



# QuantumTraffic

## Traffic Impact Assessment Report

279 Torquay Road, Grovedale

Proposed Medical Centre

23/01/2026

# Traffic Impact Assessment Report

279 Torquay Road, Grovedale

Proposed Medical Centre

## Document Control

Revision	Date	Reference
A	30/07/2025	25-0270
B	30/09/2025	25-0270
C	23/01/2026	25-0270



phone	1300 756 216	email	admin@quantumtraffic.com.au
office	Melbourne	website	<a href="http://www.quantumtraffic.com.au">www.quantumtraffic.com.au</a>

Copyright © 2025- by Quantum Traffic Pty Ltd (ABN: 54617474370 ACN: 617474370)

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, or other electronic or mechanical methods, without the prior written permission of the publisher, Quantum Traffic.

## Executive Summary

This report assesses the Proposed Medical Centre at 279 Torquay Road, Grovedale. The following provides an executive summary of the report.

### **Car Parking**

The statutory car parking requirement as specified under Clause 52.06-5 of the Greater Geelong Planning Scheme is 10 spaces.

The provision of 12 on-site car parking spaces satisfies the statutory car parking requirements of Clause 52.06 of the Planning Scheme.

The car parking design and vehicle access arrangements are satisfactory and generally in accordance with Clause 52.06-9/AS2890.1:2004. The following variation to the Clause 52.06-9 Design Standards is noted:

- a) Pedestrian Sight Line Triangle – The pedestrian sight line triangle to the north is reduced, given the location of the vehicle access in the vicinity of the property boundary. Given the suburban setting, we would expect low pedestrian volumes and therefore interaction with vehicles exiting the site.

An accessible car space is provided for the development as required by the NCC.

### **Bicycle Parking**

The proposed development generates provide 1 staff and 2 visitor bicycle parking spaces, which is sufficient to accommodate up to 8 practitioners under Clause 52.34 of the Planning Scheme. We are satisfied that the proposed bicycle parking is appropriate for the proposed development.

### **Traffic Impacts**

The proposed development is assessed as generating approximately 24 vehicle movements during the AM and PM peak periods. This level of traffic generation is relatively modest and can be accommodated by the surrounding road network.

### **Service Vehicles**

Loading is expected to occur via standard passenger vehicles, utes or vans. These vehicles can utilise the proposed on-site car parking to undertake minor loading activities.

Waste collection is proposed to occur on-site, outside of the operating hours of the medical centre (when the on-site car park is empty). Access for a 6.4m MRV has been demonstrated by Swept Path diagrams.

### **Summary of Opinions**

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Medical Centre at 279 Torquay Road, Grovedale, we are satisfied that the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

## Table of Contents

Executive Summary	iii
1 Introduction	3
2 Proposal	3
3 Existing Conditions	3
3.1 Subject Site	3
3.2 Road Network	5
3.3 Public Transport	6
4 Car Parking Assessment	7
4.1 Statutory Car Parking	7
4.2 Accessible Car Parking	8
4.3 Car Parking Layout & Access Arrangements	8
5 Bicycle Parking Assessment	11
5.1 Statutory Bicycle Parking	11
6 Traffic Impacts	11
6.1 Traffic Generation	11
7 Service Vehicles	12
7.1 Loading	12
7.2 Waste Collection	12
8 Conclusions	13

## Appendices

Appendix A: Development Application Plans

Appendix B: Swept Path Diagrams

## Figures

Figure 1: Aerial Photograph (source: www.nearmap.com).....	4
Figure 2: Location Map (Source: www.melway.com.au).....	5
Figure 3: Torquay Road (view north) .....	6
Figure 4: Torquay Road (view south).....	6
Figure 5: Public Transport Map (Source: PTV) .....	6
Figure 6: Car Parking Requirement Map (Source: VicPlan).....	7

## Tables

Table 1: Proposed Development Summary .....	3
Table 2: Existing Features of Subject Site.....	4
Table 3: Statutory Car Parking Assessment.....	7
Table 4: Review of Proposal Against Clause 52.06-9.....	8
Table 5: Traffic Generation .....	11

# 1 Introduction

The following Traffic Impact Assessment Report, reviews the critical matters pertaining to traffic engineering associated with the Proposed Medical Centre at 279 Torquay Road, Grovedale.

## 2 Proposal

The proposal is for development of a medical centre (dentist) at 279 Torquay Road, Grovedale. Table 1 outlines the key attributes of the development from a traffic engineering perspective.

*Table 1: Proposed Development Summary*

Attribute	Proposed
<b>Use</b>	
Medical Centre (Dentist)	286.65m <sup>2</sup>
<b>Car Parking Provision</b>	
Overall Provision	12 spaces (9 x conventional, 2 x tandem, 1 accessible)

The proposal seeks to realign the existing property boundary at the rear of the subject site, incorporating approximately 351.11m<sup>2</sup> of the property at 7 Flower Court into the subject site at 279 Torquay Road.

Vehicle access is proposed via a widening of the existing crossover to Torquay Road, facilitating two-way simultaneous access (6.1m wide).

A single bicycle rail (2 spaces) is proposed for along the Torquay Road frontage for visitors (adjacent to the accessible space shared area), whilst a single staff parking spaces is provided at the rear of the building.

Loading and waste collection will informally occur within the on-site car park, with collection to be scheduled outside of the centre operating hours.

Development application plans prepared by Syme Trie Design Group are attached at Appendix A.

## 3 Existing Conditions

### 3.1 Subject Site

The proposed development site is located at 279 Torquay Road, Grovedale, on the west side of the road between Peter Street and Felix Street.

Table 2 outlines the key existing features of the development site.

## Traffic Impact Assessment Report

279 Torquay Road, Grovedale - Proposed Medical Centre

**Table 2: Existing Features of Subject Site**

Site Feature	Detail
<b>Municipality</b>	
Municipality	City of Greater Geelong
<b>Zoning &amp; Overlays</b>	
Zoning	General Residential Zone (GRZ1)
Overlays	None
Car Parking Requirement Area	Category 2
<b>Critical Dimensions</b>	
Total Site Area	955.11m <sup>2</sup>
Site Frontage (approx.)	Torquay Road – 15.24m
<b>Existing Use</b>	
279 Torquay Road	Residential Dwelling
7 Flower Court	Residential Dwelling
<b>Crossover Widths</b>	
279 Torquay Road	3.6m crossover on eastern boundary of the site.
<b>On-Street Car Parking</b>	
Site Frontage	Unrestricted
Nearby Area	Generally unrestricted parking spaces along Grovedale Road, with some sections of 'No Stopping'.

An aerial photograph and location map are provided at to Figure 1 and Figure 2.



Figure 1: Aerial Photograph (source: [www.nearmap.com](http://www.nearmap.com))

