

AMENDED IN RED

By: Brandon Bouda

Date: 21 November 2019



Premise

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV2019/1039

Date: 11 December 2019



ENGINEERING

ENGINEERING SERVICES REPORT

Precinct 2, Everleigh

Ref: MIR002

Rev: 1

5th April 2019

TABLE OF CONTENTS

1	INTRODUCTION	1
2	SITE CHARACTERISTICS.....	2
3	DATA.....	3
4	SERVICES FOR DEVELOPMENT.....	4
4.1	Roadworks.....	4
4.2	Traffic.....	4
4.3	Earthworks.....	5
4.4	Erosion and Sediment Control.....	5
4.5	Stormwater.....	5
4.6	Sewer Reticulation	6
4.7	Water Reticulation.....	6
4.8	Electrical, Telecommunications and Gas	7
5	CONCLUSION	8

FIGURES

Figure 1 – Site Location.....	2
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APPENDICES

Appendix A	Overall Site Layout
Appendix B	Preliminary Roadworks Drawings
Appendix C	Preliminary Earthworks Drawings
Appendix D	Preliminary Stormwater Drawing
Appendix E	Preliminary Sewerage Reticulation Layout Drawing
Appendix F	Preliminary Water Reticulation Layout Drawing

DOCUMENT AUTHORISATION					
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Prepared By		Reviewed By		Authorised By	
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1 INTRODUCTION

Premise was commissioned by Mirvac to prepare an Engineering Services Report for Precinct 2 of the Everleigh Development. Everleigh is located at 138-168 Teviot Road, 456-520 Greenbank Road & 96-103 Brightwell Street, Greenbank. The proposed development of Precinct 2 consists of 182 standard lots, 7 interface lots, a park and roads over an area of approximately 15.8ha. The precinct will be split into 3 sub-precincts to allow for the efficient delivery of the project. The Precinct 2 masterplan layout can be seen in Appendix A.

This report addresses the engineering services that will be required to service the proposed development and examines the development at a conceptual level for Development Approval. This report should be read in conjunction with the reports provided by Urbis (Town Planning).

2 SITE CHARACTERISTICS

Precinct 2 has an approximate area of 157,800sqm and is located to the south of Precinct 1, which is currently under construction. Precinct 2 also adjoins a portion of Greenbank Road on the western boundary, and future residential lots in future Precinct 3 on its southern boundary. The north-eastern boundary adjoins the drainage corridor and open space. Precinct 2 will connect to existing infrastructure that is either already constructed, or soon to be constructed as part of Precinct 1. Precinct 1 construction will be mostly completed prior to the commencement of Precinct 2 works.

The majority of Precinct 2 is located within the designated Environmental Protection and Biodiversity Conservation (EPBC) area. Negotiations are progressing with government and works will only proceed in accordance with EPBC Act approvals/requirements. The site area currently has medium density vegetation coverage.

The natural topography over the site area consists of a hill top near the southern boundary with most of the site falling back towards the north, being the boundary with Precinct 1, at a slope of approximately 6% (1 in 16.67). The existing levels across the site range from RL 63.5 at the crest of the hill, to RL 42.5 at the north-eastern intersection point of Precincts 1 and 2. There are no existing dwellings or structures on the site that will require demolition.

The proposed development site location in context with the Everleigh development can be seen shaded in red in figure 1 below.

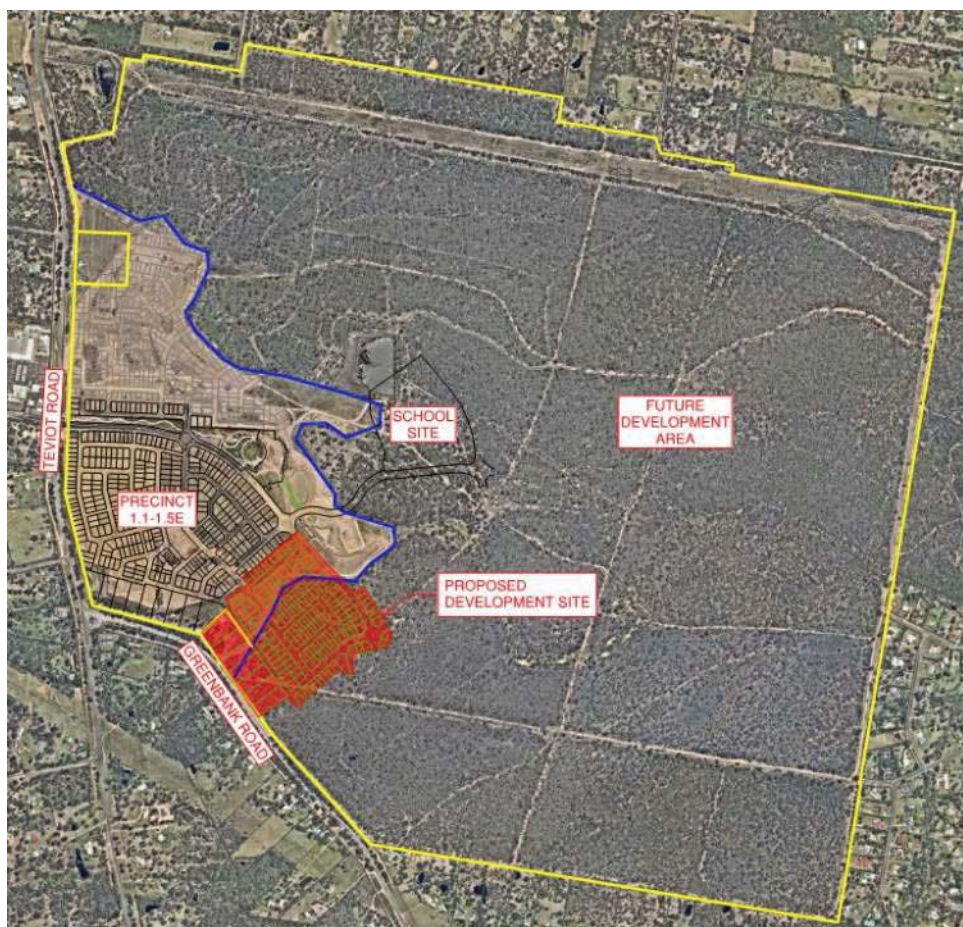


Figure 1 – Site Location

3 DATA

Data for this report has been gathered from the following sources:

- Urbis Townplanners – Lot layout
- Economic Development Queensland (EDQ) – Greater Flagstone Priority Development Area plans and documents;
- Saunders Havill Group – Detail Survey;
- Approved (EDQ) MWH Global Movement Network Infrastructure Master Plan;
- Approved (EDQ) MWH Global Sewer and Water Master Plan;
- Logan City Council – Existing services location (where applicable and relevant) and Planning Scheme 2015 development information; and
- Dial Before You Dig.

4 SERVICES FOR DEVELOPMENT

4.1 Roadworks

The roads within the proposed development are to be designed and constructed in accordance with the approved MWH Global Movement Network Infrastructure Masterplan, EDQ requirements, Logan City Council's standards and Austroads publications.

The primary access into Precinct 2 will be via Everleigh Drive which has been constructed within Precinct 1. Secondary access can be gained via Kessels Drive which will also be constructed as part of Precinct 1. Everleigh Drive and Kessels Drive are both neighbourhood connector roads.

All roads within Precinct 2 will be constructed in accordance with the road typology nominated in the approved Movement Network Infrastructure Master Plan (MNIMP). All allotments can be accessed via the proposed internal road network and designated driveway access reserves. The proposed roads will be provided with concrete kerb and channel, 1.5m wide (minimum) concrete footpath and 4m minimum verge widths in accordance with Logan City Council standards. The ultimate Precinct 2 constructed road layout will enable the full circulation of vehicles via the loop provided by the connection of Everleigh Drive to Kessels Drive whose construction will be finalised in sub-precinct 2.3. Sub-precincts 2.1 and 2.2 will provide temporary turn-around facilities at the temporary road ends as part of their works.

A bus-stop pair will be provided on Everleigh Drive within sub-precinct 2.3 in accordance with the MNIMP. The bus stops are positioned in accordance with the MNIMP and the Bus Stop Infrastructure chapter of TransLink's Public Transport Infrastructure Manual (PTIM) 2015. The bus stops will not be indented, rather utilise the parking lane and require 0.5m from the adjacent traffic lane. Mid/Front concrete hardstands will be provided at the bus stop locations as per Translink requirements and agreements. Hardstands have been located so not to impede on residential driveway locations.

