



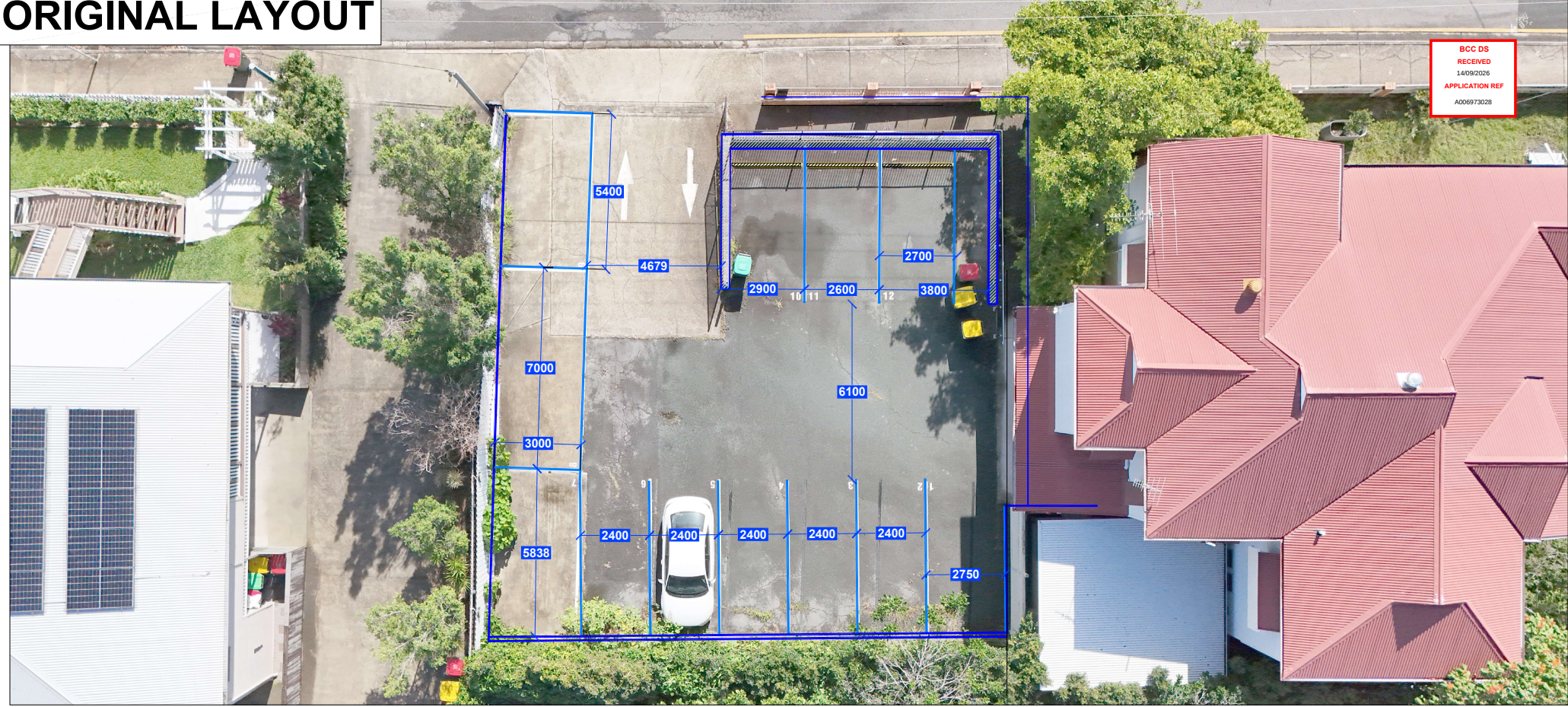
DISCLAIMER

- This drawing is not to be used for set-out where dimensions are not explicitly provided.
- Any layout, alignment, positioning, grades, or levels inferred from graphics, linework, overlays, or scaling is indicative only and shall not be relied upon for construction, costing, certification, or contractual purposes.
- This assessment is based on an overlay of survey information and architectural design prepared by others. No warranty is given as to the accuracy, completeness, or currency of that information.

