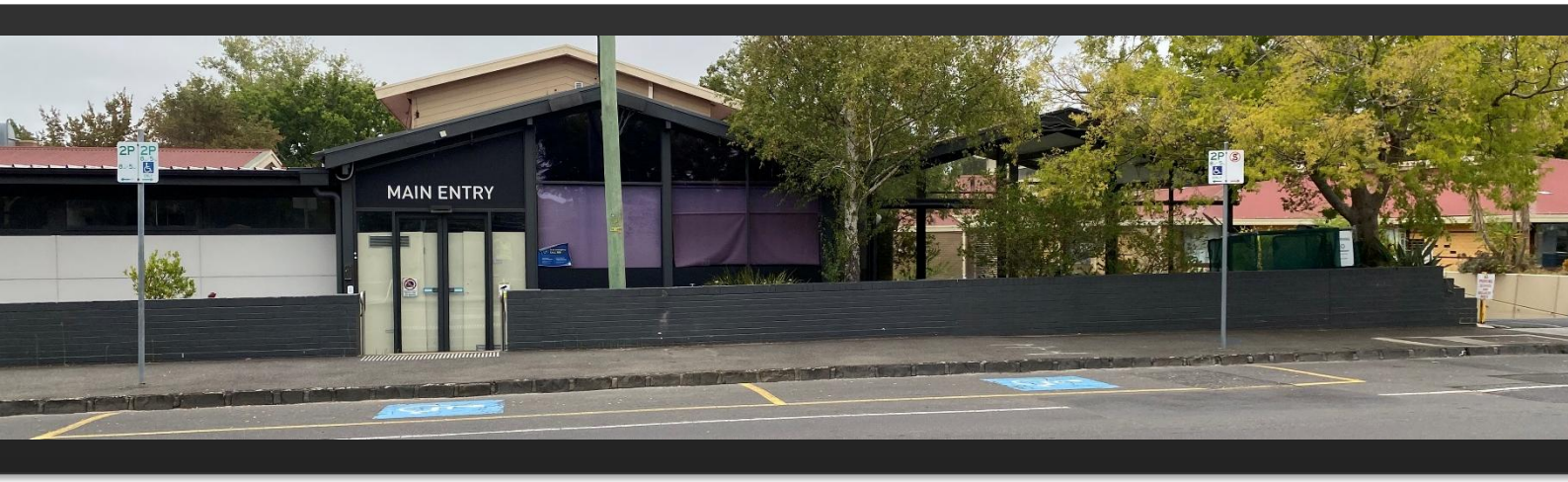
85-93 Wilson Street & 10-16A Alverna Grove, Brighton

Transport Impact Assessment



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23 February 2026

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DOCUMENT INFORMATION

Prepared for	Knowles Group		
File Name	250040TIA001E-F.docx	**Report Date**	23 February 2026
Prepared by	LMH	**Reviewed by**	JD

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APPENDICES

APPENDIX A SWEPT PATH DIAGRAMS

1 INTRODUCTION

onemile**grid** has been requested by Knowles Group to undertake a Transport Impact Assessment of the proposed aged care facility at 85-93 Wilson Street & 10-16A Alverna Grove, Brighton.

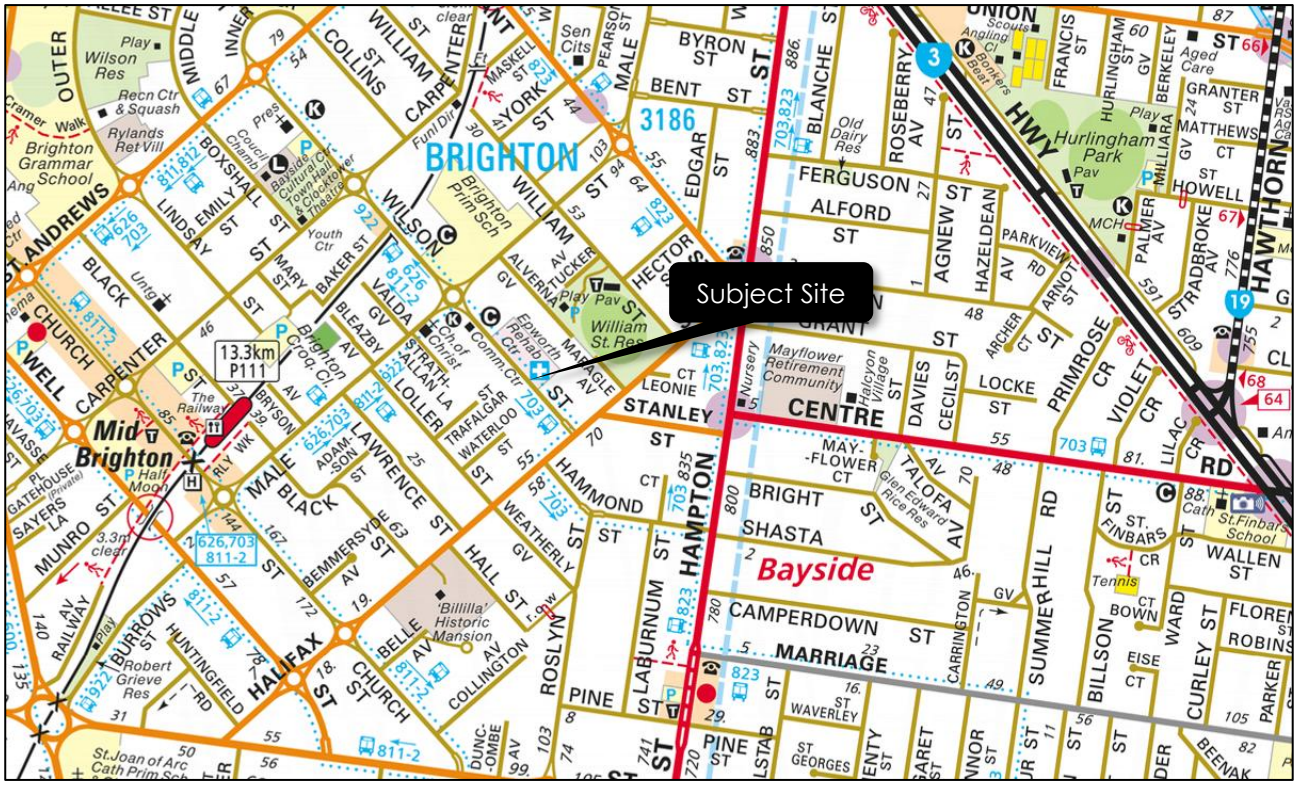
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 85-93 Wilson Street & 10-16A Alverna Grove, Brighton, and is located approximately midblock between Halifax Street and Male Street, as shown in Figure 1.

Figure 1 Site Location



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The site provides frontages to Wilson Street and Alverna Grove of 73.32 m and 48.82 m respectively.

The site addressed 85-93 Wilson Street is currently vacant, having been recently demolished, however was previously occupied by Epworth Healthcare as a rehabilitation centre. It is understood the previous use offered 67 beds and provided care for orthopaedic, cardiac and neurological health issues, serviced by a total of 49 parking spaces across the site.

