

CITY OF ARMADALE

AGENDA

OF TECHNICAL SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON WEDNESDAY, 1 OCTOBER 2025 AT 7.00PM.

OFFICIAL OPENING & ACKNOWLEDGEMENT OF COUNTRY

PRESENT:

- Cr K Busby (Chair)
- Cr S S Virk (Deputy Chair)
- Mayor R Butterfield
- Cr M J Hancock
- Cr P A Hetherington
- Cr J Joy JP
- Cr K Kamdar
- Cr S J Mosey

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

“For details of Councillor Membership on this Committee, please refer to the City’s website – [www.armadale.wa.gov.au/your council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read.

DECLARATION OF MEMBERS' INTERESTS

QUESTION TIME

Public Question Time is allocated for the asking of and responding to questions raised by members of the public.

Minimum time to be provided – 15 minutes (unless not required)

Policy and Management Practice EM 6 – Public Question Time has been adopted by Council to ensure the orderly conduct of Public Question time and a copy of this procedure can be found at <http://www.armadale.wa.gov.au/PolicyManual>

It is also available in the public gallery.

The public's cooperation in this regard will be appreciated.

DEPUTATION

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Technical Services Committee Meeting held on 1 September 2025 be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN

Outstanding Matters and Information Items

Various Items

Monthly Departmental Reports

Technical Services Works Programme

If any of the items listed above require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.

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TECHNICAL SERVICES COMMITTEE

1 OCTOBER 2025

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1.1 - RSL DELIVERY ACCESS - PROPOSED LOADING ZONE ON COMMERCE AVENUE

WARD : MINNAWARRA
FILE No. : M/552/25
DATE : 22 September 2025
REF : DC
RESPONSIBLE : Executive Director
MANAGER : Technical Services

In Brief:

- The Byford Rail Extension (BRE) project removed the long-standing informal delivery access previously used by the Armadale RSL.
- Without a replacement, the RSL cannot safely receive deliveries, creating operational and safety challenges for a volunteer-based organisation with significant community value.
- Officers and MetCONNx staff have assessed a variety of options, however there are limited options that meet the needs of all stakeholders.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

- 1.4.2 Encourage the provision of inclusive and accessible facilities, services and programs.
- 2.3.3 Protect and enhance the City's urban forest and tree canopy.

Legal Implications

Assessment of legislation indicates that the following is applicable:

- *Road Traffic Code 2000* – Part 12, Division 5, Section 151 – Stopping in loading zone
- *City of Armadale Parking and Parking Facilities Local Law* – Part 5.1 – Stopping in a Loading Zone

Council Policy/Local Law Implications

- *City of Armadale Parking and Parking Facilities Local Law* – Part 1.8 – Powers of the local government
- *City of Armadale Parking and Parking Facilities Local Law* – Part 2.1 – Determination of parking stalls and parking stations

Budget/Financial Implications

Nil

Consultation

- City of Armadale
- MetCONNx
- RSL
- Public Transport Authority (PTA)
- Transperth
- Road Safety Auditors

BACKGROUND

The Armadale RSL is located on the corner of Forrest Road and Commerce Avenue, within the Armadale Central Business District. The building sits on a constrained site adjacent to the rail reserve, which is under the management of the Public Transport Authority. Prior to the upgrade of the Armadale railway line, the Armadale RSL informally utilised adjacent land in the rail reserve to receive deliveries to their premises. With the upgrades to Armadale Station and associated bus infrastructure, the land has been repurposed into a station forecourt, and the loading area is no longer available. To ensure that the RSL can safely accept deliveries an alternative loading bay is required.

In May 2025, MetCONNx consulted with various stakeholders including the City, Public Transport Authority (PTA), the RSL and Transperth around loading bay options for this location. Through this process they investigated and assessed seven alternative options as part of the design development phase as outlined in Attachment 1 – RSL Delivery Bay Options. As outlined in this document, due to road safety issues or concerns from the PTA six of the seven options were assessed as unviable. Since this time, the construction of the station has continued with drainage and station forecourt infrastructure installed as per Attachment 2 – Site Photos.-City staff have also investigated other alternative locations, however these are not acceptable to the PTA or RSL.

Throughout the investigation process a goal of City staff has been to prioritise options which also preserve the tree canopy with the Central Business District.

DETAILS OF PROPOSAL

To facilitate the provision of a loading bay on Commerce Avenue immediately outside the RSL, the City of Armadale is being requested to approve the removal of one tree and the installation of the associated loading bay signage. If the creation of the loading bay and signage is approved by Council, this will ensure that the proposed parking restrictions are enforceable under the *City of Armadale Parking and Parking Facilities Local Law*.

The MetCONNx investigation into loading bay locations recommended that the only viable option that would meet the needs of the RSL is to convert the adjacent on-street parking into a loading bay. This design is outlined in Attachment 3 – Commerce Avenue Parking Signage and would be applicable on Tuesdays, Thursdays and Fridays from 6am – 12pm only, with the existing 30-minute restrictions to remain at other times. Due to the size of the trucks which service the RSL, a swept path analysis (included in Attachment 1 – RSL Delivery Bay Options) concluded that one tree would need to be removed to accommodate this movement.

This tree (referred to as Tree #226) is a mature spotted gum and has been assessed with a value of \$12,803.40 utilising the Halliwell Method. If Council resolve to proceed with the MetCONNx recommendation, MetCONNx have committed to funding and delivering seven advanced replacement trees in the immediate precinct, complete with temporary irrigation and an establishment maintenance program. MetCONNx will also coordinate the removal of the existing tree and installation of additional asphalt.

MetCONNx have requested a timely response from the City regarding the preferred provision of a loading bay to allow the construction to occur before they demobilise from the site. This is anticipated to be a staged approach from the line's opening date of October 12, 2025.

ANALYSIS

The installation of a loading bay immediately adjacent to the RSL on Commerce Avenue would offer the most convenient option for the RSL to accept deliveries from their suppliers, and could be promptly delivered by MetCONNx as part of their project works. This would achieve a prompt resolution to the RSL's concerns around the provision of a loading bay. Whilst there is a tree removal required, which would remove canopy from the streetscape, the offset planting proposed of advanced replacements would have positive impacts to the pedestrians moving around the local area.

Throughout the initial consultation process City staff, MetCONNx and the PTA explored several options that included access through the PTA bus station. Due to high volumes of bus and pedestrian movements the PTA has advised these solutions would not be acceptable.