NOTES

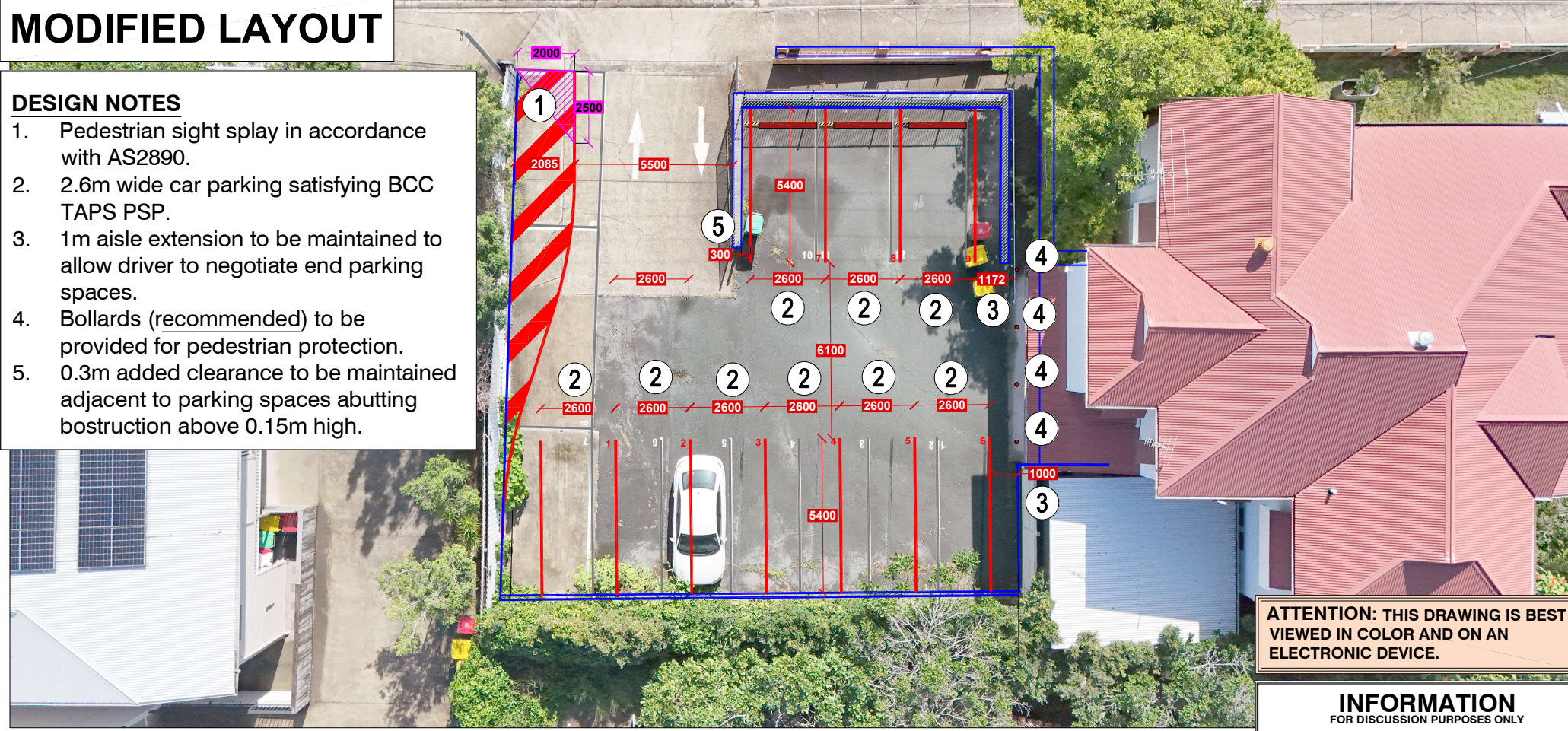
- This drawing has been prepared using field measurements and architectural drawings supplied by others. All such information is assumed correct and has not been independently verified unless stated otherwise.
- The assessment represents an interpretation of the overlay between the supplied survey and architectural design. Any inconsistencies, omissions, or misalignments between these inputs may materially affect the outcomes shown.
- Building layout, finished floor levels, boundary extents, and interface levels are subject to confirmation against the latest certified survey and architectural documentation.
- Any change to architectural design, finished levels, boundary definition, or site conditions will invalidate this assessment and requires reassessment.
- Driveway alignment, profiles, grades, and transitions shown are indicative only unless specifically dimensioned.
- Vehicle clearance, performance, and sightline outcomes are based on assumed geometry derived from the overlay and are indicative only. Outcomes are highly sensitive to minor level changes and construction tolerances.
- No guarantee is provided that all vehicles will achieve adequate clearance under all conditions.
- Existing ground levels, footpath levels, and road interface levels are to be verified on site prior to construction.
- Contractor shall confirm all critical levels, including boundary levels, invert levels, and tie-in points, prior to works commencing.
- All set-out is to be undertaken by a registered surveyor using verified control points, confirmed boundaries, and latest certified survey information.
- Locations of existing services, easements, and infrastructure are approximate unless confirmed by survey and authority records. Contractor must verify all services on site prior to construction.
- This drawing conveys design intent only unless explicitly marked "For Construction".
- Construction details, tolerances, and final set-out are to be confirmed through detailed design documentation.
- No reliance is to be placed on PDF scaling, printed drawings, screen measurements, or visual alignment of overlaid information.
- If any ambiguity, discrepancy, or inconsistency is identified between survey, architectural drawings, or this assessment, works must not proceed until written clarification is obtained and this assessment is reviewed accordingly.

