**

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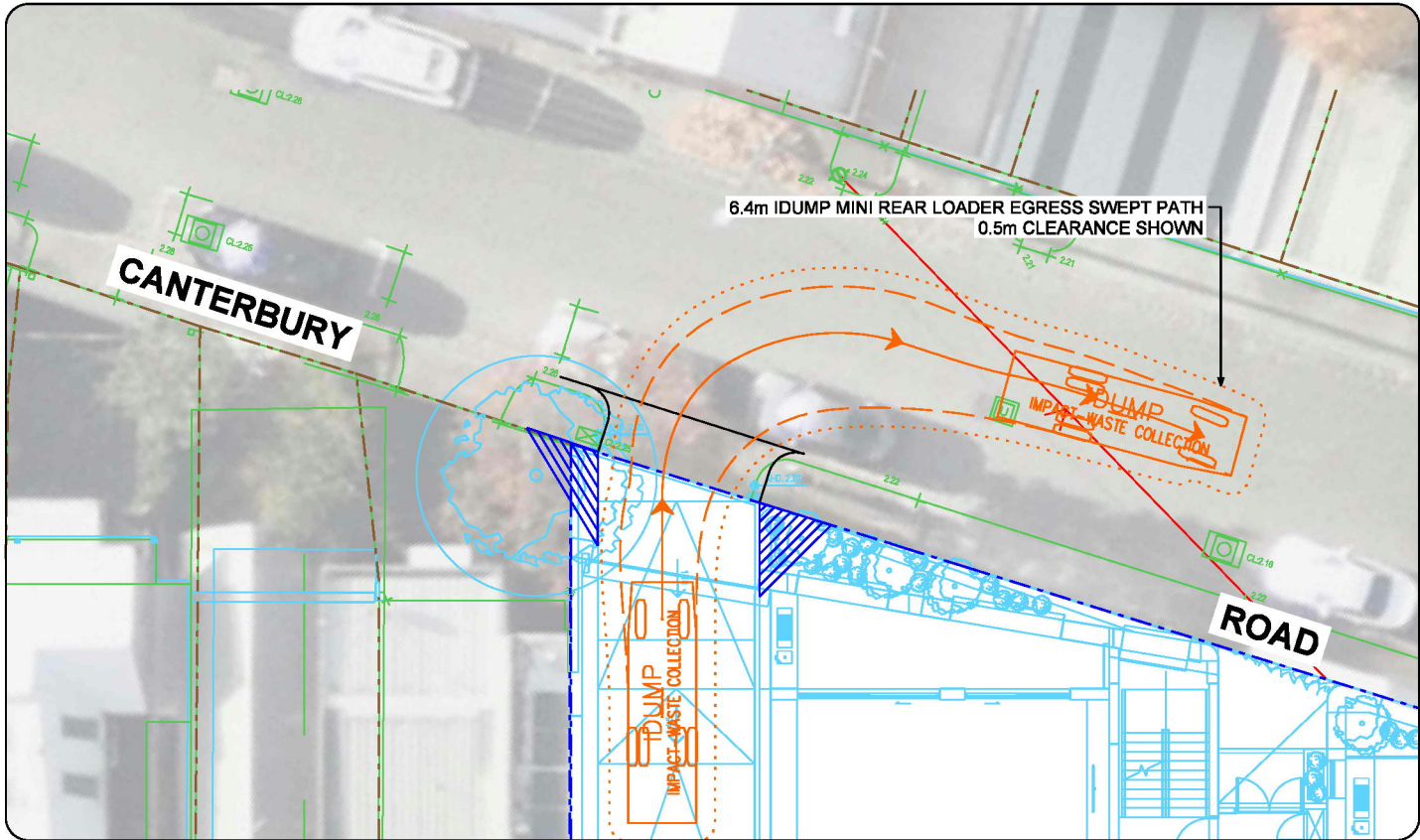
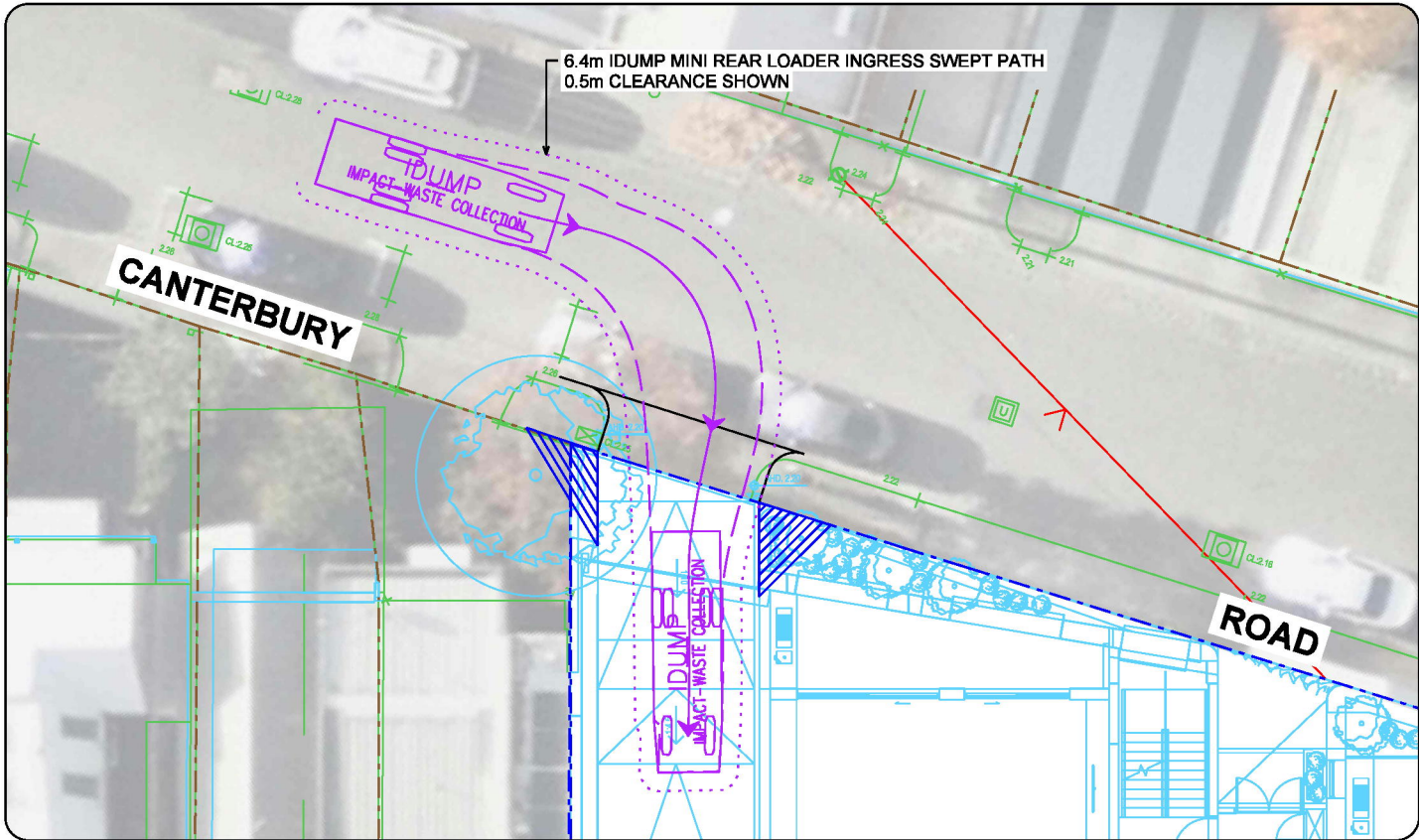
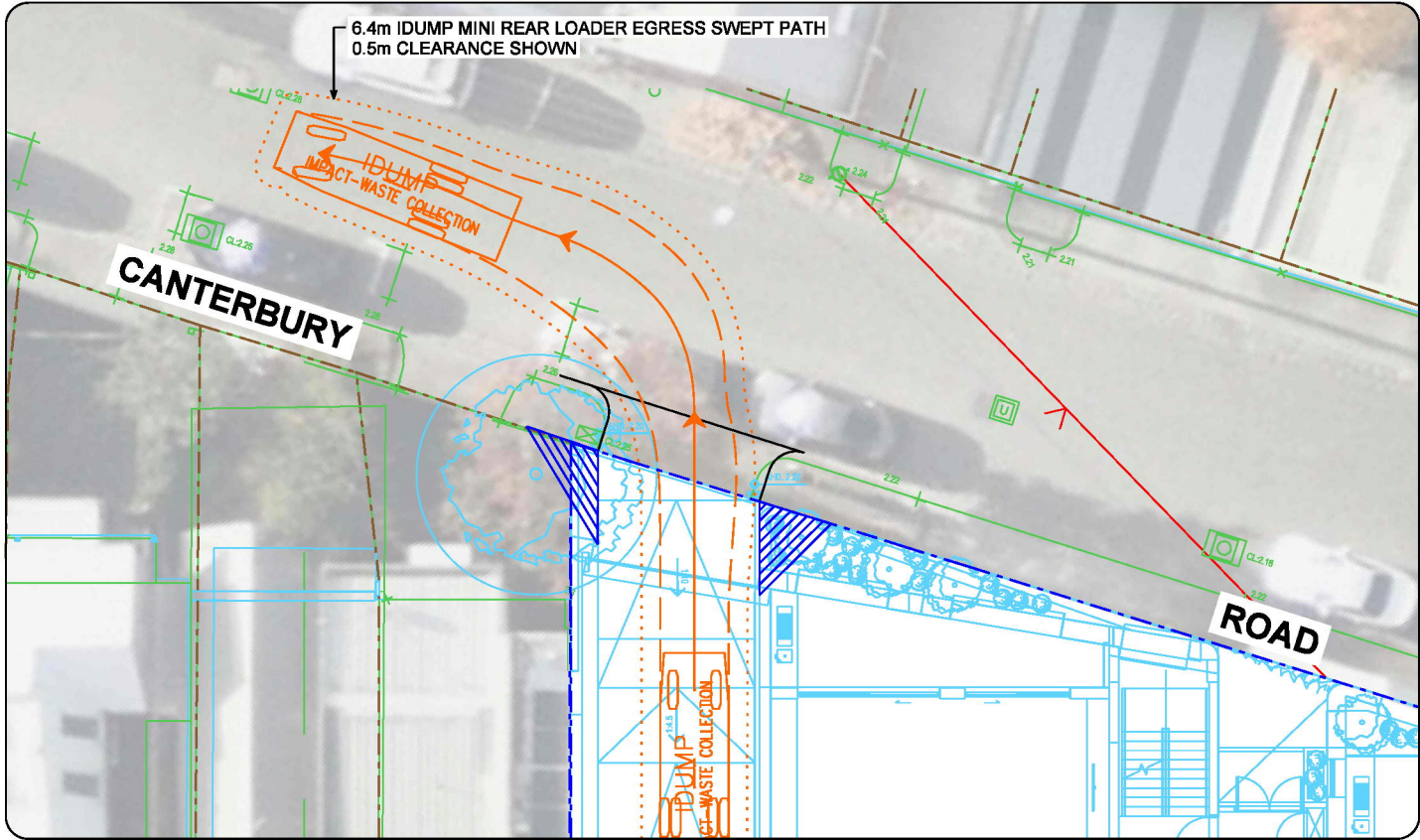
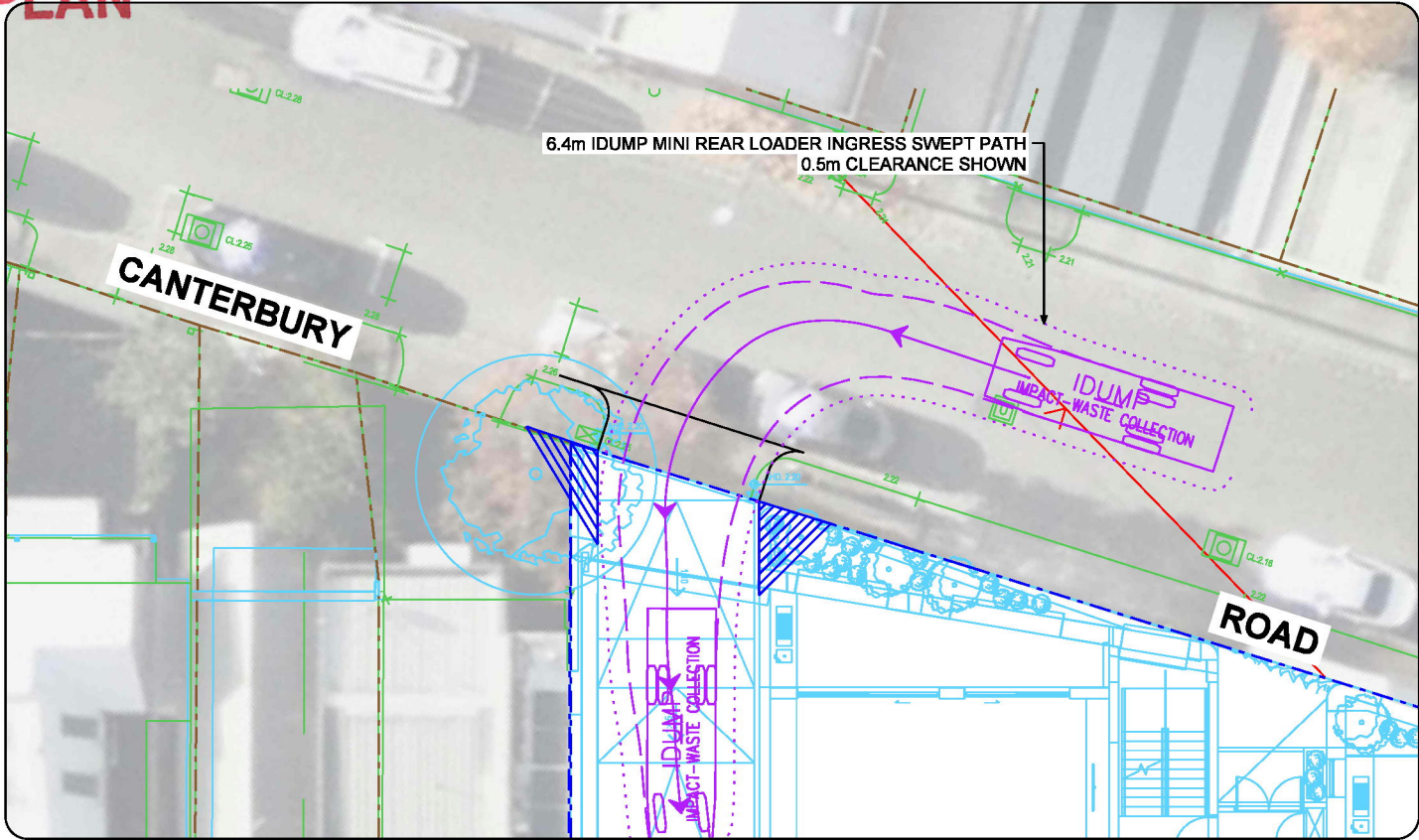
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Title
**TRAFFIC AND TRANSPORT ASSESSMENT
SWEEP PATH ANALYSIS
B99 CAR - DESIGN VEHICLE**

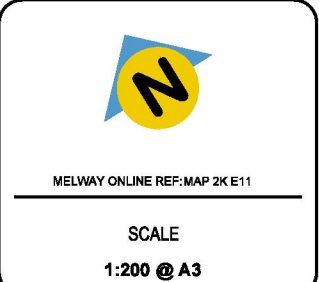
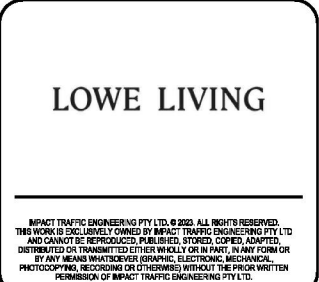
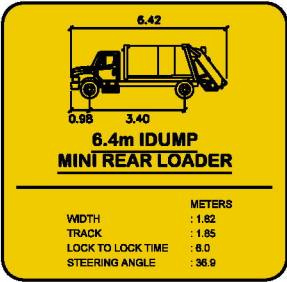
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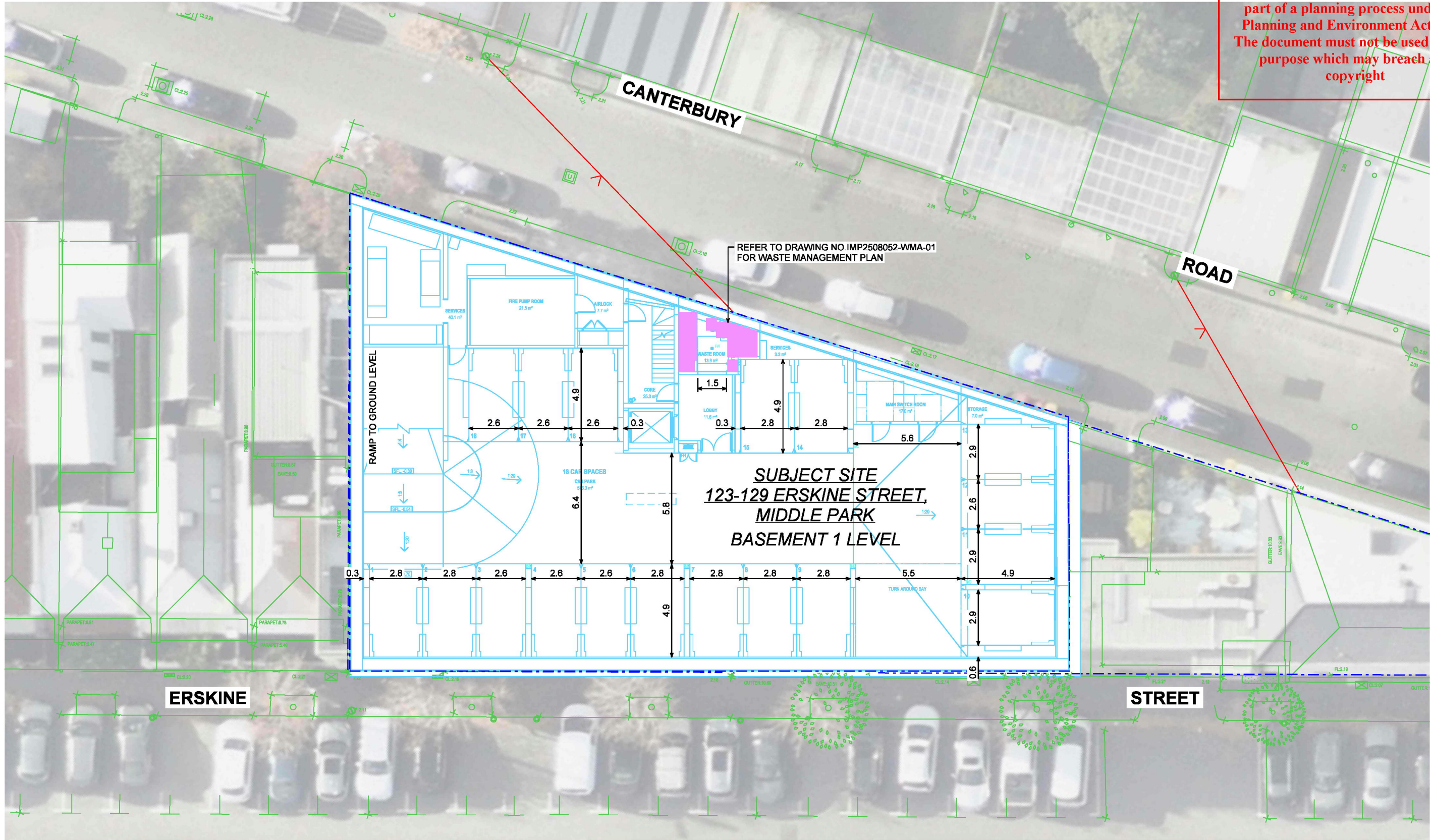


