Prepared by	A&E Direct Consulting Pty Ltd
Prepared for	Anaya Property Pty Ltd
Date	23 April 2026
Revision	E

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194B Old Northern Road, Everton Park, QLD 4053

Traffic Impact Assessment

Quality Assurance

TASK	NAME	SIGNATURE
Prepared by:	Eugene Chand	
Reviewed By:	Ahmed Gadalla	
Approved for Issue	Ahmed Gadalla (RPEQ: 31246)	

Document control

ISSUE	DATE	ISSUE DETAILS	AUTHOR	CHECKED	APPROVED
A	26.08.2024	Initial Issue for Review	EC	EH	EH
B	22.09.2024	RFI Response	EC	EH	EH
C	17.05.2025	RFI Response	EC	EH	EH
D	01.11.2025	RFI Response	EC	EH	EH
E	23.04.2026	RFI Response	EC	AG	AG

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1. Introduction

This Traffic Impact Assessment (TIA) report has been updated to address the Information Request (IR) issued by the State Assessment and Referral Agency (SARA) dated 21st July 2025 in relation to the proposed townhouse development located at 194B Old Northern Road, Everton Park (subject site). The subject site is formally described as Lot 515 on SP10544.

Amended development plans were prepared by A&E Direct Consulting in response to the Information Request, which are included in Appendix A:.

2. Response to Information Request Items

2.1 Item 3.1: Access (Swept Path Assessment)

A swept path assessment for a Medium Rigid Vehicle (MRV) and a Refuse Collection Vehicle (RCV) has been provided in Appendix B:, illustrating vehicle manoeuvres with a minimum 300 mm clearance when entering and exiting the site via a front-in / front-out movement from the designated loading bay.

It is noted that service vehicles will be required to utilise both traffic lanes on Old Northern Road to complete entry and exit movements. Given the physical constraints of the site, the temporary use of both lanes is considered acceptable from a traffic engineering perspective.

This assessment acknowledges that MRV and RCV servicing will occur on an occasional basis (typically less than once per day) and outside of peak traffic periods, consistent with the requirements of AS2890.2. As such, any potential impact on traffic flow along Old Northern Road is expected to be minimal.

2.2 Item 3.2: Access (Pedestrian Access)

The proposed development will be accessible to pedestrians via Old Northern Road, replacing an existing residential dwelling. The proposed development is integrated into the existing pedestrian network, which includes a connected system of footpaths (refer to Section 5.4). The development does not propose any modifications to the current pedestrian infrastructure. As such, pedestrian connectivity and safety will be maintained.

Given that the traffic generation is minimal, with an estimated one (1) additional vehicle trip approximately every 20 minutes during both the AM and PM peak periods, it is expected that this low volume is to be extremely limit the likelihood of vehicle–pedestrian conflict.

Furthermore, the site's frontage on a single-lane section of Old Northern Road and its proximity to a roundabout—which naturally reduces vehicle speeds—further support the safety of shared access.

Overall, the low trip generation, traffic-calming road geometry (i.e., approaching a roundabout), and standard pedestrian access practices in similar developments collectively confirm that the proposed access arrangement presents no material safety risks to pedestrians.

2.3 Item 3.3: Access (road safety risk assessment)

2.3.1 Turn Warrant Assessment & Intersection Analysis (SIDRA)

Given the proposed development only generates three (3) vehicle trips in both the AM and PM peak hour, a Turn Warrants Assessment or detailed Traffic Analysis (i.e. SIDRA) is not considered necessary.

The additional development traffic represents a negligible increase to existing volumes on Old Northern Road and is not expected to adversely impact the operation or safety of the surrounding road network.

Consistent with DTMR’s GTIA and standard traffic engineering practice, developments generating minimal peak hour volumes are not expected to impact network performance, queue lengths, or delay and therefore do not warrant further quantitative assessment.

2.3.2 Safety Assessment

In terms of road safety, the Department of Transport and Main Roads (TMR) Guide to Traffic Impact Assessment (GTIA) (2018) states:

"Development should ensure that a road's safety is not significantly worsened as a result of the development and that any pre-existing or development introduced unacceptable safety risk is addressed. "Significantly Worsened" is defined in terms of the change in road safety risk rating (for example, from low to medium or from medium to high).

Crash data was sourced through DTMR for Old Northern Road within the subject site proximity. For crashes to identify as valid, they must meet at least one of the following criteria:

- The crash occurred on public road
- A person was killed or injured
- At least one vehicle was towed away
- The value of damage to property other than vehicles I greater than $2,500.

The crash history was based on validated crash data reported that have occurred in the last 5 years.

A review of the crash data for the most recent five-year period identified a single reported crash (DRUM Code: 305) along the site frontage on Old Northern Road, in the vicinity of the existing bus stop.

The crash was classified under DCA Code 305 – "Vehicles Same Direction: Lane Side Swipe", corresponding to Crash DCA Group 05: Lane Change.

The incident involved vehicles travelling in the same direction, where one vehicle changed lanes and failed to observe another vehicle travelling adjacent, resulting in a side-swipe collision.

This type of crash is generally indicative of driver error during lane-changing manoeuvres rather than a site-specific geometric or operational issue.

Based on the above review, there are no evident crash trends or safety concerns identified along Old Northern Road in the vicinity of the site.

A risk assessment undertaken for the site identified one potential risk: a risk of rear-end crashes associated with vehicles giving way to traffic exiting the site onto Old Northern Road.

No rear-end crashes have been recorded along the site frontage in the past five years. The posted speed limit on Old Northern Road is 60 km/h; however, actual approach speeds are expected to be lower due to the geometric layout of the road and proximity to the nearby roundabout. The approach to the site is flat and straight, providing good visibility for approaching motorists.

Based on the crash type and prevailing vehicle speeds, the potential consequence of such an incident is assessed as minor injury. The likelihood of occurrence is assessed as moderate under both existing and post-development conditions, given the low traffic generation expected from the proposed development.

Risk Item	Without development			With development		
	Likeli-hood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Potential increase in rear-end crashes resulting from entering traffic from the development into Old Northern Road	3	3	M	3	3	M

Table 2-1 - Safety Assessment

In summary, the overall risk rating remains Medium, and no additional safety mitigation measures are considered necessary, consistent with the Guide to Traffic Impact Assessment (GTIA).

2.3.3 Sight Distance

An amended sight distance assessment for the proposed development's vehicular accesses was undertaken in accordance with the Austroads Guide to Road Design Part 4A and based on 70km/hr speed in line with traffic data over Old Northern Road.

Access	Design Speed	Direction	Sight Distance		Compliant
			Available	Requirement	
Old Northern Road	70km/h	South	200m	151m	**Yes**

Table 2-2 - Sight Distance Assessment

As shown, sufficient sight distance is available from the proposed development accesses.

Given the proximity to a roundabout, vehicle approach speeds are expected to be low. Additionally, the development fronts a section of single-lane carriageway which supports lower speeds.

As such, the location of the proposed vehicular access is not anticipated to create any adverse traffic impacts.

2.4 Concluding Statement

I trust that the additional information provided herein is sufficient to respond to SARA's Information Request in relation to traffic and transport items.

3. Background

A&E Consulting has been engaged to prepare a Traffic Impact Assessment (TIA) for a proposed townhouse development located at 194B Old Northern Road, Everton Park (subject site). The subject site is formally described as Lot 515 on SP10544.

The location of the subject site is illustrated in Figure 2.1

Figure 2.1: Subject Site Location (Source: Queensland Globe)

3.1 Proposed Development

The proposed development comprises of:

- Six (6) townhouses:
  - 3-bed: 2 units
  - 4-bed: 4 units
- Vehicular and pedestrian access via Old Northern Road.

A copy of the development plans is provided at Appendix A:

3.2 Scope

The scope of this assessment includes:

- Reviewing the existing conditions of the site and its surrounds relevant to traffic and transport
- Reviewing the car and bicycle parking provision against the Brisbane City Council (Council) *City Plan* (version 29)
- Reviewing the on-site car and bicycle parking geometric layout against Council's requirements and Australian Standards AS2890
- Estimating the proposed development's traffic generation and distribution onto the surrounding road network
- Reviewing the proposed site access arrangements against Council's requirements and Australian Standards AS2890
- Reviewing the servicing / refuse collection arrangements against Council's requirements and Australian Standards AS2890.

3.3 Response to Council's Prelodgement Meeting

Table 2.1 details a response to items related to Traffic & Transport in a Prelodgement Meeting with Council dated 1st July 2024 (ref: A006535848).

Item No.	Item Description	Response	Section
1	A Traffic Impact Assessment (TIA) endorsed by an RPEQ would be required to be submitted as part of the development application to demonstrate that the proposed Multiple Dwelling can be adequately serviced. Any performance solutions proposed for consideration will need to be detailed as part of the RPEQ signed traffic report.	This report is endorsed by an RPEQ and demonstrates that the proposed development can be adequate serviced.	Whole Report Section 7
2	The proposed left in / left out access to the Old Northern Road ramping approaching the roundabout can be supported, as it is the only frontage of the site.	The proposed left-in / left-out access has been provided in accordance with Council's requirements and AS2890.	Section 6
3	Given the constrains of the site and the number and size of units, occasional servicing by an MRV can be supported. The MRV must be able to access and manoeuvre in accordance with section 3.2.1 of the TAPS PSP. Noting that the access is in a complex driving environment (Arterial road, near a diverging lane and approaching a roundabout), it is recommended that the TIA demonstrate the MRV can enter and exit the site in a forward direction, turning around within the site.	The proposed development has been designed to accommodate servicing by a Medium Rigid Vehicle with on-site manoeuvring.	Section 6 & 7
4	The TIA would need to provide further information demonstrating	The proposed car parking provision is considered	Section 5.1

	that the number of tenant parking spaces and visitor spaces proposed is in accordance with the Transport, access, parking and servicing planning scheme policy (TAPS PSP) as per the rates specified in Table 14.	acceptable from a traffic engineering perspective.	
5	The resident car parking located within double garages with each of the units is supported. It was advised that the proposed two (2) visitor parking spaces at the rear of the development appear difficult to achieve as they are located in close proximity to unit 6 turnaround area.	The visitor parking spaces at the rear development has been removed from the plans.	Appendix A
6	On site bicycle parking numbers and facilities to be in accordance with City Plan 2014 - Transport, Access, Parking and Servicing PSP (TAPS), Table 21.	The proposed bicycle parking provision is considered acceptable from a traffic engineering perspective.	Section 5.2
7	Design Service Vehicles for the development are to be in accordance with the Transport, Access, Parking and Servicing PSP, Section 3.	The proposed development accommodates the required design service vehicles in accordance with Council's TAPS Policy.	Section 7
8	The circulating/parking aisles, ramps, bays and manoeuvring areas are to be designed in accordance with the Transport, Access, Parking and Servicing PSP.	The proposed geometric design of the development as been designed in accordance with Council's TAPS Policy and AS2890.	Section 5.3
9	*Refuse Items*	Refuse collection is proposed on-site in the dedicated servicing bay.	Section 7.2

Table 3-1: Response to Prelodgement Meeting Items (Relative to Traffic & Transport)

4. Existing Conditions

4.1 Existing Site

The subject site includes Lot 515 on SP10544, consisting of a single low density residential dwelling. The existing structure will be demolished to accommodate the proposed development.

4.2 Surrounding Road Network

Details of the road network surrounding the subject site are outlined in Table 3.1

Road Name	Jurisdiction	No. of Lanes	Hierarchy	Divided	Posted Speed
Old Northern Road	DTMR[1]	4	Arterial Road	Yes	60km/h
Beckett Road	Council	4	Arterial Road	Yes	60km/h
Queens Road	Council	2	Suburban Road	No	60km/h
Rode Road	Council	2	Suburban Road	No	60km/h

Table 4-1: Surrounding Road Network

[1]DTMR – Department of Transport & Main Roads.

4.3 Public Transport

The subject site is located within 150m walking distance of the nearest bus stop pair along Old Northern Road to the south. Figure 3.1 shows the location of relevant bus stops along the desired route using formalised paths and crossings.

Figure 3.1: Public Transport Connectivity (Source: Queensland Globe)

Table 5 summarises the relevant light rail and bus services and their frequencies during peak periods.

Service	Route	Peak Frequency
350	Brisbane City to Aspley Hypermarket Interchange	30 minutes
351	Aspley Hypermarket Interchange to Brisbane City	15 minutes
598	Loop (Counter clockwise): Brookside, Indooroopilly, Garden City, Cannon Hill, Chermside	15 minutes
599	Loop (Clockwise): Cannon Hill, Garden City, Indooroopilly, Brookside, Chermside	30 minutes

Table 4-2: Relevant Public Transport Services

The subject site is considered well serviced by the existing public transport network. Importantly, no new services or upgrades to existing facilities are warranted as a part of the proposed development.

4.4 Active Transport

4.4.1 Pedestrian Facilities

The subject site benefits from a well-connected path network with a number of local neighbourhood paths. The footpath network surrounding the subject site is shown in Figure 3.2.

Figure 4.2: Pedestrian Connectivity (Source: Queensland Globe)

4.4.2 Cycling Facilities

The development is well serviced by existing cycling infrastructure with off-road shared paths along Old Northern Road, Beckett Road, and Rode Road. The subject site benefits from the existing off-road active transport network.

5. Traffic Assessment

5.1 Development Generated Traffic

Traffic generation rates were adopted from various sources to provide the most up to date and accurate estimations of development traffic generation possible. Sources of traffic generation rates include the following for each land use:

- Transport for NSW *Guide to Traffic Generating Developments* (2002)
    - Medium Density Residential Flat Building.
- Transport for NSW *Guide to Traffic Generating Developments Technical Direction* (2013).
    - Low Density Residential Dwellings.

Table 4.1 provides a summary of the trip generation rates and net increase of the proposed warehouse and medium impact industry development.

Land Use	Quantity	AM Rate	PM Rate	Daily Rate	AM Trips (veh/h)	PM Trips (veh/h)	Daily Trips (vpd)
Existing Development							
Low Density Residential Dwelling	1 dwelling	0.71 trips per dwelling	0.78 trips per dwelling	7.4 trips per dwelling	(-) 1	(-) 1	(-) 8
Proposed Development							
Medium Density Residential Dwelling	6 dwellings	0.65 trips per dwelling		6.5 trips per dwelling	(+) 4	(+) 4	(+) 39
Net Trip Increase					(+) 3	(+) 3	(+) 31

Table 5-1: Development Traffic Generation

The proposed development is estimated to result in an increase of three (3) trips in the AM and PM peak hours and 31 daily trips. Under uniform flow, the increase in traffic equates to approximately one (1) additional trip every 20 minutes in the AM and PM peak hours.

In summary, the quantum of trips generated by the proposed development is very low and is not expected to result in operational impacts on the surrounding road network. Based on the above, it is considered that:

- The development would have negligible impacts on the surrounding road network
- Detailed traffic analysis (SIDRA) is not warranted
- No road upgrades are required to offset development traffic impacts.

6. Parking Assessment

6.1 Car Parking Provision

Council's *City Plan* (version 29) was used to source car parking rates for the proposed development. Table 5.1 details the car parking requirement and provision.

Land Use	Type	Quantity	Parking Rate	Required	Provision
Multiple Dwelling	3-bed	2 dwellings	2 per dwelling	4 spaces	14 spaces
	4-bed	4 dwellings	2.5 per dwelling	10 spaces	
	Visitor	6 dwellings	1 per 4 dwellings	2 spaces	2 spaces
			Total (Residential)	**14 spaces**	**14 spaces**
			Total (Visitor)	**2 spaces**	**2 spaces**

Table 6-1: Car Parking Requirements and Provision

As shown, the development is compliant with the Council's City Plan requirements for car parking, noting the following:

- Each dwelling is provided with a garage suitable to accommodate two (2) vehicles per dwelling
- There are two (2) additional car parking spaces allocated to residents and annotated "Residents Parking Only". These spaces will be enforced by the body corporate.
- There are two (2) visitor car parking spaces located near the development access. With a tandem visitor parking due to site constraints.
- All spaces are provided with wheel stops at the end of the bays.

6.2 Bicycle Parking Provision

Table 5.2 details the bicycle parking requirements for the proposed development based on Council's *City Plan* (version 29).

Land Use	Type	Quantity	Parking Rate	Required	Provision
Multiple Dwelling	Residential	6 dwellings	1 per dwelling	**6 spaces**	**6 spaces**
	Visitor		1 per 4 dwellings	**2 spaces**	**2 spaces**

Table 6-2: Bicycle Parking Requirements and Provision

Two visitor bicycle spaces have been provided in the communal spaces adjacent to the MRV loading area, which would be infrequently used as shown in the updated plans in 2406003-010, compliant with AS2890.3 requirements.

Regarding residents' bicycle spaces, it is a common practice for residents to store bicycles within their individual dwellings. This is typically preferred for reasons of convenience, security, and space utilisation. Given the adequate space within each dwelling to accommodate bicycles, we believe that internal bicycle storage will effectively meet the needs of the residents without the need for external bike storage facilities.

6.3 Parking Geometric Layout

The on-site parking geometric layout has been assessed in accordance with the relevant requirements of Council's *City Plan* (version 29) and AS2890. The outcomes of the assessment are summarised in Table 6-3.

