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104-106 St Georges Road, Toorak Transport Impact Assessment



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13 October 2025

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1 INTRODUCTION

onemilegrid has been requested by Charles Wright Architects to undertake a Transport Impact Assessment of the proposed residential development at 104-106 St Georges Road, Toorak.

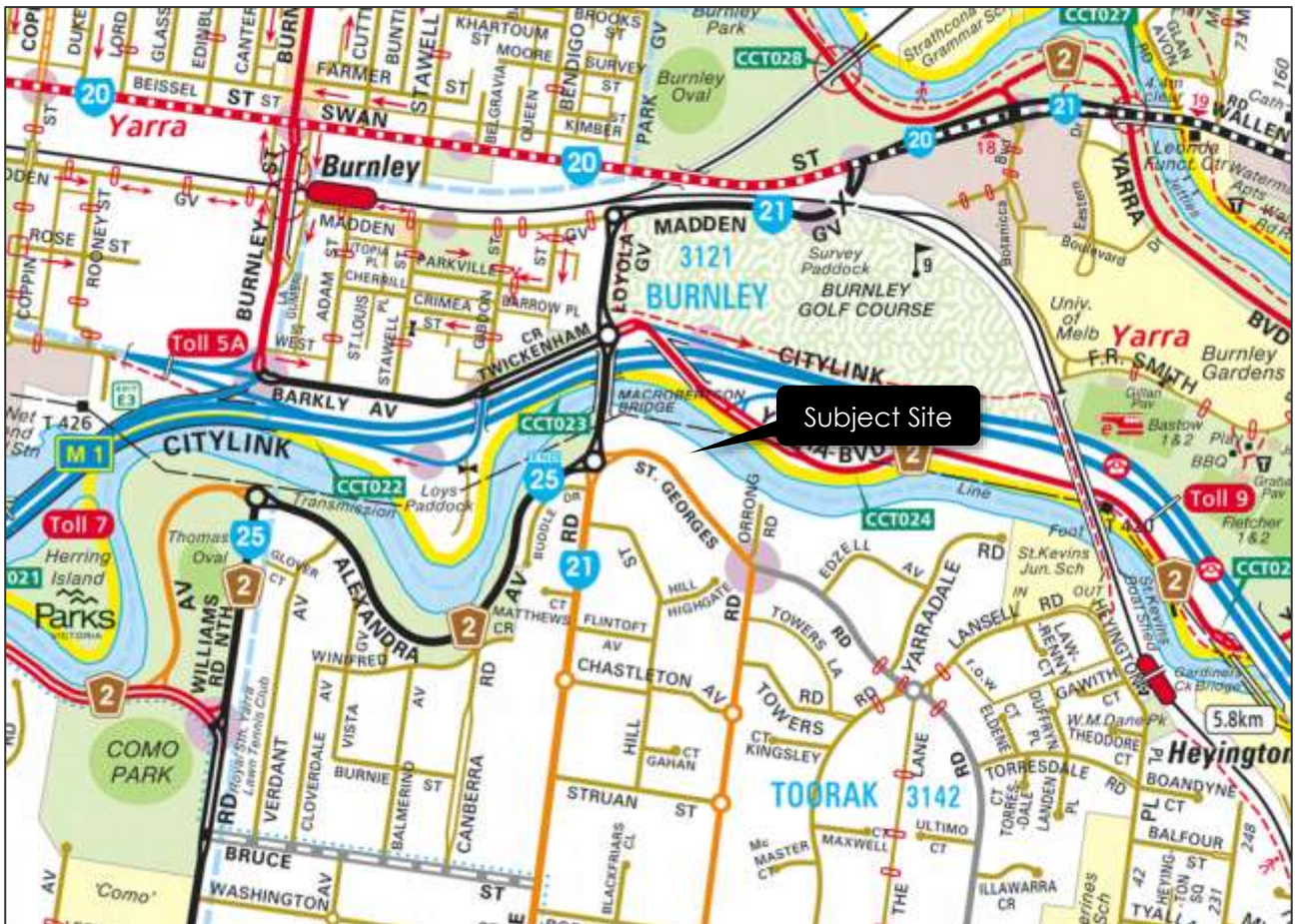
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is bound by St Georges Road at the south and the Yarra River at the north, as shown in Figure 1.

Figure 1 Site Location



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The site comprises two land titles, each of which is currently occupied by a single dwelling.

The combined titles have a total frontage to St Georges Road of approximately 63 metres. Both properties are currently provided vehicular access via two crossovers each to St Georges Road, including a wide shared crossover at the interface of the two lots.

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

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

Figure 2 Site Context (1 September 2021)



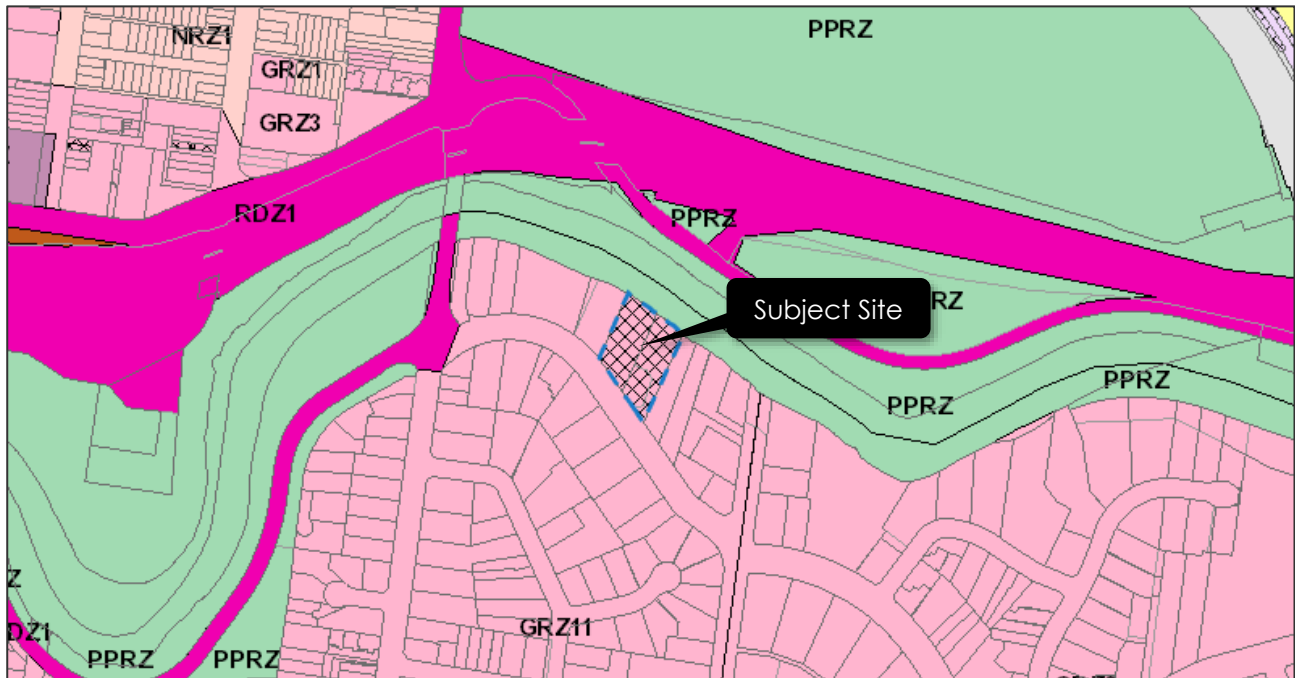
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2.2 Planning Zones and Overlays