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Project PROPOSED RESIDENTIAL DEVELOPMENT 123-129 ERSKINE STREET, MIDDLE PARK CITY OF PORT PHILLIP		Drawn / Approved
Status PRELIMINARY		Revision E
Drawing Number IMP2508052 - DRG-01-03		
Title TRAFFIC AND TRANSPORT ASSESSMENT SWEEP PATH ANALYSIS 6.4m IDUMP MINI REAR LOADER - DESIGN VEHICLE		

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SCALE
1:200 @ A3

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Project
**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
PRELIMINARY

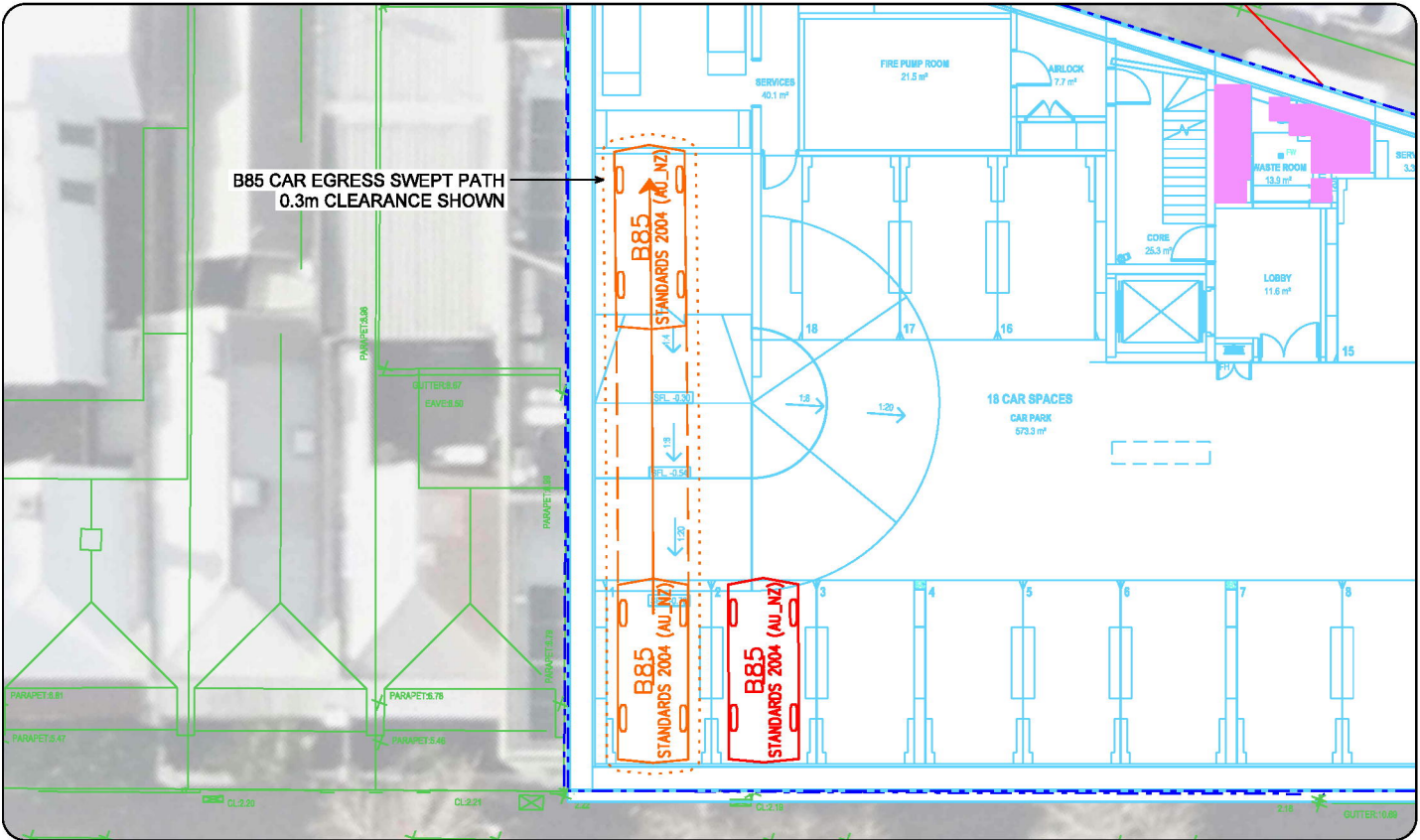
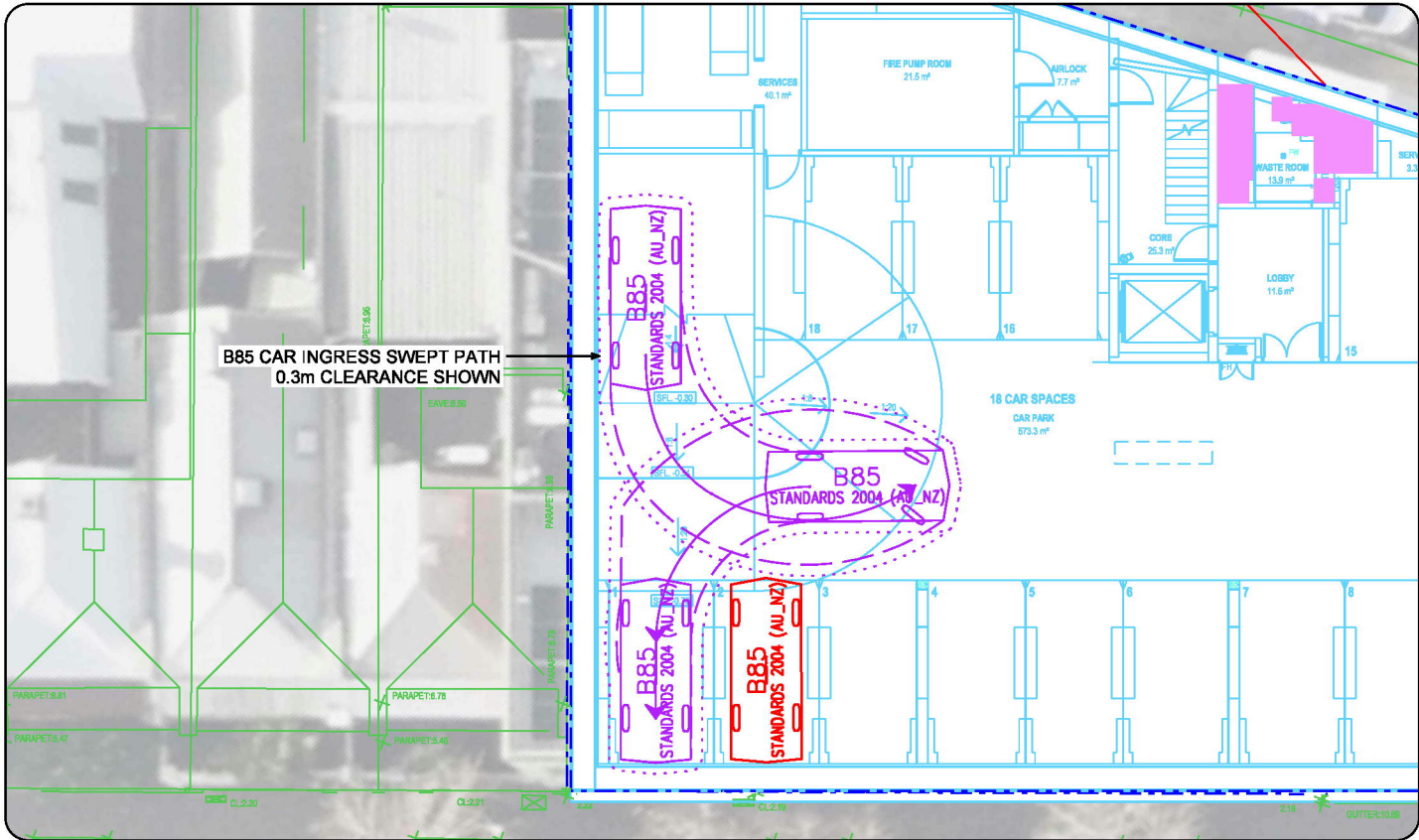
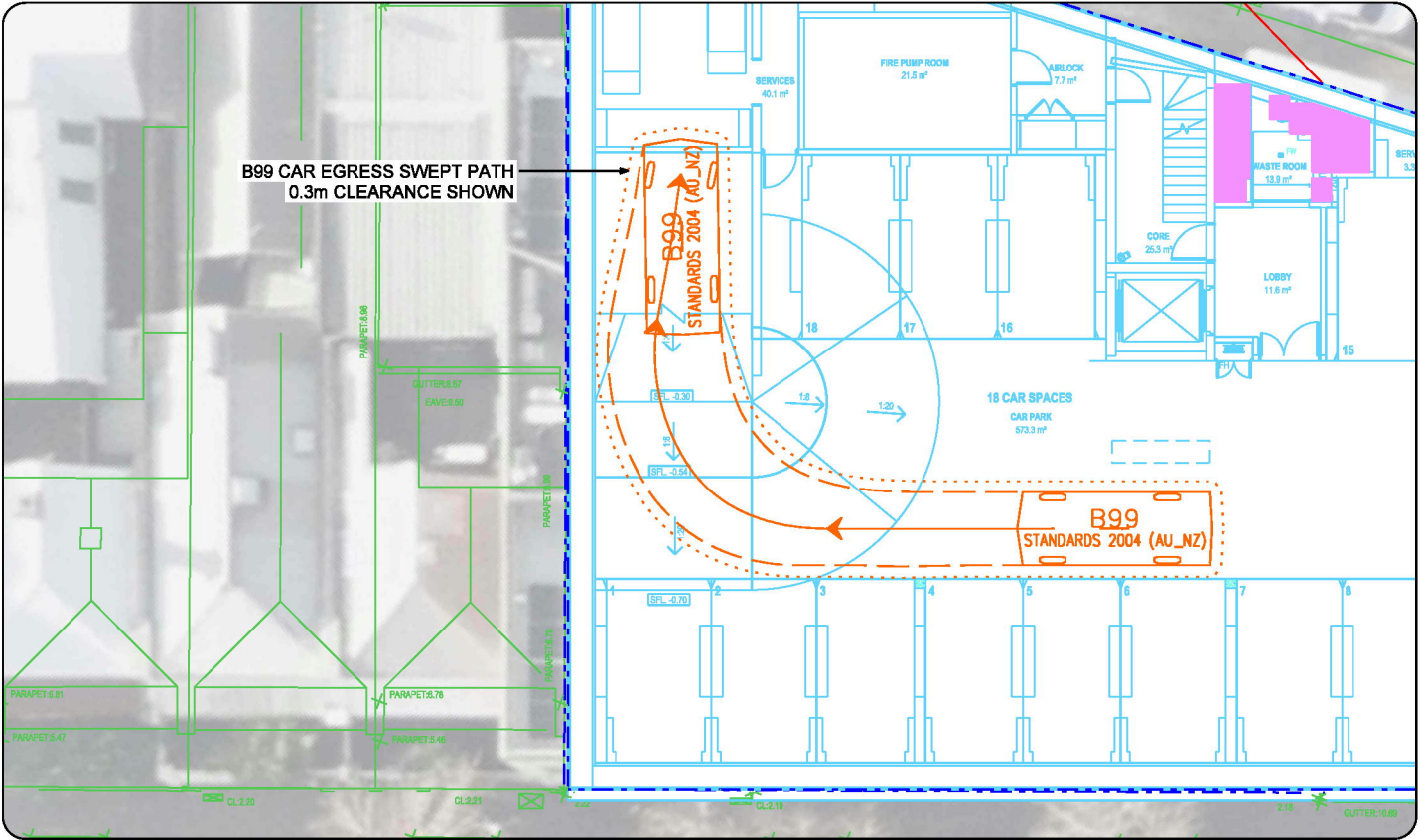
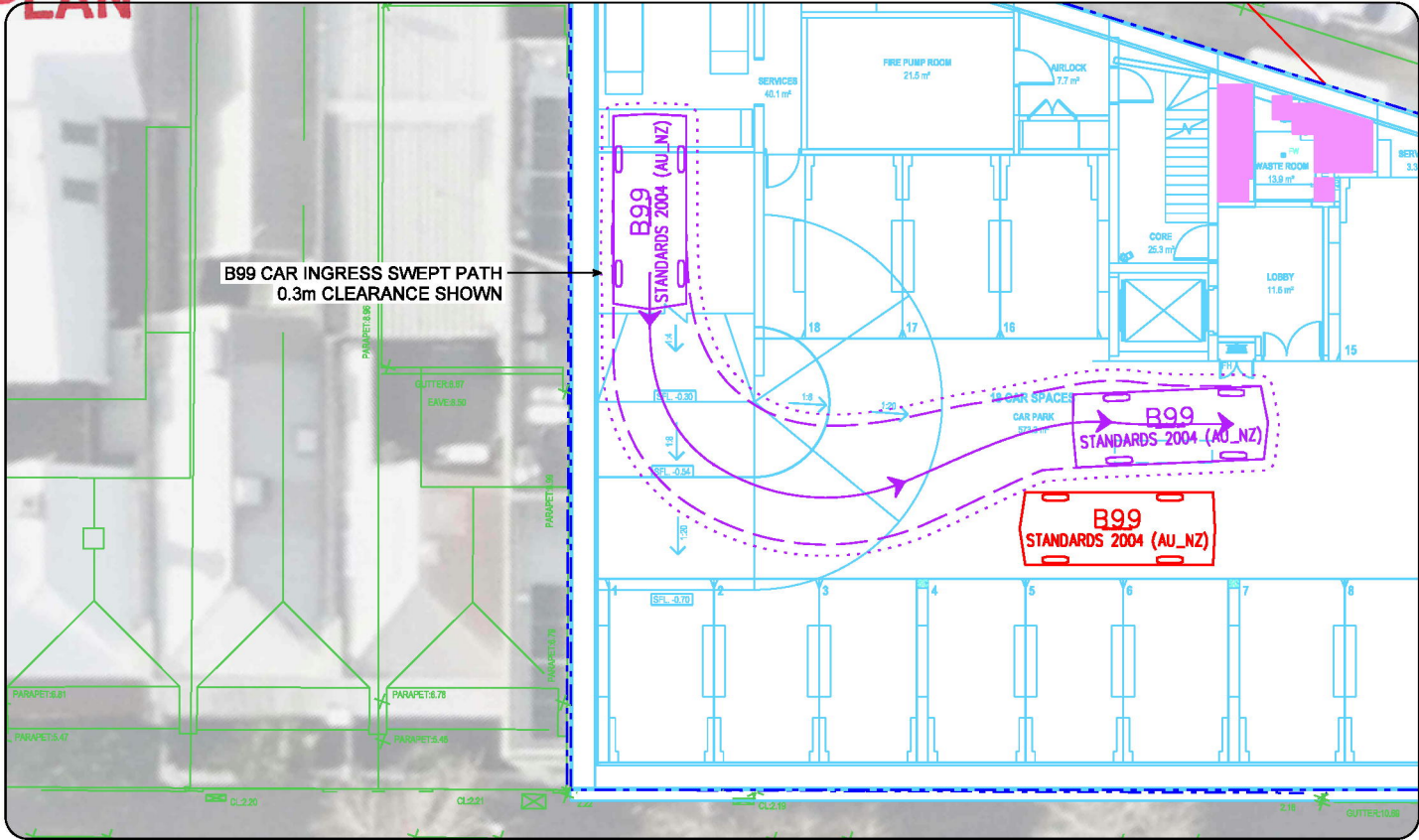
Date **2026-07-16**
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Title
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SITE LAYOUT PLAN
BASEMENT 1 LEVEL**

