PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Queensland Government

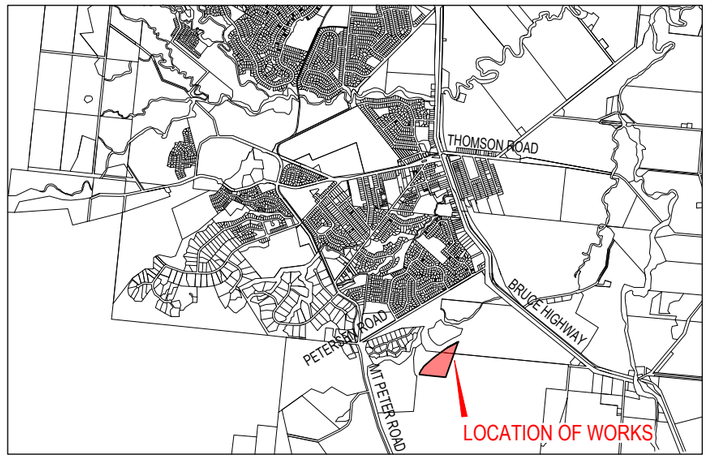
Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

# DMGF PTY LTD

## 900L & 901L MORONEY AVENUE
## RESIDENTIAL SUBDIVISION STAGES 12 & 13
## CIVIL OPERATIONAL WORK

PROJECT No: 164-002




LOCALITY PLAN
N.T.S.

PROJECT DRAWINGS

| DRAWING No. | DRAWING TITLE |
|---|---|
| 164-002-C200 | COVER SHEET, DRAWING INDEX & LOCALITY |
| 164-002-C201 | IMPORTANT NOTES |
| 164-002-C202 | GENERAL ARRANGEMENT |
| 164-002-C203 | EARTHWORK & SITE LEVELS |
| 164-002-C204 | MORONEY AVENUE - LONGITUDINAL SECTION |
| 164-002-C205 | MORONEY AVENUE - CROSS SECTIONS |
| 164-002-C206 | OSTIN TERRACE LONGITUDINAL SECTON |
| 164-002-C207 | OSTIN TERRACE CROSS SECTIONS - SHEET 1 OF 2 |
| 164-002-C208 | OSTIN TERRACE CROSS SECTIONS - SHEET 2 OF 2 |
| 164-002-C209 | DRIVEWAY 1 LONGITUDINAL & CROSS SECTIONS |
| 164-002-C210 | DRIVEWAY 2 LONGITUDINAL & CROSS SECTIONS |
| 164-002-C211 | MORONEY AVENUE / OSTIN TERRACE SET-OUT DETAILS |
| 164-002-C212 | STORMWATER DRAINAGE LAYOUT |
| 164-002-C213 | STORMWATER DRAINAGE LONGITUDINAL SECTIONS |
| 164-002-C214 | STORMWATER DRAINAGE GENERAL DETAILS |
| 164-002-C215 | DRAIN A DETAILS - SHEET 1 OF 2 |
| 164-002-C216 | DRAIN A DETAILS - SHEET 2 OF 2 |
| 164-002-C217 | DRAIN B DETAILS - SHEET 1 OF2 |
| 164-002-C218 | DRAIN B DETAILS - SHEET 2 OF 2 |
| 164-002-C219 | DRAIN C DETAILS - SHEET 1 OF2 |
| 164-002-C220 | DRAIN C DETAILS - SHEET 2 OF 2 |
| 164-002-C221 | WATER RETICULATION LAYOUT |
| 164-002-C222 | SEWERAGE LAYOUT |
| 164-002-C223 | SEWERAGE LONGITUDINAL SECTIONS |
| 164-002-C224 | MISCELLANOUS DETAILS |
| 164-002-C225 | EROSION & SEDIMENT CONTROL STRATEGY |

FNQROC STANDARD DRAWINGS

| DRAWING No. | DRAWING TITLE |
|---|---|
| S1000 | CONCRETE KERB & CHANNEL PROFILES & DIMENSIONS |
| S1015 | ACCESS CROSSOVERS |
| S1016 | KERB RAMP |
| S1035 | PATHWAYS / BIKEWAYS |
| S1040 | STREET NAME SIGNS |
| S1041 | TRAFFIC CONTROL DEVICES |
| S1046 | EXCAVATION, BEDDING AND BACKFILLING OF CONCRETE PIPES |
| S1050 | GRATED KERB INLET PIT DIA. LESS THAN 600mm |
| S1055 | GRATED KERB INLET PIT DIA. GREATER THAN 600mm |
| S1060 | KERB INLET GRATE AND FRAME |
| S1095 | SUBSURFACE DRAINAGE FLUSHING POINTS OUTLET |
| S1110 | CONCRETE DRIVEWAY FOR ALLOTMENT ACCESS |
| S2016 | WATER RETICULATION BEDDING DETAILS LESS THAN 300 |
| S3000 | SEWERAGE MANHOLES |
| S3005 | PROPERTY CONNECTION BRANCHES |
| S3015 | SEWER BEDDING TRENCH DETAILS |

INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALIA
STANDARD DRAWINGS

| DRAWING No. | DRAWING TITLE |
|---|---|
| DSD-301 | SEDIMENT CONTROL DEVICES - SEDIMENT FENCE, ENTRY/EXIT SEDIMENT TRAP |
| DSD-302 | SEDIMENT CONTROL DEVICES - KERB AND FIELD INLETS, CHECK DAMS & STRAW BALES |

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

COVER SHEET, DRAWING INDEX & LOCALITY

DRAWING NO. 164-002-C200

REVISION C

## FNQROC REGIONAL DEVELOPMENT MANUAL

1. CONSTRUCTION AND INSTALLATION OF ALL WORKS AS DETAILED ON THESE DRAWINGS SHALL BE IN ACCORDANCE WITH THE PROCEDURES, SPECIFICATIONS AND REFERENCED STANDARD DRAWINGS CONTAINED IN THE CURRENT ISSUE OF THE FNQROC DEVELOPMENT MANUAL UNLESS NOTED OTHERWISE.

## COMPLIANCE WITH ASSESSMENT MANAGER CONDITIONS

1. CONSTRUCTION OF THE WORKS DETAILED ON THESE DRAWINGS SHALL NOT COMMENCE UNTIL AN OPERATIONAL WORKS PERMIT HAS BEEN ISSUED BY THE RELEVANT AUTHORITY AND THE REQUIRED PRE-START MEETING HAS BEEN HELD.
2. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT CONDITIONS SET OUT IN THE COUNCIL DECISION NOTICE FOR OPERATIONAL WORK.

## SURVEY & EXISTING SERVICES

1. THE EXISTING SERVICES & FEATURES SHOWN ON THESE DRAWINGS ARE DERIVED FROM SURFACE SURVEY AS DETAILED ON RPS GROUP DRAWING FILE "MORONEY DETAIL MGA ALIGN_UPDATED 120325". THEY MAY NOT REPRESENT ALL OF THE SERVICES OR FEATURES SHOWN ON THOSE DRAWINGS, OR ALL OF THE EXISTING SERVICES AND FEATURES PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THE SURVEY AND SUBSEQUENTLY LOCATING ALL EXISTING SERVICES PRIOR TO ANY WORKS COMMENCING. ONCE THE LINE AND LEVEL OF EXISTING UNDERGROUND SERVICES HAS BEEN CONFIRMED BY THE CONTRACTOR, THE ENGINEER SHALL BE NOTIFIED OF ANY POTENTIAL CLASHES WITH THE DESIGN PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. ALL DAMAGE TO EXISTING SERVICES SHALL BE MADE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT AUTHORITY AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY THE RELEVANT AUTHORITY IMMEDIATELY IF ANY DAMAGE OCCURS.

## CLEARING

1. CLEARING TO BE UNDERTAKEN AS NECESSARY TO COMPLETE THE SCOPE OF WORK AS DEFINED ON THESE DRAWINGS..

## DO NOT SCALE FROM DRAWINGS

1. **DO NOT SCALE DIRECTLY FROM DRAWINGS!**
2. IF YOU REQUIRE A DIMENSION THAT IS NOT DOCUMENTED ON THE DRAWING OR AVAILABLE WITHIN THE DESIGN AUTOCAD FILES PROVIDED, PHONE THE ENGINEER. A DIMENSION WILL BE PROVIDED TO YOU.

DIAL BEFORE YOU DIG www.1100.com.au

## SET-OUT INFORMATION / DATA

1. AN AUTOCAD FILE WILL BE PROVIDED TO THE CONTRACTOR WHICH WILL CONTAIN 2D LINE WORK DATA TO ASSIST IN SETTING OUT THE WORK.
2. AN AUTOCAD FILE WILL BE PROVIDED TO THE CONTRACTOR WHICH WILL CONTAIN DETAILS OF MODELLED STRINGS AND TRIANGLES TO ASSIST IN SETTING OUT SITE LEVELS.

## RETAINING WALLS

1. RETAINING WALLS SHALL BE DESIGNED AND CONSTRUCTED BY THE CONTRACTOR.
2. STRUCTURAL RPEQ CERTIFICATION SHALL BE PROVIDED FOR THE RETAINING WALL LOCATED ON LOT 201 FOR BOTH DESIGN AND CONSTRUCTED COMPONENTS.

## EARTHWORKS NOTES

1. IN ACCORDANCE WITH THE LAND PROTECTION (PEST AND STOCK ROUTE MANAGEMENT) ACT 2002, SOIL OR ANY MATTER CONTAINING REPRODUCTIVE PEST PLANT MATERIAL MUST NOT BE REMOVED FROM THE SITE. THE CONTRACTOR'S ENVIRONMENTAL MANAGEMENT PLAN MUST IDENTIFY APPROPRIATE MEASURES TO BE PUT IN PLACE TO ENSURE THAT SOIL AND OTHER ORGANIC MATERIALS ARE NOT INADVERTENTLY TRANSPORTED TO OTHER LOCATIONS. THE CONTRACTOR SHALL CONTACT COUNCIL'S PEST MANAGEMENT UNIT TO OBTAIN ADVICE WITH REGARD TO DEVELOPING THIS COMPONENT OF THE ENVIRONMENTAL MANAGEMENT PLAN. SOIL (OR OTHER MATTER) CONTAMINATED WITH WEED SEED OR ORGANIC MATERIAL SHOULD NOT BE USED IN LANDSCAPING. A VEHICLE WASH DOWN AND INSPECTION AREA MUST BE PROVIDED FOR ALL MACHINERY / PLANT ENTERING AND LEAVING THE SITE DURING CONSTRUCTION TO REDUCE THE SPREAD OF INVASIVE WEED SPECIES.
2. STRIP AND REMOVE EXISTING TOPSOIL, SOIL CONTAINING SIGNIFICANT AMOUNTS OF ORGANIC MATERIALS AND ALSO ANY DELETERIOUS SOFT WET OR HIGHLY COMPRESSIVE MATERIALS, MATERIALS CONTAMINATED THROUGH PAST SITE USAGE WHICH MAY CONTAIN TOXIC SUBSTANCES OR SOLUBLE COMPOUNDS HARMFUL TO GROUND WATER, MATERIALS CONTAINING SUBSTANCES THAT CAN BE DISSOLVED OR LEACHED OUT IN THE PRESENCE OF MOISTURE (EG GYPSUM) OR WHICH UNDERGO VOLUME CHANGE OR LOSS OF STRENGTH WHEN DISTURBED AND EXPOSED TO MOISTURE (EG. SOME SHALES AND SANDSTONES), SILTS OR MATERIALS THAT HAVE THE DELETERIOUS PROPERTIES OF SILT, AND MATERIAL THAT CONTAINS WOOD, METAL, PLASTIC, BOULDERS OR OTHER DELETERIOUS MATERIAL.
3. REMOVE ALL FISSURED MATERIALS.
4. CLEAR THE SURFACE OF ANY LOOSE ROCK AND SOIL.
5. THE EXISTING SURFACE SHALL THEN BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% SRDD USING A STEEL DRUM OR PAD FOOT ROLLER.
6. ANY SOFT SPOTS SHALL BOUGHT TO THE ATTENTION OF THE ENGINEER FOR INSTRUCTION ON HOW TO PROCEED.
7. **NO FILLING OR PAVEMENT CONSTRUCTION OPERATION IS TO BE UNDERTAKEN UNTIL THE ENGINEER HAS PROVIDED AUTHORISATION TO DO SO.**
8. ANY REQUIRED IMPORTED FILL MATERIAL SHALL BE IN ACCORDANCE WITH THE BELOW REQUIREMENTS AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO FILLING OPERATIONS COMMENCING:

| AS METRIC SIEVE | % PASSING BY WEIGHT |
|---|---|
| 75mm | 100 |
| 2.36mm | 25 - 70 |
| 75um | 0 - 30 |

   MINIATURE ABRASION LOSS PASSING 2.36mm 0 - 15
   LINEAR SHRINKAGE PASSING 4.25um 0 - 8
   MATERIAL RETAINED ON 2.36mm SIEVE SHALL CONSIST OF SOUND STONE SOAKED CBR 15 AT 95% SRDD COMPACTION
9. ANY REQUIRED FILLING SHALL BE UNDERTAKEN BY PLACING APPROVED MATERIAL IN UNIFORM HORIZONTAL LAYERS NOT EXCEEDING 200mm LOOSE THICKNESS AND COMPACTED TO ACHIEVE A DRY DENSITY RATIO OF AT LEAST 95% SRDD.
10. THE FOLLOWING TESTING / INSPECTION REQUIREMENTS SHALL BE COMPLIED WITH:
    - INSPECTION PRIOR TO FILLING OPERATIONS COMMENCING TO CONFIRM UNSUITABLE MATERIAL HAS BEEN REMOVED
    - COMPACTION TEST RESULTS FOR PREPARED EXISTING SURFACE (PRIOR TO FILLING) AT 1 TEST / 2,500m² AREA.
    - FILL MATERIAL QUALITY CERTIFICATE FROM A NATA APPROVED LABORATORY TO CONFIRM ANY IMPORTED FILL MATERIAL IS IN ACCORDANCE WITH THE ABOVE REQUIREMENTS.
    - COMPACTION TEST RESULTS FOR FILL OPERATIONS AT 1 TEST / 2,500m2 AREA FOR EACH 200mm LAYER.
11. LEVEL 2 INSPECTION AND TESTING IS TO BE UNDERTAKEN IN ACCORDANCE WITH CLAUSE 8.2 WITHIN AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS". NOTE THAT LEVEL 1 TESTING CAN BE UNDERTAKEN IF THE CONTRACTOR ELECTS TO DUE SO IN LIEU OF LEVEL 2.
12. TRANSPORTATION OF FILL OR SPOIL TO AND FROM THE SITE MUST NOT OCCUR WITHIN:
    - PEAK TRAFFIC TIMES; OR
    - BEFORE 7am OR AFTER 6pm MONDAY TO FRIDAY; OR
    - BEFORE 7am OR AFTER 1pm SATURDAYS; OR
    - ON SUNDAYS OR PUBLIC HOLIDAYS.

## ROAD WORK

1. KERB PROFILES SHALL BE IN ACCORDANCE WITH FNQROC STD DRG S1000.
2. ALL KERB SET-OUT DETAILS ARE TO THE LIP OF KERB AND CHANNEL.
3. SUPPLY OF ALL TRAFFIC SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT & MAIN ROADS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD)
4. ALL REGULATORY, WARNING AND HAZARD SIGNS SHALL BE SIZE "A" UNLESS NOTED OTHERWISE.
5. STREET SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH FNQROC STD DRG S1040.

## STORMWATER DRAINAGE

1. PRIOR TO COMMENCMENT OF PIPE WORK, THE CONTRACTOR SHALL CONFIRM THE INVERT LEVEL OF DOWNSTREAM DRAINAGE TO ENSURE THAT THE STORMWATER SYSTEM CAN ADEQUATELY OUTLET / DRAIN. CONTACT THE ENGINEER IF THERE ARE ANY DISCREPANCIES.
2. FOR STANDARD STORMWATER DRAINAGE DETAILS, REFER FNQROC STANDARD DRAWINGS S1045 - S1100, INCLUSIVE.
3. STORMWATER PIPES CURRENTLY DOCUMENTED AS REINFORCED CONCRETE PIPE (RCP). PIPES MAY BE SWAPPED FOR BLACKMAX OR STORMPRO WHERE PIPE SIZES ALLOW.
4. WHERE BLACKMAX PIPES ARE USED, THEY SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION GUIDE. REFER DRAWING 102-006-C16 FOR PIPE BEDDING DIMENSIONS.
5. WHERE STORMPRO PIPES ARE USED, THEY SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION GUIDE. PARTICULAR REFERENCE WITHIN THE GUIDE IS MADE TO TRENCH EXCAVATION (PAGE 4), TRENCH WIDTH REQUIREMENTS (PAGE 4), BEDDING ZONE DEPTH (PAGE 4 / TABLE 10 PAGE 5) AND OVERLAY ZONE DEPTH (PAGE 4 / TABLE 10 PAGE 5) REQUIREMENTS.
6. SUBSOIL DRAINAGE SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S2.21 AND THE PROJECT DRAWING DETAIL. WHERE INFORMATION IS NOT PROVIDED ON THE PROJECT DRAWING DETAIL, REFERENCE SHALL BE MADE TO FNQROC STANDARD DRAWING S1095.
7. SUBSURFACE DRAIN FLUSHING POINTS AND OUTLETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD DRAWING S1095.
8. STORMWATER DRAINAGE PIPES TYPES HAVE BEEN NOMINATED ON THE STORMWATER DRAINAGE LONGITUINDAL SECTIONS, HOWEVER THE PIPE MATERIAL TYPE CAN BE INTERCHANGED WITH EITHER CLASS 2 FLUSH JOINTED REINFORCED CONCRETE PIPES, BLACK MAX OR STORMPRO PIPES.
9. CCTV INSPECTIONS SHALL BE UNDERTAKEN ON ALL NEW STORMWATER PIPES WITH REPORTING PROVIDED IN ACCORDANCE WITH FNQROC REQUIREMENTS.

