

SANFL TALENT AND COMMUNITY FACILITY
LOT 5066 TURNER DRIVE, WEST LAKES

TRAFFIC AND PARKING REPORT

CIRQA™

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DOCUMENT CONTROL

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Client:	South Australian National Football League Inc.
Client contact:	James Bayer

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CIRQA Pty Ltd
ABN 17 606 952 309
PO Box 144, Glenside SA 5065
150 Halifax Street, Adelaide SA 5000
(08) 7078 1801
www.cirqa.com.au

1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed mixed-use sports training facility at Lot 5066 Turner Drive, West Lakes. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Walter Brooke Architects (Project no. 22-0555, Drawing no. DA-003, DA-004, DA-100 & DA-101, Rev A, dated 12 February 2024, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the northeast side of the intersection of Turner Drive and Troubridge Drive in West Lakes. The site is bounded by commercial development to the north, Phillips Street to the east, vacant land and Troubridge Drive to the south and Turner Drive to the west.

The Planning and Design Code identifies that the site is located within an Urban Neighbourhood Zone, with the following Overlays applicable:

- Airport Building Heights (Regulated) (All structures over 110 metres);
- Advertising Near Signalised Intersections;
- Affordable Housing;
- Hazards (Flooding - General);
- Noise and Air Emissions;
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development; and
- Urban Transport Routes.

The subject site is currently occupied by vacant land and a hotel development (the Mosaic Hotel), with an associated 58-space parking area. Vehicle access is provided via three separate access points on Turner Drive.

Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

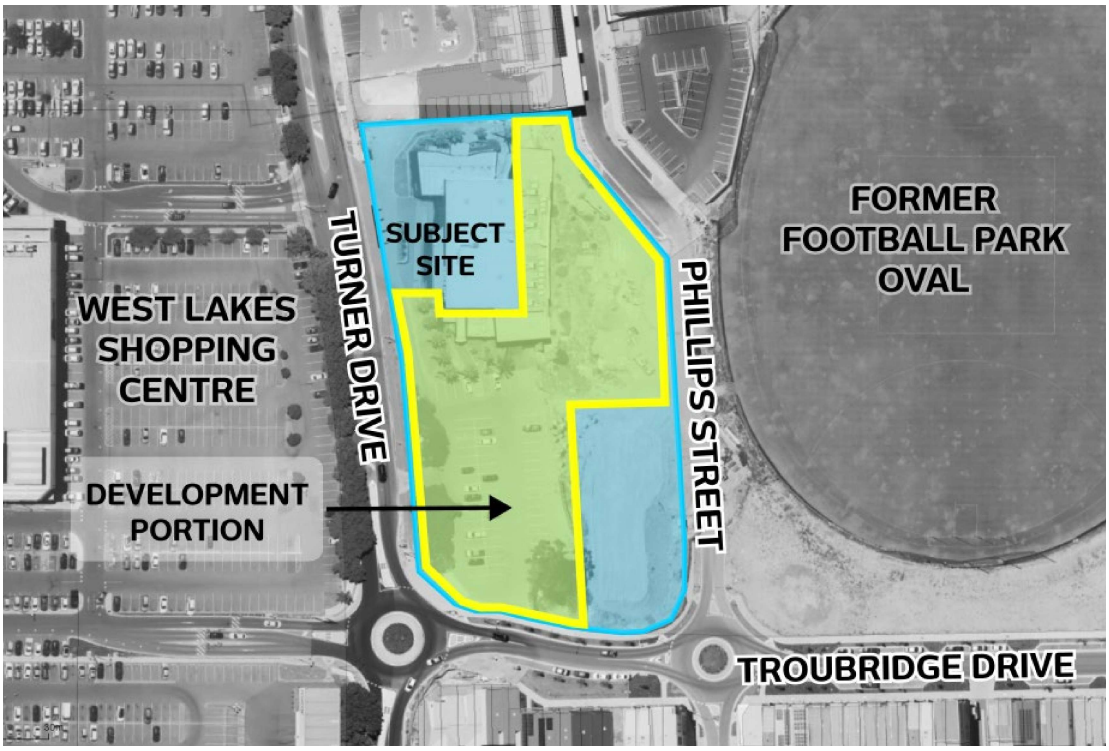


Figure 1 – Location of the subject site with respect to the adjacent road network

2.2 ADJACENT ROAD NETWORK

Turner Drive is a distributor road under the care and control of the City of Charles Sturt. Adjacent the site, Turner Drive comprises two traffic lanes in each direction, separated by a painted central median. Traffic data obtained from the Department for Infrastructure and Transport (DIT) indicates that Turner Drive (within the vicinity of West Lakes Boulevard) has an Annual Average Daily Traffic (AADT) volume in the order of 11,300 vehicles per day (vpd), of which approximately 5.9% are commercial vehicles. The default urban speed limit of 50 km/h applies on Turner Drive.

Troubridge Drive is a local road under the care and control of the City of Charles Sturt. Troubridge Drive comprises a 7.2 m wide carriageway (approximate) with a single traffic lane in each direction. Indented on-street parking (parallel) is provided intermittently on both sides of the roadway. A 40 km/h Area speed limit applies on Troubridge Drive.

Phillips Street is a local road under the care and control of the City of Charles Sturt, albeit it is understood that the section of Phillips Street located between the prolongation of the centreline of the Football Park Oval and Troubridge Drive is yet to be vested in Council and is therefore currently a private road (under the

ownership of Commercial & General) which is open to the public (at the time of writing). Adjacent the site, Phillips Street comprises a 7.2 m wide carriageway (approximate) with a single traffic lane in each direction. Indented on-street parking (parallel) is provided intermittently on both sides of the roadway. A 40 km/h Area speed limit applies on Phillips Street.

Turner Drive, Troubridge Drive and an access driveway for the West Lakes Shopping Centre meet at a four-way single-lane roundabout.

Troubridge Drive and Phillips Street meet at a four-way single-lane roundabout.

2.3 WALKING, CYCLING AND PUBLIC TRANSPORT

Sealed footpaths are provided on the eastern side of Turner Drive and on both sides of Troubridge Drive and Phillip Street, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists.