In recent weeks, an alternative location has been identified on the opposite side of the road as per the Attachment 4 – Alternate Loading Bay Location. This would achieve a loading bay in close proximity to the RSL and not require the removal of any mature trees. To facilitate the required truck movements, a street light will have to be relocated and kerbing replaced, with the costs still to be determined. Investigation by a specialist contractor would be required to determine accurate costings, as due to the age of the infrastructure there may be additional works required to ensure the design complies with current design standards. This may include re-cabling of electrical conduits or the installation of additional poles. It is unlikely that

MetCONNx or the PTA would provide additional funding for this option, so any additional costs would require municipal funds. However, staff would attempt to advocate to MetCONNx and the PTA to complete the works under their project in the first instance. This is the recommended option.

A strategy to mitigate financial risks would be to attempt to enter into a funding agreement with the PTA for the value of the works proposed by MetCONNx. This would provide for the time to complete a full analysis of the proposed scope for the City's alternative site and allow officers to present Councillors with all the information required to make an informed decision around project viability. If this proves to be cost-prohibitive due to lighting and cabling upgrades the City would retain the funds to install the bay at the originally proposed location, which could then be delivered internally. If Council resolved to pursue this option it is anticipated to take at least six months to complete, design and construct depending on contractor availabilities and requirements.

A third option is to install a loading bay at the location of the taxi rank at the entrance to the Jull Street mall. The geometry of this bay is similar to the bay proposed by MetCONNx and would require minimal civil modifications and no tree removal. However, this location is approximately 150-200 metres from the RSL and suppliers would have to transport the delivered goods this distance to access the facility. No consultation has been conducted with the taxi companies who operate from this location, however this could be completed if this option is preferred by Council.

Council could also resolve not to pursue the installation of a new loading bay on Commerce Avenue. However, this is not recommended as it would leave the RSL without appropriate loading bay facilities.

OPTIONS

1. Endorse the provision of a loading bay on Commerce Avenue adjacent to the RSL and approve the installation of parking control signage as indicated in Attachment 3 – Commerce Avenue Parking Signage.
2. Request a report on the viability of providing a loading bay on Commerce Avenue opposite the RSL and authorise the Chief Executive Officer to enter into a funding agreement with the PTA as required.
3. Endorse the provision of a loading bay to replace the taxi rank outside the Jull Street Mall.
4. Do not endorse the provision of a loading bay on Commerce Avenue.

CONCLUSION

The City has assessed a variety of options regarding the placement of a loading bay adjacent to the RSL on Commerce Avenue. Currently, no options have been identified which meet the needs of all stakeholders and protect the tree canopy within the Central Business District. The recommended option will provide appropriate time for officers to ensure that all possible alternatives are considered to avoid the need for tree removal.

RECOMMEND

That Council:

1. Request a report on the viability of providing a loading bay on Commerce Avenue opposite the RSL and authorise the Chief Executive Officer to enter into a funding agreement with the PTA as required.

ATTACHMENTS

1. [↓](#) Attachment 1 - RSL Delivery Bay Options
2. [↓](#) Attachment 2 -Site Photos
3. [↓](#) Attachment 3 - Commerce Avenue Loading Bay and Parking Signage
4. [↓](#) Attachment 4 - Alternate Loading Bay

**2.1 - PROPOSED DESIGN AND LOCATION FOR THE CHURCHMAN BROOK
ANZAC MEMORIAL**

WARD : HILLS

FILE No. : M/496/25

DATE : 22 September 2025

REF : JA

RESPONSIBLE : Executive Director
MANAGER Technical Services

In Brief:

- Council resolved at its Ordinary Meeting on 12 May 2025 to endorse the provision of a City contribution of \$5,000 towards the installation costs of a memorial stone at the Churchman Brook Community Centre from the 2024/25 operational budget with the final design and location to be subject to the separate approval of Council.
- This report investigates the final design and location for approval by Council.
- Recommend that Council approve the proposed memorial design and location at Position 1 within Churchman Brook Community Centre Park based on the design shown in Attachment 1- Churchman Brook Memorial – Options.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil

Strategic Implications

The subject of this report has an impact on the following objectives of the Strategic Community Plan 2020-2030:

- 1.1 Foster and strengthen community spirit
- 1.2 Improve Community Wellbeing
- 1.4 An inclusive and engaged community
 - 1.4.2 Encourage the provision of inclusive and accessible facilities, services and programs within the community.
- 2.2 Attractive, inclusive and functional public places
- 2.3 Functional, inclusive and sustainable infrastructure

Legal Implications

General assessment of relevant legislation (e.g. *Local Government Act 1995*) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

The adoption of the recommendation contained in this report has no further financial implications. Council resolved at its Ordinary Meeting on 12 May 2025 to endorse the provision of a City contribution of \$5,000 towards the installation costs of a memorial stone at the Churchman Brook Community Centre from the operational budget. Separately, the stone materials will be donated by the Bedforddale CWA.

Consultation

- Intra Directorate
- Bedforddale CWA

BACKGROUND

Council resolved at its Ordinary Meeting on 12 May 2025 to endorse the provision of a City contribution of \$5,000 towards the installation costs of a memorial stone at the Churchman Brook Community Centre with the final design and location to be subject to the separate approval of Council. This report investigates the final design and location for approval by Council.

DETAILS OF PROPOSAL

The memorial is intended to serve as a focal point for commemorating events such as Anzac Day and Remembrance Day organised by the Bedforddale CWA. Currently, the memorial stone is placed on a moveable stage which is temporarily installed for event day. The proposal is to embed a large Dolerite boulder into the ground as a solid base and embed the existing memorial stone (Image 1 and 2). The attachment method for the memorial stone to the dolerite boulder base is subject to structural engineering detail finalisation.

Both proposed stone materials have been donated to CWA for this purpose.



Image 1: Memorial Stone



Image 2: Dolerite Base Stone

It is proposed that the memorial stone is placed at the western edge of the grass, aligned with the staircase. Attachment 1 Churchman Brook Memorial – Options provides a plan showing the proposed location at Position 1 and a visual of the end product with approximate dimensions. Attachment 3 – Photo ANZAC Memorial – Position 1 has panoramic photos that show the relativity of the proposed location, with the structure being approximately the same height as the adjacent sign. Consultation has been conducted with the Bedforddale CWA who suggested the recommended location as their preference, as it would allow them to retain their existing event management practices, which are included in Attachment 2 – Churchman Brook Memorial Event Day for reference. However, the consultation also indicated an amenability to the memorial stone located at Position 2 or 3.