## Traffic Impact Assessment Report

279 Torquay Road, Grovedale - Proposed Medical Centre

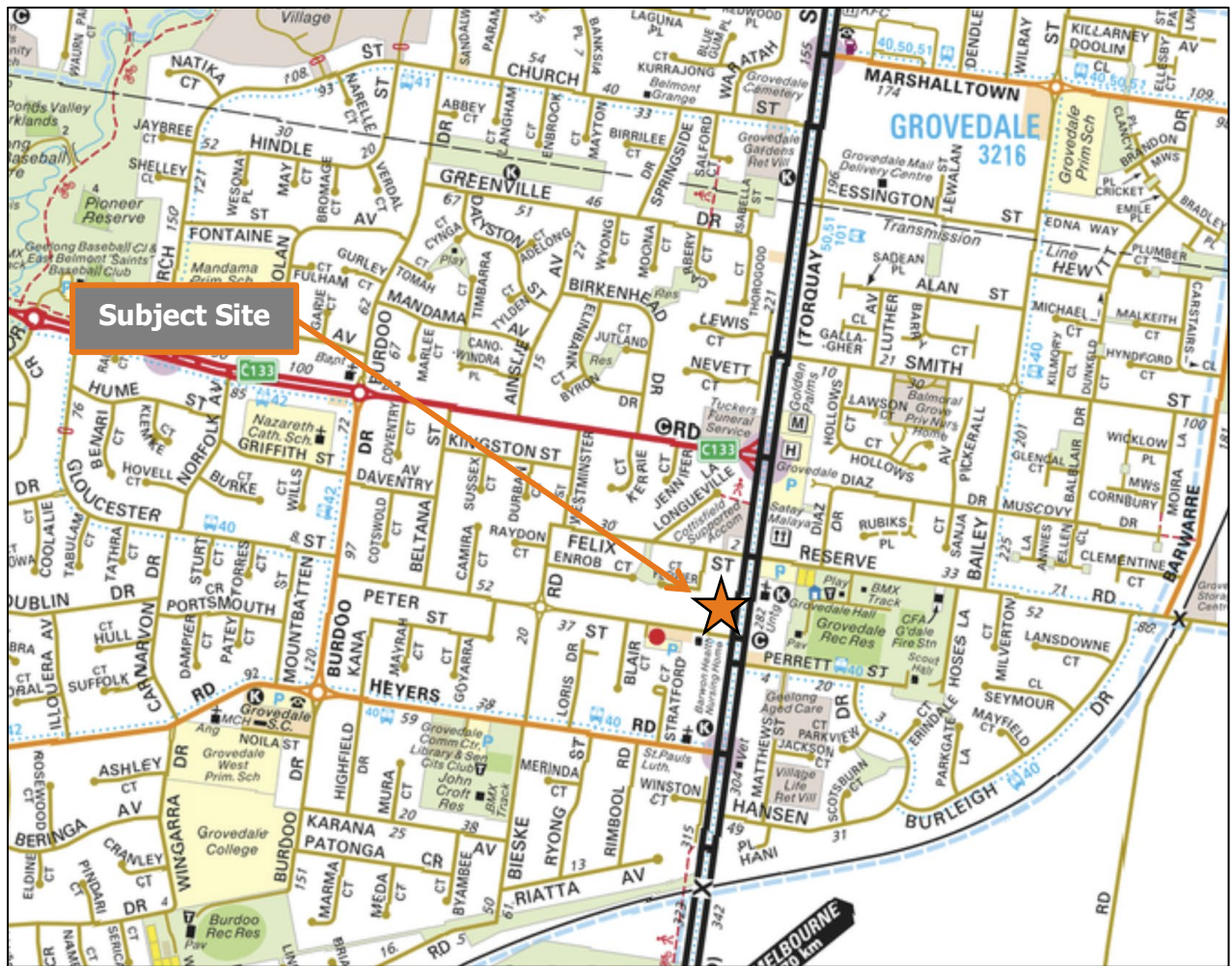


Figure 2: Location Map (Source: [www.melway.com.au](http://www.melway.com.au))

## 3.2 Road Network

### Torquay Road (Surf Coast Highway)

Torquay Road is an arterial road under the control and management of Department of Transport and Planning (DTP). Torquay Road extends in a north-south direction between Settlement Road in the north and Torquay in the south (where it continues as Great Ocean Road).

In the vicinity of the subject site, Torquay Road includes a dual carriageway configuration separated by a raised central median. Torquay Road generally includes two traffic lanes and a parking lane in each direction.

Right turn lanes are provided within the central median for movements into the existing local road intersections, with property access generally subject to left in / left out access. The intersections with Pioneer Road and Heyers Road are controlled by traffic signals.

Kerbside parking is generally permitted along both sides of the road, with a section of No Stopping restrictions applying including from Pioneer Road to Felix Road / Reserve Road.

Torquay Road is subject to a posted speed zoning of 60km/h.

Photographs of Torquay Road in the vicinity of the subject site are shown in Figure 3 and Figure 4 below.

Traffic Impact Assessment Report

279 Torquay Road, Grovedale - Proposed Medical Centre

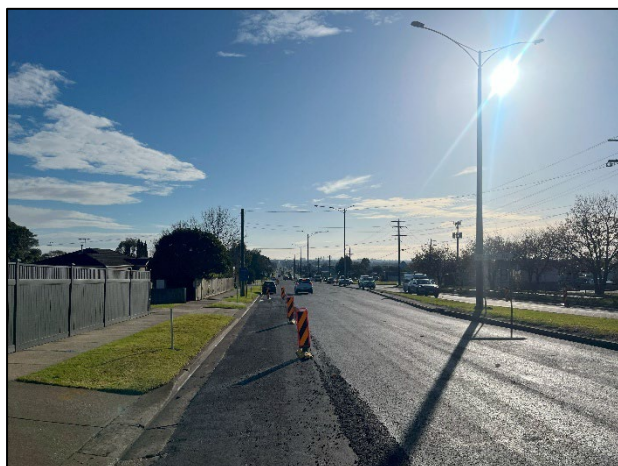


Figure 3: Torquay Road (view north)

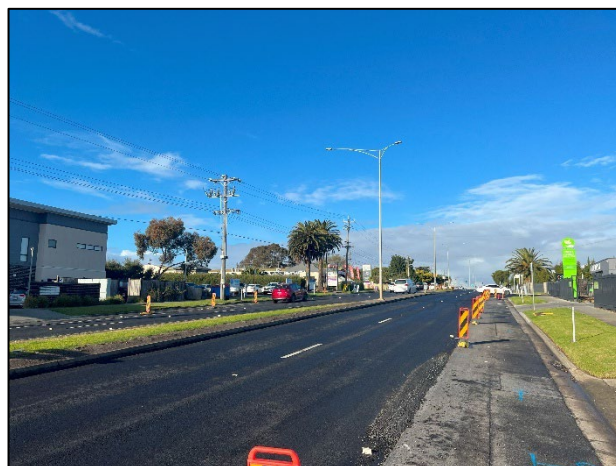


Figure 4: Torquay Road (view south)

### 3.3 Public Transport

Two public bus routes (Route 53 and Route 40) operate in the vicinity of the subject site as follows:

- Route 53 – Geelong Station to Torquay, operates along Torquay Road past the subject site.
- Route 40 – Geelong Station to Deakin University via Breakwater, operates along Heyers Road and Perrett Road to the south of the subject site (approximately 300m walking distance).

Bus Route 53 and Route 40 operate via Geelong Railway Station, providing connections across the broader Geelong region by rail and bus.

A map outlining the nearby public transport services is provided in Figure 5 below.

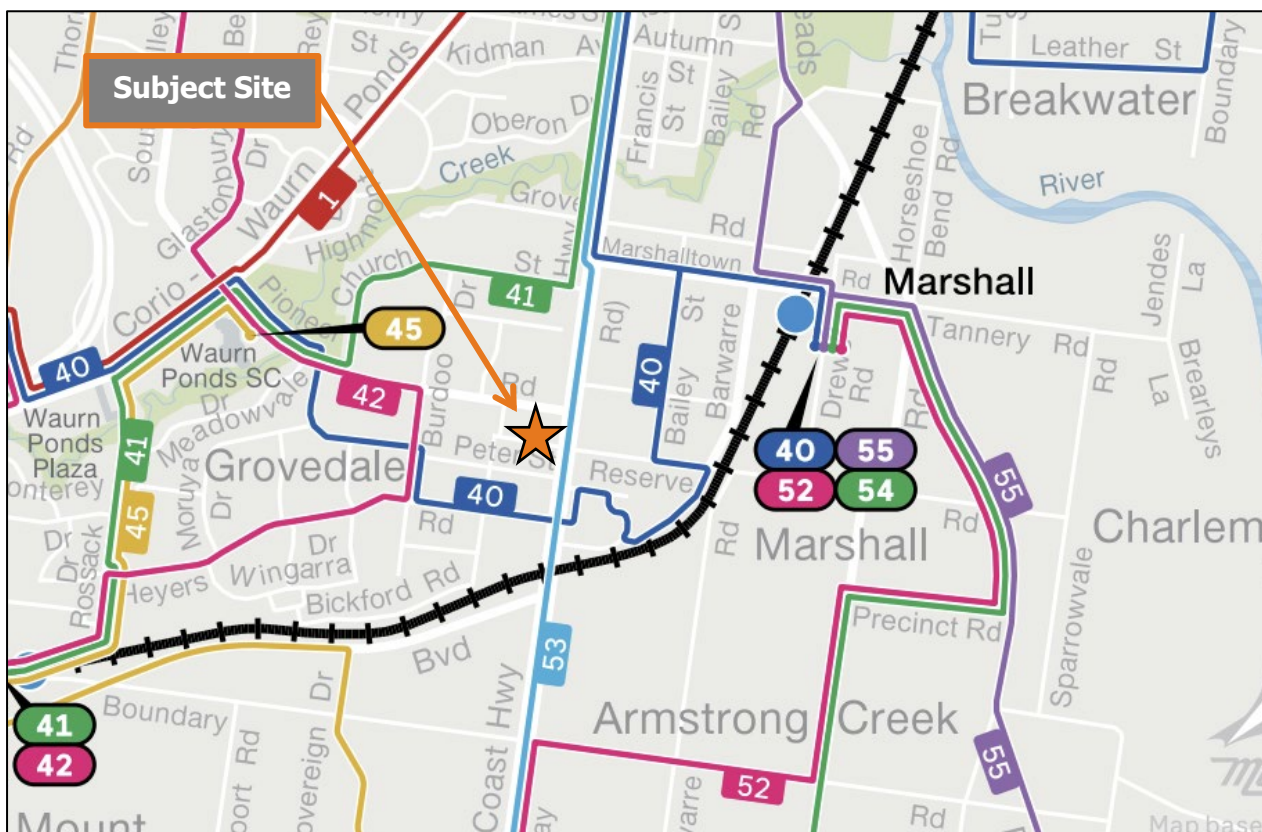


Figure 5: Public Transport Map (Source: PTV)

## 4 Car Parking Assessment

### 4.1 Statutory Car Parking

Clause 52.06-5 of the Planning Scheme prescribes the number of car spaces to be provided for new developments and changes of use. Under Clause 74 the proposed land use is defined as ‘Medical Centre’.

