

Traffic Technical Memorandum

To	Li & Hu Investments Pty Ltd C/- Fountron Planning	Date	17 March 2026
Prepared by	Casey Schackow, Velocity, Director	Approved by	Harj Singh, Traffic Engineering Advisor (RPEQ 22364)
Location	239-241 Ewing Road, Woodridge		
Status	Draft	Attachments	Appendix A: Development Plans Appendix B: Swept Path Assessment

1 Introduction

1.1 Overview

Velocity has been commissioned by Li & Hu Investments Pty Ltd C/- Fountron Planning to provide traffic and transport advice in relation to the proposed warehouse development located at 239-241 Ewing Road, Woodridge.

1.2 References

- ▶ Logan Planning Scheme 2015: 9.4.7 Servicing, access and parking code (LCC SAPC)
- ▶ AS2890.1 Australian Standards (AS) Parking Facilities Part 1: Off Street Car Parking (AS2890.1)
- ▶ AS2890.2 Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities, 2002 (AS2890.2)
- ▶ Roads and Traffic Authority, Guide to Traffic Generating Developments, 2013 Update, (RTA GTGD)
- ▶ Institute of Public Works Engineering Australasia (IPWEA), Standard Drawings

1.3 Limitations

This traffic report was prepared with the usual care and diligence of the consulting profession. It follows accepted traffic engineering practices and standards that were in place at the time of the assessment. However, Velocity cannot be held responsible for any changes to project planning or road conditions that may happen after the assessment is completed.



2 Existing Conditions

2.1 Site Location

The development site is located at 239-241 Ewing Road, Woodridge and is bound by Ewing Road to the east. The site is currently a car dealership.

The site is identified within the LCC PS as a Mixed Use zone and is surrounded by similar zones.

Access to the site is currently provided via two separate access easements from Ewing Road, one of which provides direct ingress/egress to the northern section of the site and the adjacent site at 48 Compton Road. The southern easement features a ~7.5m wide roadway which is used to access the site internally, one formal access from the roadway is existing.

Figure 2-1 and Table 2-1 outline characteristics of the existing road network surrounding the site.

Figure 2-1 Site Location



Source: Nearmap

Table 2-1 Key Road Characteristics

Road	Hierarchy	Speed Limit	Typical Form
Ewing Road	Urban Collector Single Carriageway	50km/h	Two lanes, undivided

2.2 Active Transport Network

The majority of surrounding roads have off-roads paths generally along both verges. Both of the site frontages have paths

On-road cycling is supported along the on-road lanes and the off-road path network.

At a strategic level, Compton Road is identified as Major cycle link within Council's Cycle Network.

2.3 Public Transport Network

There are two bus stops located within a comfortable 400m walking radius of the site. The closest stops are located along Compton Road.

Key characteristics including the bus schedule is outlined Table 2-2.

Table 2-2 Bus Route Key Characteristics

Route	Destinations	Peak Frequency
554	Griffith University station to Beenleigh via Kuraby and Eight Mile Plains	60 minutes

3 Proposed Development

3.1 Proposed Yield

The development proposes to construct 12 individually tenanted warehouses under the Warehouse land use as detailed in Table 3-1.

Figure 3-1 illustrates the proposed development plans, a copy of the development plans can be found at **Appendix A**.

Table 3-1 Total Development Yield

Land use	Yield
Warehouse	12x units – Total GFA 1,161 sq.m
Total	GFA 1,161 sq.m

Figure 3-1 Proposed Development Layout



Source: OKAS Design, Proposed Site Plan, Rev C

3.2 Design Considerations

3.2.1 Access Arrangement

The industrial development proposes to gain access via the existing two easements along Ewing Road.

The northern easement will continue to allow ingress/egress movements to the site for all vehicle types. The crossover and southern taper is proposed to be widened to increase amenability for users.

Two site accesses are proposed to connect into the southern easement roadway. Each site access to the easement will allow two-way ingress/egress.

No changes are proposed or considered required to the crossovers, only Ewing Road, or the easement formations themselves. It is noted that the development site and surrounding sites being accessed via the easement are expected to have been designed appropriately for the required service vehicles for each site, which is assumed to be a Heavy Rigid Vehicle (HRV) and a small Articulated Vehicle (AV) car carrier for the car sales yard.

3.2.2 Access Crossover Design

The largest vehicles expected to access the site is a HRV and a Refuse Collection Vehicle (RCV) for waste. The servicing activities are further outlined in **Section 3.4 Servicing Arrangements**.

Both the HRV and RCV are proposed to access the site to conduct their respective servicing activities.

The proposed access driveway design is outlined in Table 3-2 in accordance with LCC SC6.2.5 Infrastructure.

Table 3-2 Crossover and Driveway Design Compliance

Crossover	Design Item	Design Criteria	Proposed Design	Compliant
Northern Easement	Crossover	Min. 6.5m wide	7m wide	✓
	Tapers	1.5m x 1.8m	Generally in accordance	✓
Southern Easement	Crossover + Driveway	Min. 6.5m wide	~7.5m wide	✓
	Tapers	1.5m x 1.8m	Generally in accordance	✓
	Western Access	Min. 6.5m wide	7.5m	✓
	Eastern Access	Min. 6.5m wide	8.85m	✓

As detailed in Table 3-2, the existing easement crossovers/driveway and proposed site accesses meet the requirements of LCC SC6.2.5 Infrastructure and AS2890.2.

To further confirm the adequacy of the proposed access arrangements, AS2890.2 states that the driveway width will depend on the design vehicle requiring ingress/egress to the site. As such, to confirm the adequacy of the proposed crossover and driveway width, a swept path assessment has been conducted for the HRV which confirms the vehicle can safely and efficiently manoeuvre on/off the site using the driveway proposed.

A copy of these swept paths can be found at **Appendix B**.

3.2.3 Sight Distance

As outlined in AS2890.1, the provision of Safe Sight Distance (SSD) is to be achieved along the road frontage for access driveways.

The SSD at the crossover has been calculated using the frontage road speed of 50km/h and at 2.5m back from the kerb in accordance with AS2890.1. The requirement for sight distance and what the access location achieves has been outlined in Table 3.

Table 3 Sight Distance Requirements

Easement	AS2890.1 Req	Proposed Sight Distance		Compliant
		North	South	
Northern	45m	55m	+200m	✓
Southern		95m	+200m	

Furthermore, SSD is clear and unobstructed until the intersection with Compton Road. It is expected vehicles will enter the Ewing Road travelling at speeds far below the posted speed.

As detailed in Table 3, the SSD of the proposed crossover is considered sufficient with AS2890.1

3.2.4 Access Location

Both LCC SC6.2.5 Infrastructure and AS2890.7 detail that access driveways should not be located within 6m of the tangent points from adjacent intersections and driveways and also be located 600mm from any stormwater pit.

Both existing easement crossovers achieve more than the required 6m to adjacent crossovers, however, both do not provide sufficient clearance to stormwater pits. Both of the easement crossovers are existing and the only changes proposed are to widen the southern taper of the northern easement crossover (stormwater pit is located on the northern side), therefore no net worsening is proposed.

