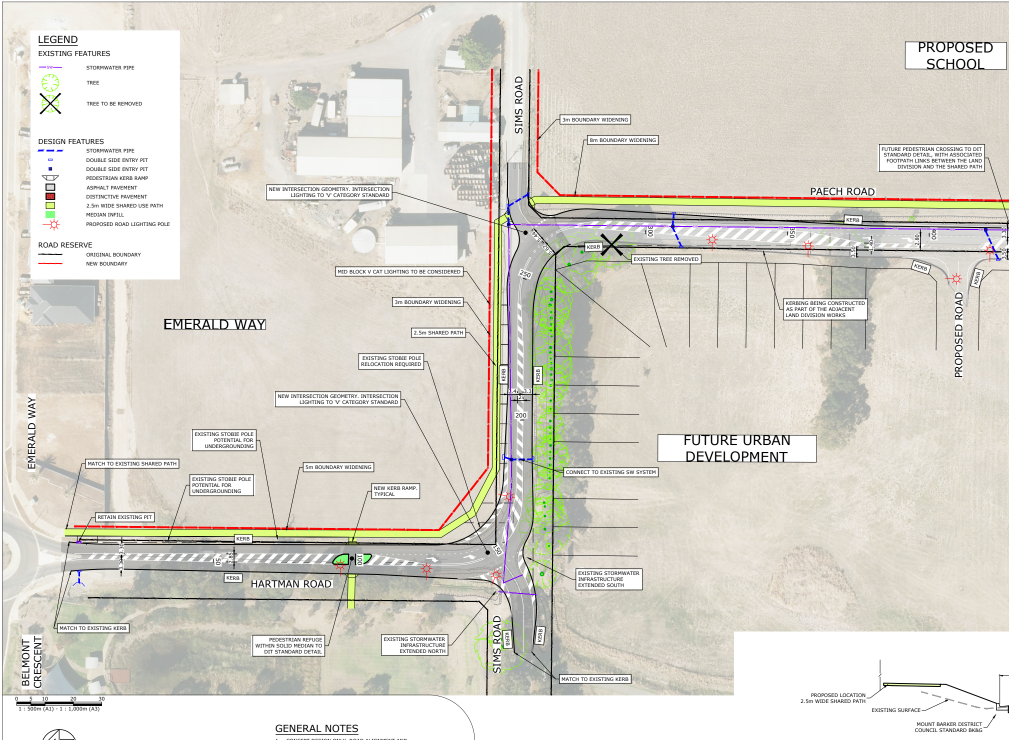
LEGEND
EXISTING FEATURES
SW STORMWATER PIPE
TREE
TREE TO BE REMOVED
DESIGN FEATURES
STORMWATER PIPE
DOUBLE SIDE ENTRY PIT
DOUBLE SIDE ENTRY PIT
PEDESTRIAN KERB RAMP
ASPHALT PAVEMENT
DISTINCTIVE PAVEMENT
2.5m WIDE SHARED USE PATH
MEDIAN INFILL
PROPOSED ROAD LIGHTING POLE
ROAD RESERVE
ORIGINAL BOUNDARY
NEW BOUNDARY
PROPOSED SCHOOL
SIMS ROAD
3m BOUNDARY WIDENING
8m BOUNDARY WIDENING
FUTURE PEDESTRIAN CROSSING TO DIT STANDARD DETAIL, WITH ASSOCIATED FOOTPATH LINKS BETWEEN THE LAND DIVISION AND THE SHARED PATH
PAECH ROAD
NEW INTERSECTION GEOMETRY. INTERSECTION LIGHTING TO 'V' CATEGORY STANDARD
KERB
300
350
400
2.80
1.40
3.50
3.30
5.44
5.62
KERB
EXISTING TREE REMOVED
250
MID BLOCK V CAT LIGHTING TO BE CONSIDERED
KERB
KERB
KERBING BEING CONSTRUCTED AS PART OF THE ADJACENT LAND DIVISION WORKS
3m BOUNDARY WIDENING
2.5m SHARED PATH
PROPOSED ROAD
EMERALD WAY
EXISTING STOBIE POLE RELOCATION REQUIRED
KERB
KERB
3.4
3.3
2
200
NEW INTERSECTION GEOMETRY. INTERSECTION LIGHTING TO 'V' CATEGORY STANDARD
FUTURE URBAN DEVELOPMENT
EXISTING STOBIE POLE POTENTIAL FOR UNDERGROUNDING
EMERALD WAY
MATCH TO EXISTING SHARED PATH
5m BOUNDARY WIDENING
CONNECT TO EXISTING SW SYSTEM
EXISTING STOBIE POLE POTENTIAL FOR UNDERGROUNDING
NEW KERB RAMP. TYPICAL
RETAIN EXISTING PIT
KERB
3.30
3.30
2.85
50
100
150
KERB
HARTMAN ROAD
EXISTING STORMWATER INFRASTRUCTURE EXTENDED SOUTH
MATCH TO EXISTING KERB
PEDESTRIAN REFUGE WITHIN SOLID MEDIAN TO DIT STANDARD DETAIL
EXISTING STORMWATER INFRASTRUCTURE EXTENDED NORTH
SIMS ROAD
KERB
KERB
MATCH TO EXISTING KERB
BELMONT CRESCENT
0 5 10 20 30
1 : 500m (A1) - 1 : 1,000m (A3)
N
PROPOSED LOCATION 2.5m WIDE SHARED PATH
EXISTING SURFACE
MOUNT BARKER DISTRICT COUNCIL STANDARD BK&G