The subject site is located within the ‘Category 2’ area of the Car Parking Requirements Map, as shown in Figure 6 below.

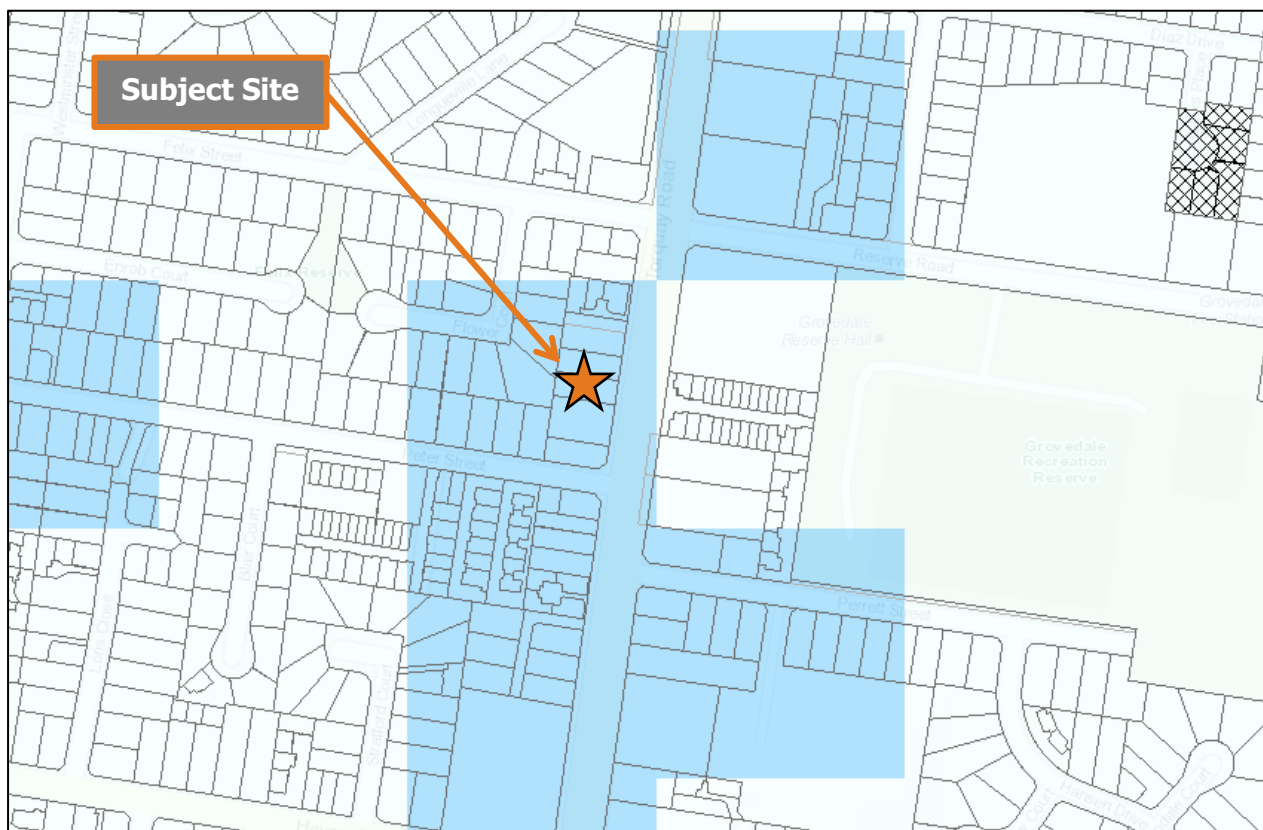


Figure 6: Car Parking Requirement Map (Source: VicPlan)

Table 2 assesses the car parking provision against the statutory requirement prescribed under Clause 52.06-5 of the Planning Scheme.

Table 3: Statutory Car Parking Assessment

Use	Size/No.	Statutory Car Parking Rate (Category 2 – Minimum Requirement)	Requirement	Provision
Medical Centre	286.65m <sup>2</sup>	3.5 spaces to each 100m <sup>2</sup> of leasable floor area	10 spaces	12 spaces

Based on the above, the statutory requirement for the proposed development is 10 car parking spaces. As 12 spaces are proposed on-site, the proposal satisfies the statutory car parking requirement.

## 4.2 Accessible Car Parking

Accessible car parking requirements are assessed under the National Construction Code (NCC). Medical Centres (Class 9a) require accessible parking to be provided at a rate of 1 space to every 50 parking spaces or part thereof. On this basis, the proposal generates a requirement for 1 accessible parking spaces

The provision of 1 accessible parking space within the front setback satisfies the NCC requirements.

## 4.3 Car Parking Layout & Access Arrangements

The following table reviews the proposal against the design standards as specified under Clause 52.06-9 of the Greater Geelong Planning Scheme.

*Table 4: Review of Proposal Against Clause 52.06-9*

Design Standard	Compliant	Comments
<b>Design Standard 1 - Accessways</b>		
<i>Be at least 3 metres wide</i>	Compliant	The accessway is a minimum of 3.0m wide in all locations.
<i>Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.</i>	Not Applicable	No significant changes of direction are proposed. Swept Path diagrams in Appendix B demonstrate access along the accessway to the critical car parking spaces.
<i>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</i>	Compliant	The end car parking spaces allocated to patients (public) can be exited in a forwards direction in one manoeuvre.  Swept path diagrams provided in Appendix B demonstrate these movement.
<i>Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres</i>	Not applicable	Open air car park – no overhead obstructions.
<i>If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or 3, the accessway must be designed so that cars can exit the site in a forward direction</i>	Compliant	All cars can enter and exit the site in a forward direction.
<i>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 3.</i>	Compliant	A 6.1m wide x 7m long passing area is proposed at the property boundary.

## Traffic Impact Assessment Report

279 Torquay Road, Grovedale - Proposed Medical Centre

Design Standard	Compliant	Comments
<i>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.</i>	Acceptable Variation	<p>The proposal includes the provision of opaque fencing along the front property boundary to Torquay Road.</p> <p>Given the proposed 6.1m width, the sight line triangle to the south is achieved over the entry lane.</p> <p>The sight line triangle to the north can't be fully achieved due to the position of the accessway in the vicinity of the site boundary (0.5m off-set to the boundary fence). Given the low pedestrian volumes predicted within the suburban setting, we are satisfied that the proposed configuration represents an acceptable variation.</p> <p>If Council were of the view that additional measures were required to assist pedestrians on the footpath, measures such as a convex mirror and a 'stop' control for vehicles exiting the site could be considered as permit conditions.</p>
<i>If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or 3, the access to the car spaces must be at least 6 metres from the road carriageway</i>	Compliant	The proposed disabled bay in the front setback is greater than 6m from the Torquay Road carriageway.
<i>If entry to the car space is from a road, the width of the accessway may include the road</i>	Not Applicable	All car spaces are accessed internally.
<b>Design Standard 2 – Car Parking Spaces</b>		
<i>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.</i>	Compliant	<p>All car spaces are provided with dimensions in accordance with Table 1.</p> <p>Specifically, spaces are provided at 2.6m wide x 4.9m long with a minimum aisle width of 6.4m.</p> <p>Swept path diagrams showing access to the tandem parking spaces at the rear of the site are provided in Appendix B.</p>
<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>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.</i></li> <li><i>A structure, which may project into the space if it is at least 2.1 metres above the space.</i></li> </ul>	Compliant	The proposed car parking spaces are clear of adjacent obstructions in accordance with Diagram 1 of Clause 52.06-9.
<i>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</i>	Not Applicable	No garages are proposed.