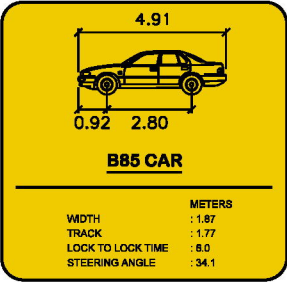
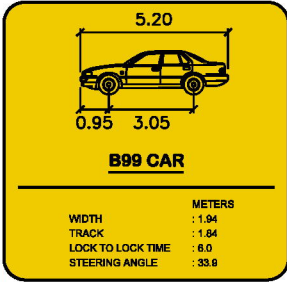
Drawing Number
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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Date **2026-07-16**
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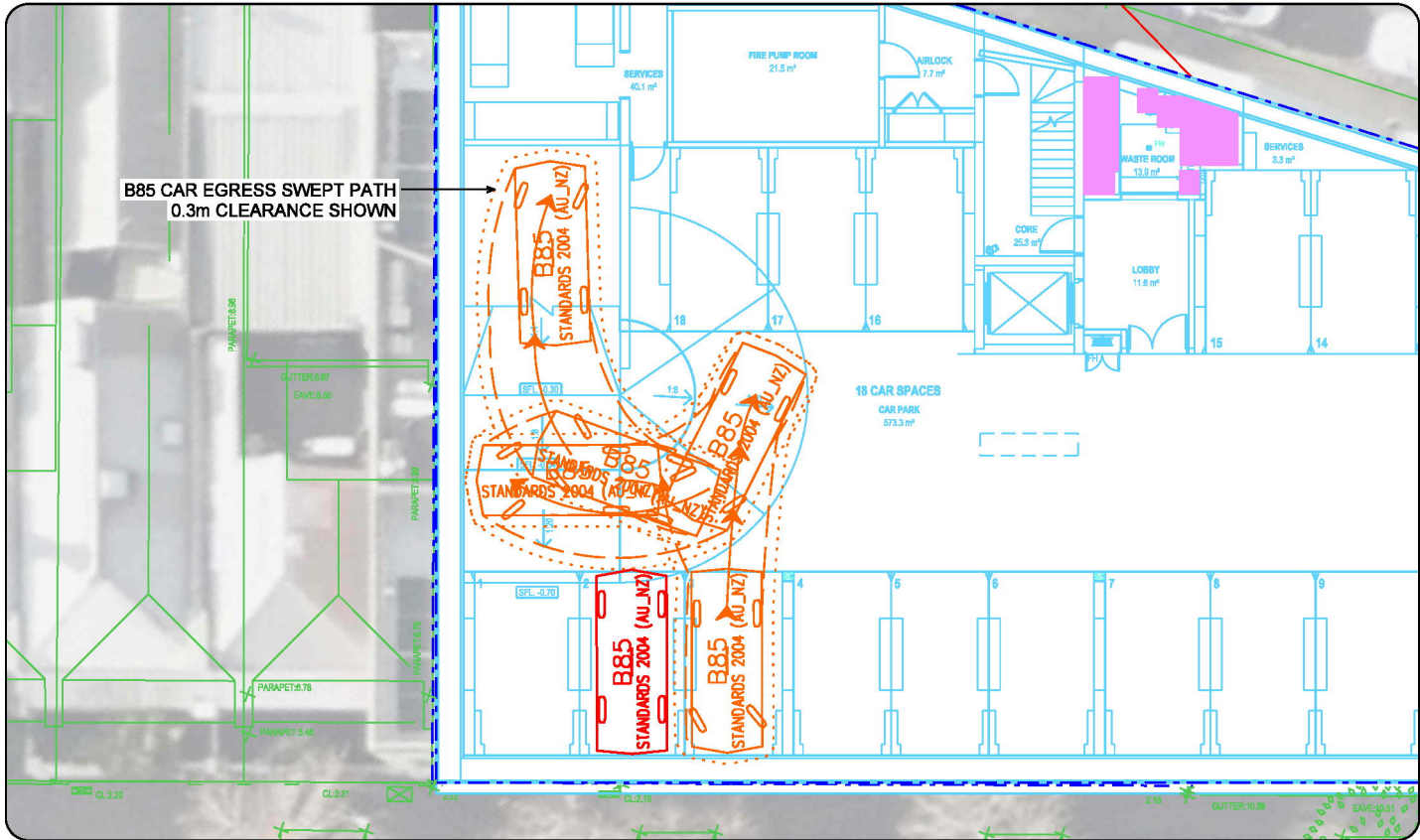
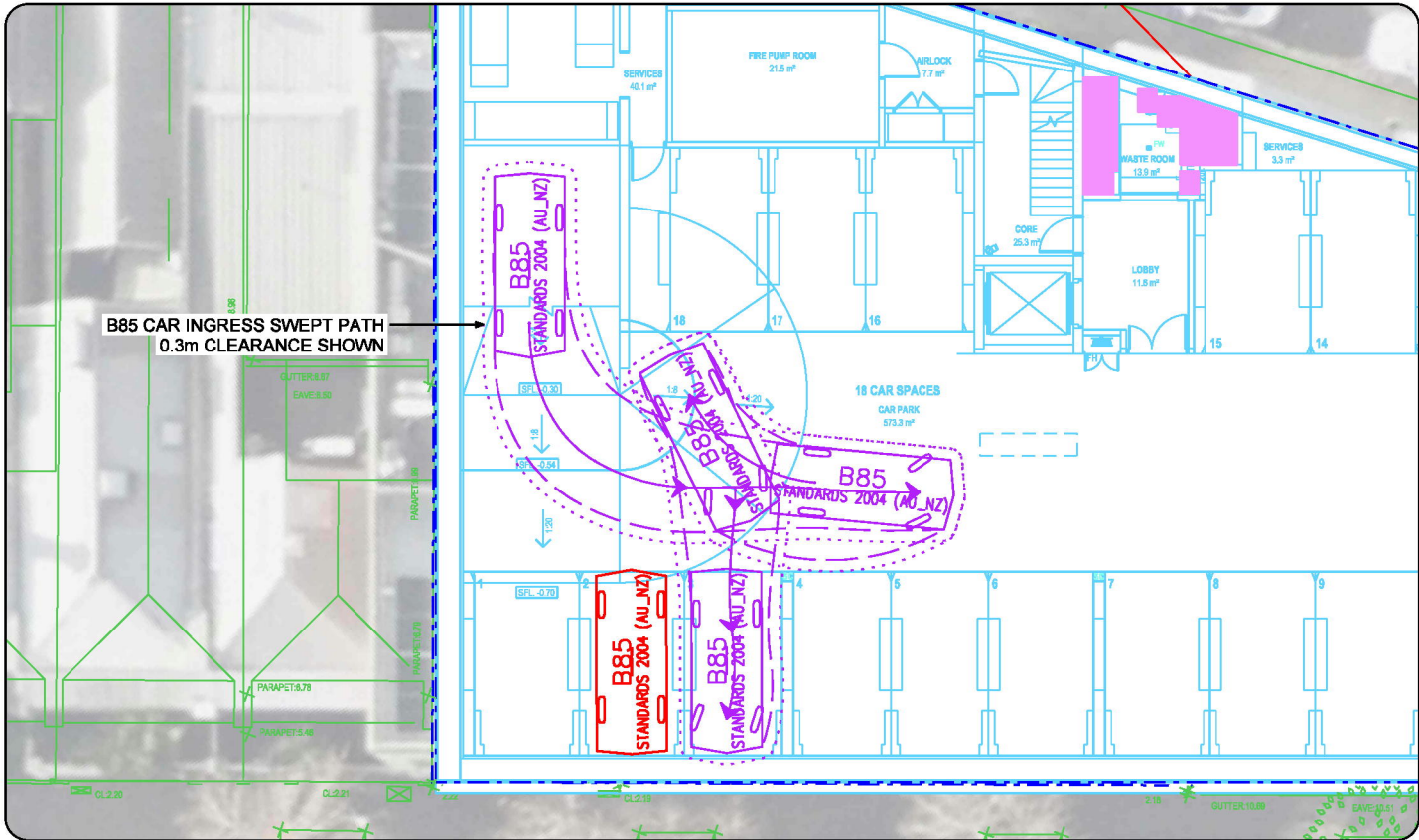
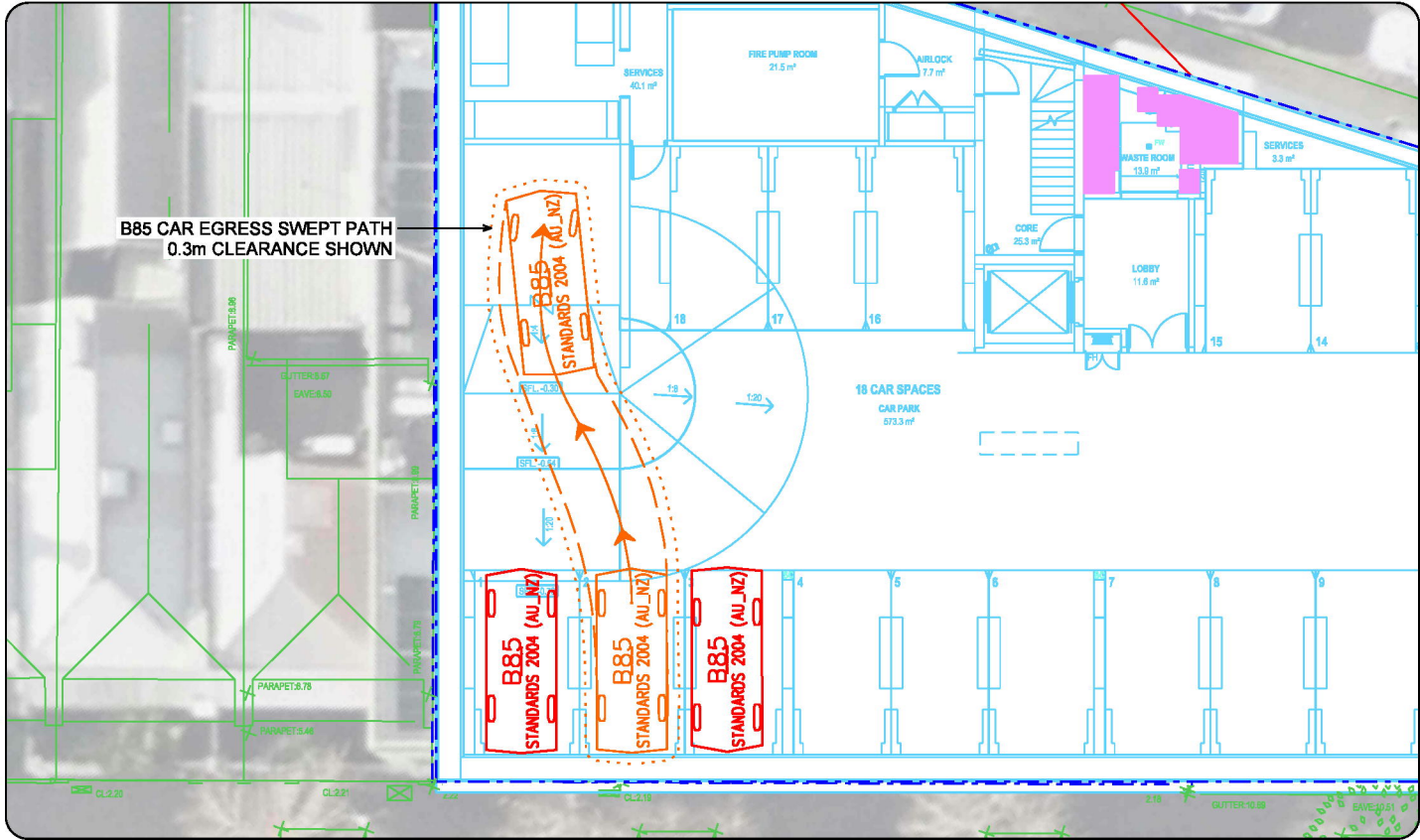
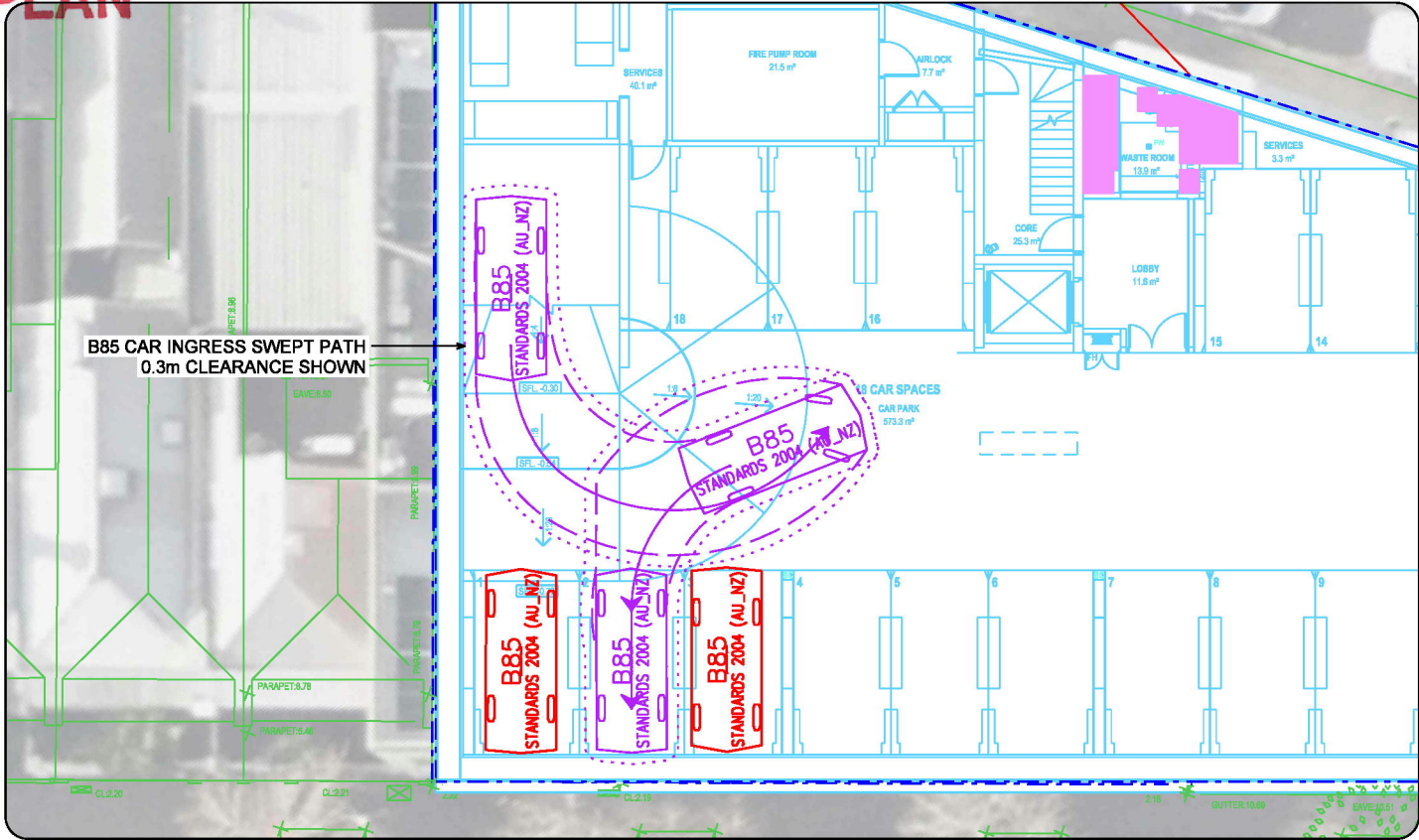
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**TRAFFIC AND TRANSPORT ASSESSMENT
SWEEP PATH ANALYSIS
B99 AND B85 CAR - DESIGN VEHICLES**

Status
PRELIMINARY

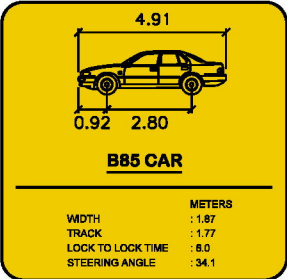
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123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
PRELIMINARY