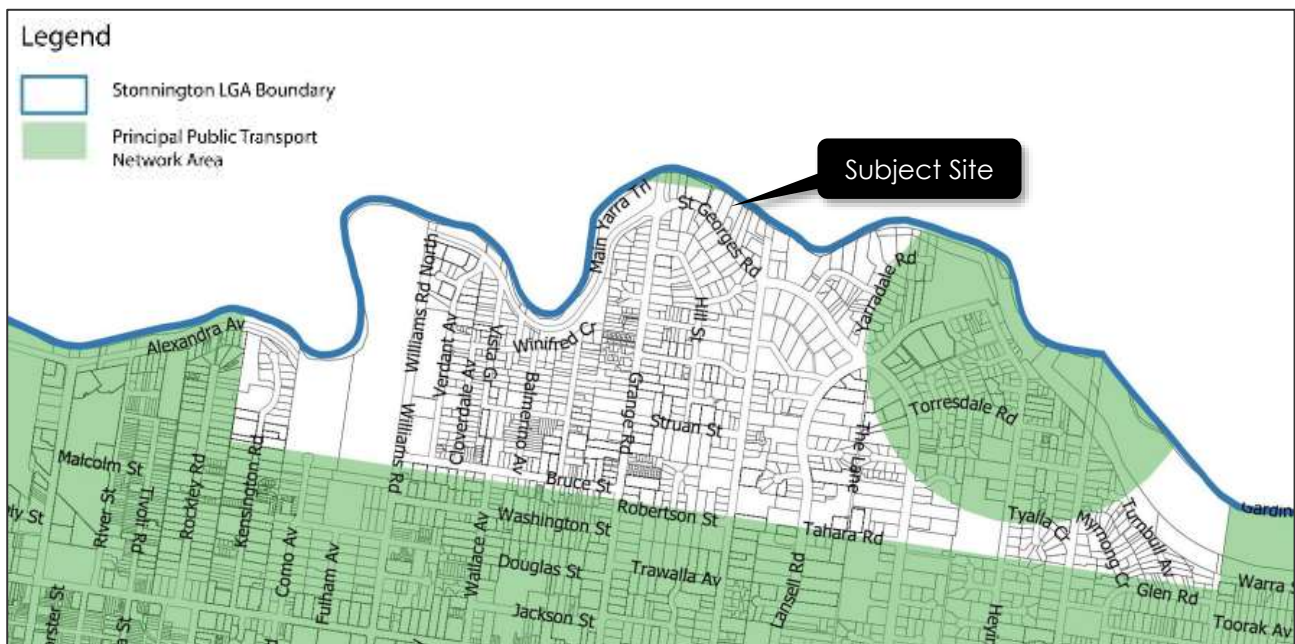
It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ).

Figure 3 Planning Scheme Zones



The site falls just outside the Principal Public Transport Network Area, as shown in Figure 4.

Figure 4 Principal Public Transport Network Area Map



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2.3 Road Network

2.3.1 St Georges Road

St Georges Road is a major Council controlled road generally aligned northwest-southeast, running between the intersection with Alexandra Avenue and Grange Road in the northwest and Toorak Road at the southeast. St Georges Road provides a single traffic lane in each direction adjacent to the site. Kerbside parking is provided on both sides of the road.

St Georges Road has a speed limit of 50km/h along the frontage of the site, with suggested speeds of 40km/h to the southeast and 30km/h to the northwest, due to bends and intersections with the road.

The cross-section of St Georges Road at the frontage of the site is shown in Figure 5.

Figure 5 St Georges Road, looking south past the subject site on the right



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2.4 Sustainable Transport

2.4.1 Public Transport

The full public transport provision in the vicinity of the site is shown in Figure 6 and detailed in Table 1. It is shown that public transport in the area is limited.

Figure 6 Public Transport Provision

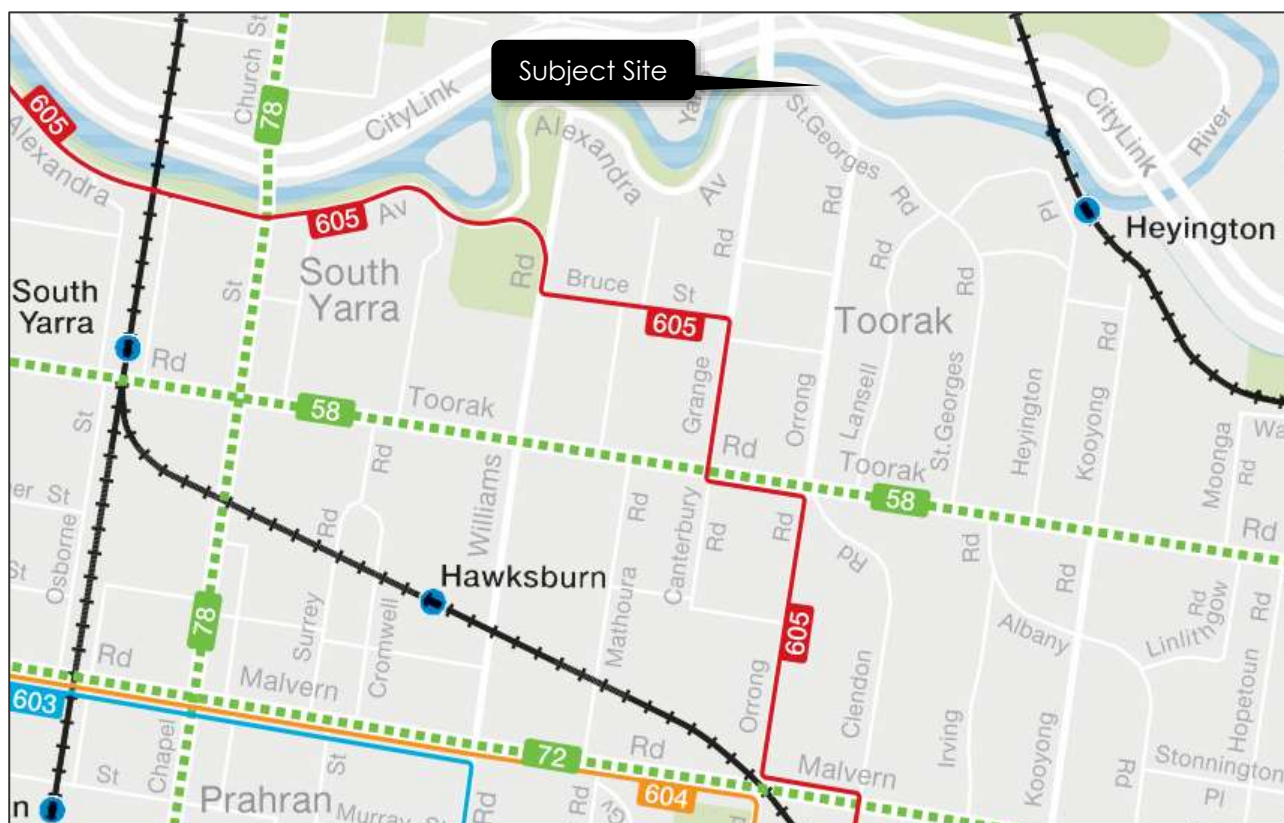


Table 1 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Glen Waverley Line	Heyington Station
Tram	58	West Coburg - Toorak	Canterbury Rd / Toorak Rd
Bus	605	Gardenvale - City (Queen St)	Grange Rd / Bruce St

2.4.2 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 58/100 and is somewhat walkable, with some errands able to be accomplished on foot.

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3 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a residential development, comprising 18 luxury apartments arranged over six levels.

A summary of the apartment mix is shown in Table 2.

Table 2 Proposed Development

Component	No/Area
1-Bedroom Apartment	1
2-Bedroom Apartment	1
3-Bedroom Apartment	15
5-Bedroom Penthouse Apartment	1
Total Apartments	18

Vehicular access to the site will be provided via two crossovers to St Georges Road, at the northwest and southeast ends of the site. The access has been designed with a one-way loop road which runs along the ground level.