## Traffic Impact Assessment Report

279 Torquay Road, Grovedale - Proposed Medical Centre

Design Standard	Compliant	Comments
<i>wide for a double space measured inside the garage or carport.</i>		
<i>Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space</i>	Compliant	The proposed tandem parking spaces are a total of 10.3m long, which allows for 4.9m long spaces and an additional 0.5m.
<i>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover</i>	Not Applicable	Commercial spaces not resident spaces.
<i>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 by 500mm</i>	Compliant	The proposed layout includes a single disabled car parking space with dimensions of 2.6m wide x 5.4 long and an adjacent shared area at 2.4m wide x 5.4m long.  These dimensions accord with the minimum dimensions of AS2890.6.
<b>Design Standard 3 – Gradients</b>		
<i>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.</i>	Compliant	Minor grades for drainage only.
<i>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.</i>	Compliant	Minor grades for drainage only.
<i>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.</i>	Compliant	Minor grades for drainage only.
<i>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.</i>	Compliant	The proposed grades are satisfactory.

Based on the above, the proposed layout of the on-site car parking areas and the vehicle access arrangements from Torquay Road are satisfactory.

## 5 Bicycle Parking Assessment

### 5.1 Statutory Bicycle Parking

Clause 52.34 prescribes the number of bicycle spaces to be provided for the proposed development. The bicycle parking rates applicable to medical centre are as follows:

- Long term bicycle parking - 1 to each 8 practitioners
- Short term bicycle parking - 1 to each 4 practitioners

The proposed development includes a bicycle rail (2 spaces) along the site frontage for visitors and 1 staff spaces at the rear of the building.

In view of the above, the proposed bicycle parking could support up to 8 medical practitioners.

Overall, we are satisfied that the proposed development provides sufficient bicycle parking to meet the requirements of Clause 52.34.

## 6 Traffic Impacts

### 6.1 Traffic Generation

Traffic generation for the proposed medical centre has been conservatively assessed on a first principles basis for up to 8 practitioners.

The following key assumptions have been adopted:

- In the AM peak hour, all staff arrive at the site (8 'in' trips)
- In the PM peak hour, all staff exit the site (8 'out' trips)
- Patients are expected to have an average appointment time of 30 minutes and therefore in any one hour throughout the operating hours, each practitioner is expected to generate 2 trips including 1 'In' trips and 1 'Out' trip.

Table 5 below outlines the anticipated peak hour traffic generation of the proposed medical centre.

*Table 5: Traffic Generation*

Use	Component	IN	OUT	TOTAL
AM Peak Hour	Staff	8	0	8
	Patient	8	8	16
<b>TOTAL</b>		<b>16</b>	<b>8</b>	<b>24</b>
PM Peak Hour	Staff	0	8	8
	Patient	8	8	16
<b>TOTAL</b>		<b>8</b>	<b>16</b>	<b>24</b>

Based on the above, the proposed development is conservatively expected to generate up to 24 peak hour trips, with a bias to 'in' trips in the AM peak and 'out' trips in the PM peak.

These volumes are modest in the context of the subject site, particularly given the location of the site with direct access to the arterial road network.

On this basis, we are satisfied that the level of traffic will cause an insignificant impact on the surrounding road network and the proposed access arrangements can comfortably cater for the expected demands.

## 7 Service Vehicles

### 7.1 Loading

Loading for a medical centre is typically undertaken via small vehicles, such as standard passenger vehicles or utes/vans.

The vehicles could be accommodated within on-site car parking, on the surrounding publicly available parking on Torquay Road.

### 7.2 Waste Collection

Waste collection is expected to occur via small rigid trucks, represented by the 6.4m SRV.

Swept path diagrams are attached at Appendix B showing the specified vehicle can enter and exit the site in a forward's direction. The vehicle turn around is proposed to occur within the rear car park, outside of operating hours (when the car park will be empty).

Overall, this is satisfactory from a traffic engineering perspective.

## 8 Conclusions

Having visited the site and undertaken a detailed traffic engineering assessment the following conclusions are reached in relation to the medical centre development at 279 Torquay Road, Grovedale:

1. The statutory car parking requirement as specified under Clause 52.06-5 of the Greater Geelong Planning Scheme is 10 spaces.
2. The provision of 12 on-site car parking spaces satisfies the statutory car parking requirements.
3. The car parking design and vehicle access arrangements are satisfactory and generally in accordance with Clause 52.06-9/AS2890.1:2004. The following variation to the Clause 52.06-9 Design Standards is noted:
  - a) Pedestrian Sight Line Triangle – The pedestrian sight line triangle to the north is reduced, given the location of the vehicle access in the vicinity of the property boundary. Given the suburban setting, we would expect low pedestrian volumes and therefore interaction with vehicles exiting the site.
4. An accessible car space is provided for the development as required by the NCC.
5. The proposed development generates provide 1 staff and 2 visitor bicycle parking spaces, which is sufficient to accommodate up to 8 practitioners under Clause 52.34 of the Planning Scheme. We are satisfied that the proposed bicycle parking is appropriate for the proposed development.
6. The proposed development is assessed as generating approximately 24 vehicle movements during the AM and PM peak periods. This level of traffic generation is relatively modest and can be accommodated by the surrounding road network.
7. Loading is expected to occur via standard passenger vehicles, utes or vans. These vehicles can utilise the proposed on-site car parking to undertake minor loading activities.
8. Waste collection is proposed to occur on-site, outside of the operating hours of the medical centre (when the on-site car park is empty). Access for a 6.4m MRV has been demonstrated by Swept Path diagrams.

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Medical Centre at 279 Torquay Road, Grovedale, the proposed development is satisfactory.

There are no reasons why a permit for the proposed development should not be issued from a traffic engineering perspective, subject to appropriate conditions.

