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#### GENERAL NOTES (MELTON CITY COUNCIL)

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH A.S. 4000-1992 GENERAL CONDITIONS OF CONTRACT AND CURRENT MELTON SHIRE COUNCIL SPECIFICATIONS AND EDCM ADDENDUM STANDARD DRAWINGS AND TO THE SATISFACTION OF THE SUPERVISING ENGINEER OR THEIR 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

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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 HIS INTENTION TO COMMENCE TRENCHING OPERATIONS WHERE TRENCHES ARE 1.5 METRES OR DEEPER.

ENSURE THAT THE MINE MANAGER OR HIS DEPUTY AS REQUIRED BY THE REGULATIONS IS IN ATTENDANCE WHEN TRENCHING OPERATIONS ARE IN PROGRESS.

THE CONTRACTOR IS TO NOTIFY COUNCIL AND ALL SERVICE AUTHORITIES SEVEN (7) DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL RELEVENT SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT.

TREES MARKED ON THE APPROVED PLANS FOR REMOVAL MUST BE REMOVED FROM THE SITE PRIOR TO THE COMMENCEMENT OF WORKS. NO EXCAVATION SHALL BE CARRIED OUT WITHIN 5.0m OF ANY EXISTING TREE UNTIL APPROVAL HAS BEEN GIVEN BY COUNCIL'S SUPERVISING OFFICER.

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.

8. THE CONTRACTOR WHEN ENGAGED IN BLASTING OPERATION, 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 ENGINEER AND MUST OBTAIN ALL RELEVANT PERMITS.

THE CONTRACTOR IS TO OBTAIN THE NECESSARY ROAD OPENING PERMIT PRIOR TO UNDERTAKING ANY WORKS WITHIN A PREVIOUSLY CONSTRUCTED ROADWAY.

10. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM. 11. THE CONTRACTOR SHALL CO-OPERATE WITH OTHER AUTHORITIES AND SHALL ENSURE THAT ALL SERVICES ARE INSTALLED PRIOR TO THE FINAL PAVEMENT COURSE.

12. ANY EXISTING PAVEMENT OR DRAINAGE WORKS DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE REINSTATED TO THE SATISFACTION OF THE COUNCIL REPRESENTATIVE

13. TBM'S TO BE MAINTAINED AND PROTECTED BY THE CONTRACTOR FOR THE DURATION OF THE WORKS. ALL CONCRETE TO BE USED IN THE CONTRACT WORKS SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS. THE CONTRACTOR IS TO ENSURE THAT HIS CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VOLUME AND LOCATION FOR COLLECTION OF SEDIMENT DISCHARGE ACCORDING TO CURRENT EPA - ENVIRONMENTAL GUIDELINES FOR MAJOR CONSTRUCTION SITES. THE CONTRACTOR IS TO CONSTRUCT SEDIMENT TRAPS AT THE ENDS OF ALL TEMPORARY CHANNELS AND CATCH DRAINS. THEY ARE TO BE MAINTAINED THROUGH THE DURATION OF WORKS AND MAINTENANCE TO BE TRANSFERRED TO THE PRINCIPAL UPON COMPLETION OF THE WORKS.

ALL BATTERS TO BE 1 IN 6 UNLESS OTHERWISE INDICATED. FILLING IN PROPERTIES AND ROAD RESERVE IS TO BE CARRIED OUT USING APPROVED CLAY FILL, TOPSOIL AND ALL VEGETABLE MATTER TO BE STRIPPED FROM FILL SITE PRIOR TO FILLING, WHERE FILL IS IN EXCESS OF 300mm IN DEPTH, THE FILL IS TO BE LEVEL 1 IN ACCORDANCE WITH AS3798. EARTH FILL IS TO BE COMPACTED TO A RELATIVE COMPACTION COMPARED TO A STANDARD COMPACTION TEST AS SPECIFIED BY VIC ROADS OF

- 100% FOR ALL FILL MATERIAL AND MATERIAL UNDER FILL THAT IS LESS THAN 450mm FROM THE SURFACE.

- 95% FOR ALL FILL GREATER THAN 450mm FROM THE SURFACE.

ADDITIONAL AND OVEREXCAVATION SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATION. THE NATURE STRIPS AND CUT OR FILLED AREAS ARE TO BE TOPSOILED WITH 100mm OF APPROVED MATERIAL

THE SUBGRADE BELOW ALL PAVEMENTS SHALL BE COMPACTED TO A DRY DENSITY NOT LESS THAN 97% OF THE MAX. FOUND IN STANDARD COMPACTION TEST IN AREAS OF CUT TO A DEPTH OF 150mm AND IN AREAS OF FILL TO A DEPTH OF 450mm 20. THE RELATIVE COMPACTION OF CRUSHED ROCK FOR PAVEMENTS SHALL BE COMPLETED AT THE OPTIMUM MOISTURE CONTENT TO A DRY DENSITY (BASED ON THE PERCENTAGE OF THE MAXIMUM DRY DENSITY OBTAINED IN THE MODIFIED COMPACTION TEST) AS BELOW:

- FOR DEPTH 0-100mm BELOW TOP OF BASE, RELATIVE COMPACTION OF 100%.