GENERAL NOTES

1. CONCEPT DESIGN ONLY. ROAD ALIGNMENT AND PROPOSED INFRASTRUCTURE SUBJECT TO CHANGE.

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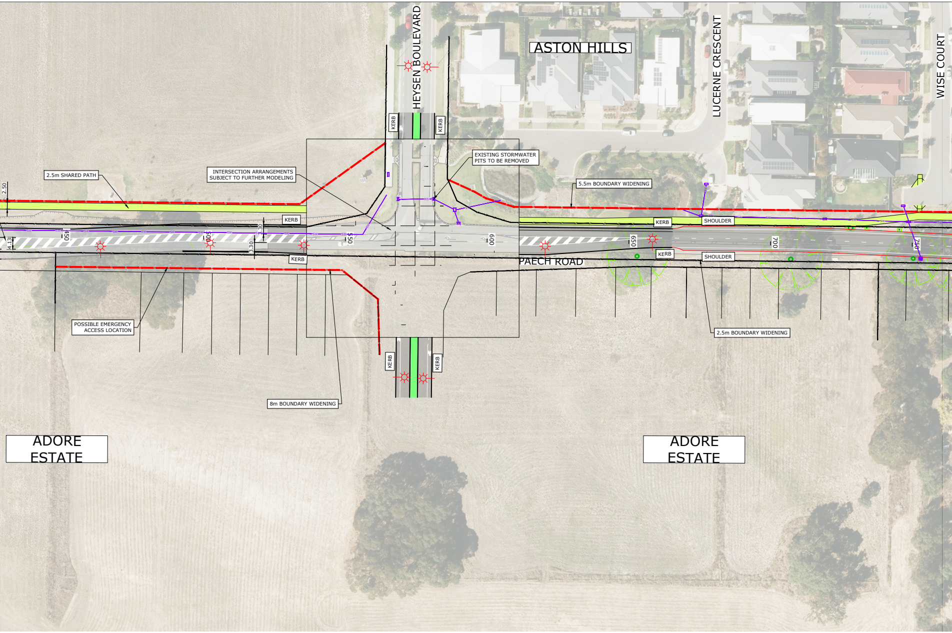
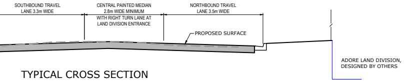
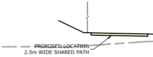