# Appendix A

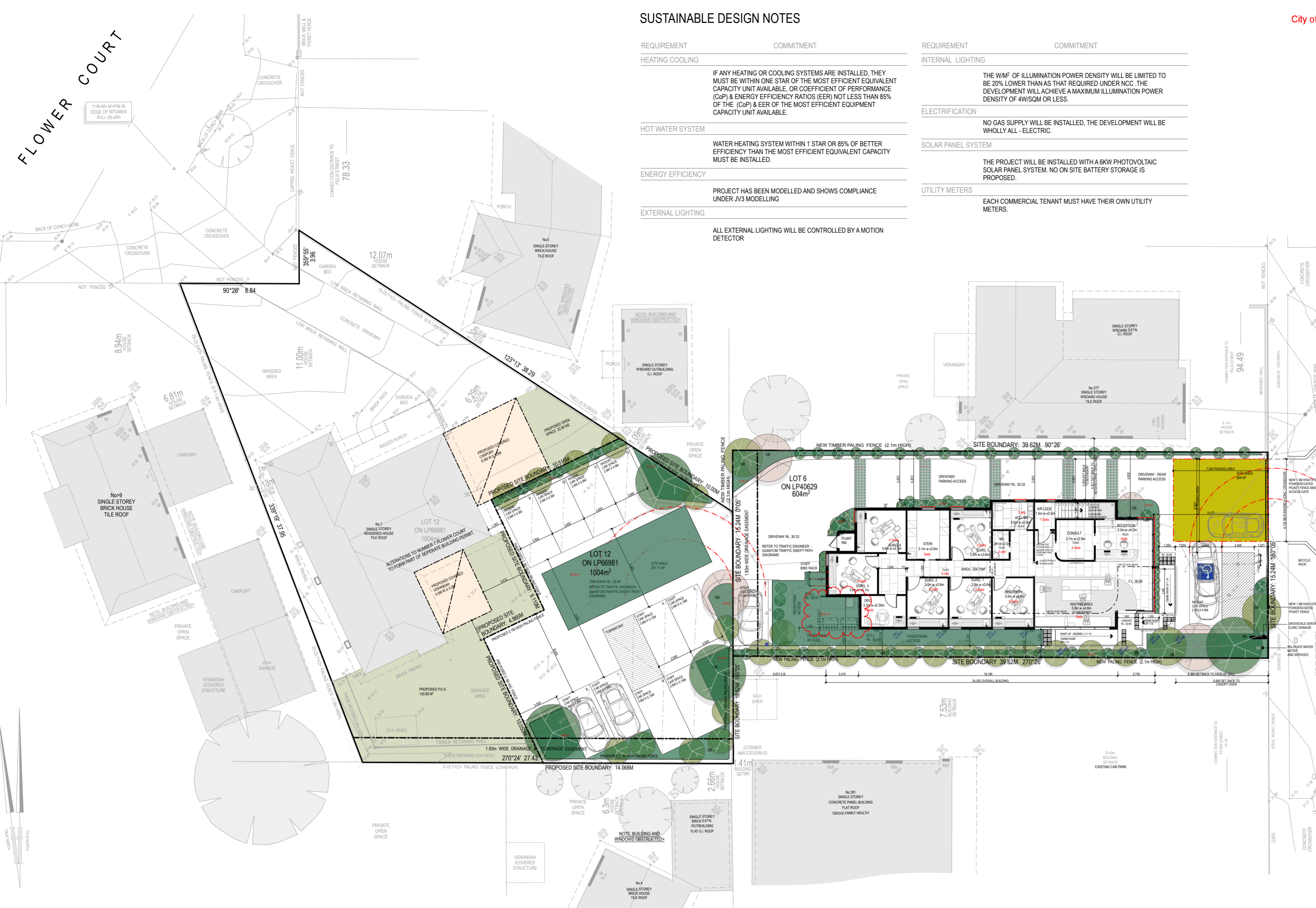
## Development Plans

SUSTAINABLE DESIGN NOTES

REQUIREMENT	COMMITMENT
HEATING COOLING	IF ANY HEATING OR COOLING SYSTEMS ARE INSTALLED, THEY MUST BE WITHIN ONE STAR OF THE MOST EFFICIENT EQUIVALENT CAPACITY UNIT AVAILABLE, OR COEFFICIENT OF PERFORMANCE (CoP) & ENERGY EFFICIENCY RATIOS (EER) NOT LESS THAN 85% OF THE (CoP) & EER OF THE MOST EFFICIENT EQUIPMENT CAPACITY UNIT AVAILABLE.
HOT WATER SYSTEM	WATER HEATING SYSTEM WITHIN 1 STAR OR 85% OF BETTER EFFICIENCY THAN THE MOST EFFICIENT EQUIVALENT CAPACITY MUST BE INSTALLED.
ENERGY EFFICIENCY	PROJECT HAS BEEN MODELLED AND SHOWS COMPLIANCE UNDER JV3 MODELLING
EXTERNAL LIGHTING	ALL EXTERNAL LIGHTING WILL BE CONTROLLED BY A MOTION DETECTOR

REQUIREMENT	COMMITMENT
INTERNAL LIGHTING	THE W/M <sup>2</sup> OF ILLUMINATION POWER DENSITY WILL BE LIMITED TO BE 20% LOWER THAN AS THAT REQUIRED UNDER NCC. THE DEVELOPMENT WILL ACHIEVE A MAXIMUM ILLUMINATION POWER DENSITY OF 4W/SQM OR LESS.
ELECTRIFICATION	NO GAS SUPPLY WILL BE INSTALLED, THE DEVELOPMENT WILL BE WHOLLY ALL - ELECTRIC.
SOLAR PANEL SYSTEM	THE PROJECT WILL BE INSTALLED WITH A 6KW PHOTOVOLTAIC SOLAR PANEL SYSTEM. NO ON SITE BATTERY STORAGE IS PROPOSED.
UTILITY METERS	EACH COMMERCIAL TENANT MUST HAVE THEIR OWN UTILITY METERS.

Category	Value
TOTAL SITE AREA:	955.11M <sup>2</sup>
TORQUAY ROAD SITE AREA: LOT 6 ON LP40629	604M <sup>2</sup>
FLOWER COURT SITE AREA: LOT 12 ON LP66981	351.11M <sup>2</sup>
BUILDING FOOTPRINT	286.65M <sup>2</sup> 30.01%
GROUND FLOOR:	204.70M <sup>2</sup>
FIRST FLOOR:	72.38M <sup>2</sup>
BALCONY:	9.57M <sup>2</sup>
IMPERVIOUS SURFACE	589.29M <sup>2</sup> 61.69%
DRIVEWAY 1 LOT 6 ON LP40629	183.61M <sup>2</sup>
CARPARK 1 LOT 6 ON LP40629	37.82M <sup>2</sup>
CARPARK 2 LOT 6 ON LP40629	31.48M <sup>2</sup>
CARPARK 3 LOT 12 ON LP66981	290.88M <sup>2</sup>
PEDESTRIAN ACCESS	45.50M <sup>2</sup>
PRACTITIONERS / SURGERIES	6 PRACTITIONERS
STAFF	7 SPACES
PATIENT	5 SPACES
HOURS OF OPERATION	
MONDAY - FRIDAY	8:30AM - 5:45PM
SATURDAY	9AM - 3PM
SUNDAY	CLOSED



OVERALL SITE PLAN  
SCALE 1:200

**VEGETATION AREAS**

COLOUR DENOTES AREA OF VEGETATION  
TOTAL AREAS COMBINED = 231.81M<sup>2</sup> = 24.27%  
COMBINATION OF LANDSCAPED BEDS AND GRASSCRETE PATHWAYS

Address: 279 TORQUAY ROAD GROVEDALE		
Proposal:	Drawing Name: SITE PLAN	DATE: 23 JANUARY 2026 JOB NO: 25_0303
NEW TWO LEVEL DENTISTRY	© COPYRIGHT	
Scale: 1:100 @ A2 - AS NOTED		

**SYME TRIE**  
design group

Drawing Issue:  
TOWN PLANNING ISSUE  
REV A - 23.01.2026

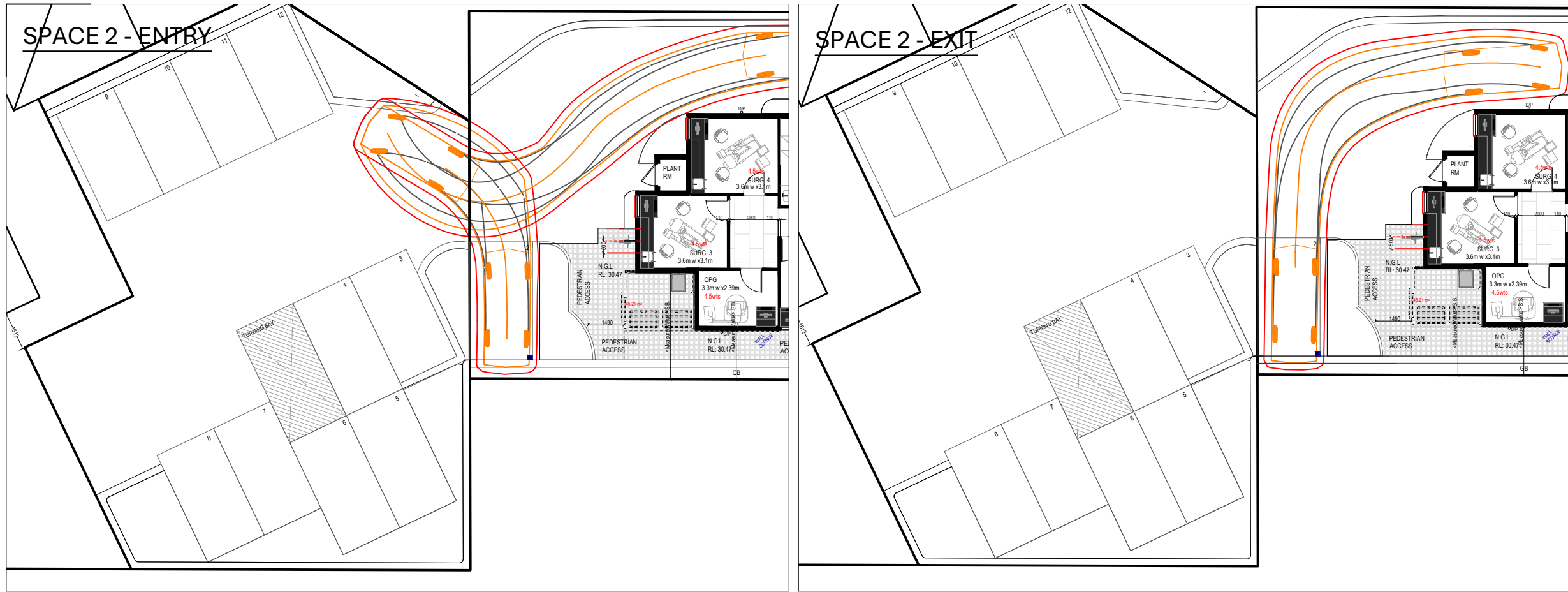
Address: 96 greville street  
prahran 3181  
dgm@symetriedesigngroup.com.au