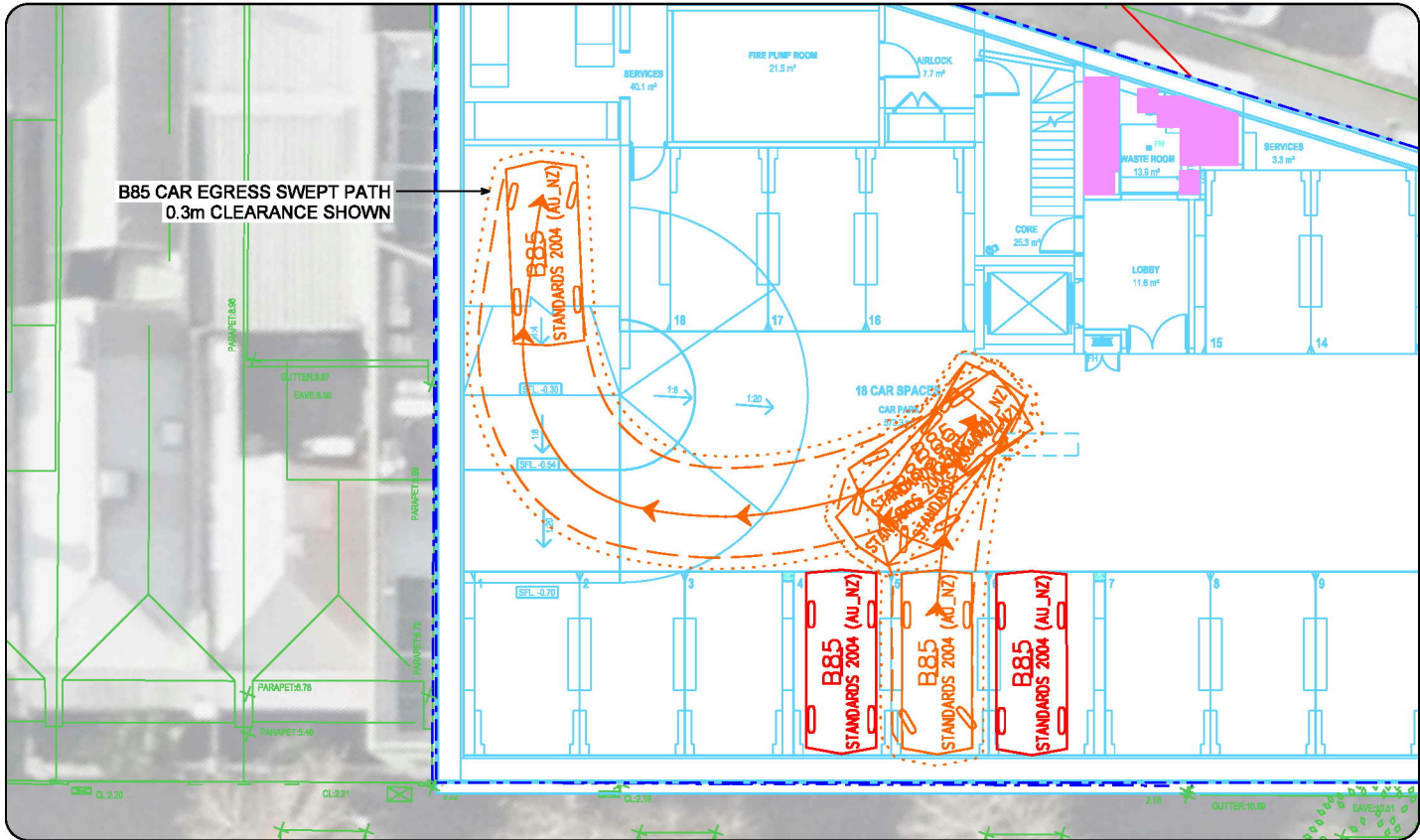
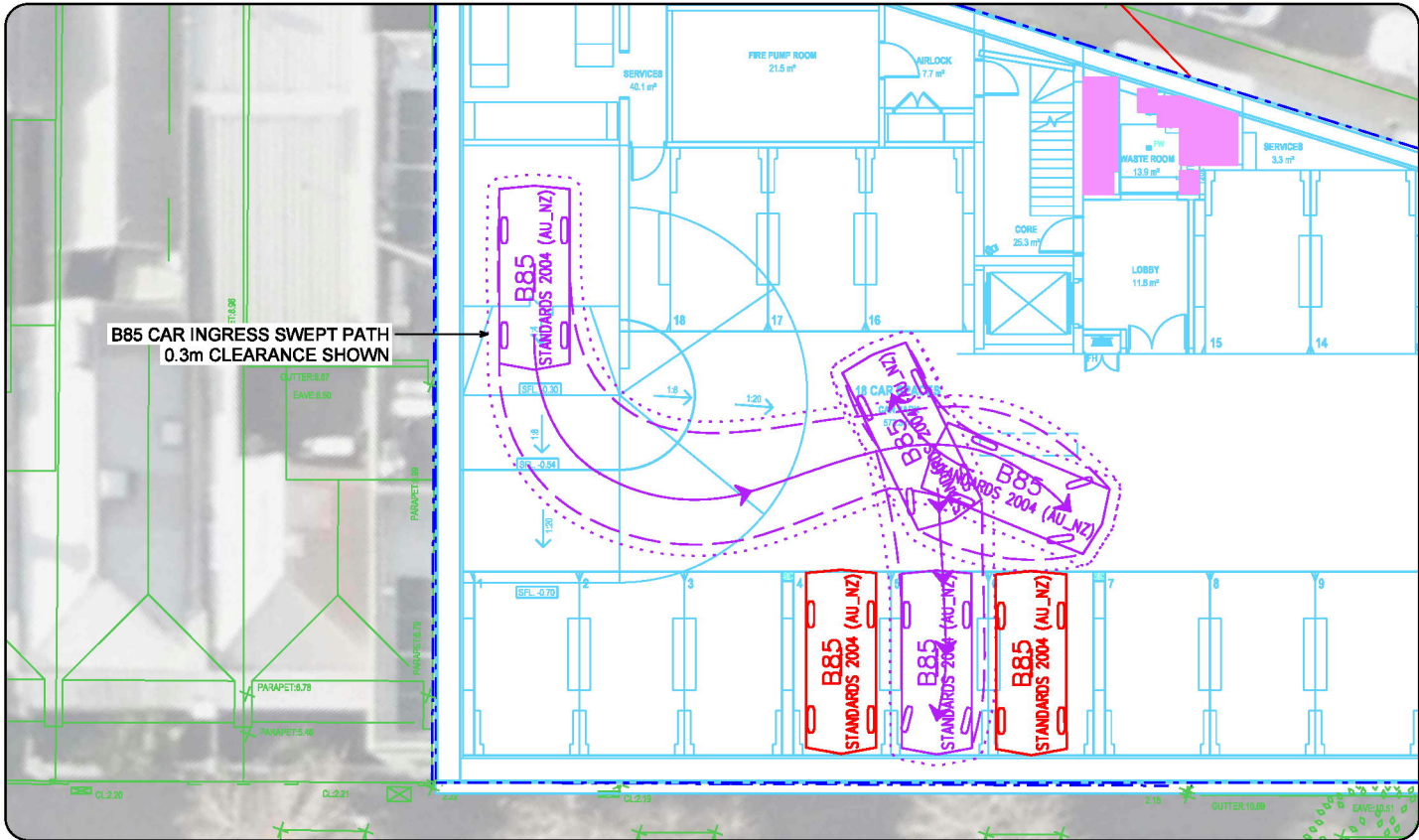
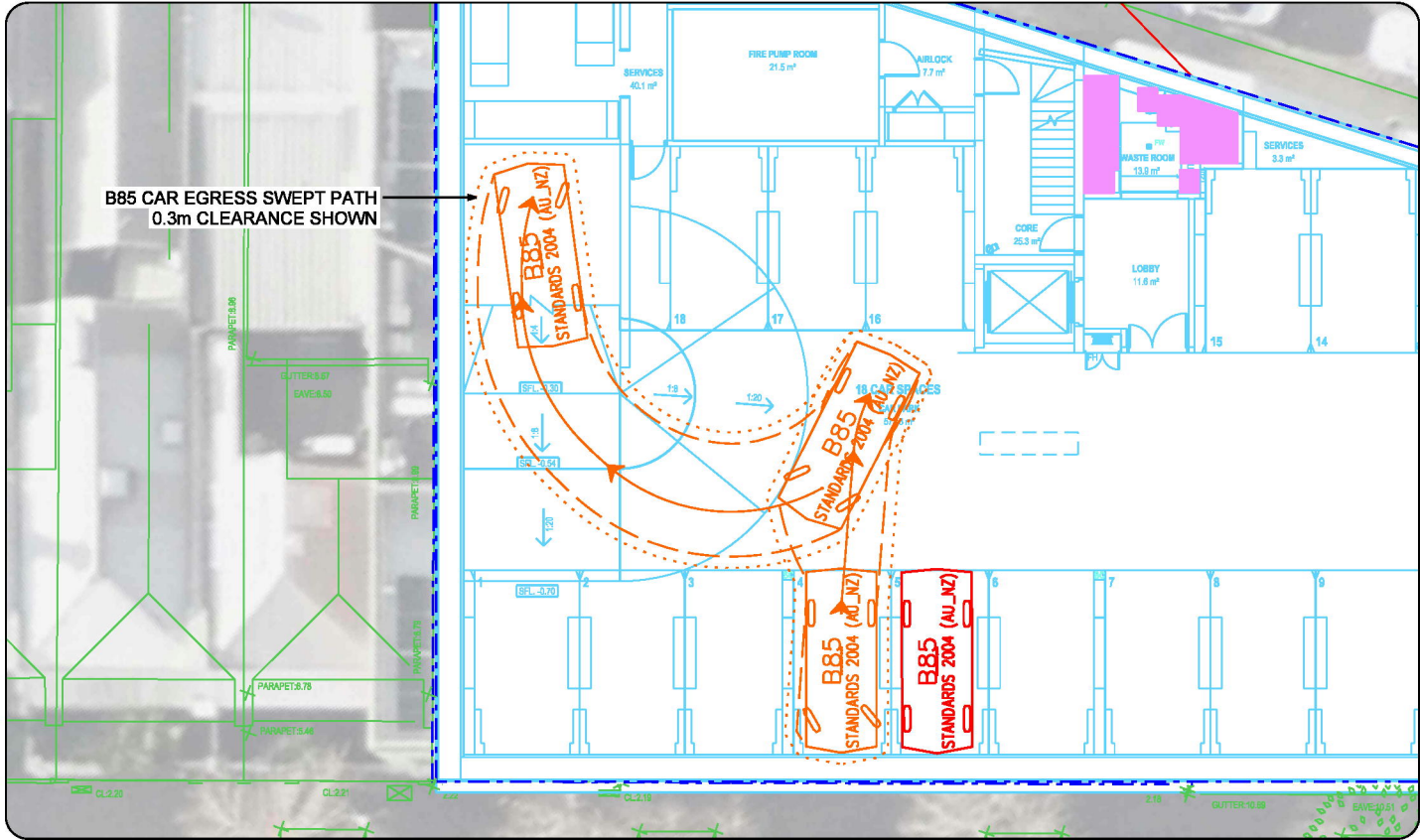
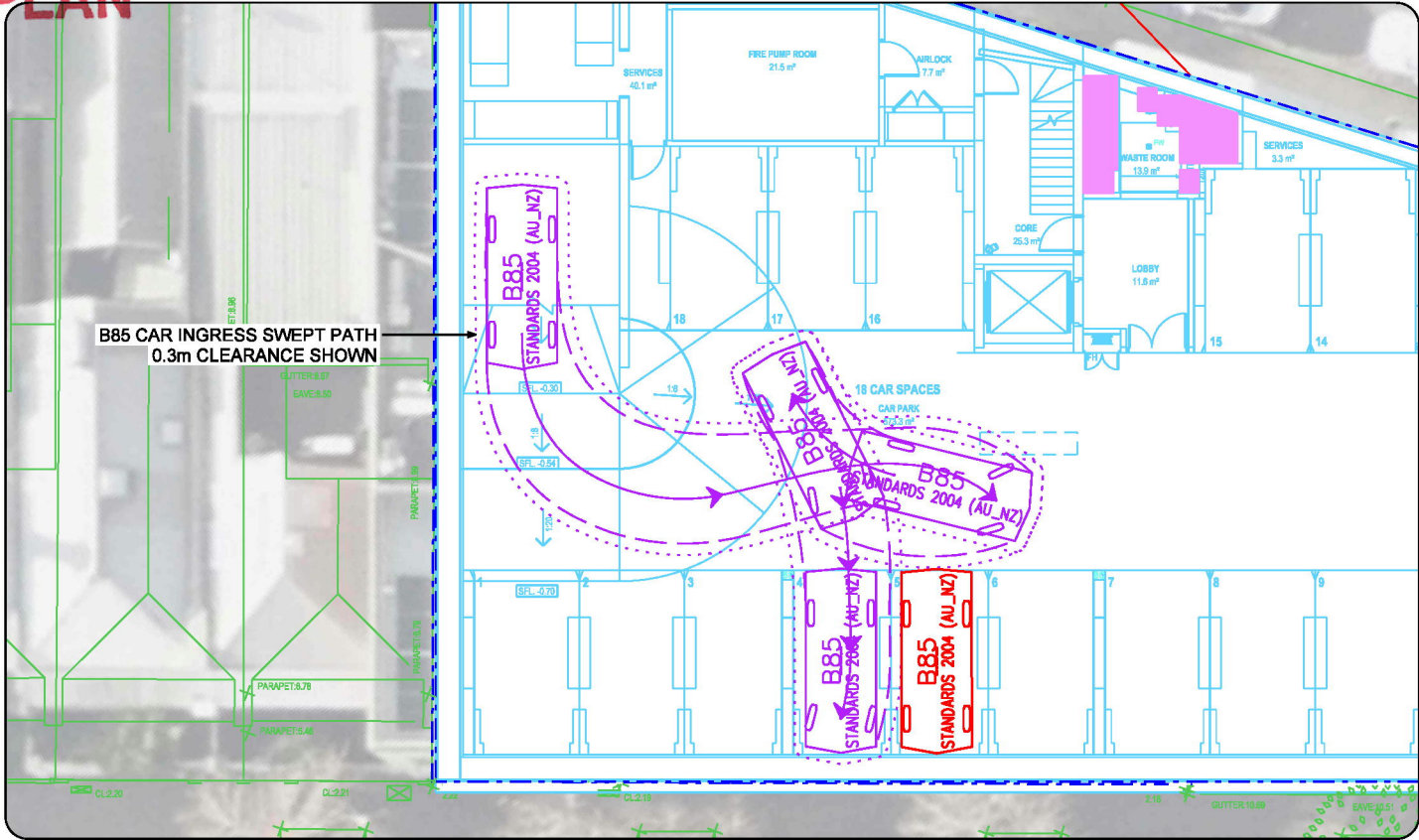
Date **2026-07-16**
Drawn / Approved

Title
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SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

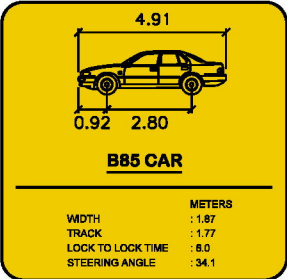
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123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
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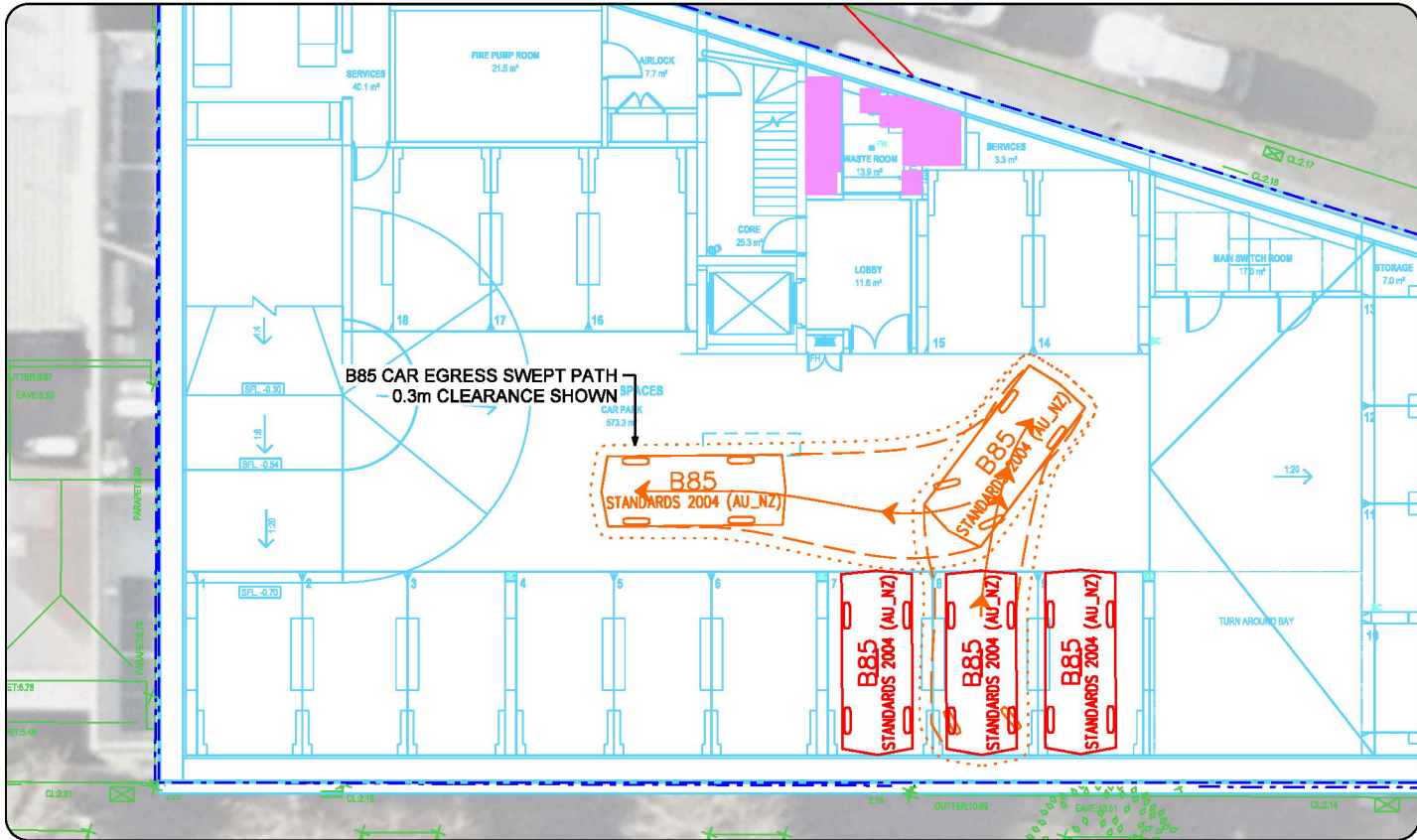
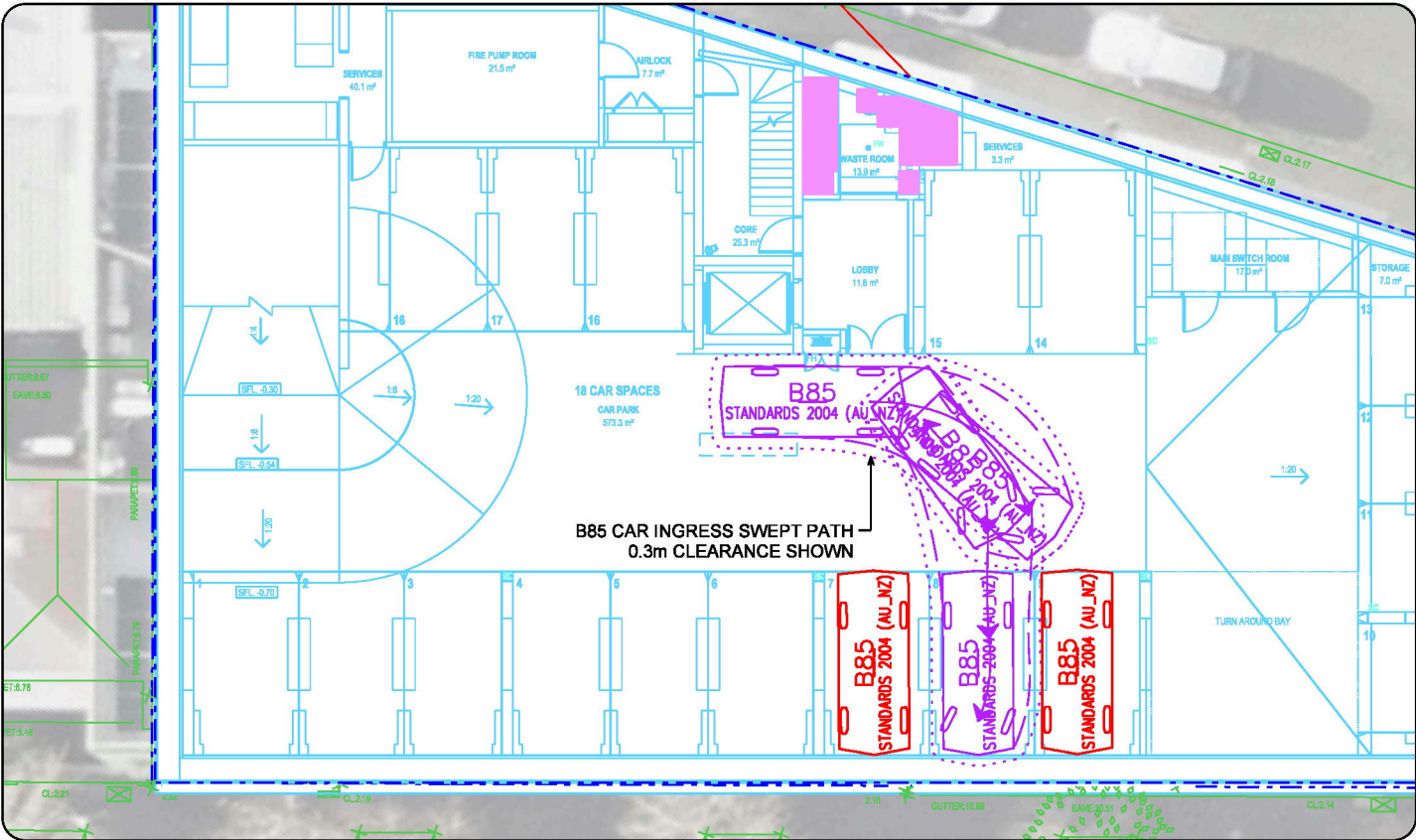
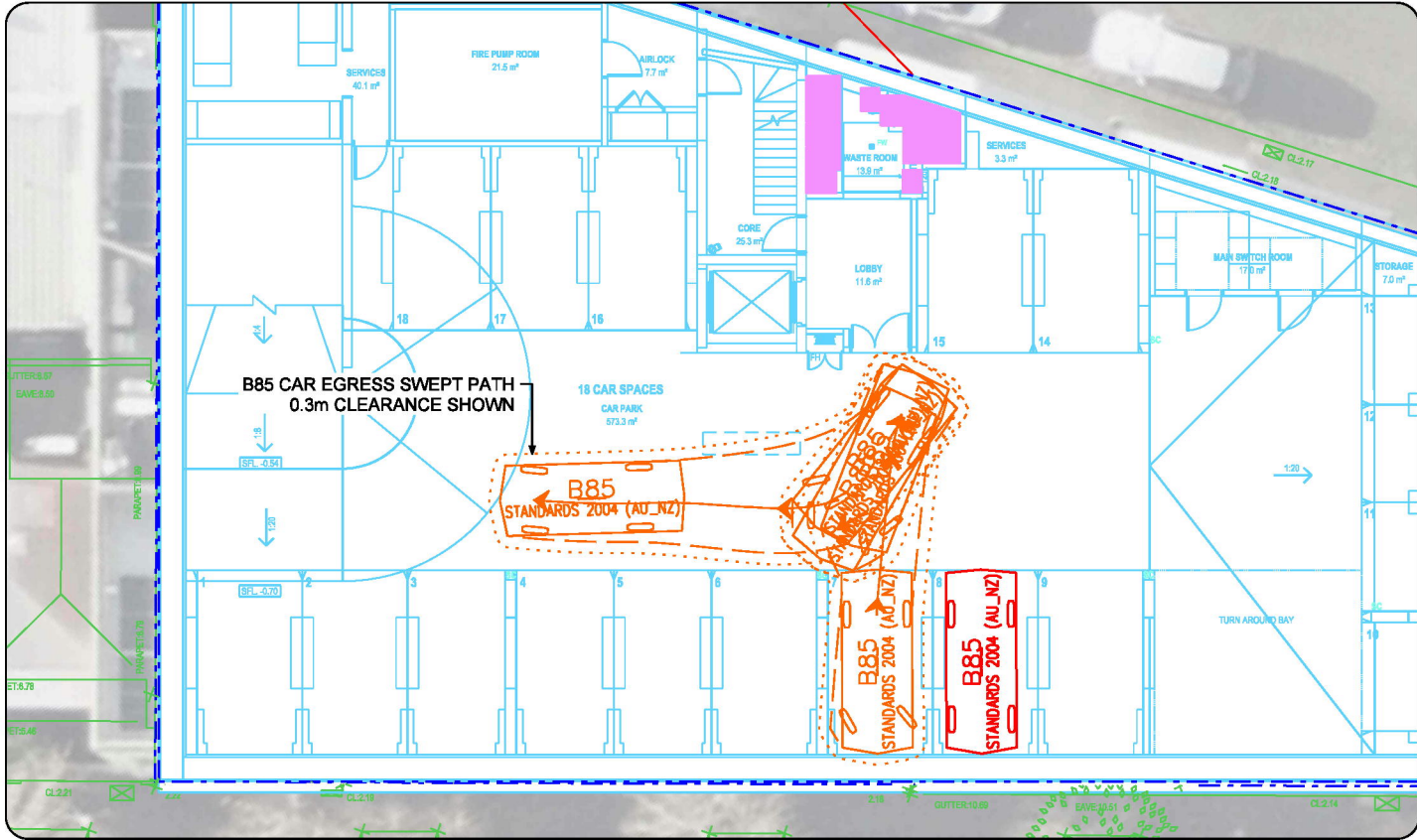
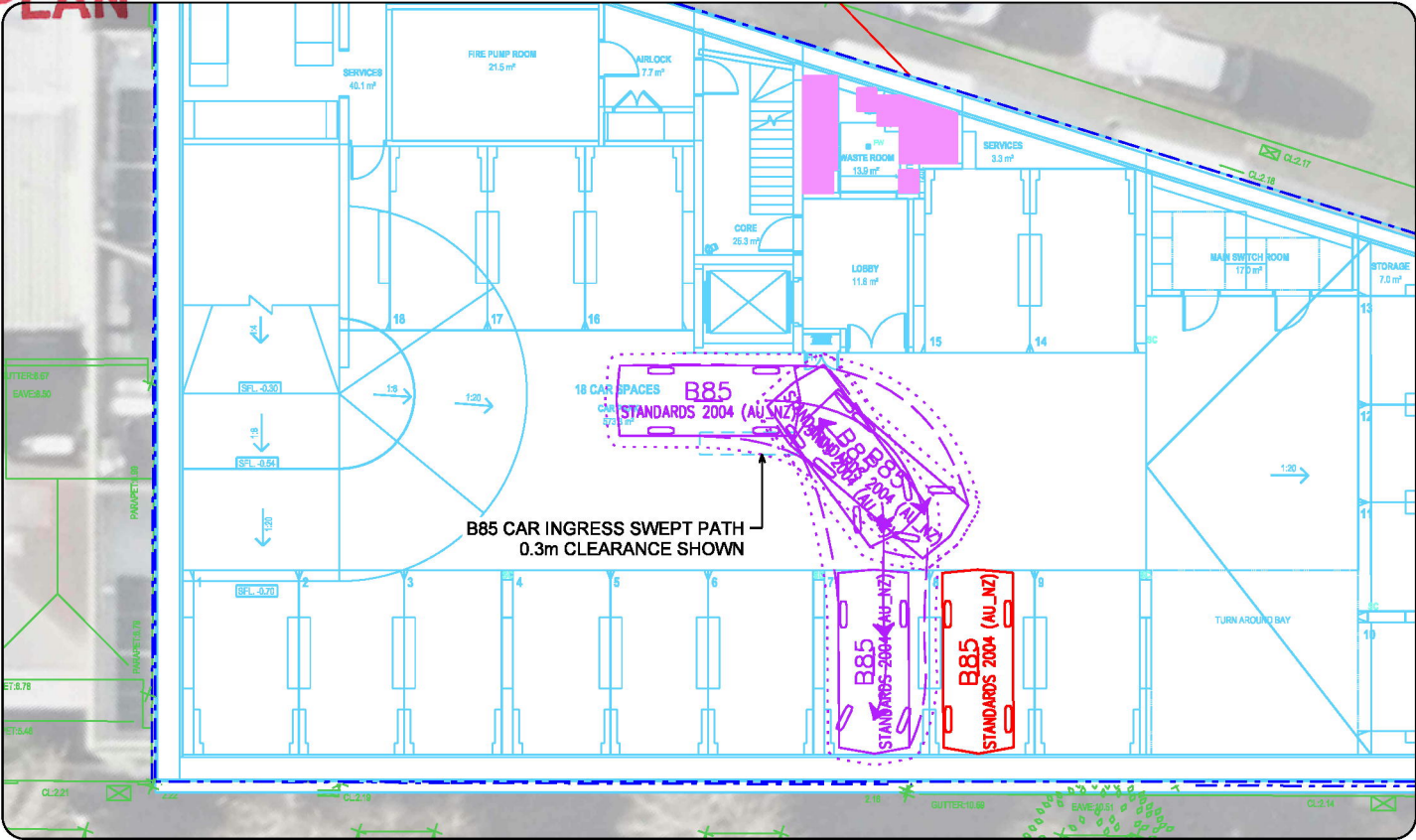
Date **2026-07-16**
Drawn / Approved

