ST CARLO BORROMEO PRIMARY SCHOOL – PROPOSED CAR PARKING UPGRADE

5-9 DRUMMOND STREET, GREENVALE

TRAFFIC ENGINEERING REPORT

SALT³

ST CARLO BORROMEO PRIMARY SCHOOL – PROPOSED CAR PARKING UPGRADE 5-9 DRUMMOND STREET, GREENVALE

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Friday, September 22, 2023

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CONTENTS

LIST OF FIGURES

1 INTRDOCUTION

SALT has been engaged by Musk Architecture Studios to provide design advice and undertaken an assessment of the traffic and parking impacts associated with the proposed upgrade of the car park servicing St Carlo Borromeo Primary School at 5-9 Drummond Street, Greenvale.

In the course of preparing this report, the following tasks have been undertaken:

- The subject site has been inspected;
- Car parking design plans have been prepared; and
- The parking and traffic implications of the proposal have been assessed.

The followings set's out SALTs findings, noting that this report has been updated to address relevant Council traffic comments provided in relation to the proposal.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site, addressed as 5-9 Drummond Street, is located at the southeastern corner of the Drummond Street/Haddington Crescent intersection in Greenvale. It currently accommodates the St Carlo Borromeo Primary School with an on-site car park accommodating 26 car spaces.

Vehicle access to/from the on-site car park is taken via a crossover to Drummond Street.

An aerial view of the site is provided in Figure 1. A locality plan of the site is provided in **Figure 2**.

Figure 1 Aerial view of the subject site (source: Nearmap)

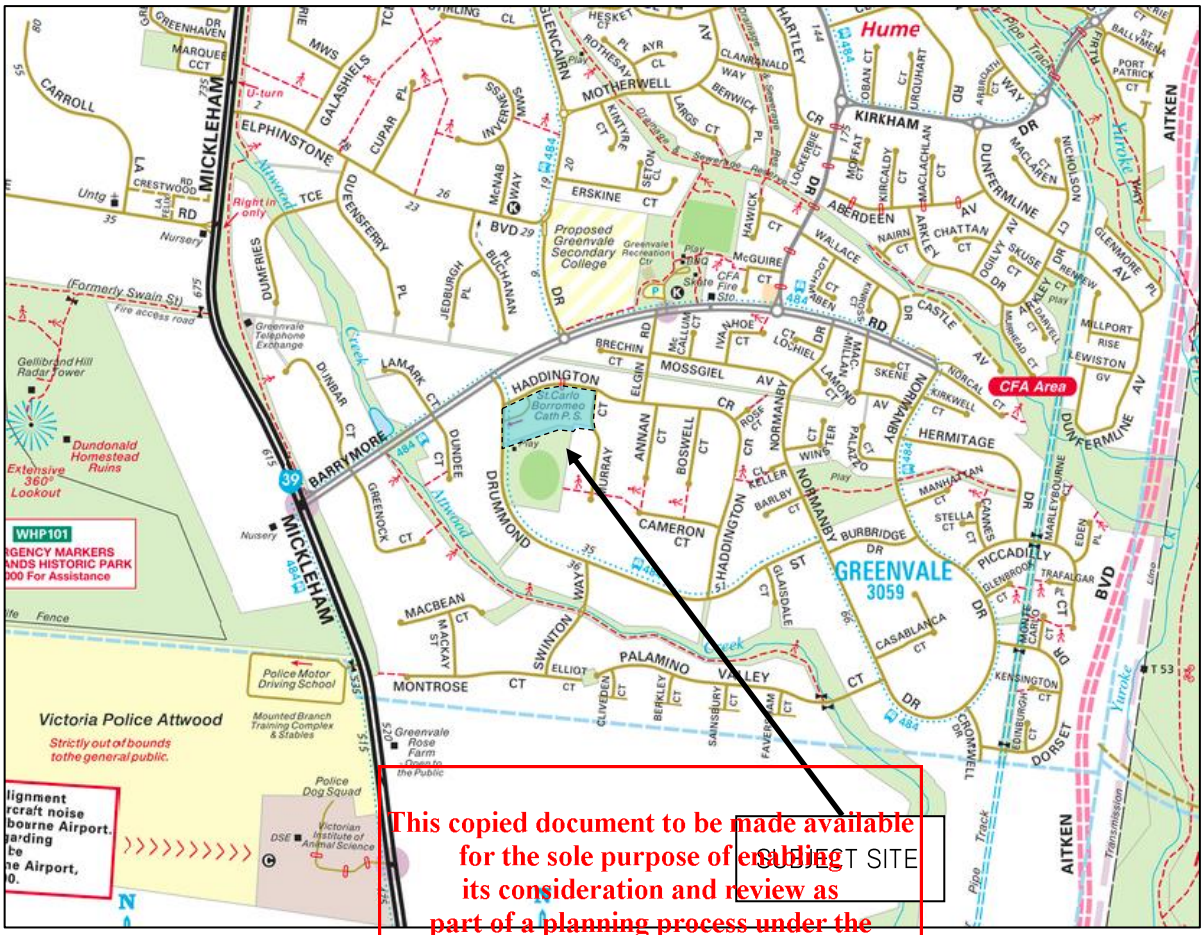


Figure 2 Subject site location (source: Melway Online)

2.2 LAND USE ZONING

The subject site is situated within a General Residential Zone – Schedule 1 (GRZ1) under the Hume Planning Scheme, as shown in the zoning map in Figure 3. Existing land uses within the immediate area surrounding the site are typically residential in nature.

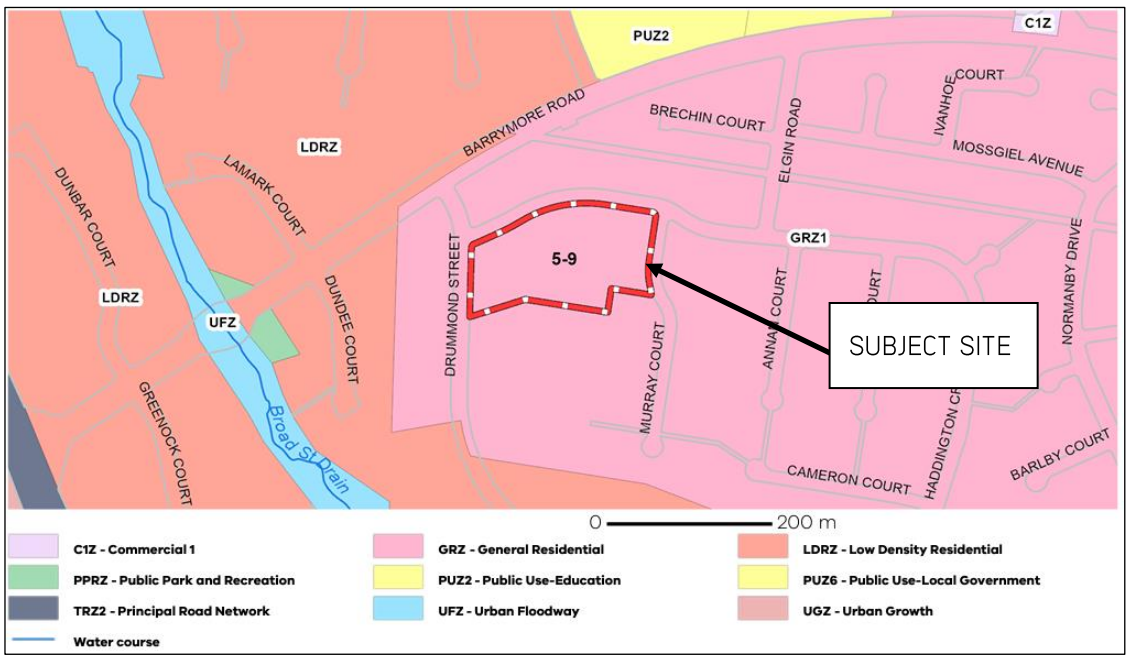


Figure 3 Land Use Zoning Map

2.3 ROAD NETWORK

2.3.1 DRUMMOND STREET

Drummond Street borders the western edge of the site and is a local road under the care and management of Hume City Council.

