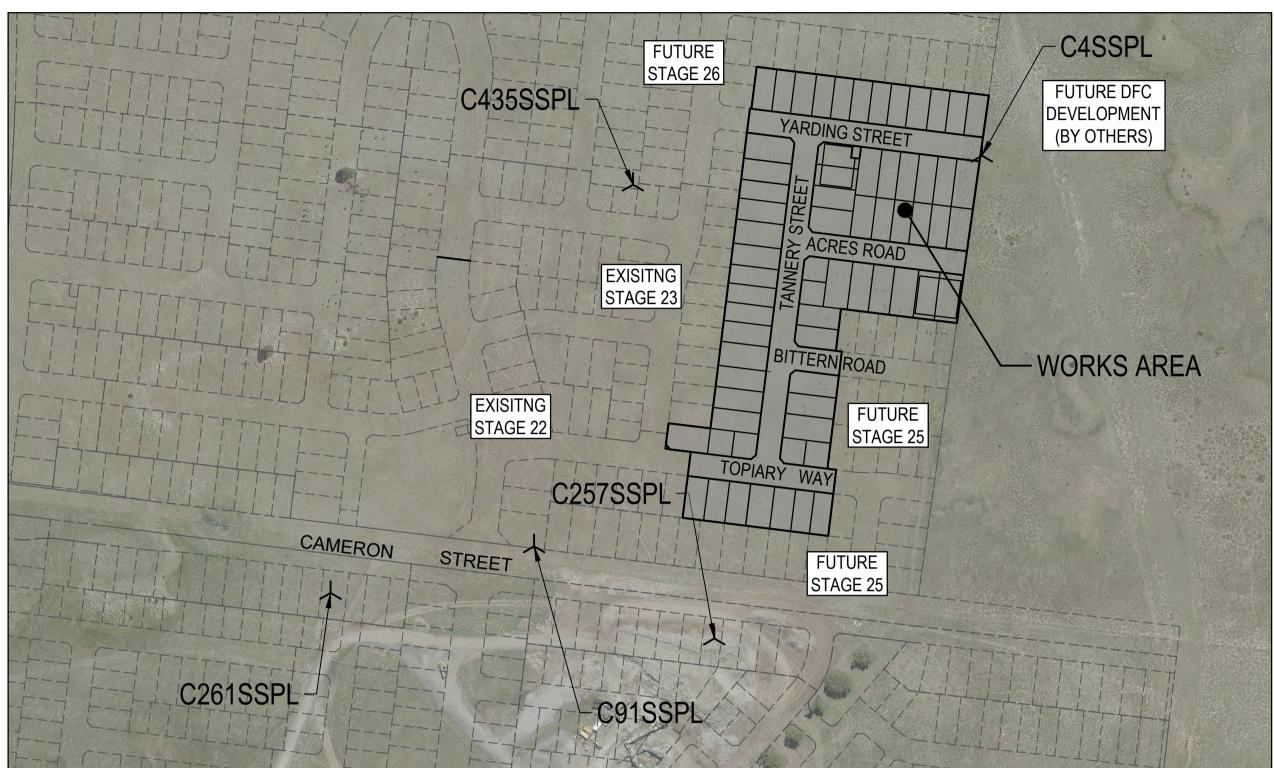
Olivine Estate Stage 24



		TBM SETOUT TABLE		
POINT	EAST	NORTHING	ELEVATION	DESCRIPTION
C435SSPL	323,176.76	5,844,593.31	251.84	STAR PICKET
C4SSPL	323,407.60	5,844,612.52	254.75	STAR PICKET
C91SSPL	323,111.41	5,844,354.26	246.33	STAR PICKET
C257SSPL	323,230.60	5,844,293.25	247.43	STAR PICKET
C261SSPL	322,976.76	5,844,323.39	244.79	STAR PICKET

ROAD LAYOUT TABLE								
ROAD NAME	RESERVE WIDTH (m)	ROAD WIDTH (m)		KERB TYPE		VERGE WIDTH (m)		
		LIP to LIP	INV to INV	BACK to BACK	NTH/WEST	STH/EAST	NTH/WEST	STH/EAST
YARDING STREET	16	6.40	7.30	7.60	B2	B2	4.35	4.35
ACRES ROAD	16	6.40	7.30	7.60	B2	B2	4.35	4.35
BITTERN ROAD	16	6.40	7.30	7.60	B2	B2	4.35	4.35
TOPIARY WAY	16	6.40	7.30	7.60	B2	B2	4.35	4.35
TANNERY STREET	16	6.40	7.30	7.60	B2	B2	4.35	4.35

	SERVICES OFFSET SCHEDULE										
ROAD NAME	G	GAS		NON-DRINKING WATER		DRINKING WATER		ELECTRICITY		NBN	
	SIDE	OFFSET (m)	SIDE	OFFSET (m)	SIDE	OFFSET (m)	SIDE	OFFSET (m)	SIDE	OFFSET (m)	
YARDING STREET	NORTH	2.10	NORTH	2.60	NORTH	3.10	SOUTH	2.55	SOUTH	1.85	
ACRES ROAD	SOUTH	2.10	SOUTH	2.60	SOUTH	3.10	NORTH	2.55	NORTH	1.85	
BITTERN ROAD	SOUTH	2.10	SOUTH	2.60	SOUTH	3.10	NORTH	2.55	NORTH	1.85	
TOPIARY WAY	SOUTH	2.10	SOUTH	2.60	SOUTH	3.10	NORTH	2.55	NORTH	1.85	
TANNERY STREET	WEST	2.10	WEST	2.60	WEST	3.10	EAST	2.55	EAST	1.85	

AS CONSTRUCTED PLANS

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-101.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:53:12 AM



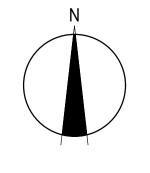
Drawing Index

aming maax	
1700E-024-101 1700E-024-111	Cover Plan & General Notes
1700E-024-131	
1700E-024-132	
1700E-024-133	
1700E-024-171	Signage & Linemarking Plan
1700E-024-181	
	Intersection Detail Plan - 2
1700E-024-201	U
	Longitudinal Sections - 2
	Cross Sections: Yarding Street - 1 Ch30.00 - Ch 121.00
	Cross Sections: Yarding Street - 2 Ch 133.50 - Ch 184.98 & Bittern Road
1700E-024-253	
1700E-024-254	
1700E-024-255	
	Cross Sections: Tannery Street - 2 Ch142.20 - Ch 218.22
1700E-024-301 1700E-024-302	5 5
1700E-024-302	5 5
1700E-024-303	0 0
1700E-024-305	
1700E-024-351	
1700E-024-411	
	Environmental Management Plan Overall Plan
	Environmental Management Plan Layout Plan
1700E-024-456	
1700E-024-500	Safety In Design

PLAN OF SUB. NO. ERMIT REF. NO Global-Mark.com.au[®] 719067

25 50 Scale 1:2500 SCALE AS SHOWN AT A1

100







GENERAL NOTES (WHITTLESEA CITY COUNCIL)

- . THE WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT COUNCIL STANDARD DRAWINGS AND SPECIFICATIONS. WORKS TO BE CARRIED OUT TO THE SATISFACTION OF COUNCIL'S SURVEILANCE COORDINATOR OR HIS REPRESENTATIVE.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY OF WORK ON SITE IN ACCORDANCE WITH APPROPRIATE LEGISLATION. THEY SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING, DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC. NECESSARY TO KEEP WORKS IN A SAFE AND STABLE CONDITION, AND TO PROTECT THE PUBLIC FROM HAZARDS ASSOCIATED WITH THE WORKS. THE CONTRACTOR SHALL:
- 3.1. COMPLY WITH THE SAFETY REQUIREMENTS OF THE MINES ACT, GENERAL REGULATIONS AND STATUTORY
- RULES, AND THE MINES (TRENCHES) REGULATIONS 1982. NOTIFY THE OCCUPATIONAL HEALTH AND SAFETY AUTHORITY OF THEIR INTENTION TO COMMENCE TRENCHING 3.2 **OPERATIONS WHERE TRENCHES ARE 1.5 METRES OR DEEPER.**
- 3.3. ENSURE THAT THE MINE MANAGER OR THEIR DEPUTY AS REQUIRED BY THE REGULATIONS IS IN ATTENDANCE WHEN TRENCHING OPERATIONS ARE IN PROGRESS. THE CONTRACTOR IS TO NOTIFY COUNCIL'S SENIOR SURVEILLANCE ENGINEER AND ALL SERVICE AUTHORITIES
- SEVEN (7) DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. 5. ALL ROAD CHAINAGES ARE MEASURED ALONG THE ROAD CENTRELINE EXCEPT KERB RETURNS AND COURTHEADS, WHERE LIP OF KERB CHAINAGES ARE SPECIFIED. ALL DIMENSIONS AND RADII ARE GIVEN TO THE LIP OF KERB. DO
- NOT SCALE OFF THESE DRAWINGS, WRITTEN DIMENSIONS ONLY SHALL BE USED. 6. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM.
- 7. THE CONTRACTOR SHALL COOPERATE WITH OTHER AUTHORITIES AND SHALL ENSURE THAT ALL SERVICES ARE INSTALLED PRIOR TO THE FINAL PAVEMENT COURSE. THE CONTRACTOR SHALL CHECK WITH THE SUPERINTENDENT THE EXACT LOCATION OF ALL SERVICES PRIOR TO THE INSTALLATION OF CONDUITS.
- 8. ANY EXISTING PAVEMENT OR DRAINAGE WORKS DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE REINSTATED TO THE SATISFACTION OF THE COUNCIL REPRESENTATIVE. 9. WHEN ENGAGED IN BLASTING OPERATIONS THE CONTRACTOR SHALL NOT BLAST WITHIN 4.5m OF AN EXISTING LINE
- OF WATER, GAS OR SEWER PIPES OR WITHIN 15m OF ANY COMPLETED PART OF THE WORKS WITHOUT THE CONSENT OF THE SUPERINTENDENT. BLASTING REQUIRES A BLASTING PERMIT FROM COUNCIL.
- 10. APPROPRIATE SILTATION CONTROL IS TO BE CARRIED OUT DURING THE CONSTRUCTION AND MAINTENANCE PERIODS. 11. THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR PRIOR TO COMMENCING ANY
- EXCAVATION BY CONTACTING ALL RELEVANT SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT. 12. ALL TREES AND SHRUBS TO BE RETAINED UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT
- AUTHORITY BECAUSE ROAD CONSTRUCTION NECESSITATES THEIR REMOVAL, OR REMOVAL IS DIRECTED BY THE AUTHORISED ENGINEER, TREES TO BE REMOVED ARE TO BE SUITABLY LABELLED, WHEN IT IS PROPOSED TO REMOVE EXISITING TREES IN ROAD RESERVES OR COUNCIL RESERVES, CONSULTATION IS TO OCCUR WITH COUNCIL'S PARKS AND GARDENS DEPARTMENT.
- 13. VICROADS ROADWORK SIGNING CODE OF PRACTICE WHICH COMPLIES WITH THE AUSTRALIAN STANDARD 1742.3-2002 IS TO BE ADHERED TO DURING THE CONSTRUCTION WORKS. 14. CONDUIT LOCATIONS ARE SUBJECT TO AMENDMENT AND CONDUITS SHALL NOT BE LAID UNTIL WRITTEN APPROVAL
- IS GIVEN BY THE SUPERINTENDENT. CONDUITS TO BE EXTENDED TO PROPERTY LINE AND ARE REQUIRED WHEN CONNECTIONS EXTEND UNDER ROAD PAVEMENT, FOOTPATH OR OTHER INFRASTRUCTURE. BOTH KERBS ARE TO BE MARKED WITH THE LETTERS H (PROPERTY STORMWATER CONNECTION), E (ELECTRICAL), G (GAS), T (TELEPHONE), W (WATER), R (RECYCLED WATER) AND C (COUNCIL COMMUNICATION) AS PER STANDARD DRAWING EDCM 303. 15. ALL EARTHWORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL'S EARTHWORK SPECIFICATION AND THE EARTHWORKS SECTION OF SMEC'S CONTRACT SPECIFICATION.
- 16. BATTERS INTO ALLOTMENTS SHALL NOT BE STEEPER THAN 1 IN 6 UNLESS NOTED OTHERWISE
- 17. ALL EXCAVATED OR FILLED AREAS OUTSIDE THE ROAD RESERVE AND NATURESTRIPS TO BE STRIPPED OF TOPSOIL AND STOCKPILED PRIOR TO EARTHWORK COMMENCING. 18. NO FILLING OR STOCKPILING OF MATERIAL IS TO BE PLACED ON ANY RESERVE UNLESS DIRECTED BY THE
- SUPERINTENDENT. 19. NO TOPSOIL TO BE REMOVED FROM SITE UNLESS OTHERWISE APPROVED.
- 20. LOTS SHALL BE EVENLY GRADED TO ENSURE MINIMUM LOT FALLS AS SPECIFIED ON DRAWINGS ARE ACHIEVED. 21. ALL DRAINAGE PIPES TO BE CLASS 2 RCP UNLESS NOTED OTHERWISE. ALL DRAINAGE PIPE UP TO AND INCLUDING 750mm IN DIAMETER SHALL BE RUBBER RING JOINTED. PIPES ABOVE THIS SIZE MAY BE FLUSH JOINTED WITH EXTERNAL SEALING BANDS. RUBBER RING PIPES TO BE PRESSURE RESISTANT, I.E. SPECIFIC MANUFACTURERS RUBBER RING TO BE USED, SUITED TO PRESSURE CONDITIONS AND THE PIPES ARE NOT TO HAVE ANY PLUGS.
- 22. ALL PITS GRATER THAN OR EQUAL TO 1000mm DEPTH TO BE PROVIDED WITH STEP IRONS IN ACCORDANCE WITH EDCM 609. 23. ALL DRAINAGE TRENCHES UNDER ROAD PAVEMENTS, KERB & CHANNEL, PARKING BAYS, DRIVEWAYS, FOOTPATHS
- AND BEHIND KERBS & CHANNEL SHALL BE BACKFILLED WITH COMPACTED CRUSHED ROCK AS SPECIFIED. 24. OFFSETS TO DRAINAGE IN EASEMENTS AS SHOWN ARE TO THE CENTRELINE OF THE DRAIN.
- 25. AG DRAINS TO BE PROVIDED BEHIND ALL KERBS AND SHALL HAVE SUITABLE OUTLET. CONSTRUCTION TO BE IN ACCORDANCE WITH EDCM 605-608.
- 26. HOUSE DRAINS ARE TO BE CONNECTED DIRECT TO UNDERGROUND DRAIN UNLESS NOTED OTHERWISE 27. PROPERTY INLET PITS AS PER EDCM 701-704.
- 28. DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCILS STANDARDS AND CLEAR OF DRAINAGE PITS, SEWER MAINTENANCE HOLES AND EXISTING TREES.
- 29. FOOTPATHS ARE TO BE OFFSET 50mm FROM THE BUILDING LINE.
- 30. ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS SHOULD BE TO AS1742.2 AND 1742.1 STANDARD RESPECTIVELY. TEMPORARY LINEMARKING TO BE PLACED DURING MAINTENANCE PERIOD PRIOR TO PLACEMENT OF WEARING COURSE. FINAL LINEMARKING TO BE LONG LIFE ROAD MARKING WITH LONGITUDINAL LINES IN THERMOPLASTIC AND TRANSVERSE MARKINGS IN COLD APPLIED.
- 31. UPON COMPLETION OF CONSTRUCTION, THE WHOLE SITE SHALL BE CLEANED UP AND GRADED OVER. ALL RUBBISH IS TO BE REMOVED AND THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT.
- 32. ALL SERVICE TRENCHES UNDER FOOTPATH, ROAD PAVEMENTS, VEHICLE CROSSINGS AND OTHER ROAD
- STRUCTURES ARE TO BE BACKFILLED IN ACCORDANCE WITH RELEVANT COUNCIL AND AUTHORITY STANDARDS. 33. FOOTPATHS ARE TO BE CONTINUOUSLY REINFORCED CONCRETE IN ACCORDANCE WITH EDCM 403 UNLESS OTHERWISE SPECIFIED,
- 34. A BUILDING PERMIT MUST BE OBTAINED FOR ANY STRUCTURE/RETAINING WALL EXCEEDING 1.0m IN HEIGHT PRIOR TO COMMENCEMENT OF CONSTRUCTION, IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA. COPY OF BUILDING PERMITS AND 'CERTIFICATE OF COMPLIANCE - CONSTRUCTION' (REGARDLESS OF HEIGHT) FOR ALL COMPONENTS OF RETAINING WALL INCLUDING AG DRAINS TO BE SUBMITTED TO COUNCIL PRIOR TO STATEMENT OF COMPLIANCE.

WARNING

SAFETY MEASURES REQUIRED Please note there are risks attached to the construction o this project, and any ongoing maintenance of structures Consider the safety of all. For potential risks, consequences and controls refer to Safety In Design Risk Register SID P4.E6. 1700E-024-500 **ASSESS THE RISK - STAY SAFE**

WARNING

BEWARE OF UNDERGROUND SERVICES he locations of underground services are approximate only and their exact position should be proven on site. No guarantee is given that all existing services are shown. _ocate all underground services before commencement of works **DIAL 1100 BEFORE YOU DIG**

www.**1100**.com.au

Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage Cover Plan & General Notes

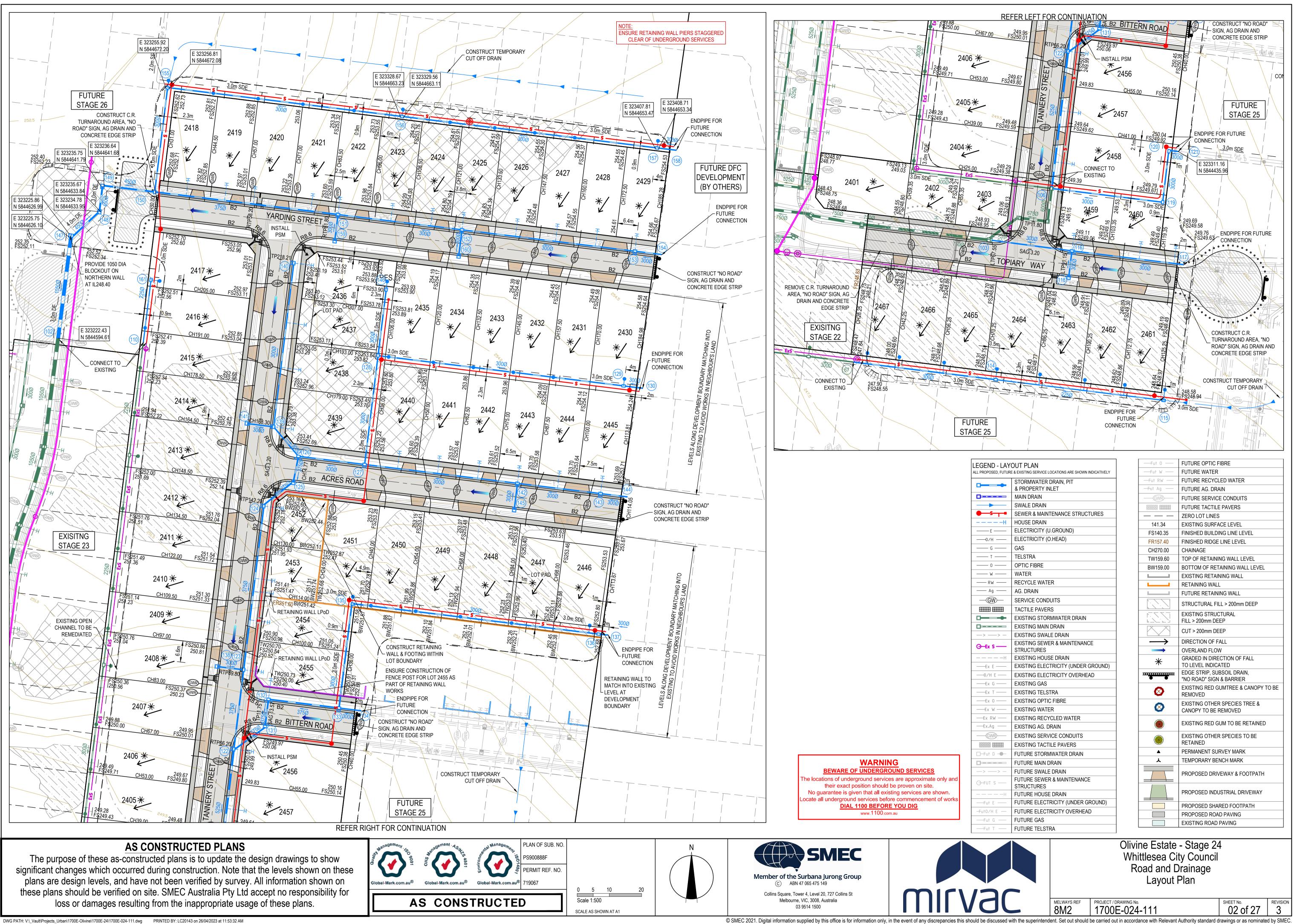
PROJECT / DRAWING No. 1700E-024-101

MELWAYS REF

8M2

SHEET No. 01 of 27 2

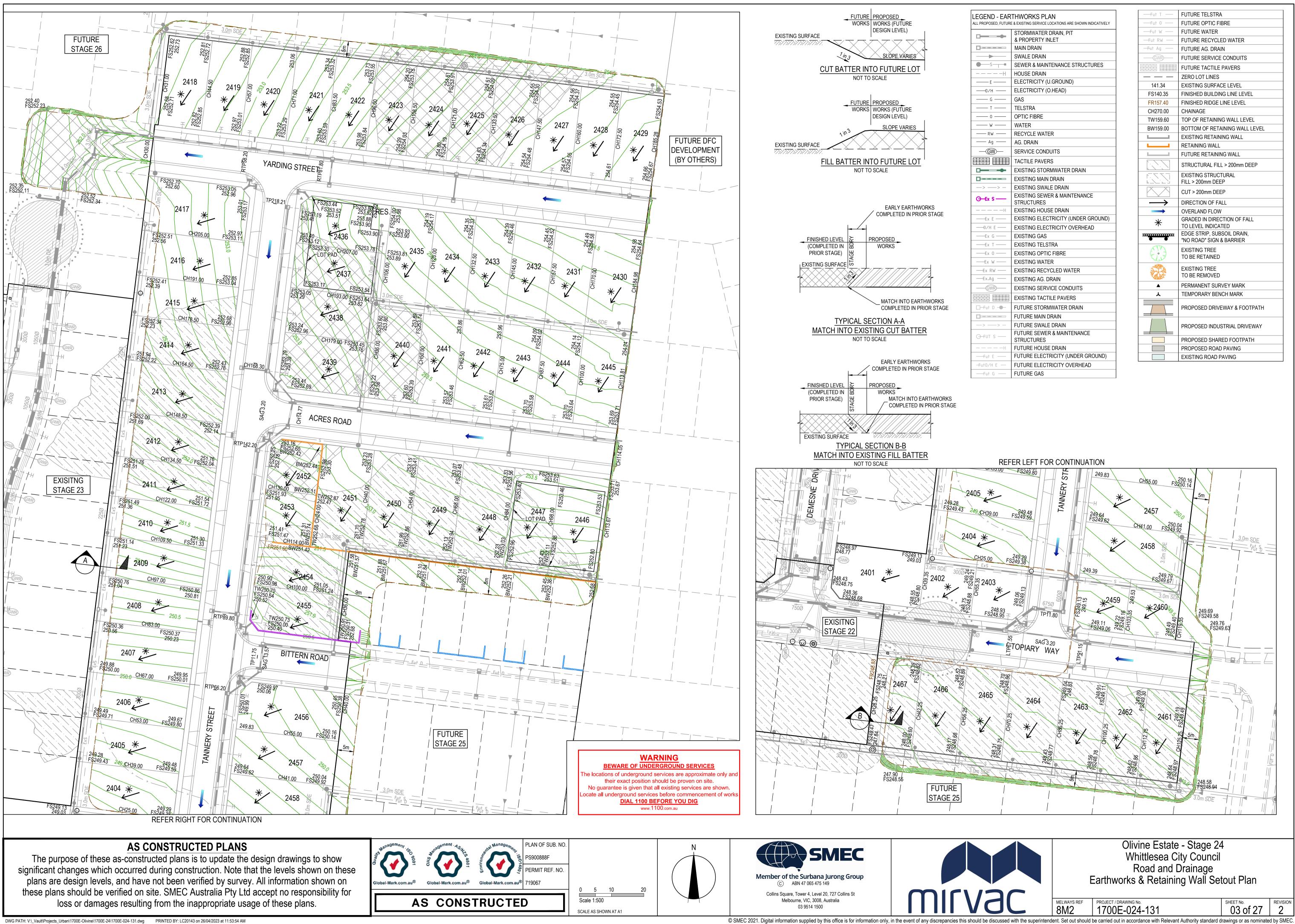
REVISION



	STORMWATER DRAIN, PIT & PROPERTY INLET
	MAIN DRAIN
·	SWALE DRAIN
	SEWER & MAINTENANCE STRUCTURES
н	HOUSE DRAIN
— Е ——	ELECTRICITY (U.GROUND)
—0/H ——	ELECTRICITY (O.HEAD)
— G ——	GAS
— T —	TELSTRA
— 0 ——	OPTIC FIBRE
— w ——	WATER
— RW —	RECYCLE WATER
— Ag ——	AG. DRAIN
	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
	EXISTING MAIN DRAIN
->>	EXISTING SWALE DRAIN
Ex S	EXISTING SEWER & MAINTENANCE STRUCTURES
— — — —H	EXISTING HOUSE DRAIN
—Ex E ——	EXISTING ELECTRICITY (UNDER GROUND)
-0/H E	EXISTING ELECTRICITY OVERHEAD
—Ex G ——	EXISTING GAS
—Ex T ——	EXISTING TELSTRA
—Ex 0 ——	EXISTING OPTIC FIBRE
—Ex W ——	EXISTING WATER
-Ex RW	EXISTING RECYCLED WATER
Ex.Ag —	EXISTING AG. DRAIN
GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
-Fut D -	FUTURE STORMWATER DRAIN
1010 1020 1020 1020	FUTURE MAIN DRAIN
->>	FUTURE SWALE DRAIN
F UT S —	FUTURE SEWER & MAINTENANCE STRUCTURES
———Н	FUTURE HOUSE DRAIN
-Fut E	FUTURE ELECTRICITY (UNDER GROUND)
uto/H E —	FUTURE ELECTRICITY OVERHEAD
—Fut G ——	FUTURE GAS
-Fut T	FUTURE TELSTRA

Eut 0	
— Fut 0 —	
—Fut W —	
—Fut RW —	
—Fut Ag —	FUTURE AG. DRAIN
GWR	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	ZERO LOT LINES
141.34	EXISTING SURFACE LEVEL
FS140.35	FINISHED BUILDING LINE LEVEL
FR157.40	FINISHED RIDGE LINE LEVEL
CH270.00	CHAINAGE
TW159.60	TOP OF RETAINING WALL LEVEL
BW159.00	BOTTOM OF RETAINING WALL LEVEL
	EXISTING RETAINING WALL
	RETAINING WALL
	FUTURE RETAINING WALL
	STRUCTURAL FILL > 200mm DEEP
	EXISTING STRUCTURAL FILL > 200mm DEEP
	CUT > 200mm DEEP
\rightarrow	DIRECTION OF FALL
	OVERLAND FLOW
*	GRADED IN DIRECTION OF FALL TO LEVEL INDICATED
•	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
\bigotimes	EXISTING RED GUMTREE & CANOPY TO BE REMOVED
\bigotimes	EXISTING OTHER SPECIES TREE & CANOPY TO BE REMOVED
	EXISTING RED GUM TO BE RETAINED
	EXISTING OTHER SPECIES TO BE RETAINED
	PERMANENT SURVEY MARK
٨	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH
	PROPOSED INDUSTRIAL DRIVEWAY
	PROPOSED SHARED FOOTPATH
	PROPOSED ROAD PAVING
	EXISTING ROAD PAVING

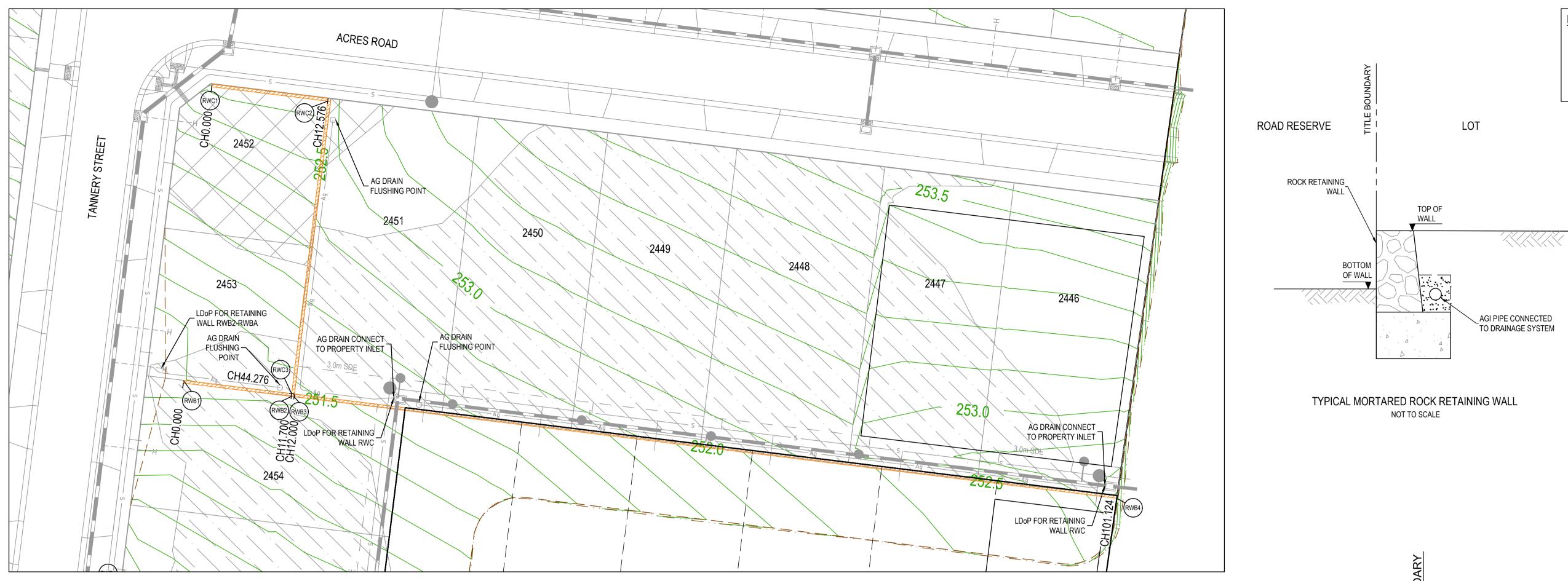
1(MELWAYS

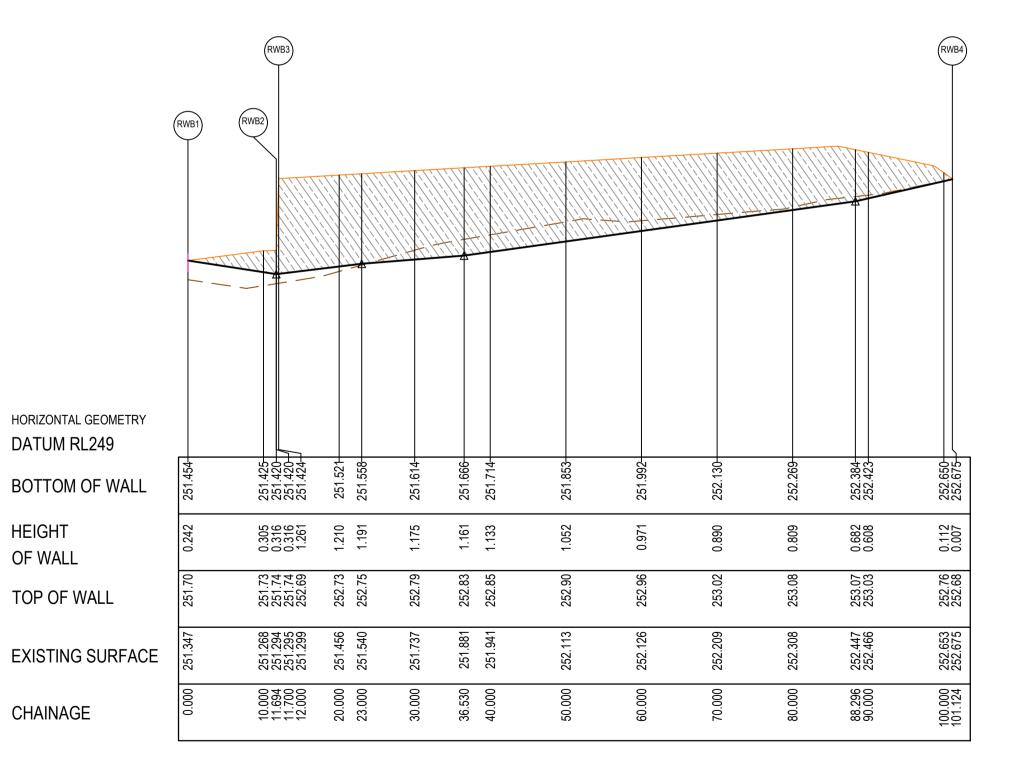


END - EAR	THWORKS PLAN
OPOSED, FUTURE	E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
1 10011 10011 10011	& PROPERTY INLET
	SWALE DRAIN
	SEWER & MAINTENANCE STRUCTURES
<u> </u>	HOUSE DRAIN
— Е — — П	ELECTRICITY (U.GROUND)
)/H ——	ELECTRICITY (O.HEAD)
- G ——	GAS
- т ——	TELSTRA
- 0	OPTIC FIBRE
W	
RW	
Ag —	AG. DRAIN
GW—	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
000 000 000 000 000 000 000 000 000 00	EXISTING MAIN DRAIN
>	EXISTING SWALE DRAIN
x s —	EXISTING SEWER & MAINTENANCE
	STRUCTURES
— — —H	
к Е ——	EXISTING ELECTRICITY (UNDER GROUND)
Ή E ——	EXISTING ELECTRICITY OVERHEAD
x G ——	EXISTING GAS
к Т ——	EXISTING TELSTRA
x 0 ——	EXISTING OPTIC FIBRE
< W	EXISTING WATER
RW —	EXISTING RECYCLED WATER
.Ag —	EXISTING AG. DRAIN
GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
ut D -	FUTURE STORMWATER DRAIN
1211 1211 1211	FUTURE MAIN DRAIN
>	FUTURE SWALE DRAIN
JT S —	FUTURE SEWER & MAINTENANCE
	STRUCTURES
— — —H	FUTURE HOUSE DRAIN
ut E ——	FUTURE ELECTRICITY (UNDER GROUND)
/H E —	FUTURE ELECTRICITY OVERHEAD
t G ——	FUTURE GAS