Precinct 2 Road Hierarchy Plan, Road Functional Layout Plans and Typical Road Cross Section Plans can be seen in Appendix B.

4.2 Traffic

The Everleigh development is currently serviced by the upgraded external Teviot Road / Pub Lane / Everleigh Drive intersection. Vehicle access to Precinct 2 will be gained from this intersection and via the length of Everleigh Drive which is constructed with Precinct 1.

The traffic assessment undertaken for the site, which includes the timing of the Greenbank Central State School site occurring in parallel, confirms that the existing upgraded external intersection, and the constructed and proposed internal road network will operate with enough capacity to effectively service the proposed completed Precinct 2 site.

The Everleigh intersection access points will be upgraded in the future as the demand on the existing network increases due to growing development size. Ultimately, access to Precinct 2 will also be gained via future Precinct 3 which will include the construction of the external intersection on Greenbank Road.

4.3 Earthworks

A preliminary earthworks design has been carried out over the proposed Precinct 2 site. Along with minimising the volume of earthworks required, the earthworks design needed to consider the impact of the earthworks cut and fill volumes generated in relation to the overall “whole of site” earthworks modelling. This ensures that earthworks mass haul operations are viable and in line with expectations. Furthermore, the Precinct 2 earthworks design considers several detailed requirements relevant to Mirvac, Logan City Council and EDQ standards. The key requirements considered in the earthworks design are:

Road gradings – These are in accordance with Logan City Council standards and have been refined to align with existing surface levels where possible and tie into existing road work levels. The road grading considers major stormwater overland flow within the road reserve cross section.

Benched allotments – allotments are provided with levelled earthworks and retaining walls to provide the best quality product for the customer and to reduce the risk of inadequate retaining wall construction being undertaken during the building phase. Allotment levels consider maximum driveway grades to future garages and outfall of allotment roofwater drainage.

Retaining wall heights – A desirable maximum retaining wall height of 2.5m in accordance with EDQ requirements has been generally targeted however, an absolute maximum 3.0m retaining wall height has been adopted in some areas where higher retaining walls are unavoidable due to the topography of the natural landform.

The earthworks design has highlighted that the majority of the earthworks operation will be excavation. A cut-to-fill balance cannot be achieved within the bounds of the Precinct. Overall site mass haul investigations reveal that the additional material produced from the Precinct 2 earthworks operation can be used as fill for earthworks operations that will be undertaken in parallel for the Greenbank Central State School site and Precinct 1.

The preliminary earthworks design drawings for Precinct 2 can be seen in Appendix C.

4.4 Erosion and Sediment Control

Erosion and Sediment Control (ESC) measures will be required during all stages of development from site establishment to project completion. An Erosion and Sediment Control program will be designed and detailed during the detailed design phase once the full extent of earthworks and service trench work has been determined. It has been planned that some sediment control measures which have been installed with Precinct 1 will be utilised in part for the management of the disturbed catchment from Precinct 2. Due to most of the site area falling towards the constructed Precinct 1, this was considered within the ESC program prepared for Precinct 1. The CPESC certified ESC program for Precinct 2 will be provided prior to the construction pre-start meeting and will be designed in accordance with the International Erosion Control Association (Australasia) – “Best Practice Erosion & Sediment Control – for building and construction sites” November 2008, Logan City Council requirements, standards and sound engineering practices.

4.5 Stormwater

The proposed piped underground drainage, roofwater drainage and major storm overland flow for this site will be designed in accordance with Logan City Council and QUDM stormwater design

guidelines. It is proposed that a network of underground pipes and gully pits will be constructed to capture and convey stormwater collected from allotments and roadways towards existing underground stormwater infrastructure constructed in Precinct 1. This existing infrastructure has been sized to cater for the Precinct 2 catchment. The major storm overland flows created within the Precinct 2 catchment will be contained in the road reserves and are also conveyed towards Precinct 1. Existing Precinct 1 infrastructure has been sized to handle these overland flows.

The stormwater quantity and stormwater quality management of flows generated from the Precinct 2 catchment will be treated within the existing stormwater detention and bioretention basins constructed with the Precinct 1 works. These basins have been sized to cater for the Precinct 2 catchment stormwater flows. All stormwater flows pass through a high efficiency sediment (HES) basin prior to discharging into the bioretention and detention basins. For further details on the suitability of the existing infrastructure provided, refer to the technical memorandum titled "Everleigh Precinct 2 RoL – Stormwater detention and water quality analysis" prepared by Engeny, which is included with this submission.

Refer to the Preliminary Stormwater Drainage Layout in Appendix D for further details.

4.6 Sewer Reticulation

All proposed allotments in Precinct 2 except for the acreage interface lots along the boundary with Greenbank Road will be provided with a sewer service. The acreage lots will require their own on-site sewage treatment which will be supplied and installed by the property owner of each allotment.

A sewerage reticulation pipe network will be provided in Precinct 2 to provide service connections to each allotment. The sewerage reticulation will be designed and installed in accordance with the SEQ D&C Code, Logan City Council requirements and the approved Water and Sewer Infrastructure Master Plan prepared by MWH Global.

The sewer reticulation can convey sewage flows from all allotments under gravity conditions to connection points with the existing sewerage infrastructure in Precinct 1. The existing sewerage infrastructure in Precinct 1 has been designed to allow for the expected upstream catchment flows from Precinct 2.

The proposed Precinct 2 sewerage reticulation pipework layout can be seen in Appendix E – Preliminary Sewer Reticulation Layout.

4.7 Water Reticulation

All proposed allotments in Precinct 2 will be provided with a potable water service connection. A water reticulation pipe network will be provided in Precinct 2 to provide service connections to each allotment. The water reticulation will be designed and installed in accordance with the SEQ D&C Code, Logan City Council requirements and the approved Water and Sewer Infrastructure Master Plan prepared by MWH Global.

A connection into the existing 300mm diameter trunk water main in Teviot Road has been constructed with Precinct 1. This connection provides service to the Everleigh Development via a 250mm trunk water main constructed along Everleigh Drive. This 250mm trunk water main will be continued through into Precinct 2 with a combination of 100mm and 150mm diameter reticulation mains branching off to service the allotments.

~~The proposed Precinct 2 water reticulation pipework layout can be seen in Appendix F – Preliminary Water Reticulation Layout.~~

4.8 Electrical, Telecommunications and Gas

Electrical, telecommunication, and gas services exist in Everleigh Drive, Kessels Boulevard and proposed Road 18. Electrical pad mounted transformer locations have been assessed and shown on the layout.

The extension of these services into Precinct 2 will be designed and installed in accordance with the appropriate service providers requirements.

5 CONCLUSION

Based on the information collected and preliminary investigations carried out it has been established that the proposed development can be adequately serviced.

All service and infrastructure layouts are generally in accordance with the relevant approved infrastructure master plans, EDQ requirements, and other relevant and appropriate design standards and guidelines.