Adjacent to the site, it has an undivided carriageway providing one lane of traffic and a shared bicycle/parking lane in each direction. Bus stops are also located on both sides of Drummond Street adjacent to the site.

Between Barrymore Road and the site's access point, on-street parking along both sides of Drummond Street is typically subject to 'No Stopping' restrictions during peak school drop-off and pick-up periods (i.e. 8:00am-9:00am and 3:00pm-4:00pm school days). To the south of the site's access point, on-street parking is typically unrestricted along both sides of Drummond Street.

A formal school crossing is provided on Drummond Street adjacent to the site. Road humps/speed cushions are also provided on the approach and departure sides of the school crossing.

A speed limit of 40 km/h applies to Drummond Street past the site.

Drummond Street, adjacent to the site, is shown in **Figure 4** and **Figure 5**.

Figure 4 Drummond Street facing north

Figure 5 Drummond Street facing south

2.3.2 HADDINGTON CRESCENT

Haddington Crescent borders the northern edge of the site and is a local road under the care and management of Hume City Council.

Adjacent to the site, it has an undivided carriageway with kerbside parallel parking provided on both sides.

On-street parking along the northern side of Haddington Crescent adjacent to the site is typically subject to 'No Stopping' restrictions during peak school drop-off and pick-up periods (i.e. 8:00am-9:00am and 3:00pm-4:00pm school days). On the southern side, on-street parking is typically subject to 'P 2min' parking restrictions applying from 8:00am-9:00am school days.

A formal raised school crossing is provided on Haddington Crescent adjacent to the site. The intersection of Haddington Crescent and Drummond Street forms a T-intersection, with priority afforded to traffic along Drummond Street.

A speed limit of 40 km/h applies to Haddington Crescent past the site.

Haddington Crescent, adjacent to the site, is shown in **Figure 6** and **Figure 7**.

Figure 6 Haddington Crescent facing east

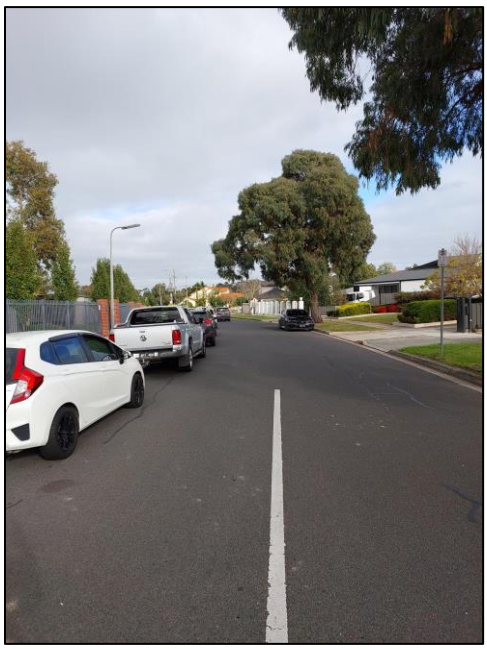


Figure 7 Haddington Crescent facing west

2.3.3 MURRAY COURT

Murray Court borders the eastern edge of the site and is a local road under the care and management of Hume City Council.

Adjacent to the site, it has an undivided carriageway with kerbside parallel parking provided on both sides.

On-street parking along the eastern side of Murray Court adjacent to the site is typically subject to 'No Stopping' restrictions during peak school drop-off and pick-up periods (i.e. 8:00am-9:00am and 3:00pm-4:00pm school days).

On the western side, on-street parking is typically unrestricted along the site's frontage. To the south of the site, 'No Stopping' restrictions apply during peak school drop-off and pick-up periods (i.e. 8:00am-9:00am and 3:00pm-4:00pm school days).

The intersection of Murray Court and Haddington Crescent forms a T-intersection, with priority afforded to traffic along Haddington Crescent.

The default urban speed limit of 50km/h applies to Murray Court.

2.4 SUSTIANABLE TRANSPORT

The site has access to sustainable transport modes, with **Bus Route 484** operating along Drummond Street directly past the site as shown in **Figure 8**.

Pedestrian footpaths are also provided on both sides of the majority of the roads surrounding the site, including Drummond Street, Haddington Crescent and Murray Court (partial provision along the eastern side). A shared bicycle/parking lane is also provided along Drummond Street adjacent to the site.

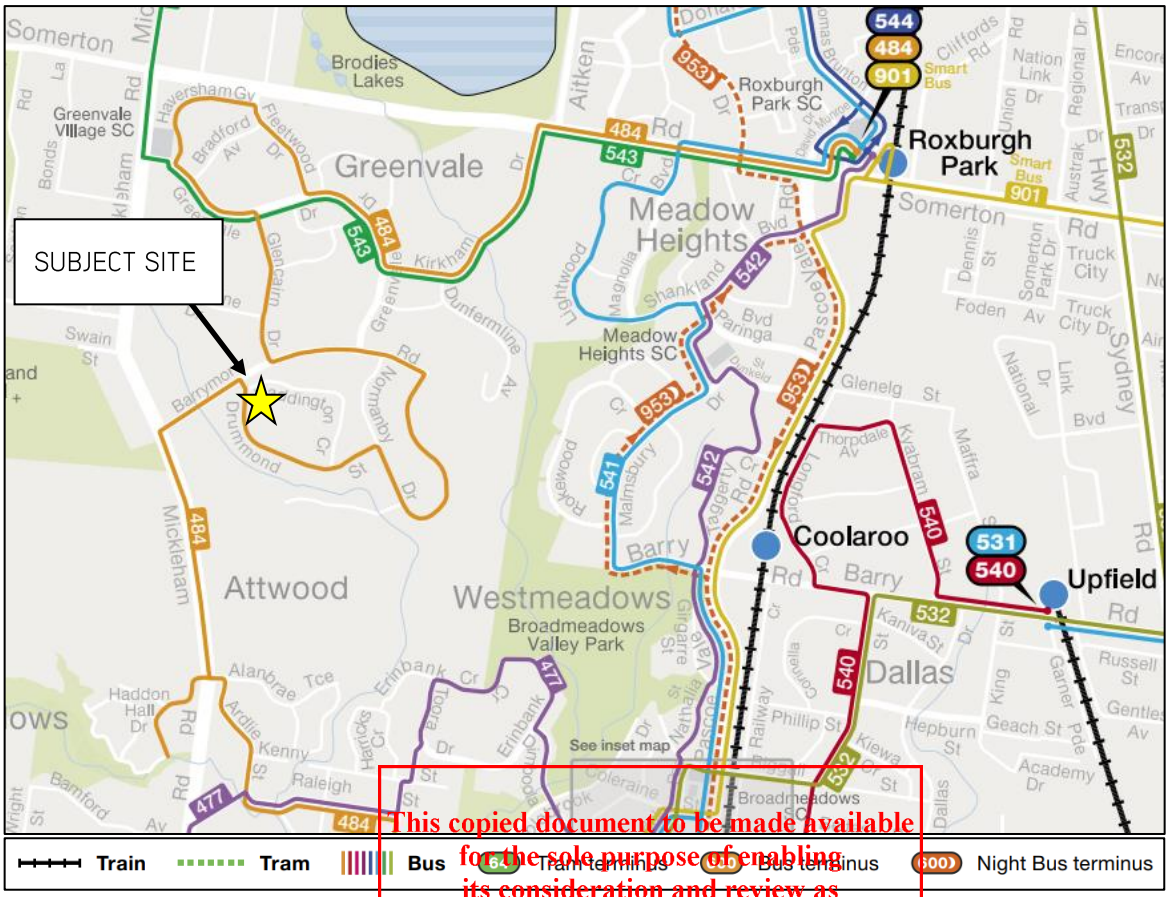


Figure 8 Hume City Council Public Transport Network (www.hume.vic.gov.au)