3.3 Car Parking

3.3.1 Car Parking Requirements

In accordance with the LCC SPAC, the car parking requirements have been summarised in Table 3-4.

Table 3-4 Car Parking Requirements

Land use	Yield	Car Parking Rate	Car Parking Required
Warehouse	1,161 sq.m	1 space per 100 sq.m after	12 parking spaces
TOTAL			12 spaces total

As shown in Table 3-4, the proposed development requires a total of 12 spaces, including one Persons with Disability (PWD) space with an accompanying shared space.

3.3.2 Parking Compliance

The development proposes 14 parking spaces, including two PWD spaces with an accompanying shared space. As such, the proposed development has a recognised surplus of 2 parking spaces.

3.3.3 Carpark Design

Velocity has completed a comprehensive design review of the parking layout for the proposed development. The car park design compliance is outlined in Table 3-5.

Table 3-5 Car Park Design Compliance

Design Criteria	AS2890/ TAPS Reqs.	Proposed Design	Compliance
Aisle Width (Heavy Vehicle Route)	6.5m	Min. 7.5m	✓
Parking Aisle Width	5.8m	Min. 7.5m	✓
End Aisle Extension	1m	1m	✓
Bay length – Standard	5.4m	5.4m	✓
Bay width – Standard	2.4m	2.9m	✓
Bay length – PWD	5.4m	5.4m	✓
Bay width – PWD	2.4m + 2.4m shared	2.9m + 2.9m shared	✓
Bay Width Adjacent Obstruction >150mm	+0.3m	+0.3m Min.	✓
Loading Zone	12.5m x 3.5m	12.5m x 3.5m	✓
Heavy Vehicle Access Grades	Max 1:20	<1:20	✓

As such, the proposed car park design is satisfactory with the minimum requirements.

3.4 Queuing Provision

The minimum queuing space required for a car park in accordance with AS2890.1 is the greater of 2 vehicles or 3% of the parking capacity. As the development proposes 13 parking spaces, a queueing storage of 2 spaces (12m) is required between the property boundary and the first internal conflict point, which is split among the three access locations.

The available queueing space is sufficient, and no safety risks are expected.

3.5 Servicing Arrangements

3.5.1 Design Vehicles Required

In accordance with *LCC SAPC*, industry knowledge of the specific land use and conversations with the client, the servicing requirements are as follows:

Refuse Collection

- ▶ LCC Rear Lift RCV

Commercial Servicing

- ▶ HRV – Occasional Use
- ▶ Medium Rigid Vehicle (MRV) – Frequent Use
- ▶ Small Rigid Vehicle (SRV) – Frequent Use

3.5.2 Servicing Provision

Refuse Collection

Refuse is proposed to be collected via a standard LCC Rear Lift RCV. The RCV will enter the site in a forward gear via either access location, traverse to the loading bay adjacent to the refuse enclosure (depending on ingress crossover, one corrective reverse manoeuvre to access the bay may be required to align the rear of the truck with the bins), and collect 1,100 L bulk bins from the appropriately enclosed and screened bin storage area. The RCV will then exit the site in a forward gear.

In the absence of waste generation rates within Logan City Council's Solid Waste Management Policy, waste volumes have been assessed using Brisbane City Council's Waste Management Policy. A generation rate of 15L per 100m² per day has been adopted for both general refuse and recycling and using a standard industrial work week of 6 days. Allowing for up to two collections per week in accordance with LCC servicing provisions, the development's waste demand can be accommodated within 1 × 1,100L general waste bin and 1 × 1,100L recycling bin.

The proposed 3.5m wide loading bay provides sufficient clearance for bins to be safely wheeled from the enclosure to the rear of the RCV. The distance between the bin enclosure and the rear of the RCV is less than 10m, and the enclosure layout ensures sufficient spacing between bins and between walls for easy access and handling.

Given the relatively small size of each warehouse tenancy, waste generation is expected to be modest. As such, a communal bin enclosure is considered an efficient and appropriate solution for the development.

It is anticipated that the RCV will service the site outside of standard business hours, minimising any potential conflicts or inconvenience during operational periods.

Commercial Servicing

Although Council's Transport Code nominates access by an Articulated Vehicle (AV) for warehouse uses, the proposed development comprises small-scale warehouse tenancies that do not warrant servicing by vehicles of this size. Accordingly, a HRV is considered the largest vehicle reasonably expected to access the site for commercial servicing purposes.

Commercial servicing will occur using the same ingress and egress arrangements as the RCV, utilising the shared on-site loading bay. Servicing vehicles will enter the site in a forward gear, traverse in a forward gear to the loading bay (depending on ingress crossover one corrective reverse manoeuvre to access the bay may be required) and exit the site in a forward gear. Larger deliveries will be unloaded within the communal loading area and transferred to the rear roller doors of each individual tenancy.

Smaller SRVs and vans may service tenancies directly either from the loading bay provided in front of each unit or traversing into the 3.5m wide roller door openings. These vehicles, including MRVs, are able to undertake a full internal circulation due to the generous internal aisle widths.

Given the modest size of the individual tenancies, it is anticipated that the majority of servicing will be undertaken by SRVs or vans, with the shared loading bay available for use as required.

3.5.3 Swept Path Assessment

A swept path assessment has been undertaken for RCV, HRV, MRV and SRV to conduct the aforementioned servicing arrangements.

The analysis indicated each vehicle is able to safely and effectively enter/exit the site and undertake servicing without breaching the required 300mm buffer zone in accordance with AS2890.1

These swept paths are attached at **Appendix B**.

3.6 Pedestrian Facilities

Pedestrian activity within the site is expected to be low, reflecting the warehouse nature of the development. Nonetheless, an at-grade pedestrian path has been provided internally to each roller door. A path is also proposed to connect the external pedestrian network to the site.

The external footpaths will be maintained along both street frontages.

3.6.4 Pedestrian Sight Lines

A 2m wide by 2.5m long pedestrian sight triangle is required to be maintained from the property boundary in accordance with AS2890.1.

These sight splays have been provided in both directions at the boundary.

4 Traffic Generation

The RTA GTGD has been used to determine the traffic expected to be generated by the proposed development.

This has been summarised in Table 4-1.

Table 4-1 Traffic Generation

Land Use	Tenancy Yield	Traffic Generation Rates	Expected Demand
		Hourly (vph)	Hourly (vph)
Warehouse	1,161 sq.m	0.5 per 100 sq.m	6 (5.8) vph
TOTAL			6 vph

As such, the proposed development is only expected to generate up to 6 vph in the AM and PM peak periods. Furthermore, removal of the existing use will also reduce the traffic generated to the site, leaving the net increase low if any.

Accordingly, the traffic generated by this development is not expected to result in any adverse impacts on the surrounding road network.