- FOR DEPTH 100-300mm BELOW TOP OF BASE, RELATIVE COMPACTION OF 98%. FOR DEPTH OVER 300mm BELOW TOP OF BASE, RELATIVE COMPACTION OF 97%.

100mm NOMINAL DIAMETER SUBSOIL DRAIN SHALL BE PROVIDED BEHIND ALL KERB AND CHANNEL AS PER STANDARD DRAWING EDCM

22. CONDUIT LOCATIONS ARE SUBJECT TO AMENDMENT AND CONDUITS SHALL NOT BE LAID UNTIL WRITTEN APPROVAL IS GIVEN BY THE SUPERINTENDENT. BOTH KERBS ARE TO BE MARKED WITH THE LETTERS G,W AND T ABOVE CONDUIT LOCATIONS AS SPECIFIED. CONDUITS TO BE PLACED MINIMUM OF 5m FROM BOUNDARIES WHERE POSSIBLE AND TO THE SATISFACTION OF THE

SUPERINTENDENT IN ACCORDANCE WITH COUNCIL STANDARD DRAWINGS. NBN CONDUITS WILL BE SUPPLIED BY NBN'S EXPENSE. IN TRENCHES EXCAVATED AND BACKFILLED BY THE CONTRACTOR. NBN SIZES VARIES - WHITE PVC NBN TO BE NOTIFIED 7 DAYS PRIOR TO PLACEMENT OF CONCRETE WORKS. GAS AND WATER CONDUITS TO BE 50mm DIA. HEAVY DUTY PVC LAID AT A MINIMUM DEPTH OF 600mm BELOW ROAD FINISHED SURFACE LEVELS. FOR DUAL WATER SUPPLY CONDUIT SHALL BE 100mm DIA. ALL SERVICING TRENCHES UNDER ROADS, FOOTPATHS, DRIVEWAYS, PARKING BAYS ETC. ARE TO BE BACKFILLED WITH CLASS 2 FCR

24. ALL HOUSE DRAIN CONNECTIONS ARE TO BE LOCATED NO CLOSER THAT 6.00m FROM THE SIDE BOUNDARY OR FROM ANY EASEMENT ALONG THE SIDE BOUNDARY.

25. ALL PROPERTY INLETS TO BE LOCATED 1.0m FROM THE LOW SIDE BOUNDARY UNLESS OTHERWISE SHOWN. THEY ARE TO BE LAID AT A MINIMUM DEPTH OF 400mm AS SPECIFIED IN THE STANDARD DRAWINGS.

26. DRAINAGE PITS SHALL BE CAST MONOLITHICALLY. CEMENT RENDER SHALL ONLY BE USED TO REPAIR DEFECTS. ALL RESIDENTIAL FOOTPATHS TO BE MINIMUM 1.50m WIDE UNLESS OTHERWISE INDICATED. FOOTPATH TO BE 125mm DEPTH OF 25MPa

CONCRETE CENTRALLY REINFORCED WITH SL72 MESH, AS PER EDCM 401 ON 50mm COMPACTED DEPTH 20mm CLASS 3 FCR BASE. ALL RESIDENTIAL DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH EDCM 501 TO 503. SINGLE DRIVEWAYS TO BE OFFSET 0.75m FROM SIDE BOUNDARY OR EASEMENT.

29. ALL ALLOTMENTS AND RESERVES SHALL BE SMOOTHED, GRADED AND SHAPED TO AN EVEN SURFACE. 30. APPROVAL FOR THE REMOVAL AND DISPOSAL OF ANY EXCAVATED MATERIAL OR TOPSOIL IS REQUIRED FROM COUNCIL.

31. THE CONTRACTOR TO ERECT STREET NAME SIGNS & POLE AS DIRECTED BY THE SUPERINTENDENT.

32. ALL LINEMARKING, SIGNING & TRAFFIC CONTROL DEVICES FOR THIS PROJECT TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742. ALL LINEMARKING TO BE LONG LIFE THERMOPLASTIC PAINT. 33. CONFIRMATION OF THE ASPHALT WEARING COURSE IS TO BE DEFFERED UNTIL INSTRUCTED BY THE SUPERINTENDENT

34. ALL EXOTIC (NON-NATIVE) TREES AND SHRUBS, INCLUDING DEAD TREES, NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS AREA TO BE REMOVED AND DISPOSED OFFSITE.