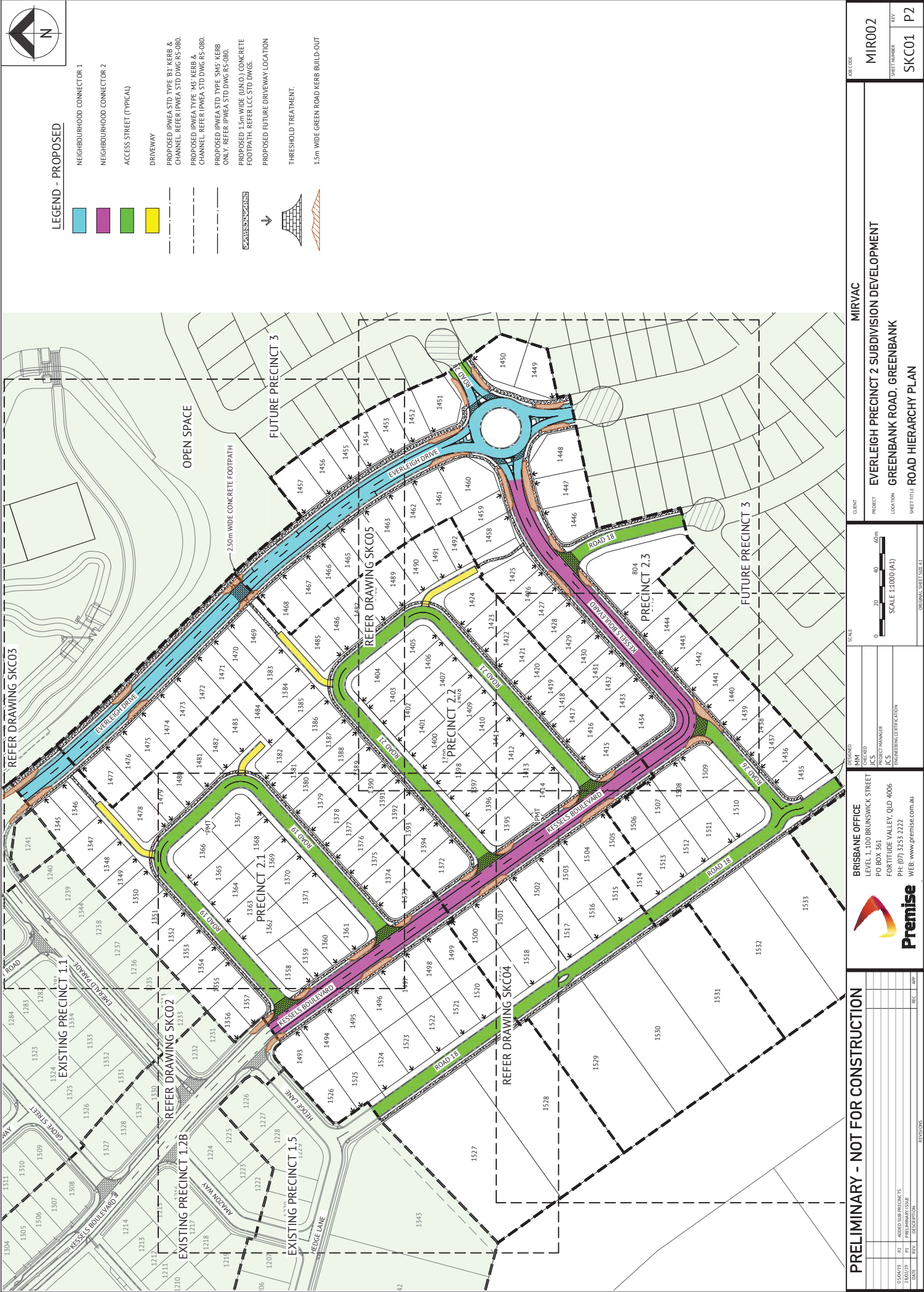
APPENDIX A

OVERALL SITE LAYOUT



APPENDIX B

PRELIMINARY ROADWORKS DRAWINGS



PRELIMINARY - NOT FOR CONSTRUCTION

DATE	REV	DESCRIPTION	BY	CHK
05/04/19	P1	ADDED SUB PRECINCTS		
24/07/19	P1	PRELIMINARY ISSUE		

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PROJECT MANAGER	JCS
ENGINEERING CERTIFICATION	

SCALE

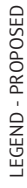
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PROJECT	EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION	GREENBANK ROAD, GREENBANK
SHEET TITLE	ROAD HIERARCHY PLAN

SKC CODE	MIR002
SHEET NUMBER	SKC01
REV	P2



PROPOSED IPWEMA STD TYPE B1 KERB & CHANNEL. REFER IPWEMA STD DWG RS-080.

PROPOSED IPWEMA TYPE 'M3' KERB & CHANNEL. REFER IPWEMA STD DWG RS-080.

PROPOSED IPWEMA STD TYPE SWS KERB ONLY. REFER IPWEMA STD DWG RS-080.

PROPOSED PAVEMENT AC SURFACING

PROPOSED 1.5m WIDE (LAND), CONCRETE FOOTPATH. REFER LCC STD DWGS.

PROPOSED FUTURE DRIVEWAY LOCATION

ZERO LOT BOUNDARY

THRESHOLD TREATMENT.

1.5m WIDE GREEN ROAD KERB BUILD-OUT



PRELIMINARY - NOT FOR CONSTRUCTION

DATE		REV	DESCRIPTION	RANGE/ONE		REC	APP
05/04/19	P2		ADDED SUB-PRECONTS				
28/01/19	P1		PRELIMINARY ISSUE				



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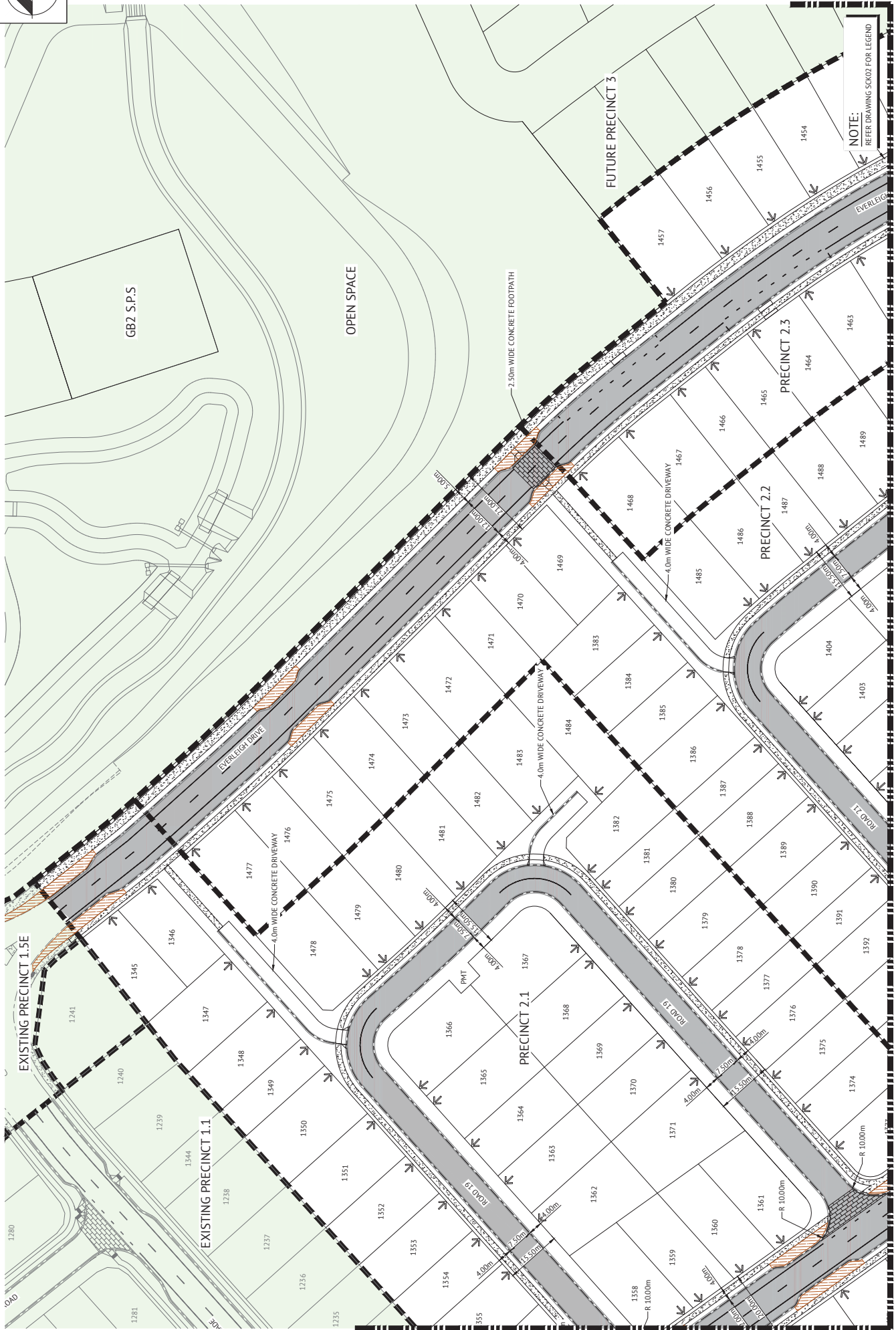
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GREENBANK ROAD, GREENBANK
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MIRVAC

300780E

MIR002

SHEET NUMBER	REV
SKC02	P2



NOTE:
REFER DRAWING SKC02 FOR LEGEND

JOINS DRAWING SKC04 AND SKC05

PRELIMINARY - NOT FOR CONSTRUCTION

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JCS

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JCS

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DATE	REV	DESCRIPTION	BY	APP
05/04/19	P2	ADDED SUB PRELIMENTS		
24/07/19	P1	PRELIMINARY ISSUE		