## SEWER

1. ALL SEWER PIPES SHALL BE 150mm DIAMETER uPVC CLASS SN8 UNLESS NOTED OTHERWISE.
2. ALL WORKS SHALL BE IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S6, UNLESS NOTED OTHERWISE.
3. ALL MANHOLES MUST BE A CONVENTIONAL IN-SITU CONCRETE MANHOLE. FOR DETAILS REFER FNQROC STANDARD DRAWING S3000.
4. A FLAT AREA OF 1.5m RADIUS AROUND THE MANHOLE COVER MUST BE PROVIDED WHERE MANHOLES ARE LOCATED IN BATTERS.
5. FOR DETAILS OF PROPERTY CONNECTION BRANCHES REFER FNQROC STANDARD DRAWING S3005.
6. FOR DETAILS OF SEWER MAIN TRENCH BEDDING REFER FNQROC STANDARD DRAWING S3015.
7. CONNECTION OF NEW SEWER MAIN TO EXISTING MANHOLES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF FNQROC / COUNCIL. CONNECTION TO MANHOLES TO BE MADE WITH SAND-SOCKETED PIPES (TO BE CONFIRMED WITH COUNCIL PRIOR TO CONNECTION).
8. ALL PROPERTY CONNECTION BRANCHES SHALL BE BROUGHT TO WITHIN A MAXIMUM OF 300mm OF THE FINISHED SURFACE LEVEL AND A GLUED CAP INSTALLED. THE RISER MUST BE CONNECTED TO A MARKER PEG WITH PLASTIC COATED WIRE. THE MARKER PEG SHALL BE OF HARDWOOD MATERIAL, PROTRUDING 20mm ABOVE THE FINISHED GROUND LEVEL AND INSTALLED IMMEDIATELY ADJACENT TO THE RISER.
9. ANY VERTICAL DROPS SHALL BE CONSTRUCTED USING FIBREGLASS HEAVY DUTY DEEP SEWER DROPS.
10. CCTV INSPECTION AND REPORT IS TO BE PREPARED FOR ALL NEW SEWER MAINS IN ACCORDANCE WITH FNQROC / COUNCIL REQUIREMENTS.

## WATER

1. ALL WATER WORKS TO BE IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S5, UNLESS NOTED OTHERWISE.
2. FOR DETAILS OF WATER MAIN TRENCH BEDDING REFER FNQROC STANDARD DRAWING S2016. BEDDING TO BE TYPE 1 UNLESS NOTED OTHERWISE.
3. PROVIDE THRUST BLOCKS IN ACCORDANCE WITH FNQROC REQUIREMENTS.
4. PROVIDE A COMPRESSIBLE LAYER BETWEEN ALL EXISTING / PROPOSED HYDRANT OR VALVE SURROUNDS WITHIN AREAS OF CONCRETE.
5. CONNECTION OF NEW WATER MAIN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF CAIRNS REGIONAL COUNCIL. CONTRACTOR TO LIAISE WITH COUNCIL & ORGANISE FOR CONNECTION.

## EROSION SEDIMENT CONTROL STRATEGY

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND PRESERVE THE NATURAL ENVIRONMENT AND SHALL AVOID ENVIRONMENTAL POLLUTION IN ACCORDANCE WITH THE ENVIRONMENTAL PROTECTION ACT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INCORPORATION OF APPROPRIATE CONTROL AND MANAGEMENT MEASURES CONFORMING TO THE REQUIREMENTS OF THE ACT AND THE RELEVANT AUTHORITIES.
3. THE CONTRACTOR SHALL INSTALL ALL DEVICES/MEASURES NECESSARY TO COMPLY WITH THE PROVISIONS OF THE FNQROC DEVELOPMENT MANUAL, THE ENVIRONMENTAL PROTECTION ACT AND COUNCIL REQUIREMENTS.
4. ANY SOIL STOCKPILES SHALL BE PROTECTED AGAINST WIND EROSION BY COVERING AND AGAINST STORMWATER RUNOFF BY SILT FENCES AT THE DOWNHILL SLOPES. STOCKPILE LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND EROSION/CONTROL MEASURES IMPLEMENTED & MAINTAINED FOR THE LIFE OF THE STOCKPILE.
5. SEQUENCING OF CONTROL MEASURES:
   5.1. INSTALL STABLE POINT OF ENTRY
   5.2. INSTALL SILT FENCES / BUNDS
   5.3. PROTECT SOIL STOCKPILES
   5.4. CONSTRUCT TEMPORARY SEDIMENT BASINS
   5.5. INSTALL STORMWATER PIPES
   5.6. IMPLEMENT PROTECTION MEASURES TO STORMWATER PITS
   5.7. REVEGETATE BARE AREAS UPON COMPLETION OF EARTHWORK
6. CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND CLEANED / MAINTAINED AS REQUIRED.
7. RETURNS IN SILT FENCE SHALL BE AT 20m INTERVALS WHEN INSTALLED ALONG THE CONTOUR. SPACING TO DECREASE TO 5 - 10m INTERVAL DEPENDENT ON SLOPE IF INSTALLED AT AN ANGLE TO THE CONTOUR. THE CONTRACTOR SHALL SELECT A COMPLIANT SPACING AND MONITOR / CHANGE AS NECESSARY.
8. SILT FENCE RETURNS SHALL CONSIST OF EITHER A V-SHAPED SECTION EXTENDING A MINIMUM OF 1.5m UP THE SLOPE OR A SANDBAG / ROCK/AGGREGATE CHECK DAM HALF THE HEIGHT OF SILT FANCE A MINIMUM OF 1.5m UP THE SLOPE.
9. STORMWATER PITS SHALL HAVE PIT PROTECTION MEASURES AS DETAILED IN FNQROC.
10. THE FOLLOWING REVEGETATION MEASURES SHALL BE UNDERTAKEN IMMEDIATELY UPON COMPLETION OF EARTHWORK:
    10.1. CUT / FILL BATTERS STEEPER THAN 1 in 4 TO BE HYDROMULCHED
    10.2. A STRIP OF TURF TO BE LAID BEHIND ALL KERB LINES
11. ALL REVEGETATION / GRASS TO BE WATER AS REQUIRED TO MAINTAIN UNTIL GROWTH IS ESTABLISHED.
12. A SUITABLE DUST MANAGEMENT STRATEGY SHALL BE MAINTAINED TO MINIMISE DUST NUISANCE ON ADJACENT PROPERTIES. DETAILS OF THE DUST MANAGEMENT STRATEGY SHALL BE INCORPORATED INTO THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL STRATEGY.
13. SEDIMENT BASIN
    13.1. INLET PROTECTION SHALL BE PROVIDED TO MINIMISE SCOUR AND EVENLY DISTRIBUTE FLOW THROUGHOUT THE BASIN.
    13.2. A MARKER PEG SHALL BE INSTALLED TO SHOW THE STORAGE DEPTH RESULTING FROM RAIN EVENTS.
    13.3. SEDIMENT SHALL BE REMOVED FROM THE BASIN WHEN 30% OF THE STORAGE DEPTH IS REACHED. SEDIMENT SHALL BE APPROPRIATELY DISPOSED OF.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

Queensland Government

REVISIONS

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| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
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CLIENT: DMGF PTY LTD

SCALE: ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

IMPORTANT NOTES

DRAWING NO. 164-002-C201

REVISION C

## FNQROC REGIONAL DEVELOPMENT MANUAL

1. CONSTRUCTION AND INSTALLATION OF ALL WORKS AS DETAILED ON THESE DRAWINGS SHALL BE IN ACCORDANCE WITH THE PROCEDURES, SPECIFICATIONS AND REFERENCED STANDARD DRAWINGS CONTAINED IN THE CURRENT ISSUE OF THE FNQROC DEVELOPMENT MANUAL UNLESS NOTED OTHERWISE.

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2. ALL DAMAGE TO EXISTING SERVICES SHALL BE MADE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT AUTHORITY AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY THE RELEVANT AUTHORITY IMMEDIATELY IF ANY DAMAGE OCCURS.

## CLEARING

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## DO NOT SCALE FROM DRAWINGS

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## SET-OUT INFORMATION / DATA

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2. AN AUTOCAD FILE WILL BE PROVIDED TO THE CONTRACTOR WHICH WILL CONTAIN DETAILS OF MODELLED STRINGS AND TRIANGLES TO ASSIST IN SETTING OUT SITE LEVELS.

## RETAINING WALLS

1. RETAINING WALLS SHALL BE DESIGNED AND CONSTRUCTED BY THE CONTRACTOR.
2. STRUCTURAL RPEQ CERTIFICATION SHALL BE PROVIDED FOR THE RETAINING WALL LOCATED ON LOT 201 FOR BOTH DESIGN AND CONSTRUCTED COMPONENTS.

## EARTHWORKS NOTES

1. IN ACCORDANCE WITH THE LAND PROTECTION (PEST AND STOCK ROUTE MANAGEMENT) ACT 2002, SOIL OR ANY MATTER CONTAINING REPRODUCTIVE PEST PLANT MATERIAL MUST NOT BE REMOVED FROM THE SITE. THE CONTRACTOR'S ENVIRONMENTAL MANAGEMENT PLAN MUST IDENTIFY APPROPRIATE MEASURES TO BE PUT IN PLACE TO ENSURE THAT SOIL AND OTHER ORGANIC MATERIALS ARE NOT INADVERTENTLY TRANSPORTED TO OTHER LOCATIONS. THE CONTRACTOR SHALL CONTACT COUNCIL'S PEST MANAGEMENT UNIT TO OBTAIN ADVICE WITH REGARD TO DEVELOPING THIS COMPONENT OF THE ENVIRONMENTAL MANAGEMENT PLAN. SOIL (OR OTHER MATTER) CONTAMINATED WITH WEED SEED OR ORGANIC MATERIAL SHOULD NOT BE USED IN LANDSCAPING. A VEHICLE WASH DOWN AND INSPECTION AREA MUST BE PROVIDED FOR ALL MACHINERY / PLANT ENTERING AND LEAVING THE SITE DURING CONSTRUCTION TO REDUCE THE SPREAD OF INVASIVE WEED SPECIES.
2. STRIP AND REMOVE EXISTING TOPSOIL, SOIL CONTAINING SIGNIFICANT AMOUNTS OF ORGANIC MATERIALS AND ALSO ANY DELETERIOUS SOFT WET OR HIGHLY COMPRESSIVE MATERIALS, MATERIALS CONTAMINATED THROUGH PAST SITE USAGE WHICH MAY CONTAIN TOXIC SUBSTANCES OR SOLUBLE COMPOUNDS HARMFUL TO GROUND WATER, MATERIALS CONTAINING SUBSTANCES THAT CAN BE DISSOLVED OR LEACHED OUT IN THE PRESENCE OF MOISTURE (EG GYPSUM) OR WHICH UNDERGO VOLUME CHANGE OR LOSS OF STRENGTH WHEN DISTURBED AND EXPOSED TO MOISTURE (EG. SOME SHALES AND SANDSTONES), SILTS OR MATERIALS THAT HAVE THE DELETERIOUS PROPERTIES OF SILT, AND MATERIAL THAT CONTAINS WOOD, METAL, PLASTIC, BOULDERS OR OTHER DELETERIOUS MATERIAL.
3. REMOVE ALL FISSURED MATERIALS.
4. CLEAR THE SURFACE OF ANY LOOSE ROCK AND SOIL.
5. THE EXISTING SURFACE SHALL THEN BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% SRDD USING A STEEL DRUM OR PAD FOOT ROLLER.
6. ANY SOFT SPOTS SHALL BOUGHT TO THE ATTENTION OF THE ENGINEER FOR INSTRUCTION ON HOW TO PROCEED.
7. **NO FILLING OR PAVEMENT CONSTRUCTION OPERATION IS TO BE UNDERTAKEN UNTIL THE ENGINEER HAS PROVIDED AUTHORISATION TO DO SO.**
8. ANY REQUIRED IMPORTED FILL MATERIAL SHALL BE IN ACCORDANCE WITH THE BELOW REQUIREMENTS AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO FILLING OPERATIONS COMMENCING:

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|---|---|
| 75mm | 100 |
| 2.36mm | 25 - 70 |
| 75um | 0 - 30 |

MINIATURE ABRASION LOSS PASSING 2.36mm 0 - 15
LINEAR SHRINKAGE PASSING 4.25um 0 - 8
MATERIAL RETAINED ON 2.36mm SIEVE SHALL CONSIST OF SOUND STONE SOAKED CBR 15 AT 95% SRDD COMPACTION

9. ANY REQUIRED FILLING SHALL BE UNDERTAKEN BY PLACING APPROVED MATERIAL IN UNIFORM HORIZONTAL LAYERS NOT EXCEEDING 200mm LOOSE THICKNESS AND COMPACTED TO ACHIEVE A DRY DENSITY RATIO OF AT LEAST 95% SRDD.
10. THE FOLLOWING TESTING / INSPECTION REQUIREMENTS SHALL BE COMPLIED WITH:
    - INSPECTION PRIOR TO FILLING OPERATIONS COMMENCING TO CONFIRM UNSUITABLE MATERIAL HAS BEEN REMOVED
    - COMPACTION TEST RESULTS FOR PREPARED EXISTING SURFACE (PRIOR TO FILLING) AT 1 TEST / 2,500m² AREA.
    - FILL MATERIAL QUALITY CERTIFICATE FROM A NATA APPROVED LABORATORY TO CONFIRM ANY IMPORTED FILL MATERIAL IS IN ACCORDANCE WITH THE ABOVE REQUIREMENTS.
    - COMPACTION TEST RESULTS FOR FILL OPERATIONS AT 1 TEST / 2,500m2 AREA FOR EACH 200mm LAYER.
11. LEVEL 2 INSPECTION AND TESTING IS TO BE UNDERTAKEN IN ACCORDANCE WITH CLAUSE 8.2 WITHIN AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS". NOTE THAT LEVEL 1 TESTING CAN BE UNDERTAKEN IF THE CONTRACTOR ELECTS TO DUE SO IN LIEU OF LEVEL 2.
12. TRANSPORTATION OF FILL OR SPOIL TO AND FROM THE SITE MUST NOT OCCUR WITHIN:
    - PEAK TRAFFIC TIMES; OR
    - BEFORE 7am OR AFTER 6pm MONDAY TO FRIDAY; OR
    - BEFORE 7am OR AFTER 1pm SATURDAYS; OR
    - ON SUNDAYS OR PUBLIC HOLIDAYS.

## ROAD WORK

1. KERB PROFILES SHALL BE IN ACCORDANCE WITH FNQROC STD DRG S1000.
2. ALL KERB SET-OUT DETAILS ARE TO THE LIP OF KERB AND CHANNEL.
3. SUPPLY OF ALL TRAFFIC SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT & MAIN ROADS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD)
4. ALL REGULATORY, WARNING AND HAZARD SIGNS SHALL BE SIZE "A" UNLESS NOTED OTHERWISE.
5. STREET SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH FNQROC STD DRG S1040.

## STORMWATER DRAINAGE

1. PRIOR TO COMMENCMENT OF PIPE WORK, THE CONTRACTOR SHALL CONFIRM THE INVERT LEVEL OF DOWNSTREAM DRAINAGE TO ENSURE THAT THE STORMWATER SYSTEM CAN ADEQUATELY OUTLET / DRAIN. CONTACT THE ENGINEER IF THERE ARE ANY DISCREPANCIES.
2. FOR STANDARD STORMWATER DRAINAGE DETAILS, REFER FNQROC STANDARD DRAWINGS S1045 - S1100, INCLUSIVE.
3. STORMWATER PIPES CURRENTLY DOCUMENTED AS REINFORCED CONCRETE PIPE (RCP). PIPES MAY BE SWAPPED FOR BLACKMAX OR STORMPRO WHERE PIPE SIZES ALLOW.
4. WHERE BLACKMAX PIPES ARE USED, THEY SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION GUIDE. REFER DRAWING 102-006-C16 FOR PIPE BEDDING DIMENSIONS.
5. WHERE STORMPRO PIPES ARE USED, THEY SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION GUIDE. PARTICULAR REFERENCE WITHIN THE GUIDE IS MADE TO TRENCH EXCAVATION (PAGE 4), TRENCH WIDTH REQUIREMENTS (PAGE 4), BEDDING ZONE DEPTH (PAGE 4 / TABLE 10 PAGE 5) AND OVERLAY ZONE DEPTH (PAGE 4 / TABLE 10 PAGE 5) REQUIREMENTS.
6. SUBSOIL DRAINAGE SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S2.21 AND THE PROJECT DRAWING DETAIL. WHERE INFORMATION IS NOT PROVIDED ON THE PROJECT DRAWING DETAIL, REFERENCE SHALL BE MADE TO FNQROC STANDARD DRAWING S1095.
7. SUBSURFACE DRAIN FLUSHING POINTS AND OUTLETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD DRAWING S1095.
8. STORMWATER DRAINAGE PIPES TYPES HAVE BEEN NOMINATED ON THE STORMWATER DRAINAGE LONGITUINDAL SECTIONS, HOWEVER THE PIPE MATERIAL TYPE CAN BE INTERCHANGED WITH EITHER CLASS 2 FLUSH JOINTED REINFORCED CONCRETE PIPES, BLACK MAX OR STORMPRO PIPES.
9. CCTV INSPECTIONS SHALL BE UNDERTAKEN ON ALL NEW STORMWATER PIPES WITH REPORTING PROVIDED IN ACCORDANCE WITH FNQROC REQUIREMENTS.