—-Fut T	FUTURE TELSTRA		
Fut 0	FUTURE OPTIC FIBRE		
—Fut W —	FUTURE WATER		
—Fut RW —	FUTURE RECYCLED WATER		
—Fut Ag —	FUTURE AG. DRAIN		
GWR)	FUTURE SERVICE CONDUITS		
	FUTURE TACTILE PAVERS		
	ZERO LOT LINES		
141.34	EXISTING SURFACE LEVEL		
FS140.35	FINISHED BUILDING LINE LEVEL		
FR157.40	FINISHED RIDGE LINE LEVEL		
CH270.00	CHAINAGE		
TW159.60	TOP OF RETAINING WALL LEVEL		
BW159.00	BOTTOM OF RETAINING WALL LEVEL		
BW135.00	EXISTING RETAINING WALLEVEL		
	RETAINING WALL		
	FUTURE RETAINING WALL		
	STRUCTURAL FILL > 200mm DEEP		
	EXISTING STRUCTURAL FILL > 200mm DEEP		
	CUT > 200mm DEEP		
\longrightarrow	DIRECTION OF FALL		
	OVERLAND FLOW		
*	GRADED IN DIRECTION OF FALL TO LEVEL INDICATED		
	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER		
	EXISTING TREE TO BE RETAINED		
	EXISTING TREE TO BE REMOVED		
	PERMANENT SURVEY MARK		
٨.	TEMPORARY BENCH MARK		
	PROPOSED DRIVEWAY & FOOTPATH		
	PROPOSED INDUSTRIAL DRIVEWAY		
	PROPOSED SHARED FOOTPATH		
	PROPOSED ROAD PAVING		
	EXISTING ROAD PAVING		

	Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage Earthworks & Retaining Wall Set		
MELWAYS REF	PROJECT / DRAWING No. 1700E-024-131	SHEET No. 03 of 27	REVISION 2





RETAINING WALL RWB - LONGITUDINAL SECTION

AS CONSTRUCTED PLANS

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-132.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:54:15 AM



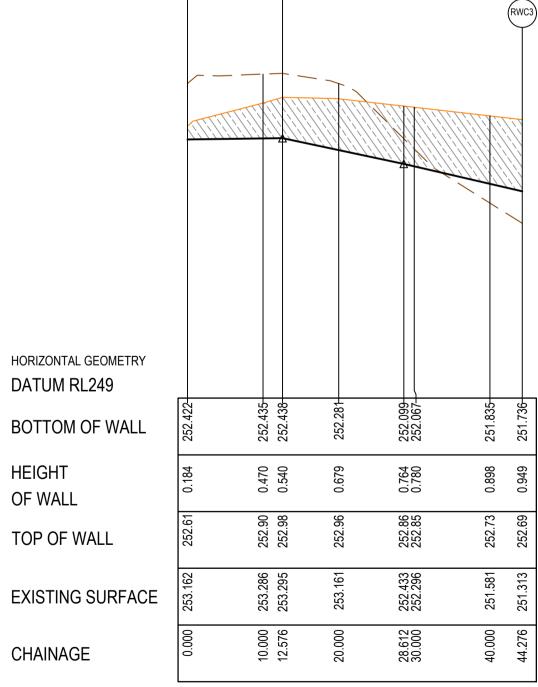




Member of the Surbana Jurong Group

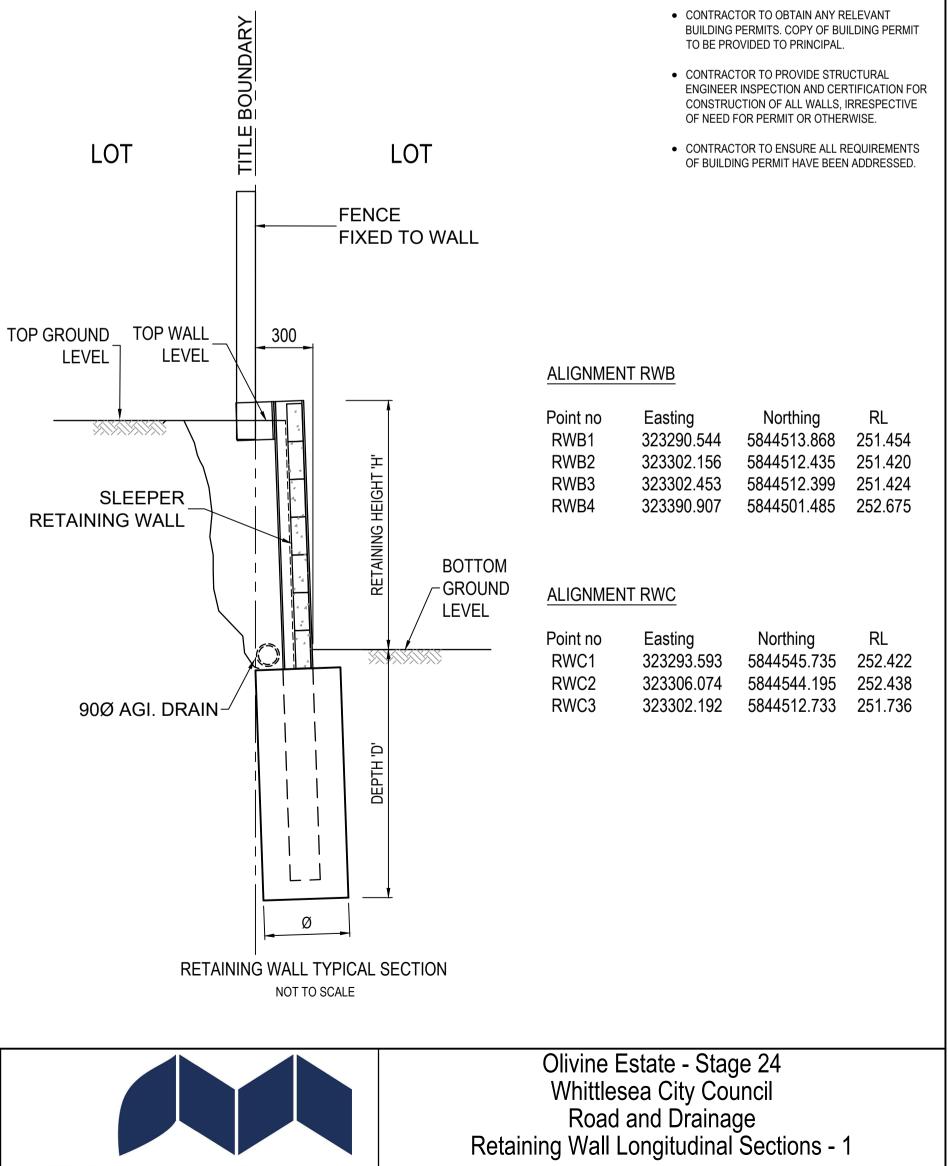
SMEC

10.000 12.576 28.612 30.000 **RETAINING WALL RWC - LONGITUDINAL SECTION**



(RWC2)

RWC1



PROJECT / DRAWING No.

1700E-024-132

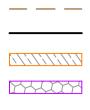
MELWAYS REF

8M2

© SMEC 2021. Digital information supplied by this office is for information only, in the event of any discrepancies this should be discussed with the superintendent. Set out should be carried out in accordance with Relevant Authority standard drawings or as nominated by SMEC.

5 10 0 0.5 1 Scale H1:500, V1:50 0 2.5 5 Scale 1:250 SCALE AS SHOWN AT A1

<u>LEGEND</u>



— — — EXISTING SURFACE DESIGN LINE **RETAINING WALL - CONCRETE SLEEPER** RETAINING WALL - ROCK

LEGEND ALL PROPOSED, FUTURE	E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
	STORMWATER DRAIN, PIT & PROPERTY INLET
	MAIN DRAIN
>	SWALE DRAIN
S	SEWER & MAINTENANCE STRUCTURES
— — — — — H	HOUSE DRAIN
—— E ——	ELECTRICITY (U.GROUND)
——0/H ——	ELECTRICITY (O.HEAD)
G	GAS
—— T ——	TELSTRA
0	OPTIC FIBRE
—— w ——	WATER
—— RW ——	RECYCLE WATER
—— Ag ——	AG. DRAIN
—@W—	SERVICE CONDUITS
CH270.00	CHAINAGE
TW159.60	TOP OF RETAINING WALL LEVEL
BW159.00	BOTTOM OF RETAINING WALL LEVEL
	EXISTING RETAINING WALL
	RETAINING WALL - CONCRETE SLEEPER
<u></u>	RETAINING WALL - ROCK
—— Ag ——	AG. DRAIN

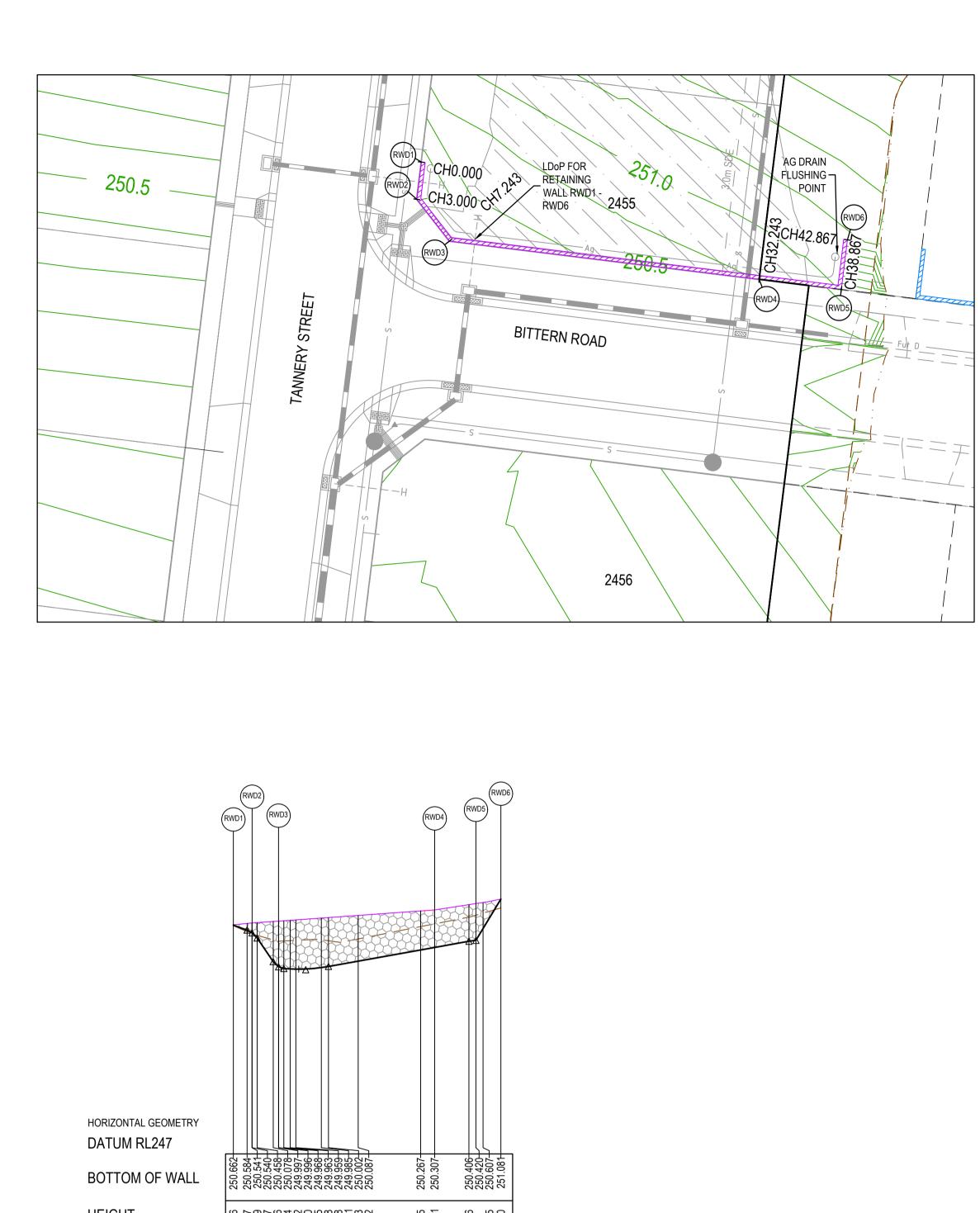
RETAINING WALL DESIGN AND APPROVALS REQUIREMENTS

NOTE: RETAINING WALL DETAILS AND DESIGN CERTIFICATION TO BE SUBMITTED TO COUNCIL PRIOR TO COMMENCEMENT OF CONSTRUCTION OF WALLS

RETAINING WALLS

SHEET No. REVISION 2

SHEET No.



HEIGHT OF WALL

TOP OF WALL

EXISTING SURFACE

CHAINAGE

0.006 0.157 0.157 0.157 0.157 0.732 0.733 0.788 0.788 0.783 0.783 0.783 0.783 0.625 0.601 .586 .415 .000 ö 250.67 250.73 250.73 250.73 250.73 250.74 250.73 250.73 250.73 250.73 250.73 250.73 250.73 250.89 250.91 .99 .02 .08 250. 251. 251. 250.655 250.557 250.557 250.522 250.522 250.405 250.405 250.405 250.415 250.415 250.415 250.413 250.414 250.413 250.792 250.822 250.856 250.940 250.640 250.684 $\begin{array}{c} 0.000\\ 2.196\\ 2.986\\ 0.3200\\ 0.3200\\ 0.386\\ 0.386\\ 0.386\\ 0.386\\ 0.386\\ 0.386\\ 0.243\\ 0.000\\ 0.1253\\ 0.000\\ 0.1253\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000\\ 0.000$ 37.743 38.867 40.000 42.867 30.000 32.243

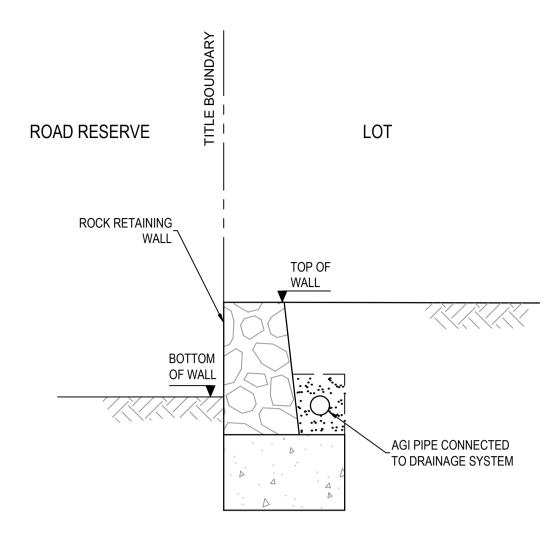
RETAINING WALL RWD - LONGITUDINAL SECTION

AS CONSTRUCTED PLANS

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.



DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-133.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:54:37 AM

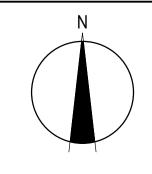


TYPICAL MORTARED ROCK RETAINING WALL NOT TO SCALE

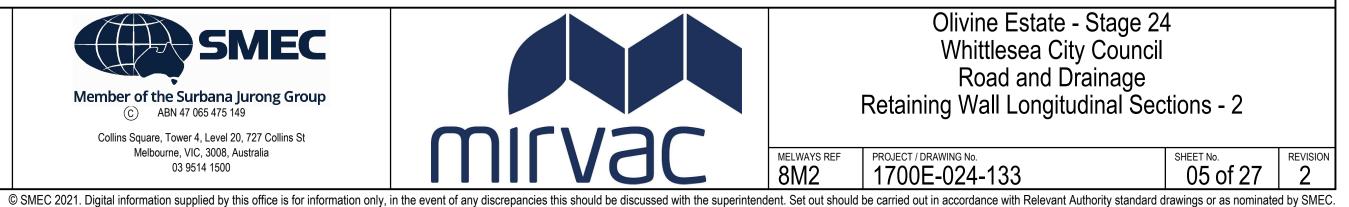
ALIGNMENT RWD

Point no	Easting	Northing	RL
RWD1	323283.917	5844492.821	250.662
RWD2	323283.549	5844489.844	250.540
RWD3	323286.159	5844486.499	249.997
RWD4	323310.971	5844483.438	250.307
RWD5	323317.546	5844482.627	250.420
RWD6	323318.035	5844486.596	251.081

5 10 0 0.5 1 Scale H1:500, V1:50 0 2.5 5 Scale 1:250 SCALE AS SHOWN AT A1







<u>LEGEND</u>

— — — EXISTING SURFACE — DESIGN LINE **RETAINING WALL - CONCRETE SLEEPER**

RETAINING WALL - ROCK

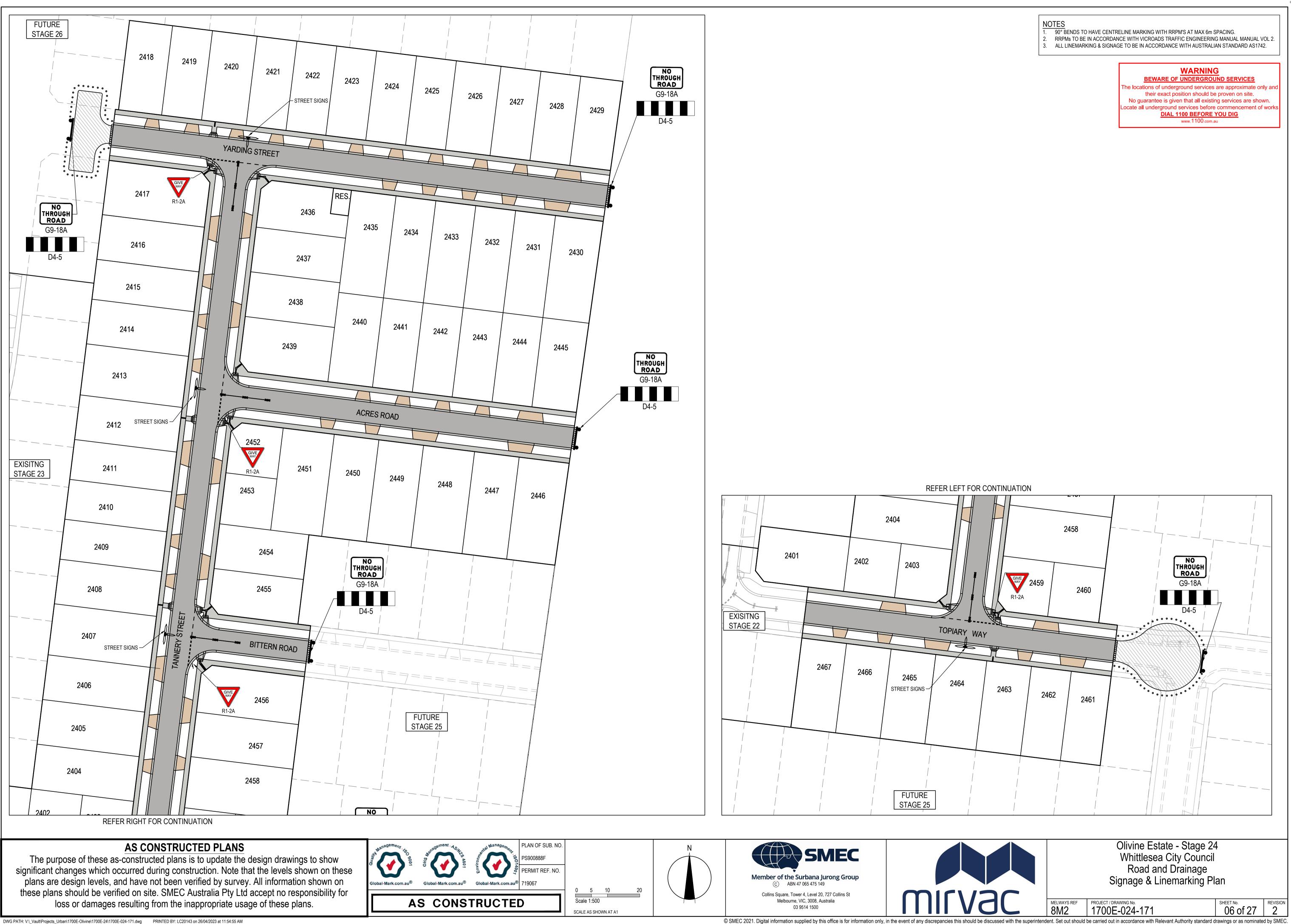
LEGEND ALL PROPOSED, FUTURE	E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
	STORMWATER DRAIN, PIT & PROPERTY INLET
	MAIN DRAIN
	SWALE DRAIN
•S	SEWER & MAINTENANCE STRUCTURES
— — — — — H	HOUSE DRAIN
— Е — —	ELECTRICITY (U.GROUND)
——0/H ——	ELECTRICITY (O.HEAD)
—— G ——	GAS
— T ——	TELSTRA
0	OPTIC FIBRE
—— w ——	WATER
—— RW ——	RECYCLE WATER
—— Ag ——	AG. DRAIN
—@W—	SERVICE CONDUITS
CH270.00	CHAINAGE
TW159.60	TOP OF RETAINING WALL LEVEL
BW159.00	BOTTOM OF RETAINING WALL LEVEL
	EXISTING RETAINING WALL
	RETAINING WALL - CONCRETE SLEEPER
· · · · · · · · · · · · · · · · · · ·	RETAINING WALL - ROCK
—— Ag ——	AG. DRAIN

RETAINING WALL DESIGN AND APPROVALS REQUIREMENTS

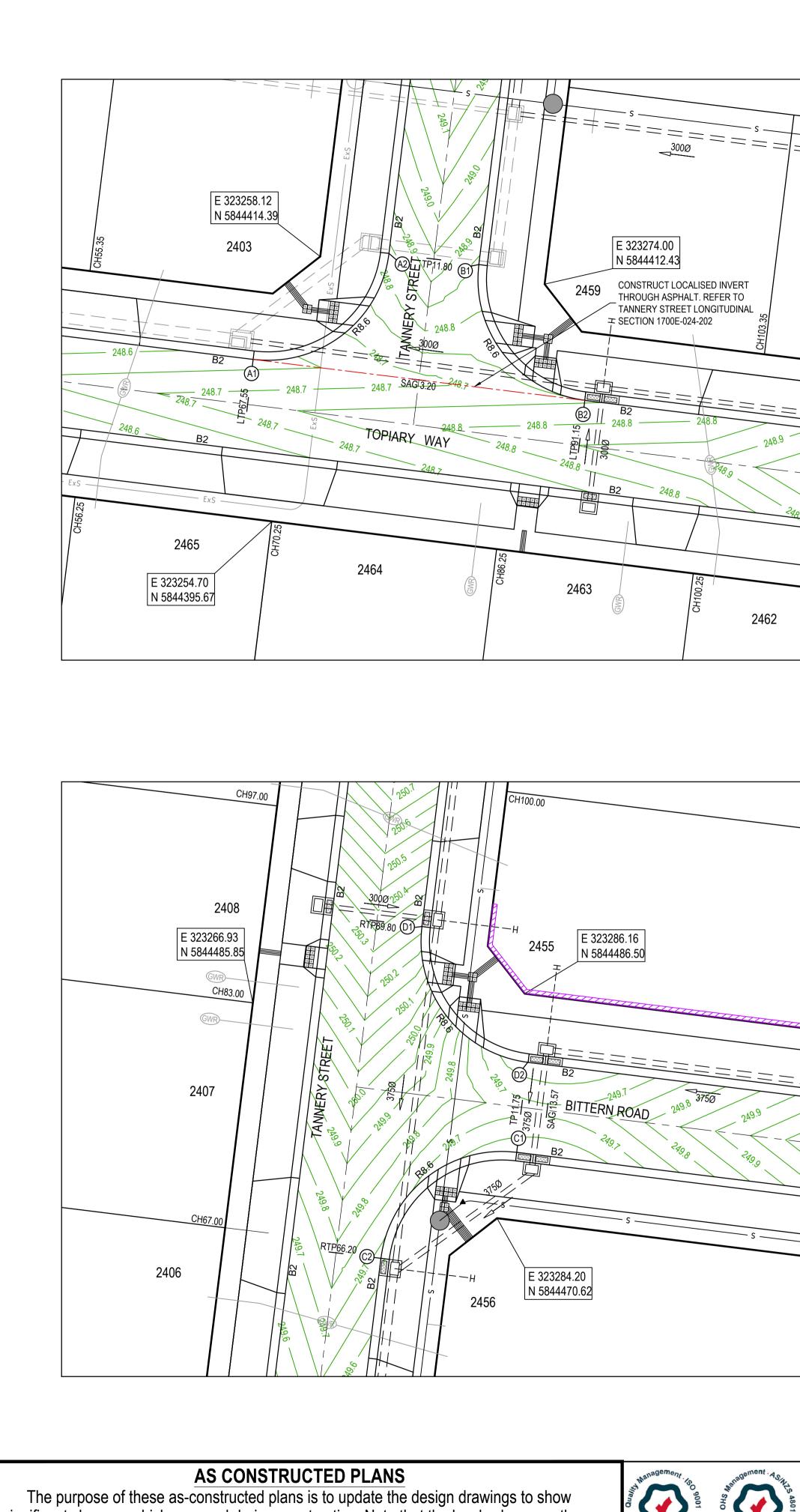
NOTE: RETAINING WALL DETAILS AND DESIGN CERTIFICATION TO BE SUBMITTED TO COUNCIL PRIOR TO COMMENCEMENT OF CONSTRUCTION OF WALLS

RETAINING WALLS

- CONTRACTOR TO OBTAIN ANY RELEVANT BUILDING PERMITS. COPY OF BUILDING PERMIT TO BE PROVIDED TO PRINCIPAL.
- CONTRACTOR TO PROVIDE STRUCTURAL ENGINEER INSPECTION AND CERTIFICATION FOR CONSTRUCTION OF ALL WALLS, IRRESPECTIVE OF NEED FOR PERMIT OR OTHERWISE.
- CONTRACTOR TO ENSURE ALL REQUIREMENTS OF BUILDING PERMIT HAVE BEEN ADDRESSED.