OPTIONS

The following options have been presented for consideration:

1. Approve the proposed design and location as shown in Attachment 1 Churchman Brook Memorial – Options at position 1.
2. Approve the proposed design and location as-shown in Attachment 1 Churchman Brook Memorial – Options at position 2.
3. Decline the proposed design and location as shown in Attachment 1 Churchman Brook Memorial – Options and seek amendments to final design and location

Option 1 is the recommended option.

CONCLUSION

The proposed memorial design and location has been recommended in consultation with the Bedfordale CWA and the preferred location aligns with the needs of their events, without impacting the functionality of the reserve

RECOMMEND

That Council:

- 1. Approve the proposed memorial design and location within Churchman Brook Community Centre Park and progress the installation of the memorial based on the design shown in Attachment 1 Churchman Brook Memorial – Options at Position 1.**

ATTACHMENTS

1. [Attachment 1 - Churchman Brook Memorial - Options](#)
2. [Attachment 2 - Churchman Brook Memorial Event Day](#)
3. [Attachment 3 - Photo ANZAC Memorial - Position 1](#)

3.1 - TRAFFIC MANAGEMENT IMPROVEMENTS - HARRISDALE

At the Ordinary Council meeting held on 14 July 2025, Cr K Kamdar referred the following matter to Technical Services Committee.

That the matter of traffic management improvements on Gracefield Boulevard between Keane Road and Fairhaven Street in Harrisdale be referred to the Technical Services Committee.

Comment from Cr K Kamdar

Cr Kamdar's comments have been circulated to Councillors under separate cover.

Officer Comment

There are two elements to this referral item, traffic speeds and road design. The responsibility for the enforcement of speed limits currently sits with the WA Police. Following the receipt of this referral item staff have provided feedback the WA Police to request that this location be attended to as part of their enforcement activities.

Regarding road design, the City currently has a program for Local Area Traffic Management (LATM) treatments on City-managed roads. This program is periodically reviewed and reprioritised based on changes in traffic conditions and driver behaviour. Councillors should note that the City has received community requests for traffic calming around this location and that this will be considered as part of the ongoing review.

RECOMMEND

That Council:

To be considered.

ATTACHMENTS

There are no attachments for this report.

***3.2 - ROAD CLEANING AND SUBURB MAINTENANCE - RANFORD ROAD,
HARRISDALE***

At the Council meeting held on 28 July 2025, Cr K Kamdar referred the following matter to Road Cleaning and Suburb Maintenance.

That the matter of Road Cleaning and Suburb Maintenance be referred to the Technical Services Committee.

Comment from Cr K Kamdar

Cr Kamdar's comments have been circulated to Councillors under separate cover.

Officer Comment

Ranford Road is a boundary road between the City of Armadale and the City of Gosnells, with maintenance responsibilities governed by a boundary road agreement. City staff can review the areas for which it has maintenance responsibilities and raise any concerns with the City of Gosnells as required.

RECOMMEND

That Council:

To be considered.

ATTACHMENTS

There are no attachments for this report.

COUNCILLORS' ITEMS

Nil

This refers to any brief updates from Councillors from their attendance at Working Group or Advisory Group meetings on which they represent Council.