HEYSEN BOULEVARD
ASTON HILLS
LUCERNE CRESCENT
WISE COURT
2.5m SHARED PATH
INTERSECTION ARRANGEMENTS SUBJECT TO FURTHER MODELING
EXISTING STORMWATER PITS TO BE REMOVED
5.5m BOUNDARY WIDENING
2.50
KERB
KERB
KERB
KERB
KERB
KERB
KERB
KERB
SHOULDER
SHOULDER
450
500
550
600
650
700
750
3.30
3.30
4.13
PAECH ROAD
POSSIBLE EMERGENCY ACCESS LOCATION
2.5m BOUNDARY WIDENING
8m BOUNDARY WIDENING
ADORE ESTATE
ADORE ESTATE

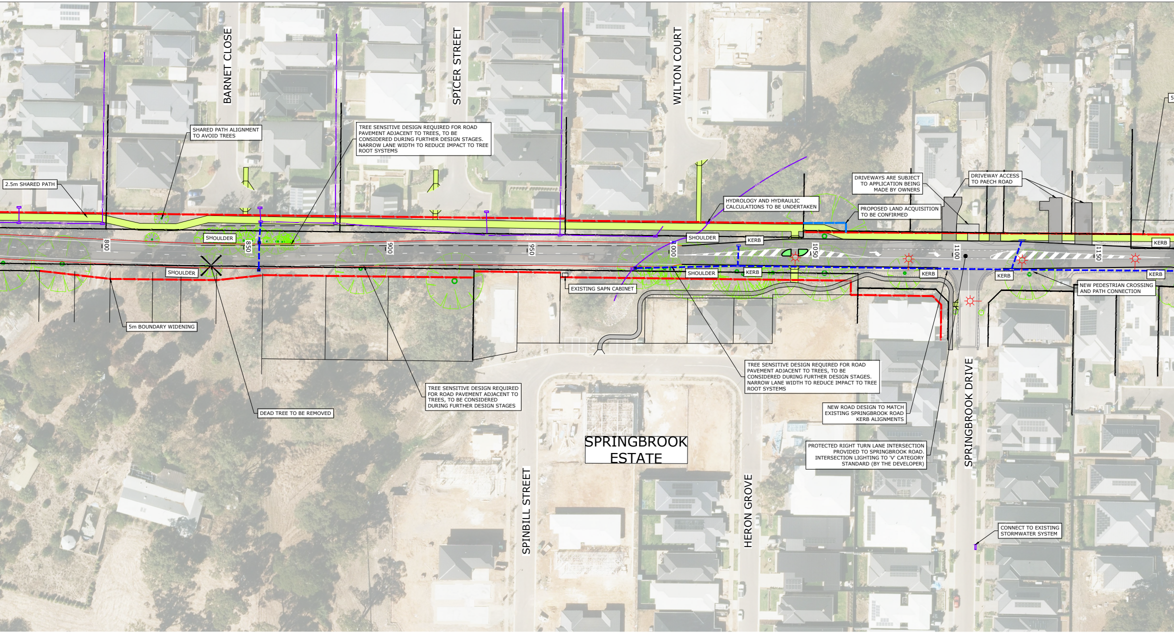

SOUTHBOUND TRAVEL LANE 3.3m WIDE
CENTRAL PAINTED MEDIAN 2.8m WIDE MINIMUM WITH RIGHT TURN LANE AT LAND DIVISION ENTRANCE
NORTHBOUND TRAVEL LANE 3.5m WIDE
PROPOSED SURFACE
ADORE LAND DIVISION, DESIGNED BY OTHERS

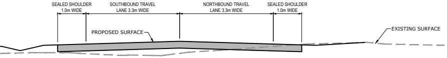
TYPICAL CROSS SECTION
PAECH ROAD
(SIMS ROAD TO HEYSEN BLVD)