The site addressed 16A Alverna Grove is occupied by a single dwelling, and the sites addressed 10-14 Alverna Grove are currently vacant, though 10 & 14 Alverna Grove were previously occupied by single dwellings which have recently been demolished.

Land use in the immediate vicinity of the site is generally residential in nature, though includes Bambini Early Learning Centre located north-west, William Street Reserve to the east, and Tennis Bayside to the west.

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

Figure 2 Site Context (4 October 2025)

Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Neighbourhood Residential Zone (NRZ3). The site is also subject to a Design and Development Overlay (DDO3), a Development Contributions Plan Overlay (DCPO1).

Figure 3 Planning Scheme Zones

2.3 Road Network

2.3.1 Wilson Street

Wilson Street is a local road generally aligned north-west to south-east, running between Halifax Street in the south-east, and St Andrews Street in the north-west before continuing as Inner Crescent.

Wilson Street provides a single traffic lane, a bike lane, and a kerbside parking lane in each direction adjacent to the site. Kerbside parking along Wilson Street is typically restricted to 2P 8:00am-5:00pm, with two spaces fronting the site restricted to disabled parking during the same times.

A signed 50 km/h speed limit applies to Wilson Street in the vicinity of the site.

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

Figure 4 Wilson Street, looking south-east adjacent to the subject site

Image date: February 2025

2.3.2 Alverna Grove

Alverna Grove is a local road generally aligned north-west to south-east, extending approximately 180 m from Male Street in the north-west.

Alverna Grove provides a carriageway of approximately 7 m, accommodating two-way traffic flow, or one-way traffic flow where vehicles are parked on both sides of the street.

Kerbside parking is unrestricted on the north-east side of the street, and restricted to 2P 8:00am-6:00pm on the south-west side of the street.

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

The cross-section of Alverna Grove at the frontage of the site is shown in Figure 4.

Figure 5 Alverna Grove, looking north-west adjacent to the subject site

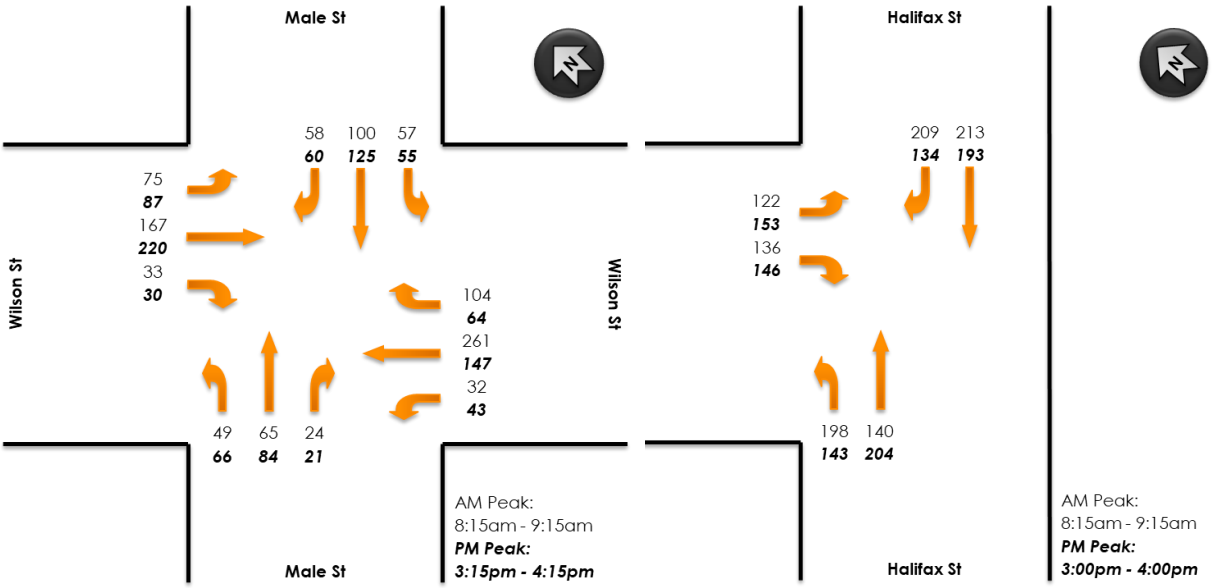
Copyright Google (Image date: September 2022)

2.4 Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** at the intersection of Male Street and Wilson Street, and Halifax Street and Wilson Street, on Thursday 13th February 2025, between 6:30AM and 9:30AM, and between 2:30PM and 7:00PM.

The peak hour results of the surveys are shown in Figure 6.

Figure 6 Existing Traffic Volumes



The surveys suggest traffic volumes on Wilson Street are modest, with approximately 6,000 vehicles per day utilising the section between Halifax Street and Male Street. Wilson Street is designated as a Collector Street within the Council Road Register, implying capacity for up to 7,000 vehicles per day.

2.5 Sustainable Transport

2.5.1 Public Transport

The site has very good public transport accessibility, with a variety of transport modes and services servicing the vicinity of the site.

The public transport provision in the vicinity of the site is shown in Figure 7 and detailed in Table 1, with walking distance from the site shown in brackets.