From the ground level access, a ramp will lead from the northwest of the site, down to the three undercroft parking levels. Within the under-croft levels, a total of 36 spaces are provided, including 33 resident spaces and 3 spaces for visitors. A breakdown of the car parking provision is provided below.

- Level 4 (Ground) – 2 resident spaces
- Level 3 – 11 resident spaces
- Level 2 – 9 resident spaces
- Level 1 – 13 resident spaces and 3 visitor spaces

Resident spaces 32&33 and 37&38 are provided in stackers on Level 1, and Spaces 21&22 on Level 3 are provided in a tandem arrangement.

A total of 25 bicycle parking spaces are proposed at vertically mounted racks, with 20 spaces provided at ground level and 5 spaces on Level 1.

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4 DESIGN ASSESSMENT

4.1 Stonnington Planning Scheme – Clause 52.06

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 section.

4.1.1 Design Standard 1 – Accessways

A summary of the assessment for Design Standard 1 is provided in Table 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide	Satisfied – minimum width of accessways is 3.6 metres
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Satisfied – all accessways generally exceed 4.2 metres width at changes of direction, with some sections narrowing to 4.1 metres width. Nevertheless, the radii of all the ramps are no less than 4 metres. Furthermore, swept paths have been prepared, which demonstrate a B99 vehicle can circulate through the site.
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 – the site is designed so all vehicles can exit in a forward direction
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	Satisfied
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction	Satisfied – all vehicles can exit the site in a 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 Road Zone	N/a – does not connect to a Road Zone
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 900mm in height.	Generally satisfied – see notes below
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied – all vehicles can exit the site in a forward direction

On the south side of the southern accessway, a compliant sight splay is provided, while on the north side, only a partial splay is provided, due to the obstruction by the sliding gate. Nevertheless, considering the crossover is approximately 6 metres wide, exiting vehicles are expected to be positioned towards the middle of the accessway, therefore effectively allowing for a full sight distance triangle adjacent the exiting vehicle.

4.1.2 Design Standard 2 – Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 2

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Car parking spaces are designed in accordance with the Australian Standard, which is considered to be acceptable.
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 2.1m above the space.	Satisfied - The car park is designed in accordance with Diagram 1.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m 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 500mm in length must be provided between each space.	Satisfied – Additional length is provided for Space 22 to allow for a vehicle parked in this space to sit clear of a vehicle in Space 21.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Satisfied – All residential spaces are under cover
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 500mm.	N/a – No accessible spaces are provided or required

The angled car spaces have been designed with a length of 5.4 metres a width of 2.6 metres and are accessed from aisles of no less than 5.8 metres, while the parallel space at the ground level has been designed with a length of 6.5 metres a width of 2.5 metres and are accessed from aisles of no less than 3.6 metres all in accordance with the Australian Standard for Off-Street Car Parking AS2890.1. It is noted that Design Standard 2 recommends the use of the Planning Scheme dimensions in preference to the Australian Standard however the Australian Standard dimensions still provide for safe and efficient access to car spaces and is considered acceptable.

In addition, swept path diagrams have been provided within Appendix A demonstrating access to and from St Georges Road and circulation within the site park with a 99th percentile passenger vehicle (B99).

4.1.3 Design Standard 3 – Gradients

A summary of the assessment for Design standard 3 is provided in Table 5.

Table 5 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 – A maximum grade of 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 1:4 is proposed
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.	Satisfied – a maximum change in grade of 12.5 % is proposed

The first 5 metres at the top of the ramp has been provided with a grade of no more than 1:10 while the maximum grade of the remainder of the ramp is no more than 1:4, in accordance with the requirements of Design Standard 3. Transitions are provided where changes of grade exceed 12.5%, and transition lengths have been designed to prevent potential scraping.

4.1.4 Design Standard 4: Mechanical Parking

The proposed stacker spaces will be provided in accordance with Design Standard 4 and the below:

- The mechanical car parking spaces will be able to accommodate a vehicle clearance height of at least 1.8 metres; and
- The stacker spaces will be allocated for use by residents only.

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4.2 Crossover Design

The City of Stonnington has published a Vehicle Crossing Policy, which identifies a number of requirements for crossovers, as discussed below.

Table 6 Stonnington Crossover Policy Assessment

Policy Requirement	Response
1.1 Dimensions	It is proposed to provide two crossovers to St Georges Road, which measure approximately 7.3 and 6 metres wide, therefore occupying approximately 20% of the overall street frontage. While it is understood that the Crossing Policy stipulates only one crossing may be provided per residential property, it is noted that the lot will comprise two land titles with a total of 18 dwellings. Furthermore, along the frontage of the site, there is currently three crossovers which occupy a total width of approximately 19.4 metres, equivalent to approximately 30% of the overall frontage. As such, the proposal will see a significant reduction in vehicle crossings, while allowing for two-way access to the site, as well as accommodating vehicles such as the trucks used by Fire Rescue Victoria.
1.2 Parking Space	The parking spaces on the property are no less than 5.4 metres long, in accordance with the requirements.
1.3 Proximity to Intersections	The proposed crossovers are not within 10 metres of an intersection.
1.4 Planting Strips	A buffer of at least 1 metre is provided along each boundary of the proposed driveways, which provides opportunity for a landscaping buffer. Between the two driveways, a buffer of no less than 45 metres is provided.
1.5 Infrastructure	An electrical pole is located within 1 metre of the proposed crossover at the northwest of the site. It is noted that the developer will bear all costs of relocation.
1.6 Street Trees	All street trees are located approximately 2 metres from the proposed crossovers.
1.7 On-street Car Parking	The proposed crossover consolidation will facilitate a net gain in one on-street carparking space.
1.8 Crossing Construction	These conditions relate specifically to construction and maintenance, and are the responsibility of the applicant/owner.
1.9 Construction Safety	
1.10 Redundant Crossings	
1.11 Maintenance	

Considering the above, the proposed crossover is generally in accordance with Council's Vehicle Crossover Policy.

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4.3 Bicycle Parking

Bicycle parking is proposed to be provided in a vertically mounted and staggered bicycle racks.

The vertical mounted racks have been designed in accordance with the Australian Standards; specifically, they are located at 500 mm centres, with an envelope of 1.2 metres provided for bicycles and a 1.5 metre access aisle.

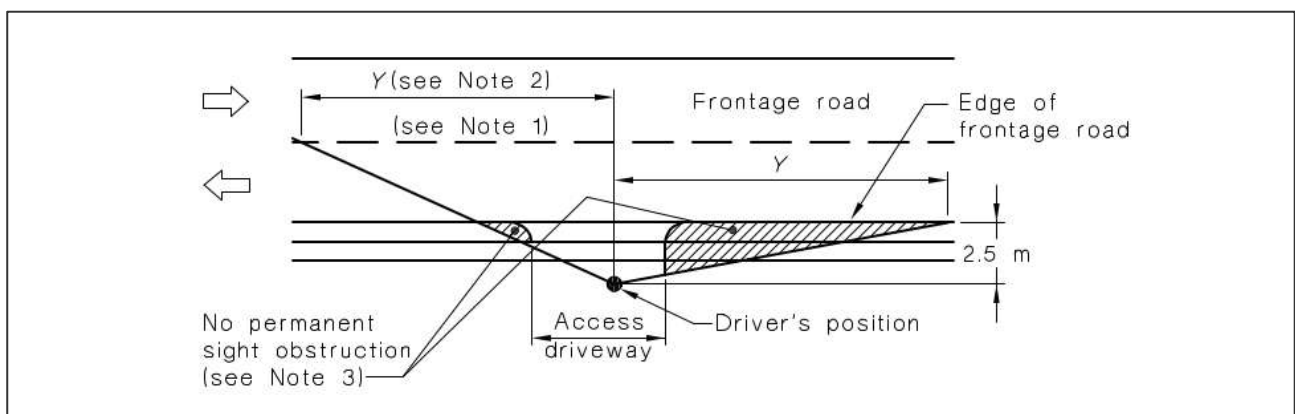
4.4 Access

Accessways should be located to ensure sufficient sight distance is provided between vehicles exiting the site and those approaching along the frontage road by ensuring the roadside is cleared of any sight distance obstructions.