35. ALL EXCAVATED OR FILLED AREAS OUTSIDE THE ROAD RESERVE SHALL BE SURFACED WITH A 100mm LAYER TOPSOIL AS SPECIFIED. ALL FILLING ON ALLOTMENTS TO BE COMPACTED TO 95% STANDARD COMPACTION IN 150mm LAYERS AND AS PER THE SPECIFICATION. WHERE THERE IS FILL IN EXCESS OF 300mm IN DEPTH. THE CONTRACTOR IS TO CARRY OUT SOIL TESTS TO THE REQUIREMENTS OF SECTION 8 AS SPECIFIED IN AS3798-1996 TO SHOW THAT THE REQUIRED COMPACTION HAS BEEN ACHIEVED. 36. INSTALL BLUE RAISED REFLECTIVE PAVEMENT MARKER (BRRPM) ON ROAD CENTRELINE AND "GROUND BALL" MARKER POST TO

INDICATE LOCATION OF FIRE PLUG. 37. 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.

38. ALL DRAINAGE PIT COVERS AND GRATES IN ACCORDANCE WITH EDCM 601 TO 608 39. PIPE TRENCHES WITHIN THE ROAD RESERVE MUST BE BACKFILLED WITH 20mm CL3 CR TO BE COMPACTED TO A DRY DENSITY NOT

LESS THAN 97% OF THE MAXIMUM FOUND IN THE STANDARD COMPACTION: BENEATH THE ROAD PAVEMENT OR DRIVEWAY CROSSOVER TO THE UNDERSIDE OF THE PAVEMENT OR CROSSOVER. ADJACENT TO KERBING OR CONCRETE WORKS TO A LEVEL THAT IS NOT AFFECTED BY A 45° ANGLE OF REPOSE FROM THE NEAR LOWER EDGE.

#### **GAS - STANDARD NOTES**

GAS MAINS, FITTINGS AND MARKER TAPE ARE TO BE SUPPLIED BY THE GAS AUTHORITY

EXCAVATION, SUPPLY AND PLACEMENT OF REQUIRED BACKFILL TO BE BY OTHERS.

TWO WEEKS OF NOTIFICATION OF COMMENCEMENT OF EXCAVATION WORKS SHALL BE GIVEN TO THE GAS AUTHORITY.

WARNING SAFETY MEASURES REQUIRED	WARNING BEWARE OF UNDERGROUND SERVICES		
e there are risks attached to the construction of ct, and any ongoing maintenance of structures. e safety of all. For potential risks, consequences ntrols refer to Safety In Design Risk Register SID P4.E6. 3070E-06A-500 ASSESS THE RISK - STAY SAFE	The locations of underground services are approximate only a their exact position should be proven on site. No guarantee is given that all existing services are shown. Locate all underground services before commencement of wor <u>DIAL 1100 BEFORE YOU DIG</u> www.1100.com.au		
	Botania - Stage 6A		
	Melton City Council		
77	Road and Drainage		

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141.34 FS140.35 FR157.40 CH270.00 TW159.60 BW159.00 I I I I I I I I I I I I I I I I I I	FINISHED BUILDING LINE LEVEL FINISHED RIDGE LINE LEVEL CHAINAGE TOP OF RETAINING WALL LEVEL BOTTOM OF RETAINING WALL LEVEL EXISTING RETAINING WALL RETAINING WALL RETAINING WALL FUTURE RETAINING WALL STRUCTURAL FILL > 200mm DEEP EXISTING STRUCTURAL FILL > 200mm DEEP CUT > 200mm DEEP 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 TEMPORARY BENCH MARK PROPOSED DRIVEWAY & FOOTPATH PROPOSED INDUSTRIAL DRIVEWAY PROPOSED ROAD PAVING



![](_page_3_Figure_0.jpeg)

![](_page_3_Picture_2.jpeg)

![](_page_3_Picture_3.jpeg)

![](_page_3_Picture_4.jpeg)

![](_page_3_Picture_5.jpeg)

![](_page_3_Picture_6.jpeg)

![](_page_3_Figure_7.jpeg)

![](_page_3_Figure_8.jpeg)

LL PROPOSED, FUTUR	ERSECTION DETAIL PLAIN RE & 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
	EXISTING MAIN DRAIN
⊖—Ex S ——	EXISTING SEWER & MAINTENANCE STRUCTURES
	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
-Fut D	FUTURE STORMWATER DRAIN
	FUTURE MAIN DRAIN
G-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
~	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