5 Summary

The key findings for the development are as follows:

Item	Findings
Existing Conditions	The site at 239–241 Ewing Road, Woodridge is currently occupied by a car dealership and is located within the Mixed Use zone. The site is accessed via two existing easements from Ewing Road, being an urban collector road with a 50km/h speed environment.
Proposed Development	The proposal comprises 12 warehouse tenancies with a total GFA of 1,161m ² .
Access Arrangements	Access to the site is proposed via the existing northern and southern easements from Ewing Road. The northern easement will continue to provide ingress and egress for all vehicle types, with widening of the southern taper to improve access amenity. Two new internal access points are proposed from the southern easement into the site. The existing easement crossovers and proposed internal access widths are compliant with LCC SC6.2.5 Infrastructure and AS2890.2, and swept path assessment confirms suitable access for the design HRV. Sight distance at both access locations exceeds the minimum AS2890.1 requirements.
Parking Provision	A total of 14 on-site parking spaces are provided against a requirement of 12 spaces, resulting in a surplus of 2 spaces. This includes 2 PWD spaces with a shared zone.
Car Park Design	The proposed car park layout has been reviewed against the relevant requirements of AS2890.1 and is considered compliant.
Servicing	Servicing is expected to be undertaken by SRVs, MRVs and occasional HRVs, with a HRV considered the largest commercial vehicle reasonably expected to access the site. A shared on-site loading bay is provided and swept path assessment confirms the RCV, HRV, MRV and SRV can safely enter, manoeuvre within, service the site and exit in compliance with the relevant standards. Refuse collection is proposed via a rear lift RCV servicing a communal bin enclosure containing 1 x 1,100L general waste bin and 1 x 1,100L recycling bin.
Traffic Generation	The proposed warehouse development is expected to generate approximately 6 vph during the peak periods. This is a low traffic outcome and is not expected to adversely impact the operation of Ewing Road or the surrounding road network.

Velocity is of the opinion the proposed is compliant with relevant codes and standards.

Author:

Casey Schackow
Director

Effective Date 17/03/2026

Approved By:

Harj Singh
Transport Advisor RPEQ 22364

Date Approved 17/03/2026

DRAFT



VELOCITY
TRAFFIC
ENGINEERING

APPENDIX A

CONCEPT PLANS



CROSSOVER WIDTH EXTEND, TO BE CONFIRM BY ENGINEER

EWING RD

1 PROPOSED SITE PLAN
A1.0 1 : 100

OKAS DESIGN

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PROJECT
PROPOSED WAREHOUSE

CLIENT
TBC
ADDRESS
239-241 EWING RD, WOODRIDGE

DRAWING TITLE
PROPOSED SITE PLAN

DRAWN
SY
DATE
21/01/2026

CHECK
EM

JOB NO.
RD2602
SCALE
1 : 100

ISSUE
C

Rev	Date	Description
1	21/01/2026	PRELIMINARY
2	21/01/2026	PROPOSED WORK
3	21/01/2026	PROPOSED WORK
4	21/01/2026	PROPOSED WORK



DWG NO
A1.0

GENERAL NOTES

R.P.D

UNIT AREA SCHEDULE

Name	LEVEL	AREA
UNIT 1	PROPOSED GROUND FLOOR	62.2 m ²
UNIT 1	PROPOSED FIRST FLOOR	43.4 m ² 105.6 m ²
UNIT 2	PROPOSED GROUND FLOOR	61.4 m ²
UNIT 2	PROPOSED FIRST FLOOR	42.7 m ² 104.1 m ²
UNIT 3	PROPOSED GROUND FLOOR	61.4 m ²
UNIT 3	PROPOSED FIRST FLOOR	42.7 m ² 104.1 m ²
UNIT 4	PROPOSED GROUND FLOOR	61.8 m ²
UNIT 4	PROPOSED FIRST FLOOR	43.1 m ² 105.0 m ²
UNIT 5	Not Placed	Not Placed
UNIT 5	PROPOSED GROUND FLOOR	61.8 m ²
UNIT 5	PROPOSED FIRST FLOOR	42.7 m ² 104.6 m ²
UNIT 6	PROPOSED FIRST FLOOR	42.8 m ²
UNIT 6	PROPOSED GROUND FLOOR	61.4 m ² 104.2 m ²
UNIT 7	PROPOSED GROUND FLOOR	61.8 m ²
UNIT 7	PROPOSED FIRST FLOOR	43.2 m ² 105.1 m ²
UNIT 8	PROPOSED GROUND FLOOR	60.2 m ²
UNIT 8	PROPOSED FIRST FLOOR	43.7 m ² 103.9 m ²
UNIT 9	PROPOSED GROUND FLOOR	60.2 m ²
UNIT 9	PROPOSED FIRST FLOOR	43.4 m ² 103.6 m ²
UNIT 10	PROPOSED GROUND FLOOR	60.2 m ²
UNIT 10	PROPOSED FIRST FLOOR	43.4 m ² 103.6 m ²
UNIT 11	PROPOSED GROUND FLOOR	60.2 m ²
UNIT 11	PROPOSED FIRST FLOOR	43.4 m ² 103.6 m ²
UNIT 12	PROPOSED GROUND FLOOR	61.8 m ²
UNIT 12	PROPOSED FIRST FLOOR	45.0 m ² 106.7 m ²

LEGEND & ABBREVIATIONS

A/C	AIR CONDITIONER UNIT
HWU	HOT WATER UNIT
WT	WATER TAP
L	LETTER BOX
CL	CLOTHESLINES
GB	GARDEN BED
MB	METER BOARD(ELECTRIC)
- - -	EXTENT OF GROUND FLOOR WALL
- - -	EXTENT OF FIRST FLOOR WALL