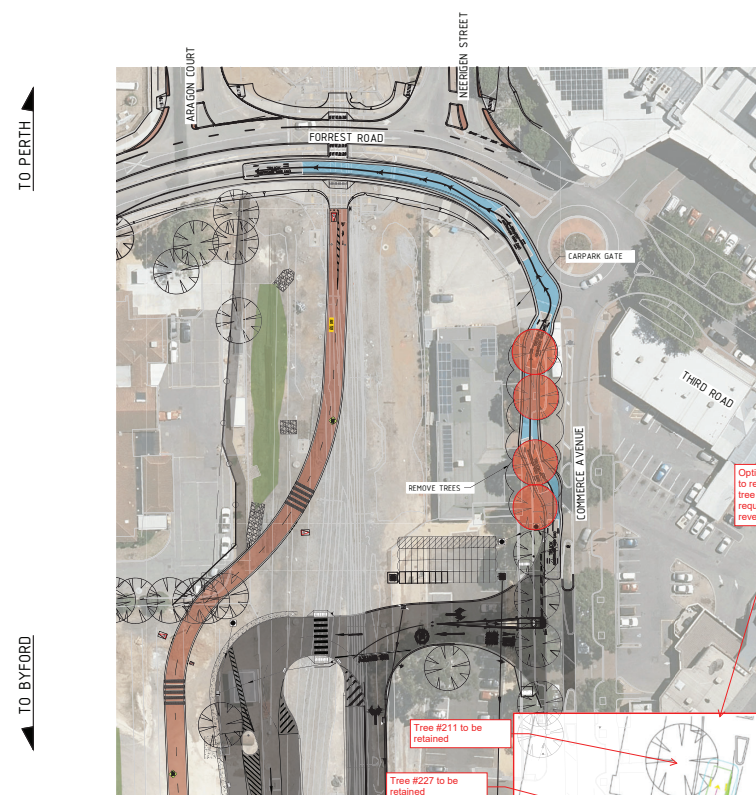
EXECUTIVE DIRECTOR TECHNICAL SERVICES REPORT

Nil

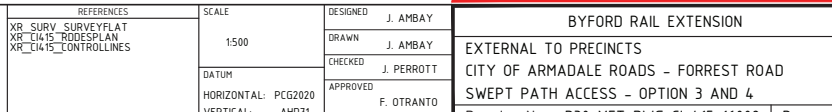
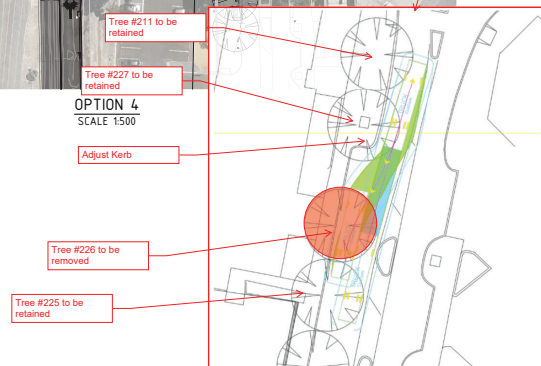
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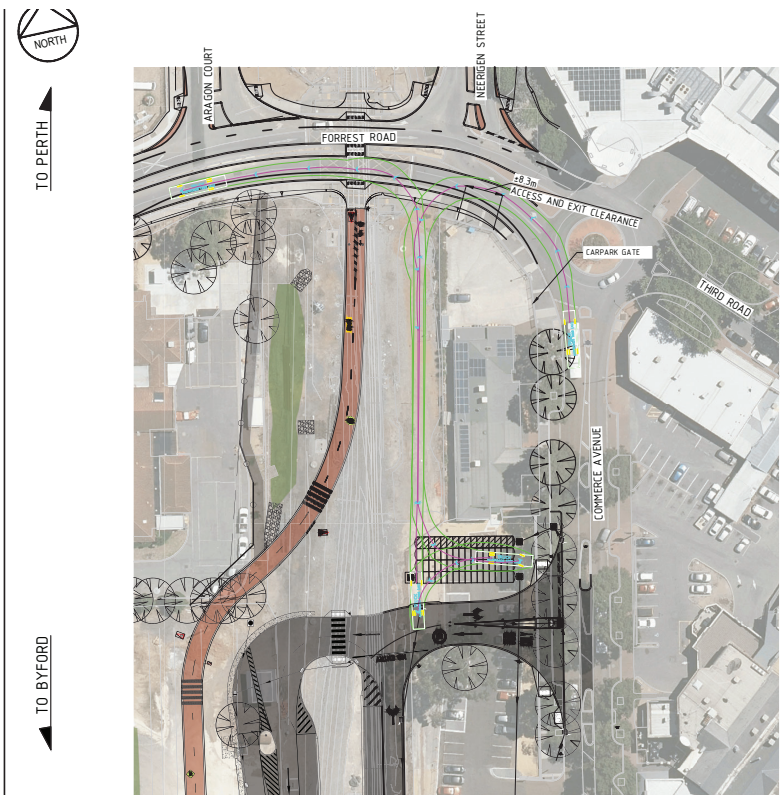
TECHNICAL SERVICES COMMITTEE SUMMARY OF ATTACHMENTS 1 OCTOBER 2025		
ATT NO.	SUBJECT	PAGE
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REFERENCES	SCALE	DESIGNED J. AMBAY	BYFORD RAIL EXTENSION EXTERNAL TO PRECINCTS CITY OF ARMADALE ROADS - FORREST ROAD SWEPT PATH ACCESS - OPTION 1 AND 2
XR_SURV_SURVEYFLAT XR_CH15_15_RODPLAN XR_CH15_15_CONTROLLINES	1500	DRAWN J. AMBAY	
		CHECKED J. PERROTT	
	DATUM	APPROVED	
	HORIZONTAL: PCG2020	F. OTRANTO	

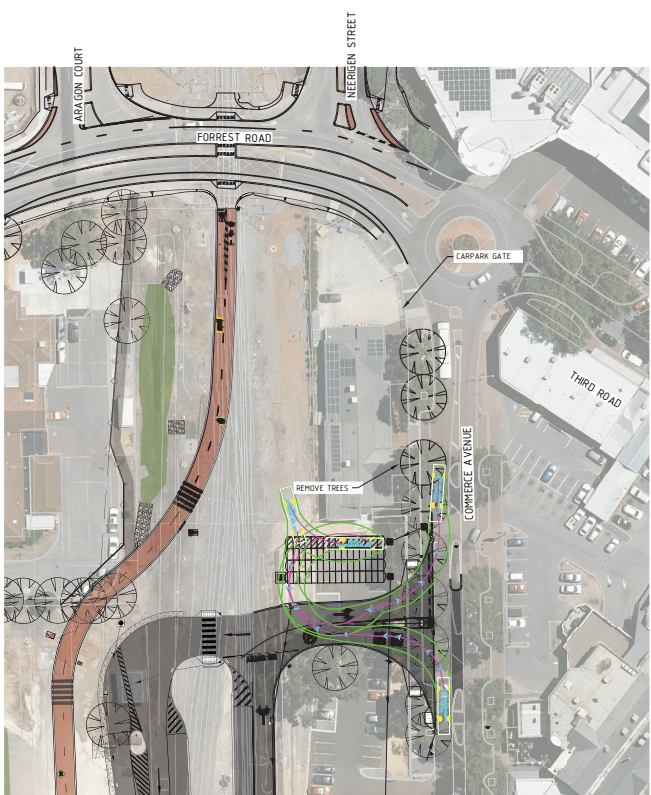


OPTION 4
SCALE 1:500

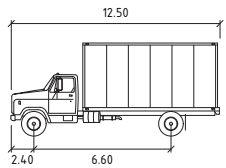




OPTION 5 - ACCESS AND EXIT
SCALE 1:500

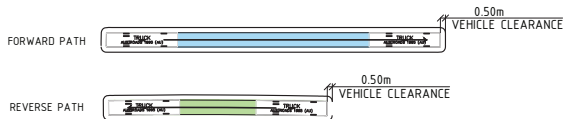


OPTION 6
SCALE 1:500



TRUCK

- Width : 2.50
- Track : 2.50
- Vehicle Clearance : 0.5
- Lock to Lock Time : 6.0
- Turning Radius : 12.50
- Steering Angle : 35.2 degrees



REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
A.01.01	12/11/24	ISSUED FOR INFORMATION				