HORIZONTAL SCALE 1 : 50

VERTICAL SCALE 1 : 50

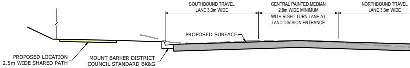

PROPOSED LOCATION 2.5m WIDE SHARED PATH


BARNET CLOSE
SPICER STREET
WILTON COURT
SHARED PATH ALIGNMENT TO AVOID TREES
TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS
2.5m SHARED PATH
DRIVEWAYS ARE SUBJECT TO APPLICATION BEING MADE BY OWNERS
DRIVEWAY ACCESS TO PAECH ROAD
HYDROLOGY AND HYDRAULIC CALCULATIONS TO BE UNDERTAKEN
PROPOSED LAND ACQUISITION TO BE CONFIRMED
SHOULDER
KERB
800
850
900
950
1000
1050
1100
1150
SHOULDER
SHOULDER
KERB
KERB
KERB
KERB
KERB
EXISTING SAPN CABINET
NEW PEDESTRIAN CROSSING AND PATH CONNECTION
5m BOUNDARY WIDENING
TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS
NEW ROAD DESIGN TO MATCH EXISTING SPRINGBROOK ROAD KERB ALIGNMENTS
TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES
DEAD TREE TO BE REMOVED
PROTECTED RIGHT TURN LANE INTERSECTION PROVIDED TO SPRINGBROOK ROAD. INTERSECTION LIGHTING TO 'V' CATEGORY STANDARD (BY THE DEVELOPER)
SPRINGBROOK ESTATE
SPINBILL STREET
HERON GROVE
SPRINGBROOK DRIVE
CONNECT TO EXISTING STORMWATER SYSTEM


SEALED SHOULDER 1.0m WIDE
SOUTHBOUND TRAVEL LANE 3.3m WIDE
NORTHBOUND TRAVEL LANE 3.3m WIDE
SEALED SHOULDER 1.0m WIDE
PROPOSED SURFACE
EXISTING SURFACE

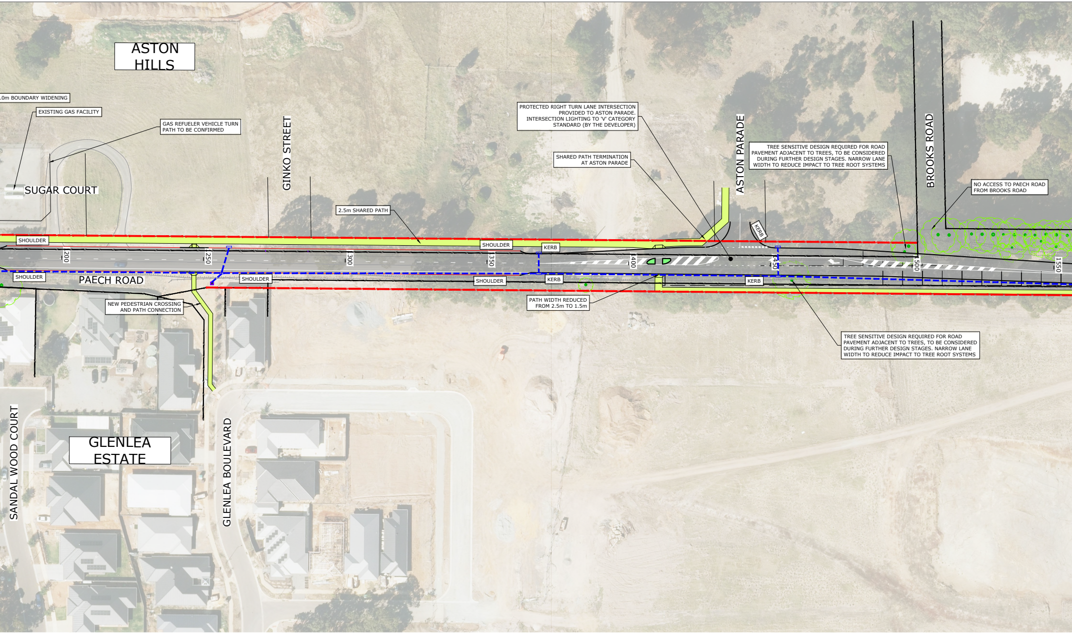
TYPICAL CROSS SECTION
PAECH ROAD - MID-BLOCK
(HEYSEN BLVD TO POTTS ROAD)