2.5 ST CARLO BORROMEO PRIMARY SCHOOL

2.5.1 EXISTING SCHOOL CONDITIONS

A site inspection was conducted during the peak drop-off and pick-up times of the school to establish existing car parking and traffic conditions. The following is noted:

- The on-site car park is restricted for staff use only with all pick-up/drop-off activity occurring along bordering streets. A security gate, only operational by staff using a control panel, secures the car park.
- There is insufficient formal on-site car parking to cater for current staff parking demands, with overflow parking occurring in an informal arrangement onto the grassed open area adjacent to the existing car park.
- The peak student drop-off period generally occurs between 8:30am and 8:50am.
- The peak student pick-up period generally occurs between 3:10pm and 3:30pm.
- The majority of pick-up and drop-off activities occur along Haddington Crescent, noting that the main pedestrian entrance to the school grounds is located on Haddington Crescent.
- The school crossings on Drummond Street and Haddington Crescent are operated by crossing guards to assist students in crossing safely.
- On-street parking along the southern side of Haddington Crescent was observed to be fully occupied at around 2:25pm with parents and guardians waiting to pick up their children.

  On-street parking along Drummond Street was observed to be more readily available during peak pick-up times.
- The car park occasionally accommodates 12.5m long buses/coaches (~3 times per term) for the purposes of excursions. These buses typically reverse into the car park from Drummond Street in order to exit in a forward direction.

In general, the existing school traffic and car parking conditions were found to typically align with what is expected at schools, with no major traffic and/or safety concerns observed.

2.5.2 EXISTING TRAFFIC VOLUMES

To establish existing traffic volumes being generated by the staff car park on the site, SALT commissioned traffic counts to be undertaken at the intersection of the car park's access point and Drummond Street. The counts were undertaken on Monday 15 May 2023 from 8:00am–9:30am and from 2:30pm–4:00pm. These times were chosen to coincide with the peak drop-off and pick-up times associated with the school.

A summary of the recorded peak hour traffic counts is provided in **Figure 9** and **Figure 10**.

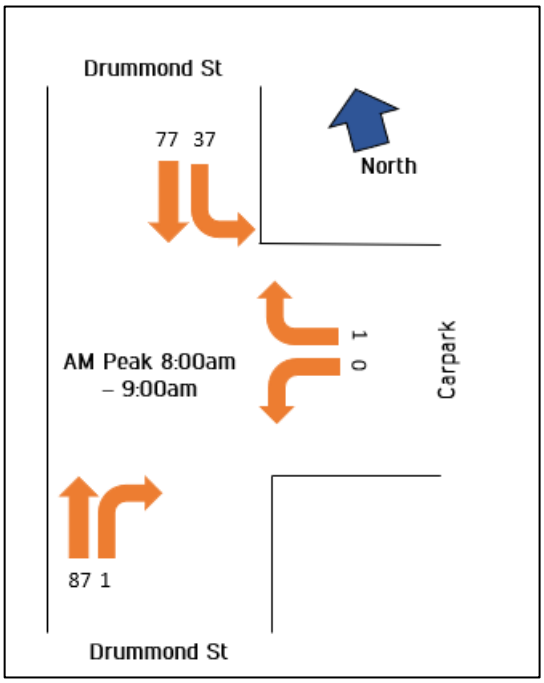


Figure 9 AM Peak Hour Traffic Counts Summary

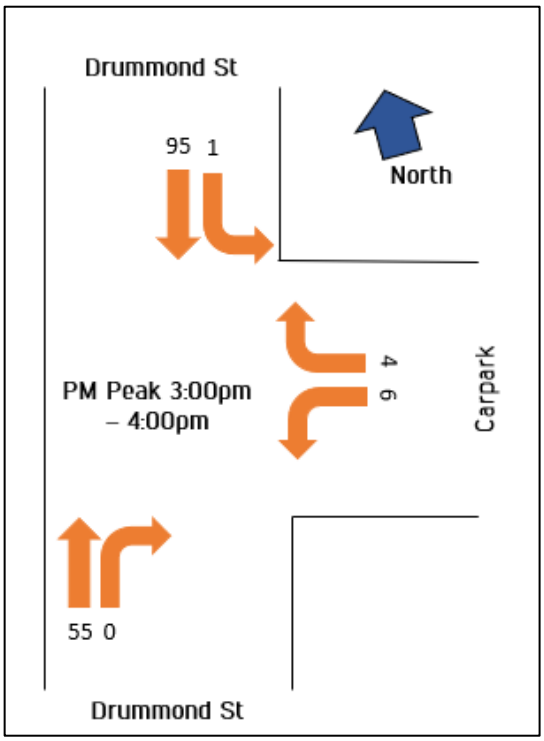


Figure 10 PM Peak Hour Traffic Counts Summary

These figures show that:

- During the AM peak drop-off period:
  - A total of 39 vehicle movements were recorded entering and exiting the car park, with the majority of movements being ingress movements.
  - A total of 164 two-way traffic movements were recorded along Drummond Street.
- During the PM peak pick-up period:
  - A total of 11 vehicle movements were recorded entering and exiting the car park, with the majority of movements being egress movements.
  - A total of 150 two-way traffic movements were recorded along Drummond Street.

It is noted that vehicle movements to/from the car park were lesser in the afternoon than the morning due to the fact that the majority of staff typically depart the site after parents have picked-up their children. The majority of staff also tend to arrive at the site before parents.

3 PROPOSAL

The proposal is to upgrade the existing on-site car park to generally meet existing staff parking demands and in a general sense, improve the operation of the car park specifically in relation to access associated with buses/coaches.

A plan showing the proposed car parking layout and access arrangement is attached at **Appendix 1**. A line marking and signage plan is also attached at **Appendix 2**.

The upgraded car park will accommodate a total of 74 90-degree car spaces. A 'kiss & go' parking area (accommodating ~8 vehicles) will also be provided within the car park. Outside peak school drop-off and pick-up periods, this 'kiss & go' area will also serve as a parking area for coaches/buses.

The car park will operate in a one-way arrangement with vehicles circulating in a clockwise direction.

The formal car spaces will be allocated for use by staff only. The 'kiss & go' parking area will be used by parents picking-up and dropping-off their children. We understand that a staff member will be available during drop-off and pick-up times to manage the operation of the 'kiss and go' area and ensure that no vehicle queues occur out to Drummond Street. When the 'kiss & go' area is fully occupied, parents will be directed to circulate within the car park to exit and use on-street parking for drop-off and pick-up activities.