TP04

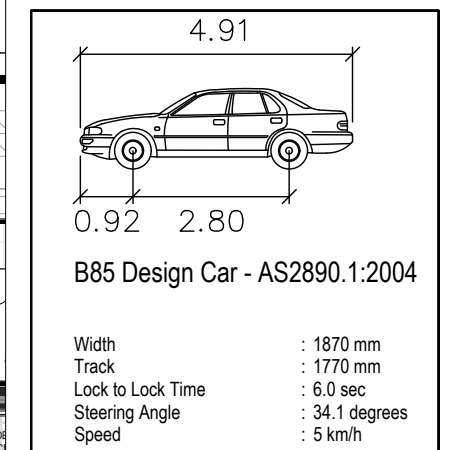
Date	Rev	Description
1.12.2025	REV A	REVISED - NUMBER OF PRACTITIONERS - EXTERNAL BLIND INFORMATION REVISED WASTE MANAGEMENT INFORMATION

# Appendix B

## Swept Path Diagrams



**DESIGN VEHICLE USED IN SIMULATION**



**LEGEND**

- Vehicle Body —
- Wheel Tracks —
- Clearance Lines (300mm) —

REVISION	DATE	DESCRIPTION
A	30/07/25	DRAFT FOR DISCUSSION
B	30/09/25	PLANNING PERMIT SUBMISSION
C	08/12/25	UPDATED BASE
D	23/01/26	UPDATED BASE

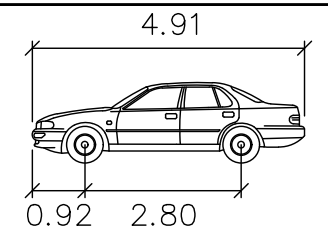
SPACE 3 - ENTRY

SPACE 3 - EXIT

SPACE 9 - ENTRY

SPACE 9 - EXIT

DESIGN VEHICLE USED IN SIMULATION

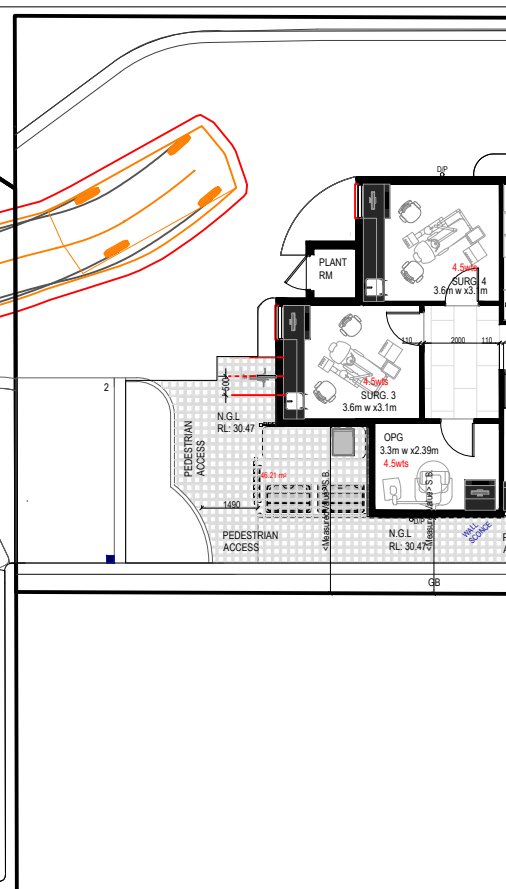
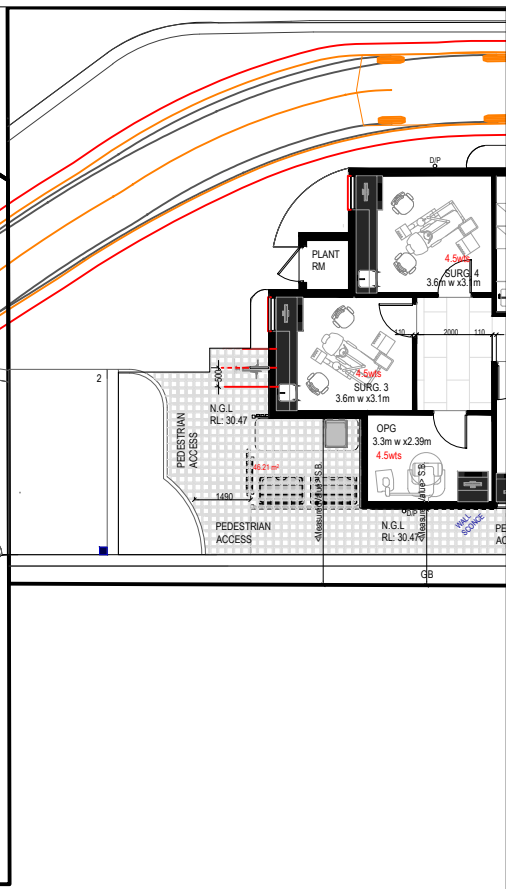
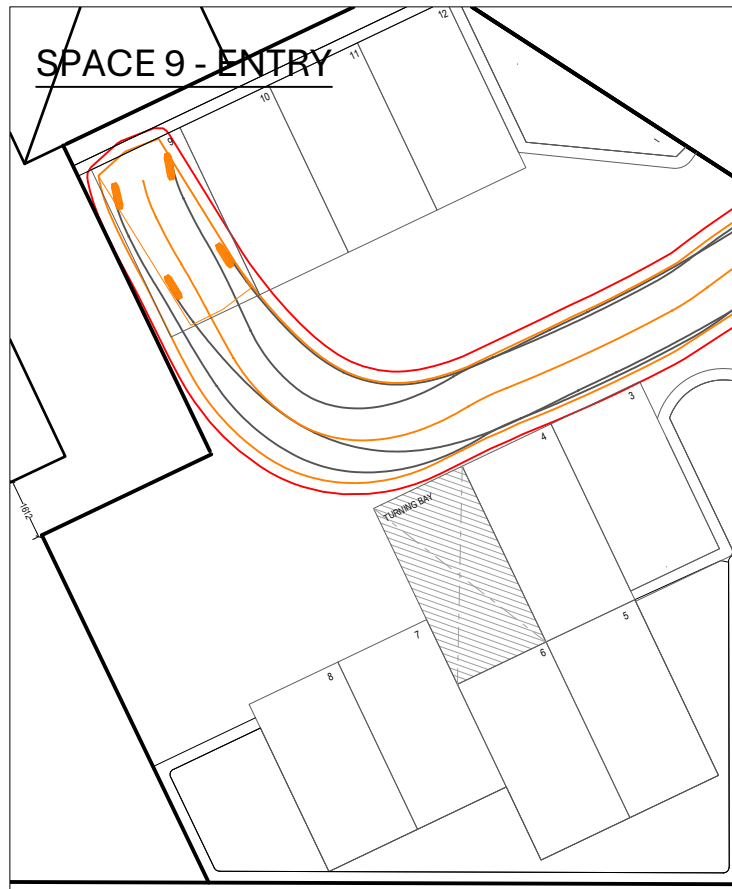
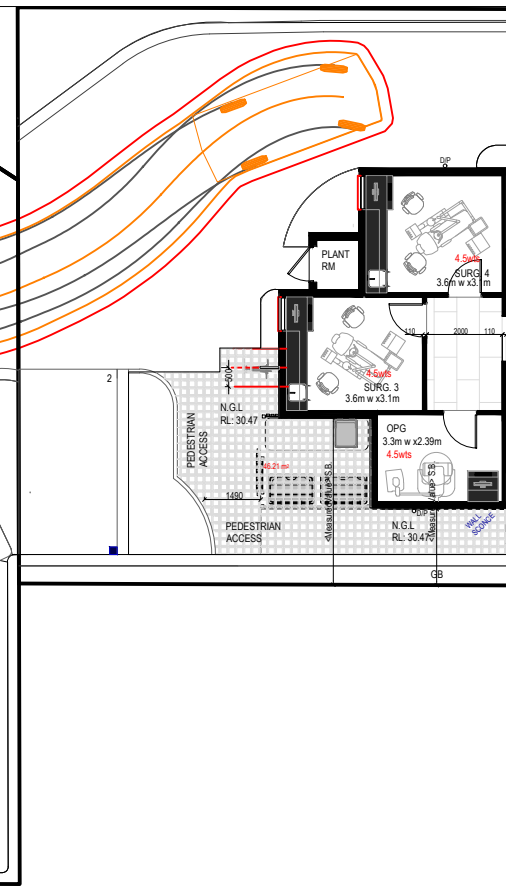
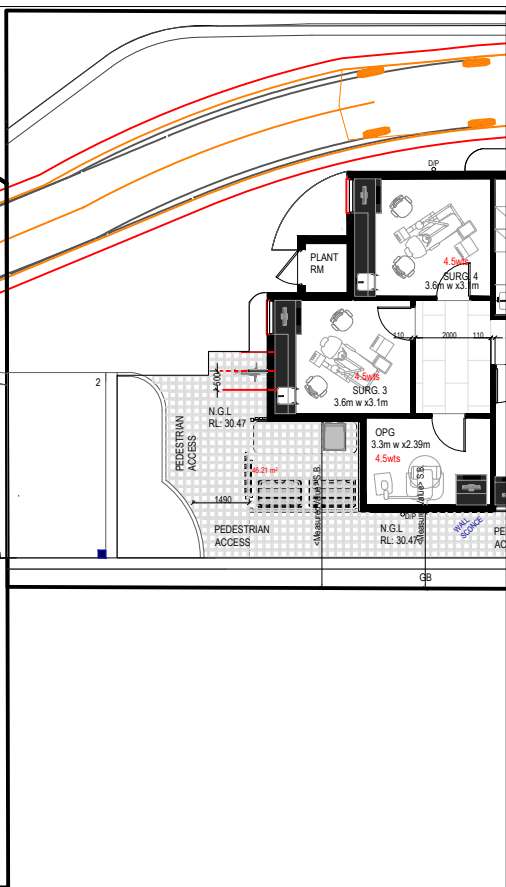


