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## Traffic Engineering Assessment

St Joseph's Christian College

1585-1605 Mickleham Road, Yuroke

Prepared for  
Assyrian Christian Schools Victoria Ltd  
June 2023

G32332R-01B

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## Traffic Engineering Assessment

St Joseph's Christian College –  
1585-1605 Mickleham Road, Yuroke

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# 1. Introduction

Traffic Group has been engaged by Assyrian Christian Schools Victoria Ltd to undertake a Traffic Engineering Assessment for the proposed school at 1585-1605 Mickleham Road, Yuroke.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed school development.

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## Traffic Engineering Assessment

St Joseph's Christian College –  
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## 2. Existing Conditions

### 2.1. Subject Site

The subject site is located on the western side of Mickleham Road in Yuroke, approximately 600m north of Craieburn Road.

The site covers a total area of approximately 5.2 hectares and has a frontage of approximately 190 metres to Mickleham Road along the site's eastern boundary.

The site is currently farmland with two (2) residential properties on the site.

Access to the site is provided at 1585 and 1605 Mickleham Road, with a gravel crossover at each property, at the south of 1585 Mickleham Road, and in the centre of the 1605 Mickleham Road frontage.

A locality plan and aerial photograph of the site are provided at Figure 1 and Figure 2, respectively.

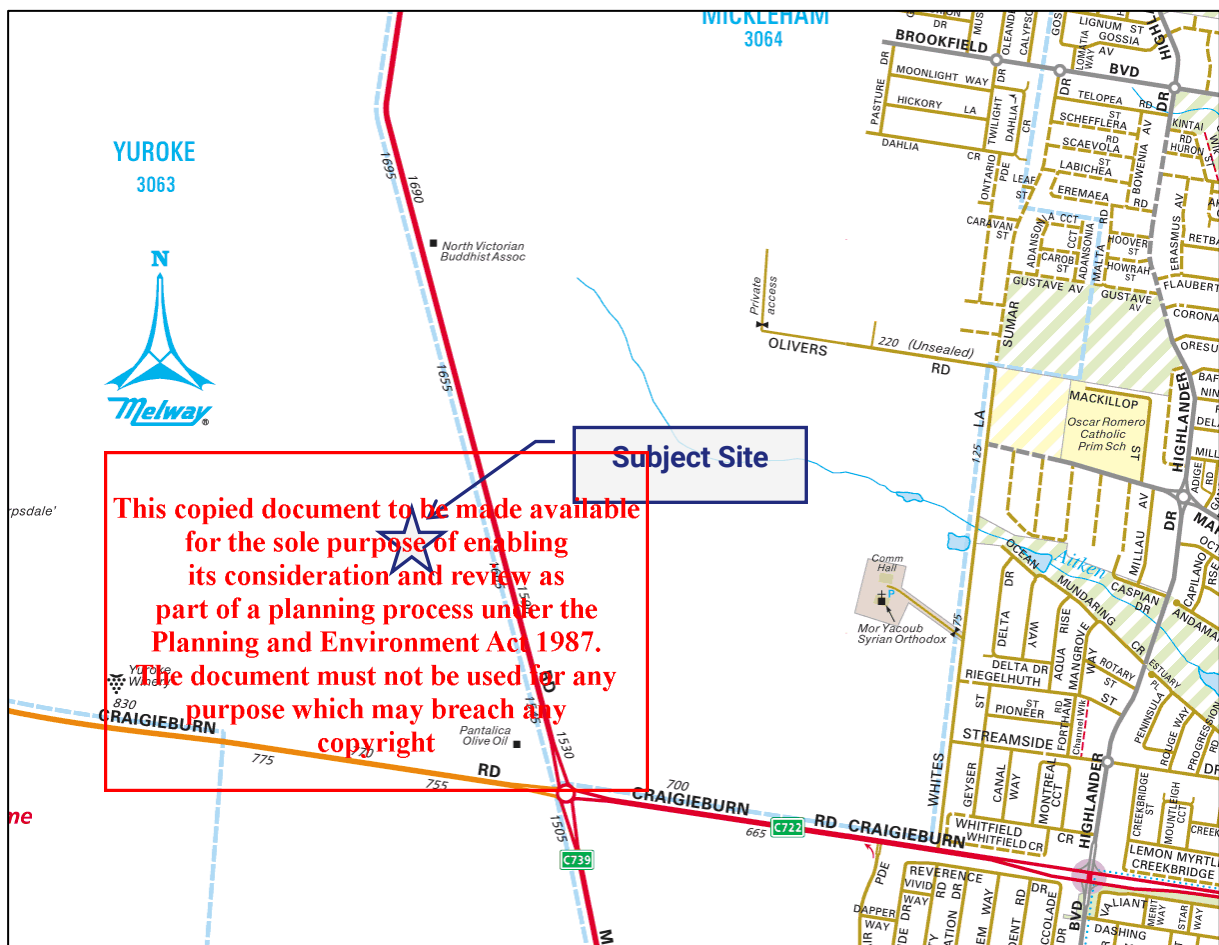


Figure 1: Locality Map

Source: Electronic Street Directory (e-way)



