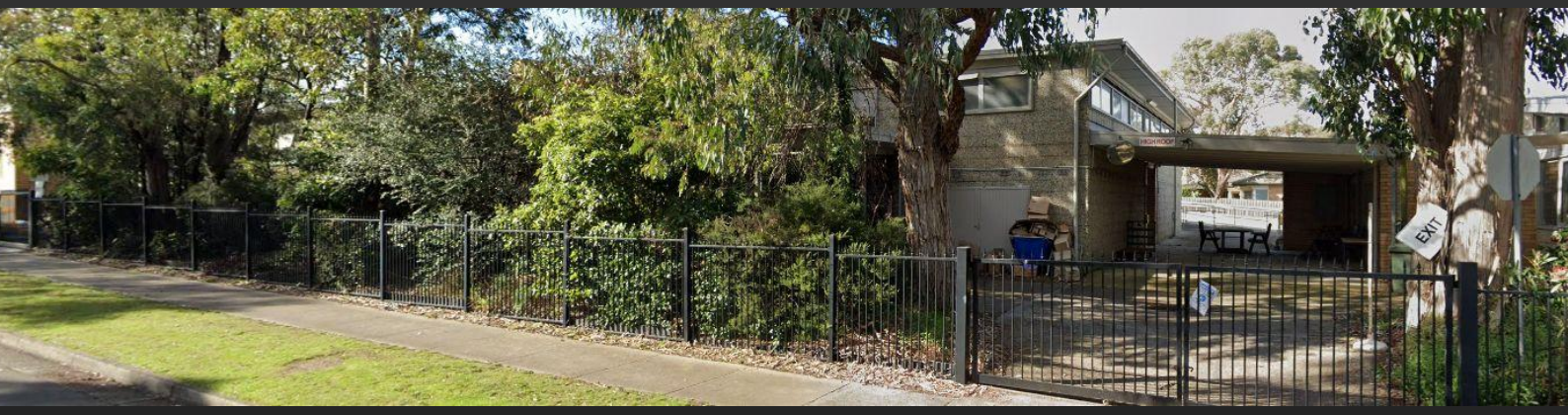
8 Witt Street, Mitcham

Transport Impact Assessment



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24 February 2026

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DOCUMENT INFORMATION

Prepared for	Knowles Group		
File Name	250047TIA001D-F.docx	**Report Date**	24 February 2026
Prepared by	JJB	**Reviewed by**	JD

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

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APPENDICES

1 INTRODUCTION

onemile**grid** has been requested by Knowles Group to undertake a Transport Impact Assessment of the proposed residential aged care development at 8 Witt Street, Mitcham.

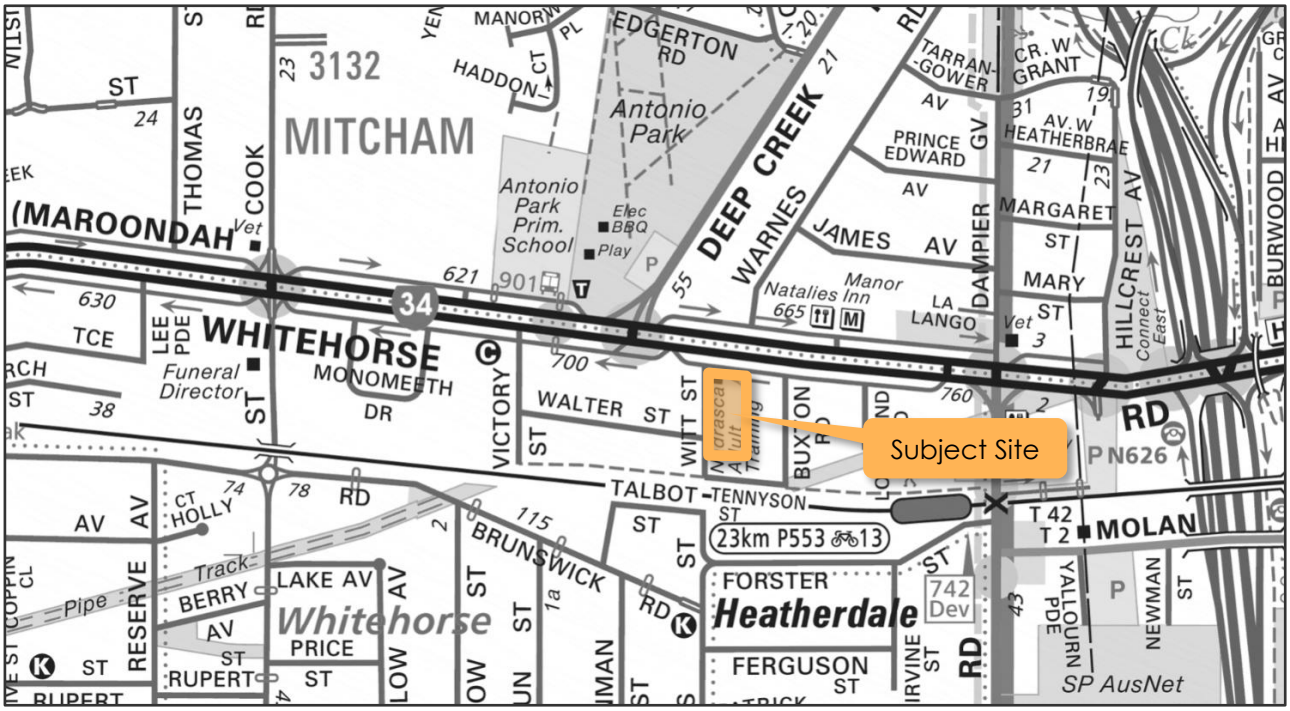
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site (addressed as 8 Witt Street, Mitcham) is located on the eastern side of Witt Street and on the southern side of Whitehorse Road Service Road, as shown in Figure 1.

Figure 1 Site Location



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The site is rectangular in shape with an approximate 125 metre frontage to Witt Street along the western boundary, an approximate 50 metre frontage to Whitehorse Road Service Road along the northern boundary, and an overall area of approximately 6,024 m².

The site is currently occupied by a large single storey building within the western portion of the site, with the eastern portion currently comprising of on-site car parking and loading facilities. Access to the on-site car parking and loading is currently provided from Witt Street via a single crossover in the south western corner of the site. The site was previously used as Disability Support Centre (Nadrasca Community Options).

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

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

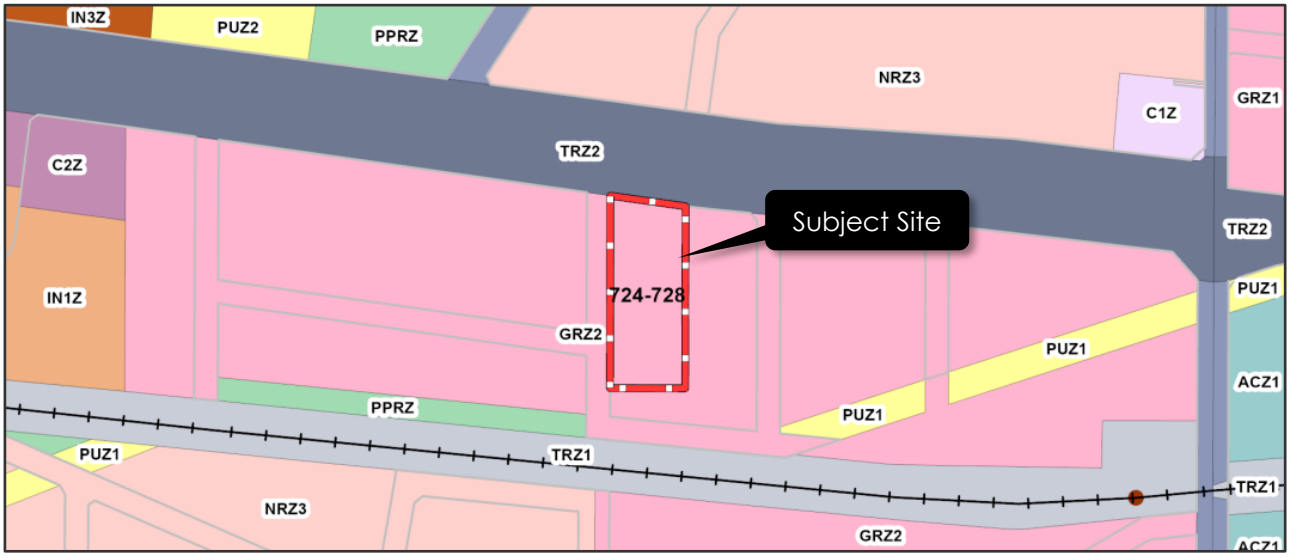
Figure 2 Site Context (15 December 2024)

Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ2) and is subject to a Development Contribution Plan Overlay (DCPO1), a Significant Landscape Overlay (SLO9), an Environmental Audit Overlay (EAO) and a Vegetation Protection Overlay (VPO3).