Design Element	Requirement		Provided	Compliant
	City Plan	AS2890		
Double Garage Width	Min. 5.3m	Min. 4.8m	6.18m	**Yes**
Parking Bay (Residents)	Min.2.6m x 5.4m	Min.2.5m x 5.4m	2.7m x 5.4m	**Yes**
Parking Bay (Visitor)	Min.2.6m x 5.4m	Min.2.5m x 5.4m	2.7m x 5.4m	**Yes**
Bicycle Parking	Min. 1.8m x 0.5m with a 1.5m aisle width	Min. 1.8m x 0.5m with a 1.5m aisle width	1.8m x 0.5m with 1.5m aisle width	**Yes**
MRV Servicing Bay	Min. 3.5m x 9.0m	Min. 3.5m x 8.8m	4.0m x 8.2m	**Yes**
Parking Aisle Width (General)	Min. 6.2m	5.8m (+0.3m clearance)	Min. 6.27	**Yes**
Parking Aisle Grades (General)	1:20 (5%)	1:20 (5%) parallel to the angle of parking & 1:16 in any other direction	1:20 (5%)	**Yes**
Ramp Grades (General)	Max. 1:6 (16.7%)	1:5 (20%)	1:6.25 (16%)	**Yes**
Parking Aisle Width (Servicing)	Min. 6.5m	N/A	5.7m	**Note 1**
Parking Aisle Grades (Servicing)	Max. 1:25 (4%)	1:5 (20%)	1:20 (5%)	**Yes (AS2890)**
Ramp Grades (Servicing)	Max. 1:10 (10%)	Max. 1:6.5 (15.4$)	1:20 (5%)	**Yes**
Clearance to Vertical Obstructions	Min. 0.3m	Min. 0.3m	Min. 0.3m	**Yes**
Grades (Entry)	Max. 1:20 for first 6m inside property boundary		Not Annotated	***Shall Comply***

Table 6-3: Parking Geometric Layout Assessment

Note 1: Swept path diagrams have been provided at Appendix B:demonstrating that a Medium Rigid Vehicle can ingress and egress the proposed servicing bay with respect to the required clearances.As shown above, the on-site parking geometric layout generally complies with the relevant requirements of Council's *City Plan* (version 29) and AS2890.

7. Access Assessment

7.1 Vehicular Access

Table 7-1 summarises our review of the proposed driveway configuration noting Council's *City Plan* (version 29).

Design Vehicle	Configuration		Compliant
	Required	Proposed	
Medium Rigid Vehicle (MRV)	6.5m Type B2	6.5m Type B1	***See Below***

Table 7-1: Vehicular Access

The proposed access arrangements are considered suitable from a traffic engineering perspective for a small-scale townhouse development, noting:

- The development is only for six (6) townhouses
- Swept paths provided at Swept path assessment provided in Appendix B:show that an RCV (i.e., the largest vehicle expected to service the site) can ingress and egress while maintaining minimum clearances as per AS2890.
- Access via a MRV / RCV will be infrequent and outside of peak times
- A type B1 crossover is considered acceptable from engineering perspective as a B2 crossover cannot be installed with this site as it will impede on the neighbouring crossover.

7.2 Sight Distance

A sight distance assessment for the proposed development's vehicular accesses were undertaken in accordance with Council's *City Plan* (version 29) as outlined in Table 7-2.

Access	Posted Speed	Direction	Sight Distance		Compliant
			Available	Requirement	
Old Northern Road	60km/h	South	>110m	110m	**Yes**

Table 7-2: Sight Distance Assessment

As shown, sufficient sight distance is available from the proposed development accesses.

The available sight distances for the proposed access is shown in Figure 6.1.

Figure 6.1: Available Sight Distance (Source: Queensland Globe)

Given the proximity to a roundabout, vehicle approach speeds are expected to be low. Additionally, the development fronts a section of single-lane carriageway which supports lower speeds.

As such, the location of the proposed vehicular access is not anticipated to create any adverse traffic impacts.

7.3 Pedestrian Access

The proposed development will be accessible to pedestrians via Old Northern Road, replacing an existing residential dwelling. The proposed development is integrated into the existing pedestrian network, which includes a connected system of footpaths (refer to Section 3.4). The development does not propose any modifications to the current pedestrian infrastructure. As such, pedestrian connectivity and safety will be maintained.

Given the low-speed environment and limited traffic volumes expected from the development, it is expected that pedestrians will share the vehicular access point. This arrangement is considered both appropriate and safe.

Traffic generation is minimal, with an estimated one (1) additional vehicle trip approximately every 20 minutes during both the AM and PM peak periods. This low volume is expected to extremely limit the likelihood of vehicle–pedestrian conflict.

Furthermore, the site's frontage on a single-lane section of Old Northern Road and its proximity to a roundabout which naturally reduces vehicle speeds further support the safety of shared access.

Overall, the low trip generation, traffic-calming road geometry (i.e., approaching a roundabout), and standard pedestrian access practices in similar developments collectively confirm that the proposed access arrangement presents no material safety risks and aligns with accepted TMR's GTIA principles.

8. Servicing Assessment

8.1 Servicing

Council has advised in a prelodgement meeting dated 01/07/2024 that occasional servicing by a Medium Rigid Vehicle (MRV) is acceptable for the proposed development. Servicing will take place on-site via a forward-in / forward-out manoeuvre in the assigned MRV loading bay.

Swept path diagrams demonstrating MRV manoeuvring is provided at Appendix B:.

8.2 Refuse Collection

The proposed development will be serviced by Council's Rear-Loading RORO Refuse Collection Vehicle (RCV) for recycling and general waste.

Refuse collection for the development is expected to occur on a highly infrequent basis. In these instances, the internal circulation aisle (6.5m wide) has been designed to provide adequate standing space to temporarily accommodate a refuse collection vehicle. Given the low frequency of waste collection and the spatial limitations of the site, this arrangement is considered both reasonable and safe and is considered consistent with the community's reasonable expectations.

As shown in the swept path diagram in Appendix B:, a RCV can enter the site in forward gear, reverse safely into the designated service bay, and subsequently exit the site in forward gear. This manoeuvre complies with the operational and safety objectives of the Planning Scheme.

However, given the infrequency of refuse collection, it is considered that an MRV is the appropriate and reasonable design vehicle for ongoing refuse collection operations. This arrangement can be formalised as a condition of development approval. Accordingly, the proposal is considered to comply with Acceptable Outcomes AO19.2 and AO19.3 of the Transport, Access, Parking and Servicing Code.

9. Summary and Conclusions

The key findings of the TIA for the proposed townhouse development at 194B Old Northern Road, Everton Park are as follows:

- The proposal is for six (6) townhouses
- The development does not trigger the need for additional public transport or active transport facilities or services.
- A total of 14 residential and two (2) visitor car parking spaces have been proposed and is considered acceptable from a traffic engineering perspective
- Residential bicycle spaces are proposed to be stored within each dwelling as part of the proposed townhouse development. The development bicycle parking provision meets Council's bicycle parking requirements
- Two (2) visitor bicycle parking spaces are proposed in the communal area close to the site access and in accordance with the PO5 of the TAPS code.
- The proposed geometric parking layout generally complies with the relevant requirements of Council's *City Plan* (version 29) and AS2890
- The proposed development is estimated to generate in the order of three (3) additional vehicle trips in the Weekday AM and PM peak hours and 31 additional daily trips
- A left-in left-out (LILO) B1 crossover has been proposed and designed generally in accordance with Council's *City Plan* (version 29), and Council's Standard Drawing BSD-2021
- Servicing is proposed to occur on-site and is consistent with the Council's requirements
- Refuse collection is proposed to occur on-site via Council's Rear-Loading Refuse Collection Vehicle.

Based on the above assessment, it is concluded that there are no significant traffic or transport impacts associated with the proposed development to preclude its approval and relevant conditioning on transport planning grounds.Assessment_REV,,

Appendix A: Development Plans

DEVELOPMENT SUBDIVISION

2406003

194 OLD NORTHTHERN RD
EVERTON PARK

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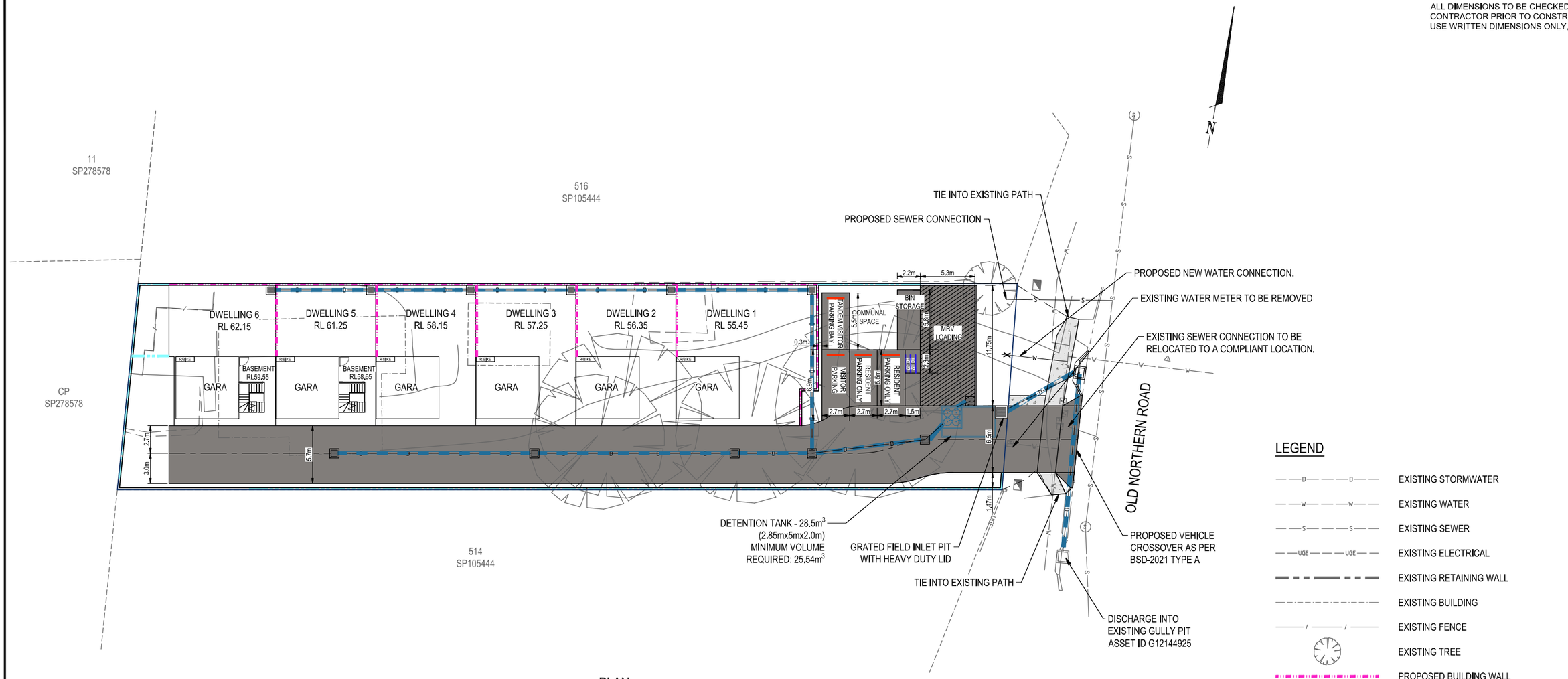
DRAWING LIST		
DWG No.	REVISION	DRAWING TITLE
2406003-000	D	COVER SHEET
2406003-010	D	OVERALL LAYOUT PLAN
2406003-020	D	CONCEPTUAL E+S LAYOUT PLAN
2406003-025	D	CONCEPTUAL E+S NOTES
2406003-030	D	EARTHWORKS LAYOUT PLAN
2406003-031	D	EARTHWORKS SECTIONS
2406003-040	D	ROADWORKS LAYOUT PLAN
2406003-042	D	LINEMARKING LAYOUT PLAN
2406003-050	D	ROADWORKS LONGITUDINAL SECTION
2406003-060	D	ROADWORKS CROSS SECTIONS
2406003-200	D	STORMWATER CATCHMENT LAYOUT PLAN
2406003-210	D	STORMWATER LAYOUT PLAN
2406003-220	D	STORMWATER LONG SECTIONS
2406003-230	D	STORMWATER CALCULATION TABLE
2406003-450	D	SERVICES LAYOUT PLAN
2406003-500	D	DETENTION TANK DETAIL
2406003-501	D	DETENTION TANK NOTES
2406003-901	D	TURNING PATH PLAN - SHEET 1 OF 2
2406003-902	D	TURNING PATH PLAN - SHEET 2 OF 2
2406003-903	D	DRIVEWAY VETICAL CHECKING

PROJECT No	MILESTONE	REVISION DATE	DRAWING No	REVISION
2406003	ISSUED FOR APPROVAL	08.04.26	000	D

DISCLAIMER
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.



PLAN
SCALE 1:200

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING ELECTRICAL
- EXISTING RETAINING WALL
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING TREE
- PROPOSED BUILDING WALL
- PROPOSED CONCRETE SLEEPER WALL
- PROPOSED ROAD DRIVEWAY
- PROPOSED WATER
- PROPOSED STORMWATER
- PROPOSED SEWER
- PROPOSED BATTER
- PROPOSED PAVEMENT (CONCRETE)
- PROPOSED FOOTPATH (CONCRETE)
- PROPOSED LINEMARKING
- PROPOSED WHEEL STOP

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

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CLIENT DETAILS
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SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
OVERALL LAYOUT PLAN

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
010

REVISION
D

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ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
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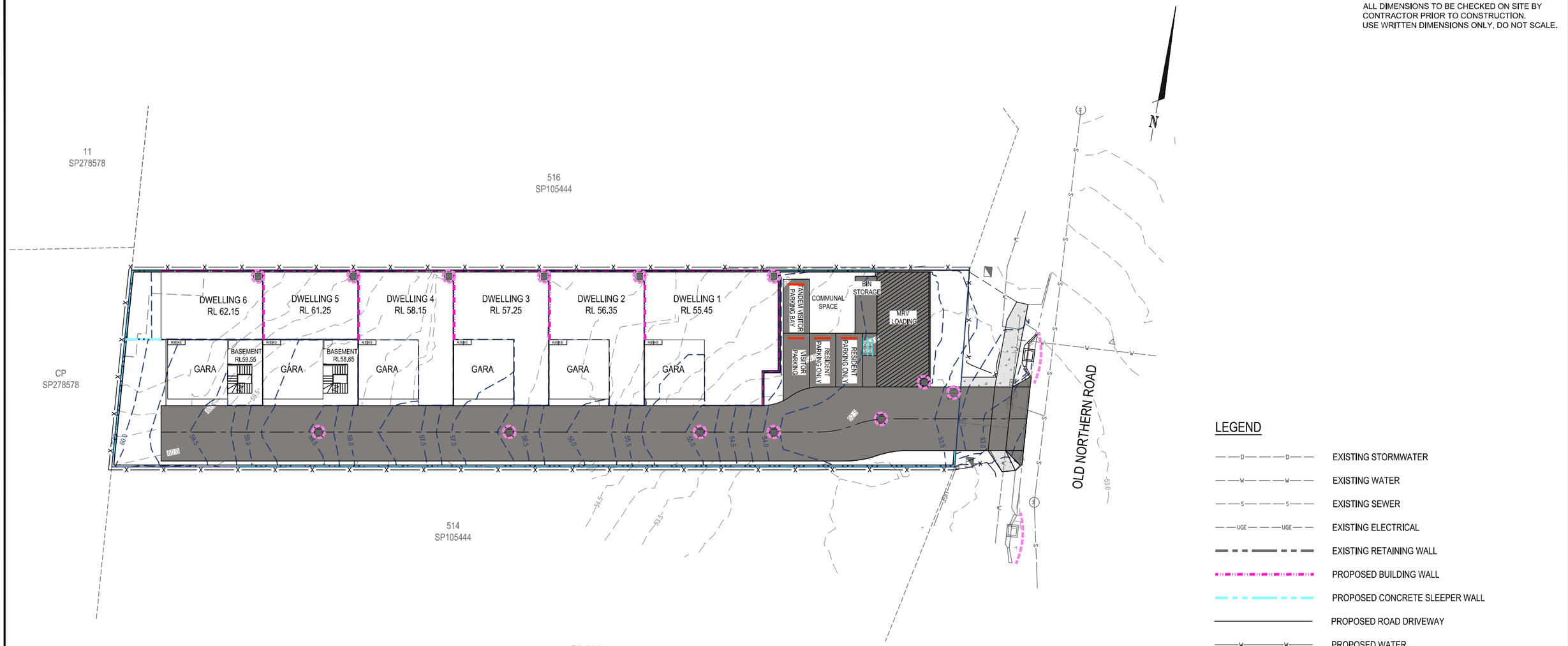

PLAN
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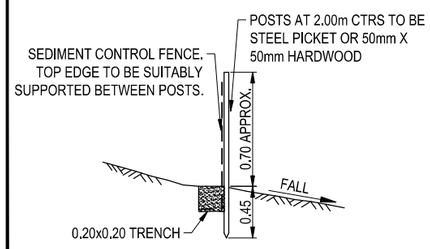
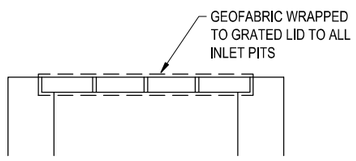


SEDIMENT FENCE DETAIL
NOT TO SCALE



INLET GULLY DETAILS
NOT TO SCALE

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING ELECTRICAL
- EXISTING RETAINING WALL
- PROPOSED BUILDING WALL
- PROPOSED CONCRETE SLEEPER WALL
- PROPOSED ROAD DRIVEWAY
- PROPOSED WATER
- PROPOSED STORMWATER
- EXISTING CONTOUR
- DESIGN CONTOURS
- PROPOSED BATTER
- SEDIMENT FENCE (OR AS DIRECTED BY SITE SUPERINTENDENT)
- INLET PROTECTION
- PROPOSED PAVEMENT (CONCRETE)
- PROPOSED FOOTPATH (CONCRETE)

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
CONCEPTUAL E+S LAYOUT PLAN

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
020

REVISION
D

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GENERAL NOTES

1. THIS DESIGN FOR EROSION AND SEDIMENT CONTROL IS CONCEPTUAL ONLY. THE CONTRACTOR SHALL MODIFY OR INSTALL ADDITIONAL/ ALTERNATIVE MEASURES DURING THE CONSTRUCTION AND MAINTENANCE PERIOD IN ORDER TO COMPLY WITH BEST PRACTICE STANDARDS IN ACCORDANCE WITH BUT NOT LIMITED TO CALIBRE CONSULTING'S SPECIFICATION 17 , THE MANUAL FOR EROSION AND SEDIMENT CONTROL (V1.2) AND ALL STATUTORY REQUIREMENTS.