Figure 7 Public Transport Provision

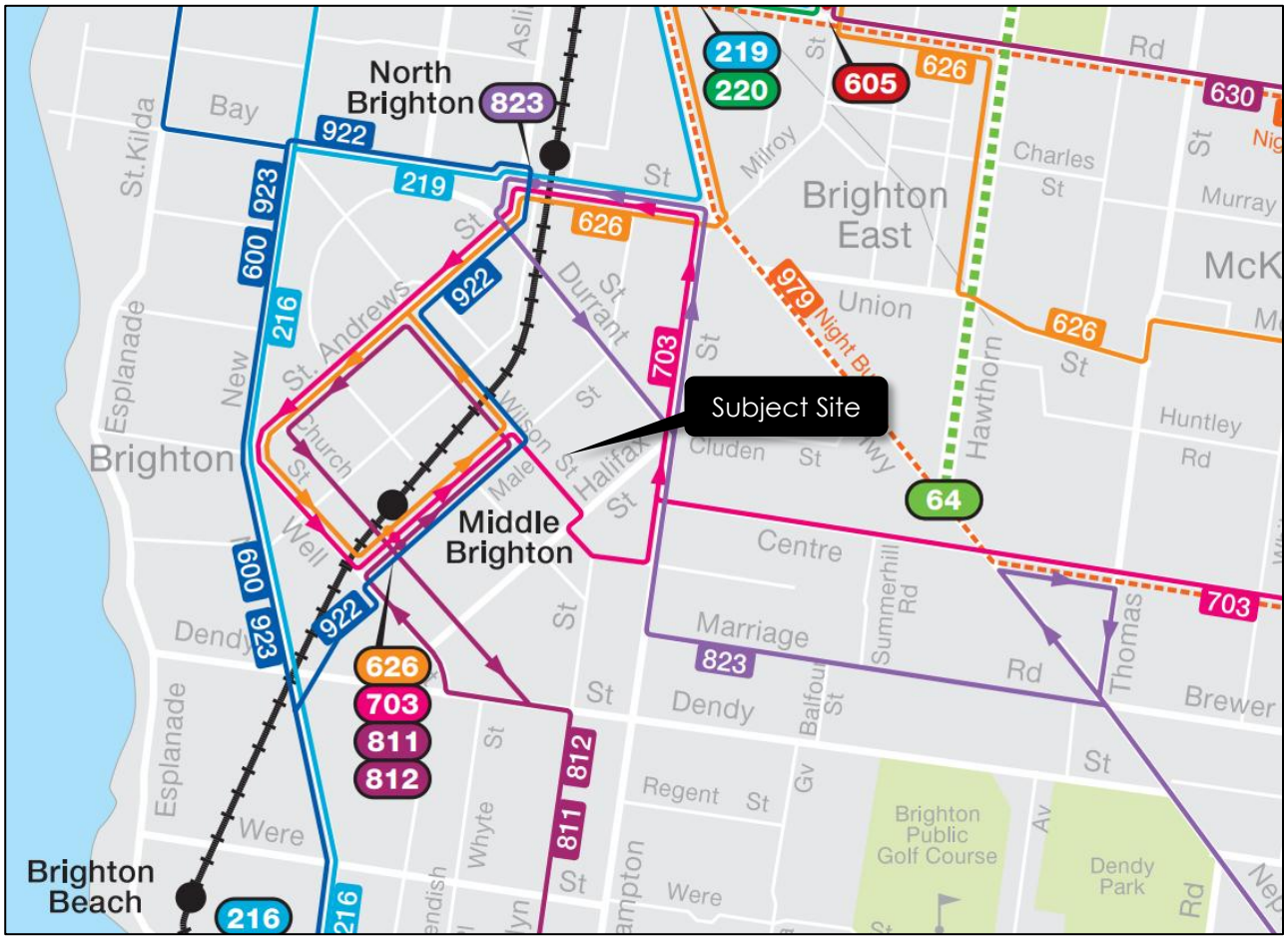


Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Sandringham Line	Middle Brighton Station (750 m)
Bus	626	Middle Brighton - Chadstone via McKinnon & Carnegie	Brighton PS / Male St (200 m)
	703	Middle Brighton - Blackburn via Bentleigh & Clayton & Monash University	Halifax St / Wilson St (150 m)
	811	Dandenong - Brighton via Heatherton Road & Springvale	Brighton PS / Male St (200 m)
	812	Dandenong - Brighton via Parkmore Shopping Centre	
	922	Southland SC - St Kilda Station	

2.5.2 Bicycle Connections

On-road bicycle lanes are currently provided along Wilson Street and Halifax Street, with an off-road shared path along Nepean Highway further north-east of the site. These provide further connection to a wider bicycle network, providing bicycle access for the subject site.

2.5.3 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 65/100 and is very walkable, with some errands accomplishable by foot.

The Church Street Activity Centre is located approximately 700 m walking distance to the south-west.

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the site for the purposes of an aged care development comprising 176 rooms, each providing one bed, providing capacity for 176 residents. The development will consist of five levels, including a basement level car park.

General pedestrian and vehicle access will be provided via the Wilson Street frontage, with secondary pedestrian access via Alverna Grove. Access to the substation is proposed via Wilson Street.

3.2 Bicycle Parking

A total of two bicycle hoops are proposed within the basement car park, accommodating four bicycle parking spaces for staff and visitor use.

3.3 Car Parking and Vehicular Access

Vehicle access to the site is proposed to be provided via three crossovers to Wilson Street. Vehicle access to the basement ramp and car park is located at the north-west end of the frontage, with separate entry and exit crossovers for the porte-cochere further south-east.

Existing crossovers which are no longer required will be removed, with the kerb and channel reinstated. Along Wilson Street, an on-street accessible parking space is to be lost as a result of the proposal, previously associated with the Epworth Hospital use.

A total of 81 car parking spaces are proposed in a basement car park, including an accessible parking space. Ramps have been provided within the basement to split the levels between the area required for loading and the remainder of the basement which requires less height clearance.

The loading dock will also be provided within the basement, capable of accommodating vehicles up to the size of a 6.4 m small rigid vehicle (SRV).

The porte-cochere is proposed to accommodate some pick-up/drop-off activity, as well as ambulance and patient transfer access.

3.4 Waste Collection

A waste room abuts the loading dock in the basement. Waste collection is proposed to be provided by a private contractor, utilising a 6.4 m rear-lift vehicle from the loading dock.

The site access and layout arrangements are shown in Figure 8 and Figure 9.