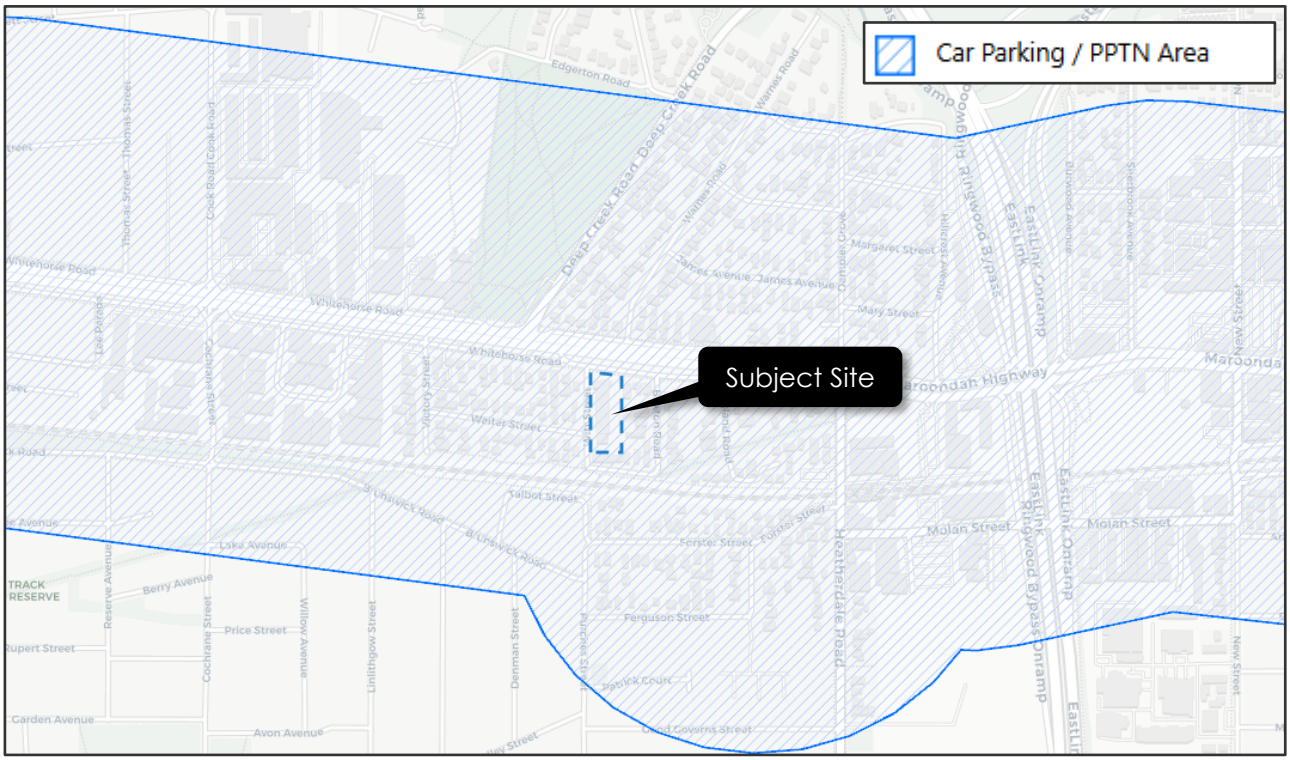
Figure 3 Planning Scheme Zones



Additionally, the site abuts Whitehorse Road Service Road along the northern boundary, which is within a Transport Zone (TRZ2), designating it part of the Principal Road Network.

The site also falls within the Principal Public Transport Network (PPTN) area, as shown in Figure 4 below.

Figure 4 Principal Public Transport Network (PPTN) Area Map



2.3 Road Network

2.3.1 Witt Street

Witt Street is a local road generally aligned in a north-south direction, running between Whitehorse Road Service Road in the north, and Tennyson Street in the south. Witt Street provides an approximately 7.3 metre wide carriageway, allowing two-way movements, with pedestrian footpaths provided either side.

Kerbside parking is generally permitted on both sides of the road, noting the eastern side is unrestricted, whilst the western side is restricted to 2-hour parking between 8:00am and 6:30pm, Monday to Friday. A section of No Stopping restriction applies to both sides of the road at the southern end to ensure two-way movement is facilitated around the bend.

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

The cross-section of Witt Street at the frontage of the site is shown in Figure 5.

Figure 5 Witt Street, looking south from adjacent to the subject site

Image date: March 2025

2.3.2 Whitehorse Road (Service Road)

Whitehorse Road (Service Road) is a service road to Whitehorse Road (Maroondah Highway) generally aligned in an east-west direction, running adjacent to Whitehorse Road.

Along the site frontage, Whitehorse Road (Service Road) provides an approximately 7.0 metre wide carriageway, allowing one-way movement (westbound) only. Kerbside parking is generally permitted on both sides of the road, adjacent to the site, with indented parking bays provided on the northern side.

A signposted 50 km/h speed limit applies to Whitehorse Road (Service Road) in the vicinity of the site.

The cross-section of Whitehorse Road (Service Road) at the frontage of the site is shown in Figure 6.

Figure 6 Whitehorse Road (Service Road), looking west towards the subject site

Image date: March 2025

2.3.3 Whitehorse Road

Whitehorse Road is an arterial road, under the jurisdiction of the Department of Transport and Planning (DTP), generally aligned in an east-west direction, commencing at the intersection of Cotham Road and Burke Road in the west, and running through to the Eastlink overpass in the east, where the road continues to the east as Maroondah Highway.

Whitehorse Road proximate to the site, is a dual carriageway, providing three traffic lanes in each direction, separated by a raised centre median. A 60 km/h speed limit applies to Whitehorse Road in the vicinity of the site.

The cross-section of Whitehorse Road at the frontage of the site is shown in Figure 7.

Figure 7 Whitehorse Road, looking east from the Service Road

Image date: March 2025

2.4 Traffic Volumes

2.4.1 Witt Street

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** on Witt Street adjacent the site, for a one-week period from Thursday 6th February 2025 to Wednesday 12th February 2025 inclusive.

The results of the surveys are summarised in Table 1.

Table 1 Traffic Volume and Speed Surveys

Time Period	*Direction*	*Traffic Volume (vpd)*	*AM Peak (vph)*	*PM Peak (vph)*
Weekday Average	Northbound	73	6	6
	Southbound	61	3	6
	Both Directions	134	9	12
Weekend Average	Northbound	70	10	7
	Southbound	64	5	9
	Both Directions	134	14	12

As indicated above, Witt Street currently accommodates low volumes of traffic, with no more than 10 vehicle movements in either direction experienced during the weekday or weekend peak periods.

2.4.2 Whitehorse Road

Traffic volume information for Whitehorse Road adjacent to the site was obtained via the Department of Transport and Planning (VicRoads) Traffic Profile Viewer. The data indicates that Whitehorse Road carries approximately 22,000 vehicle per day in the westbound lanes.

Peak hour volumes were also obtained from the Department of Transport and Planning (VicRoads)' SCATS data at the signalised intersection of Whitehorse Road and Heatherdale Road, to the east of the subject site, on Thursday 6th February 2025.