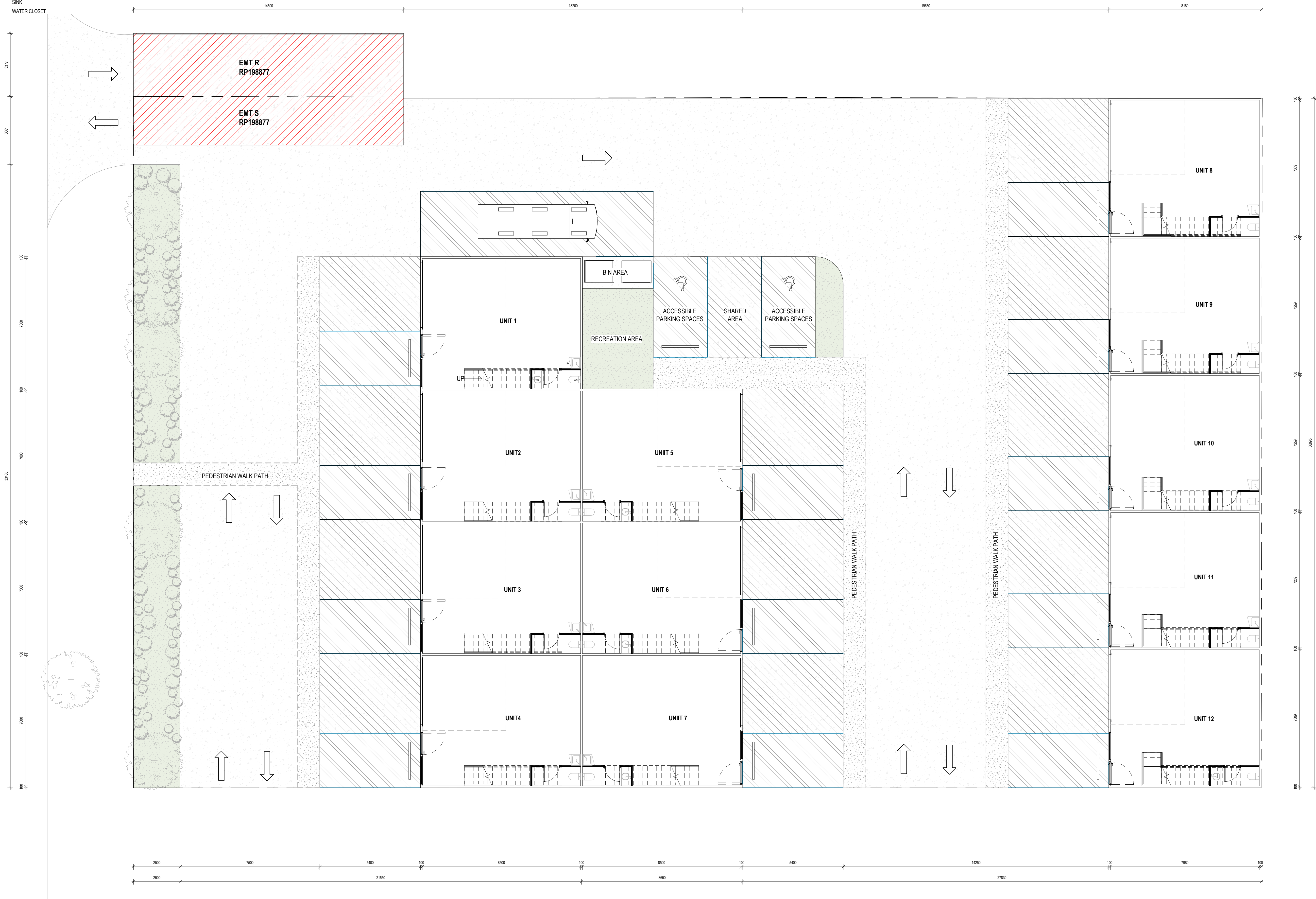
SITE LAYOUT NOTES:

- All boundary clearances shown are to be verified by builder at setout and prior to any construction commencing.
- It is recommended that a licensed surveyor check all level and building setback prior to any construction commencing.
- Any variation to setout dimensions must remain within council minimum requirements.
- All levels are approximate only and must be checked before any construction commencing.
- Termite protection: Protect against the ingress of subterranean termites according to AS 3660-1:1995. Protection of buildings from subterranean termites part 1. (New buildings)
The poisoning agent used shall be applied
Termimesh stainless-steel mesh by licensed operator with the manufacturer's directions. Contractor to obtain all necessary certificates upon completion of the operation to satisfaction of the local authority.

LEGEND

BS
SK
WC

BASIN
SINK
WATER CLOSET



1 PROPOSED GROUND FLOOR PLAN
A2.0 1 : 100

- NOTES:
- REFER TO BUILDER'S SPECIFICATION FOR FLOOR FINISHED.
 - 30MM SET DOWN TO WET AREAS.
 - ALL WET AREA COMPLIES WITH ABCB HOUSING PROVISIONS SECTION 10.2.
 - ALL WET AREA COMPLIES WITH LIVABLE HOUSING DESIGN GUIDELINES.

OKAS DESIGN

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PROJECT
PROPOSED WAREHOUSE

CLIENT
TBC
ADDRESS
239-241 EWING RD, WOODRIDGE

DRAWING TITLE
PROPOSED GROUND FLOOR PLAN

DRAWN
SY
DATE
21/01/2026

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JOB NO.
RD2602
SCALE
1 : 100

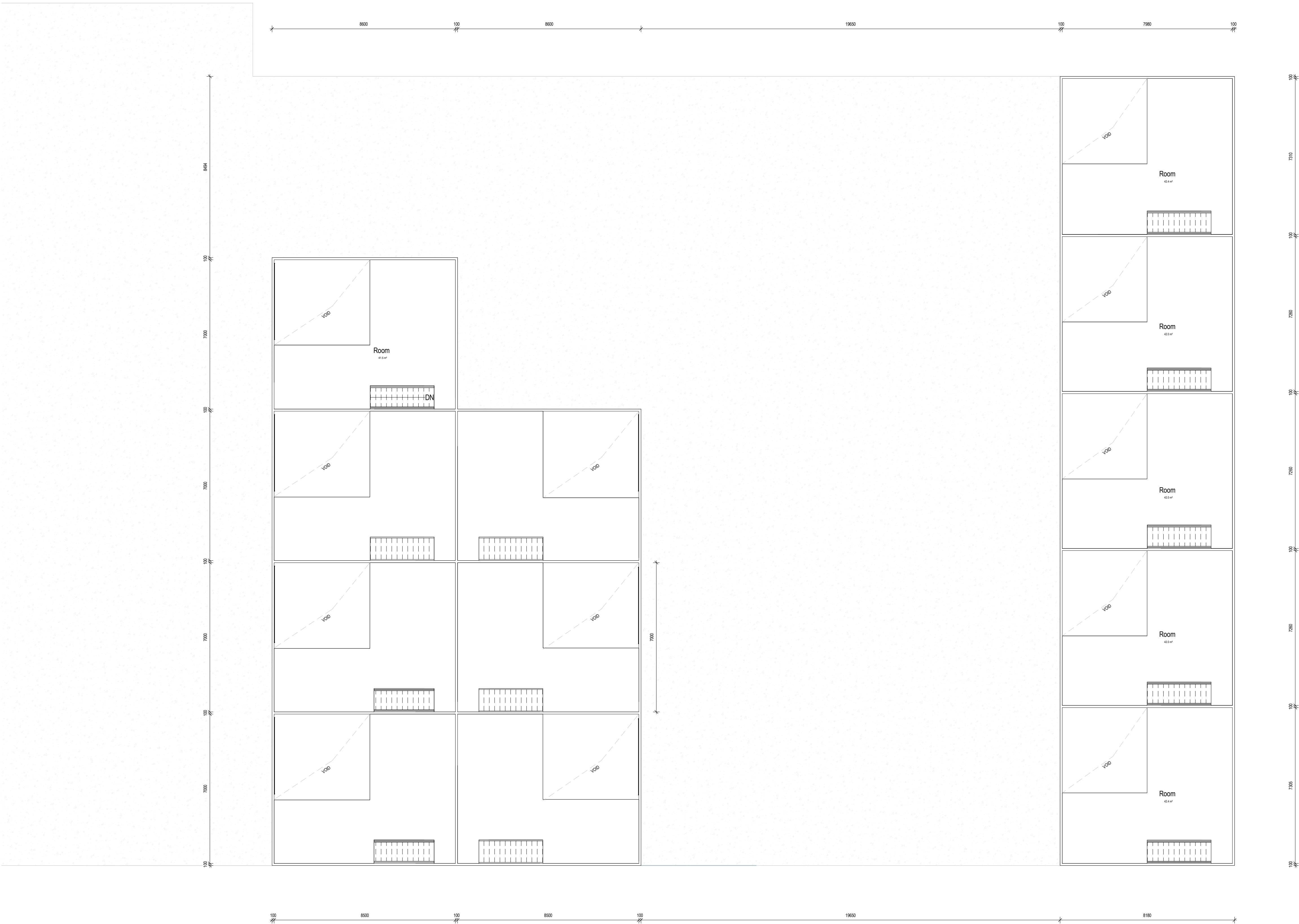
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REVISIONS		
Rev	Date	Description
1	21/01/2026	REVISED
2	21/01/2026	REVISED
3	21/01/2026	REVISED
4	21/01/2026	REVISED



DWG NO
A2.0

GENERAL NOTES



NOTES:

1. REFER TO BUILDER'S SPECIFICATION FOR FLOOR FINISHED.
2. 30MM SET DOWN TO WET AREAS.
3. ALL WET AREA COMPLIES WITH ABCB HOUSING PROVISIONS SECTION 10.2
4. ALL WET AREA COMPLIES WITH LIVABLE HOUSING DESIGN GUIDELINES.

