

Our Reference: 6847878

19 February 2021



John Beveridge  
Dennis Price & Miller  
22 Business Park Drive  
Notting Hill VIC 3168

Dear John,

**PA2015/4832 Modeina Estate Stage 20 – Engineering Plans – Approval Letter**

The above mentioned plans, received by Council on 12 February 2021, are approved.  
Please find attached the approved stamped road and drainage plans.

Council believes the list below represents the latest plan submission:

| Drawing No.   | Sheet | Revision |
|---------------|-------|----------|
| 1275/20/NE/1  | 1     | C1       |
| 1275/20/NE/2  | 2     | C1       |
| 1275/20/NE/3  | 3     | C1       |
| 1275/20/NE/4  | 4     | C1       |
| 1275/20/NE/5  | 5     | C1       |
| 1275/20/NE/6  | 6     | C1       |
| 1275/20/NE/7  | 7     | C1       |
| 1275/20/NE/8  | 8     | C1       |
| 1275/20/NE/9  | 9     | C1       |
| 1275/20/NE/10 | 10    | C1       |
| 1275/20/NE/11 | 11    | C1       |
| 1275/20/NE/12 | 12    | C1       |
| 1275/20/NE/13 | 13    | C1       |
| 1275/20/NE/14 | 14    | C1       |
| 1275/20/NE/15 | 15    | C1       |
| 1275/20/NE/16 | 16    | C1       |
| 1275/20/NE/17 | 17    | C1       |
| 1275/20/NE/18 | 18    | C1       |

The approval is subject to compliance of all statutory and legal obligations and granted with the understanding that the engineering consultant, developer and land owner take full responsibility for the design contained in the approved engineering plans.

**Please note the following:**

- The approval of these plans is valid for one year. Where construction does not commence within that time, the plans must be resubmitted to Council for assessment

using applicable engineering standards at the time of resubmission. New plan checking fees will also be applicable.

- No construction works can commence outside the development's property boundaries unless or until consent is provided by the adjoining land owner.
- A 'Consent to Work Within a Road Reserve' must be applied for. The form is available on Melton Council's website link.

<https://www.melton.vic.gov.au/Services/Building-Planning-Transport/Engineering/Engineering-applications>

- A Traffic Management Plan must be submitted where works will occur on existing roads, and where the works are traffic impact works, it must be approved by Council's Traffic team before works commence. The form is available on Melton Council's website link <https://www.melton.vic.gov.au/Services/Building-Planning-Transport/Engineering/Engineering-applications>
- Construction works must not commence on site until all relevant planning permit conditions have been satisfied. Email queries to [planningsupport@melton.vic.gov.au](mailto:planningsupport@melton.vic.gov.au) T: 9747 7200.
- All Service Authority plans must be approved by the responsible authorities prior to the subbase of the road pavement being constructed. Included plans are:
  - Water main reticulation plans including the location and capacity (pressure and flow) of fire hydrants and hydrant mains;
  - Sewer main reticulation plans;
  - Recycled water reticulation plans (where applicable);
  - Public Lighting plans, utilising Public Lighting Guidelines and form on [www.melton.vic.gov.au/Infrastructure-Planning](http://www.melton.vic.gov.au/Infrastructure-Planning); and
  - Other relevant service plans, as applicable.

The above plans must be submitted in PDF format (one email per type of plan) to [serviceauthority@melton.vic.gov.au](mailto:serviceauthority@melton.vic.gov.au)

- If required as part of the planning permit conditions for the above mentioned project, Construction Environmental Management plans (CEMP) must be submitted to Council *prior* to requesting a Civil Works pre-commencement meeting. Please note that plans should:
  - Include Planning Permit Application and Planning Permit Condition # - PAXXXX/XXXX
  - Adhere to requirements of endorsed planning permit conditions.
  - Be simply presented and easy to understand.
  - Include an overall site context plan which shows where the site is located  
*E.g. roads labelled*
  - Address all relevant environmental risks of the works.
  - Include haulage route.
  - **Include statements:**
    - A water truck will be available for dust suppression on site *at all times* and at the direction of the Council Construction Supervisor.
    - Working hours will be 7.00am or sunrise, whichever is the latter to 5.00pm week days.

- Exclude any reference to use of straw bales, as not best practice.
  - Be In PDF format (to appropriate scale) from original document.
- Note:** do not scan document into PDF, as can be illegible.

Please submit CEMP with relevant information to Email: [emp@melton.vic.gov.au](mailto:emp@melton.vic.gov.au)

- A Pre-commencement Meeting Application must be emailed to Council to request approval to start work via Email: [construction@melton.vic.gov.au](mailto:construction@melton.vic.gov.au)
- As Constructed (As Con) plans must be received by Council prior to requesting a Practical Completion (PC) Inspection. To proceed, submit a PC Application form to Email: [construction@melton.vic.gov.au](mailto:construction@melton.vic.gov.au)
- Where required by planning permit conditions, A-SPEC digital data should be submitted and *verified* as correct by Council's Asset Management/GIS team prior to the Statement of Compliance (SOC) being issued. Submit A-Spec data to Email: [assetspecs@melton.vic.gov.au](mailto:assetspecs@melton.vic.gov.au)

All correspondence submitted to Council must include a covering letter detailing:

- ✓ Full business name, address, contact name, email and telephone number for responses;
- ✓ Planning Application Number (PAXXXX/XXXX);
- ✓ Estate name and Stage # or Project Name and address;
- ✓ Description of submission (E.g. Construction Environmental Management Plan) and any changes/ response to prior Council correspondence;

Submissions should follow processes outlined above and utilise forms on website [www.melton.vic.gov.au/Infrastructure-Planning](http://www.melton.vic.gov.au/Infrastructure-Planning) unless another web link is listed.

Should you have any queries, please contact me at Email: [pengh@melton.vic.gov.au](mailto:pengh@melton.vic.gov.au) or T: 03 9747 7200.

Regards,

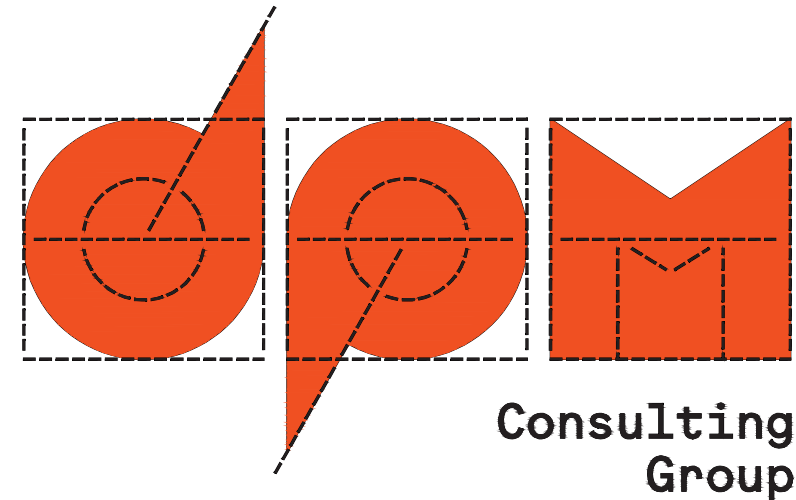
A handwritten signature in black ink, appearing to be 'Peng Hua', written in a cursive style.

PENG HUA  
**DEVELOPMENT ENGINEER**

# MODEINA STAGE 20

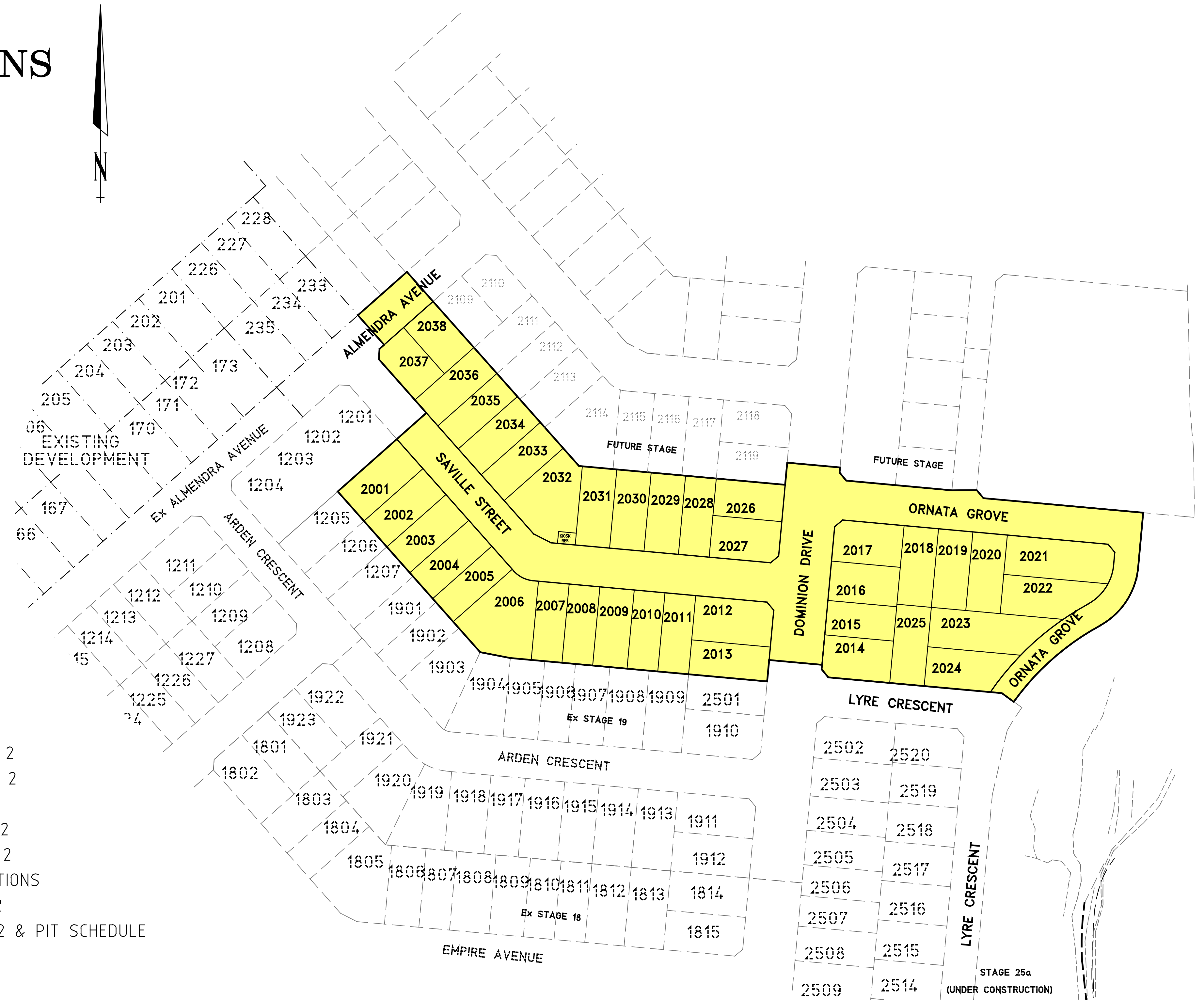
## ROADS & DRAINAGE PLANS CITY OF MELTON

22 Business Park Drive Notting Hill 3168  
A.C.N. 006 550 803  
E: consulting@dpmvic.com.au  
W: www.dpmvic.com.au  
T: (03) 9538 5000



### DRAWING INDEX

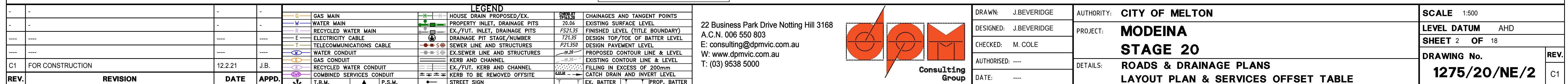
|               |                                                              |
|---------------|--------------------------------------------------------------|
| 1275/20/NE/1  | COVER SHEET AND LOCALITY PLAN                                |
| 1275/20/NE/2  | LAYOUT PLAN & SERVICES OFFSET TABLE                          |
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| 1275/20/NE/8  | DOMINION DRIVE - CROSS SECTIONS                              |
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| 1275/20/NE/16 | DRAINAGE LONGITUDINAL SECTIONS - SHEET 1 OF 2                |
| 1275/20/NE/17 | DRAINAGE LONGITUDINAL SECTIONS - SHEET 2 OF 2 & PIT SCHEDULE |
| 1275/20/NE/18 | SIGNAGE & LINEMARKING PLAN                                   |

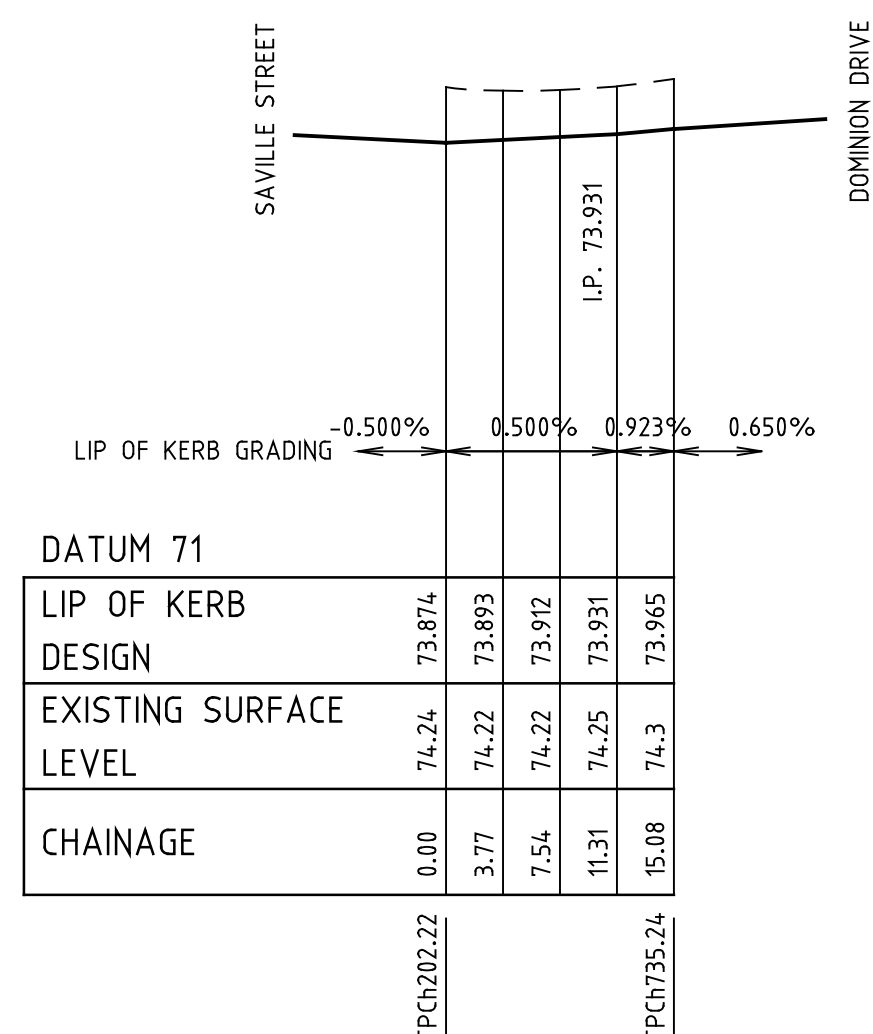


**PRELIMINARY**

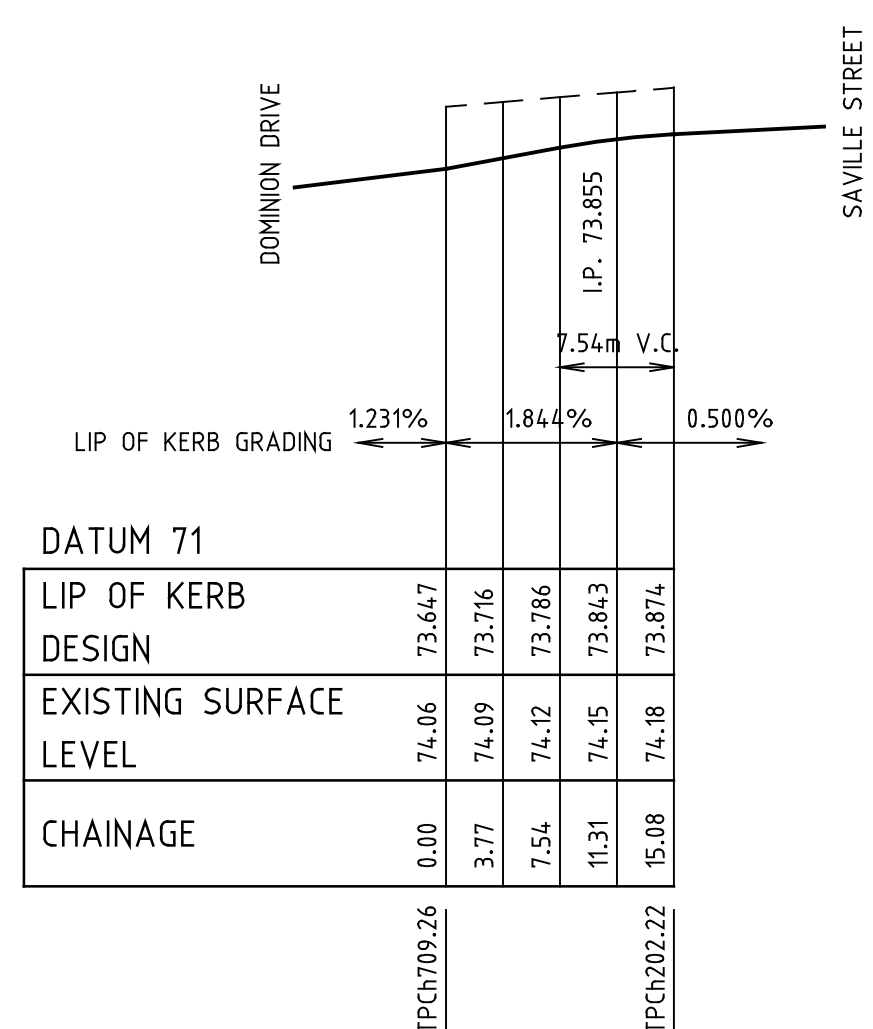
DRAWING No. 1275/20/NE/1

MELWAYS REF. 25 A1

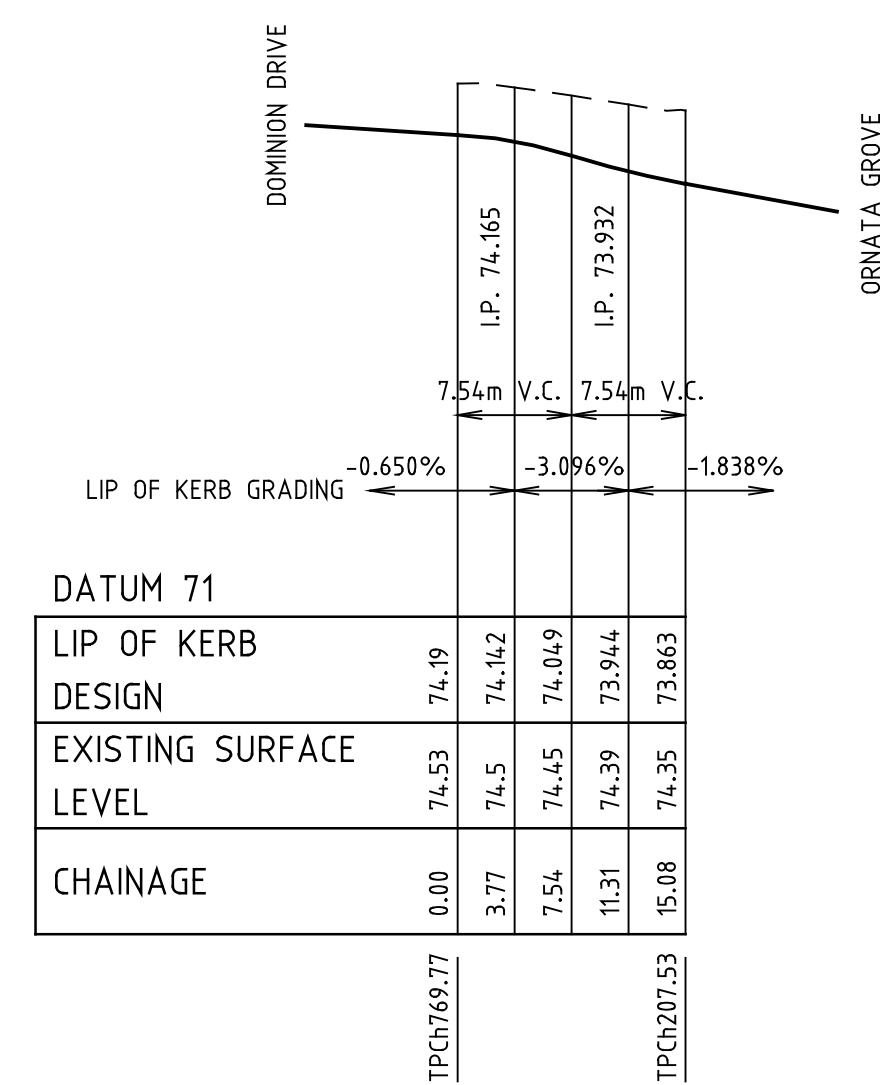
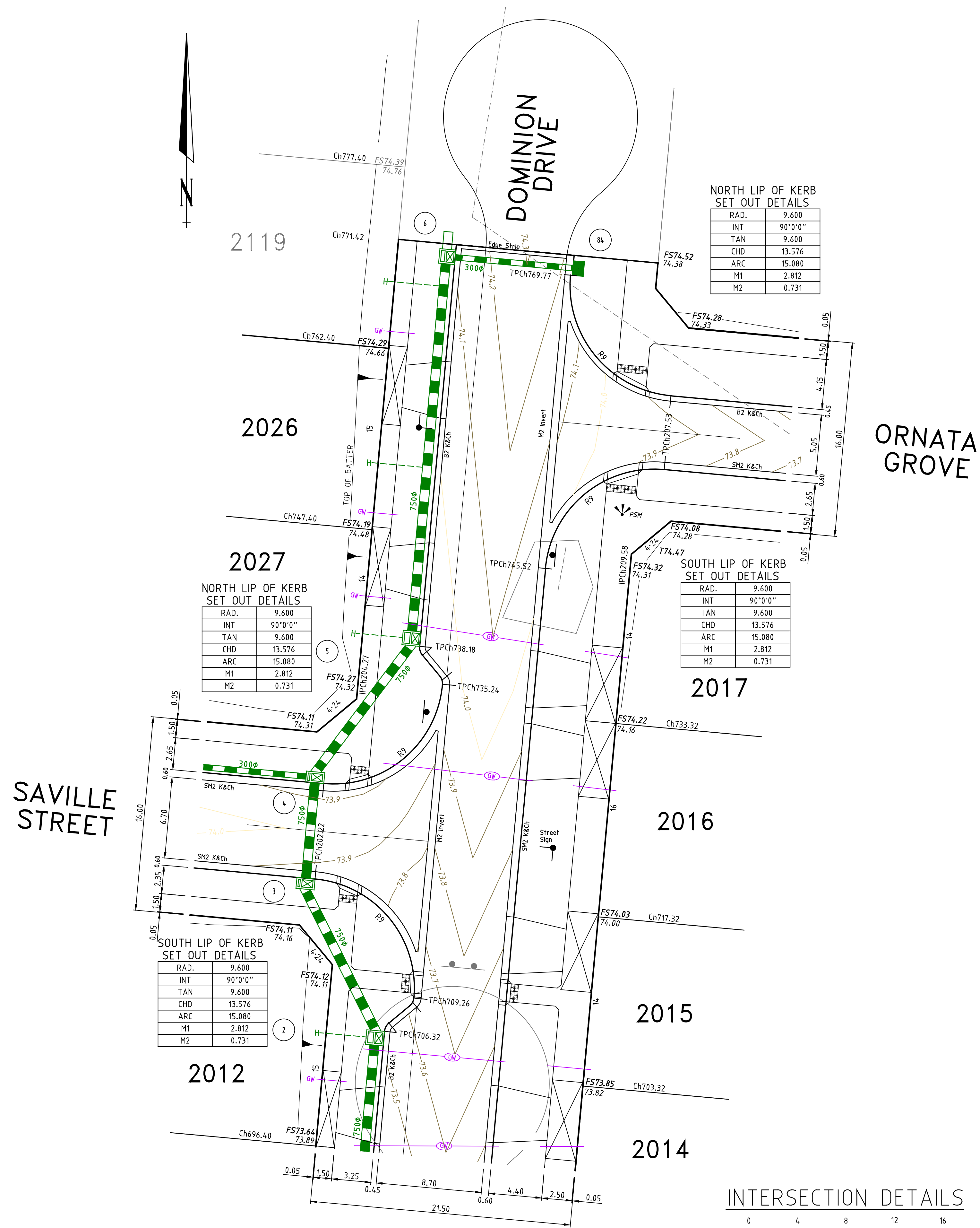




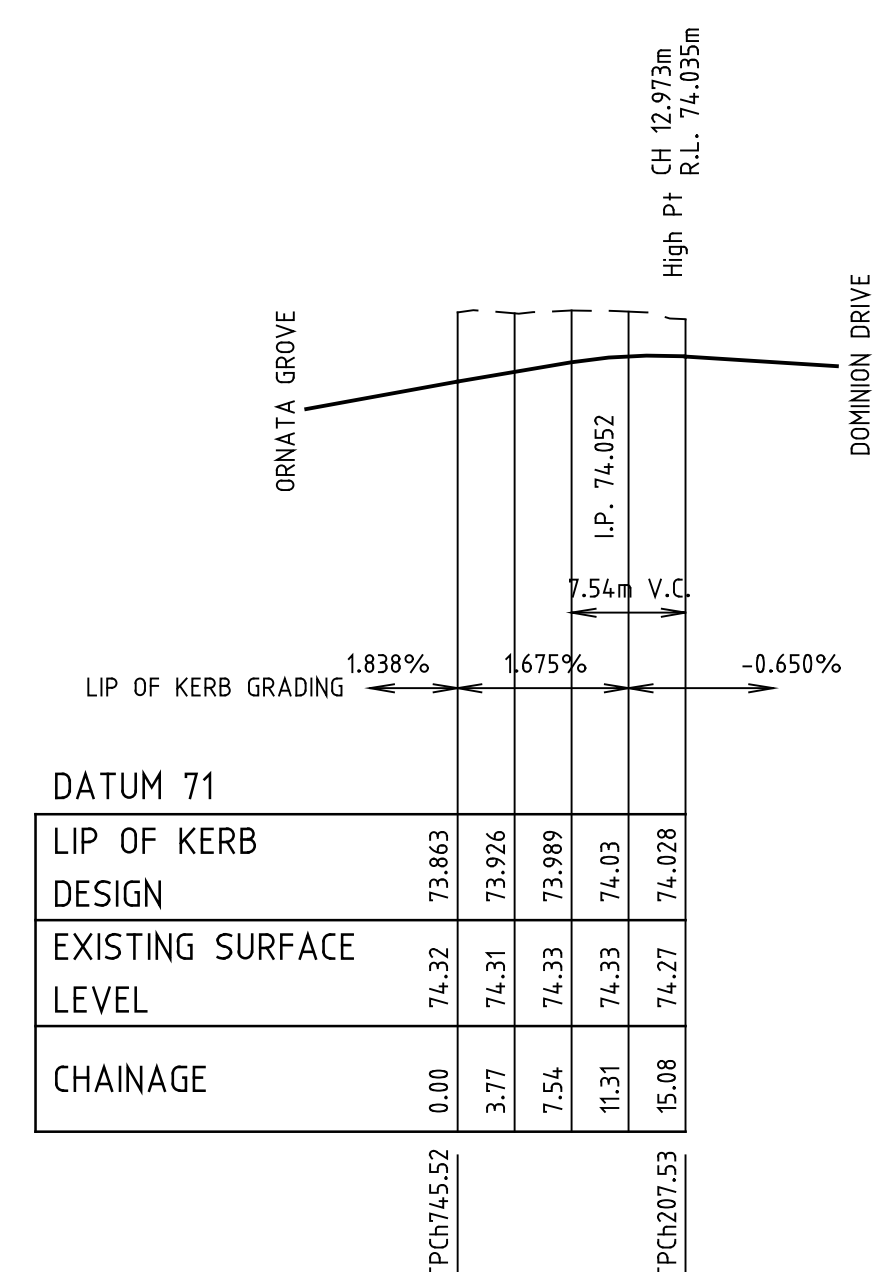
NORTH LIP OF KERB  
LONGITUDINAL SECTION