Figure 8 Car Park and Vehicle Access – Ground Level

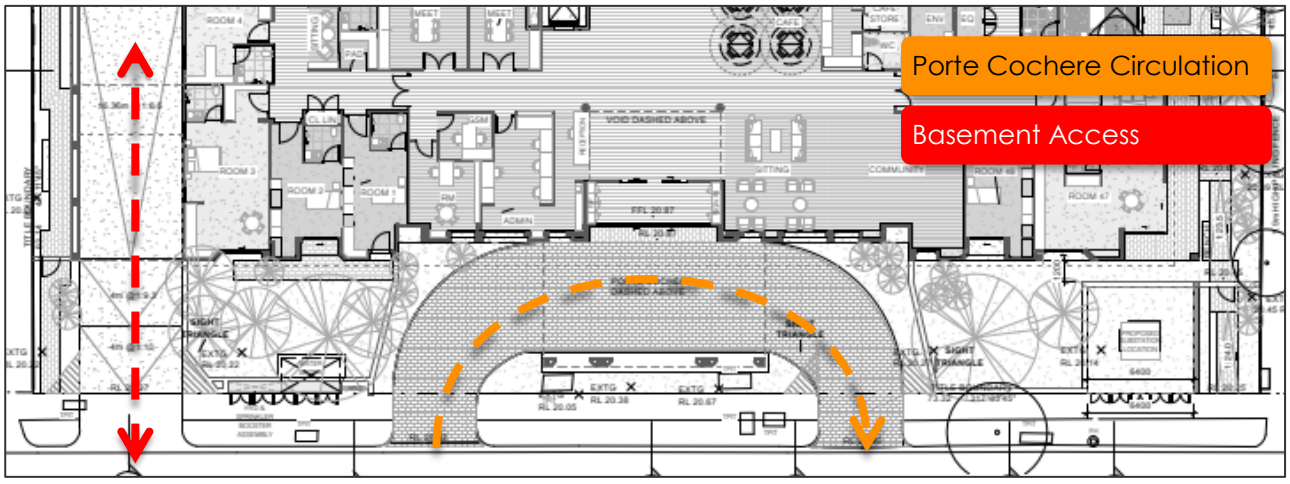
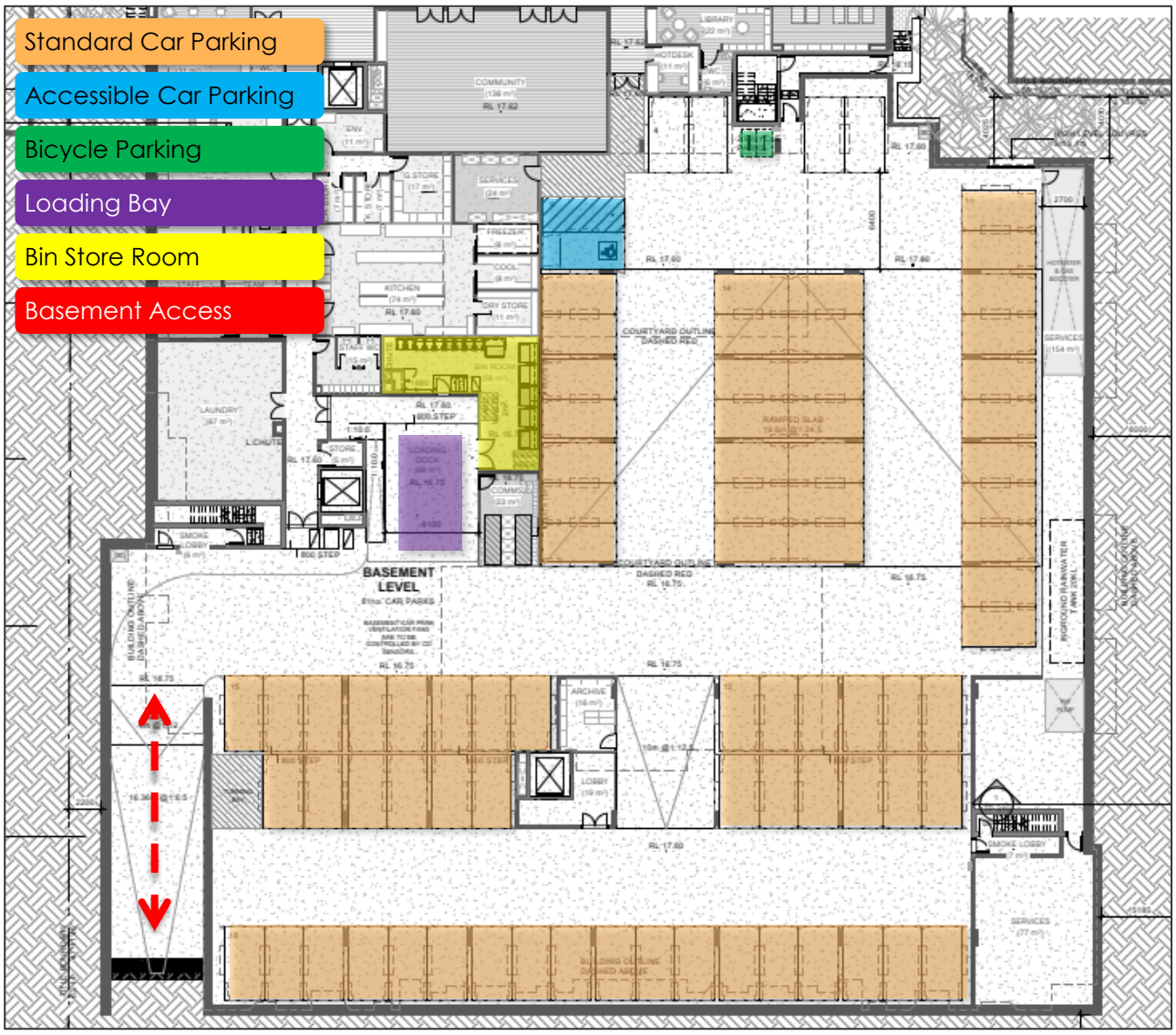


Figure 9 Car Parking and Vehicle Access – Basement Level



4 DESIGN ASSESSMENT

4.1 Bayside 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.

4.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 2.

Table 2 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide.	Satisfied – A minimum width of 6.1 m is proposed for accessways
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 in direction are at least 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
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 3.5 m is achieved at the basement ramp and porte-cochere
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied – The basement ramp provides a minimum width of 6.1 m
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 – Landscaping or obstructions within the splay areas will be kept below 900 mm and at least 50% clear of visual obstructions
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

Further to the above, swept paths have been prepared, and are provided within Appendix A demonstrating the following:

- Simultaneous access and egress between the site access and the basement with a 99.8th percentile passenger vehicle (B99) and an 85th percentile passenger vehicle (B85);
- A 6.4 m small rigid vehicle (SRV) entering the basement ramp forwards, reversing into the loading bay, and exiting forwards to Wilson Street; and
- An ambulance and B99 vehicle circulating the porte-cochere clear of the other propped.

The swept paths demonstrate the above movements can be undertaken with appropriate clearances, and no corrective manoeuvres required, and are therefore considered appropriate.

4.1.2 Design Standard 2: Car Parking Spaces

All car spaces on-site are proposed with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from aisles of no less than 6.4 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.

4.1.3 Design Standard 3: Gradients

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

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

Requirement	*Comments*
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Satisfied – An average grade of less than 1:10 is proposed for the first 5 metres from the property boundary
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 (of Design standard 3) and be designed for vehicles travelling in a forward direction.	Satisfied – A maximum grade of 1:6.5 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.	Satisfied – A maximum change in grade of 1:12 over 4 m of travel is proposed

The basement ramp has been designed in accordance with Australian Standard for Parking facilities, Part 2: Off-street commercial vehicle facilities (AS 2890.2:2018) to accommodate a 6.4 m SRV. Accordingly, a maximum grade of 1:6.5, and maximum change in grade of 1:12 over 4 m is proposed along this ramp. To ensure scraping does not occur between the crossover to Wilson Street and the ramp, a maximum grade of 1:40 is proposed for the first 4 m from the property boundary.

4.2 Waste Collection

A bin storage room is proposed adjacent to the loading dock. Bins will be collected direct from the waste storage room by a private contractor on collection days.

Refer to the Waste Management Plan for further information.

4.3 Bicycle Parking

Four bicycle hoops are proposed within the basement car park, which have been designed in accordance with the Australian Standard; specifically, they are provided at 1 m centres, with an envelope of 1.8 m provided for bicycle and a 1.5 m access aisle.

5 LOADING

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

The proposed residential aged care facility provides a dedicated area for loading and waste collection, specifically designed for the proposed use, and therefore appropriate for the proposed development.

As previously indicated, the loading bay has been designed to accommodate a 6.4 m SRV, with swept paths demonstrating appropriate access provided within Appendix A. This is considered appropriate for the loading needs of the site, and can accommodate waste collection with a 6.4 m rear-lift waste collection vehicle. A minimum height clearance of 3.5 m is provided at the loading bay and in the areas required for access to the loading bay.

As previously indicated, the port-cochere has been designed to accommodate circulation with an ambulance and B99 vehicle, with the other propped clear of their path, with swept paths demonstrating appropriate access provided within Appendix A. The porte-cochere provides a height clearance of 3.5 m, which is sufficient to accommodate standard ambulances and CPAVs.