1
A2.1
PROPOSED FIRST FLOOR PLAN
1 : 100

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PROJECT
PROPOSED WAREHOUSE

CLIENT
TBC
ADDRESS
239-241 EWING RD, WOODRIDGE

DRAWING TITLE
PROPOSED FIRST FLOOR
PLAN

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SY
DATE
21/01/2026

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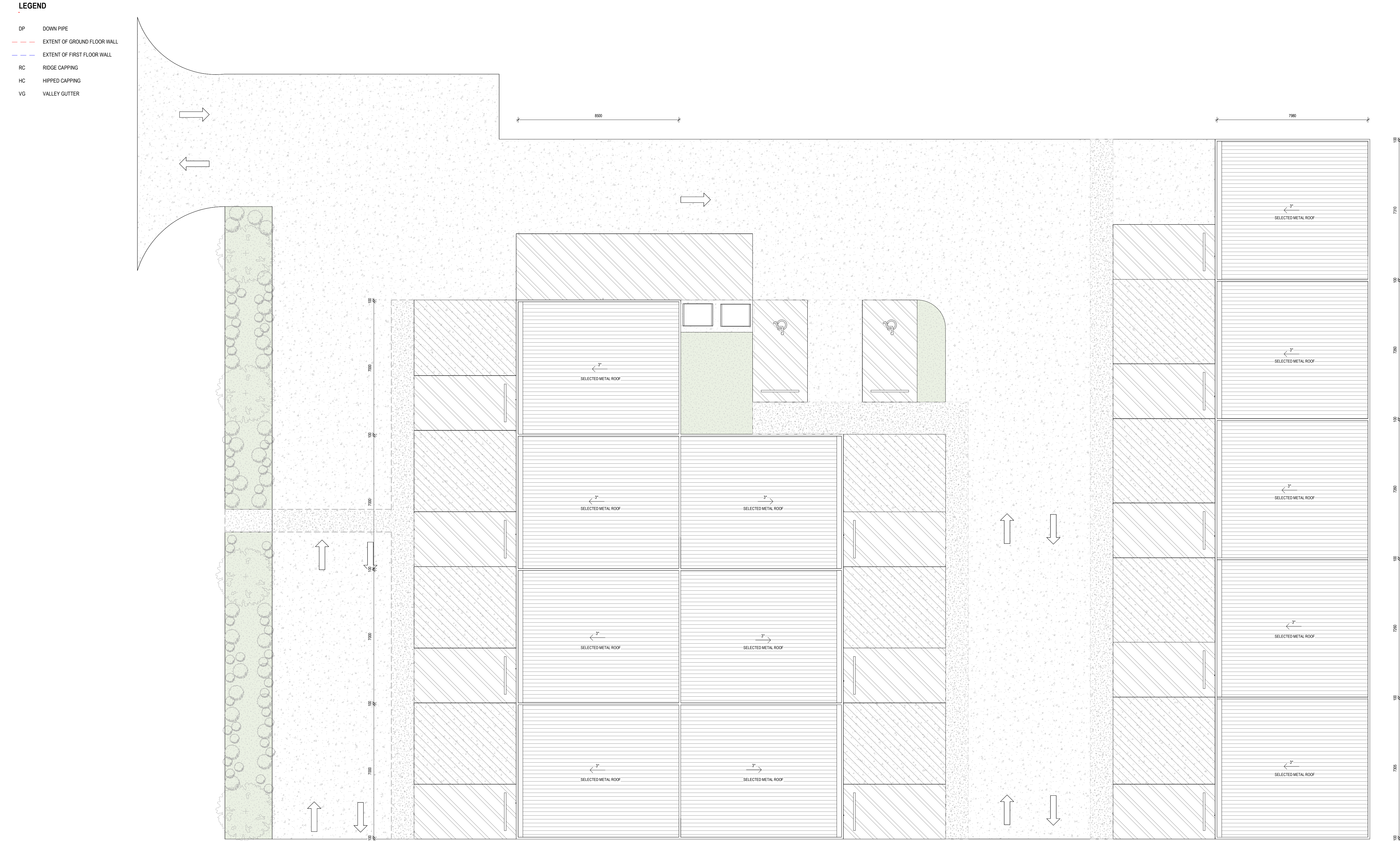
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REVISIONS		
Rev	Date	Description
1	20260121	FINAL DESIGN
2	20260121	DESIGN CHANGE
3	20260121	DESIGN CHANGE
4	20260121	DESIGN CHANGE



DWG NO
A2.1

GENERAL NOTES



1

PROPOSED ROOF PLAN

A3.0

1 : 100

- NOTES:
- REFER TO MANUFACTURER'S DETAILS FOR ROOF STRUCTURE DESIGN.
 - REFER TO BUILDER'S SPECIFICATION FOR SELECTION OF ROOF SHEET PROFILE AND COLOR, AND RELEVANT FLASHING, FASCIA AND DOWNSPIPE.
 - GUTTERS& DOWNPipes REFER TO HYDRAULIC SPECIFICATION.

REVISIONS			Description
Rev	Date	By	
1	20260121	ERIC MA	FINAL DESIGN
2	20260121	ERIC MA	DESIGN CHANGE
3	20260121	ERIC MA	DESIGN CHANGE