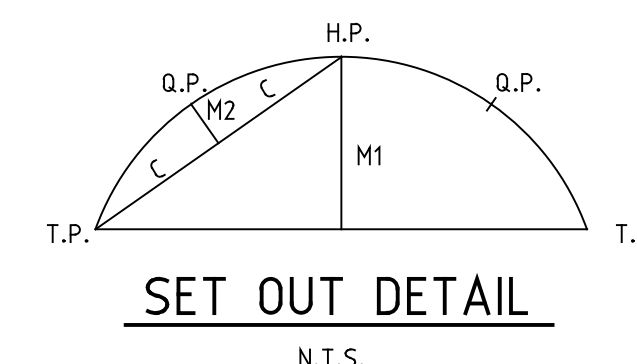
SOUTH LIP OF KERB  
LONGITUDINAL SECTION



NORTH LIP OF KERB  
LONGITUDINAL SECTION



SOUTH LIP OF KERB  
LONGITUDINAL SECTION



## INTERSECTION DETAILS

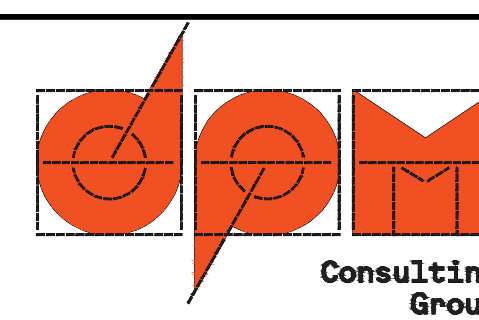


SCALE 1:200 AT A1 SIZE

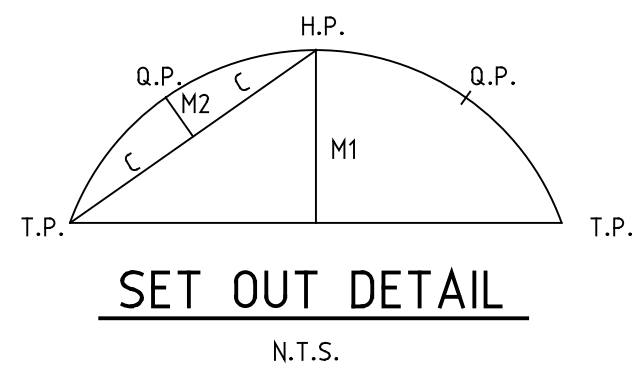
FOR CONSTRUCTION

|      |                  |         |       | LEGEND |                           |  |                                |
|------|------------------|---------|-------|--------|---------------------------|--|--------------------------------|
|      |                  |         |       |        |                           |  |                                |
|      |                  |         |       |        | GAS MAIN                  |  | HOUSE DRAIN PROPOSED/EX.       |
|      |                  |         |       |        | WATER MAIN                |  | PROPERTY INLET, DRAINAGE PITS  |
|      |                  |         |       |        | RECYCLED WATER MAIN       |  | EX./FUT. INLET, DRAINAGE PITS  |
|      |                  |         |       |        | ELECTRICITY CABLE         |  | FINISHED LEVEL (TYP.) BOUNDARY |
|      |                  |         |       |        | TELECOMMUNICATIONS CABLE  |  | DESIGN TOP/TOE OF BATTER LEVEL |
|      |                  |         |       |        | WATER CONDUIT             |  | DESIGN PAVEMENT LEVEL          |
|      |                  |         |       |        | GAS CONDUIT               |  | PROPOSED CONTOUR LINE & LEVEL  |
|      |                  |         |       |        | RECYCLED WATER CONDUIT    |  | EXISTING CONTOUR LINE & LEVEL  |
|      |                  |         |       |        | COMBINED SERVICES CONDUIT |  | FILLING IN EXCESS OF 200mm     |
|      |                  |         |       |        |                           |  | CATCH DRAIN AND INVERT LEVEL   |
|      |                  |         |       |        |                           |  |                                |
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  |        |                           |  |                                |
| REV. | REVISION         | DATE    | APPD. |        |                           |  |                                |

22 Business Park Drive Notting Hill 3168  
A.C.N. 006 550 803  
E: [consulting@dpmvic.com.au](mailto:consulting@dpmvic.com.au)  
W: [www.dpmvic.com.au](http://www.dpmvic.com.au)  
T: (03) 9538 5000



|                       |                                            |                     |
|-----------------------|--------------------------------------------|---------------------|
| DRAWN: J.BEVERIDGE    | AUTHORITY: CITY OF MELTON                  | SCALE 1:200         |
| DESIGNED: J.BEVERIDGE | PROJECT: <b>MODEINA</b>                    | LEVEL DATUM AHD     |
| CHECKED: M. COLE      | <b>STAGE 20</b>                            | SHEET 3 OF 18       |
| AUTHORISED: ----      | DETAILS: <b>ROADS &amp; DRAINAGE PLANS</b> | DRAWING No.         |
| DATE: ----            | <b>INTERSECTION DETAILS - SHEET 1 OF 2</b> | <b>1275/20/NE/3</b> |



NOTE:  
PARKING BAYS ARE TO BE CONSTRUCTED  
IN ACCORDANCE WITH MCC 204.

ORNATA  
GROVE

|                                      |         |
|--------------------------------------|---------|
| SOUTH LIP OF KERB<br>SET OUT DETAILS |         |
| RAD.                                 | 8.600   |
| INT                                  | 90°0'0" |
| TAN                                  | 8.600   |
| CHD                                  | 12.162  |
| ARC                                  | 13.509  |
| M1                                   | 2.519   |
| M2                                   | 0.655   |

2021

2022

2023

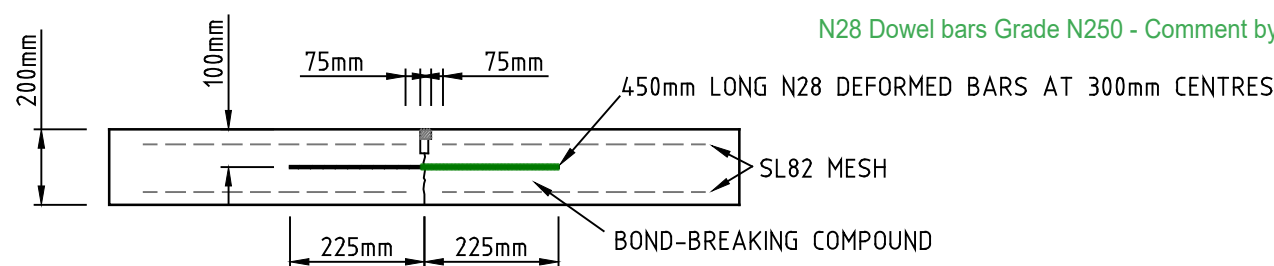
2024

|                                      |         |
|--------------------------------------|---------|
| NORTH LIP OF KERB<br>SET OUT DETAILS |         |
| RAD.                                 | 8.550   |
| INT                                  | 90°0'0" |
| TAN                                  | 8.550   |
| CHD                                  | 12.092  |
| ARC                                  | 13.430  |
| M1                                   | 2.504   |
| M2                                   | 0.651   |

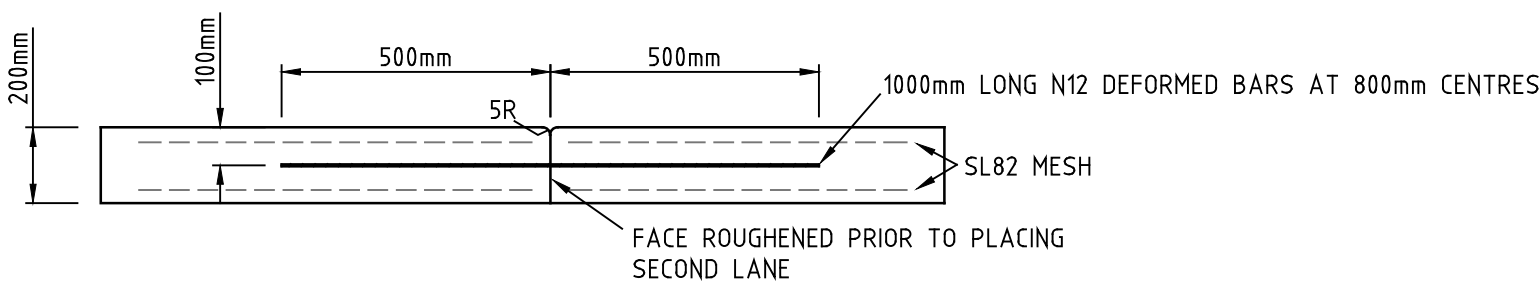
EXISTING NATIVE VEGETATION  
TO BE RETAINED - NO GO ZONE

LEGEND

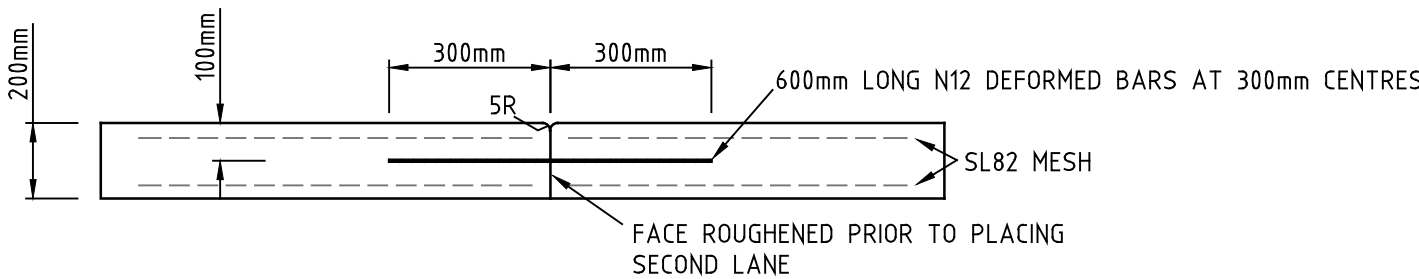
- TCJ TCJ - TRANSVERSE CONTRACTION JOINT AS PER DETAIL
- LCJ LCJ - LONGITUDINAL CONTRACTION JOINT AS PER DETAIL
- IJ IJ - ISOLATION JOINT
- CJ CJ - TIED CONSTRUCTION JOINT



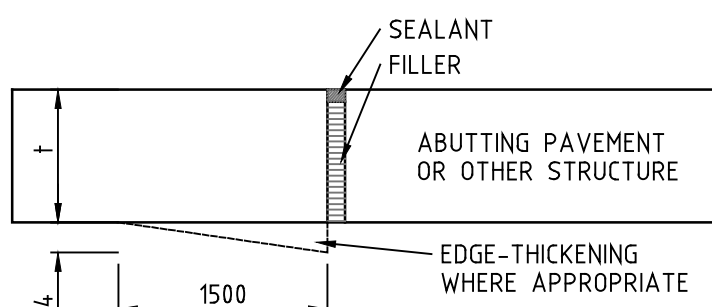
TCJ - TRANSVERSE CONTRACTION JOINT DETAIL  
NOT TO SCALE



LCJ - LONGITUDINAL CONTRACTION JOINT DETAIL  
NOT TO SCALE



CJ - TIED CONSTRUCTION JOINT DETAIL  
NOT TO SCALE



IJ - ISOLATION JOINT DETAIL  
NOT TO SCALE

N28 Dowel bars Grade N250 - Comment by Peng Hua (Melton City Council)

INTERSECTION DETAILS



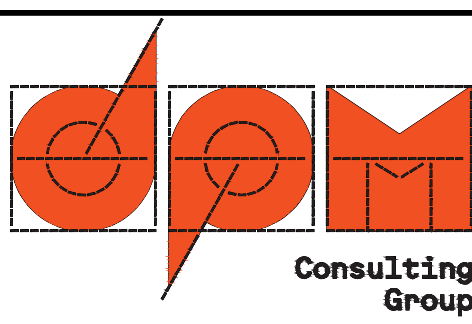
JOINTING DETAILS



FOR CONSTRUCTION

|      |                  |         |       | LEGEND                                                                              |                           |                                                                                     |                               |                                                                                     |                                 |
|------|------------------|---------|-------|-------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------------------------------------|---------------------------------|
| -    | -                | -       | -     |  | GAS MAIN                  |  | HOUSE DRAIN PROPOSED/EX.      |  | CHAINAGES AND TANGENT POINTS    |
| -    | -                | -       | -     |  | WATER MAIN                |  | PROPERTY INLET, DRAINAGE PITS |  | EXISTING SURFACE LEVEL          |
| -    | -                | -       | -     |  | RECYCLED WATER MAIN       |  | EX./FUT. INLET, DRAINAGE PITS |  | FINISHED LEVEL (TITLE BOUNDARY) |
| -    | -                | -       | -     |  | ELECTRICITY CABLE         |  | DRAINAGE PIT STAGE/NUMBER     |  | DESIGN TOP/TOE OF BATTER LEVEL  |
| -    | -                | -       | -     |  | TELECOMMUNICATIONS CABLE  |  | SEWER LINE AND STRUCTURES     |  | DESIGN PAVEMENT LEVEL           |
| -    | -                | -       | -     |  | WATER CONDUIT             |  | EX. SEWER LINE AND STRUCTURES |  | PROPOSED CONTOUR LINE & LEVEL   |
| -    | -                | -       | -     |  | GAS CONDUIT               |  | KERB AND CHANNEL              |  | EXISTING CONTOUR LINE & LEVEL   |
| -    | -                | -       | -     |  | RECYCLED WATER CONDUIT    |  | EX./FUT. KERB AND CHANNEL     |  | FILLING IN EXCESS OF 200mm      |
| -    | -                | -       | -     |  | COMBINED SERVICES CONDUIT |  | KERB TO BE REMOVED OFFSITE    |  | CATCH DRAIN AND INVERT LEVEL    |
| -    | -                | -       | -     |  | T.B.M.                    |  | STREET SIGN                   |  | EX. BATTER                      |
| -    | -                | -       | -     |  |                           |  |                               |  | PROP. BATTER                    |
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  |  |                           |  |                               |  |                                 |
| REV. | REVISION         | DATE    | APPD. |  |                           |  |                               |  |                                 |

22 Business Park Drive Notting Hill 3168  
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W: www.dpmvic.com.au  
T: (03) 9538 5000



DRAWN: J.BEVERIDGE  
DESIGNED: J.BEVERIDGE  
CHECKED: M. COLE  
AUTHORISED: ----  
DATE: ----

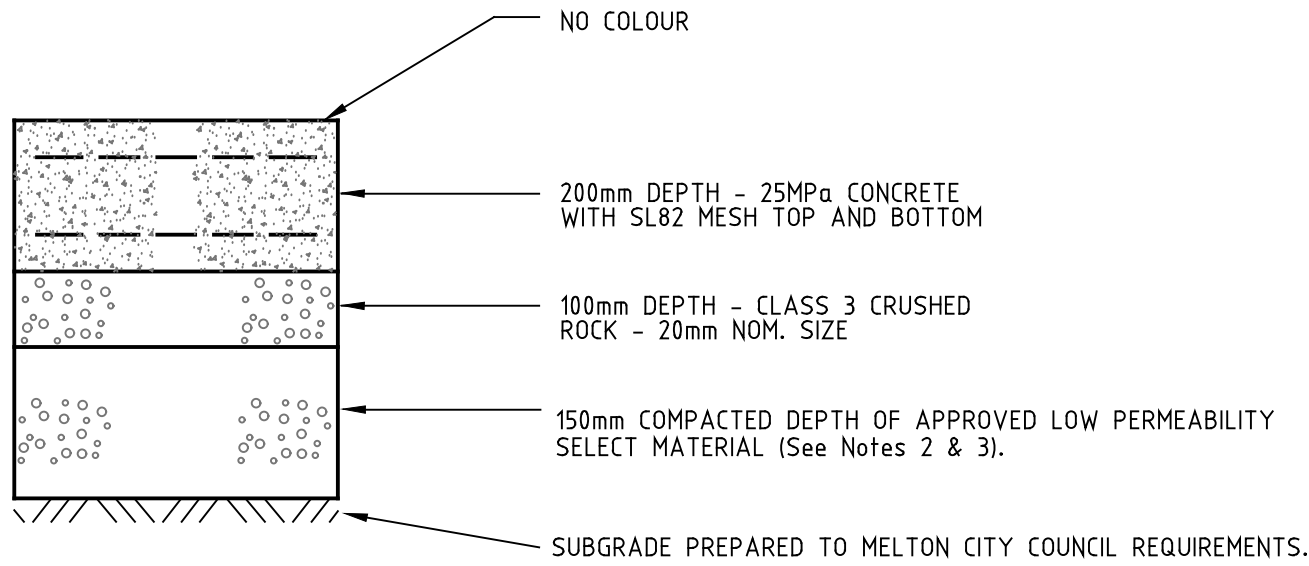
AUTHORITY: CITY OF MELTON  
PROJECT: MODEINA  
STAGE 20  
DETAILS: ROADS & DRAINAGE PLANS  
INTERSECTION DETAILS - SHEET 2 OF 2

SCALE 1:200  
LEVEL DATUM AHD  
SHEET 4 OF 18  
DRAWING No. 1275/20/NE/4  
REV. C1

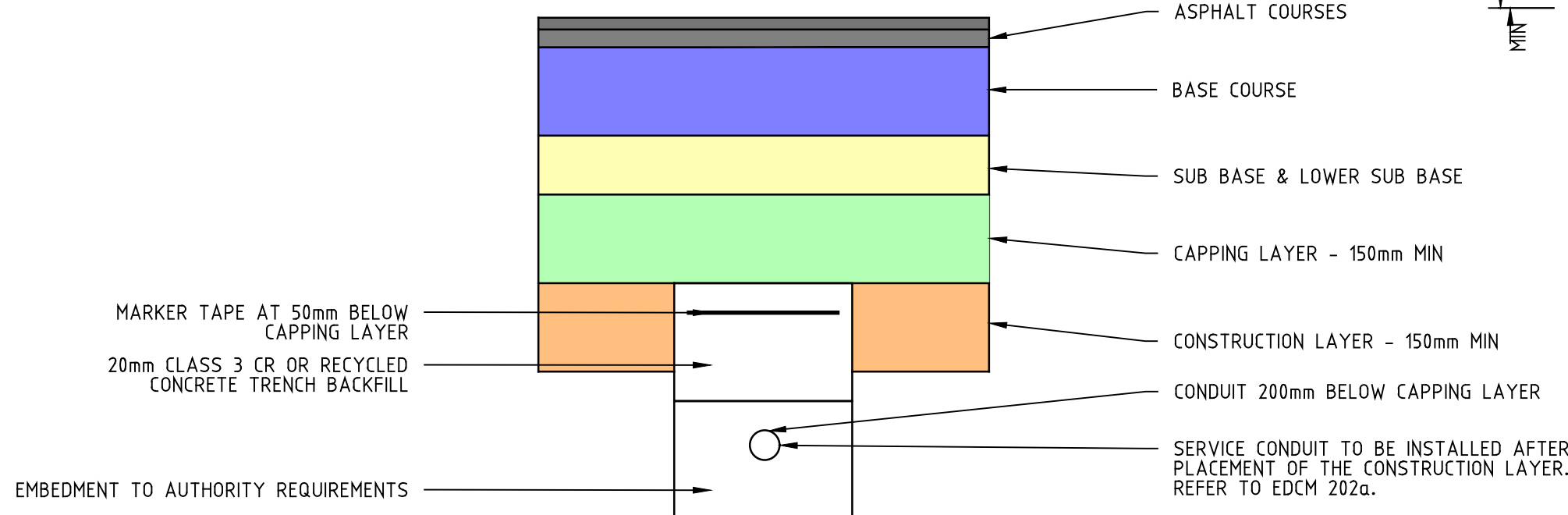
GENERAL NOTES

- ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE GROWTH AREAS AUTHORITY (G.A.A.) ENGINEERING DESIGN AND CONSTRUCTION MANUAL FOR SUBDIVISION IN GROWTH AREAS (APRIL 2010) AND TO THE SATISFACTION OF THE CITY OF MELTON'S CHIEF EXECUTIVE OFFICE OR HIS/HER NOMINATED REPRESENTATIVE. COUNCIL'S SENIOR SUBDIVISION APPROVALS ENGINEER IS TO BE NOTIFIED IN WRITING, SEVEN (7) DAYS PRIOR TO THE COMMENCEMENT OF WORKS.
- THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR SEVEN DAYS PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT.
- CHAINAGES REFER TO CENTRELINE OF ROAD RESERVE UNLESS INDICATED OTHERWISE.
- THE NATURE STRIPS AND CUT OR FILLED AREAS ON ALLOTMENTS ARE TO BE TOPSOILED WITH 100mm OF APPROVED MATERIAL. IF THE STRIPPED MATERIAL ON SITE IS NOT SUITABLE, THE TOPSOIL SHALL BE IMPORTED AT THE CONTRACTOR'S EXPENSE.
- ALL ALLOTMENTS SHALL BE SMOOTHED, GRADED AND SHAPED TO AN EVEN SURFACE WITH A MINIMUM FALL OF 1 in 150 TO THE DRAINAGE OUTLET SHOWN.
- ALL EASEMENT DRAINS ARE TO BE OFFSET 1.00m FROM PROPERTY BOUNDARY UNLESS OTHERWISE SHOWN.
- ALL DRAINAGE PIPES UNDER ROAD PAVEMENTS, FOOTPATHS OR DRIVEWAYS, ETC. SHALL BE BACKFILLED WITH FINE CRUSHED ROCK IN ACCORDANCE WITH THE CITY OF MELTON ROAD & DRAINAGE SPECIFICATION.
- UPON COMPLETION OF CONSTRUCTION THE WHOLE SITE SHALL BE CLEANED UP, GRADED AND ALL RUBBISH REMOVED AND LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT.
- TELECOMMUNICATIONS CONDUITS WILL BE SUPPLIED AND LAID BY OTHERS AND THE TRENCHES EXCAVATED AND BACKFILLED BY THE CONTRACTOR. THE CONTRACTOR SHALL GIVE THE TELECOMMUNICATIONS AREA ENGINEER 7 DAYS NOTICE PRIOR TO COMMENCING TRENCHING WORK.
- TRENCHING FOR UNDERGROUND ELECTRICAL CABLES, SUPPLY AND INSTALLATION OF CONDUITS, AND SUPPLY AND PLACEMENT OF BACKFILL IS TO BE UNDERTAKEN BY THE CONTRACTOR UNDER THE SUPERVISION OF THE RELEVANT ELECTRICAL AUTHORITY.
- THE CONTRACTOR SHALL CO-OPERATE WITH OTHER CONTRACTORS AND/OR AUTHORITIES AND SHALL ENSURE THAT ALL SERVICES ARE TO BE INSTALLED PRIOR TO THE FINAL PAVEMENT COURSE.
- WHEN ROADWAYS ARE TRUNCATED AGAINST RISING LANDS PENDING DEVELOPMENT OF FUTURE STAGES, TEMPORARY A.G. DRAINS SHALL BE INSTALLED ACROSS THE END OF ROAD TO PREVENT SEEPAGE INTO THE PAVEMENT.
- 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 SUPERINTENDENT.
- PROPERTY INLETS AND HOUSE DRAINS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH E.D.C.M. STANDARD DRAWINGS 701, 702, 703 & 704. HOUSE DRAINS FOR ALLOTMENTS SHALL BE AT A SUFFICIENT DEPTH TO CONTROL DISCHARGE AT A MINIMUM OF 1 IN 100 FALL FROM ALL POINTS WITHIN THE PROPERTY AREA, AND SHALL BE CONNECTED TO UNDERGROUND DRAINS IN ROAD RESERVES WHERE POSSIBLE WITH 600mm MINIMUM COVER AT THE PROPERTY LINE. PROPERTY INLETS ARE TO BE A MINIMUM DEPTH OF 500mm BELOW FINISHED SURFACE LEVEL. HOUSE DRAINS ARE TO BE LOCATED 5.50m FROM THE LOW SIDE PROPERTY BOUNDARY UNLESS OTHERWISE SHOWN.
- ALL STORMWATER DRAINS SHALL BE R.C.P. CLASS 2 UNLESS OTHERWISE STATED. ALL PIPES LESS THAN OR EQUAL TO 525mm DIA ARE TO BE RUBBER RING JOINTED. ALL DRAINS BEHIND KERB & CHANNEL SHALL BE BACKFILLED WITH CLASS 3 C.R. (20mm NOM. SIZE). ALL DRAINS AND SEWERS BENEATH THE ROAD PAVEMENT AND CONCRETE FOOTPATHS, DRIVEWAYS OR ANY SEALED SURFACE AND KERB & CHANNEL SHALL BE BACKFILLED WITH 20mm NOM. SIZE CLASS 2 C.R. ALL BACKFILLING TO BE COMPACTED TO 95% MINIMUM DRY DENSITY.
- BEFORE COMMENCING WORK ON DRAINS IN EXCESS OF 1.5 METRES DEEP A NOTICE OF SUCH A PROPOSAL IS TO BE SENT TO THE OCCUPATION HEALTH AND SAFETY AUTHORITY IN ACCORDANCE WITH CLAUSE 5.1.27 OF THE OCCUPATIONAL HEALTH & SAFETY REGULATIONS ACT 2007. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING, DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC. NECESSARY TO KEEP WORKS IN A SAFE STABLE CONDITION AND TO PROTECT THE PUBLIC FROM HAZARDS ASSOCIATED WITH THE WORKS. A FOREMAN QUALIFIED AS AN EVACUATION SUPERVISOR, MUST BE IN ATTENDANCE AT ALL TIMES DURING SUCH EXCAVATIONS.
- BOTH KERBS ARE TO BE MARKED WITH THE LETTERS G, W, T, E AND H ABOVE THE SERVICE LOCATIONS AS SPECIFIED.
- CUT BATTERS ARE NOT TO EXCEED 1 IN 6 AND FILL BATTERS ARE NOT TO EXCEED 1 IN 6 UNLESS INDICATED OTHERWISE. CUT BATTERS TO BE GRASSED, MULCHED WITH A MIXTURE OF CHOPPED GRASS, HAY, STRAW AND BITUMINOUS EMULSION TO THE SATISFACTION OF THE CITY OF MELTON SUPERVISING ENGINEER. CUT BATTERS WITHIN PROPERTIES ADJACENT TO VEHICLE CROSSINGS ARE NOT TO EXCEED 1in6. DRIVEWAY & PRAM CROSSINGS SHOWN ON THESE PLANS ARE DIAGRAMMATIC ONLY. FOR PRAM CROSSING DETAILS REFER TO STD DRG EDM 403. FOR VEHICLE CROSSING DETAILS REFER TO CITY OF MELTON STD DRG MCC 501.
- STREET SIGNS ARE TO BE INSTALLED IN ACCORDANCE WITH AS 1742.5 & THE CURRENT CITY OF MELTON REQUIREMENTS INCLUDING THE PROVISION OF LOGOS.
- THE CONTRACTOR IS TO ENSURE THAT HIS CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VOLUME AND LOCATION FOR COLLECTION OF SEDIMENT DISCHARGE ACCORDING TO CURRENT BEST PRACTICES.
- OPTUS AND TELSTRA SERVICE CONDUITS ARE TO BE EXTENDED TO 1000mm INSIDE THE PROPERTY BOUNDARY. AND GAS AND WATER CONDUITS SHALL EXTEND 300mm PAST THE PROPERTY BOUNDARY WHERE FOOTPATHS ARE TO BE CONSTRUCTED. LOCATION OF CONDUITS IS TO BE MARKED ON FOOTPATHS. CONDUITS ARE TO BE 50mm HD PVC LAID AT A MIN. DEPTH OF 200mm BELOW PAVEMENT SUBGRADE
- ALL LINEMARKING TO BE WITH REFLECTORISED GLASS BEAD PAINT OF LONG LIFE TYPE. FOR LINE PATTERNS AND DIMENSIONS OF LONGITUDINAL AND TRANSVERSE LINES REFER TO THE VIC ROADS TRAFFIC ENGINEERING MANUAL VOL. 2 (JULY 1986) TABLE 18-3.
- THE CONTRACTOR IS TO BE RESPONSIBLE FOR ENSURING THAT SUFFICIENT WARNING SIGNS, LIGHTS AND BARRIERS ARE ERECTED AND MAINTAINED DURING THE PROGRESS OF WORK. SIGNS, MARKINGS AND DELINEATORS SHOULD BE ERECTED IN ACCORDANCE WITH AS1742-1,2,3 1986, WHICH COMPLIES WITH THE VIC ROADS ROADWORKS SIGNAGE CODE OF PRACTICE.
- THE CONTRACTOR IS TO INSTALL BLUE RAISED REFLECTIVE PAVEMENT MARKERS ON THE ROAD CENTRELINE AND MARKER POSTS TO INDICATE THE LOCATION OF THE FIREPLUGS.
- ANY FOOTPATHS OR KERB AND CHANNEL DAMAGED DURING CONSTRUCTION AND MAINTENANCE PERIODS TO BE REINSTATED TO THE SATISFACTION OF THE CITY OF MELTON.
- REMOVAL OR RETENTION OF EXISTING TREES OR VEGETATION MUST BE IN ACCORDANCE WITH THE APPROVED TREE RETENTION PLAN. NO MATERIAL IS TO BE BURNT ON SITE UNLESS AUTHORISED BY THE SUPERINTENDENT.
- EARTHWORKS ARE TO BE PERFORMED IN ACCORDANCE WITH AS3798-2007. ON COMPLETION THE CONTRACTOR SHALL PRESENT A "LEVEL 1" TYPED REPORT NOMINATING THE EXTENT OF FILL PLACED, ITS CONFORMANCE WITH THE SPECIFICATION AND ITS CLASSIFICATION AS CONTROLLED FILL. FILLING IN PROPERTIES IS TO BE CARRIED OUT USING APPROVED CLAY FILL. TOPSOIL AND ALL VEGETABLE MATTER IS TO BE STRIPPED FROM SITE PRIOR TO FILLING. ALL FILLING TO BE CARRIED OUT IN 150mm LAYERS AND COMPACTED TO MINIMUM DRY DENSITY RATIO OF 95% STANDARD IN ACCORDANCE WITH A.S. 3978. COMPACTION RESULTS ARE TO BE PROVIDED TO THE SUPERINTENDENT FOR ALLOTMENTS WITH EXCESS OF 300mm OF FILL.
- A.G. DRAINS (100mm) ARE TO BE INSTALLED BEHIND ALL KERB & CHANNEL AND CONCRETE INVERTS IN ACCORDANCE WITH STANDARD DRAWINGS EDM 202. AG'S BEHIND CONCRETE INVERTS SHALL BE BACKFILLED WITH CLASS 3 BASALTIC SCREENINGS OR NO FINES CONCRETE BLOCKS COVERED WITH GEOTEXTILE FABRIC EXTENDING 225mm EITHER SIDE OF THE AG TRENCH.
- ALL CONCRETE FOR KERB AND CHANNEL, FOOTPATH AND DRIVE CROSSINGS TO BE 25MPa UNLESS NOTED OTHERWISE
- THE CONTRACTOR CANNOT CONSTRUCT ANY ELECTRICAL WORKS WITHOUT THE PRIOR CONSENT OF THE RELEVANT ELECTRICITY AUTHORITY
- PRIOR TO COMMENCEMENT OF WORKS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION:-
  - SOURCE OF QUARRY MATERIAL
  - OPTIMUM MOISTURE CONTENT AND MAXIMUM DRY DENSITY OF THE F.C.R. TO BE USED (FROM N.A.T.A. APPROVED LABORATORY)
  - IF THE SOURCE OF THE QUARRY MATERIAL IS CHANGED DURING THE COURSE OF THE WORKS, NEW TEST RESULTS SHALL BE PROVIDED.
- THE DISPOSAL SITE FOR SPOIL FROM SITE & THE TRUCK ROUTE IS TO BE SUBMITTED TO & APPROVED BY CITY OF MELTON IN WRITING PRIOR TO COMMENCEMENT OF ANY WORK. ALL EXCAVATED CLEAN MATERIAL IS TO BE STOCKPILED ON SITE AS DIRECTED BY THE SUPERINTENDENT.
- COMPACTION RESULTS FOR SEWER MAINS CROSSING ROAD RESERVES ARE TO BE SUBMITTED TO THE SUPERINTENDENT.