The proposal will involve a modest widening (to the south) of the existing vehicle crossover to Drummond Street and alterations to part of the security fence along the boundary and adjacent to the crossover. The existing security gate to the car park will remain unaltered.

The pedestrian gate adjacent to the car parking gate will be relocated to the north to align with the proposed pedestrian footpath extending into the school from Drummond Street. Furthermore, the control panel for the car parking gate is to be mounted on the pillar adjacent to the gate.

4 CAR PARKING LAYOUT AND ACCESS DESIGN

The layout and access arrangements of the proposed car park have been prepared to accord with the relevant standards and guidelines, with the following noted:

Car Spaces:

- All 90-degree car spaces are to be at least 2.6m wide, 4.9m long and accessed from an aisle that is at least 6.4m wide, in accordance with the requirements of the Planning Scheme.
- The 'kiss & go' parking area provides a 2.3m wide kerbside parallel parking lane which is sufficient to accommodate kerbside parking.
- A 3.0m wide driveway is to be provided abutting the 'kiss & go' parking area to enable passing traffic if required. A 3.0m wide raised island also provides a separation between the 'kiss & go' parking area and the 90-degree parking spaces.
- A turning bay is provided at the end of the dead-end aisle (eastern corner of the car park) to enable vehicles to turn-around, in the unlikely event where a vehicle enters this aisle to find all spaces occupied.
- A 1.0m aisle extension is provided past the spaces at the end of the dead-end aisle (southwestern corner of the car park), satisfying what is suggested under AS/NZS 2890.1:2004 to facilitate access (and manoeuvrability).

Access:

- The proposal involves a modest widening (to the south) of the existing vehicle crossover to Drummond Street. This is mainly to accommodate turning movements for coaches/buses.
- The car park's access point will continue to facilitate entering and exiting traffic movements, consistent with existing conditions.
- The car park will operate in a general one-way arrangement, with vehicles circulating in a clockwise direction. This will be enforced/facilitated by the use of signage, line marking and directional arrows on pavement, as demonstrated in the line marking and signage plan attached at **Appendix 2**.

  The one-way operation of the car park is considered to be appropriate and will enhance manoeuvrability and minimise conflict points.
- There will be no interaction between vehicles and pedestrians within the car park, with the car parking spaces being utilised by staff who typically arrive before and depart after students. Student movements will be confined between the 'kiss & go' parking area and the abutting pedestrian path.
- Appropriate visibility will continue to be achieved between exiting vehicles and pedestrians walking on the footpath to ensure pedestrian safety, consistent with existing conditions.

Maneuverability

Various swept path diagrams have been prepared **(Appendix 3)** to demonstrate the suitability of the proposed car parking design, as follows:

- Swept path diagrams for a 12.5m long coach accessing the 'kiss & go' parking area and circulating within the car park to exit in a forward direction;
- Swept path diagrams for an 8.8m long Medium Rigid Vehicle (MRV) demonstrating access and circulation within the car park, including access to proposed bin locations and the emergency gate at the eastern end of the car park; and
- Swept path diagrams for the B85 Design Vehicle demonstrating circulation within the car park, including access past vehicles propped within the 'kiss & go' parking area.

It is noted that the 8.8m long MRV is considered to be representative of the largest service vehicles (including waste and emergency vehicles) likely to access the site.

The swept path diagrams show that the relevant design vehicles can readily access the car park and circulate in a safe, appropriate and convenient manner.

We are therefore satisfied that the proposed upgraded car park is appropriate for the school and will provide for convenient and accessible parking, together with safe access and circulation for vehicles.

5 TRAFFIC IMPACTS

The upgraded car park is to cater for existing staff parking demands, meaning that no additional staff vehicle movements are projected to be generated post-development when compared with existing conditions.

The inclusion of a 'kiss & go' area within the car park will introduce vehicle movements associated with parents/guardians which would be additional traffic when compared with the existing traffic recorded for the car park (detailed under Section 2.5.2 of this report). It is noted that this additional traffic will not be new traffic introduced to the road network but instead, will be existing traffic displaced from the surrounding streets.

The 'kiss & go' area is small and any additional traffic generated by this parking will be modest and readily accommodated by Drummond Street without any unreasonable detrimental impacts to its capacity and/or operation. The proposal to utilise a staff member to manage the operation of the 'kiss & go' parking area will further ensure that vehicle queues will not extend out to Drummond Street and cause any delays to through traffic.

It is important to note that the bulk of vehicle movements associated with the car park will occur outside of the peak school drop-off and pick-up periods, given that the 90-degree parking within the car park will be allocated for use by staff who tend to arrive to the site before students and depart the site after students. This means that there will be minimal interaction between parent and staff vehicles within the car park.

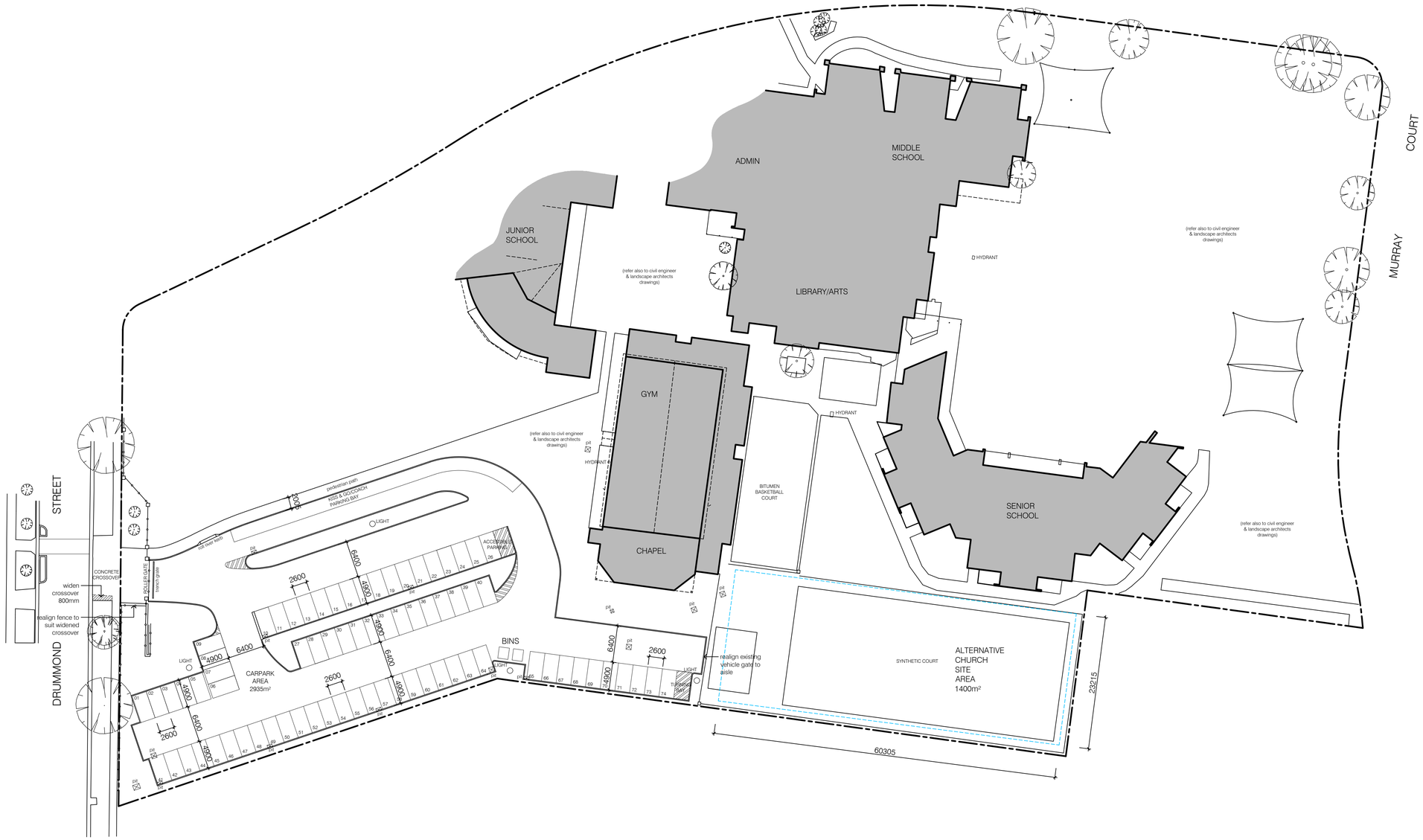
We are therefore satisfied that traffic associated with the upgraded car park will be readily accommodate by Drummond Street and the surrounding road network without any unreasonable detrimental impacts.