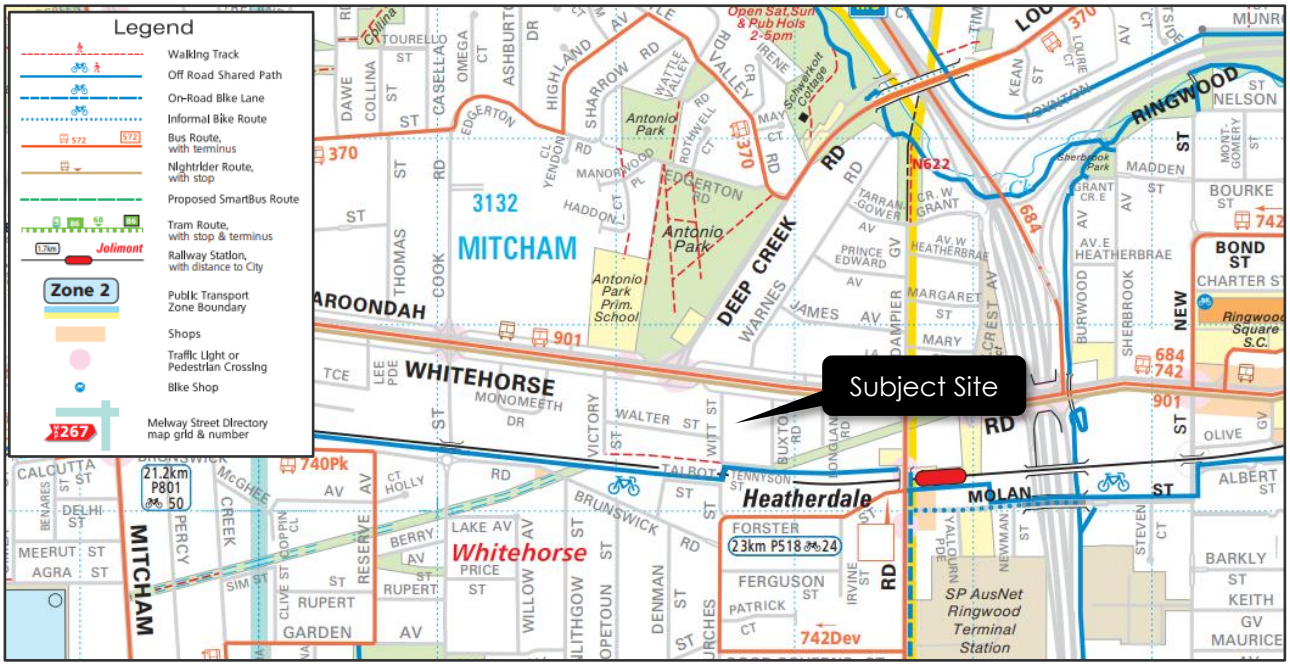
The peak hour results of the SCATS data indicated that along the frontage of the site, Whitehorse Road accommodated in the order of 1,500 to 1,700 vehicle per hour in the westbound direction.

2.5 Sustainable Transport

2.5.1 General

As noted in Section 2.2, the site is located within the Principal Public Transport Network (PPTN) area, with an extract of the TravelSmart Map for the City of Whitehorse shown in Figure 8, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 8 TravelSmart Map



2.5.2 Public Transport

The full public transport provision in the vicinity of the site is shown below in Figure 9 and further detailed in Table 2.

Figure 9 Public Transport Provision

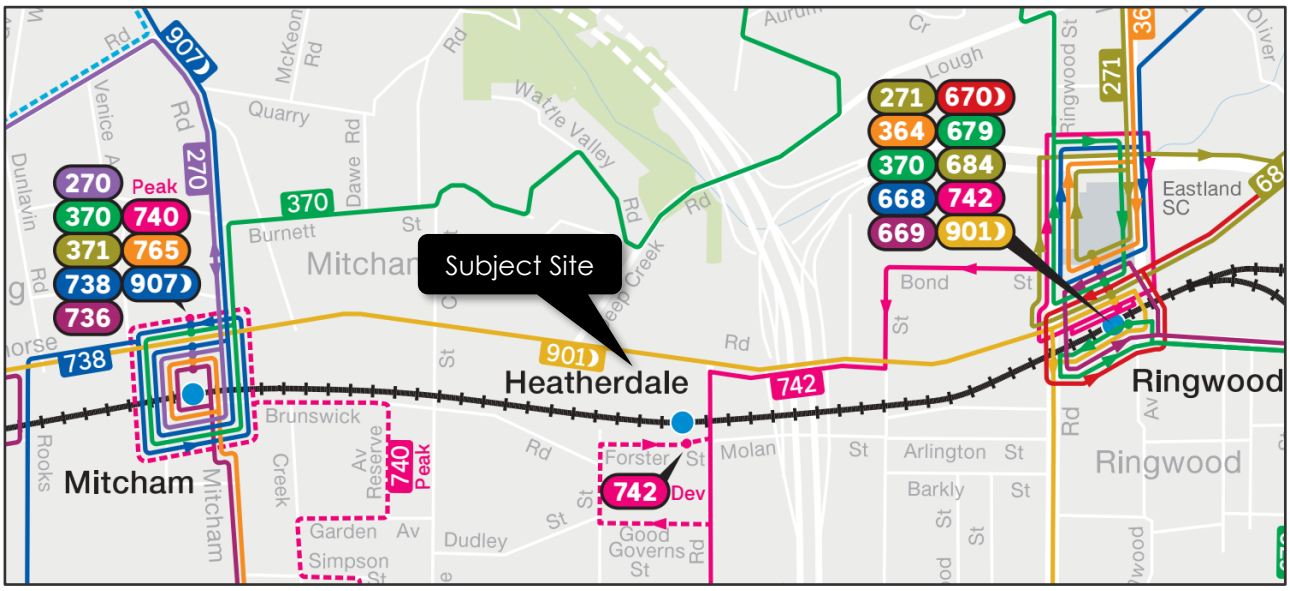


Table 2 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train	-	Belgrave Line	Heatherdale Station
	-	Lilydale Line	
Bus	901	Frankston - Melbourne Airport (SMARTBUS Service)	Heatherdale Rd / Whitehorse Rd
	742	Ringwood - Chadstone SC via Vermont South & Glen Waverley & Oakleigh	Heatherdale Station / Heatherdale Rd
	370	Mitcham - Ringwood via Ringwood North	Edgerton Rd / Deep Creek Rd

The site has good public transport accessibility, with multiple transport services, including both buses and trains, servicing the vicinity of the site, and it is noted that the SmartBus route along Whitehorse Road provides a high-frequency and high-speed service, with bus priority measures along the route, and real-time information at bus stops.