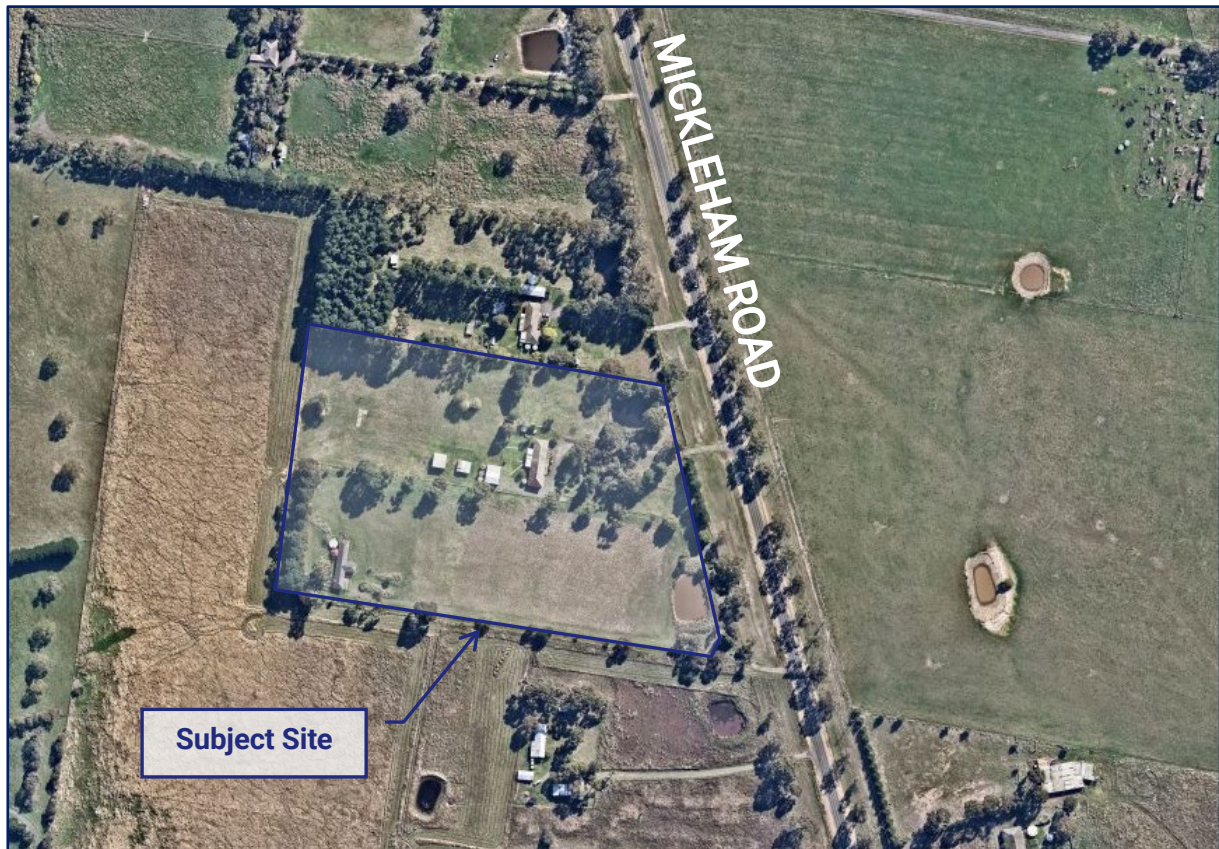


Figure 2: Aerial Photograph

Source: Nearmap (April 2023)

## 2.2. Planning Scheme Zones & Surrounding Uses

The subject site is zoned 'Green Wedge Zone (GWZ)' under the Hume Planning Scheme. Surrounding land is generally zoned GWZ to the west of Mickleham Road, and 'Urban Growth Zone (UGZ)' to the east of Mickleham Road.

The Craigieburn West Precinct Structure Plan (PSP) applies to land opposite the site to the east of Mickleham Road. The PSP identifies a number of future intersections with Mickleham Road. Adjacent to the southern portion of the site, the PSP identifies a future signalised T-intersection with Mickleham Road which is designated as intersection project 'IN-04' in the PSP and Craigieburn West Infrastructure Contributions Plan (ICP).

A planning zone map and excerpt of the PSP Transport Plan are provided at Figure 3 and Figure 4.

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**Subject Site**

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**Legend:**

- precinct boundary
- Greenville North Investigation Area
- potential public transport route
- arterial road
- connector street
- connector street - boulevard
- off-road shared path
- local access street (level 1)
- local access street (level 2)
- waterway crossing
- pedestrian waterway crossing
- signalised intersection
- signalised T intersection
- controlled intersection
- left-in/left-out

Source: VPA

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### 2.3. Road Network

**Mickleham Road** is part of the Principal Transport Network, is zoned Transport Zone 2 (TRZ2) under the Planning Scheme and is under the control of the Department of Transport and Planning (DTP).

Mickleham Road is generally aligned in a northwest-southeast direction adjacent to the site. In the vicinity of the site, Mickleham Road comprises a single carriageway which accommodates a single traffic lane in each direction and unsealed shoulders on both sides of the road.

A posted speed limit of 80km/h applies to Mickleham Road past the subject site.

Approximately 600m south of the subject site, Mickleham Road's intersection with Craigieburn Road has recently been upgraded from a roundabout to a signalised intersection.

In the vicinity of the site, Mickleham Road is located within an approximately 58m wide road reserve, with the road expected to be ultimately duplicated.

Photographs of Mickleham Road adjacent to the site are provided at Figure 5 and Figure 6.



Figure 5: Mickleham Road - view north



Figure 6: Mickleham Road - view south

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### 3. Proposal

#### 3.1. The Development

The proposal is for the gradual development and construction of an independent school, which will ultimately cater for prep to Year 12 (P-12) students. The development will be staged, culminating with a total of 825 students (including 525 primary students and 300 secondary students) and 48 staff on the site at any one time.

Development plans for the proposed school, prepared by PMDL McGlashan Everist, are provided at Appendix A.

#### 3.2. Car Parking Provisions and Allocations

A total of 301 formal car parking spaces are to be ultimately provided on site. In addition, an informal drop-off/pick-up lane is proposed in the eastern part of the school.

Car parking areas are generally located within the southern and southwest parts of the site, with a small number of spaces and the drop-off/ pick-up area provided along the eastern side of the development.

#### 3.3. Vehicle Access

Two (2) vehicle access connections are proposed with Mickleham Road as follows:

- Primary Access – located in the southern portion of the site, opposite the future PSP/ICP traffic signals.
- Secondary Access – located in the northern portion of the site.

Vehicle access arrangements for the site will be staged due to the future traffic signals adjacent to the site to be delivered as part of the Craigieburn West PSP/ICP, and also the ultimate duplication of Mickleham Road.

Under interim access arrangements, the primary (southern) access will be an unsignalised T-intersection that accommodates all turning movements. Both left-turn and right-turn lanes will be required on Mickleham Road at the primary access to accommodate entry movements. **This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.**

The primary access has been located to align with the future 'IN-04' traffic signals as identified to be delivered under the Craigieburn West PSP/ICP. The school's primary access is proposed to become the fourth (western) leg of this future signalised intersection. **The document must not be used for any purpose which may breach any copyright**

The proposed secondary access at the northern end of the site is to be unsignalised. Under interim conditions, this access is to cater for all turning movements except for right-turn entry movements which will be prohibited. The future duplication of Mickleham Road is expected to limit the site's northern connection with Mickleham Road to left-in and left-out movements only.

The site's internal roadways and circulation have been designed to suit both interim and ultimate access arrangements with Mickleham Road. Internal access roadways allow for

appropriate vehicle circulation within the site and connections to/from the Mickleham Road access points.

### 3.4. Buses

An on-site bus parking lane is proposed along the site's eastern internal road which will accommodate up to 14.5m long buses. Buses are to enter the site via the southern access connection and then turn right to access the bus parking lane. Buses will then perform a U-turn internally and then exit the site via the southern connection with Mickleham Road if they intend to travel towards the south. Alternatively, buses intending to travel towards the north will utilise the northern connection with Mickleham Road.

### 3.5. Waste, Loading and Emergency Access

The development is designed to allow an 8.8m medium rigid vehicle (MRV) to circulate within the school's internal roadways and the fire truck access route. This enables emergency vehicles to access critical areas within the school if required.

Loading is expected to be infrequent, with vans or small rigid vehicles (SRVs) expected to generally be used. These vehicles are proposed to use the bus parking or drop-off/ pick-up lane to conduct loading/unloading.

Waste collection vehicles are expected to access the site via the southern connection with Mickleham Road and be accommodated along the site's internal roadways.

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## 4. Car Parking Considerations

### 4.1. Statutory Requirements – Clause 52.06

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Hume Planning Scheme. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The proposed school falls under the land use categories “Primary School” and “Secondary School” under Clause 73.03 of the Planning Scheme.