ALIGNMENT

POINT NO

Q1

EASTING

297274.234

ALIGNMEN	<u>NT L</u>								
POINT NO L1 L2 L3	EA 2973 2973 2973	STING 316.369 312.561 307.221	NORTH 582393 582393 582392	HING 6.615 5.340 4.103	RL 109.857 109.830 109.749				
CURVE NO L2 - L3	) I 91.765	RADIUS 8.665	ARC 13.878	A 2.633	B 3 1.948	X 3.378	Y 2.843	L 3.469	MID POINT RL 109.788
ALIGNMEN	NT M								
POINT NO M1 M2 M3	EA 2972 2973 2973	STING 298.835 309.596 314.337	NORTH 582394 582394 582394	HING 6.174 1.097 2.684	RL 109.875 109.812 109.857				
CURVE NO M1 - M2	) I 87.545	RADIUS 8.600	ARC 13.140	A 2.390	B 1.770	X 3.206	Y 2.744	L 3.285	MID POINT RL 5 109.842
ALIGNMEN	NT P								
POINT NO P1 P2 P3	EA 2972 2972 2972	STING 291.732 287.923 282.703	NORTH 582400 5823999 5823988	HING 1.131 9.856 8.536	RL 110.247 110.201 110.115				
CURVE NO P2 - P3	) I 93.810	RADIUS 8.536	ARC 13.976	A 2.704	B 1.999	X 3.397	Y 2.836	L 3.494	MID POINT RL 110.152
ALIGNMEN	NT Q								

5824010.714 110.241 5824005.612 110.177 Q2 297284.959 Q3 297289.700 5824007.200 110.247 
 CURVE NO
 I
 RADIUS
 ARC
 A
 B
 X
 Y
 L
 MID POINT RL

 Q1 - Q2
 88.255
 8.529
 13.138
 2.407
 1.782
 3.204
 2.735
 3.284
 110.208

NORTHING RL

NOTES1.ALL VEHICLE CROSSINGS AND PRAM CROSSINGS TO BE MINIMUM OF 0.75m FROM PITS.2.ALL PRAM CROSSINGS TO BE MINIMUM OF 2.0m FROM VEHICLE CROSSINGS.3.VEHICLE EXCLUSION MEASURES BETWEEN ROAD RESERVE AND RESERVE TO FORM<br/>PART OF THE LANDSCAPE WORKS.

# MELWAYS REF PROJECT / DRAWING No. 355 G5 3070E-06A-181

# Botania - Stage 6A Melton City Council Road and Drainage Intersection Detail Plan - 1

SHEET No. 04 of 17

REVISION

![](_page_4_Figure_0.jpeg)

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\3070E-Botania\3070E-006\Dwgs\3070E-06A-182.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:07:30 PM

![](_page_4_Picture_2.jpeg)

![](_page_4_Picture_7.jpeg)

![](_page_4_Figure_8.jpeg)

![](_page_4_Figure_9.jpeg)

![](_page_4_Picture_10.jpeg)

![](_page_4_Picture_11.jpeg)

© 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.

LEGEND - INTE ALL PROPOSED, FUTUR	ERSECTION DETAIL PLAN & 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
	EXISTING MAIN DRAIN
⊖—Ex S ——	EXISTING SEWER & MAINTENANCE STRUCTURES
	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
-Fut D -	FUTURE STORMWATER DRAIN
	FUTURE MAIN DRAIN
⊖ <del>-f</del> ut s —	FUTURE SEWER & MAINTENANCE STRUCTURES
— — — — —H	FUTURE HOUSE DRAIN
	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	EXISTING RETAINING WALL
L	RETAINING WALL
	FUTURE RETAINING WALL
•	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
<b></b>	PERMANENT SURVEY MARK
7	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

#### ALIGNMENT

#### Alignment 1E

Point no 1E1 1E2	Eas 29740 29739	sting )8.038 )4.120	Northi 582402 582403	ng 8.494 5.417	F 111 111	RL .589 .602
Curve no	I	R	adius	Arc		
1E1 - 1E2	2 89.9	901 1 <sup>7</sup>	1.002	17.26	2	
А	В	Х	Y		1	Mid point RL
3.216	2.380	4.206	3.56	74	.316	111.619

#### Alignment 2E

Point no	Easting	Northing	RL
2E1	297392.087	5824041.486	111.602
2E2	297399.094	5824043.832	111.629
2E3	297411.748	5824037.539	111.623
2E4	297414_104	5824030.535	111.580
204	237414.104	5024050.555	111.509

Curve no I Radius Arc 2E2 - 2E3 89.918 10.000 15.694 A B X Y I Mid point RL 2.924 2.164 3.824 3.242 3.923 111.637

#### Alignment 3E

Point no	Easting	Northing	RL
3E1	297414.052	5823976.075	110.740
3E2	297420.984	5823990.013	111.083
		Dodiuo Aro	

 
 Curve no
 I
 Radius
 Arc

 3E1 - 3E2
 90.060
 11.001
 17.292
 A B X Y I Mid point RL 3.226 2.388 4.213 3.570 4.323 110.911

#### Alignment 4E

Point no	East	ng	Northing	I	RL
4E1	297427	.051 5	5823992.0	54 11 <sup>-</sup>	1.083
4E2	297429	.414 5	5823985.0	31 110	0.988
4E3	297423	.112 5	5823972.3	60 110	0.834
4E4	297416	.084 5	5823970.0	07 110	0.740
Curve no	I	Ra	dius /	Arc	
4E2 - 4E3	90.08	32 10.	.000 15	5.722	
А	В	Х	Y	I	Mid point F
2.934 2	2.171	3.830	3.246	3.931	110.911

NOTES1.ALL VEHICLE CROSSINGS AND PRAM CROSSINGS TO BE MINIMUM OF 0.75m FROM PITS.2.ALL PRAM CROSSINGS TO BE MINIMUM OF 2.0m FROM VEHICLE CROSSINGS.3.VEHICLE EXCLUSION MEASURES BETWEEN ROAD RESERVE AND RESERVE TO FORM<br/>PART OF THE LANDSCAPE WORKS.