2. PRESCRIBED WATER CONTAMINANTS (AS DEFINED IN THE ENVIRONMENTAL PROTECTION ACT 1994) MUST NOT BE RELEASED FROM THE SITE, OR BE LIKELY TO BE RELEASED SHOULD RAINFALL OCCUR, UNLESS ALL REASONABLE AND PRACTICABLE MEASURES ARE TAKEN TO PREVENT OR MINIMISE THE RELEASE AND CONCENTRATION OF CONTAMINATION. THESE MEASURES MUST INCLUDE AS A MINIMUM, BUT ARE NOT LIMITED TO, THE FOLLOWING:
   - A. ENSURE NON ESSENTIAL EXPOSURE OF SOIL IS PREVENTED BY: RESTRICTING THE EXTENT OF CLEARING TO THAT NECESSARY FOR ACCESS TO, AND SAFE CONSTRUCTION OF, THE APPROVED WORKS; PROTECTING VEGETATION IN ALL OTHER AREAS OF THE SITE; AND BY MINIMISING THE DURATION OF SOIL EXPOSURE BY:
     - STAGING THE WORKS TO MINIMISE THE AREA OF SOIL EXPOSED AT ANY ONE TIME;
     - EFFECTIVELY STABILISING CLEARED AREAS PRIOR TO RAINFALL IF WORKS ARE DELAYED OR WORKS ARE NOT INTENDED TO OCCUR IMMEDIATELY. SEE E&SC ADVICE NOTE 1;
     - EFFECTIVELY STABILISING AREAS AT FINISHED LEVEL WITHOUT DELAY AND PRIOR TO RAINFALL; AND
     - EFFECTIVELY STABILISING STEEP AREAS, SUCH AS STOCKPILES, BATTERS AND EMBANKMENTS, WHICH ARE NOT BEING ACTIVELY WORKED AND PRIOR TO RAINFALL.
   - B. WHERE IT IS NOT FEASIBLE TO EFFECTIVELY STABILISE CLEARED AREAS OF EXPOSED SOIL, SUCH AS AREAS BEING ACTIVELY WORKED, IMPLEMENT A FULL SUITE OF EROSION AND SEDIMENT CONTROLS TO MAXIMISE SEDIMENT CAPTURE IN THOSE AREAS AND TO MINIMISE EROSION SUCH THAT EROSION BY ALL FORMS OTHER THAN SPLASH (RAINDROP IMPACT) EROSION AND SHEET EROSION DOES NOT OCCUR; AND
   - C. IN AREAS OF EXPOSED SOIL WHERE IT IS NOT FEASIBLE TO EITHER EFFECTIVELY STABILISE THE SURFACE OR IMPLEMENT A FULL SUITE OF EROSION AND SEDIMENT CONTROLS, FOR EXAMPLE IN THE AREAS BEING ACTIVELY WORKED AND WHERE THE IMPLEMENTATION OF SOME EROSION AND SEDIMENT CONTROLS WOULD IMPEDE CONSTRUCTION ACTIVITIES, ENSURE CONTINGENCY MEASURES ARE AVAILABLE ON SITE AND ARE IMPLEMENTED, PRIOR TO RAIN, TO MAXIMISE SEDIMENT CAPTURE AND TO MINIMISE EROSION SUCH THAT EROSION BY ALL FORMS OTHER THAN SPLASH (RAINDROP IMPACT) EROSION AND SHEET EROSION DOES NOT OCCUR
   - D. EFFECTIVELY STABILISE ALL STOCKPILES, BATTERS AND EMBANKMENTS WITHOUT DELAY. WHERE IT IS NOT FEASIBLE TO EFFECTIVELY STABILISE A STOCKPILE, BATTER OR EMBANKMENT, SUCH AS AREAS BEING ACTIVELY WORKED, ENSURE THAT SEDIMENT CONTROLS ARE INSTALLED AND SURFACE STORMWATER FLOWS ARE MANAGED SUCH THAT EROSION OF STOCKPILES, BATTERS OR EMBANKMENTS IS NOT CAUSED BY CONCENTRATED STORMWATER FLOWS.
   - E. ENSURE CLEAN STORMWATER IS DIVERTED OR MANAGED AROUND OR THROUGH THE SITE WITHOUT INCREASING THE CONCENTRATION OF TOTAL SUSPENDED SOLIDS OR OTHER CONTAMINANTS IN THE FLOW AND WITHOUT CAUSING EROSION (ON SITE OR OFF SITE). IF IT IS NOT FEASIBLE TO DIVERT ALL AREAS DISCHARGING CLEAN STORMWATER AROUND OR THROUGH THE SITE, MANAGE THE CLEAN STORMWATER RUNOFF AS FOR CONTAMINATED STORMWATER RUNOFF, AND ENSURE THAT SEDIMENT BASINS ARE SIZED TO ACCOMMODATE THE ADDITIONAL VOLUME OF RUNOFF (SEE E&SC ADVICE NOTE 2).
   - F. ENSURE SHEET FLOWS OF STORMWATER ARE MANAGED SUCH THAT SHEET AND RILL EROSION IS PREVENTED OR MINIMISED.
   - G. ENSURE THAT ALL CONCENTRATED STORMWATER FLOWS INCLUDING DRAINAGE LINES, DIVERSION DRAINS, CHANNELS AND BATTER CHUTES ARE MANAGED ONTO, THROUGH, AND AT RELEASE POINTS FROM THE SITE IN ALL RAIN EVENTS UP TO AND INCLUDING THE AVERAGE RECURRENCE INTERVAL (ARI) EVENT OF 1 IN 2 YEAR ARI WITHOUT CAUSING WATER CONTAMINATION, SHEET, RILL OR GULLY EROSION, SEDIMENTATION, OR DAMAGE TO STRUCTURES OR PROPERTY
   - H. ENSURE MEASURES HAVE BEEN IMPLEMENTED SUCH THAT THE RUNOFF FROM ALL DISTURBED AREAS FLOWS TO A SEDIMENT BASIN OR BASINS. WHERE IT IS NOT FEASIBLE TO DIVERT RUNOFF FROM DISTURBED AREAS OF THE SITE TO A SEDIMENT BASIN, IMPLEMENT COMPENSATORY EROSION AND DRAINAGE CONTROLS PRIOR TO RAINFALL TO ENSURE THAT EROSION OF THOSE AREAS DOES NOT OCCUR, INCLUDING EROSION CAUSED BY EITHER SPLASH (RAINDROP IMPACT), SHEET, RILL OR GULLY EROSION PROCESSES (SEE E&SC ADVICE NOTE 3).
   - I. ENSURE EACH SEDIMENT BASIN HAS THE CAPACITY TO TREAT FLOWS TO CURRENT BEST PRACTICE STANDARDS (SEE E&SC ADVICE NOTE 4) AND AS A MINIMUM TO CONTAIN ALL THE STORMWATER RUNOFF FROM THE 80TH PERCENTILE 5 DAY RAINFALL DEPTH AND STORE 2 MONTHS SEDIMENT FROM THE RECEIVING CATCHMENT, AS DETERMINED USING THE REVISED UNIVERSAL SOIL LOSS EQUATION.
   - J. ENSURE SEDIMENT BASINS ARE MAINTAINED WITH SUFFICIENT STORAGE CAPACITY TO CAPTURE AND TREAT THE RUNOFF FOR THE DESIGN RAINFALL DEPTH OR EVENT. WHERE SEDIMENT BASINS ARE PROPOSED TO BE OVERSIZED FOR STORAGE OF CAPTURED WATER FOR RE-USE, INSTALL SURVEY MARKERS IN EACH SUCH BASIN TO INDICATE THE LEVEL THAT WATER WITHIN THE BASIN MUST BE LOWERED TO, IN ORDER TO MEET THE STORAGE CAPACITY SPECIFIED IN THE ABOVE REQUIREMENT.
   - K. ENSURE SEDIMENT BASINS ARE DEWATERED AS SOON AS PRACTICABLE AFTER EACH RAINFALL EVENT.
   - L. ENSURE THAT DURING DEWATERING, THE CONCENTRATION OF TOTAL SUSPENDED SOLIDS (TSS) DISCHARGED DOES NOT EXCEED 50MG/L AND THAT PH IS WITHIN THE RANGE OF 6,5-8,5. THE CONCENTRATION OF TSS RELEASED BY DEWATERING MAY ONLY EXCEED 50MG/L WHERE IT CAN BE DEMONSTRATED AND SUPPORTED THROUGH DOCUMENTATION THAT:
     - FURTHER SIGNIFICANT RAINFALL IS FORECAST TO OCCUR BEFORE THE TSS CONCENTRATION IS LIKELY TO BE REDUCED TO 50MG/L ; AND
     - RELEASING A HIGHER CONCENTRATION OF TOTAL SUSPENDED SOLID WILL RESULT IN A BETTER ENVIRONMENTAL OUTCOME BY PROVIDING STORAGE FOR THE CAPTURE AND TREATMENT OF RUNOFF FROM THE IMMINENT RAINFALL AND RUNOFF; AND
     - FLOCCULENT HAS BEEN APPLIED AND THE CONCENTRATION OF TSS IN THE CAPTURED WATER HAS ALREADY SIGNIFICANTLY DECREASED.
   - M. ENSURE SEDIMENT BASINS AND ASSOCIATED STRUCTURES SUCH AS INLETS, OUTLETS AND SPILLWAYS ARE STRUCTURALLY SOUND FOR 10 YEAR ARI RAINFALL EVENT.
   - N. ENSURE ACCUMULATED SEDIMENT FROM BASINS AND OTHER CONTROLS IS REMOVED AND DISPOSED OF APPROPRIATELY WITHOUT CAUSING WATER CONTAMINATION.
   - O. ENSURE SEDIMENT DOES NOT LEAVE THE SITE ON THE TYRES OF VEHICLES.

3. THE ENVIRONMENTAL PROTECTION ACT 1994 STATES THAT A PERSON MUST NOT CARRY OUT ANY ACTIVITY THAT CAUSES, OR IS LIKELY TO CAUSE, ENVIRONMENTAL HARM UNLESS THAT PERSON TAKES ALL REASONABLE AND PRACTICAL MEASURES TO PREVENT OR MINIMISE THE HARM. ENVIRONMENTAL HARM INCLUDES ENVIRONMENTAL NUISANCE. IN REGARD PERSONS AND ENTITIES, INVOLVED IN THE CIVIL, EARTHWORKS AND CONSTRUCTION PHASES OF THIS DEVELOPMENT, ARE TO ADHERE TO THEIR 'GENERAL ENVIRONMENTAL DUTY' TO MINIMISE THE RISK OF CAUSING ENVIRONMENTAL HARM.

   ENVIRONMENTAL; HARM IS DEFINED BY THE ACT AS ANY ADVERSE AFFECT, OR POTENTIAL ADVERSE AFFECT WHETHER TEMPORARY OR PERMANENT AND OF WHATEVER MAGNITUDE, DURATION OR FREQUENCY ON AN ENVIRONMENTAL VALUE AND INCLUDES ENVIRONMENTAL NUISANCE. THEREFORE, NO PERSON SHOULD CAUSE ANY INTERFERENCE WITH THE ENVIRONMENT OR AMENITY OF THE AREA BY REASON OF THE EMISSION OF NOISE, VIBRATION, SMELL, FUMES, SMOKE, VAPOR, STEAM, SOOT, ASH, DUST, WASTE WATER, WASTE PRODUCTS, GRIT, SEDIMENT, OIL OR OTHERWISE, OR CAUSE HAZARDS LIKELY IN THE OPINION OF THE ADMINISTERING AUTHORITY TO CAUSE UNDUE DISTURBANCE OR ANNOYANCE TO PERSONS OR AFFECT PROPERTY NOT CONNECTED WITH THE USE.

4. THE CONTRACTOR IS TO TAKE ALL NECESSARY PRECAUTIONS TO CONTROL EROSION AND DOWNSTREAM SEDIMENTATION DURING ALL STAGES OF CONSTRUCTION INCLUDING THE MAINTENANCE PERIOD.

5. WHERE IT IS REQUIRED TO SLASH EXISTING VEGETATION EITHER PRIOR TO THE COMMENCEMENT OF WORKS, DURING THE CONSTRUCTION WORKS AND / OR DURING THE MAINTENANCE PERIOD, SAID VEGETATION SHALL BE SLASHED TO A MINIMUM HEIGHT OF 75mm TO ASSIST WITH THE RETENTION OF SOILS ON SITE (I.E. ASSIST IN THE PREVENTION OF EROSION).

6. WHERE THE EXISTING VEGETATION WITHIN THE PROPOSED LOTS AND / OR PARKLAND IS DISTURBED AS A RESULT OF THE CONSTRUCTION WORKS, SAID EARTHWORKS ARE TO BE TOPSOILED AND EFFECTIVELY STABILISED WITHIN FIVE (5) DAYS, (EARLIER IF RAIN EXPECTED) OF FINAL ALLOTMENT EARTHWORKS. AN EFFECTIVELY STABILISED SURFACE IS DEFINED AS ONE THAT DOES NOT HAVE
   - VISIBLE EVIDENCE OF SOIL LOSS CAUSED BY SHEET, RILL OR GULLY EROSION
     OR
   - LEAD TO SEDIMENTATION, OR
   - LEAD TO WATER CONTAMINATION.

7. ALL CONSTRUCTION VEHICLES ARE TO ACCESS THE SITE VIA A SINGLE POINT OF ACCESS; THE POINT OF ACCESS, TOGETHER WITH THE MEASURES TO BE IMPLEMENTED, ARE TO BE AGREED WITH COUNCIL'S DESIGNATED REPRESENTATIVE ON SITE. THE PRINCIPLE AIM OF THE MEASURE(S) TO BE IMPLEMENTED IS / ARE TO LIMIT THE TRACKING OF DELETERIOUS MATERIALS ONTO THE SURROUNDING ROAD NETWORK.

8. THE CONTRACTOR SHALL PROVIDE GULLY INLET PROTECTION TO ALL GULLY INLET STRUCTURES LOCATED, DIRECTLY DOWNSTREAM OF THE PROPOSED DEVELOPMENT WORKS.

9. APPROPRIATE PROVISIONS ARE TO BE PROVIDED TO THE INTERFACE BETWEEN THE EXISTING ROADWAY PAVEMENTS AND THE NEW ROADWORK'S CONSTRUCTION. THE PROVISIONS SHALL ADDRESS WORKPLACE HEALTH AND SAFETY CONCERNS (I.E. RESTRICTING ACCESS BY THE GENERAL PUBLIC TO THE SITE).

10. THE LOCATION OF THE CONSTRUCTION VEHICLE COMPOUND, SITE OFFICE AND THE VEHICLE SERVICING AREA SHALL BE AGREED WITH COUNCIL'S DESIGNATED REPRESENTATIVE ON SITE, PRIOR TO THE COMMENCEMENT OF WORKS.

11. CLEARED VEGETATION IS TO NOT BE BURNED ON SITE, ALL VEGETATIVE WASTE(S) SHALL BE MULCHED AND THEREAFTER RETAINED ON SITE FOR USE AS PART OF THE EROSION AND SEDIMENTATION CONTROL STRATEGY OR THE LANDSCAPING / REVEGETATION WORKS. ALL STUMPS AND / OR OTHER ORGANIC MATTER NOT SUITABLE FOR MULCHING SHALL BE DISPOSED OF AT AN APPROVED WASTE DISPOSAL FACILITY.

12. SEDIMENT FENCE AND TURFING RUNNING DOWNSLOPES SHALL HAVE REGULAR FLOW DISSIPATERS AT 45° TO SLOPE AS DIRECTED CONSISTING OF SAND BAGS OR SIMILAR AS REQUIRED.

13. DURING THE CONSTRUCTION PROCESS INCLUDING THAT PERIOD DURING WHICH THE WORKS ARE "ON MAINTENANCE' SHOULD COUNCIL'S DESIGNATED REPRESENTATIVE REQUEST ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES BE IMPLEMENTED, SAID MEASURES SHALL BE IMPLEMENTED AT THE EARLIEST TIME POSSIBLE, NOTWITHSTANDING THE ABOVE REQUIREMENT ANY MEASURES REQUESTED TO BE IMPLEMENTED BY COUNCIL'S DESIGNATED REPRESENTATIVE SHALL BE IMPLEMENTED WITHIN 24 HOURS OF THE TIME OF THE REQUEST.

14. ALL ROOFWATER / SEWER RETICULATION TRENCHES EITHER ADJACENT TO EXISTING DEVELOPMENT OR PERPENDICULAR TO THE CROSSFALL OF THE LAND ARE TO BE TOPSOILED (75mm MINIMUM) AND TURFED, FOR A MINIMUM 900mm WIDTH.

15. THE CONTRACTOR SHALL CONSTRUCT LINED CUTOFF DRAINS IN WORK AREAS SO AS TO LIMIT SLOPE LENGTHS TO A MAXIMUM OF 80M.

16. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT NO RELEASE OR FLOW IS PERMITTED FROM THE SITE, THROUGHOUT THE EARTHWORKS AND CONSTRUCTION PERIOD TO ANY WATER WAYS OR STORMWATER DRAINLINES LEADING TO A WATERWAY OR AREA OF NATIVE VEGETATION UNLESS THE LEVELS OF TOTAL SUSPENDED SOLIDS DOES NOT EXCEED A CONCENTRATION OF 50 MGL.

17. ALL SEDIMENT CONTROL DEVICES SHALL BE MONITORED, CLEANED AND/OR REPAIRED WHENEVER THE ACCUMULATED SEDIMENT REDUCES THE CAPACITY BY 50%.

18. ALL PERIMETER BANK/SWALE SHALL HAVE UNINTERRUPTED POSITIVE GRADE TO AN OUTLET.

19. AT ALL TIMES THE CONTRACTOR SHALL MONITOR THE PREVAILING WEATHER CONDITIONS AND PROTECT OR STABILISE ANY DOWNSTREAM CONSTRUCTION AND GULLY INLETS.