The statutory car parking requirements for these land uses under Clause 52.06-5 of the Planning Scheme is provided below:

- Primary School: 1 space to each employee that is part of the maximum number of employees on the site at any time.
- Secondary School: 1.2 spaces to each employee that is part of the maximum number of employees on the site at any time.

As the exact breakdown of staff is not currently known, we have conservatively adopted the higher secondary school rate of 1.2 spaces to each employee for the overall school development. The statutory car parking requirement of the proposal under Clause 52.06-5 of the Planning Scheme is outlined in Table 1 below.

Table 1: Statutory Car Parking Requirement (Clause 52.06)  
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Use	No. of Employees	Statutory Requirement	Car Spaces Required	Proposed Car Spaces
Secondary School	48	1.2 spaces to each employee that is part of the maximum number of employees on the site at any time.	57	301

Based on the above, the proposed car parking provision far exceeds the statutory parking requirement.

It is important to note that the Clause 52.06 rates for “Primary School” and “Secondary School” uses do not make any allowance for drop-off/pick-up demands generated by parents. An assessment of the appropriateness of the car parking provisions is provided as follows.

### 4.2. Car Parking Demand Assessment

As previously noted, the Clause 52.06 rates do not make any allowance for the drop-off/pick-up demands which are typically accommodated on-street in government school developments where there are usually multiple local street frontages.

In this instance, the site only has frontage to Mickleham Road which is an arterial road and therefore there is no opportunity for drop-off and pick-up activities to occur along Mickleham Road. Accordingly, these activities will need to be accommodated on-site.

Traffix Group has previously undertaken surveys at several schools<sup>1</sup> to determine the parking/traffic generation rates during the peak pick-up/drop-off periods. The surveys show that the typical peak parking demand associated with schools is in the order of 0.2-0.3 parking spaces per student, inclusive of staff.

Conservatively adopting a rate of 0.3 parking spaces per student, the empirical car parking requirement for the proposed development is calculated in Table 2.

Table 2: Car Parking Demand

Use	No. of Students	Rate	Empirical Car Parking Demand	Proposed Car Spaces
Combined Primary and Secondary School	825	0.3 spaces per student	247	301

The above table demonstrates that the proposed car parking provision exceeds the calculated ‘empirical’ demand.

Accordingly, we are satisfied that the proposed overall car parking provision is appropriate.

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<sup>1</sup> Traffix Group surveyed peak parking demands at ‘pick-up’ time at a comparable school (Lighthouse Christian College on Springvale Road in Keysborough) in 2004. At the time of the survey, the school had a total of 390 enrolments and included pre-prep, primary and secondary students. The peak parking demand (inclusive of staff demands) was observed to be 82 spaces, which corresponds to a peak car parking generation rate of 0.21 car spaces per student (inclusive of staff demands).

Traffix Group surveyed peak parking demands at Aitken College, located off Mickleham Road in Greenvale, and identified a peak parking rate of 0.24 car spaces per student (inclusive of staff demands). Aitken College is similar to the proposed school in that it is an outer-suburban independent school catering for Prep to Year 12 students, and is located in an area with limited public transport and not easily accessible for pedestrians and cyclists.

### 4.3. Car Parking Layout & Access

Traffix Group has provided design input into the car parking layout and access arrangements of the development.

The proposed car parking has been assessed against the statutory requirements for car parking under Clause 52.06-9 of the Planning Scheme and the relevant Australian Standards. The key features of the design are presented below:

#### Car Parking

- Standard angled car parking spaces are provided in accordance with Clause 52.06-9 of the Planning Scheme as follows:
  - 90-degree spaces: minimum width of 2.6m, length of 4.9m and aisle width of 6.4m.
  - 45-degree spaces: minimum width of 2.6m, length of 4.9m and aisle width of 3.5m.
- Parallel car parking spaces are provided in accordance with Clause 52.06-9 of the Planning Scheme with a minimum width of 2.3m, length of 6.7m and aisle width of at least 3.6m.
- The drop-off/pick-up parallel parking lane is provided with a width of 3.5m, with an adjacent access aisle at least 3.6m in width, exceeding the requirements of Clause 52.06-9.
- Accessible spaces are currently not identified on the development plans. We recommend that four (4) accessible spaces be provided on the site, including two (2) staff spaces adjacent to the oval, and two (2) additional spaces elsewhere in the site for students/parents/visitors. These spaces and associated shared areas should be designed in accordance with the requirements of the Australian Standard for disabled parking (AS2890.6:2022). We note that there will likely be a loss of two (2) car spaces to accommodate the shared areas which is acceptable given the car parking provision surplus.

#### Access

- Accessways have been designed with at least 3.5m or 6.1m width for single-lane and dual-lane accessways respectively, exceeding the requirements of Clause 52.06-9 of the Planning Scheme and the Australian Standard for off-street car parking (AS/NZS 2890.1-2004).
- All vehicles can enter and exit the site in a forward direction in accordance with Clause 52.06-9.
- The parallel bus parking area and associated access arrangements have been designed to accommodate a standard 14.5m long bus. Swept path diagrams that demonstrate satisfactory bus movements are attached at Appendix B.
- The fire truck/emergency vehicle access route within the site has been designed to accommodate an 8.8m medium rigid vehicle (MRV). Swept path diagrams that demonstrate satisfactory MRV movements are attached at Appendix B.
- The maximum grade within the site is 1:20, which is acceptable under Clause 52.06-9 (Design Standard 3).



Based on the foregoing, the proposed car park layout and access arrangements are satisfactory and accord with the design standards under Clause 52.06-9 of the Planning Scheme and relevant Australian Standards.

## 5. Traffic Considerations

### 5.1. Existing Traffic Volumes

The Department of Transport provides traffic volumes on freeways and arterial roads as part of its 'Open Data Hub'. It is noted that these values are annual average daily traffic (AADT) volumes that are derived from past traffic surveys or estimates based on traffic data for the broader road network.

The traffic volumes for Mickleham Road between Donnybrook Road and Craigieburn Road, including past the site, are provided in Table 3 below.

*Table 3: Mickleham Road Existing Traffic Data*

Direction	Daily Traffic (veh/d)	Peak Hour Traffic (veh/h) <sup>2</sup>
Northbound	3,300	330
Southbound	3,500	350
<b>Total</b>	<b>6,800</b>	<b>680</b>

### 5.2. Traffic Generation

The *RTA Guide to Traffic Generating Developments (2002)* (RTA Guide) sets out traffic generation rates based on survey data collected in New South Wales for a range of land uses. This guide is used by VicRoads and is generally regarded as the standard for metropolitan development characteristics.

However, there are no traffic generation rates specified for schools in the RTA Guide. Accordingly, in order to estimate traffic impacts of the proposal, we refer to a case study of a similar school. In particular, Traffix Group undertook detailed surveys of the traffic activity at Aitken College in Greenvale<sup>3</sup>. Table 4 sets out the traffic generation rates which were identified during the AM peak drop-off period.

