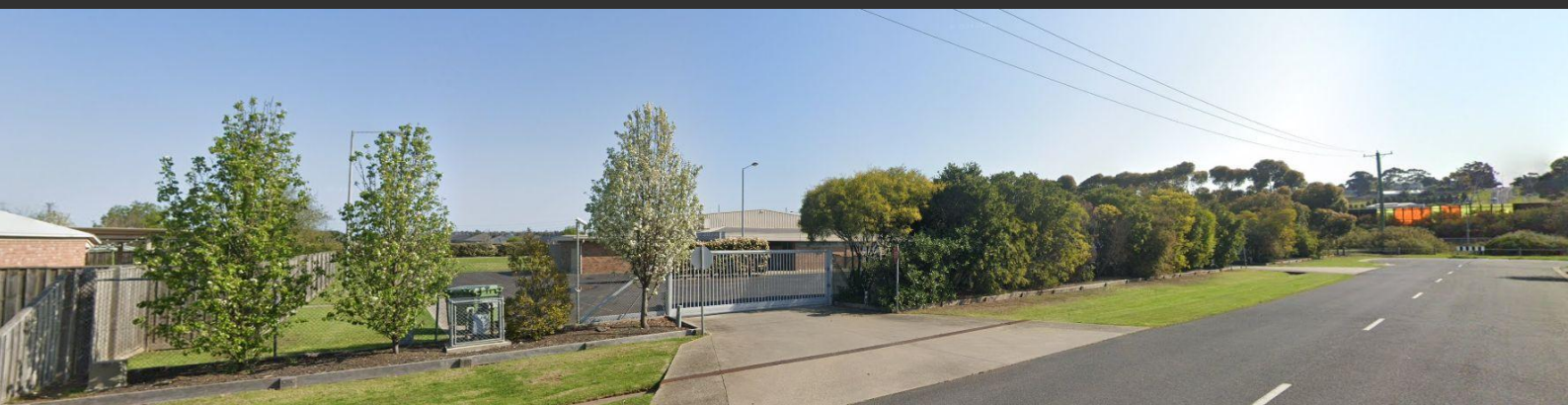




215-227 Purnell Road, Lovely Banks

Transport Impact Assessment



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1 June 2026



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DOCUMENT INFORMATION

Prepared for	Knowles Group		
File Name	260148TIA001B-F.docx	Report Date	1 June 2026
Prepared by	██████	Reviewed by	██████

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APPENDICES

APPENDIX A SWEPT PATH DIAGRAMS

1 INTRODUCTION

onemilegrid has been requested by Knowles Group to undertake a Transport Impact Assessment of the proposed residential aged care facility development at 215-227 Purnell Road, Lovely Banks.

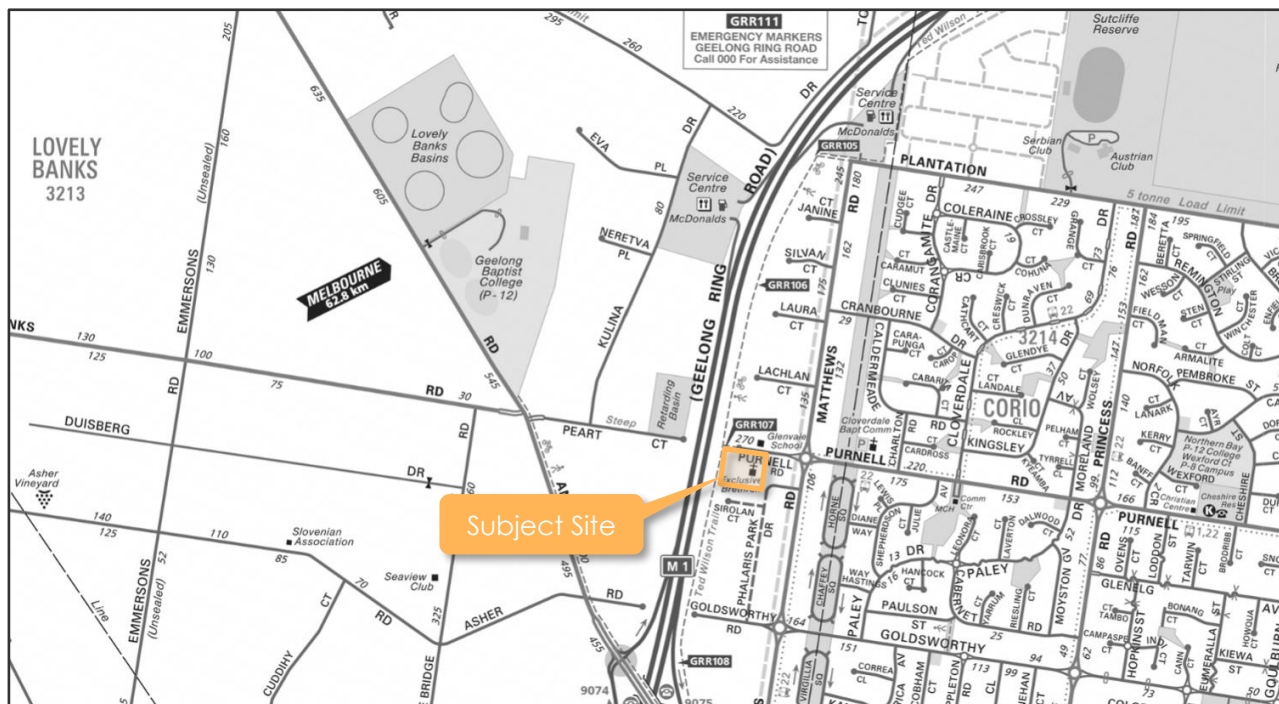
As part of this assessment the subject site has been reviewed with due consideration of the development proposal, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is addressed as 215-227 Purnell Road, Lovely Banks, and is located on the southern side of Purnell Road, to the east of Princes Freeway (Geelong Ring Road), as shown in Figure 1 below.

Figure 1 Site Location



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The site comprises of two existing properties (215 Purnell Road and 217-227 Purnell Road), which combined have an approximate 120 m frontage to Purnell Road and 30 m frontage to Phalaris Park Drive, along the northern and eastern boundaries respectively, and a combined area of approximately 12,235 m².