B85 Design Car - AS2890.1:2004

- Width : 1870 mm
- Track : 1770 mm
- Lock to Lock Time : 6.0 sec
- Steering Angle : 34.1 degrees
- Speed : 5 km/h

LEGEND

- Vehicle Body
- Wheel Tracks
- Clearance Lines (300mm)



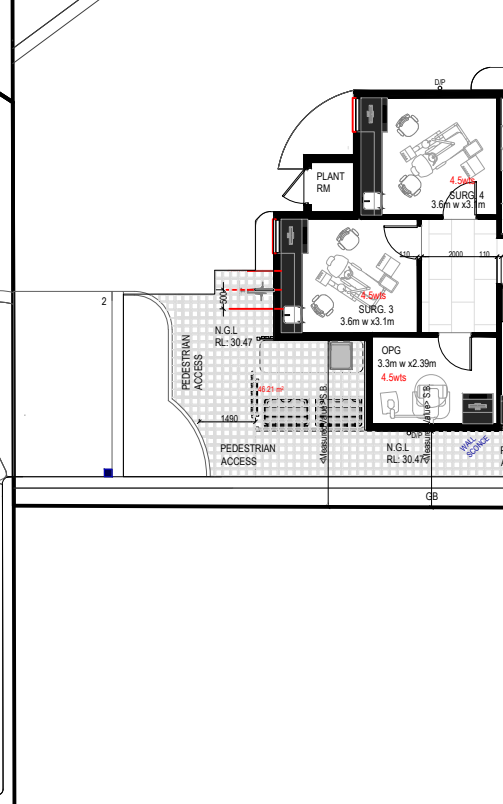
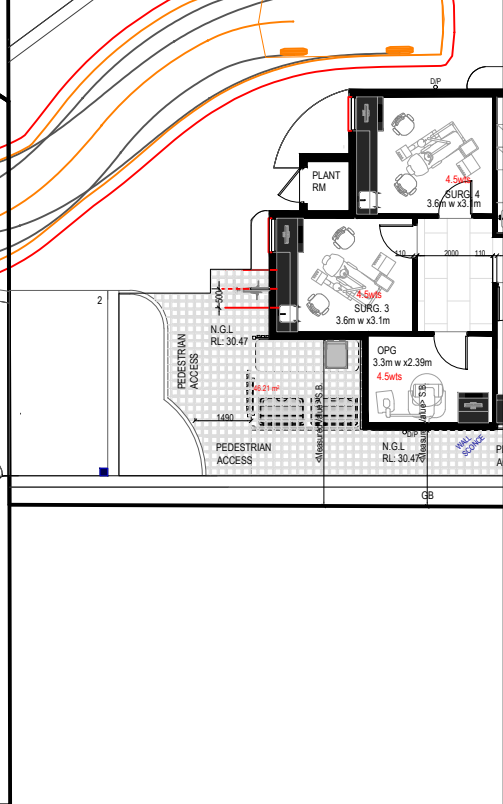
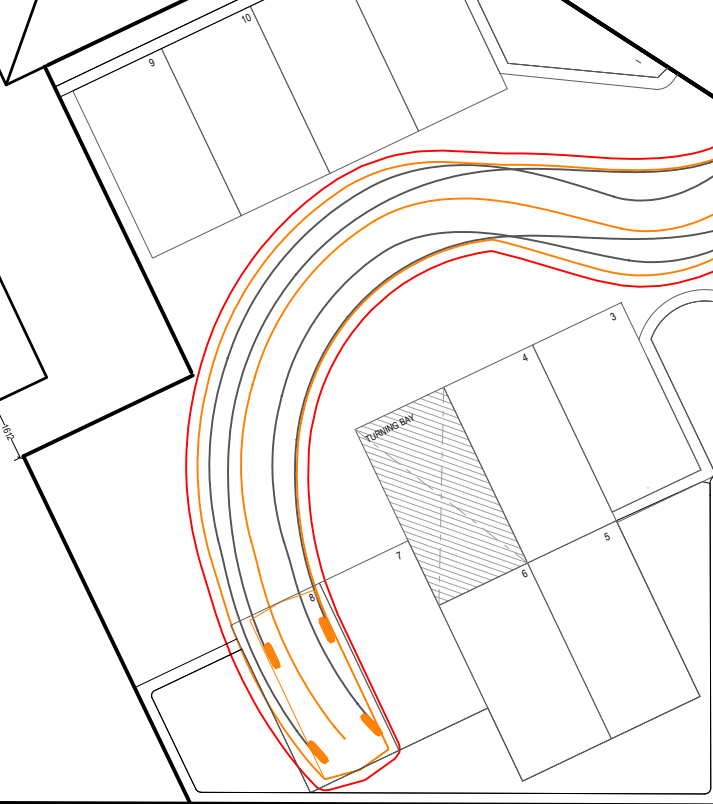
REVISION	DATE	DESCRIPTION
A	30/07/25	DRAFT FOR DISCUSSION
B	30/09/25	PLANNING PERMIT SUBMISSION
C	08/12/25	UPDATED BASE
D	23/01/26	UPDATED BASE

**NOTES:**  
 - BASE PLANS PREPARED BY SYME TRIE  
 - 3 POINT MANOEUVRE PERMITTED UNDER AS2890.1:2004 FOR STAFF CAR PARKING  
 - SIMULATION SOFTWARE - AUTOTURN



