Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

M: PO Box 5102 Q Super Centre
Mermaid Waters QLD 4218

E: admin@bitziosconsulting.com.au

Our reference: P7112.004L 11_23 MacArthur Ave Hamilton Other Change

7 October 2026

5Point Projects
C/O Mewing Planning

Attention: Shaun Fitzpatrick / Frances Cassaniti
Sent via email: ***SFitzpatrick@5pointprojects.com.au*** **/** ***frances.cassaniti@mewing.com.au***

Dear Shaun / Frances,

RE: 11-23 MACARTHUR AVENUE, HAMILTON
OTHER CHANGE ASSESSMENT

1. Introduction

1.1. Background

Bitzios Consulting has been engaged by 5Point Projects since 2023 in relation to traffic engineering and transport planning matters for the mixed-use development at 11-23 MacArthur Avenue, Hamilton, referred to as "Portside Duet". This letter responses to the latest proposed changes for Stage 2 of the development.

This letter has been prepared to support the mixed-use development application located at 11-23 MacArthur Avenue, Hamilton, referred to as 'Portside Duet'. Specifically this letter seeks to:

- Provide justification for the ground floor visitor car parking provision under Condition 10 (Compliance Assessment – Visitor Parking) and Condition 22 (Car Parking) of the Changed PDA Decision Notice (DEV-2026-NSH-4461)
- Provide justification for the Stage 2 bicycle parking provision under Condition 23 (Bicycle Parking)
- Confirm the ground floor car parking design and swept path compliance, against AS2890.1

1.2. Nature of Changes

The nature of changes to the proposed development relevant to transport and traffic are as follows:

- Consolidation of visitor car parking entirely at ground level, comprising 48 spaces plus 3 visitor motorcycle spaces
- Reconfiguration of Stage 2 bicycle parking arrangements in association with the ground floor mailroom and office insertion, providing 153 resident and 32 visitor bicycle spaces
- Confirmation of loading dock servicing access to Wharf Street for the design vehicles expected to service the site under the upcoming changes to the road environment.

Collectively, these changes reduce both dwelling yield (372 dwellings, down from the 429-dwelling scheme assessed previously) and car parking supply (48 ground floor visitor spaces plus 3 motorcycle spaces, down from the 50-space provision previously assessed), with retail floor area unchanged. As the changes described in this letter do not increase dwelling yield, or non-residential floor area beyond what has already been assessed, the resulting vehicle trip generation is expected to be no greater than, and is likely lower than, that already found to result in no significant traffic or transport impacts to the surrounding road network as part of previous approvals.

2. Visitor Parking Provision – Ground Floor

2.1. Proposed Provision

Under the current approval 60 visitor spaces are split between ground and Level 02 podium parking for 429 dwellings, which equates to a rate of 0.139 visitor car parking spaces per dwelling.

The proposed ground floor plan provides 48 dedicated visitor car parking spaces, supplemented by 3 visitor motorcycle parking spaces, consolidated entirely at ground level. As such the amended scheme of 372 total dwellings (200 Stage 1 / 172 Stage 2) equates to 0.129 spaces per dwelling.

2.2. Parking Supply Justification

We have updated a temporal parking demand assessment (Figure 2.1) to reflect the reduced dwelling yield. Applying the same hourly demand profile and the same peak visitor demand benchmark of 0.1 spaces per dwelling (equivalent to 1 visitor space per 10 units) adopted in the accepted assessment, the residential visitor peak demand reduces from approximately 43 spaces (429 dwellings) to approximately 37 spaces (372 dwellings), occurring at 6:00pm. This is comfortably within the proposed 48-space supply, with a margin of 11 spaces (approximately 30%), before any allowance for shared use by the ground floor retail and food & drink tenancies.

Two retail tenancies also share the ground floor parking 'pool' consisting of 149m² (Stage 1, west) and 125 m² (Stage 2, adjacent to the lobby/mailroom-office reconfiguration), totalling 274m². These tenancies are estimated to contribute a peak demand of approximately 5.5 spaces, occurring at 1:00pm – outside the residential visitor peak. At 6:00pm, when residential visitor demand peaks, the retail contribution is approximately 3.3 spaces. Combining all three land uses, total peak shared demand is approximately 42 spaces at 6:00pm, retaining a 6-space (approximately 12%) margin against the proposed 48-space supply.

Hourly Demand Factors																			
Time	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Multiple Dwelling (Visitor)	0.30	0.50	0.60	0.70	0.70	0.60	0.50	0.40	0.60	0.70	0.80	0.90	1.00	0.90	0.50	0.30	0.10	0.10	0.10
Retail	0.00	0.00	0.10	0.35	0.65	0.85	0.95	1.00	0.95	0.80	0.70	0.60	0.60	0.15	0.10	0.05	0.00	0.00	0.00
Food & Drink	0.25	0.50	0.60	0.75	0.85	0.90	1.00	0.90	0.50	0.45	0.45	0.75	0.80	0.80	0.80	0.60	0.40	0.20	0.05

Temporal Parking Demand (spaces)																			
Time	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Multiple Dwelling (Visitor)	11.2	18.6	22.3	26.0	26.0	22.3	18.6	14.9	22.3	26.0	29.8	33.5	37.2	33.5	18.6	11.2	3.7	3.7	3.7
Retail	0.0	0.0	0.5	1.9	3.6	4.7	5.2	5.5	5.2	4.4	3.8	3.3	3.3	0.8	0.5	0.3	0.0	0.0	0.0
Food & Drink	0.5	1.0	1.2	1.5	1.7	1.8	2.0	1.8	1.0	0.9	0.9	1.5	1.6	1.6	1.6	1.2	0.8	0.4	0.1
Total Parking Demand	**11.7**	**19.6**	**24.1**	**29.5**	**31.3**	**28.8**	**25.8**	**22.2**	**28.5**	**31.3**	**34.5**	**38.3**	**42.1**	**35.9**	**20.7**	**12.6**	**4.5**	**4.1**	**3.8**
Shared Visitor Car Parking Supply	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**	**48**

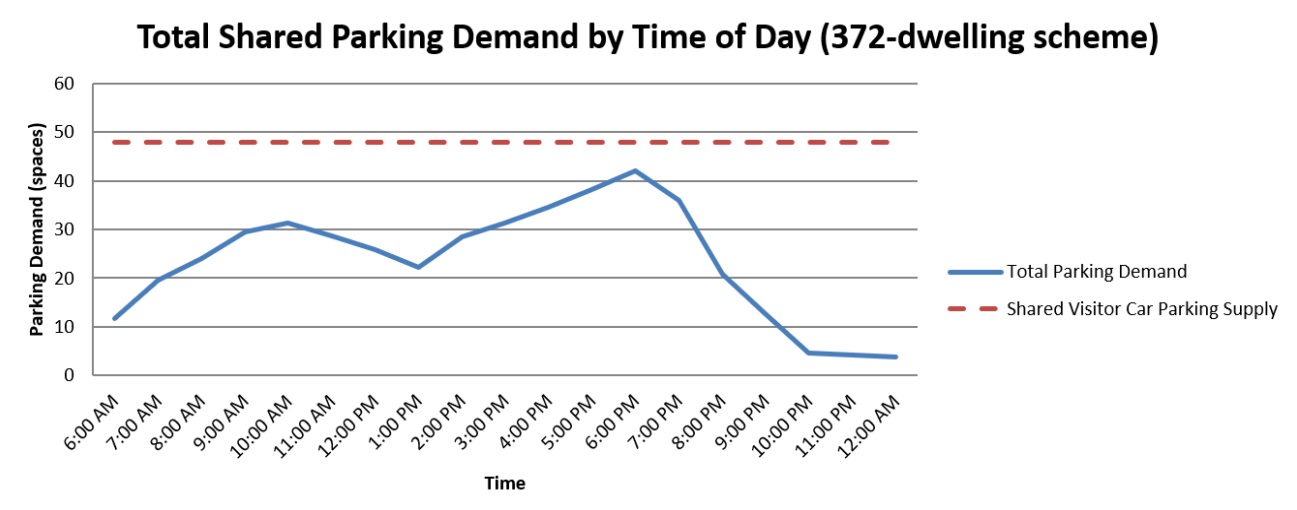


Figure 2.1: Temporal Parking Demand Assessment

2.3. Precinct Precedent

The site has an established precedent for accepted parking outcomes below the PDA-wide statutory visitor rate of 0.15 spaces per dwelling. The original 2023 approval (DEV2023/1402) for the (larger) 560-unit scheme accepted a shortfall against the statutory visitor rate, with 81 spaces provided against 84 required, offset via motorcycle and car-share provision (the interim 429-space scheme having separately accepted a 267-space shortfall in overall car parking, supplemented by 65 motorcycle and 16 car-share spaces).

The current 372-dwelling scheme proposes 48 spaces (0.13 spaces/dwelling) plus 3 visitor motorcycle spaces represents a smaller proportional shortfall against the statutory rate than the immediately preceding approval, and consistent with the demonstrated willingness to accept performance-based visitor parking outcomes on this site.