The Australian Standard for Off-street Car Parking (AS/NZS 2890.1:2004) has been used to assess the sight distance along St Georges Road. In this regard, for a frontage road with a posted speed limit of 50km/h, such as St Georges Road, the standards specify a sight distance of 69 metres is 'desirable' while any distance above 45 metres is acceptable for driveway exits.

Figure 7 illustrates the sight distance requirements for access driveways.

Figure 7 Sight Distance Requirements at Access Driveways



With due consideration for the context of the site, sight distance in both directions is restricted by bends in the road. From the western site access, the sight distance to the northwest, towards the intersection with Grange Road is restricted to approximately 73 metres, while to the southeast, the sight distance extends for at least 141 metres. From the western site access location, the sight distance to the northwest is approximately 92 metres, while to the southeast it is approximately 107 metres. The site distances are shown in Figure 8 below.

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Figure 8 Sight Distance



Nevertheless, each of these distances are within the Australian Standard requirements and are therefore considered acceptable.

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5 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Stonnington Planning Scheme, which specifies the following requirements for the proposed development.

Table 7 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Dwelling	18 dwellings	1 space per 5 dwellings for residents	4
		1 space per 10 dwellings for visitors	2
Total			6

The proposed provision of 25 bicycle parking spaces is in excess of the Planning Scheme requirements and is therefore considered acceptable.

6 CAR PARKING

6.1 Statutory Car Parking Requirements

6.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Stonnington Planning Scheme, which specifies the following requirements for the different components of the proposed development.

Table 8 Clause 52.06 – Car Parking Requirements

Use	No/Area	Rate	Car Parking Measure	Total
Dwelling	2	1	to each one or two bedroom dwelling, plus	2
	16	2	to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus	32
	18	1	for visitors to every 5 dwellings for developments of 5 or more dwellings	3
Total				37

Based on the above calculations, a total of 37 parking spaces are required for the proposed development.

6.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 38 car parking spaces to service the proposed development, including 35 resident spaces and 3 visitor spaces. The proposed parking provision is therefore in excess of the Planning Scheme requirements outlined above.

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

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7 TRAFFIC

7.1 Traffic Generation

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

Medium to high density dwelling in inner areas generate traffic with rates between 3.0 and 6.0 movements per dwelling. Considering the luxury nature of the development, the provision of car parking and the location which has limited access to public transport, it is expected that generation rates will be towards the upper end of the range. As such, for the purposes of this assessment a daily rate of in the order of 6.0 movements per day per dwelling will be adopted with 10% occurring during the peak hours.

Application of the above rates indicates that the 18 dwellings with car parking will generate 108 movements per day, inclusive of 11 vehicle movements during the morning and afternoon peak hours.

Furthermore, during the morning peak, it is estimated that 80% of the residential traffic will be outbound, while during the afternoon peak, 60% of the residential traffic will be inbound

Based on the above rates, the anticipated traffic generated by the proposed development is shown in Table 9.

Table 9 Anticipated Traffic Generation

<i>Period</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Total</i>
AM Peak	2	9	11
PM Peak	7	4	11

7.2 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of 11 vehicle movements per hour are expected for any one movement, equivalent to less than one movement every five minutes during the peak hours. Furthermore, as the traffic is split between two access points, the traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

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7.3 One-Lane Ramp Operation

The proposed development includes a series of one-lane ramps to service the under-croft car parking areas. To ensure the appropriate operation of the one-lane ramps, it is recommended that the ramp is controlled by traffic signals, with the following operation.

- Signal displays are provided at each end of the one-lane ramp, and include a simple red light display;
- Detector loops (or other detection system) are provided at each end of the one-lane ramp to detect a vehicle entering or exiting the car parking area;
- The default display is showing a **red light to the car parking area**, with no display (blank) to the St Georges Road frontage;
- Vehicles entering from St Georges Road will pass over a detector loop at the top of each ramp, which will ensure the red display to the car parking area is maintained until such time as the entering vehicle reaches the car parking area;
- Vehicles wishing to exit the car parking area will need to pass over the detector loop at the entrance to the one-lane sections of ramp. Once the exiting vehicle is detected (and assuming a vehicle has not already been detected at the upper levels) the red display will present to the upper levels of the ramp. After a short clearance time (suggest 5 seconds), the red display will then turn off at the lower levels of the one-lane ramp, allowing vehicles to exit;
- Once the exiting vehicle has had sufficient time to clear the ramp, the red display at the lower level ends of the one-lane ramp will be displayed, and the red display will be cleared to St Georges Road, with the same clearance time (5 seconds).

Through the above operation, traffic from St Georges Road entering the site has priority, and will typically not be delayed on entry to the site. Should an entering vehicle arrive as a vehicle is exiting from the car parking area, sufficient passing area is provided on-site such that the entering vehicle can wait entirely within the site without impacting on the operation of St Georges Road or the adjacent footpath.

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8 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a residential development with 6 levels, with car parking provided off the ground floor driveway and within the three undercroft levels.

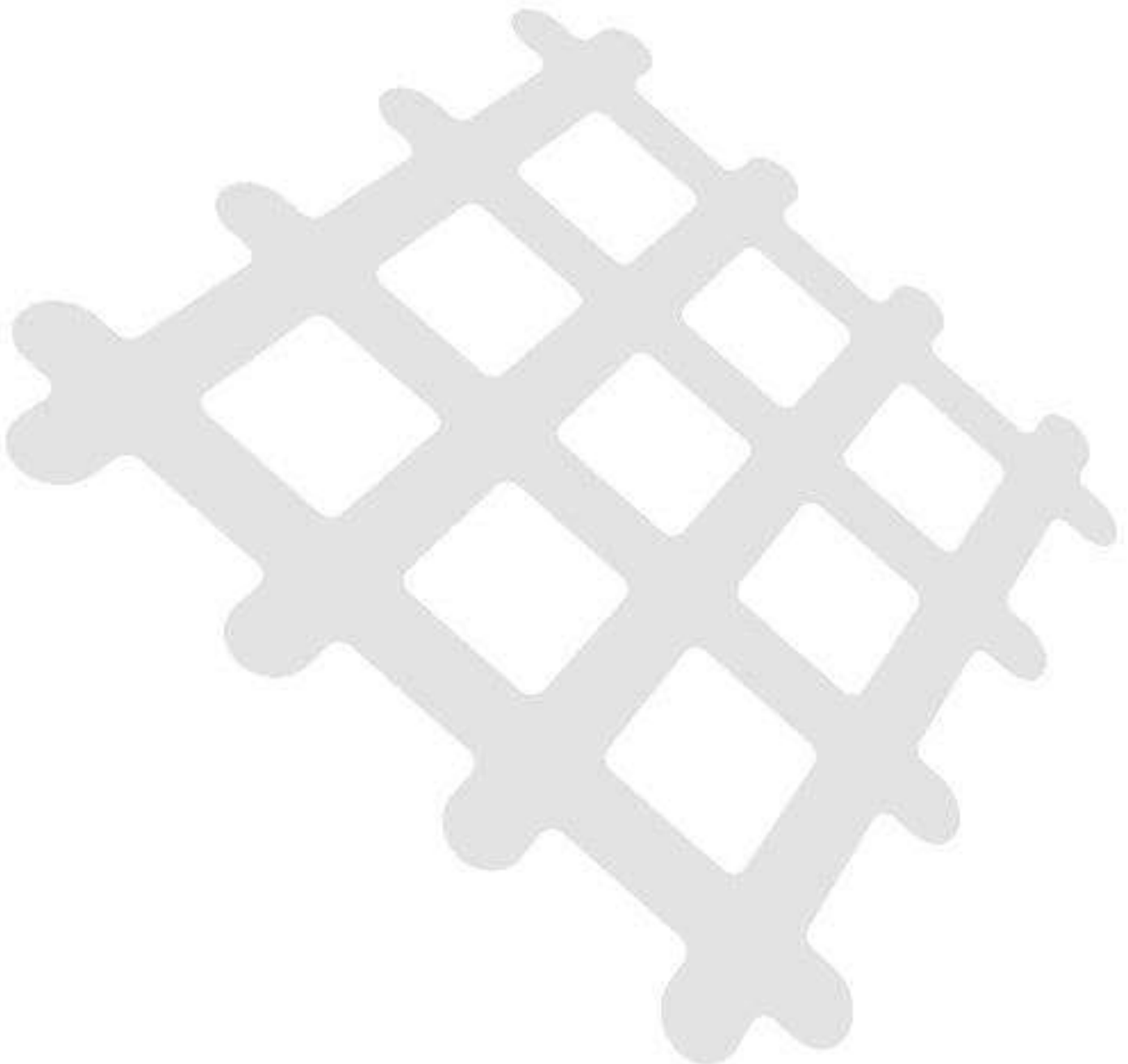
Considering the analysis presented above, it is concluded that:

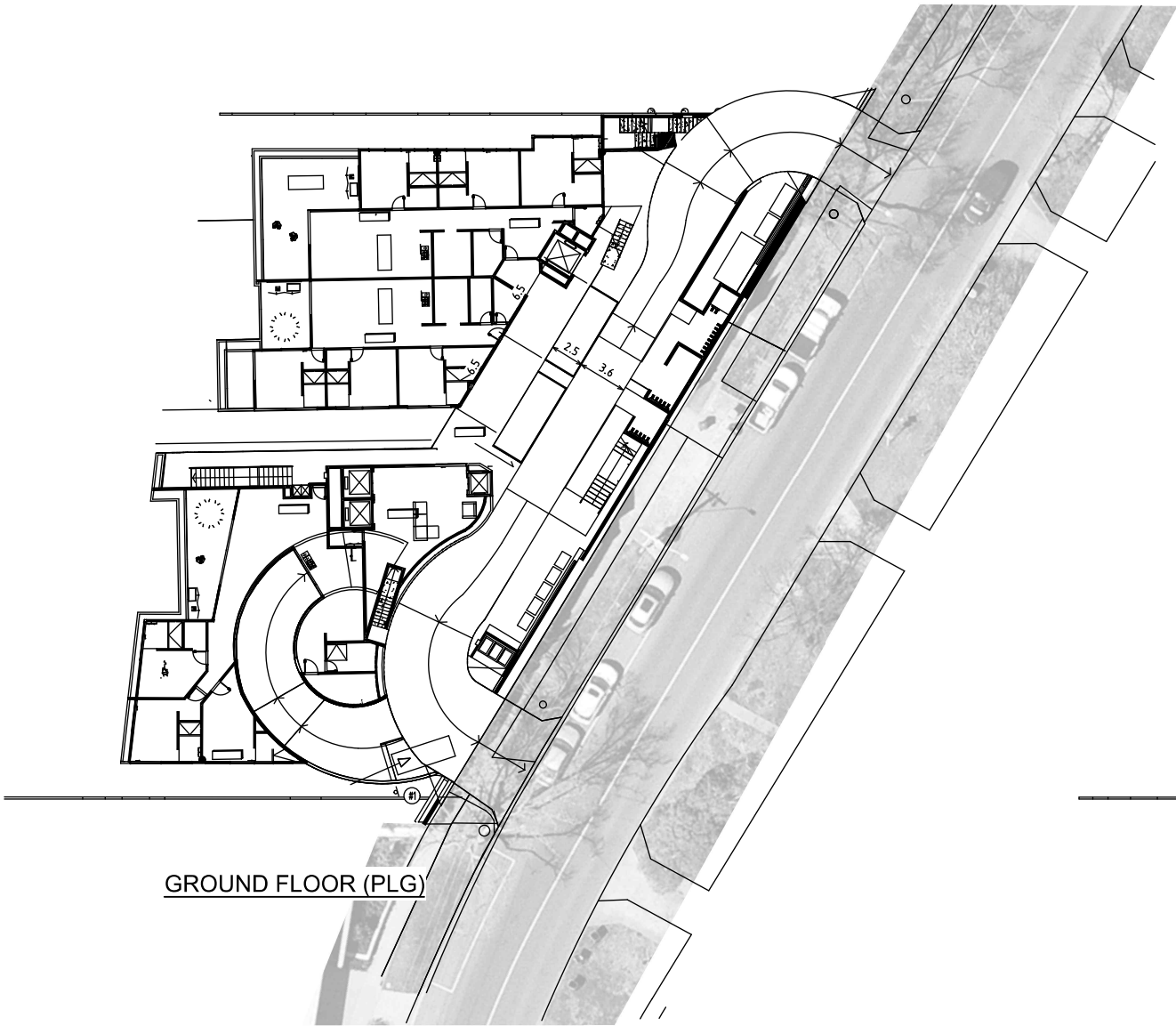
- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The proposed provision of bicycle parking exceeds the statutory requirements and is considered acceptable;
- The proposed provision of car parking exceeds the statutory requirements and is considered acceptable;
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the St Georges Road or the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

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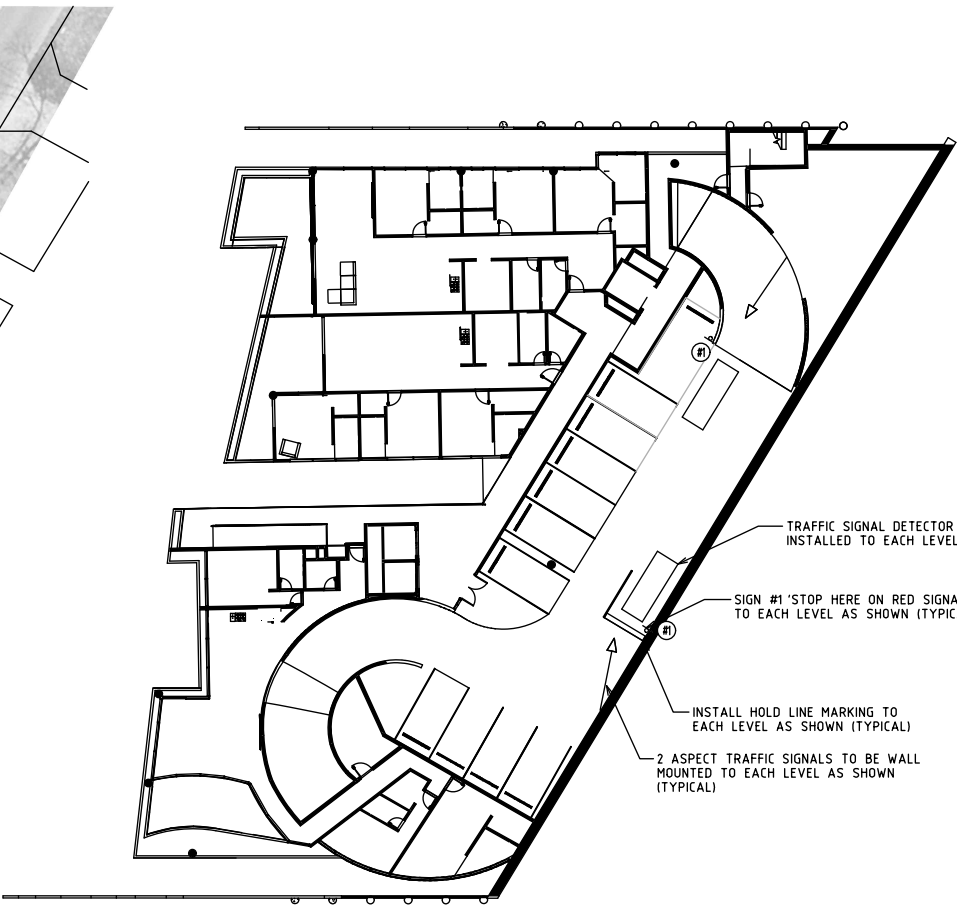
Appendix A Signage and Line-marking Plan