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<sup>2</sup> Peak hour traffic is assumed as 10% of daily traffic.

<sup>3</sup> Aitken College in Greenvale is comparable to the subject site, catering for Prep to Year 12, and being located in an outer-suburban location.

Table 4: Case Study Data - Traffic Generation Rates during AM Drop-off Period

Time	Traffic Generation Rate (vte <sup>(1)</sup> per student)		
	In	Out	TOTAL
8:00am – 8:30am	0.31	0.15	0.46
8:30am – 9:00am	0.16	0.22	0.38
8:00am – 9:00am	0.47	0.38	0.85

Note (1) vte – vehicle trip ends

For the purpose of our assessment, we have adopted the above traffic generation rates for the AM peak hour, and the opposite entry/exit rates for the PM peak hour.

We have adopted the expected maximum student enrolment of 825 students. It is noted that the peak school afternoon pick-up period generally occurs outside of the typical PM commuter peak periods. However, for the purposes of a conservative analysis, we will assume that the school pick-up and commuter peak hours coincide.

Based on the above, Table 5 provides a summary of the projected development traffic generation during the AM and PM peak hours.

Table 5: Development Traffic Generation

Peak Hour	Inbound Movements	Outbound Movements	Total Movements
AM Peak Hour	388	314	702
PM Peak Hour	314	388	702

### 5.3. Traffic Distribution

With consideration of the location of the site and the limited residential areas to the north accessed via Mickleham Road, we have adopted a directional distribution of 90% to and from the south and 10% to/from the north during both the AM and PM peak hours.

Based on the above, the Development As predicted to generate the following peak hour traffic movements to the site:

- AM peak hour:
  - Inbound: 349 left-turn and 39 right-turn movements
  - Outbound: 31 left-turn and 282 right-turn movements.
- PM peak hour:
  - Inbound: 282 left-turn and 31 right-turn entry movements
  - Outbound: 39 left-turn and 349 right turn exit movements.

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### 5.4. Mickleham Road Access Considerations

A diagram of the proposed interim and ultimate vehicle access arrangements with Mickleham Road is shown at Figure 7.

The primary (southern) access is to accommodate all left-turn/right-turn entry and exit movements under interim conditions. This access has been located to align with the future IN-04 traffic signals as identified in the Craigieburn West PSP/ICP. Accordingly, under ultimate conditions through movements to/from the future residential estate to the east will be accommodated.

Under interim conditions, the secondary (northern) access is to accommodate all movements except for right-in movements from the north which will be prohibited. Under ultimate conditions when Mickleham Road is duplicated, it is expected that right-turn exits will no longer be permitted. Accordingly, ultimately this access is expected to accommodate left-turn entry and left-turn exit movements only.

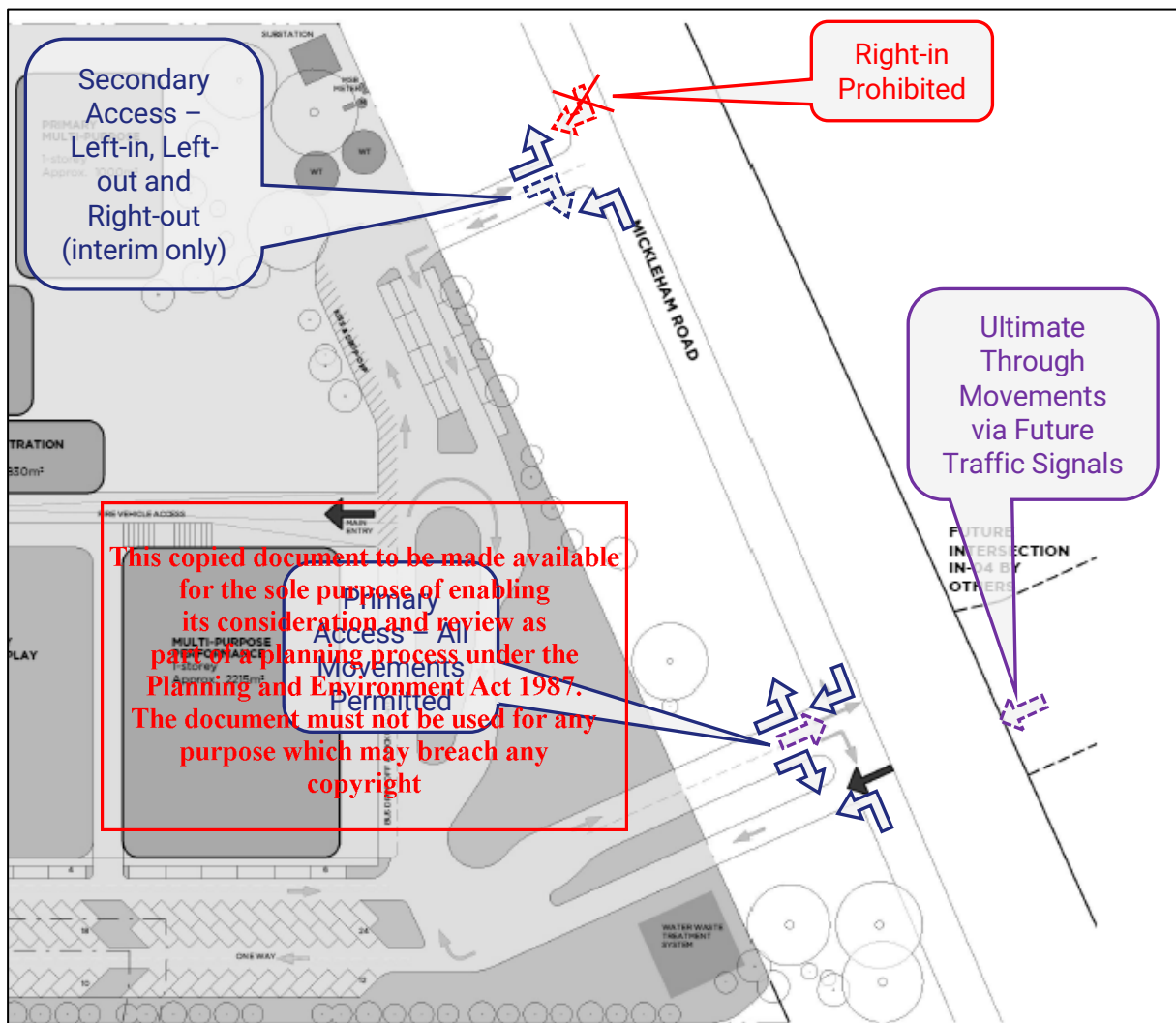


Figure 7: Vehicle Access Arrangements – Interim & Ultimate Conditions

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It is anticipated that majority of vehicles would access the site via the primary (southern) access. The northern access would generally be used only via vehicles accessing the drop-off/pick zone and other spaces in the northeast part of the site, or departing the site to travel north. Accordingly, for the purposes of a conservative assessment of turn warrants we have assumed that all entry movements occur at the primary (southern) access.