The provision for loading is therefore considered appropriate for the proposed use.

6 BICYCLE PARKING

Clause 52.34 of the Bayside Planning Scheme does not specify bicycle parking provision requirements for residential aged care facilities, therefore, no bicycle parking is required.

Nonetheless, it is proposed to provide a total of four bicycle parking spaces within the basement car park, available for both staff and visitor use.

7 CAR PARKING

7.1 Statutory Car Parking Requirements

7.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Bayside 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 10, the site is located within the Category 2 area, with the resultant car parking provision requirements in Table 4.

Figure 10 Car Parking Requirement Map

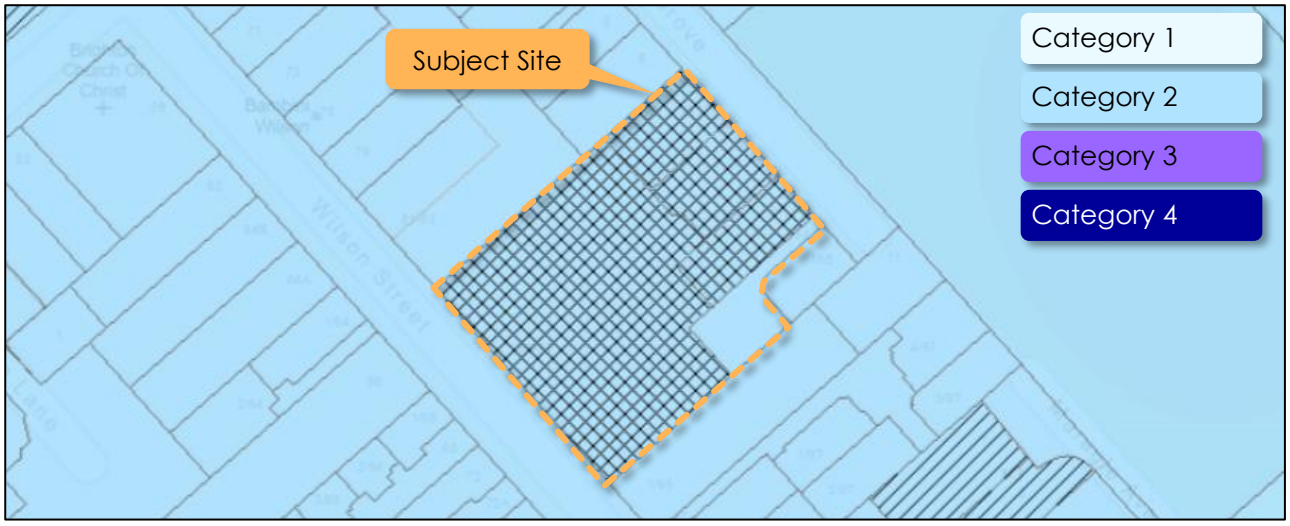


Table 4 Clause 52.06 – Car Parking Requirements

Use	*No.*	*Rate*	*Car Parking Measure*	*Total*
Residential Aged Care Facility	176	0.25	to each lodging room	44

Based on the above calculations, a total of 44 parking spaces are required for the proposed development.

It is proposed to provide a total of 81 car parking spaces to service the development, which exceeds the Planning Scheme requirements. As the provision of on-site parking exceeds the Planning Scheme requirements, the loss of approximately one on-street space fronting the site is considered acceptable.

The provision of car parking is therefore considered to be appropriate to satisfy the parking demands generated by the development.

7.2 Accessible Car Parking

The proposed residential aged care facility, classified as a Class 9c building, requires provision of one accessible car space for every 100 car parking spaces or part thereof.

Noting the proposed provision of 81 car spaces on-site, the National Construction Code (NCC) requires at least one accessible car space on-site.

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

8 TRAFFIC

8.1 Traffic Generation

onemile**grid** and various other traffic consultants have undertaken a number of traffic generation surveys of aged care developments, summarised in Table 5.

Table 5 Aged Care Traffic Generation

Location	*No. Beds*	*Traffic Generation (trips/bed)*		
		Site Peak	*Commuter Peak*	*Daily*
Arcare, Caulfield North	110	0.37	0.18	2.15
Broughtonlea, Surrey Hills	109	0.34	0.15 (avg.)	2.14
Regis Lake Park, Blackburn	202	0.39		2.32
Canterbury Nursing Home, Canterbury		0.39	0.21	
Lorikeet Lodge, Frankston	106	0.40	0.14	
Newmans on the Park, Templestowe	109	0.47	0.09	3.2
47-49 Belgrave Road, Belgrave	60	0.52	0.22	
Arcare, Point Lonsdale	90	0.43	0.27	
Arcare, Portarlington	100	0.35	0.25	
Arcare, Essendon	120	0.38	0.18	
Arcare, Surrey Hills	51	0.41	0.16	
Arcare, Malvern East	93	0.22	0.17	
Arcare, Castlemaine	92	0.46	0.27	
Average		**0.39**	**0.19**	**2.45**

It is noted that typically, the peak traffic generation of an aged care facility coincides with the staff changeover period, which as established earlier is at 3:00PM. During the typical commuter peak period, traffic generation is typically considerably lower, as demonstrated above.

To provide a conservative assessment, traffic generation rates of 2.5 and 0.20 movements per bed will be adopted for daily and commuter peak hour periods respectively.

For 176 beds proposed, the above rates equate to 440 daily trips, including 35 trips during commuter peak periods.

8.2 Traffic Distribution

The above survey data indicated the following average inbound/outbound splits during the commuter peak hour periods:

- AM Peak: 75% inbound / 25% inbound
- PM Peak: 40% inbound / 60% outbound

Based on the above survey results, the anticipated traffic generated by the proposed development is shown in Table 6.

Table 6 Anticipated Traffic Generation

Period	*Inbound*	*Outbound*	*Total*
AM Peak	26	9	35
PM Peak	14	21	35

Based on the surveys provided in Section 2.4, it is expected that traffic would generally be distributed 50%/50% to each direction along Wilson Street.

Based on the above, the traffic generation expected at the site accesses during the AM and PM peak hour periods is shown in Figure 11.

Figure 11 Expected Traffic Generation

8.3 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of 13 vehicle movements are expected for any movement in or out of the site. This is very low in traffic engineering term, and is expected to be comfortably accommodated by the surrounding road network without material impact to queues, congestion or delays.

As detailed in Section 2.4, Wilson Street has considerable capacity at present, and the addition of approximately 438 daily vehicle movements will not increase traffic volumes on Wilson Street above its environmental capacity.

Moreover, it is noted that the proposed development is replacing an existing facility which previously operated as an Epworth Healthcare facility, with 67 beds and 49 car parking spaces on-site. While no traffic is currently generated to or from the site, there will have historically been a level of traffic generated from this location and across the network.

The proposal is therefore not expected to generate any meaningful traffic impacts.