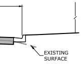
HORIZONTAL SCALE 1 : 50
VERTICAL SCALE 1 : 50

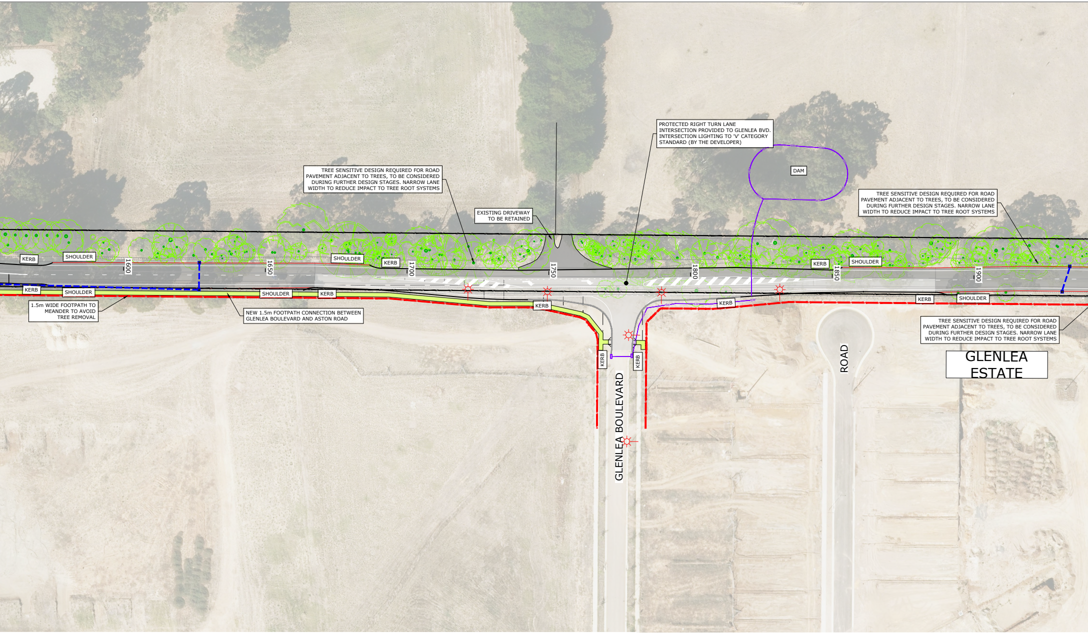

SOUTHBOUND TRAVEL LANE 3.3m WIDE
CENTRAL PAINTED MEDIAN 2.8m WIDE MINIMUM WITH RIGHT TURN LANE AT LAND DIVISION ENTRANCE
NORTHBOUND TRAVEL LANE 3.3m WIDE
PROPOSED SURFACE
PROPOSED LOCATION 2.5m WIDE SHARED PATH
MOUNT BARKER DISTRICT COUNCIL STANDARD BK&G

TYPICAL CROSS SECTION
PAECH ROAD - AT INTERSECTIONS
(HEYSEN BLVD TO POTTS ROAD)