We have considered the *Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings* to assess the required turning treatments for the primary (southern) access connection. It is noted that this document technically applies to intersections rather than driveways and therefore provides a conservative assessment for private vehicle access connections such as proposed in this case.

Figure 3.25 at Section 3.2.2 of this document provides guidance on the preferred minimum turning treatments for major roads. A speed limit of 80km/h currently applies to Mickleham Road and accordingly Figure 3.25(b) of the *Austrroads Guide* applies which is relevant for roads with a speed limit between 70km/h and 100km/h.

The warrants for turning treatments during the critical AM peak hour (i.e., when there are more inbound turning movements from Mickleham Road into the site) are shown at Figure 8. We note that due to the high estimated left-turn entry movements during the AM peak hour, the left-turn data point is well above the scale of the Y-axis.

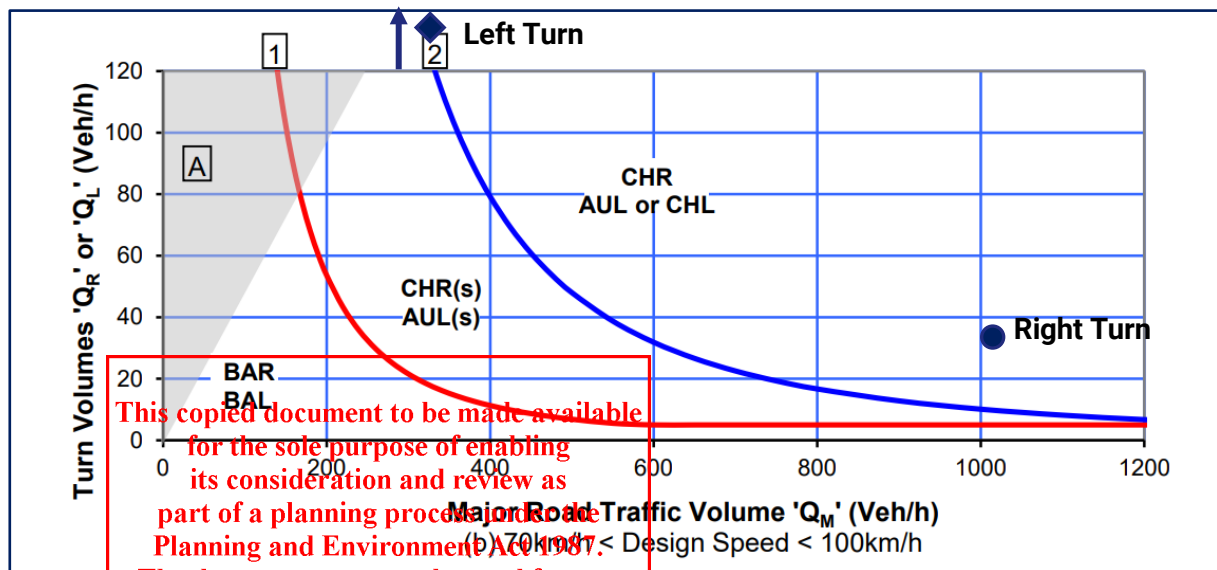


Figure 8: Warrants for Turn Treatments for AM Peak Hour – Primary Access

Based on the above assessment under the relevant *Austrroads Guide*, the following turn treatments are recommended:

- Primary (southern) Access Point:
  - Auxiliary left turn lane (AUL), and
  - Channelised right turn lane (CHR).

For the northern access point, it is proposed to prohibit right turn entry movements and therefore right-turn provisions are not required at this access. For left-turn entry movements at the northern access, we recommend that a basic left-turn treatment (BAL) is provided.

Based on the above, we are satisfied that the traffic generated by the proposal will be accommodated by the surrounding road network and intersections under both interim and ultimate conditions, subject to appropriate turning treatments being constructed on Mickleham Road at the vehicle access points as outlined previously.

Functional layout plans for the proposed site access connections should be designed at a later stage and should include the turning treatments detailed above.

## 6. Bicycle Considerations

Clause 52.34 of the Hume Planning Scheme specifies the bicycle parking requirement for new developments. The statutory bicycle rates for a "Primary School" and "Secondary School" are as follows:

- Primary School
  - One to each 20 employees for employees, plus
  - One to each 5 pupils over year 4 for students.
- Secondary School
  - One to each 20 employees for employees, plus
  - One to 5 pupils for students.

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Based on information provided to us by the project team, the school will have a maximum of 150 primary school pupils over Year 4, 300 secondary students and 48 total staff. The school's bicycle parking requirements are provided at Table 6

Table 6: Statutory Bicycle Parking Requirement

Use	Statutory Requirement	No. Staff/ Students	Requirement
Primary Students (over year 4)	1 to each 5	150	30
Secondary Students	1 to each 5	300	60
Staff	1 to each 20	48	2
<b>Total</b>			<b>92</b>

A total of 46 double sided bicycle rails are to be provided within the site which provides 92 bicycle parking spaces. As such, there is appropriate level of bicycle parking provided as part of the school development in accordance with the requirements under Clause 52.34 of the Planning Scheme.

Bicycle parking should be provided with dimensions in accordance with the dimensions set out under Clause 52.34 and the relevant Australian Standard (AS2890.3-2015). For horizontal double-sided rails, spaces are to be provided at 1,800mm lengths, 500mm widths (i.e., 1,000mm spacings) and with an adjacent accessway width of at least 1,500mm.

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## 7. Loading & Waste Considerations

### Loading & Buses

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

We expect that the proposed school will only require deliveries that are of a small and infrequent nature, which will most likely be undertaken by vans or small rigid vehicles (SRVs). We are satisfied that the proposed bus parking lane and/or drop-off/ pick-up lane will appropriately accommodate loading activities associated with this use.

The bus parking area is proposed along the sites eastern accessway which will serve up to 14.5m long buses. Buses are to enter the site via the southern access point, turn around, and exit via the southern access point in a forward direction.

Swept paths have been prepared and are attached at Appendix B, which demonstrate that a 14.5 metre long bus can satisfactorily complete the movement described above.

### Waste Collection

While a bin storage area is not identified on the plans, a number of locations within the site are suitable for given the site is designed to accommodate MRV access. Waste collection could occur either along the bus lane, or at another appropriate location within the school.

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## 8. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed school at 1585-1605 Mickleham Road, Yuroke, we are of the opinion that:

- a) the proposed car parking provisions exceed the statutory car parking requirements,
- b) the proposed car parking provision exceeds the anticipated car parking demands based on an empirical assessment when accounting for drop-off/pick-up parking demands,
- c) the proposed parking layout and access arrangements accord with the requirements of Clause 52.06-9 of the Planning Scheme, AS2890.1:2004 (where relevant) and good current traffic engineering practice,
- d) adequate provision has been made for all vehicles to enter and exit the site in a forward direction,
- e) the primary (southern) access connection is to be provided with designated right-turn and left turn lanes, and the secondary (northern) access is to be provided with a basic left turn treatment to meet the relevant Austroads Guide warrants,
- f) the primary (southern) access connection will ultimately connect with the future IN-04 signalised intersection that is identified in the Craigieburn West PSP/ICP,
- g) traffic generated by the proposed school can be accommodated on the surrounding road network and intersections without any adverse impacts, subject to turning provisions at the vehicle accesses being constructed as recommended previously,
- h) bicycle parking is to be provided in accordance the requirements set out at Clause 52.34 of the Planning Scheme,
- i) appropriate loading and waste collection arrangements can be accommodated on-site, and
- j) there are no traffic engineering reasons why a planning permit for the proposed school at 1585-1605 Mickleham Road, Yuroke, should be refused, subject to appropriate conditions.