2.4. Reconciliation Against Condition 22 Minimum

Condition 22 of the Changed PDA Decision Notice (DEV-2026-NSH-4461) requires a minimum of 60 visitor car parking spaces and 429 resident car parking spaces. These figures were calibrated to the previously approved 429-dwelling scheme – 57 dwellings (13%) greater than the current 372-dwelling scheme. Condition 10 (Compliance Assessment – Visitor Parking), introduced under the same Changed Decision Notice, provides the mechanism for EDQ to assess and endorse a revised visitor parking outcome appropriate to the current scheme, in the same manner as the reduced provision accepted under our February 2026 letter.

On the basis of the demand assessment and precedent set out above, we consider there are sufficient grounds for EDQ to endorse a revised visitor parking provision of 48 spaces plus 3 motorcycle spaces via the Condition 10

2.5. Conclusion

For the reasons set out above, we consider the proposed 48-space visitor car parking provision (plus 3 visitor motorcycle spaces) is supportable and satisfies the intent of the Northshore Hamilton PDA Development Scheme, subject to EDQ's endorsement via the Condition 10 Compliance Assessment process.

3. Bicycle Parking Provision

3.1. Proposed Provision

Stage 2 (east) of the development provides 153 resident and 32 visitor bicycle parking spaces (185 spaces total) against 172 dwellings, within the T2 Bicycle Storage facility shown on DA101 Rev E. It is considered the proposed provision is suitable based on the following:

- **Numbers-basis**: Brisbane City Council's TAPS PSP (the rate adopted in the accepted P7112 Minor Change TIA) requires 1 resident space per unit and 1 visitor space per 12 units, equating to 172 resident and 15 visitor spaces (187 total) for Stage 2 – a shortfall of 19 resident spaces. The national Austroads AGTM Part 11 guideline rate (1 resident space per 3 dwellings, 1 visitor space per 12 units), by comparison, requires only 58 resident and 15 visitor spaces (73 total); the proposed 143 resident spaces represents approximately 2.5 times this national benchmark. Applied across both stages (372 dwellings), the Austroads rate requires approximately 124 resident and 32 visitor spaces (156 total), against 404 required under Council's TAPS PSP rate. Council's TAPS PSP rate is therefore materially higher than the Austroads national benchmark; the proposed 143 resident spaces comfortably clears the national benchmark while falling only 17% short of Council's own (higher) local rate.
- **Performance-basis**: Stage 2's unit mix is weighted toward larger dwelling typologies being 3-bedroom, 3-bedroom dual-key and 4-bedroom units account for 113 of the 172 units (66%). These larger units are the most likely to accommodate in-unit or individual, lockable bicycle storage,

particularly for higher-value bicycles (e-bikes, road/premium bikes) that residents are unlikely to store in a shared communal facility regardless of its capacity, given theft risk and convenience. This is a supporting consideration rather than a substitute for the numbers-led case above, and indicates the residual shortfall against Council's rate is likely to translate to a materially smaller unmet demand in practice.

3.2. Conclusion

On this basis, we consider the proposed 185-space bicycle parking provision for Stage 2 is supportable, comfortably exceeding the relevant Austroads national benchmark and satisfying the intent of Condition 23 (Bicycle Parking), notwithstanding a shortfall against Council's own higher local TAPS PSP rate.

4. Ground Floor Car Parking – Design & Swept Path Assessment

4.1. Design and Swept Path Assessment

Swept path assessment of the Australian Standard B99 design vehicle has been undertaken for the newly proposed ground floor visitor car parking bays, confirming circulating and parking manoeuvres, including reversing into and out of individual bays. The assessment confirms the geometric layout is generally compliant, with no B99 vehicle encroaching on another vehicle or fixed obstacle (columns and the like) within its own 300mm clearance envelope.

No dedicated turnaround bay or DDA turnaround clearance is provided on the ground floor plan. In the unlikely event all 48 visitor spaces are occupied, a vehicle is able to complete a turnaround manoeuvre and exit without reversing back out onto Wharf Street. Two circulation aisles on the ground floor terminate at a dead end. At the western end, the aisle serving bays V13 to V23 terminates with the end bay being a bollarded shared space adjacent to the PWD/accessible parking bay and a setback roller shutter to the podium-level resident parking ramp. Together this space beyond a typical parking aisle provide sufficient space for a vehicle to complete a three-point turn clear of parked vehicles and fixed obstacles. At the eastern end, the aisle serving bays V24 to V36 terminates with an extended blind-aisle extension, a treatment recognised under Brisbane City Council’s TAPS PSP, which similarly supports a vehicle completing a multi-point turn.

On this basis, we consider the ground floor car parking layout is satisfactory without the need for a dedicated turnaround bay, with the dead-end aisles described above providing adequate manoeuvring space to support safe and efficient vehicle movements, including for vehicles seeking to exit the car park in the event all visitor spaces are occupied.

5. Servicing Vehicle Access – Changed Road Environment

5.1. Background

Vehicular access for servicing and refuse collection to the Wharf Street loading bay has been reviewed in light of the changed road environment associated with the proposed street works in the vicinity of the site (see Figure 5.1), which will see Wharf Street convert from a cul-de-sac to a local through road. This assessment updates the loading dock swept path review previously undertaken as part of the accepted P7112.003R Minor Change TIA.

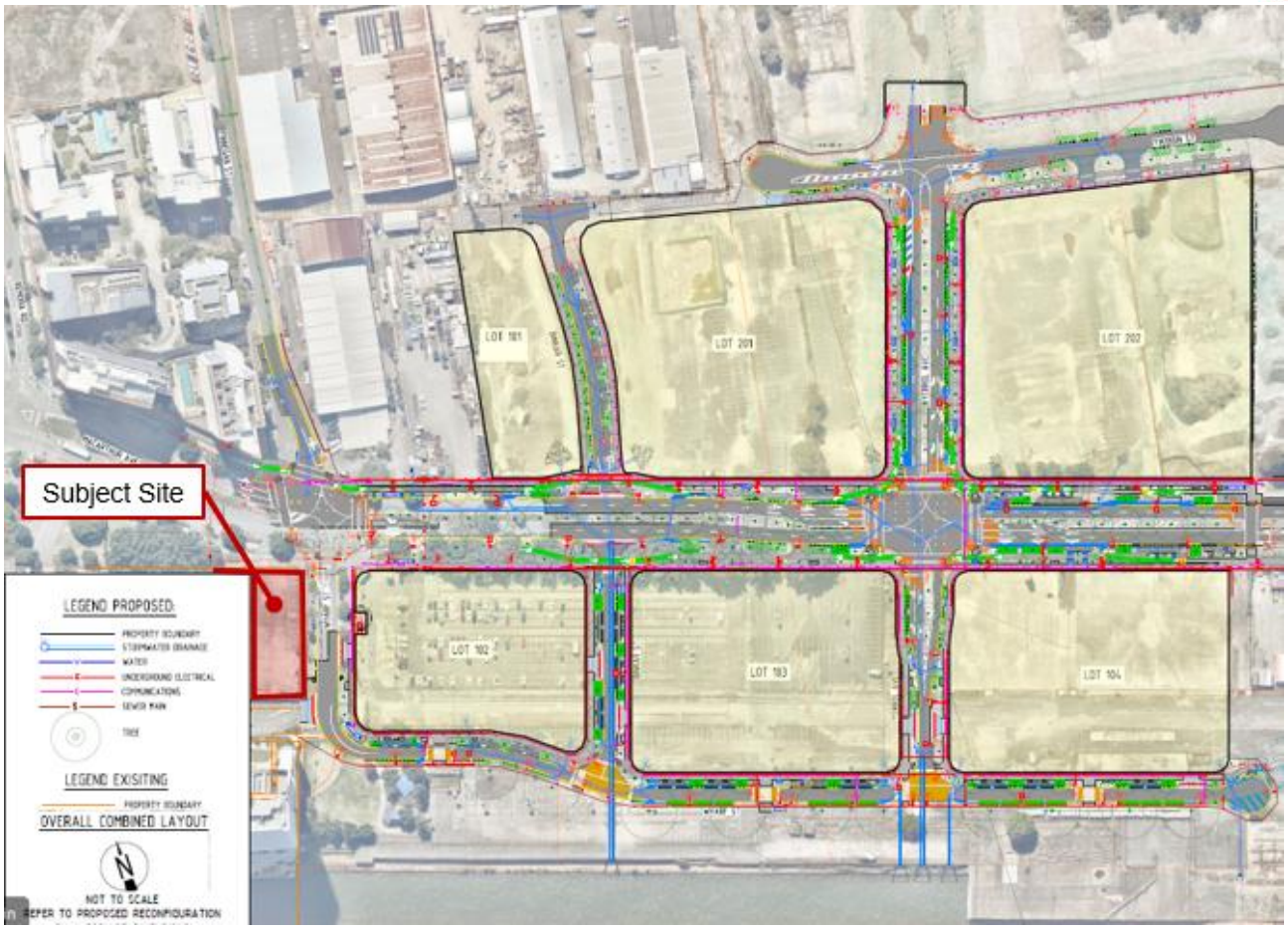


Figure 5.1: Updated Road Environment

5.2. Design Vehicles

Consistent with Brisbane City Council's TAPS PSP service vehicle requirements (regular access for a Refuse Collection Vehicle (RCV), with occasional access for Long/Heavy Rigid Vehicles), the primary design vehicles adopted for this assessment are the Medium Rigid Vehicle (MRV) and a rear-lift RCV, representing the vehicles expected to access the site on a regular basis.