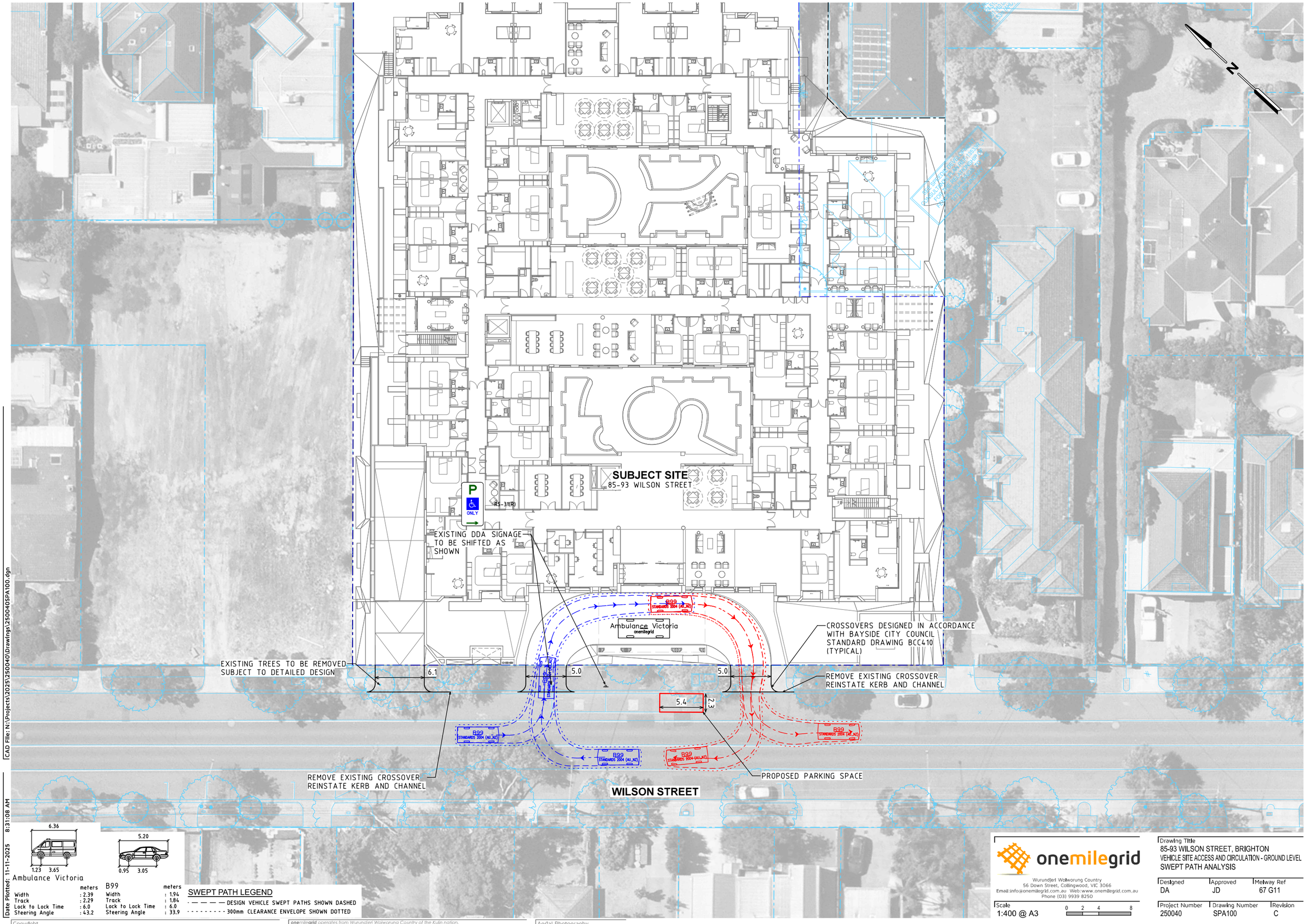
9 CONCLUSIONS

It is proposed to develop the site for the purposes of an aged care development comprising 176 rooms, serviced by a basement car park comprising 81 car spaces, and four bicycle spaces.

Considering the analysis presented above, it is concluded that:

- The proposed car parking, bicycle parking and access design is considered appropriate;
- The provision of loading facilities is suitable for the use;
- No bicycle parking is required for the site, nonetheless, it is proposed to provide four bicycle parking spaces;
- The proposed supply of car parking is appropriate for the proposed development; and
- The traffic generated by the proposal is expected to be comfortably accommodated by the surrounding road network.

Appendix A Swept Path Diagrams



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6.36
1.23 3.65
Ambulance Victoria

	meters
Width	: 2.39
Track	: 2.29
Lock to Lock Time	: 6.0
Steering Angle	: 43.2

5.20
0.95 3.05
B99

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

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
85-93 WILSON STREET, BRIGHTON
VEHICLE SITE ACCESS AND CIRCULATION - GROUND LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	67 G11

Project Number	Drawing Number	Revision
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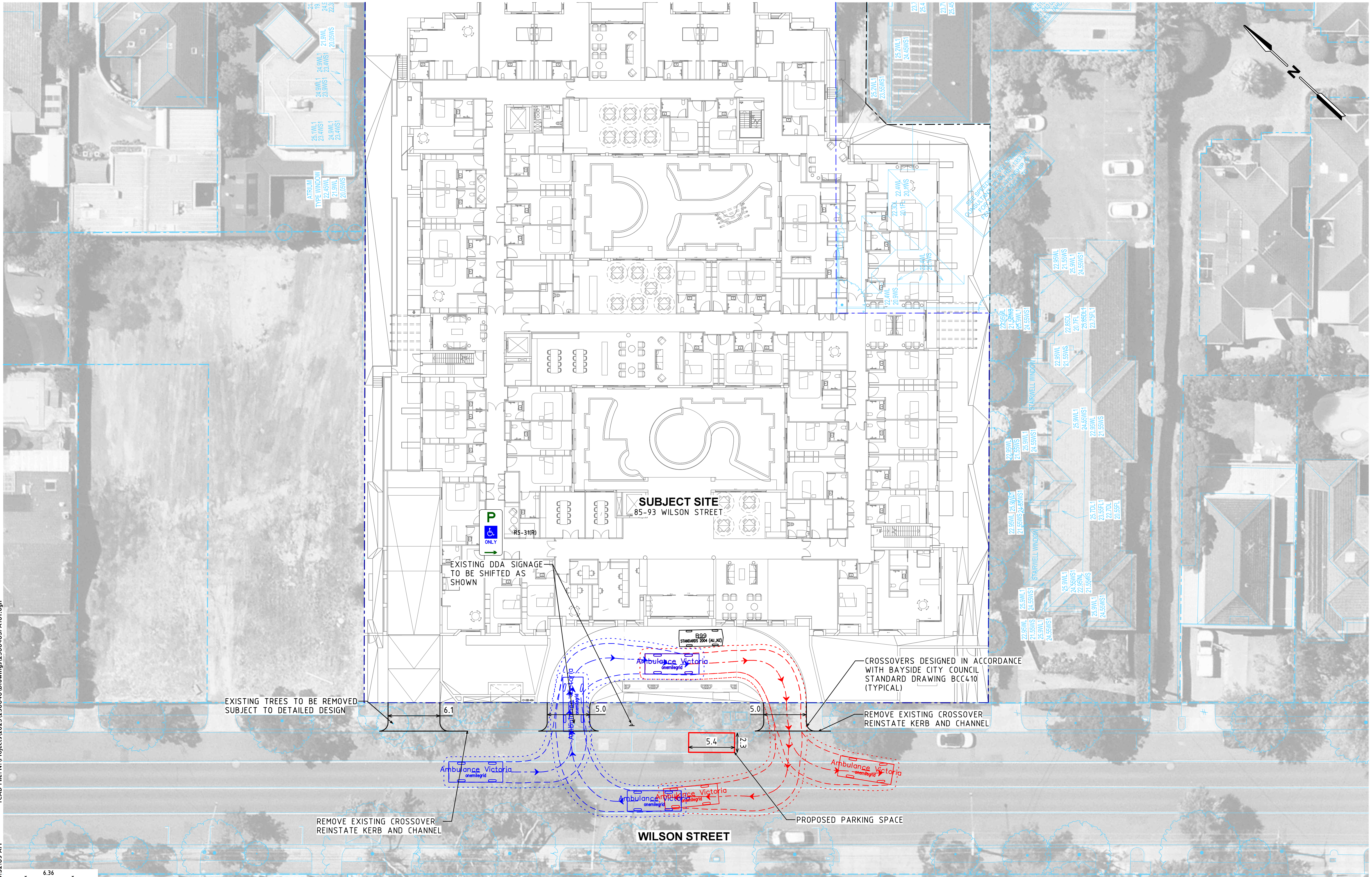