REFERENCES
XR_SURV_SURVEYPLAT
XR_C14.15_RODSEPLAN
XR_C14.15_CONTROLLINES

SCALE
1:500
DATUM
HORIZONTAL: PCG94
VERTICAL: AUSTRA

DESIGNED	P. WILKS
DRAWN	P. WILKS
CHECKED	J. PERROTT
APPROVED	F. OTRANTO

1500 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m 55m 60m 65m 70m

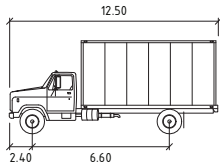
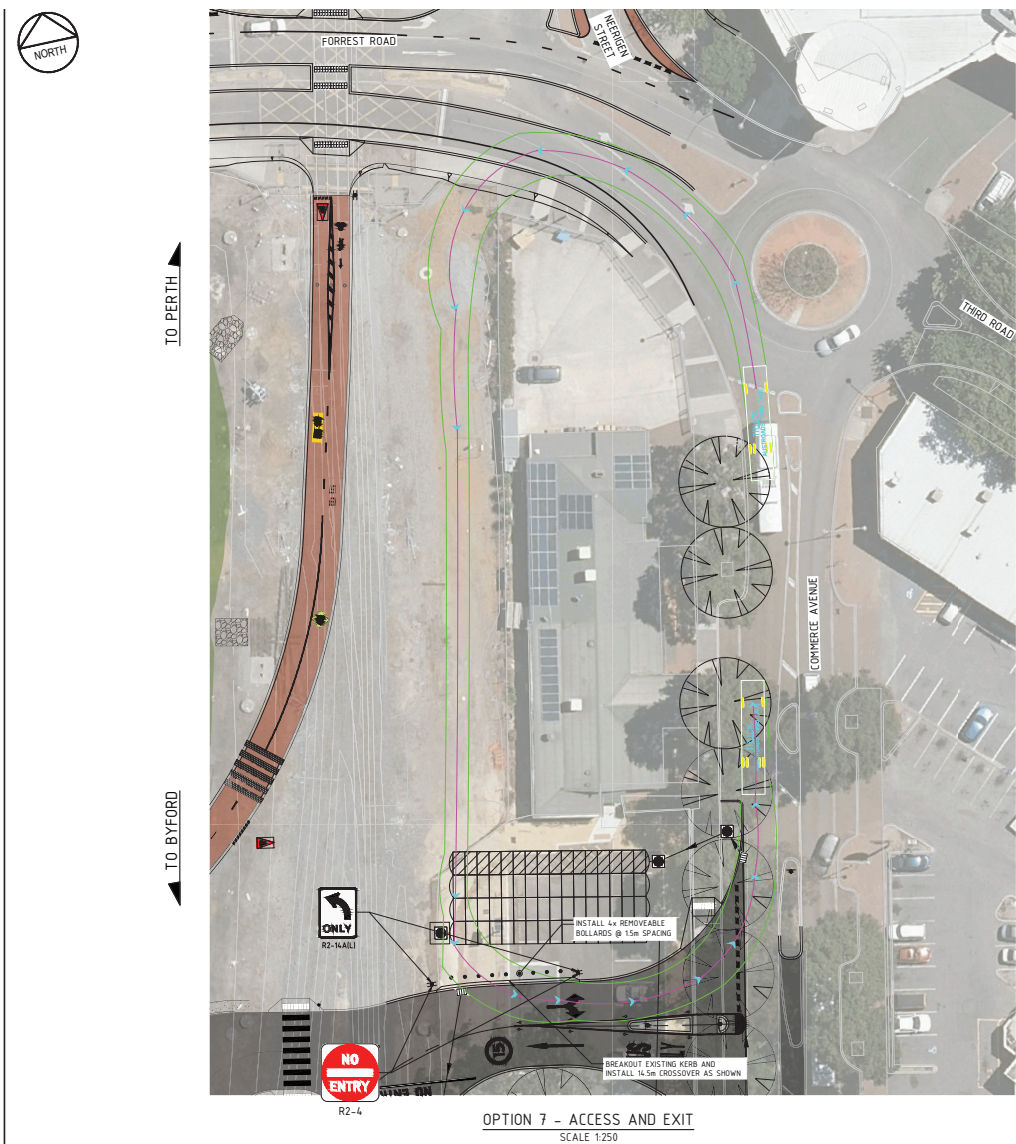
ISSUED FOR INFORMATION

BYFORD RAIL EXTENSION

EXTERNAL TO PRECINCTS

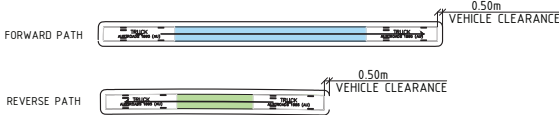
CITY OF ARMADALE ROADS - FORREST ROAD

SWEPT PATH ACCESS - OPTION 5 AND 6



TRUCK

	meters
Width	: 2.50
Track	: 2.50
Vehicle Clearance	: 0.5
Lock to Lock Time	: 6.0
Turning Radius	: 12.50
Steering Angle	: 35.2 degrees



REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
A.01.01	02/10/25	ISSUED FOR INFORMATION				