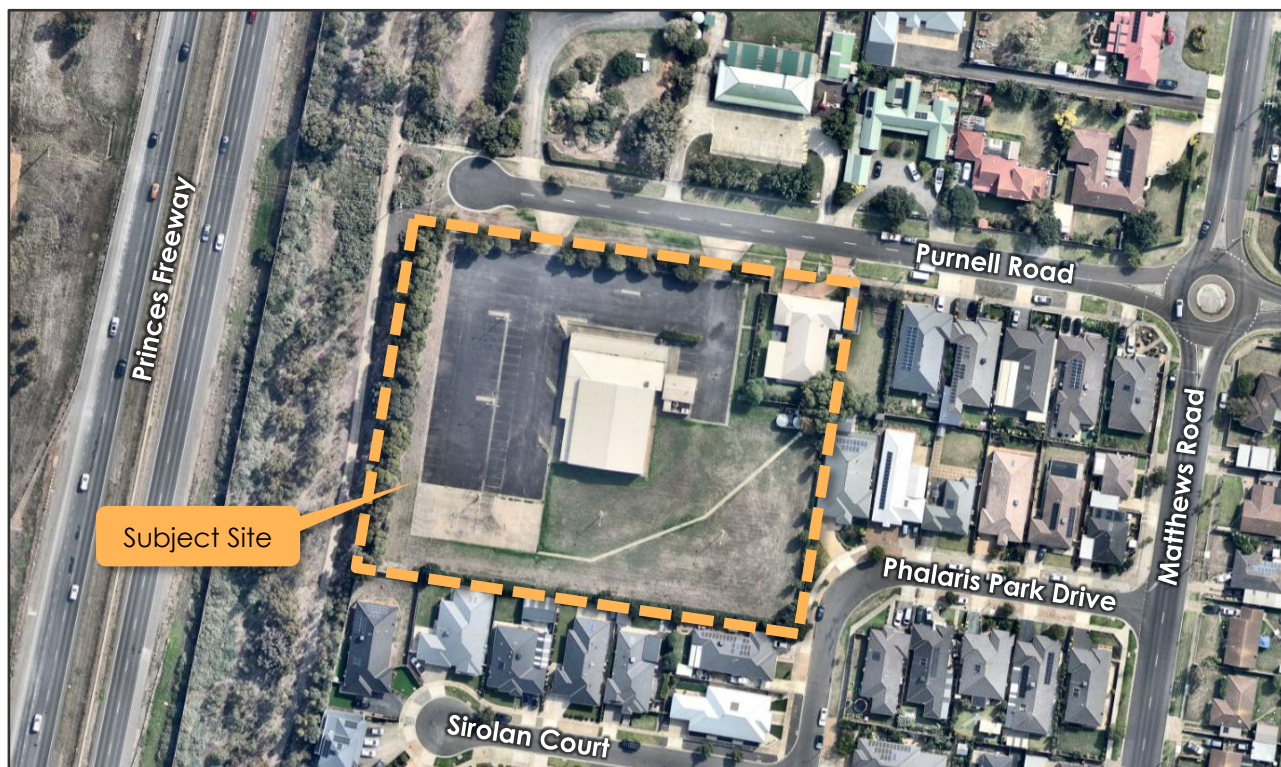
There is currently a single level dwelling occupying 215 Purnell Road, with a place of worship and associated on-site car park of approximately 132 car spaces occupying 217-227 Purnell Road.

Site access to both properties is currently provided from Purnell Road along the northern boundary, with two residential crossovers connecting to a looped driveway provided for the dwelling, whilst two wider crossovers leading to the on-site car park, provided for the place of worship.

Land use in the immediate vicinity of the site is mainly residential in nature.

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

Figure 2 Site Context (22 March 2026)

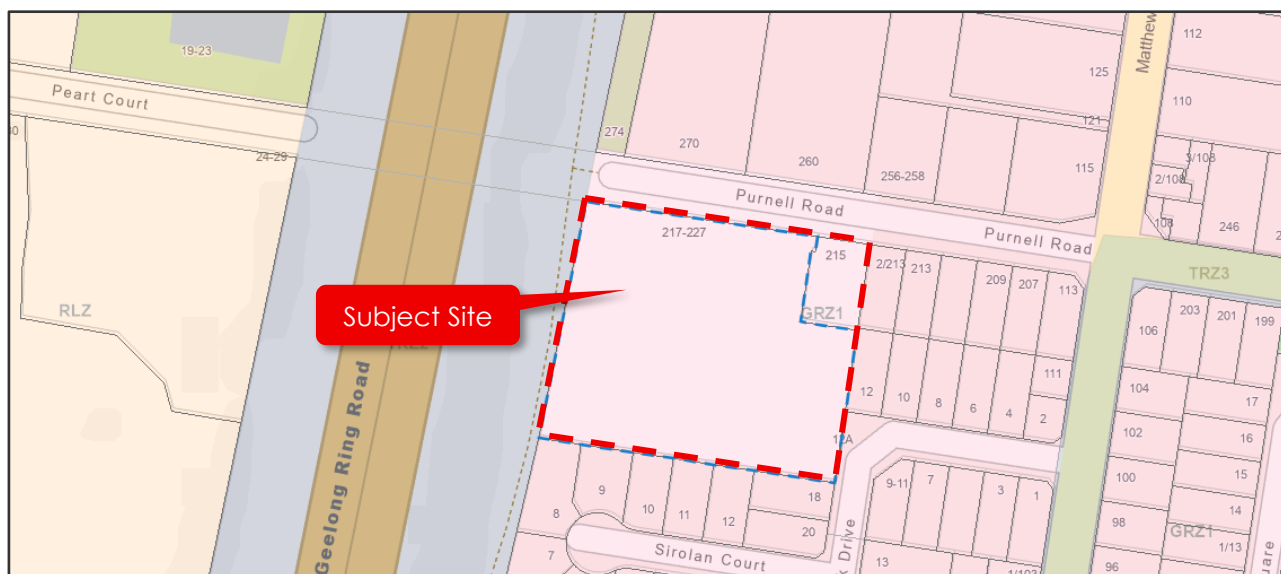


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2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ1).

Figure 3 Planning Scheme Zones



Additionally, the site abuts Princes Freeway, which is within a Transport Zone (TRZ2), therefore designated part of the Principal Road Network.

2.3 Road Network

2.3.1 Purnell Road

Purnell Road is a local road, generally aligned in an east-west direction, which originates at the Princes Highway in the east, and terminates at the northwest corner of the site, prior to the Princes Freeway.

Purnell Road provides an approximately 8.5 m wide carriageway, comprising of a single traffic lane in each direction adjacent to the site, with unrestricted kerbside parking permitted on both sides of the road.

Pedestrian footpaths and kerb/channel is provided on both sides of the road, with the exception of along the site frontage, where a concrete/grassed swale drain is provided. In the northwest corner of the site, Purnell Road terminates via an approximately 15 m diameter court bowl.