20. CLEARING OF SITE AND STOCK PILE AREAS TO BE AS DIRECTED BY THE SUPERINTENDENT.

21. WHERE PRACTICAL THE CONTRACTOR SHALL DIVERT CLEAN WATER ENTERING THE SITE FROM EXTERNAL CATCHMENT(S) AND DIRECTED TO THE STORMWATER SYSTEM. THIS DISCHARGE POINT SHOULD BE ROCK LINED. REGULAR ROCK CHECK DAMS SHOULD BE POSITIONED ALONG THE VEGETATED DRAINAGE LINE LEADING TO THIS DISCHARGE POINT.

22. REGULAR INSPECTIONS AND MAINTENANCE OF VEHICLE WASHDOWN AREA, SITE AND STORAGE COMPOUND TO BE CARRIED OUT BY CONTRACTOR.

23. AREAS USED FOR STORAGE OF CHEMICALS USED FOR CONSTRUCTION PURPOSES SHALL HAVE STORMWATER CONTROL DEVICES ERECTED ADJACENT TO THEM (I.E. EARTH BUND AND SEDIMENT FENCES), UPON COMPLETION OF ROADWORKS WASTE PRODUCTS ARE TO BE DISPOSED OF AS PER LOCAL AUTHORITY GUIDELINES AND TEMPORARY DEVICES ARE TO BE REMOVED AND AREA REHABILITATED.

THE EROSION & SEDIMENT CONTROL PLAN IS A CONCEPT PLAN DEMONSTRATING AN APPROACH TO EROSION & SEDIMENTATION CONTROL FOR THE SITE. IT IS THE CONTRACTORS RESPONSIBILITY TO PROVIDE AN EROSION & SEDIMENT CONTROL DESIGN AND A COMPLETED DESIGN CERTIFICATE PRIOR TO COMMENCEMENT OF WORK. CERTIFICATION MUST BE UNDERTAKEN BY A SUITABLY QUALIFIED, EXPERIENCED PROFESSIONAL NOT DIRECTLY EMPLOYED BY THE PRINCIPAL.

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
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C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
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APPROVED
BY: AHMED GADALLA RPEQ: 35699
DATE: 08.04.26
SIGN:

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
CONCEPTUAL E+S NOTES

SCALE
1: @ A3

DATE
08.04.26

DRAWING NO.
025

REVISION
D

DISCLAIMER
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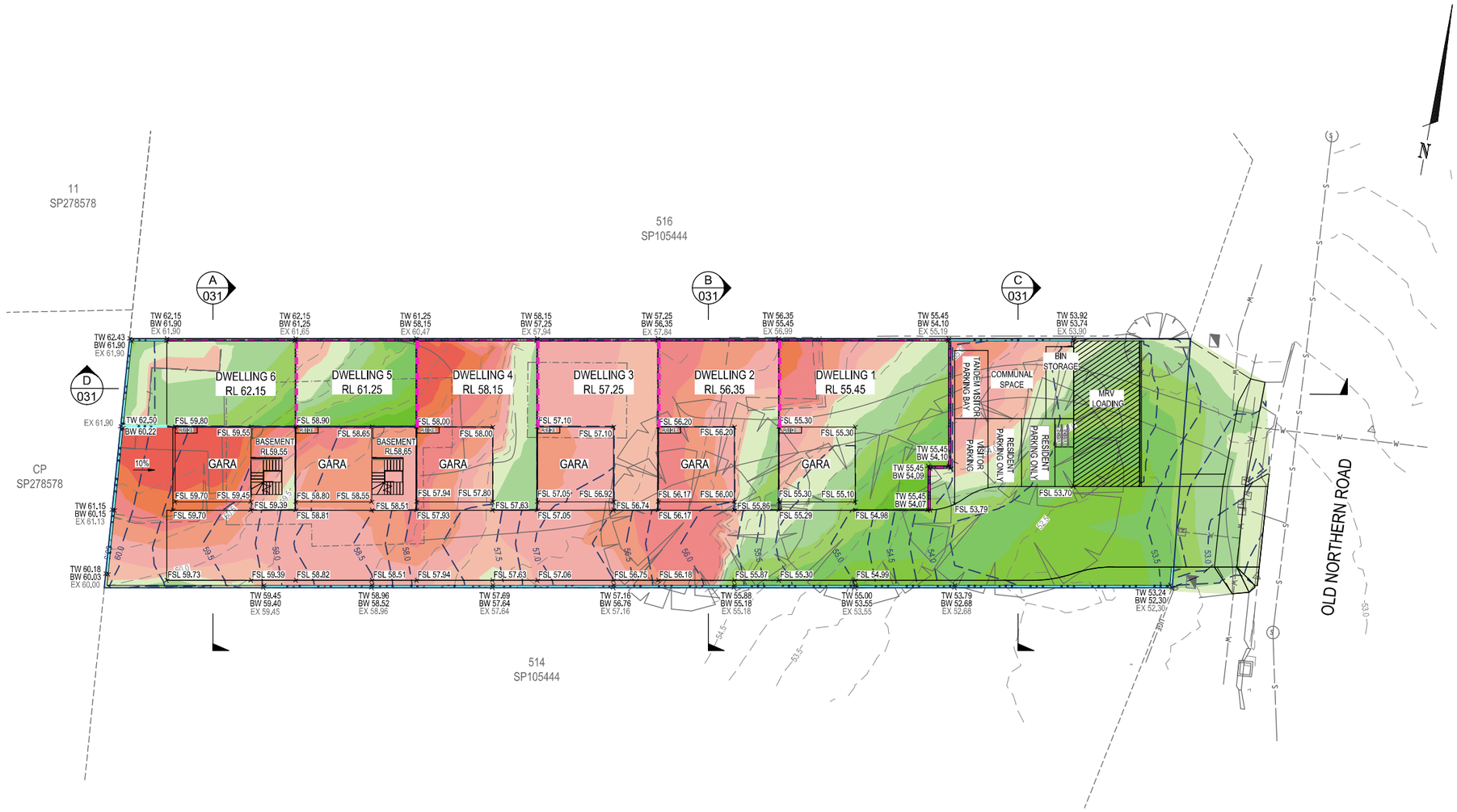
EARTHWORKS VOLUMES

EARTHWORKS VOLUME FROM EXISTING SURFACE MINUS 100 TO DESIGN SURFACE
CUT: 639 m³
FILL: 634 m³
EXPORT: 5 m³

CUT FILL LEGEND

OVER 1.5 OF FILL	
1.2m - 1.5m OF FILL	
0.9m - 1.2m OF FILL	
0.6m - 0.9m OF FILL	
0.3m - 0.6m OF FILL	
0.0m - 0.3m OF FILL	
0.0m - 0.3m OF CUT	
0.3m - 0.6m OF CUT	
0.6m - 0.9m OF CUT	
0.9m - 1.2m OF CUT	
1.2m - 1.5m OF CUT	
OVER 1.5m OF CUT	



PLAN
SCALE 1:200

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING ELECTRICAL
- EXISTING RETAINING WALL
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING TREE
- PROPOSED BUILDING WALL
- PROPOSED CONCRETE SLEEPER WALL
- PROPOSED ROAD DRIVEWAY
- EXISTING CONTOUR
- DESIGN CONTOURS
- FINISHED SURFACE LEVEL
- PROPOSED BATTER

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
EARTHWORKS LAYOUT PLAN

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
030

REVISION
D

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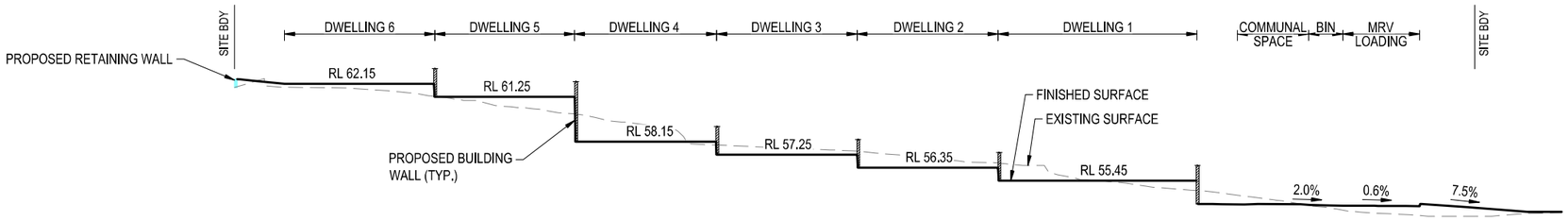

SECTION D
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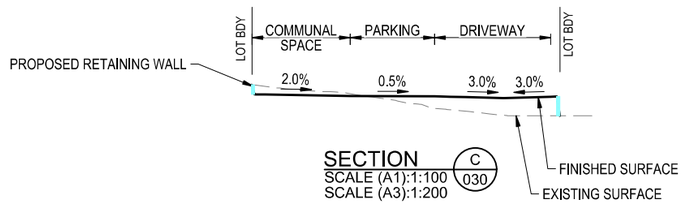

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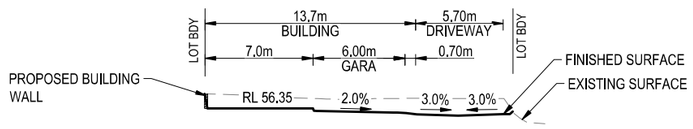

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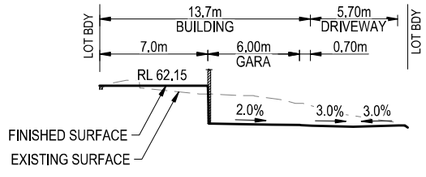

SECTION A
SCALE (A1):1:100
SCALE (A3):1:200

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 2.0 4.0 6.0 8.0 10.0 12.0 14.0 16.0
SCALE 1:200 (A1) SCALE 1:400 (A3)
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PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
EARTHWORKS SECTIONS

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
031

REVISION
D

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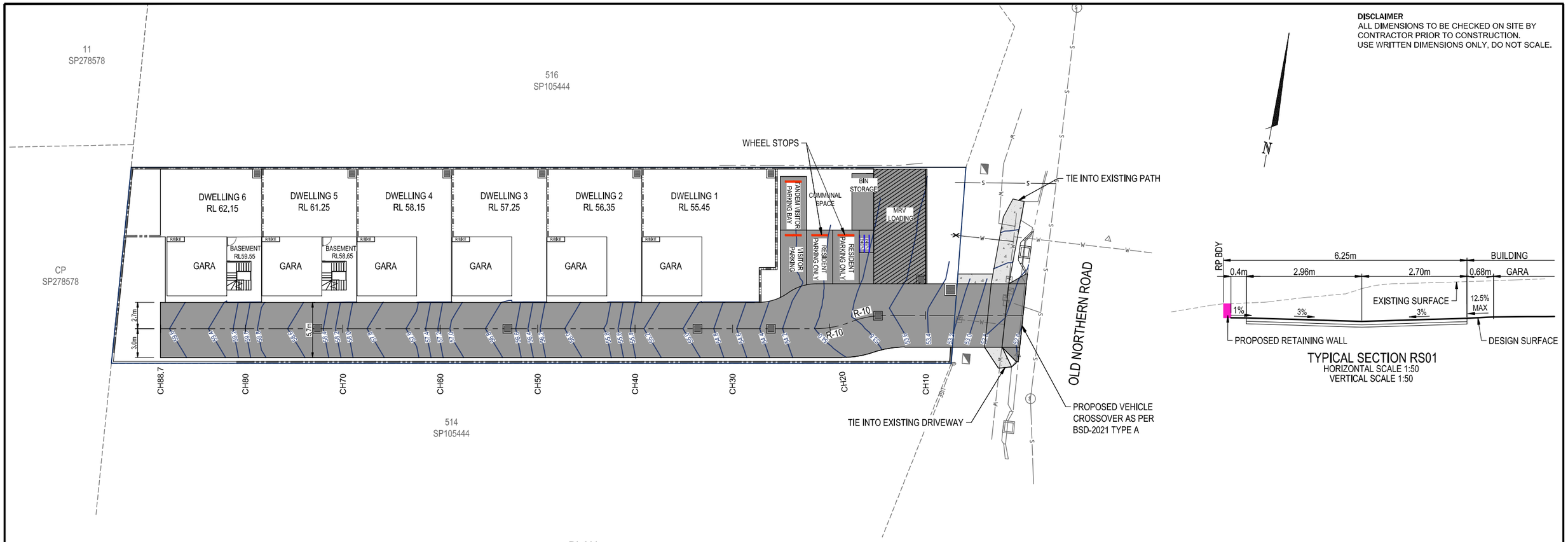
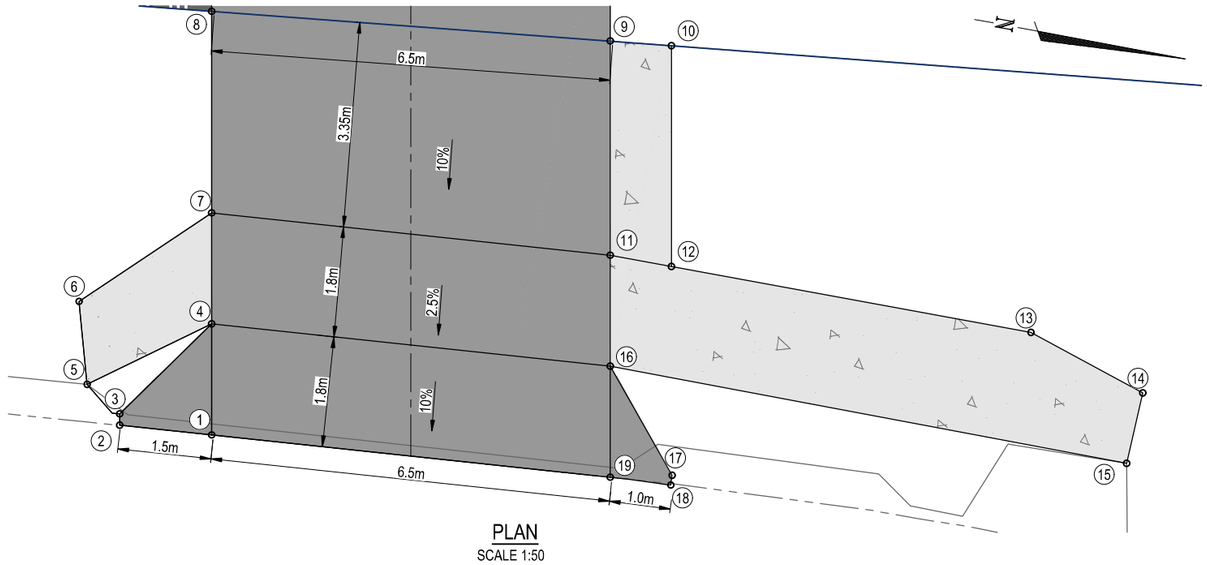


TYPICAL SECTION RS01
HORIZONTAL SCALE 1:50
VERTICAL SCALE 1:50

PLAN
SCALE 1:200



PLAN
SCALE 1:50

SETOUT TABLE

POINT	EASTING	NORTHING	LEVEL
1	498475.957	6970757.596	52.642
2	498476.078	6970756.093	52.584
3	498475.895	6970756.059	52.734
4	498474.177	6970757.264	52.844
5	498475.519	6970755.449	52.555
6	498474.213	6970755.072	52.527
7	498472.398	6970756.932	52.953
8	498469.168	6970756.329	53.381
9	498468.449	6970762.807	53.333
10	498468.342	6970763.804	53.360
11	498471.883	6970763.448	53.061
12	498471.880	6970764.465	53.093
13	498471.863	6970770.424	53.281
14	498472.496	6970772.400	53.347
15	498473.676	6970772.351	53.335
16	498473.663	6970763.780	53.025
17	498475.227	6970765.100	52.895
18	498475.387	6970765.109	52.745
19	498475.442	6970764.112	52.893

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING ELECTRICAL
- PROPOSED/EXISTING RETAINING WALL
- PROPOSED ROAD DRIVEWAY
- PROPOSED WATER
- PROPOSED STORMWATER
- PROPOSED SEWER
- DESIGN CONTOURS
- PROPOSED PAVEMENT (CONCRETE)
- PROPOSED FOOTPATH (CONCRETE)
- PROPOSED LINEMARKING
- PROPOSED WHEEL STOP

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)
0 0.25 0.5 0.75 1 1.25 1.5 1.75 2
SCALE 1:25 (A1) SCALE 1:50 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
ROADWORKS LAYOUT PLAN

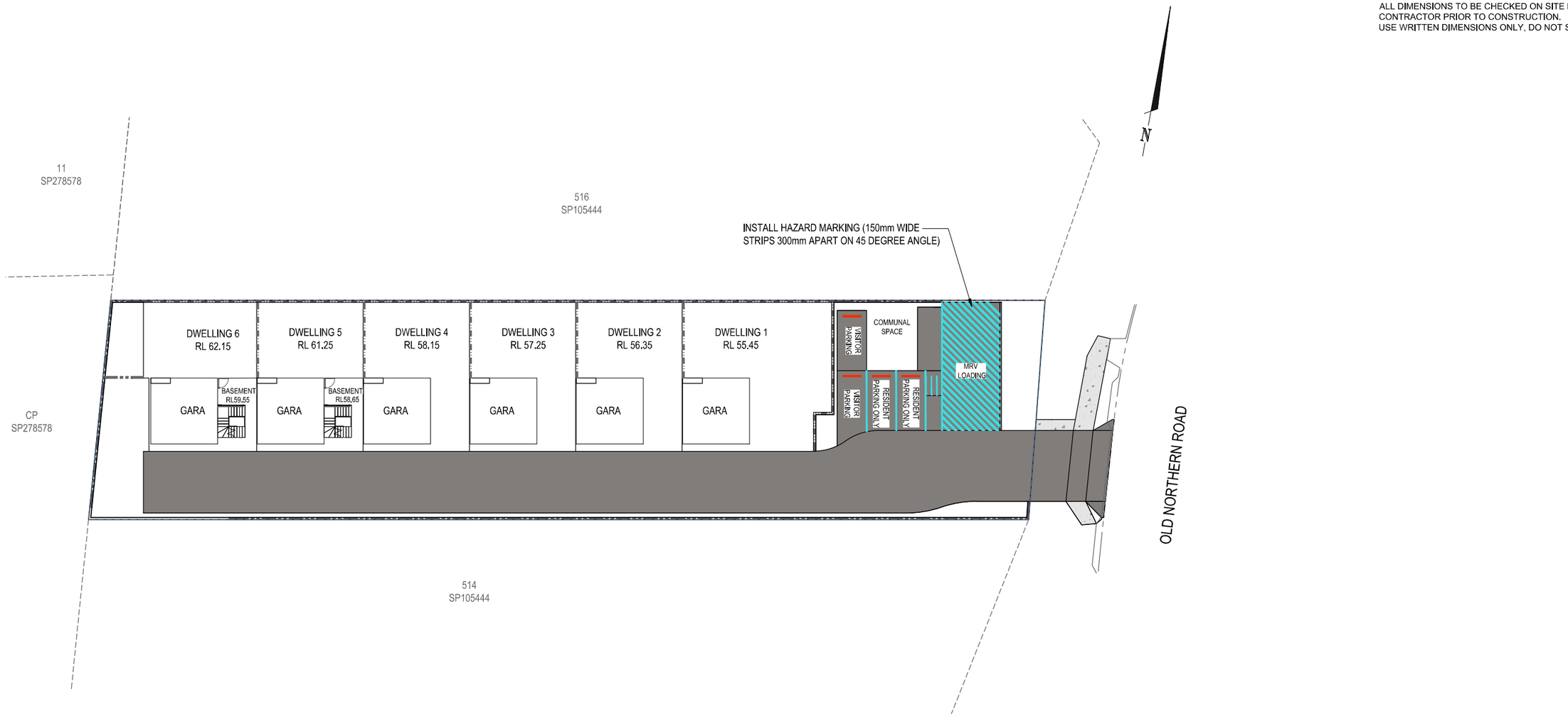
SCALE
1:200 1:50 @ A3

DATE
08.04.26

DRAWING NO.
040

REVISION
D

DISCLAIMER
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.