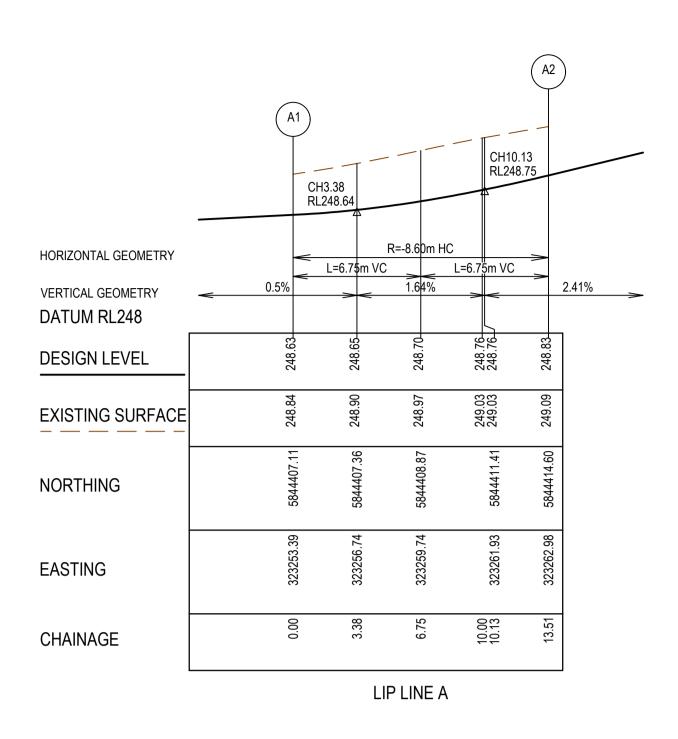
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-171.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:54:55 AM

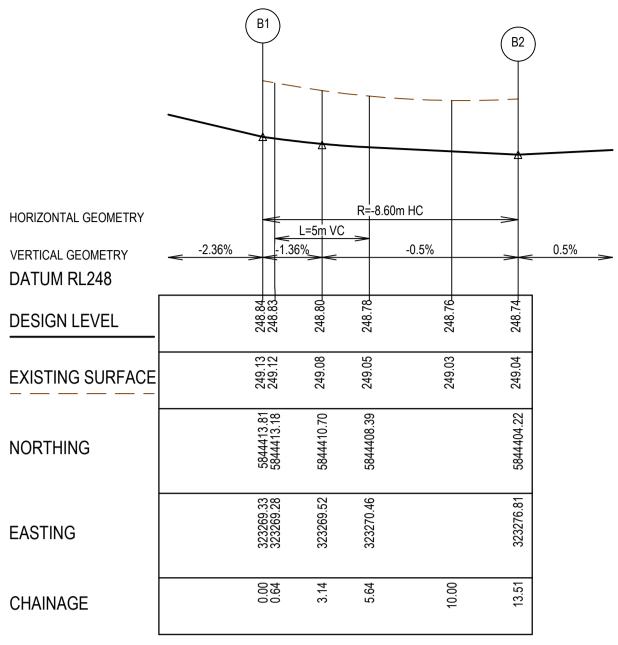


The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

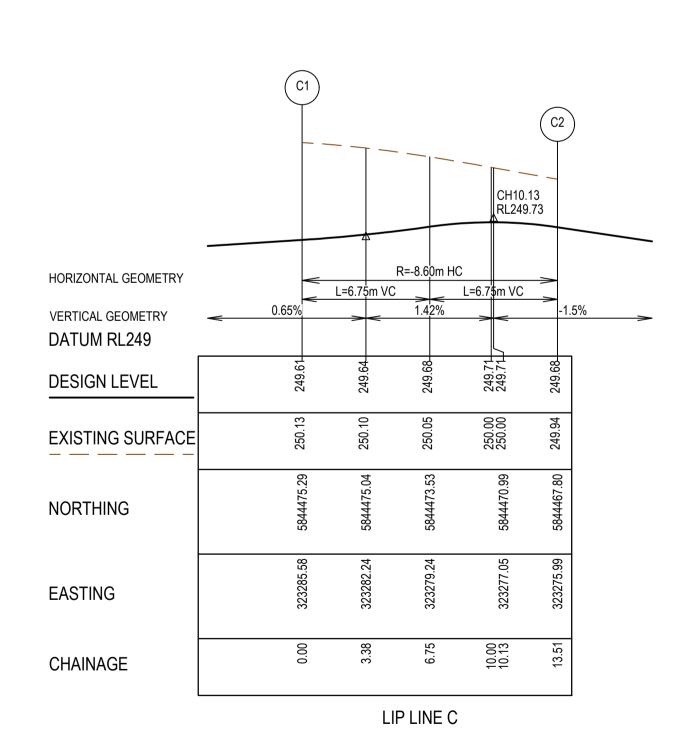
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-181.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:55:12 AM

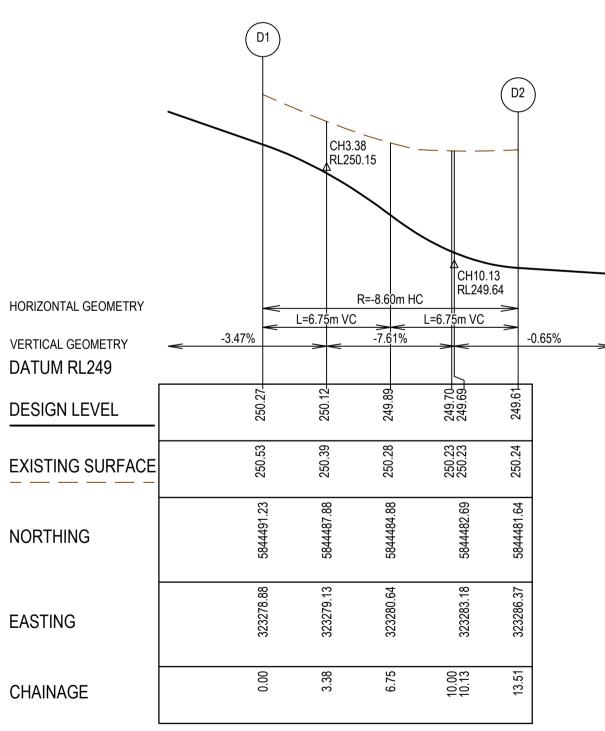






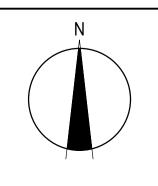




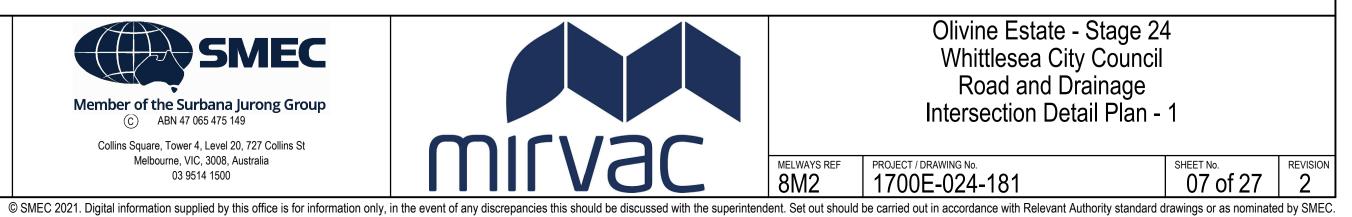


LIP LINE D

0 0.2 0.4 Scale H1:200, V1:20 0 2 4 Scale 1:200 SCALE AS SHOWN AT A1



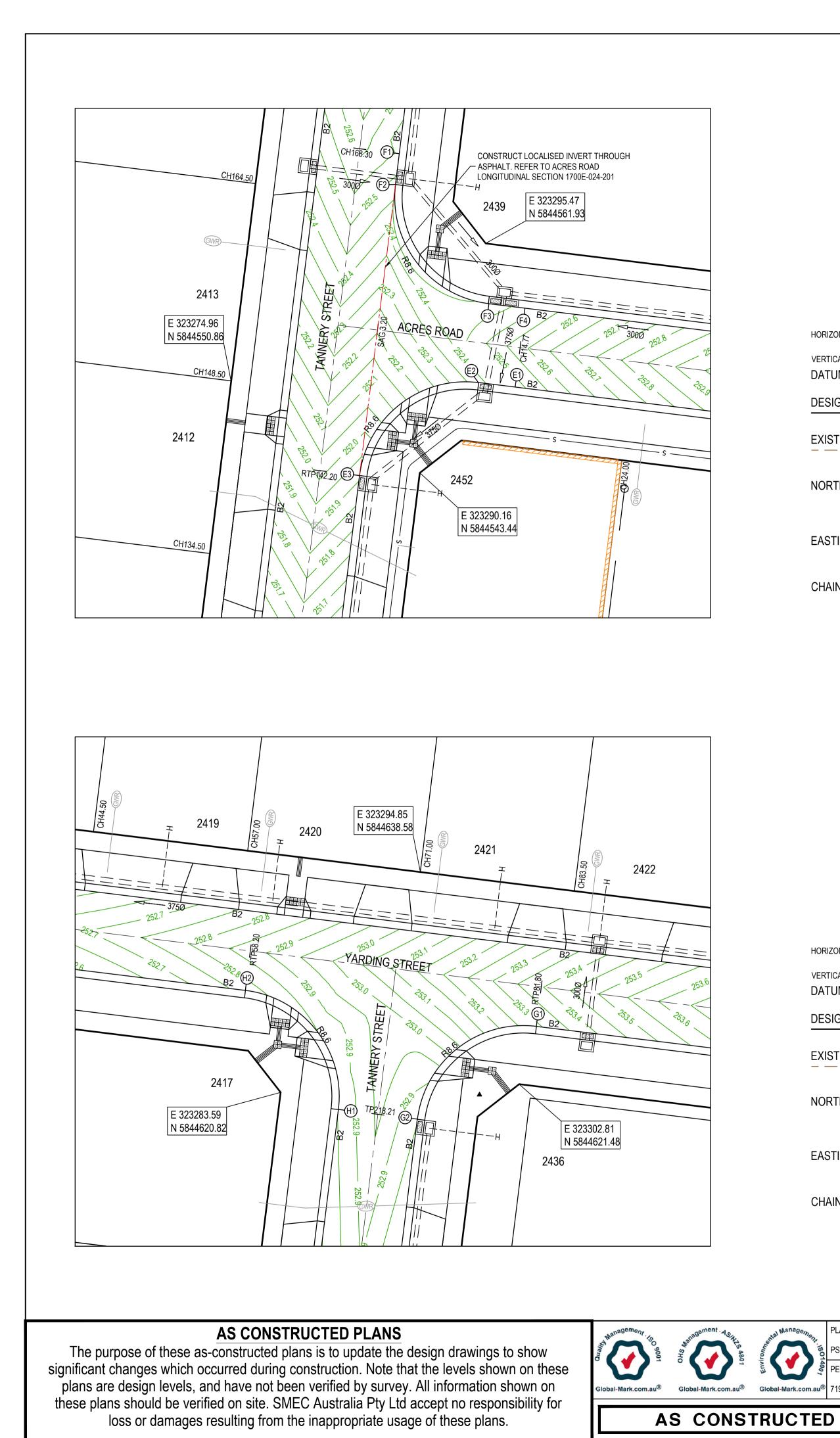




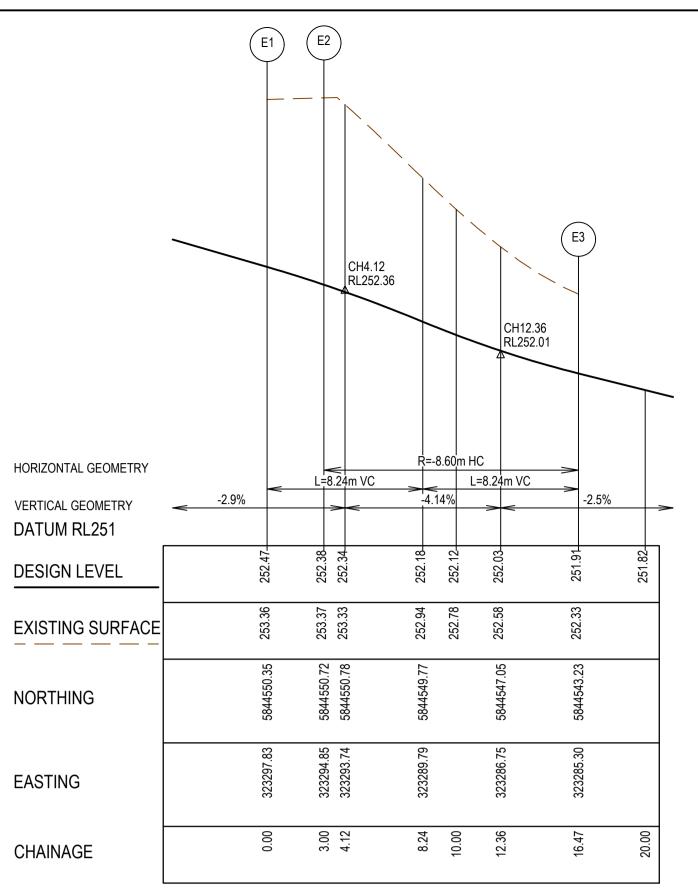


ALL VEHICLE CROSSINGS AND PRAM CROSSINGS TO BE MINIMUM OF 0.75m FROM PITS. ALL PRAM CROSSINGS TO BE MINIMUM OF 2.0m FROM VEHICLE CROSSINGS. VEHICLE EXCLUSION MEASURES BETWEEN ROAD RESERVE AND RESERVE TO FORM PART OF THE LANDSCAPE WORKS.

	ERSECTION DETAIL PLAN E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
□====	STORMWATER DRAIN, PIT & PROPERTY INLET
□====	MAIN DRAIN
●S■	SEWER & MAINTENANCE STRUCTURES
H	HOUSE DRAIN
GWR	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
$\Box = = = = =$	EXISTING MAIN DRAIN
⊖—Ех S ——	EXISTING SEWER & MAINTENANCE STRUCTURES
GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
Fut D -	FUTURE STORMWATER DRAIN
	FUTURE MAIN DRAIN
⊖-fut s —	FUTURE SEWER & MAINTENANCE STRUCTURES
— — — — — H	FUTURE HOUSE DRAIN
GWR	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	EXISTING RETAINING WALL
	RETAINING WALL
	FUTURE RETAINING WALL
• •	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
	PERMANENT SURVEY MARK
7	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

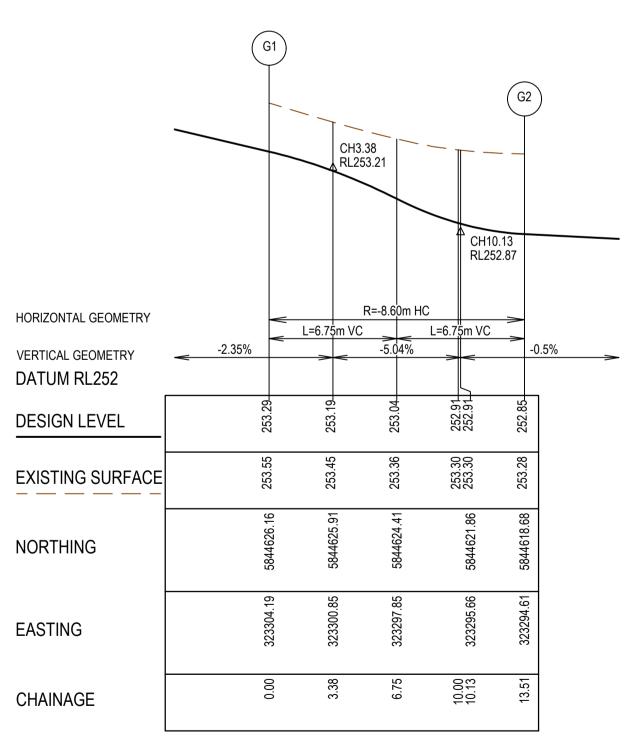


DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-182.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:55:29 AM

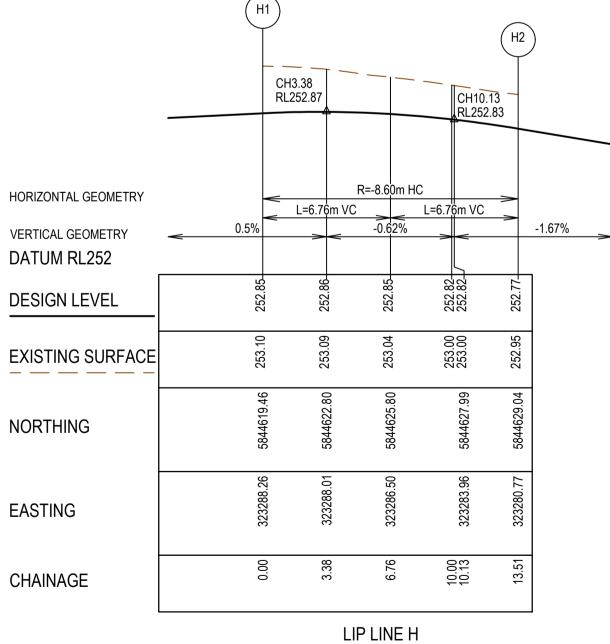


LIP LINE E

		F	1	(F2)
				CH2.5 RL252.
HORIZONTAL GEOMETRY				L=5ṃ VC
VERTICAL GEOMETRY	<	-1.63%	<	><
DATUM RL252				
DESIGN LEVEL		050 EA	40.707	252.51 252.51
EXISTING SURFACE		262.00	00.002	253.00 253.00
NORTHING			5844509.14	5844566.66 5844566.65
EASTING			323288.5U	323288.19 323288.19
CHAINAGE			00.00	2.50

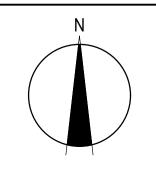


LIP LINE G

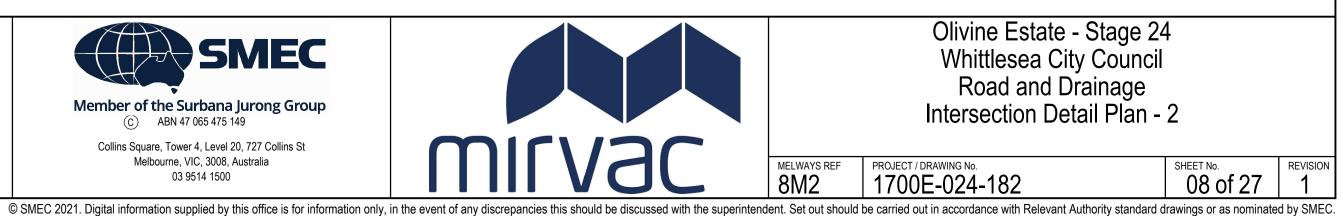




0 0.2 0.4 Scale H1:200, V1:20 0 2 4 Scale 1:200 SCALE AS SHOWN AT A1

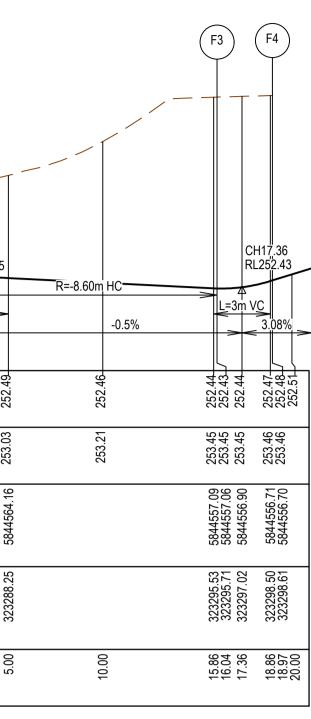






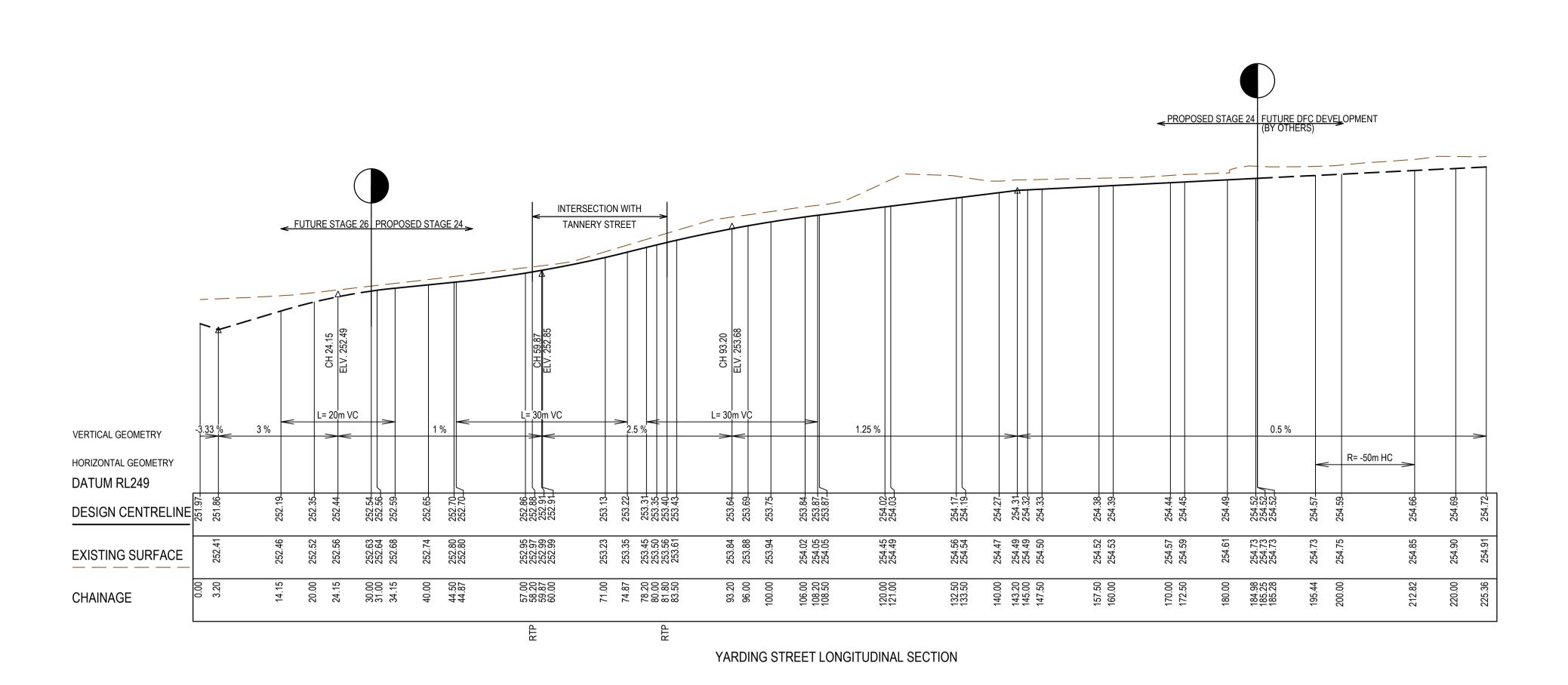
NOTES

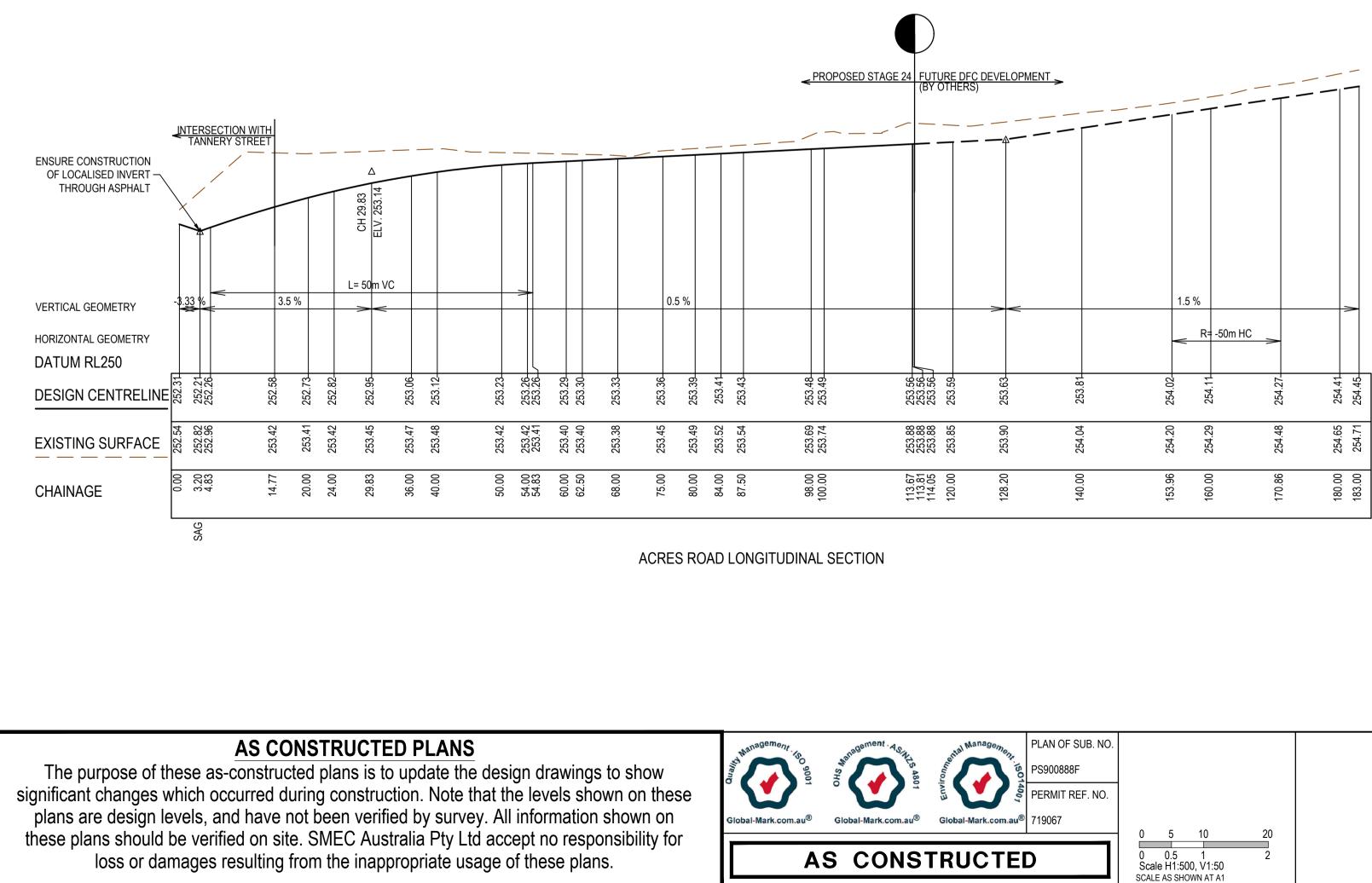
ALL VEHICLE CROSSINGS AND PRAM CROSSINGS TO BE MINIMUM OF 0.75m FROM PITS. ALL PRAM CROSSINGS TO BE MINIMUM OF 2.0m FROM VEHICLE CROSSINGS. VEHICLE EXCLUSION MEASURES BETWEEN ROAD RESERVE AND RESERVE TO FORM PART OF THE LANDSCAPE WORKS.



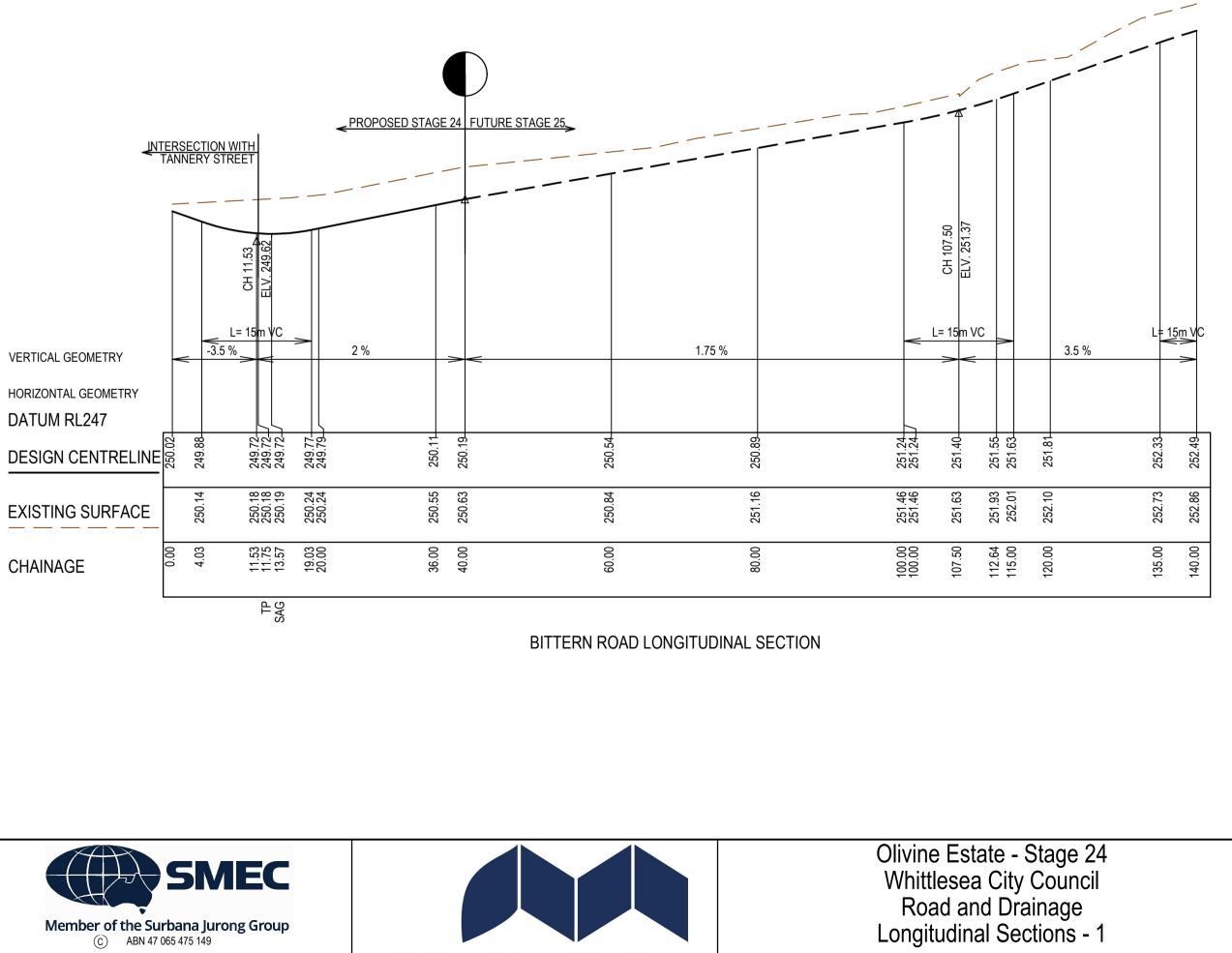
	ERSECTION DETAIL PLAN E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
□= = ==	STORMWATER DRAIN, PIT & PROPERTY INLET
	MAIN DRAIN
S	SEWER & MAINTENANCE STRUCTURES
— — — — — H	HOUSE DRAIN
	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
$\Box = = = = =$	EXISTING MAIN DRAIN
⊖—Ех S ——	EXISTING SEWER & MAINTENANCE STRUCTURES
GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
-Fut D -	FUTURE STORMWATER DRAIN
	FUTURE MAIN DRAIN
G-f ut s —	FUTURE SEWER & MAINTENANCE STRUCTURES
— — — — — H	FUTURE HOUSE DRAIN
	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	EXISTING RETAINING WALL
	RETAINING WALL
	FUTURE RETAINING WALL
•	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
	PERMANENT SURVEY MARK
	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

LIP LINE F





DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-201.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:55:42 AM



MELWAYS REF

8M2

PROJECT / DRAWING No.