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

2.3.2 Phalaris Park Drive

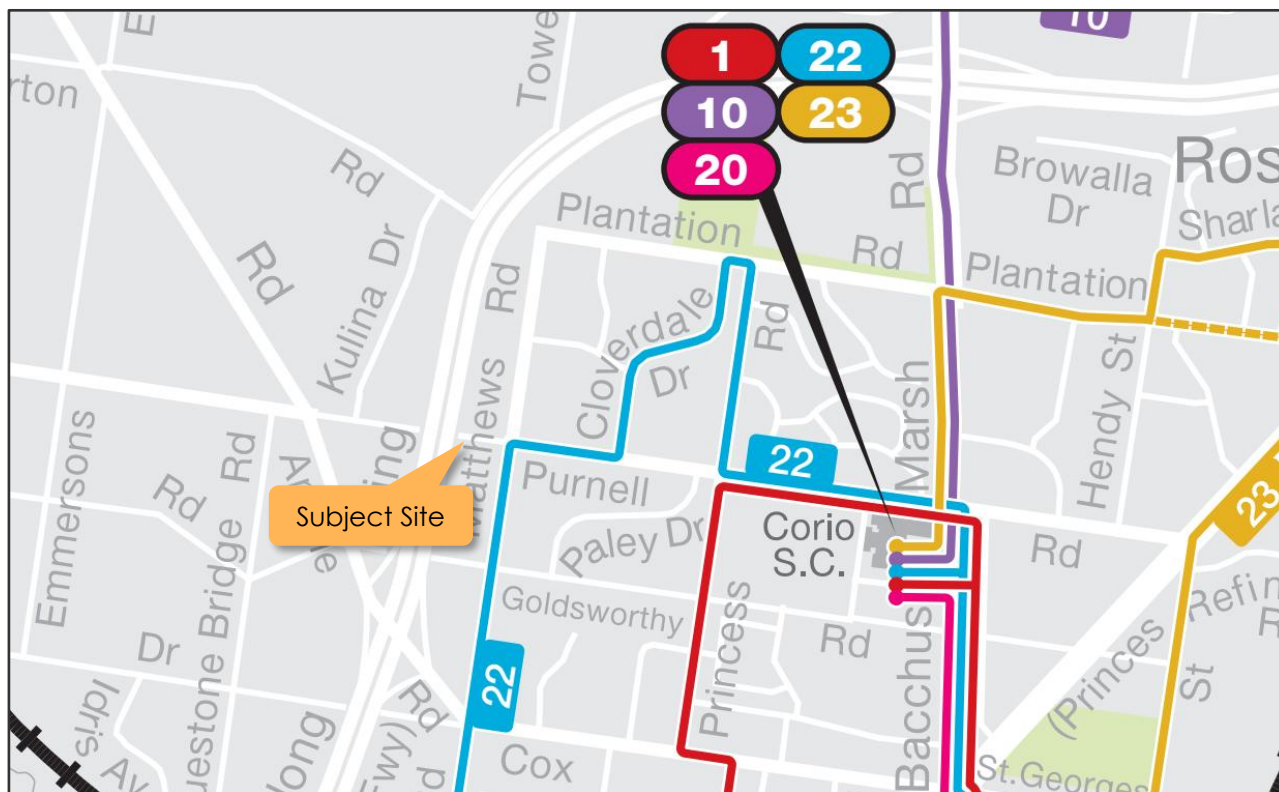
Phalaris Park Drive is a local road, primarily aligned in a north-south direction from Goldworthy Road in the south, before changing to an east-west direction and connecting to Matthews Road in the east.

Phalaris Park Drive provides an approximately 7 m wide, two-way carriageway, adjacent to the site, with unrestricted kerbside parking permitted on both sides of the carriageway and pedestrian footpath provided on both sides of the road.

The default 50 km/h speed limit applies to Phalaris Park Drive in the vicinity of the site.

2.4.1 Public Transport

Figure 6 Public Transport Provision



2.4.2 Pedestrian/Bicycle Facilities

However, the Ted Wilson Trail shared path runs along the western boundary of the site, adjacent to the Princes Freeway, and follows the Princes Freeway for approximately 12 km between Corio in the north and Hamlyn Heights in the south. The trail can be accessed directly from Purnell Road.

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to demolish the existing buildings located within the site and develop the land for the purposes of a residential aged care facility. The new facility will comprise of a single storey building, accommodating a total 106 bedrooms, therefore will have a maximum of 106 residents.

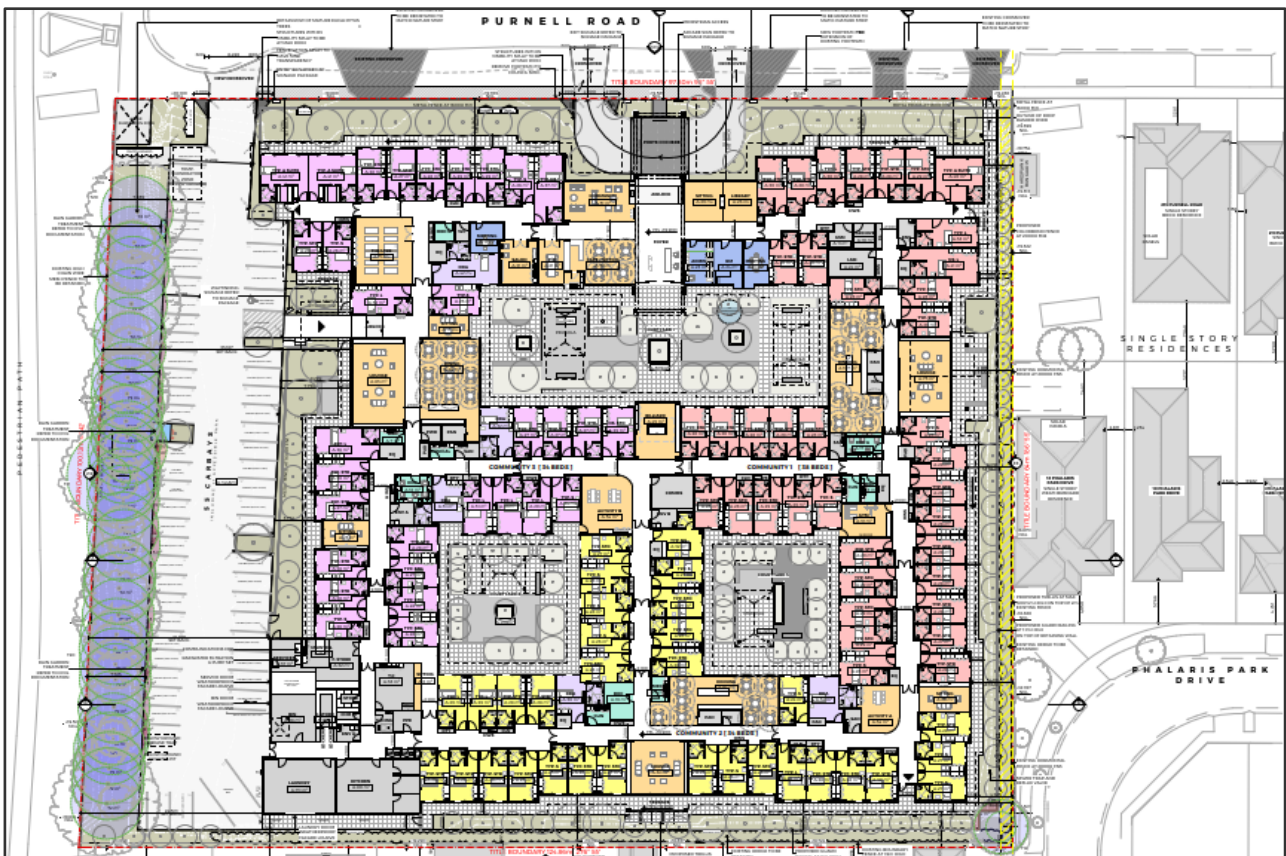
3.2 Parking and Vehicular Access

Vehicle access to the site is proposed to be provided from Purnell Road via a one-way porte-cochere, located approximately midway along the site's northern boundary, and via a new two-way crossover in the northwest corner of the site, which will provide access to the at grade car park and loading facilities along the western side of the site.

A total of 54 car parking spaces are proposed within the at-grade car park, including 1 accessible parking spaces. Additionally, a total of 2 bicycle spaces are proposed adjacent to the building access from the on-site car park.

The layout of the proposed development is shown below in Figure 7.

Figure 7 Development Layout



The porte-cochere is proposed to accommodate some pick-up/drop-off activity, as well as ambulance and patient transfer access. All visitor and staff parking, and deliveries are proposed to be accommodated via the western, primary access.