PLAN
SCALE 1:200

LEGEND

PROPOSED LINEMARKING

PROPOSED WHEEL CHAIR LEGEND

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
LINEMARKING LAYOUT PLAN

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
042

REVISION
D

DISCLAIMER
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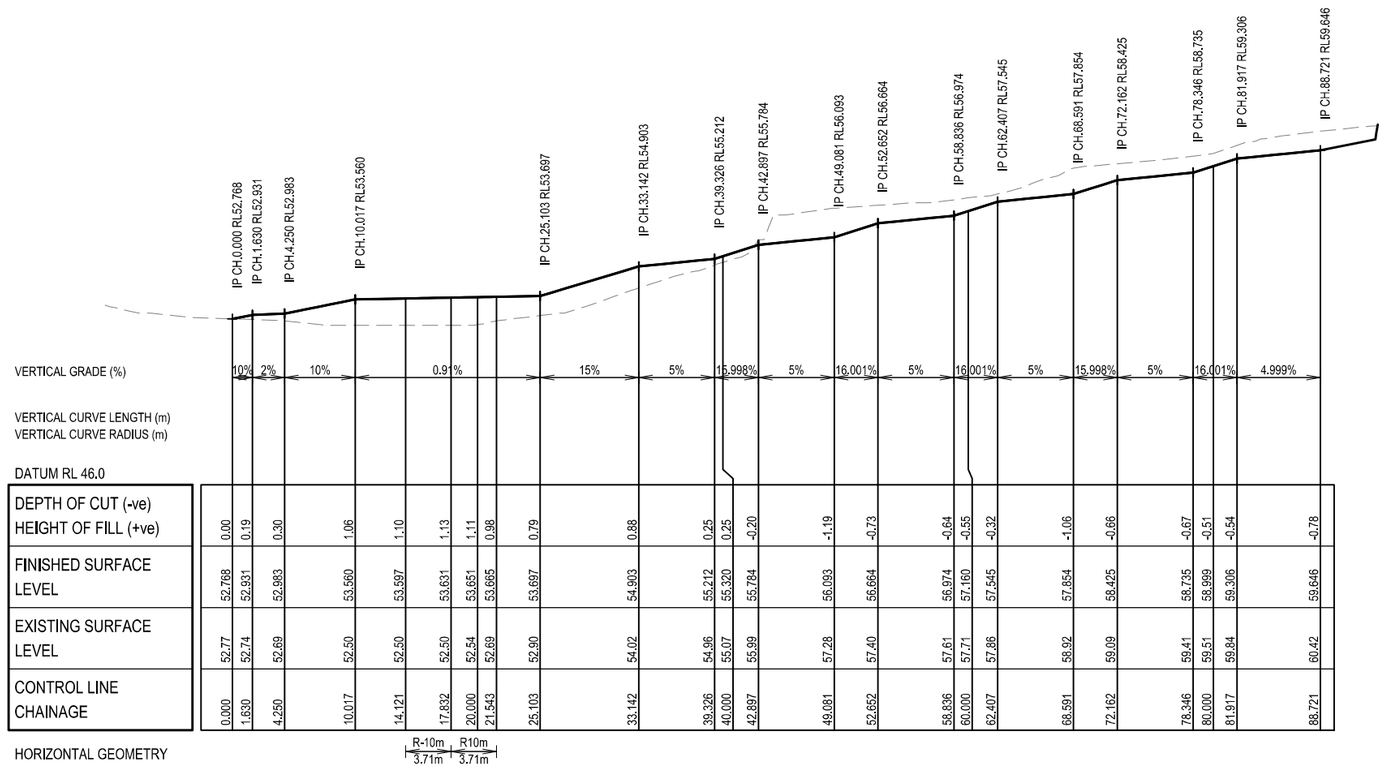

LONGITUDINAL SECTION - DRIVEWAY 01

HORZ SCALE 1:250
VERT SCALE 1:125

LEGEND

DESIGN SURFACE

EXISTING SURFACE

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
1:100 1 0 1 2 3 4 5 A1
1:200 A3

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
ROADWORKS LONGITUDINAL SECTION

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
050

REVISION
D

DISCLAIMER
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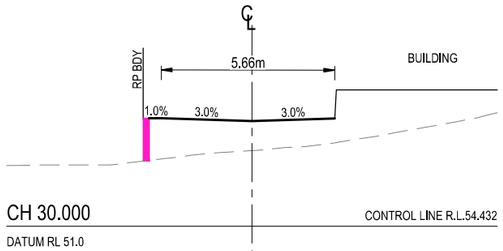
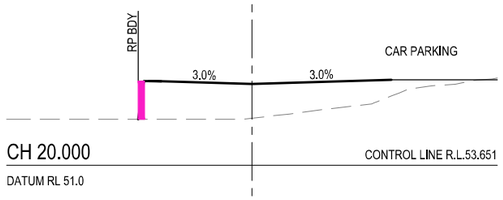
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.

LEGEND

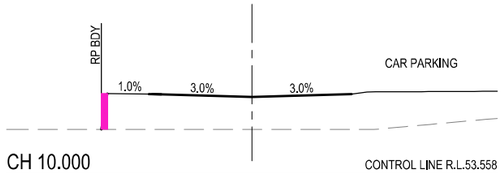
- EXISTING SURFACE LEVEL
- PROPOSED FINISHED SURFACE LEVEL
- PROPOSED RETAINING WALL



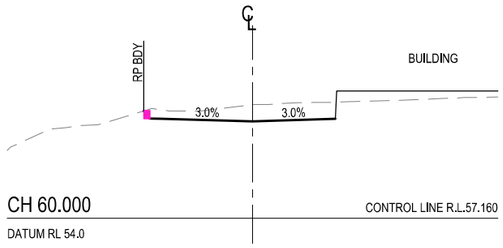
CH 30.000 — CONTROL LINE R.L.54.432
DATUM RL 51.0



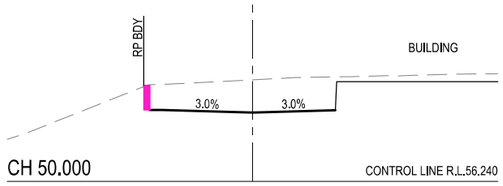
CH 20.000 — CONTROL LINE R.L.53.651
DATUM RL 51.0



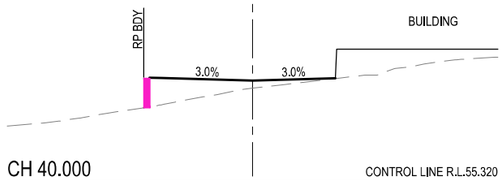
CH 10.000 — CONTROL LINE R.L.53.558
DATUM RL 51.0



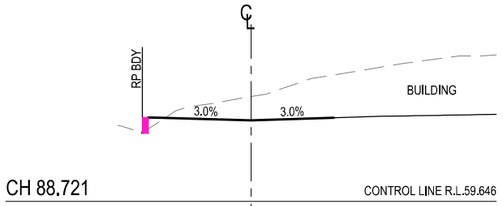
CH 60.000 — CONTROL LINE R.L.57.160
DATUM RL 54.0



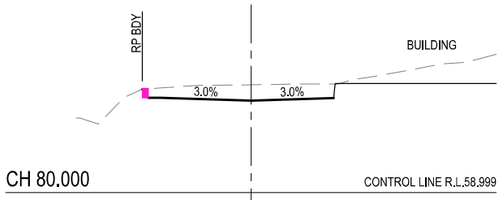
CH 50.000 — CONTROL LINE R.L.56.240
DATUM RL 54.0



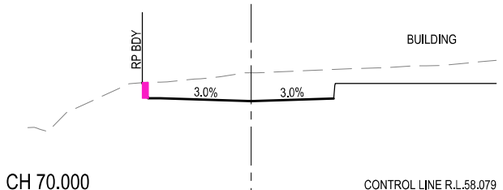
CH 40.000 — CONTROL LINE R.L.55.320
DATUM RL 52.0



CH 88.721 — CONTROL LINE R.L.59.646
DATUM RL 57.0



CH 80.000 — CONTROL LINE R.L.58.999
DATUM RL 56.0



CH 70.000 — CONTROL LINE R.L.58.079
DATUM RL 55.0

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

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www.aedirectconsulting.com

CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
1:50 1 0.5 0 1 2 A1
1:100 A3

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
ROADWORKS CROSS SECTIONS

SCALE
1:100 @ A3

DATE
08.04.26

DRAWING NO.
060

REVISION
D

DISCLAIMER
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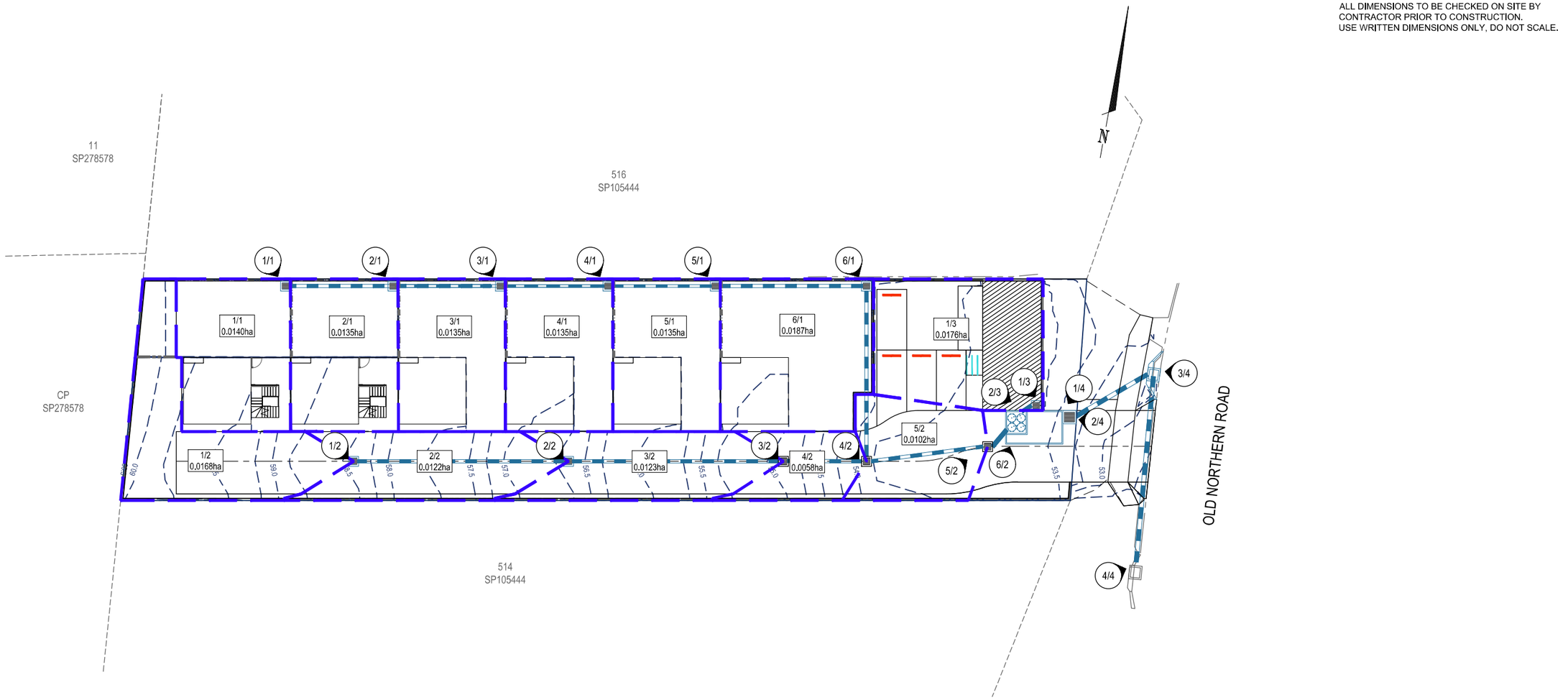
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.



PLAN
SCALE 1:200

LEGEND

- EXISTING STORMWATER
- PROPOSED/EXISTING RETAINING WALL
- PROPOSED ROAD DRIVEWAY
- PROPOSED STORMWATER
- PROPOSED STORMWATER DRAINAGE
- 1/1 PROPOSED STORMWATER STRUCTURE NUMBER
- PROPOSED 600x600 STORMWATER FIELD INLET
- PROPOSED 600x600 ATLAN STORMSACKS OR EQUIVALENT
- 10.0 DESIGN CONTOUR
- 9.60 EXISTING CONTOUR

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
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D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
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APPROVED
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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
STORMWATER CATCHMENT
LAYOUT PLAN

SCALE	DATE
1:200 @ A3	08.04.26

DRAWING NO.	REVISION
200	D

DISCLAIMER
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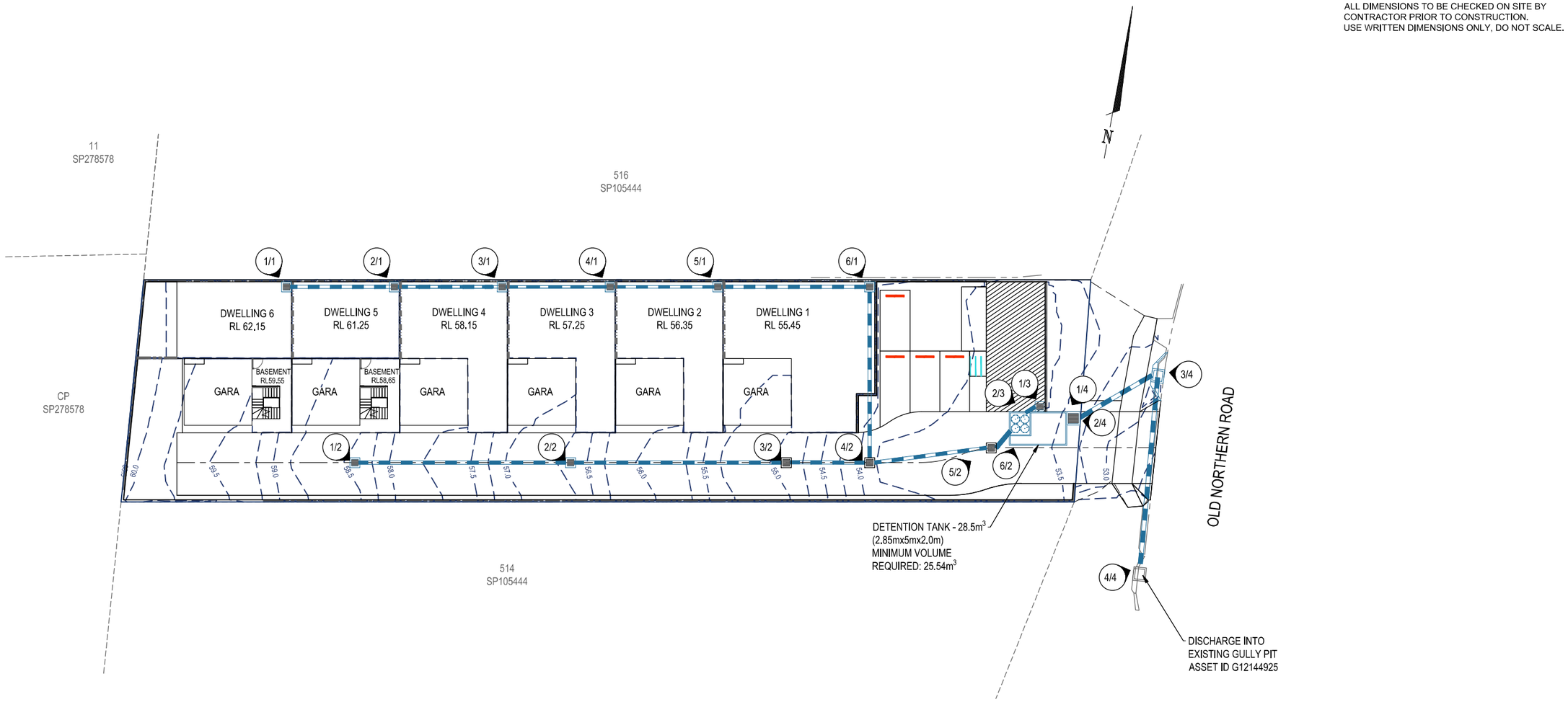

