

17 April 2026

RPS Consulting

Via email: carlie.mead@rpsconsulting.com

Attention: Carlie Mead

Trinity Grammar School – Bulleen Pavilion Car Park

Design Compliance

Introduction

onemilegrid have been requested to prepare a compliance letter for the carpark modifications at the Bulleen Pavilion car park within Trinity Grammar School, as prepared in the Signage and Line Marking Plan (250581SLM200) attached to this letter. A summary of the compliance is provided below.

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Site Location

The car park is located adjacent to Trinity Marles Playing Fields, and includes two accessways extending from the west and west sides of the car park. The eastern accessway leads to additional car parking facilities and terminates in a court bowl, while the western accessway provides a connection through to Bulleen Road, as shown in Figure 1.

Figure 1 Car Park Location



Copyright Nearmap

Design Review

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 sections.

Design Standard 1 – Accessways

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

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

Requirement	Comments
Be at least 3 metres wide.	Satisfied – minimum width of approximately 4.5 m provided.
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 between accessways are more than 4.2 m wide.
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 – no dead-end accessways within car park.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/A – No overhead obstructions.
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.
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.	N/A – the accessway connections to the north and south of the car park are existing conditions and do not form part of these works. Regardless, the realignment of the section of accessway which runs through the carpark is provided with a width of 6.4 m and allows for the passing of vehicles.
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.	N/A - The accessway that connects to the car park to Bulleen Road is proposed to remain as per existing conditions and does not form part of these works.
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.	Satisfied.

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Design Standard 2 – Car Parking Spaces

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

Table 2 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.
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 m.

Emergency Vehicles

The car park allows for an 8.7 m FRV fire truck to circulate through the one-way car park and exit back onto the internal accessway to the east in a forward direction. Swept path diagrams detailing circulation for the FRV truck are attached.

Two access point are provided into the site from the one-way section of the car park, and have been designed to accommodate the entry/exit movements for a standard Ambulance Victoria vehicle. Swept path diagrams detailing circulation for the Ambulance Victoria vehicle are attached.

Bus Parking

Bus parking bays measuring 15 m in length and 3 m in width have been provided, which are sufficient to accommodate a 14.5 m rigid bus. Zebra crossing line marking is proposed on the eastern side of each bay, creating a dedicated area for pedestrians to safely board and alight.

Swept paths demonstrating access to the bus bays have been undertaken and are attached. It is noted that access to each bus bay is not dependant on the adjacent bus bays being vacant.

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Based on the above, the proposed car park design is considered to be in accordance with the relevant design standards of the Planning Scheme and the Australian Standards, and is therefore considered to be appropriate.

Please do not hesitate to contact the undersigned, or Jayden McClintock on (03) 9982 9755 or at jayden.mcclintock@onemilegrid.com.au, should you wish to discuss the above.