5.3. Swept Path Assessment

Swept path assessment confirms both the RCV and the MRV can complete the rear-in manoeuvre into the Wharf Street loading bay without needing to cross into the opposing traffic lane, and the existing driveway splays are expected to accommodate this manoeuvre without modification.

A Long/Heavy Rigid Vehicle (LRV) was also tested for completeness. While the LRV can be accommodated with some encroachment into the opposing lane, we note the LRV functions as a checking vehicle under BCC's TAPS PSP rather than a design vehicle genuinely required to access the site, and the servicing arrangement is more appropriately justified on the basis of its suitability for the RCV and MRV design vehicles that will actually service the development.

Swept path diagrams illustrating the above are provided at **Attachment A.**

5.4. Sightlines and Safety

The Wharf Street loading bay is orientated to receive service vehicles approaching from the east. Under the proposed road environment, with Wharf Street converting from a cul-de-sac to a through road with a 90-degree bend (Figure 5.1), vehicles travelling east along MacArthur Avenue will need to continue past the site, circulate via the new MacArthur Avenue / Yerrol Avenue intersection, and return along Wharf Street from the east before completing the single reversing movement into the loading bay. This circulation occurs entirely on the surrounding local road network and does not form part of the on-site manoeuvring assessed above.

Wharf Street is minor road, low-speed local street environments, consistent with the access hierarchy anticipated for the site under the Development Scheme. Vehicles travelling along Wharf Street in the vicinity of the loading dock will have clear sight lines to service vehicles undertaking the reversing manoeuvre, allowing other road users to identify and safely respond to the manoeuvre in progress.

This arrangement is consistent with Council's TAPS PSP requirements for minor road access (Section 3.2.3), which recognises that on-site manoeuvring and full loading bay provision for the largest design vehicle is not essential where site access is via a minor road, provided any on-street manoeuvring by the occasional-access design vehicle (Table 1, Column 2 – LRV for a multiple dwelling) is limited to safe reversing onto the site in one movement. The additional circulation distance required to approach the site from the east is a local road network matter and does not compromise compliance with these provisions.

5.5. Compliance with TAPS

On this basis, the loading dock servicing arrangement is considered capable of satisfying Council's TAPS PSP requirements for the service vehicles genuinely expected to service the site on a regular basis.

6. Summary

We trust that the additional information provided herein is sufficient to justify:

- (i) the proposed 48-space (plus 3 motorcycle) visitor car parking provision under the Condition 10 Compliance Assessment and Condition 22;
- (ii) the Stage 2 bicycle parking provision under Condition 23; and
- (iii) the ground floor car parking design and Wharf Street loading dock servicing arrangements under the current road environment.

We recommend the loading dock swept path findings be confirmed against the final street works design, and the visitor parking temporal demand assessment be updated, once finalised.

Yours faithfully,



Jason Brook
Principal Transport Planner
BITZIOS CONSULTING
Attachments:
A: Swept Path Diagrams

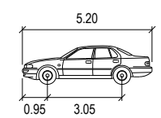
Attachment A

Swept Path Diagrams

Notes:

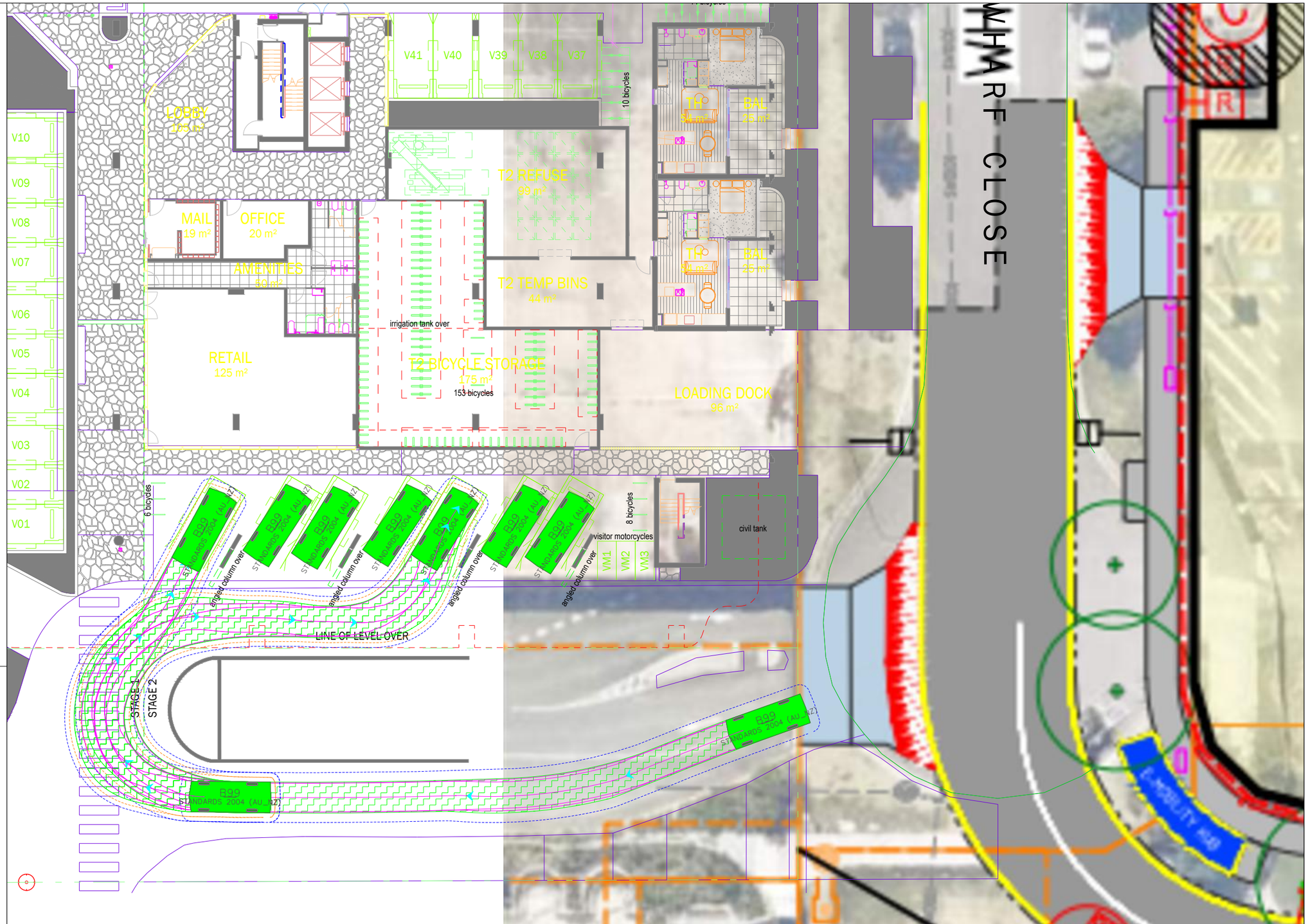
Vehicle Clearance (600mm)