SITE LEVELS NOTE
Refer to civil engineers & landscape architect drawings for levels, falls and site information.

CIVIL NOTE
Refer to civil engineers drawings prepared by PJA (Ref 07173) for details and specifications.

LANDSCAPE NOTE
Refer to landscape architects drawings prepared by XLA for details and specifications.

TRAFFIC NOTE
Refer to traffic engineering report prepared by Salt³ (Ref: 23187TREP01D01) for details.



1 Site Plan
REF: SCALE : 1:400 (A1)

ADVERTISED PLAN

REV.	DATE	DRAWN	AMENDMENT
A	31.07.2023	MH	TOWN PLANNING ISSUE

ST CARLO BORROMEO
CLIENT

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Musk Studio PTY LTD ACN 152 736 877

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SITE PLAN
DRAWING TITLE

TOWN PLANNING
STATUS

SCALE AT A1	DRAWN	CHECKED	NORTH
1:400	MH	CL	

PROJECT NO.	REV
0129	A

DATE	DRAWING NO.
JULY 2023	TP 0.01

6 RESPONSE TO COUNCIL RFIS

Table 1 provides a response to the traffic comments provided by Council in relation to the proposal:

Table 1 Response to Council RFIs

Concern	Discussion
Queuing onto Drummond Street, resulting in traffic congestion up to Haddington Crescent and Barrymore Road.	Existing vehicular school pick-up/drop-off activities primarily utilise available on-street parking resources along Haddington Crescent. Drummond Street also currently services a smaller number of school drop-off/pick-up activities. The proposed provision of a 'kiss & go' parking area on the site will simply displace some of the existing on-street parent parking demands from Haddington Crescent to the site. As discussed in the report, staff will be made available during the peak pick-up/drop-off periods to supervise the proposed 'kiss & go' parking area and the operation of the car park in general. As part of their role, they will ensure parents/guardians utilising the 'Kiss & go' area do so safely and efficiently with a high turnover rate. Should the pick-up/drop-off area become fully occupied, staff will direct parents to circulate within the car park to exit the site and use on-street parking for drop-off and pick-up activities. The school will train/educate its staff to ensure that the intended operation of the car park area is adhered to and that staff roles/instructions to parents are consistent. Furthermore, the school will take all reasonable steps (via newsletters, instructional video, etc.) to ensure that parents are aware of the intended operation of the car park and that rules are followed, with parents warned that they will be subject to Council fines should any illegal queuing and/or stopping occurs along Drummond Street and/or the access crossover. All these measures will assist to minimise/prevent queuing along Drummond Street, congestion within the surrounding roads and blocking of crossings/intersections.
Blockage of the school crossing and nearby intersections due to queuing.	
Illegal drop-off/pick-up within the accessways of the on-site carpark when the designated drop-off/pick-up area is fully occupied.	As per the above, staff will be instructed to ensure students are only picked up and dropped off in designated areas to guarantee the safety of all users and efficiency of the proposed car park.

7 CONCLUSIONS

Having undertaken a detailed traffic engineering assessment of the upgraded car park servicing the St Carlo Borromeo Primary School located at 5-9 Drummond Street, Greenvale, we are of the opinion that:

1. The proposed upgraded car park is appropriate for the school and will provide for convenient and accessible parking, together with safe access and circulation for vehicles.
2. Traffic associated with the upgraded car park will be readily accommodate by Drummond Street and the surrounding road network without any unreasonable detrimental impacts.
3. There are no traffic engineering reasons why the proposal to upgrade the existing car park on the site should be refused.

APPENDIX 1 CAR PARKING LAYOUT AND ACCESS DESIGN

APPENDIX 2 LINE MARKING AND SIGNAGE PLAN

SIGN SCHEDULE

2 (520MM w X 450MM h)

4 (450MM X 450MM)

12 (450MM X 450MM)

15 (300MM X 400MM)

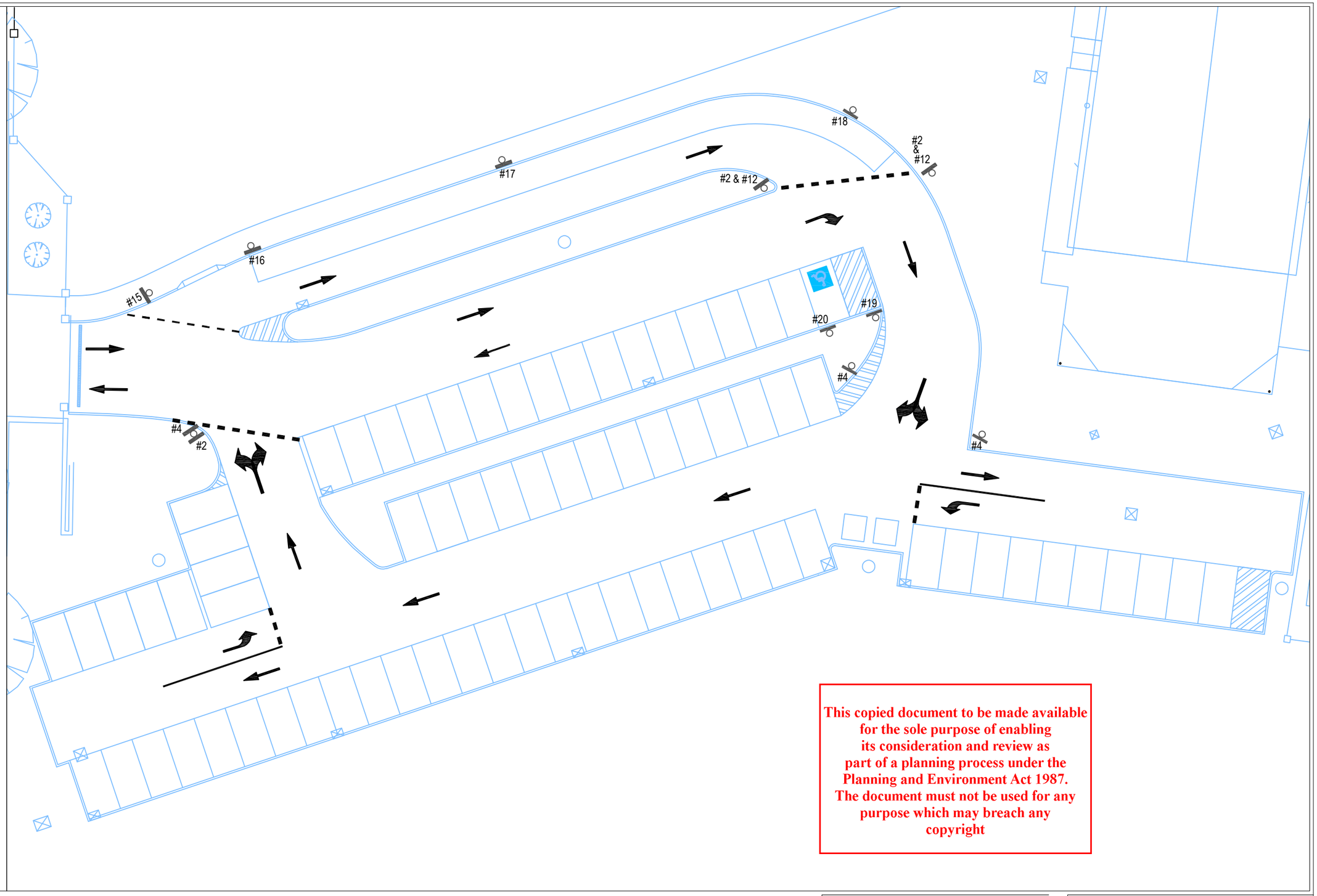
16 (TYPICAL 225MM X 450MM)