Public transport services also operate within close proximity to the subject site. Specifically, high-frequency bus services operate from the nearby West Lakes Centre Interchange (approximately 170 m from the subject site) and along West Lakes Boulevard, with existing stops (Stop 33C West Lakes Boulevard – North and South) located within 200 m of the subject site. Bus routes servicing these stops include:

- 110/112 – West Lakes to City;
- 115/155/288/H30C/X30C – West Lakes Centre Interchange to City;
- 117 – Port Adelaide Interchange to City;
- 157/157X – Largs Bay to City;
- 371 – West Lakes Centre Interchange Clockwise Loop;
- 372 – West Lakes Centre Interchange Anti-Clockwise Loop;
- 376 – West Lakes Centre Interchange to Delfin Island Anti-Clockwise Loop;
- 661 (School service) – Nazareth College to Delfin Island;
- H30/X30 – West Lakes Centre Interchange to Paradise Interchange;
- H30S/X30S – West Lakes Centre Interchange to Newton;
- J7/J8 – West Lakes Centre Interchange to Marion Centre Interchange;
- J7M – West Lakes Centre Interchange to Camden Park; and
- N30 (after midnight service) – West Lakes Centre Interchange to City.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the construction of a mixed-use facility including administration, training and function areas, as well as associated access and parking provisions. The development includes use of an existing sports oval (the former Football Park playing field), which will be repurposed as a training and match venue for the SANFL's youth talent programs. The site's parking area is proposed to be shared with the Mosaic Hotel at 37 Turner Drive. The specific areas associated within the development are identified in Appendix A.

Information provided by the Client regarding the operation of the proposed facility is as follows:

- the administration area will typically be staffed by 5 employees;
- 70 participants and 10 coaches are involved in SANFL Under 16 and Under 18 talent programs;
- daytime functions will accommodate up to 40 guests; and
- weekend functions will accommodate up to 100 guests.

3.2 ACCESS AND PARKING DESIGN

The 58 parking spaces associated with the Mosaic Hotel's existing parking area are proposed to be retained and incorporated within the development's parking provisions. In total, 136 parking spaces are proposed across the development, with parking distributed between two separate areas as follows:

- main car park – 122 spaces, inclusive of two (2) spaces reserved exclusively for use by people with disabilities, located south of Mosaic Hotel building; and
- Mosaic Hotel staff car park – 14 spaces located within the basement of the Mosaic Hotel building.

A further 18 bicycle parking spaces are also proposed. The parking area will comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2022) in that:

- regular parking spaces will be 2.5 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);

- the disabled parking spaces will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- 'small car only' parking spaces will be at least 2.3 m wide and 5.0 m long;
- the parking aisles will be at least 5.8 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's access point.

Vehicle access to the main car park will be provided via a relocated two-way crossover on Turner Drive (the redundant crossover will be reinstated as upright kerb). The relocated access point will accommodate two-way movements, with entering vehicles able to be driven past another vehicle stored waiting to exit the site. All vehicles will be able to enter and exit the main car park in a forward direction.

Vehicle access to the Mosaic Hotel basement (staff) parking area will be provided via the existing crossovers on Turner Drive. The plans in Appendix B illustrate the turn paths for light vehicles to enter the Mosaic Hotel basement parking area, access parking spaces and exit in a forward direction.

3.3 SITE SERVICING

Deliveries to the proposed development will be undertaken by vehicles up to 8.8 m in length, such as Medium Rigid Vehicles (MRV), and accommodated within an on-site loading area. The loading area will operate when deliveries are scheduled (typically weekday mornings) and will accommodate regular parking outside of loading area operating times (controlled by parking control signs and pavement marking).

Refuse collection will be undertaken by a private waste contractor via the on-site loading area, with manoeuvres by an 11 m long refuse collection vehicle accommodated on site. It is anticipated that such movements would be undertaken during loading area operating times (or outside of business hours when few or no parked vehicles are on site).

The plans in Appendix C illustrate the turn paths for commercial vehicles to enter, exit and circulate through the site in a forward direction.

4. PARKING ASSESSMENT

4.1 PLANNING AND DESIGN CODE

The subject site is located within the Urban Neighbourhood Zone, therefore, in accordance with "*Table 2 - Off-Street Car Parking Requirements in Designated Areas*" of the Planning and Design Code, the site is located within a Designated Area. The following car parking rates are therefore applicable to the proposed development (to meet the Deemed-to-Satisfy/Designated Performance Feature criteria):

- non-residential development (excluding tourist accommodation):
  - minimum of 3 spaces per 100 m^2 of gross leasable floor area; and
  - maximum of 5 spaces per 100 m^2 of gross leasable floor area.

The proposed increase in gross leasable floor area across the development is 2,185 m^2. Based on this floor area and the above rates, the proposed facility would be associated with a theoretical minimum requirement for 66 additional parking spaces (and no more than 110 additional spaces). Given that an additional 78 parking spaces are accommodated as part of the development, the proposed parking area would meet the theoretical DTS/DPF requirements of the Planning and Design Code.

4.2 FIRST PRINCIPLES

A significant proportion of the land use components within the proposed facility (and the proposed uses associated with the highest levels of parking demand) will be either partially or wholly ancillary to football activities (training and matches) on the adjacent oval. Given that there is no specific parking requirement identified in the Planning and Design Code for the use of the oval, to consider the realistic parking demand associated with the proposal an assessment has been made of typical parking demand associated with community oval uses, as well as the parking demand specific to the activities proposed by the SANFL.

4.2.1 TRAINING PARKING DEMAND

To consider the realistic parking demand associated with football activities at the subject site, a survey of training and match-day travel modes was undertaken amongst the SANFL talent program's 70 participants (currently based at Thebarton Oval). The survey identified that approximately 35 participants travel to training in private vehicles that are parked at or in the vicinity of the training venue, with the remaining 35 participants being dropped off by parents or carpooling with others. The survey data suggests a peak training session parking demand in the order of 45 spaces (including consideration of coaches' vehicles), which would be readily accommodated within the additional 78 parking spaces proposed by the development.

It should be noted that, should training uses coincide with office hours and on-site functions (which would be a rare occurrence) demand for up to 16 additional parking spaces could be experienced (i.e. up to 8 spaces associated with the office floor area, based on the general parking rates within the Planning and Design Code, and 8 spaces associated with the function area, based on a capacity of 40 people and the 'meeting hall' parking rate in the Planning and Design Code of 0.2 spaces per seat). This indicates that the potential peak parking demands on weekdays will be readily accommodated by the proposed parking provisions.

4.2.2 MATCH-DAY PARKING DEMAND

The typical peak parking demand for an Australian Rules Football playing field is 100 to 120 spaces. However, this rate is based on demand associated with competitive community league matches (and includes consideration of parking associated with players, coaches, officials and club supporters, as well as the overlap in demands between two matches). The SANFL talent programs comprise Under 16 and Under 18 groups which compete in underage National Championships, with no involvement in regular 'home and away' competitions and involvement only in trial matches held against underage teams associated with SANFL-affiliated clubs and occasional matches against interstate teams (i.e., underage State representative teams). Given the absence of a supporter base (other than the parents and friends of players who are likely to travel to/from the site in the same vehicle as that of the player) and the programs' lack of involvement in regular matches for competition points, SANFL talent program fixtures generate significantly less parking demand than community league fixtures.