- BACKFILL OF ALL SERVICE TRENCHES & CONDUITS UNDER PARKING BAYS, DRIVEWAYS AND FOOTPATHS, ARE TO BE FULLY COMPACTED WITH LOW PERMEABILITY CLASS 4 CRUSHED ROCK BACKFILL.
- WHERE A NEW ROAD MEETS AN UNDEVELOPED STAGE, EARTHWORKS TO TOP OF FOOTPATH LEVEL ARE TO BE EXTENDED FOR A DISTANCE OF 8m TO FINAL LEVELS.
- PSMs ARE TO BE HIGH STABILITY TYPE INSTALLED TO THE SATISFACTION OF MELTON CITY COUNCIL.
- PRIOR TO START OF ANY WORK, A PRE-COMMENCEMENT MEETING MUST BE HELD ON SITE BETWEEN COUNCIL REPRESENTATIVE, SUPERINTENDENT AND THE CONTRACTOR.
- MAP GRID OF AUSTRALIA (MGA) SHALL BE USED AS THE CO-ORDINATE SYSTEM AND AUSTRALIAN HEIGHT DATUM (AHD) SHALL BE USED AS THE REFERENCE SYSTEM FOR ALL LEVELS.



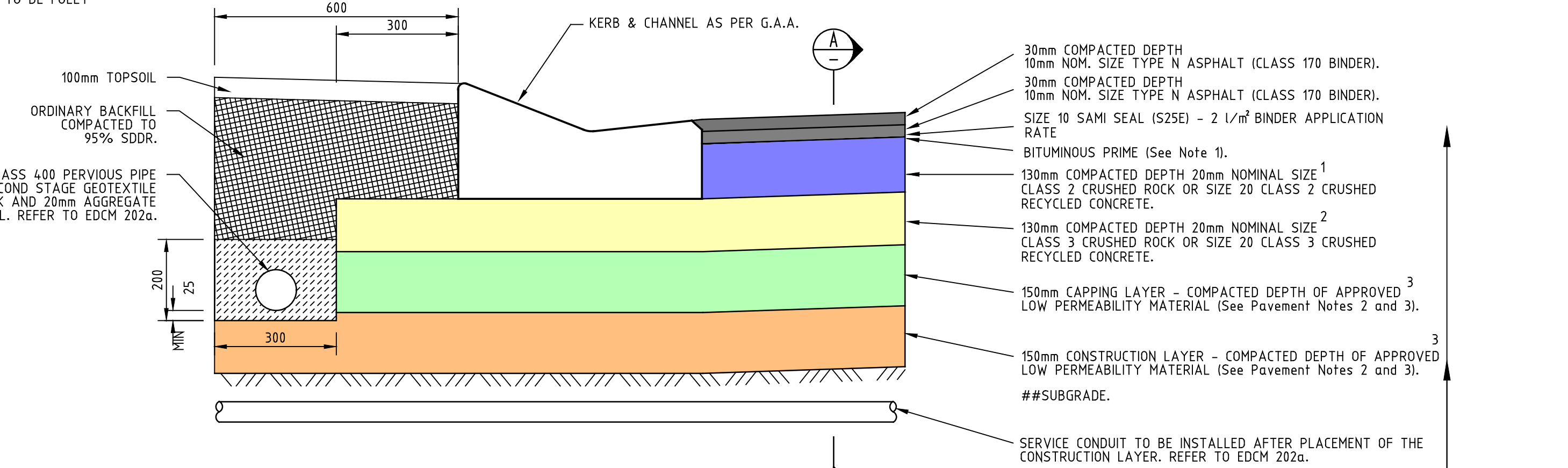
ORNATA GROVE (Concrete portion)



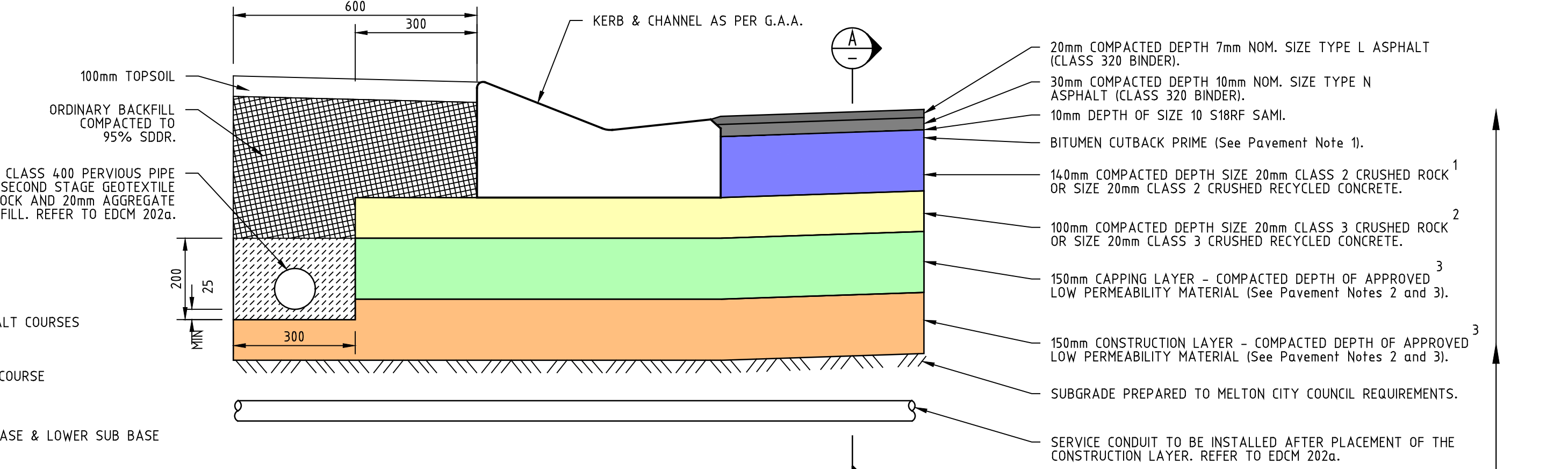
SECTION A  
SCALE: NTS

PAVEMENT NOTES:

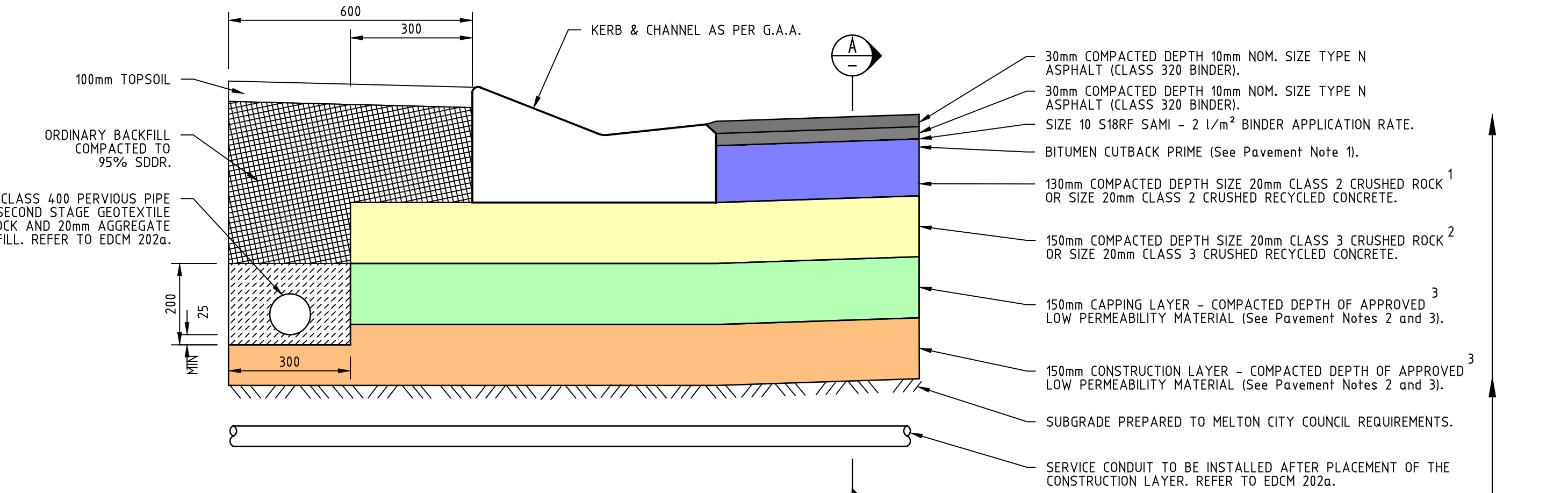
- Note 1.** SELECTION DEPENDENT ON WEATHER CONDITIONS AND NEED OR OTHERWISE TO TRAFFIC PRIOR TO ASPHALT PLACEMENT. CONTRACTOR SHOULD NOMINATE AND SEEK APPROVAL OF TYPE, APPLICATION RATE AND CURING REQUIREMENTS PRIOR TO APPLICATION.
- Note 2.** MAXIMUM PERMEABILITY  $5 \times 10^{-10} \text{ m/s}$ . MINIMUM SOAKED CBR 8%, MAX CBR SWELL 1.5%. LAYER THICKNESS SHOULD BE RAISED WHERE ROCK ENCOUNTERED ABOVE UNDERSIDE OF LAYER.
- Note 3.** THIS LAYER CAN BE THICKENED IF LOCALISED SUBGRADE IMPROVEMENT IS REQUIRED, I.E. VIA REMOVAL AND REPLACEMENT; AND
- Note 4.** SUB-BASE CAN BE USED AS A LEVELLING LAYER OVER BASALT ONLY SUBGRADES IF REQUIRED.



TOTAL MIN. COMPACTED DEPTH 630mm  
ALMENDRA AVENUE



TOTAL MIN. COMPACTED DEPTH 600mm  
SAVILLE STREET & ORNATA GROVE (Asphalt portion)



TOTAL MIN. COMPACTED DEPTH 650mm  
DOMINION DRIVE

PAVEMENT COMPOSITIONS

NOT TO SCALE

FOR CONSTRUCTION

| REV. | REVISION | DATE | APPD. | LEGEND                        |
|------|----------|------|-------|-------------------------------|
| -    | -        | -    | -     | GAS MAIN                      |
| -    | -        | -    | -     | WATER MAIN                    |
| -    | -        | -    | -     | RECYCLED WATER MAIN           |
| -    | -        | -    | -     | ELECTRICITY CABLE             |
| -    | -        | -    | -     | TELECOMMUNICATIONS CABLE      |
| -    | -        | -    | -     | WATER CONDUIT                 |
| -    | -        | -    | -     | GAS CONDUIT                   |
| -    | -        | -    | -     | RECYCLED WATER CONDUIT        |
| -    | -        | -    | -     | COMBINED SERVICES CONDUIT     |
| -    | -        | -    | -     | T.B.M.                        |
| -    | -        | -    | -     | P.S.M.                        |
| -    | -        | -    | -     | HOUSE DRAIN PROPOSED/EX.      |
| -    | -        | -    | -     | PROPERTY INLET, DRAINAGE PITS |
| -    | -        | -    | -     | EX./FUT. INLET, DRAINAGE PITS |
| -    | -        | -    | -     | DRAINAGE PIT STAGE/NUMBER     |
| -    | -        | -    | -     | EX./SEWER LINE AND STRUCTURES |
| -    | -        | -    | -     | EX./SEWER LINE AND STRUCTURES |
| -    | -        | -    | -     | KERB AND CHANNEL              |
| -    | -        | -    | -     | EX./FUT. KERB AND CHANNEL     |
| -    | -        | -    | -     | RECYCLED WATER CONDUIT        |
| -    | -        | -    | -     | KERB TO BE REMOVED OFFSITE    |
| -    | -        | -    | -     | STREET SIGN                   |

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Consulting Group

DRAWN: J.BEVERIDGE  
DESIGNED: J.BEVERIDGE  
CHECKED: M. COLE  
AUTHORISED: ----  
DATE: ----

AUTHORITY: CITY OF MELTON  
PROJECT: MODEINA STAGE 20  
DETAILS: ROADS & DRAINAGE PLANS  
GENERAL NOTES & PAVEMENT COMPOSITIONS

SCALE N.T.S.  
LEVEL DATUM AHD  
SHEET 5 OF 18  
DRAWING No. 1275/20/NE/5  
REV. C1



NOT TO SCALE



NOT TO SCALE.

FOR FULL THICKNESS AND LENGTH OF WALL. R SHALL BE PROPORTIONED 1 CEMENT : 0.25 LIME : . PLACEMENT OF BACKFILL NOT TO BE CARRIED OUT MINIMUM PERIOD OF 14 DAYS AFTER COMPLETION OF UCTION OF THE ADJACENT WALL SECTION. CTION WITHIN 1.5m OF WALL SHALL BE CARRIED OUT AND HELD EQUIPMENT ONLY.

150 DEPTH OF IMPERMEABLE BACKFILL

300min - 600max CONNECTION TO AUTHORITY STANDARD DETAILS

100mm x 100mm Tee CONNECTION

GRANULAR BACKFILL GRADED IN ACCORDANCE WITH TABLE 4 OF VICROADS TECHNICAL BULLETIN No.32.

Y16-900 INTO CONCRETE FOOTING

90Ø "N" TYPE PVC AG PIPE DRAIN. CONNECT TO STORMWATER DRAINAGE SYSTEM AT MAXIMUM 15 METRE INTERVALS.

FOUNDATION TO BE DENSE UNDISTURBED NATURAL SOIL. ALL DISTURBED SOIL SHALL BE REMOVED AND REPLACED WITH CONCRETE. CONCRETE STRENGTH  $f_{c'} = 25MPa$  AT 28 DAYS. ALL CONCRETE, INCLUDING MATERIALS AND CONSTRUCTION SHALL BE IN ACCORD WITH AS3600. A CONCRETE FOOTING SHALL BE USED WHERE FOOTING IS ADJACENT TO AN EXCAVATION.

50mm DIA SERVICES PIPE (EXCLUDE ELECTRICITY)

100mm DIA HOUSE DRAIN

15MPa BLINDING CONCRETE BETWEEN U/S OF NEW FOOTING AND 100 BELOW LINE OF INFLUENCE OF ADJOINING EXCAVATIONS, INCLUDING THOSE BEYOND SITE BOUNDARIES. BLINDING CONCRETE DEPTH MAY BE REDUCED, LINEARLY, UP THE LINE OF INFLUENCE AS DISTANCE FROM THE EXCAVATION INCREASES.

DISTURBED SOIL AT WALL FACE AND THE TRENCH BACKFILL MATERIAL SHALL BE COMPACTED IN 150 LAYERS TO 98% MINIMUM RELATIVE COMPACTION IN ACCORDANCE WITH AS3798.

LINE OF INFLUENCE OF ADJOINING EXCAVATION.

OUTLINE OF BUILDING FOOTING OR PIPE TRENCH EXCAVATION ADJOINING NEW FOOTING.

DENSE UNDISTURBED NATURAL SOIL. ENSURE SLIP EFFECTS ARE IDENTIFIED AND ACCOUNTED FOR BY A GEOTECHNICAL ENGINEER FOR EACH WALL LOCATION.

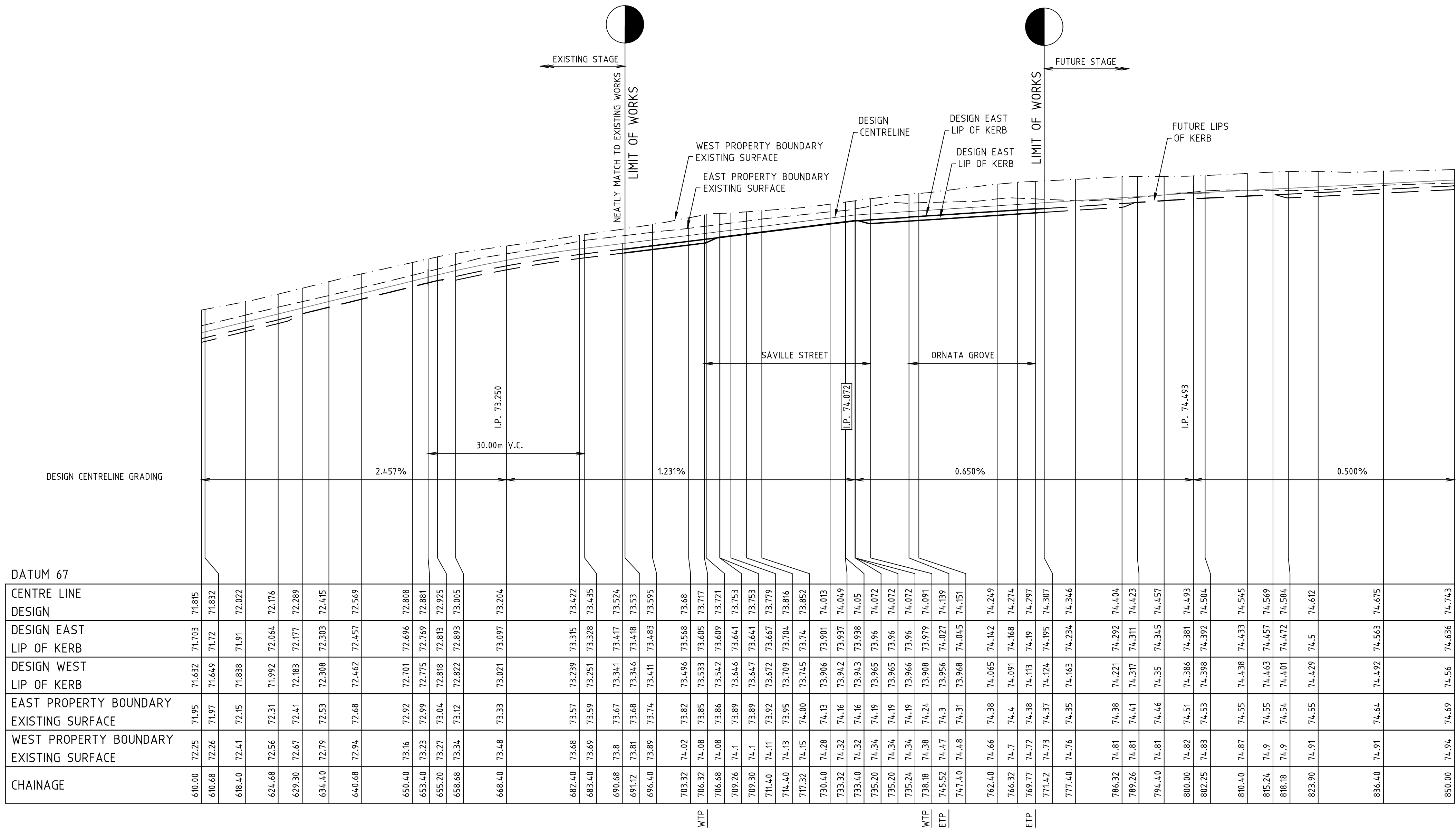
NOT TO SCALE.

### RETAINING WALL DIMENSION TABLE

(ALL DIMENSIONS ARE IN MILLIMETRES) LINEAR INTERPOLATION OF WALL DIMENSION IS ACCEPTABLE.

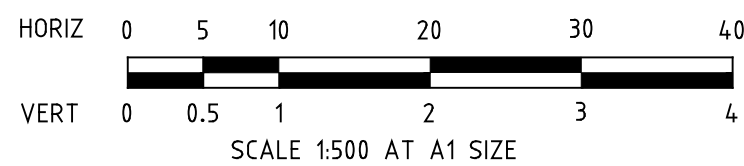
FOR CONSTRUCTION

|   |   |   |  |  |                                                                                                                                                      |        |                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                            |  |                  |                                                                                                   |                                                                                                                                          |                                                                                             |    |
|---|---|---|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--|------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----|
| - | - | - |  |  | G - GAS MAIN<br>W - WATER MAIN<br>R - RECYCLED WATER MAIN<br>E - ELECTRICITY CABLE<br>T - TELECOMMUNICATIONS CABLE<br>- - - -<br>C1 FOR CONSTRUCTION | LEGEND | HOUSE DRAIN PROPOSED/EX.<br>PROPERTY INLET, DRAINAGE PITS<br>EX./FUT. INLET, DRAINAGE PITS<br>DRAINAGE PIT STAGE/NUMBER<br>SEWER LINE AND STRUCTURES<br>EX.SEWER LINE AND STRUCTURES<br>KERB AND CHANNEL<br>EX./FUT. KERB AND CHANNEL<br>KERB TO BE REMOVED OFFSITE<br>STREET LIGHTING | DRAWN BY<br>P.D. 06/12/20<br>20.04<br>FS21.35<br>T21.35<br>P21.350<br>A9.28<br>A9.20<br>A9.20<br>FILLING IN EXCESS OF 200mm<br>CATCH DRAIN AND INVERT LEVEL<br>EX. BATTER L.I.L. PROP. RATIFER | CHAINAGES AND TANGENT POINTS<br>EXISTING SURFACE LEVEL<br>FINISHED LEVEL (TITLE BOUNDARY)<br>DESIGN TOP/TOE OF BATTER LEVEL<br>DESIGN PAVEMENT LEVEL<br>PROPOSED CONTOUR LINE & LEVEL<br>EXISTING CONTOUR LINE & LEVEL<br>FILLING IN EXCESS OF 200mm<br>CATCH DRAIN AND INVERT LEVEL<br>EX. BATTER L.I.L. PROP. RATIFER | 22 Business Park Drive Notting Hill 3168<br>A.C.N. 006 550 803<br>E: consulting@dpmvic.com.au<br>W: www.dpmvic.com.au<br>T: (03) 9538 5000 |  | CONSULTING GROUP | DRAWN: J.BEVERIDGE<br>DESIGNED: J.BEVERIDGE<br>CHECKED: M. COLE<br>AUTHORISED: ----<br>DATE: ---- | AUTHORITY: CITY OF MELTON<br>PROJECT: MODEINA<br>STAGE 20<br>DETAILS: ROADS & DRAINAGE PLANS<br>TYPICAL SECTIONS & MISCELLANEOUS DETAILS | SCALE N.T.S.<br><b>LEVEL DATUM AHD</b><br>SHEET 6 OF 18<br>DRAWING No. 1275/20/NE/6<br>REV. | C1 |
|---|---|---|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--|------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----|



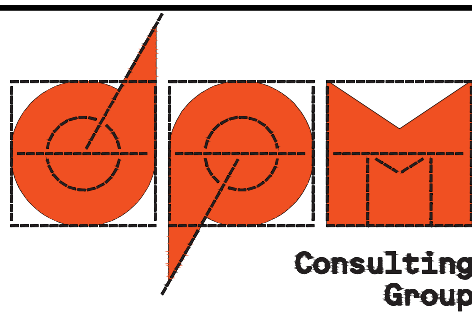
ROAD LONGITUDINAL SECTION DOMINION DRIVE