PLAN
SCALE 1:200

LEGEND

- EXISTING STORMWATER
- PROPOSED/EXISTING RETAINING WALL
- PROPOSED ROAD DRIVEWAY
- PROPOSED STORMWATER
- PROPOSED STORMWATER DRAINAGE
- 1/1 PROPOSED STORMWATER STRUCTURE NUMBER
- PROPOSED 600x600 STORMWATER FIELD INLET
- PROPOSED 600x600 ATLAN STORMSACKS OR EQUIVALENT
- 10,0 DESIGN CONTOUR
- 9,60 EXISTING CONTOUR

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
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C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

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ISSUED FOR APPROVAL

APPROVED
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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
STORMWATER LAYOUT PLAN

SCALE	DATE
1:200 @ A3	08.04.26

DRAWING NO.	REVISION
210	D

DISCLAIMER
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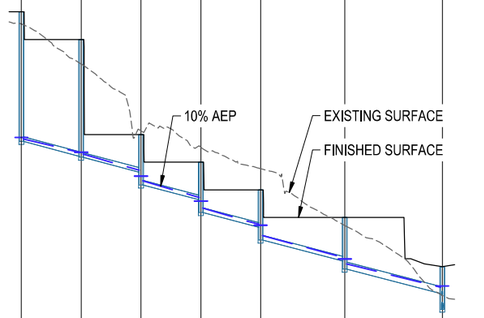

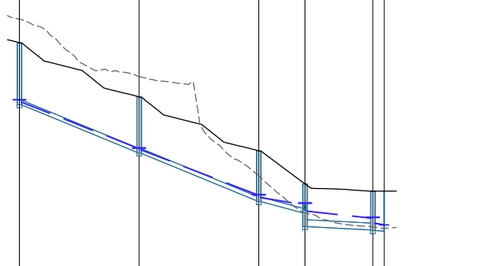

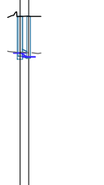

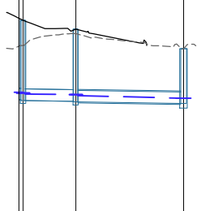

STRUCTURE NAME	1/1	2/1	3/1	4/1	5/1	6/1	4/2	1/2	2/2	3/2	4/2	5/2	6/2	1/3	2/3	1/4	2/4	3/4	4/4
STRUCTURE DESCRIPTION	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	FIELD INLET 600x600	TANK INLET	FIELD INLET 600x600	TANK INLET	TANK OUTLET	FIELD INLET 600x600	FIELD INLET 600x600	EXISTING
PIPE SIZE (mm)	150	150	150	150	150	225		150	150	150	225	225		225		375	375	375	
PIPE CLASS	uPVC SN10	uPVC SN10	uPVC SN10	uPVC SN10	uPVC SN10	uPVC SN10		uPVC SN10	uPVC SN10	uPVC SN10	uPVC SN10	uPVC SN10		uPVC SN10		uPVC SN10	RCP	RCP	
PIPE GRADE (%)	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%		8.00%	8.00%	5.00%	1.00%	1.00%		5.00%		0.30%	0.31%	0.31%	
PIPE SLOPE (1 in X)	20.00	20.00	20.00	20.00	20.00	20.00		12.50	12.50	20.00	100.00	100.00		20.00		333.33	325.35	326.16	
FULL PIPE VELOCITY (m/s)	0.39	0.76	1.13	1.49	1.86	1.05		0.47	0.80	1.13	1.61	1.72		0.22		0.52	0.52	0.52	
PART FULL VELOCITY (m/s)	1.70	1.81	2.00	2.13	2.19	2.41		1.88	2.18	2.00	1.61	1.72		1.54		0.91	0.91	0.91	
DATUM RL	44.0							43.0						40.0		39.0			
PIPE FLOW (Cumecs)		0.007	0.013	0.020	0.026	0.033	0.042		0.008	0.014	0.020	0.064	0.069		0.009		0.057	0.057	0.057
W.S.E. IN STRUCTURE	58.057	57.576	56.794	55.980	55.193	54.086	53.213	56.591	55.019	53.489	53.213	52.751	52.508	52.469	52.345	51.037	51.013	50.969	50.847
HYDRAULIC GRADE LEVEL	58.003	57.576	56.987	56.104	55.750	55.221	54.855	54.141	53.930	53.168	52.954	56.514	55.019	54.960	53.489	53.398	53.168	52.954	52.730	52.561	52.508	52.508	52.446	52.345	52.345	52.345	51.010	51.009	50.984	50.961	50.933	50.847	50.847
DEPTH TO INVERT	4.223	3.841	3.841	1.228	1.641	1.228	1.641	1.228	1.641	1.641	1.228	1.641	1.427	1.690	0.876	1.388	2.017	1.817	1.837	1.636	1.656	0.947	1.388	1.264	1.286	1.306	1.306	1.294	1.371	1.371	2.657	2.589	2.609	2.354	2.374	1.790	1.790
INVERT LEVEL OF DRAIN	57.927	57.439	57.409	56.922	56.509	56.022	55.609	55.122	54.709	54.023	53.760	52.964	52.452	56.431	54.870	54.850	53.289	53.270	52.883	52.452	52.341	52.318	52.300	52.300	52.300	52.300	52.370	52.300	52.300	52.300	50.797	50.794	50.774	50.748	50.728	50.674	50.674
DESIGN SURFACE LEVEL	62.150	61.250	58.150	57.250	56.350	55.450	53.840	58.448	56.687	54.926	53.840	53.604	53.606	53.664	53.671	53.454	53.384	53.102	52.464																		
SETOUT COORDINATES	E498395.741 N6970760.730	E498405.330 N6970762.520	E498414.919 N6970764.310	E498424.508 N6970766.100	E498434.097 N6970767.890	E498447.586 N6970770.408	E498450.506 N6970754.766	E498404.740 N6970746.223	E498423.917 N6970749.803	E498443.095 N6970753.383	E498450.506 N6970754.766	E498461.074 N6970756.095	E498462.663 N6970759.003	E498464.732 N6970762.571	E498463.558 N6970761.792	E498467.196 N6970761.963	E498467.884 N6970762.091	E498474.716 N6970767.278	E498476.316 N6970749.788
CHAINAGE	0.000	9.755	9.755	19.509	9.755	29.264	9.755	39.018	13.722	52.740	15.912	68.652	0.000	19.509	19.509	19.509	39.018	7.538	46.557	11.080	57.637	1.830	59.467	0.000	1.409	1.409	0.000	0.700	0.700	8.577	9.277	17.563	26.840

1 2 3 4

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

A&E Direct Consulting
we value our relationship with our customers
477 Boundary Street, Springhill, Brisbane, QLD 4000
enquiries@aedirectconsulting.com
www.aedirectconsulting.com

CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
1:500 10 5 0 10 20 A1
1:1000 HORIZONTAL A3
1:50 1 0.5 0 1 2 A1
1:100 VERTICAL A3

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
STORMWATER LONG SECTIONS

SCALE
1:1000 1:100 @ A3

DATE
08.04.26

DRAWING NO.
220

REVISION
D

DISCLAIMER
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.

LOCATION		SUB-CATCHMENT RUNOFF							INLET DESIGN										DRAIN DESIGN												HEAD LOSSES								PART FULL		DESIGN LEVELS								
				Tc	I	A	CA	Qc	Qa										Qg	Qb		Tc	I	CA	Qrat	Q	L	S			Vf=Q/A	Qcap	Vcap	Vt		Vf²/2g	Ku	hu	Kw	hw	Sf	hf	dn	Vn								
STRUCTURE No.	DRAIN SECTION	STORM EVENT	ARI EVENT	SUB-CATCHMENT TIME OF CONC.	RAINFALL INTENSITY	CO-EFFICIENT OF RUNOFF	SUB-CATCHMENT AREA	EQUIVALENT AREA	SUB-CATCHMENT DISCHARGE	FLOW IN <&C (INC. BYPASS)	HALF ROAD CAPACITY	FLOW WIDTH	FLOW DEPTH	FLOW DxV	ROAD GRADE AT INLET	INLET TYPE	INLET CURVE	FLOW INTO INLET	BYPASS FLOW	BYPASS STRUCTURE No.	CRITICAL TIME OF CONC.	RAINFALL INTENSITY	TOTAL (C x A)	PEAK FLOW	PIPE FLOW	REACH LENGTH	PIPE GRADE	PIPE SIZE	PIPE CLASS	FULL PIPE VELOCITY	CAPACITY FLOW	CAPACITY VELOCITY	TRAVEL VELOCITY	CHART(S) USED	VELOCITY HEAD	U/S HEAD LOSS COEFFICIENT	U/S HEAD LOSS	W.S.E COEFFICIENT	CHANGE IN W.S.E	PIPE FRICTION SLOPE	PIPE FRICTION HEAD LOSS	NORMAL DEPTH	NORMAL DEPTH VEL	PIPE U/S I.L	PIPE D/S I.L	PIPE U/S H.G.L	PIPE D/S H.G.L	W.S.E	GRATE LEVEL	STRUCTURE No.
			yrs	min	mm/h		ha	ha	L/s	L/s	L/s	m	m	m^2/s	%			L/s	L/s		min	mm/hr	ha	L/s	L/s	m	%	mm		m/s	L/s	m/s	m/s		m		m		m		m	%	m	m	m/s	m	m	m	m	m	m	
1/1	1/1 to 2/1	Minor	10	5	202	0.87	0.014	0.012	7	7					1	600x600		7	0		5	202	0.012	7	7	9.755	5	150	uPVC SN10	0.39	40	2.28	2	G1	0.023	3.14	0.071		0.071	0.42	0.448	0.042	1.7	57.927	57.439	58.003	57.576	58.057	62.15	1/1
	1/1 to 2/1	Major	100	5	301	1	0.014	0.014	12	12					1	600x600		12	0		5	301	0.014	12	12	9.755	5	150	uPVC SN10	0.66	40	2.28	2	G1	0.023	3.14	0.071		0.071	0.42	0.041	0.055	1.98	57.927	57.439	58.308	58.267	58.379	62.15	
2/1	2/1 to 3/1	Minor	10	5	202	0.87	0.014	0.012	7	7					1	600x600		7	0		5.08	201	0.024	13	13	9.755	5	150	uPVC SN10	0.76	34	1.93	2	T1	0.029	2.02	0.059		0.059	5.43	0.412	0.065	1.81	57.409	56.922	57.517	56.987	57.576	61.25	2/1
	2/1 to 3/1	Major	100	5	301	1	0.014	0.014	11	11					1	600x600		11	0		5.08	300	0.028	23	23	9.755	5	150	uPVC SN10	1.3	34	1.93	2	T1	0.086	1.23	0.106		0.106	2.27	0.221	0.09	2.07	57.409	56.922	58.161	57.94	58.267	61.25	
3/1	3/1 to 4/1	Minor	10	5	202	0.87	0.013	0.012	7	7					1	600x600		7	0		5.16	201	0.036	20	20	9.755	5	150	uPVC SN10	1.13	34	1.93	2	T10	0.065	1.96	0.127	2.4	0.155	5.48	0.407	0.082	2	56.509	56.022	56.638	56.104	56.794	58.15	3/1
	3/1 to 4/1	Major	100	5	301	1	0.013	0.013	11	11					1	600x600		11	0		5.16	299	0.041	34	34	9.755	5	150	uPVC SN10	1.93	34	1.93	2	T10	0.189	1.45	0.274	1.73	0.328	5	0.487	0.123	2.2	56.509	56.022	57.665	57.178	57.993	58.15	
4/1	4/1 to 5/1	Minor	10	5	202	0.87	0.014	0.012	7	7					1	600x600		7	0		5.24	200	0.047	26	26	9.755	5	150	uPVC SN10	1.49	34	1.93	2	T10	0.114	1.73	0.196	2.03	0.23	5.43	0.418	0.099	2.13	55.609	55.122	55.75	55.221	55.98	57.25	4/1
	4/1 to 5/1	Major	100	5	301	1	0.014	0.014	11	11					1	600x600		11	0		5.24	298	0.055	45	45	9.755	5	150	uPVC SN10	2.55	34	1.93	2	T10	0.234	1.46	0.342	1.77	0.414	6.17	0.602	0.15	2.55	55.609	55.122	56.836	56.234	57.25	57.25	
5/1	5/1 to 6/1	Minor	10	5	202	0.87	0.014	0.012	7	7					1	600x600		7	0		5.33	199	0.059	33	33	13.722	5	150	uPVC SN10	1.86	34	1.93	2	T10	0.176	1.58	0.278	1.92	0.338	5.2	0.646	0.118	2.19	54.709	54.023	54.855	54.141	55.193	56.35	5/1
	5/1 to 6/1	Major	100	5	301	1	0.014	0.014	11	11					1	600x600		11	0		5.24	298	0.068	56	56	13.722	5	150	uPVC SN10	3.17	34	1.93	2	T10	0.358	1.47	0.527	1.8	0.642	9.44	1.295	0.15	3.17	54.709	54.023	55.708	54.413	56.35	56.35	
6/1	6/1 to 4/2	Minor	10	5	202	0.87	0.019	0.016	9	9					1	600x600		9	0		5.36	199	0.075	42	42	15.912	5	225	uPVC SN10	1.05	100	2.53	2	T10	0.056	2.08	0.117	2.79	0.156	4.79	0.785	0.101	2.41	53.76	52.964	53.93	53.168	54.086	55.45	6/1
	6/1 to 4/2	Major	100	5	301	1	0.019	0.019	16	16					1	600x600		16	0		5.36	296	0.087	71	71	15.912	5	225	uPVC SN10	1.79	100	2.53	2	T10	0.163	1.6	0.262	2.14	0.35	2.51	0.399	0.14	2.74	53.76	52.964	54.151	53.752	54.501	55.45	
4/2		Minor	10	5	202	0.87	0.006	0.005	3	3					1	600x600		3	0														T10		1.62	0.214	1.96	0.259									53.213	53.84	4/2
		Major	100	5	301	1	0.006	0.006	5	5					1	600x600		5	0														T10		1.51	0.349	1.89	0.438									53.84	53.84	
1/2	1/2 to 2/2	Minor	10	5	202	0.87	0.017	0.015	8	8					1	600x600		8	0		5	202	0.015	8	8	19.509	8	150	uPVC SN10	0.47	43	2.44	2	G1	0.011	6.95	0.077		0.077	7.66	1.518	0.044	1.88	56.431	54.87	56.514	55.019	56.591	58.448	1/2
	1/2 to 2/2	Major	100	5	301	1	0.017	0.017	14	14					1	600x600		14	0		5	301	0.017	14	14	19.509	8	150	uPVC SN10	0.8	43	2.44	2	G1	0.032	4.75	0.154		0.154	7.22	1.428	0.059	2.18	56.431	54.87	56.541	55.133	56.695	58.448	
2/2	2/2 to 3/2	Minor	10	5	202	0.87	0.012	0.011	6	6					1	600x600		6	0		5.16	201	0.025	14	14	19.509	8	150	uPVC SN10	0.8	43	2.44	2	T1	0.032	1.83	0.059		0.059	7.54	1.491	0.059	2.18	54.85	53.289	54.96	53.489	55.019	56.687	2/2
	2/2 to 3/2	Major	100	5	301	1	0.012	0.012	10	10					1	600x600		10	0		5.16	299	0.029	24	24	19.509	8	150	uPVC SN10	1.36	43	2.44	2	T1	0.095	1.54	0.145		0.145	3.54	0.698	0.08	2.51	54.85	53.289	54.988	54.297	55.133	56.687	
3/2	3/2 to 4/2	Minor	10	5	202	0.87	0.012	0.011	6	6					1	600x600		6	0		5.33	199	0.036	20	20	7.538	5	150	uPVC SN10	1.13	34	1.93	2	T1	0.065	1.4	0.09		0.09	3.05	0.243	0.082	2	53.27	52.893	53.398	53.168	53.489	54.926	3/2
	3/2 to 4/2	Major	100	5	301	1	0.012	0.012	10	10					1	600x600		10	0		5.33	296	0.041	34	34	7.538	5	150	uPVC SN10	1.92	34	1.93	2	T1	0.189	0.9	0.171		0.171	4.97	0.375	0.123	2.2	53.27	52.893	54.126	53.752	54.297	54.926	
4/2	4/2 to 5/2	Minor	10	5	202	0.87	0.006	0.005	3	3					1	600x600		3	0		5.49	198	0.116	64	64	11.08	1	225	uPVC SN10	1.61	45	1.13	2	T10	0.132	1.62	0.214	1.96	0.259	2.03	0.225	0.225	1.61	52.452	52.341	52.954	52.73	53.213	53.84	4/2
	4/2 to 5/2	Major	100	5	301	1	0.006	0.006	5	5					1	600x600		5	0		5.41	295	0.133	109	109	11.08	1	225	uPVC SN10	2.75	45	1.13	2	T10	0.232	1.51	0.349	1.89	0.438	3.56	0.394	0.225	2.75	52.452	52.341	53.402	53.008	53.84	53.84	
5/2	5/2 to 6/2	Minor	10	5	202	0.87	0.01	0.009	5	5					1	600x600		5	0		5.5	198	0.125	69	69	1.83	1	225	uPVC SN10	1.72	45	1.13	2	T1/T3	0.152	1.11	0.168	1.25	0.19	2.09	0.042	0.225	1.72	52.318	52.3	52.561	52.509	52.751	53.604	5/2
	5/2 to 6/2	Major	100	5	301	1	0.01	0.01	9	9					1	600x600		9	0		5.5	294	0.143	117	117	1.83	1	225	uPVC SN10	2.94	45	1.13	2	T1/T5	0.442	0.81	0.559	0.95	0.412	6.89	0.125	0.225	2.94	52.318	52.3	52.649	52.323	53.061	53.604	
6/2		Minor	10												1	TANK INLET																															52.508	53.606	6/2
		Major	100												1	TANK INLET																															52.523	53.606	
1/3	1/3 to 2/3	Minor	10	5	202	0.87	0.018	0.015	9	9					1	600x600		9	0		5	202	0.015	9	9	1.409	5	225	uPVC SN10	0.22	100	2.53	2	G2	0.002	9.7	0.023		0.023	7.2	0.007	0.045	1.54	52.37	52.3	52.446	52.345	52.469	53.664	1/3
	1/3 to 2/3	Major	100	5	301	1	0.018	0.018	15	15					1	600x600		15	0		5	301	0.018	15	15	1.409	5	225	uPVC SN10	0.37	100	2.53	2	G2	0.007	9.7	0.068		0.068	7.95	0	0.058	1.8	52.37	52.3	52.47	52.358	52.538	53.664	
2/3		Minor	10												1	TANK INLET																															52.345	53.671	2/3
		Major	100												1	TANK INLET																															52.358	53.671	
1/4	1/4 to 2/4	Minor	10	0	0		0	0	0	0					1	TANK OUTLET		0	0		1	283	0	57	57	0.7	0.3	375	uPVC SN10	0.52	96	0.87	2		0.014	2	0.027		0.027	0.25	0.002	0.208	0.91	50.797	50.794	51.01	51.009	51.037	53.454	1/4
	1/4 to 2/4	Major	100	0	0		0	0	0	0					1	TANK OUTLET		0	0		1	419	0	86	86	0.7	0.3	375	uPVC SN10	0.78	96	0.87	2		0.031	2	0.062		0.062	0.2	0.001	0.277	0.98	50.797	50.794	51.132	51.131	51.194	53.454	
2/4	2/4 to 3/4	Minor	5	0	0		0	0	0	0					1	900x900		0	0		1.01	283	0	57	57	8.577	0.31	375	uPVC SN10	0.52	97	0.88	2	T3/T6	0.014	1.81	0.025	2.17	0.03	0.26	0.024	0.206	0.91	50.774	50.748	50.984	50.961	51.013	53.384	2/4
	2/4 to 3/4	Major	100	0	0		0	0	0	0					1	900x900		0	0		1.01	419	0	86	86	8.577	0.31	375	uPVC SN10	0.78	97	0.88	2	T3/T6	0.031	1.81	0.056	2.17	0.067	0.22	0.021	0.274	0.99	50.774	50.748	51.075	51.056	51.142	53.384	
3/4	3/4 to 4/4	Minor	5	0	0		0	0	0	0					1	KIP		0	0		1.08	279	0	57	57	17.563	0.31	375	RCP	0.52	97	0.88	2	T10	0.014	2.09	0.028	2.66	0.036	0.49	0.062	0.207	0.91	50.728	50.674	50.933	50.847	50.969	53.102	3/4
	3/4 to 4/4	Major	100	0	0		0	0	0	0					1	KIP		0	0		1.08	415	0	86	86	17.563	0.31	375	RCP	0.78	97	0.88	2	T10	0.031	2.09	0.065	2.66	0.082	0.58	0.069	0.274	0.99	50.728	50.674	50.991	50.889	51.073	53.102	
4/4		Minor	5												1	EXISTING																															50.847	52.464	4/4
		Major	100												1	EXISTING																															50.889	52.464	