Ambulance Victoria	meters
Width	: 2.39
Track	: 2.29
Lock to Lock Time	: 6.0
Steering Angle	: 43.2

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

SWEPT PATH LEGEND

— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

- - - - - - - - 600mm CLEARANCE ENVELOPE SHOWN DOTTED

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85-93 WILSON STREET, BRIGHTON
VEHICLE SITE ACCESS AND CIRCULATION - GROUND LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	67 G11

Project Number	Drawing Number	Revision
250040	SPA101	C

SUBJECT SITE
85-93 WILSON STREET

EXISTING DDA SIGNAGE TO BE SHIFTED AS SHOWN

EXISTING TREES TO BE REMOVED SUBJECT TO DETAILED DESIGN

REMOVE EXISTING CROSSOVER REINSTATE KERB AND CHANNEL

CROSSOVERS DESIGNED IN ACCORDANCE WITH BAYSIDE CITY COUNCIL STANDARD DRAWING BCC410 (TYPICAL)

REMOVE EXISTING CROSSOVER REINSTATE KERB AND CHANNEL

PROPOSED PARKING SPACE

WILSON STREET

6.1 5.0 5.0 5.4 2.3

B99 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

5.20 4.91

0.95 3.05 0.92 2.80

B99	meters	B85	meters
Width	: 1.94	Width	: 1.87
Track	: 1.84	Track	: 1.77
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 33.9	Steering Angle	: 34.1

SWEPT PATH LEGEND

— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

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

CAD File: N:\Projects\2025\250040\Drawings\250040SPA102.dgn

Date Plotted: 11-11-2025 8:33:13 AM

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

Aerial Photography
Aerial photography provided by Nearmap

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Wurundjeri Woiwurung Country
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Email:info@onemilegrid.com.au Web:www.onemilegrid.com.au
Phone (03) 9939 8250

Scale 1:400 @ A3 (0 2 4 8)

Drawing Title
85-93 WILSON STREET, BRIGHTON
VEHICLE SITE ACCESS AND CIRCULATION - GROUND LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	67 G11

Project Number	Drawing Number	Revision
250040	SPA102	C

SUBJECT SITE
85-93 WILSON STREET

WILSON STREET

EXISTING DDA SIGNAGE TO BE SHIFTED AS SHOWN

PROPOSED LANDSCAPE ALIGNMENT (TYPICAL)

PROPOSED KERB ALIGNMENT

CROSSOVERS DESIGNED IN ACCORDANCE WITH BAYSIDE CITY COUNCIL STANDARD DRAWING BCC410 (TYPICAL)

EXISTING TREES TO BE REMOVED SUBJECT TO DETAILED DESIGN

REMOVE EXISTING CROSSOVER REINSTATE KERB AND CHANNEL

REMOVE EXISTING CROSSOVER REINSTATE KERB AND CHANNEL

PROPOSED PARKING SPACE

6.1 5.0 5.0

5.4 2.3

SRV STANDARDS 2018 (AU)

P ONLY

RS-31(R)

ATRIUM TYPE WINDOW

STAIRWELL WINDOW

N

CAD File: N:\Projects\2025\250040\Drawings\250040SPA103.dgn

Date Plotted: 11-11-2025 8:34:36 AM

SRV
6.40
1.05 3.80

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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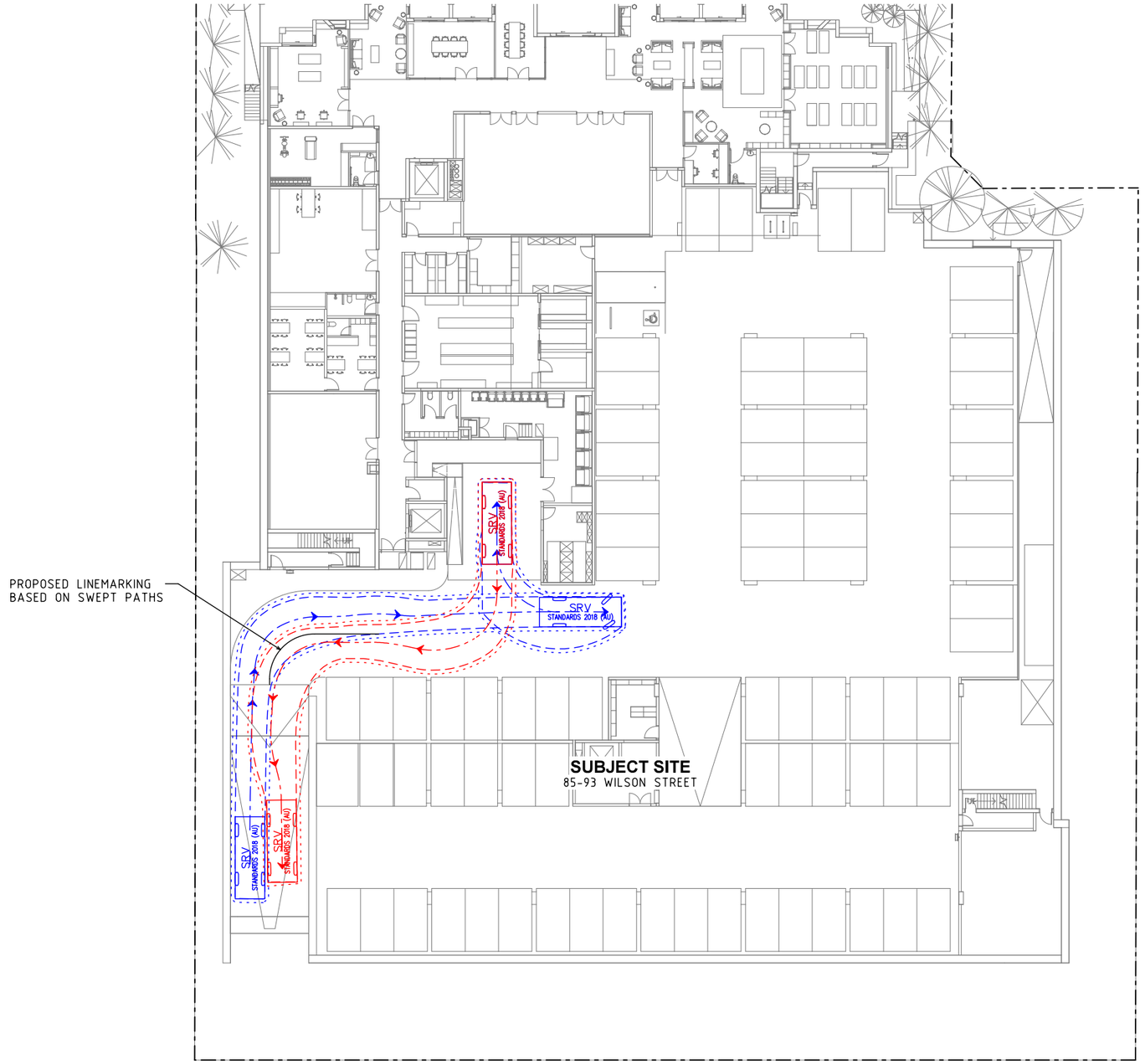
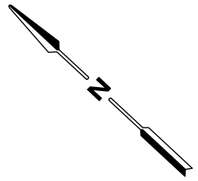
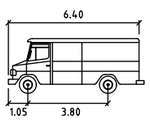
Drawing Title
85-93 WILSON STREET, BRIGHTON
VEHICLE SITE ACCESS AND CIRCULATION - GROUND LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	67 G11