ORIGINAL LAYOUT



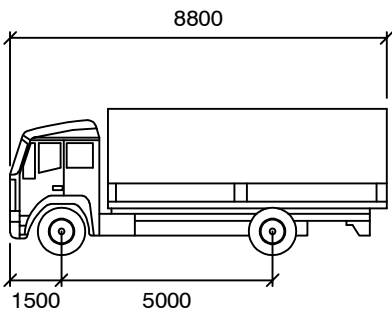
MODIFIED LAYOUT

- DESIGN NOTES**
- Pedestrian sight splay in accordance with AS2890.
  - 2.6m wide car parking satisfying BCC TAPS PSP.
  - 1m aisle extension to be maintained to allow driver to negotiate end parking spaces.
  - Bollards (recommended) to be provided for pedestrian protection.
  - 0.3m added clearance to be maintained adjacent to parking spaces abutting bostruction above 0.15m high.



ATTENTION: THIS DRAWING IS BEST VIEWED IN COLOR AND ON AN ELECTRONIC DEVICE.

**INFORMATION**  
FOR DISCUSSION PURPOSES ONLY



## Medium Rigid Vehicle (MRV)

(AS2890.2:2018)

|                   |           |                          |           |
|-------------------|-----------|--------------------------|-----------|
| Width             | : 2.5m    | Turning Radius           | : 10m     |
| Track             | : 2.5m    | (wall to wall)           |           |
| Lock to Lock Time | : 6.0 sec | Design Circulation Speed | : 10km/hr |
| Steering Angle    | : 34.0°   | Design Manoeuvring Speed | : 5km/hr  |

|                                     |   |
|-------------------------------------|---|
| Vehicle body Clearance (500mm)      | : |
| Vehicle Swept Path Forward Envelope | : |
| Vehicle Swept Path Reverse Envelope | : |

### GENERAL NOTES (SWEEP PATH)

1. SWEEP PATHS ARE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF AS2890 AND AUSTRROADS APPLICABLE ON THE DATE THE PATH IS GENERATED.
2. SWEEP PATHS HAVE BEEN GENERATED TO THE BEST ABILITY OF THE OPERATOR.
3. REGARDLESS OF THE OUTCOME OF THE SWEEP PATH ANALYSIS, OUTMOST CARE MUST BE TAKEN AT ALL TIMES WHEN PERFORMING THE MANOEUVERS SHOWN IN THE DRAWING.
4. LAYOUT AND CONFIGURATION OF THE FRONTAGE ROAD DETERMINED FROM NEARMAP IMAGERY.
5. ANY CONFLICT WITH SERVICES OR PHYSICAL OBSTRUCTIONS RESTRICTING MOVEMENTS REPRESENTED ON THE PLAN ARE TO BE IDENTIFIED ON SITE AND ARE TO BE REMOVED OR RELOCATED AS DETERMINED BY ON SITE MANAGEMENT.

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### ENTRY PATH



### ENTRY PATH