Vehicle Clearance (300mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton

Title: Ground Floor Visitor Parking - B99 Ingress

Design	Drawn	Checked
J.T.	J.T.	J.BR

CONCEPT ONLY

Date: 01.10.2026

Project Number	Sheet Number	Issue
P7112	1	001

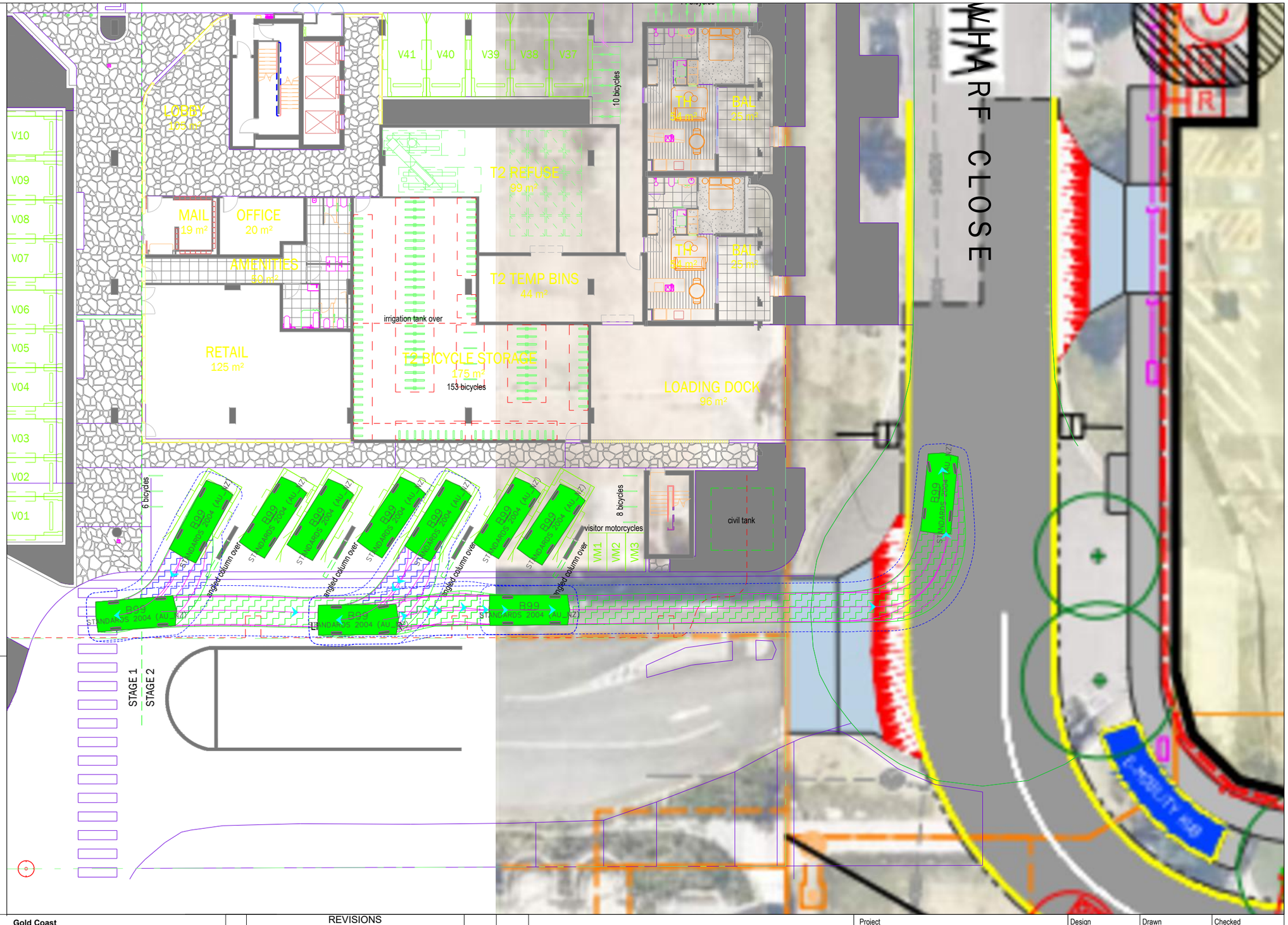
Notes:

Vehicle Clearance (600mm)

Vehicle Clearance (300mm)

B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton

Title: Ground Floor Visitor Parking - B99 Egress

Design	Drawn	Checked
J.T.	J.T.	J.BR

CONCEPT ONLY

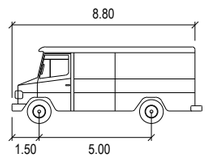
Date: 01.10.2026

Project Number	Sheet Number	Issue
P7112	2	001

Notes:

Vehicle Clearance (600mm)

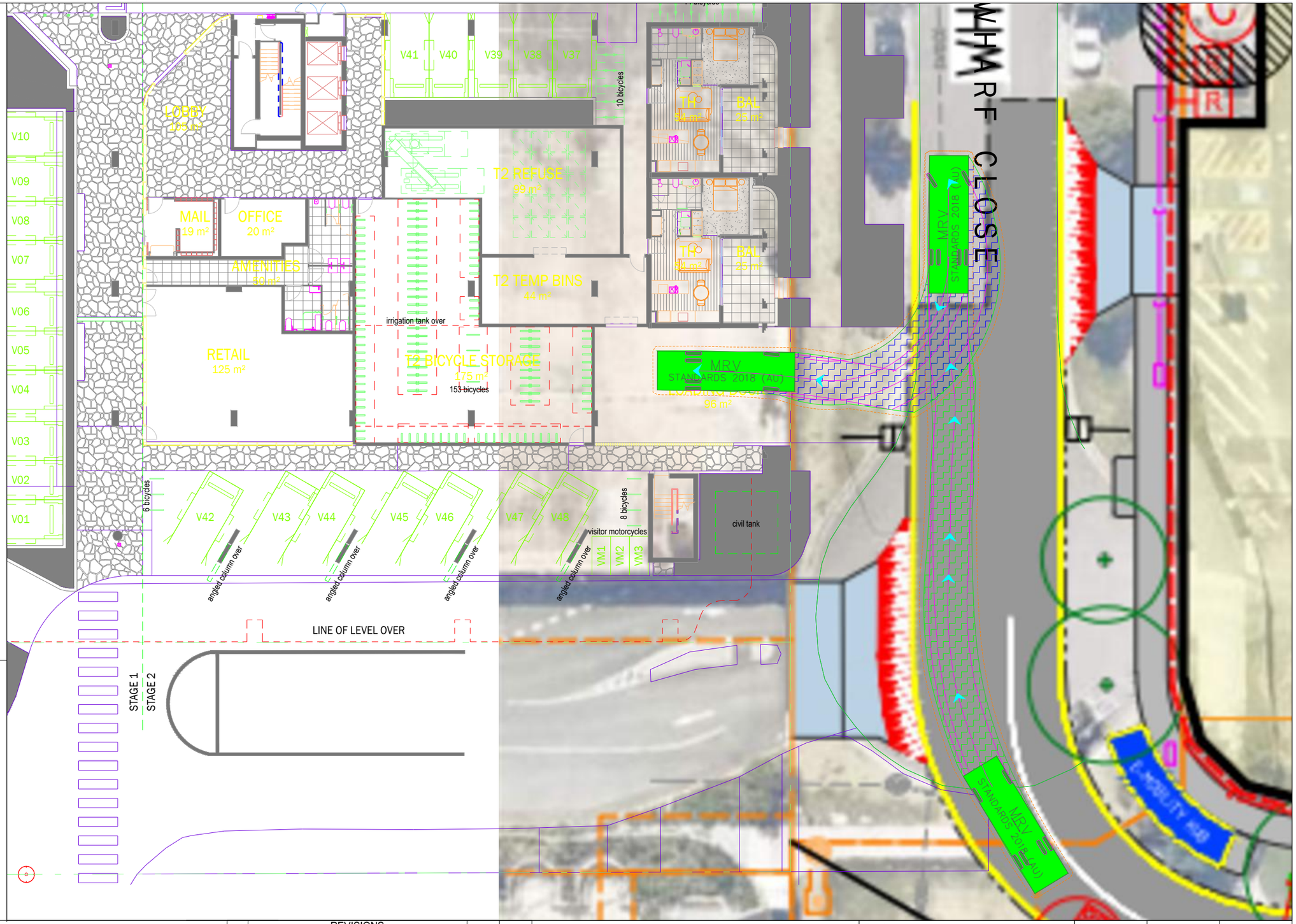
Vehicle Clearance (300mm)



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton

Title: Ground Floor Loading Bay - MRV Ingress

Design	Drawn	Checked
J.T.	J.T.	J.BR

CONCEPT ONLY

Date: 01.10.2026

Project Number	Sheet Number	Issue
P7112	3	001

Notes:

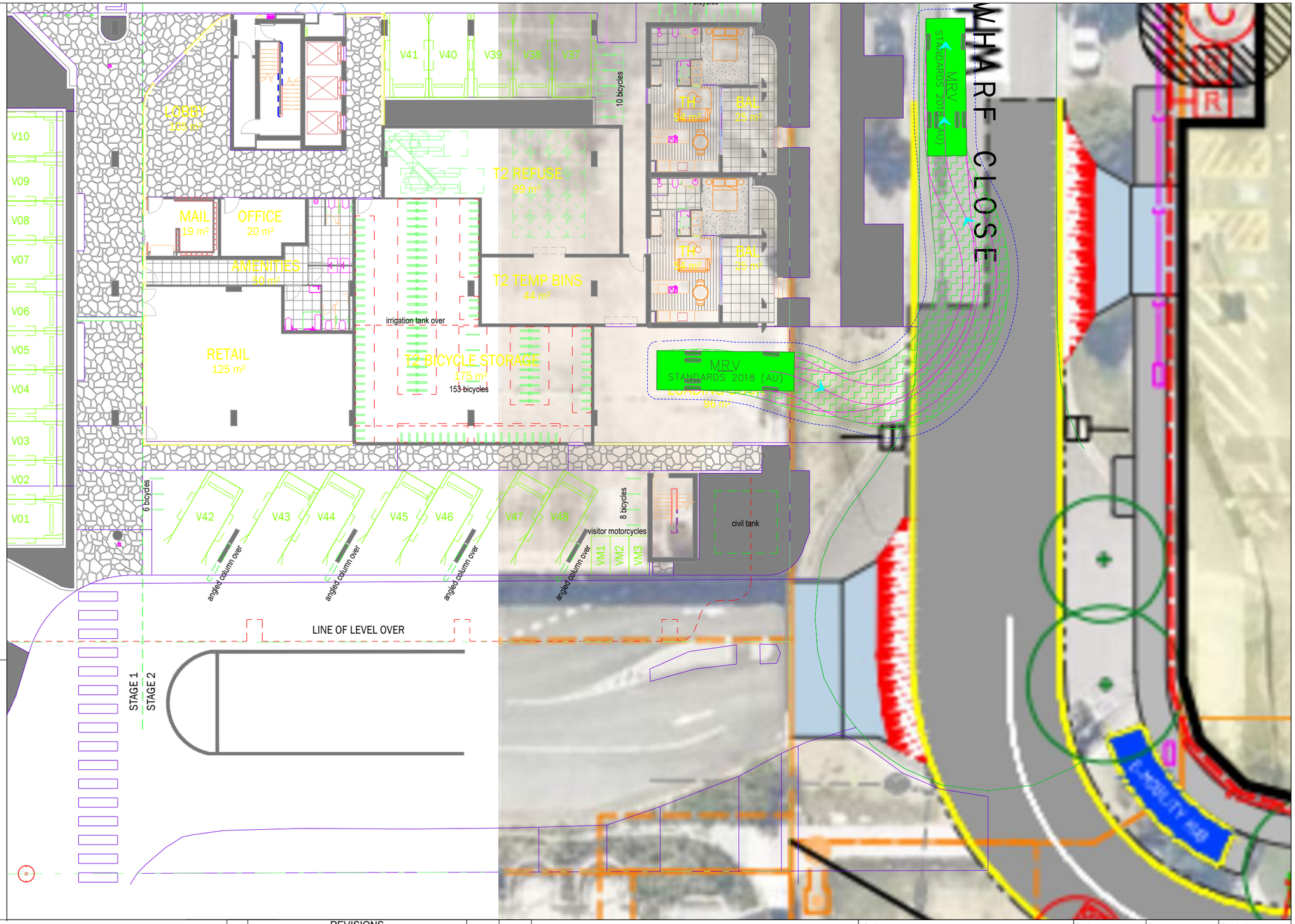
Vehicle Clearance (600mm)