The survey of SANFL talent program participants identified that around 48 participants (or 70%) travel to home matches in private vehicles that are parked at the match venue, with the remaining 22 participants being dropped off by family or carpooling with others.

Assuming that 90% of personnel associated with four (4) teams (of 22 players plus 5 coaches/officials) may be on site during a brief peak overlap period between matches, that all coaches/officials will drive, and assuming a parking demand equivalent to 70% of player/participant numbers, it is estimated that peak match day parking demand could be in the order of 74 vehicles (albeit experienced over a very brief time period). Given that an additional 78 parking spaces are accommodated as part of the development, the proposed parking area would satisfy the typical peak parking demands associated with matches at the oval.

Matches against interstate teams are expected to generate significantly less parking demand, given that visiting teams are more likely to access the site via bus or by carpooling, with much lower rates of attendance by family and friends.

It should be noted that parking demand associated with the development's office and function centre uses has not been included in assessment of typical peak match-day parking demand, given that the office will be closed on weekends and parking demand associated with the infrequent function centre events held at the facility on match days are unlikely to coincide with the very brief changeover period between two afternoon matches. Therefore, the above assessment (i.e. demand for 74 spaces) is considered to capture the development's typical weekend parking demands.

Based on the demand forecasts above, the proposed extended parking area would satisfy the additional parking demands associated with both weekday trainings and weekend matches at the oval.

4.3 BICYCLE PARKING

The Planning and Design Code identifies the following bicycle parking rates applicable to the proposed uses within the development:

- **office** - 1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors;
- **indoor training facility -** 1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors; and
- **function centre** - 1 per 20 employees, plus 1 per 60 m^2 total floor area.

Based on the proposed office, indoor training facility and function centre floor areas (and assuming that areas such as changerooms, treatment rooms and storage areas are ancillary to football/training activities), the bicycle parking requirements associated with each of the development's uses have been calculated and are illustrated in Table 1.

Table 1 – Bicycle parking calculations for each proposed use based upon rates identified by the Planning and Design Code

Use	Qty	9:00am-4:00pm weekday parking requirement	4:00pm-8:30pm weekday parking requirement	Weekend daytime parking requirement	Weekend evening parking requirement
Office	184 m^2	3 spaces	3 spaces	-	-
Training Facility	1,370 m^2	-	9 spaces	9 spaces	-
Function centre	279 m^2	6 spaces	-	-	6 spaces
Total		**9 spaces**	**12 spaces**	**9 spaces**	**6 spaces**

The proposal will provide 9 bicycle parking rails (accommodating 18 bicycles), which is considered sufficient to accommodate the development's theoretical bicycle parking demand of 18 spaces, albeit the development's peak bicycle parking demand is unlikely to exceed 12 spaces (as shown in Table 1).

5. TRAFFIC ASSESSMENT

As with the parking assessment, there is not a single traffic generation rate applicable to the overall proposed facility. Furthermore, traffic generation studies and guidelines typically utilised by traffic consultants, such as the RTA's "Guide to Traffic Generating Developments" (the RTA Guide), do not identify specific rates directly applicable to the training facility and oval uses (which is associated with a significant proportion of the site's traffic generation). Accordingly, a 'first principles' assessment of traffic generation has been undertaken based on the following assumptions:

- office use:
  - all 5 office employees will access the site in a separate vehicle in the am and pm peak hours for the site;
  - the office will operate on weekdays only;
- function use:
  - weekday functions will have a typical maximum capacity of 40 patrons;
  - weekday functions will typically be held at lunchtime and therefore the function peak hour may coincide with the am and/or pm peak hour for the site;
  - weekend functions will have a maximum capacity of 100 patrons;

- weekend functions will be held during the evenings (and will not coincide with other site uses) but will likely generate traffic during the am and pm peak hour for the site (associated with venue set-up and deliveries), therefore functions are forecast to generate approximately half of function peak hour traffic generation during the am and pm peak hours for the site;
- 90% of function patrons will enter/leave the site during the function peak hour;
- 40% of patrons will drive to the site (and park), either as a driver or passenger, with an average occupancy of 2.5 patrons per vehicle (these movements are associated with a single arrival or departure trip in the peak hour – i.e. the associated patrons attend the site for over an hour);
- 60% of patrons will be driven to/from the site either by taxi, private vehicle or similar (these movements are assumed to have an average occupancy of three patrons per vehicle and be associated with both an arrival and departure trip in the peak hour (for instance, a taxi arrives at the site, drops off or picks up patrons and then departs within a short period of time);

- weekday afternoon trainings:
  - 10 talent program coaches/staff will access the site in a separate vehicle for weekday training in the same (pm) peak hour as talent program participants;
  - 90% of talent program participants will access the site during the (pm) peak hour;
  - 30% of talent program participants will generate two vehicle trips in the pm peak hour (player dropped and left), 45% will generate a single pm peak hour trip (park and stay) and the remaining 25% will carpool with the aforementioned players (and not generate any additional trips), based on show-of-hands survey data;
- weekend matches:
  - 2 teams of 22 players and 5 coaches/officials will access the site in the am site peak hour;
  - 4 teams of 22 players and 5 coaches/officials will access the site in the pm site peak hour;
  - 5 coaches/officials (per team) will access the site in a separate vehicle in the same am and pm peak hours as players; and
  - 20% of players will generate two vehicle trips in the am and pm peak hours (player dropped and left), 70% of players will generate a single pm peak hour trip (park and stay) and the remaining 10% will carpool with the aforementioned players (and not generate any additional trips), based on show-of-hands survey data.

Based on the above assumptions, the forecast traffic volumes for proposed site uses are illustrated in Table 2 and Table 3 below.