CLIENT
MIRVAC

PROJECT
EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT

LOCATION
GREENBANK ROAD, GREENBANK

SHEET TITLE
ROAD FUNCTIONAL LAYOUT - SHEET 2

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SKC CODE
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SKC NUMBER
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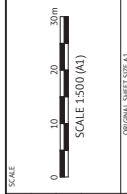
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24/07/19	P1	PRELIMINARY ISSUE		



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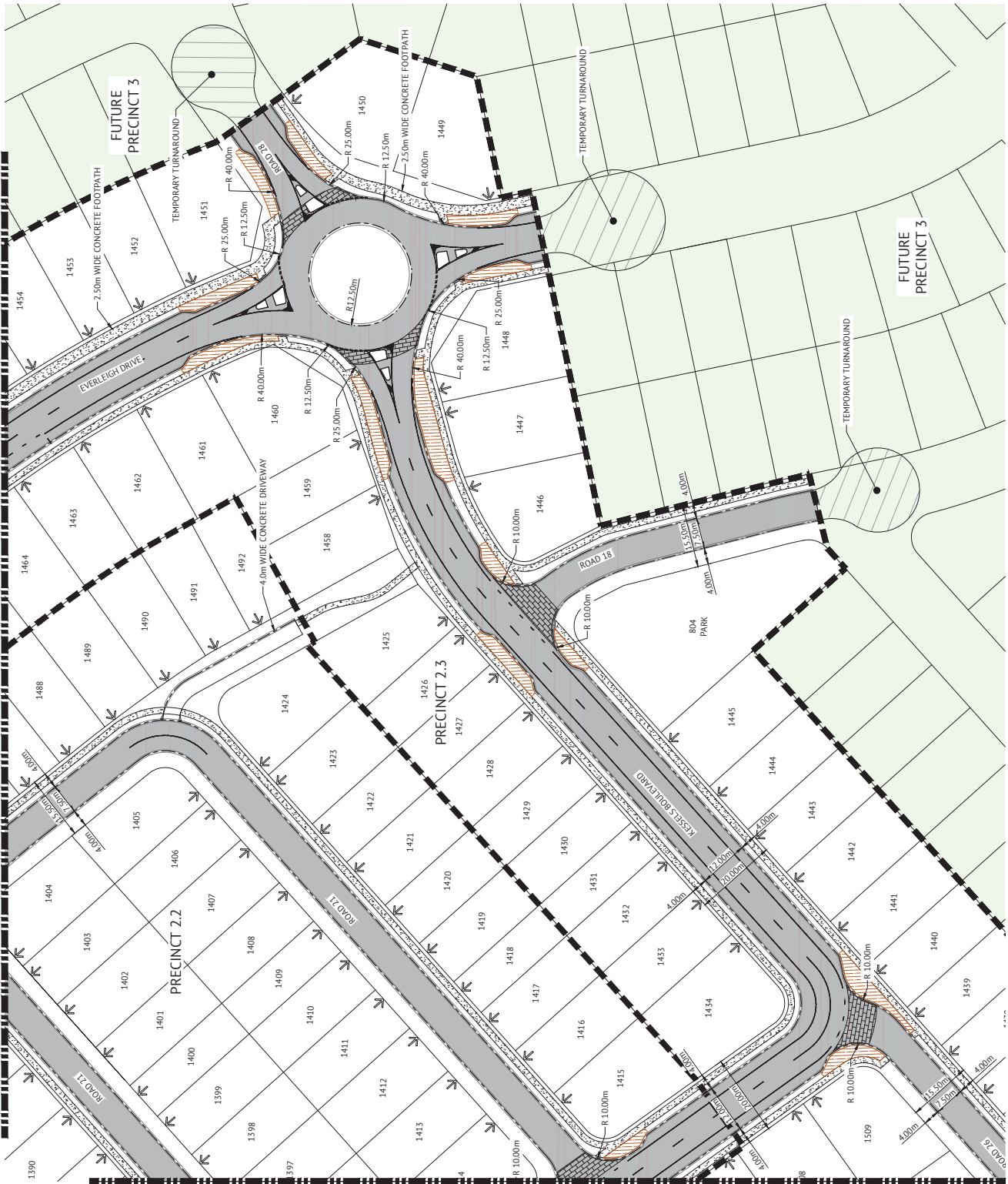
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LOCATION
GREENBANK ROAD, GREENBANK
SHEET TITLE
ROAD FUNCTIONAL LAYOUT - SHEET 3

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SHEET NUMBER
SKC04
REV
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JOINS DRAWING SKC04



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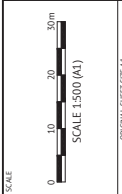
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PREMISE

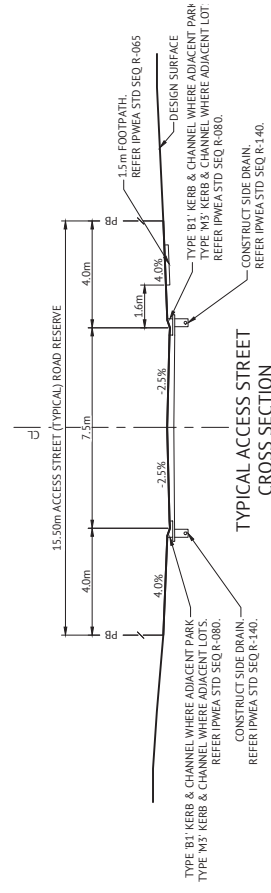
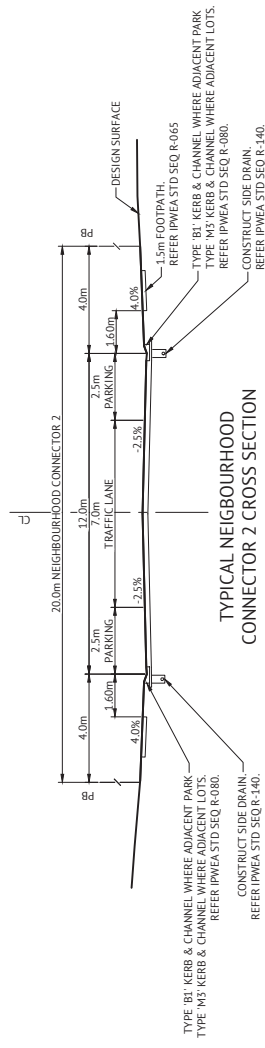
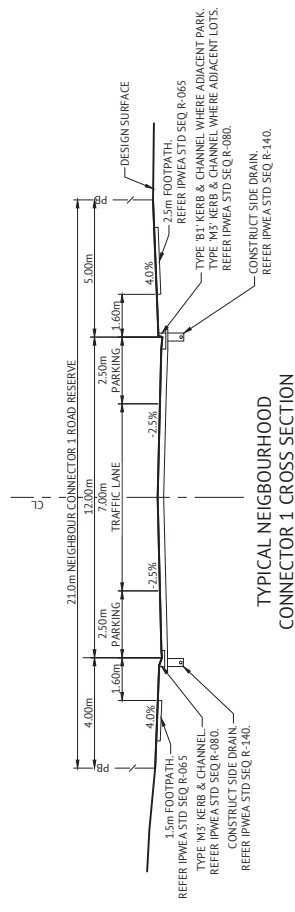
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PROJECT MANAGER	JCS
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CLIENT	MIRVAC
PROJECT	EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION	GREENBANK ROAD, GREENBANK
SHEET TITLE	ROAD FUNCTIONAL LAYOUT - SHEET 4

SKC CODE	MIR002
SHEET NUMBER	SKC05
REV	P2

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SCALE

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SCALE 1:100 (A1)

ORIGINAL SHEET SIZE A3

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PROJECT	EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT	SHEET NUMBER	REV
LOCATION	GREENBANK ROAD, GREENBANK		SKC06 P1
SHEET TITLE	TYPICAL ROAD CROSS SECTIONS		