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA RPEQ: 35699
DATE: 08.04.26
SIGN:

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
STORMWATER CALCULATION TABLE

SCALE
1: @ A3

DATE
08.04.26

DRAWING NO.
230

REVISION
D

DISCLAIMER
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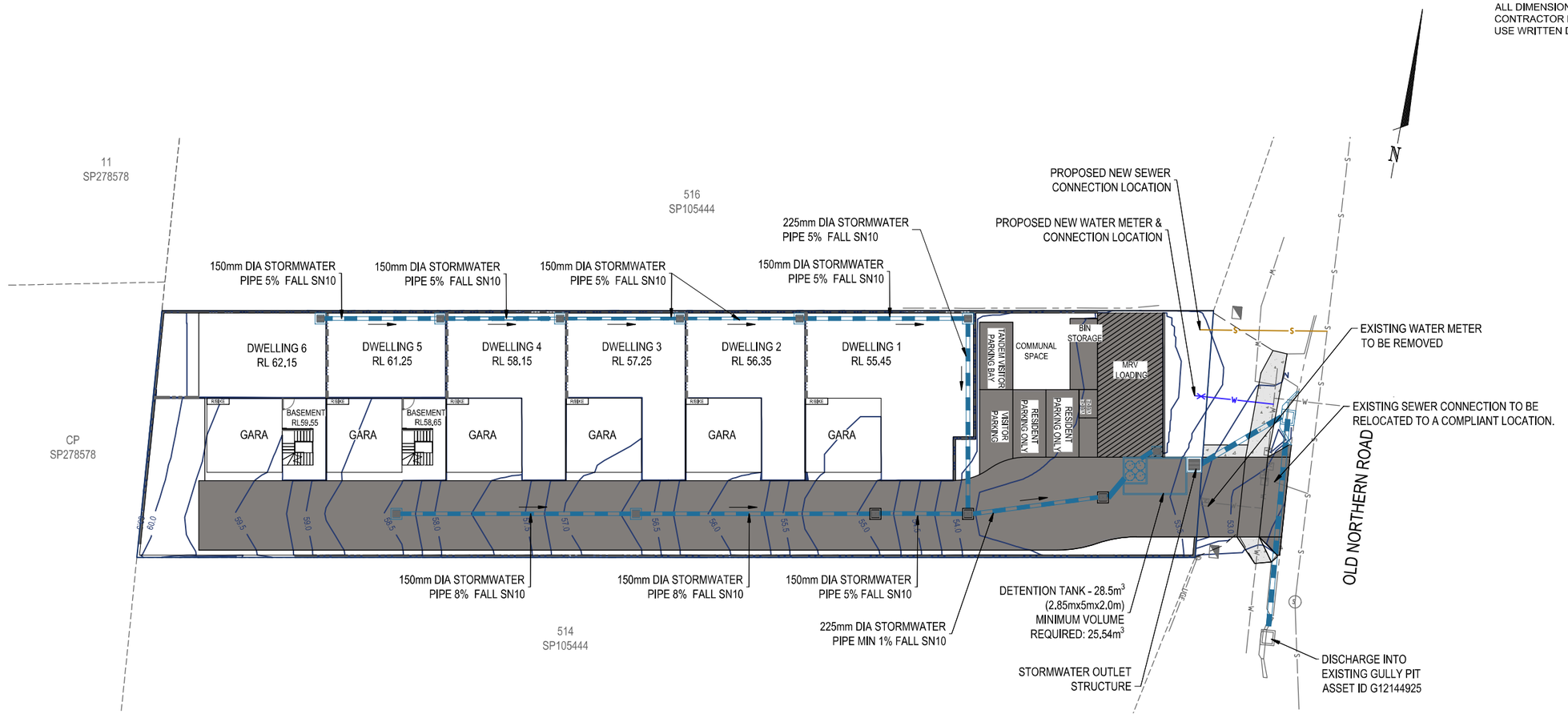

PLAN
SCALE 1:200

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING ELECTRICAL
- PROPOSED/EXISTING RETAINING WALL
- PROPOSED ROAD DRIVEWAY
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED STORMWATER
- DESIGN CONTOURS
- PROPOSED 600x600 STORMWATER FIELD INLET
- PROPOSED 600x600 ATLAN STORMSACKS OR EQUIVALENT
- DIRECTION OF FLOW
- PROPOSED STORMWATER STRUCTURE NUMBER

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
SERVICES LAYOUT PLAN

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
450

REVISION
D

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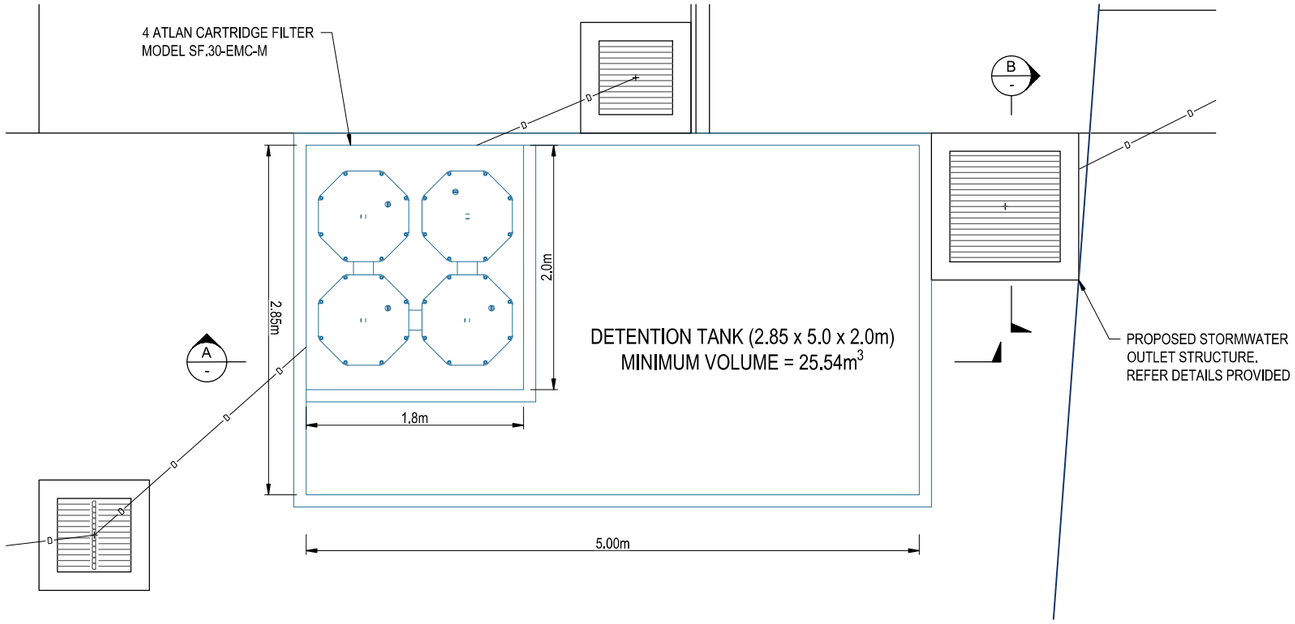
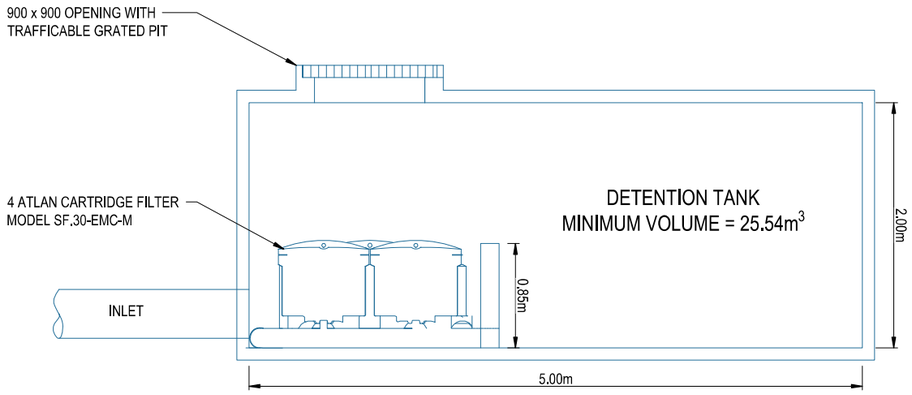
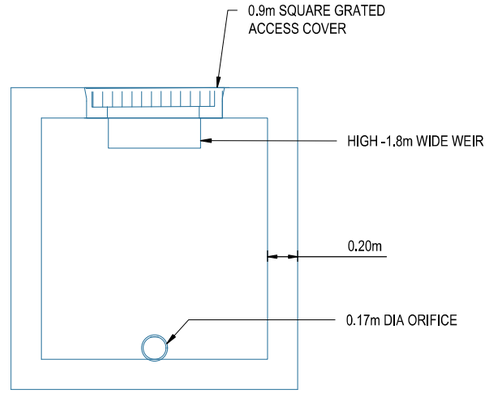


TANK DETAIL
SCALE 1:25



A SECTION
SCALE 1:25



B OSD OUTLET STRUCTURE
SCALE 1:20

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
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APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 0.25 0.5 0.75 1 1.25 1.5 1.75 2
SCALE 1:25 (A1) SCALE 1:50 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
DETENTION TANK DETAIL

SCALE	DATE
1:200 @ A3	08.04.26

DRAWING NO.	REVISION
500	D

DISCLAIMER
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USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.

DETENTION TANK NOTES

1. STORAGE VOLUMES WILL BE ADJUSTED FOR DROWNED ORIFICES.
2. ALL PITS GREATER THAN 1.2m SHALL BE FITTED WITH COUNCIL APPROVED STEP IRONS AT nom 300mm C/C IN A STAGGERED CONFIGURATION AND IN ACCORDANCE WITH AS 4198-1994
3. MINIMUM PIT SIZE 900mm x 900mm, ALL PITS DEEPER THAN 1.2m SHALL BE A MINIMUM SIZE OF 1200mm 1200mm
4. FOR DRIFICE DIAMETERS
   - LESS THAN 150mm:
     PROVIDE MAXI-MESH TRASH SCREEN WITH SUREACE AREA 50 TIMES THAT OF THE DRIFICE OPENING
   - GREATER THAN 150mm:
     PROVIDE WELDLOK F40/203 TRASH SCREEN WITH SURFACE AREA 20 TIMES THAT OF THE ORIFICE OPENING
5. CONCRETE BENCHING INSIDE THE PITS SHALL BE CARRIED OUT POST INSTALLATION OF THE ORIFICE PLATES 9
6. ALL REDUCED LEVELS AND DIAMETERS, DIMENSIONS OR TOLERANCES ARE TO BE NOMINATED BY THE DESIGNER 10.
7. THE ORIFICE PLATE SHALL BE 3mm THICK STAINLESS STEEL FOR DRIFICE SIZES 150mm OR FOR ORIFICES 150mm USE 5mm THICK STAINLESS STEEL WITH SHARP EDGES MACHINED TO 0,5mm ACCURACY FASTENED TO PIT WALL USING "HILTI" (OR APPROVED EQUIVALENT) STAINLESS HSIx1(R) - M6x40 BOLTS 11.
8. THE DOWNSTREAM PIPE DIAMETER SHALL BE AT LEAST 3x ORIFICE DIAMETER. MINIMUM 100mm & HAVE A MIN CAPACITY OF 2x ORIFICE FLOW 12.
9. REFER TO UPRCT "ON-SITE STORMWATER DETENTION HANDBOOK" 4th EDITION DECEMBER 2005
10. THE BASE OF THE DETENTION STORAGE TANK IS TO BE BENCHED TO FALL @ 2% TO THE INVERT OF THE OUTLET POINT
11. OWNERS MUST BE ABLE TO INSPECT CRITICAL PARTS OF THE STORAGE TANK FROM THE SURFACE WITHOUT HAVING TO REMOVE HEAVY ACCESS COVERS. ALL SECTIONS OF THE OSD SHALL HAVE GRATED ACCESS POINTS
12. FOR PITS:
    - LESS THAN THAN 1.2m DEEP OPENINGS MUST BE MINIMUM OF 900mm x 900mm
    - GREATER THAN 1.2m DEEP OPENINGS MUST BE MINIMUM OF 1.2m x 1.2m
13. FOR ALL OTHER ACCESS POINTS TO THE DETENTION TANK THE MINIMUM OPENING SIZE IS 900mm x 900mm
14. ALL OPENINGS SHALL BE COVERED BY A HINGED GALVANISED MILD STEEL GRATE AND FRAME AND FITTED WITH CHILD PROOF LOCKS
15. DETENTION STORAGE ACCESS GRATES TO THE BELOW GROUND OSD ARE TO BE POSITIONED SUCH THAT THE MAXIMUM REACH FROM ANY POINT IN THE TANK TO THE NEAREST GRATE IS DETERMINED BY THE TABLE BELOW

DEPTH OF TANK	LENGTH OF REACH
0.5m - 0.7m	1.5m
0.7m -1m	2m
1m -1.5m	3m
1.5m -2m	4m
>2m	6m

16. FOR BELOW GROUND OSD TANKS AS SHOWN ON SHEET 19 THE MINIMUM INTERNAL HEIGHT IS TO BE A MINIMUM OF 0.5m FOR EASE OF MAINTENANCE AND SAFE WORK SPACE REQUIREMENTS.
17. THE SAME ACCESS REQUIREMENTS AS IN NOTE 16. APPLY TO FILTER STORAGE AREAS WHERE USED. SEE SHEET 20
18. THE MINIMUM ORIFICE SIZE SHALL BE 25mm DIA.
19. STRUCTURAL DESIGN OF OSD STORAGE TO BE DESIGNED BY A QUALIFIED ENGINEER
20. CONFINED SPACE ENTRY REQUIREMENTS APPLY.
21. UNDERGROUND OSD EMERGENCY OVERFLOW WEIR SHALL BE DESIGNED TO CONVEY 100 YEAR ARI, 5 MINUTE STORM EVENT AND BE A MINIMUM HEIGHT OF 100mm