Table 2 – Forecast traffic generation associated with typical weekday uses at the site

Use	AM Peak Hour	PM Peak hour
Office	5 trips	5 trips
Training Facility/Oval	-	77 trips
Function centre	21 trips	21 trips
Total	**26 trips**	**103 trips**

Table 3 – Forecast traffic generation associated with typical weekend uses at the site

Use	AM Peak Hour	PM Peak hour
Office	-	-
Training Facility/Oval	59 trips	117 trips
Function centre	26 trips	26 trips
Total	**85 trips**	**143 trips**

Based on Table 2 and Table 3, it is forecast that there could be a total of 26 am and 103 pm peak hour movements associated with weekday operations at the facility and a total of 85 am and 143 pm peak hour movements associated with weekend operations. It should be noted that the realistic level of traffic generated by the development will be notably lower than indicated by the above theoretical assessment, given that the assessment above assumes training and match days at the site will coincide with full-capacity function days (which would be an infrequent occurrence). Nevertheless, the above forecasts provide a conservative basis for the traffic assessment.

The forecast movements would be distributed between Turner Drive and Phillips Street (for drop-off and pick-up activity). Given the distribution of traffic movements between the site's access points and public road frontages, the level of impact on each of the access points and adjacent intersections is considered

to be low (particularly given that the roundabouts on Turner Drive provide alternative opportunities for left turns out of the site, should delays be experienced for right turn egress). Furthermore, the development's peak traffic generation will occur in mid-afternoon (during changeover time between matches) and is unlikely to coincide with peak hour on Turner Drive and the nearby West Lakes Shopping Centre (which experience a weekend peak hour around midday).

Based on the above, it is considered that vehicle movements generated by the proposed development will be readily accommodated on the adjacent road network with minimal impact upon its operation.

6. SUMMARY

The proposal comprises the construction of a mixed-use training facility with associated access and parking provisions. Vehicle access to the site will be provided via a two-way crossover and separated ingress and egress crossovers on Turner Drive. The site has been designed such that all movements can enter and exit in a forward direction.

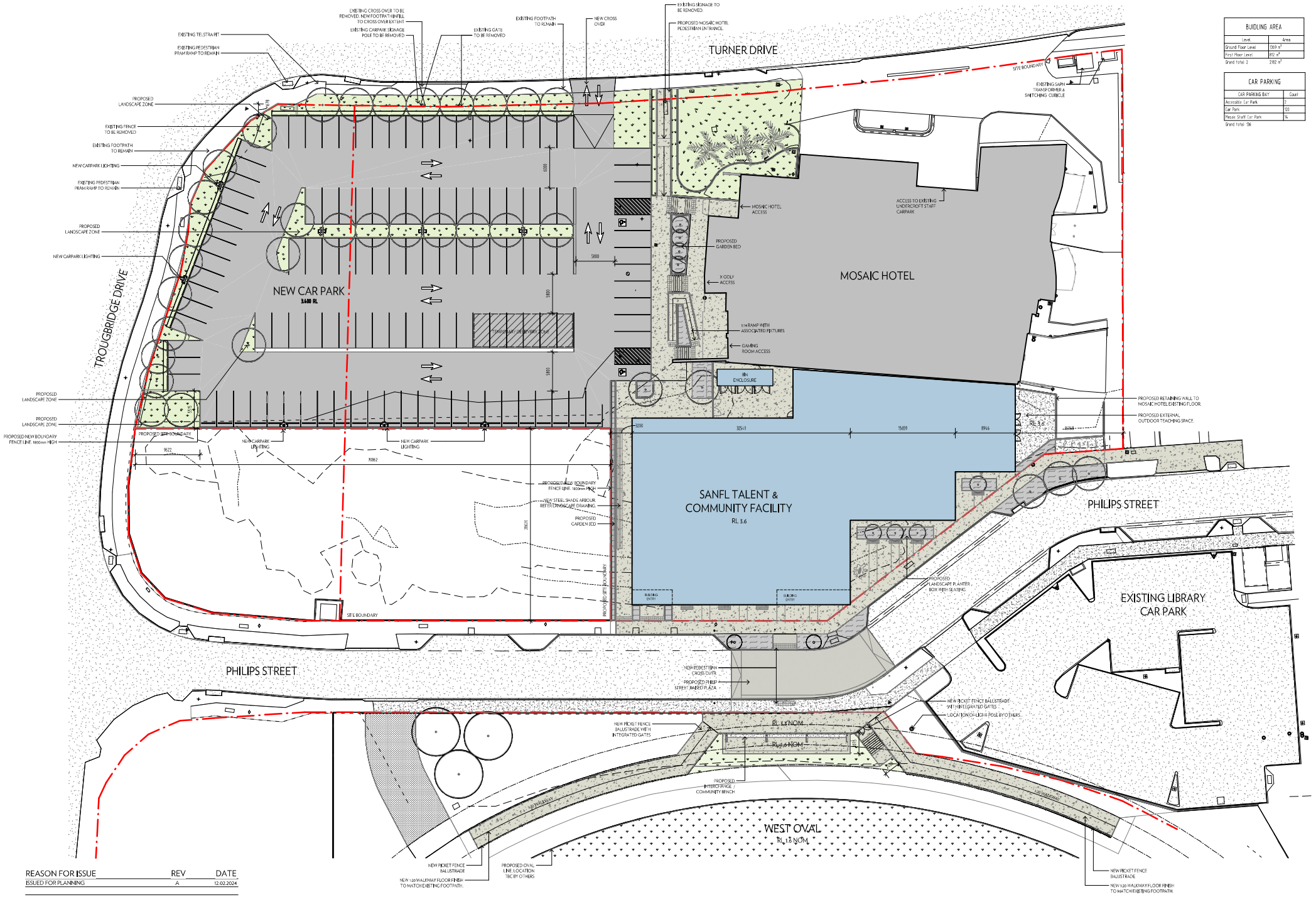
A total of 136 parking spaces will be provided on site. Such a provision will satisfy the parking requirements of the Planning and Design Code, as well as the realistic parking demands associated with the development's various uses. The parking area will be provided in accordance with the relevant Australian Standard.

Nine (9) bicycle rails will also be provided on-site, which is considered appropriate to accommodate likely peak bicycle parking demands associated with the site's uses.

The proposal is forecast to generate in the order of 26 am and 103 pm additional weekday peak hour trips and 85 am and 143 pm additional weekday peak hour trips. Such movements will be readily accommodated at the site's access points and on the adjacent road network.