SCALES HOR 1 : 500 VER 1 : 50



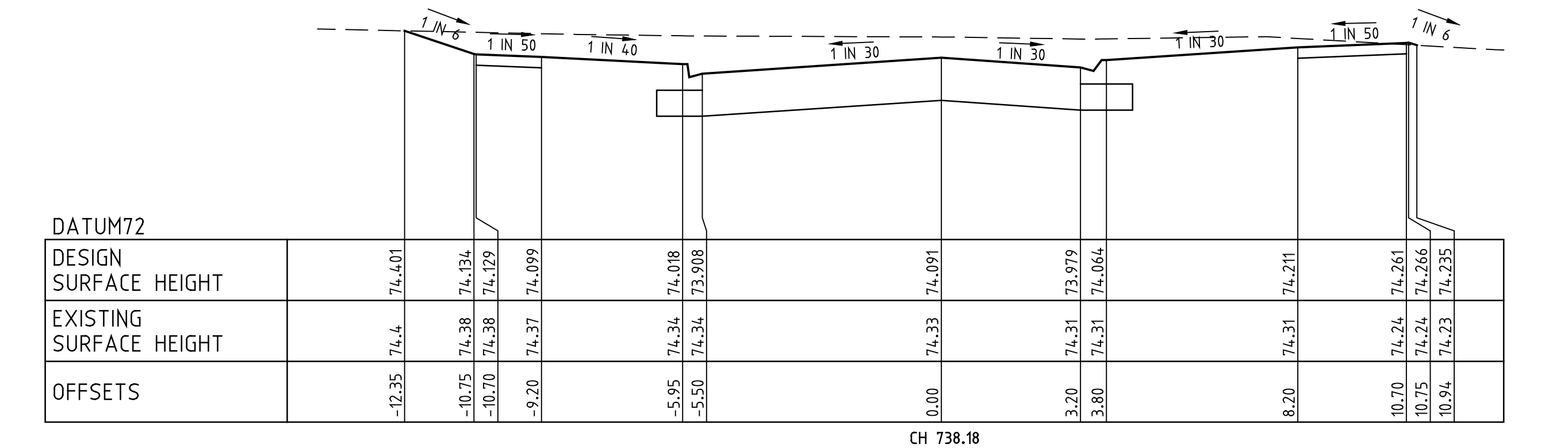
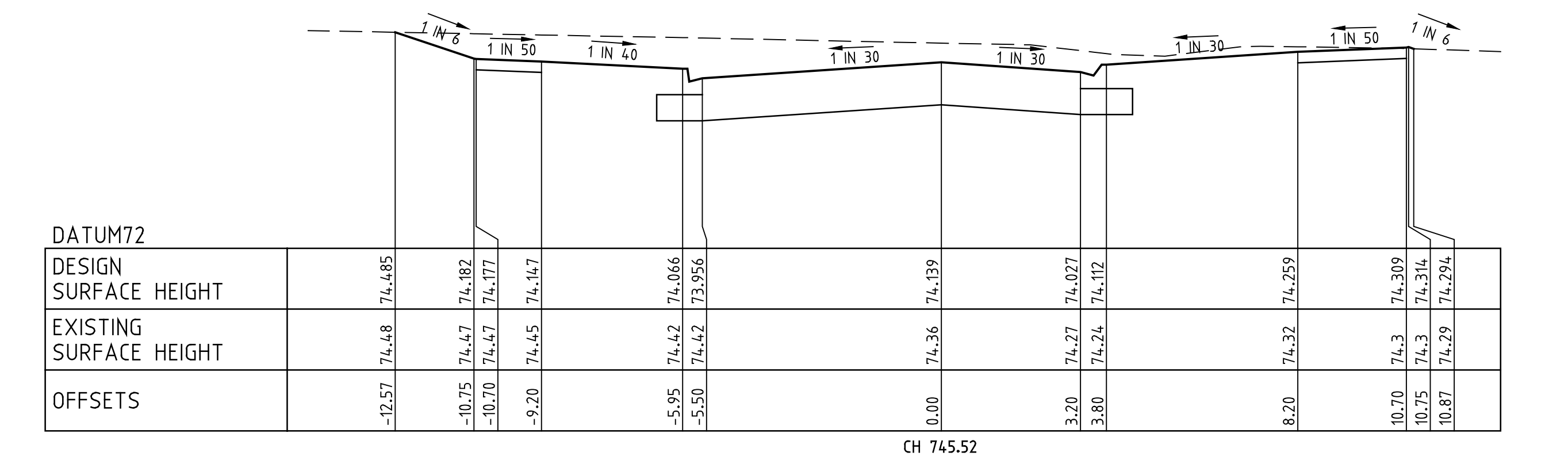
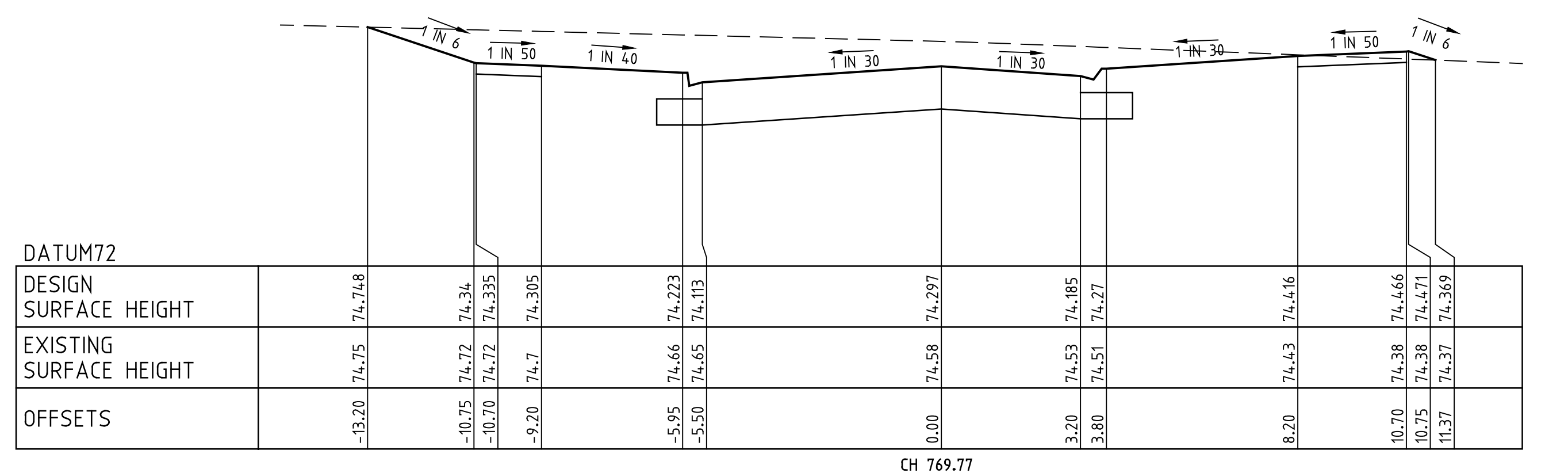
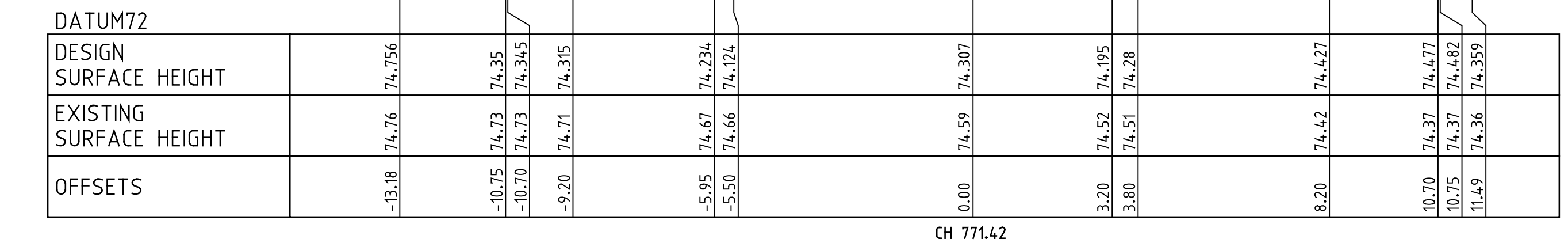
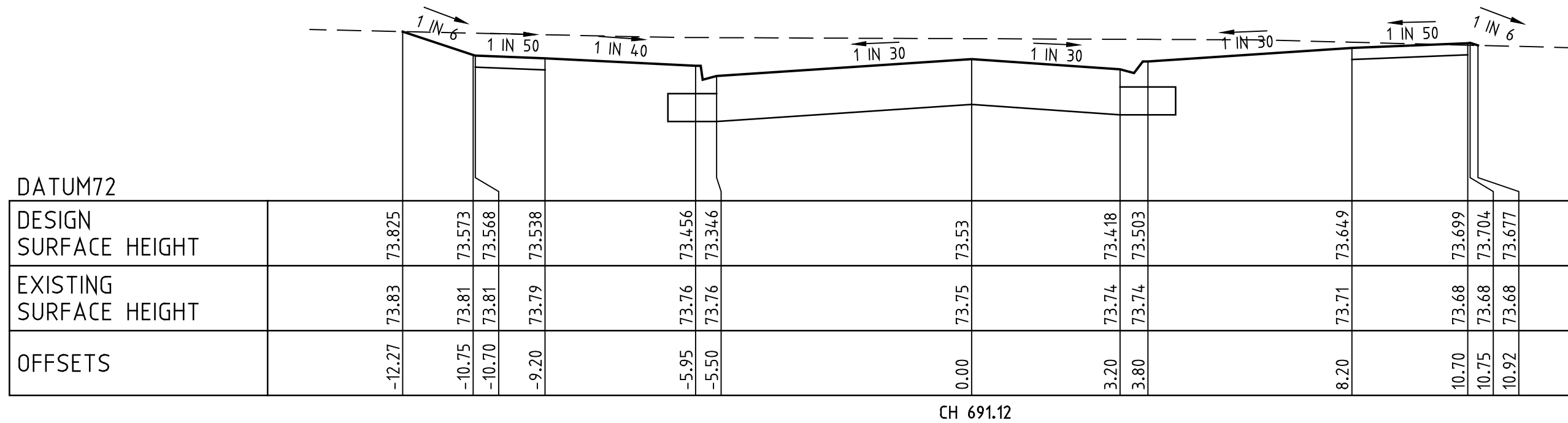
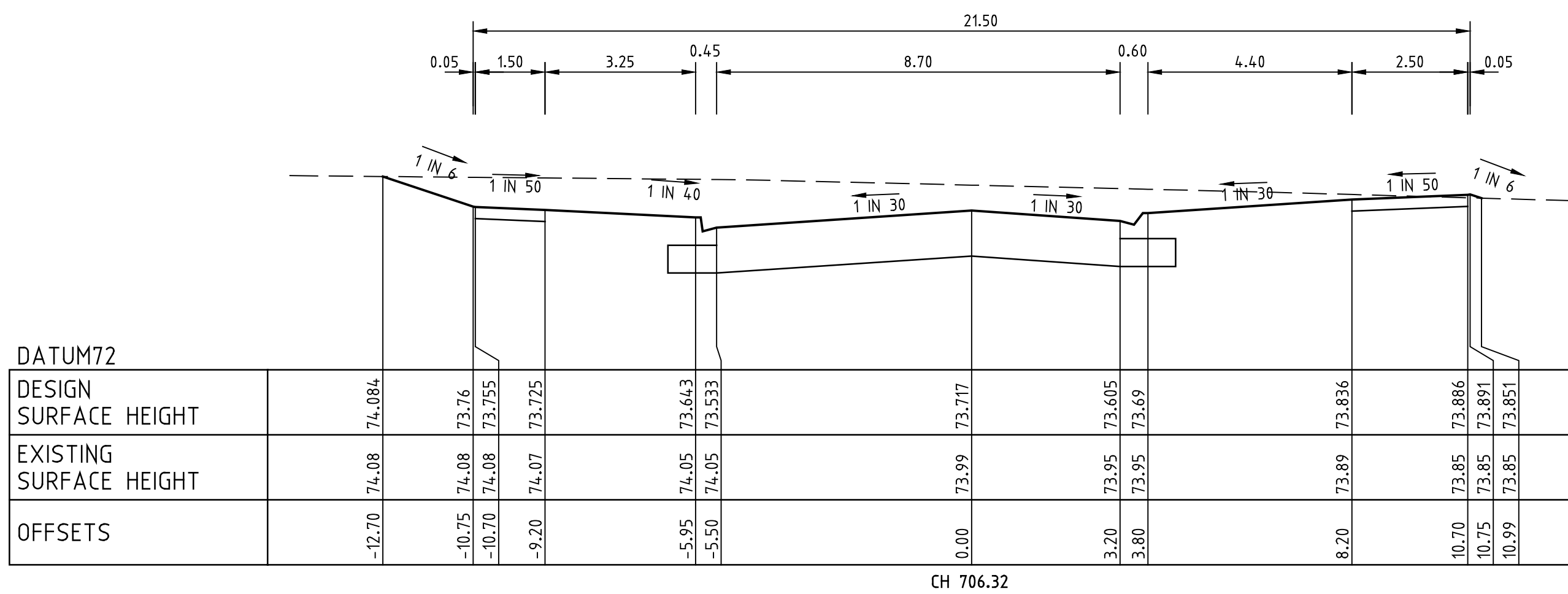
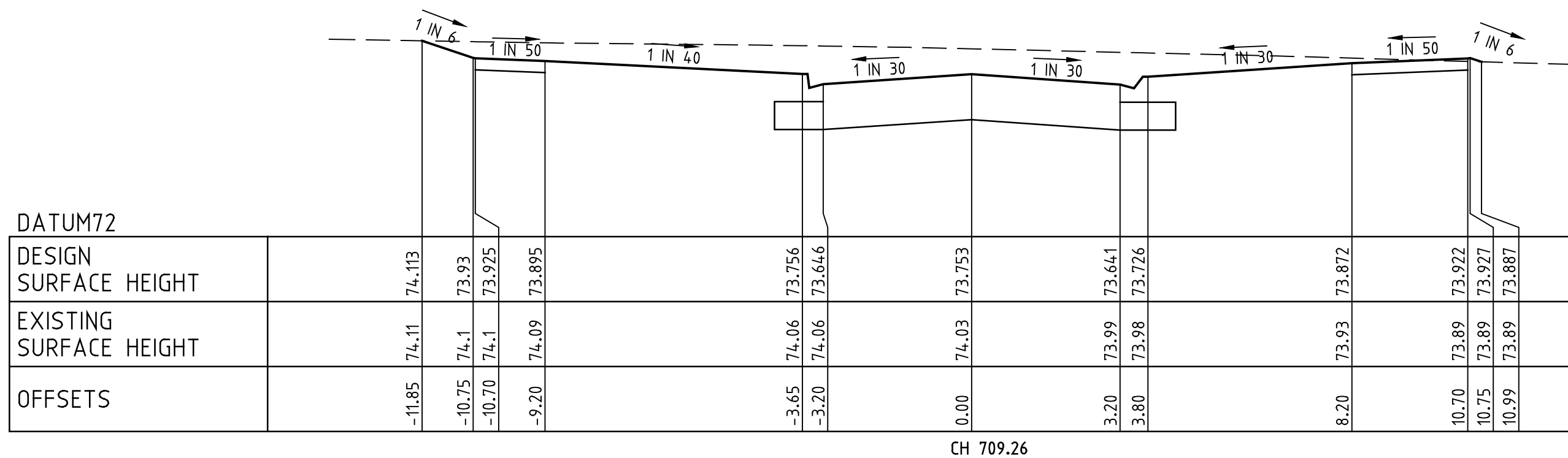
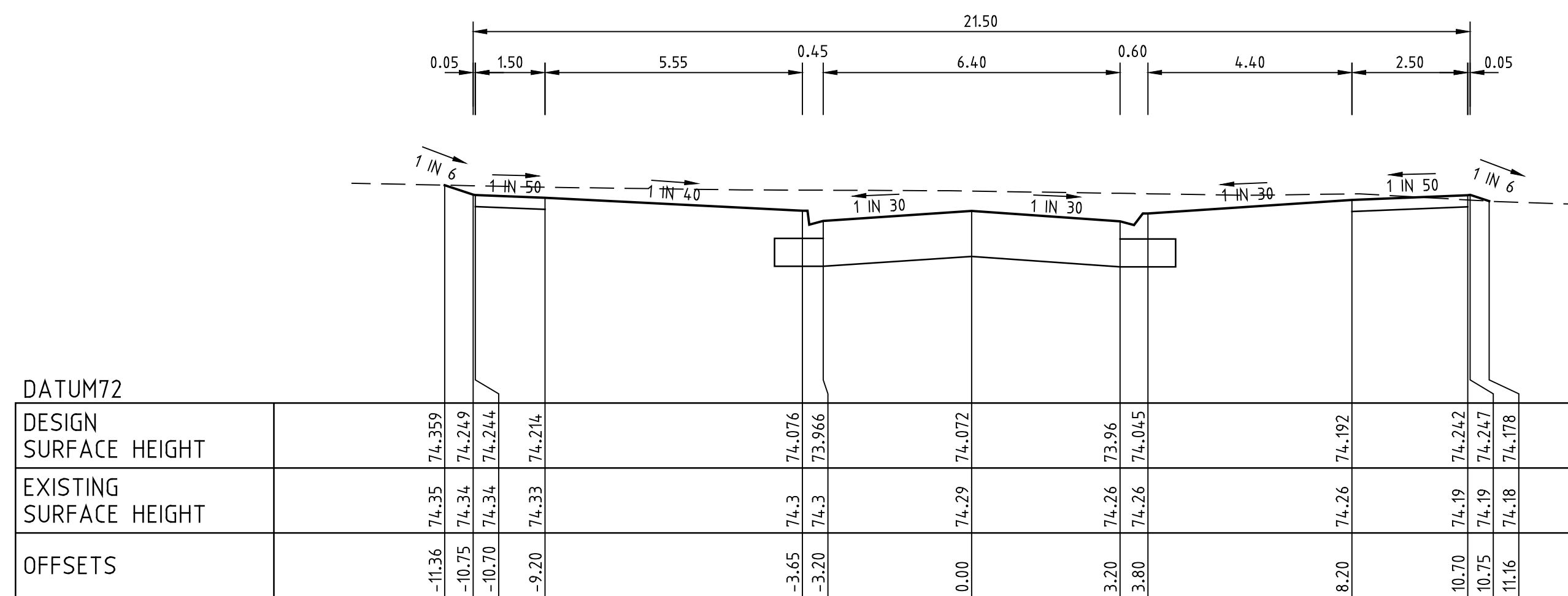
| REV. | REVISION                  | DATE    | APPD.                         | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                 |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|------|---------------------------|---------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------|--|--------------------------|--|------------------------------|--|------------|--|-------------------------------|--|------------------------|--|---------------------|--|-------------------------------|--|---------------------------------|--|-------------------|--|---------------------------|--|--------------------------------|--|--------------------------|--|---------------------------|--|-----------------------|--|---------------|--|-------------------------------|--|-------------------------------|--|-------------|--|------------------|--|-------------------------------|--|------------------------|--|---------------------------|--|----------------------------|--|---------------------------|--|----------------------------|--|------------------------------|--|--------|--|--------|--|------------|--|--|--|--|--|--------------|
| -    | -                         | -       | -                             | <table><tr><td></td><td>GAS MAIN</td><td></td><td>HOUSE DRAIN PROPOSED/EX.</td><td></td><td>CHAINAGES AND TANGENT POINTS</td></tr><tr><td></td><td>WATER MAIN</td><td></td><td>PROPERTY INLET, DRAINAGE PITS</td><td></td><td>EXISTING SURFACE LEVEL</td></tr><tr><td></td><td>RECYCLED WATER MAIN</td><td></td><td>EX./FUT. INLET, DRAINAGE PITS</td><td></td><td>FINISHED LEVEL (TITLE BOUNDARY)</td></tr><tr><td></td><td>ELECTRICITY CABLE</td><td></td><td>DRAINAGE PIT STAGE/NUMBER</td><td></td><td>DESIGN TOP/TOE OF BATTER LEVEL</td></tr><tr><td></td><td>TELECOMMUNICATIONS CABLE</td><td></td><td>SEWER LINE AND STRUCTURES</td><td></td><td>DESIGN PAVEMENT LEVEL</td></tr><tr><td></td><td>WATER CONDUIT</td><td></td><td>EX. SEWER LINE AND STRUCTURES</td><td></td><td>PROPOSED CONTOUR LINE &amp; LEVEL</td></tr><tr><td></td><td>GAS CONDUIT</td><td></td><td>KERB AND CHANNEL</td><td></td><td>EXISTING CONTOUR LINE &amp; LEVEL</td></tr><tr><td></td><td>RECYCLED WATER CONDUIT</td><td></td><td>EX./FUT. KERB AND CHANNEL</td><td></td><td>FILLING IN EXCESS OF 200mm</td></tr><tr><td></td><td>COMBINED SERVICES CONDUIT</td><td></td><td>KERB TO BE REMOVED OFFSITE</td><td></td><td>CATCH DRAIN AND INVERT LEVEL</td></tr><tr><td></td><td>T.B.M.</td><td></td><td>P.S.M.</td><td></td><td>EX. BATTER</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td>PROP. BATTER</td></tr></table> |                                 | GAS MAIN |  | HOUSE DRAIN PROPOSED/EX. |  | CHAINAGES AND TANGENT POINTS |  | WATER MAIN |  | PROPERTY INLET, DRAINAGE PITS |  | EXISTING SURFACE LEVEL |  | RECYCLED WATER MAIN |  | EX./FUT. INLET, DRAINAGE PITS |  | FINISHED LEVEL (TITLE BOUNDARY) |  | ELECTRICITY CABLE |  | DRAINAGE PIT STAGE/NUMBER |  | DESIGN TOP/TOE OF BATTER LEVEL |  | TELECOMMUNICATIONS CABLE |  | SEWER LINE AND STRUCTURES |  | DESIGN PAVEMENT LEVEL |  | WATER CONDUIT |  | EX. SEWER LINE AND STRUCTURES |  | PROPOSED CONTOUR LINE & LEVEL |  | GAS CONDUIT |  | KERB AND CHANNEL |  | EXISTING CONTOUR LINE & LEVEL |  | RECYCLED WATER CONDUIT |  | EX./FUT. KERB AND CHANNEL |  | FILLING IN EXCESS OF 200mm |  | COMBINED SERVICES CONDUIT |  | KERB TO BE REMOVED OFFSITE |  | CATCH DRAIN AND INVERT LEVEL |  | T.B.M. |  | P.S.M. |  | EX. BATTER |  |  |  |  |  | PROP. BATTER |
|      | GAS MAIN                  |         | HOUSE DRAIN PROPOSED/EX.      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | CHAINAGES AND TANGENT POINTS    |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | WATER MAIN                |         | PROPERTY INLET, DRAINAGE PITS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | EXISTING SURFACE LEVEL          |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | RECYCLED WATER MAIN       |         | EX./FUT. INLET, DRAINAGE PITS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | FINISHED LEVEL (TITLE BOUNDARY) |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | ELECTRICITY CABLE         |         | DRAINAGE PIT STAGE/NUMBER     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DESIGN TOP/TOE OF BATTER LEVEL  |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | TELECOMMUNICATIONS CABLE  |         | SEWER LINE AND STRUCTURES     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DESIGN PAVEMENT LEVEL           |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | WATER CONDUIT             |         | EX. SEWER LINE AND STRUCTURES |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PROPOSED CONTOUR LINE & LEVEL   |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | GAS CONDUIT               |         | KERB AND CHANNEL              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | EXISTING CONTOUR LINE & LEVEL   |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | RECYCLED WATER CONDUIT    |         | EX./FUT. KERB AND CHANNEL     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | FILLING IN EXCESS OF 200mm      |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | COMBINED SERVICES CONDUIT |         | KERB TO BE REMOVED OFFSITE    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | CATCH DRAIN AND INVERT LEVEL    |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      | T.B.M.                    |         | P.S.M.                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | EX. BATTER                      |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
|      |                           |         |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | PROP. BATTER                    |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |
| C1   | FOR CONSTRUCTION          | 12.2.21 | J.B.                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                 |          |  |                          |  |                              |  |            |  |                               |  |                        |  |                     |  |                               |  |                                 |  |                   |  |                           |  |                                |  |                          |  |                           |  |                       |  |               |  |                               |  |                               |  |             |  |                  |  |                               |  |                        |  |                           |  |                            |  |                           |  |                            |  |                              |  |        |  |        |  |            |  |  |  |  |  |              |

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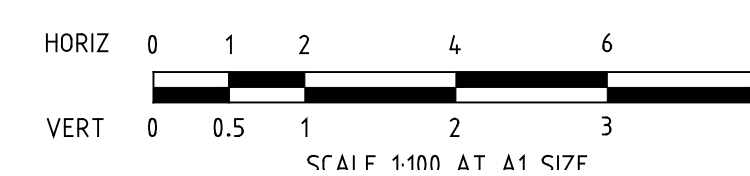


|                       |                                                                       |                          |
|-----------------------|-----------------------------------------------------------------------|--------------------------|
| DRAWN: J.BEVERIDGE    | AUTHORITY: CITY OF MELTON                                             | SCALE 1:500H, 1:50V      |
| DESIGNED: J.BEVERIDGE | PROJECT: MODEINA STAGE 20                                             | LEVEL DATUM AHD          |
| CHECKED: M. COLE      | DETAILS: ROADS & DRAINAGE PLANS DOMINION DRIVE - LONGITUDINAL SECTION | SHEET 7 OF 18            |
| AUTHORISED: ----      |                                                                       | DRAWING No. 1275/20/NE/7 |
| DATE: ----            |                                                                       | REV. C1                  |

FOR CONSTRUCTION

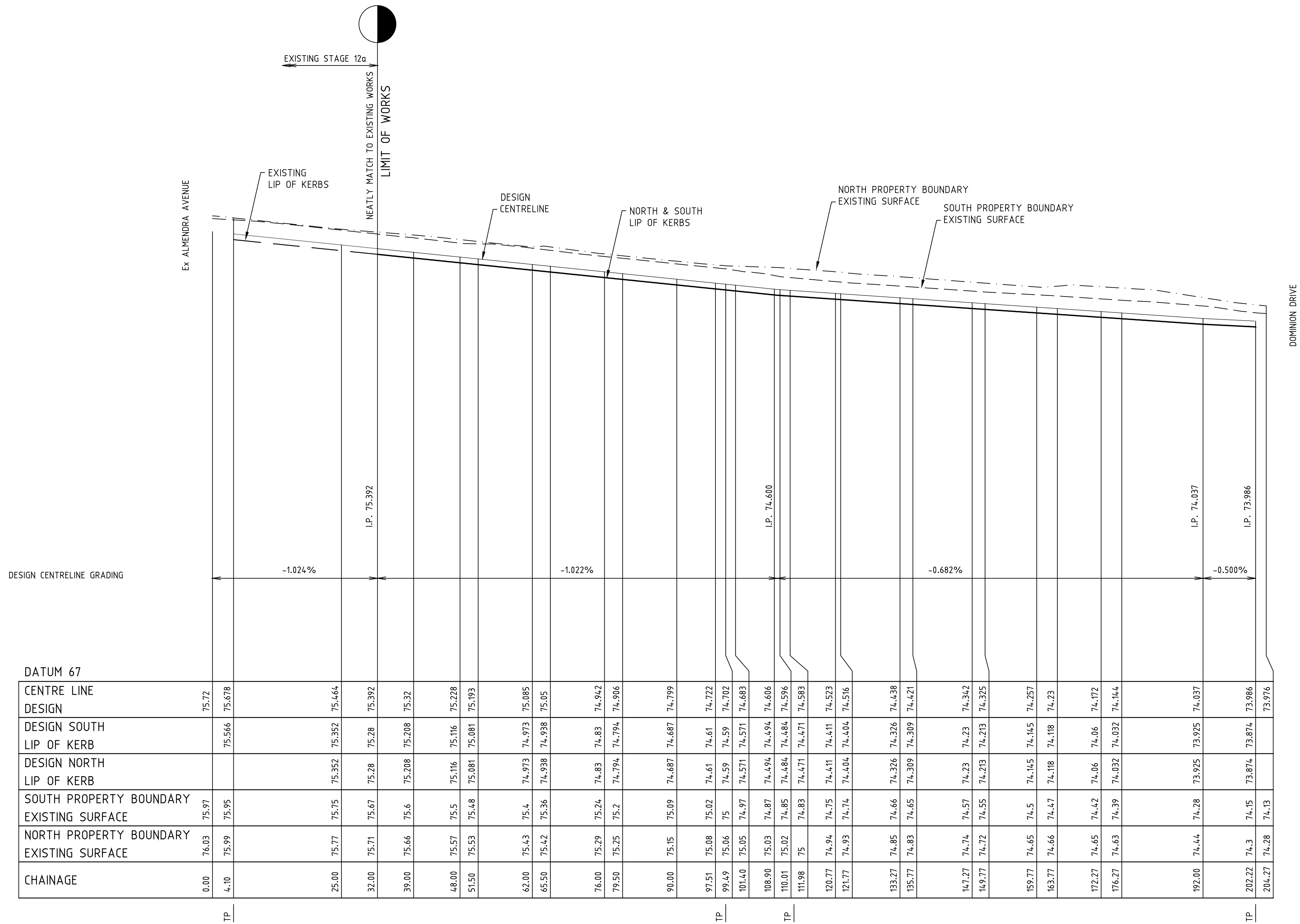


## ROAD CROSS SECTIONS DOMINION DRIVE

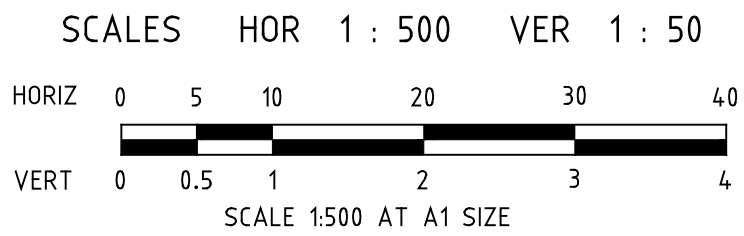


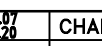
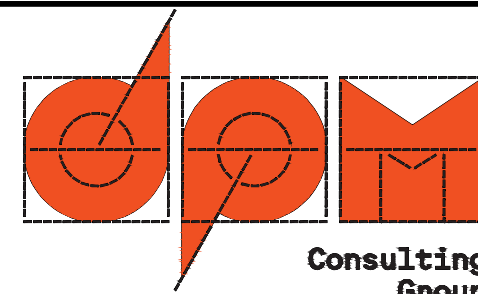
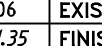
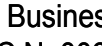
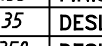
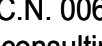
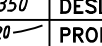
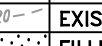
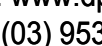
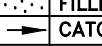
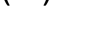
FOR CONSTRUCTION