Title
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SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

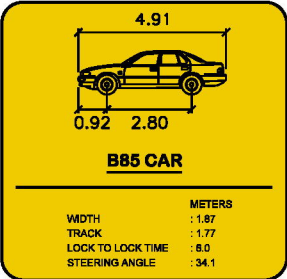
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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

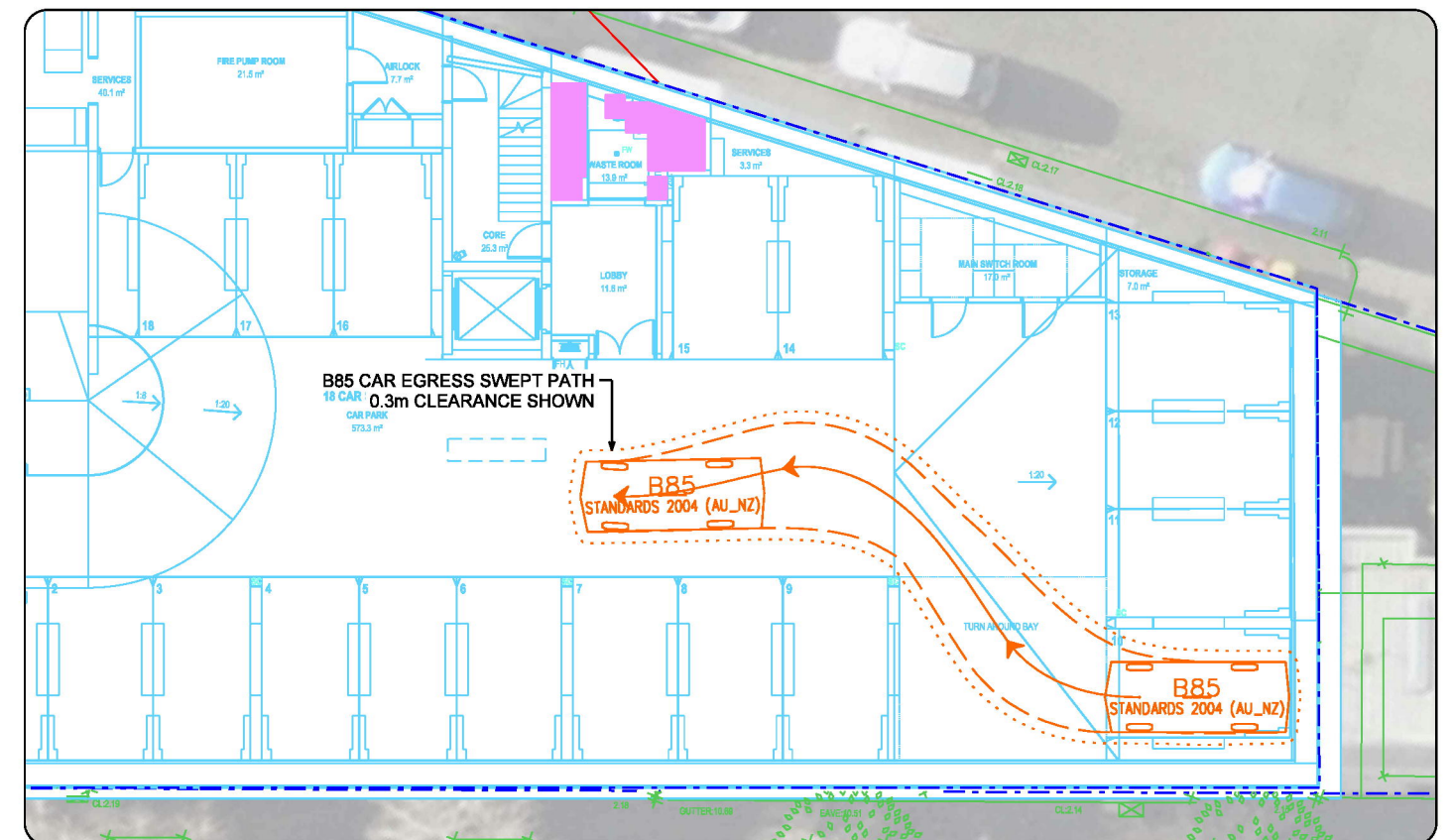
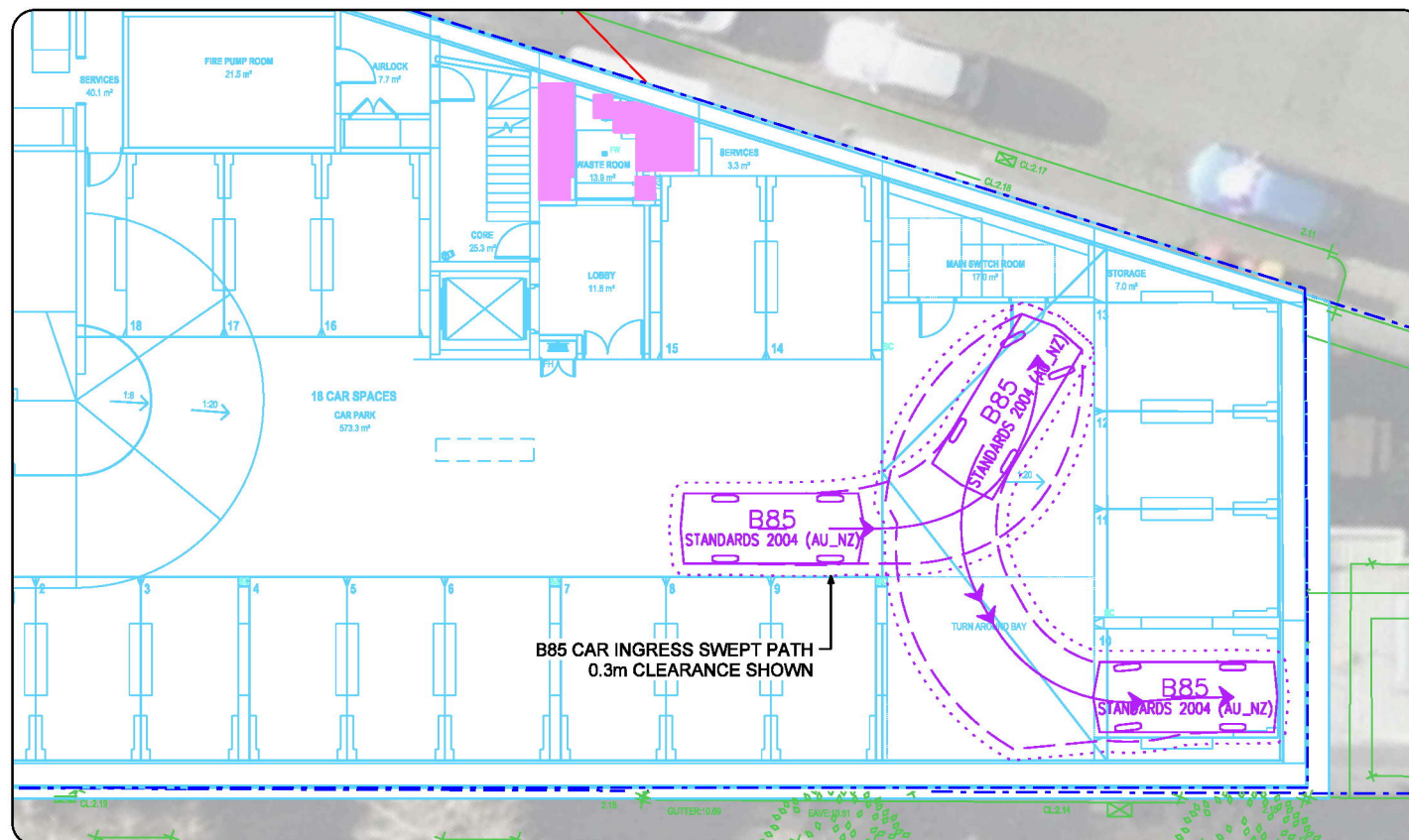
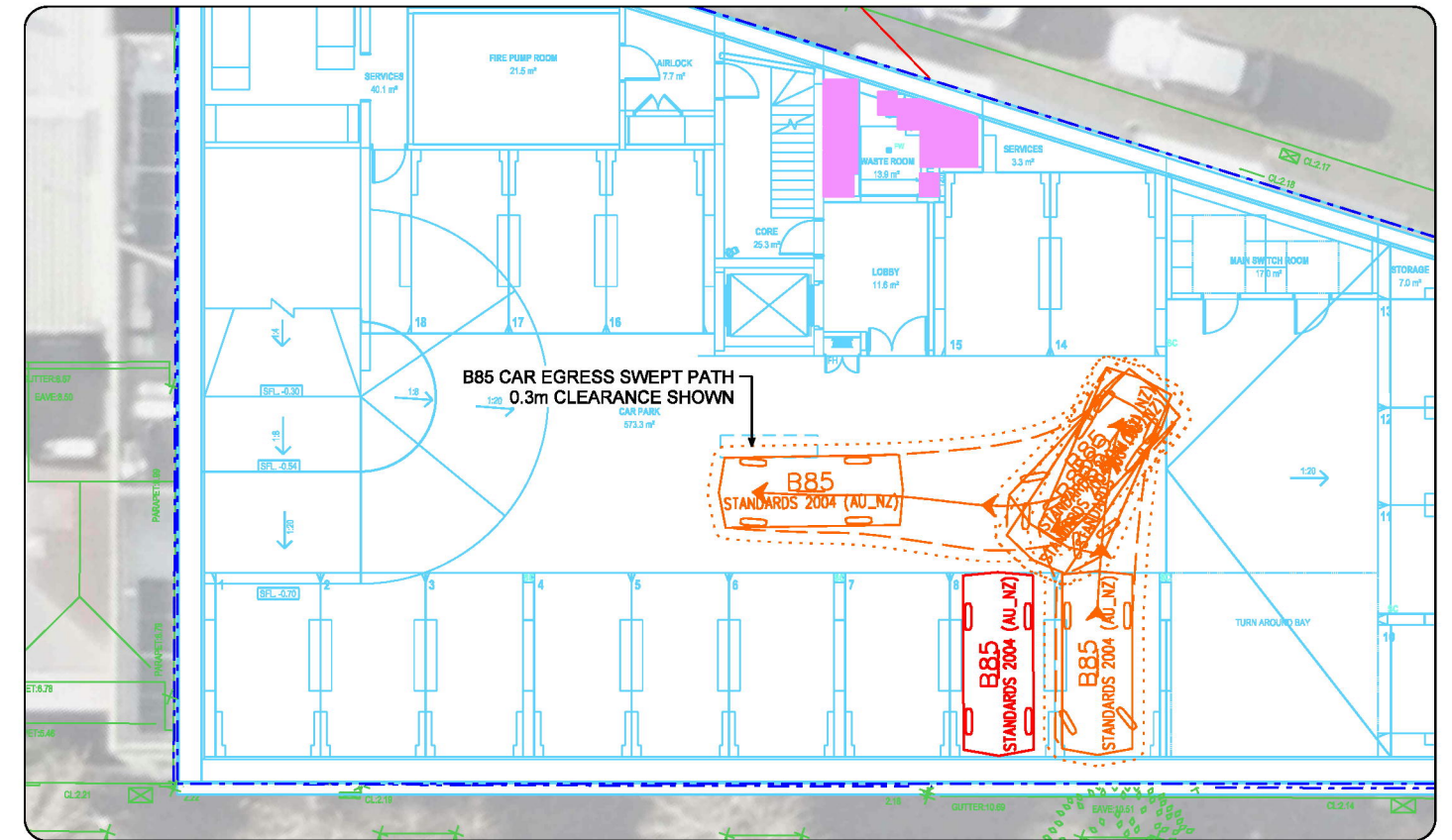
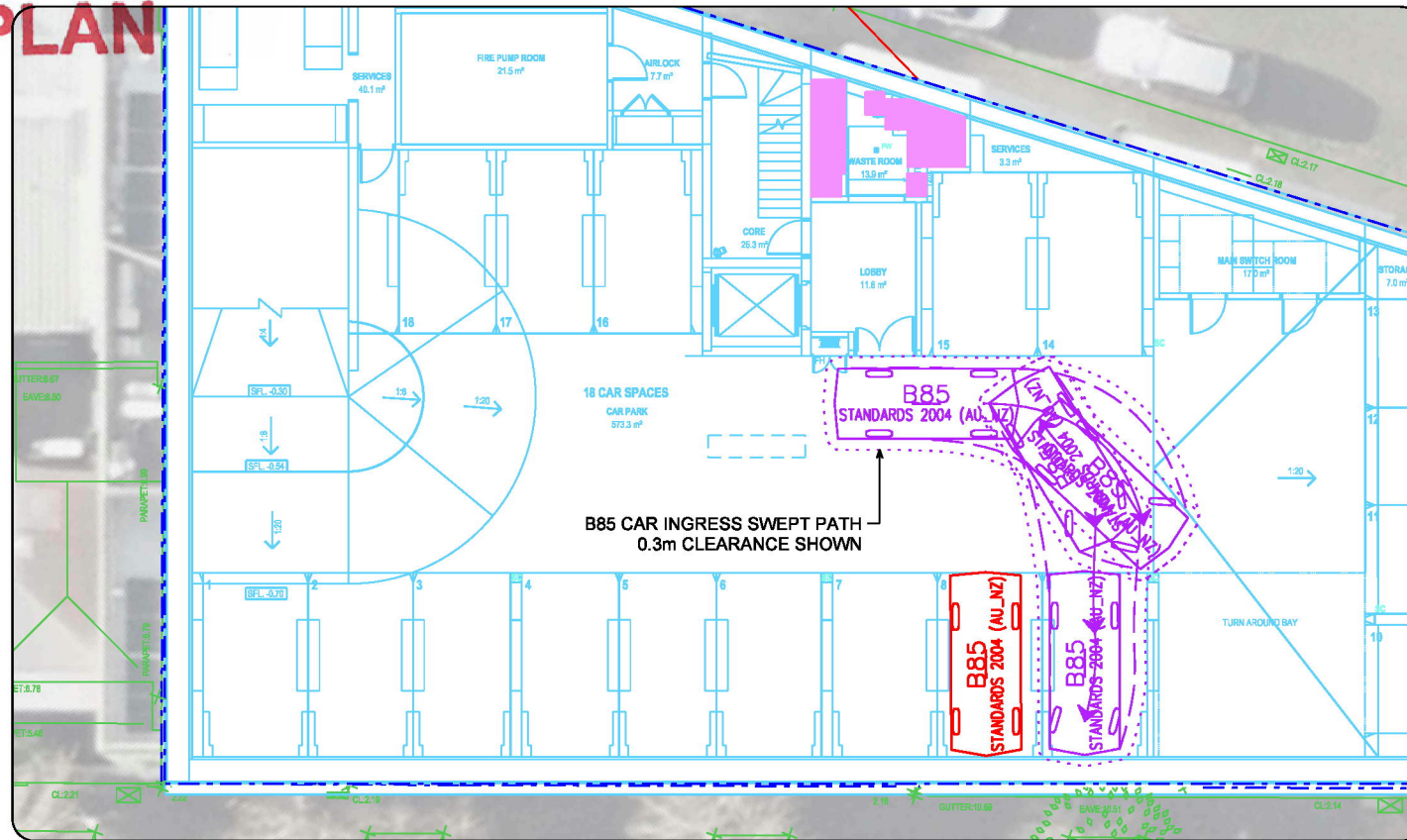
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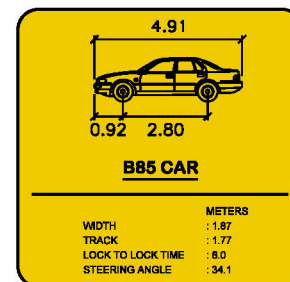
Title
**TRAFFIC AND TRANSPORT ASSESSMENT
SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