17 (TYPICAL 225MM X 450MM)

18 (TYPICAL 225MM X 450MM)

19 (TYPICAL 225MM X 450MM)

20 (TYPICAL 225MM X 450MM)



MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

GREENVALE

CONCEPT LAYOUT PLAN

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0 1.5 3 6

SCALE: 1:300 @ A3

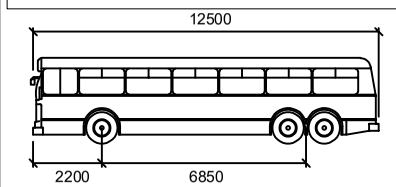
MELWAY MAP REF 6 A1

DRAWN / CHECKED	DATE	SIZE
ZS/CS	22/09/2023	A3
DRAWING NUMBER		REVISION
SALT-23187-SK-003		1

APPENDIX 3 VEHICLE SWEPT PATHS

AUSTROADS 12.5M BUS (0.5 CLEARANCE SHOWN)

ADVERTISED PLAN



BUS

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

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BUS SWEPT PATH

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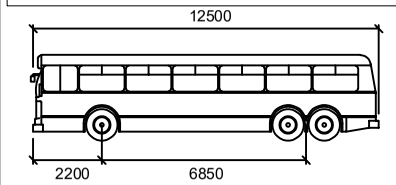
0 1.25 2.5 5

SCALE: 1:250 @ A3

MELWAY MAP REF 6 A1

DRAWN / CHECKED	DATE	SIZE
ZS / TT	01-08-2023	A3
DRAWING NUMBER		REVISION
SALT-23187-SK-001		1

AUSTROADS 12.5M BUS (0.5 CLEARANCE SHOWN)



BUS

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

GREENVALE

BUS SWEPT PATH

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SCALE: 1:250 @ A3

MELWAY MAP REF 6 A1

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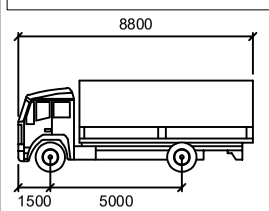
DRAWING NUMBER		REVISION
SALT-23187-SK-002		1

ADVERTISED PLAN

AUSTRALIAN STANDARD 8.8M MRV (0.5 CLEARANCE SHOWN)



MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

GREENVALE

WASTE VEHICLE SWEPT PATH

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0 1.25 2.5 5

SCALE: 1:250 @ A3

MELWAY MAP REF 6 A1

DRAWN / CHECKED	DATE	SIZE
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DRAWING NUMBER		REVISION
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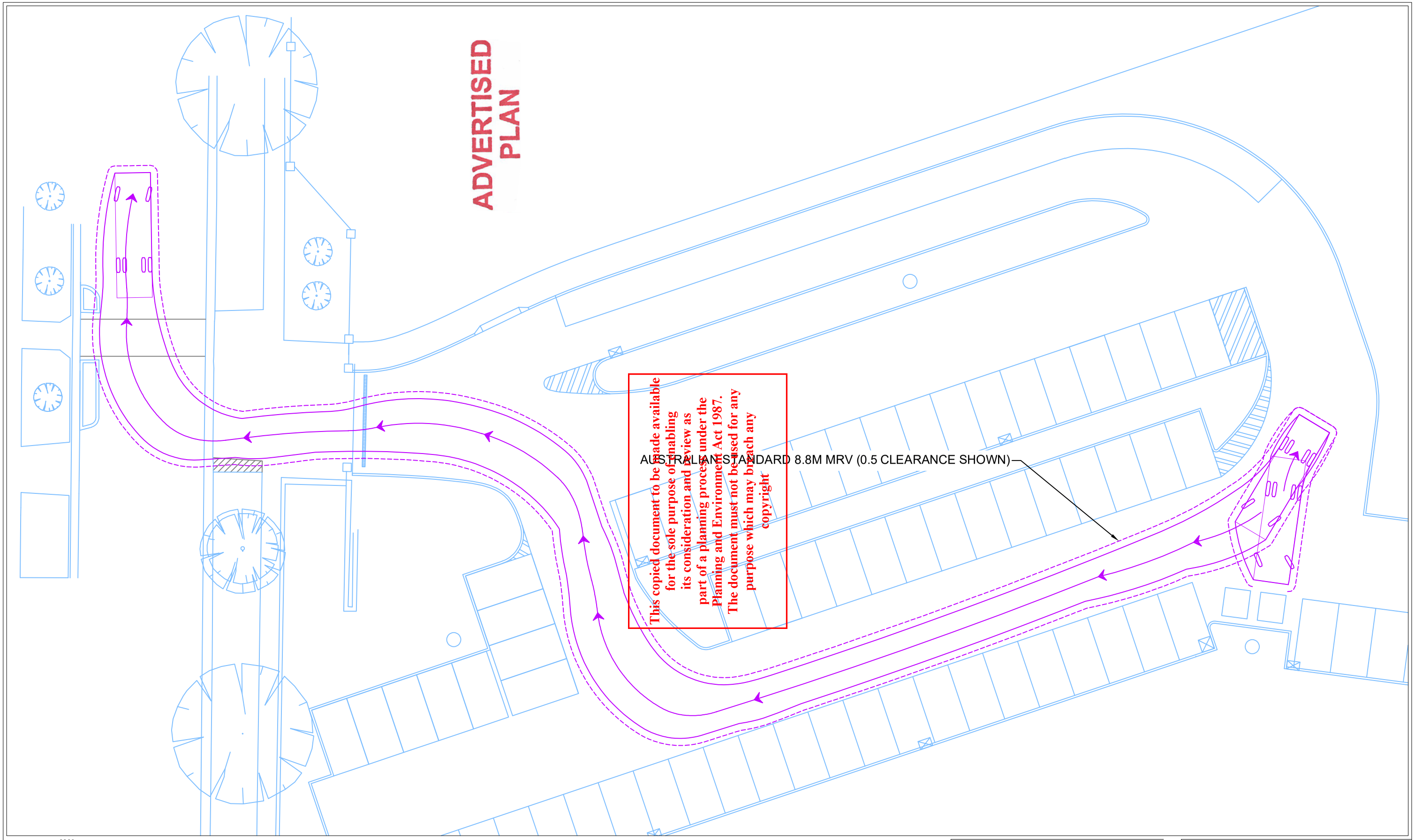