## SEWER

1. ALL SEWER PIPES SHALL BE 150mm DIAMETER uPVC CLASS SN8 UNLESS NOTED OTHERWISE.
2. ALL WORKS SHALL BE IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S6, UNLESS NOTED OTHERWISE.
3. ALL MANHOLES MUST BE A CONVENTIONAL IN-SITU CONCRETE MANHOLE. FOR DETAILS REFER FNQROC STANDARD DRAWING S3000.
4. A FLAT AREA OF 1.5m RADIUS AROUND THE MANHOLE COVER MUST BE PROVIDED WHERE MANHOLES ARE LOCATED IN BATTERS.
5. FOR DETAILS OF PROPERTY CONNECTION BRANCHES REFER FNQROC STANDARD DRAWING S3005.
6. FOR DETAILS OF SEWER MAIN TRENCH BEDDING REFER FNQROC STANDARD DRAWING S3015.
7. CONNECTION OF NEW SEWER MAIN TO EXISTING MANHOLES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF FNQROC / COUNCIL. CONNECTION TO MANHOLES TO BE MADE WITH SAND-SOCKETED PIPES (TO BE CONFIRMED WITH COUNCIL PRIOR TO CONNECTION).
8. ALL PROPERTY CONNECTION BRANCHES SHALL BE BROUGHT TO WITHIN A MAXIMUM OF 300mm OF THE FINISHED SURFACE LEVEL AND A GLUED CAP INSTALLED. THE RISER MUST BE CONNECTED TO A MARKER PEG WITH PLASTIC COATED WIRE. THE MARKER PEG SHALL BE OF HARDWOOD MATERIAL, PROTRUDING 20mm ABOVE THE FINISHED GROUND LEVEL AND INSTALLED IMMEDIATELY ADJACENT TO THE RISER.
9. ANY VERTICAL DROPS SHALL BE CONSTRUCTED USING FIBREGLASS HEAVY DUTY DEEP SEWER DROPS.
10. CCTV INSPECTION AND REPORT IS TO BE PREPARED FOR ALL NEW SEWER MAINS IN ACCORDANCE WITH FNQROC / COUNCIL REQUIREMENTS.
11. THE MINIMUM CLEARANCE BETWEEN A LIGHT POLE FOOTING AND A WATER MAIN SHALL BE 150mm. D

## WATER

1. ALL WATER WORKS TO BE IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S5, UNLESS NOTED OTHERWISE.
2. FOR DETAILS OF WATER MAIN TRENCH BEDDING REFER FNQROC STANDARD DRAWING S2016. BEDDING TO BE TYPE 1 UNLESS NOTED OTHERWISE.
3. PROVIDE THRUST BLOCKS IN ACCORDANCE WITH FNQROC REQUIREMENTS & STD DRG S2015.
4. PROVIDE A COMPRESSIBLE LAYER BETWEEN ALL EXISTING / PROPOSED HYDRANT OR VALVE SURROUNDS WITHIN AREAS OF CONCRETE. D
5. CONNECTION OF NEW WATER MAIN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF CAIRNS REGIONAL COUNCIL. CONTRACTOR TO LIAISE WITH COUNCIL & ORGANISE FOR CONNECTION.
6. THE MINIMUM CLEARANCE BETWEEN A LIGHT POLE FOOTING AND A WATER MAIN SHALL BE 150mm. D

## EROSION SEDIMENT CONTROL STRATEGY

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND PRESERVE THE NATURAL ENVIRONMENT AND SHALL AVOID ENVIRONMENTAL POLLUTION IN ACCORDANCE WITH THE ENVIRONMENTAL PROTECTION ACT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INCORPORATION OF APPROPRIATE CONTROL AND MANAGEMENT MEASURES CONFORMING TO THE REQUIREMENTS OF THE ACT AND THE RELEVANT AUTHORITIES.
3. THE CONTRACTOR SHALL INSTALL ALL DEVICES/MEASURES NECESSARY TO COMPLY WITH THE PROVISIONS OF THE FNQROC DEVELOPMENT MANUAL, THE ENVIRONMENTAL PROTECTION ACT AND COUNCIL REQUIREMENTS.
4. ANY SOIL STOCKPILES SHALL BE PROTECTED AGAINST WIND EROSION BY COVERING AND AGAINST STORMWATER RUNOFF BY SILT FENCES AT THE DOWNHILL SLOPES. STOCKPILE LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND EROSION/CONTROL MEASURES IMPLEMENTED & MAINTAINED FOR THE LIFE OF THE STOCKPILE.
5. SEQUENCING OF CONTROL MEASURES:
    - 5.1. INSTALL STABLE POINT OF ENTRY
    - 5.2. INSTALL SILT FENCES / BUNDS
    - 5.3. PROTECT SOIL STOCKPILES
    - 5.4. CONSTRUCT TEMPORARY SEDIMENT BASINS
    - 5.5. INSTALL STORMWATER PIPES
    - 5.6. IMPLEMENT PROTECTION MEASURES TO STORMWATER PITS
    - 5.7. REVEGETATE BARE AREAS UPON COMPLETION OF EARTHWORK
6. CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND CLEANED / MAINTAINED AS REQUIRED.
7. RETURNS IN SILT FENCE SHALL BE AT 20m INTERVALS WHEN INSTALLED ALONG THE CONTOUR. SPACING TO DECREASE TO 5 - 10m INTERVAL DEPENDENT ON SLOPE IF INSTALLED AT AN ANGLE TO THE CONTOUR. THE CONTRACTOR SHALL SELECT A COMPLIANT SPACING AND MONITOR / CHANGE AS NECESSARY.
8. SILT FENCE RETURNS SHALL CONSIST OF EITHER A V-SHAPED SECTION EXTENDING A MINIMUM OF 1.5m UP THE SLOPE OR A SANDBAG / ROCK/AGGREGATE CHECK DAM HALF THE HEIGHT OF SILT FANCE A MINIMUM OF 1.5m UP THE SLOPE.
9. STORMWATER PITS SHALL HAVE PIT PROTECTION MEASURES AS DETAILED IN FNQROC.
10. THE FOLLOWING REVEGETATION MEASURES SHALL BE UNDERTAKEN IMMEDIATELY UPON COMPLETION OF EARTHWORK:
    - 10.1. CUT / FILL BATTERS STEEPER THAN 1 in 4 TO BE HYDROMULCHED
    - 10.2. A STRIP OF TURF TO BE LAID BEHIND ALL KERB LINES
11. ALL REVEGETATION / GRASS TO BE WATER AS REQUIRED TO MAINTAIN UNTIL GROWTH IS ESTABLISHED.
12. A SUITABLE DUST MANAGEMENT STRATEGY SHALL BE MAINTAINED TO MINIMISE DUST NUISANCE ON ADJACENT PROPERTIES. DETAILS OF THE DUST MANAGEMENT STRATEGY SHALL BE INCORPORATED INTO THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL STRATEGY.
13. SEDIMENT BASIN
    - 13.1. INLET PROTECTION SHALL BE PROVIDED TO MINIMISE SCOUR AND EVENLY DISTRIBUTE FLOW THROUGHOUT THE BASIN.
    - 13.2. A MARKER PEG SHALL BE INSTALLED TO SHOW THE STORAGE DEPTH RESULTING FROM RAIN EVENTS.
    - 13.3. SEDIMENT SHALL BE REMOVED FROM THE BASIN WHEN 30% OF THE STORAGE DEPTH IS REACHED. SEDIMENT SHALL BE APPROPRIATELY DISPOSED OF.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

Queensland Government

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| D | 22.09.26 | NOTE ADJUSTED | CW | DJW |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 22.09.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

IMPORTANT NOTES

DRAWING NO. 164-002-C201

REVISION D

## LEGEND

- NEW PROPERTY BOUNDARY
- NEW EASEMENT BOUNDARY
- LBK — LAYBACK KERB & CHANNEL REFER FNQROC STD DRG S1000
- BKC — BARRIER KERB & CHANNEL REFER FNQROC STD DRG S1000
- NEW PAVEMENT WITH 30mm ASPHALT REFER PAVEMENT DETAILS
- NEW PAVEMENT WITH 50mm ASPHALT (BETWEEN INT TANGENT PTS) REFER PAVEMENT DETAILS
- CONCRETE FOOTPATH. REFER FNQROC STD DRG S1035

## MORONEY AVENUE - CONTROL LINE SETOUT

| CHAINAGE | COORDINATES | | BEARING | RADIUS OF | TANGENT | ARC |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | DEG MIN SEC | CURVATURE | LENGTH | LENGTH |
| 0.000 | 366326.674 | 8116104.165 | 145° 11' 40" | STRAIGHT | | |
| 157.114 | 366416.371 | 8115975.135 | | | | |

## OSTIN TERRACE - CONTROL LINE SETOUT

| CHAINAGE | COORDINATES | | BEARING | RADIUS OF | TANGENT | ARC |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | DEG MIN SEC | CURVATURE | LENGTH | LENGTH |
| 0.000 | 366312.820 | 8115871.517 | 7° 00' 00" | STRAIGHT | | |
| 4.756 | 366313.400 | 8115876.238 | 7° 00' 00" | 40.000 | | |
| IP 19.941 | 366315.345 | 8115892.077 | - | 40.000 | 15.185 | 30.369 |
| 35.125 | 366327.659 | 8115902.228 | 50° 30' 00" | STRAIGHT | | |
| 140.703 | 366409.126 | 8115969.384 | 50° 30' 00" | 250.000 | | |
| IP 150.521 | 366416.705 | 8115975.632 | - | 250.000 | 9.818 | 19.635 |
| 160.338 | 366424.751 | 8115981.266 | 55° 00' 00" | STRAIGHT | | |
| 199.410 | 366456.757 | 8116003.677 | 55° 00' 00" | 25.000 | | |
| IP 203.884 | 366460.449 | 8116006.262 | - | 25.000 | 4.507 | 8.948 |
| 208.357 | 366464.738 | 8116007.648 | 72° 05' 21" | STRAIGHT | | |
| 211.700 | 366467.918 | 8116008.676 | | | | |

## DRAIN A - CONTROL LINE SETOUT

| CHAINAGE | COORDINATES | | BEARING | RADIUS OF | TANGENT | ARC |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | DEG MIN SEC | CURVATURE | LENGTH | LENGTH |
| IP7.982 | 366238.349 | 8115887.037 | 35° 09' 58" | STRAIGHT | | |
| IP13.383 | 366241.537 | 8115891.397 | 44° 05' 59" | STRAIGHT | | |
| IP43.492 | 366262.490 | 8115913.019 | 23° 26' 38" | STRAIGHT | | |
| IP76.747 | 366275.720 | 8115943.530 | 48° 25' 11" | STRAIGHT | | |
| 161.682 | 366339.254 | 8115999.898 | 48° 25' 11" | 20.000 | | |
| IP168.501 | 366344.562 | 8116004.608 | - | 20.000 | 7.102 | 13.639 |
| 175.321 | 366345.715 | 8116011.610 | 09° 20' 49" | STRAIGHT | | |
| IP213.264 | 366351.811 | 8116049.050 | | | | |

## DRAIN B - CONTROL LINE SETOUT

| CHAINAGE | COORDINATES | | BEARING | RADIUS OF | TANGENT | ARC |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | DEG MIN SEC | CURVATURE | LENGTH | LENGTH |
| IP1.698 | 366379.572 | 8116045.480 | 57° 17' 07" | STRAIGHT | | |
| IP56.974 | 366426.081 | 8116075.355 | 58° 23' 15" | STRAIGHT | | |
| IP76.800 | 366442.964 | 8116085.746 | 61° 13' 25" | STRAIGHT | | |
| IP105.453 | 366468.079 | 8116099.540 | 75° 29' 43" | STRAIGHT | | |
| IP123.707 | 366485.751 | 8116104.112 | 72° 44' 00" | STRAIGHT | | |
| IP132.728 | 366494.366 | 8116106.730 | 61° 13' 25" | STRAIGHT | | |
| IP132.728 | 366532.177 | 8116127.556 | | | | |

## DRIVEWAY 1 - CONTROL LINE SETOUT

| CHAINAGE | COORDINATES | | BEARING | RADIUS OF | TANGENT | ARC |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | DEG MIN SEC | CURVATURE | LENGTH | LENGTH |
| 0.000 | 366408.652 | 8115964.367 | 140° 30' 00" | STRAIGHT | | |
| 40.061 | 366434.134 | 8115933.455 | 140° 30' 00" | 10.000 | | |
| IP 43.944 | 366436.736 | 8115930.298 | - | 10.000 | 3.883 | 7.767 |
| 47.828 | 366436.380 | 8115926.223 | 180° 00' 00" | STRAIGHT | | |
| 63.219 | 366435.038 | 8115910.890 | | | | |

## DRIVEWAY 2 - CONTROL LINE SETOUT

| CHAINAGE | COORDINATES | | BEARING | RADIUS OF | TANGENT | ARC |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | DEG MIN SEC | CURVATURE | LENGTH | LENGTH |
| 0.000 | 366368.844 | 8115931.552 | 140° 30' 00" | STRAIGHT | | |
| 58.997 | 366406.370 | 8115886.029 | 140° 30' 00" | 9.000 | | |
| IP 62.535 | 366408.744 | 8115883.149 | - | 9.000 | 3.538 | 7.076 |
| 66.072 | 366408.384 | 8115879.434 | 185° 32' 45" | STRAIGHT | | |
| 66.188 | 366408.373 | 8115879.319 | | | | |

AMENDED IN RED
By: Matt Sturley
Date: 01/10/2026
Queensland Government

JOIN TO EXISTING FOOTPATH WITH EXPANSION JOINT IN ACCORDANCE WITH FNQROC STD DRG S1035
2m WIDE CONCRETE FOOTPATH. EXTEND ON 1.8m OFFSET FROM KERB INVERT BEING EQUIVALENT TO FNQROC STD OFFSET IN STANDARD VERGE.
JOIN NEATLY TO EXISTING PAVEMENT. REFER DETAIL ON DRG C224 FOR DETAIL.
EXISTING SEWER MANHOLE
EXISTING SEWER MANHOLE
EXISTING PROPERTY BOUNDARY
ROAD CONTROL LINE.
MORONEY AVENUE
FUTURE ROAD WORK SHOWN TO PROVIDE CONTEXT
EXISTING RESIDENCE
DRAIN B CONTROL LINE
3m WIDE SEWER EASEMENT (EMT C)
EARTHWORK BATTER INTERFACE LINE
EXISTING CULVERT UNDER ROAD TO BE REMOVED
SEWER MANHOLE. REFER DRG C222 FOR DETAILS.
FUTURE LOT BOUNDARY UNDER EASEMENT
EXISTING RESIDENCE DRIVEWAY
3m WIDE SEWER EASEMENT (EMT B)
ALIGN FOOTPATH TO STD BDY OFFSET BETWEEN STORMWATER PIT & FUTURE LOT 324
SEWER MANHOLE. REFER DRG C222 FOR DETAILS.
REALIGN EXISTING RESIDENCE DRIVEWAY. CONSTRUCT 3.0m WIDE, 150mm GRAVEL, CLASS 170 SPRAY SEAL.
KERB FLARE. REFER DETAIL DRG C224.
STORMWATER STRUCTURE. REFER DRG C212.
FUTURE ROAD WORK SHOWN TO PROVIDE CONTEXT
RETAINING WALL (MAX 3m HIGH, REFER NOTE DRG C201)
PROVIDE EDGE RESTRAINT AT END OF ROAD IN ACCORDANCE WITH FNQROC STD DRG S1000
BYFIELD STREET
SIMPKIN CLOSE
DRAIN A CONTROL LINE
PEDESTRIAN KERB RAMPS BOTH SIDE OF ROAD IN ACCORDANCE WITH FNQROC STD DRG S1016
STORMWATER DRAINAGE PIT REFER DRG C212
DUAL STREET NAME SIGN. POSITION AS PER FNQROC S1040.
SEWER MANHOLE. REFER DRG C222.
STORMWATER DRAINAGE PIT. REFER DRG C212.
EARTHWORK BATTER INTERFACE LINE
2m WIDE CONCRETE FOOTPATH
STORMWATER PIT. REFER DRG C212.
LOT 902 SP323466
Driveway width will need to be adjusted to account for the cut batter/or retaining wall along the development boundary. "No Parking on driveway at all time" sign to be placed on both driveways
RETAINING WALL ALONG DWAY EDGE. MAX HEIGHT 0.307m. D&C BY CONTRACTOR.
DRIVEWAY 1 CONTROL LINE. REFER DRG C209.
CONSTRUCT 3m WIDE CONCRETE RESIDENTIAL CROSSOVER & DRIVEWAY TYPE 2 IN ACCORDANCE WITH FNQROC STD DRGS S1015 & S1110. REFER DRG C224 FOR SERVICE CONDUIT DETAILS.
OSTIN TERRACE
THESE LINES REPRESENT TOP / TOE OF EXISTING BATTERS / MOUNDS
DRAINAGE EASEMENT BDY
EXISTING PROPERTY BOUNDARY
DRAIN C. REFER DRGS C219 & C220.
ROAD CONTROL LINE.
LOCAL ALLOTMENT DRAIN. REFER DRG C212.
LOT 4 SP313367
SEWER MANHOLE. REFER DRG C222.
SEWER MANHOLE. REFER DRG C222.
WALL ALONG DWAY EDGE. MAX HEIGHT 0.595m.D&C BY CONTRACTOR.
CONSTRUCT 3m WIDE CONCRETE RESIDENTIAL CROSSOVER & DRIVEWAY TYPE 2 IN ACCORDANCE WITH FNQROC STD DRGS S1015 & S1110. REFER DRG C224 FOR SERVICE CONDUIT DETAILS.
COMMERCIAL CONCRETE DRIVEWAY (FNQROC STD DRG S1110). NO CROSSOVER. FRONT WIDTH = 7.50m BACK WIDTH = 5.95m. JOIN TO PATH WITH EXPANSION JOINT.
COMMERCIAL CONCRETE DRIVEWAY (FNQROC STD DRG S1110). NO CROSSOVER. FRONT WIDTH = 10.50m BACK WIDTH = 5.95m
150mm THICK TEMPORARY GRAVEL. TYPE 2.2. L=12m, W=5.95m
DRIVEWAY 2 CONTROL LINE. REFER DRG C210
LOCAL ALLOTMENT DRAIN. REFER DRG C212.
INSTALL ROAD END HAZARD BOARD SIGN TYPE D4-5 1800mm x 450mm 1m FROM PROPERTY BOUNDARY
150mm THICK TEMPORARY GRAVEL. TYPE 2.2. L=11m, W=5.95m
PROVIDE EDGE RESTRAINT AT END OF ROAD IN ACCORDANCE WITH FNQROC STD DRG S1000
LOT 2 SP318396

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
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Date: 01/10/2026
Queensland Government

| REVISIONS | NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|---|
| | D | 22.09.26 | SEWER EMT & DRIVEWAY NOTE | CW | DJW |
| | C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| | B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| | A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: 1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 22.09.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

GENERAL ARRANGEMENT

DRAWING NO. 164-002-C202
REVISION D

## LEGEND

- NEW PROPERTY BOUNDARY
- NEW EASEMENT BOUNDARY
- AREA OF EARTHWORK CUT
- AREA OF EARTHWORK FILL < 500mm DEEP
- AREA OF EARTHWORK FILL >= 500mm DEEP
- 9.8 — DESIGN CONTOUR (200mm INTERVALS)
- 9.8 — EXISTING CONTOUR (200mm INTERVALS)
- EARTHWORK BATTER INTERFACE
- 9.99 — DESIGN LEVEL
- 9.99 — DESIGN LEVEL (MATCHES EXISTING)

JOIN LINE

DRAIN B. REFER DRGS C217 & C218.