Drawing Number
IMP2508052 - DRG-02-05

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SCALE
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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
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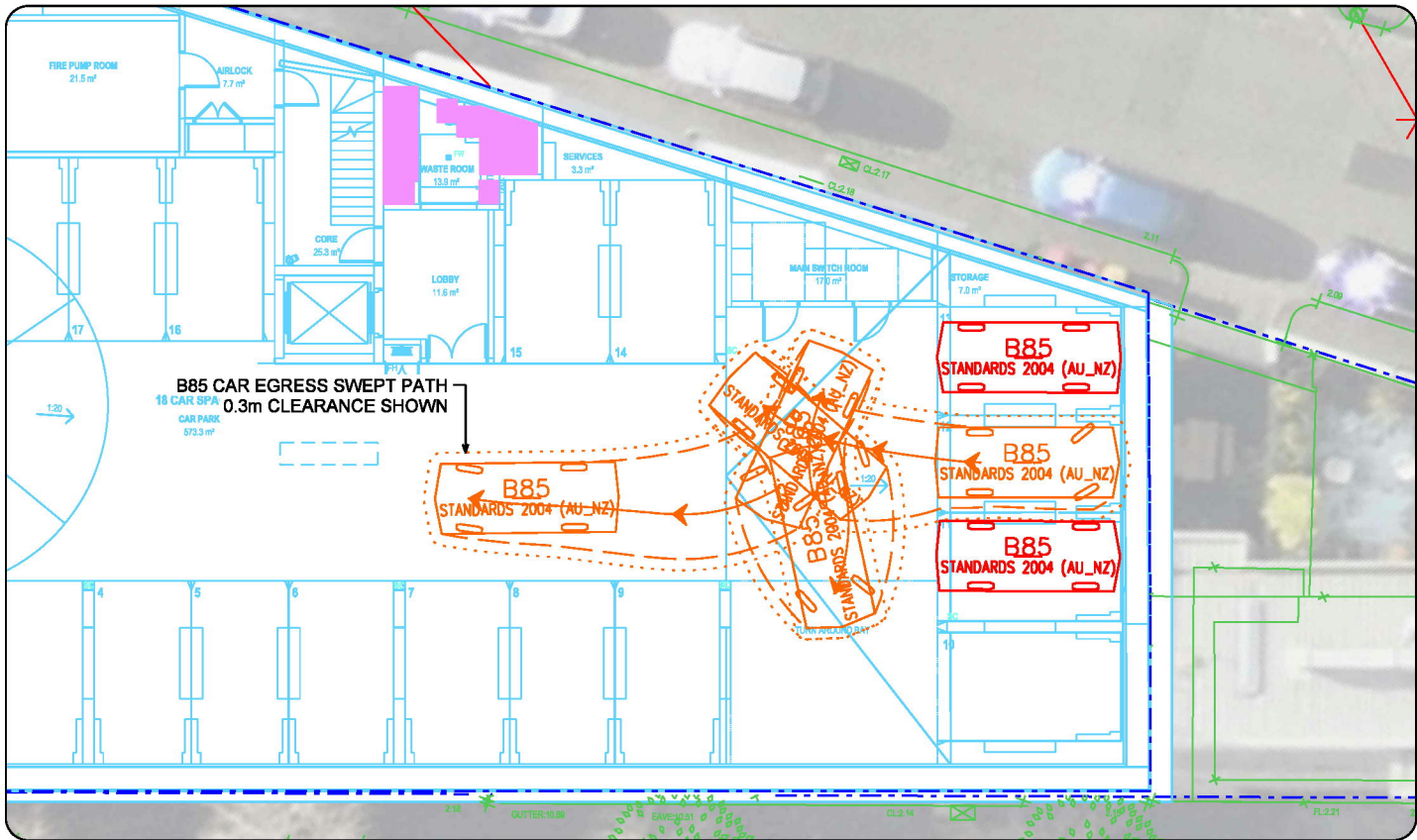
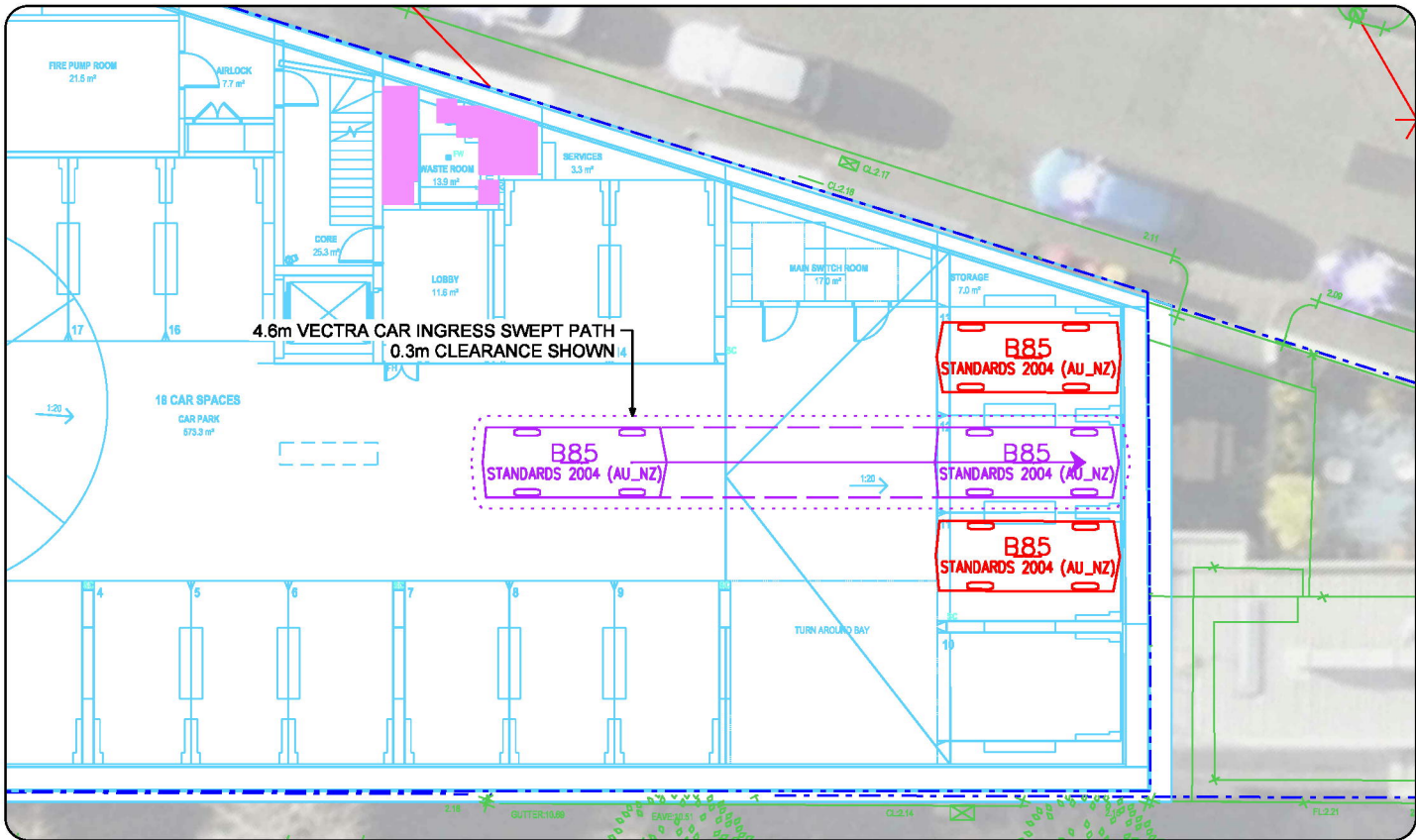
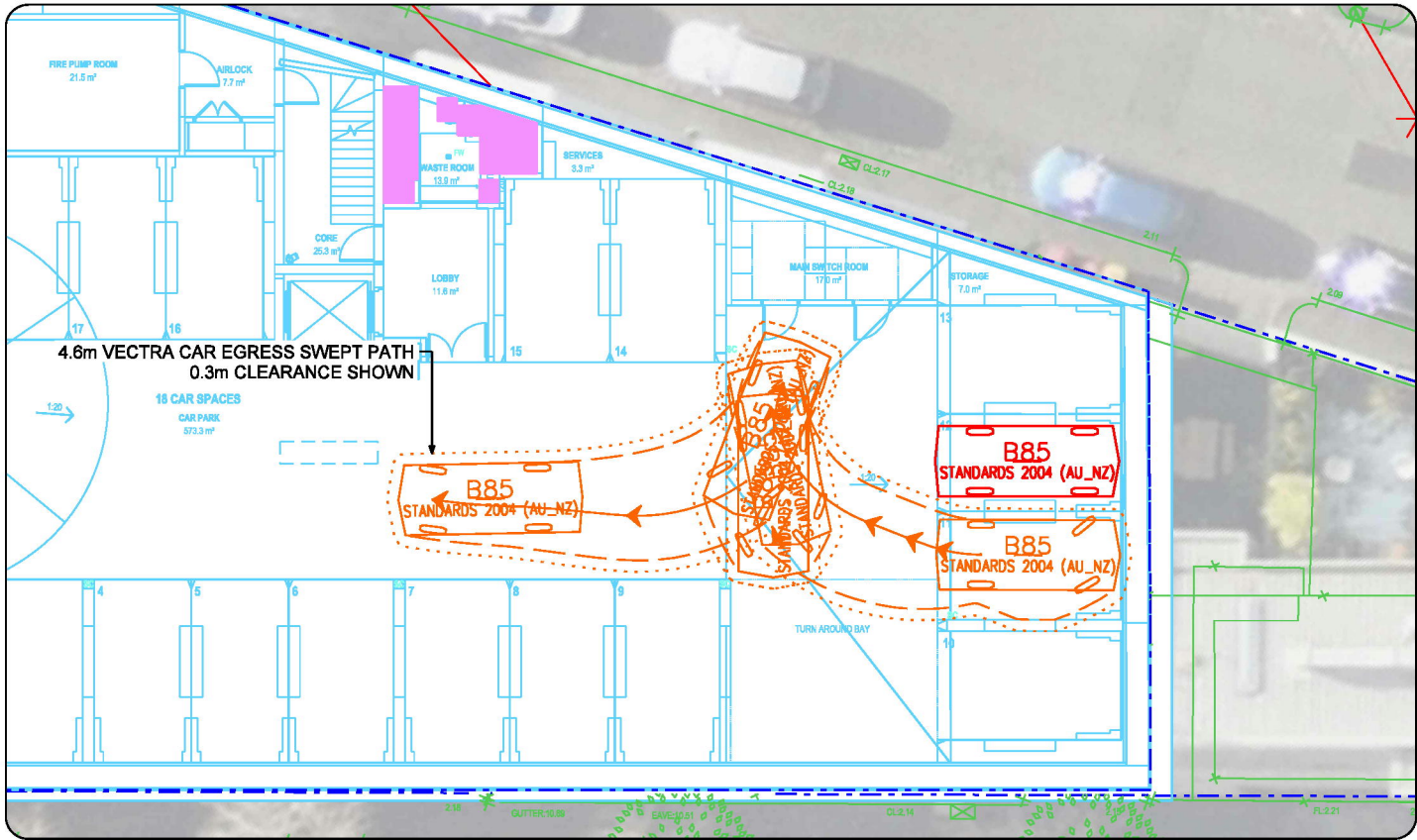
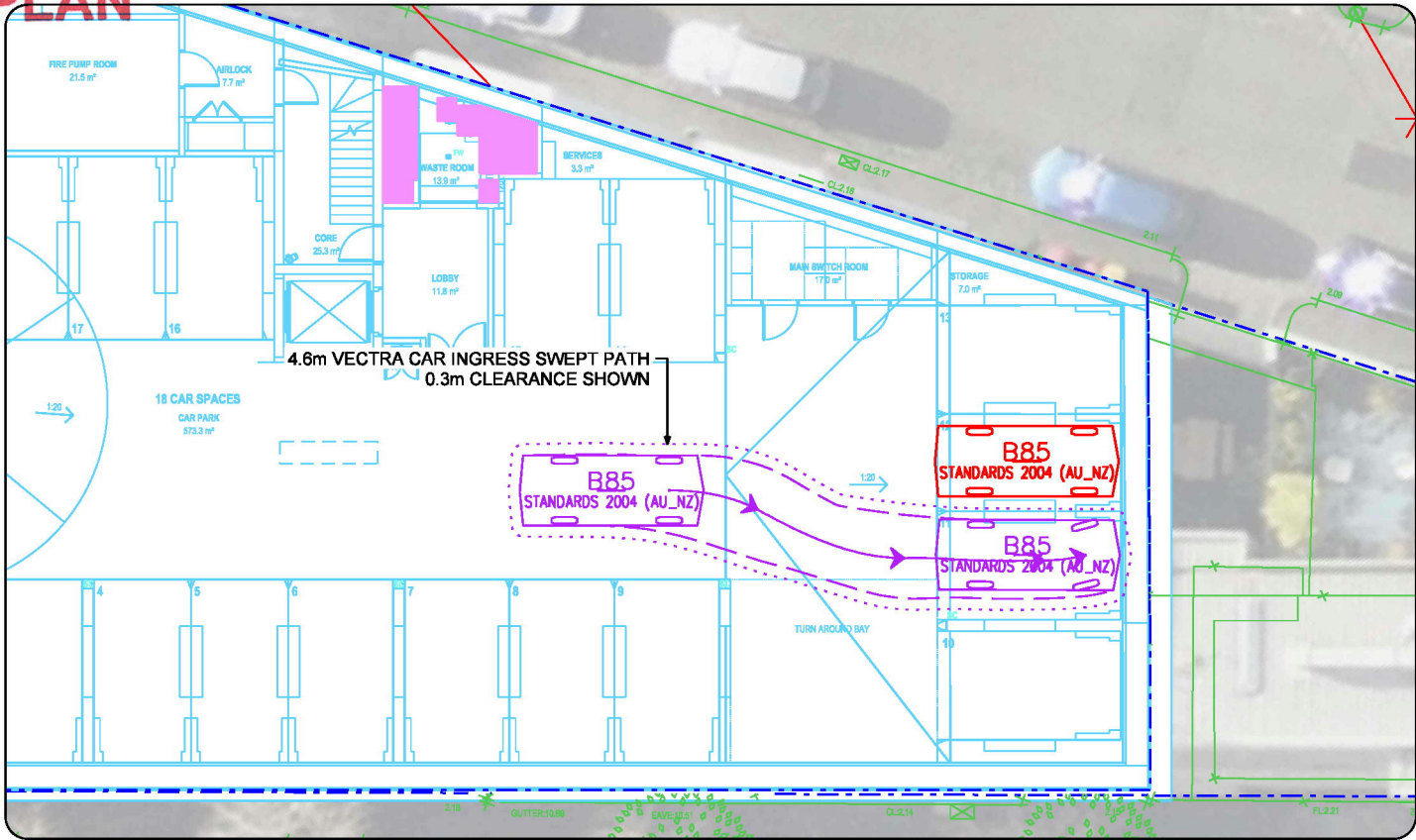
Date **2026-07-16**
Drawn / Approved

Title
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SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