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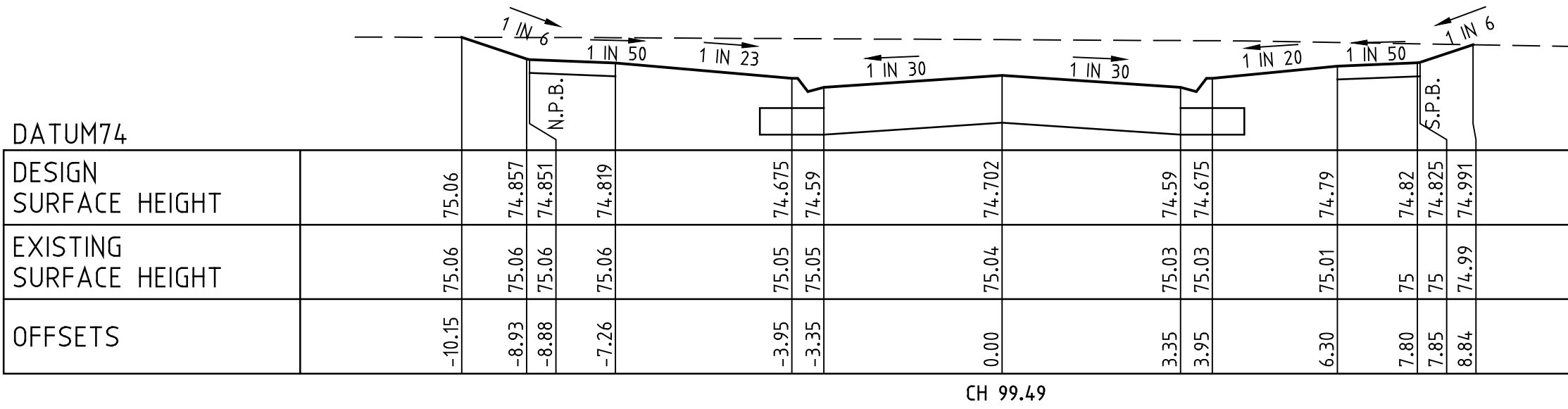
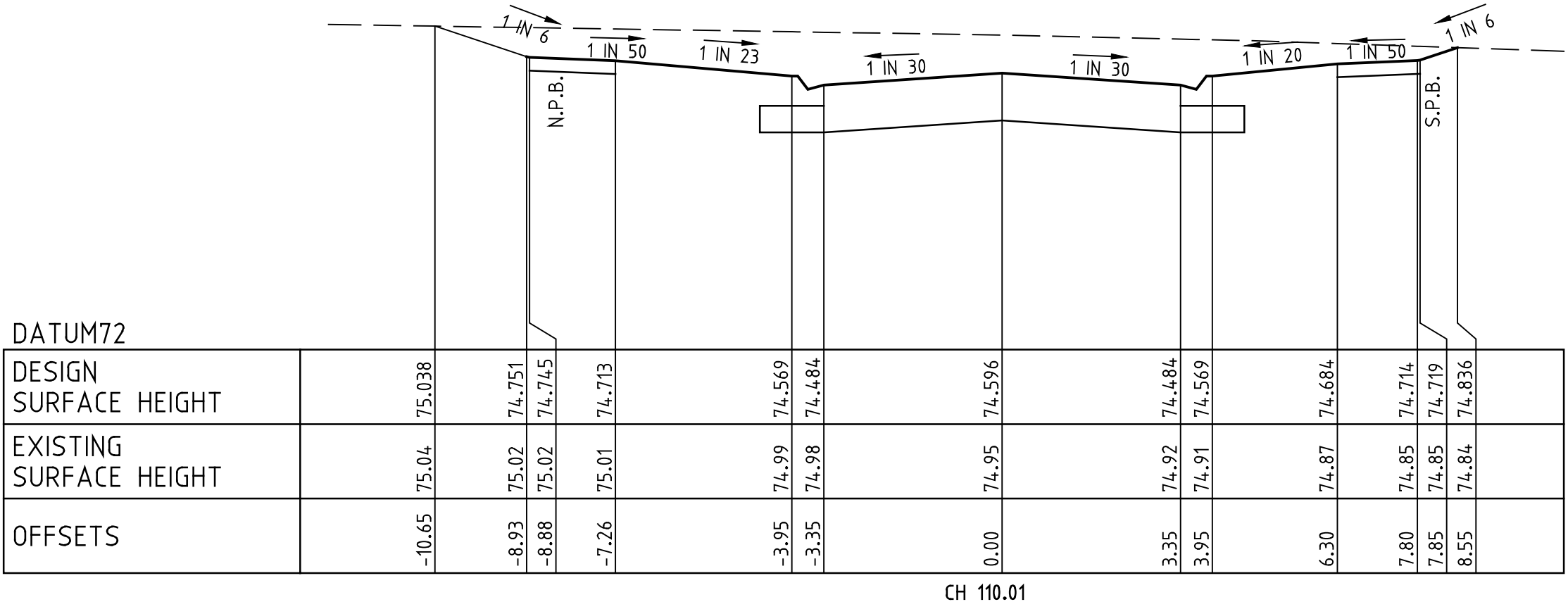
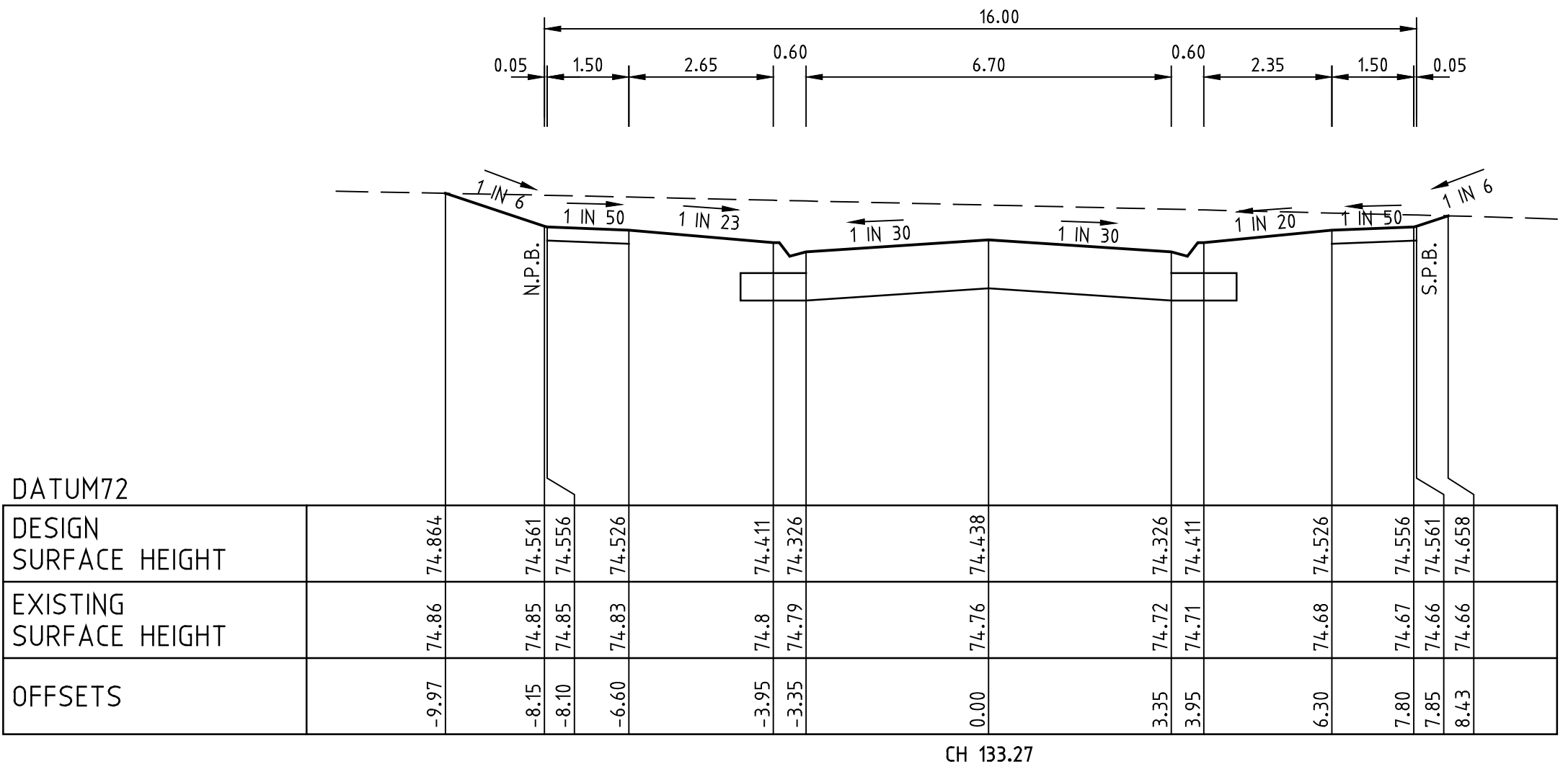
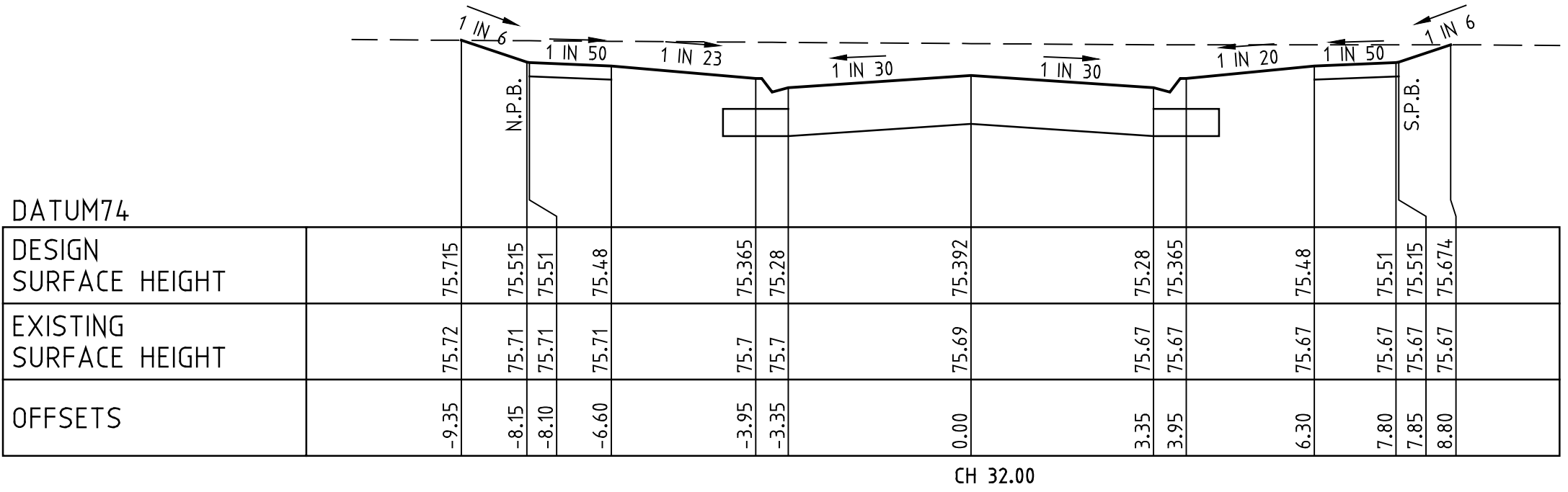
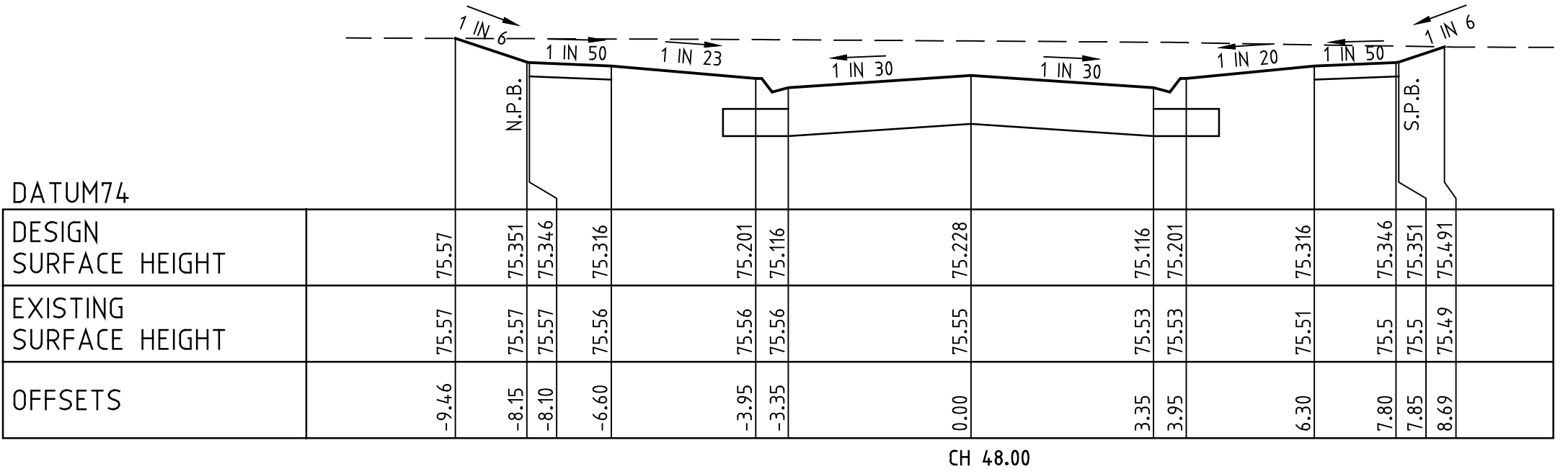
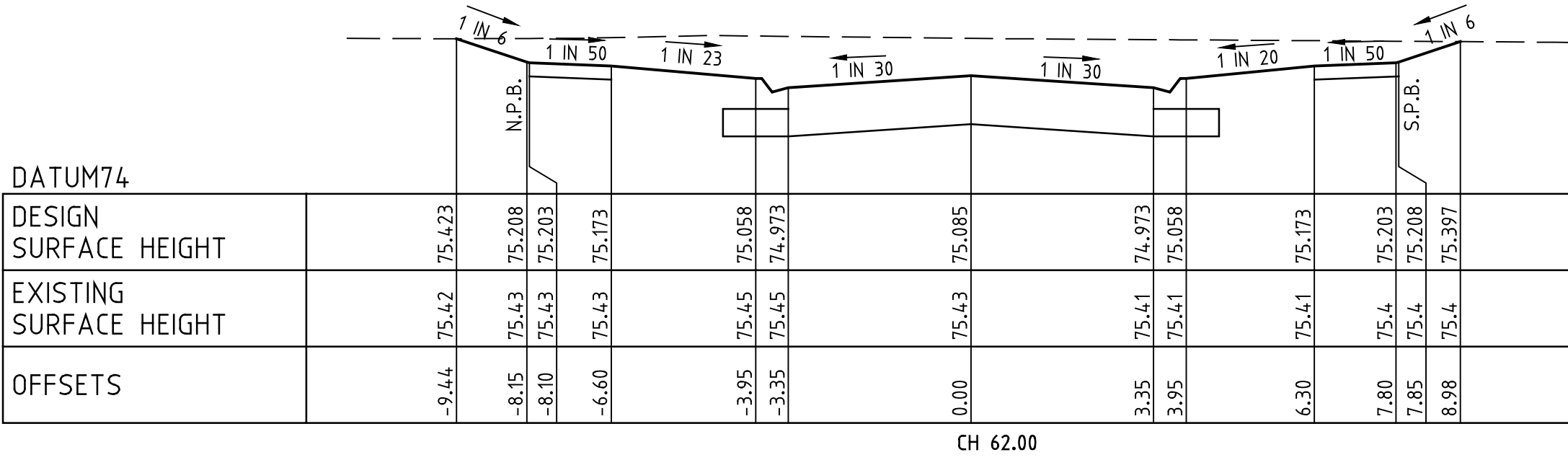
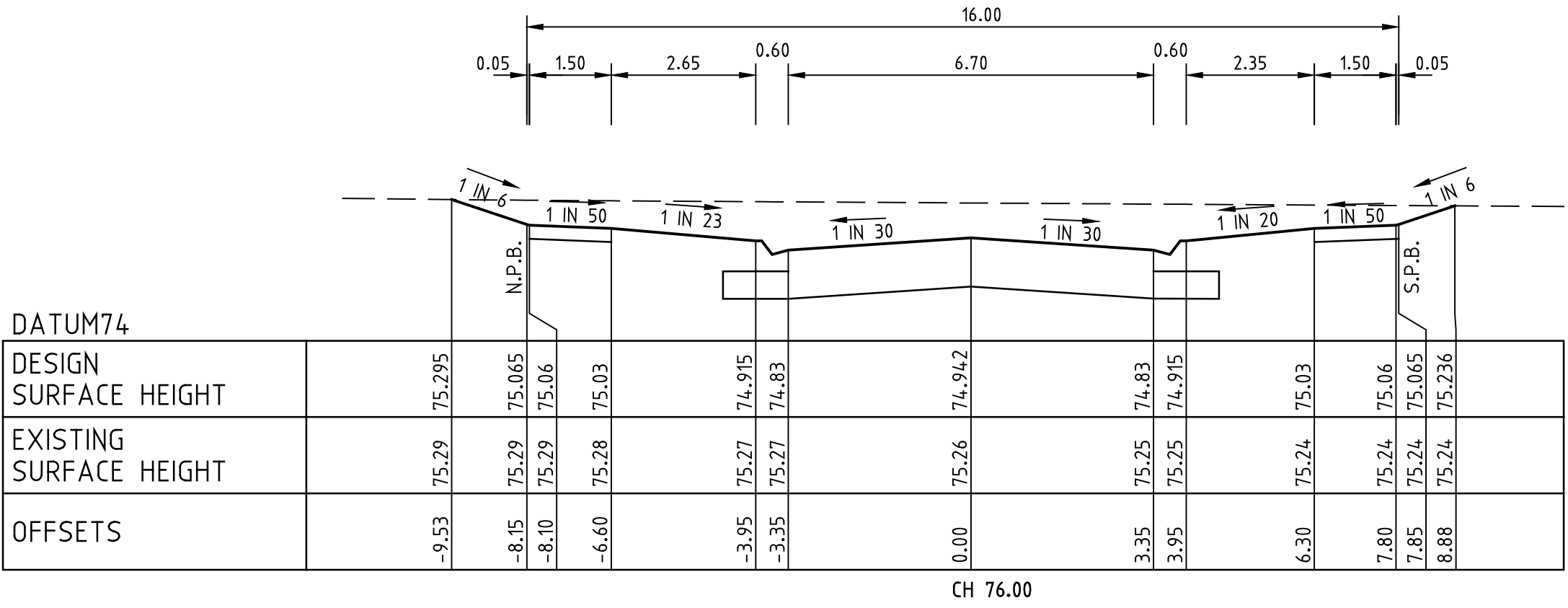


ROAD LONGITUDINAL SECTION SAVILLE STREET



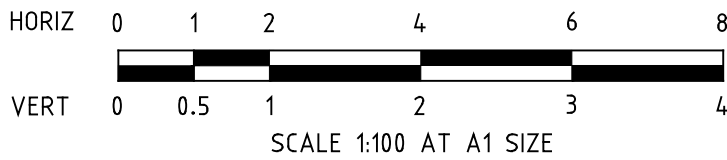
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|------|------------------|---------|-------|-------------------------------------------------------------------------------------|---------------------------|---------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------|--------------------------|---------|
| -    | -                | -       | -     |  | GAS MAIN                  |  | HOUSE DRAIN PROPOSED/EX.      |  | CHAINAGES AND TANGENT POINTS    | <div>22 Business Park Drive Notting Hill 3168<br/>A.C.N. 006 550 803<br/>E: consulting@dpmvic.com.au<br/>W: www.dpmvic.com.au<br/>T: (03) 9538 5000</div> <div><b>Consulting Group</b></div> | DRAWN: J.BEVERIDGE    | AUTHORITY: CITY OF MELTON                                             | SCALE 1:500H, 1:50V      |         |
| -    | -                | -       | -     |  | WATER MAIN                |  | PROPERTY INLET, DRAINAGE PITS |  | EXISTING SURFACE LEVEL          |                                                                                                                                                                                                                                                                                   | DESIGNED: J.BEVERIDGE | PROJECT: MODEINA STAGE 20                                             | LEVEL DATUM AHD          |         |
| -    | -                | -       | -     |  | RECYCLED WATER MAIN       |  | EX./FUT. INLET, DRAINAGE PITS |  | FINISHED LEVEL (TITLE BOUNDARY) |                                                                                                                                                                                                                                                                                   | CHECKED: M. COLE      | DETAILS: ROADS & DRAINAGE PLANS SAVILLE STREET - LONGITUDINAL SECTION | SHEET 9 OF 18            |         |
| ---- | ----             | ----    | ----  |  | ELECTRICITY CABLE         |  | DRAINAGE PIT STAGE/NUMBER     |  | DESIGN TOP/TOP OF BATTER LEVEL  |                                                                                                                                                                                                                                                                                   | AUTHORISED: ----      |                                                                       | DRAWING No. 1275/20/NE/9 | REV. C1 |
| ---- | ----             | ----    | ----  |  | TELECOMMUNICATIONS CABLE  |  | SEWER LINE AND STRUCTURES     |  | DESIGN PAVEMENT LEVEL           |                                                                                                                                                                                                                                                                                   | DATE: ----            |                                                                       |                          |         |
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  |  | WATER CONDUIT             |  | EX./FUT. KERB AND CHANNEL     |  | PROPOSED CONTOUR LINE & LEVEL   |                                                                                                                                                                                                                                                                                   |                       |                                                                       |                          |         |
|      |                  |         |       |  | GAS CONDUIT               |  | KERB AND CHANNEL              |  | EXISTING CONTOUR LINE & LEVEL   |                                                                                                                                                                                                                                                                                   |                       |                                                                       |                          |         |
|      |                  |         |       |  | RECYCLED WATER CONDUIT    |  | EX./FUT. KERB AND CHANNEL     |  | FILLING IN EXCESS OF 200mm      |                                                                                                                                                                                                                                                                                   |                       |                                                                       |                          |         |
|      |                  |         |       |  | COMBINED SERVICES CONDUIT |  | KERB TO BE REMOVED OFFSITE    |  | CATCH DRAIN AND INVERT LEVEL    |                                                                                                                                                                                                                                                                                   |                       |                                                                       |                          |         |
| REV. | REVISION         | DATE    | APPD. |  | T.B.M.                    |  | P.S.M.                        |  | STREET SIGN                     |                                                                                                                                                                                                                                                                                   |                       |                                                                       |                          |         |

FOR CONSTRUCTION



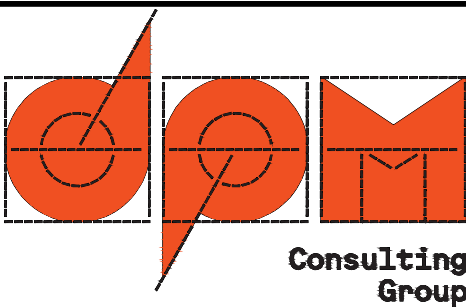
ROAD CROSS SECTIONS SAVILLE STREET - SHEET 1 of 2

SCALES HOR 1 : 100 VER 1 : 50



| REV. | REVISION | DATE | APPD. | LEGEND                                                                                                                 |
|------|----------|------|-------|------------------------------------------------------------------------------------------------------------------------|
| -    | -        | -    | -     |  GAS MAIN                           |
| -    | -        | -    | -     |  WATER MAIN                         |
| -    | -        | -    | -     |  RECYCLED WATER MAIN                |
| -    | -        | -    | -     |  ELECTRICITY CABLE                  |
| -    | -        | -    | -     |  TELECOMMUNICATIONS CABLE           |
| -    | -        | -    | -     |  WATER CONDUIT                      |
| -    | -        | -    | -     |  GAS CONDUIT                        |
| -    | -        | -    | -     |  RECYCLED WATER CONDUIT             |
| -    | -        | -    | -     |  COMBINED SERVICES CONDUIT          |
| -    | -        | -    | -     |  T.B.M.                             |
| -    | -        | -    | -     |  P.S.M.                             |
| -    | -        | -    | -     |  HOUSE DRAIN PROPOSED/EX.           |
| -    | -        | -    | -     |  PROPERTY INLET, DRAINAGE PITS      |
| -    | -        | -    | -     |  EX./FUT. INLET, DRAINAGE PITS      |
| -    | -        | -    | -     |  DRAINAGE PIT STAGE/NUMBER          |
| -    | -        | -    | -     |  SEWER LINE AND STRUCTURES          |
| -    | -        | -    | -     |  EX./FUT. SEWER LINE AND STRUCTURES |
| -    | -        | -    | -     |  KERB AND CHANNEL                   |
| -    | -        | -    | -     |  EX./FUT. KERB AND CHANNEL          |
| -    | -        | -    | -     |  KERB TO BE REMOVED OFFSITE         |
| -    | -        | -    | -     |  STREET SIGN                        |
| -    | -        | -    | -     |  CHAINAGES AND TANGENT POINTS       |
| -    | -        | -    | -     |  EXISTING SURFACE LEVEL             |
| -    | -        | -    | -     |  FINISHED LEVEL (TITLE BOUNDARY)    |
| -    | -        | -    | -     |  DESIGN TOP/TOP OF BATTER LEVEL     |
| -    | -        | -    | -     |  DESIGN PAVEMENT LEVEL              |
| -    | -        | -    | -     |  PROPOSED CONTOUR LINE & LEVEL      |
| -    | -        | -    | -     |  EXISTING CONTOUR LINE & LEVEL      |
| -    | -        | -    | -     |  FILLING IN EXCESS OF 200mm         |
| -    | -        | -    | -     |  CATCH DRAIN AND INVERT LEVEL       |
| -    | -        | -    | -     |  EX. BATTER                         |
| -    | -        | -    | -     |  PROP. BATTER                       |

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DRAWN: J.BEVERIDGE  
DESIGNED: J.BEVERIDGE  
CHECKED: M. COLE  
AUTHORISED: ----  
DATE: ----

AUTHORITY: CITY OF MELTON

PROJECT: MODEINA  
STAGE 20

DETAILS: ROADS & DRAINAGE PLANS  
SAVILLE STREET - CROSS SECTIONS SHEET 1 OF 2

SCALE 1:100H, 1:50V

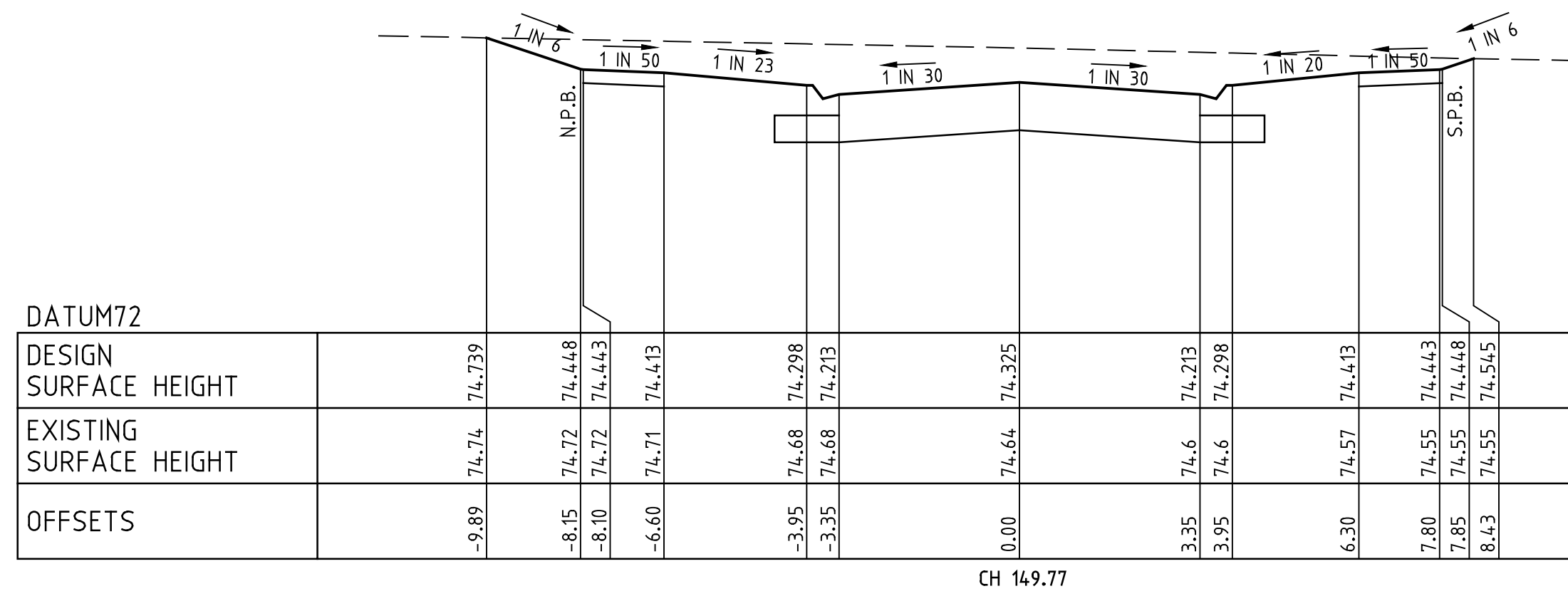
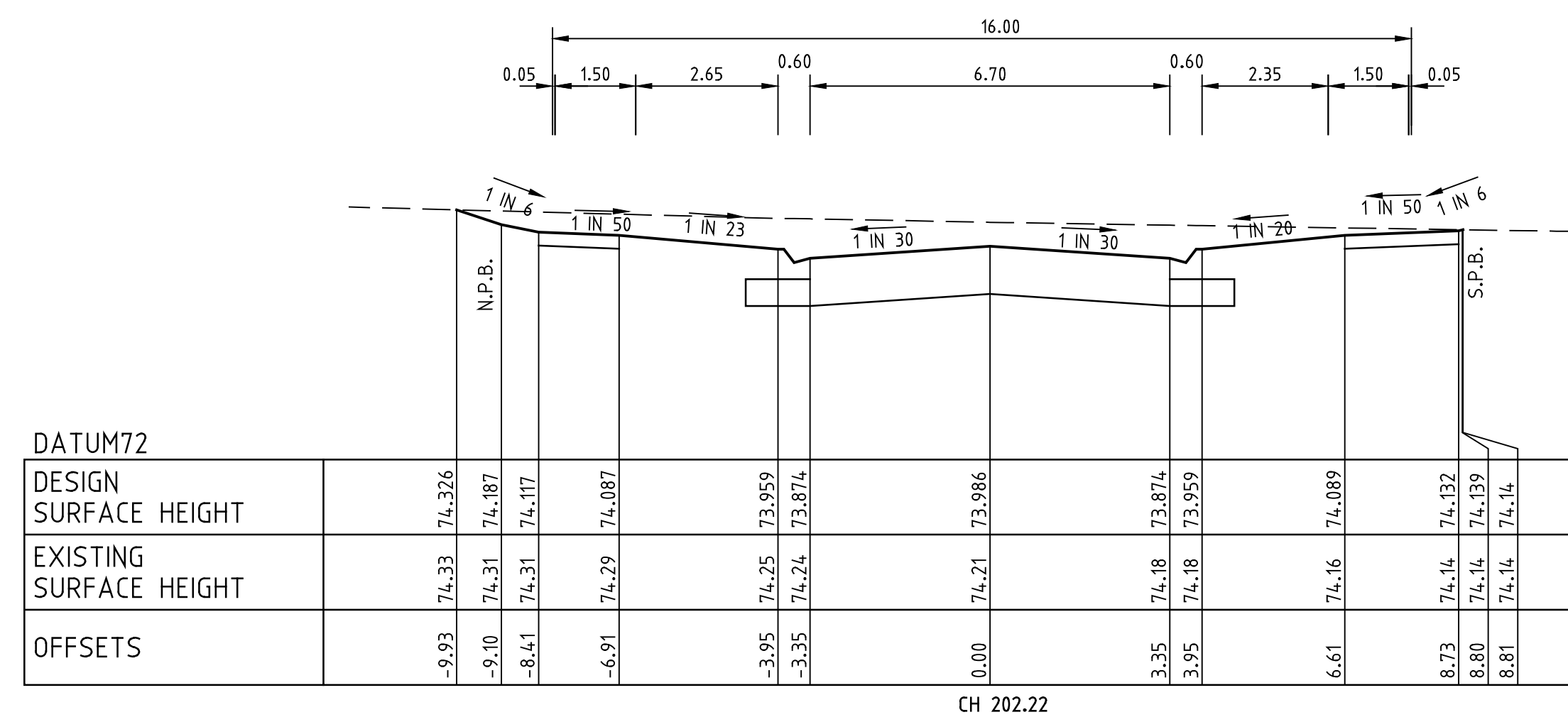
LEVEL DATUM AHD