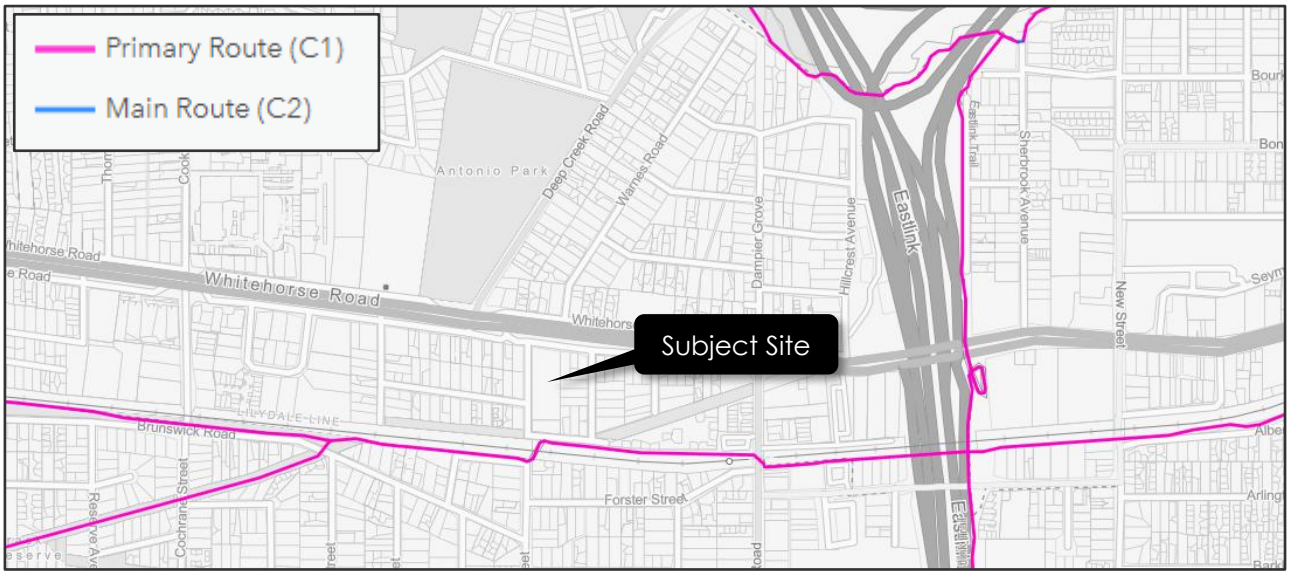
2.5.3 Bicycle Facilities

Strategic Cycling Corridors are important routes for cycling for transport and link up important destinations including the Central City, National Employment and Innovations Clusters, Metropolitan Activity Centres and other destinations of metropolitan and regional significance.

Strategic Cycling Corridors (SCC) are considered to be the arterials for bicycles, and have been designed to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation).

The SCCs in the vicinity of the site are shown in Figure 10.

Figure 10 Strategic Cycling Corridors



As indicated, the Box-Hill to Ringwood Bike Path, located to the south of the site is considered a Primary Route (C1) and provides further connection to the wider bicycle network including the Eastlink Trail to the east, and the Pipe Track Linear Reserve to the west, both of which are also considered to be Primary Routes.

As such, it is considered that excellent bicycle access is currently provided for the subject site.

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 four storey building (including basement), accommodating a total 133 lodging rooms, each provided with a single bed, therefore will have a maximum of 133 residents.

3.2 Car Parking and Vehicular Access

Vehicle access to the site is proposed to be provided from Witt Street via a porte-cochere, located approximately midway along the site's western boundary, and via the existing crossover further to the south, which will provide a ramped accessway to the basement car park and loading facilities. A total of 65 car spaces are proposed within the basement car park.

Extracts of the basement and ground level layouts are shown below in Figure 11 and Figure 12.

Figure 11 Basement Level Layout

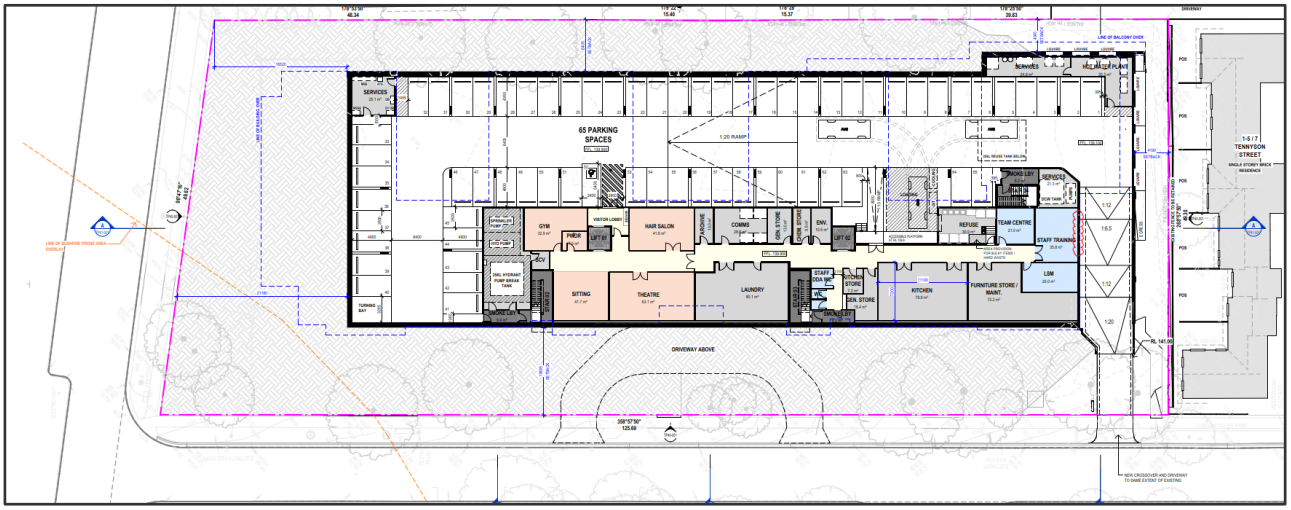
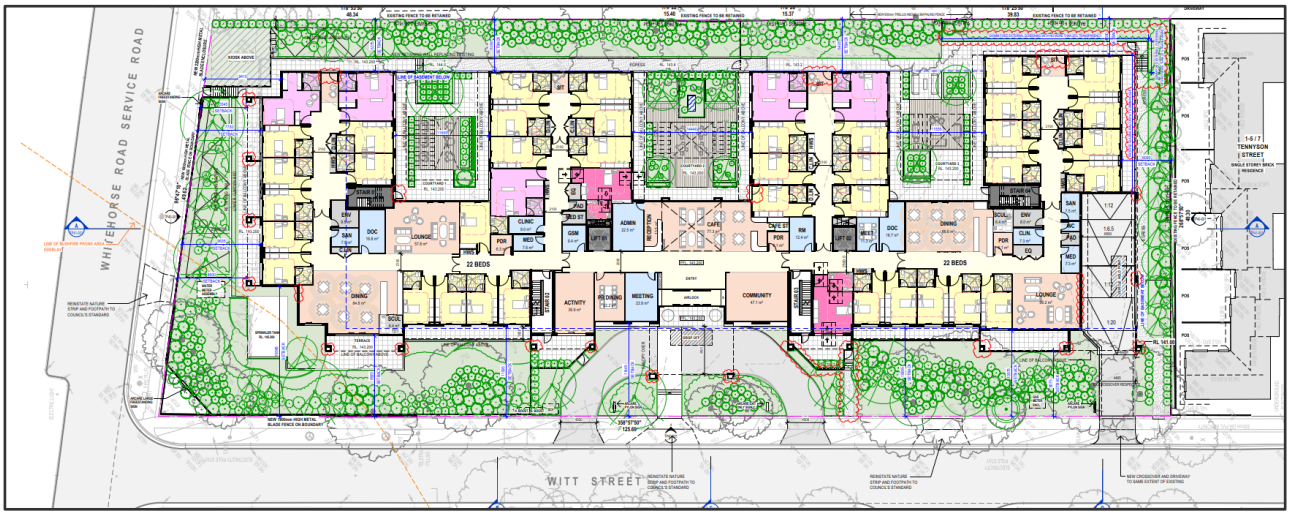


Figure 12 Ground Level Layout



3.3 Loading

On-site loading and waste collection is proposed to occur via a dedicated loading bay located in the basement level of the development, as shown in Figure 11 above, with access provided via the existing crossover and ramped accessway, the same as the access to the basement car park.