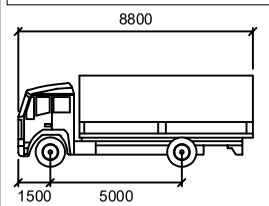

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

GREENVALE

WASTE VEHICLE SWEPT PATH

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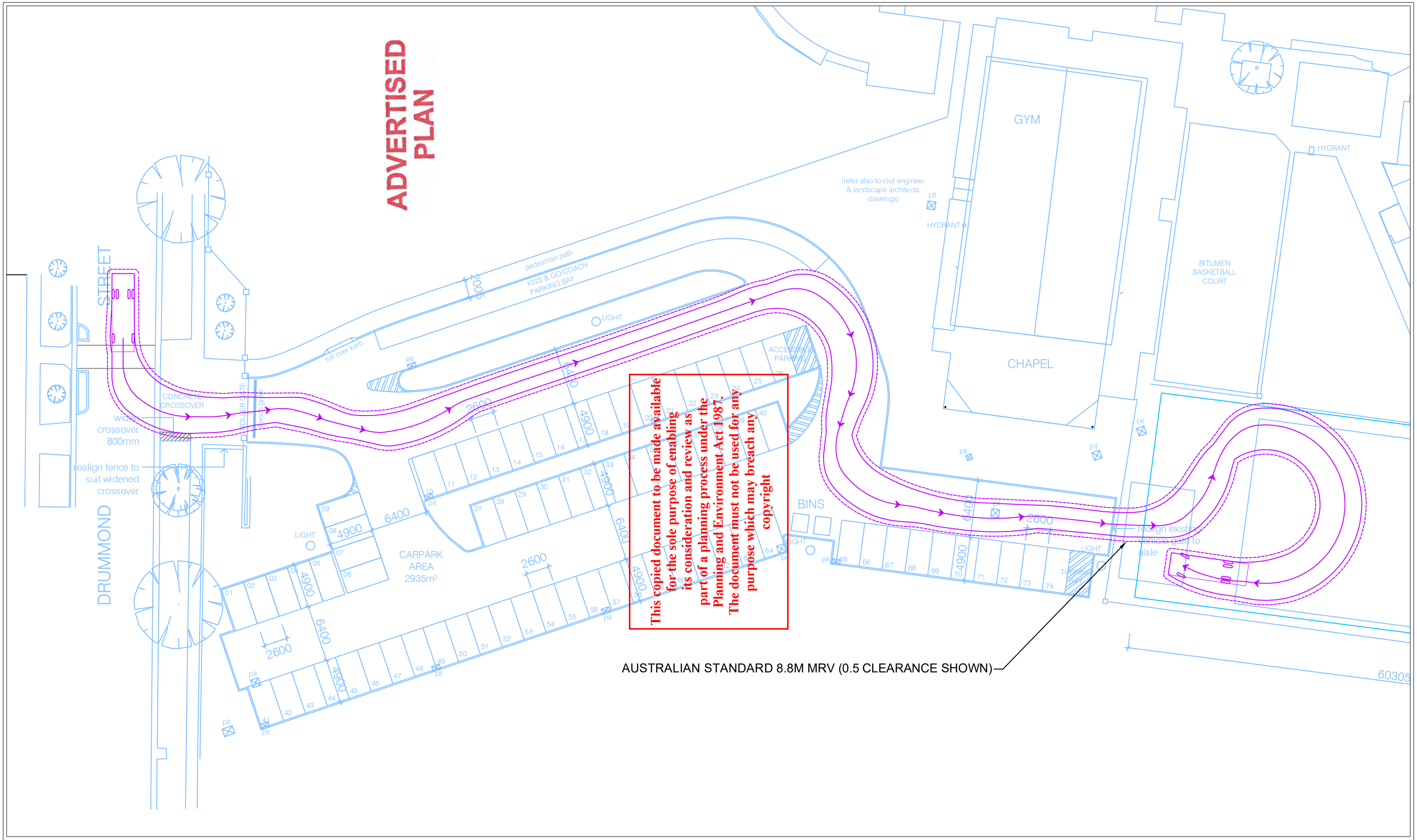
0 1.25 2.5 5

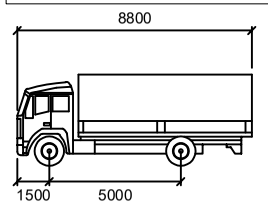
SCALE: 1:250 @ A3

MELWAY MAP REF 6 A1

DRAWN / CHECKED	DATE	SIZE
ZS / TT	01-08-2023	A3
DRAWING NUMBER		REVISION
SALT-23187-SK-004		1

ADVERTISED PLAN





MRV

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Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

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EMERGENCY VEHICLE SWEPT PATH

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SCALE: 1:400 @ A3

MELWAY MAP REF 6 A1

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DRAWING NUMBER		REVISION
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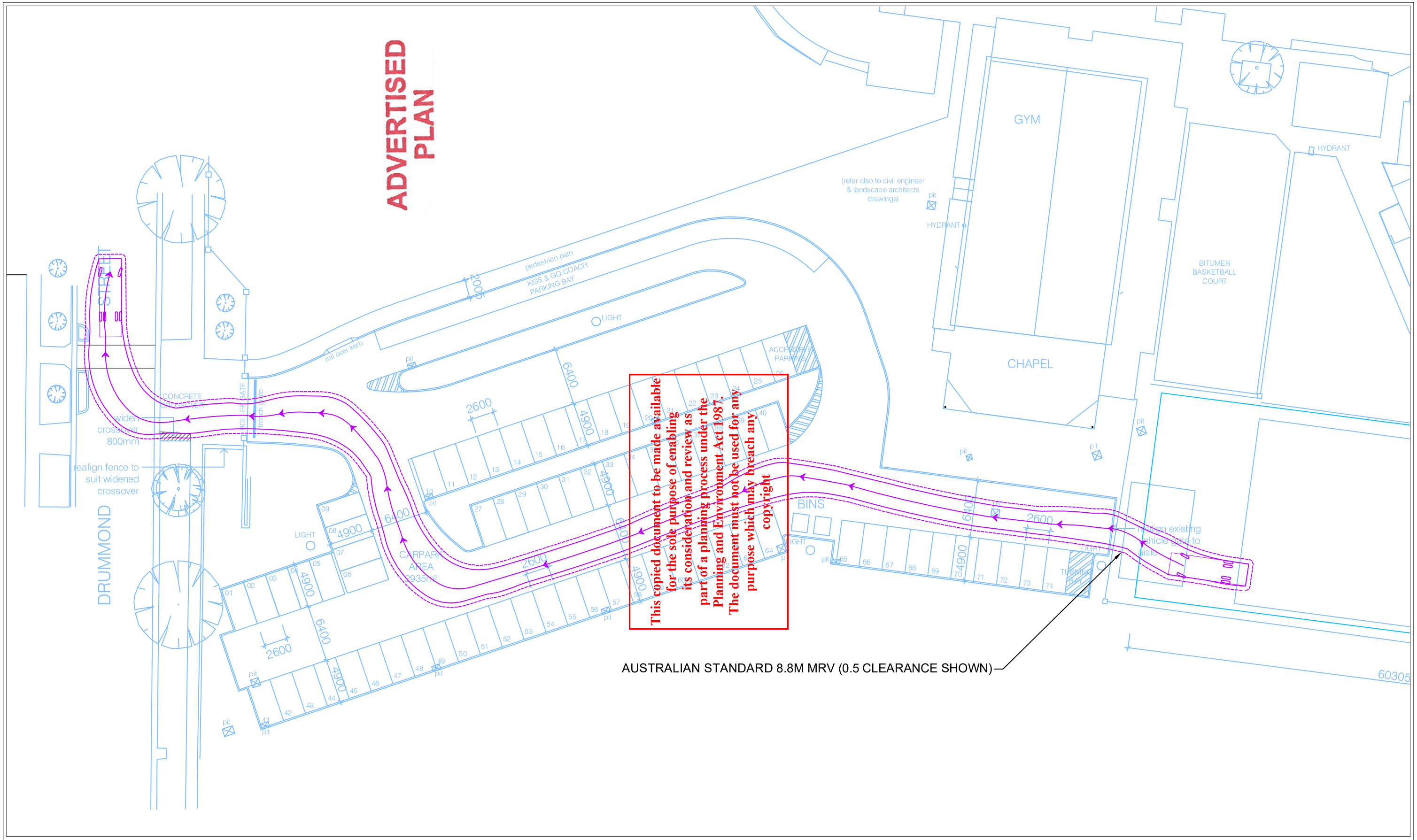