# Botania - Stage 6A Melton City Council Road and Drainage Intersection Detail Plan - 2

MELWAYS REF PROJECT / DRAWING No. 355 G5 3070E-06A-182

elali Pian -	Ζ		
	SHEET No.	,	-

REVISION 05 of 17 1

![](_page_5_Figure_0.jpeg)

![](_page_5_Figure_1.jpeg)

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.

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![](_page_5_Picture_4.jpeg)

![](_page_5_Picture_5.jpeg)

![](_page_5_Picture_6.jpeg)

# Botania - Stage 6A Melton City Council Road and Drainage Longitudinal Sections

REVISION

SHEET No.

06 of 17

MELWAYS REF PROJECT / DRAWING No. 355 G5 3070E-06A-201

![](_page_5_Figure_9.jpeg)

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		KIFON 3	999.92		
-	<u>1 in 6</u> 1 in 50 <u>1 in 15</u>	1 in 30	<u> </u>	$15 \qquad 1 \text{ in } 50  1 \text{ in } 6$	
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DESIGN SURFACE	07 110. 07 110. 008 1110. 009 110. 009 110. 009 110. 009 110. 009 110. 009 110. 009 110. 009 110. 009 110. 009 110. 009 109 109 109 109 109 109 109 109 109	.11 110 .11 110. .13 110	15 110.	17 110. 110. 110. 110.	
<u>EXISTING SURFACE</u>	45 110. 110. 110.	80         110           20         110           00         110.	80 110.	45         45           95         110.           60         110.	
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		CH 372	.04		
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	EB			KBL	
DATUM108.0 DESIGN SURFACE	110.19	109.98	109.98	110.16	
EXISTING SURFACE	110.00 109.99 110.00	110.01 110.02 110.04	110.06	110.08 110.08 110.08 110.08	
OFFSET	-8.70 -7.95 -6.45	-3.80 -3.20 0.00	3.20	6.45 7.95 8.60 8.60	
		RTPCH 34	48.48		
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_		<u>1 in 30</u>			
			98.	0.21 	]
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	4.	011 302	.27	c	
	<u>in 6 1 in 50 1 in 40</u>	1 in 30	1 in 30 1 in		
DATUM108.0					DATUM109.0
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<u>EXISTING SURFACE</u>	109.68 109.68 109.70	109.72 109.72 109.74	109.76	109.79 109.79 109.79	<u>EXISTING SURFA</u>
OFFSET	-8.54 -6.45 -6.45	-3.20 -3.20 0.00	3.20	6.45 8.5005 8.5005	OFFSET
		CH 292	.49		
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AS CONST The purpose of these as-constructed pl	RUCIED PLANS ans is to update the design drawings to s	how	ant is sharegement Ash	PLAN OF SUB. NO.	
significant changes which occurred during	construction. Note that the levels shown of	on these		PERMIT REF. NO.	
these plans should be verified on site. SM	EC Australia Pty Ltd accept no responsib	pility for			$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
loss or damages resulting from t	he mappropriate usage of these plans.		AS CUNSI	NUCIED	Scale H1:100, V1:50 SCALE AS SHOWN AT A1

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![](_page_6_Figure_2.jpeg)

![](_page_6_Picture_3.jpeg)

Member of the Surbana Jurong Group © ABN 47 065 475 149

Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

RTPCH	417.54

			CH	441.92			
DATUM109.0	 <u>1 in 6 1 in 50</u> 	) <u>1 in 15</u>	1 in 30	1 in 30	1 in 15		
DESIGN SURFACE	110.68 110.56 110.56	110.53	110.35	110.35	110.24	110.56 110.56 110.66	
EXISTING SURFACE	110.38 110.39 110.39	110.40	110.42 110.42	110.43	110.45 110.45	110.46 110.46 110.47 110.47	
OFFSET	-8.70 -8.00 -7.95	-6.45	-3.80	00.0	3.20 3.80	6.45 7.95 8.60 8.60	