1700E-024-201

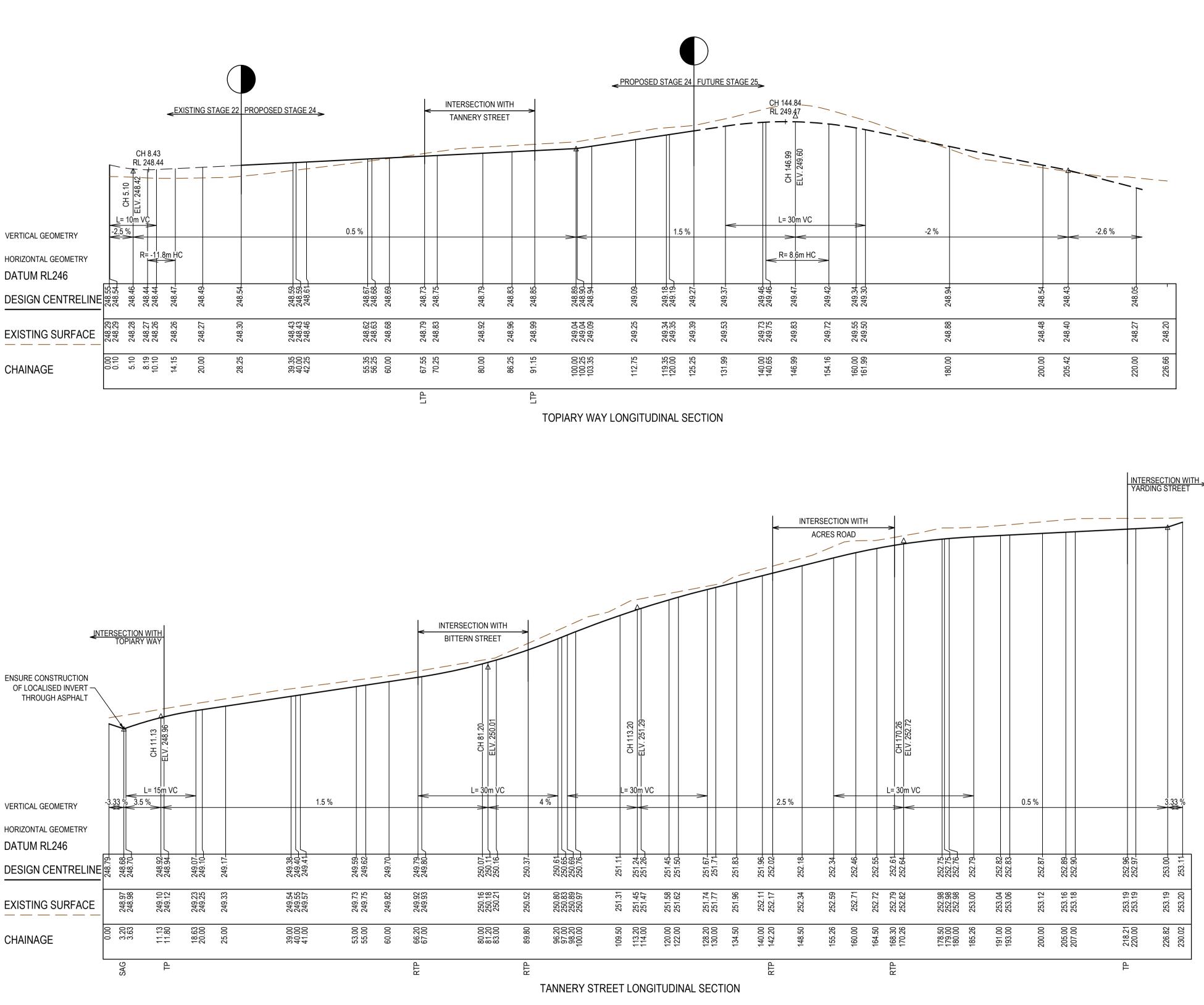
REVISION

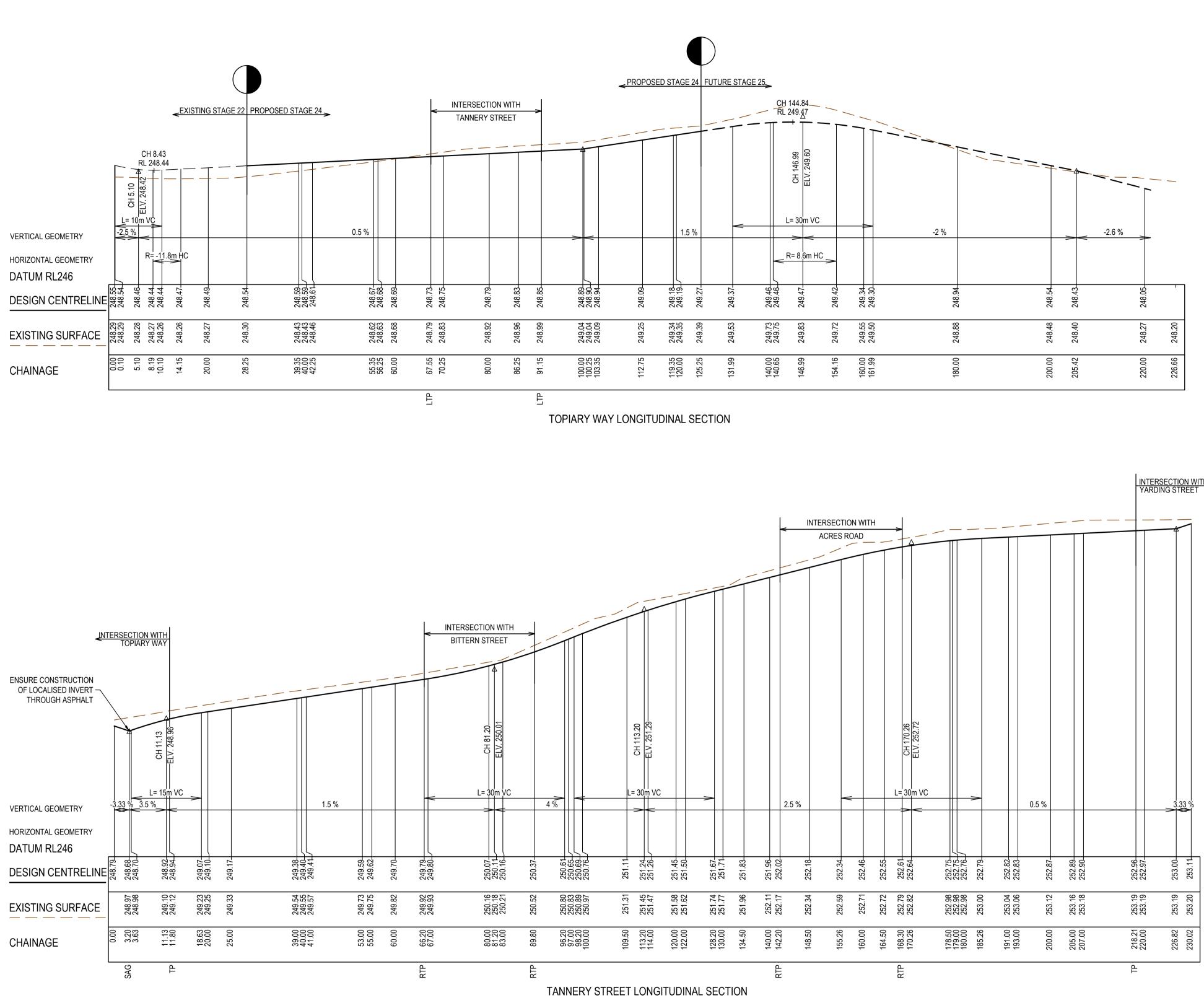
SHEET No.

09 of 27



© SMEC 2021. Digital information supplied by this office is for information only, in the event of any discrepancies this should be discussed with the superintendent. Set out should be carried out in accordance with Relevant Authority standard drawings or as nominated by SMEC.



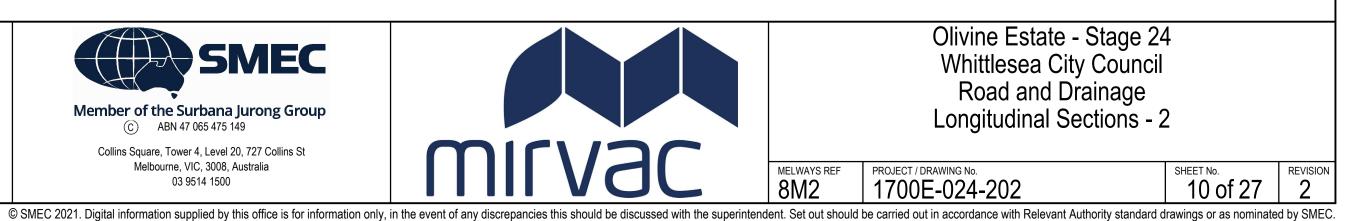


The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

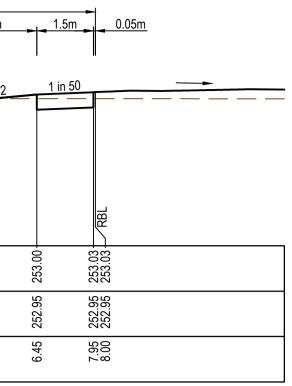


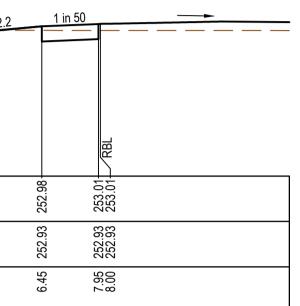
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-202.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:55:58 AM

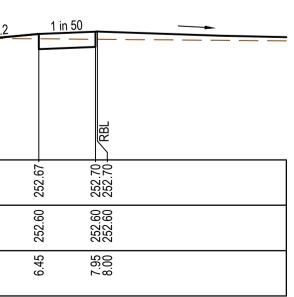




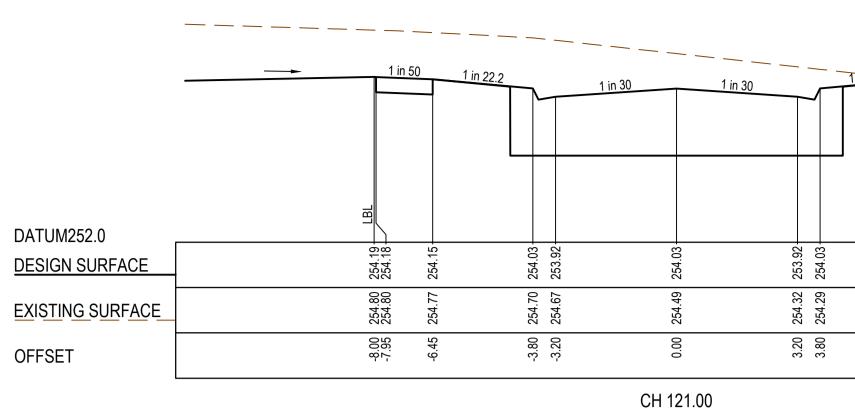
	◄		16m			
	0.05m 1.5m 2.6	<u>5m 0.6m 3.1</u> B2	2m 3.2m	0.6m 2.6 B2	5m 1.5m 0.05m	
	<u>1 in 50 1 in</u>	<u>22.2</u>	<u>30 1in 3</u> (22.2 1 in 50	
			1.50			
	B				KBL	[
DATUM251.0 DESIGN SURFACE	253.03	252.88	252.88	252.88	253.00 253.03 253.03	<u>[</u>
	252.99 255 252.99 255 252.98 255	252.98 255 252.98 255		252.95 255 252.95 255	252.95 255	<u>E</u>
	-8.00 252 -7.95 252 -6.45 252	-3.80 252 -3.20 252	0.00	3.20 252 3.80 252	6.45 252 8.00 252 8.00 252	(
OFFSET	ထုံး ု တို	ကို ကို			8 7 9	
			RTPCH 58.20			
	<u> </u>	<u>22.2 1 ir</u>	130 <u> </u>	<u></u>	22.2 1 in 50	
DATUM251.0	B				開	
DESIGN SURFACE	253.01+ 253.01+ 252.98 -	252.86 -	252.86	252.75-	252.98 - 253.01 - 253.01 -	
EXISTING SURFACE	252.97 252.97 252.97 252.97	252.96	252.95	252.94	252.93 252.93 252.93	=
OFFSET	-6.45 -6.45	-3.20	0.00	3.20	6.45 8.005 8.000	
			CH 57.00			
	1 in 50 1 in	00 a			22 2 1 in 50	
			1 30 <u>1 in 30</u>	<u>1 in :</u>		
	В				KBL CONTRACTOR	
DATUM251.0 DESIGN SURFACE	252.85	252.70	252.70	252.59	252.85	[
	252.82 252.82 252.82 25 25 25 25 25 25	252.81 25 252.81 25	80	252.79 25 252.78 25	77 76	<u>[</u>
EXISTING SURFACE	-8.00 25; -7.95 25; -6.45 25;	-3.20 25	0.00	3.20 25:	6.45 252 8.00 2522 8.00 2522	<u>E</u>
OFFSET	Ϋς Ϋ	φ φ 		(7) (7)		(
			CH 44.50			
	<u> </u>	<u>22.2</u> 1 ir	1 30 <u> </u>	<u>1in</u>	22.2 1 in 50	
	IBL				Sec. Sec. Sec. Sec. Sec. Sec. Sec. Sec.	
DATUM251.0 DESIGN SURFACE	252.71	252.56	252.56	252.45	252.68	
EXISTING SURFACE	252.68 2t 252.68 2t 252.67 25	252.66 25 252.66 25	252.64 25	252.63 25 252.62 25	252.61 252 252.61 252 252.61 252 252.61 252	
	-8.00 255 -7.95 255 -6.45 255	-3.80 255	0.00	3.20 25:	6.45 6.45 25 25 8.00 255 25	<u>E</u>
OFFSET	ψις φ	ф ф 				(
			CH 31.00			
	<u>1 in 50 1 in</u>	<u>22.2</u> 1 ir	130 — <u>1 in 3</u> 0		22.2 1 in 50	
	IBI				KBL KBL	
DATUM251.0 DESIGN SURFACE	252.70	252.55	252.54	252.44	252.67	
EXISTING SURFACE	252.66 25 252.66 25 252.66 25 252.66 25 252.66 25 252.66 25 252.66 25 252.66 25 252.66 25 25 252.66 25 25 25 25 25 25 25 25 25 25 25 25 25	252.65 25 252.64 25	252.63 25	252.62 25 252.61 25	252.60 25 252.60 25 252.60 25 252.60 25 252.60 25 252.60 25 252.60 25 25 252.60 25 25 25 25 25 25 25 25 25 25 25 25 25	=
	-8.00 255 -7.95 255 -6.45 255	-3.80 255	0.00	3.20 255	6.45 6.45 255 8.00 255	
OFFSET	φ Γ , φ	φ φ		ю ю	9 ~ Q	(
			CH 30.00			
AS CONSTRUCTE			whanagement in	Ashagement . Au	PLAN OF SUB. NO.	
The purpose of these as-constructed plans is to significant changes which occurred during construct	o update the design drawing the levels	ngs to show shown on these	ilen o	one of the state o	PS900888F PERMIT REF. NO.	
plans are design levels, and have not been verifi	ed by survey. All informat	ion shown on	Global-Mark.com.au	® Global-Mark.com.a		
these plans should be verified on site. SMEC Aus loss or damages resulting from the inapp				AS CON	STRUCTED	0 1 2 0 0.5 1 Scale H1:100, V1:50
ATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-251.dwg PRINTED BY: LC20143 on 26	-			-		SCALE AS SHOWN AT A1











_____ 1 in 22.2 1 in 30 1 in 30 1 in 50 DATUM252.0 254.03 254.03 254.00 88 .77 DESIGN SURFACE 253. 253. 253. 253. 254.29 254.29 254.03 254.03 22 .11 З EXISTING SURFACE 254. 254.(254 254 3.20 3.80 -8.00 -7.95 -6.45 -3.80 -3.20 00.0 OFFSET

		<u>in 50 1 in 22.</u>	2 <u>1 in 30</u>	1 in 30		1 in 50	
DATUM252.0							
DESIGN SURFACE	253.84 253.84	253.81	253.69	253.69	253.58	253.81 253.84 253.84	
EXISTING SURFACE	253.98 253.97	253.95	253.90 253.89	253.88	253.87 253.87	253.86 253.86 253.86 253.86	
OFFSET	-2.00	-6.45	-3.80 -3.20	0.00	3.20 3.80	6.45 6.45 7.95 8.00	

CH 108.50

CH 96.00

		_ <u>1 in 50</u>)1 <u>in 22.2</u>			1 in 30 1 in 30		<u></u>	_ <u>1 in 50</u>	RBL
DATUM252.0	-									
DESIGN SURFACE		253.59 - 253.59 -	253.56 -	253.44 -	253.33-	253.43 -	253.33-	253.44 -	253.56 -	253.59 - 253.59 -
EXISTING SURFACE		253.60 253.60	253.61	253.61	253.62	253.61	253.60	253.60	253.59	253.58 253.58
OFFSET		-8.00	-6.45	-3.80	-3.20	0.00	3.20	3.80	6.45	8.00

1 in 50 1 in 30 1 in 30 DATUM252.0 253.55 253.55 29 29 40 52 DESIGN SURFACE 253. 253. 253 253 253 253.55 253.54 253.55 253.55 55 .56 .56 EXISTING SURFACE 253. 253. 253 3.20 3.80 -8.00 -7.95 -3.80 -3.20 -6.45 0.0 OFFSET



RTPCH 81.80

CH 83.50



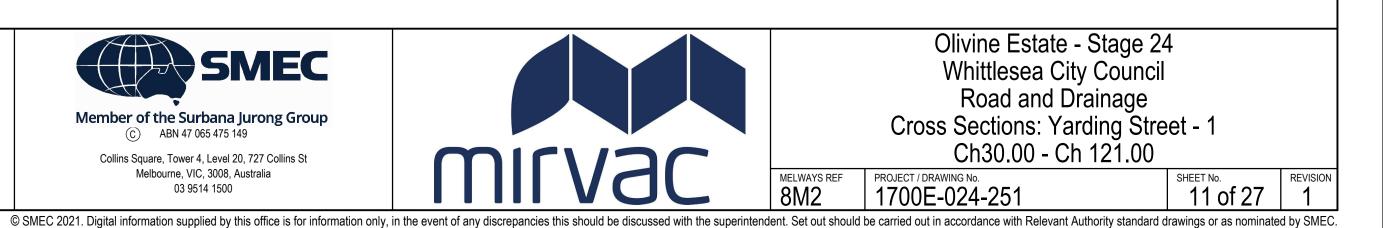


STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE

r in 22.2	<u>1 in 50</u>	<u></u>	
			_
		KBL	
	- CI. 4C2	254.19	
Ċ	72 72		
	77.402	254.20	
	27 27	52	
L	C4.0 7 7	66.7 00.8	

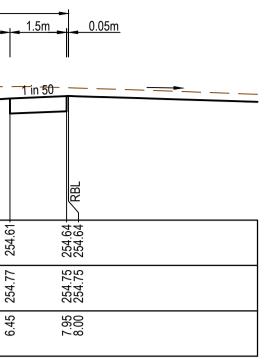
in <u>22.</u> 2	1 in 50		
		RBL	
		\sum	
	204.001 204.000	254.03 - 254.03 -	
с с	Ň C		
0	10.40 00	254.00 254.00	
i c	8 8	52	
6 AE	0.40	66.7 00.8	

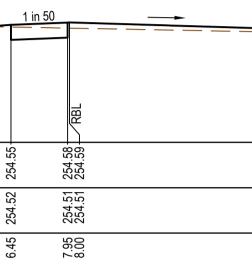
1 in <u>22.</u> 2	1 in 50	~	
		۲.	
		RBI	
	203.32	253.55-	
Ľ	203.04 752 52	253.53	
L C	C7 47	52	
	20.7 20.7	8.00	

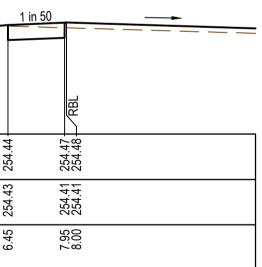


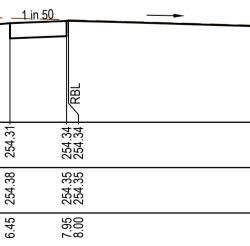
		<u>0.05m</u>	1.5r	n - -	2.65m 0.6	6m 2	16m 3.2m	3.2m	0.6m	2.65m	1.5	5m 0.05m
	=		" <u>-1 in (</u>	5 0 	<u>1 in 22.2</u>	I 	 1 in 30	1 in 30		1 in 29.8	3 <u> </u>	<u>50 </u>
							1 11 30	1 11 30	\top			
			LBL									KBL
			254.67	254.64	254.52	254.41	254.52		254.41	70.	254.61	254.64 254.64
			254.74 254 254.74 254	254.74 254		254.72 254	254.73		254.75 254		254.77	254.75 254
	EXISTING SURFACE		-8.00 254 -7.95 254	-6.45 254	-3.80 254		0.00		3.20 254		6.45	8.00 254
	OFFSET		^φ Γ-	φ	ې ب	ო 	 CH 184	00			0	
			4 : .	50			Сп 104	.90				
	-		<u>1 in </u>	<u>50 </u>	<u>- 1-in 22.2</u> —		1 in 30	1 in 30		<u> </u>	<u>6 1 in</u>	
	DATUM253.0											
	DESIGN SURFACE		254.61- 254.61-	254.58-		254.35	254.45		254.35		254.55	254.58
	EXISTING SURFACE		254.61 254.61	254.61	254.60		254.59) 254.56		254.52	254.51
	OFFSET		-8.00 -7.95	-6.45	-3.80	-3.20	0.00		3.20	0.0	6.45	7.95 8.00
							CH 172	.50				
	=		<u>1 in </u>	50	<u>- 1-in -22.2</u>		1 in 30	1 in 30		<u> </u>	7 <u>1 in</u>	50
	DATUM253.0		LBL									RBL
	DESIGN SURFACE		254.55	254.51	254.40	254.29	254.39		254.29	04.40	254.50	254.53
	EXISTING SURFACE		254.57 254.57	254.57	254.56		254.53		254.50		254.47	254.45
	OFFSET		-8.00 -7.95	-6.45	-3.80		0.00		3.20	00.0	6.45	7.95 8.00
							CH 160	.00				
	=		<u> </u>	50	<u>1 in 22.2</u>					— — 1 in 24	<u>1 in</u>	50
							1 in 30	1 in 30	\top			
			LBL									KBL
	DATUM253.0 DESIGN SURFACE		254.48	254.45	254.33	54.22	254.33		254.22	00.40	254.44	254.47
	EXISTING SURFACE		254.54 2 254.54 2	254.54	254.53 2		254.50 2		254.47 2		254.43	254.41 2
	 OFFSET		-7.95	-6.45	-3.80		0.00		3.20 2		6.45	8.00
							CH 147	.50				
	_											
	-		1 in 5	50	<u>1 in 22.2</u>	_	1 in 30	1 in 30		1 in 22.4	1 <u> </u>	50
			_									
	DATUM253.0			31	6	8	6		8		31	222 222 RBL
	DESIGN SURFACE		33 254.34 33 254.34	32 254.31	50 254.19-		54 254.19		15 254.08		38 254.31	254.34 254.34
	EXISTING SURFACE		00 254.63 35 254.63	15 254.62	30 254.60		00 254.54		20 254.45		t5 254.38	254.35 254.35 254.35
	OFFSET		-8.00 -7.95	-6.45	-3.80	-3.2	00.0		3.20		6.45	7.95 8.00
							CH 133					
							YARDING S	STREET				
		STRUCTED PLA						Management		lanagement. A	SINI S	PLAN OF SUB. NO.
	of these as-constructe es which occurred duri								, SHO		S A801	PS900888F PERMIT REF. NO.
plans are desig	on levels, and have not uld be verified on site.	been verified by su	irvey.	All in	formation s	sho	wn on g	ilobal-Mark.com.au®	G	lobal-Mark.con	n.au [®] Glo	obal-Mark.com.au® 719067
	damages resulting fro						/iiity 101		٩S	CON	ISTR	
MC DATH WW Would Drainate Linhary 17005	-Olivine\1700F-24\1700F-024-252 dwa PRI	NTED BY: I C20143 on 26/04/2023 at 11:56	-26 AM									

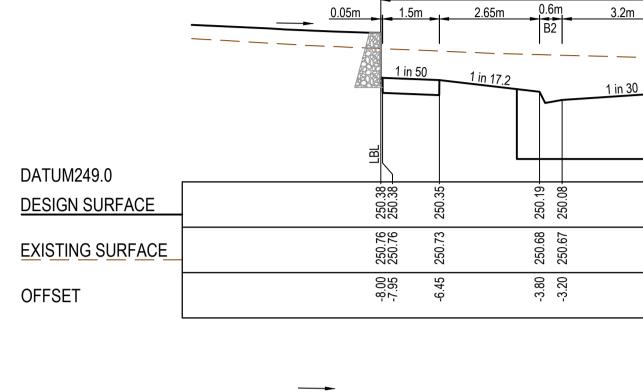
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-252.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:56:26 AM

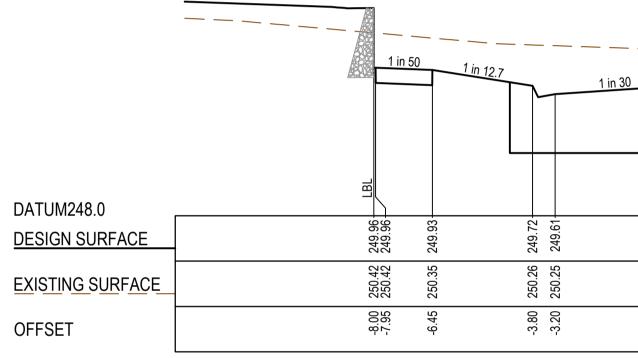


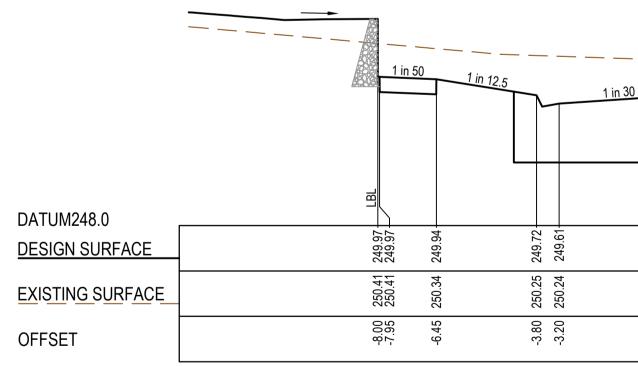




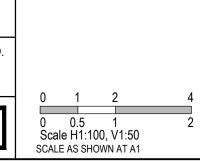




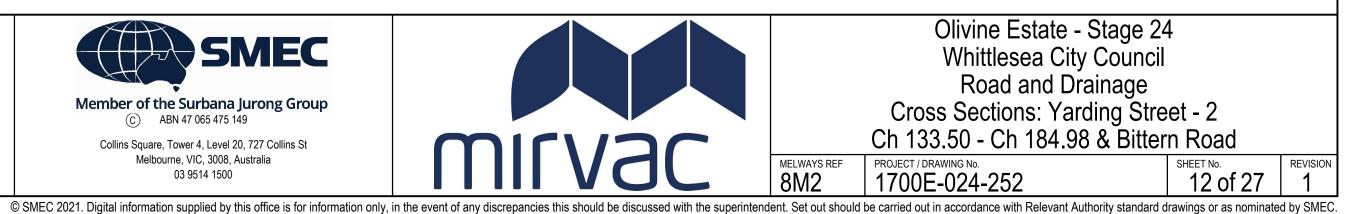












BITTERN ROAD

TPCH 11.75

		1 in 30	1 in 30			1 in 12.5	<u>1 in 50</u>	RBL	<u> </u>
249.72	249.61			249.01	249.72	NO BYC	249.04	249.97	
250.25	250.24	250 18		250.13	250.12	050 A8	00.062	250.06	
-3.80	-3.20			3.20	3.80	6 AE	1 00.4	6.00 8.00	

SAG CH 13.57

			RBL	
249.72	249.61	249.93	249.96 249.96	
250.19	250.14 250.13	250.10	250.08 250.08	
0.00	3.20 3.80	6.45	7.95 8.00	

CH 40.00

1 in 30

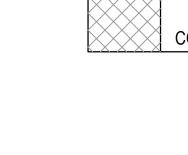
0	1 in 30	1 in 17.2	Fin 50	<u>_</u>
19	.08	.35		
250.19-	250.08 250.19	250.35	250.38- 250.38	
250.63	250.56 250.54	250.48	250.45 250.45	
0.00	3.20 3.80	6.45	7.95 8.00	

<u>1.5m</u> 0.05m

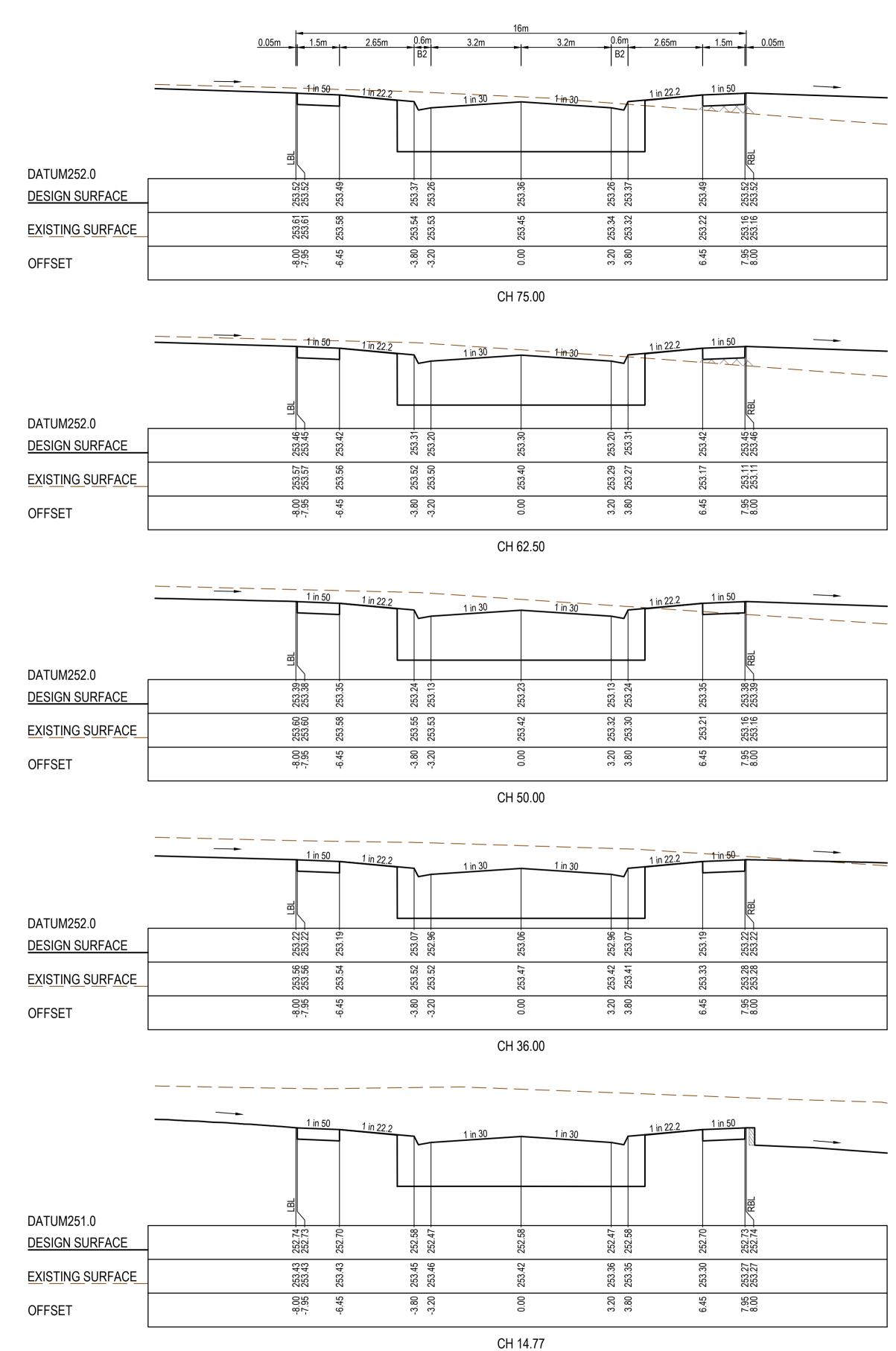
1 in 50 — — — — — —

0.6m 2.65m

3.2m



STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE



The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

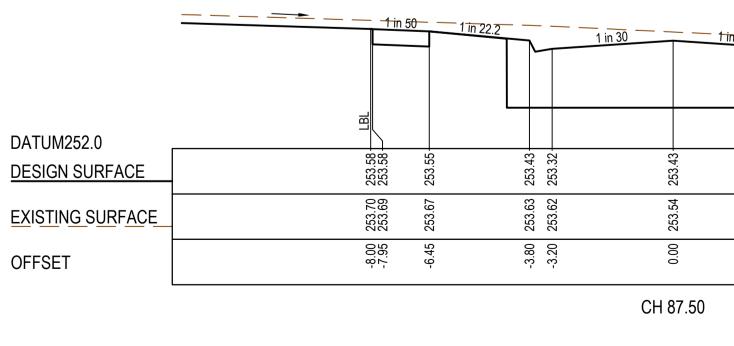
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-253.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:56:40 AM



	1 in 22.2	1 in 50	 -
		KBL	
253.20 - 253.31 -	253 42 -	253.45 253.46	
253.29 253.27	253.17	253.11 253.11	
3.20 3.80	6 45	7.95 8.00	

	1 in 22.2	1 in 50		
253.13 - 253.24 -	753 35.	253.38 -	253.39-	
253.32 253.30	оға 01	253.16	253.16	
3.20 3.80	6 <i>1</i> 5	7.95	8.00	

	1 in 22.2	<u>1 in 50</u>		
	1 111 22.2		RBL	
252.96	0 7 5 2 10	203.19	253.22	
253.42 253.41	000 000 000		253.28	
3.20 3.80	u V	0.43 7 Q5	8.00	



CH 87.50

7

0.00

8

CH 100.00

0 0.5 1 Scale H1:100, V1:50 SCALE AS SHOWN AT A1



Melbourne, VIC, 3008, Australia

03 9514 1500

M	ILA

DATUM252.0		<u>_1 in 50</u>	1 in 22.2	1 in 30 1	in 30 1 in 22		KBL
		24 68 68	56	26 -		68	12
DESIGN SURFACE	253.71-	253.71	253.56 253.45	253.56	253.45	253.68	253.71
EXISTING SURFACE	253.74	253.74 253.76	253.81 253.82	253.88	253.89 253.89	253.86	522.33
OFFSET	00.8- 0.00	-7.95 -6.45	-3.80	0.00	3.20 3.80	6.45	200 200 200
				CH 113.67			

.49. .38.