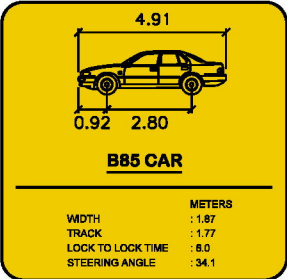
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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
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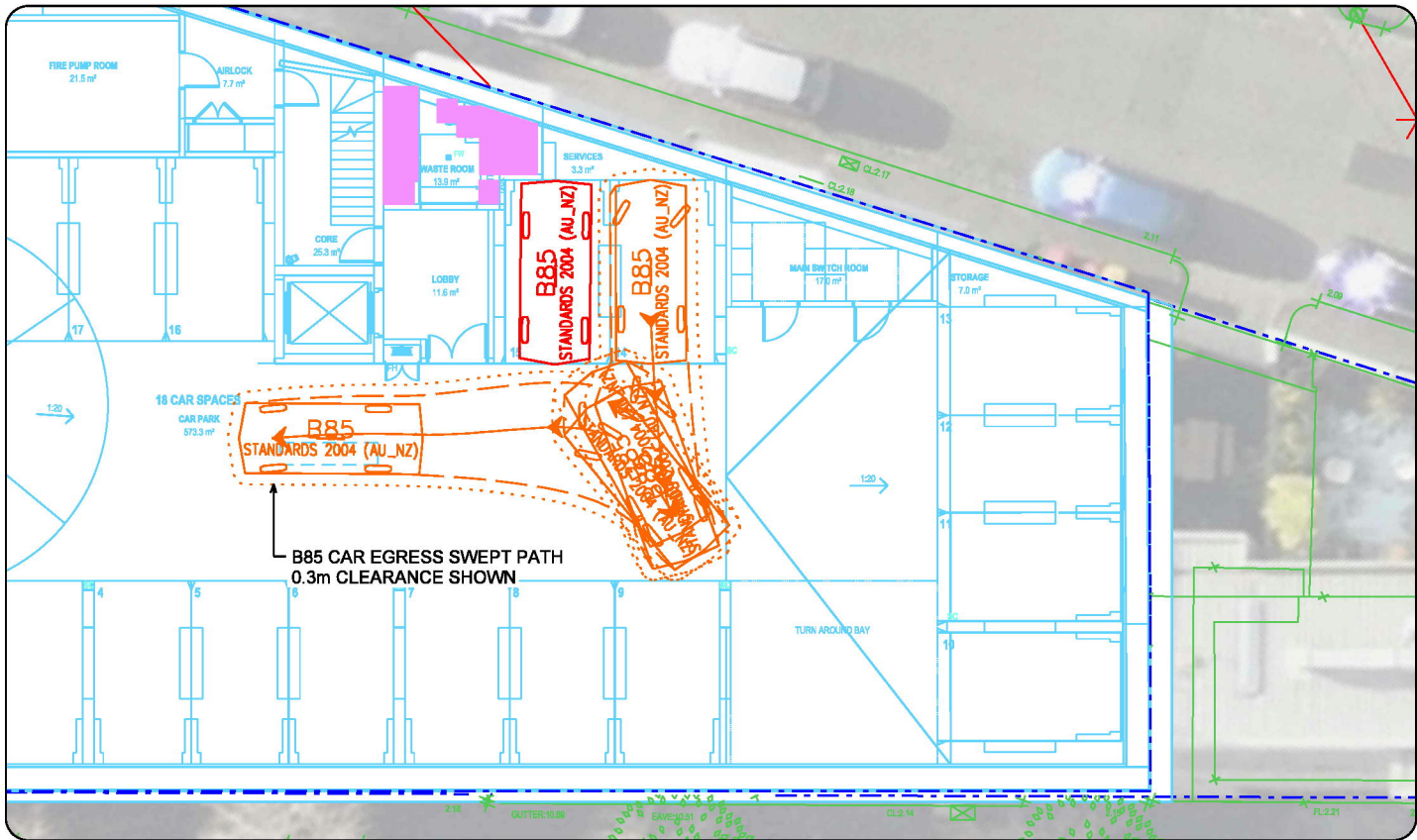
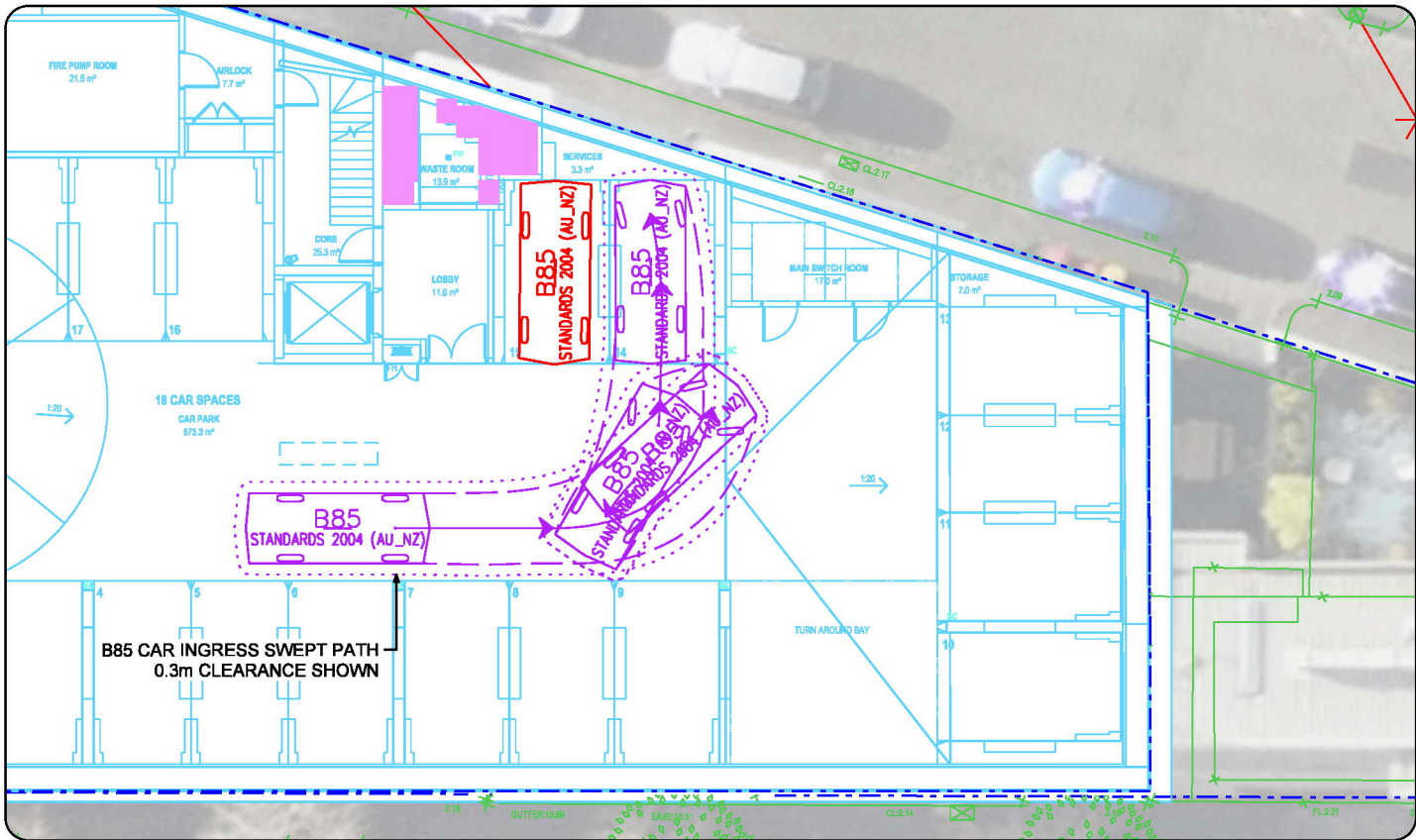
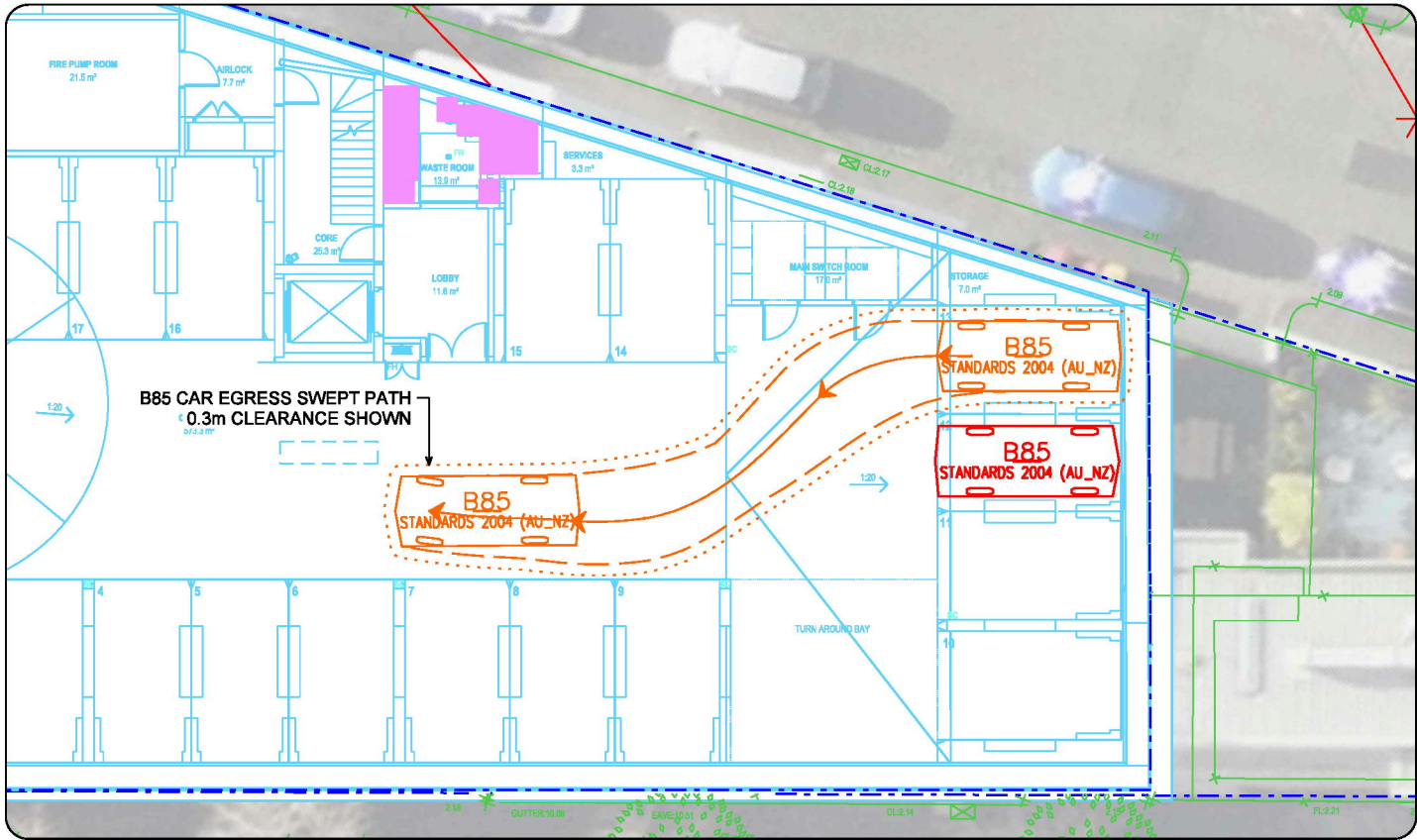
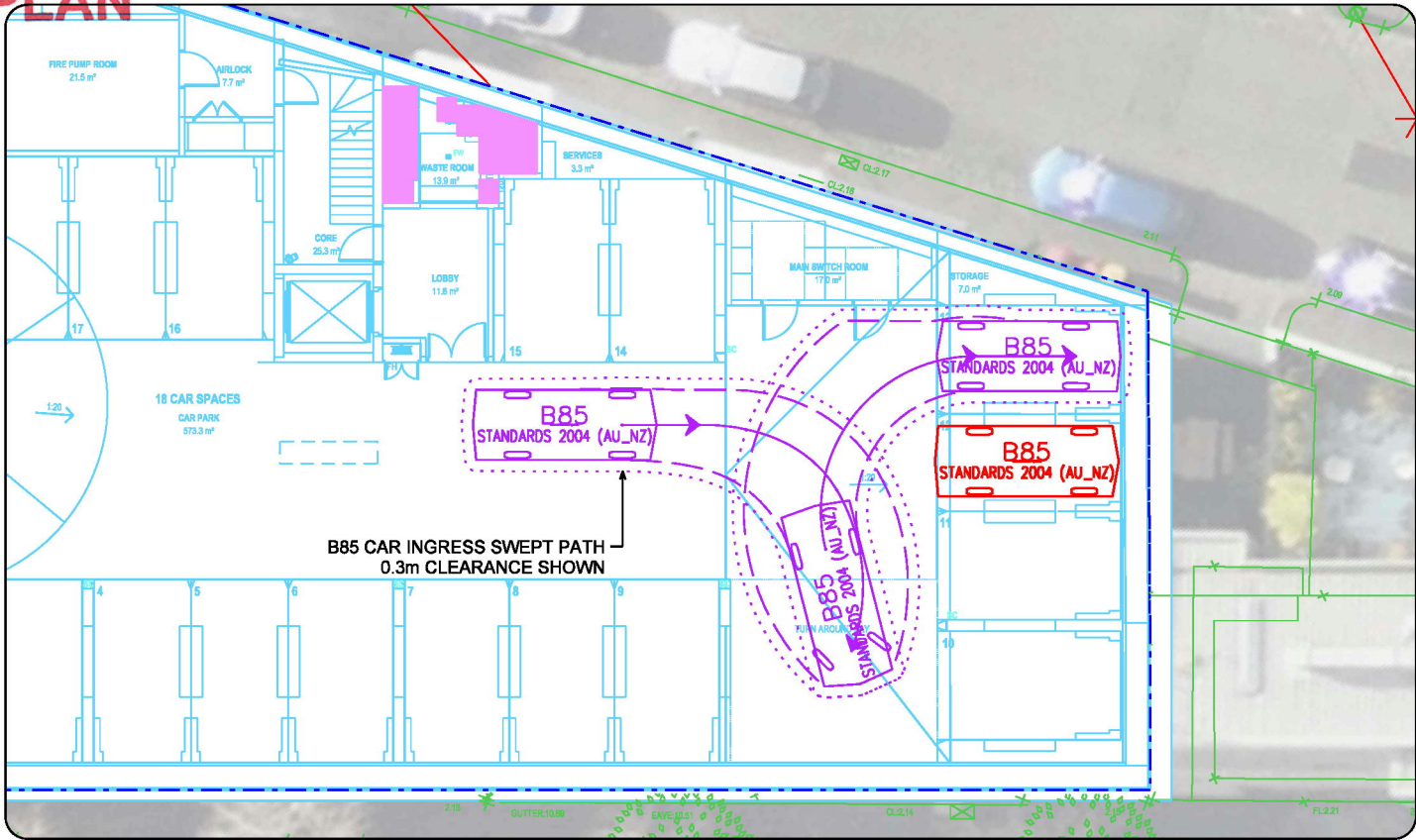
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SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

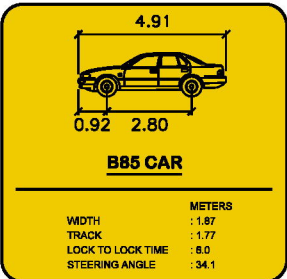
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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status
PRELIMINARY

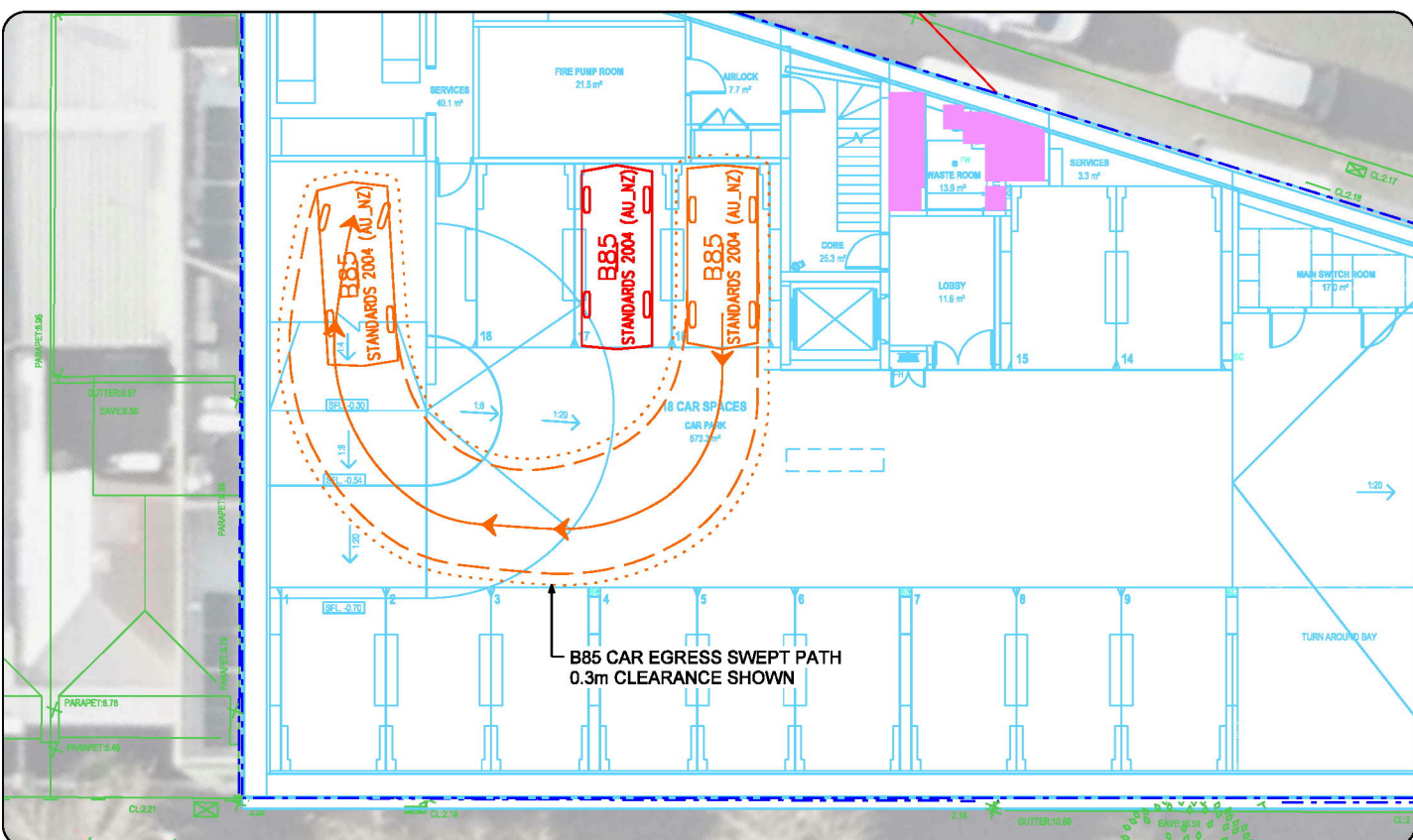
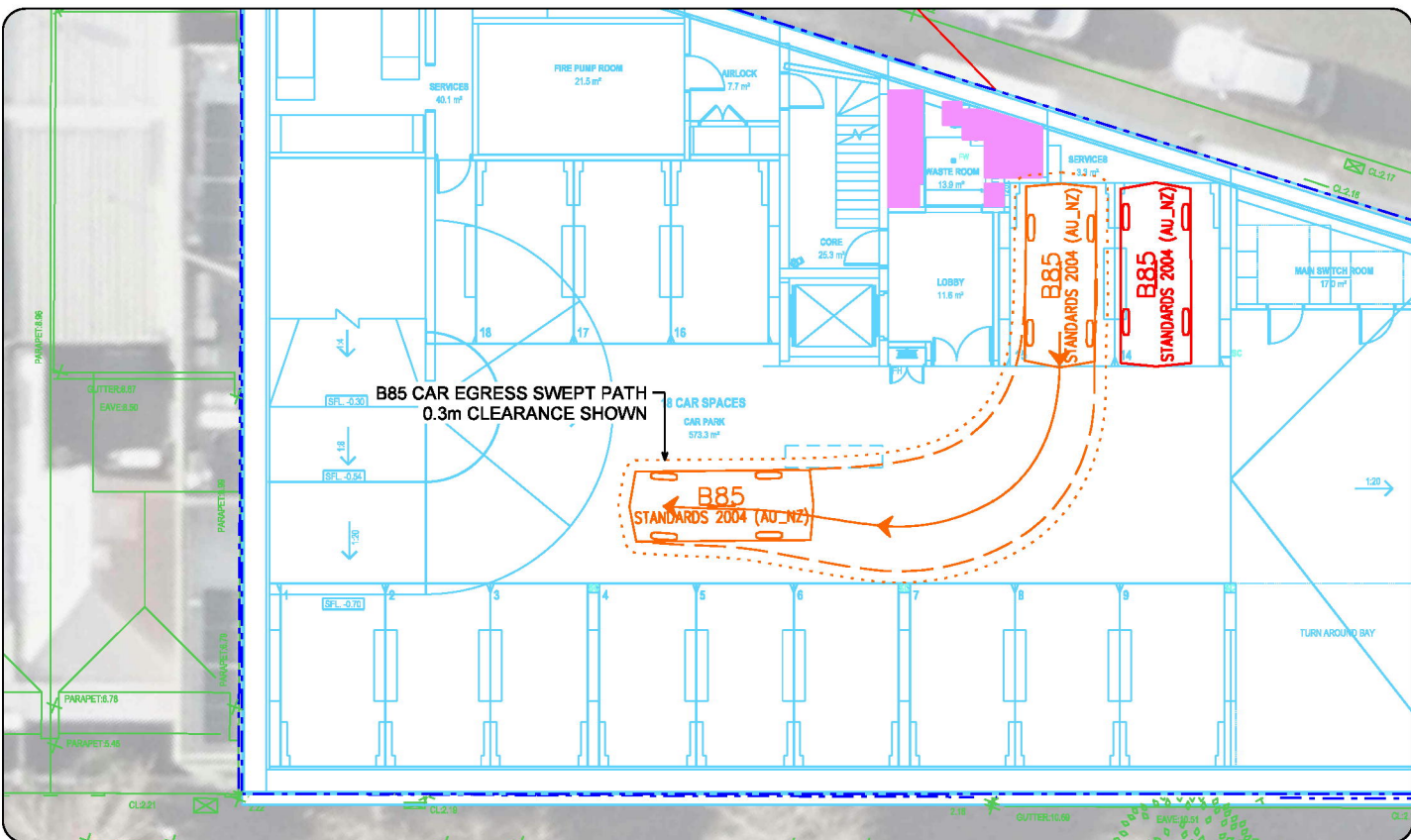
Date **2026-07-16**
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Title
**TRAFFIC AND TRANSPORT ASSESSMENT
SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