	0.05m	<u>1.5m</u>	2.65m	0. 	6m 82	3.2m	3.2m	0.6	<u>m 2.65m</u>	1.5m 1 in 50	0.0	<u>5m</u>
	 		<u>1in_15</u>			1 in 30	1 in 30					
DATUM109.0	i	E									R	
DESIGN SURFACE	110.81-	110.69- 110.69-	110.66-	110.48-	110.37-	110.48 -		110.37-	110.48-	110.66-	110.69- 110.69- 110.79-	
EXISTING SURFACE	110.57	110.58 110.58	110.58	110.59	110.59	110.60		110.62	110.62	110.63	110.63 110.63 110.64	
OFFSET	-8.70	-8.00 -7.95	-6.45	-3.80	-3.20	0.00		3.20	3.80	6.45	7.95 8.00 8.60	

![](_page_6_Picture_7.jpeg)

![](_page_6_Figure_8.jpeg)

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

![](_page_7_Figure_0.jpeg)

DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-252.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:09:58 PM

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110.32	110.35	110.62	
110.04	110.02 110.01	109.99	
6.45	7.95 8.00	9.60	

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![](_page_7_Picture_5.jpeg)

![](_page_7_Picture_6.jpeg)

		26 1 in 5	50 <u>1 in 40</u>		1ir	n 3 <del>0 -</del>	1 in 30		<u>1 in 40</u>	1 in 5			
DATUM109.0 DESIGN SURFACE	111.15	110.95 LBL	110.92	110.85	110.74		G8.011	110.74	110.85	110.92	110.95	111.27	
EXISTING SURFACE	110.83	110.84 110.84	110.86	110.88	110.89		110.92	110.91	110.91	110.87	110.83 110.83	110.79	
OFFSET	-9.20	-8.00 -7.95	-6.45	-3.80	-3.20		00.0	3.20	3.80	6.45	7.95 8.00	9.94	

LTPCH 145.61

LTPCH 121.47

OFFSET	-9.85	-8.85 -8.80	-7.30		-3.80	-3.20	00.0	
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DESIGN SURFACE	111.19-	111.31- 111.31-	111.28-		111.19-	111.08-	111.19-	
EXISTING SURFACE	110.97	111.02	111.08		111.23	111.26	111.31	
OFFSET	-9.85	-8.85 -8.80	-7.30		-3.80	-3.20	00.0	

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DATUM110.0									
DESIGN SURFACE	-	111.45	111.58 111.58	111.55		111.46	cc.111	111.46	
EXISTING SURFACE		110.79	110.84 110.84	110.90		111.06	80.111	111.26	

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XISTING SURFACE	110.84 110.87	110.98	111.23 111.27	111.51	111.79 111.79 111.79
FFSET	-9- -8:85 8:85 -8:80	-7.30	-3.80 -3.20	00.00	3.85 3.85 3.85

![](_page_7_Picture_13.jpeg)

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

![](_page_7_Figure_15.jpeg)

![](_page_7_Figure_16.jpeg)

![](_page_8_Figure_0.jpeg)

DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-253.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:10:53 PM

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			TBL	<u>1 in 50</u>		1 in 40			— —1 i <del>n 30</del> — —	- <u> </u>		-
DATUM109.0	<b></b>			)								_
DESIGN SURFACE		110.54	110.45	110.45	110.42		110.36	110.25	110.35		110.25	00 01 1
EXISTING SURFACE	-	110.38	110.38	110.38	110.38		110.39	110.39	110.41		110.43	
OFFSET		-8.50	8-00 1-00	-1. C	-6.45		-3.80	-3.20	00.0		3.20	00 0
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CH 318.26

![](_page_8_Picture_8.jpeg)

![](_page_8_Picture_9.jpeg)

![](_page_8_Picture_10.jpeg)

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

![](_page_8_Figure_12.jpeg)

![](_page_9_Figure_0.jpeg)

## lobal-Mark.com.au® Global-Mark.com.au® AS CONSTRUCTED

### 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\3070E-Botania\3070E-006\Dwgs\3070E-06A-301.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:11:19 PM

![](_page_9_Figure_4.jpeg)

![](_page_9_Picture_5.jpeg)

![](_page_9_Picture_6.jpeg)

![](_page_9_Picture_7.jpeg)

![](_page_9_Picture_8.jpeg)

![](_page_9_Picture_9.jpeg)

![](_page_9_Picture_10.jpeg)

#### CRUSHED ROCK BACKFILL CRB INDICATES CRUSHED ROCK BACKFILL COMPACTED IN ACCORDANCE WITH COUNCIL STANDARDS & SPECIFICATIONS, CLASS 3 UNLESS SPECIFIED OTHERWISE

![](_page_10_Figure_0.jpeg)

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![](_page_10_Picture_3.jpeg)

DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-302.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:11:57 PM

![](_page_10_Picture_5.jpeg)

![](_page_10_Picture_6.jpeg)

![](_page_10_Picture_7.jpeg)

$\square$	CRUSHED ROCK BACKFILL
	CRB INDICATES CRUSHED ROCK BACKFILL COMPACTED IN ACCORDANCE WITH COUNCIL STANDARDS & SPECIFICATIONS, CLASS 3 UNLESS
$\langle / / / /$	SFECIFIED OTHERWISE

![](_page_11_Figure_0.jpeg)

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.