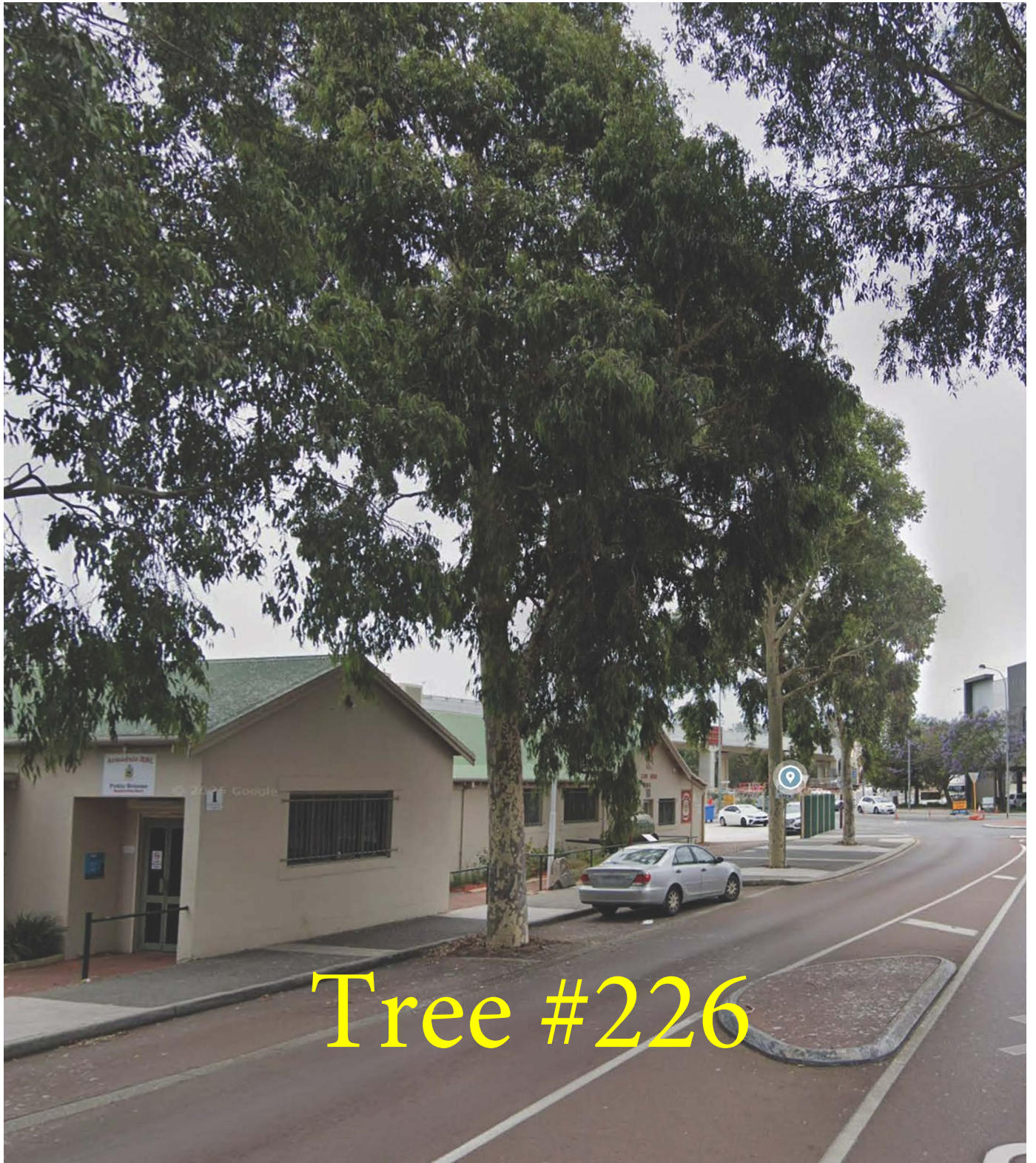
REFERENCES
XR SURV SURVEY PLAT
XR CIVILS TRODEPLAN
XR CIVILS CONTROLLINES

SCALE
1:250
DATUM
HORIZONTAL: PCG94
VERTICAL: AUST

DESIGNED	P. WILKS
DRAWN	P. WILKS
CHECKED	J. PERROTT
APPROVED	F. OTRANTO

ISSUED FOR INFORMATION
BYFORD RAIL EXTENSION
EXTERNAL TO PRECINCTS
CITY OF ARMADALE ROADS - FORREST ROAD
SWEPT PATH ACCESS - OPTION 7

RSL Delivery Access – Options Summary			
Option	Description	Assessment Outcome	Key Reasons for Rejection
1 / 1A	Access from Commerce Ave, exit via Forrest Rd (with or without turnaround)	Not supported	Too close to roundabout, non-compliant with Austroads, unsafe turning movements.
2	Access from Commerce Ave through RSL car park	Not supported	Conflicts with RSL parking and pedestrian movements, failed safety standards.
3	Access and exit via Forrest Rd (left-in/left-out)	Not supported	Unsafe truck turning on Forrest Rd, traffic conflicts, proximity to roundabout.
5	Access and exit via Forrest Rd near Principal Shared Path	Not supported	Sightline and pedestrian risks, 3-point truck turn in shared zone, loss of public realm.
6	Access through bus interchange	Not supported	PTA/Transperth rejected; major safety conflicts with buses.
7	Access from Forrest Rd, exit via bus interchange	Not supported	Rejected by stakeholders; required bollard management by RSL volunteers, ongoing safety risks, incompatible with City asset management responsibilities.



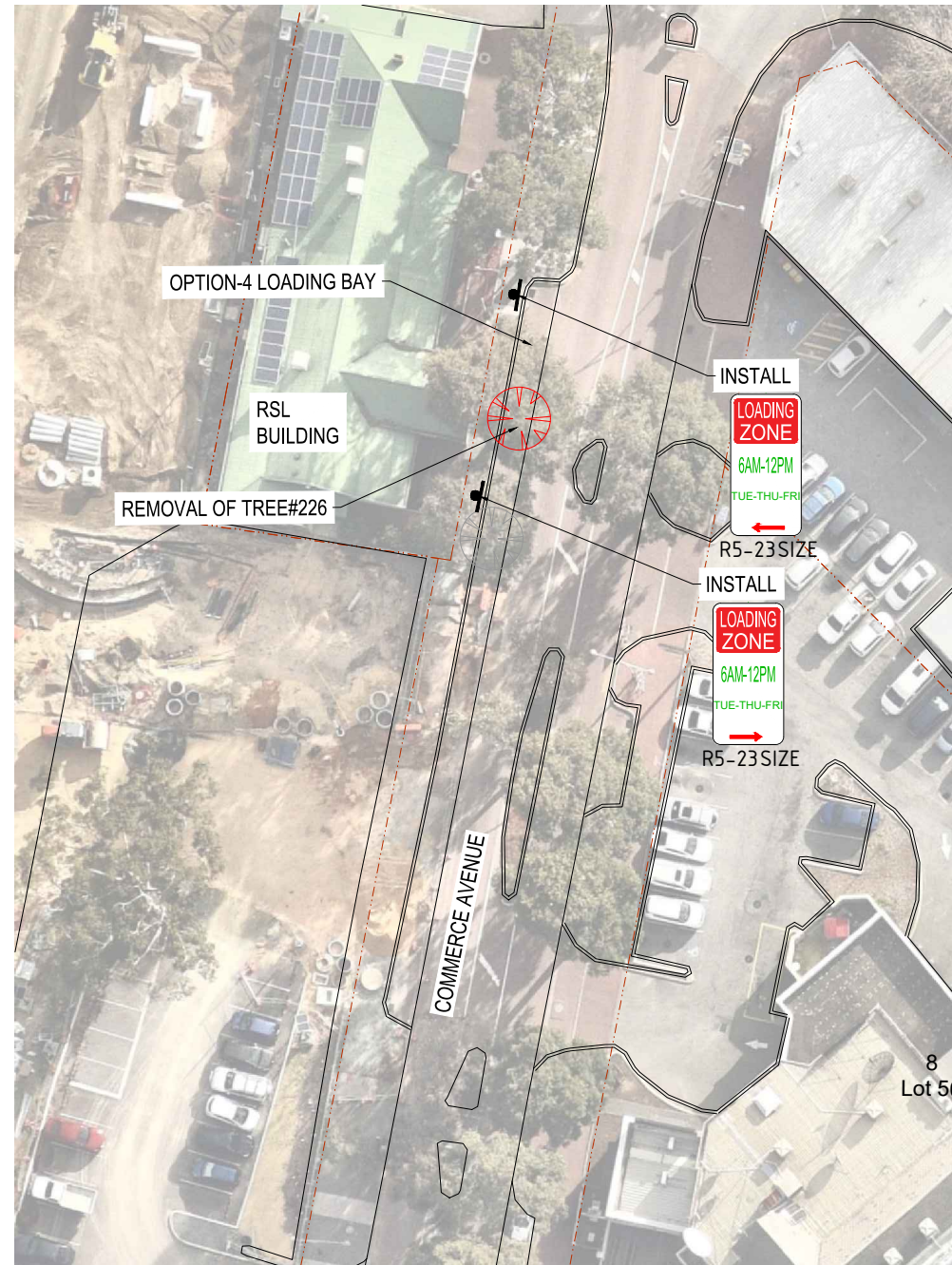


Current Site
Conditions
(South)