Yours sincerely



Jamie Spratt

Director

onemilegrid

m: 0401 154 825

d: (03) 9982 9715

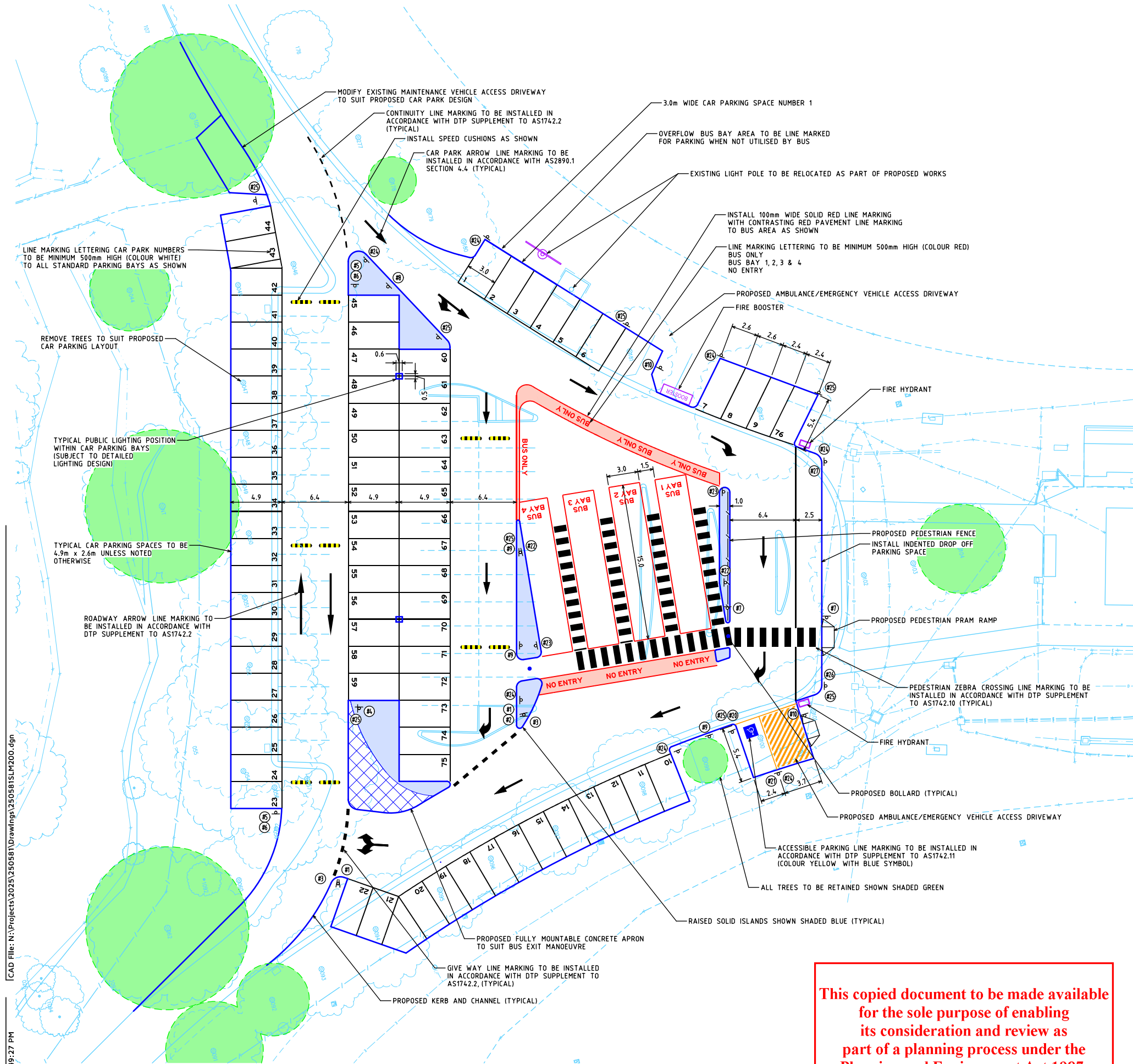
e: jamie.spratt@onemilegrid.com.au

P/R: Jayden McClintock/Jamie Spratt

att: Signage and Line Marking Plan

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SIGN SCHEDULE

#1		R1-2	#5		W3-4	#8		R2-2(L)
#2		R2-14(R)	#6		W8-2	#9		R2-2(R)
#3		R2-4	#7		R3-1	#10		CUSTOM
#4		R2-6(L)						
#20		R5-31(L)	#21		R5-31(R)			
#22		R5-20(L)	#23		R5-20(R)			
#24		R5-35(L)	#25		R5-35(R)			
#26		R5-40(L)	#27		R5-40(R)			

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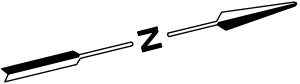
SIGN AND LINE MARKING GENERAL NOTES

1. SIGNS AND LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH AS1742.2
2. CAR PARK LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH AS 2890.1 AND AS1742.11
3. PARKING SIGNS TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742.11
4. ACCESSIBLE CAR PARK LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH DTP SUPPLEMENT TO AS1742.11
5. LINE MARKING MATERIALS TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742.11
6. ALL LINE MARKING TO BE WHITE UNLESS NOTED OTHERWISE.
7. REMOVE ALL REDUNDANT SIGNS AND LINE MARKING.

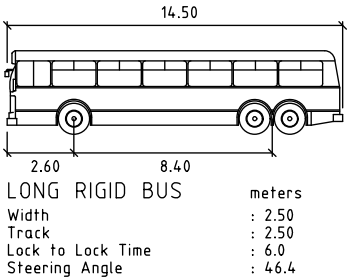
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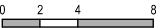
SWEPT PATH LEGEND

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



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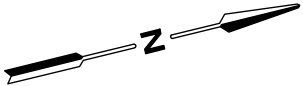


Drawing Title
TRINITY GRAMMAR - SPORTS FIELDS
CAR PARK AND BUS DEPOT
SWEPT PATH ANALYSIS

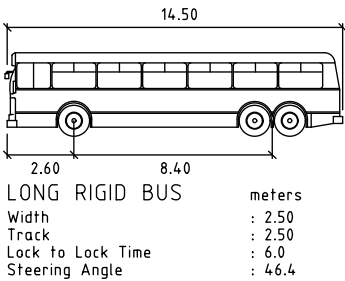
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Project Number 250581	Drawing Number SPA200	Revision D
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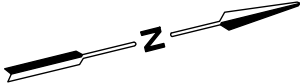
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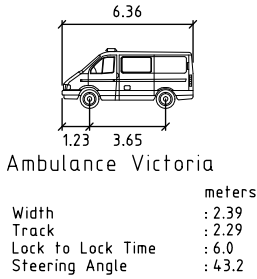


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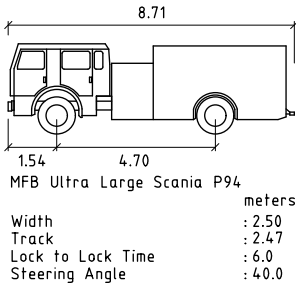


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