APPENDIX A

PLANS PREPARED BY WALTER BROOK ARCHITECTS



BUIDLING AREA	
Level	Area
Ground Floor Level	1369 m²
First Floor Level	892 m²
Grand total: 2	2182 m²

CAR PARKING	
CAR PARKING BAY	Count
Accessible Car Park	2
Car Park	120
Mosaic Staff Car Park	14
Grand total: 136	

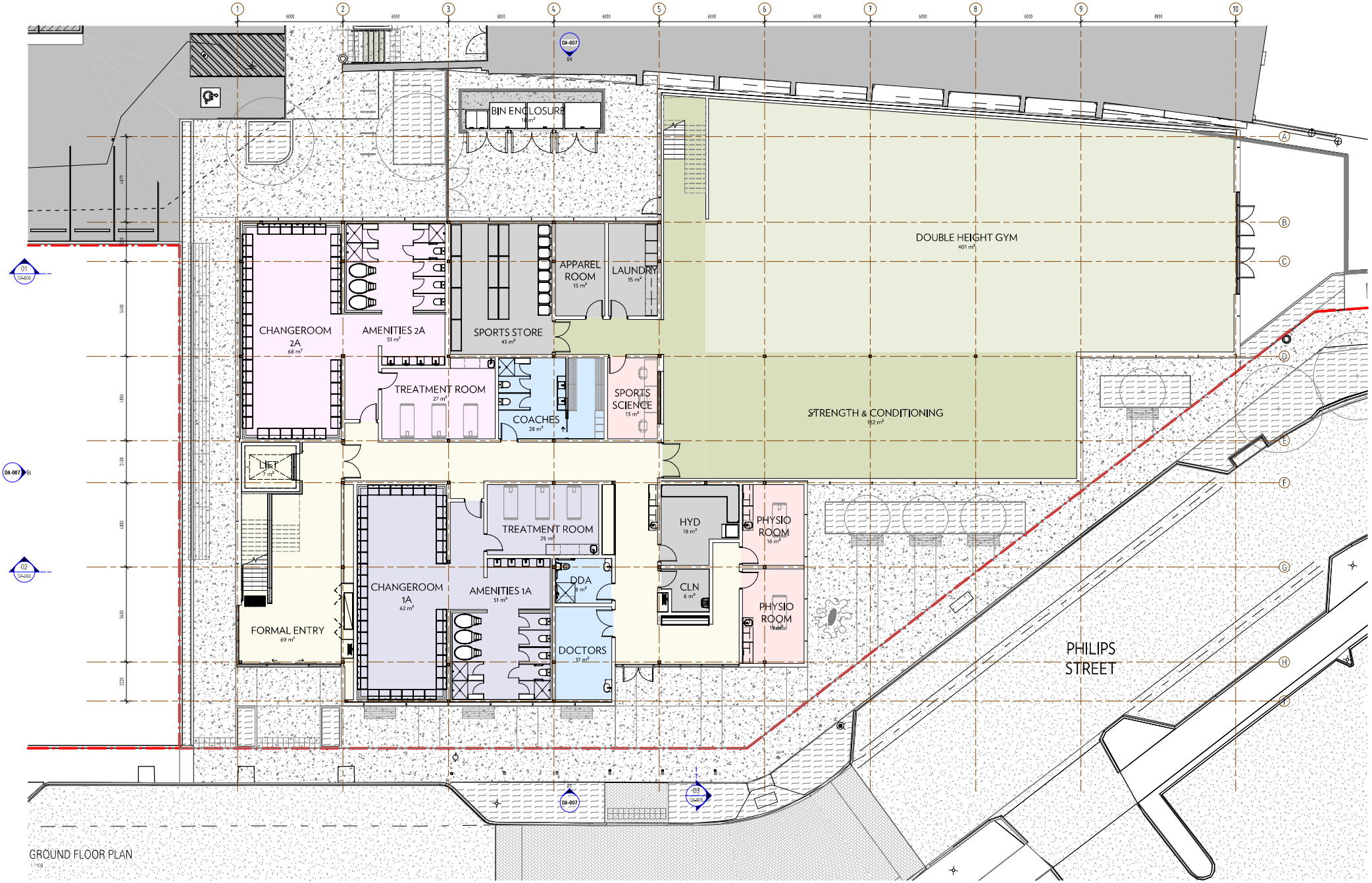
REASON FOR ISSUE	REV	DATE
ISSUED FOR PLANNING	A	12.02.2024

PRELIMINARY

WALTER BROOKE
ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

SANFL - Talent & Community Facility
Philips Street, West Lakes, 5021

SITE PLAN - PROPOSED	DRAWING	DA-003
12.02.2024	REVISION	A
1 : 250 @A1	PROJECT	22-0555



GROUND FLOOR PLAN

1:100

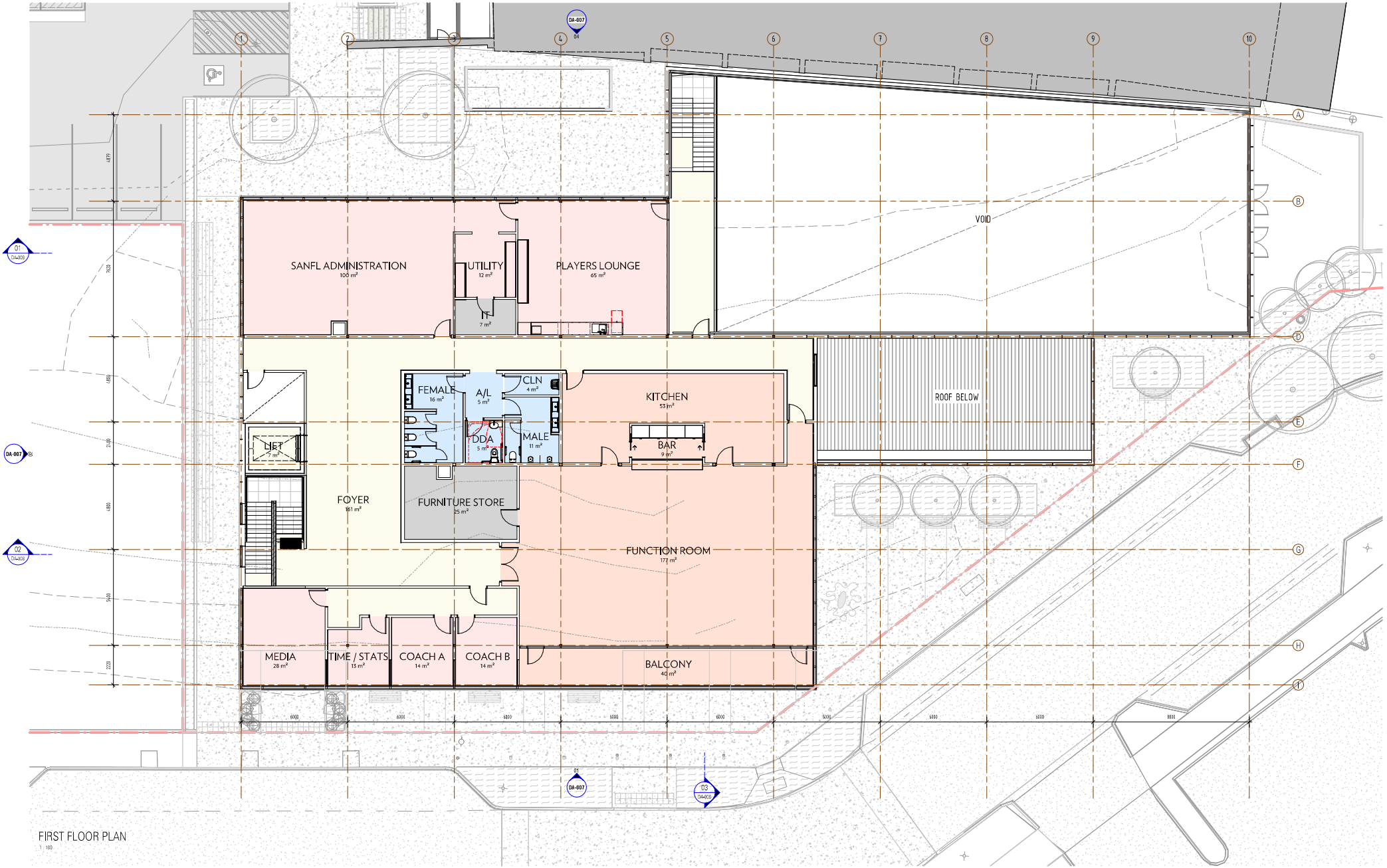
REASON FOR ISSUE	REV	DATE
ISSUED FOR PLANNING	A	12.02.2024