![](_page_11_Picture_3.jpeg)

DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-303.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:13:06 PM

![](_page_11_Picture_5.jpeg)

![](_page_11_Picture_6.jpeg)

![](_page_11_Picture_7.jpeg)

$\sum$	CRUSHED ROCK BACKFILL
	CRB INDICATES CRUSHED ROCK BACKFILL COMPACTED IN ACCORDANCE WITH COUNCIL STANDARDS & SPECIFICATIONS, CLASS 3 UNLESS SPECIFIED OTHERWISE

						PILC	CHEDULE				
		INTERNAL		INL	ET	OUTI	ET				
PIT NUMBER	ТҮРЕ	WIDTH (mm)	LENGTH (mm)	DIAMETER (mm)	INV R.L. (m)	DIAMETER (mm)	INV R.L. (m)	F.S.L.	DEPTH	STANDARD DRAWING	REMARKS
15	JUNCTION PIT	600	900	375	106.833	375	106.783	110.021	3.238	EDCM 605	
				225	108.2						
15a	HEADWALL INLET					375	106.9	110.041	3.141		PRECAST HEADWALL
15b	JUNCTION PIT	600	900			225	108.363	109.925	1.562	EDCM 605	
15C	GRATED ENTRY PIT	600	900	375	106.86	375	106.81	110.02	3.21	EDCM 605 & 601	
132	GRATED ENTRY PIT	600	900	450	107.647	450	107.597	109.955	2.358	EDCM 605 & 601	
133	DOUBLE GRATED ENTRY PIT	600	900	450	107.782	450	107.732	109.945	2.213	EDCM 605 & 602	
134	GRATED ENTRY PIT	600	900	300	108.065	450	107.99	110.1	2.11	EDCM 605 & 601	
				300	108.04						
135	GRATED ENTRY PIT	600	900	300	108.608	300	108.558	110.311	1.753	EDCM 605 & 601	
				300	108.608						
136	GRATED ENTRY PIT	600	900	300	108.944	300	108.894	110.852	1.958	EDCM 605 & 601	
137	GRATED ENTRY PIT	600	900	300	109.145	300	109.095	111.213	2.118	EDCM 605 & 601	
138	GRATED ENTRY PIT	600	900			300	109.23	111.215	1.985	EDCM 605 & 601	
139	JUNCTION PIT	600	900	300	108.685	300	108.635	110.593	1.958	EDCM 605	
140	JUNCTION PIT	600	900	225	110.173	300	110.123	111.32	1.197	EDCM 605	
141	JUNCTION PIT	600	900			225	110.411	111.505	1.094	EDCM 605	
142	GRATED ENTRY PIT	600	900			300	108.694	110.314	1.62	EDCM 605 & 601	
143	DOUBLE GRATED ENTRY PIT	600	900	300	107.669	300	107.619	109.881	2.261	EDCM 605 & 602	
144	GRATED ENTRY PIT	600	900	300	108.376	300	108.326	110.243	1.917	EDCM 605 & 601	
145	ENDPIPE			300	108.825	300	108.825	110.503	1.679		END PIPE FOR FUTURE CONNECTION
148	GRATED ENTRY PIT	600	900			300	108.428	109.981	1.552	EDCM 605 & 601	
149	GRATED ENTRY PIT	600	900	375	108.352	375	108.302	110.33	2.028	EDCM 605 & 601	
150	DOUBLE GRATED ENTRY PIT	600	900	300	108.487	375	108.437	110.311	1.874	EDCM 605 & 602	
151	GRATED ENTRY PIT	600	900	300	109.557	300	109.507	111.181	1.674	EDCM 605 & 601	
				300	109.557						
152	JUNCTION PIT	600	900			300	110.143	111.779	1.636	EDCM 605	
153	GRATED ENTRY PIT	600	900			300	109.69	111.181	1.491	EDCM 605 & 601	
154	JUNCTION PIT	600	900	225	109.746	300	109.696	111.496	1.8	EDCM 605	
155	JUNCTION PIT	600	900			225	111.243	112.403	1.159	EDCM 605	

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### AS CONSTRUCTED PLANS

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DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-351.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:13:34 PM

![](_page_12_Picture_4.jpeg)

![](_page_12_Picture_5.jpeg)

![](_page_12_Picture_6.jpeg)

![](_page_12_Picture_7.jpeg)

![](_page_12_Picture_8.jpeg)

![](_page_13_Figure_0.jpeg)

DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-411.dwg PRINTED BY: JH16392 on 28/08/2023 at 02:14:10 PM

![](_page_14_Figure_0.jpeg)