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# Appendix A

## Development Plans

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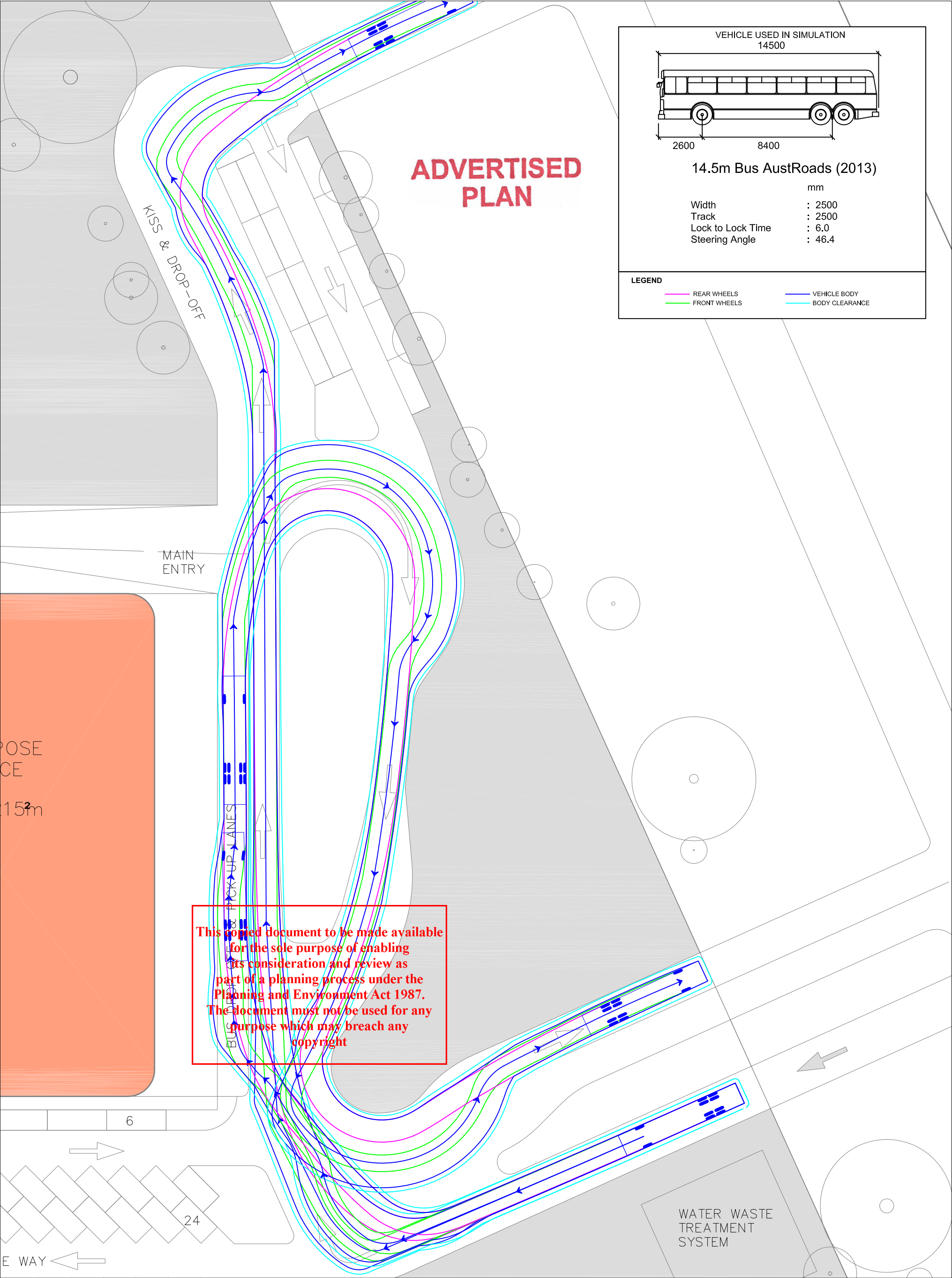


# Appendix B

## Swept Path Diagrams

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VEHICLE USED IN SIMULATION  
14500

14.5m Bus AustRoads (2013)

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 46.4

**LEGEND**

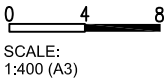
REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	23/06/2023	INITIAL ISSUE	DFT	BC (RPE7582)