APPENDIX C

PRELIMINARY EARTHWORKS DRAWINGS

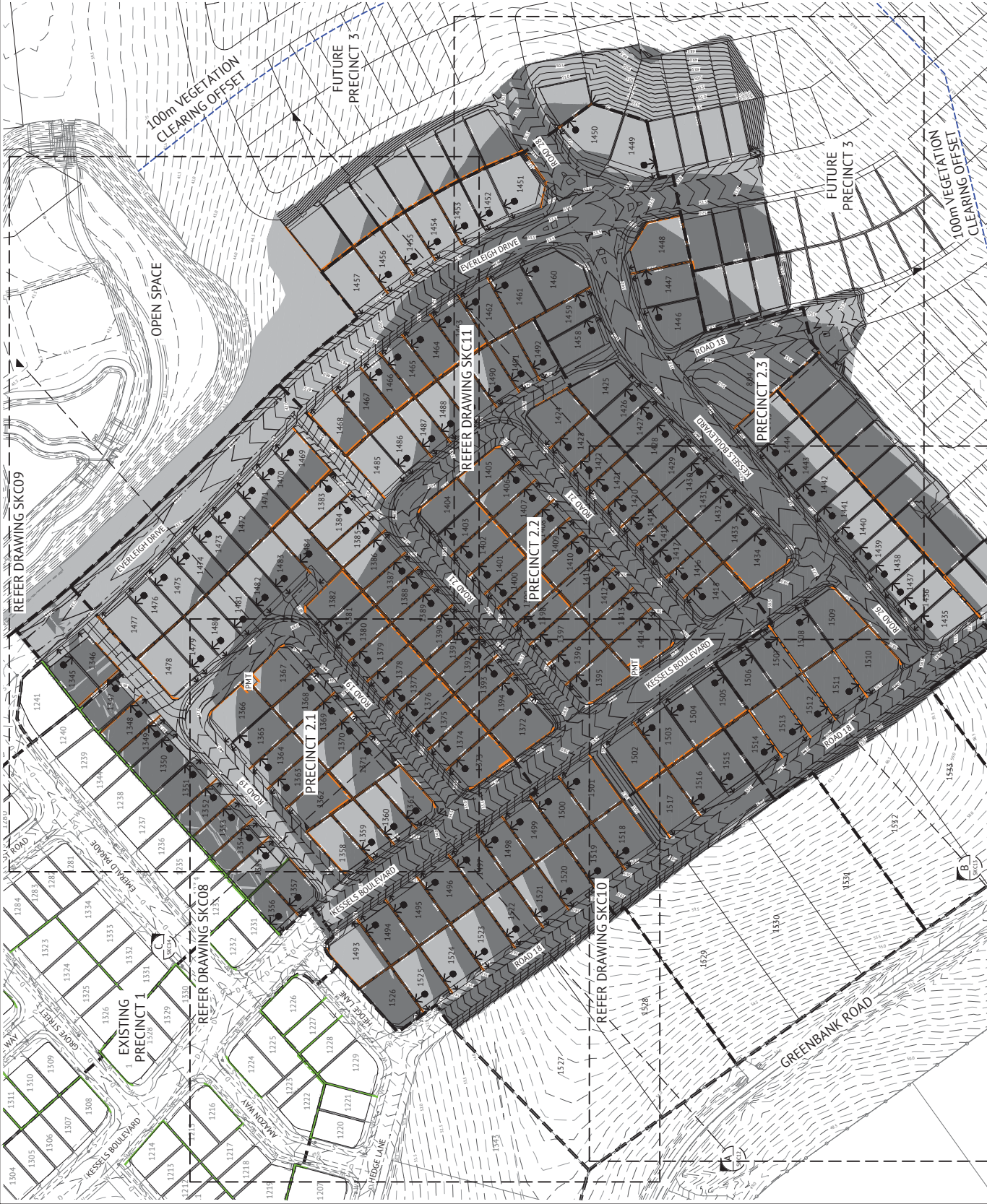


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- EXTENT OF CUT
- EXTENT OF FILL
- FINISHED MAJOR CONTOURS (0.50m)
- FINISHED MINOR CONTOURS (0.25m)
- RETAINING WALL
- PROPOSED FUTURE DRIVEWAY LOCATION
- ZERO LOT BOUNDARY

LEGEND - EXISTING

- EXISTING CONTOURS (0.50m)
- RETAINING WALL



PRELIMINARY - NOT FOR CONSTRUCTION

DATE	REV	DESCRIPTION	BY	APP
01/04/20	P1	ISSUED FOR PERMITS		
28/07/20	P2	PRELIMINARY ISSUE - AMENDED LOT WORKS & PERMITS TO LOT LAYOUT		
	P3	PRELIMINARY ISSUE		

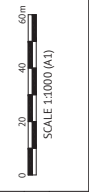
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SCALE



CLIENT

MIRVAC
EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
GREENBANK ROAD, GREENBANK
OVERALL PRELIMINARY EARTHWORKS PLAN

SKC CODE

MIR002
SKC07
P3

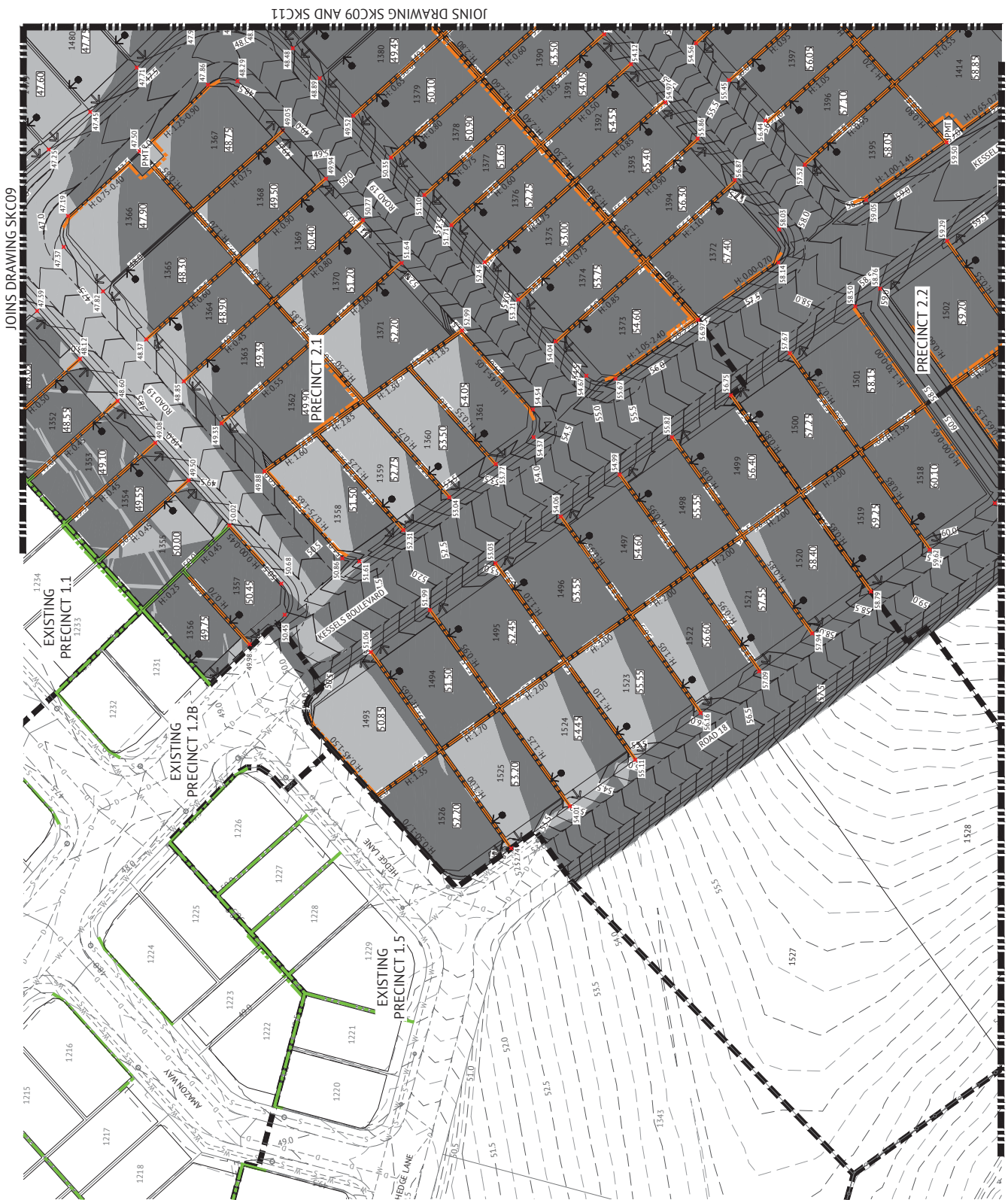


LEGEND - PROPOSED

- EXTENT OF CUT
- EXTENT OF FILL
- FINISHED MAJOR CONTOURS (0.50m)
- FINISHED MINOR CONTOURS (0.25m)
- RETAINING WALL
- PROPOSED FUTURE DRAINWAY LOCATION
- ZERO LOT BOUNDARY
- PAD LEVEL
- SPOT LEVEL