4 DESIGN ASSESSMENT

4.1 Whitehorse Planning Scheme – Clause 52.06

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

4.1.1 Design Standard 1: Accessways

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

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

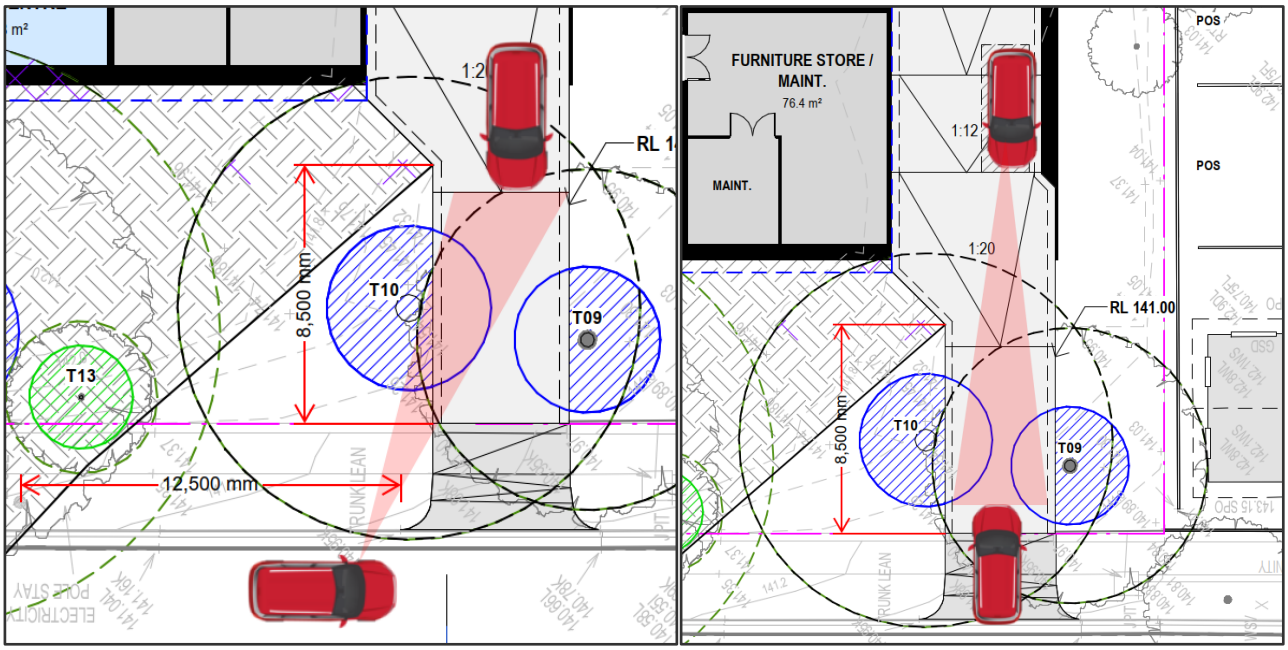
Requirement	*Comments*
Be at least 3 metres wide.	Satisfied – A minimum width of 3.5 metres is provided for all accessways.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Changes of direction are generally between accessways of more than 4.2 m wide, with swept path diagrams prepared to confirm circulation.
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. Nonetheless, all vehicles can exit the car park in forward direction and turn-around bay provided.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied – A minimum height clearance of 3.5 metres is achieved.
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 – All vehicles will be capable of exiting 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 Transport Zone 2 or Transport Zone 3.	Generally Satisfied – Access to the basement is 3.5 metre wide for the first 8.5 metres into the site, before widening out to a min. 5.5 metres. Refer below.
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 porte-cochere exit or ramped basement accessway. The existing trees located adjacent to the site access points also fall outside of required splays.
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 – Accessways do not connect to a Transport Zone.

All accessways within the site have been designed with a minimum width of 3.5 metres, therefore allowing at a minimum a single direction movements at a time. This includes the porte-cochere, which is one-way only, and first 8.5 metres into the site along the accessway to the basement, due to the retention of the existing trees currently located either side.

The proposed access to the basement complies with the Planning Scheme requirements stated above, noting the 3.5 metre wide section of the access is less than 50 metres in length before widening to allow opposing movement, and it is not provided from a Transport Zone 2 or 3. The southernmost section of this accessway has been designed to allow for retention of high-value trees.

Furthermore, vehicles looking to enter/exit the site will be provided with sufficient sightlines to opposing vehicle movements, as depicted in Figure 13, noting the 3.5 metre wide section of the access will be flat. Adequate space is also provided within the ramp and on-street to allow a vehicle to prop and wait for the opposing movement, with 'No Stopping' restrictions currently provided to the north of the access for approximately 12.5 metres.

Figure 13 Proposed Basement Access Sightlines



Swept path diagrams have been provided within Appendix A demonstrating access and circulation within the site by a 99.8th percentile passenger vehicle (B99), including passing at the hold point on the ramp, in addition to access and egress to the end space with a 85th percentile passenger vehicle (B85).

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 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. A height clearance greater than 2.1 m is provided.
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 provided.
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 provided.
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 metres.

All car spaces on-site are proposed with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from aisles of no less than 6.4 metres. Spaces adjacent to walls have been suitably widened in accordance with Design Standard 2 of the Planning Scheme.

The accessible bay is provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022). The accessible space and shared area extend 0.5 metres into the accessway, however, Clause 52.06 of the Planning Scheme indicates that "*Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm*" therefore the design is considered appropriate.

Furthermore, a height clearance greater than 2.5 metres is provided above the centre of the accessible bay and adjacent shared area, in accordance with the Australian Standard.

4.1.3 Design Standard 3: Gradients

A summary of the assessment for Design standard 3 is provided in Table 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 – Grades less than 1:10 are proposed for the first 5 metres from the property boundary at all access points.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 (of Design standard 3) and be designed for vehicles travelling in a forward direction.	Satisfied – a maximum grade of 1:6.5 is proposed
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	Satisfied – a maximum change in grade of 8.33% is proposed along the ramp to the basement.

The basement ramp has been designed in accordance with the Australian Standards (AS2890.2: Off-street Commercial Vehicle Facilities), with no ramps graded steeper than 1:6.5 and appropriate transition grades provided to prevent loading vehicles from scraping or bottoming out.

4.2 Loading/Waste Collection

A loading area is provided within the basement level of the development, which has been designed to accommodate vehicles up to a 6.4 m small rigid vehicle (SRV). In accordance with AS2890.2, a maximum grade of 1:6.5 and maximum change of grade 1:12 for 4 metres is proposed along the ramp to the basement, and a minimum height clearance of 3.5 metres is provided to the loading area.

Swept path diagrams are provided in Appendix A, demonstrating an SRV entering and exiting the site and the on-site loading area.

A bin storage room is also located within the basement adjacent to the on-site loading area. The waste collection vehicle, a 6.4 m rear-lift waste collection vehicle (mini-loader), will access the loading area, from where bins will be transferred to the vehicle for collection.

Refer to the Waste Management Plan for further information.

4.3 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.

4.4 Clause 52.29 – Land Adjacent to the Principal Road Network

The development proposal is subject to the requirements of Clause 52.29 of the Whitehorse Planning Scheme which applies to land adjacent to the Principal Road Network (Whitehorse Road) 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 Whitehorse Road or Whitehorse Road service road, 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 Whitehorse 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 development provides a dedicated area for loading and waste collection within the basement, specifically designed for the proposed use, and therefore appropriate for the proposed development.

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 Whitehorse Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for residential aged care uses, therefore, no bicycle parking is required.