MORONEY AVENUE

1 in 1 BATTER TO FINAL LEVEL FOR FUTURE ALLOTMENTS

EXISTING RESIDENCE

FILL AREA FOR FUTURE ALLOTMENTS

AREA PREVIOUSLY LOWERED TO FUTURE ROAD BYPASS LEVEL FOR ELECTRICAL CONSTRUCTION. DESIGN LEVELS SHOWN AT FUTURE BYPASS SURFACE LEVEL

DRAIN A. REFER DRGS C215 & C216.

REFER SECTION 3

REFER SECTION 2

REFER SECTION 1

REALIGN EXISTING RESIDENCE DRIVEWAY

CONSTRUCT DRAIN TO FIELD INLET PIT AND TEMPORARY GRADE TO EXISTING AROUND EXTENT OF FIELD INLET PIT

SIMPKIN CLOSE

RETAINING WALL MAX HEIGHT 3m

1 in 1 BATTER

1 in 2 MAX. BATTER

RETAINING WALL. MAX HEIGHT 0.307m.

1 in 5 BATTER

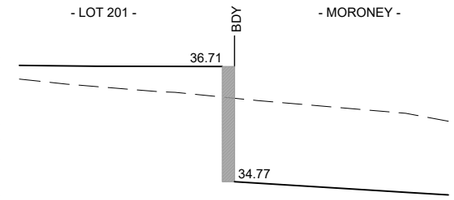
OSTIN TERRACE

RETAINING WALL. MAX HEIGHT 0.595m.

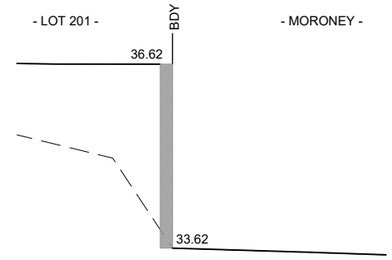
DRAIN C. REFER DRGS C219 & C220 FOR DETAILS.

TRANSITION NEW DRAIN TO EXISTING DRAIN LINE

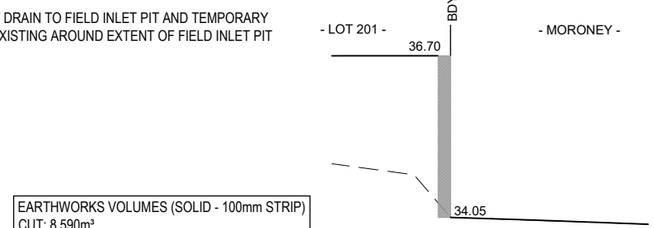
JOIN LINE




SECTION 1

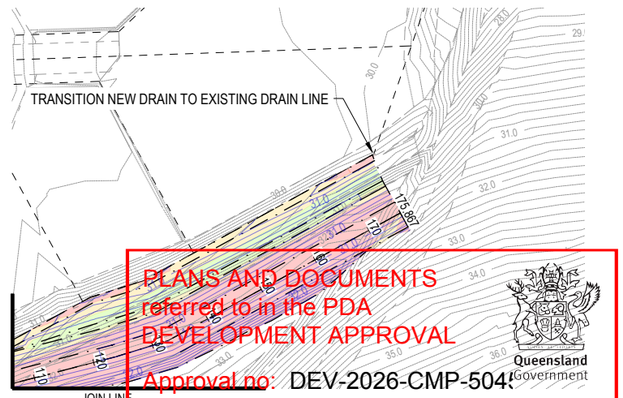



SECTION 2




SECTION 3

EARTHWORKS VOLUMES (SOLID - 100mm STRIP)
CUT: 8,590m³
FILL: 8,318m³
BALANCE: 272m³ EXPORT



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Date: 01/10/2026

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|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: 1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

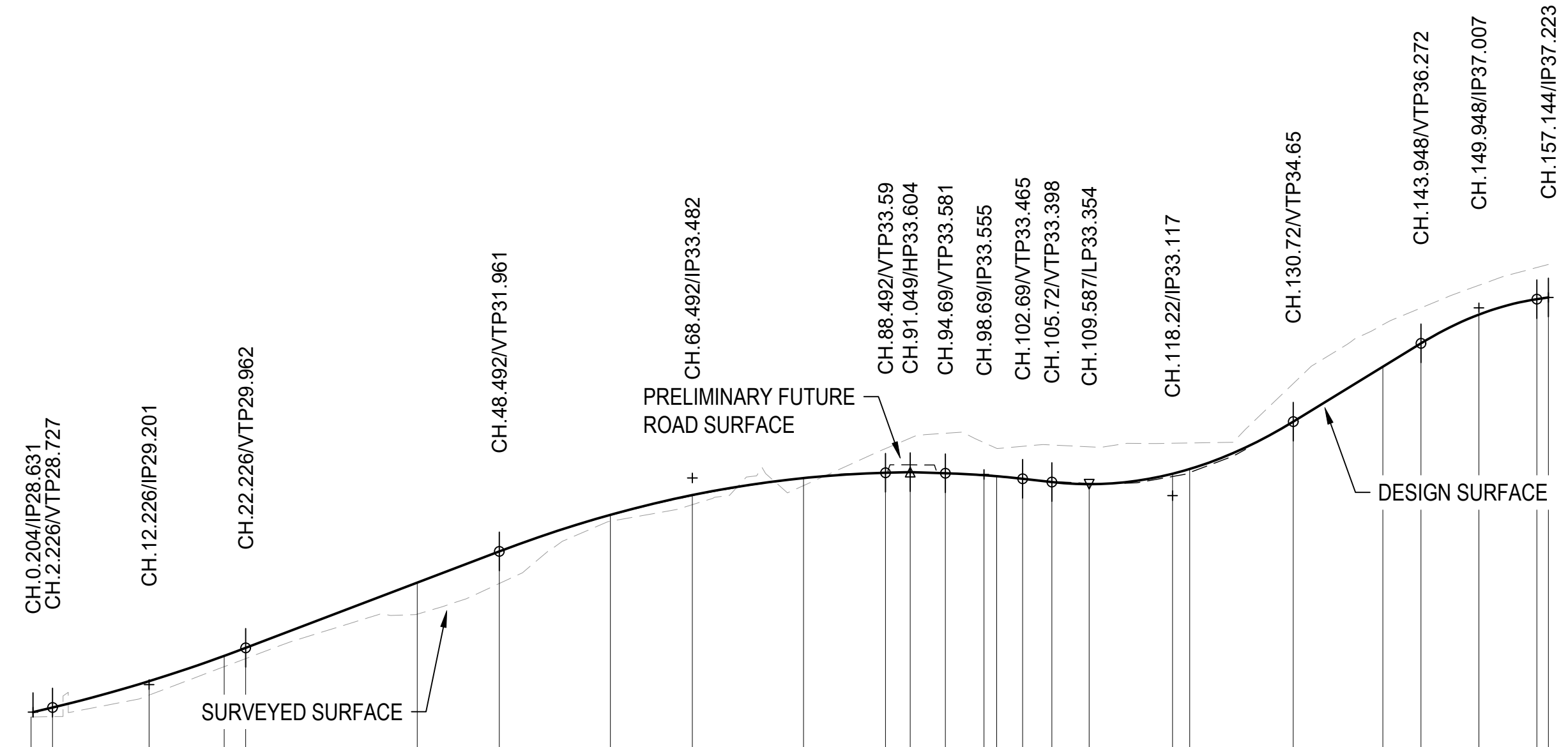
DRAWN CW | CHECKED DJW
DESIGNED CW | CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

EARTHWORK & SITE LEVELS

DRAWING NO. 164-002-C203

REVISION C




Horizontal Curve Data

Vertical Geometry Grade (%): 4.746 % | 7.609 % | 0.537 % | -0.632 % | -2.243 % | 12.261 % | 3 %

Vertical Grade Length: 12.022m | 56.266m | 22.557m | 7.641m | 19.53m | 31.728m | 7.196m

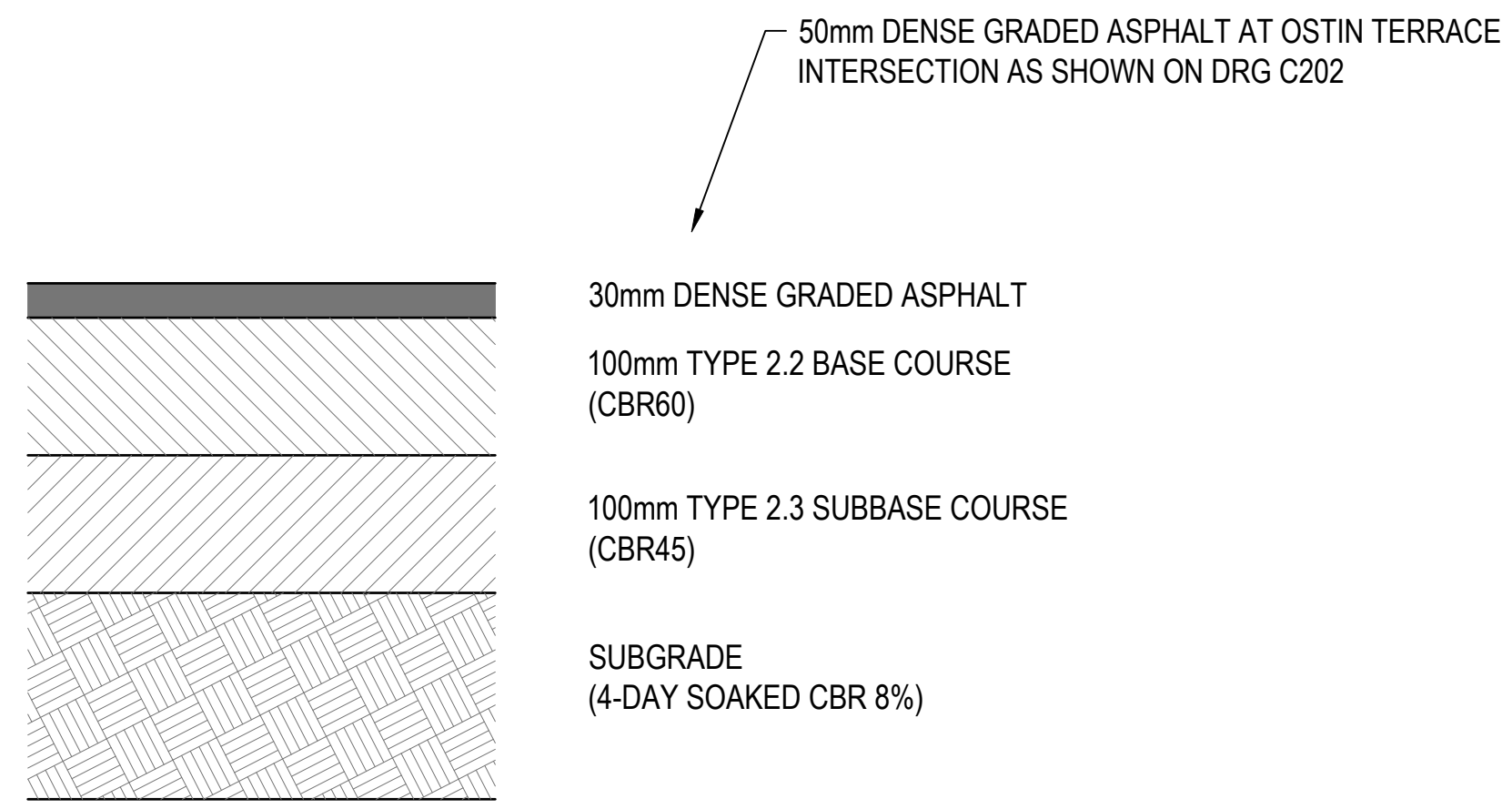
Vertical Curve Length (m): 20m VC | 40m VC | 8m VC | 25m VC | 12m VC

Vertical Curve Radius (m): R = 698.51 | R = 565.59 | R = 496.48 | R = 172.36 | R = 129.57

DATUM RL18.000

| CHAINAGE | 0 | 2.226 | 12.226 | 20 | 22.226 | 40 | 48.492 | 60 | 68.492 | 80 | 88.492 | 91.049 | 94.69 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIGHT LIP LEVEL | | 28.638 | 29.184 | 29.707 | 29.873 | 31.225 | 31.872 | 32.63 | 33.04 | 33.391 | 33.501 | 33.514 | 33.491 |
| LEFT LIP LEVEL | | 28.638 | 29.184 | 29.707 | 29.873 | 31.225 | 31.872 | 32.63 | 33.04 | 33.391 | 33.501 | 33.514 | 33.491 |
| CUT/FILL DEPTH | | 0.189 | 0.29 | 0.224 | 0.223 | 0.654 | 0.664 | 0.132 | 0.199 | 0.156 | -0.502 | -0.704 | -0.828 |
| DESIGN SURFACE | | 28.727 | 29.273 | 29.796 | 29.962 | 31.315 | 31.961 | 32.719 | 33.129 | 33.48 | 33.59 | 33.604 | 33.581 |
| NATURAL SURFACE | 28.53 | 28.538 | 28.983 | 29.572 | 29.739 | 30.661 | 31.296 | 32.587 | 32.929 | 33.324 | 34.092 | 34.308 | 34.408 |

| CHAINAGE | 98.69 | 100 | 102.69 | 105.72 | 109.587 | 118.22 | 120 | 130.72 | 140 | 143.948 | 149.948 | 155.948 | 157.144 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIGHT LIP LEVEL | 33.45 | 33.429 | 33.376 | 33.308 | 33.265 | 33.482 | 33.58 | 34.561 | 35.698 | 36.183 | REFER DRG. C12 | | |
| LEFT LIP LEVEL | 33.45 | 33.429 | 33.376 | 33.308 | 33.265 | 33.482 | 33.58 | 34.561 | 35.698 | 36.183 | | | |
| CUT/FILL DEPTH | -0.675 | -0.577 | -0.673 | -0.769 | -0.773 | -0.632 | -0.539 | -0.789 | -0.87 | -0.734 | -0.606 | -0.656 | -0.684 |
| DESIGN SURFACE | 33.539 | 33.519 | 33.465 | 33.398 | 33.354 | 33.57 | 33.669 | 34.65 | 35.788 | 36.272 | 36.868 | 37.187 | 37.223 |
| NATURAL SURFACE | 34.214 | 34.096 | 34.138 | 34.166 | 34.128 | 34.202 | 34.208 | 35.439 | 36.658 | 37.006 | 37.475 | 37.843 | 37.907 |




## MORONEY AVENUE - PAVEMENT DETAILS

N.T.S

PAVEMENT DESIGN IS PROVISIONAL ONLY. SUBGRADE CBR TO BE CONFIRMED WITH FIELD TESTING. 4-DAY SOAKED CBR RESULTS TO BE PROVIDED TO ENGINEER FOR CONFIRMATION OF DESIGN DETAIL.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Queensland Government

Approval no: DEV-2026-CMP-504

Date: 01/10/2026

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE
HORIZONTAL 1:500 A1 / 1:1000 A3 (0 5 10 20 30)
VERTICAL 1:100 A1 / 1:200 A3 (0 1 2 3 4 5 6)
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

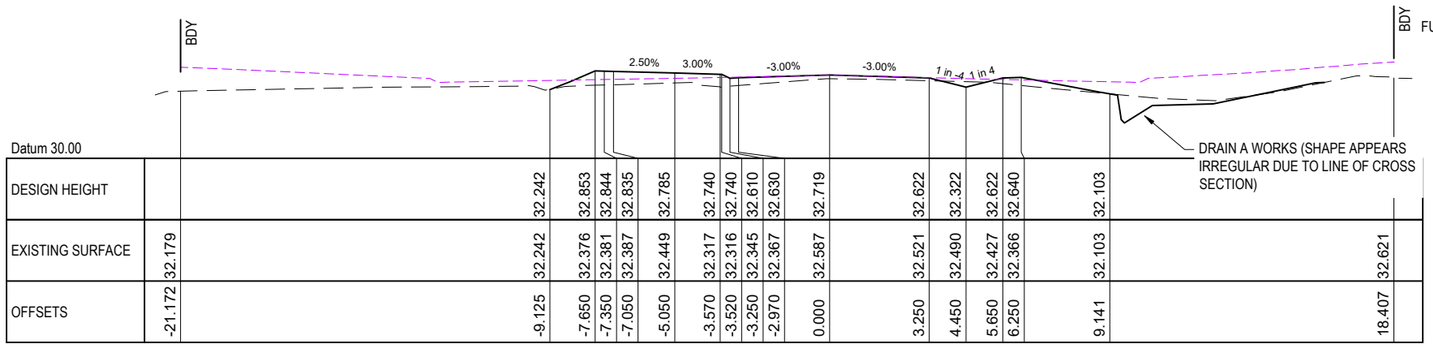
DRAWN: CW CHECKED: DJW
DESIGNED: CW CHECKED: DJW
APPROVED: (signature) DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