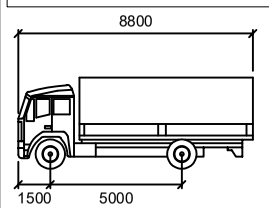

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

MUSK ARCHITECTURE STUDIO

ST CARLO BORROMEO PRIMARY SCHOOL

5-9 DRUMMOND STREET

GREENVALE

EMERGENCY VEHICLE SWEPT PATH

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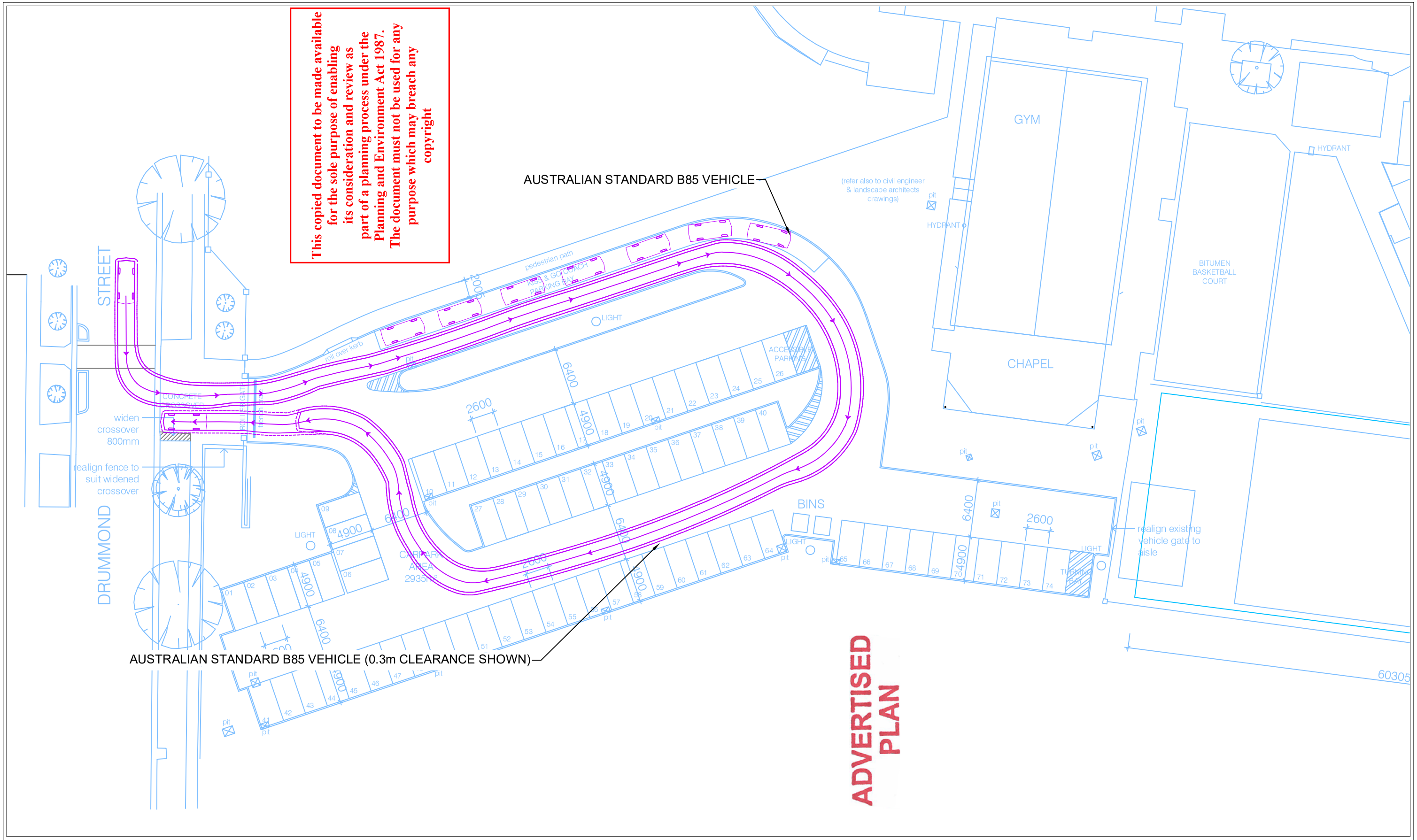
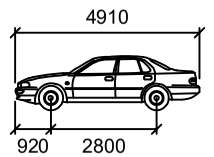
SCALE: 1:400 @ A3

MELWAY MAP REF 6 A1

DRAWN / CHECKED	DATE	SIZE
ZS / TT	01-08-2023	A3
DRAWING NUMBER		REVISION
SALT-23187-SK-006		1





B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

MUSK ARCHITECTURE STUDIO

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5-9 DRUMMOND STREET

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0 2 4 8

SCALE: 1:400 @ A3

MELWAY MAP REF 6 A1

DRAWN / CHECKED	DATE	SIZE
ZS / JG	01-08-2023	A3
DRAWING NUMBER		REVISION
SALT-23187-SK-007		1

AUSTRALIAN STANDARD B85 VEHICLE

AUSTRALIAN STANDARD B85 VEHICLE (0.3m CLEARANCE SHOWN)

STREET

DRUMMOND

GYM

CHAPEL

BITUMEN BASKETBALL COURT

HYDRANT

(refer also to civil engineer & landscape architects drawings)

pedestrian path

BUS & COACH PARKING BAY

roll over kerb

LIGHT

ACCESSIBLE PARKING

CONCRETE PATHWAY

widen crossover 1200mm

realign fence to suit widened crossover

CARPARK AREA 2935m²

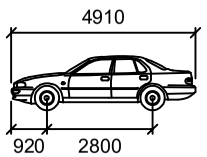
BINS

TURNING BAY

realign existing vehicle gate to aisle

60305

ADVERTISED PLAN



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

MUSK ARCHITECTURE STUDIO

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SCALE: 1:400 @ A3

MELWAY MAP REF 6 A1

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DRAWING NUMBER		REVISION
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