All existing crossovers which are no longer required will be removed, with the kerb and channel reinstated, and indented parking where appropriate.

3.3 Loading

On-site loading and waste collection is proposed to occur via a dedicated loading bay located at the southern end of the at grade car park, as shown above in Figure 7, with access provided via same as the access to the at grade car park.

The loading dock will be capable of accommodating vehicles up to the size of an 8.8 m medium rigid vehicle (MRV)

4 DESIGN ASSESSMENT

4.1 Greater Geelong Planning Scheme – Clause 52.06

4.1.1 General

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

4.1.2 Design Standard 1: Accessways

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

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

Requirement	Comments
Be at least 3 metres wide.	Satisfied – Minimum width of all accessways is 4.0 metres (porte-cochere).
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Refer swept path diagrams attached in Appendix A.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A – Private car park, however, end spaces are able to exit in forward direction with one manoeuvre.
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 3.8 metres is achieved above the 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 – Car park and porte-cochere designed to allow vehicles to enter and exit site in forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied – Crossover to car park, and the access aisle within are a minimum 6.4 metres wide.
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 – No obstructions are proposed on either side of the car park or porte-cochere accessed.
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 – Site 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 with a 99.8th percentile passenger vehicle (B99) and an 85th percentile passenger vehicle (B85) at the site access;
- An 8.8 m medium rigid vehicle (MRV), which is the largest loading vehicle required for the site, entering the site forwards, reversing manoeuvring into the loading bay, and exiting forwards to Purnell Road; 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 are therefore considered appropriate.

4.1.3 Design Standard 2: Car Parking Spaces

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

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

<i>Requirement</i>	<i>Comments</i>
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied - Car parking spaces are dimensioned in accordance with Table 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 of Design Standard 2, 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. - A structure, which may project into the space if it is at least 2.1 m above the space.	Satisfied - The car park is designed in accordance with Diagram 1.
Car spaces in garages or carports must be at least 6 m long and 3.5 m wide for a single space and 5.5 m wide for a double space measured inside the garage or carport.	N/A – Spaces are within a car park.
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	N/A – No tandem spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A – No residential parking is proposed.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500 mm.	Satisfied – The accessible space is provided with a length of 5.4 m, and an adjacent shared area.

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.

The accessible bay is (are) 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).

To ensure all spaces are suitably designed, **onemilegrid** has undertaken swept path analysis for critical car spaces within the development, which can be seen attached in Appendix A.

4.1.4 Design Standard 3: Gradients

No grades have been identified on the development plans, however, given the relatively flat nature of the subject site, it is considered at any grades provided can comply with the relevant requirements of the Planning Scheme.

4.2 Bicycle Parking

Bicycle parking is proposed to be provided via an on-ground bicycle hoop located adjacent to the building entrance from the on-site car park.

The bicycle hoop has been designed in accordance with the Australian Standard; specifically, each side of the hoop is provided an envelope of 0.5 metres by 1.8 metres for bicycles, and a 1.5 metre access aisle.

4.3 Loading/Waste Collection

A loading area is located within the southern portion of the at-grade car park, designed to accommodate vehicles up to an 8.8 m medium rigid vehicle (MRV).

The loading area is located adjacent to the proposed service area within the development (including bin storage room) and will be utilised for both loading activities associated with the use, and for waste collection.

Swept path diagrams are provided in Appendix A, demonstrating an MRV entering and exit the site, in addition to the on-site loading area.

Refer to the Waste Management Plan for further information regarding waste collection for the proposed development.

4.4 Emergency Vehicles

The porte-cochere has been designed to accommodate ambulances for patient transfer. Swept path diagrams are provided in Appendix A, which demonstrate an ambulance is able to access and circulate the porte-cochere, whilst still allowing for a 99.8th percentile passenger vehicle (B99) vehicle to pass whilst the ambulance is propped adjacent to the building entrance.

4.5 Clause 52.29 – Land Adjacent to the Principal Road Network

The development proposal is subject to the requirements of Clause 52.29 of the Greater Geelong Planning Scheme which applies to land adjacent to the Principal Road Network (Princes Freeway) and aims to ensure appropriate access is provided to identified roads.

Relevant to the proposed development, the Clause states that a permit is required to create or alter access to, or subdivide land adjacent to, a road in a Transport Zone 2, and that the proposal is to be referred to the relevant referral authority (in this case the Department of Transport and Planning (VicRoads)).

The proposed development does not propose any access to Princes Freeway, and therefore, there is no need for a permit under Clause 52.29 of the Planning Scheme, and no need for referral to Department of Transport and Planning.

5 LOADING

Clause 65 (Decision Guidelines) of the Greater Geelong 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.

As previously indicated, the loading bay has been designed to accommodate an 8.8 m MRV, with swept paths demonstrating appropriate access provided within Appendix A.

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 over 3.8 m, which is sufficient to accommodate standard ambulances.

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

6 BICYCLE PARKING

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

Nonetheless, provision of 2 visitor bicycle parking spaces is made within the site, in the form of an on-ground bicycle hoop, adjacent to the building access from the on-site car park.

The provision of bicycle parking is therefore considered appropriate for the proposed use.

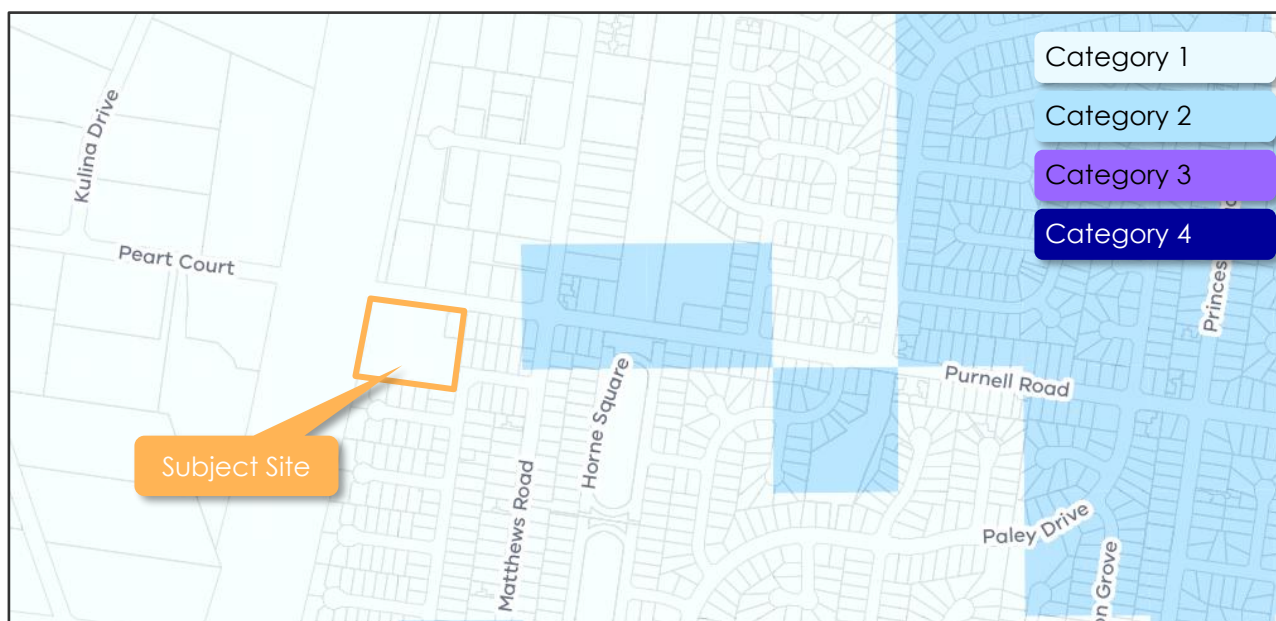
7 CAR PARKING

7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Greater Geelong 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 8 below, the subject site is located within Category 1.