Drawing Number
IMP2508052 - DRG-02-08

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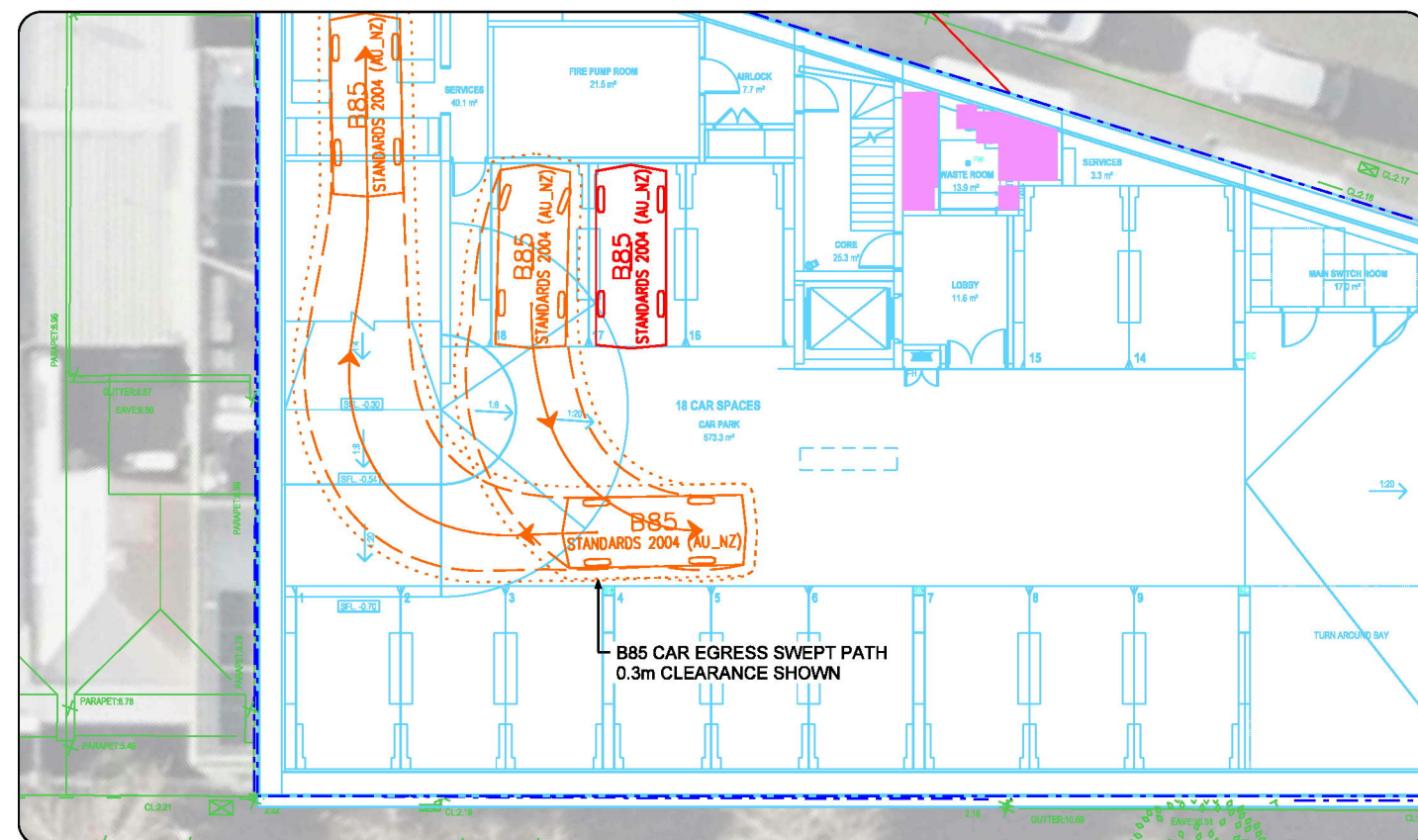
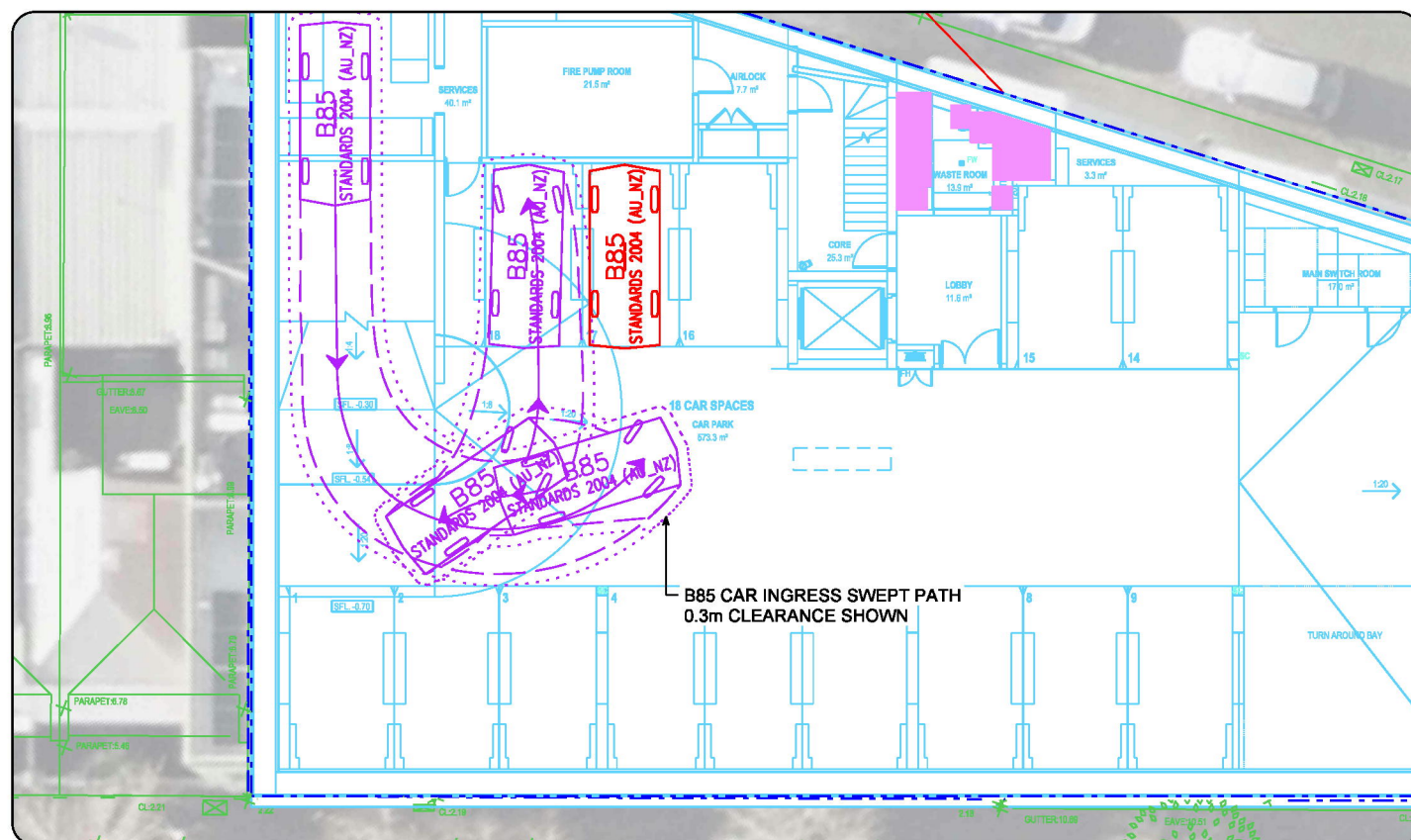
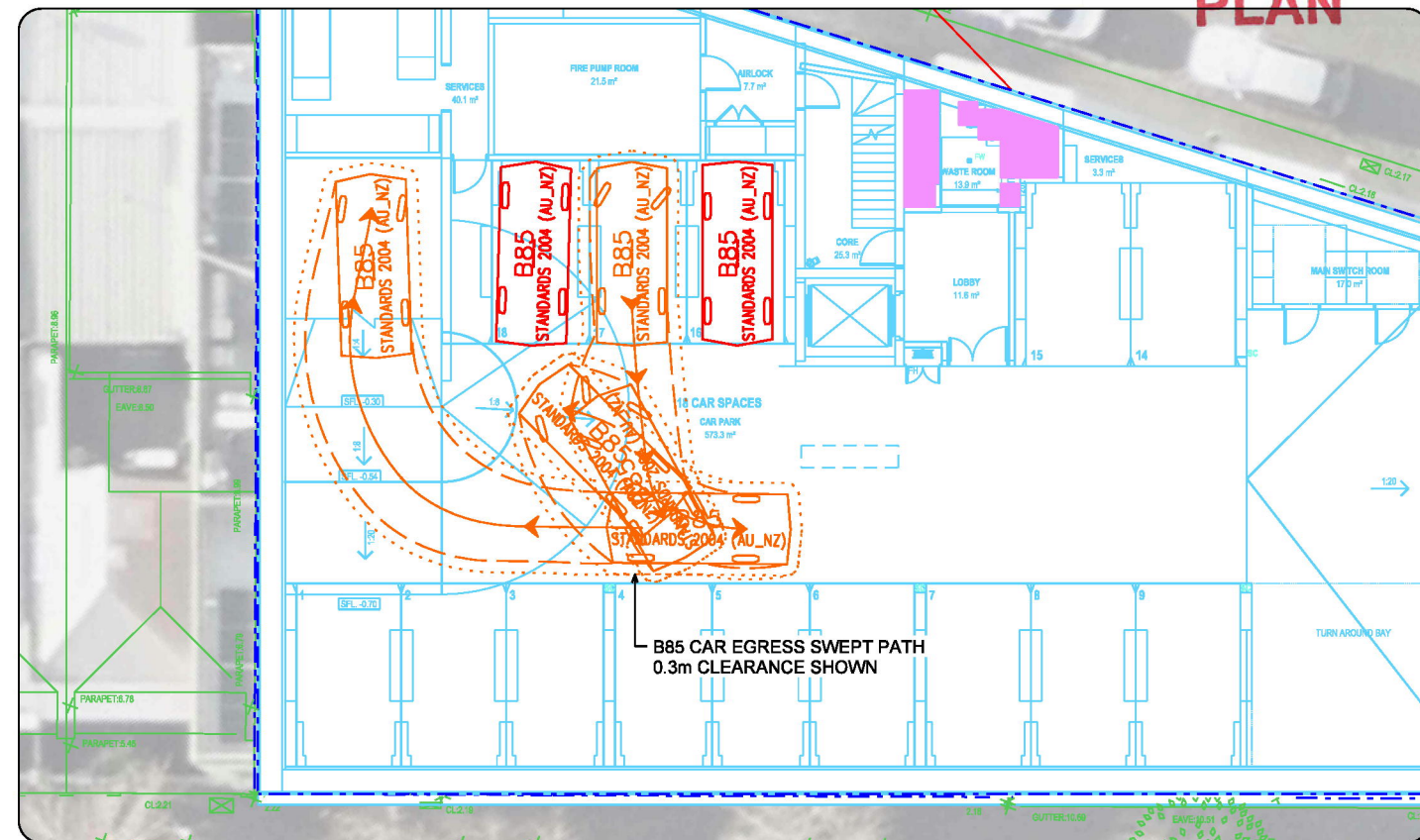
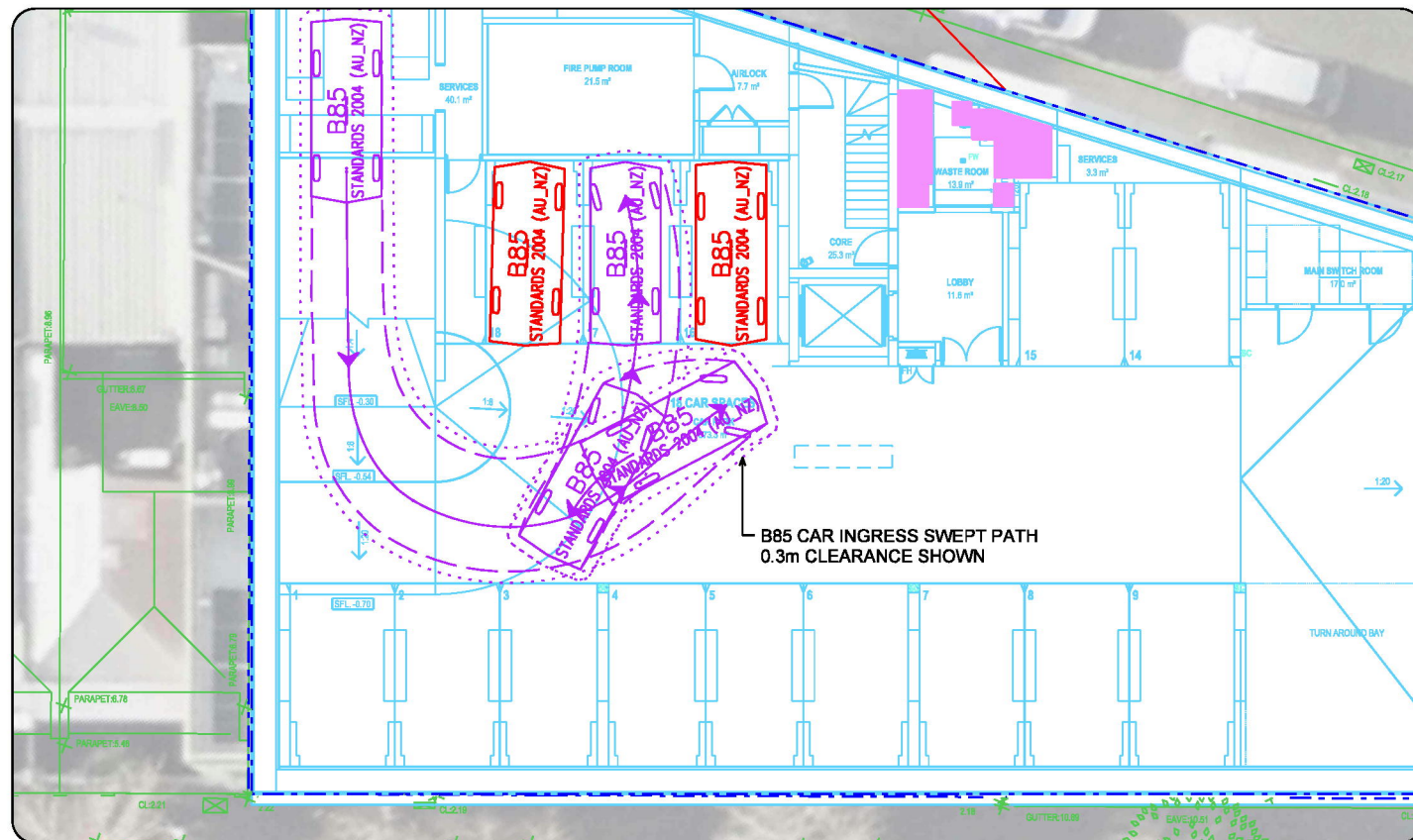
B85 CAR

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TRACK	: 1.77
LOOK TO LOCK TIME	: 8.0
STEERING ANGLE	: 34.1

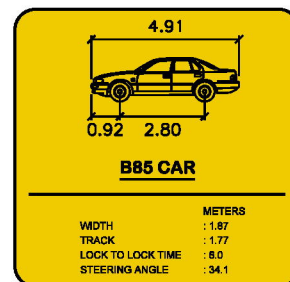
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**PROPOSED RESIDENTIAL DEVELOPMENT
123-129 ERSKINE STREET, MIDDLE PARK
CITY OF PORT PHILLIP**

Status

PRELIMINARY

Date **2026-07-16**
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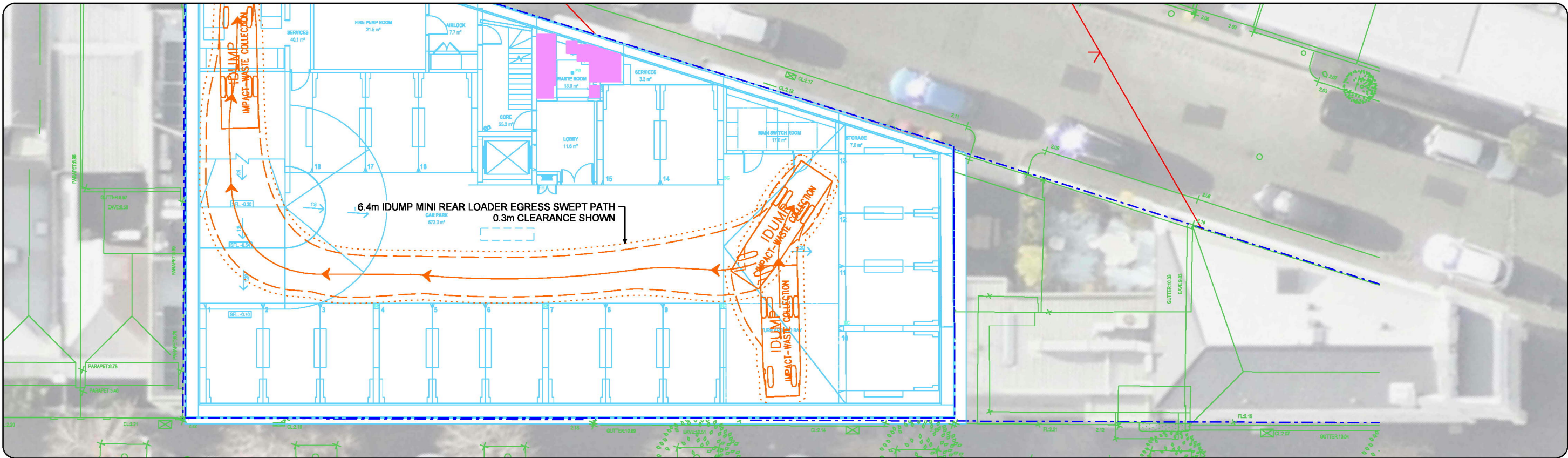
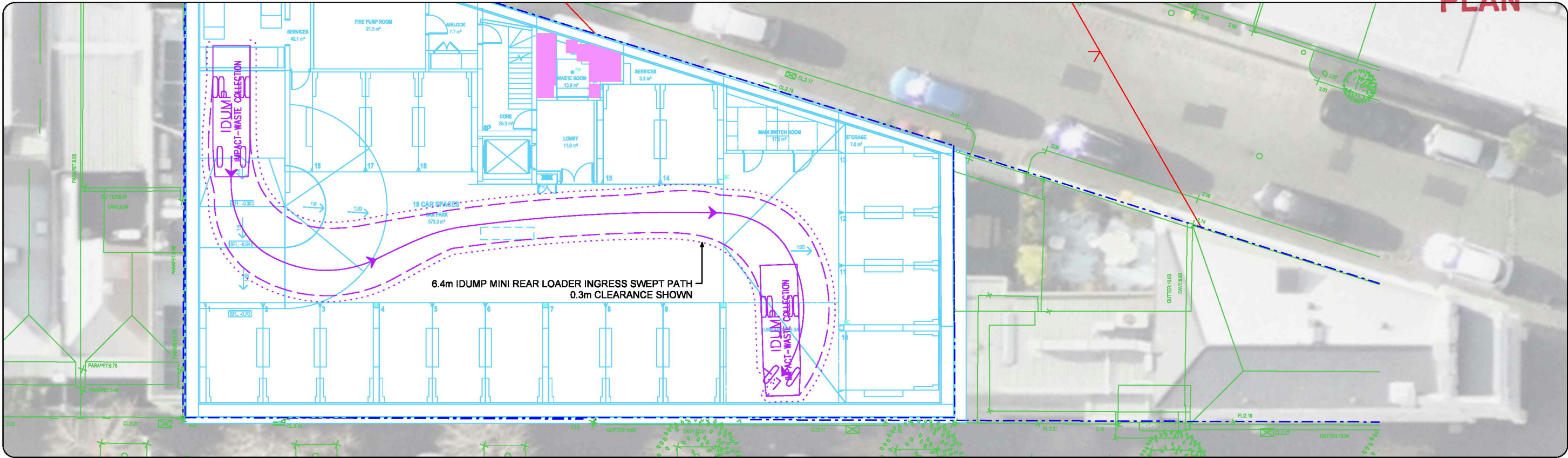
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**TRAFFIC AND TRANSPORT ASSESSMENT
SWEEP PATH ANALYSIS
B85 CAR - DESIGN VEHICLE**

Drawing Number

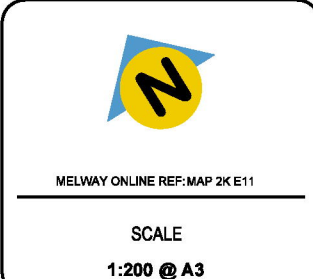
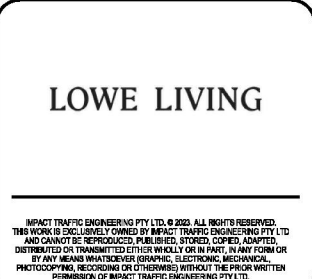
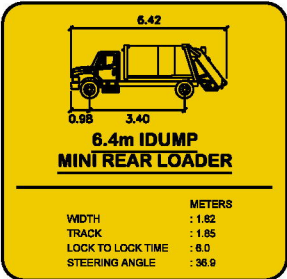
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Status PRELIMINARY		Revision E
Drawing Number IMP2508052 - DRG-02-11		
Title TRAFFIC AND TRANSPORT ASSESSMENT SWEEP PATH ANALYSIS 6.4m IDUMP MINI REAR LOADER - DESIGN VEHICLE		

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