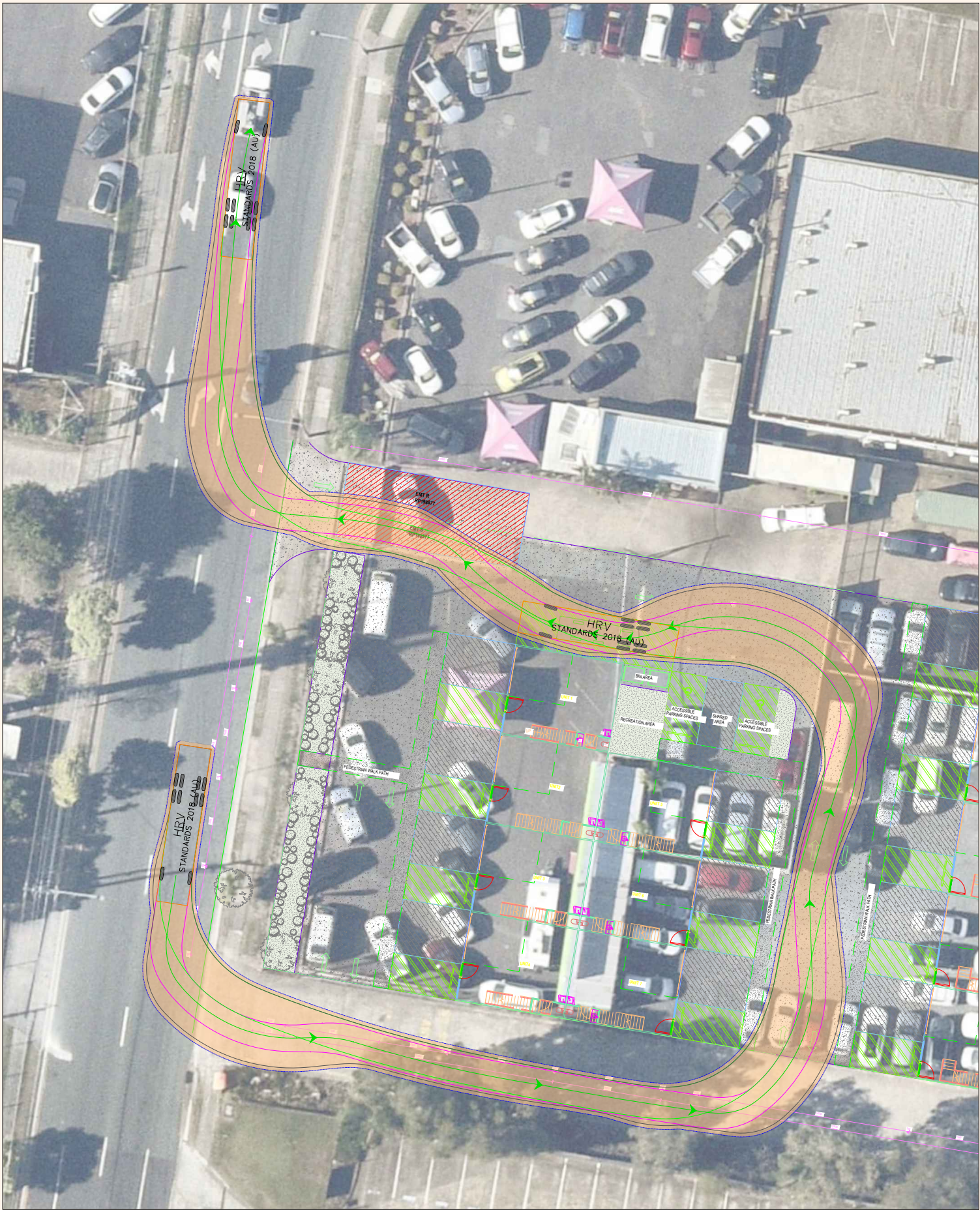


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APPENDIX B

SWEPT PATH ASSESSMENT





SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- - - VEHICLE CLEARANCE (300mm)
- VEHICLE

HRV

Meters

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0

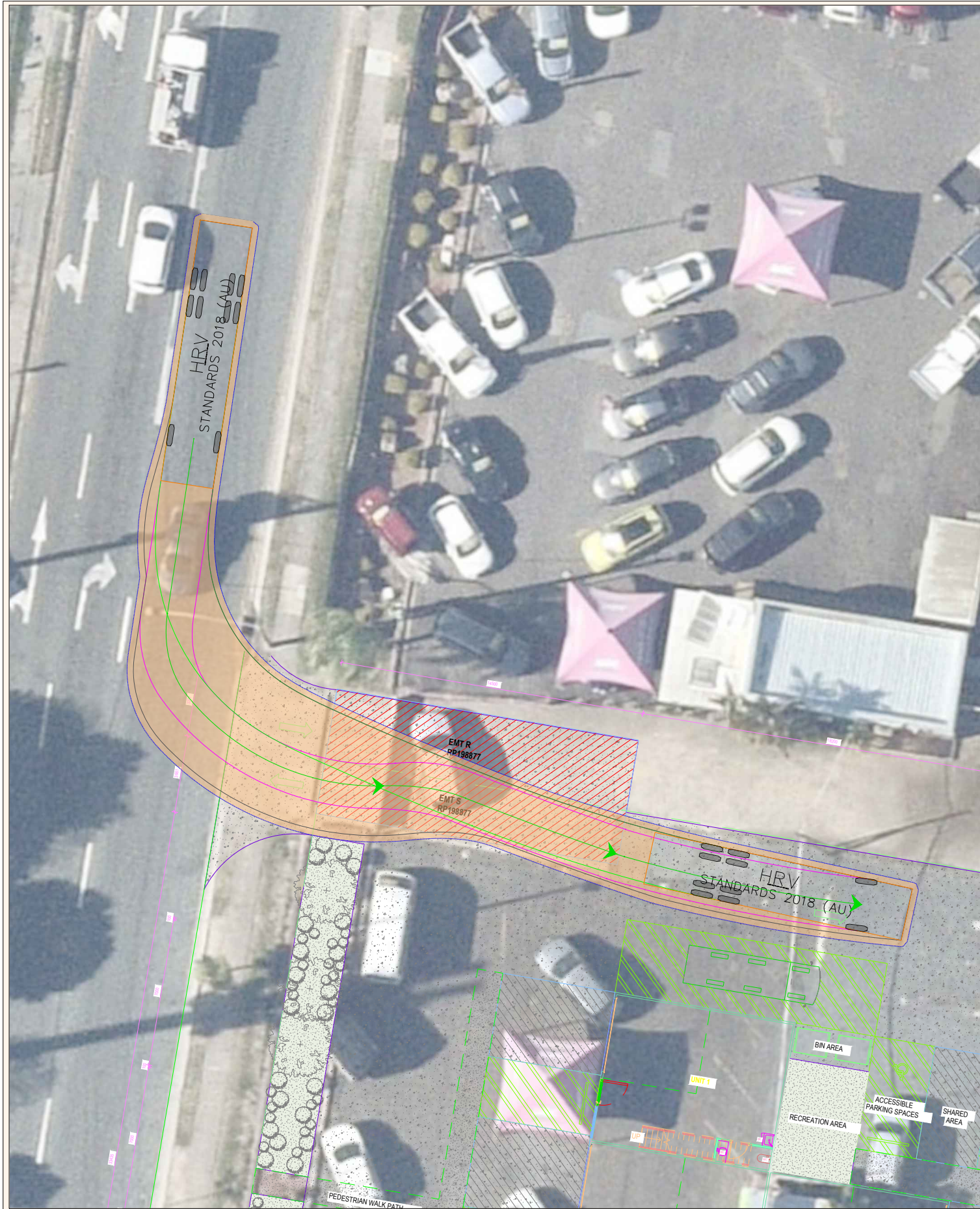
Steering Angle : 36.6

Velocity Traffic Engineering

Velocity Traffic Engineering
T 0413482746
ABN 94 658 980 208

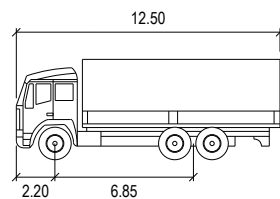
FOUNTRON TOWN PLANNING
239-241 EWING ROAD, WOODRIDGE
SWEPT PATH - HRV-SOUTHERN EASEMENT
LEFT: MOVEMENT 1
RIGHT: MOVEMENT 2