Figure 8 Car Parking Requirement Map



Based on the above, Clause 52.06 of the Greater Geelong Planning Scheme specifies a car parking rate of 0.3 spaces to each bedroom for residential aged care facility use, therefore, based on the provision of 106 bedrooms, a total of 31 parking spaces are required for the proposed development.

It is proposed to provide a total of 54 car parking spaces to service the proposed development, which is in excess of the Planning Scheme requirements outlined above.

Therefore, the proposal does not require a permit to reduce, remove or waiver the minimum car parking requirements under Clause 52.06, and the provision of car parking is considered to be appropriate to satisfy the parking demands generated by the development

7.2 Accessible Car Parking

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

The proposed aged care component of the development is classified as a Class 9c use and requires provision of one space for every 100 car parking spaces or part thereof.

Noting the proposed provision of 54 car parking spaces on-site, the NCC would require at least 1 accessible car parking spaces be provided. The proposed provision of 1 space should satisfy the NCC requirement.

8 TRAFFIC

8.1 Traffic Generation

onemilegrid and various other traffic consultants have undertaken a number of traffic generation surveys of aged care developments, summarised in Table 3.

Table 3 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 typically occurs between approximately 2:00pm and 3:00pm. During the typical commuter peak periods, traffic generation is typically considerably lower, as demonstrated above.

In order 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. A site specific peak rate of 0.4 movements per bed has also been adopted.

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

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

Based on the above survey results, the anticipated traffic generated by the proposed development is shown below in Table 4.

Table 4 Anticipated Traffic Generation

Period	Inbound	Outbound	Total
AM Peak	16	6	22
PM Peak	9	13	22
Daily	133	133	266
Site Specific Peak	22	22	44

8.2 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of 16 vehicle movements per hour are expected for any one movement, during the AM and PM peak periods, which is equivalent to approximately one vehicle trip every four minutes. It is noted that this assessment does not consider the removal of traffic volumes associated the existing uses on the site, therefore, the volume of additional traffic will be less.

Nonetheless, the above volume of traffic generated by the proposal is considered low and is therefore expected to be easily absorbed into the surrounding road network, including via Matthews Road to the south and north, and Purnell Road to the east.

It is acknowledged that traffic generation by the proposed use is greater during the staff changeover periods, however, considering traffic volumes on Purnell Road and the surrounding road network will generally be lower during these times, it is not expected that they will materially affect queues and delays for other road users.

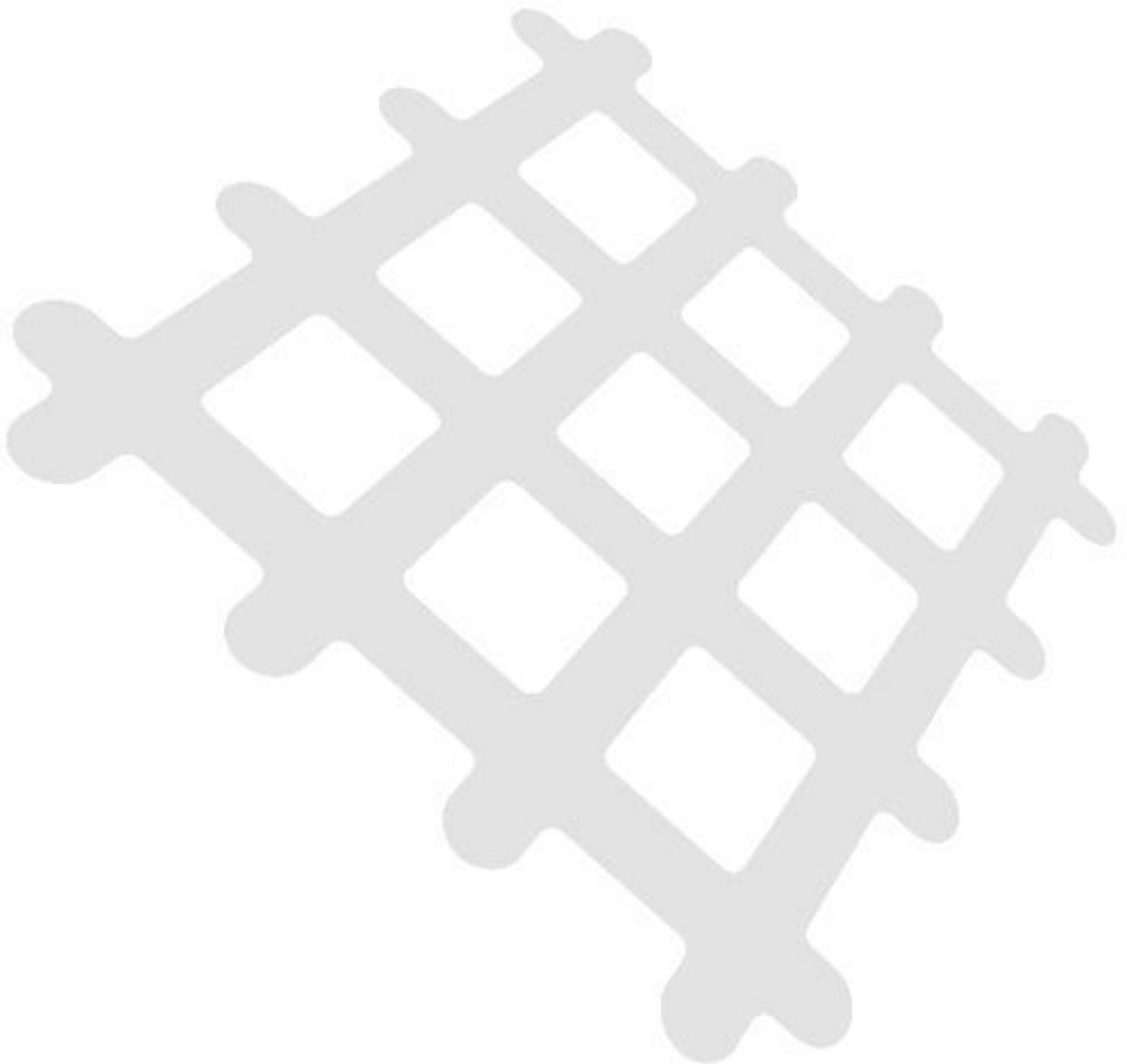
9 CONCLUSIONS

It is proposed to develop the subject site for the purposes of residential aged care facility, comprising of a single storey building containing 106 beds, and an at-grade car park containing 54 parking spaces and on-site loading.