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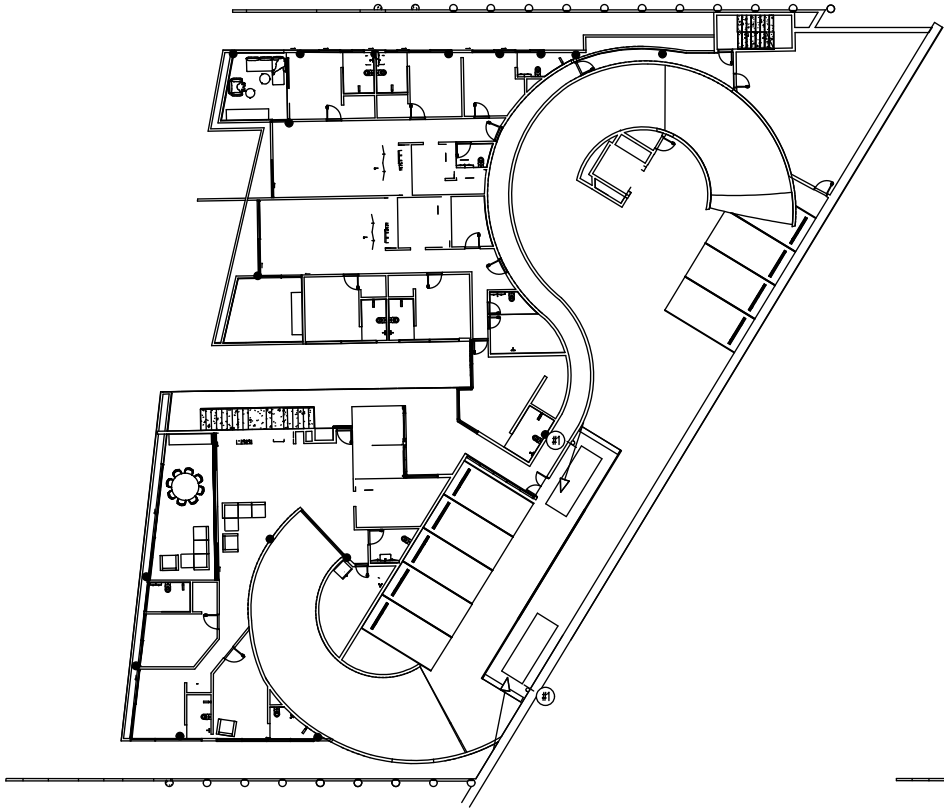


GROUND FLOOR (PLG)



UNDERCROFT L1 (PLU1)

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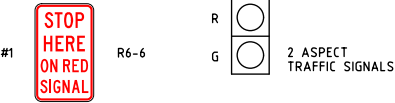


UNDERCROFT L2 (PLU2)



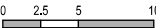
UNDERCROFT L3 (PLU3)

SIGN SCHEDULE



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1:500 @ A3



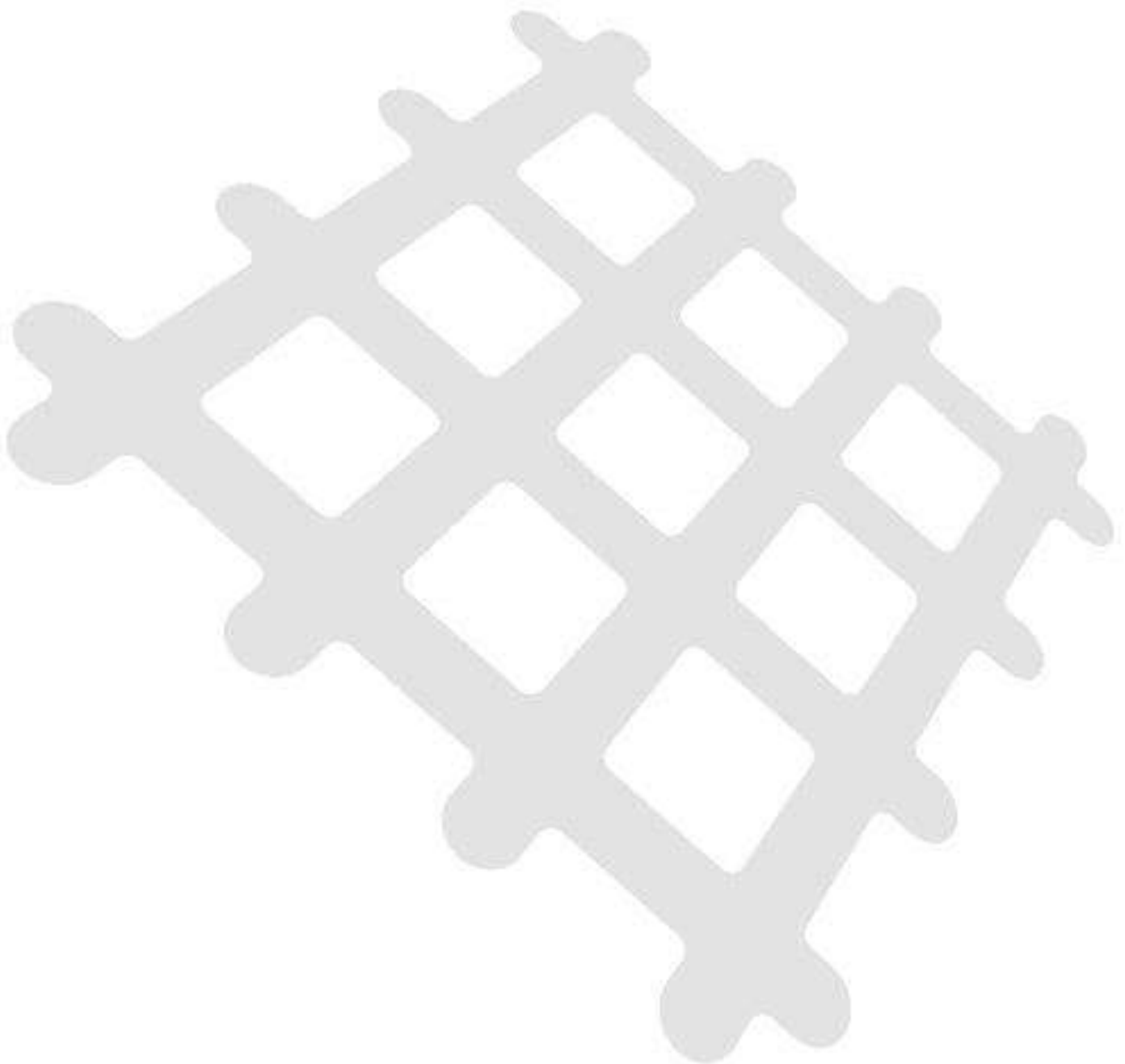
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RESIDENTIAL DEVELOPMENT
SIGN AND LINE MARKING PLAN