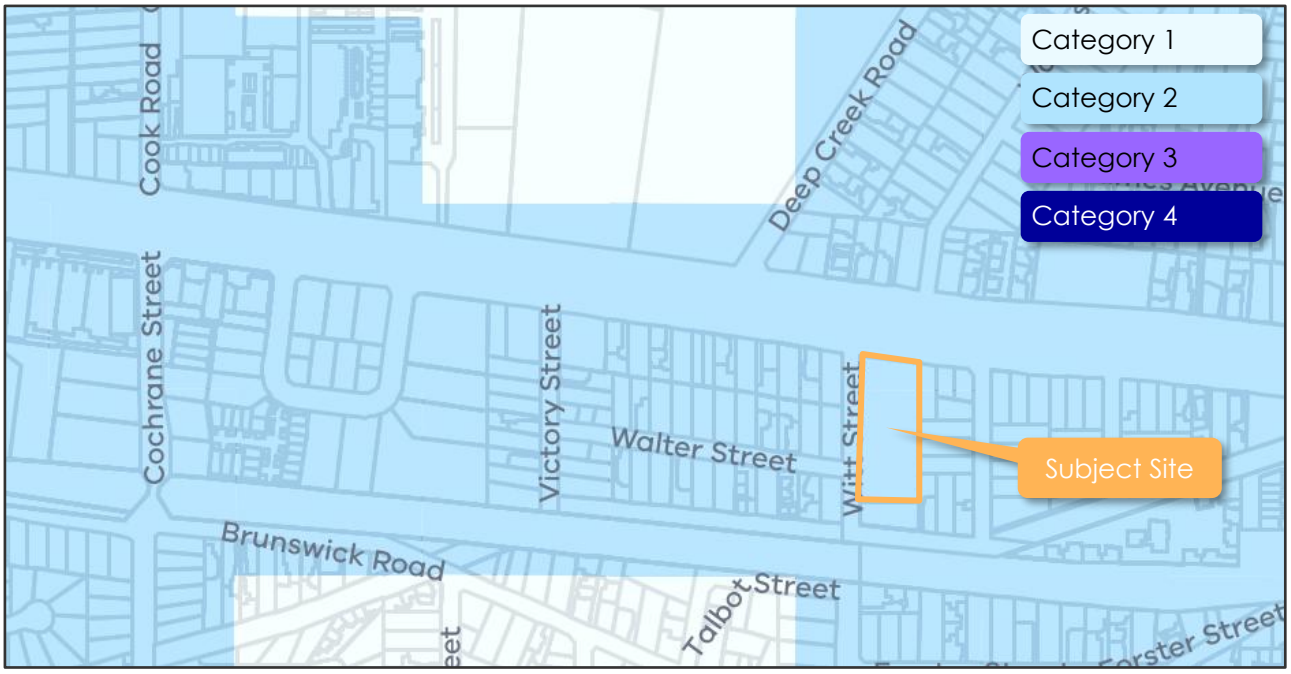
7 CAR PARKING

7.1 Car Parking Provision Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Whitehorse 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 14 below, the subject site is located within Category 2.

Figure 14 Car Parking Requirement Map



Based on the above, Clause 52.06 of the Whitehorse Planning Scheme specifies a car parking rate of 0.25 spaces to each lodging room for residential aged care facility use, therefore, based on the provision of 133 lodging rooms, a total of 33 parking spaces are required for the proposed development.

It is proposed to provide a total of 65 car parking spaces to service the proposed development, which is 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.

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

8 TRAFFIC

8.1 Traffic Generation

onemile**grid** and various other traffic consultants have undertaken a number of traffic generation surveys of aged care developments, summarised in Table 6.

Table 6 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.

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

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

Based on the above survey results, the anticipated traffic generated by the proposed development is shown below in Table 7.

Table 7 Anticipated Traffic Generation

Period	Inbound	Outbound	Total
AM Peak	20	7	27
PM Peak	11	16	27
Daily	166	166	332

8.2 Traffic Distribution

Witt Street (and the surrounding road network on the northern side of the Lilydale/Belgrave train line) can only be accessed from Whitehorse Road, and the one way nature of the Whitehorse Road service road (westbound only).

As such, all inbound vehicles will access the site from Whitehorse Road the east, and via the service road entrance to the west of the signalised intersection Whitehorse Road and Heatherdale Road. All outbound vehicles will likely head north along Witt Street and depart to the west, along service road and back onto Whitehorse Road, with a majority expected to do so before the signalised intersection with Deep Creek Road, as indicated below in Figure 15.

Figure 15 Traffic Distribution

Further distribution within the external road network will be provided at the existing intersections on Whitehorse Road to the east or west.

8.3 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of 20 vehicle movements per hour are expected for any one movement, equivalent to one vehicle trip every three minutes. This volume of traffic is considered low and given the left-in/left-out arrangements to and from Whitehorse Road and the service road, is expected to be easily absorbed into the surrounding road network.

It is acknowledged that traffic generation by the proposed use may be greater during the staff changeover periods, however, considering the traffic volumes on Whitehorse 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.

With respect to the daily capacity for Witt Street, the road cross-section is closest to an "Access Street Level 2" designation from Clause 56.06 of the Planning Scheme. This suggests a capacity for 2,000-3,000 vehicles per day.

With existing traffic volumes of approximately 134 vehicles, and the additional vehicle movements associated with the redevelopment in the order of 330, traffic volumes will remain well within the acceptable capacity for a road of this configuration.

It is noted that this assessment does not consider the removal of traffic volumes associated the historical use of the site.

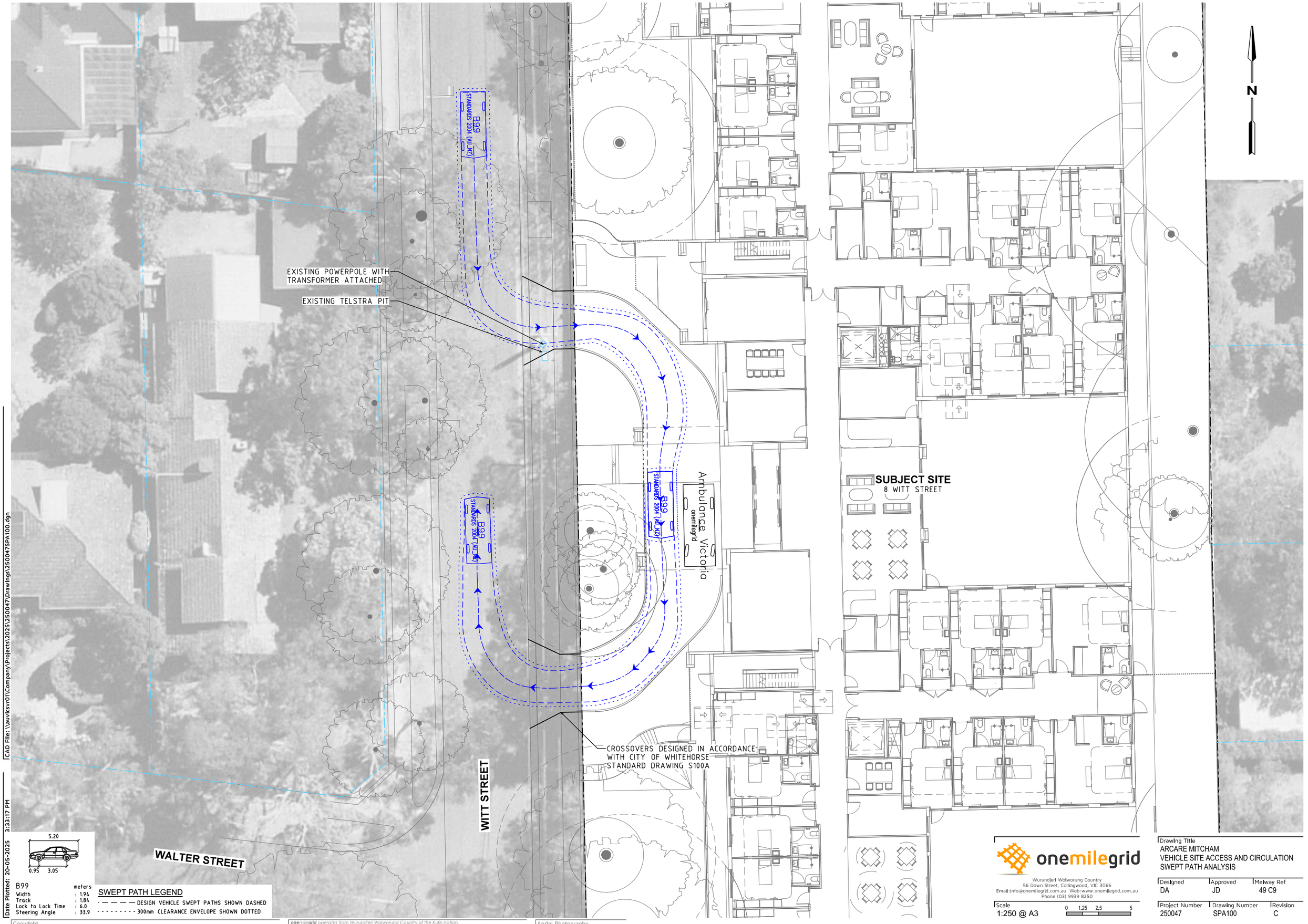
9 CONCLUSIONS

It is proposed to develop the subject site for the purposes of residential aged care facility, comprising of a three storey building containing 133 beds, and a basement car park containing 65 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 propped 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;
- The proposed supply of car parking is appropriate for the proposed development;
- 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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5.20
0.95 3.05