PRELIMINARY

WALTER BROOKE
ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

SANFL - Talent & Community Facility
Philips Street, West Lakes, 5021

GROUND FLOOR - OVERALL	DRAWING —	DA-004
12.02.2024	REVISION —	A
1 : 100 @A1	PROJECT —	22-0555



FIRST FLOOR PLAN

1 : 100

REASON FOR ISSUE	REV	DATE
ISSUED FOR PLANNING	A	12.02.2024

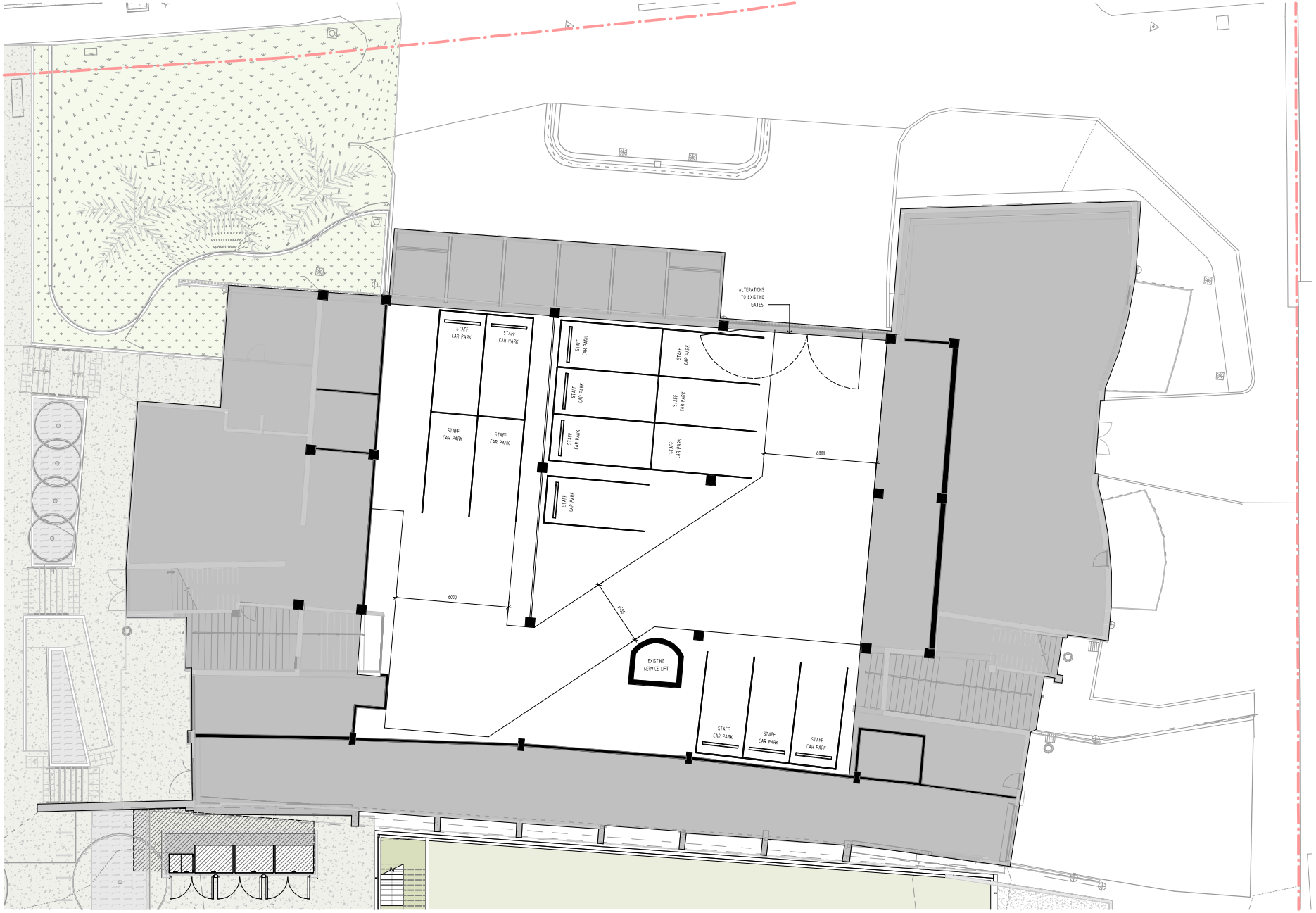
PRELIMINARY

WALTER BROOKE

ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

SANFL - Talent & Community Facility
Philips Street, West Lakes, 5021

FIRST FLOOR - OVERALL	DRAWING —	DA-005
12.02.2024	REVISION —	A