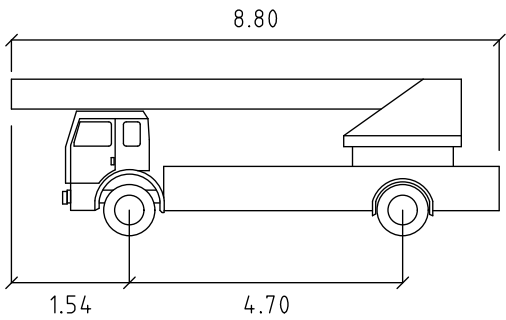
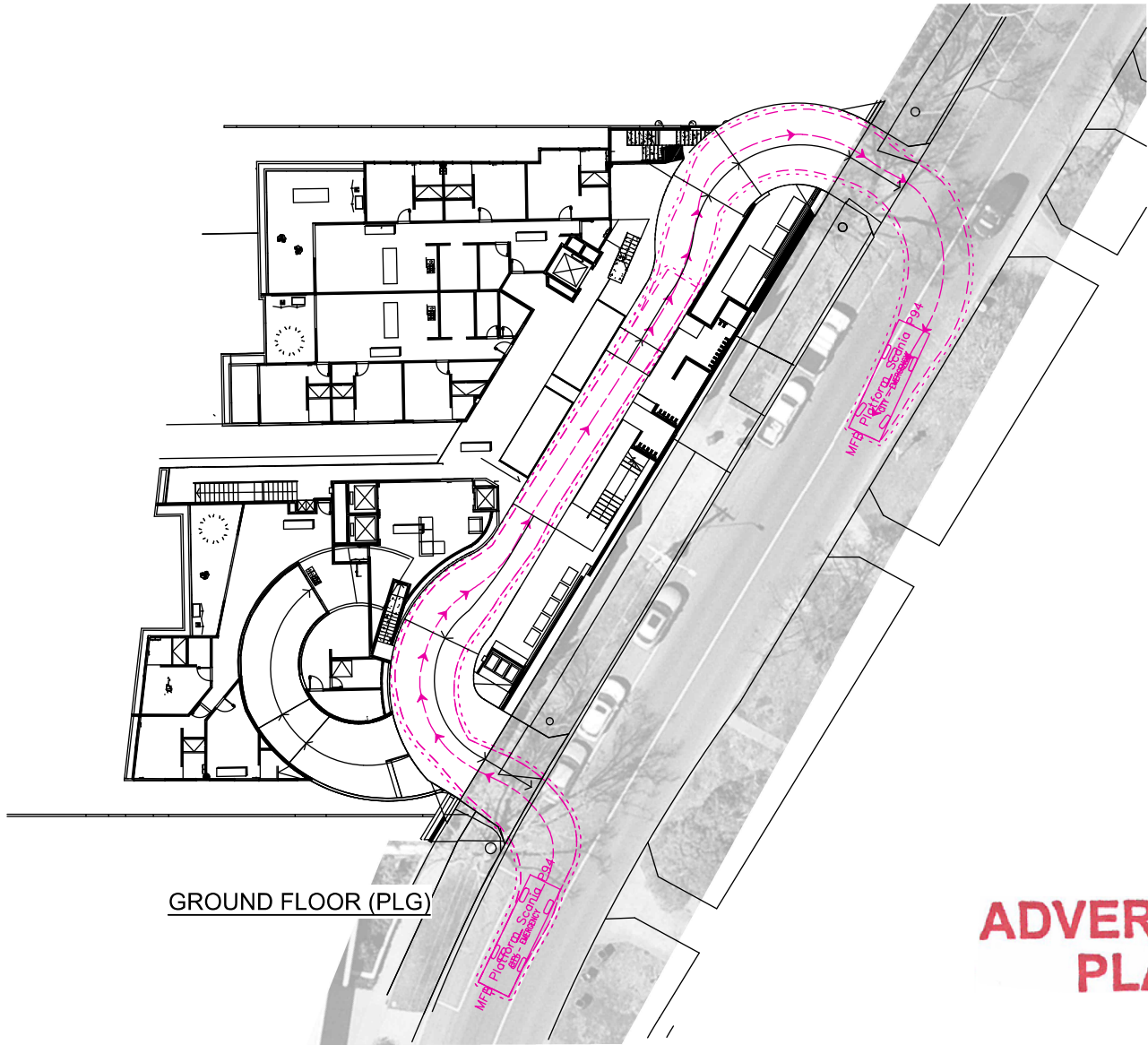
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Project Number 210632	Drawing Number SLM100	Revision I
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Appendix A Swept Path Diagrams

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MFB Platform Scania P94
meters

Width	: 2.50
Track	: 2.48
Lock to Lock Time	: 6.0
Steering Angle	: 37.7

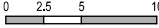
SWEPT PATH LEGEND

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



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Scale
1:500 @ A3



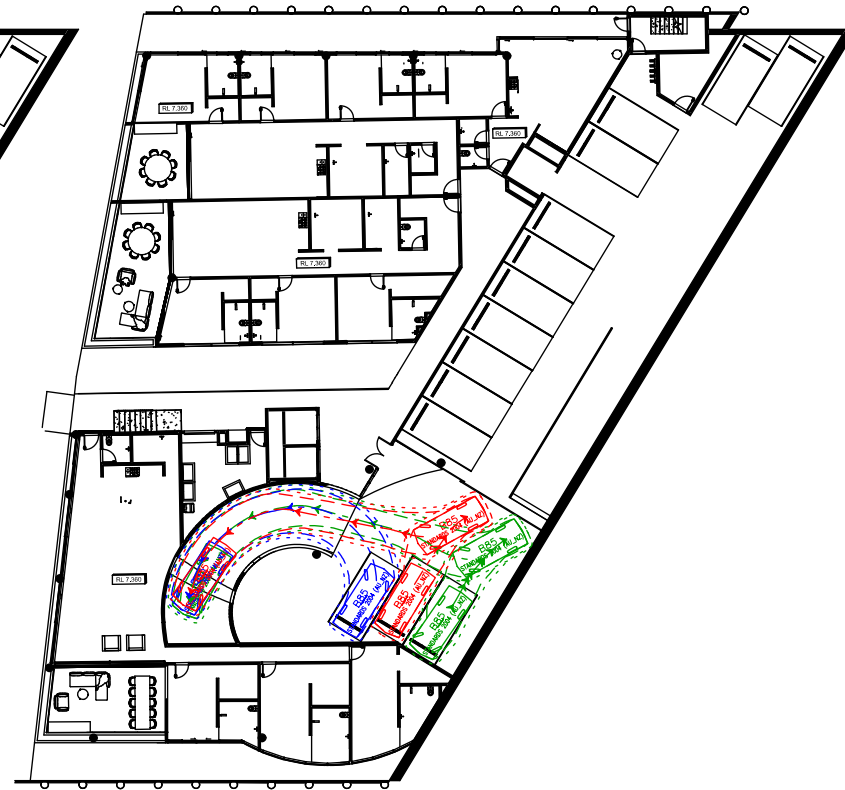
Drawing Title TOORAK PAVILION RESIDENTIAL DEVELOPMENT SWEPT PATH ANALYSIS		
Designed TCW	Approved JS	Metway Ref 58 J1
Project Number 210632	Drawing Number SPA102	Revision 1