SHEET 10 OF 18

DRAWING No.  
1275/20/NE/10

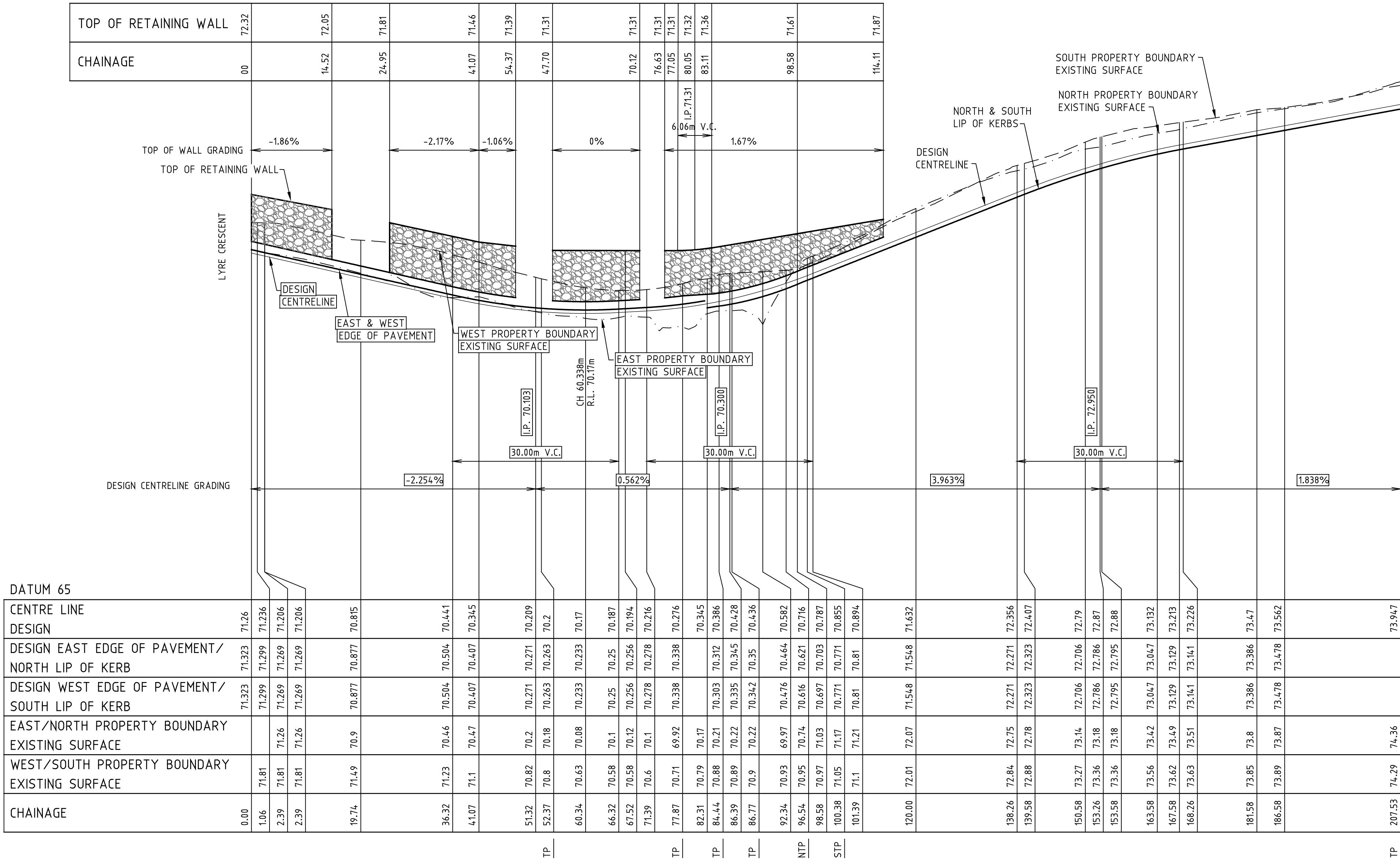
REV.  
C1

FOR CONSTRUCTION



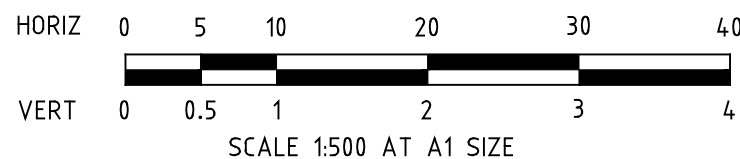
SCALES      HOR 1 : 100      VER 1 : 50  
 HORIZ 0 1 2 4 6 8  
 VERT 0 0.5 1 2 3 4  
 SCALE 1:100 AT A1 SIZE

|      |                  |         |       |   |                           |   |                               |          |                                 |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |
|------|------------------|---------|-------|---|---------------------------|---|-------------------------------|----------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|------------|----------------|------------------------|----------------------------------------------|------------------------------|------------|-------|------|
| -    | -                | -       | -     | G | GAS MAIN                  | H | HOUSE DRAIN PROPOSED/EX.      | CROSSING | CHAINAGES AND TANGENT POINTS    | <div>22 Business Park Drive Notting Hill 3168<br/>A.C.N. 006 550 803<br/>E: consulting@dpmvic.com.au<br/>W: www.dpmvic.com.au<br/>T: (03) 9538 5000</div> <div><br/>Consulting Group</div> | DRAWN:      | J.BEVERIDGE | AUTHORITY: | CITY OF MELTON | SCALE                  | 1:100H, 1:50V                                |                              |            |       |      |
| -    | -                | -       | -     | W | WATER MAIN                | I | PROPERTY INLET, DRAINAGE PITS | F20.05   | EXISTING SURFACE LEVEL          |                                                                                                                                                                                                                                                                                 | DESIGNED:   | J.BEVERIDGE | PROJECT:   | MODEINA        | LEVEL DATUM            | AHD                                          |                              |            |       |      |
| -    | -                | -       | -     | B | RECYCLED WATER MAIN       | S | EX./FUT. INLET, DRAINAGE PITS | F521.35  | FINISHED LEVEL (TITLE BOUNDARY) |                                                                                                                                                                                                                                                                                 | CHECKED:    | M. COLE     | DETAILS:   | STAGE 20       | ROADS & DRAINAGE PLANS | SAVILLE STREET - CROSS SECTIONS SHEET 2 OF 2 | DRAWING No.<br>1275/20/NE/11 | REV.<br>C1 |       |      |
| -    | -                | -       | -     | E | ELECTRICITY CABLE         | N | DRAINAGE PIT STAGE/NUMBER     | T21.35   | DESIGN TOP/TOE OF BATTER LEVEL  |                                                                                                                                                                                                                                                                                 | AUTHORISED: | ----        |            |                |                        |                                              |                              |            | DATE: | ---- |
| ---  | ---              | ---     | ---   | T | TELECOMMUNICATIONS CABLE  | S | SEWER LINE AND STRUCTURES     | P21.350  | DESIGN PAVEMENT LEVEL           |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |
| ---  | ---              | ---     | ---   | R | WATER CONDUIT             | S | EX. SEWER LINE AND STRUCTURES | R.20     | PROPOSED CONTOUR LINE & LEVEL   |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  | K | GAS CONDUIT               | S | KERB AND CHANNEL              | R.20     | EXISTING CONTOUR LINE & LEVEL   |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |
| REV. | REVISION         | DATE    | APPD. | L | RECYCLED WATER CONDUIT    | S | EX./FUT. KERB AND CHANNEL     | R.20     | FILLING IN EXCESS OF 200mm      |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |
|      |                  |         |       | M | COMBINED SERVICES CONDUIT | S | KERB TO BE REMOVED OFFSITE    | U22.8    | CATCH DRAIN AND INVERT LEVEL    |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |
|      |                  |         |       | N | T.R.M.                    | S | STREET SIGN                   | Y Y      | EX. BATTER   Y Y   PROP. BATTER |                                                                                                                                                                                                                                                                                 |             |             |            |                |                        |                                              |                              |            |       |      |



# ROAD LONGITUDINAL SECTION ORNATA GROVE

SCALES    HOR 1 : 500    VER 1 : 50

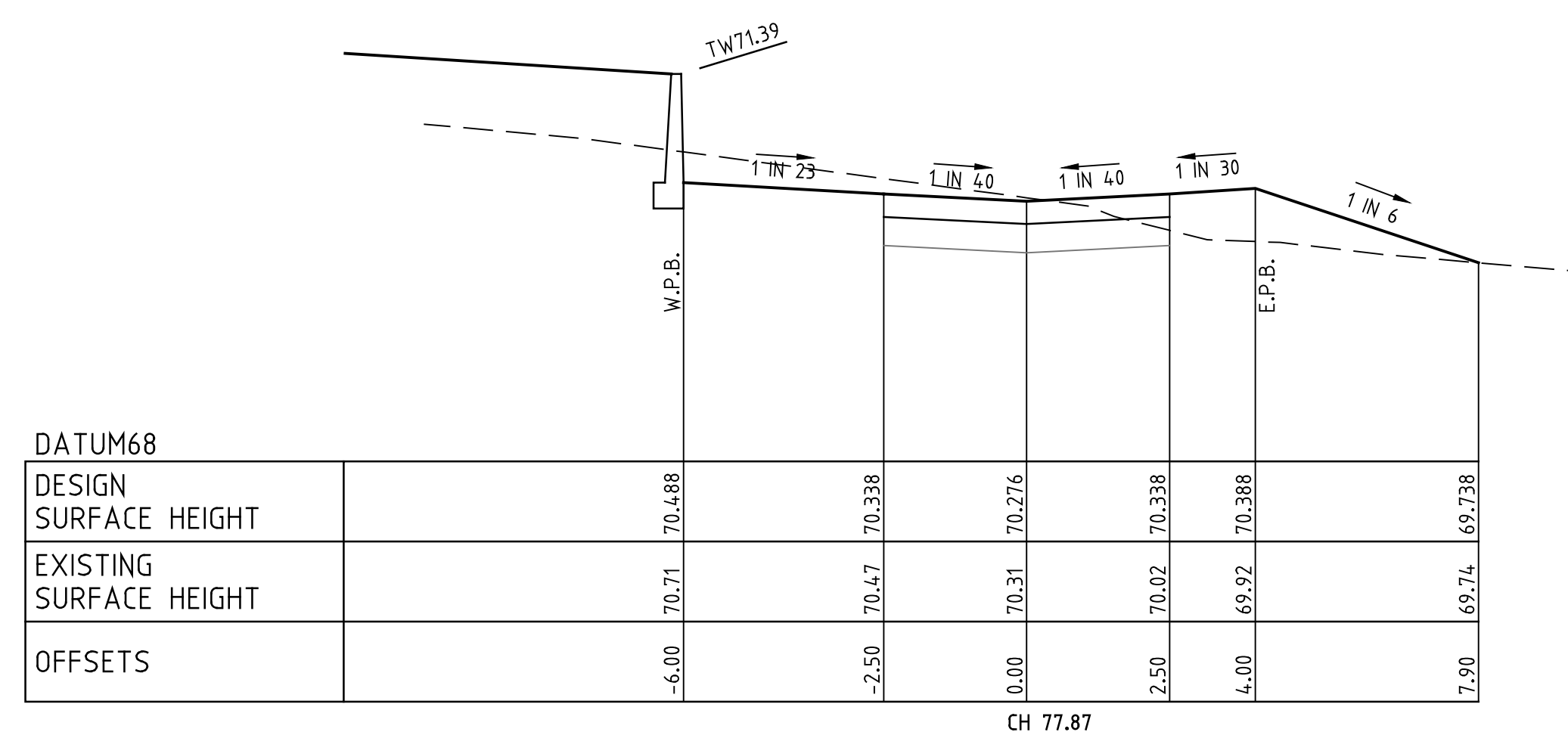
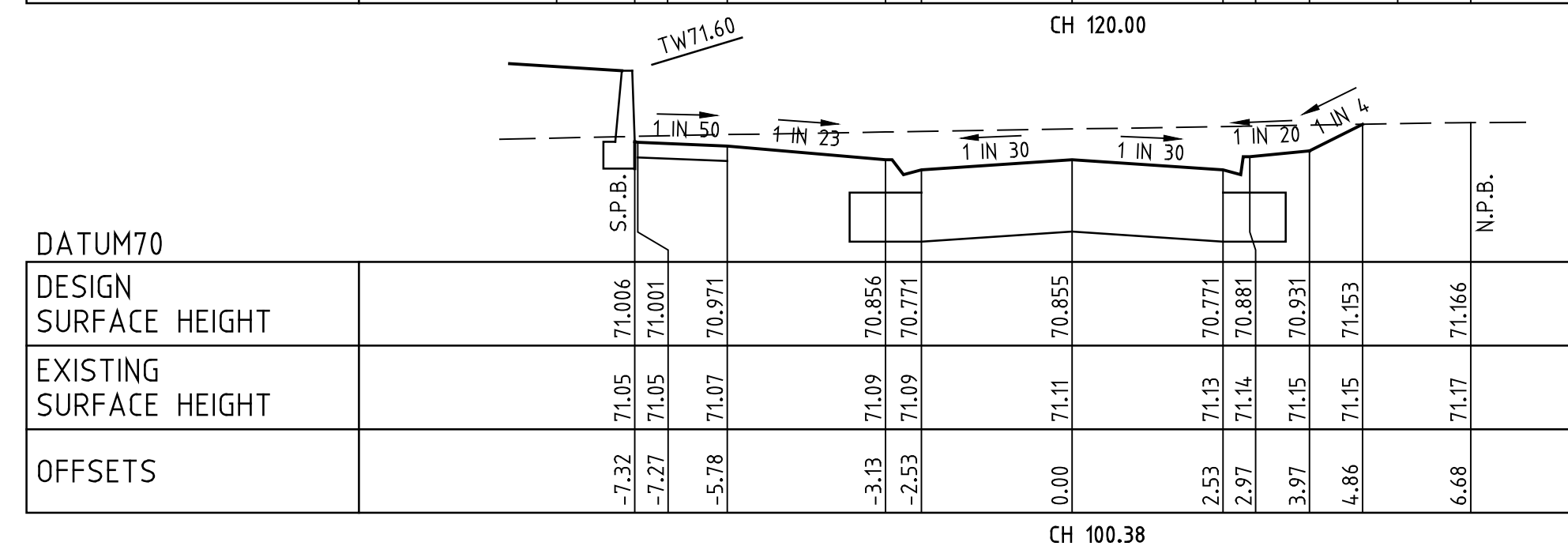
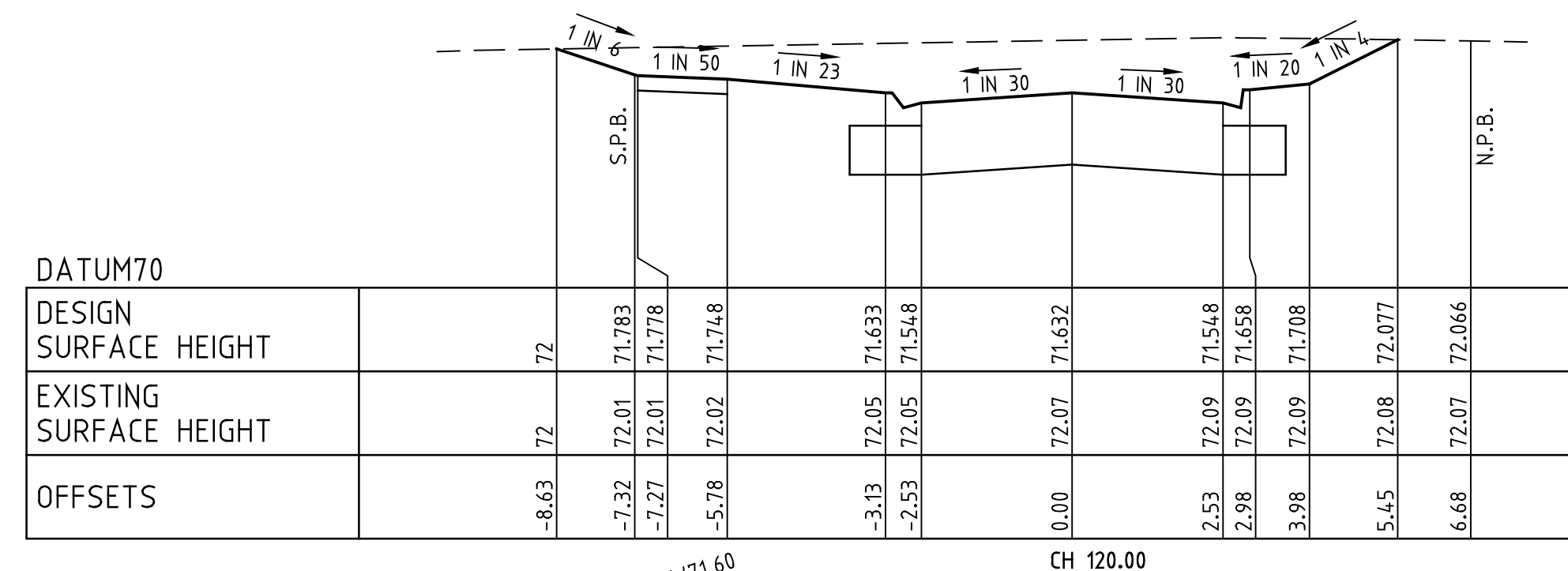
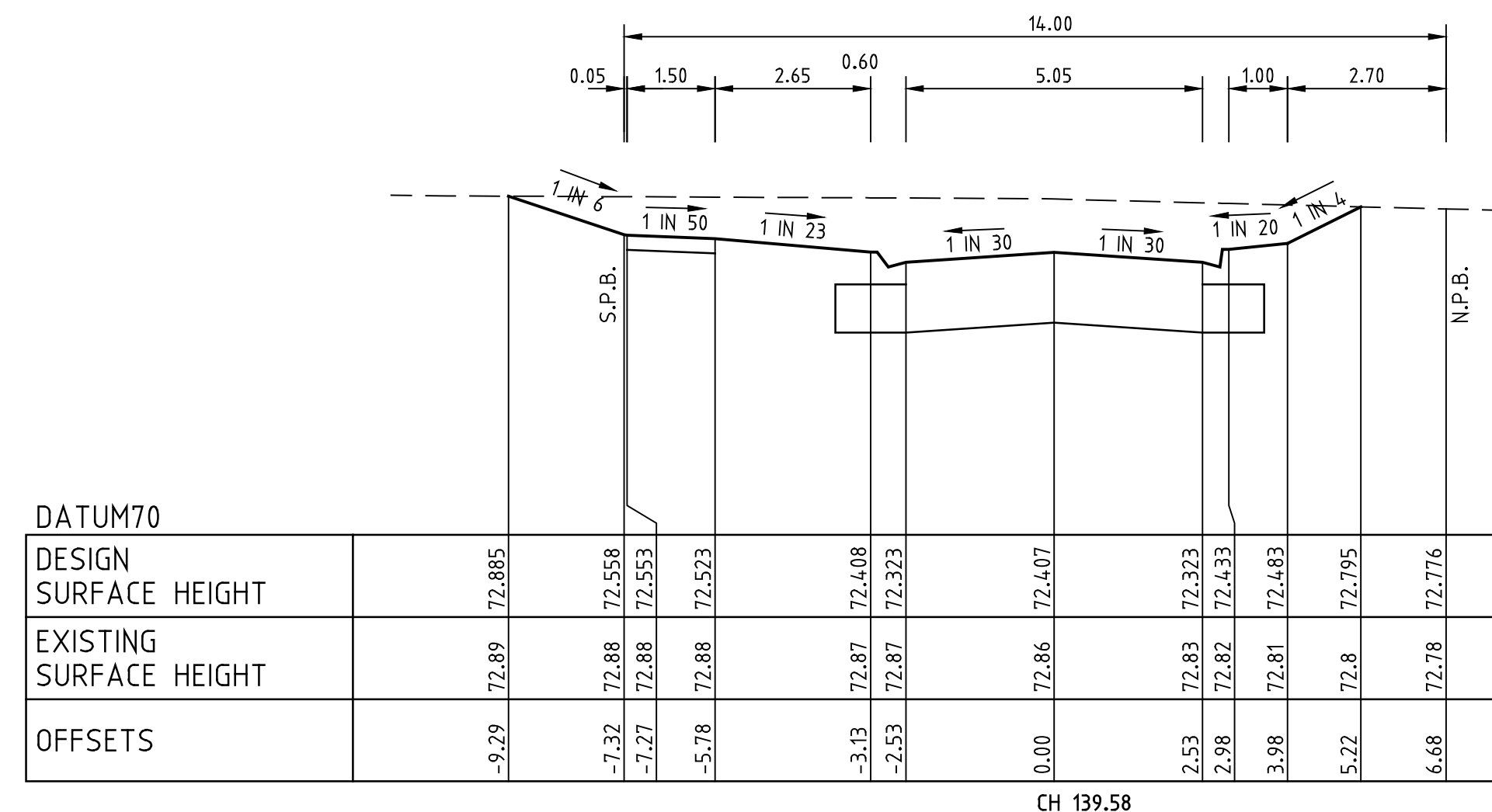
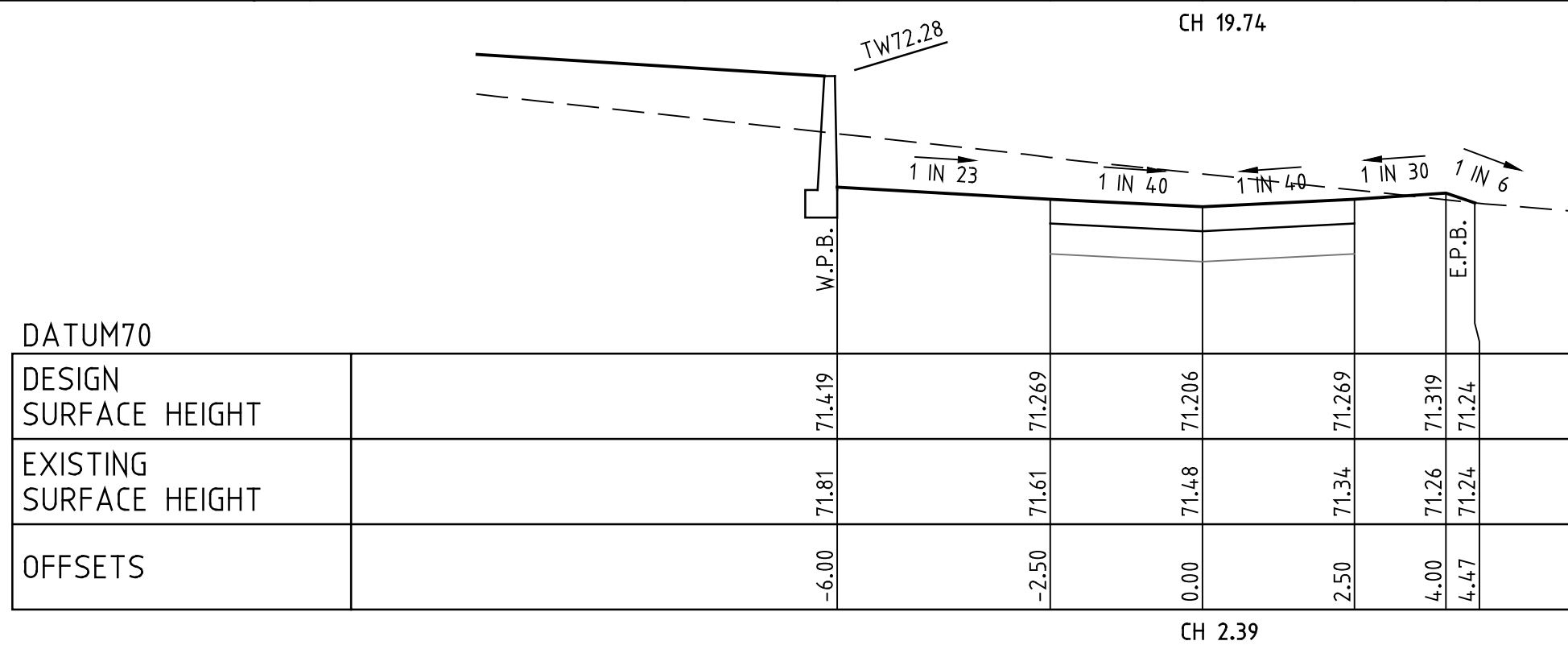
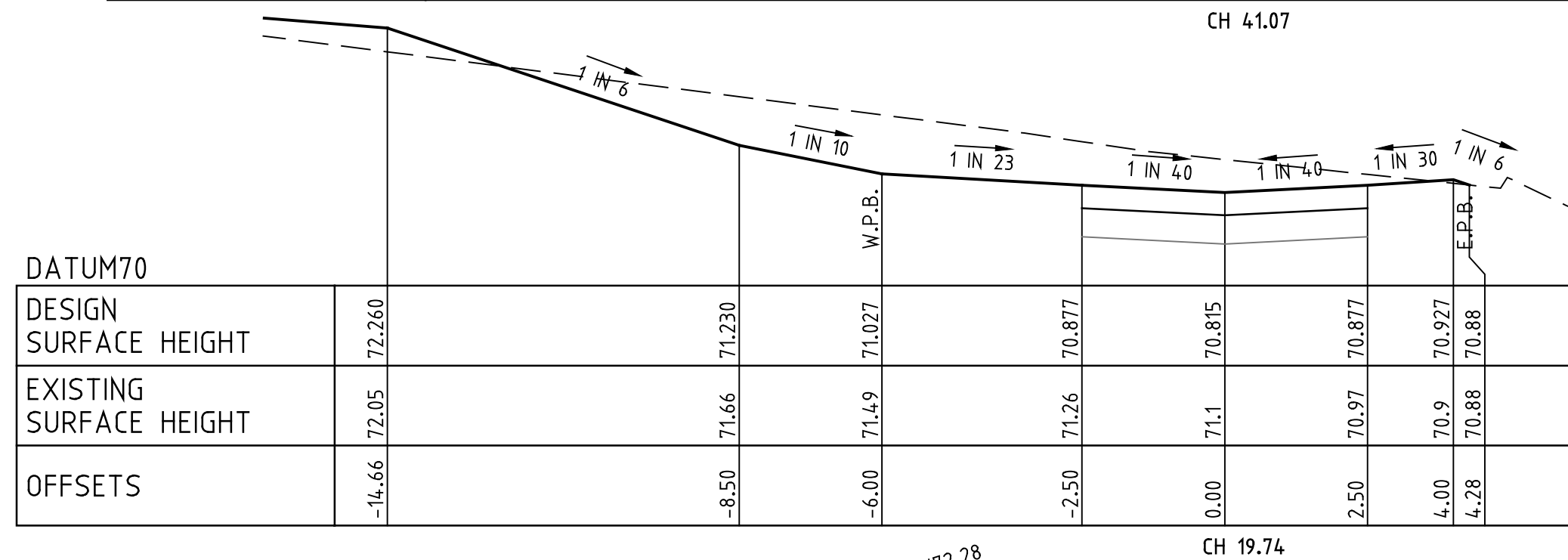
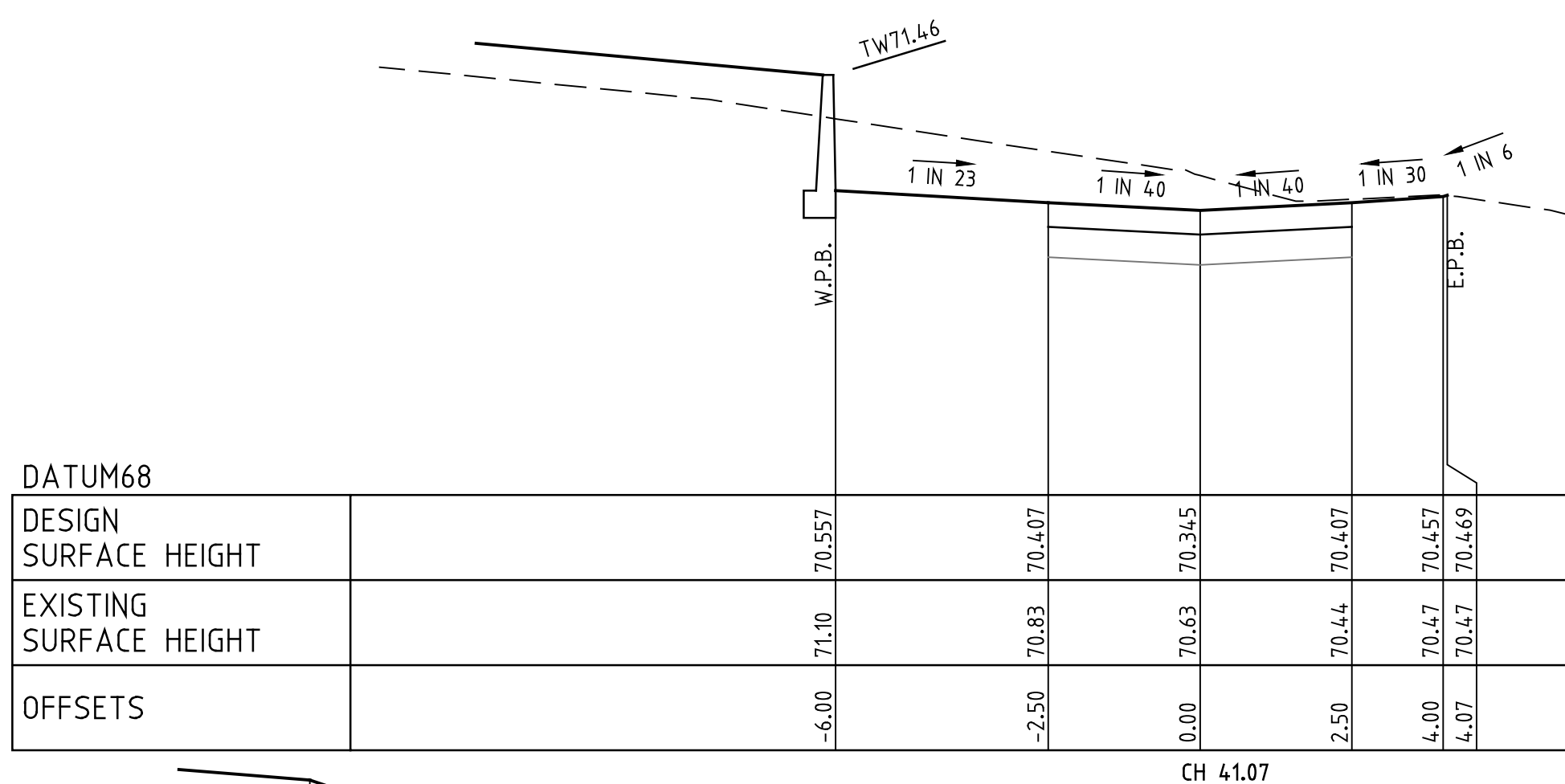
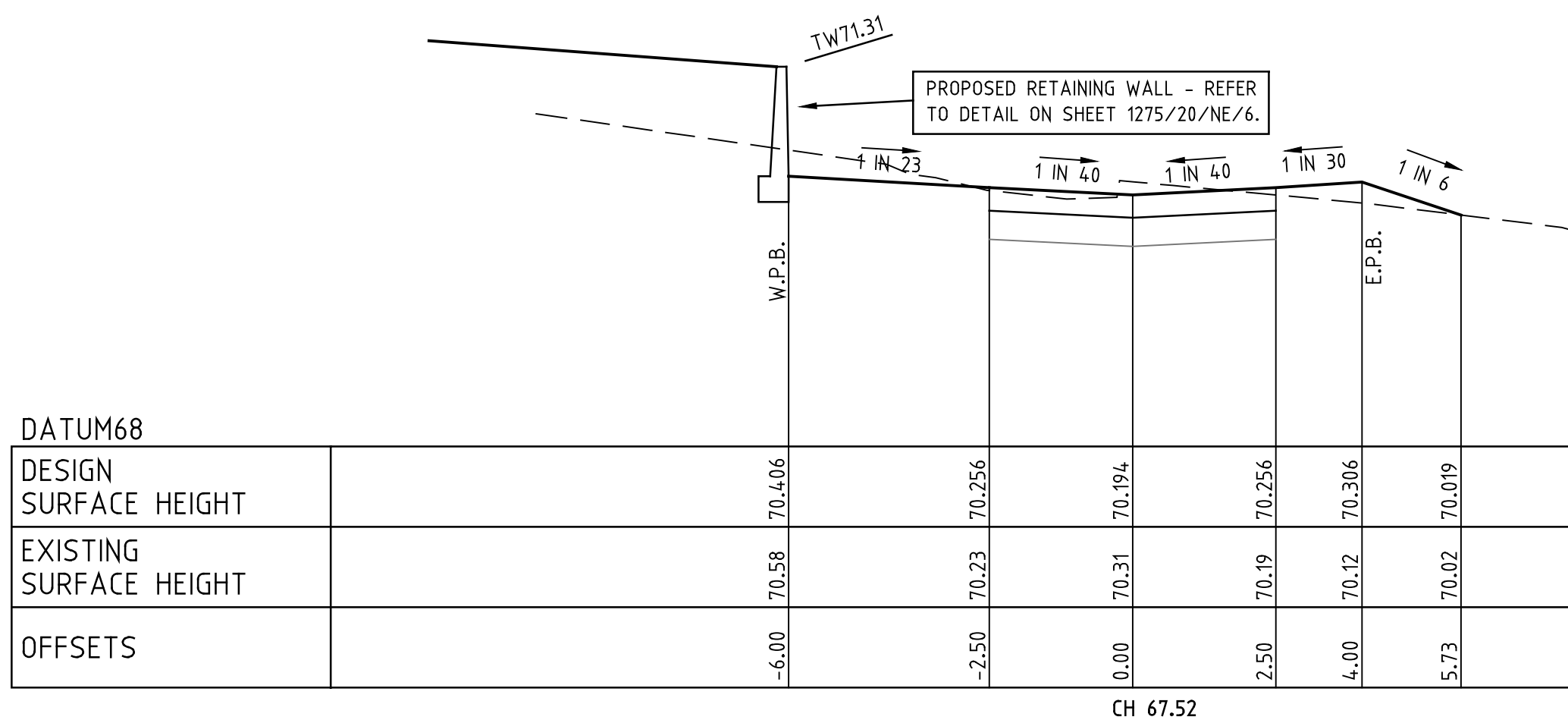
[illegible]