Vehicle Clearance (300mm)

MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 — 0 2 4 6 8 10 12 — 1:250

Project: 11-23 MacArthur Ave, Hamilton	Design: J.T.	Drawn: J.T.	Checked: J.BR
Title: Ground Floor Loading Bay - MRV Egress	CONCEPT ONLY		Date: 01.10.2026
	Project Number: P7112	Sheet Number: 4	Issue: 001

Notes:

Vehicle Clearance (600mm)

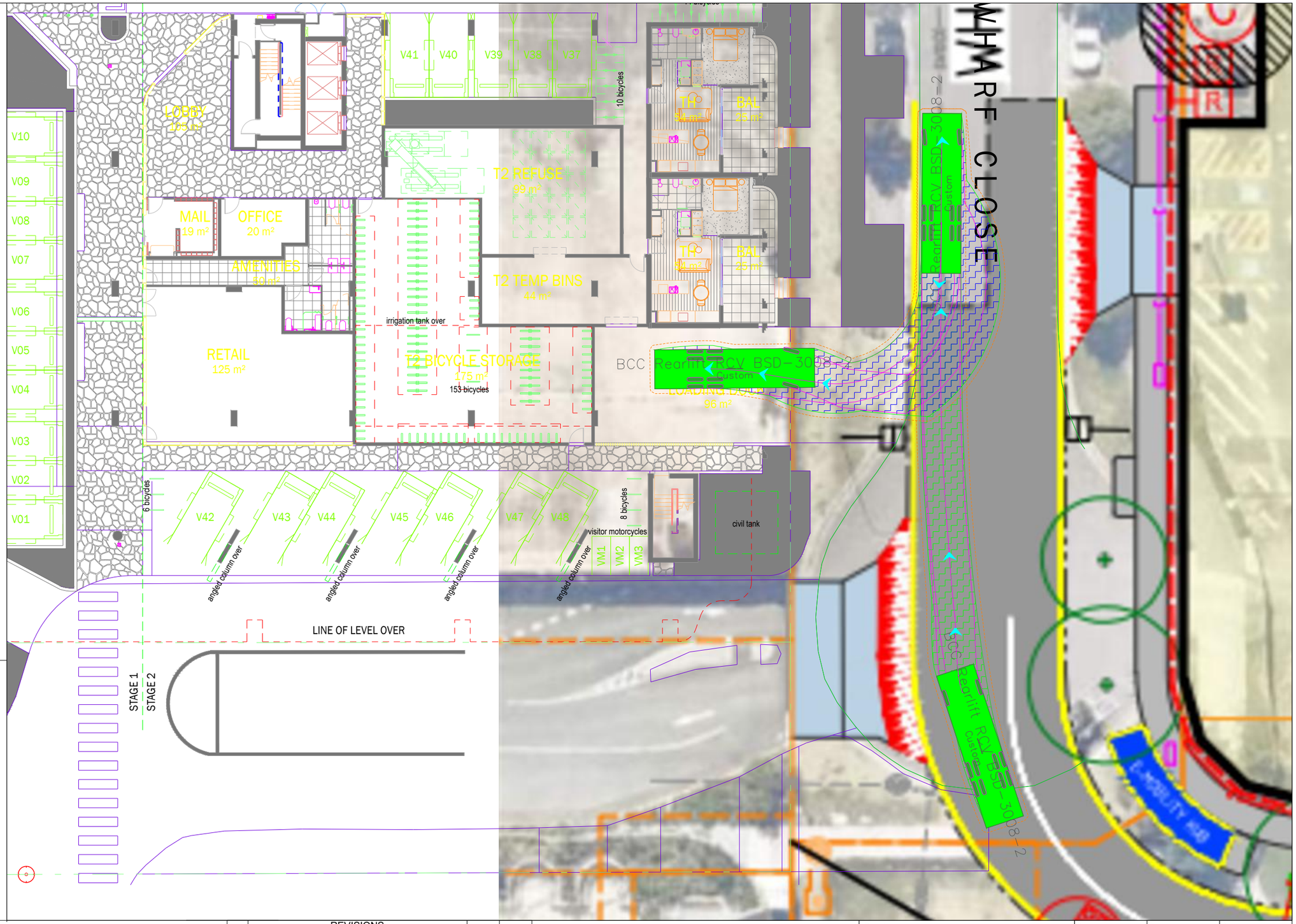
Vehicle Clearance (300mm)



BCC Rear Load RCV meters

Width	:	2.5
Track	:	2.5
Lock to Lock Time	:	6.0
Steering Angle	:	44.4

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

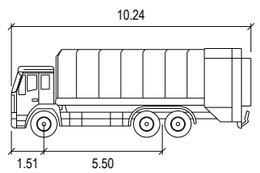
Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton	Design: J.T.	Drawn: J.T.	Checked: J.BR
Title: Ground Floor Loading Bay - RCV Ingress	CONCEPT ONLY		Date: 01.10.2026
	Project Number: P7112	Sheet Number: 5	Issue: 001

Notes:

Vehicle Clearance (600mm)

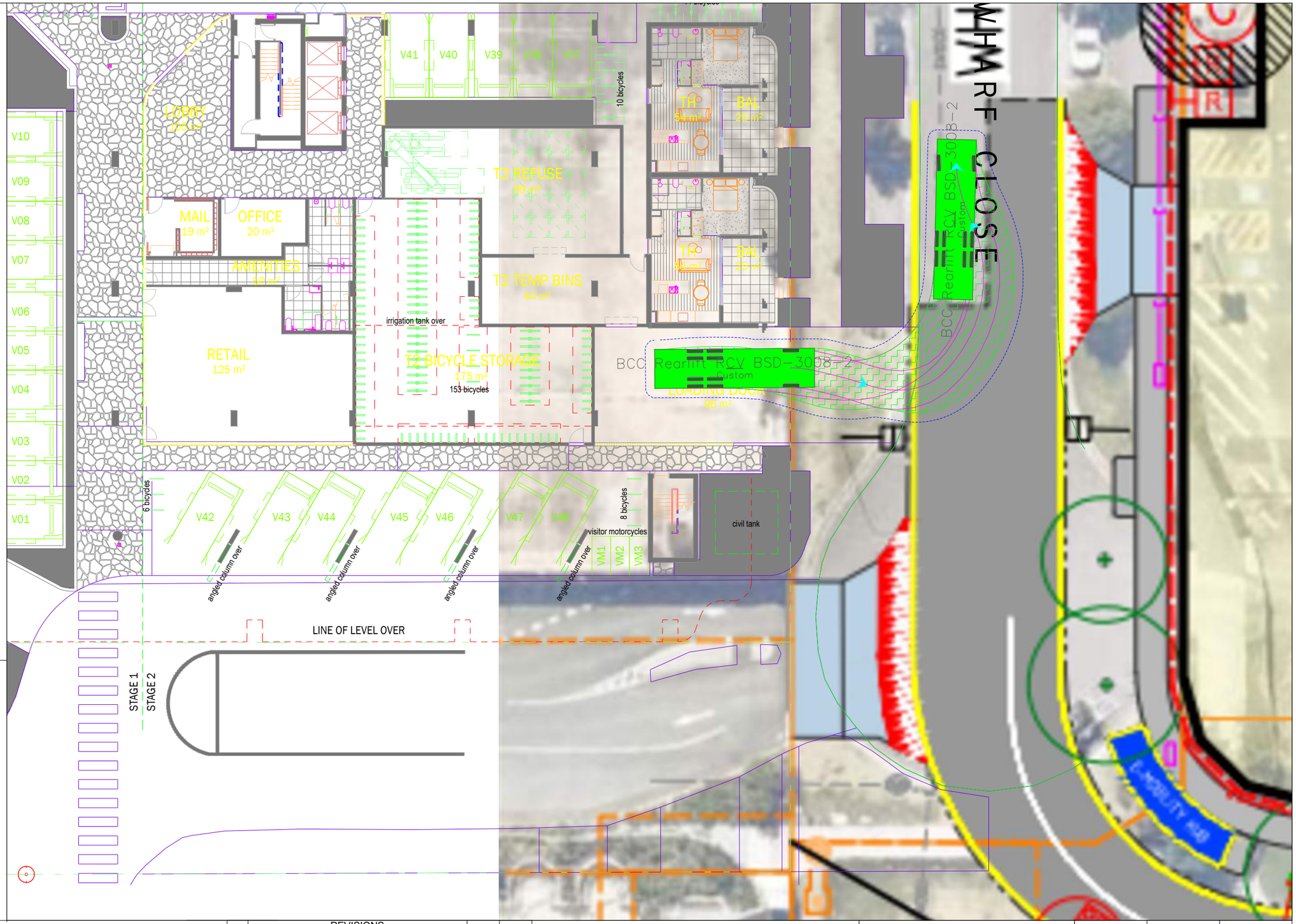
Vehicle Clearance (300mm)