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

SWEPT PATH LEGEND

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

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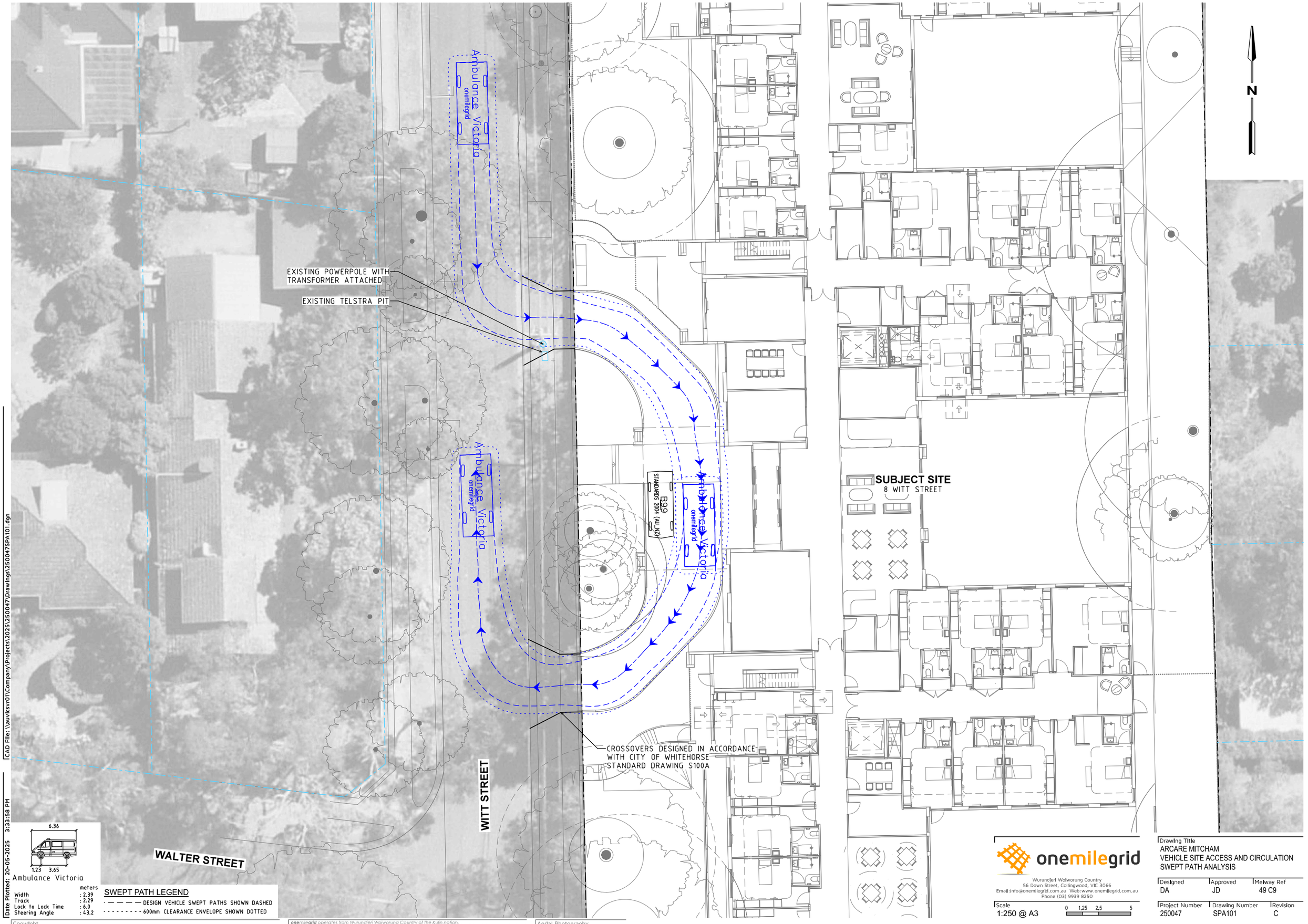
Scale
1:250 @ A3
0 1.25 2.5 5

Drawing Title
ARCARE MITCHAM
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	49 C9

Project Number	Drawing Number	Revision
250047	SPA100	C



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Date Plotted: 20-05-2025 3:33:58 PM

6.36

1.23 3.65

Ambulance Victoria

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

SWEPT PATH LEGEND

- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 600mm CLEARANCE ENVELOPE SHOWN DOTTED

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0 1.25 2.5 5

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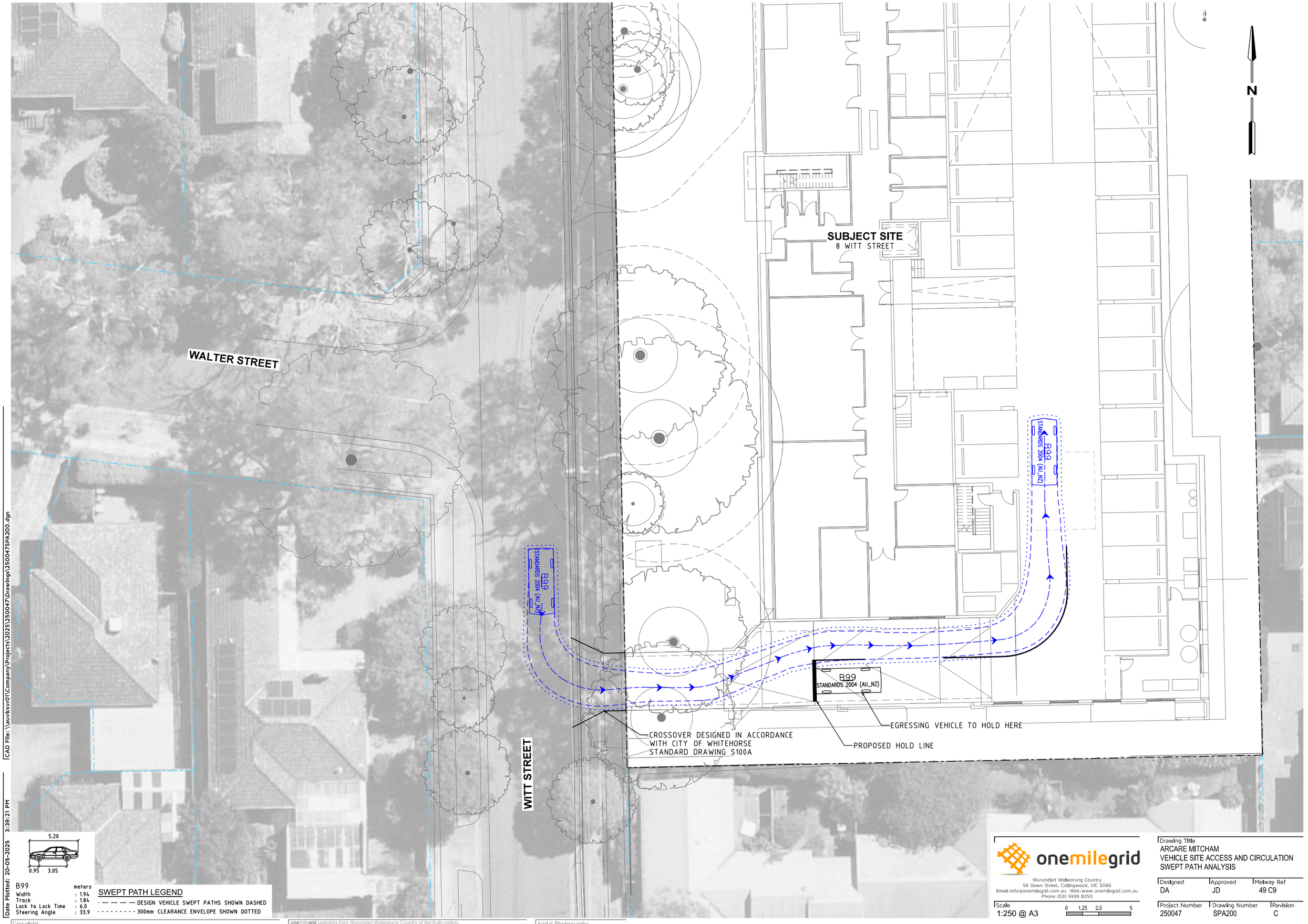
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	49 C9