Drawn C.Schackow	Date 13/02/2026	Scale 1:100	Size A3
Drawing Number SK01	Rev A		



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



HRV
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

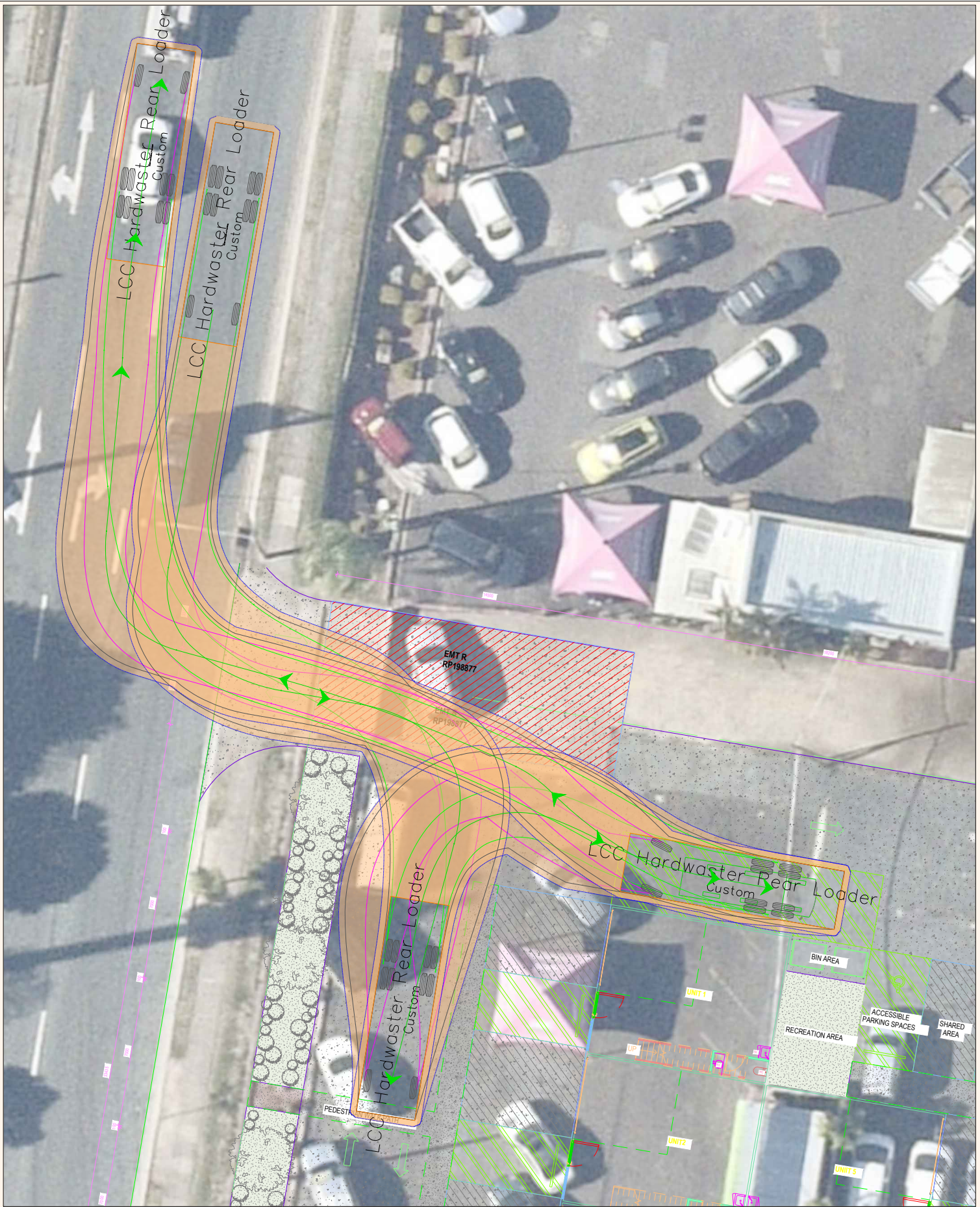
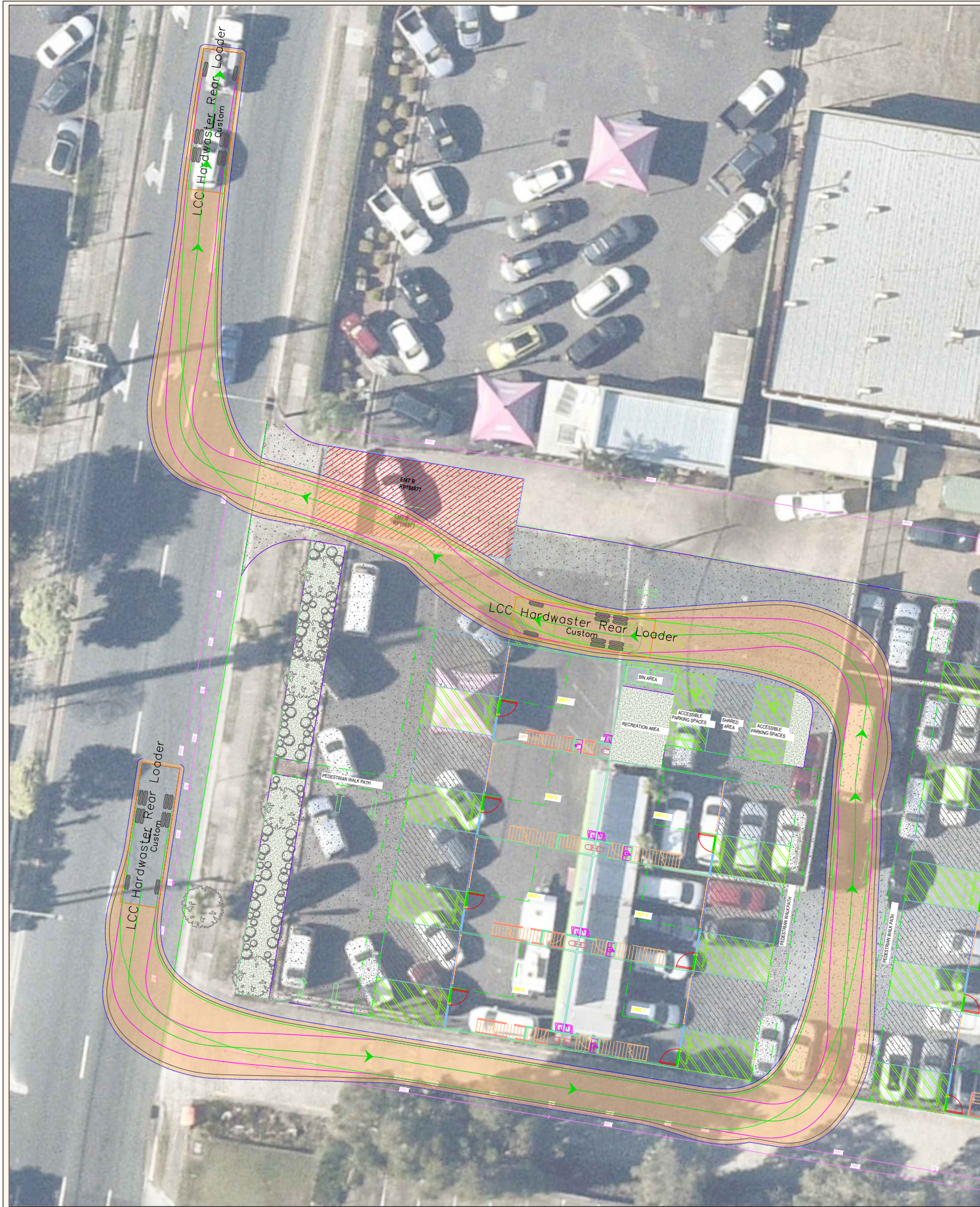
Meters