Considering the analysis presented above, it is concluded that:

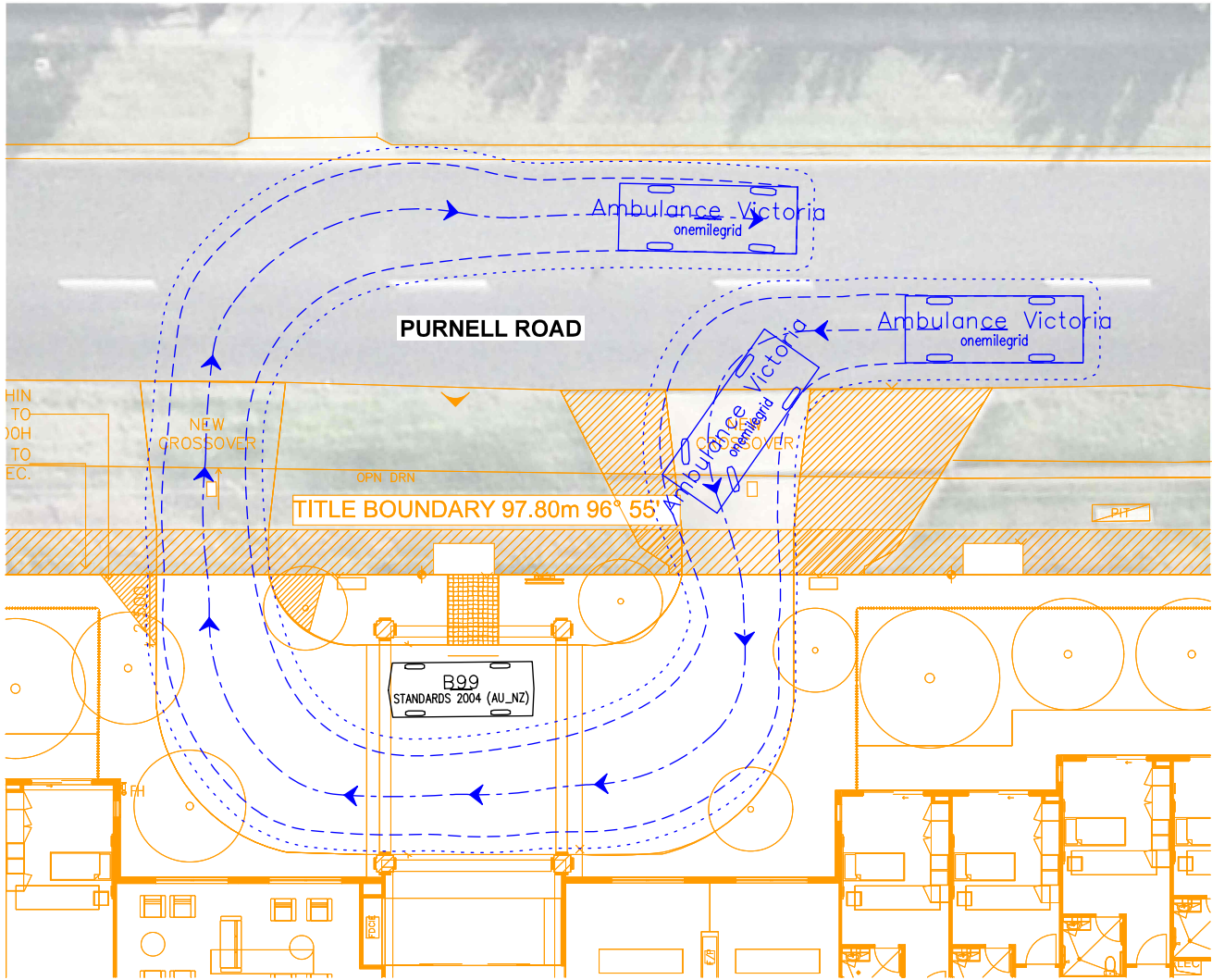
- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The proposed car parking and access design is considered appropriate;
- The on-site loading/waste collection area has been appropriately designed to accommodate the needs of the use;
- The proposed use has no requirement for bicycle parking, however, proposes provision of 2 spaces for visitors;
- The proposal is fully compliant with Clause 52.06 of the Planning Scheme and does not require a permit to reduce, remove or waiver the minimum car parking requirements for a residential aged care facility;
- Given the low volumes of traffic expected to be generated by the proposed development, it is expected to have a negligible impact on the surrounding road network;
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Appendix A Swept Path Diagrams

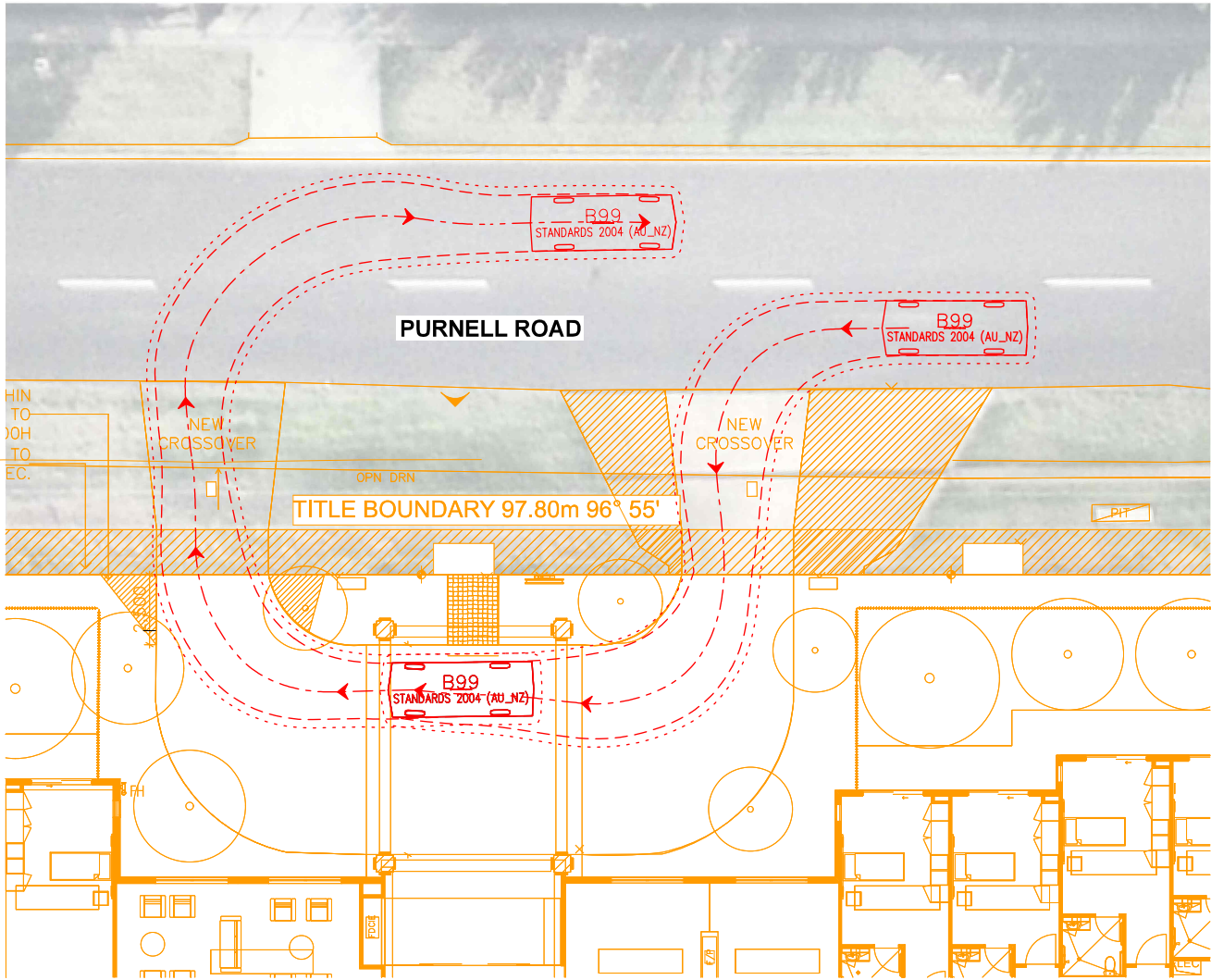
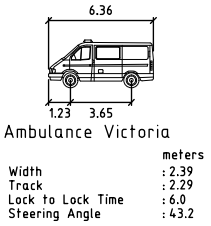