MORONEY AVENUE
LONGITUDINAL SECTION

DRAWING NO. 164-002-204

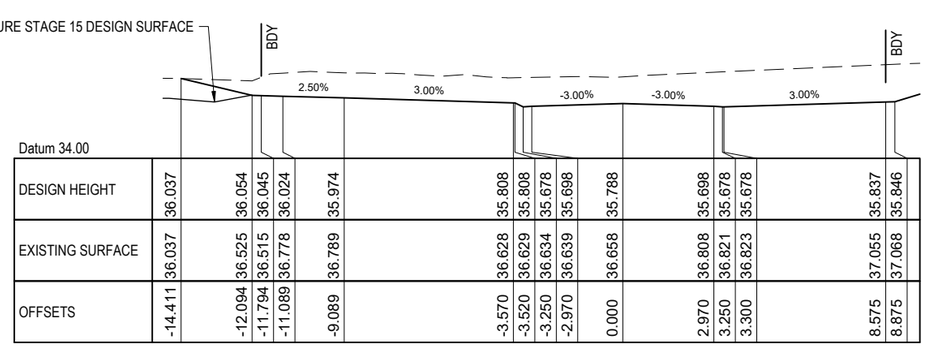
REVISION C




Datum 30.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | | 32.242 | 32.853 | 32.844 | 32.835 | 32.785 | 32.740 | 32.740 | 32.610 | 32.630 | 32.719 | 32.622 | 32.322 | 32.622 | 32.640 | 32.103 | | | |
| EXISTING SURFACE | 32.179 | 32.242 | 32.376 | 32.381 | 32.387 | 32.449 | 32.317 | 32.316 | 32.345 | 32.367 | 32.587 | 32.521 | 32.490 | 32.427 | 32.366 | 32.103 | | 32.621 | |
| OFFSETS | -21.172 | -9.125 | -7.650 | -7.350 | -7.050 | -5.050 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 3.250 | 4.450 | 5.650 | 6.250 | 9.141 | | 18.407 | |

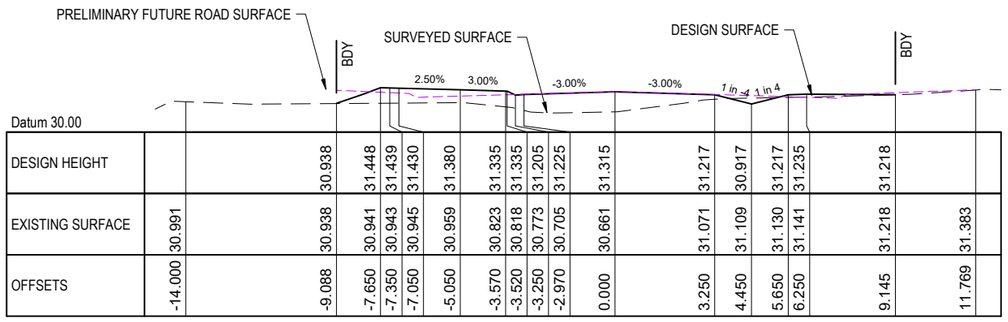
CHAINAGE 60.000




Datum 34.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 36.037 | 36.054 | 36.045 | 36.024 | 35.974 | | | 35.808 | 35.808 | 35.678 | 35.698 | | 35.788 | | 35.698 | 35.678 | 35.678 | | 35.837 | 35.846 |
| EXISTING SURFACE | 36.037 | 36.525 | 36.515 | 36.778 | 36.789 | | | 36.628 | 36.629 | 36.634 | 36.639 | | 36.658 | | 36.808 | 36.821 | 36.823 | | 37.055 | 37.068 |
| OFFSETS | -14.411 | -12.094 | -11.794 | -11.089 | -9.089 | | | -3.570 | -3.520 | -3.250 | -2.970 | | 0.000 | | 2.970 | 3.250 | 3.300 | | 8.575 | 8.875 |

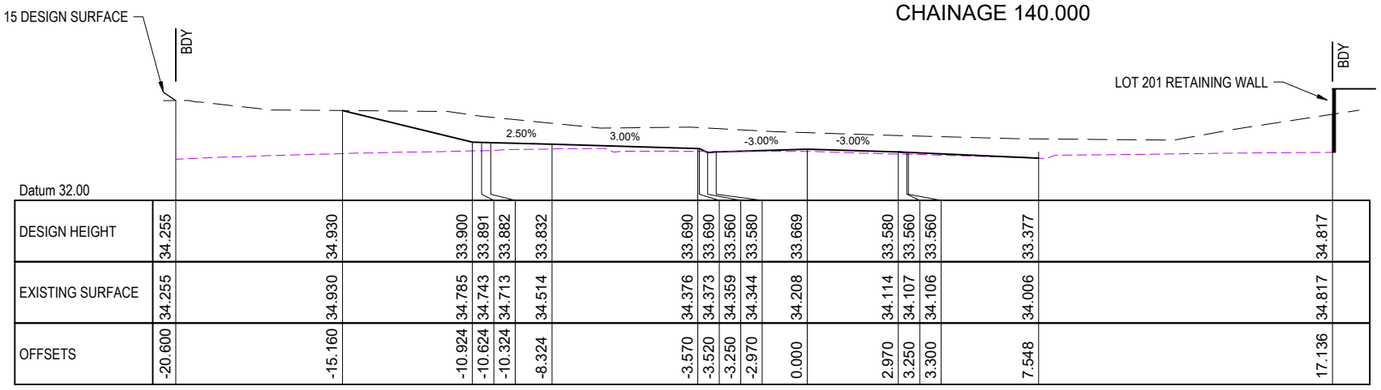
CHAINAGE 140.000




Datum 30.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | | 30.938 | 31.448 | 31.439 | 31.430 | 31.380 | 31.335 | 31.335 | 31.205 | 31.225 | 31.315 | 31.217 | 30.917 | 31.217 | 31.235 | 31.218 | | | |
| EXISTING SURFACE | 30.991 | 30.938 | 30.941 | 30.943 | 30.945 | 30.959 | 30.823 | 30.818 | 30.773 | 30.705 | 30.661 | 31.071 | 31.109 | 31.130 | 31.141 | 31.218 | | 31.383 | |
| OFFSETS | -14.000 | -9.088 | -7.650 | -7.350 | -7.050 | -5.050 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 3.250 | 4.450 | 5.650 | 6.250 | 9.145 | | 11.769 | |

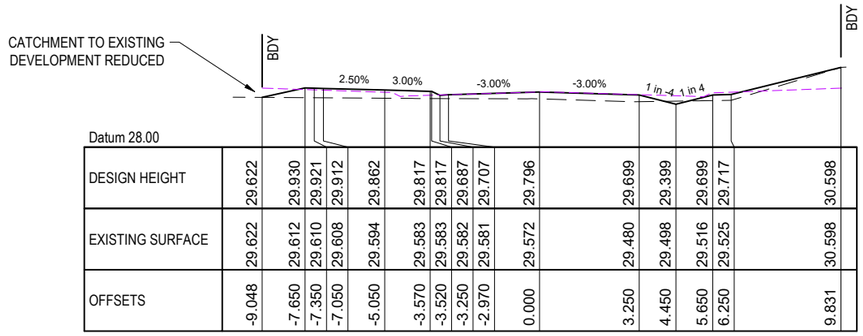
CHAINAGE 40.000




Datum 32.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 34.255 | 34.930 | | 33.900 | 33.891 | 33.882 | 33.832 | | 33.690 | 33.690 | 33.560 | 33.580 | | 33.669 | | 33.580 | 33.560 | | 33.377 | 34.817 |
| EXISTING SURFACE | 34.255 | 34.930 | | 34.785 | 34.743 | 34.713 | 34.514 | | 34.376 | 34.373 | 34.359 | 34.344 | | 34.208 | | 34.114 | 34.107 | 34.106 | 34.006 | 34.817 |
| OFFSETS | -20.600 | -15.160 | | -10.924 | -10.624 | -10.324 | -8.324 | | -3.570 | -3.520 | -3.250 | -2.970 | | 0.000 | | 2.970 | 3.250 | 3.300 | 7.548 | 17.136 |

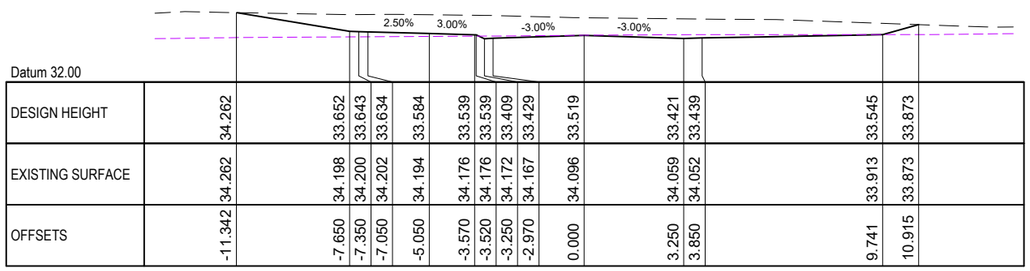
CHAINAGE 120.000




Datum 28.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 29.622 | 29.930 | 29.921 | 29.912 | 29.862 | 29.817 | 29.817 | 29.687 | 29.707 | 29.796 | 29.699 | 29.399 | 29.699 | 29.717 | 30.598 | | | | |
| EXISTING SURFACE | 29.622 | 29.612 | 29.610 | 29.608 | 29.594 | 29.583 | 29.583 | 29.582 | 29.581 | 29.572 | 29.480 | 29.498 | 29.516 | 29.525 | 30.598 | | | | |
| OFFSETS | -9.048 | -7.650 | -7.350 | -7.050 | -5.050 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 3.250 | 4.450 | 5.650 | 6.250 | 9.831 | | | | |

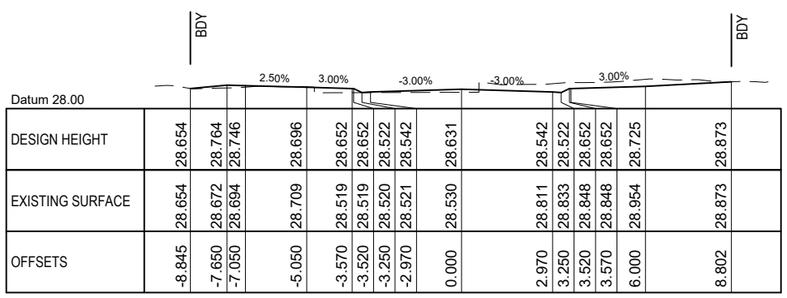
CHAINAGE 20.000




Datum 32.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 34.262 | | 33.652 | 33.643 | 33.634 | 33.584 | 33.539 | 33.539 | 33.409 | 33.429 | 33.519 | | 33.421 | 33.439 | | 33.545 | 33.873 | | |
| EXISTING SURFACE | 34.262 | | 34.198 | 34.200 | 34.202 | 34.194 | 34.176 | 34.176 | 34.172 | 34.167 | 34.096 | | 34.059 | 34.052 | | 33.913 | 33.873 | | |
| OFFSETS | -11.342 | | -7.650 | -7.350 | -7.050 | -5.050 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | | 3.250 | 3.850 | | 9.741 | 10.915 | | |

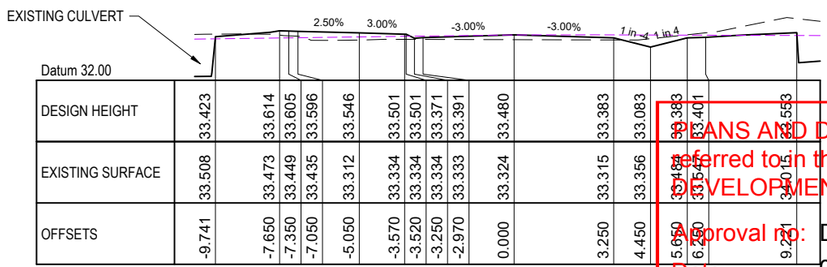
CHAINAGE 100.000




Datum 28.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 28.654 | 28.764 | 28.746 | 28.696 | 28.652 | 28.652 | 28.522 | 28.542 | 28.631 | 28.542 | 28.522 | 28.652 | 28.652 | 28.725 | 28.873 | | | | |
| EXISTING SURFACE | 28.654 | 28.672 | 28.694 | 28.709 | 28.519 | 28.519 | 28.520 | 28.521 | 28.530 | 28.811 | 28.833 | 28.848 | 28.848 | 28.954 | 28.873 | | | | |
| OFFSETS | -8.845 | -7.650 | -7.050 | -5.050 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 6.000 | 8.802 | | | | |

CHAINAGE 0.204




Datum 32.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 33.423 | 33.614 | 33.605 | 33.596 | 33.546 | 33.501 | 33.501 | 33.371 | 33.391 | 33.480 | | 33.383 | 33.083 | 33.383 | 33.401 | | 33.553 | | |
| EXISTING SURFACE | 33.508 | 33.473 | 33.449 | 33.435 | 33.312 | 33.334 | 33.334 | 33.334 | 33.333 | 33.324 | | 33.315 | 33.356 | 33.718 | 33.564 | | 33.015 | | |
| OFFSETS | -9.741 | -7.650 | -7.350 | -7.050 | -5.050 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | | 3.250 | 4.450 | 5.650 | 6.250 | | 9.221 | | |

CHAINAGE 80.000

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Approval no: DEV-2026-CMP-5045
Date: 01/10/2026

Queensland Government

| REVISIONS | NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|---|
| | C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| | B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| | A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: 1:100 / 1:200 — 0 1 2 3 4 5 6 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | DJW |
| DESIGNED | CW | CHECKED | DJW |
| APPROVED | | | |

DATE: 31.08.26 RPEQ: 19806

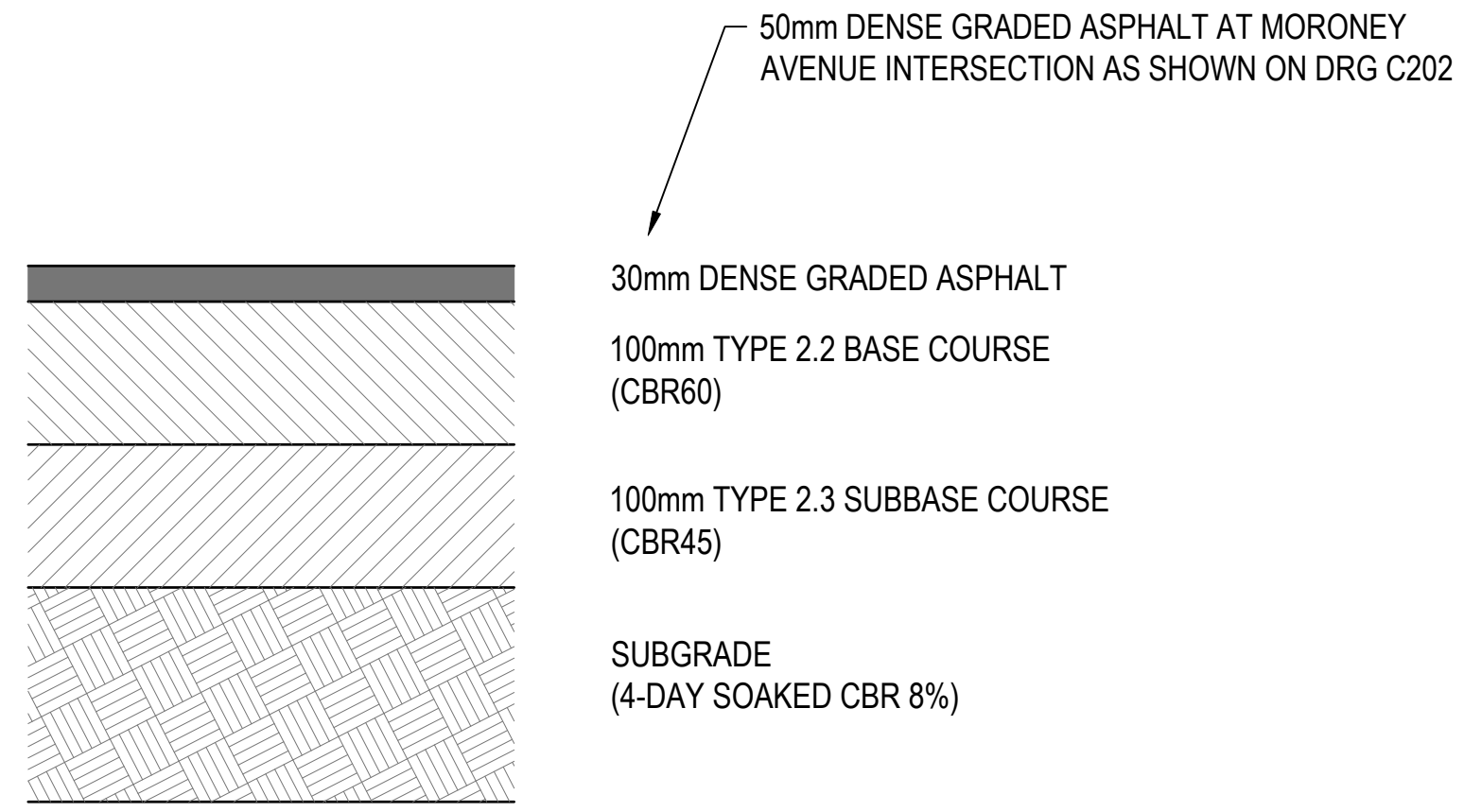
MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

MORONEY AVENUE

CROSS SECTIONS

DRAWING NO. 164-002-205

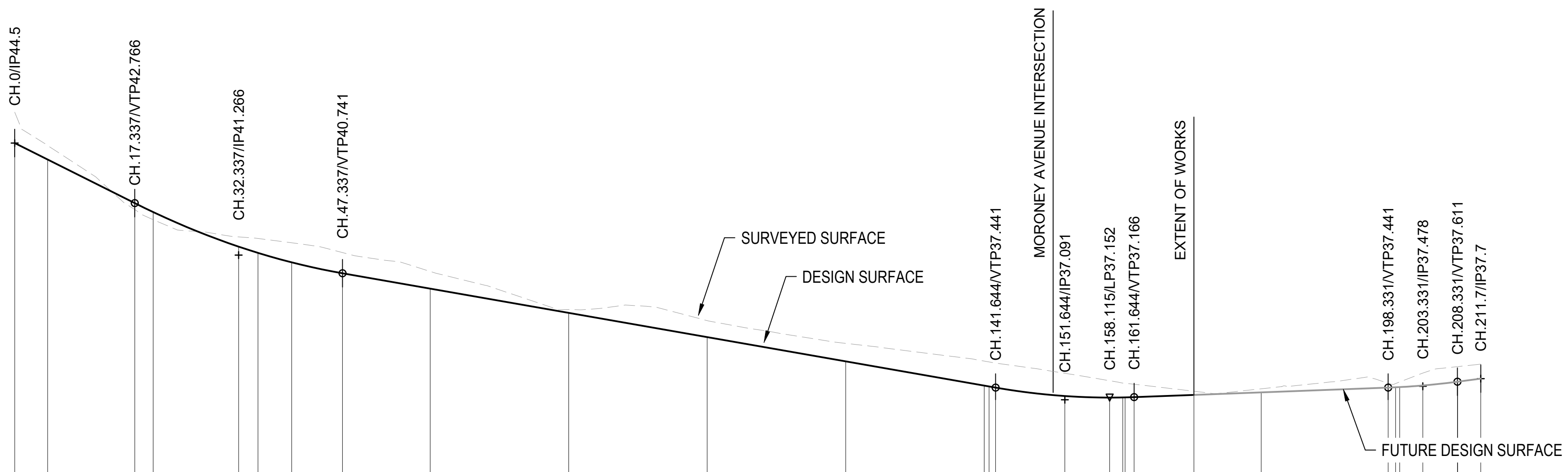
REVISION C




## OSTIN TERRACE - PAVEMENT DETAILS

N.T.S

PAVEMENT DESIGN IS PROVISIONAL ONLY. SUBGRADE CBR TO BE CONFIRMED WITH FIELD TESTING. 4-DAY SOAKED CBR RESULTS TO BE PROVIDED TO ENGINEER FOR CONFIRMATION OF DESIGN DETAIL.