HORIZONTAL SCALE 1 : 50
VERTICAL SCALE 1 : 50


ASTON HILLS
.0m BOUNDARY WIDENING
EXISTING GAS FACILITY
GAS REFUELER VEHICLE TURN PATH TO BE CONFIRMED
SUGAR COURT
GINKO STREET
2.5m SHARED PATH
PROTECTED RIGHT TURN LANE INTERSECTION PROVIDED TO ASTON PARADE. INTERSECTION LIGHTING TO 'V' CATEGORY STANDARD (BY THE DEVELOPER)
SHARED PATH TERMINATION AT ASTON PARADE
ASTON PARADE
TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS
BROOKS ROAD
NO ACCESS TO PAECH ROAD FROM BROOKS ROAD
SHOULDER
SHOULDER
KERB
KERB
1200
1250
1300
1350
1400
1450
1500
1550
SHOULDER
PAECH ROAD
SHOULDER
SHOULDER
KERB
KERB
NEW PEDESTRIAN CROSSING AND PATH CONNECTION
PATH WIDTH REDUCED FROM 2.5m TO 1.5m
TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS
SANDAL WOOD COURT
GLENLEA ESTATE
GLENLEA BOULEVARD


EXISTING SURFACE



TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS

EXISTING DRIVEWAY TO BE RETAINED

PROTECTED RIGHT TURN LANE INTERSECTION PROVIDED TO GLENLEA BVD. INTERSECTION LIGHTING TO 'V' CATEGORY STANDARD (BY THE DEVELOPER)

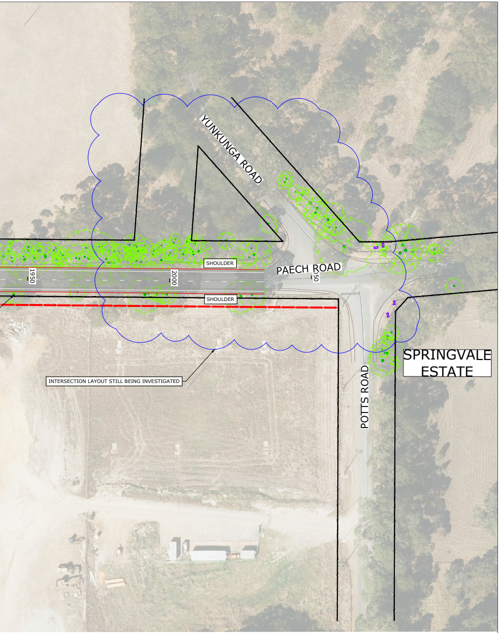
TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS

1.5m WIDE FOOTPATH TO MEANDER TO AVOID TREE REMOVAL

NEW 1.5m FOOTPATH CONNECTION BETWEEN GLENLEA BOULEVARD AND ASTON ROAD

TREE SENSITIVE DESIGN REQUIRED FOR ROAD PAVEMENT ADJACENT TO TREES, TO BE CONSIDERED DURING FURTHER DESIGN STAGES. NARROW LANE WIDTH TO REDUCE IMPACT TO TREE ROOT SYSTEMS

DAM
KERB
SHOULDER
1600
1650
SHOULDER
KERB
1700
1750
1800
KERB
1850
SHOULDER
1900
KERB
SHOULDER
SHOULDER
KERB
KERB
KERB
KERB
KERB
SHOULDER
KERB
GLENLEA BOULEVARD
ROAD
GLENLEA ESTATE


YUNKUNGA ROAD
SHOULDER
PAECH ROAD
1950
2000
150
SHOULDER
SPRINGVALE ESTATE
POTTS ROAD

INTERSECTION LAYOUT STILL BEING INVESTIGATED

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MOUNT BARKER DISTRICT COUNCIL
PAECH ROAD, SIMS ROAD UPGRADE
CONCEPT LAYOUT
ROLL PLAN

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
230200_PAECH RD_ROLL PLOT.DWG	230200	200	B

NDATA\PROJECTS\2023\230200 PAECH RD AND BOLLEN RD CONCEPT DESIGN - MT BARKER DISTRICT COUNCIL\4_WORKING\1 CAD\230200_PAECH RD_ROLL PLOT.DWG -RP1- (15-03-24 2:00:00PM)