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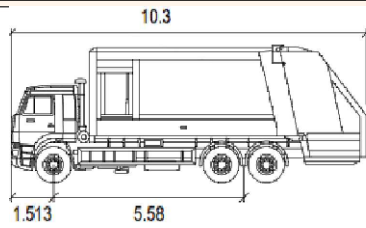
FOUNTRON TOWN PLANNING
239-241 EWING ROAD, WOODRIDGE
SWEPT PATH - HRV-NORTHERN EASEMENT
LEFT: ENTRY
RIGHT: EXIT

Drawn	Date	Scale	Size
C.Schackow	13/02/2026	1:100	A3
Drawing Number	SK02	Rev	A



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



LCC Hardwaster Rear Loader RCV

	Meters
Width	2.80
Track	2.50
Lock to Lock Time	6.0
Steering Angle	40.1
Travel Height	3.845
Operating Height	4.8
Wall-to-wall radius	10.329



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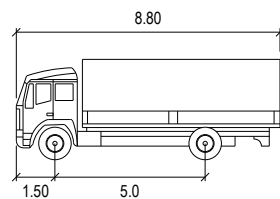
FOUNTROON TOWN PLANNING
239-241 EWING ROAD, WOODRIDGE
SWEPT PATH - RCV
LEFT: MOVEMENT 1
RIGHT: MOVEMENT 2

Drawn C.Schackow	Date 13/02/2026	Scale 1:100	Size A3
Drawing Number SK03	Rev A		



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



MRV

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

Meters

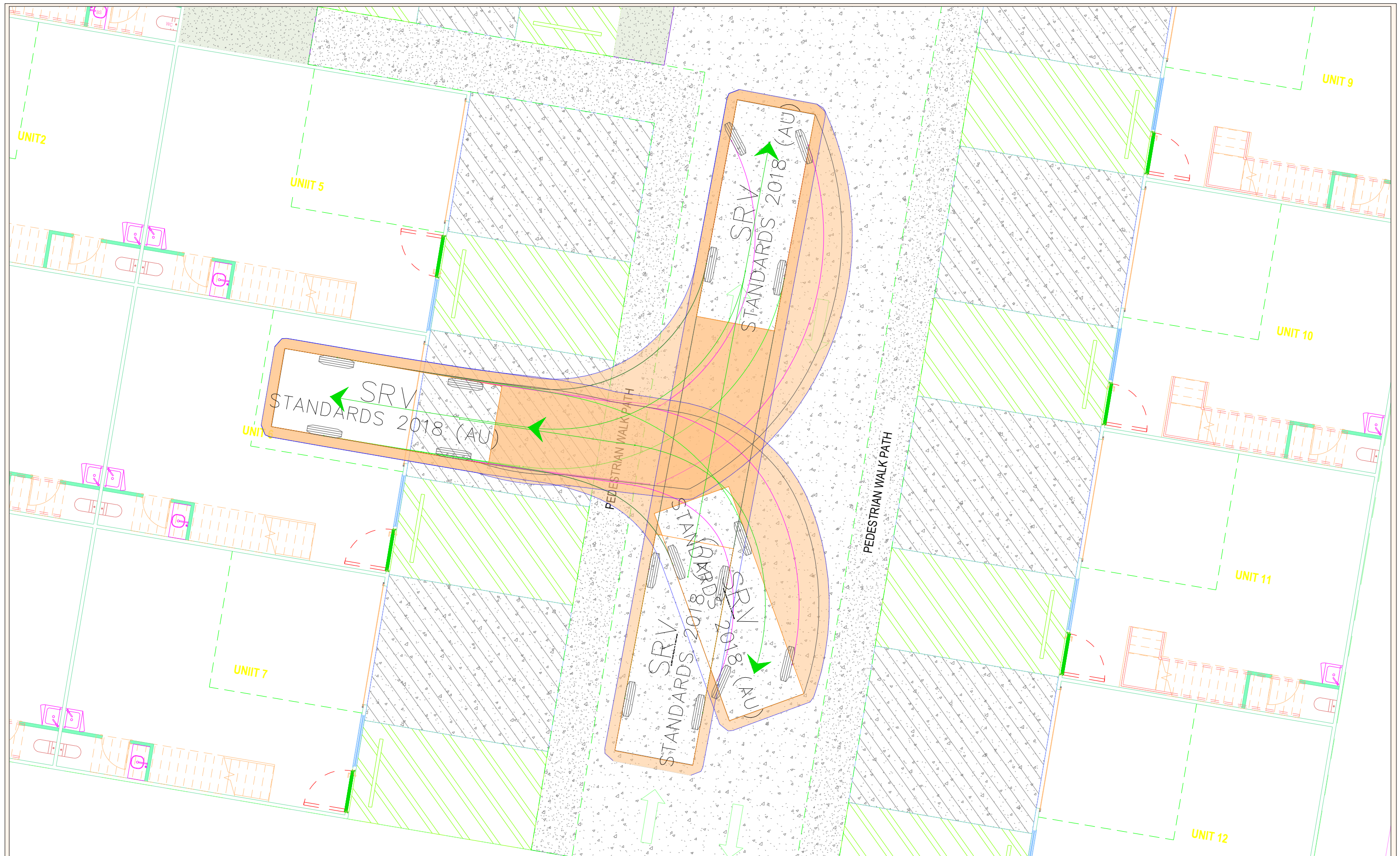


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FOUNTRON TOWN PLANNING

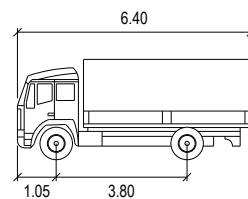
239-241 EWING ROAD, WOODRIDGE
SWEPT PATH - MRV
LEFT: MOVEMENT 1
RIGHT: MOVEMENT 2

Drawn C.Schackow	Date 13/03/2026	Scale 1:100	Size A3
Drawing Number SK04	Rev A		



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- REAR TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



SRV

Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 38.0

Meters



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FOUNTRON TOWN PLANNING
239-241 EWING ROAD, WOODRIDGE
SWEPT PATH - SRV
EXAMPLE MOVEMENT

Drawn C. Schackow	Date 13/03/2026	Scale 1:100	Size A3
Drawing Number SK05	Rev A		