Horizontal Curve Data: R40m; R250m; R30m

Vertical Geometry Grade (%) / Vertical Grade Length: -10 % 32.337m; -3.5 % 119.307m; 0.75 % 51.687m; 2.65 % 8.369m

Vertical Curve Length (m) / Vertical Curve Radius (m): 30m VC R = 461.54; 20m VC R = 470.59; 10m VC R = 526.36

DATUM RL27.000

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RIGHT LIP LEVEL | | 43.935 | 42.677 | 42.419 | 41.421 | 41.241 | 40.967 | 40.652 | 40.209 | 39.509 |
| LEFT LIP LEVEL | | 43.935 | 42.677 | 42.419 | 41.421 | 41.241 | 40.967 | 40.652 | 40.209 | 39.509 |
| CUT/FILL DEPTH | -0.892 | -0.408 | 0.19 | 0.22 | -0.279 | -0.416 | -0.565 | -0.598 | -0.496 | -0.097 |
| DESIGN SURFACE | 44.5 | 44.024 | 42.766 | 42.508 | 41.51 | 41.33 | 41.056 | 40.741 | 40.298 | 39.598 |
| NATURAL SURFACE | 45.392 | 44.433 | 42.576 | 42.287 | 41.79 | 41.746 | 41.621 | 41.339 | 40.795 | 39.695 |
| CHAINAGE | 0 | 4.756 | 17.337 | 20 | 32.337 | 35.125 | 40 | 47.337 | 60 | 80 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RIGHT LIP LEVEL | 38.809 | 38.109 | 37.41 | 37.386 | 37.354 | 37.116 | 37.075 | 37.08 | 37.082 | 37.091 | 37.156 |
| LEFT LIP LEVEL | 38.809 | 38.109 | REFER DRG. C12 | | | | | | | | 37.156 |
| CUT/FILL DEPTH | -0.476 | -0.519 | -0.708 | -0.708 | -0.707 | -0.656 | -0.486 | -0.415 | -0.408 | -0.372 | -0.104 |
| DESIGN SURFACE | 38.898 | 38.198 | 37.498 | 37.474 | 37.441 | 37.197 | 37.152 | 37.156 | 37.158 | 37.166 | 37.231 |
| NATURAL SURFACE | 39.374 | 38.718 | 38.206 | 38.181 | 38.147 | 37.852 | 37.638 | 37.572 | 37.566 | 37.538 | 37.335 |
| CHAINAGE | 100 | 120 | 140 | 140.703 | 141.644 | 151.644 | 158.115 | 160 | 160.338 | 161.644 | 170.283 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| RIGHT LIP LEVEL | 37.229 | REFER DRG. C12 | | | | | | |
| LEFT LIP LEVEL | 37.229 | | | | | | | |
| CUT/FILL DEPTH | -0.103 | -0.126 | -0.109 | -0.149 | -0.358 | -0.435 | -0.435 | -0.418 |
| DESIGN SURFACE | 37.303 | 37.441 | 37.45 | 37.456 | 37.502 | 37.611 | 37.611 | 37.7 |
| NATURAL SURFACE | 37.407 | 37.566 | 37.559 | 37.605 | 37.86 | 38.046 | 38.046 | 38.118 |
| CHAINAGE | 180 | 198.331 | 199.41 | 200 | 203.331 | 208.331 | 208.358 | 211.7 |

## LONGITUDINAL SECTION

SCALE 1:500(H) 1:100(V) A1

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

Queensland Government

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE
HORIZONTAL 1:500 A1 / 1:1000 A3 (0 5 10 20 30)
VERTICAL 1:100 A1 / 1:200 A3 (0 1 2 3 4 5 6)
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN: CW CHECKED: DJW
DESIGNED: CW CHECKED: DJW
APPROVED: DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

OSTIN TERRACE
LONGITUDINAL SECTION

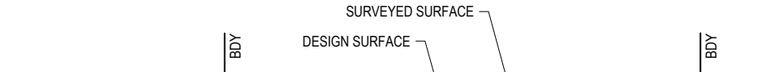
DRAWING NO. 164-002-C206 REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

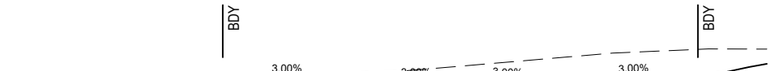
Queensland Government




Datum 40.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 41.209 | 41.200 | 41.077 | 41.077 | 40.947 | 40.967 | 41.056 | 40.967 | 40.947 | 41.077 | 41.077 | 41.206 | 41.215 | | |
| EXISTING SURFACE | 41.167 | 41.182 | 41.469 | 41.473 | 41.493 | 41.514 | 41.621 | 41.729 | 41.739 | 41.749 | 41.751 | 41.865 | 41.873 | | |
| OFFSETS | -7.968 | -7.668 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 7.855 | 8.155 | | |

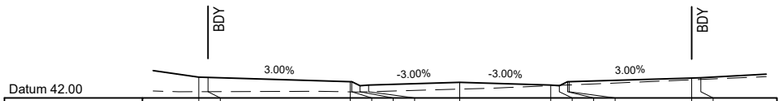
CHAINAGE 40.000




Datum 38.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 39.053 | 39.044 | 38.919 | 38.919 | 38.789 | 38.809 | 38.898 | 38.809 | 38.789 | 38.919 | 38.919 | 39.044 | 39.053 | | |
| EXISTING SURFACE | 38.829 | 38.847 | 39.106 | 39.109 | 39.126 | 39.143 | 39.374 | 39.629 | 39.653 | 39.677 | 39.681 | 39.922 | 39.936 | | |
| OFFSETS | -8.050 | -7.750 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 7.750 | 8.050 | | |

CHAINAGE 100.000




Datum 42.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 42.677 | 42.668 | 42.529 | 42.529 | 42.399 | 42.419 | 42.508 | 42.419 | 42.399 | 42.529 | 42.529 | 42.649 | 42.658 | | |
| EXISTING SURFACE | 42.203 | 42.204 | 42.197 | 42.196 | 42.193 | 42.201 | 42.287 | 42.398 | 42.410 | 42.421 | 42.423 | 42.590 | 42.602 | | |
| OFFSETS | -8.509 | -8.209 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 7.567 | 7.867 | | |

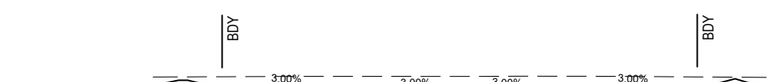
CHAINAGE 20.000




Datum 38.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 39.753 | 39.744 | 39.619 | 39.619 | 39.489 | 39.509 | 39.598 | 39.509 | 39.489 | 39.619 | 39.619 | 39.744 | 39.753 | | |
| EXISTING SURFACE | 39.533 | 39.532 | 39.673 | 39.673 | 39.672 | 39.671 | 39.695 | 39.907 | 39.936 | 39.965 | 39.970 | 40.368 | 40.383 | | |
| OFFSETS | -8.050 | -7.750 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 7.750 | 8.050 | | |

CHAINAGE 80.000




Datum 43.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 44.455 | 44.446 | 44.321 | 44.321 | 44.191 | 44.211 | 44.300 | 44.211 | 44.191 | 44.321 | 44.321 | 44.446 | 44.455 | | |
| EXISTING SURFACE | 44.767 | 44.768 | 44.779 | 44.779 | 44.779 | 44.779 | 44.778 | 44.785 | 44.784 | 44.784 | 44.784 | 44.762 | 44.760 | | |
| OFFSETS | -8.050 | -7.750 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 7.750 | 8.050 | | |

CHAINAGE 2.000




Datum 39.00

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.453 | 40.444 | 40.319 | 40.319 | 40.189 | 40.209 | 40.298 | 40.209 | 40.189 | 40.319 | 40.319 | 40.444 | 40.453 | | |
| EXISTING SURFACE | 40.302 | 40.332 | 40.593 | 40.596 | 40.611 | 40.627 | 40.795 | 40.962 | 40.978 | 40.993 | 40.996 | 41.254 | 41.274 | | |
| OFFSETS | -8.050 | -7.750 | -3.570 | -3.520 | -3.250 | -2.970 | 0.000 | 2.970 | 3.250 | 3.520 | 3.570 | 7.750 | 8.050 | | |

CHAINAGE 60.000

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT

DMGF PTY LTD

SCALE

1:100 0 1 2 3 4 5 6 A1
1:200 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | DJW |
| DESIGNED | CW | CHECKED | DJW |
| APPROVED | | | |

DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

OSTIN TERRACE

CROSS SECTIONS - SHEET 1 OF 2

DRAWING NO. 164-002-C207

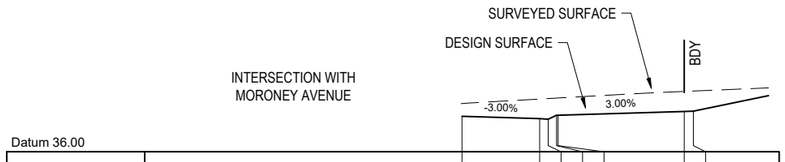
REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

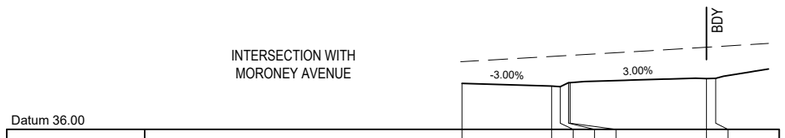
Queensland Government




Datum 36.00

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 37.156 | | 37.080 | 37.060 | 37.190 | 37.190 | | 37.313 | 37.322 | | | | |
| EXISTING SURFACE | 37.572 | | 37.718 | 37.734 | 37.749 | 37.752 | | 37.967 | 37.979 | | | | |
| OFFSETS | 0.000 | | 2.534 | 2.814 | 3.084 | 3.134 | | 7.250 | 7.550 | | | | |

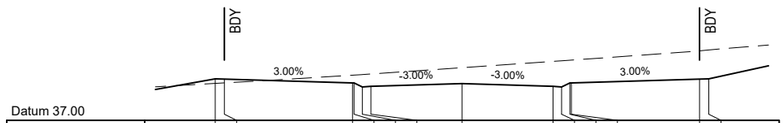
CHAINAGE 160.000




Datum 36.00

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 37.498 | | 37.410 | 37.390 | 37.520 | 37.520 | | 37.654 | 37.663 | | | | |
| EXISTING SURFACE | 38.206 | | 38.377 | 38.393 | 38.409 | 38.411 | | 38.677 | 38.695 | | | | |
| OFFSETS | 0.000 | | 2.926 | 3.206 | 3.476 | 3.526 | | 7.976 | 8.276 | | | | |

CHAINAGE 140.000




Datum 37.00

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.353 | 38.344 | | 38.219 | 38.219 | 38.089 | 38.109 | | 38.198 | | 38.109 | 38.089 | 38.219 | 38.219 | | 38.344 | 38.353 | | |
| EXISTING SURFACE | 38.205 | 38.222 | | 38.473 | 38.476 | 38.493 | 38.512 | | 38.718 | | 38.923 | 38.942 | 38.961 | 38.964 | | 39.267 | 39.295 | | |
| OFFSETS | -8.050 | -7.750 | | -3.570 | -3.520 | -3.250 | -2.970 | | 0.000 | | 2.970 | 3.250 | 3.520 | 3.570 | | 7.750 | 8.050 | | |

CHAINAGE 120.000

| REVISIONS | NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|---|
| | C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| | B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| | A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: 1:100 / 1:200 — 0 1 2 3 4 5 6 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN: CW CHECKED: DJW
DESIGNED: CW CHECKED: DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

OSTIN TERRACE

CROSS SECTIONS - SHEET 2 OF 2

DRAWING NO. 164-002-C208

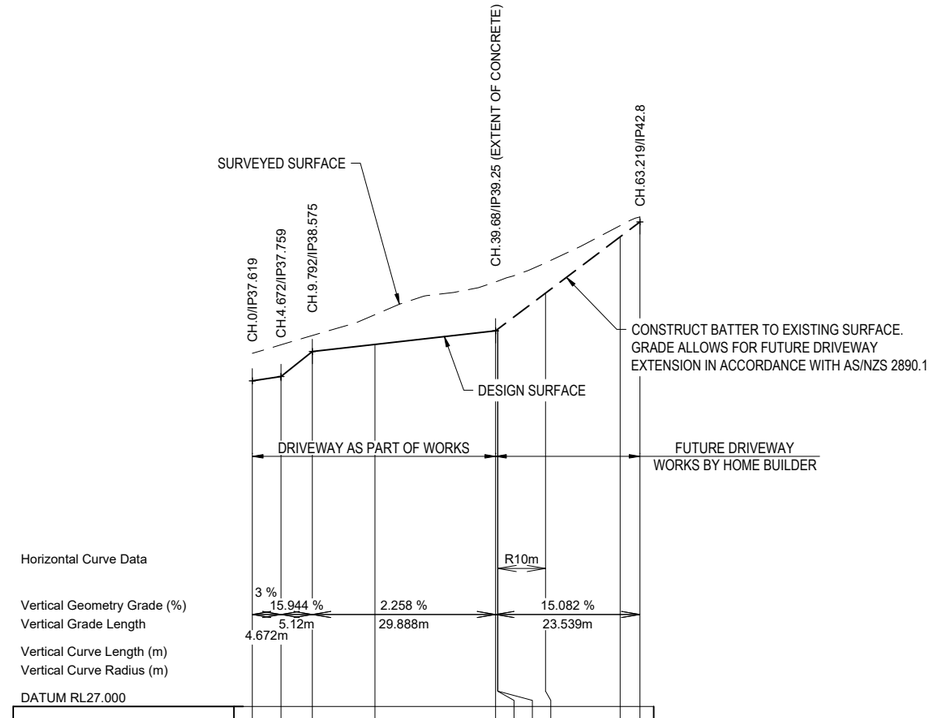
REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5048

Date: 01/10/2026

Queensland Government



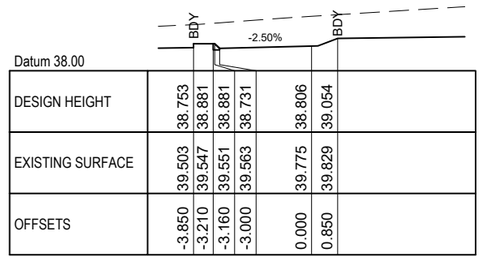

DATUM RL27.000

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CUT/FILL DEPTH | -0.898 | -1.036 | -0.522 | -0.97 | -1.595 | -1.568 | -1.563 | -0.988 | -0.366 | -0.163 |
| DESIGN SURFACE | 37.619 | 37.759 | 38.575 | 38.806 | 39.25 | 39.298 | 39.307 | 40.479 | 42.315 | 42.8 |
| NATURAL SURFACE | 38.516 | 38.794 | 39.097 | 39.775 | 40.845 | 40.867 | 40.871 | 41.467 | 42.68 | 42.963 |
| CHAINAGE | 0 | 4.672 | 9.792 | 20 | 39.68 | 40 | 40.061 | 47.828 | 60 | 63.219 |

## LONGITUDINAL SECTION

1:500 0 5 10 20 30 A1
1:1000 A3

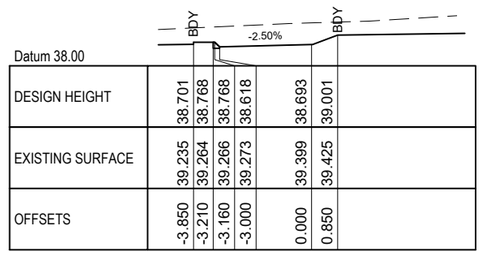
1:100 0 1 2 3 4 5 6 A1
1:200 A3




Datum 38.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.753 | 38.881 | 38.881 | 38.731 | 38.806 | 39.054 |
| EXISTING SURFACE | 39.503 | 39.547 | 39.551 | 39.563 | 39.775 | 39.829 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