253.⁴ 253.3

253.71 253.71

-3.80 -3.20

1 in 30

	_	_1 in 50	1 in 22.2	 ~	 1 in 30	
UM252.0	LBL	ς				
SIGN SURFACE	553 71.	253.71	203.00	253.56-	- C-1-C-2	253.56
STING SURFACE	76371	253.74	203.70	253.81	20.02	253.88
	c	Dro r	ი	0 0	> (0

1 in 50

253.64 -253.64 -

253.70 253.70

-8.00 -7.95

253

8

253

45

DATUM252.0

OFFSET

DATUM252.0

OFFSET

DESIGN SURFACE

EXISTING SURFACE



STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE

in 30	<u>† in 22.2</u>	1 in <u>50</u>		
			RBL	
253.38 253.49	0E0 64		253.64	
253.70 253.69	ידי בי הדי בי	200.00 253.60	253.58	
3.20 3.80	0 1E	0.40 7 05	8.00 8.00	

<u>n 30</u>	1 in 22.2	1 in 50		
32			SS - RBI	
253.32 - 253.43 -	963 66.	253	253.	
253.47 253.45	753 30	200.09	253.35	
3.20 3.80	6 A5	0.40	8.00	

MELWAYS REF

8M2

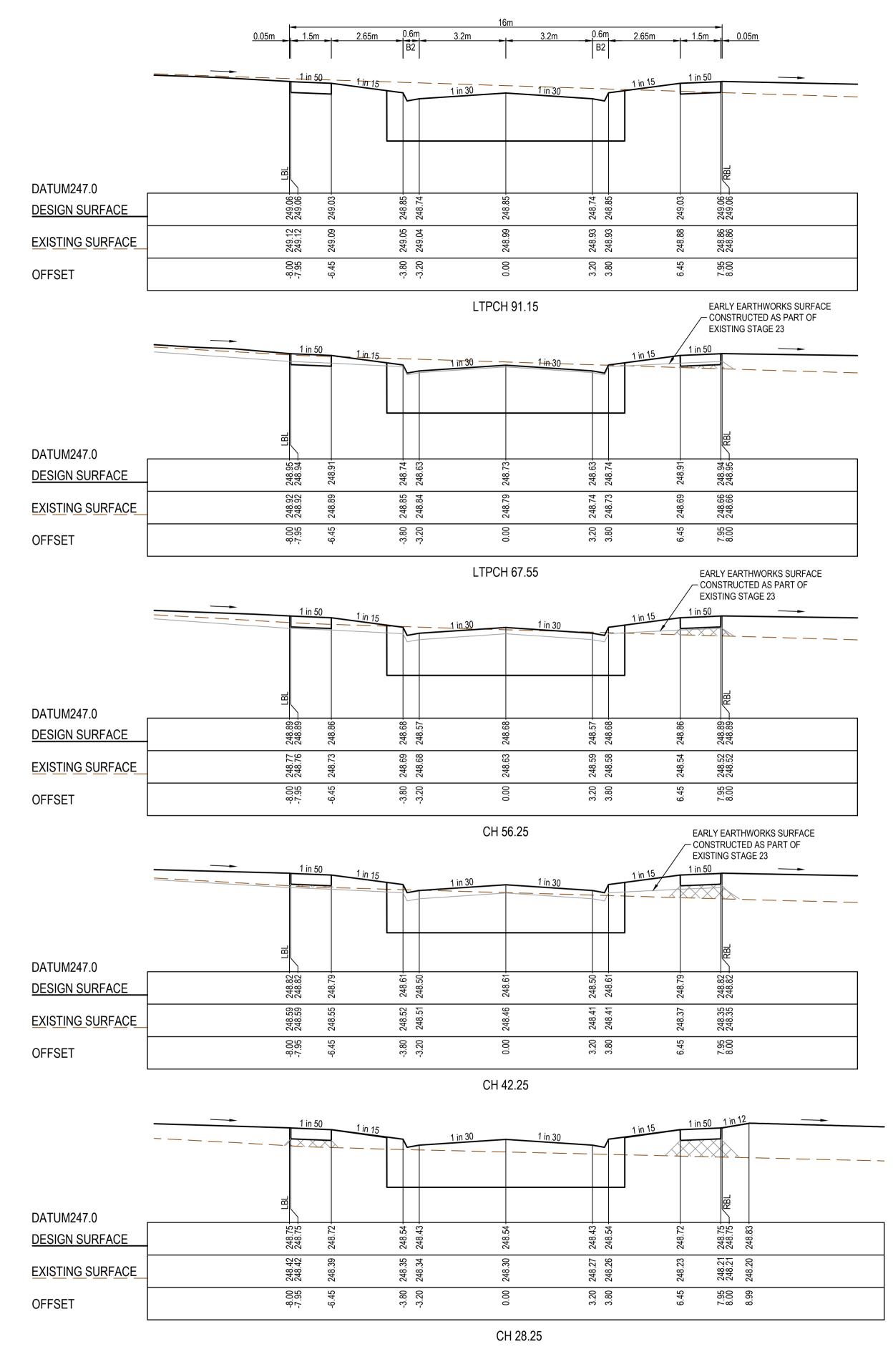


Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage Cross Sect

Road and Drainage Cross Sections: Acres Road				
PROJECT / DRAWING No.	sheet №.			
1700E-024-253	13 of 27			

© SMEC 2021. Digital information supplied by this office is for information only, in the event of any discrepancies this should be discussed with the superintendent. Set out should be carried out in accordance with Relevant Authority standard drawings or as nominated by SMEC.

REVISION



The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-254.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:56:53 AM



0 0.5 1 Scale H1:100, V1:50 SCALE AS SHOWN AT A1

	ш В Ш	<u>-1 in 50</u>	<u>1 in 30</u>	ti	<u>1 in 15</u>		
DATUM248.0	 თ	45 48	8 2	<u> </u>	28	22	
DESIGN SURFACE	249.49 -	249.4 249.4	249.28 249.17	249.2	249.17 249.28	249.4	249.49-
EXISTING SURFACE	249.58	249.58 249.55	249.47 249.47	249.39	249.31 249.29	249.23	249.19
OFFSET	00. 8-	-7.95 -6.45	-3.80 -3.20	0.00	3.20 3.80	6.45	8:00

		in 50 1 in 1	5 <u>1 in 3</u>	5 <u> </u>	301 in 15	1 in 50	
DATUM248.0	<u>_</u>						<u>)</u>
DESIGN SURFACE	249.30- 249.30-	249.27	249.09 248.98	249.09	248.98 249.09	249.27 ·	249.30
EXISTING SURFACE	249.38 249.38	249.35	249.31 249.30	249.25	249.20 249.19	249.13 249.09	249.09
OFFSET	-7.95 -7.95	-6.45	-3.80	0.00	3.20 3.80	6.45 7.95	8.00

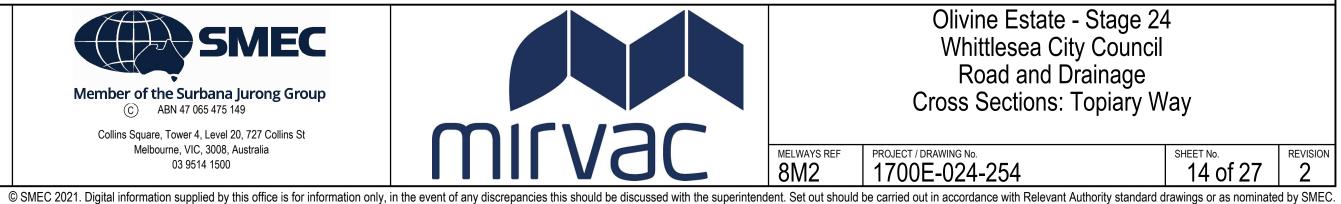
CH 112.75

CH 125.25

	<u>-1 in 50</u>	<u>1 in 15</u>		1 in 30		1
DATUM247.0	EBL					
DESIGN SURFACE	249.11- 249.11-	249.08	248.90 -	248.79	248.90 -	
EXISTING SURFACE	249.17 249.17	249.15	249.10	249.09	249.04	
OFFSET	-8.00 -7.95	-6.45	-3.80	-3.20	0.00	

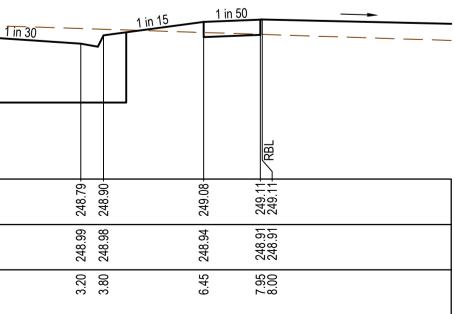
CH 100.25







STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE



MELWAYS REF

8M2

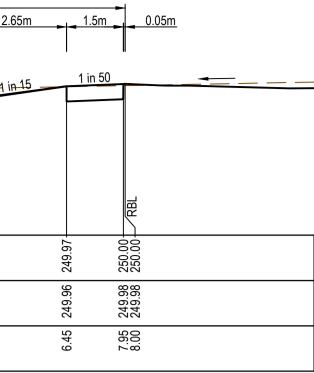
Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage **Cross Sections**

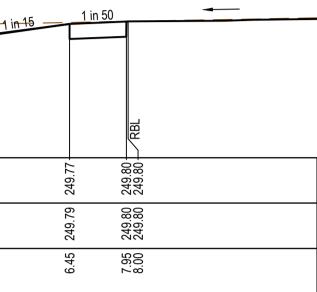
PROJECT / DRAWING No. 1700E-024-254

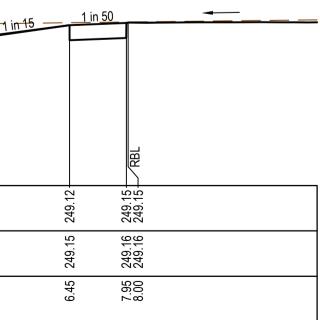
s: Topiary W	/ay
	SHEET No. 14 of 27

REVISION 2

						16m				
	0.05m	ōm	2.65m	0.6m B2	3.2m	3.2m	0.6m B2	2.65m	1.5m 0.05m	
		50	<u>1 in 15</u>					1 in 15	1 in <u>50</u>	
				\mathbf{M}	1 in 30	1 in 30	$\neg \uparrow$			
	ЕВ								RBL	
DATUM248.0 DESIGN SURFACE	250.00 250.00	249.97		249.79		249.79	249.68	249.97	250.00	
EXISTING SURFACE	249.93 249.93	249.92		249.90 2 249.90 2		249.92	249.94 249.94 2	249.96	249.98	
OFFSET	-7.95	-6.45		-3.80 2 -3.20 2		0.00	3.20 2 3.80 2	6.45 2	8.00 2	
					RT	PCH 66.20				
	1 in	50							4 :- 50	-
	1in		<u>1 in 15</u>	$\overline{\mathbf{h}}$	1 in 30	1 in 30		1 in 15	1 in 50	
	В								RBL	
DATUM248.0 DESIGN SURFACE	249.80	249.77		249.59		249.59	249.48	249.77	249.80	
EXISTING SURFACE	249.67 249.67 24	249.68 24		249.69 24 249.70 24		249.73 24	249.76 24 249.76 24	249.79 24	249.80 249.80 24	
OFFSET	-8.00 245	-6.45 249		-3.80 24(-3.20 24(0.00	3.20 249	6.45 249	7.95 249 8.00 249	
	Υ'; 			Y Y						
					Ĺ	CH 53.00				
	1 in	50	1 in 15	$\overline{\lambda}$	1 in 30	1 in 30		1 in 15	<u>1 in 50</u>	-
	EB		L						RBL	
DATUM248.0 <u>DESIGN SURFACE</u>	249.59 249.59	249.56		249.38 249.27		249.38	249.27	249.56	249.59	
EXISTING SURFACE	249.48 249.48	249.49		249.51 249.51		249.54	249.57	249.59	249.61	
OFFSET	-7.95	-6.45		-3.80 -3.20		0.00	3.20	6.45	8.00	
					(CH 39.00				
	1 in	50							1 in 50	-
			<u>1 in 15</u>	$\overline{1}$	1 in 30	1 in 30		1 in 15		
)EB								RBL	
	249.38 249.38	249.35		249.06		249.17	249.06	249.35	249.38 249.38	
EXISTING SURFACE	-8.00 249.29 -7.95 249.29	-6.45		-3.80 249.30 -3.20 249.30		0.00 249.33	3.20 249.35 3.80 249.36	6.45	7.95 249.39 8.00 249.39	
OFFSET	φ ² ,	φ̈́		ကိုကို			n n	ڹ ڡ	87	
					C	CH 25.00				
	1 in	50	<u>1 in 15</u>		1 in 30	1 in 30		1 in 15	<u>1 in 50</u>	<u> </u>
				$\left \right $						
			L							
	L B								RBL	
DATUM247.0 DESIGN SURFACE	249.15	249.12		248.94		248.94	248.83	249.12	249.15	
EXISTING SURFACE	249.08 249.08 249.08	249.08 24		249.09 24 249.09 24		249.12	249.13 24 249.14 24	249.15	249.16 24	
OFFSET	-8:00 -7:95 -24	-6.45		-3.80 24 -3.20 24		0.00	3.20 24 3.80 24	6.45	7.95 24 8.00 24	
	Ϋ́'ī	Ŧ			тг					
					IF	PCH 11.80				
AS CONSTRUCTE	D PI ANS					anagement	agement . A.p.	, al Mana	PLAN OF	SUB. NO.
The purpose of these as-constructed plans is to	update the design				Qualify	048 MO	and the show	vironme	PS900888	
significant changes which occurred during construc plans are design levels, and have not been verified						al-Mark.com.au [®] GI	obal-Mark.com.au®	Global-Mark	PERMIT R	EF. NO.
these plans should be verified on site. SMEC Aust	ralia Pty Ltd accept	no re	sponsibi	lity fo	or F					
loss or damages resulting from the inapp	nophate usage of th	iese p	nalis.			A9	CONS			0 Scale SCALE









	<u> </u>	1 in :	50	<u>1 in 15</u>			— — 1 in 30 — — —	1 in 30			
DATUM250.0 DESIGN SURFACE		252.04 LBL	252.01		251.83	251.72		58.162	751 77	21.12 761 83	C0.1 C2
EXISTING SURFACE		251.76 251.76	251.77		251.82	251.84		06.1 CZ	252 N7	252 00	CU.202
OFFSET		-8.00 -7.95	-6.45		-3.80	-3.20		00.0	3 20	2 00	0.00

	<u> </u>	<u>1 in 50</u>	1 in 15		<u>1 in 30 1 in </u>	<u>30 tin 1</u>	51 in 501 in 21.6	
DATUM250.0							<u>RBI</u>	
DESIGN SURFACE		251.72 - 251.71	251.68 -	251.51- 251.40-	251.50-	251.40 - 251.51 -	251.68- 251.71- 251.72- 251.72-	
EXISTING SURFACE		251.54 251.54	251.54	251.55 251.56	251.62	251.68 251.69	251.74 251.76 251.77 251.78	
OFFSET		-8.00	-6.45	-3.80 -3.20	0.00	3.20 3.80	6.45 7.95 8.00 9.00	

CH 134.50

CH 122.00

CH 109.50

DATUM250.0		1 in 5	0 <u>1 in 15</u>		1 in 30		1 in 30			1 in 15	1 in 50		.5	
DESIGN SURFACE	•	251.33- 251.32-	251.29-	251.12-	251.01-	251.11-	251 01 .	10.102	251.12-		251.29-	251.32 251.33	251.40-	
EXISTING SURFACE		251.30 251.30	251.30	251.31	251.32	251.31	251 26		251.26		251.22	251.19 251.19	251.17	
OFFSET		-8.00 -7.95	-6.45	-3.80	-3.20	00.0	3 20	02.0	3.80		6.45	7.95 8.00	9.36	

		1 in	50	<u>1in 15</u>		1 in 30	1 in 30			1 in 15	1 in 50		
DATUM249.0												-KBI	
DESIGN SURFACE		250.86- 250.86-	250.83		250.54- 250.54	250.65.		250.54	250.65		250.83	250.86- 250.86-	
EXISTING SURFACE	-	250.81 250.81	250.81		250.82 250.82	250.83		250.85	250.85		250.86	250.83 250.83	
OFFSET		-8.00 -7.95	-6.45	0	-3.80 -3.20	00.0		3.20	3.80		6.45	7.95 8.00	

CH 97.00

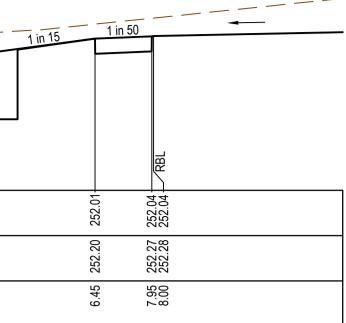
			50	<u>1 in 15</u> <u>1 in 3</u>	0 <u> </u>		5 <u>1 in 50</u>	
DATUM249.0	[2	8		38	2	<u> </u>
DESIGN SURFACE		250.59 - 250.58 -	250.55	250.38 250.27	250.37	250.27 250.38	250.55	250.59 -
EXISTING SURFACE		250.49 250.49	250.49	250.49 250.50	250.52	250.53 250.54	250.55	250.56 250.56
OFFSET		-8.00 -7.95	-6.45	-3.80 -3.20	0.00	3.20	6.45	7.95 8.00

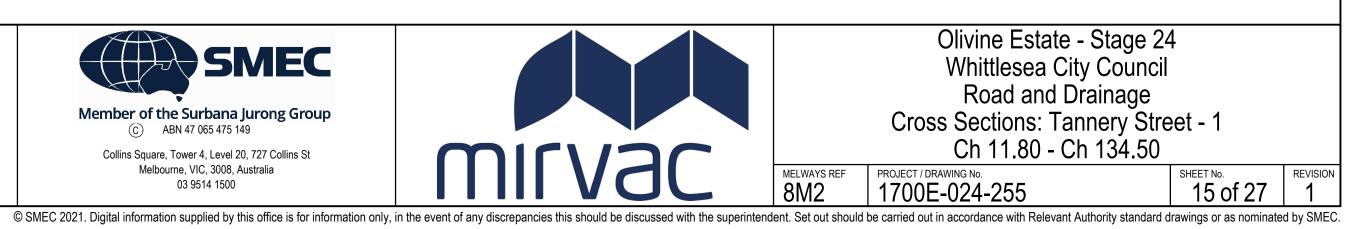
RTPCH 89.80

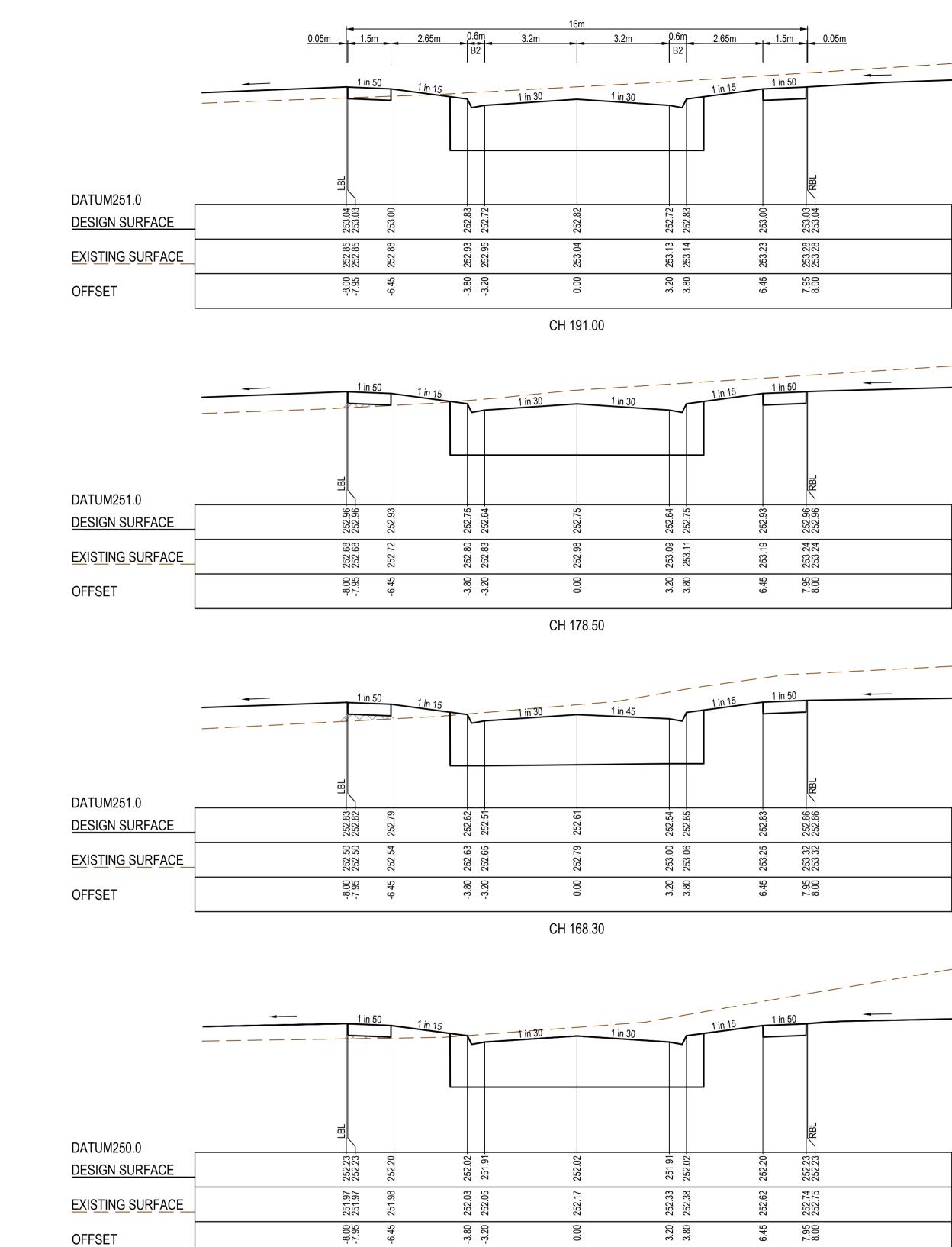




STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE







RTPCH 142.20

AS CONSTRUCTED PLANS

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-256.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:57:22 AM



	 1 in 50			
1 in 15				
		RBL		
	252.83-	252.86- 252.86		
	253.25	253.32 253.32		
	6.45	7.95 8.00		
		1 in 15 1 in 50 9.45 253.25 252.83	253.25 252.83 253.32 252.86 253.32 252.86 RBL	253.25 252.83 253.32 252.86 RBL

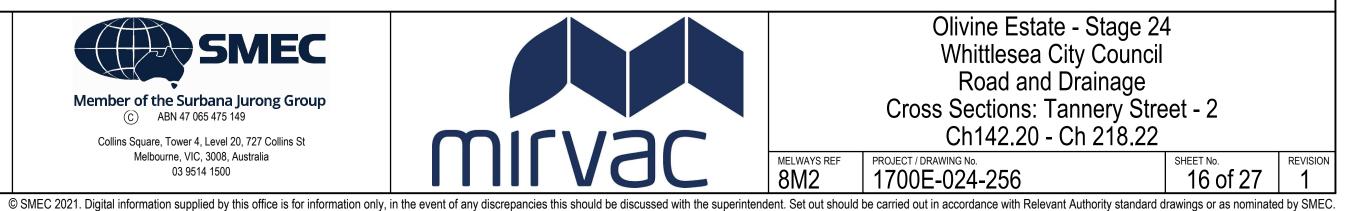
	 1 in 5(0 <u>1 in 15</u>		1 in 30	1 in 30		1 in 15	1 in 50	
DATUM251.0 DESIGN SURFACE	253.17 LBL 253.17	253.14	252.96	\$8.267	252.96	252.85	252.96	253.14	253.17 253.17 7 8 8
EXISTING SURFACE	253.01 253.01	253.03	253.09	253.10	253.19	253.28	253.29	253.37	253.41 253.41
OFFSET	-8.00 -7.95	-6.45	-3.80	9.70	0.00	3.20	3.80	6.45	7.95 8.00

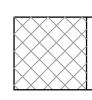
	 1 in 50	<u>1 in 15</u> 1 in 3	30 <u>1 in 3</u>	30 <u>1 in 15</u>	1 in 50	
DATUM251.0 DESIGN SURFACE	253.11	252.90	252.89	252.90	253.07	
EXISTING SURFACE	252.97 2 252.97 2 253.00 2	253.06 2 253.07 2	253.16 2	253.25 2	253.34 2 253.38 2 253.38 2 253.38 2	
OFFSET	-8.00 -7.95 -6.45	-3.80 -3.20	0.00	3.20 3.80	6.45 6.45 8.00	

CH 205.00

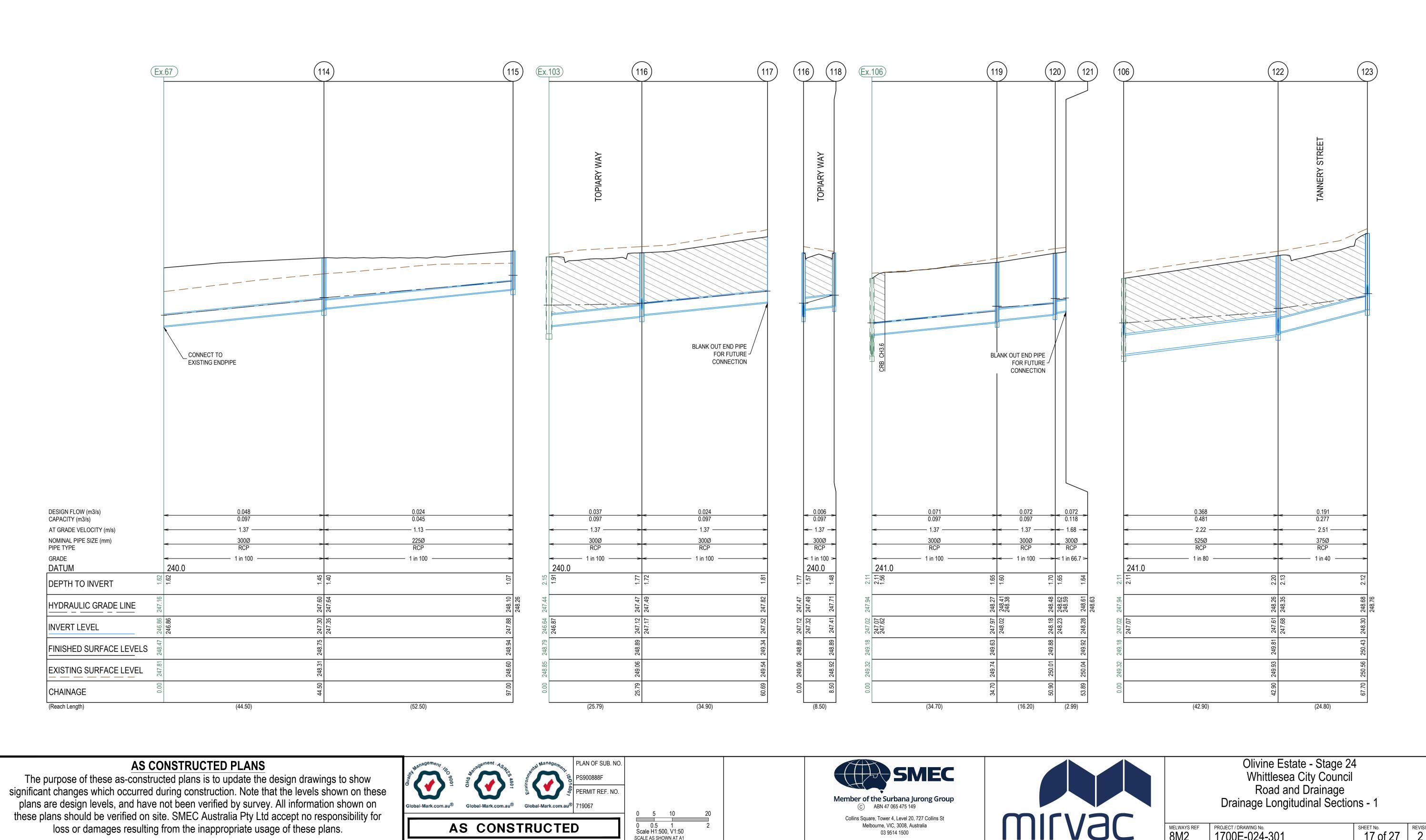
TPCH 218.21







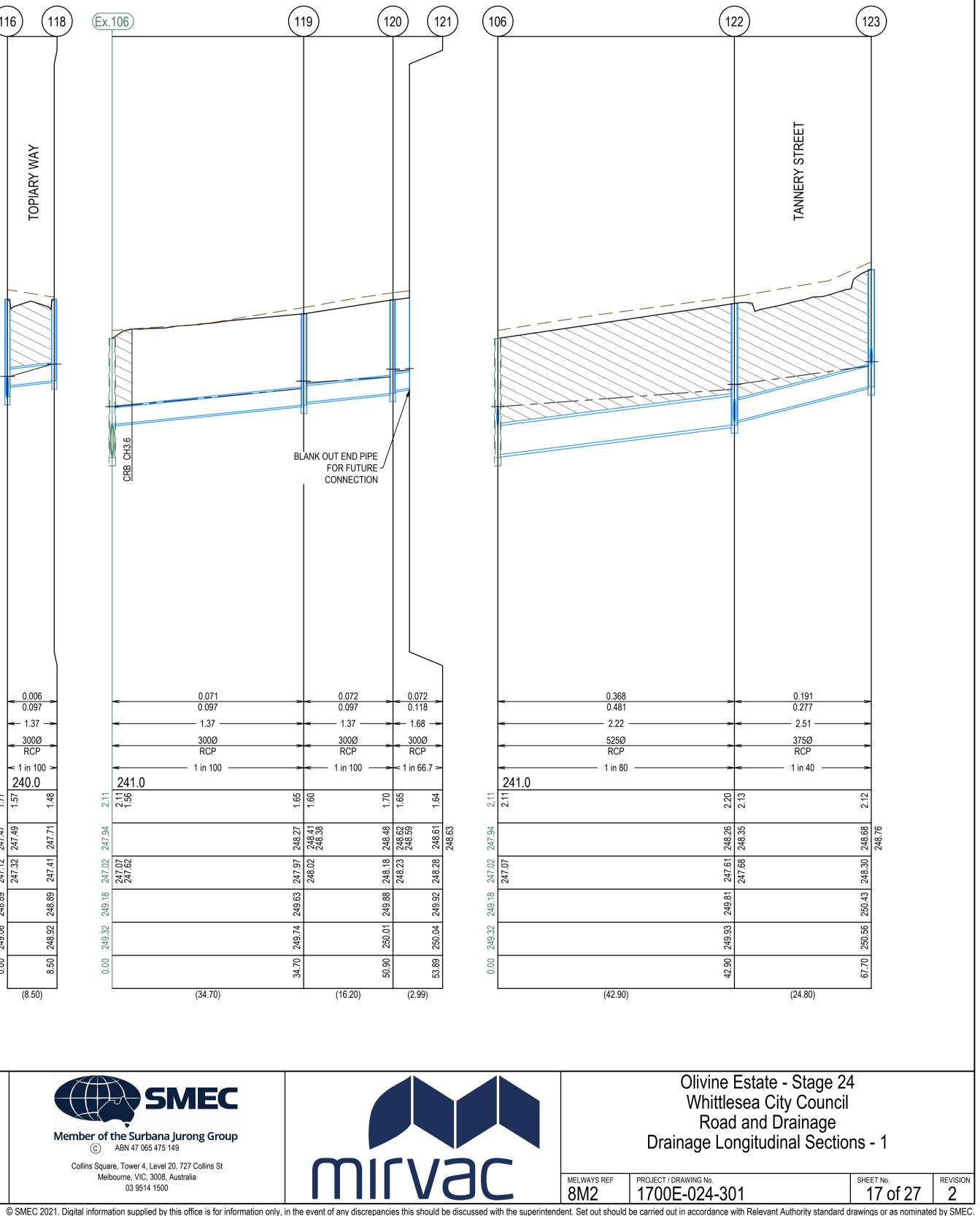
STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE

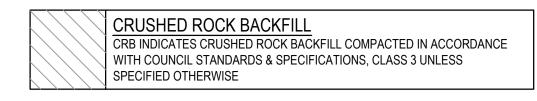


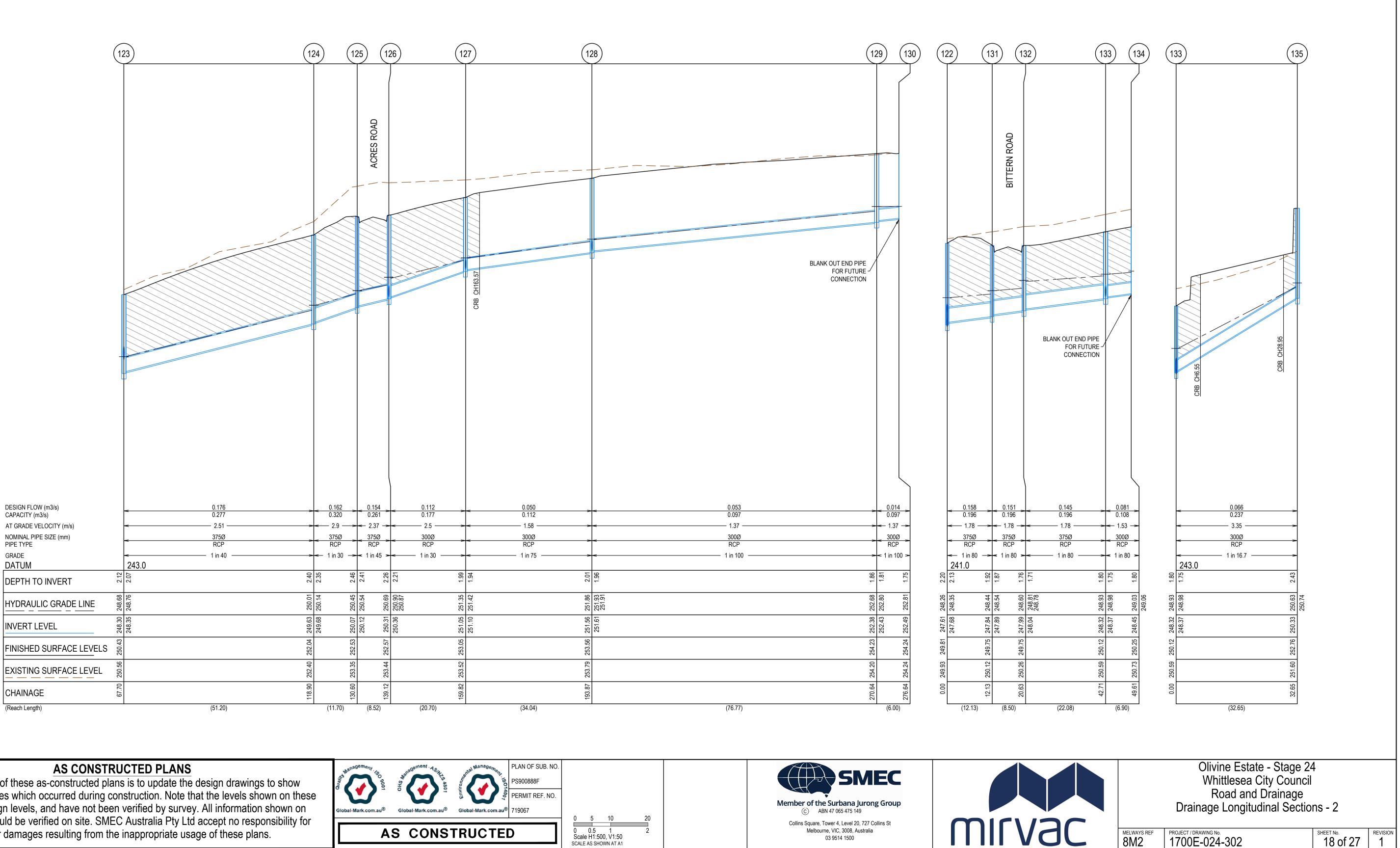


DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-301.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:57:37 AM









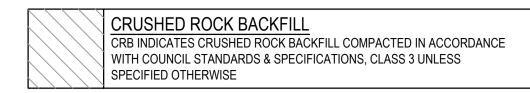
The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

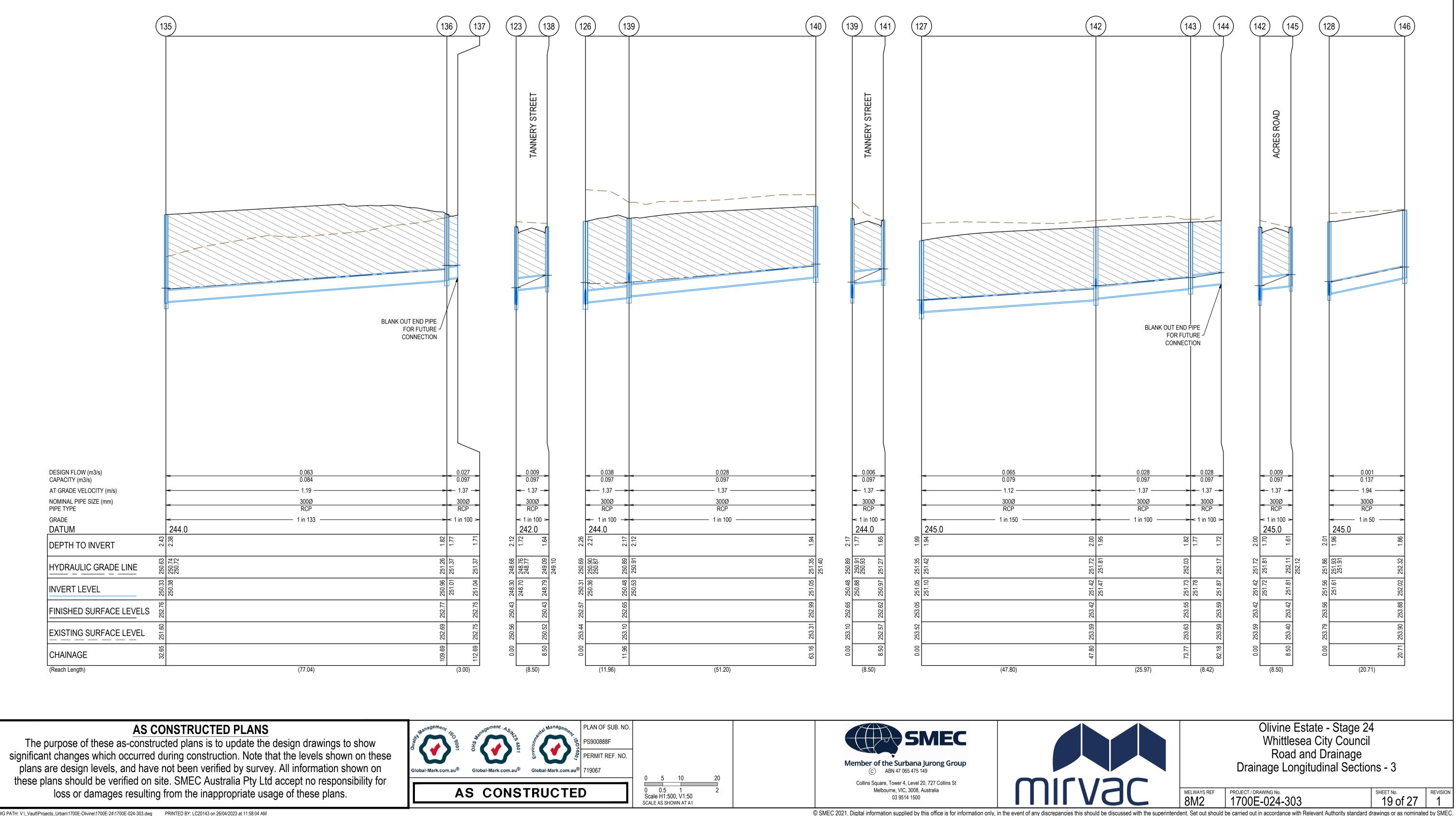
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-302.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:57:51 AM





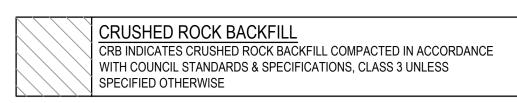


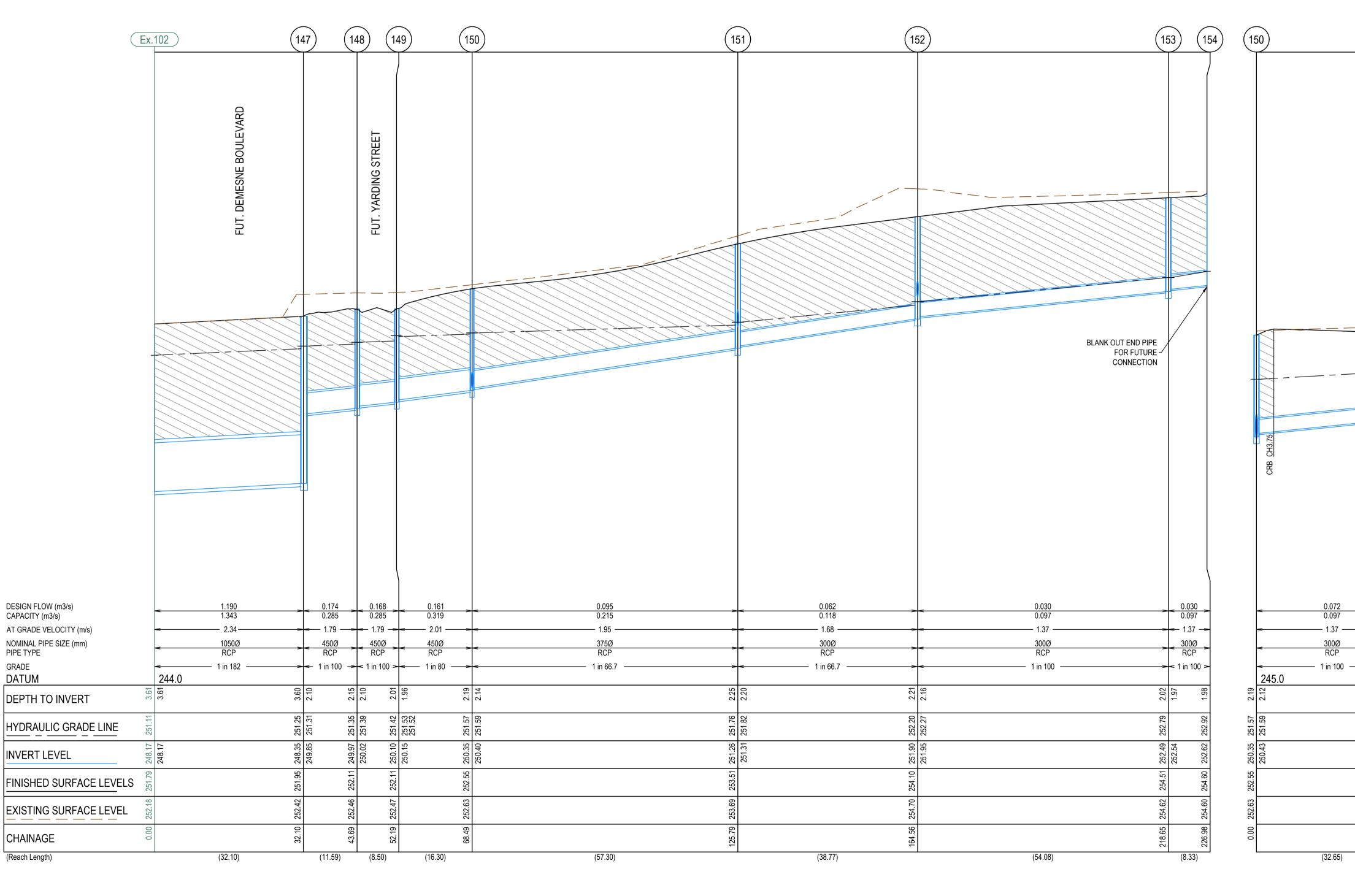






DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-303.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:58:04 AM





The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

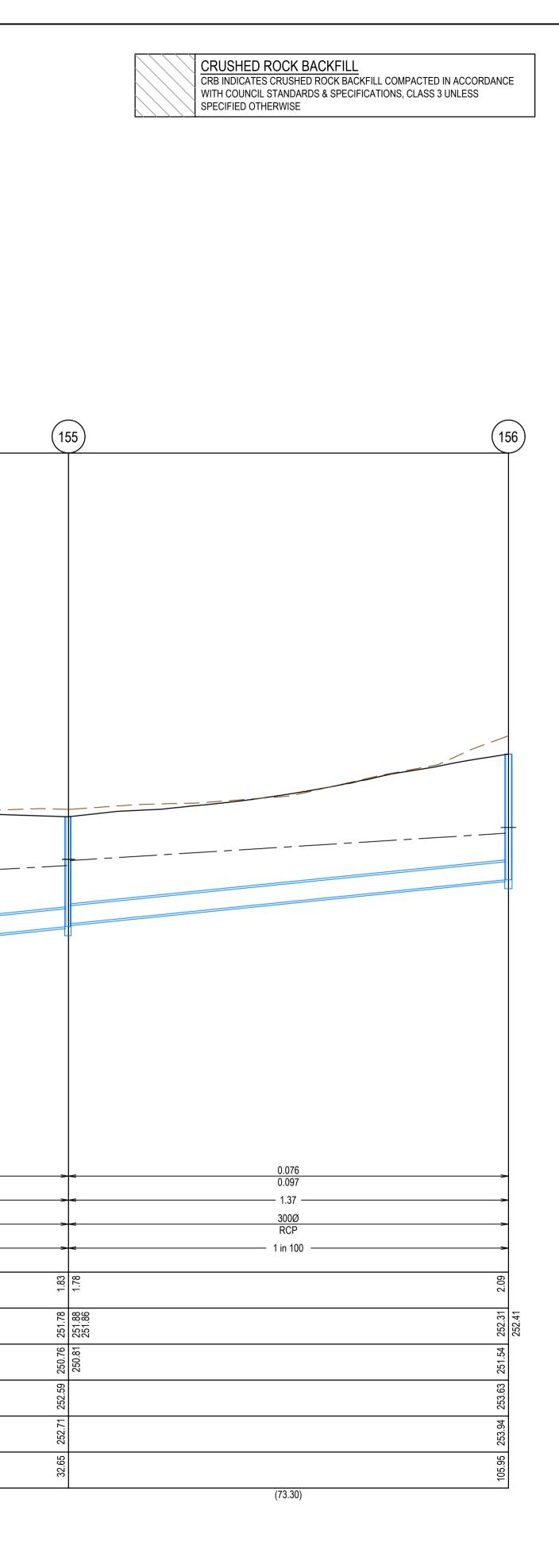


DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-304.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:58:19 AM





MELWAYS REF



Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage Drainage Longitudinal Sections - 4

PROJECT / DRAWING No. 1700E-024-304 SHEET No. REVISION 20 of 27 2 © SMEC 2021. Digital information supplied by this office is for information only, in the event of any discrepancies this should be discussed with the superintendent. Set out should be carried out in accordance with Relevant Authority standard drawings or as nominated by SMEC.

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.



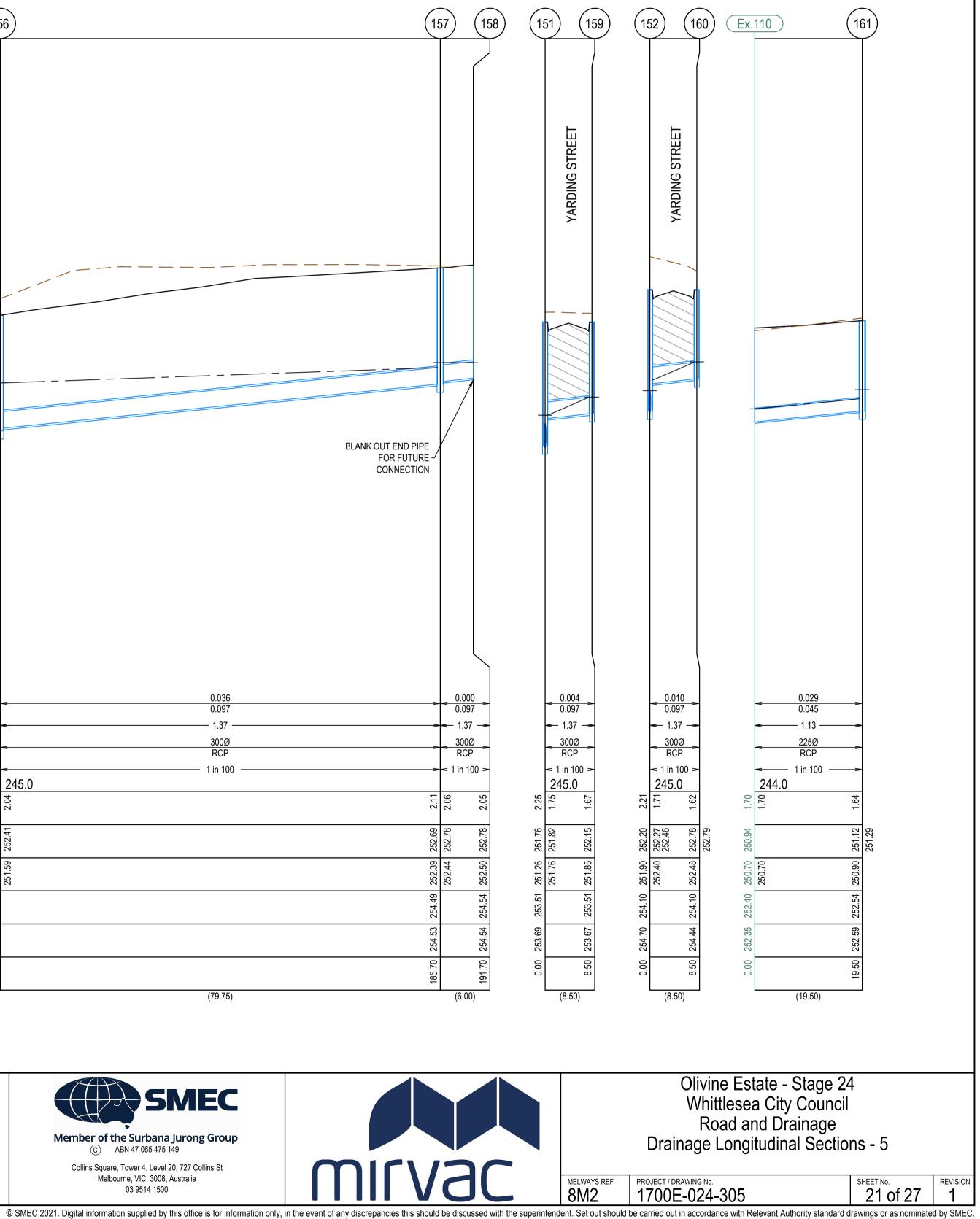
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-305.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:58:33 AM

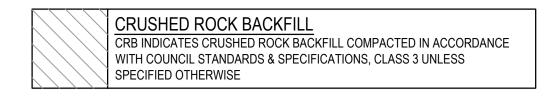
	(15	56) (1	15
		/	T
	_		1
	L	BLANK OUT END PIPE	
		FOR FUTURE ~ CONNECTION	,
DESIGN FLOW (m3/s) CAPACITY (m3/s)		 0.036 0.097 1.37 	٨
AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE		 1.37 300Ø RCP 	V V
GRADE			٨
DEPTH TO INVERT	2.09		7.1.1
HYDRAULIC GRADE LINE	252.31	252.41 252.41	1 20.70
	251.54 29		
FINISHED SURFACE LEVELS	94 253.63	254.49	
EXISTING SURFACE LEVEL	5 253.94	0.254.53	
CHAINAGE	105.95		:
(Reach Length)		(79.75)	

0.				
_	0	5	10	2
			1 00, V1:50 2000 AT A1	2



03 9514 1500



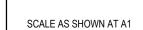


		INTE	ΡΝΔΙ	INL	FT	OUT		F11 3	CHEDULE		
PIT NUMBER	TYPE	WIDTH (mm)	LENGTH (mm)	DIAMETER (mm)	INV R.L. (m)	DIAMETER (mm)	INV R.L. (m)	F.S.L.	DEPTH	STANDARD DRAWING	REMARKS
Ex.67	ENDPIPE			300				248.47	1.62		CONNECT TO EXISTING END PIPE
114	JUNCTION PIT	900	600	225	247.35	300	247.3	248.75	1.45	EDCM 605	
115	JUNCTION PIT	900	600			225	247.88	248.94	1.07	EDCM 605	
Ex.103	SIDE ENTRY PIT	1050	1350	300				248.78	2.13	EDCM 601	CONSTRUCT CATCH PIT ON EXISTING JUNCTION PIT
116	DOUBLE SIDE ENTRY PIT	600	900	300	247.17	300	247.12	248.89	1.77	EDCM 602 & 605	
117	ENDPIPE					300	247.52	249.34	1.81		BLANK OFF ENDPIPE
118	SIDE ENTRY PIT	600	900			300	247.41	248.89	1.48	EDCM 601 & 605	
Ex.106	JUNCTION PIT	900	900	300				249.18	2.16		CONNECT TO EXISTING END PIPE
119	JUNCTION PIT	600	900	300	248.02	300	247.97	249.63	1.66	EDCM 605	
120	JUNCTION PIT	600	900	300	248.23	300	248.18	249.88	1.7	EDCM 605	
121	ENDPIPE					300	248.28	249.92	1.64		BLANK OFF ENDPIPE
122	SIDE ENTRY PIT	600	900	375	247.69	525	247.61	249.81	2.2	EDCM 601 & 605	
123	SIDE ENTRY PIT	600	900	375	248.36	375	248.31	250.43	2.12	EDCM 601 & 605	
124	SIDE ENTRY PIT	600	900	375	249.69	375	249.64	252.04	2.4	EDCM 601 & 605	
125	SIDE ENTRY PIT	600	900	375	250.13	375	250.08	252.53	2.46	EDCM 601 & 605	
126	DOUBLE SIDE ENTRY PIT	600	900	300	250.36	375	250.31	252.57	2.26	EDCM 602 & 605	
127	JUNCTION PIT	600	900	300	251.1	300	251.05	253.05	1.99	EDCM 605	
128	JUNCTION PIT	600	900	300	251.61	300	251.56	253.56	2.01	EDCM 605	
129	JUNCTION PIT	600	900	300	252.43	300	252.38	254.23	1.86	EDCM 605	
130	ENDPIPE					300	252.49	254.24	1.75		BLANK OFF ENDPIPE
131	DOUBLE SIDE ENTRY PIT	600	900	375	247.89	375	247.84	249.76	1.92	EDCM 602 & 605	
132	DOUBLE SIDE ENTRY PIT	600	900	375	248.04	375	247.99	249.76	1.76	EDCM 602 & 605	
133	JUNCTION PIT	600	900	300	248.37	375	248.32	250.12	1.8	EDCM 605	
134	ENDPIPE					300	248.46	250.25	1.8		BLANK OFF ENDPIPE
135	JUNCTION PIT	600	900	300	250.38	300	250.33	252.76	2.43	EDCM 605	
136	JUNCTION PIT	600	900	300	251.01	300	250.96	252.77	1.82	EDCM 605	
137	ENDPIPE					300	251.04	252.75	1.71		BLANK OFF ENDPIPE
138	SIDE ENTRY PIT	600	900			300	248.79	250.43	1.64	EDCM 601 & 605	
139	SIDE ENTRY PIT	600	900	300	250.53	300	250.48	252.65	2.17	EDCM 601 & 605	
140	SIDE ENTRY PIT	600	900			300	251.05	252.99	1.94	EDCM 601 & 605	
141	SIDE ENTRY PIT	600	900			300	250.97	252.62	1.65	EDCM 601 & 605	
142	SIDE ENTRY PIT	600	900	300	251.47	300	251.42	253.42	2	EDCM 601 & 605	
143	SIDE ENTRY PIT	600	900	300	251.78	300	251.73	253.55	1.82	EDCM 601 & 605	
144	ENDPIPE					300	251.87	253.59	1.73		BLANK OFF ENDPIPE
145	SIDE ENTRY PIT	600	900			300	251.81	253.42	1.61	EDCM 601 & 605	
146	JUNCTION PIT	900	600			300	252.02	253.88	1.86	EDCM 605	
Ex.102	ENDPIPE			900				251.79	3.61		CONNECT TO EXISTING END PIPE
147	JUNCTION PIT	1350	900	450	249.85	1050	248.35	251.95	3.6	EDCM 607	PIT TO BE HAUNCHED TO 600x900 COVER. CONSTRUCT AS JUNCTION PIT WITH CATCH PIT CONVERSION TO B AS PART OF FUTURE STAGE WORKS. PROVIDE 1050 DIA BLOCKOUT ON NORTHERN WALL AT IL 248
148	JUNCTION PIT	600	900	450	250.02	450	249.97	252.11	2.15	EDCM 605	CONSTRUCT AS JUNCTION PIT WITH CATCH PIT CONVERSION TO BE COMPLETED AS PART OF FUTURE STA
149	JUNCTION PIT	600	900	450	250.15	450	250.1	252.11	2.01	EDCM 605	CONSTRUCT AS JUNCTION PIT WITH CATCH PIT CONVERSION TO BE COMPLETED AS PART OF FUTURE STA
150	JUNCTION PIT	600	900	375	250.4	450	250.35	252.55	2.19	EDCM 605	
151	SIDE ENTRY PIT	600	900	300	251.31	375	251.26	253.51	2.25	EDCM 601 & 605	
152	SIDE ENTRY PIT	600	900	300	251.95	300	251.9	254.1	2.21	EDCM 601 & 605	
153	SIDE ENTRY PIT	600	900	300	252.54	300	252.49	254.51	2.02	EDCM 601 & 605	
154	ENDPIPE					300	252.62	254.6	1.98		BLANK OFF END PIPE
155	JUNCTION PIT	900	600	300	250.81	300	250.76	252.59	1.83	EDCM 605	
156	JUNCTION PIT	600	900	300	251.59	300	251.54	253.63	2.1	EDCM 605	
157	JUNCTION PIT	600	900	300	252.44	300	252.39	254.49	2.11	EDCM 605	
158	ENDPIPE					300	252.5	254.54	2.05		BLANK OFF END PIPE
159	SIDE ENTRY PIT	600	900			300	251.85	253.51	1.67	EDCM 601 & 605	
160	SIDE ENTRY PIT	600	900			300	252.48	254.1	1.62	EDCM 601 & 605	
Ex.110	ENDPIPE			225				252.41	1.7		CONNECT TO EXISTING END PIPE
161	JUNCTION PIT	600	900			225	250.9	252.54	1.64	EDCM 605	



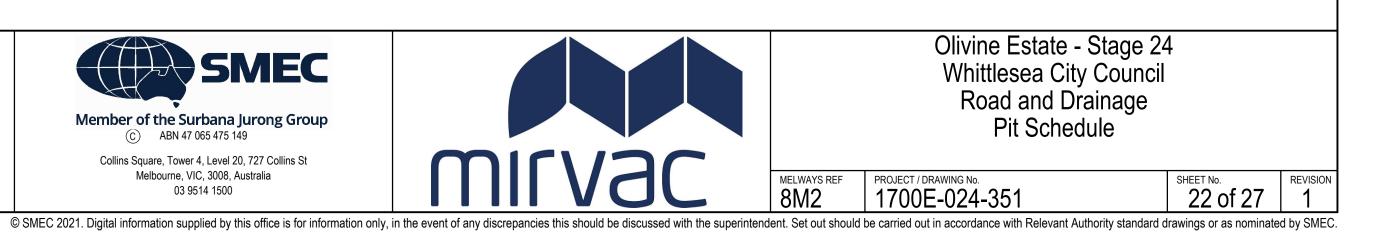
The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

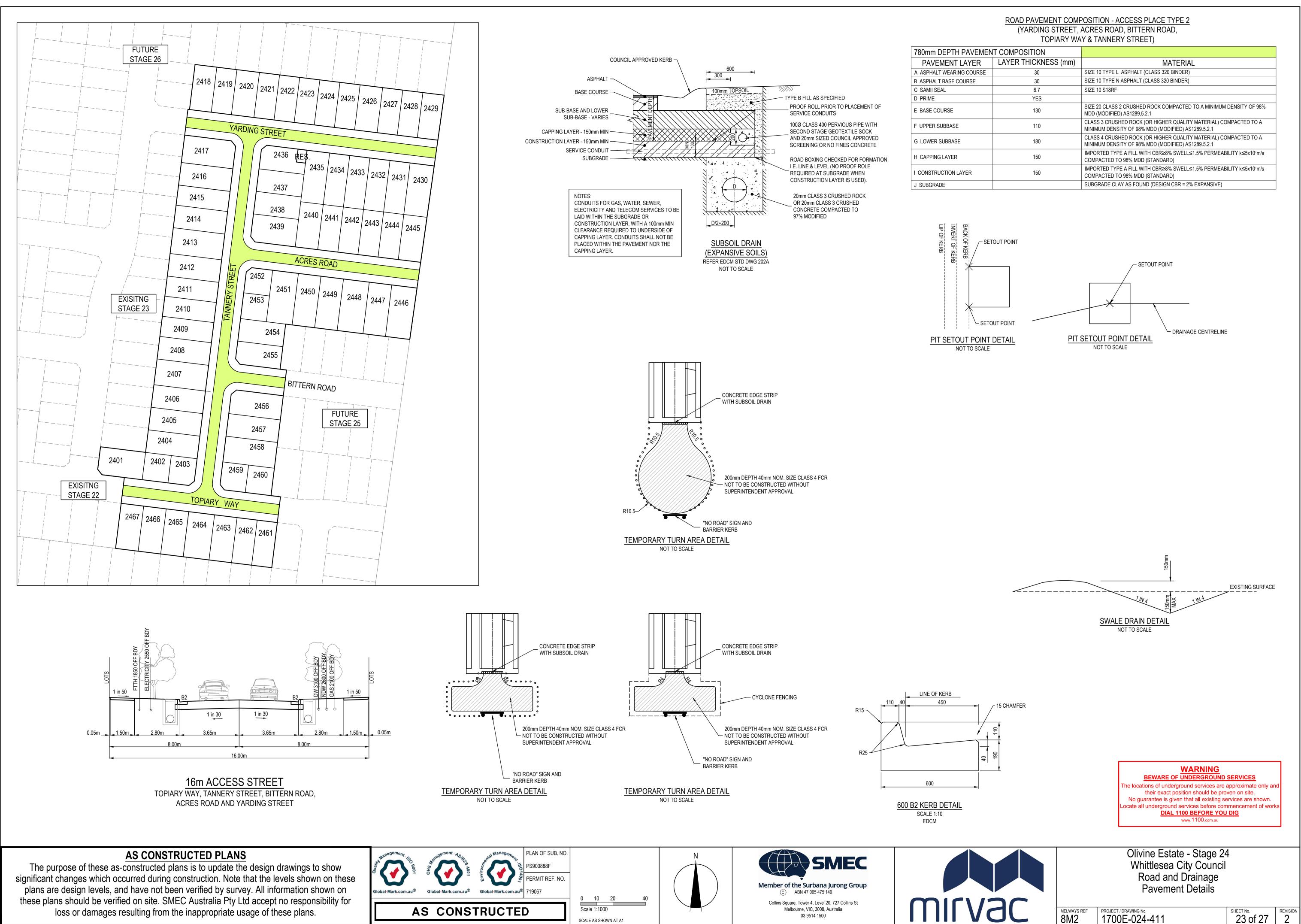
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-351.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:58:46 AM







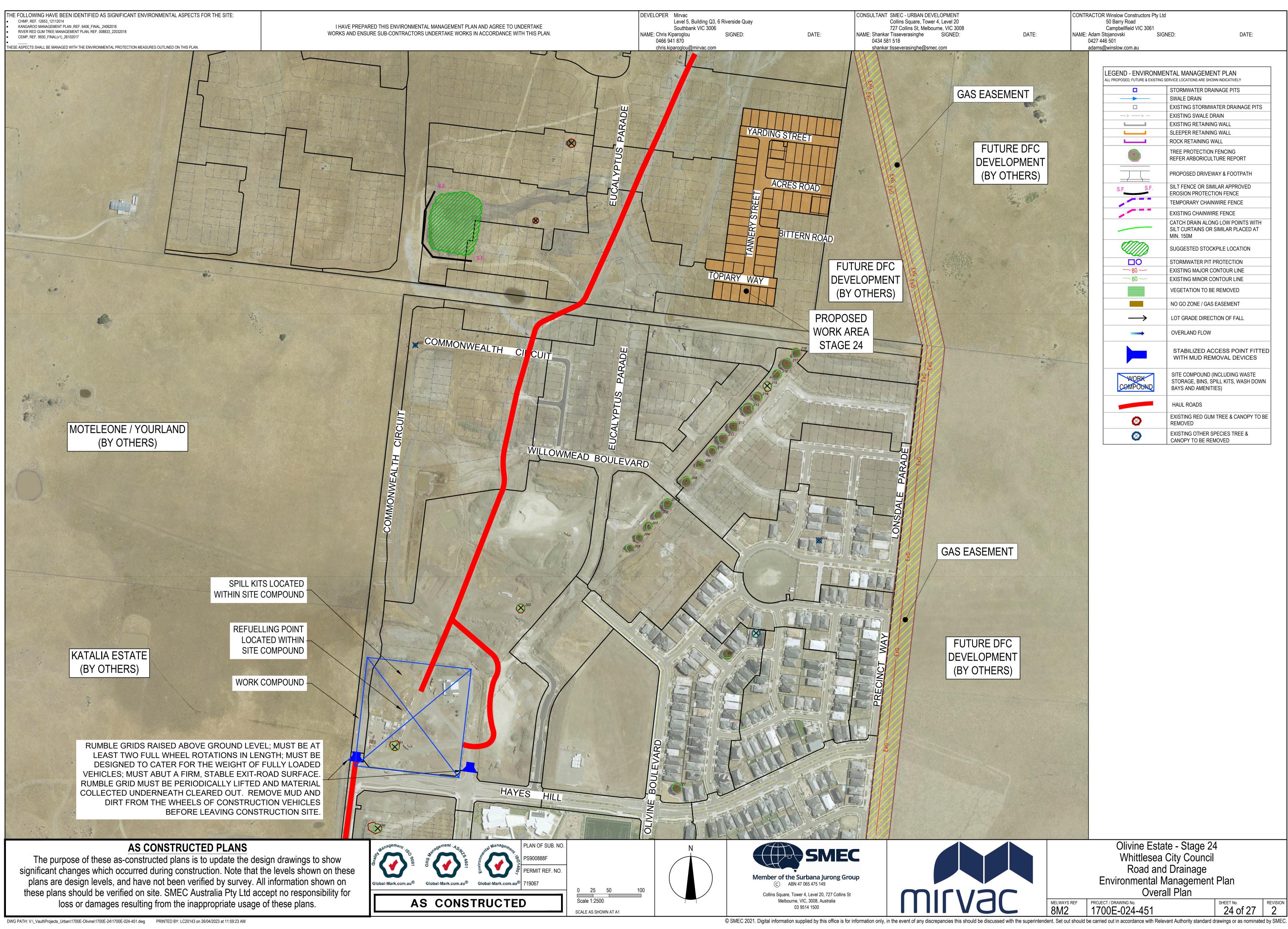




DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-411.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:59:01 AM

© SMEC 2021. Digital information supplied by this office is for information only, in the event of any discrepancies this should be discussed with the superintendent. Set out should be carried out in accordance with Relevant Authority standard drawings or as nominated by SMEC.