BCC Rear Load RCV meters

Width	:	2.5
Track	:	2.5
Lock to Lock Time	:	6.0
Steering Angle	:	44.4

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

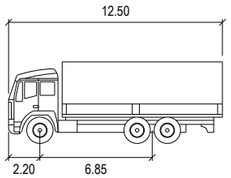
Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton	Design: J.T.	Drawn: J.T.	Checked: J.BR
Title: Ground Floor Loading Bay - RCV Egress	CONCEPT ONLY		Date: 01.10.2026
	Project Number: P7112	Sheet Number: 6	Issue: 001

Notes:

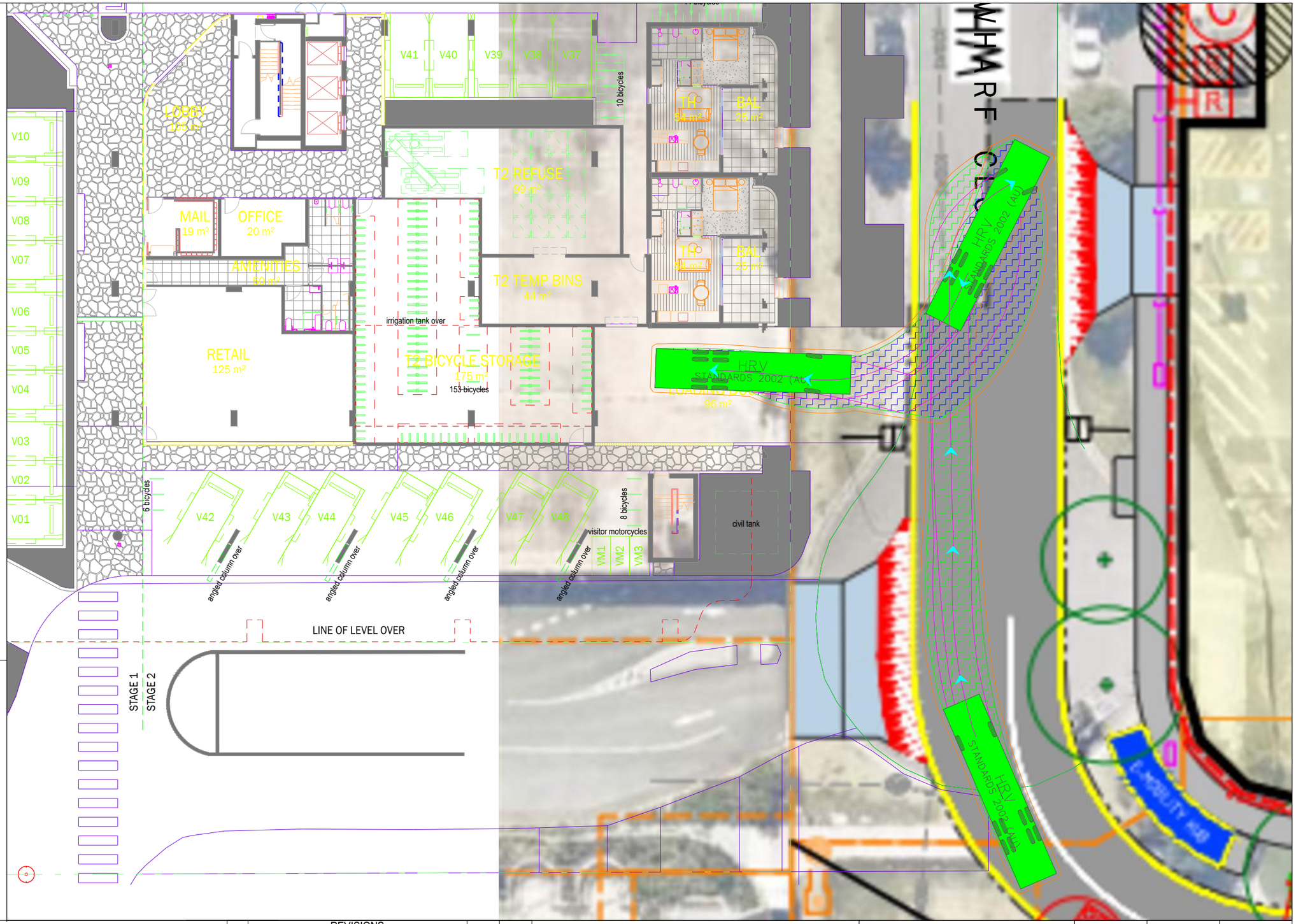
Vehicle Clearance (600mm)

Vehicle Clearance (300mm)



HRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

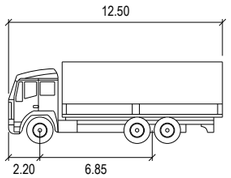
Scale @ A3 0 2 4 6 8 10 12 1:250

Project	Design	Drawn	Checked
11-23 MacArthur Ave, Hamilton	J.T.	J.T.	J.BR
Title: Ground Floor Loading Bay - HRV Ingress	CONCEPT ONLY	Date: 01.10.2026	
	Project Number: P7112	Sheet Number: 7	Issue: 001

Notes:

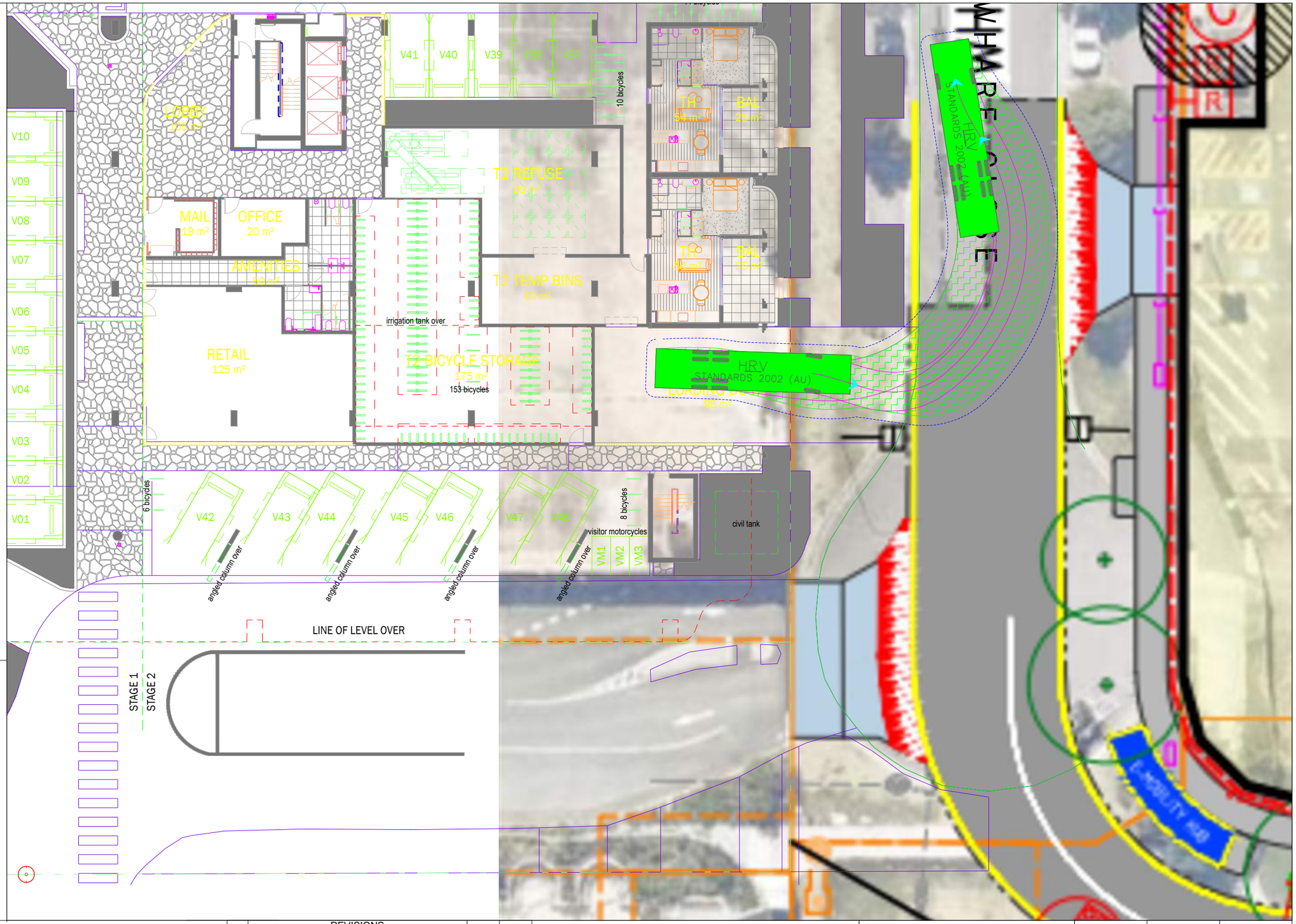
Vehicle Clearance (600mm)