Project Number	Drawing Number	Revision
250040	SPA103	C







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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0 2 4 8

Drawing Title
85-93 WILSON STREET, BRIGHTON
VEHICLE SITE ACCESS AND CIRCULATION - BASEMENT LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	67 G11

Project Number	Drawing Number	Revision
250040	SPA200	E

Date Plotted: 11-11-2025 8:35:10 AM

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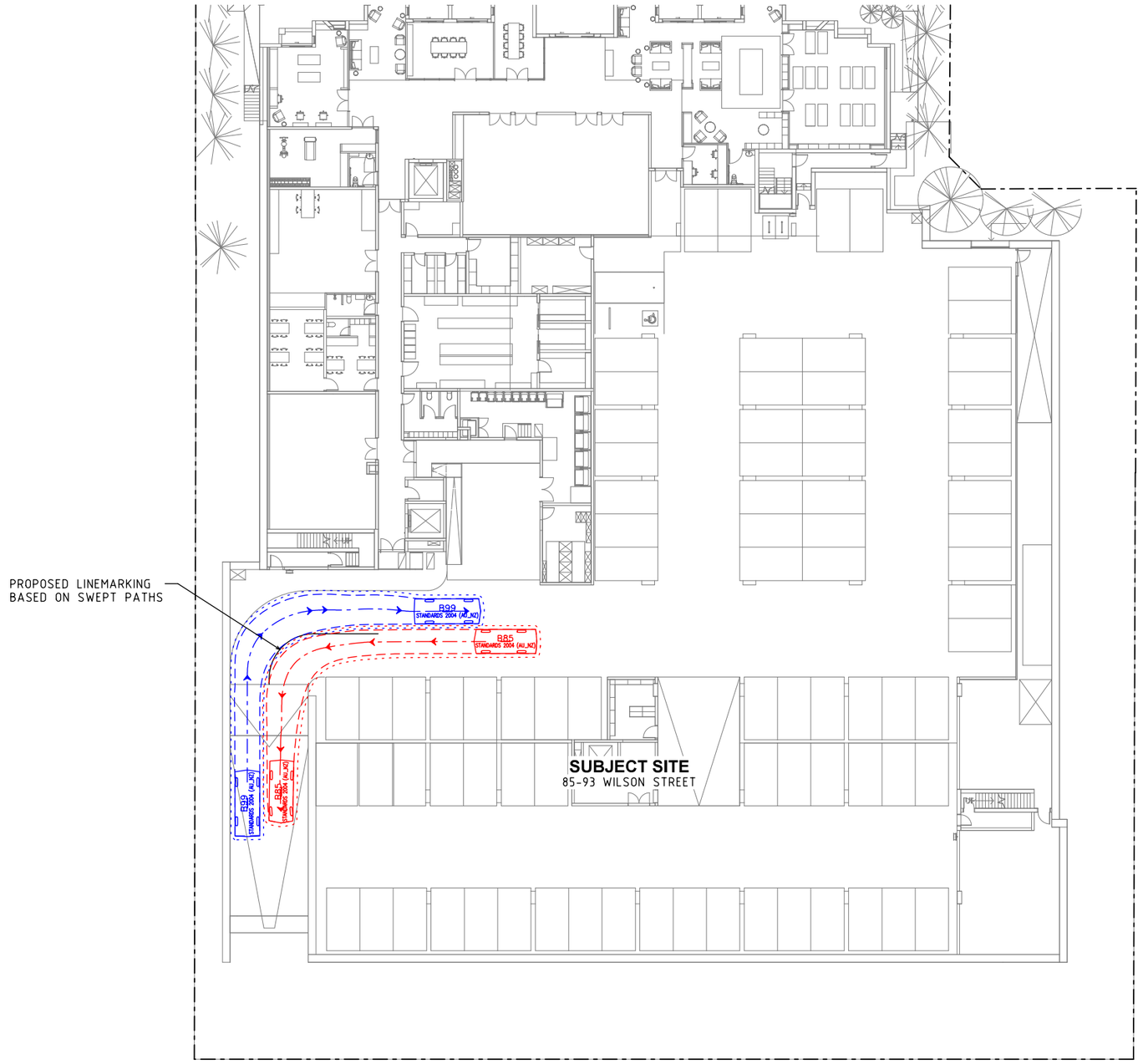

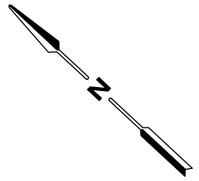

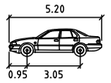

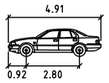

B99	meters	B85	meters
Width	: 1.94	Width	: 1.87
Track	: 1.84	Track	: 1.77
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 33.9	Steering Angle	: 34.1

SWEPT PATH LEGEND

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

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VEHICLE SITE ACCESS AND CIRCULATION - BASEMENT LEVEL
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	67 G11

Project Number	Drawing Number	Revision
250040	SPA201	E

CAD File: N:\Projects\2025\250040\Drawings\250040SPA201.dgn

Date Plotted: 11-11-2025 8:46:09 AM