LEGEND - EXISTING

- EXISTING CONTOURS (0.50m)
- RETAINING WALL



PRELIMINARY - NOT FOR CONSTRUCTION

DATE	REV	DESCRIPTION	REV	APP
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28/07/19	P2	PRELIMINARY ISSUE - AMENDED LAYOUTS AS PER CHANGES TO LOT LAYOUT		
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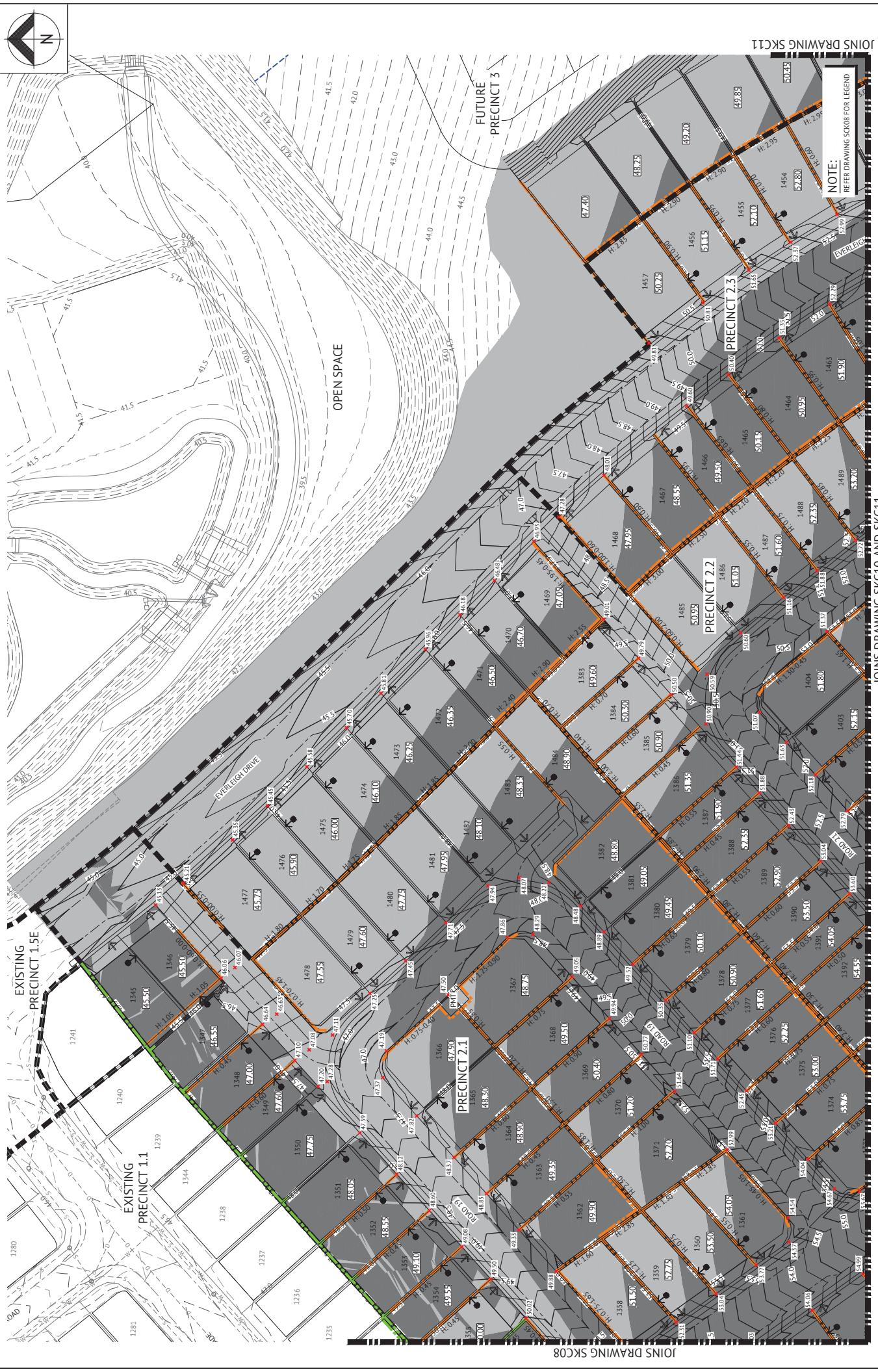
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CHECKED: CS
PROJECT MANAGER: JCS
ENGINEERING CERTIFICATION

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PROJECT: EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION: GREENBANK ROAD, GREENBANK
SHEET TITLE: PRELIMINARY EARTHWORKS PLAN - SHEET 1

SHEET NUMBER: SKC08
REV: P3
PROJECT CODE: MIR002



NOTE:
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21/07/19	P2	PRELIMINARY ISSUE - AMENDED LAYOUTS & PRELIMINARY LAYOUT		
	P3	PRELIMINARY ISSUE		

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ENGINEERING CERTIFICATION: JCS

CLIENT: MIRVAC
PROJECT: EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION: GREENBANK ROAD, GREENBANK
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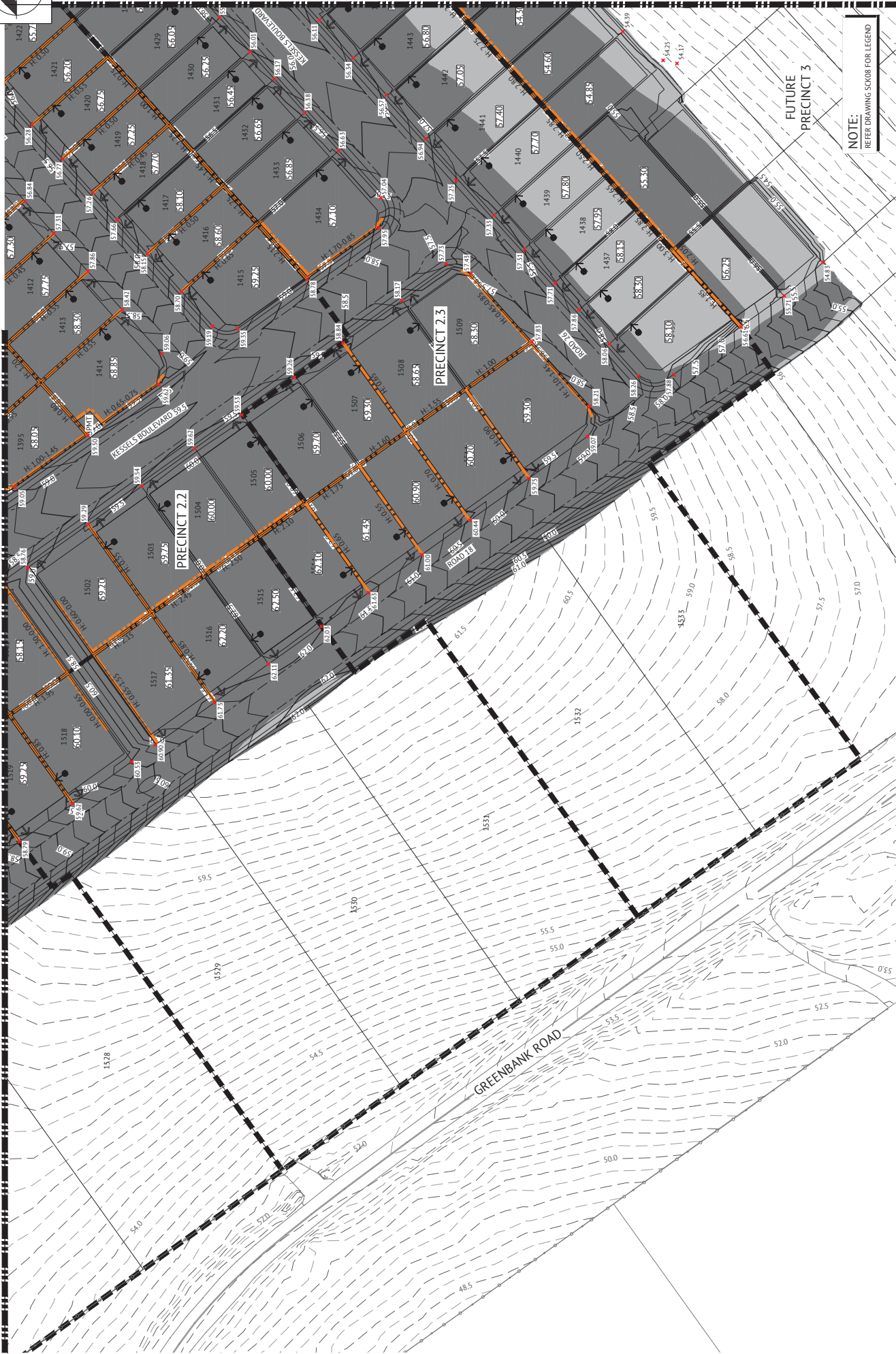
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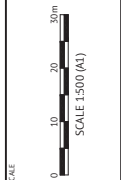
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DATE	REV	DESCRIPTION	BY	APP
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28/07/19	P2	PRELIMINARY ISSUE - AMENDED EARTHWORKS & PRELIMINARY LOT LAYOUT		
	P3	PRELIMINARY ISSUE		