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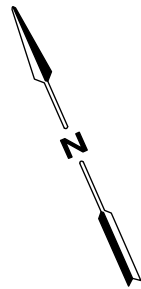
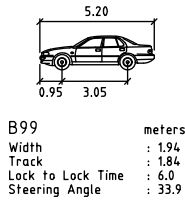
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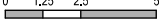


B99 - SWEEP PATH LEGEND
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..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED




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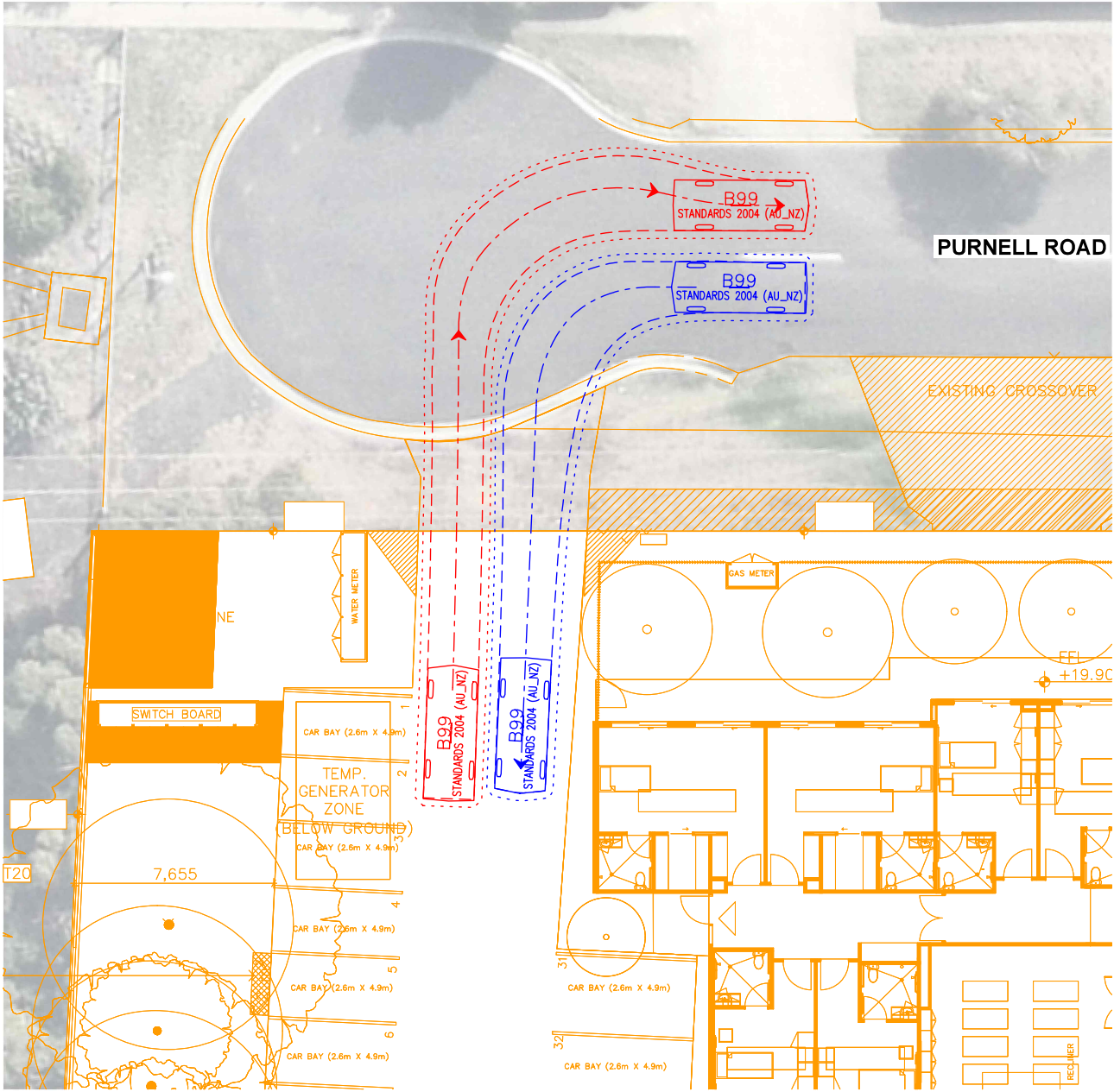
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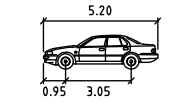
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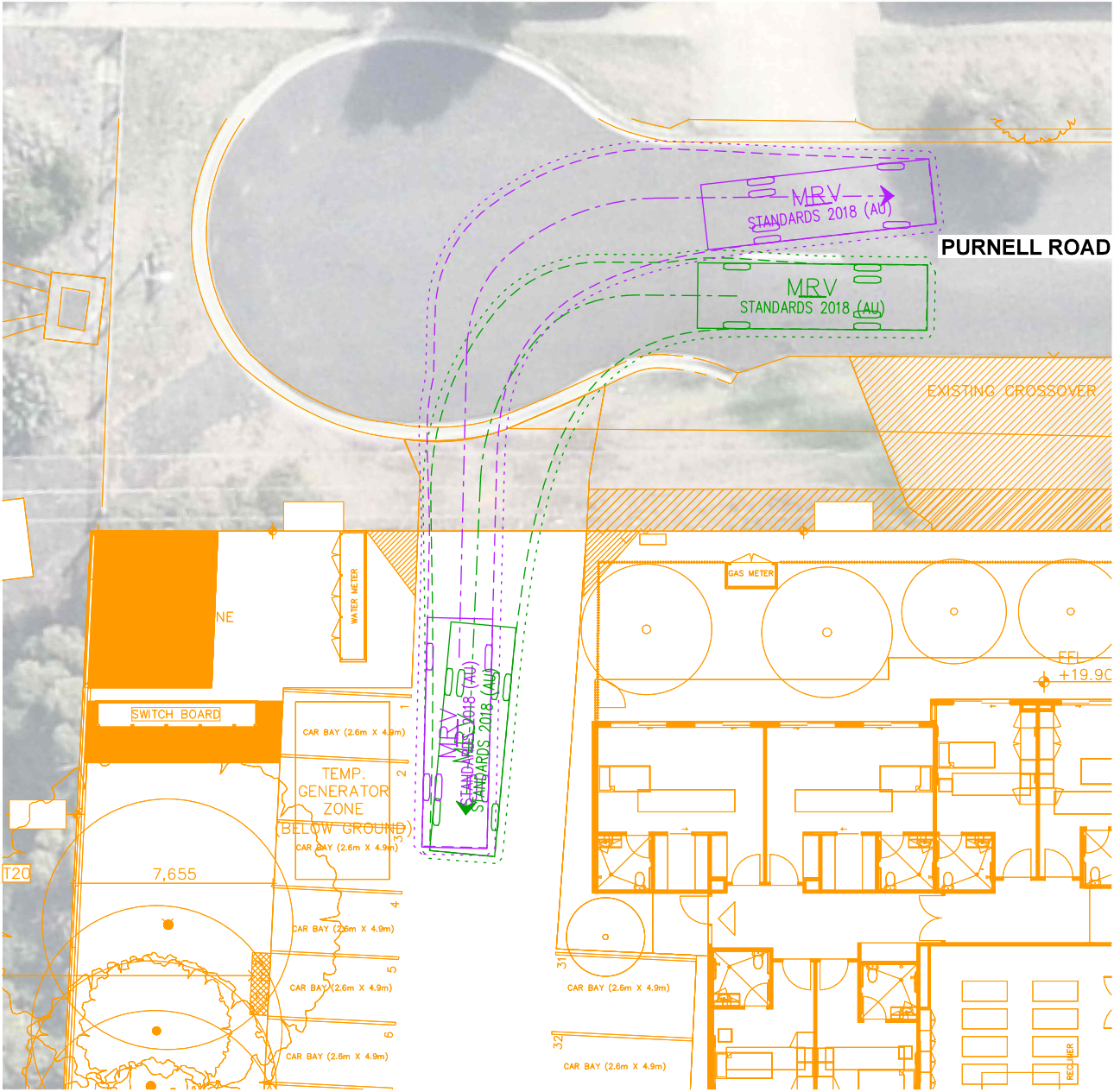
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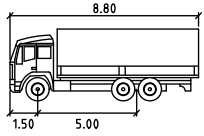
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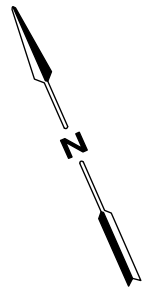
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MRV - SWEEP PATH LEGEND
- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
- - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED