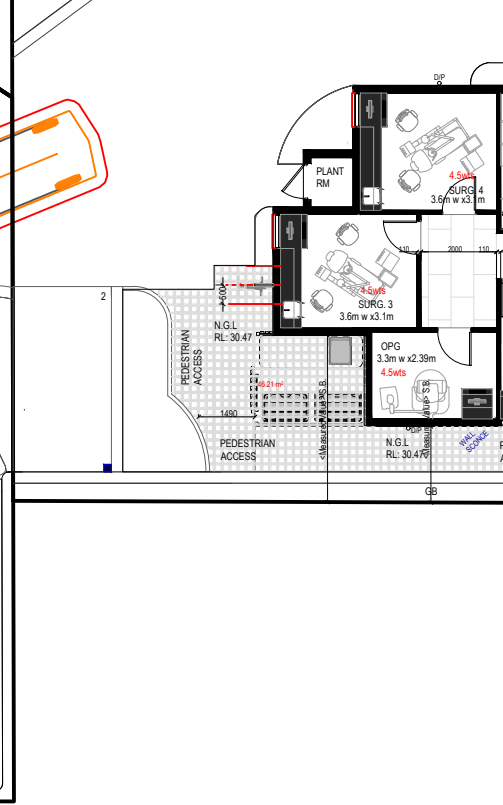
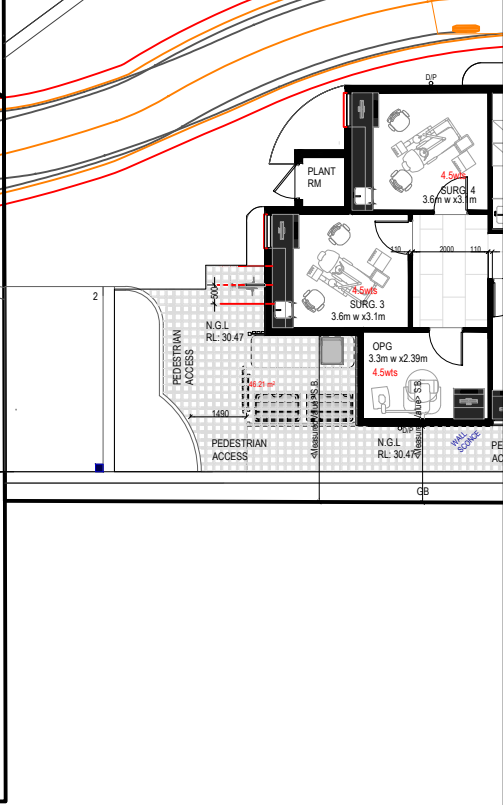
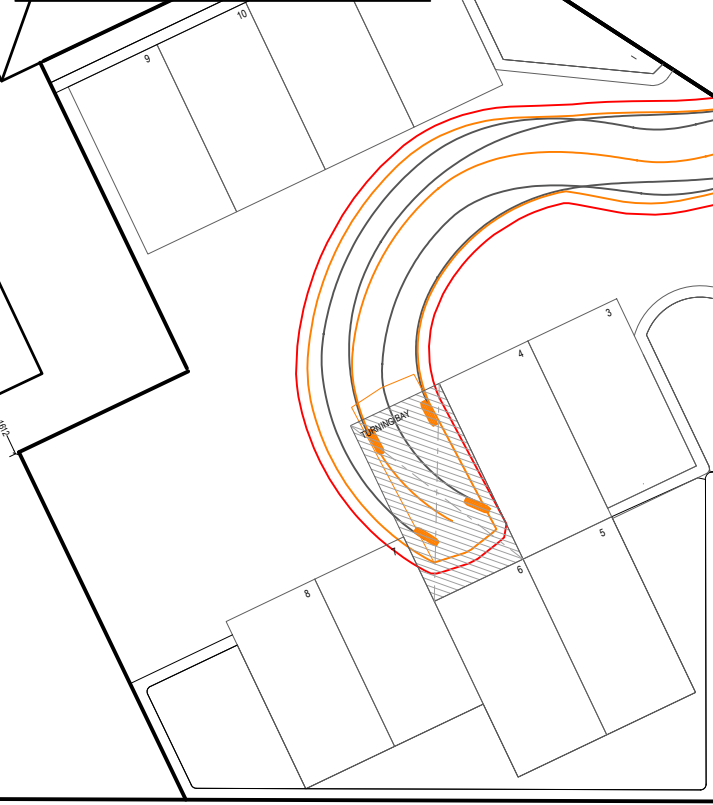
SPACE 8 - ENTRY

SPACE 8 - EXIT

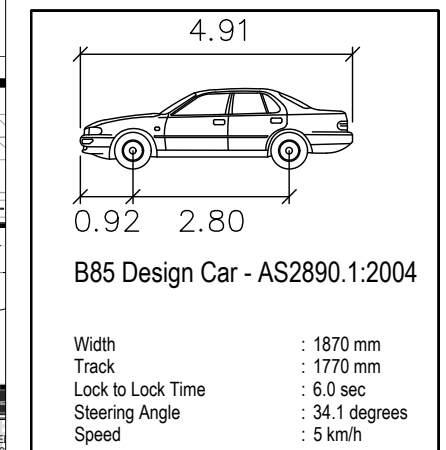


TURN AROUND - ENTRY

TURN AROUND - EXIT



DESIGN VEHICLE USED IN SIMULATION

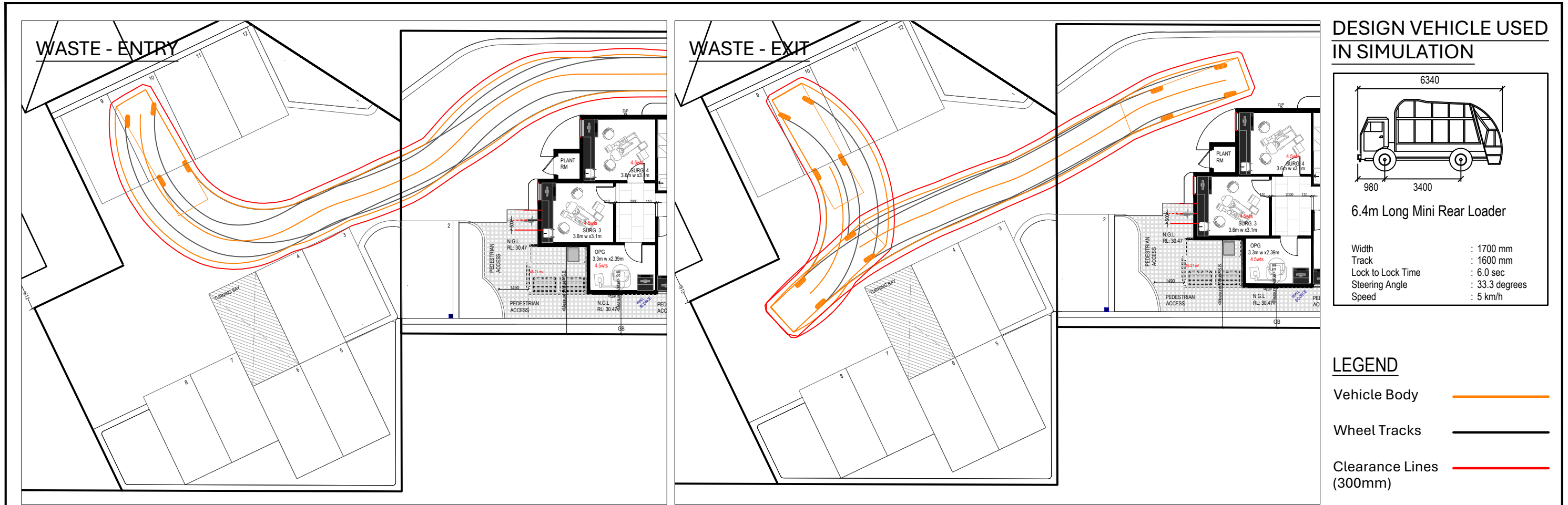


- LEGEND**
- Vehicle Body —
  - Wheel Tracks —
  - Clearance Lines (300mm) —

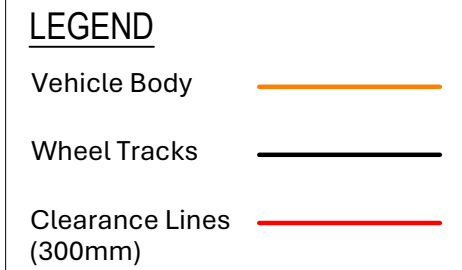
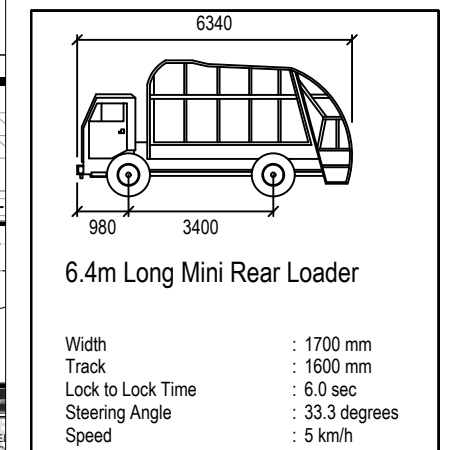
REVISION	DATE	DESCRIPTION
A	30/07/25	DRAFT FOR DISCUSSION
B	30/09/25	PLANNING PERMIT SUBMISSION
C	08/12/25	UPDATED BASE
D	23/01/26	UPDATED BASE

**NOTES:**  
 - BASE PLANS PREPARED BY SYME TRIE  
 - 3 POINT MANOEUVRE PERMITTED UNDER AS2890.1:2004 FOR STAFF CAR PARKING  
 - SIMULATION SOFTWARE - AUTOTURN





**DESIGN VEHICLE USED IN SIMULATION**



REVISION	DATE	DESCRIPTION
A	30/07/25	DRAFT FOR DISCUSSION
B	30/09/25	PLANNING PERMIT SUBMISSION
C	08/12/25	UPDATED BASE
D	23/01/26	UPDATED BASE