CONFINED SPACE DANGER SIGN

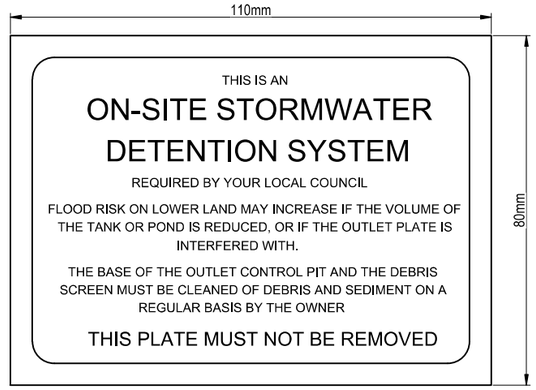
NOTES

1. A CONFINED SPACE DANGER SIGN` SHALL BE PLACED NEXT TO EACH AND EVERY ACCESS POINT SO THAT THEY ARE VISIBLE TO PERSONS ENTERING ANY BELOW GROUND TANK OR PIT.
2. COLOURS:
   - "DANGER" AND BACKGROUND - WHITE
   - ELLIPTICAL ARE - RED
   - RECTANGLE CONTAINING ELLIPSE - BLACK
   - LETTERING AND BORDER - BLACK
3. MINIMUM DIMENSIONS OF THE SIGN:
   - LARGE ENTRIES - 300mm x 450mm
   - SMALL ENTRIES - 250mm x 180 mm
4. SIGN TO BE MADE FROM COLOUR BONDED ALUMINIUM OR POLYPROPYLENE
5. SIGN FIXED USING HOLL TI CHEMSETS OR EXPOXY

ON SITE STORMWATER
DETENTION WARING SIGN

NOTES

1. SIGN SHALL BE PLACED IN A CLEAR AND VISIBLE LOCATION AT EACH DETENTION.
2. COLOURS:
   - TRIANGLE AND "WARING" - RED
   - WATER - BLUE
   - FIGURE AND LETTERING - BLACK
3. SIGN TO BE MADE FROM COLOUR BONDED ALUMINUM OR POLYPROPYLENE.
4. SIGN FIXED USING HILTI CHEMSETS OR EXPOXY



ON SITE STORMWATER
DETENTION SYSTEM SIGN

NOTES

1. CORNERS SQUARE
2. COLOURS: ETCHED AND FILLED BLACK LEGEND ON A NATURAL SILVER BACKGROUND.
3. CONSTRUCTED FROM ALUMINIUM 0.9mm MILL
4. THIS SIGN SHALL BE PLACED IN A VISIBLE LOCATION NEAR A DISCHARGE CONTROL PIT OR AT THE ACCESS TO ONE.
5. SIGN FIXED USING HILTI CHEMSETS OR EPOXY

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

DRAWING STATUS
ISSUED FOR APPROVAL

APPROVED
BY: AHMED GADALLA **RPEQ:** 35699
DATE: 08.04.26
SIGN:

A&E Direct Consulting
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477 Boundary Street, Springhill, Brisbane, QLD 4000
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www.aedirectconsulting.com

CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
DETENTION TANK NOTES

SCALE
1: @ A3

DATE
08.04.26

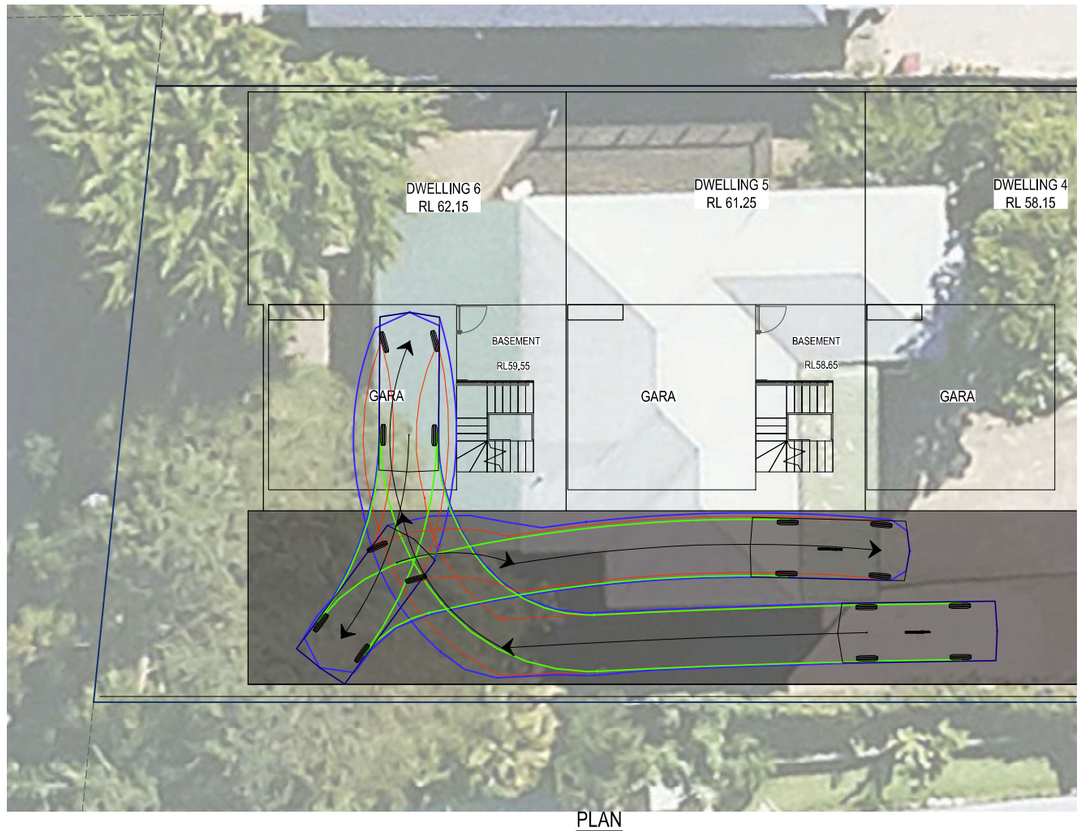
DRAWING NO.
501

REVISION
D

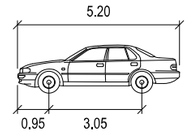
Appendix B:
Swepth Path Assessment

DISCLAIMER
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.

PLAN
SCALE 1:200



PLAN
SCALE 1:200



B99

		meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	33.9

LEGEND
VEHICLE BODY ENVELOPE
WHEELS SWEPT PATH

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
TURNING PATH PLAN - SHEET 1 OF 2

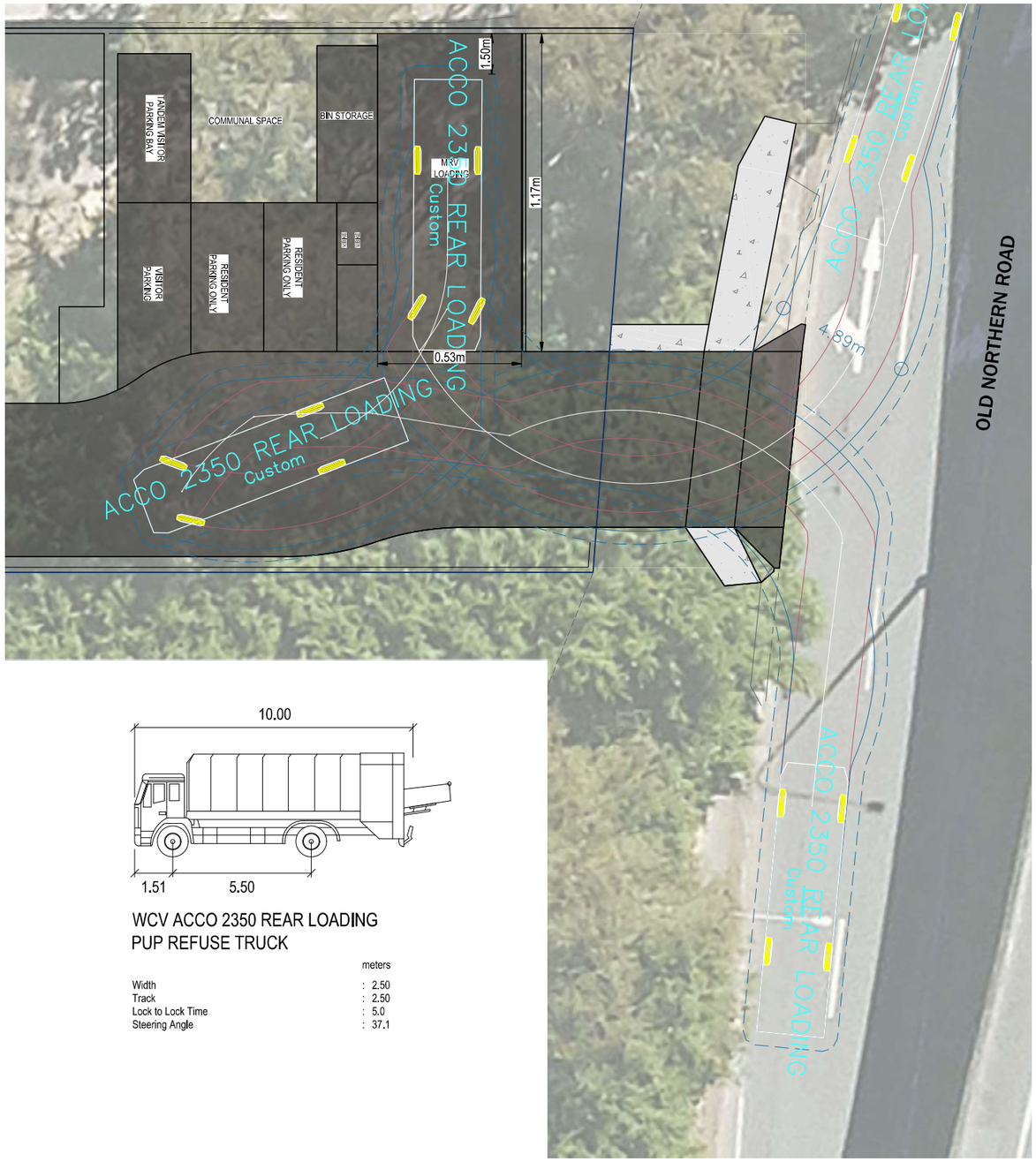
SCALE
1:200 @ A3

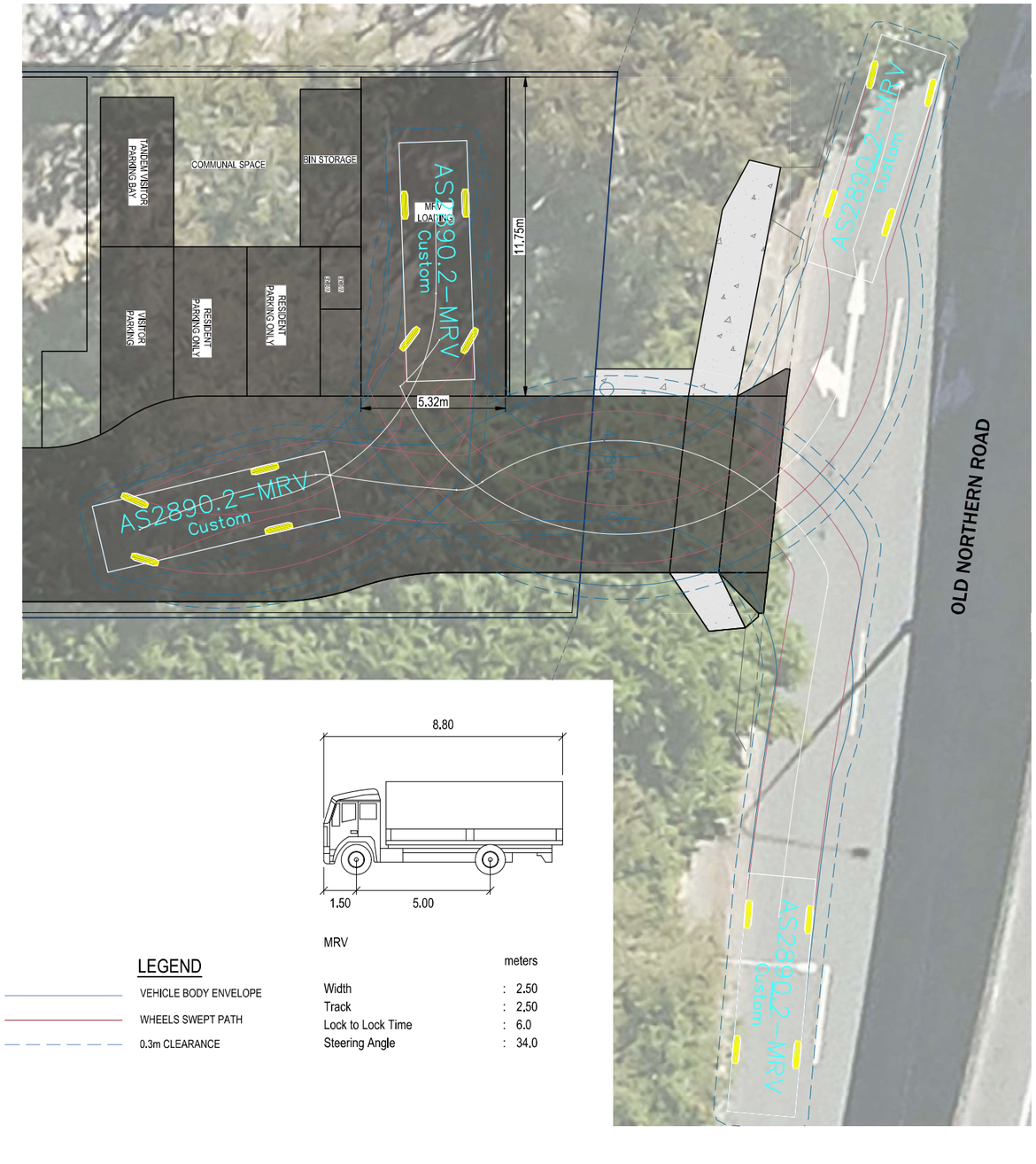
DATE
08.04.26

DRAWING NO.
901

REVISION
D

DISCLAIMER
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.





WCV ACCO 2350 REAR LOADING
PUP REFUSE TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 5.0
Steering Angle	: 37.1

MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

LEGEND

- VEHICLE BODY ENVELOPE
- WHEELS SWEPT PATH
- 0.3m CLEARANCE

PLAN
SCALE 1:200

PLAN
SCALE 1:200

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
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C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

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CLIENT DETAILS
ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

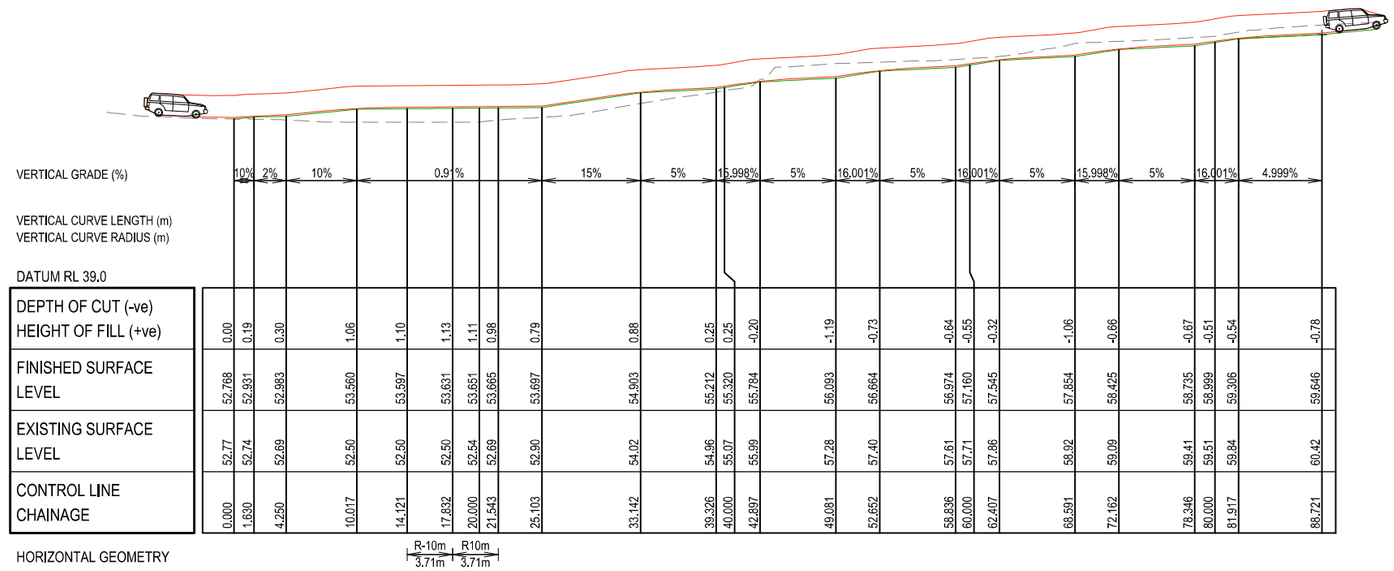
PROJECT NUMBER
2406003

DRAWING DETAILS
TURNING PATH PLAN - SHEET 2 OF 2

SCALE	DATE
1:100 @ A3	08.04.26

DRAWING NO.	REVISION
902	D

DISCLAIMER
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION.
USE WRITTEN DIMENSIONS ONLY, DO NOT SCALE.



LEGEND
VEHICLE BODY ENVELOPE
DESIGN SURFACE

ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE	REVISION DETAILS
A	VL	VL	EC	AG	23.08.24	ORIGINAL ISSUE
B	VL	VL	EC	AG	28.02.25	COUNCIL RFI
C	MN	HN	EC	AG	24.10.25	COUNCIL RFI
D	MN	HN	EC	AG	08.04.26	COUNCIL RFI

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ANAYA PROPERTY PTY LTD

SCALE
0 1 2 3 4 5 6 7 8
SCALE 1:100 (A1) SCALE 1:200 (A3)

PROJECT DETAILS
194 OLD NORTHTHERN RD
EVERTON PARK

PROJECT NUMBER
2406003

DRAWING DETAILS
DRIVEWAY VETICAL CHECKING

SCALE
1:200 @ A3

DATE
08.04.26

DRAWING NO.
903

REVISION
D