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PROJECT MANAGER: JCS
ENGINEERING CERTIFICATION



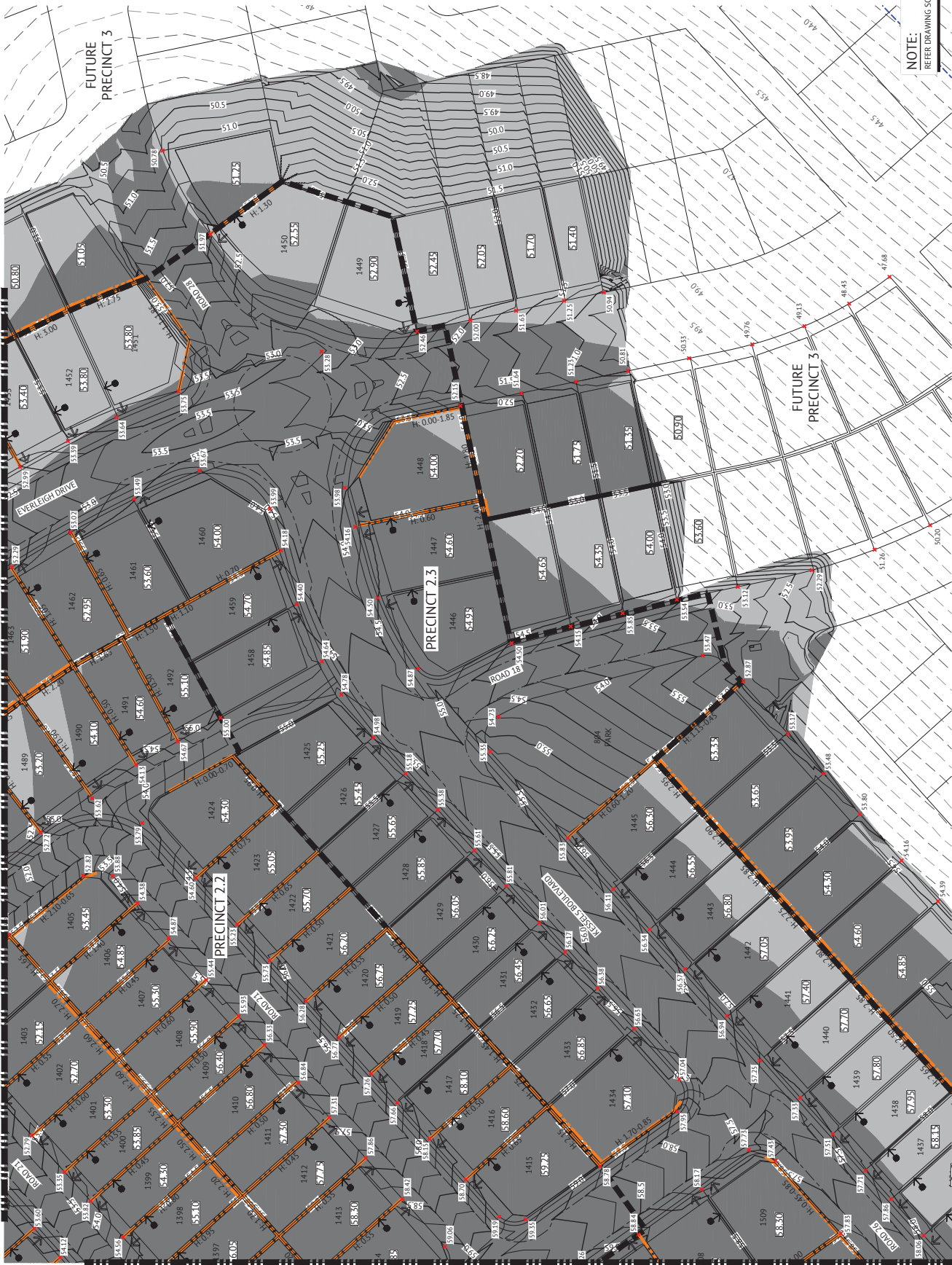
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PROJECT: EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION: GREENBANK ROAD, GREENBANK
SHEET TITLE: PRELIMINARY EARTHWORKS PLAN - SHEET 3

DWG CODE: MIR002
SHEET NUMBER: SKC10
REV: P3



JOINS DRAWING SKC09

JOINS DRAWING SKC10



NOTE:
REFER DRAWING SKC08 FOR LEGEND

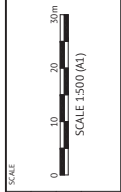
PRELIMINARY - NOT FOR CONSTRUCTION

DATE	REV	DESCRIPTION	REV	APP
01/04/19	P1	ISSUED FOR PERMITS		
28/07/19	P2	PRELIMINARY ISSUE - AMENDED LANTWORKS AS PER CHANGES TO LOT LAYOUT		
	P3	PRELIMINARY ISSUE		