MEN	IT COMPOSITION	
	LAYER THICKNESS (mm)	MATERIAL
SE	30	SIZE 10 TYPE L ASPHALT (CLASS 320 BINDER)
	30	SIZE 10 TYPE N ASPHALT (CLASS 320 BINDER)
	6.7	SIZE 10 S18RF
	YES	
	130	SIZE 20 CLASS 2 CRUSHED ROCK COMPACTED TO A MINIMUM DENSITY OF 98% MDD (MODIFIED) AS1289,5.2.1
	110	CLASS 3 CRUSHED ROCK (OR HIGHER QUALITY MATERIAL) COMPACTED TO A MINIMUM DENSITY OF 98% MDD (MODIFIED) AS1289.5.2.1
	180	CLASS 4 CRUSHED ROCK (OR HIGHER QUALITY MATERIAL) COMPACTED TO A MINIMUM DENSITY OF 98% MDD (MODIFIED) AS1289.5.2.1
	150	IMPORTED TYPE A FILL WITH CBR≥8% SWELL≤1.5% PERMEABILITY k≤5x10°m/s COMPACTED TO 98% MDD (STANDARD)
	150	IMPORTED TYPE A FILL WITH CBR≥8% SWELL≤1.5% PERMEABILITY k≤5x10 [,] m/s COMPACTED TO 98% MDD (STANDARD)
		SUBGRADE CLAY AS FOUND (DESIGN CBR = 2% EXPANSIVE)



DATE:

CONTRACTOR Winslow Constructors Pty Ltd

50 Barry Road

NAME: Adam Stojanovski

0427 446 501

adams@winslow.com.au

Campbellfield VIC 3061

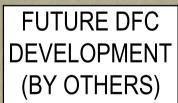
SIGNED:

GAS EASEMENT FUTURE DFC DEVELOPMENT (BY OTHERS)

ENTAL MANAGEMENT PLAN SERVICE LOCATIONS ARE SHOWN INDICATIVELY
STORMWATER DRAINAGE PITS
SWALE DRAIN
EXISTING STORMWATER DRAINAGE PITS
EXISTING SWALE DRAIN
EXISTING RETAINING WALL
SLEEPER RETAINING WALL
ROCK RETAINING WALL
TREE PROTECTION FENCING REFER ARBORICULTURE REPORT
PROPOSED DRIVEWAY & FOOTPATH
SILT FENCE OR SIMILAR APPROVED EROSION PROTECTION FENCE
TEMPORARY CHAINWIRE FENCE
EXISTING CHAINWIRE FENCE
CATCH DRAIN ALONG LOW POINTS WITH SILT CURTAINS OR SIMILAR PLACED AT MIN. 150M
SUGGESTED STOCKPILE LOCATION
STORMWATER PIT PROTECTION
EXISTING MAJOR CONTOUR LINE
EXISTING MINOR CONTOUR LINE
VEGETATION TO BE REMOVED
NO GO ZONE / GAS EASEMENT
LOT GRADE DIRECTION OF FALL
OVERLAND FLOW
STABILIZED ACCESS POINT FITTED WITH MUD REMOVAL DEVICES
SITE COMPOUND (INCLUDING WASTE STORAGE, BINS, SPILL KITS, WASH DOWN BAYS AND AMENITIES)
HAUL ROADS
EXISTING RED GUM TREE & CANOPY TO BE REMOVED

DATE:



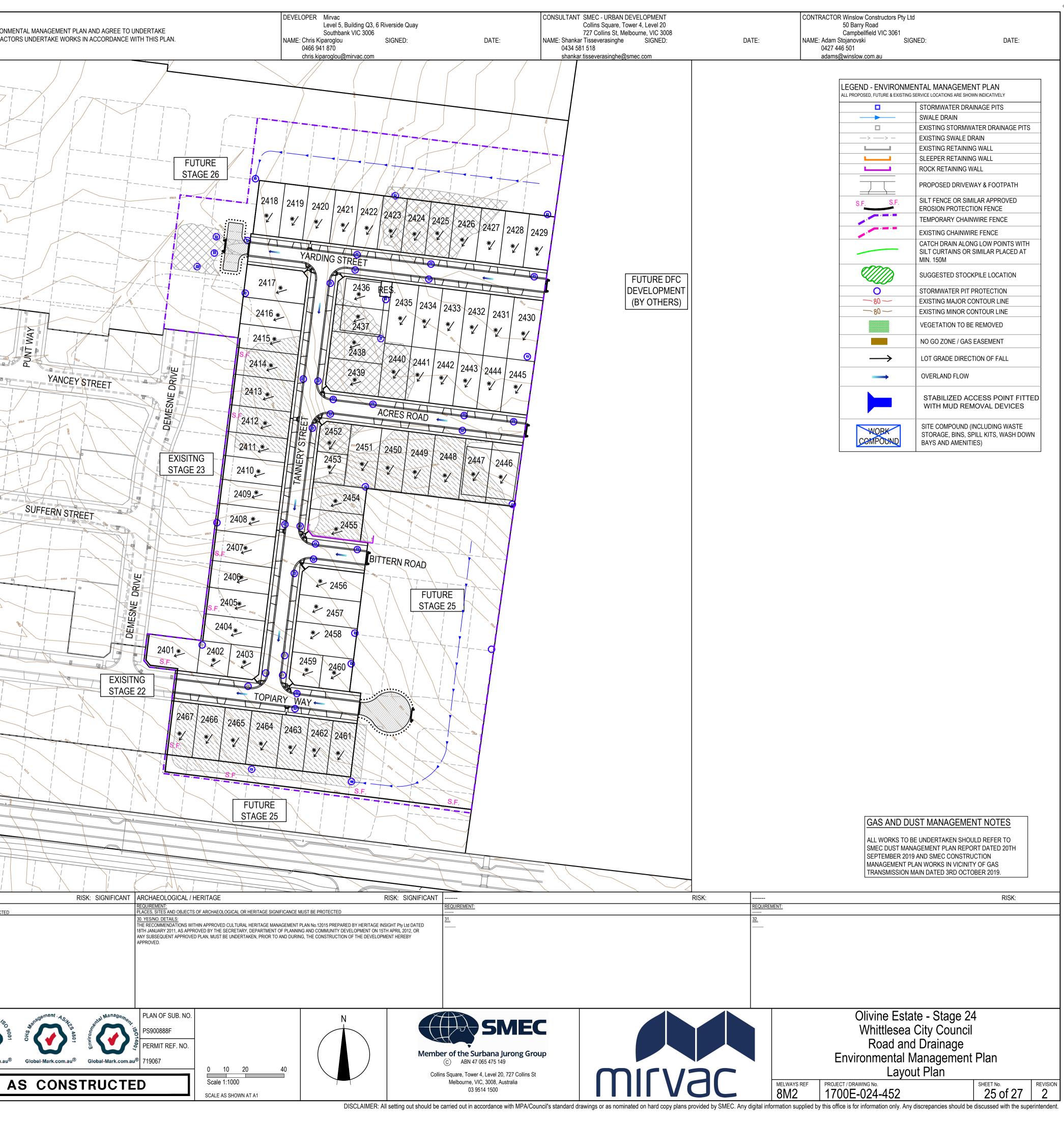


8M2

Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage Environmental Management Plan Overall Plan

SHEET NO. REVISION 24 of 27 2 MELWAYS REF PROJECT / DRAWING No. 1700E-024-451

THE FOLLOWING HAVE BEEN IDENTIFIED AS SIGNIFICAT • CHMP, REF. 12653_12112014 • KANGAROO MANAGEMENT PLAN ,REF. 6406_FINAL_24062016 • RIVER RED GUM TREE MANAGEMENT PLAN, REF. 008833_22032018 • CEMP, REF. 9930_FINAL(v1)_26102017	NT ENVIRONMENTAL ASPECTS FOR THE SITE:	I HAVE PREPARED THIS ENVIRONMENTAL MANAGEMI WORKS AND ENSURE SUB-CONTRACTORS UNDERTAKE					
THESE ASPECTS SHALL BE MANAGED WITH THE ENVIRONMENTAL PROTECT	ION MEASURES OUTLINED ON THIS PLAN.						
MANAGEMENT 1. RESPONSIBILITIES: Civil Contractor: WINSLOW CONSTRUCTORS PTY LTD Superintendent: SMEC Site Responsibilities Contact: Adam Stojanovski (Winslow) - 0427 446 501	4. STAGING OF WORKS: - DEVELOPMENT SEQUENCING MUST BE IN ACCORDANCE WITH THE ENDORSED PRECINCT INFRASTRUCTURE AND STAGING PLAN (UNLESS OTHERWISE AGREED IN WRITING BY THE RESPONSIBLE AUTHORITY).						
EMERGENCY CONTACTS 1. SHANKAR TISSEVERASINGHE - (03) 98690947 2. JASON EDGE - (03) 95141572 2. COMMUNICATION OF EMP REQUIREMENTS: - INDUCTION OF ALL PERSONS WORKING ON SITE REGARDING	- ENVIRONMENTAL PROTECTION DEVICES ARE TO BE INSTALLED PRIOR TO CIVIL WORKS COMMENCING ON SITE <u>5. INFORMING RESIDENTS:</u> AS REQUIRED						
REQUIREMENTS AS SET OUT ON THE EMP. - EMP TO BE DISPLAYED IN VISIBLE LOCATION WITHIN SITE COMPOUND EG. ON WALLS OF SITE SHEDS / OFFICE.							
3. INSPECTIONS AND MAINTENANCE: - SEDIMENT AND EROSION CONTROL MEASURES TO BE INSPECTED WEEKLY - PRIOR TO AND AFTER STORM EVENT AND/OR HEAVY RAIN. - SEDIMENT CONTROLS ARE TO BE REPAIRED AND RECTIFIED IMMEDIATELY WHEN FAULTS ARE IDENTIFIED	6. ASSOCIATED DOCUMENTS: PERMIT 719067, BUSHFIRE MANAGEMENT PLAN, EPA PUBLICATION 1834, CHMP REF 12653_12112014, KANGAROO MANAGEMENT PLAN REF 6406_FINAL_24062016, RIVER RED GUM TREE MANAGEMENT PLAN REF 008833_22032018, CEMP REF 9930_FINAL(v1)_26102017, INSPECTION LOGS, MSDS AND OTHER DOCUMENTS AS REQUIRED						
NOISE	RISK: SIGNIFICANT						
REQUIREMENT: EPA VICTORIA AND COUNCIL REQUIREMENTS MUST BE ADHERED TO IN REL							
7. WORKING HOURS: 08.00 TO 16.30 MON - FRI	STURBED UNREASONABLY. THE GENERATION OF NOISE MUST BE MINIMISED. 09.00 TO 13.00 SATURDAY						
8. NOISE MINIMISATION METHODS: - MAINTAIN WORKING HOUR. - RESTRICT USE OF NOISY EQUIPMENT AND PROCESSES TO AVOID DISTURBANCES TO ADJACENT RESIDENTS. - FOLLOW EPA NOISE CONTROL GUIDELINES - TG302/92.	9. OTHER: - REGULAR MAINTENANCE AND INSPECTION OF MACHINERY.						
DUST REQUIREMENT: DUST GENERATION MUST BE MINIMISED TO ENSURE THERE IS NO HEALTH R	RISK: SIGNIFICANT						
10. MINIMISING DUST GENERATION - AVOID STRIPPING LARGE AREAS OF THE SITE WHEN NOT REQUIRED. - WATER SPRAYING AS REQUIRED. - MINIMISE STRIPPED AREAS. - MINIMISE ACTIVITIES ON HIGH WIND DAYS. - ASSESS RISK FACTORS AND MITIGATION STRATEGIES AS PER	12. CONTINGENCIES: - IF HIGH WIND IS EXPECTED WHILE LARGE AREAS OF THE SITE ARE STRIPPED, SPRAY WATER IN ORDER TO ESTABLISH A THICK CRUST OVER UNVEGETATED LAND. ALSO MONITOR DRYNESS OF EXPOSED EARTH. SHOULD GROUND DRY OUT SIGNIFICANTLY, CONSIDER WATER SPRAYING OR COVER AREA WITH SOIL OR GRASS.						
SPECIFICATIONS IN APPROVED DUST MANAGEMENT PLAN	- ASSESS RISK FACTORS AND MITIGATION STRATEGIES AS PER SPECIFICATIONS IN APPROVED DUST MANAGEMENT PLAN NOTE: IF A HOSE IS USED FOR WATER SPRAYING, THE HOSE IS TO	YANCE					
11. DUST SUPPRESSION: - WATER SPRAYING.	BE FILLED WITH A LARGE TRIGGER NOZZLE. CHECK WATER RESTRICTIONS WITH LOCAL AUTHORITY FOR GUIDELINES.	I SNLdX					
REDUCE ACTIVITY ONSITE WINDY DAYS. ASSESS RISK FACTORS AND MITIGATION STRATEGIES AS PER SPECIFICATIONS IN APPROVED DUST MANAGEMENT PLAN	- STOP WORKS WHERE DUST CANNOT BE STOPPED/OFF SITE/OH&S - ASSESS RISK FACTORS AND MITIGATION STRATEGIES AS PER SPECIFICATIONS IN APPROVED DUST MANAGEMENT PLAN						
EROSION AND SEDIMENT	RISK: SIGNIFICANT						
	INT BEST PRACTICE ENVIRONMENTAL MANAGEMENT PRACTICES, TO PREVENT URAL WATERWAY 17. SEDIMENT TRAPS:						
 - STORMWATER FLOWING ONTO SITE WILL BE CONTROLLED BY CUT SWALES/ DRAINS AND SILT FENCE OR OTHER CONTROLS TO FILTER FLAW WHERE APPLICABLE. - ENSURE STORMWATER PITS AND DRAINS ARE PROTECTED FROM SILT/SEDIMENT BY USING APPROPRIATE METHODS. - REFER TO SHEET 1700E-024-456 FOR DETAILS. 	SEDIMENT BASIN / SILT FENCE AS REQUIRED. PIT LIDS MUST BE FITTED AS SOON AS POSSIBLE - USE TEMPORARY PIT LIDS UNTIL INSTALLED. USE SILT FENCES, SILT SAUSAGES, CUT OFF DRAINS AND OTHER SILT PROTECTION METHODS WHERE NECESSARY AS DETAILED IN THIS EMP PLAN AND AS REQUIRED BY THE SITUATION. IMMEDIATE REPAIR OF SEDIMENT CONTROL MEASURE DAMAGES. ALL SEDIMENT CONTROL MEASURES MUST BE MAINTAINED AND INTACT FOR THE DURATION OF THE WORKS (INCLUDING REINSTATEMENT	SUFFERN ST					
15. SOIL STABILISATION DURING CONSTRUCTION:	PERIOD) AND INSPECTED REGULARLY INCLUDING PRIOR TO (AND AFTER) RAIN EVENTS TO ENSURE THEY ARE FUNCTIONING PROPERLY.						
GRADE AND SEAL SOIL AS REQUIRED, RE-INSTATE DISTURBED AREAS AS SOON AS PRACTICAL. <u>POST WORKS:</u> - JUTE MATTING RETAINED. - TOPSOILING AND GRASSING DISTURBED SOIL AREAS TO BE CARRIED OUT AS SOON AS PRACTICAL.	 WHERE POSSIBLE WATER SHALL BE DIRECTED OVER EXISTING GRASS & PLANTED AREAS FRO FURTHER SEDIMENT CONTROL PRIOR TO DISCHARGE INTO STORMWATER SYSTEM. ALL WATER LEAVING OR DISCHARGED FROM THE WORKS AREA MUST MEET EPA WATER QUALITY REQUIREMENTS. IF THIS IS NOT POSSIBLE, WATER TO BE COLLECTED INTO A TEMPORARY SUMP AND THEN SENT THROUGH SILT TRAPS BEFORE ENTERING INTO THE DRAINAGE SYSTEM. 						
16. STOCKPILE PROTECTION: - SILT FENCES TO BE ERECTED AROUND THE DOWNSTREAM SIDE OF STOCKPILES WHERE APPLICABLE. STOCKPILES TO BE PLACED AWAY FROM DRAINAGE INLETS, OPEN DRAINS, WATER COURSES & PAVED AREAS. A CUT-OFF DRAIN WITH EARTH BUND TO BE INSTALLED ON THE UPSLOPE SIDE OF THE STOCKPILE TO DIVERT RUN-OFF AWAY FROM THE STOCKPILE. MINIMISE THE NUMBER OF STOCKPILES WHERE POSSIBLE.	19. VEHICLE AND ROAD MANAGEMENT: SITE ACCESS: - REFER TO OVERALL PLAN FOR ACCESS POINTS - CONTRACTORS TO ENSURE THERE IS SPACE FOR VEHICLE CLEANING NEARBY - HAVE A DEDICATED BUNDED CLEANING AND WASHING UP AREA ON SITE, AWAY FROM ALL STORMWATER DRAINS. CLEANING VEHICLES:						
STOCKPILES - 3m MAXIMUM HEIGHT; 2:1 BATTERS; 10M MINIMUM SETBACK FROM ADJACENT PROPERTIES; 30M MINIMUM SETBACK FROM WATERWAYS (NATURAL OR MAN-MADE). TEMPORARY GRASSING OF STOCKPILES > 14DAYS.	ALL VEHICLES LEAVING THE SITE MUST REMOVE ANY EXCESS SEDIMENTS/ CLAY COLLECTED ON THE VEHICLES WHILST ON SITE. EACH OPERATOR MUST MANUALLY REMOVE EXCESS CLAY SUCH THAT IT MINIMISES DEPOSITS ON THE ROAD.						
	ROADS ARE TO BE CLEANED PRIOR TO RAIN/STORMWATER EVENTS. STORMWATER PITS ALONG THE ESTABLISHED ROADWAY, WHICH ARE SUBJECT TO SEDIMENT DEPOSITS, WILL BE EITHER FITTED WITH KERB INLET PROTECTORS OR SHALL BE FITTED WITH (GEO-FABRIC) FILTER MATERIAL TO CAPTURE SEDIMENTS. ROADS ARE TO BE INSPRECTED AND ANY SEDIMENT DEPOSITED ON THESE ROADS REMOVED.						
WASTE <u>REQUIREMENT:</u> LITTER AND WASTE MUST BE CONTAINED ON SITE, BEFORE DISPOSAL IN A F							
21. MOVEMENT OF SOIL: CONTAMINANT STATUS: CLEAN	23. WASTE STORAGE AND DISPOSAL: - WASTE BINS TO BE PLACED IN COMPOUND FRO DAILY RUBBISH AND REMOVED OFFSITE AS REQUIRED. - BINS TO BE LIDDED. - SITE MUST BE KEPT FREE OF LITTER - ANY VISIBLE LITTER ON SITE MUST BE COLLECTED DAILY.						
22. WASTE MINIMISATION METHODS: - THE COLLECTION OF SURVEY PEGS AND OTHER MATERIALS ARE TO BE COLLECTED AND RE-USED ONSITE AND RECYCLED FRO FUTURE PROJECTS. - MATERIALS TO BE STORED IN COMPOUND OR SITE CONTAINER.	24. OTHER: N/A						
CHEMICALS REQUIREMENT:	RISK: SIGNIFICANT						
	ENSURE THAT NO ENVIRONMENTAL DAMAGE CAN RESULT FROM THE ESCAPE						
25. STORAGE: - MINIMAL QUANTITIES STORED IN SITE CONTAINER. - ALL FUELS, OILS, CHEMICALS AND OTHER HAZARDOUS MATERIALS MUST BE STORED IN APPROPRIATE DESIGNATED AND BUNDED AREA. ENSURE THAT THE CAPACITY OF THE BUNDED AREA IS ADEQUATE FOR THE VOLUME OF STORED CHEMICALS/FUELS.	27. REPUELLING PROCEDURE: - ALL REFUELLING TO BE CARRIED OUT BY EXTERNAL CONTRACTOR WITH PROCEDURES AND SPILL KITS AVAILABLE DURING REFUELLING. - REFER TO OVERALL PLAN FOR REFUELLING POINT. - ALL REFUELLING AND OTHER HAZARDOUS MATERIALS MUST BE DONE ONLY WITHIN APPROPRIATE BUNDED OR PORTABLE SEALED BUNDED AREA. - AVOID REFUELLING WITHIN MINIMUM 10M OF ANY DRAINAGE INLET, OPEN DRAIN, WETLAND, WATERWAY OR ANY PROTECTED AREA SUCH AS CONSERVATION AREAS, TREE PROTECTION ZONES AND RECREATIONAL INFRASTRUCTURE.	SIGNIFICANT FLORA / FAUNA REQUIREMENT: ALL SIGNIFICANT FLORA AND FAUNA ON AND ADJACENT TO THE SITE MUST BE PROTECTED 29. YES/NO. DETAILS: REFER TO ENDORSED LANDSCAPE MASTER PLAN					
26. SPILL MANAGEMENT: - SEE ITEM 27, REFUELLING UNDERTAKEN BY EXTENDED FUEL CONTRACTOR WHO CARRIES ALL THE REQUIRED SPILL KITS ETC. -IMMEDIATELY CLEAN UP ALL SPILLS TO PREVENT CONTAMINATION OF SOIL & WATER COURSE. - ALL SPILLS MUST BE REPORTED TO THE SUPERINTENDENT AND RELEVANT AUTHORITIES.	28. OTHER: N/A						
The purpose of these as-consignificant changes which occu	AS CONSTRUCTED PLANS onstructed plans is to update the de urred during construction. Note that	the levels shown on these					
these plans should be verified	have not been verified by survey. A d on site. SMEC Australia Pty Ltd ac sulting from the inappropriate usage	ccept no responsibility for					



	CONTRACTOR Winslow Constructo 50 Barry Road	ors Pty Ltd	
	Campbellfield VIC 3	3061	
DATE:	NAME: Adam Stojanovski 0427 446 501	SIGNED:	DATE:
	adams@winslow.com.au		

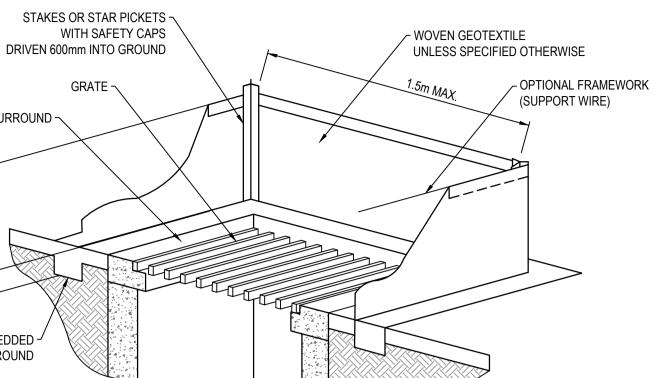
	STORMWATER DRAINAGE PITS
	SWALE DRAIN
	EXISTING STORMWATER DRAINAGE PITS
->>-	EXISTING SWALE DRAIN
	EXISTING RETAINING WALL
	SLEEPER RETAINING WALL
	ROCK RETAINING WALL
	PROPOSED DRIVEWAY & FOOTPATH
S.F. S.F.	SILT FENCE OR SIMILAR APPROVED EROSION PROTECTION FENCE
	TEMPORARY CHAINWIRE FENCE
	EXISTING CHAINWIRE FENCE
	CATCH DRAIN ALONG LOW POINTS WITH SILT CURTAINS OR SIMILAR PLACED AT MIN. 150M
	SUGGESTED STOCKPILE LOCATION
0	STORMWATER PIT PROTECTION
<u> </u>	EXISTING MAJOR CONTOUR LINE
<u> </u>	EXISTING MINOR CONTOUR LINE
	VEGETATION TO BE REMOVED
	NO GO ZONE / GAS EASEMENT
\rightarrow	LOT GRADE DIRECTION OF FALL
	OVERLAND FLOW
	STABILIZED ACCESS POINT FITTED WITH MUD REMOVAL DEVICES
COMPOUND	SITE COMPOUND (INCLUDING WASTE STORAGE, BINS, SPILL KITS, WASH DOWN BAYS AND AMENITIES)

RISK ASSESSMENT CHECKLIST	I HAVE PREPARED THIS ENVIRO WORKS AND ENSURE SUB-CONTRA	
NOISE <u>ISSUES:</u> - NATURE OF NOISE GENERATING WORKS: VEHICLES, FIXED MACHINERY, CONSTRUCTION ACTIVITIES.	LIKELIHOOD	ENVIRONMENTAL CONSTRUCTED IN ACCO
- POTENTIAL NOISE RECEPTORS: SURROUNDING RESIDENTS / CONTRACTORS.:	LIKELY	
- PROXIMITY OF WORKS TO NOISE RECEPTORS: ADJACENT RESIDENTS - THE RESIDENTS OF CRESSY WAY & EMINENCE DRIVE LIVE, 100m FROM THE SITE		GEOTEXT
	MAJOR	
		_
	OVERALL RISK LOW	
		SU
DUST		_
ISSUES: - DUST SOURCES: MOVEMENTS OF VEHICLES	LIKELIHOOD	
- POTENTIAL DUST RECEPTORS: SURROUNDING RESIDENTS / CONTRACTORS	LIKELY	500-700mm MAX.
- PROXIMITY OF WORKS TO DUST RECEPTORS: ADJACENT RESIDENTS		200
- EXTENT OF EXPOSED EARTH AND DURATION OF TIME EXPOSED: DURATION OF STAGED WORKS - WIND CONDITIONS:	CONSEQUENCE MAJOR	.200
		200mm
		GEOTEXTILE EMBE
	OVERALL RISK LOW	
EROSION AND SEDIMENT		_
ISSUES: - EROSION AND SEDIMENT SOURCES: EXPOSED TOPSOIL	LIKELIHOOD	
- POTENTIAL EROSION AND SEDIMENT RECEPTORS: STORMWATER SYSTEM, CREEK SYSTEM.	LIKELY	SILT/DRIFT
- PROXIMITY OF WORKS TO EROSION AND SEDIMENT RECEPTORS: ADJACENT RESIDENTS - EXTENT OF EXPOSED EARTH AND DURATION OF TIME EXPOSED: AREA APPROXIMATELY 5 HA EXPOSED FOR 6 MONTHS.		
- SLOPE: MINIMAL - 3 METRES OVER 250M	CONSEQUENCE MAJOR	MAX. 2.5m
- SITE DRAINAGE REGIME: SURFACE SWALES AND UNDERGROUND DRAINAGE - RAINFALL: 400 - 600MM / YEAR		
- VEHICLE MOVEMENTS ON AND OFF SITE: TO BE KEPT TO A MINIMUM AND VIA A SINGLE ENTRY / EXIT.	OVERALL RISK	_
	LOW	
WASTE		
ISSUES: - NATURE OF WASTE TO BE GENERATED: BUILDING AND CONSTRUCTION PRODUCTS. LITTER.	LIKELIHOOD LIKELY	
- PRESENCE OF WASTE ON SITE PRIOR TO WORK COMMENCEMENT: EXISTING SHEDS.		
- POTENTIAL WASTE RECEPTORS: SURROUNDING RESIDENTS. - PROXIMITY TO POTENTIAL WASTE RECEPTORS: ADJACENT RESIDENTS		
- THE RESIDENTS AT CRESSY WAY & EMINENCE DRIVE LIVE < 100M FROM THE SITE	CONSEQUENCE MAJOR	· • • • •
		ั้ * ปักDIS*
	OVERALL RISK	v
	LOW	
<u>ISSUES:</u> - TYPES OF CHEMICALS AND FUELS USED AND/OR STORED ON SITE: REFER TO MATERIAL SAFETY DATA SHEET (MSDS)	LIKELIHOOD LIKELY	
- QUANTITIES OF CHEMICALS AND FUELS USED AND/OR STORED ON SITE: REFER TO MATERIAL SAFETY DATA SHEET (MSDS) - POTENTIAL CHEMICAL RECEPTORS: SURROUNDING RESIDENTS / CONTRACTORS / WATERWAYS		
- PROXIMITY TO POTENTIAL CHEMICAL RECEPTORS: 200 METRES	CONSEQUENCE	
	MAJOR	1. CONSTRUCT SE CONTOURS OF
		CATCHMENT AF TO LIMIT WATE
	OVERALL RISK LOW	DESIGN STORM 2. CUT A 150MM D
	LOW	FABRIC TO BE
		3. DRIVE 1.5 METF DOWNSLOPE E
SIGNIFICANT FLORA/FAUNA	LIKELIHOOD	CAPS 4. FIX SELF-SUPP
- TYPES OF FLORA/ FAUNA: NIL - VULNERABILITY OF FLORA/ FAUNA: N/A.	LIKELY	TO THE BASE C THE MANUFAC
- PROXIMITY OF FLORA/FAUNA TO WORKS: N/A.		FENCING. THE
- WORK ACTIVITIES WHICH MAY THREATEN FLORA/ FAUNA: N/A.		5. JOIN SECTIONS 6. BACKFILL THE
- POTENTIAL IMPACTS ON FLORA/ FAUNA: N/A. - REFER TO 0697-06-81, ITEM No.29 FOR DETAILS.	MAJOR	THE GEOTEXTI
		7. SEDIMENT F SEDIMENT F
	OVERALL RISK LOW	WHEN SEDIM
		BUILT UP SE
ARCHAEOLOGICAL/HERITAGE		OTHER ISSUES 1
ISSUES: - TRADITIONAL LAND OWNERS CONSULTED? YES	LIKELIHOOD	ISSUES: ALL CONTRACTORS TO IMPLEMENT AND ADHERE TO THE GUIDELIN
- SURVEY OR ASSESSMENT CONDUCTED? YES	LIKELY	DETAILED DESIGN DRAWINGS FOR EXACT LOCATION OF ELEMENTS ALL CONTRACTORS TO IMPLEMENT, MONITOR AND REVIEW ENVIRC
- PROBABILITY OF ENCOUNTERING ARCHAEOLOGICAL/ HERITAGE ITEMS DURING WORKS: LOW		
- TYPES OF ARCHAEOLOGICAL/ HERITAGE ITEMS ON SITE: NIL - PROXIMITY OF ARCHAEOLOGICAL/ HERITAGE ITEMS TO WORKS ON SITE: NA	CONSEQUENCE MAJOR	
- WORK ACTIVITIES WHICH MAY THREATEN ARCHAEOLOGICAL/ HERITAGE ITEMS: NIL		
- REFER TO 0697-06-81, ITEM No.30 FOR DETAILS.		_
	OVERALL RISK LOW	
		ademen ment
AS CONSTRUCTED PLANS	lesign drawings to show	ind menagement for a standard do the
The purpose of these as-constructed plans is to update the or significant changes which occurred during construction. Note the		e as a start
plans are design levels, and have not been verified by survey.		Global-Mark.com.au [®] Global-Mark.com.au [®]
these plans should be verified on site. SMEC Australia Pty Ltd	accept no responsibility for	
loss or damages resulting from the inappropriate usage	ge of these plans.	AS CONS

