

OPTION B

Cambridge Street Creswick Upgrade

- 30 degree angled carparking.
- 30 stage 1 carparks (71 total) (centre of road).
- 17 of 18 existing trees retained (centre of road).
- 21 additional trees proposed (centre of road).
- Centre block vehicle access removed.

One-way turnaround using existing pavement.

Remove vehicle access and topsoil, grass and plant trees.

Indicative upgraded stormwater drainage.

30 degree carparking (2.3m wide x 5.4m long) as shown (total 71 carparks / stage 1 - 30 carparks) with wheel-stops.

Retain and protect all existing trees subject to arborists advice.

Indicative scope of initial works.

Possible future street trees (indicative - subject to services setbacks, detailed design and suitable for under OH powerlines).

Centrally located concrete M-type kerb / channel with asphalt pavement on either side (where shown) to minimise earthworks within parkland.

Loading zone - suitable for heavy vehicles.

Remove vehicle access and carparking, topsoil and grass.

Possible future street trees (indicative - subject to services setbacks, detailed design and suitable for under OH powerlines).

Existing poor quality tree to be removed.

Possible future footpath.

New timber post and rail fencing ('hurdles') to limit vehicle access to parkland while maintaining pedestrian access.

Line-marked carparks.

Improved pedestrian safety with concrete footpath and connections as shown.

Retain 'informal' parking adjacent to Creswick Museum research building.

Notes

Drawing PLA565-L93 revision A issued 18/10/2023.

Indicative scope of initial (stage 1) works

1. This plan is based on conceptual civil designs by Driscoll Engineering Services Pty Ltd and aerial photograph sourced from Neamaps dated 9/2/2023.

2. The drawings is conceptual only for consultation.

3. Proposals are subject to detailed design and an arborist assessment.



OPTION B1

Cambridge Street Creswick Upgrade

- 30 degree angled carparking.
- 25 stage 1 carparks (61 total) (centre of road).
- 17 of 18 existing trees retained (centre of road).
- 21 additional trees proposed (centre of road).
- Centre block vehicle access formalised.

One-way turnaround using existing pavement.

Remove vehicle access and topsoil, grass and plant trees.

Indicative upgraded stormwater drainage.

30 degree carparking (2.3m wide x 5.4m long) as shown (total 61 carparks / stage 1 - 25 carparks) with wheel-stops.

Retain and protect all existing trees subject to arborists advice.

Indicative scope of initial works.

Possible future street trees (indicative - subject to services setbacks, detailed design and suitable for under OH powerlines).

Centrally located concrete M-type kerb / channel with asphalt pavement on either side (where shown) to minimise earthworks within parkland.

Loading zone - suitable for heavy vehicles.

Two-way roadway connection (no carparking).

Possible future street trees (indicative - subject to services setbacks, detailed design and suitable for under OH powerlines).

Existing poor quality tree to be removed.

Possible future footpath.

New timber post and rail fencing ('hurdles') to limit vehicle access to parkland while maintaining pedestrian access.

Line-marked carparks.

Improved pedestrian safety with concrete footpath and connections as shown.

Retain 'informal' parking adjacent to Creswick Museum research building.

Notes

Drawing PLA565-194 revision A issued 18/10/2023.

Indicative scope of initial (stage 1) works

1. This plan is based on conceptual civil designs by Driscoll Engineering Services Pty Ltd and aerial photograph sourced from Neatmaps dated 9/2/2023.

2. The drawings is conceptual only for consultation.

3. Proposals are subject to detailed design and an arborist assessment.