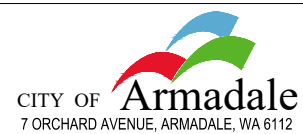




Commerce
Avenue Taxi
Rank



Amendments								Scale: 1:250	Paper: A1
								Date: AHD	Grid: PCG 94
								Surveyed	Date: DO-MM-YY
								XXXXXX	
	A	16/09/25	ISSUED FOR REVIEW & COMMENTS				JS	DC	
No	Date	Revision				By	Approved		



THIS DRAWING REMAINS THE PROPERTY
OF THE CITY OF ARMADALE AND SHALL
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WITHOUT WRITTEN APPROVAL FROM THE
DIRECTOR ENGINEERING SERVICES

Drawn: JS	Date: 16/09/25	Signed:	Project COMMERCE AVE - ARMADLE OPTION-4 LOADING BAY PROPOSAL FOR RSL	PC No:	Job Account No
Designed: JS	Date: 16/09/25	Signed:		CMR No:	TRIM_NO
Checked: DC	Date: 16/09/25	Signed:			
Manager Engineering & Design:		Signed:			
Description:			PLAN VIEW	Sheet No:	1 of 1
				Revision No:	A
				DWG No:	E-25-XX-01

PRELIMINARY
ISSUE



Proposed Loading Bay – Commerce Avenue, Armadale

Location: Opposite RSL building, near entry of Thirsty Camel Bottle Shop

Design Considerations

- Removal of the small traffic island near the Thirsty Camel entry to accommodate vehicle manoeuvring.
- Relocation of the double outreach light pole to clear space for the bay and maintain adequate clearance for heavy vehicles.
- Installation of kerbing to properly define the loading bay area.
- No direct pram ramp or pedestrian crossing currently available towards the RSL building.
- The nearest pedestrian crossing is located at the roundabout, approximately 100m away. Deliveries may involve transporting goods up to 25kg across this distance.

Benefits (Pros)

- Provides a loading bay on Commerce Ave in the vicinity of the RSL building to utilise.
- Consolidates loading activity to a controlled location, minimising disruption to through-traffic.
- The bay is located close to both the RSL and nearby commercial premises, allowing shared utility.
- Removing the existing island will improve access for delivery trucks entering/exiting the bay.
- Relocating the light pole ensures adequate clearance for larger vehicles, improving safety.

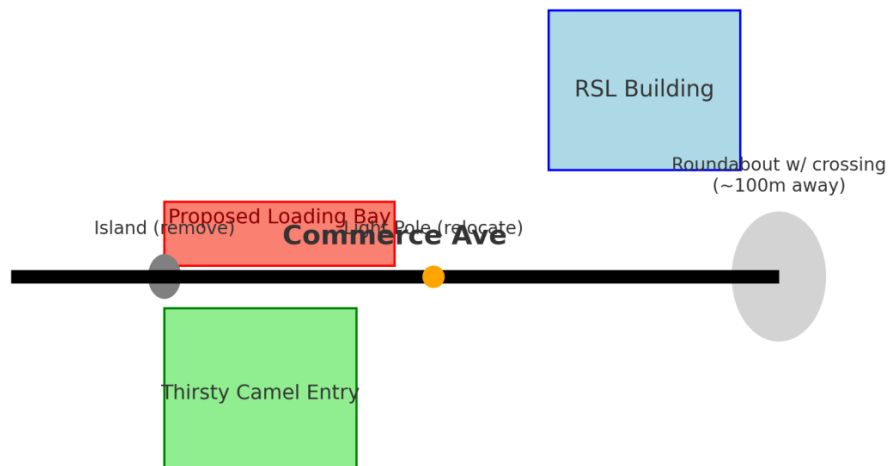
Challenges (Cons)