Vehicle Clearance (300mm)



HRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

DESIGN VEHICLE

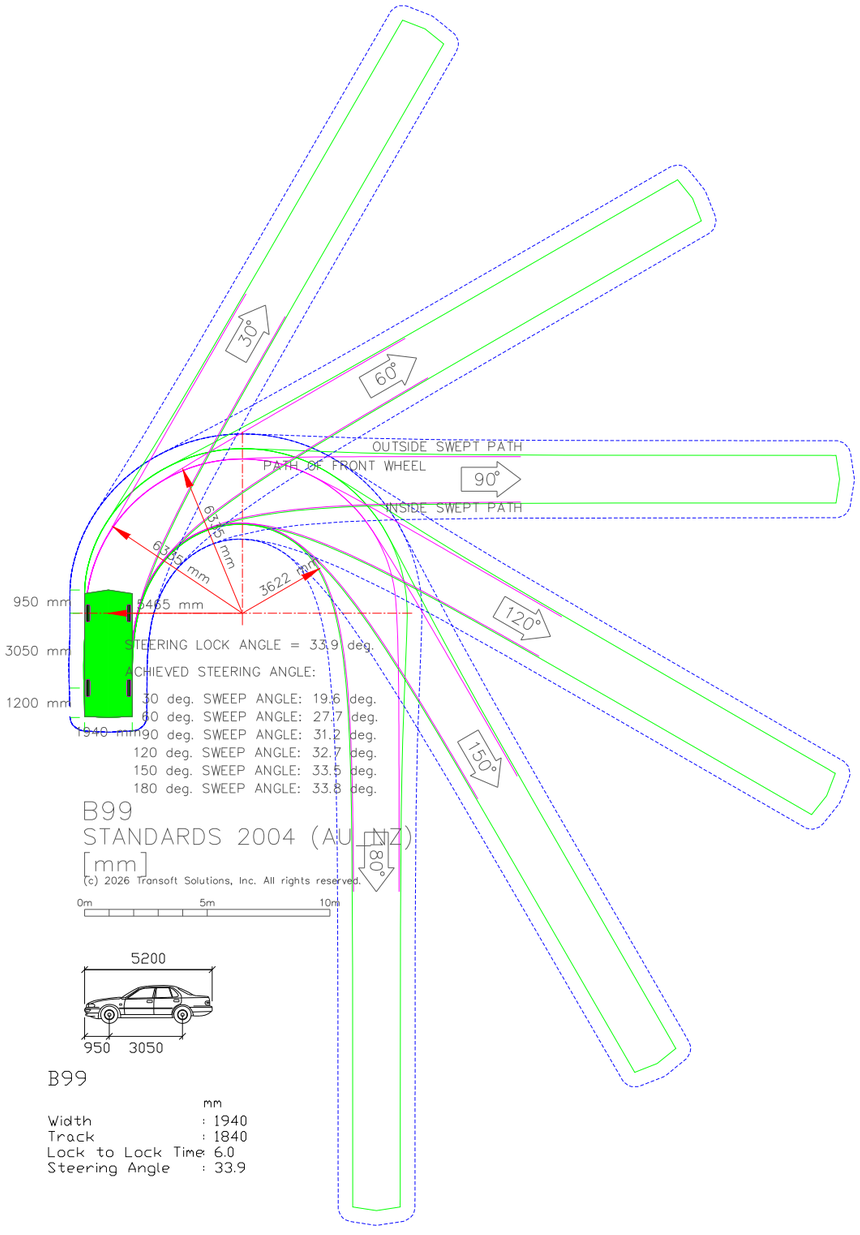


Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project	Design	Drawn	Checked
11-23 MacArthur Ave, Hamilton	J.T.	J.T.	J.BR
Title: Ground Floor Loading Bay - HRV Egress	CONCEPT ONLY	Date: 01.10.2026	
	Project Number: P7112	Sheet Number: 8	Issue: 001



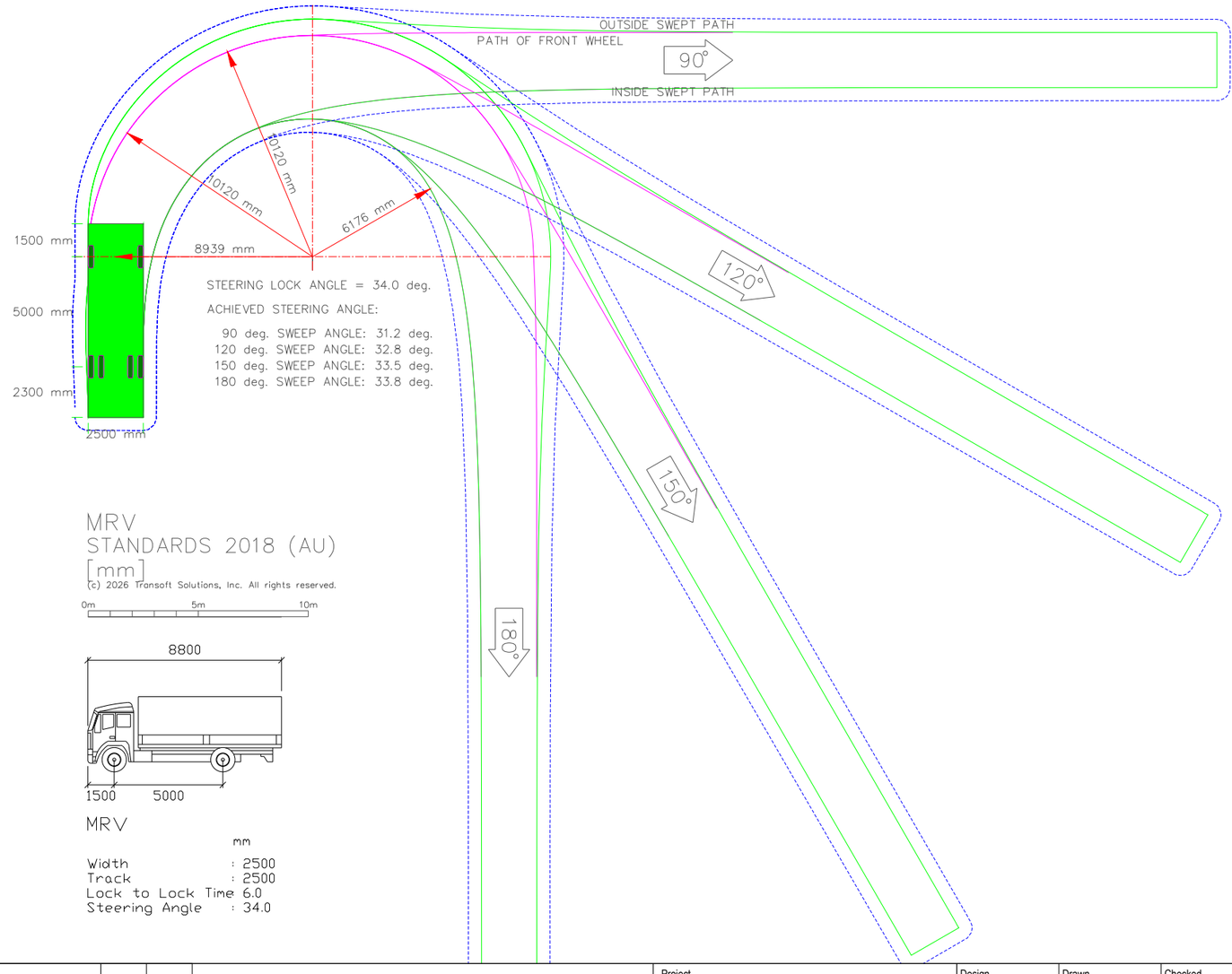
B99
STANDARDS 2004 (AU NZ)
[mm]

(c) 2026 Transoft Solutions, Inc. All rights reserved.

0m 5m 10m

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	6.0
Steering Angle	: 33.9



MRV
STANDARDS 2018 (AU)
[mm]

(c) 2026 Transoft Solutions, Inc. All rights reserved.