1 : 100 @A1	PROJECT —	22-0555



REASON FOR ISSUE	REV	DATE
ISSUED FOR PLANNING	A	12.02.2024

PRELIMINARY

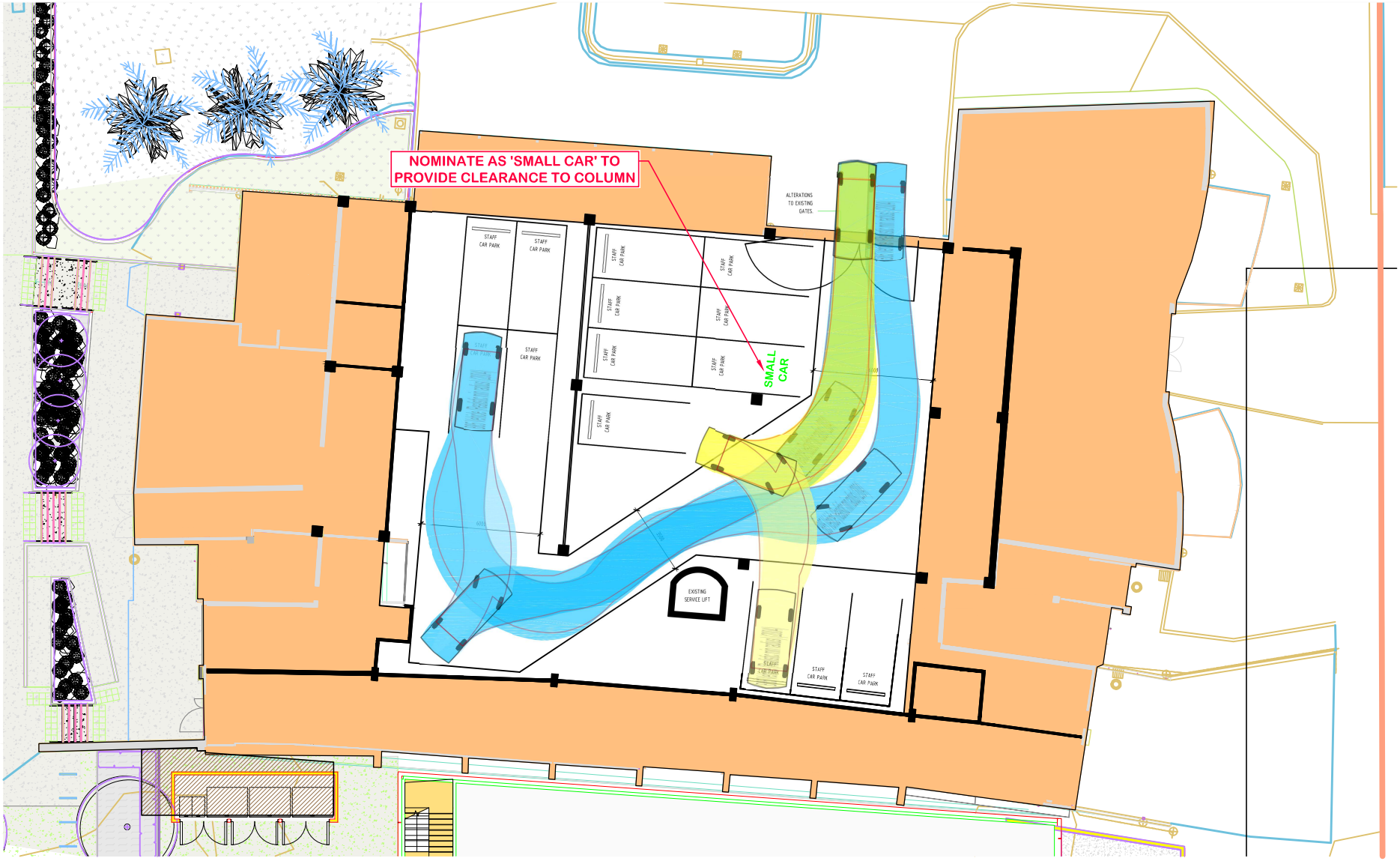
WALTER BROOKE
ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

SANFL - Talent & Community Facility
Philips Street, West Lakes, 5021

MOSAIC STAFF CAR PARKING PLAN	DRAWING —	DA-101
12.02.2024	REVISION —	A
1 : 100 @A1	PROJECT —	22-0555

APPENDIX B

TURN PATH DIAGRAMS (B85 VEHICLE)



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DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
B	20/10/2023	FOR REVIEW	ABH	CGB
D	09/02/2024	FOR SUBMISSION	ABH	CGB