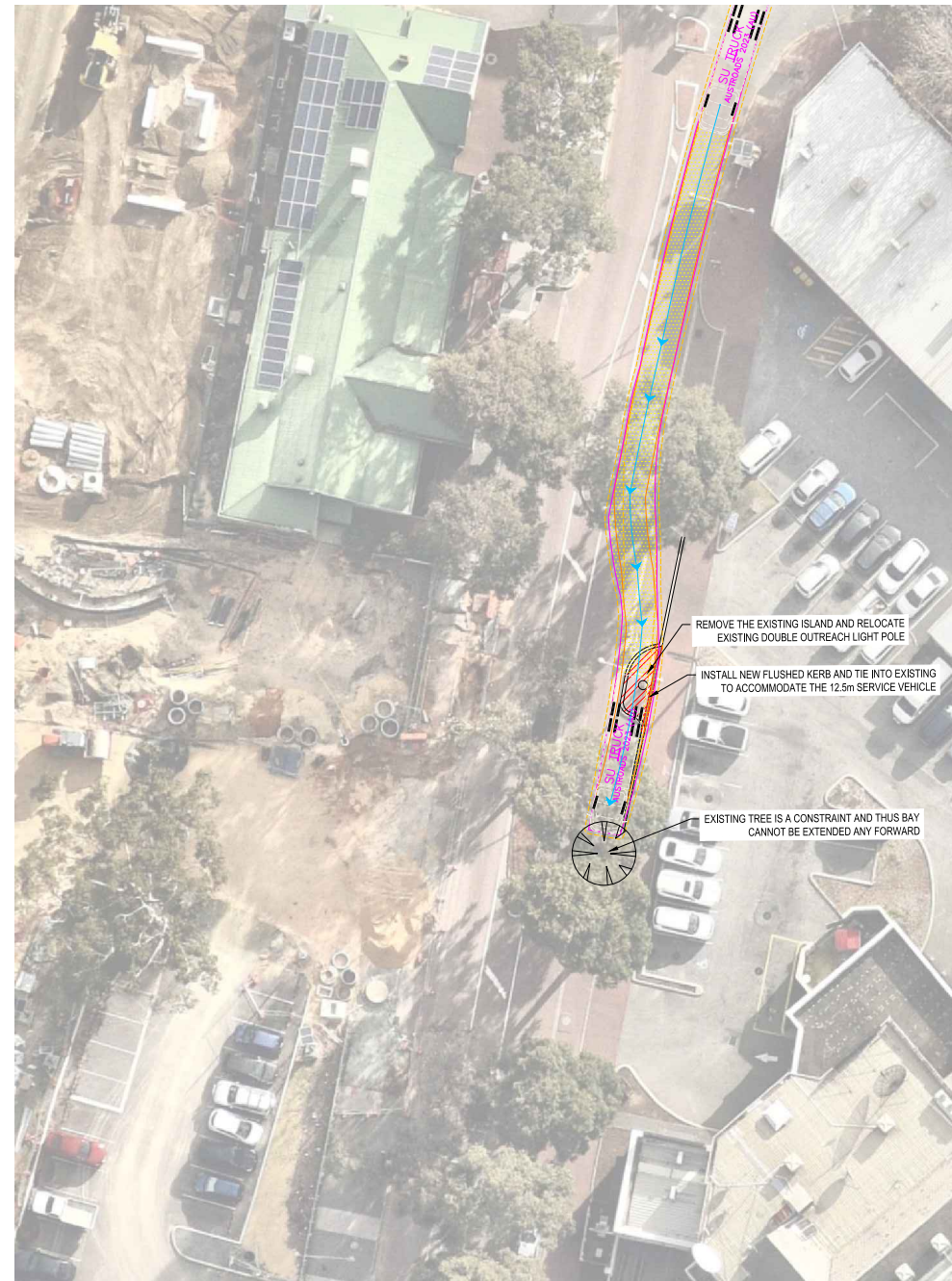
- Delivery staff must transport goods across the road, with no direct crossing facility, raising pedestrian safety and manual handling concerns.
- Increased interaction between delivery trolleys/goods and general traffic if crossing mid-block.
- Removal of existing infrastructure (traffic island, light pole) will involve additional cost and construction works.
- Potential conflict with vehicles accessing the Thirsty Camel entry due to proximity.
- Reduction in on-street parking availability for general public.
- Loading bay usage may obstruct sightlines for vehicles entering/exiting nearby driveways.

Recommendation

Consideration should be given to providing a safer pedestrian crossing facility (e.g., Two Stage Crossing with central median, Zebra Crossing or wombat crossing) between the loading bay and RSL building. This would improve safety and accessibility while maintaining the benefits of the proposed loading bay and may require the loss of additional on-street parking in front of the RSL building to accommodate this.

Proposed Loading Bay - Commerce Ave (Schematic)

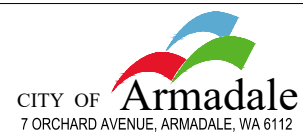




PLAN VIEW
SCALE 1:250



Amendments							Scale: 1:250	Paper: A1
							Datum: AHJ	Grid: PCG 94
							Surveyed: XXXXX	Date: DD-MM-YY
	A	16/09/25	ISSUED FOR REVIEW & COMMENTS			JS	DC	
	No	Date		Revision	By	Approved		



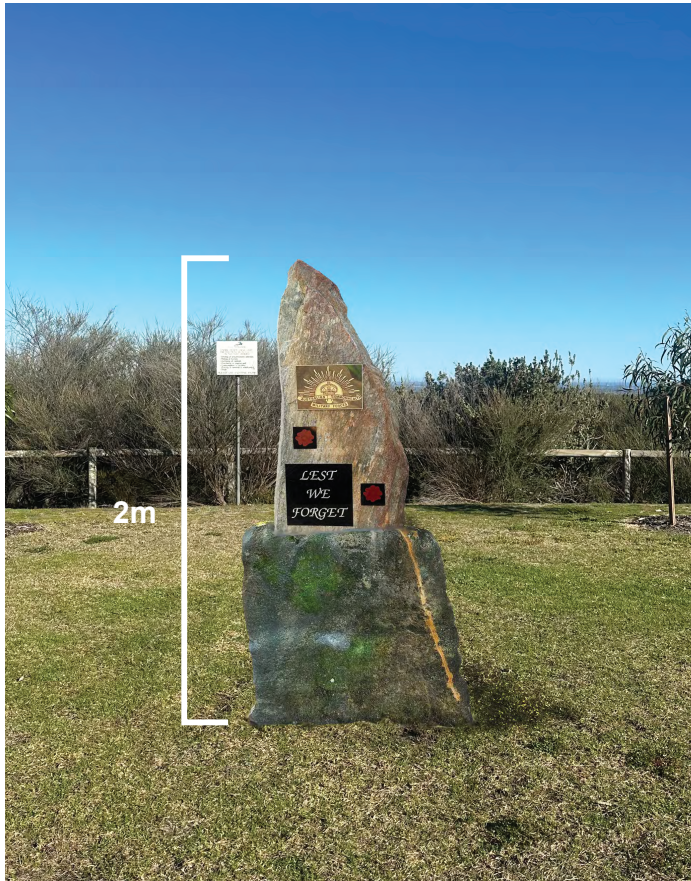
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DIRECTOR ENGINEERING SERVICES

Drawn: JS	Date: 16/09/25	Signed:	Project COMMERCE AVE - ARMADLE LOADING BAY PROPOSAL FOR RSL	PC No:	Job Account No
Designed: JS	Date: 16/09/25	Signed:		CMR No:	TRIM_NO
Checked: DC	Date: 16/09/25	Signed:			
Manager Engineering & Design:		Signed:			
			Description: PLAN VIEW	Sheet No:	1 of 1
				Revision No:	A
				DWG No:	E-25-XX-01

Churchman Brook - Memorial

LOCATION PLAN

- ① Proposed Location Option 1
- ② Proposed Location Option 2
- ③ Proposed Location Option 3



Churchman Brook - Memorial

EVENT DAY

- ① Proposed Location Option 1
- ② Proposed Location Option 2
- ③ Proposed Location Option 3
- ④ Vehicle Access Route
- ⑤ Screen & Trailer