22 Business Park Drive Notting Hill 3168  
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W: [www.dpmvic.com.au](http://www.dpmvic.com.au)  
T: (03) 9538 5000



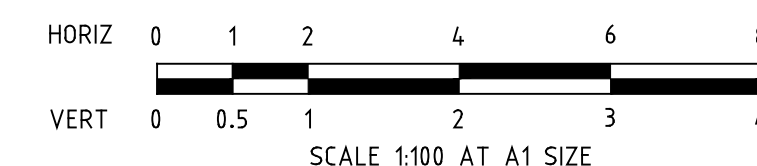
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|-----------------------|------------------------------------------------------------------------------------|----------------------|------|
| DRAWN: J.BEVERIDGE    | AUTHORITY: CITY OF MELTON                                                          | SCALE 1:500H, 1:50V  |      |
| DESIGNED: J.BEVERIDGE | PROJECT: <b>MODEINA<br/>STAGE 20</b>                                               | LEVEL DATUM AHD      |      |
| CHECKED: M. COLE      |                                                                                    | SHEET 12 OF 18       |      |
| AUTHORISED: ----      | DETAILS: <b>ROADS &amp; DRAINAGE PLANS<br/>ORNATA GROVE - LONGITUDINAL SECTION</b> | DRAWING No.          | REV. |
| DATE: ----            |                                                                                    | <b>1275/20/NE/12</b> | C1   |

FOR CONSTRUCTION



## ROAD CROSS SECTIONS ORNATA GROVE - SHEET 1 of 2

SCALES    HOR 1 : 100    VER 1 : 50

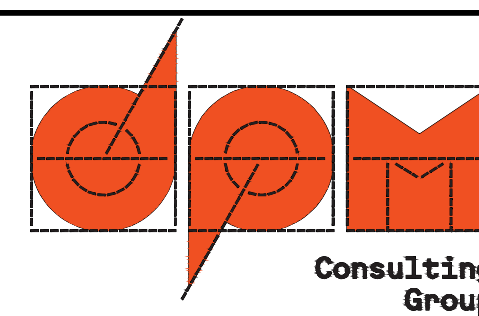


FOR CONSTRUCTION

|   |   |   |   |                                                                                     |                           |                                                                                     |                               |                                                                                       |                                 |
|---|---|---|---|-------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------|---------------------------------|
| - | - | - | - |  | GAS MAIN                  |  | HOUSE DRAIN PROPOSED/EX.      |  | CHAINAGES AND TANGENT POINTS    |
| - | - | - | - |  | WATER MAIN                |  | PROPERTY INLET, DRAINAGE PITS |  | EXISTING SURFACE LEVEL          |
| - | - | - | - |  | RECYCLED WATER MAIN       |  | EX./FUT. INLET, DRAINAGE PITS |  | FINISHED LEVEL (TITLE BOUNDARY) |
| - | - | - | - |  | ELECTRICITY CABLE         |  | DRAINAGE PIT STAGE/NUMBER     |  | DESIGN TOP/TOE OF BATTER LEVEL  |
| - | - | - | - |  | TELECOMMUNICATIONS CABLE  |  | SEWER LINE AND STRUCTURES     |  | DESIGN PAVEMENT LEVEL           |
| - | - | - | - |  | WATER CONDUIT             |  | EX. SEWER LINE AND STRUCTURES |  | PROPOSED CONTOUR LINE & LEVEL   |
| - | - | - | - |  | GAS CONDUIT               |  | KERB AND CHANNEL              |  | EXISTING CONTOUR LINE & LEVEL   |
| - | - | - | - |  | RECYCLED WATER CONDUIT    |  | EX./FUT. KERB AND CHANNEL     |  | FILLING IN EXCESS OF 200mm      |
| - | - | - | - |  | COMBINED SERVICES CONDUIT |  | KERB TO BE REMOVED OFFSITE    |  | BATCH RAMP AND INLET LEVEL      |
| - | - | - | - |  | B.S.M.                    |  | STREET SIGN                   |  | EX. BATTER, L & R BATCH, BATTER |

| REV. | REVISION         | DATE    | APPD. | LEGEND                                                                              |                           |                                                                                     |                               |                                                                                       |                                 |
|------|------------------|---------|-------|-------------------------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------|---------------------------------|
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  |  | GAS MAIN                  |  | HOUSE DRAIN PROPOSED/EX.      |  | CHAINAGES AND TANGENT POINTS    |
|      |                  |         |       |  | WATER MAIN                |  | PROPERTY INLET, DRAINAGE PITS |  | EXISTING SURFACE LEVEL          |
|      |                  |         |       |  | RECYCLED WATER MAIN       |  | EX./FUT. INLET, DRAINAGE PITS |  | FINISHED LEVEL (TITLE BOUNDARY) |
|      |                  |         |       |  | ELECTRICITY CABLE         |  | DRAINAGE PIT STAGE/NUMBER     |  | DESIGN TOP/TOE OF BATTER LEVEL  |
|      |                  |         |       |  | TELECOMMUNICATIONS CABLE  |  | SEWER LINE AND STRUCTURES     |  | DESIGN PAVEMENT LEVEL           |
|      |                  |         |       |  | WATER CONDUIT             |  | EX. SEWER LINE AND STRUCTURES |  | PROPOSED CONTOUR LINE & LEVEL   |
|      |                  |         |       |  | GAS CONDUIT               |  | KERB AND CHANNEL              |  | EXISTING CONTOUR LINE & LEVEL   |
|      |                  |         |       |  | RECYCLED WATER CONDUIT    |  | EX./FUT. KERB AND CHANNEL     |  | FILLING IN EXCESS OF 200mm      |
|      |                  |         |       |  | COMBINED SERVICES CONDUIT |  | KERB TO BE REMOVED OFFSITE    |  | BATCH RAMP AND INLET LEVEL      |
|      |                  |         |       |  | B.S.M.                    |  | STREET SIGN                   |  | EX. BATTER, L & R BATCH, BATTER |

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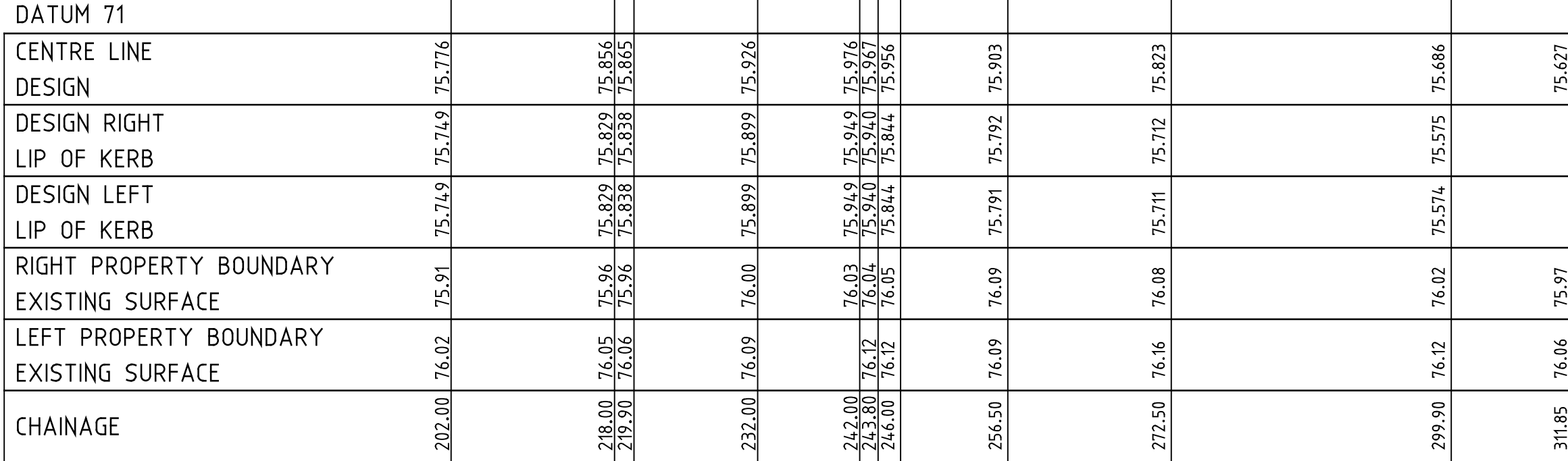


|                       |                                                   |                                  |
|-----------------------|---------------------------------------------------|----------------------------------|
| DRAWN: J.BEVERIDGE    | AUTHORITY: CITY OF MELTON                         | SCALE 1:100H, 1:50V              |
| DESIGNED: J.BEVERIDGE | PROJECT: <b>MODEINA</b>                           | LEVEL DATUM AHD                  |
| CHECKED: M. COLE      | <b>STAGE 20</b>                                   | SHEET 13 OF 18                   |
| AUTHORISED: ----      | DETAILS: <b>ROADS &amp; DRAINAGE PLANS</b>        | DRAWING No. <b>1275/20/NE/13</b> |
| DATE: ----            | <b>ORNATA GROVE - CROSS SECTIONS SHEET 1 OF 2</b> | REV. C1                          |



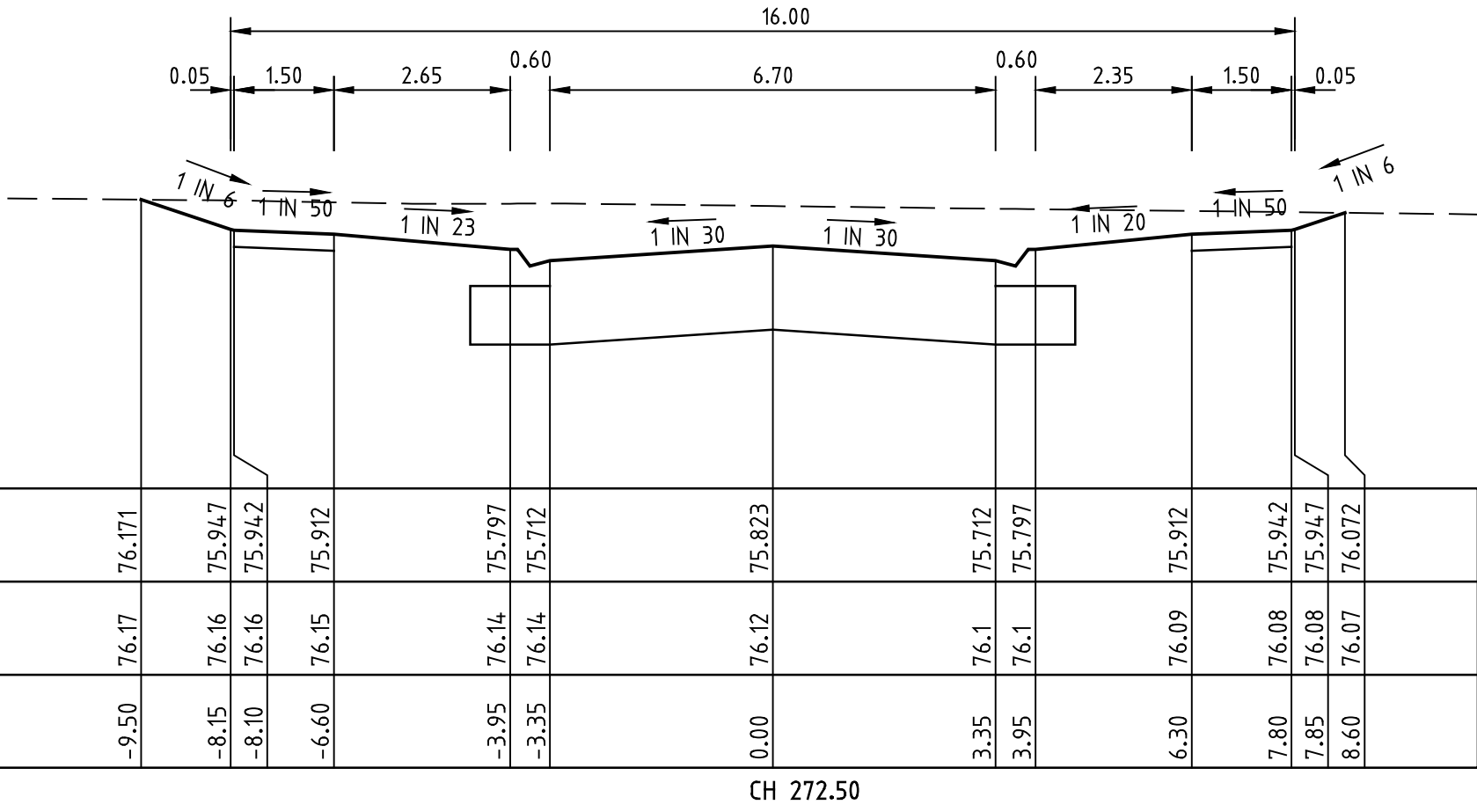


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**DETAILED ENGINEERING PLANS**  
**Peng Hua**  
**ENGINEERING SERVICES**  
**Date: 19/02/2021**

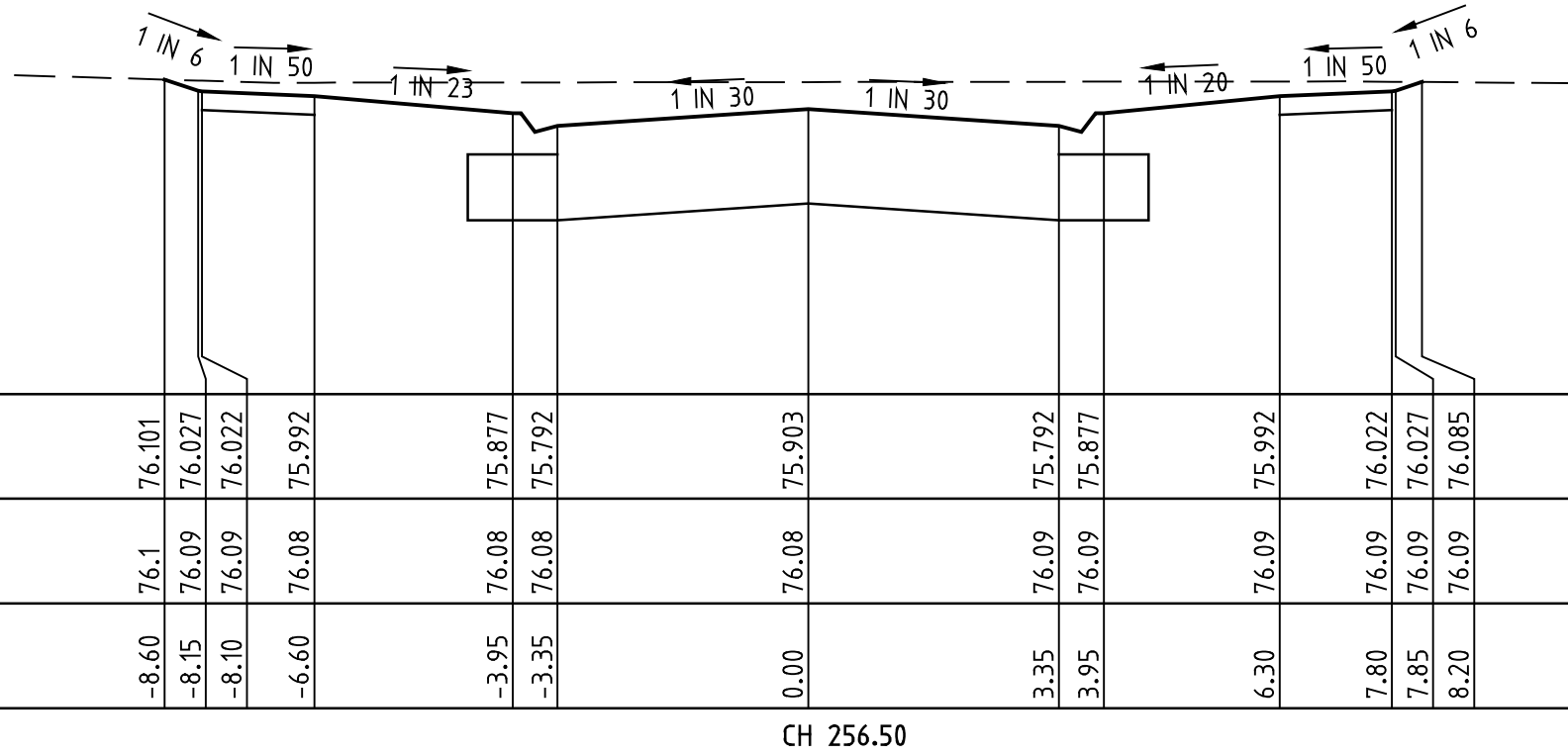


## ROAD LONGITUDINAL SECTION ALMENDRA AVENUE

SCALES    HOR   1 : 500    VER   1 : 50

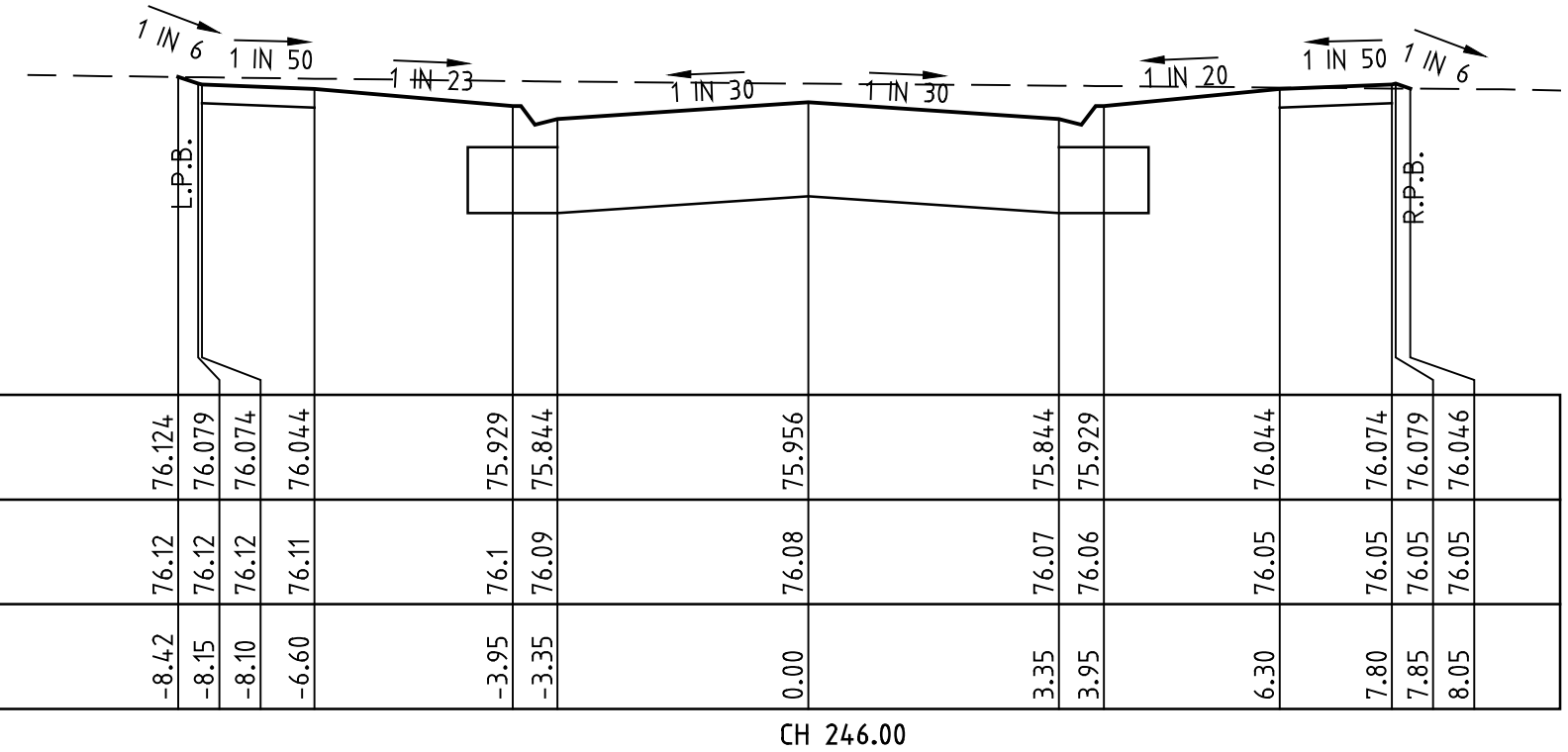
[illegible]