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SANFL TALENT FACILITY

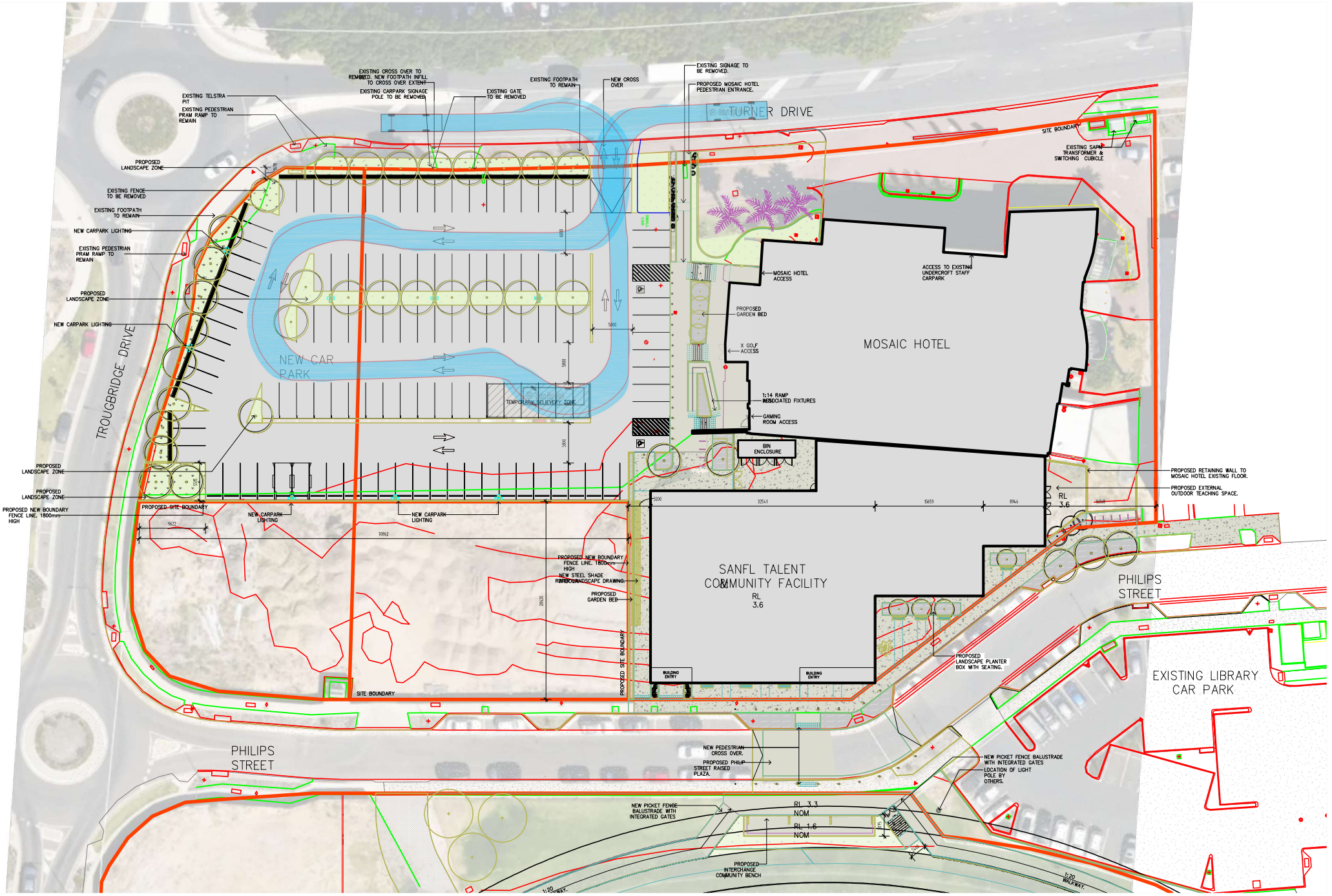
LOT 5066 TURNER DRIVE, WEST LAKES

MOSAIC BASEMENT - LIGHT VEHICLE MOVEMENTS (B85)

PROJECT # 23068 SHEET # 01_SH03

APPENDIX C

TURN PATH DIAGRAMS
(8.8 m MRV AND 11 m REFUSE VEHICLE)



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DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
B	20/10/2023	FOR REVIEW	ABH	CGB
C	24/10/2023	FOR REVIEW	ABH	CGB
D	09/02/2024	FOR SUBMISSION	ABH	CGB

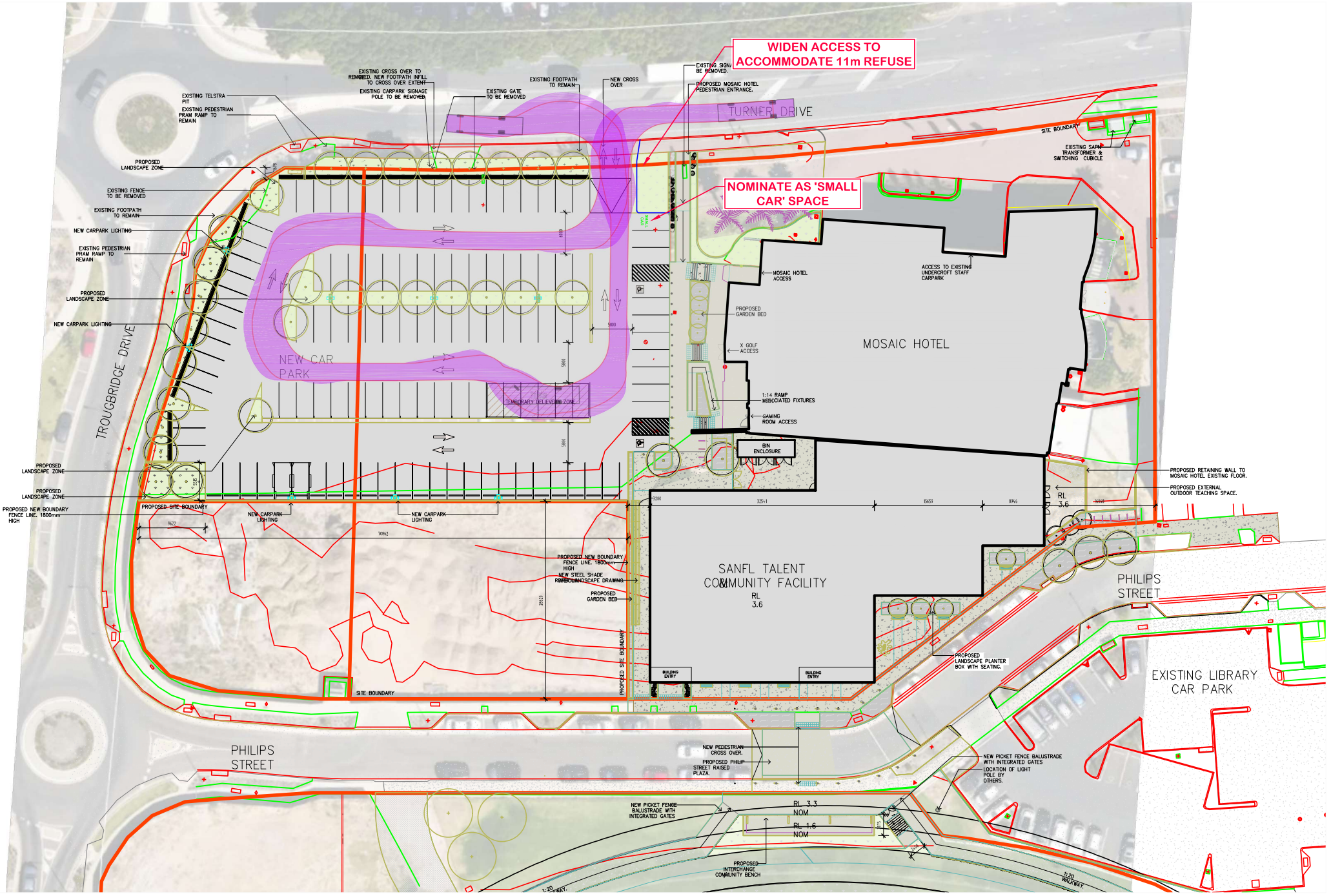
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SANFL TALENT FACILITY

LOT 5066 TURNER DRIVE, WEST LAKES
TURN PATH ASSESSMENT - 8.8m MRV

PROJECT # 23068 SHEET # 01_SH01



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DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
B	20/10/2023	FOR REVIEW	ABH	CGB
C	24/10/2023	FOR REVIEW	ABH	CGB
D	09/02/2024	FOR SUBMISSION	ABH	CGB

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SANFL TALENT FACILITY

LOT 5066 TURNER DRIVE, WEST LAKES
TURN PATH ASSESSMENT - 11m REFUSE VEHICLE

PROJECT # 23068 SHEET # 01_SH02