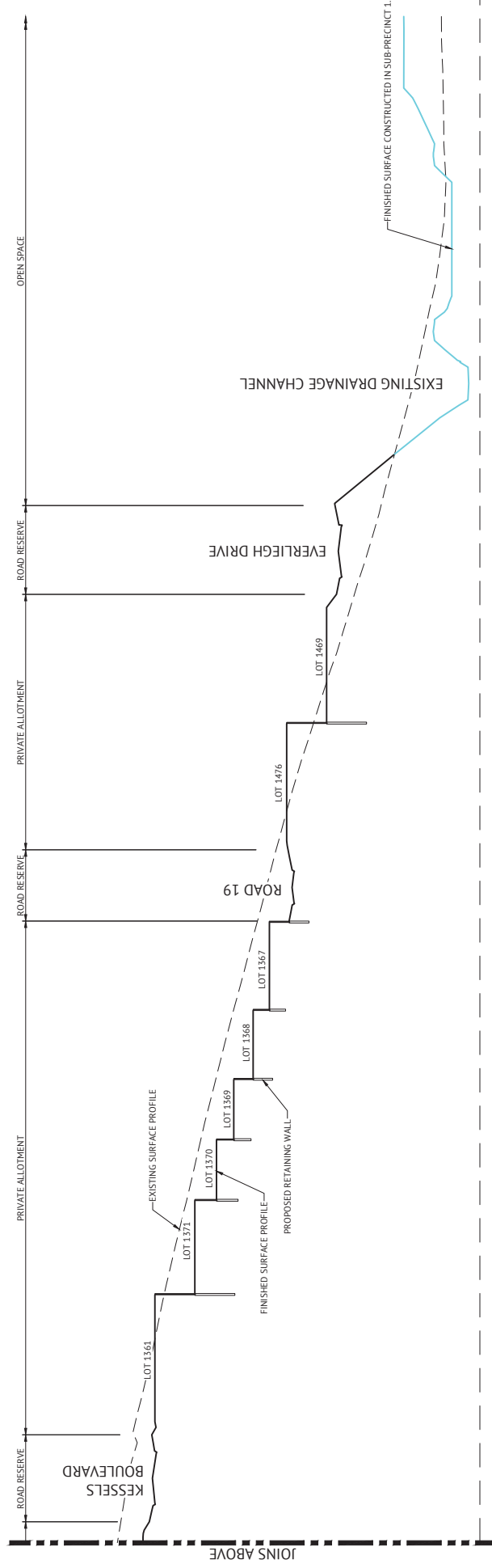
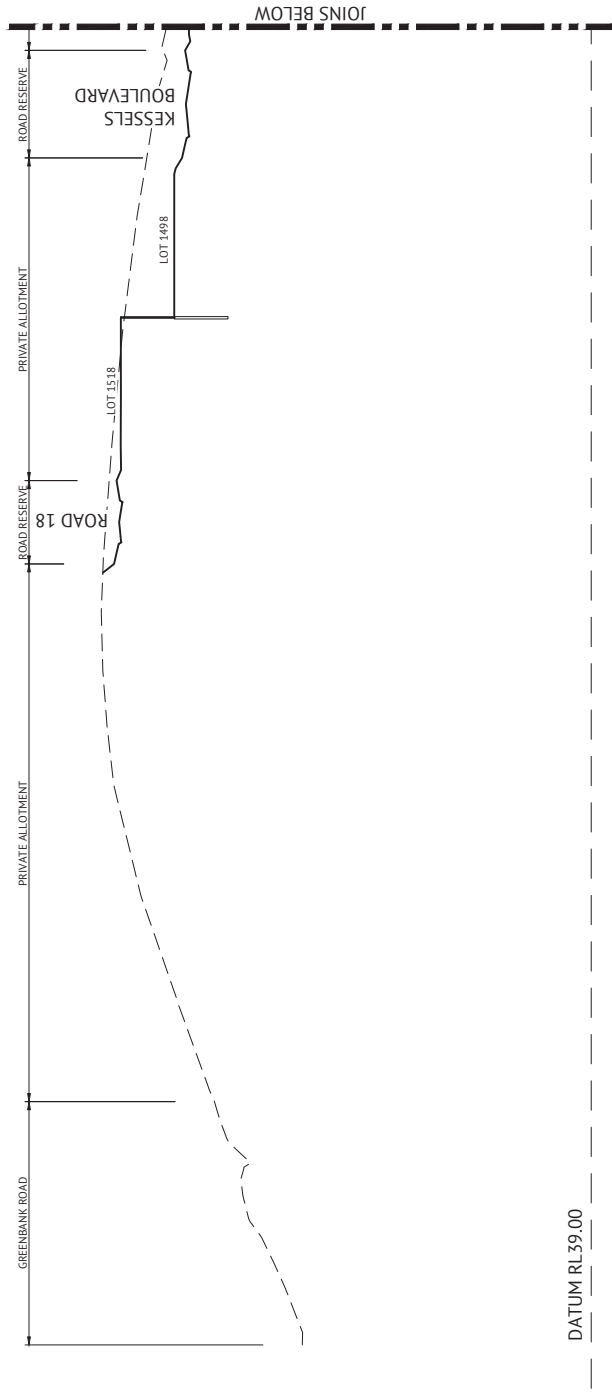
BRISBANE OFFICE
LEVEL 1, 100 BRISBANE STREET
PO BOX 361
FORTITUDE VALLEY, QLD 4006
PH: (07) 3253 2222
WEB: www.premise.com.au

DESIGNED: JMM
CHECKED: JCS
PROJECT MANAGER: JCS
ENGINEERING CERTIFICATION



CLIENT: MIRVAC
PROJECT: EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION: GREENBANK ROAD, GREENBANK
SHEET TITLE: PRELIMINARY EARTHWORKS PLAN - SHEET 4

SKC CODE: MIR002
SHEET NUMBER: SKC11
REV: P3



SECTION
SCALE 1:100H

[illegible]
Premise

BRISBANE OFFICE LEVEL 1, 100 BRUNSWICK STREET PO BOX 361 FORTITUDE VALLEY, QLD 4006 PH: (07) 3253 2222 WEB: www.premise.com.au	DESIGNED
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	CHECKED
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	PROJECT MANAGER
	JCS
	ENGINEERING CERTIFICATION

		SCALE	 SCALE 1:100 (A1)	 SCALE 1:500 (A1)	ORIGINAL SHEET C75-A
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CLIENT	MIRVAC
PROJECT	EVERLEIGH PRECINCT 2 SUBDIVISION DEVELOPMENT
LOCATION	GREENBANK ROAD, GREENBANK
SHEET TITLE	PRELIMINARY EARTHWORKS SECTIONS - SHEET 1

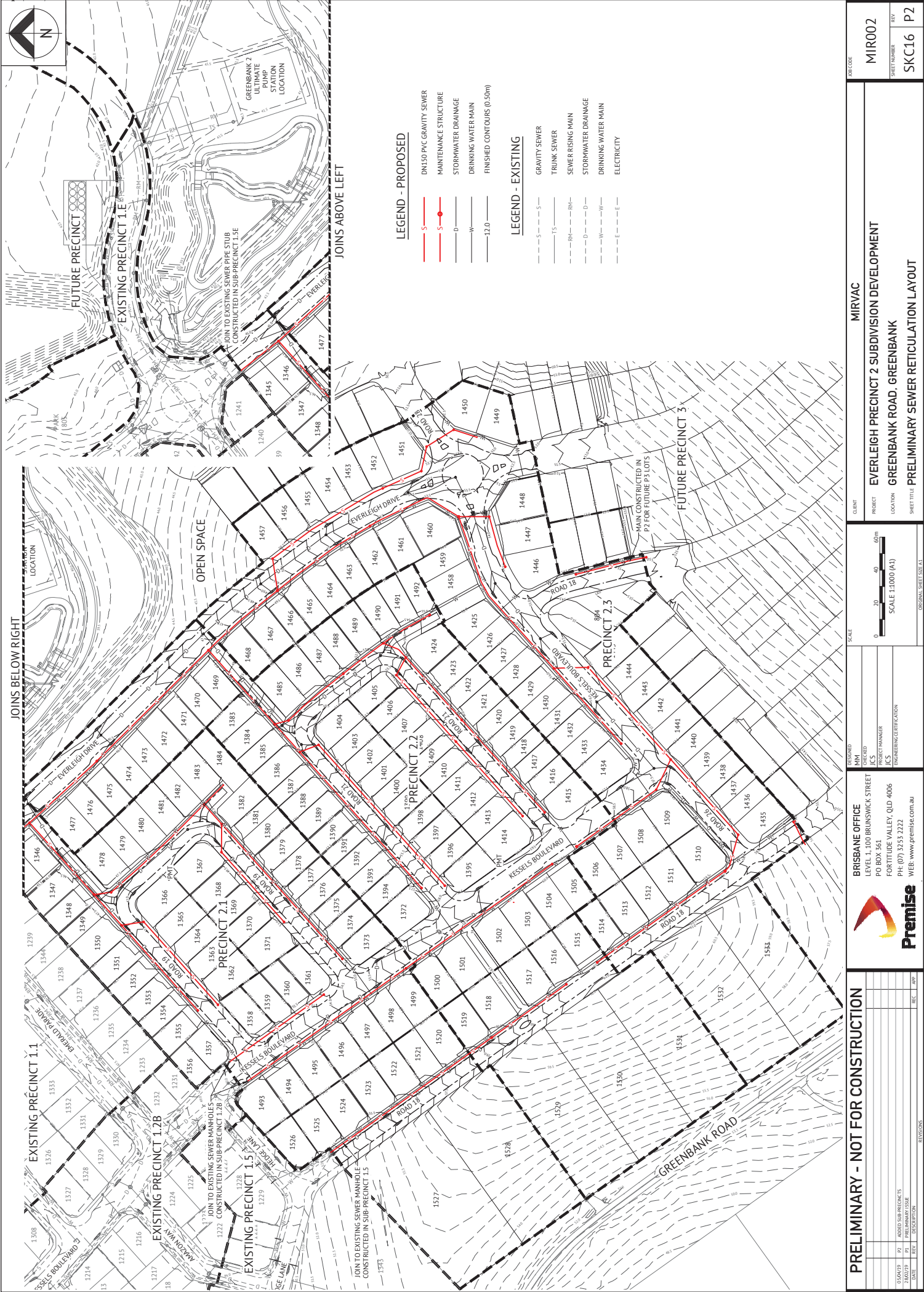
JOB CODE	MIR002	
SHEET NUMBER	SKC12	REV P1

APPENDIX D

PRELIMINARY STORMWATER DRAWING

APPENDIX E

PRELIMINARY SEWER RETICULATION LAYOUT DRAWING





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