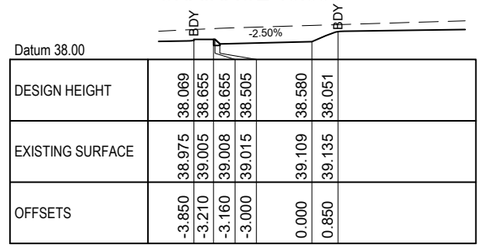
CHAINAGE 20.000




Datum 38.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.701 | 38.768 | 38.768 | 38.618 | 38.693 | 39.001 |
| EXISTING SURFACE | 39.235 | 39.264 | 39.266 | 39.273 | 39.399 | 39.425 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

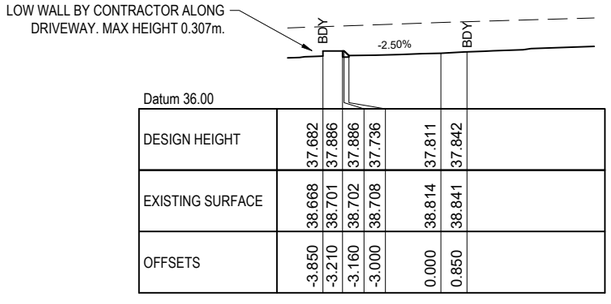
CHAINAGE 15.000




Datum 38.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.069 | 38.655 | 38.655 | 38.505 | 38.580 | 38.051 |
| EXISTING SURFACE | 38.975 | 39.005 | 39.008 | 39.015 | 39.109 | 39.135 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

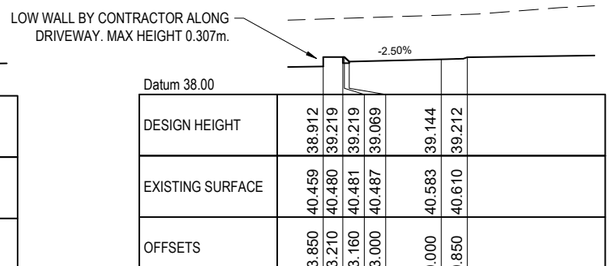
CHAINAGE 10.000




Datum 36.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 37.682 | 37.886 | 37.886 | 37.736 | 37.811 | 37.842 |
| EXISTING SURFACE | 38.668 | 38.701 | 38.702 | 38.708 | 38.814 | 38.841 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

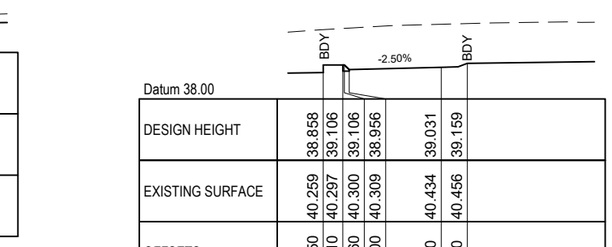
CHAINAGE 5.000




Datum 38.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.912 | 39.219 | 39.219 | 39.069 | 39.144 | 39.212 |
| EXISTING SURFACE | 40.459 | 40.480 | 40.481 | 40.487 | 40.583 | 40.610 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

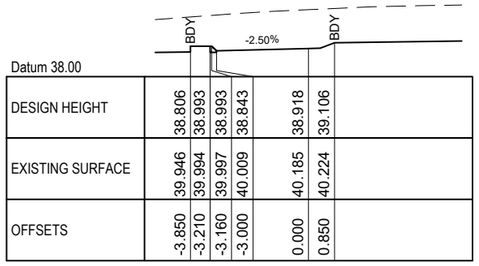
CHAINAGE 35.000




Datum 38.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.858 | 39.106 | 39.106 | 38.956 | 39.031 | 39.159 |
| EXISTING SURFACE | 40.259 | 40.297 | 40.300 | 40.309 | 40.434 | 40.456 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

CHAINAGE 30.000




Datum 38.00

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.806 | 38.993 | 38.993 | 38.843 | 38.918 | 39.106 |
| EXISTING SURFACE | 39.946 | 39.994 | 39.997 | 40.009 | 40.185 | 40.224 |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | 0.000 | 0.850 |

CHAINAGE 25.000

## CROSS SECTIONS

1:100 0 1 2 3 4 5 6 A1
1:200 A3

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRIVEWAY 1

LONGITUDINAL & CROSS SECTIONS

DRAWING NO. 164-002-C209

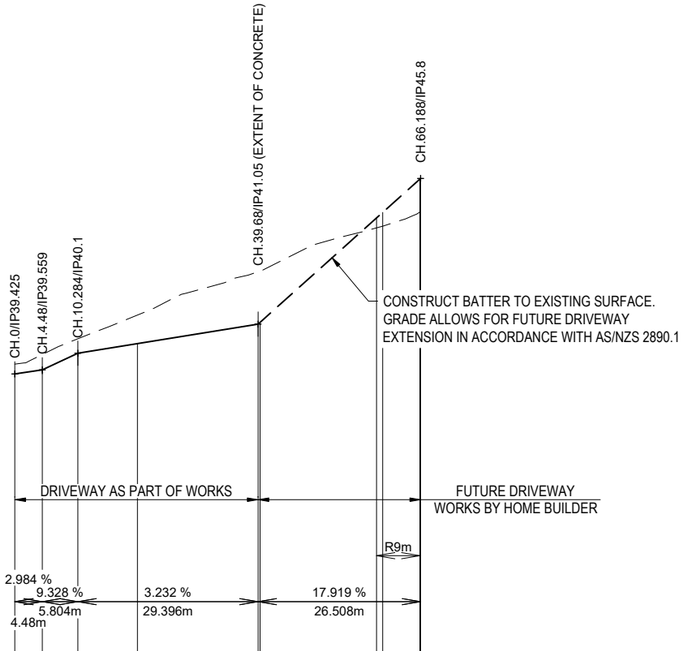
REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5048

Date: 01/10/2026

Queensland Government

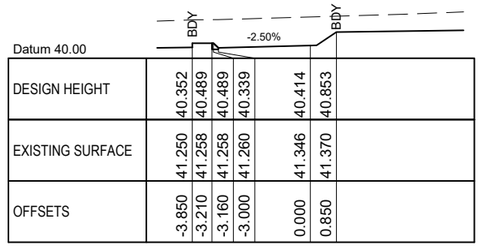



| Horizontal Curve Data | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Vertical Geometry Grade (%) | | 2.984 % | | 9.328 % | | 3.232 % | | 17.919 % | | | |
| Vertical Grade Length | | | | 5.804m | | 29.396m | | 26.508m | | | |
| Vertical Curve Length (m) | | | | 4.48m | | | | | | | |
| Vertical Curve Radius (m) | | | | | | | | | | | |
| DATUM RL29.000 | | | | | | | | | | | |
| CUT/FILL DEPTH | -0.32 | -0.5 | -0.472 | -0.932 | -1.707 | -1.671 | 0.324 | 0.448 | 1.074 | 1.08 | |
| DESIGN SURFACE | 39.425 | 39.559 | 40.1 | 40.414 | 41.05 | 41.107 | 44.511 | 44.691 | 45.779 | 45.8 | |
| NATURAL SURFACE | 39.745 | 40.058 | 40.572 | 41.346 | 42.757 | 42.779 | 44.187 | 44.243 | 44.705 | 44.72 | |
| CHAINAGE | 0 | 4.48 | 10.284 | 20 | 39.68 | 40 | 58.997 | 60 | 66.072 | 66.188 | |

## LONGITUDINAL SECTION

1:500 0 5 10 20 30 A1
1:1000 A3

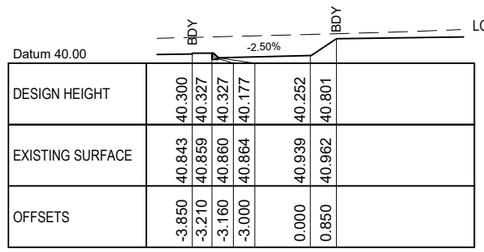
1:100 0 1 2 3 4 5 6 A1
1:200 A3




Datum 40.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.352 | 40.489 | 40.489 | 40.339 | | 40.414 | 40.853 | |
| EXISTING SURFACE | 41.250 | 41.258 | 41.258 | 41.260 | | 41.346 | 41.370 | |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | | 0.000 | 0.850 | |

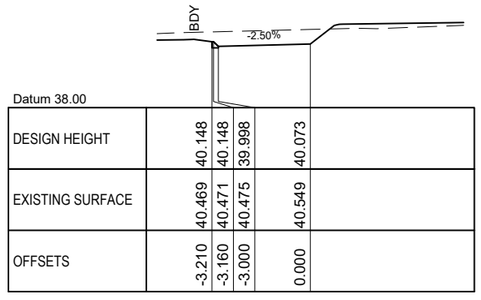
CHAINAGE 20.000




Datum 40.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.300 | 40.327 | 40.327 | 40.177 | | 40.252 | 40.801 | |
| EXISTING SURFACE | 40.843 | 40.859 | 40.860 | 40.864 | | 40.939 | 40.962 | |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | | 0.000 | 0.850 | |

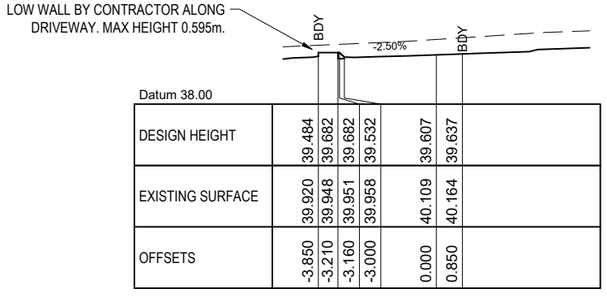
CHAINAGE 15.000




Datum 38.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.148 | 40.148 | 39.998 | | | 40.073 | | |
| EXISTING SURFACE | 40.469 | 40.471 | 40.475 | | | 40.549 | | |
| OFFSETS | -3.210 | -3.160 | -3.000 | | | 0.000 | | |

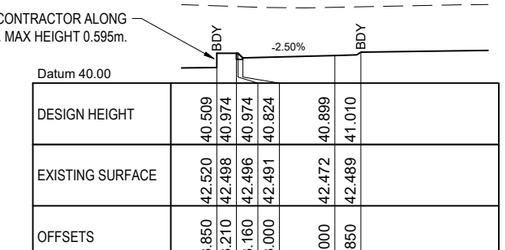
CHAINAGE 10.000




Datum 38.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 39.484 | 39.682 | 39.682 | 39.532 | | 39.607 | 39.637 | |
| EXISTING SURFACE | 39.920 | 39.948 | 39.951 | 39.958 | | 40.109 | 40.164 | |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | | 0.000 | 0.850 | |

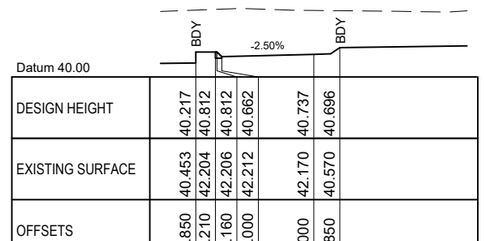
CHAINAGE 5.000




Datum 40.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.509 | 40.974 | 40.974 | 40.824 | | 40.899 | 41.010 | |
| EXISTING SURFACE | 42.520 | 42.498 | 42.496 | 42.491 | | 42.472 | 42.489 | |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | | 0.000 | 0.850 | |

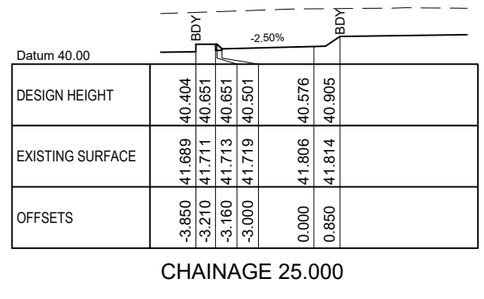
CHAINAGE 35.000




Datum 40.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.217 | 40.812 | 40.812 | 40.662 | | 40.737 | 40.696 | |
| EXISTING SURFACE | 40.453 | 42.204 | 42.206 | 42.212 | | 42.170 | 40.570 | |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | | 0.000 | 0.850 | |

CHAINAGE 30.000




Datum 40.00

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.404 | 40.651 | 40.651 | 40.501 | | 40.576 | 40.905 | |
| EXISTING SURFACE | 41.689 | 41.711 | 41.713 | 41.719 | | 41.806 | 41.814 | |
| OFFSETS | -3.850 | -3.210 | -3.160 | -3.000 | | 0.000 | 0.850 | |

CHAINAGE 25.000

## CROSS SECTIONS

1:100 0 1 2 3 4 5 6 A1
1:200 A3

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | DJW |
| DESIGNED | CW | CHECKED | DJW |
| APPROVED | | | |

DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRIVEWAY 2

LONGITUDINAL & CROSS SECTIONS

DRAWING NO. 164-002-C210

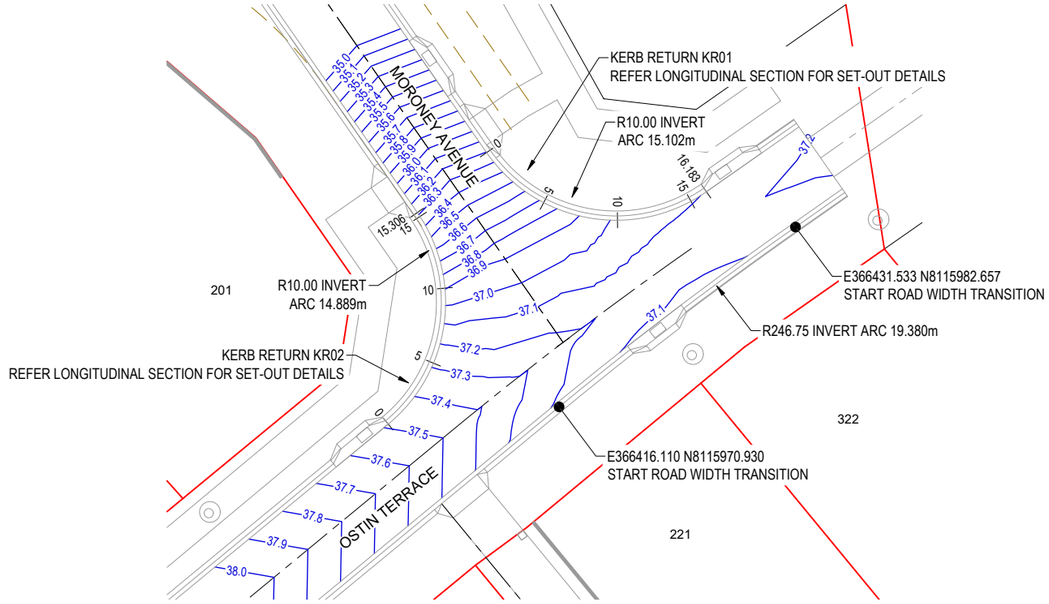
REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

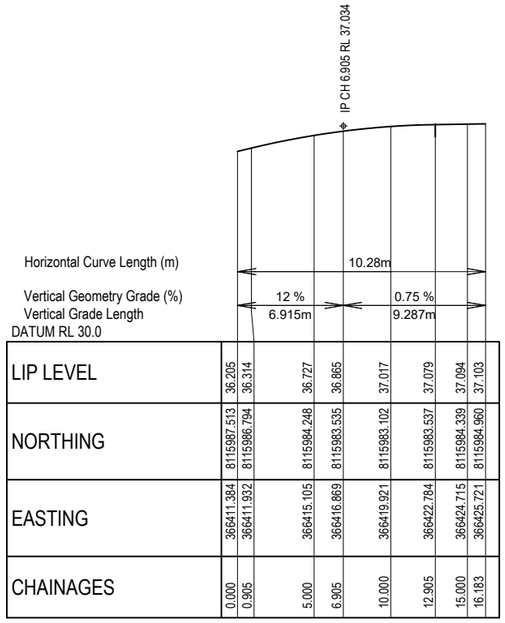
Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

Queensland Government

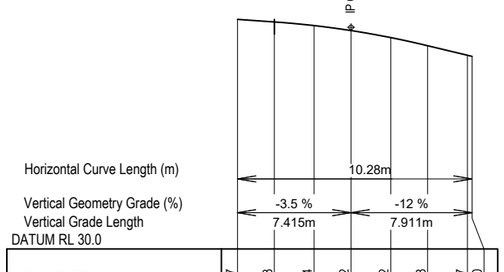



MORONEY AVENUE / OSTIN TERRACE INTERSECTION




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LIP LEVEL | 36.205 | 36.314 | 36.727 | 36.865 | 37.017 | 37.079 | 37.094 | 37.103 |
| NORTHING | 8115987.513 | 8115986.794 | 8115984.248 | 8115983.535 | 8115983.102 | 8115983.537 | 8115984.339 | 8115984.960 |
| EASTING | 366411.384 | 366411.932 | 366415.105 | 366416.869 | 366419.921 | 366422.784 | 366424.715 | 366425.721 |
| CHAINAGES | 0.000 | 0.905 | 5.000 | 6.905 | 10.000 | 12.905 | 15.000 | 16.183 |

LONGITUDINAL SECTION KR01
SCALE 1:200 (H) 1:100(V)




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LIP LEVEL | 37.487 | 37.403 | 37.284 | 37.122 | 36.892 | 36.628 | 36.317 | 36.280 |
| NORTHING | 8115969.804 | 8115971.535 | 8115973.780 | 8115976.087 | 8115978.674 | 8115981.021 | 8115983.350 | 8115983.604 |
| EASTING | 366404.965 | 366406.626 | 366407.915 | 366408.573 | 366408.663 | 366408.167 | 366407.038 | 366406.867 |
| CHAINAGES | 0.000 | 2.405 | 5.000 | 7.405 | 10.000 | 12.405 | 15.000 | 15.306 |

LONGITUDINAL SECTION KR02
SCALE 1:200 (H) 1:100(V)

| REVISIONS NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT

DMGF PTY LTD

SCALE

1:100 0 1 2 3 4 5 6 A1
1:200 A3

1:200 0 2 4 6 8 10 12 A1
1:400 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

MORONEY AVENUE / OSTIN TERRACE
SET-OUT DETAILS

DRAWING NO. 164-002-C211

REVISION C

## LEGEND

- NEW PROPERTY BOUNDARY
- NEW EASEMENT BOUNDARY
- STORMWATER STRUCTURE
- STORMWATER PIPE
- SUBSOIL DRAIN
- FP — SUBSOIL FLUSHING POINT (MAX SPACING 50m)

EXISTING STRUCTURE

EXISTING 1050Ø RCP

CONSTRUCT FNQROC TYPE B FIELD INLET PIT AT END OF EXISTING 1050Ø RCP. REFER DRG C214.