**1585-1605 MICKLEHAM ROAD, YUROKE**  
**PROPOSED SCHOOL**

**GENERAL NOTES:**  
BASE PLANS PREPARED BY MCGLASHAN EVERIST,  
RECEIVED 19/06/2023

**FILE NAME:** G32332-01  
**SHEET NO.:** 01



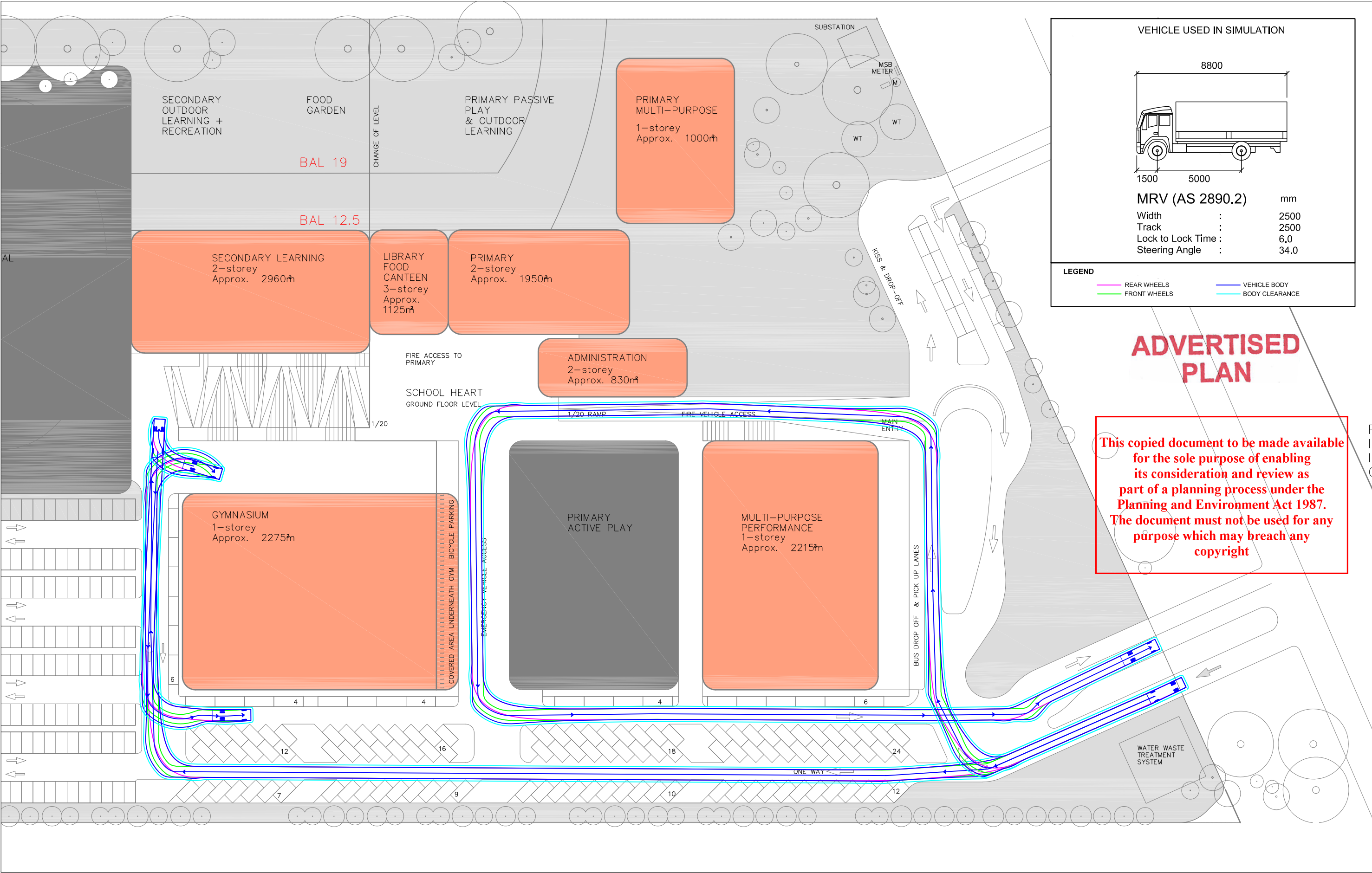
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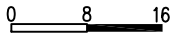
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**SCALE:**  
1:800 (A3)

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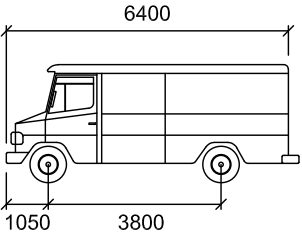
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VEHICLE PROFILE

VEHICLE USED IN SIMULATION



SRV (AS 2890.2) mm

Width

:

2300

Track

:

2300

Lock to Lock Time

:

6.0

Steering Angle

:

38.0

LEGEND

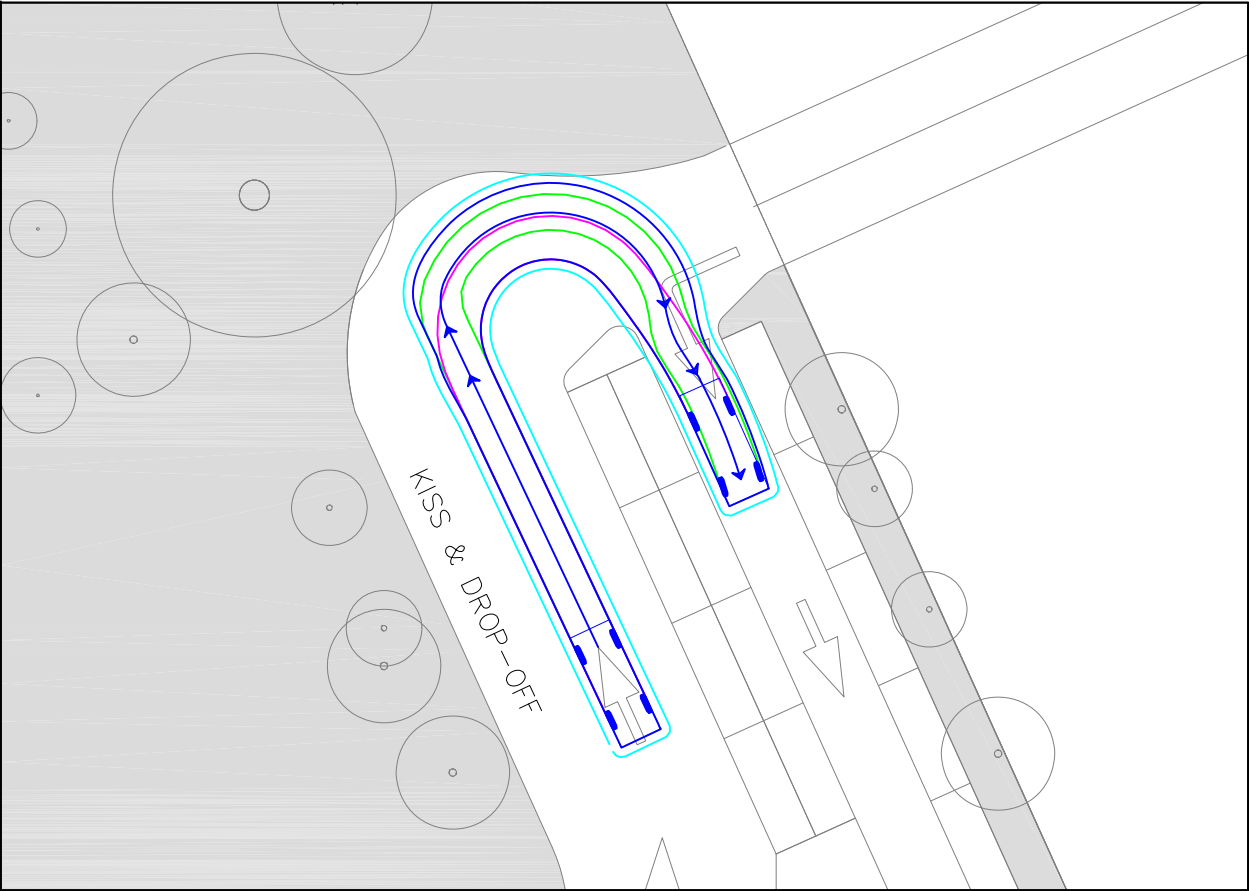
REAR WHEELS

FRONT WHEELS

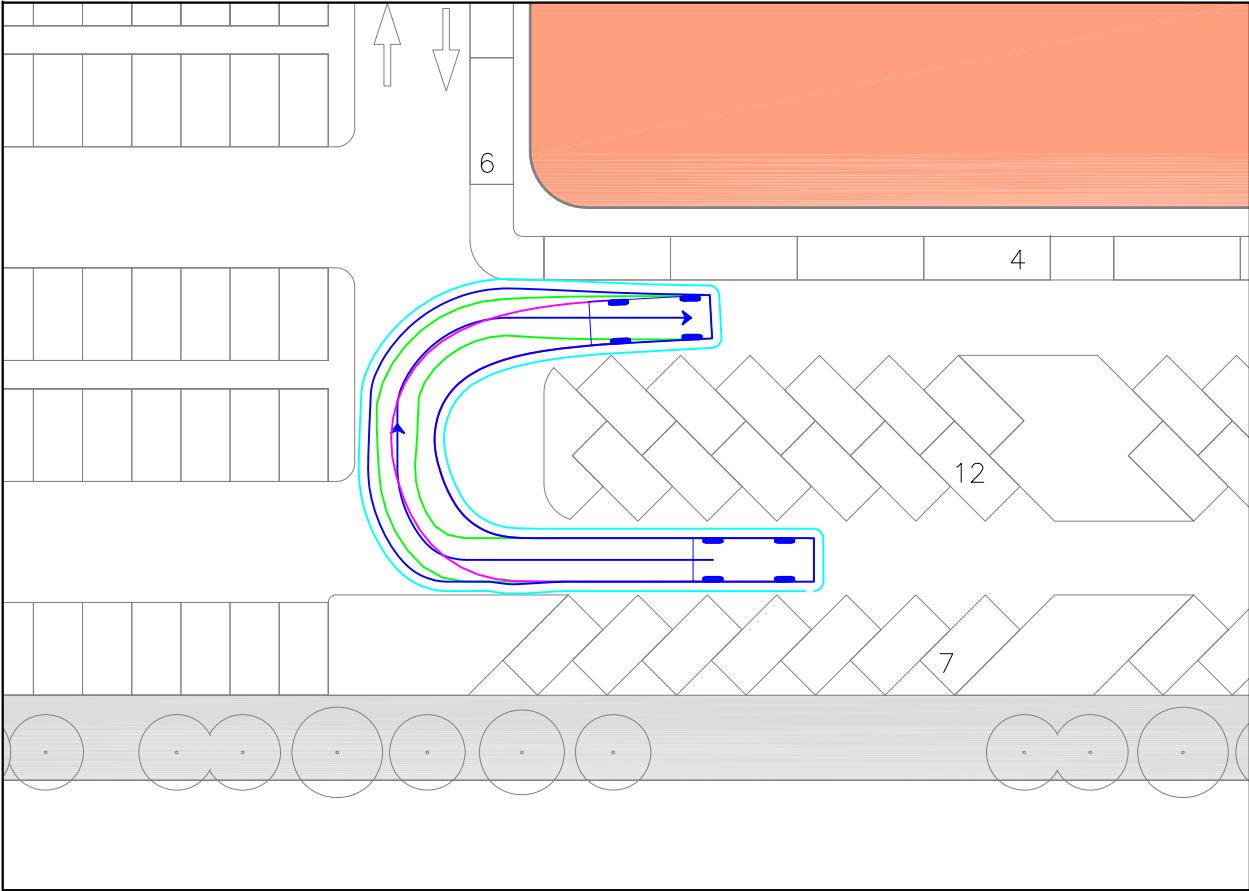
VEHICLE BODY

BODY CLEARANCE

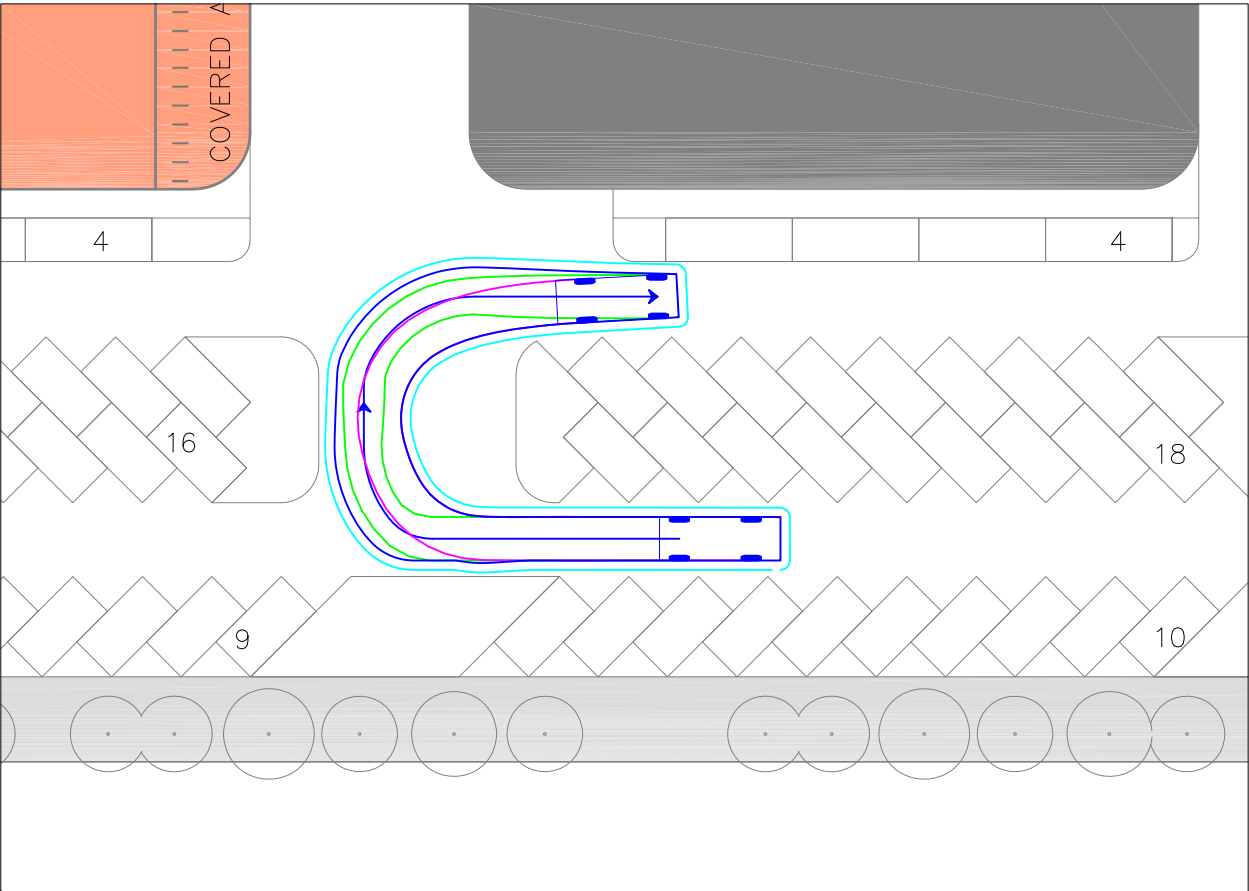
CRITICAL SRV MOVEMENT - U-TURN AT DROP-OFF/ PICK-UP AREA



CRITICAL SRV MOVEMENT - U-TURN WITHIN CARPARK



CRITICAL SRV MOVEMENT - U-TURN WITHIN CARPARK



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1585-1605 MICKLEHAM ROAD, YUROKE  
PROPOSED SCHOOL

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0 4 8

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