![](_page_15_Figure_0.jpeg)

![](_page_15_Picture_2.jpeg)

![](_page_15_Picture_3.jpeg)

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![](_page_15_Picture_5.jpeg)

DWG PATH: V:\\_Vault\Projects\_Urban\3070E-Botania\3070E-006\Dwgs\3070E-06A-413.dwg PRINTED BY: JH16392 on 29/08/2023 at 09:45:41 AM

![](_page_15_Picture_7.jpeg)

						DOTENTIAL	POTENTIAL ELIMINATION MEASURE, DESIGN		IS THE RISK	RESIDUAL	<b>RESIDUAL RISK</b>	RESIDUAL	
PHASE	DIS	CIPLINE CODE	(Construction	Department (Constant and Constant and Consta	RISK OWNER		INITIATIVE or CONTROL		ELIMINATED?		CONSEQUENCE	RISK	
			(Construction,	Operations, Maintenance)			(Identify any Standard or Code of practice used)		YES / NO	$\left \frac{\text{LIKELIHOOD}}{(0.5)}\right ^{-1}$	(0-5)	RATING	RISK OWNER
Road Eurniture /	Roadside	Features								(0-0)			
				New works will be constructed adjacent to live traffic when abutting	0.1.1	Disruptions to live traffic, construction		TOD provided within contract	N		<u>^</u>	45	
Construction	RD	Roads		existing stages.	Contractor	incident involving live traffic.			IN	5	3	10	Constructor
Construction	RD	Roads	Culverts	Potential risk from culverts under construction and height / fail hazards	Contractor	Falling from a height	Temporary barriers to be provided	Temporary barrier provided in contract	N	2	5	10	Constructor
Construction	US	Utilities or Services	Utilities become a hazard within clear zones	Vehicle conflict with utility / pit	Contractor	Personal injury, vehicle damage	Sequence works and protect with temp barrier or traffic control (TCP)	TCP provided within contract	N	1	5	5	Constructor
Operational	RD	Roads	Sight Lines	Inadequate drivers response time.	Road Authority	Increased potential for accidents	Ensure design complies with relevant standard. Undertake thorough Safety Audit	Vis lines checked and discussed with approval authority as part of design approval process	Ν	1	4	4	Road Authority
Operational	LS	Lines and Signs	Signs and street lights	Potential for drivers / riders to strike signs and street lights	Road Authority	Increased potential for accidents	Ensure design complies with relevant standard. Undertake thorough Safety Audit	Refer to appropriate standard for sign and lighting offsets	N	1	4	4	Road Authority
Operational	RF	Road Furniture	Headwalls	Potential vehicle conflict within clear zone	Road Authority	Increased potential for accidents	Establish adequate clear zone provision	Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	N	2	4	8	Road Authority
Operational	RD	Roads	Culverts	Potential fall hazard during maintenance, by vechicles and pedestrians	Relevant Authority	Falling from a height	Barriers to be provided in accordance with road standards	Barriers to be provided and safe batter slopes (>1:3)	Ν	2	5	10	Constructor
Retaining Walls													
Construction	RW	Retaining Walls	Retaining Wall Alignment	Falling from height during construction or commissioning of walls and adjacent structures eg. sewer manholes	Contractor	Falling from a height	Provide temporary and permanent fencing at top of wall.	Provide fencing (at heights) during design process	N	1	1	1	Constructor
Operational	RW	Retaining Walls	Retaining Wall Alignment	Lack of safe access/setback from road	Road/ Local Authority	Increased potential for accidents	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
Operational	RW	Retaining Walls	Retaining Wall Height	Potential for falling from height	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
Operational	RW	Retaining Walls	Retaining Wall Design	Potential for wall failure	Road/ Local Authority	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										1			
Operational	DR	Drainage	Grated Pits	Trip/fall hazard with large spaced 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 failure	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 height	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 / watercourses and access for maintenance	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 maintenance	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	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 maintenance	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			L							1 1			
Construction	SE	Sewer	Sewer Manhole located adjacent to Retaining Wall	Falling from height during construction or commissioning of adjacent sewer manholes	Contractor	Falling from a height	Provide temporary fencing until such time that permanent fencing is	Provide fencing (at heights) during design process	N	1	1	1	Constructor
Maintenance	SE	Sewer	Deep Manholes	Lack of safe entry for maintenance	Relevant Authority	Increased potential for accidents	Contractor to be certified for work in confined spaces, landings and step	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 maintenance	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 maintenance	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					I								
Operational	TE	Telstra	Telstra Design	Location of assets within clear zones 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	Ν	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
			1		1	L							

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![](_page_16_Picture_3.jpeg)

![](_page_16_Picture_4.jpeg)

![](_page_16_Picture_5.jpeg)

![](_page_16_Picture_6.jpeg)

SCALE AS SHOWN AT A1

SHEET NO. REVISION 17 of 17 1