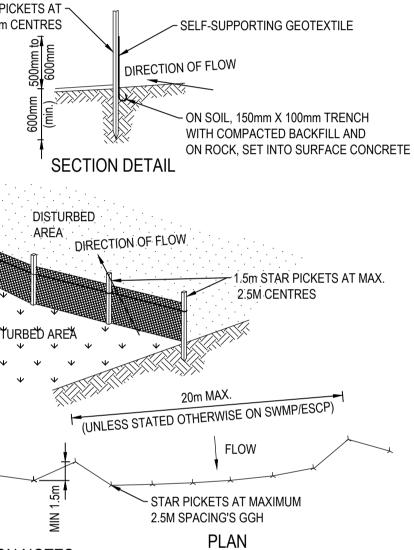
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-456.dwg PRINTED BY: LC20143 on 26/04/2023 at 11:59:59 AM

ONMENTAL MANAGEMENT PLAN AND AGREE TO UNDERTAKE	DEVELOPER Mirvac			CONSULTANT SMEC - URBAN DE	EVELOPMENT
ACTORS UNDERTAKE WORKS IN ACCORDANCE WITH THIS PLAN.	Level 5, Building Q3, 6	S Riverside Quay		COLLINS SQUARE	, TOWER 4, LEVEL 20
	Southbank VIC 3006			727 COLLINS ST, I	MELBOURNE, VIC, 3008
AL PROTECTION MEASURES SHALL BE	NAME: Chris Kiparoglou	SIGNED:	DATE:	NAME: Shankar Tisseverasinghe	SIGNED:
	0466 941 870			0434 581 518	
CORDANCE WITH THE FOLLOWING DESIGNS.	chris.kiparoglou@mirvac.com			shankar.tisseverasinghe@si	mec.com

TILE INLET GUARD - PHASE B**



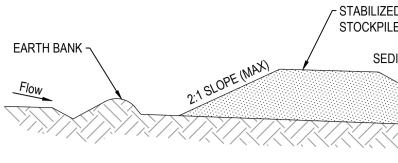
T FENCE - PHASE A**



ON NOTES:

- SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE F THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH ER FLOW IF CONCENTRATED AT ONE POINT TO 50 LITRES PER SECOND IN THE M EVENT, USUALLY THE 10-YEAR EVENT.
- DEEP TRENCH ALONG THE UPSIDE LINE OF THE FENCE FOR THE BOTTOM OF THE ENTRENCHED.
- RE LONG STAR PICKETS INTO GROUND AT 2.5 METRE INTERVALS (MAX) AT THE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY
- PORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY CTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
- S OF FABRIC AT A SUPPORT POST WITH A 150MM OVERLAP.
- TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER ILE.
- ENCE ENDS TO BE BOWED UPSLOPE.
- FENCES REQUIRE DESILTING (REMOVAL OF COLLECTED SEDIMENT) MENT HAS BUILT UP TO 1/3 THE HEIGHT OF THE MEASURE OR WHEN EDIMENT IS PREVENTING THE FENCE FROM WORKING EFFECTIVELY

STOCKPILES

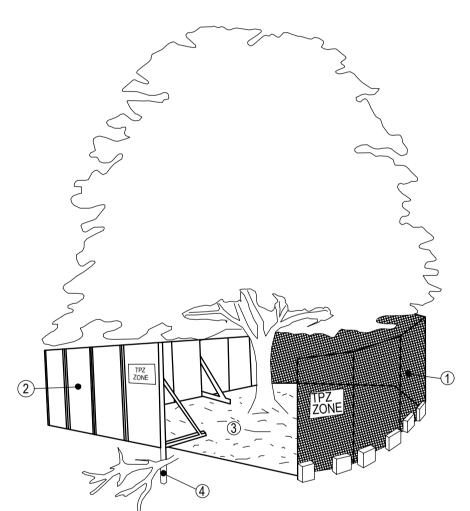


CONSTRUCTION NOTES:

- 1. WHERE POSSIBLE LOCATE STOCKPILE AT LEAST 5 METRES FROM EX ROADS AND HAZARD AREAS.
- 2. CONSTRUCT ON THE CONTOUR AS A LOW, FLAT, ELONGATED MOUND.
- 3. WHERE THERE IS SUFFICIENT AREA TOPSOIL STOCKPILES SHALLBE LI
- 4. REHABILITATE IN ACCORDANCE WITH THE SWMP/ESCP.
- 5. CONSTRUCT EARTH BANK (STANDARD DRAWING 5-5) ON THE UPSLOPE A SEDIMENT FENCE (STANDARD DRAWING 6-8) 1 TO 2 METRES DOWNS
- 6. THE PLACEMENT OF FILL MUST BE DESIGNED TO ENSURE THAT IT DOE PROTECTED.
- 7. SOIL MUST NOT BE STOCKPILED ON NATIVE VEGETATION

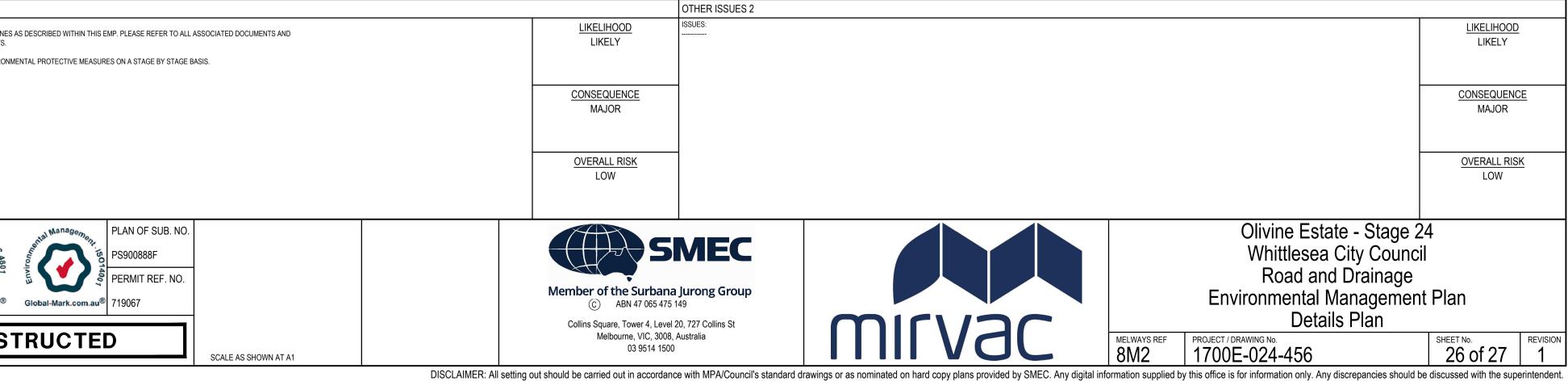
TREE PROTECTIVE FENCING

- TREE PROTECTION/ NO-GO FENCING
- ALL INDIGENOUS TREES TO TWICE THE CANOPY - PROTECTIVE FENCING (HIGHLY VISIBLE) AROUND TWICE THE CANOPY DISTANCE OF
- EACH SCATTERED TREE AND MORE THAN 2 METRES FROM AREAS OF NATIVE VEGETATION IDENTIFIED TO BE PROTECTED.
- SIGNAGE MUST BE ATTACHED TO BE PROTECTED.
- SIGNAGE MUST BE ATTACHED TO FENCE AT REGULAR INTERVALS
 SIGNAGE MUST READ "TREE PROTECTION ZONE. NO ENTRY EXCEPT TO AUTHORISED PERSONNEL. FINES SHALL BE IMPOSED FOR REMOVAL OR DAMAGE OF FENCING AND/OR TREES



CONSTRUCTION NOTES:

- 1. CHAIN WIRE MESH PANELS WITH SHADE CLOTH (IF REQUIRED) ATTACHED, HELD IN PLACE WITH CONCRETE FEET.
- ALTERNATIVE PLYWOOD OR WOODEN PALING FENCE PANELS. THIS FENCING MATERIAL ALSO PREVENTS BUILDING MATERIALS OR SOIL ENTERING THE TPZ.
 MULCH INSTALLATION ACCOSS SUBSACE OF TPZ (AT THE DISCRETION OF THE PROJECT APPROX
- MULCH INSTALLATION ACROSS SURFACE OF TPZ (AT THE DISCRETION OF THE PROJECT ARBORIST) NO EXCAVATION, CONSTRUCTION ACTIVITY, GRADE CHANGES, SURFACE TREATMENT OR STORAGE OF MATERIALS OF ANY KIND IS PERMITTED WITHIN THE TPZ.
- 4. BRACING IS PERMISSIBLE WITHIN THE TPZ. INSTALLATION OF SUPPORTS SHOULD AVOID DAMAGING ROOTS.



)8 DATE:	50 Ca NAME: Adam Stoja 0427 446 50		DATE:
	auams@wi	ISIOW.COM.au	
]	WARNING	
	Joseph Land Land Land Land Land Land Land Land	BEWARE OF UNDERGROUN The locations of underground services are appr	oximate only and their exact
		position should be proven No guarantee is given that all existing servic	on site.
ENT FENCE		underground services before comme	ncement of works
SI SI OPE (MAX)	- porener	DIAL 1100 BEFORE www.1100.com.au	
	-		
ING VEGETATION, CONCENTRATE	D WATER FLOWS.	PRELIMI	NARY
		NOT APPROVED FOR	
		THIS PLAN HAS BEEN PREPARE	
THAN 2 METRES IN HEIGHT.		ONLY IN ACCORDANCE WIT THE CONTRACTOR SHALL BE	E RESPONSIBLE FOR
		PRODUCING THE FINAL EMP AS SUM PRICE FOR T	
IDE TO DIVERT RUN OFF AROUND OPE OF STOCKPILE.	THE STOCKPILE AND		
NOT COMPROMISE NATIVE VEGET	ATION TO BE		
NLET FILTER BAG	; - PHASE B*	-	
ROLLED WIRE MESH AND/OR GEOTEXTILE FILLED WITH		GEOTEXTILE AND EXTEND 250mm MI	
25-50mm GRAVEL	``	PAST THE END OF TO ENSURE SEAL	THE WIRE MESH
GRATE		CONCRETE	
ROADWAY		BLOCK	
		NTOL <u> </u>	
	L &		
			<u>LIKELIHOOD</u> LIKELY
			CONSEQUENCE MAJOR
			OVERALL RISK
			LOW
		Olivine Estate - Stage 2	<u> </u> 24
		Whittlesea City Counc	
		Road and Drainage	
	Env	vironmental Managemer	nt Plan
		Details Plan	
		DRAWING NO. E-024-456	SHEET №. REV

PHASE DISCIPLINE CODE POTENTIAL RISK (Construction, Operations, Maintenance) Road Furniture / Roadside Features Construction RD Roads Construction close to live traffic New works will be constructed adjacent to I existing stages. Construction RD Roads Construction close to live traffic New works will be constructed adjacent to I existing stages. Construction RD Roads Culverts Potential risk from culverts under constructed adjacent to I existing stages. Construction US Utilities or Services Utilities become a hazard within clear zones Vehicle conflict with utilit Operational RD Roads Sight Lines Inadequate drivers response Operational RD Roads Signs and street lights Potential for drivers / riders to strike sign Operational RF Road Furniture Headwalls Potential fall hazard during maintenanc pedestrians Retaining Walls Retaining Wall Retaining Wall Alignment Falling from height during construction or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback	Contractor uction and height / fall Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls Contractor from road Road/ Local Authority	POTENTIAL CONSEQUENCES Disruptions to live traffic, construction incident involving live traffic. Disruptions to live traffic, construction incident involving live traffic. Falling from a height Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height Increased potential for accidents	POTENTIAL ELIMINATION MEASURE, DESIGN INITIATIVE or CONTROL (Identify any Standard or Code of practice used) Provide safe temporary traffic control (TCP) Temporary barriers to be provided Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Provide temporary and permanent fencing at top of wall.	HOW ISSUE ADDRESED IN DESIGN AND/OR CONSTRUCTION OF THE WORKS TCP provided within contract Temporary barrier provided in contract TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard Barriers to be provided and safe batter slopes (>1:3)	IS THE RISK ELIMINATED? YES / NO N N N N N N N N	- RISN -	RESIDUAL RISK CONSEQUENCE (0-5) 3 3 5 5 4 4 4 4 4 4 5	RISK RATING 15 10 5 4 4 4 4 8	RESIDUAL RISK OWNER Constructor Constructor Constructor Road Authority Road Authority Road Authority
Road Furniture / Roadside Features New works will be constructed adjacent to 1 existing stages. Construction RD Roads Construction close to live traffic New works will be constructed adjacent to 1 existing stages. Construction RD Roads Culverts Potential risk from culverts under constructed adjacent to 1 existing stages. Construction US Utilities or Services Utilities become a hazard within clear zones Vehicle conflict with utilit Operational RD Roads Sight Lines Inadequate drivers response Operational RF Roads Signs and street lights Potential for drivers / riders to strike sig Operational RF Roads Culverts Potential fall hazard during maintenance pedestrians Operational RF Roads Culverts Potential fall hazard during maintenance pedestrians Operational RW Retaining Walls Retaining Wall Alignment Falling from height during construction or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls <th>ive traffic when abutting ive traffic when abutting uction and height / fall Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls rer manholes from road Road/ Local Authority Road/ Local Authority</th> <th>Disruptions to live traffic, construction incident involving live traffic. Falling from a height Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height Falling from a height</th> <th>(Identify any Standard or Code of practice used) (Identify any Standard or Code of practice used) Provide safe temporary traffic control (TCP) Temporary barriers to be provided Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards</th> <th>TCP provided within contract Temporary barrier provided in contract TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard</th> <th></th> <th></th> <th></th> <th>15 10 5 4 4 4 8</th> <th>Constructor Constructor Constructor Road Authority Road Authority</th>	ive traffic when abutting ive traffic when abutting uction and height / fall Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls rer manholes from road Road/ Local Authority Road/ Local Authority	Disruptions to live traffic, construction incident involving live traffic. Falling from a height Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height Falling from a height	(Identify any Standard or Code of practice used) (Identify any Standard or Code of practice used) Provide safe temporary traffic control (TCP) Temporary barriers to be provided Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	TCP provided within contract Temporary barrier provided in contract TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard				15 10 5 4 4 4 8	Constructor Constructor Constructor Road Authority Road Authority
ConstructionRDRoadsConstruction close to live trafficNew works will be constructed adjacent to 1 existing stages.ConstructionRDRoadsCulvertsPotential risk from culverts under constru- hazardsConstructionUSUtilities or ServicesUtilities become a hazard within clear zonesVehicle conflict with utilitOperationalRDRoadsSight LinesInadequate drivers responsOperationalLSLines and SignsSigns and street lightsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / riders to strike signOperationalRPRoadsCulvertsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / strike signOperationalRDRoadsCulvertsPotential for drivers / strike signOperationalRDRoadsCulvertsPotential for drivers / strike signOperationalRDRoadsCulvertsPotential fall hazard during maintenance pedestriansConstructionRWRetaining WallsRetaining Wall AlignmentFalling from height during construction or or and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall DesignPotential for falling from height for wal	Contractor uction and height / fall Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls Contractor from road Road/ Local Authority	incident involving live traffic. Falling from a height Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height	Provide safe temporary traffic control (TCP) Temporary barriers to be provided Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	Temporary barrier provided in contract TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N N N N	(0-5) 5 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 5 5 4 4 4 4 5	15 10 5 4 4 4 8	Constructor Constructor Road Authority Road Authority
ConstructionRDRoadsConstruction close to live trafficNew works will be constructed adjacent to 1 existing stages.ConstructionRDRoadsCulvertsPotential risk from culverts under constru- hazardsConstructionUSUtilities or ServicesUtilities become a hazard within clear zonesPotential risk from culverts under constru- hazardsConstructionUSUtilities or ServicesUtilities become a hazard within clear zonesVehicle conflict with utilitOperationalRDRoadsSight LinesInadequate drivers responsOperationalLSLines and SignsSigns and street lightsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / riders to strike signOperationalRDRoadsCulvertsPotential for drivers / riders to strike signOperationalRPRoadsCulvertsPotential for drivers / riders to strike signOperationalRDRoadsCulvertsPotential for drivers / strike signOperationalRPRoadsCulvertsPotential fall hazard during maintenance pedestriansConstructionRWRetaining WallsRetaining Wall AlignmentFalling from height during construction or or and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall HeightPotential for falling from height for wall fail or and adjacent structures eg.	Contractor uction and height / fall Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls Contractor from road Road/ Local Authority	incident involving live traffic. Falling from a height Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height	Temporary barriers to be provided Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	Temporary barrier provided in contract TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N N N N	5 2 1 1 1 1 2 2 2	3 5 5 4 4 4 4 5	10 5 4 4 8 8	Constructor Constructor Road Authority Road Authority
ConstructionRDRoadsConstruction close to live trafficexisting stages.ConstructionRDRoadsCulvertsPotential risk from culverts under constructionConstructionUSUtilities or ServicesUtilities become a hazard within clear zonesVehicle conflict with utilitOperationalRDRoadsSight LinesInadequate drivers responseOperationalLSLines and SignsSigns and street lightsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / riders to strike signOperationalRPRoadsCulvertsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential for drivers / riders to strike signOperationalRDRoadsCulvertsPotential for drivers / strike signOperationalRDRoadsCulvertsPotential for drivers / strike signOperationalRDRoadsCulvertsPotential fall hazard during maintenance pedestriansConstructionRWRetaining WallsRetaining Wall AlignmentFalling from height during construction or or and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall DesignPotential for wall failuOperationalRWRetaining Wal	Contractor uction and height / fall Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls Contractor from road Road/ Local Authority	incident involving live traffic. Falling from a height Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height	Temporary barriers to be provided Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	Temporary barrier provided in contract TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N N N N	5 2 1 1 1 1 2 2 2	3 5 5 4 4 4 4 5	10 5 4 4 8 8	Constructor Constructor Road Authority Road Authority
ConstructionRDRoadsCurvertsHazardsConstructionUSUtilities or ServicesUtilities become a hazard within clear zonesVehicle conflict with utilitOperationalRDRoadsSight LinesInadequate drivers responseOperationalLSLines and SignsSigns and street lightsPotential for drivers / riders to strike signOperationalLSLines and SignsSigns and street lightsPotential for drivers / riders to strike signOperationalRFRoadsCulvertsPotential fall hazard during maintenance pedestriansOperationalRDRoadsCulvertsPotential fall hazard during construction or of and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentFalling from height during construction or of and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall DesignPotential for wall failu	Contractor ty / pit Contractor se time. Road Authority gns and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls rer manholes Contractor from road Road/ Local Authority	Personal injury, vehicle damage Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height	Sequence works and protect with temp barrier or traffic control (TCP) Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	TCP provided within contract Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N N N	2 1 1 1 2 2 2	5 5 4 4 4 4 5	5 4 4 8	Constructor Road Authority Road Authority
Operational RD Roads Sight Lines Inadequate drivers response Operational LS Lines and Signs Signs and street lights Potential for drivers / riders to strike signs Operational LS Lines and Signs Signs and street lights Potential for drivers / riders to strike signs Operational RF Roads Culverts Potential fall hazard during maintenance pedestrians Operational RD Roads Culverts Potential fall hazard during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Falling from height during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Height Potential for daling from height for wall fall Operational RW Retaining Walls Retaining Wall Design Potential for wall fall	se time. Road Authority gns and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls rer manholes Contractor from road Road/ Local Authority neight Road/ Local Authority	Increased potential for accidents Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height	Ensure design complies with relevant standard. Undertake thorough Safety Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	Vis lines checked and discussed with approval authority as part of design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N N	1 1 1 2 2 2	5 4 4 4 4 5	5 4 4 8	Road Authority Road Authority
Operational LS Lines and Signs Signs and street lights Potential for drivers / riders to strike signs Operational RF Road Furniture Headwalls Potential vehicle conflict within Operational RD Roads Culverts Potential fall hazard during maintenance pedestrians Operational RD Roads Culverts Potential fall hazard during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Falling from height during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Height Potential for falling from height for maintenance Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Height Potential for falling from height for wall failue Operational RW Retaining Walls Retaining Wall Design Potential for wall failue	ans and street lights Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls rer manholes Contractor from road Road/ Local Authority neight Road/ Local Authority	Increased potential for accidents Increased potential for accidents Falling from a height Falling from a height	Audit Ensure design complies with relevant standard. Undertake thorough Safety Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	design approval process Refer to appropriate standard for sign and lighting offsets Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N	1 1 2 2	4 4 4 5	4 4 8	Road Authority
Operational RF Road Furniture Headwalls Potential vehicle conflict within Operational RD Roads Culverts Potential fall hazard during maintenance pedestrians Retaining Walls Retaining Walls Retaining Walls Retaining Wall Alignment Falling from height during construction or of and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Falling from height during construction or of and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Height Potential for falling from height of ralling from height for wall failing from height of ralling from height for wall failing from height during construction or of and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Design Potential for wall failing from height or wall failing from height or wall failing from height or wall failing for wall failing from height or wall failing from	clear zone Road Authority clear zone Road Authority ce, by vechicles and Relevant Authority commissioning of walls rer manholes Contractor from road Road/ Local Authority neight Road/ Local Authority	Increased potential for accidents Falling from a height Falling from a height	Audit Establish adequate clear zone provision Barriers to be provided in accordance with road standards	Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N N N	1 2 2	4 4 5	4	
Operational RD Roads Culverts Potential fall hazard during maintenance pedestrians Retaining Walls Retaining Walls Retaining Walls Falling from height during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Falling from height during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Alignment Description of the potential for falling from height for maintenance Operational RW Retaining Walls Retaining Wall Alignment Foundation of the potential for falling from height for maintenance Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Design Potential for wall failure	commissioning of walls rer manholes from road neight Relevant Authority Contractor Road/ Local Authority	Falling from a height Falling from a height	Barriers to be provided in accordance with road standards	clear zone. Culvert headwall selection in accordance with authority standard	N	2 2 2	4	8	Road Authority
Operational RD Roads Cuiverts pedestrians Retaining Walls Retaining Walls Retaining Walls Falling from height during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Falling from height during construction or or and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Alignment Detential for falling from height for and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Detential for falling from height for and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Detential for falling from height for and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Detential for falling from height for and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Design Potential for falling from height for wall failure	commissioning of walls rer manholes Contractor from road Road/ Local Authority neight Road/ Local Authority	Falling from a height		Barriers to be provided and safe batter slopes (>1:3)	N	2	5		
ConstructionRWRetaining WallsRetaining Wall AlignmentFalling from height during construction or or and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall HeightPotential for falling from height during construction or or and adjacent structures eg. sewOperationalRWRetaining WallsRetaining Wall AlignmentLack of safe access/setbackOperationalRWRetaining WallsRetaining Wall DesignPotential for falling from height for wall failu	from road Road/ Local Authority height Road/ Local Authority		Provide temporary and permanent fencing at top of wall.		1			10	Constructor
Construction RW Retaining Wails Retaining Wail Alignment and adjacent structures eg. sew Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Height Potential for falling from Height Operational RW Retaining Walls Retaining Wall Design Potential for wall failu	from road Road/ Local Authority height Road/ Local Authority		Provide temporary and permanent fencing at top of wall.					f	
Operational RW Retaining Walls Retaining Wall Alignment Lack of safe access/setback Operational RW Retaining Walls Retaining Wall Height Potential for falling from H Operational RW Retaining Walls Retaining Wall Design Potential for wall failu	from road Road/ Local Authority neight Road/ Local Authority	Increased potential for accidents		Provide fencing (at heights) during design process	N	1	1	1	Constructor
Operational RW Retaining Walls Retaining Wall Design Potential for wall failu		1	Establish adequate and accessible clear zone provision. Provide guardrail where required	Wall located in suitable position during design process and approved by authority	N	1	1	1	Authority
	re Road/Local Authority	Personal injury	Provide temporary and permanent fencing at top of wall.	Provide fencing (at heights) during design process	N	1	5	5	Authority
Drainage		Increased potential for accidents	Structural design in accordance with standards, geotechnical conditions, end use and good practise.	Refer to structural drawings and calculations	N	1	5	5	Authority
Drainage									
Operational DR Drainage Grated Pits Trip/fall hazard with large spatial	aced grate Relevant Authority	Increased potential for accidents	Provide pedestrian/bicycle friendly grates where applicable. Refer to pit schedule	Design in accordance with authority and manufacturers standards	N	3	2	6	Authority
Operational DR Drainage Non Standard Large Pits Potential for pit failur	e Relevant Authority	Increased risk to maintenance crews/ vehicles	Structural design in accordance with relevant design principles.	Refer to structural drawings and calculations	N	1	4	4	Authority
Operational DR Drainage Culvert Endwalls/Headwalls Potential for falling from h	neight Relevant Authority	Increased potential for accidents	Fencing to be provided where culverts/headwalls are at height in accordance with relevant authority standards	Allow for fencing in Design Process	N	1	4	4	Authority
Operational DR Drainage Culvert Endwall/Headwall Outlets Children playing in large pipes / waterco	urses and access for Relevant Authority	Increased potential for accidents	Grate provided to authority standards	Design in accordance with authority and manufacturers standards	N	2	5	10	Authority
Maintenance DR Drainage Access to Pits Lack of safe access for main	ntenance Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance. Provide safe landing/ access arrangements as per relevant authority standards	Where possible design pit in location for easy access and outside of permanent water bodies	N	2	5	10	Authority
Maintenance DR Drainage Deep Pits Lack of safe entry for maintenance	tenance Relevant Authority	Increased potential for accidents	Contractor to be certified for work in confined spaces, step irons to be provided to appropriate authority standards. Refer to pit schedule	Design in accordance with authority standards	N	1	5	5	Authority
Maintenance DR Drainage Access to drains / culverts Lack of safe access for main	ntenance Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance. Access as approved by authority	Design pit in location for easy access as agreed with authority	N	2	3	6	
Sewer		I			L				
Construction SE Sewer Sewer Manhole located adjacent to Retaining Wall Falling from height during construction adjacent sewer manho		Falling from a height	Provide temporary fencing until such time that permanent fencing is constructed	Provide fencing (at heights) during design process	N	1	1	1	Constructor
Maintenance SE Sewer Deep Manholes Lack of safe entry for maintenance		Increased potential for accidents	Contractor to be certified for work in confined spaces, landings and step access provided as per authority standards and schedule	Design in accordance with authority standards. Refer pit schedule on drawings	N	1	5	5	Authority
Maintenance SE Sewer Access to Manholes Lack of safe access for main	ntenance Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance. Manholes located in compliance with authority standards	Where possible design manhole in location for easy access	N	1	5	5	Authority
Maintenance SE Sewer Pump Station Access Lack of safe access for main	ntenance Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance	Design pump station in location for easy access	N	2	4	8	Authority
Electricity									
Operational ES Electrical Services Electrical Design Location of assets within clear zones e	.g pits/ substations Relevant Authority	Increased potential for accidents	Electrical designed by sub consultant with appropriate accreditation and in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	N	2	3	6	Authority
Telstra									
Operational TE Telstra Telstra Design Location of assets within clear zo	ones e.g pits Relevant Authority	Increased potential for accidents	Telecommunications designed by authority consultant with appropriate accreditation and in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	N	2	3	6	Authority
Water					·				
Operational WA Water Water Design Location of assets within clear zones e.	.g pits/ substations Relevant Authority	Increased potential for accidents	Water pits designed in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	N	2	3	6	Authority
Gas						· .			
Operational GA Gas Gas Design Location of assets within clear zones e.	.g pits/ substations Relevant Authority	Increased potential for accidents	Water pits designed in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	N	1	1	1	Authority

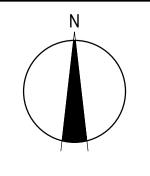
The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.



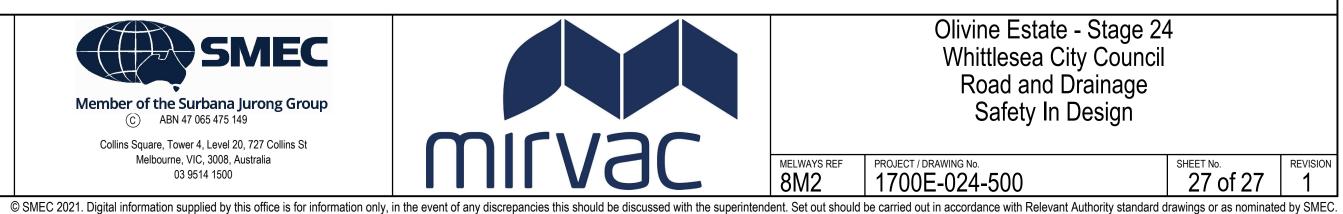
DWG PATH: V:_Vault\Projects_Urban\1700E-Olivine\1700E-24\1700E-024-500.dwg PRINTED BY: LC20143 on 26/04/2023 at 12:00:14 PM

0 5 10 Scale 1:500 SCALE AS SHOWN AT A1

20







Olivine Estate - Stage 24 Whittlesea City Council Road and Drainage Safety In Design

PROJECT / DRAWING No. 1700E-024-500

MELWAYS REF

SHEET No. REVISION 27 of 27 1