UNDERCROFT L2 (PLU2) - ENTRY MANOEUVRES



UNDERCROFT L2 (PLU2) - ENTRY MANOEUVRE

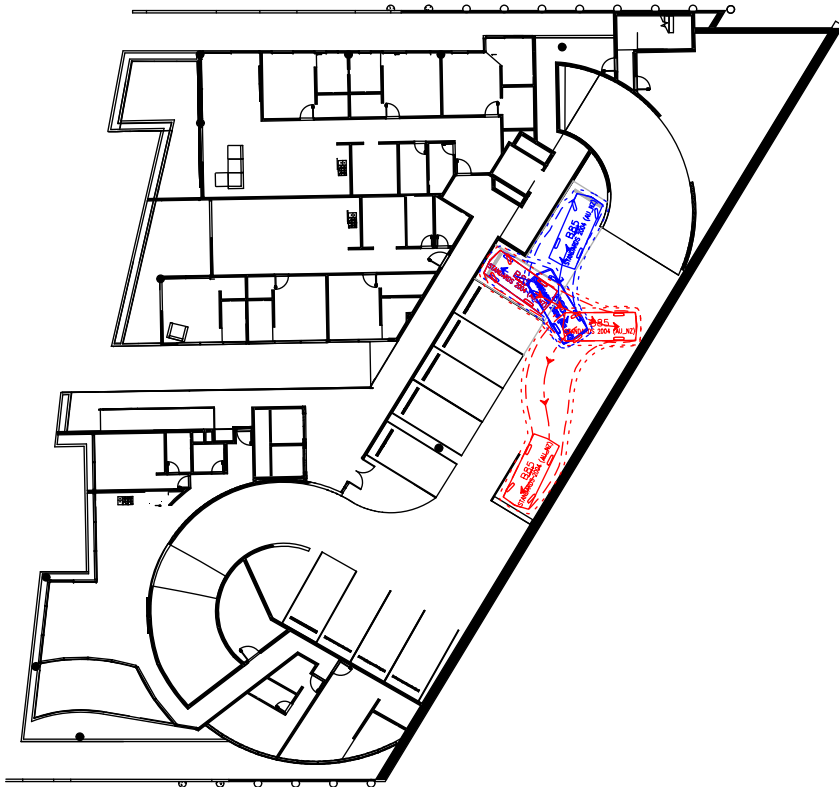


UNDERCROFT L2 (PLU2) - EXIT MANOEUVRES

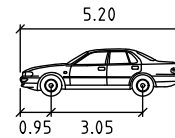
ADVERTISED
PLAN



UNDERCROFT L1 (PLU1) (ENTRY MANOEUVRE)



UNDERCROFT L1 (PLU1) (EXIT MANOEUVRE)



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

SWEPT PATH LEGEND

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



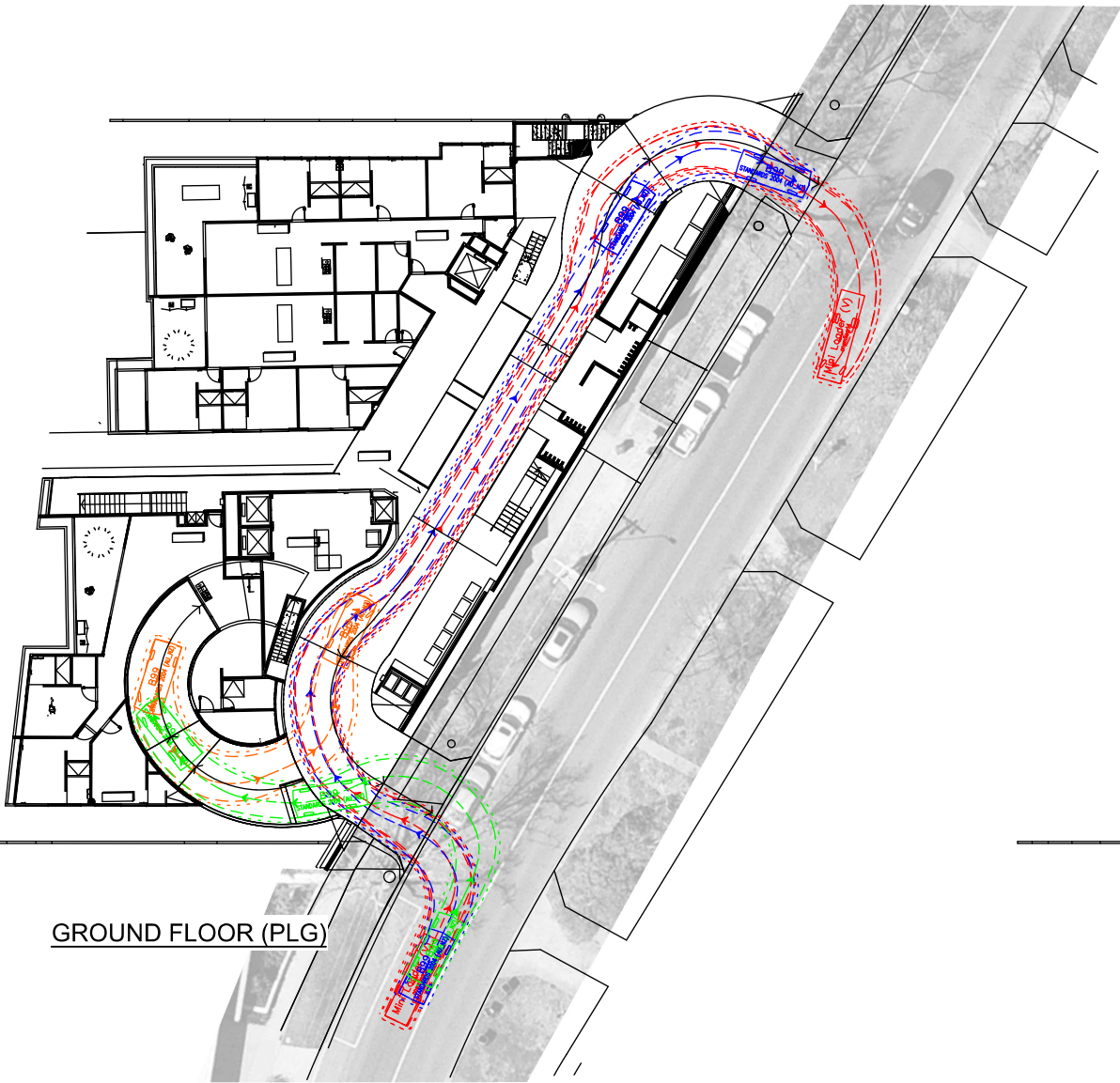
Wurundjeri Woiwurrung Country
56 Down Street, Collingwood, VIC 3066
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone (03) 9939 8250

Scale 1:500 @ A3
0 2.5 5 10

Drawing Title TOORAK PAVILION RESIDENTIAL DEVELOPMENT SWEEP PATH ANALYSIS		
Designed TCW	Approved JS	Metway Ref 58 J1
Project Number 210632	Drawing Number SPA101	Revision 1

CAD File: N:\Projects\2021\210632\Drawings\210632SPA100.dgn

Date Plotted: 24-09-2025 9:13:02 AM



GROUND FLOOR (PLG)



UNDERCROFT L1 (PLU1)

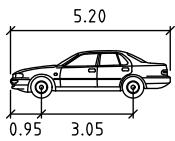


UNDERCROFT L2 (PLU2)

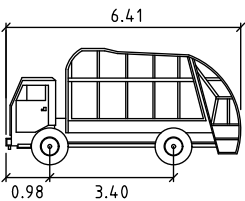


UNDERCROFT L3 (PLU3)

ADVERTISED PLAN



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



WASTE MINI LOADER	meters
Width	: 1.85
Track	: 1.85
Lock to Lock Time	: 4.0
Steering Angle	: 33.6

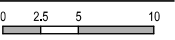
SWEPT PATH LEGEND

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



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

Scale
1:500 @ A3



Drawing Title
TOORAK PAVILION
RESIDENTIAL DEVELOPMENT
SWEPT PATH ANALYSIS

Designed TCW	Approved JS	Metway Ref 58 J1
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Project Number 210632	Drawing Number SPA100	Revision 1
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