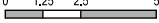
MRV	width	2.50	Track	2.50	Lock to Lock Time	6.0	Steering Angle	34.0
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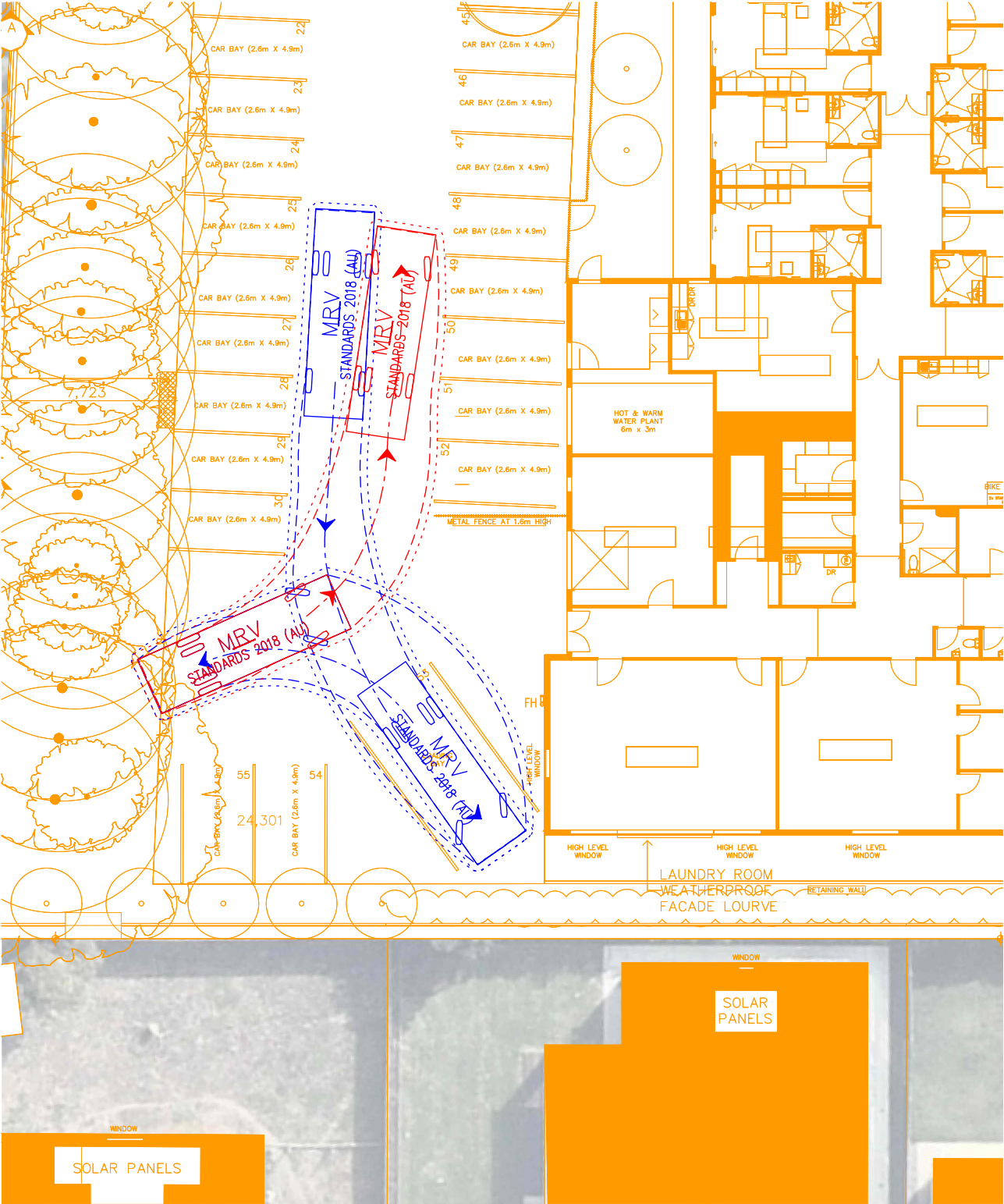
Scale
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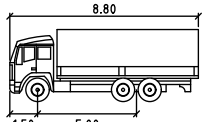
Drawing Title ARCARE, LOVELY BANKS CAR PARK ACCESS SWEEP PATH ANALYSIS		
Designed 	Approved 	Melway Ref 431 G7
Drawing Number 260148	SPA101	Revision B

CAD File: \\auv\tsvr01\Company\Projects\2026\260148\Drawings\260148SPA102.dgn

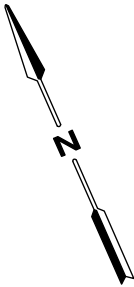
Date Plotted: 02-06-2026 11:25:05



MRV - SWEEP PATH LEGEND
--- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
----- 300mm CLEARANCE ENVELOPE SHOWN DOTTED

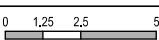


MRV
Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 34.0



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Scale
1:250 @ A3



Drawing Title
ARCARE, LOVELY BANKS
LOADING ACCESS
SWEEP PATH ANALYSIS

Designed
Approved
Melway Ref
431 G7

Drawing Number
260148
SPA102
Revision
B