CH 272.50



| DATUM74                 |                                  |  |                            |                                  |                                      |
|-------------------------|----------------------------------|--|----------------------------|----------------------------------|--------------------------------------|
| DESIGN SURFACE HEIGHT   |                                  |  | 76.101<br>76.027<br>76.022 |                                  |                                      |
| EXISTING SURFACE HEIGHT |                                  |  | 76.1<br>76.09<br>76.09     | 75.992<br>75.877<br>75.792       |                                      |
| OFFSETS                 | -8.60<br>-8.15<br>-8.10<br>-6.60 |  |                            | -3.95<br>76.08<br>76.08<br>76.08 | 75.903<br>75.992<br>75.877<br>76.085 |

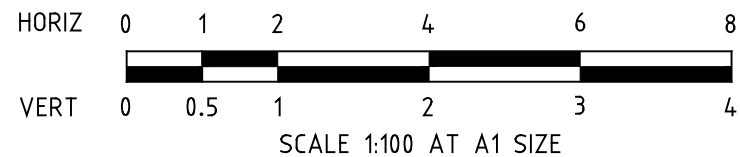
CH 256.50

[illegible]

CH 246.00

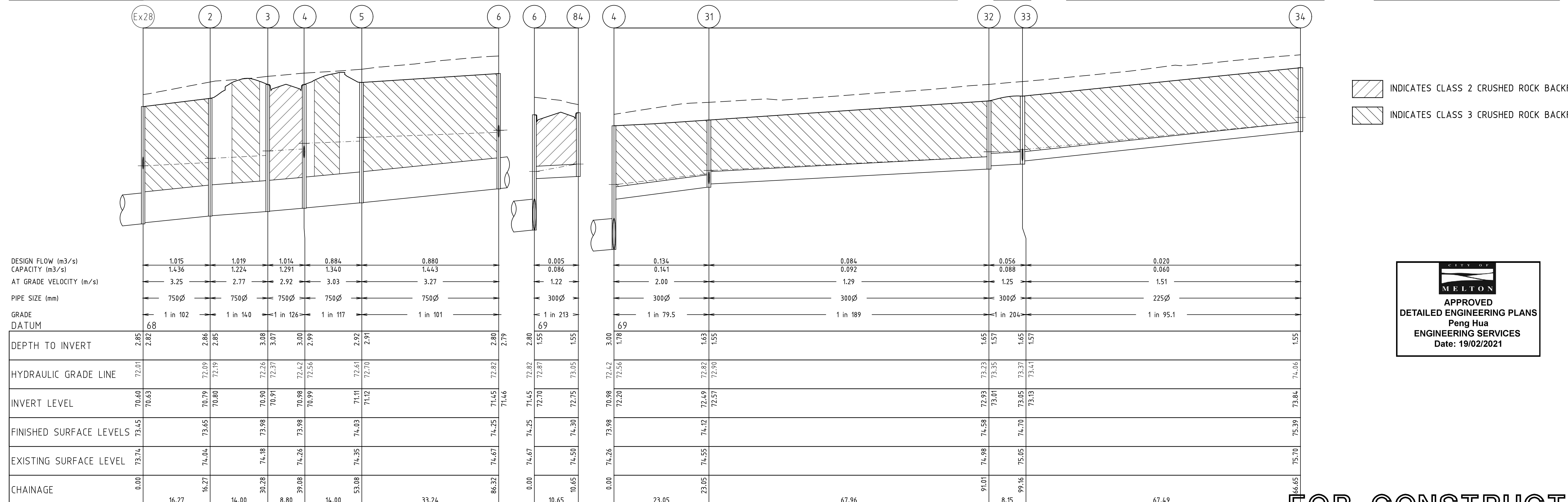
## ROAD CROSS SECTIONS ALMENDRA AVENUE

SCALES    HOR   1 : 100    VER   1 : 50



# FOR CONSTRUCTION

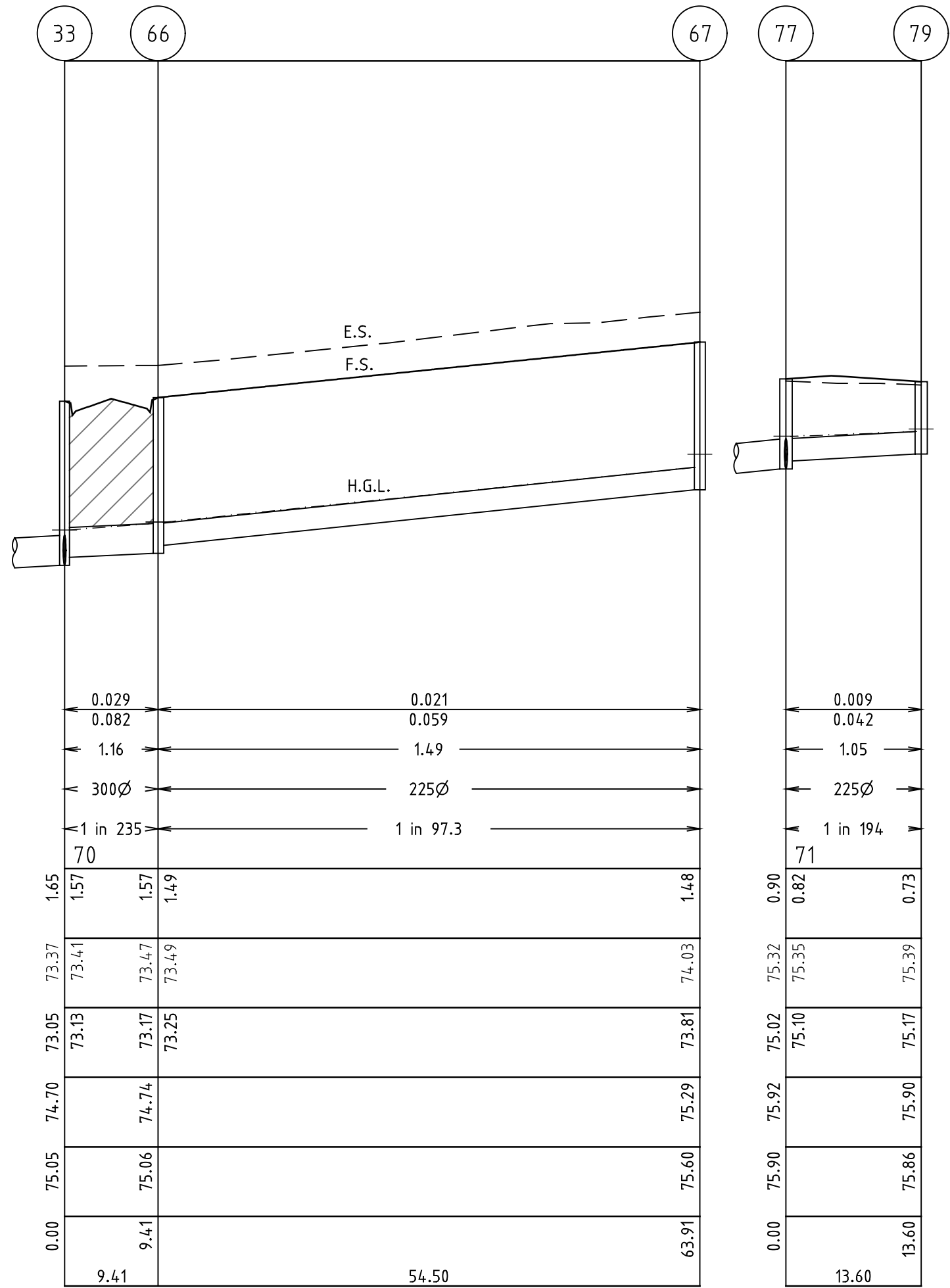
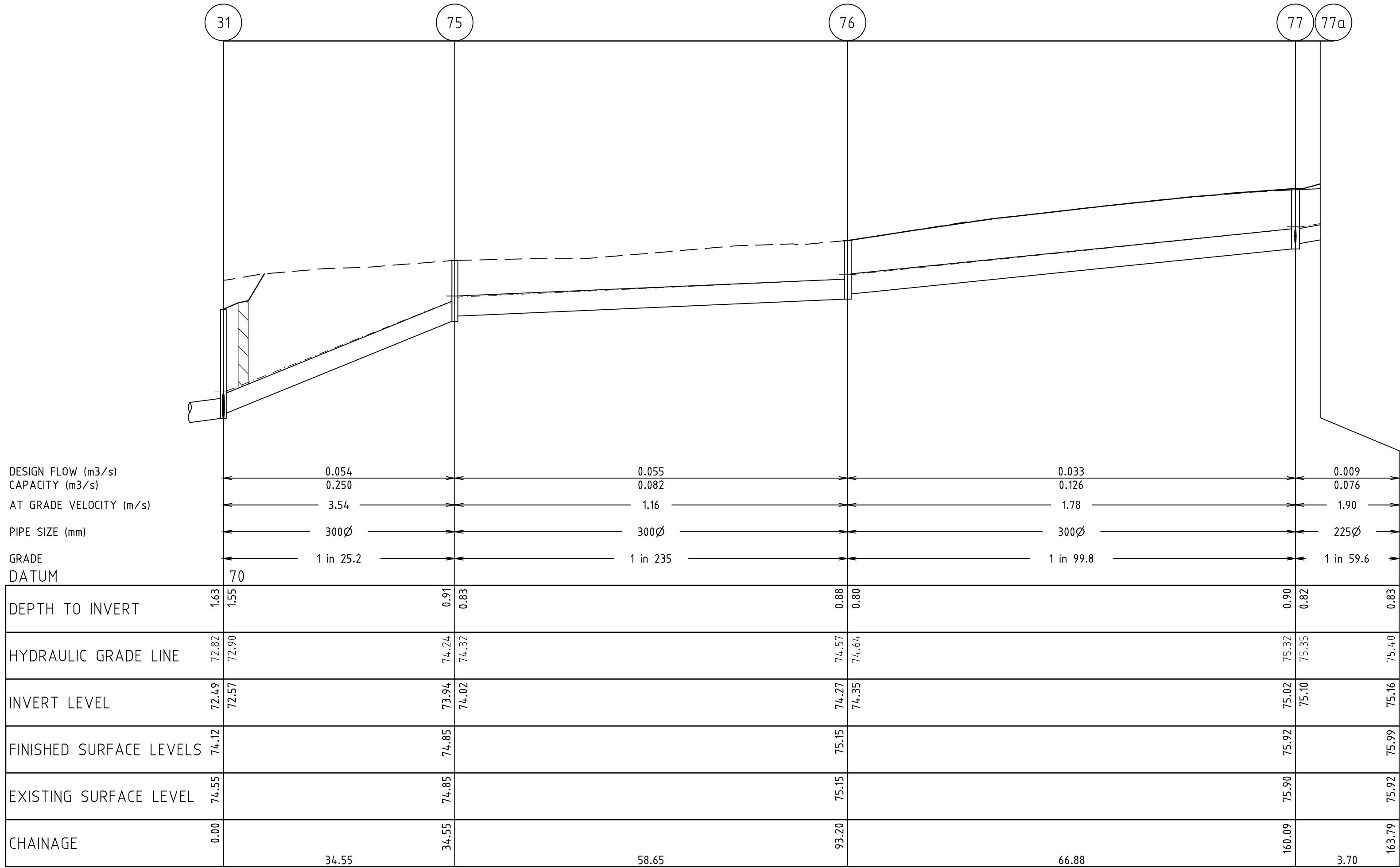
|  |  |  |  |                   |  |                                                                                                                                            |  |  |  |                                                                                                     |                                                                                                                                                                 |                                                                                         |                  |
|--|--|--|--|-------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------|
|  |  |  |  | <b>LEGEND</b><br> |  | 22 Business Park Drive Notting Hill 3168<br>A.C.N. 006 550 803<br>E: consulting@dpmvic.com.au<br>W: www.dpmvic.com.au<br>T: (03) 9538 5000 |  |  |  | DRAWN: J.BEVERIDGE<br>DESIGNED: J.BEVERIDGE<br>CHECKED: M. COLE<br>AUTHORISED: _____<br>DATE: _____ | AUTHORITY: <b>CITY OF MELTON</b><br>PROJECT: <b>MODEINA</b><br><b>STAGE 20</b><br>DETAILS: <b>ALMENDRA AVENUE -</b><br><b>LONGITUDINAL &amp; CROSS SECTIONS</b> | SCALE AS SHOWN<br>LEVEL DATUM AHD<br>SHEET 15 OF 18<br>DRAWING No. <b>1275/20/NE/15</b> | REV. _____<br>C1 |
|--|--|--|--|-------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------|



  
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**DETAILED ENGINEERING PLANS**  
**Peng Hua**  
**ENGINEERING SERVICES**  
**Date: 19/02/2021**

# FOR CONSTRUCTION

|      |                  |         |       |               |  |  |  |                                                                                                                                                |  |  |                  |                                                                                                   |                                                                                                                                                                            |                                                                                                     |         |
|------|------------------|---------|-------|---------------|--|--|--|------------------------------------------------------------------------------------------------------------------------------------------------|--|--|------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------|
|      |                  | -       | -     | <b>LEGEND</b> |  |  |  | 22 Business Park Drive Notting Hill 3168<br>A.C.N. 006 550 803<br>E: consulting@dpnrmvic.com.au<br>W: www.dpnrmvic.com.au<br>T: (03) 9538 5000 |  |  | Consulting Group | DRAWN: J.BEVERIDGE<br>DESIGNED: J.BEVERIDGE<br>CHECKED: M. COLE<br>AUTHORISED: ----<br>DATE: ---- | AUTHORITY: <b>CITY OF MELTON</b><br>PROJECT: <b>MODEINA STAGE 20</b><br>DETAILS: <b>ROADS &amp; DRAINAGE PLANS</b><br><b>DRAINAGE LONGITUDINAL SECTIONS - SHEET 1 OF 2</b> | SCALE 1:500H, 1:50V<br>LEVEL DATUM AHD<br><b>SHEET 15 OF 18</b><br>DRAWING No. <b>1275/20/NE/16</b> | REV. C1 |
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  | APPD.         |  |  |  |                                                                                                                                                |  |  |                  |                                                                                                   |                                                                                                                                                                            |                                                                                                     |         |
| REV. | REVISION         | DATE    | APPD. |               |  |  |  |                                                                                                                                                |  |  |                  |                                                                                                   |                                                                                                                                                                            |                                                                                                     |         |



INDICATES CLASS 2 CRUSHED ROCK BACKFILL

INDICATES CLASS 3 CRUSHED ROCK BACKFILL

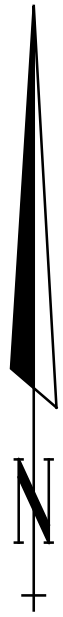
| PIT SCHEDULE |      |          |      |       |          |        |          |           |         |
|--------------|------|----------|------|-------|----------|--------|----------|-----------|---------|
| PIT No.      |      | INTERNAL |      | INLET |          | OUTLET |          | PIT DEPTH | REMARKS |
| Ex28         | ExJP | WID.     | LEN. | DIA.  | INV R.L. | DIA.   | INV R.L. | F.S.L.    |         |
| 2            | JP   | 1200     | 900  | 750   | 70.63    | 750    | 70.79    | 73.65     | 2.86    |
| 3            | GSEP | 1200     | 600  | 750   | 70.91    | 750    | 70.90    | 73.98     | 3.08    |
| 4            | GSEP | 1200     | 600  | 750   | 70.99    | 750    | 70.98    | 73.98     | 3.00    |
| 5            | GSEP | 1200     | 900  | 750   | 71.12    | 750    | 71.11    | 74.03     | 2.92    |
| 6            | JP   | 1050     | 900  | 750   | 71.46    | 750    | 71.45    | 74.25     | 2.80    |
| 84           | GSEP | 900      | 600  | -     | -        | 300    | 72.75    | 74.30     | 1.55    |
| Ex90         | ExEP | -        | -    | 375   | 68.82    | -      | -        | 71.21     | 2.39    |
| 90           | JP   | 600      | 900  | 375   | 68.84    | 375    | 68.84    | 71.11     | 2.27    |
| 91           | JP   | 600      | 900  | 375   | 68.90    | 375    | 68.90    | 70.62     | 1.72    |
| 93           | JP   | 600      | 900  | 375   | 69.00    | 375    | 69.00    | 70.17     | 1.17    |
| 94           | JP   | 600      | 900  | 375   | 69.06    | 375    | 69.06    | 70.32     | 1.26    |
| 95           | GSEP | 600      | 900  | 375   | 69.39    | 375    | 69.31    | 70.89     | 1.58    |
| 96           | JP   | 600      | 900  | 300   | 70.88    | 375    | 70.80    | 72.38     | 1.58    |
| 97           | GSEP | 600      | 900  | 300   | 72.09    | 300    | 72.01    | 73.62     | 1.61    |
| 98           | GSEP | 900      | 600  | 225   | 72.20    | 300    | 72.12    | 73.62     | 1.50    |
| 99           | EP   | -        | -    | -     | -        | 225    | 72.28    | 73.81     | 1.53    |
| 100          | GSEP | 900      | 600  | -     | -        | 300    | 69.52    | 70.91     | 1.39    |
| 101          | JP   | 600      | 900  | 225   | 71.80    | 225    | 71.72    | 72.53     | 0.81    |
| 102          | JP   | 600      | 900  | -     | -        | 225    | 72.68    | 73.41     | 0.73    |
| Ex248        | ExEP | -        | -    | 225   | 71.47    | Ex225  | 71.47    | 72.94     | 1.46    |
| 105          | JP   | 600      | 900  | -     | -        | 225    | 72.77    | 73.79     | 1.02    |
| 31           | GSEP | 600      | 900  | 300   | 72.57    | 300    | 72.49    | 74.12     | 1.63    |
| 32           | JP   | 600      | 900  | 300   | 73.01    | 300    | 72.93    | 74.58     | 1.65    |
| 33           | GSEP | 600      | 900  | 300   | 73.13    | 300    | 73.05    | 74.70     | 1.65    |
| 34           | JP   | 600      | 900  | -     | -        | 225    | 73.84    | 75.39     | 1.55    |
| 66           | GSEP | 900      | 600  | 225   | 73.25    | 300    | 73.17    | 74.74     | 1.57    |
| 67           | JP   | 600      | 900  | -     | -        | 225    | 73.81    | 75.29     | 1.48    |
| 75           | JP   | 600      | 900  | 300   | 74.02    | 300    | 73.94    | 74.85     | 0.91    |
| 76           | JP   | 600      | 900  | 300   | 74.35    | 300    | 74.27    | 75.15     | 0.88    |
| 77           | JP   | 900      | 600  | 225   | 75.10    | 300    | 75.02    | 75.92     | 0.90    |
| 77a          | EP   | -        | -    | -     | -        | 225    | 75.16    | 75.99     | 0.83    |
| 79           | JP   | 600      | 900  | -     | -        | 225    | 75.17    | 75.90     | 0.73    |

NOTATION:  
JP = JUNCTION PIT  
SEP = SIDE ENTRY PIT  
DSEP = DOUBLE SIDE ENTRY PIT  
EP = END OF PIPE  
WIDTH OF PIT IS MEASURED AT THE OUTLET



FOR CONSTRUCTION

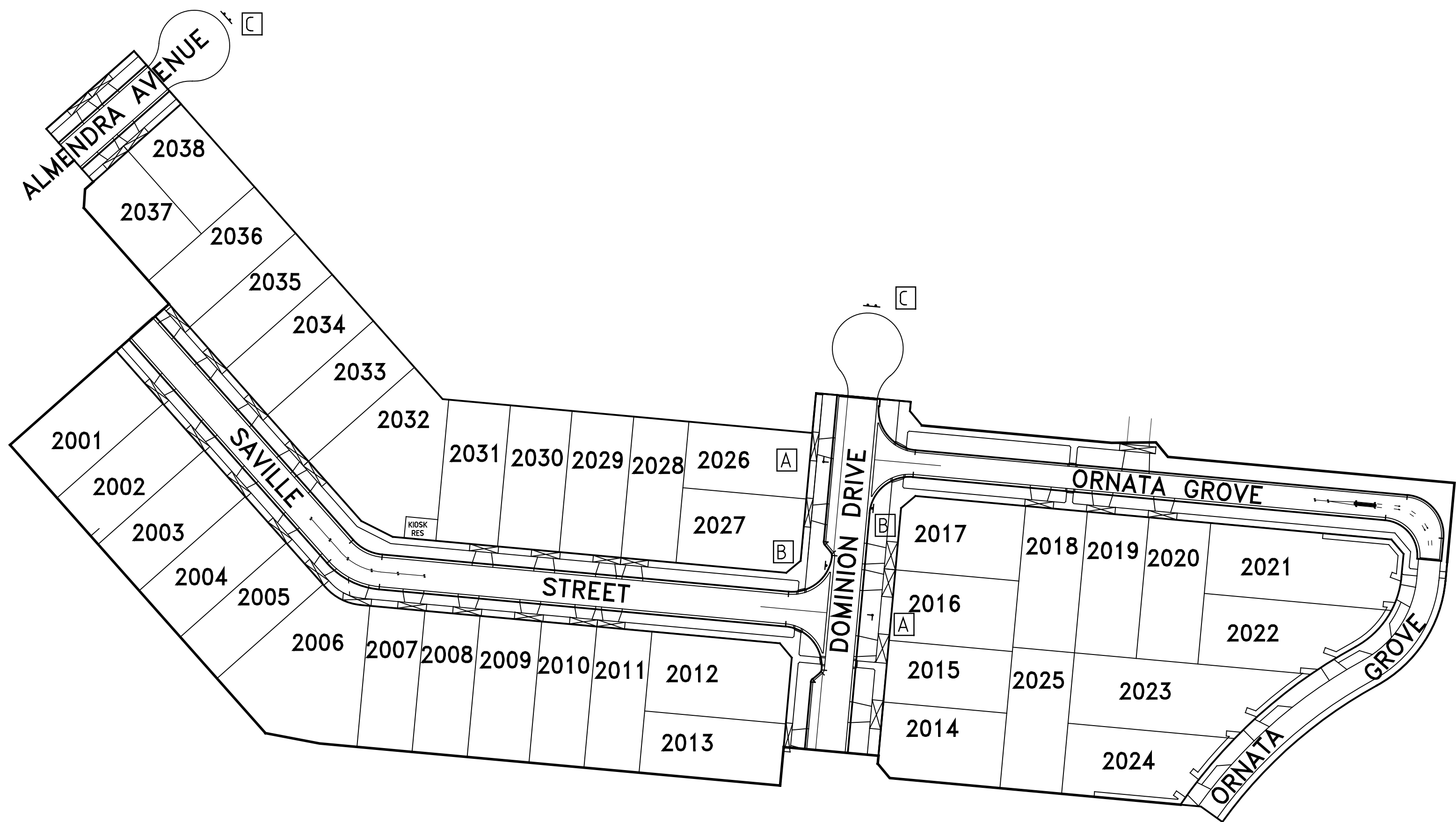
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|------|--|--|--|------------------|--|--|--|---------|--|--|--|--------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|---------------------------------------------------------------------------------------|--|--|--|-----------------------|--|--|--|---------------------------|--|--|--|--------------------------------------------|--|--|--|---------------------------------------------------------|--|--|--|----|--|--|--|
|      |  |  |  | LEGEND           |  |  |  |         |  |  |  | 22 Business Park Drive Notting Hill 3168<br>A.C.N. 006 550 803<br>E: consulting@dpmvic.com.au<br>W: www.dpmvic.com.au<br>T: (03) 9538 5000 |  |  |  |  |  |  |  | DRAWN: J.BEVERIDGE    |  |  |  | AUTHORITY: CITY OF MELTON |  |  |  | SCALE 1:500H, 1:50V                        |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  | DESIGNED: J.BEVERIDGE |  |  |  | PROJECT: <b>MODEINA</b>   |  |  |  | LEVEL DATUM AHD                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  | CHECKED: M. COLE          |  |  |  | <b>STAGE 20</b>                            |  |  |  | SHEET 17 OF 18                                          |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  | DRAWING No.                                |  |  |  | REV.                                                    |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  | DETAILS: <b>ROADS &amp; DRAINAGE PLANS</b> |  |  |  | 1275/20/NE/17                                           |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  | DRAINAGE LONGITUDINAL SECTIONS SH 2 OF 2 & PIT SCHEDULE |  |  |  | C1 |  |  |  |
| REV. |  |  |  | REVISION         |  |  |  | DATE    |  |  |  | APPD.                                                                                                                                      |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
| C1   |  |  |  | FOR CONSTRUCTION |  |  |  | 12.2.21 |  |  |  | J.B.                                                                                                                                       |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |
|      |  |  |  |                  |  |  |  |         |  |  |  |                                                                                                                                            |  |  |  |                                                                                       |  |  |  |                       |  |  |  |                           |  |  |  |                                            |  |  |  |                                                         |  |  |  |    |  |  |  |



NOTE:  
THE LOCATIONS OF TGSIs SHOWN ON THESE PLANS ARE INDICATIVE ONLY. TGSIs ARE TO BE INSTALLED IN ACCORDANCE WITH CITY OF MELTON STANDARD DRAWING MCC 403 AND AS 1428.4. REFER TO VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2, TABLE 18.3 FOR LINEMARKING DETAILS.

SIGNAGE LEGEND

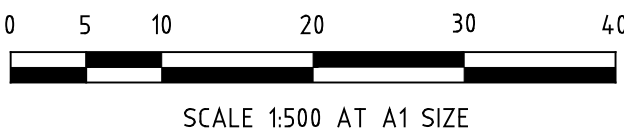
- A** STREET SIGN - DOUBLE BLADE
- B** GIVE WAY SIGN (R1-2A) - CLASS 1.
- C** NO ROAD AND OBSTRUCTION MARKER SIGN (D4-5).
- TGSi - to be located and installed in accordance with AS1428.4.



APPROVED  
DETAILED ENGINEERING PLANS  
Peng Hua  
ENGINEERING SERVICES  
Date: 19/02/2021

THESE DRAWINGS ARE TO BE USED ONLY FOR THE PURPOSE FOR WHICH THEY WERE INTENDED. NO RESPONSIBILITY WILL BE BORNE BY THE ENGINEERING CONSULTANT SHOULD THESE DRAWINGS BE USED FOR ANY OTHER PURPOSE.

SIGNAGE & LINEMARKING PLAN



FOR CONSTRUCTION

|      |                  |         |       |                           |                               |                                 |
|------|------------------|---------|-------|---------------------------|-------------------------------|---------------------------------|
| -    | -                | -       | -     | GAS MAIN                  | HOUSE DRAIN PROPOSED/EX.      | CHAINAGES AND TANGENT POINTS    |
| -    | -                | -       | -     | WATER MAIN                | PROPERTY INLET, DRAINAGE PITS | EXISTING SURFACE LEVEL          |
| -    | -                | -       | -     | RECYCLED WATER MAIN       | EX./FUT. INLET, DRAINAGE PITS | FINISHED LEVEL (TITLE BOUNDARY) |
| -    | -                | -       | -     | ELECTRICITY CABLE         | DRAINAGE PIT STAGE/NUMBER     | DESIGN TOP/TOE OF BATTER LEVEL  |
| -    | -                | -       | -     | TELECOMMUNICATIONS CABLE  | EX. SEWER LINE AND STRUCTURES | DESIGN PAVEMENT LEVEL           |
| -    | -                | -       | -     | WATER CONDUIT             | EX. SEWER LINE AND STRUCTURES | PROPOSED CONTOUR LINE & LEVEL   |
| -    | -                | -       | -     | GAS CONDUIT               | KERB AND CHANNEL              | EXISTING CONTOUR LINE & LEVEL   |
| -    | -                | -       | -     | RECYCLED WATER CONDUIT    | EX./FUT. KERB AND CHANNEL     | FILLING IN EXCESS OF 200mm      |
| -    | -                | -       | -     | COMBINED SERVICES CONDUIT | KERB TO BE REMOVED OFFSITE    | CATCH DRAIN AND INVERT LEVEL    |
| -    | -                | -       | -     | T.B.M.                    | STREET SIGN                   | EX. BATTER                      |
| -    | -                | -       | -     | P.S.M.                    |                               | PROP. BATTER                    |
| C1   | FOR CONSTRUCTION | 12.2.21 | J.B.  |                           |                               |                                 |
| REV. | REVISION         | DATE    | APPD. |                           |                               |                                 |

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T: (03) 9538 5000

|                       |                                                            |                           |
|-----------------------|------------------------------------------------------------|---------------------------|
| DRAWN: J.BEVERIDGE    | AUTHORITY: CITY OF MELTON                                  | SCALE 1:500               |
| DESIGNED: J.BEVERIDGE | PROJECT: MODEINA STAGE 20                                  | LEVEL DATUM AHD           |
| CHECKED: M. COLE      | DETAILS: ROADS & DRAINAGE PLANS SIGNAGE & LINEMARKING PLAN | SHEET 18 OF 18            |
| AUTHORISED: ----      |                                                            | DRAWING No. 1275/20/NE/18 |
| DATE: ----            |                                                            | REV. C1                   |