0m 5m 10m

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	6.0
Steering Angle	: 34.0

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton

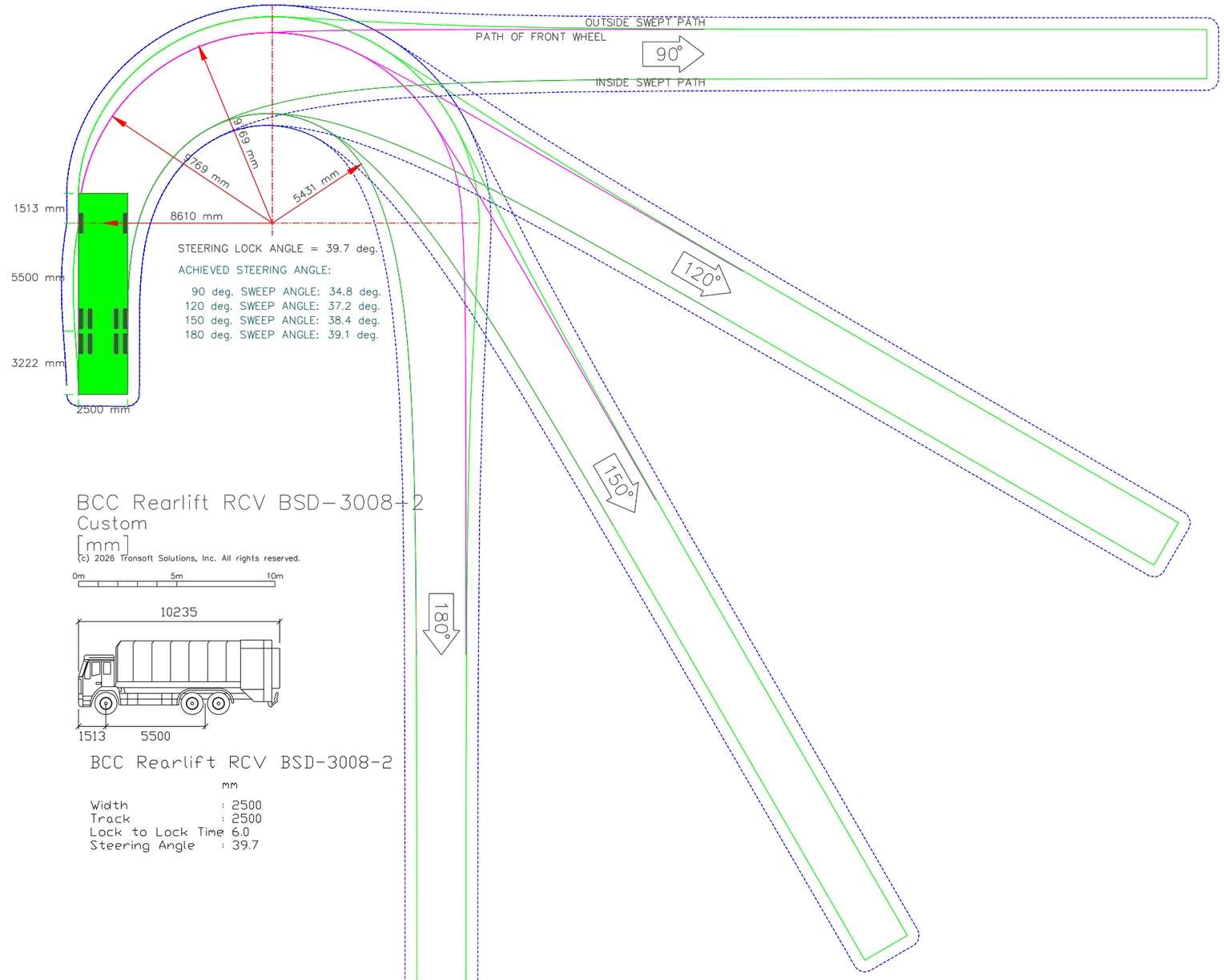
Title: Vehicle Templates

Design	Drawn	Checked
J.T.	J.T.	J.BR

CONCEPT ONLY

Date: 01.10.2026

Project Number	Sheet Number	Issue
P7112	9	001



BCC Rearlift RCV BSD-3008-2
Custom
[mm]

(c) 2026 Transoft Solutions, Inc. All rights reserved.

0m 5m 10m

BCC Rearlift RCV BSD-3008-2

mm

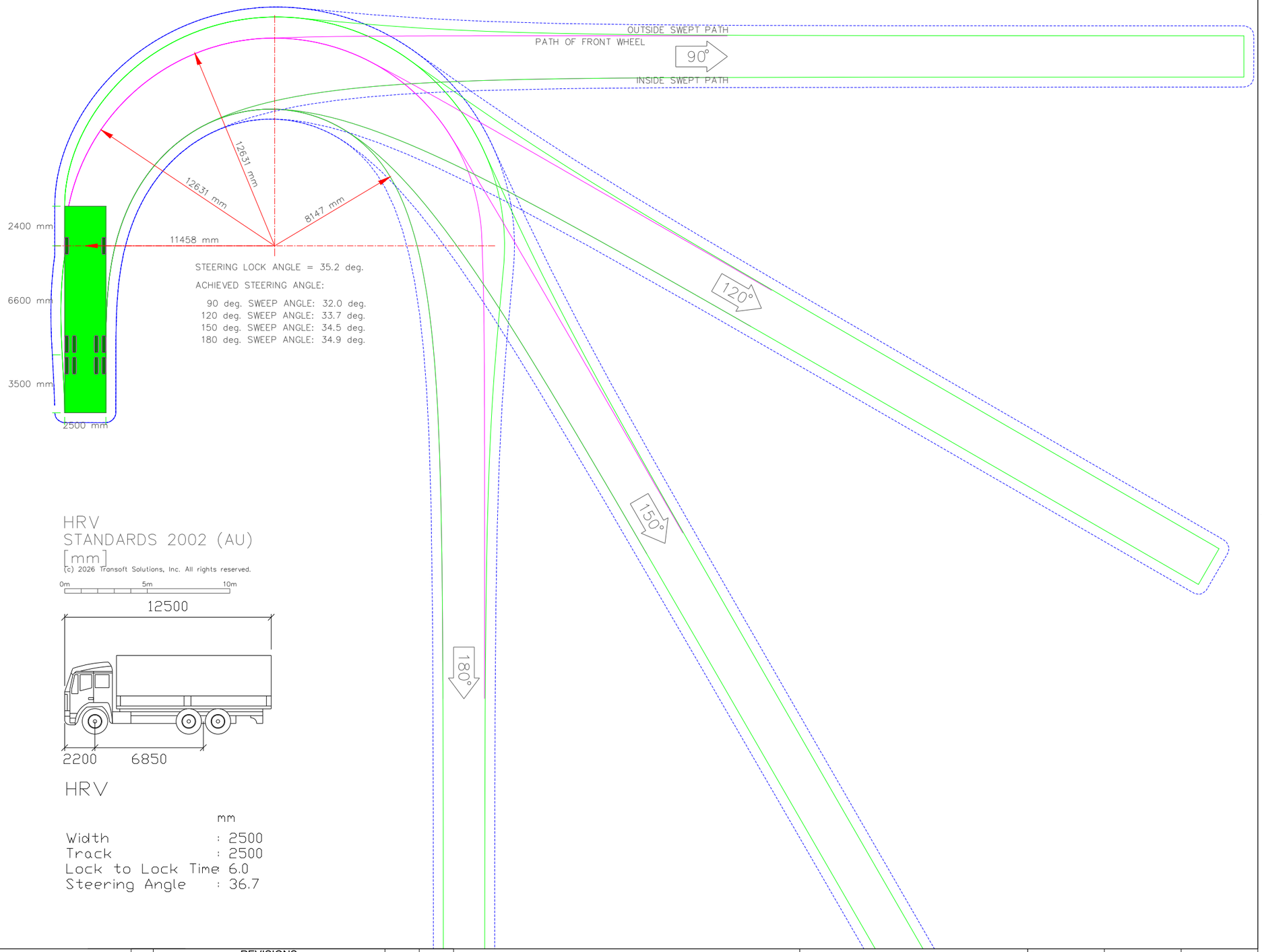
Width	: 2500
Track	: 2500
Lock to Lock Time	6.0
Steering Angle	: 39.7

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton	Design: J.T.	Drawn: J.T.	Checked: J.BR
Title: Vehicle Templates	CONCEPT ONLY		Date: 01.10.2026
	Project Number: P7112	Sheet Number: 10	Issue: 001



HRV
STANDARDS 2002 (AU)
[mm]

(c) 2026 Transoft Solutions, Inc. All rights reserved.

0m 5m 10m

HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	6.0
Steering Angle	: 36.7

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Diagrams	J.T.	01.10.2026

Scale @ A3 0 2 4 6 8 10 12 1:250

Project: 11-23 MacArthur Ave, Hamilton

Title: Vehicle Templates

Design	Drawn	Checked
J.T.	J.T.	J.BR

CONCEPT ONLY

Date: 01.10.2026

Project Number	Sheet Number	Issue
P7112	11	001