Project Number	Drawing Number	Revision
250047	SPA101	C



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5.20
0.95 3.05

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

SWEPT PATH LEGEND

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

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Scale
1:250 @ A3
0 1.25 2.5 5

Drawing Title
ARCARE MITCHAM
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	49 C9

Project Number	Drawing Number	Revision
250047	SPA200	C

WALTER STREET

WITT STREET

SUBJECT SITE
8 WITT STREET

B99 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

CROSSOVER DESIGNED IN ACCORDANCE WITH CITY OF WHITEHORSE STANDARD DRAWING S100A

PROPOSED HOLD LINE

N

5.20
0.95 3.05

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

SWEPT PATH LEGEND

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

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Scale
1:250 @ A3
0 1.25 2.5 5

Drawing Title
ARCARE MITCHAM
VEHICLE SITE ACCESS AND CIRCULATION SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	49 C9

Project Number	Drawing Number	Revision
250047	SPA200	C

WALTER STREET

WITT STREET

SUBJECT SITE
8 WITT STREET

SRV
STANDARDS 2018 (AU)

CROSSOVER DESIGNED IN ACCORDANCE WITH CITY OF WHITEHORSE STANDARD DRAWING S100A

PROPOSED HOLD LINE

N

6.40
1.05 3.80

SRV	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

SWEPT PATH LEGEND
- — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - 500mm CLEARANCE ENVELOPE SHOWN DOTTED

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Scale 1:250 @ A3 (0 1.25 2.5 5)

Drawing Title
ARCARE MITCHAM
VEHICLE SITE AND LOADING ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	JD	49 C9

Project Number	Drawing Number	Revision
250047	SPA202	C

WALTER STREET

WITT STREET

SUBJECT SITE
8 WITT STREET

SRV
STANDARDS 2018 (AU)

SRV
STANDARDS 2018 (AU)

CROSSOVER DESIGNED IN ACCORDANCE WITH CITY OF WHITEHORSE STANDARD DRAWING S100A

PROPOSED HOLD LINE

N

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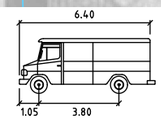

SRV	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

SWEPT PATH LEGEND

— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

- - - - - - - - 500mm CLEARANCE ENVELOPE SHOWN DOTTED

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0 1.25 2.5 5

Drawing Title
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VEHICLE SITE AND LOADING ACCESS
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
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Project Number	Drawing Number	Revision
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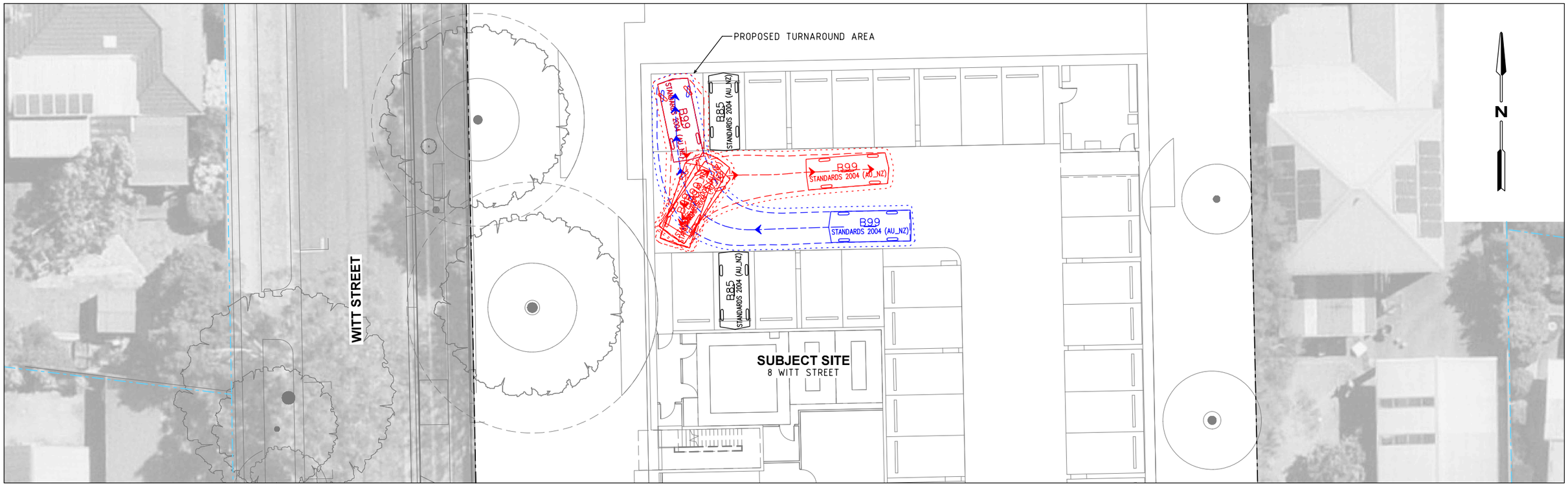

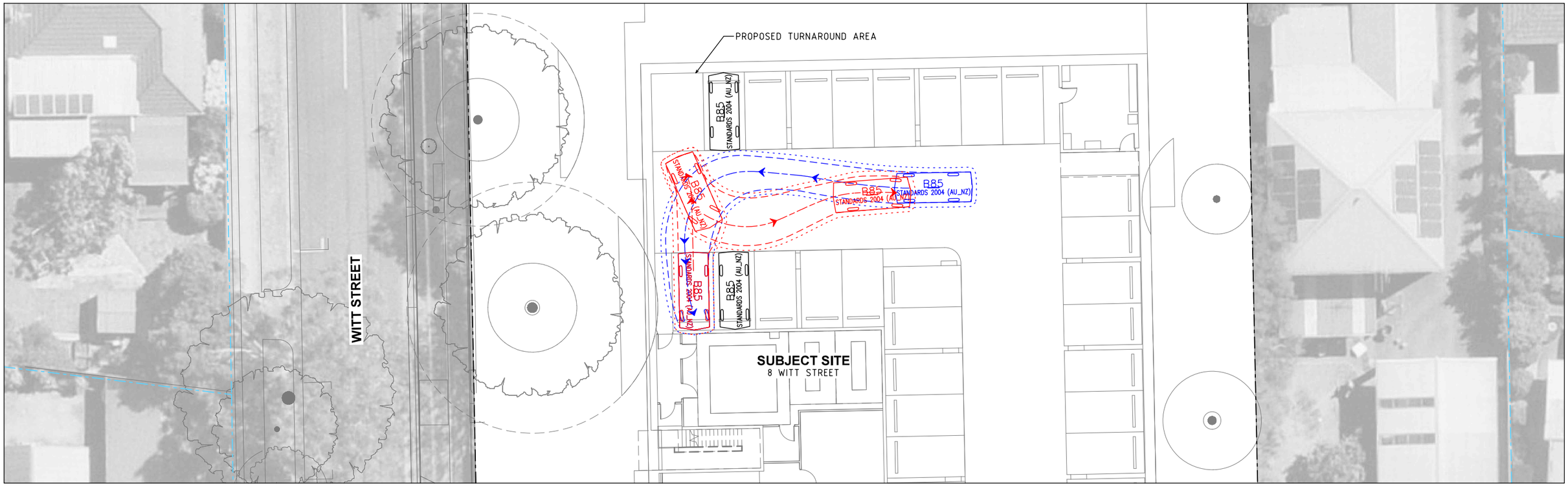

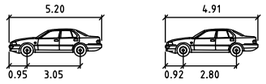

B99	meters	B85	meters
Width	: 1.94	Width	: 1.87
Track	: 1.84	Track	: 1.77
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 33.9	Steering Angle	: 34.1

SWEPT PATH LEGEND

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

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Project Number	Drawing Number	Revision
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