FNQROC ON-GRADE KERB INLET PIT

DRAIN B. REFER DRGS C217 & C218

MORONEY AVENUE

FNQROC TYPE B FIELD INLET PIT OVER STORMWATER MANHOLE. REFER DRG C214.

5m LONG GROUTED ROCK PROTECTION FOR DRAIN WIDTH FROM HEADWALL APRON

DRAIN A. REFER DRGS C215 & C216

BYRIEL STREET

SIMPKIN CLOSE

FNQROC FIELD INLET PIT TYPE A

SEWER MAIN

WATER MAIN

600mm x 600mm CONCRETE PIT. REFER DRG C213.

PROVIDE SUBSOIL DRAIN FLUSHING POINTS IN ACCORDANCE WITH FNQROC STD DRG S1095

SEWER MANHOLE

OSTIN TERRACE

SUBSOIL DRAIN. REFER DRG C224 FOR DETAIL.

BARRIER KERB & CHANNEL / DRAIN REFER DRG C213

DRAIN C. REFER DRGS C219 & C220. REFER DRG C219 FOR SCOUR PROTECTION DETAILS.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

Queensland Government

### ROOF WATER CONDUITS UNDER FOOTPATHS

PROVIDE WATER 2 x 100mm DIAMETER uPVC CONDUIT FOR FUTURE STORMWATER / ROOF WATER CONNECTION UNDER CONCRETE FOOTPATH TO EACH ALLOTMENT. CONDUITS SHALL BE SEALED EACH END WITH PUSH-ON CAPS.

| REVISIONS NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| D | 31.08.26 | FOR APPROVAL | CMD | DJW |
| C | 29.07.26 | PILLAR ADJUSTMENT | CW | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: 1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW | CHECKED DJW

DESIGNED CW | CHECKED DJW

APPROVED

DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

STORMWATER DRAINAGE LAYOUT

DRAWING NO. 164-002-C212

REVISION D

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026CMP-504!

Date: 01/10/2026

Queensland Government

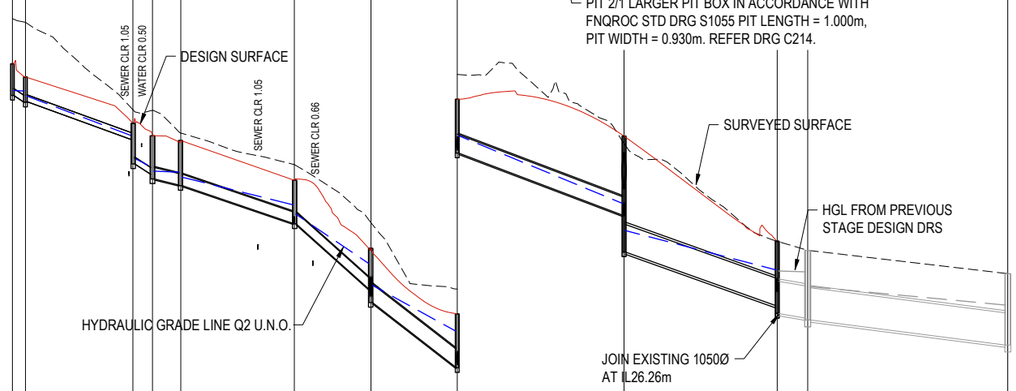
PIT 3/1 LARGER PIT BOX IN ACCORDANCE WITH FNQROC STD DRG S1055 PIT LENGTH = 1.2m, PIT WIDTH = 0.930m. REFER DRG C214.

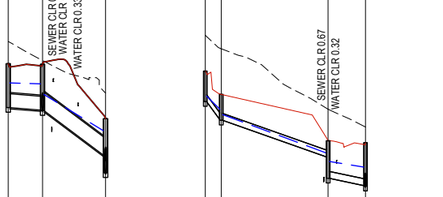
PIT 2/1 LARGER PIT BOX IN ACCORDANCE WITH FNQROC STD DRG S1055 PIT LENGTH = 1.000m, PIT WIDTH = 0.930m. REFER DRG C214.

PIT 1/1 LARGER PIT BOX IN ACCORDANCE WITH FNQROC STD DRG S1055 PIT LENGTH = 1.9m, PIT WIDTH = 0.900m. REFER DRG C214.

PIT 1/2 LARGER PIT BOX IN ACCORDANCE WITH FNQROC STD DRG S1055 PIT LENGTH = 0.835m, PIT WIDTH = 1.2m. REFER DRG C214.

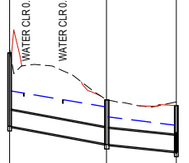
PIT 2/7 - WALL & BASE REINFORCEMENT IN ACCORDANCE WITH FNQROC STD DRG S1055 NOTE 5.










ALL STORMWATER PITS ON LINE 1 ARE TO BE BENCHED IN ACCORDANCE WITH NOTE [1] OF TABLE 7.16.4 OF QUDM, BEING HALF HEIGHT BENCHING TO PIPE.

**PIPE MATERIAL NOTE**

REINFORCED CONCRETE STORMWATER PIPES MAY BE SWAPPED FOR BLACKMAX OR STORMPRO WHERE PIPE SIZES ALLOW

| STRUCTURE NAME | 3/5 | 2/5 | 1/5 | 6/1 | 5/1 | 4/1 | 3/1 | 2/1 | 1A/1 | 1/1 | EX1/1 | EX0/1 | 2/2 | 1/2 | 3/1 | 3/4 | 2/4 | 1/4 | 4/1 | 1/6 | 2/1 | 2/7 | 1/7 | 1/2 | 1/8 | 1A/1 | 1/9 | 1/1 | 1/10 | 1A/1 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STRUCTURE DESCRIPTION | FIELD INLET PIT TYPE A | FNQROC | FIELD INLET PIT TYPE B FLUSH GRATE | FNQROC | FIELD INLET PIT TYPE A | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC SAG GRADE KERB INLET PIT TYPE S LINTEL | FNQROC 900x900 TYPE B FIELD INLET PIT OVER 21000 MANHOLE | FNQROC 900x900 TYPE B FIELD INLET PIT | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC SAG GRADE KERB INLET PIT TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | 600 x 600 PIT REFER DRG C214 | 600 x 600 PIT REFER DRG C214 | 600 x 600 PIT REFER DRG C214 | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC SAG GRADE KERB INLET PIT TYPE S LINTEL | FIELD INLET PIT TYPE A FNQROC | FNQROC SAG GRADE KERB INLET PIT TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TEMPORARY COVER FOR FUTURE TYPE S LINTEL | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | HEADWALL | FNQROC 900x900 TYPE B FIELD INLET PIT OVER 21000 MANHOLE | FNQROC ON-GRADE KERB INLET PIT TYPE S LINTEL | FNQROC 900x900 TYPE B FIELD INLET PIT | FNQROC 900x900 TYPE B FIELD INLET PIT OVER 21000 MANHOLE |
| PIPE SIZE (mm) | 225 | 225 | 225 | 375 2 | 375 2 | 375 2 | 600 2 | 600 2 | 900 2 | 1050 2 | 1050 2 | | 450 2 | 600 2 | | 225 PVC | 225 PVC | 225 PVC | | 375 2 | | 525 2 | 525 2 | | 900 2 | | 375 2 | | 375 2 | |
| PIPE CLASS | PVC | PVC | PVC | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PIPE GRADE (%) | 4.74% | 3.46% | 5.30% | 2.15% | 3.32% | 8.52% | 7.49% | 3.72% | 3.50% | 1.51% | 1.26% | | 0.73% | 7.10% | | 11.26% | 3.43% | 1.95% | | 6.67% | | 1.80% | 1.00% | | 3.50% | | 5.10% | | 11.15% | |
| PIPE SLOPE (1 in X) | 21.11 | 28.88 | 18.87 | 46.59 | 30.15 | 11.73 | 13.35 | 26.87 | 28.58 | 66.29 | 79.59 | | 136.44 | 14.08 | | 8.88 | 29.13 | 51.30 | | 14.98 | | 55.43 | 99.90 | | 28.58 | | 19.63 | | 8.97 | |
| FULL PIPE VELOCITY (m/s) | 0.91 | 1.20 | 1.30 | 1.08 | 1.27 | 1.75 | 2.98 | 3.08 | 2.20 | 1.62 | 2.23 | | 0.93 | 2.40 | | 1.20 | 1.28 | 1.38 | | 0.11 | | 2.53 | 2.56 | | 0.83 | | 0.07 | | 0.05 | |
| PART FULL VELOCITY (m/s) | 2.28 | 2.17 | 2.60 | 2.28 | 2.80 | 4.31 | 5.95 | 4.58 | 5.07 | 3.70 | 2.93 | | 1.61 | 5.52 | | 3.36 | 2.20 | 1.78 | | 1.78 | | 3.04 | 2.56 | | 3.88 | | 1.43 | | 1.66 | |
| DATUM RL | 24.0 | | | | | | | 17.0 | | | | | 23.0 | | | 26.0 | | | | 20.0 | | 25.0 | | | 17.0 | | 15.0 | | 17.0 | |
| H.G.L IN PIPE & W.S.E IN STRUCTURE | 40.743 | 40.530 | 40.519 | 40.331 | 38.540 | 38.325 | 38.044 | 37.902 | 37.905 | 37.705 | 36.839 | 36.500 | 34.955 | 34.181 | 32.684 | 32.057 | 29.603 | 28.964 | 27.690 | 27.645 | 27.619 | 27.135 | 26.535 | 36.796 | 36.550 | 36.520 | 36.172 | 35.046 | 34.181 | 39.421 | 39.120 | 38.727 | 38.518 | 37.179 | 36.988 | 36.839 | 36.500 | 32.690 | 32.685 | 32.684 | 32.057 | 38.407 | 37.635 | 37.122 | 36.791 | 36.520 | 36.172 | 31.287 | 31.038 | 29.603 | 28.964 | 28.343 | 28.341 | 28.347 | 28.278 | 30.373 | 30.372 | 29.293 | 28.937 |
| PIPE FLOW (Cumecs) | | 0.036 | 0.048 | 0.052 | 0.119 | 0.140 | 0.194 | 0.844 | 0.870 | 1.401 | 1.407 | 1.935 | | 0.148 | 0.679 | | 0.048 | 0.051 | 0.055 | | 0.012 | | 0.548 | 0.554 | | 0.531 | | 0.008 | | 0.005 | |
| PIPE CAPACITY AT GRADE (Cumecs) | | 0.102 | 0.084 | 0.103 | 0.257 | 0.319 | 0.512 | 1.681 | 1.185 | 3.388 | 3.355 | 2.262 | | 0.244 | 1.637 | | 0.151 | 0.083 | 0.063 | | 0.453 | | 0.578 | 0.509 | | 3.388 | | 0.396 | | 0.586 | |
| DEPTH TO INVERT | 1.033 | 0.805 | 0.825 | 0.525 | 1.324 | 1.256 | 1.406 | 1.452 | 1.472 | 1.403 | 1.423 | 1.335 | 1.767 | 1.735 | 1.755 | 2.578 | 3.779 | 2.099 | 2.354 | 2.210 | 2.270 | 2.330 | 2.330 | 1.432 | 1.496 | 1.516 | 1.200 | 1.767 | | 1.000 | 0.825 | 0.845 | 0.528 | 1.225 | 1.403 | 1.423 | | 1.302 | 1.625 | 1.755 | | 2.400 | 1.436 | 1.456 | 1.496 | 1.516 | | 1.400 | 1.650 | 3.779 | | 1.405 | 1.614 | 2.354 | | 2.000 | 2.577 | 3.779 |
| INVERT LEVEL OF DRAIN | 40.370 | 40.168 | 40.148 | 38.935 | 38.315 | 37.928 | 37.647 | 37.449 | 37.429 | 36.200 | 36.180 | 34.050 | 33.618 | 31.510 | 31.490 | 29.465 | 28.264 | 26.515 | 26.260 | 26.110 | 26.050 | 25.230 | 25.230 | 35.746 | 35.664 | 35.644 | 34.185 | 33.618 | | 38.938 | 38.351 | 38.331 | 37.135 | 36.538 | 36.200 | 36.180 | | 32.073 | 31.620 | 31.490 | | 36.982 | 35.912 | 35.892 | 35.664 | 35.644 | | 30.613 | 30.393 | 28.264 | | 27.400 | 27.000 | 26.260 | | 30.320 | 29.466 | 28.264 |
| DESIGN SURFACE LEVEL | 41.403 | 40.973 | 39.460 | | 39.053 | 38.901 | 37.603 | 35.385 | 33.245 | 32.043 | 28.614 | 28.320 | 27.560 | 37.178 | 37.160 | 35.385 | 39.938 | 39.176 | 37.663 | 37.603 | 33.375 | 33.245 | 38.882 | 37.348 | 37.160 | 32.013 | 32.043 | 28.805 | 28.614 | 32.320 | 30.320 | 29.466 | 28.264 |
| SETOUT COORDINATES | E 366393.950 N 8115899.170 | E 366396.070 N 8115902.870 | E 366373.790 N 8115929.900 | E 366374.110 N 8115936.290 | E 366374.780 N 8115945.490 | E 366403.375 N 8115969.060 | E 366407.643 N 8115993.685 | E 366386.558 N 8116012.329 | E 366354.556 N 8116056.332 | E 366325.905 N 8116097.282 | E 366320.717 N 8116105.764 | E 366299.113 N 8116167.351 | E 366422.559 N 8115975.831 | E 366426.766 N 8115986.198 | E 366407.643 N 8115993.685 | E 366432.990 N 8115931.350 | E 366435.880 N 8115935.690 | E 366413.710 N 8115962.560 | E 366403.375 N 8115969.060 | E 366392.171 N 8116016.145 | E 366386.558 N 8116012.329 | E 366476.653 N 8115994.083 | E 366445.474 N 8115999.192 | E 366426.766 N 8115986.198 | E 366352.372 N 8116050.437 | E 366354.556 N 8116056.332 | E 366332.654 N 8116101.292 | E 366325.905 N 8116097.282 | E 366360.835 N 8116060.718 | E 366354.556 N 8116056.332 |
| RUNNING CHAINAGE | -45.691 | -41.427 | -6.398 | 0.000 | 9.224 | 46.282 | 71.274 | 99.419 | 153.829 | 203.807 | 213.749 | 279.016 | 0.000 | 11.188 | 31.724 | 0.000 | 5.214 | 40.050 | 52.259 | 0.000 | 6.788 | 0.000 | 31.595 | 54.373 | 0.000 | 6.287 | 0.000 | 7.850 | 0.000 | 7.659 |
| | 4.264 | 35.029 | 6.398 | 9.224 | 37.058 | 24.992 | 28.146 | 54.410 | 49.978 | 9.943 | 65.266 | | 11.188 | 20.536 | | 5.214 | 34.835 | 12.209 | | 6.788 | | 31.595 | 22.778 | | 6.287 | | 7.850 | | 7.659 | |
| | LINE 1 | | | | | | | | | | | | LINE 2 | | | LINE 4 | | | | LINE 6 | | LINE 7 | | | LINE 8 | | LINE 9 | | LINE 10 | |

| REVISIONS NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| D | 22.09.26 | LEVEL CORRECTED | CW | DJW |
| C | 31.08.26 | FOR APPROVAL | CW | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE
1:1000 1:2000 0 10 20 30 40 50 60 A1 A3 HORIZONTAL
1:100 1:200 0 1 2 4 6 A1 A3 VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 22.09.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

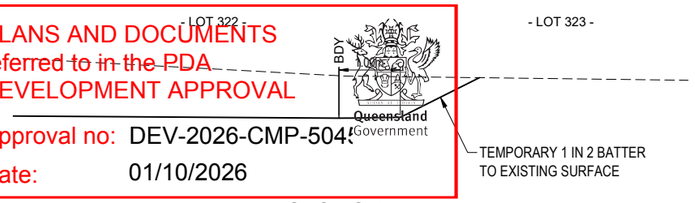
STORMWATER DRAINAGE

LONGITUDINAL SECTIONS

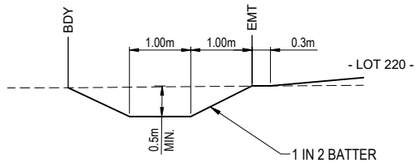
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REVISION D

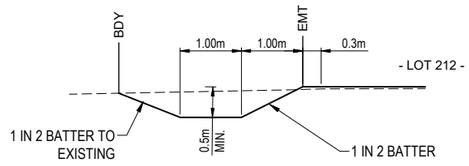
PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL
Approval no: DEV-2026-CMP-5045
Date: 01/10/2026



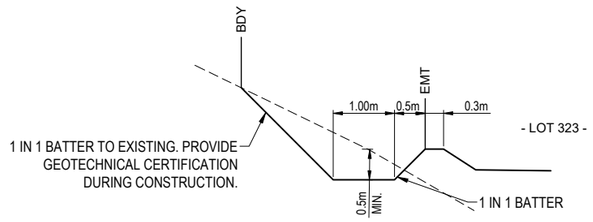

SECTION A
SCALE 1:50



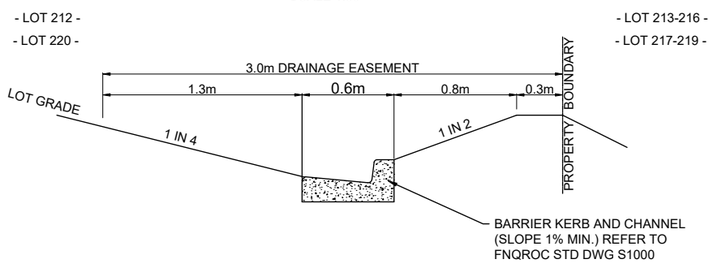

SECTION B
SCALE 1:50



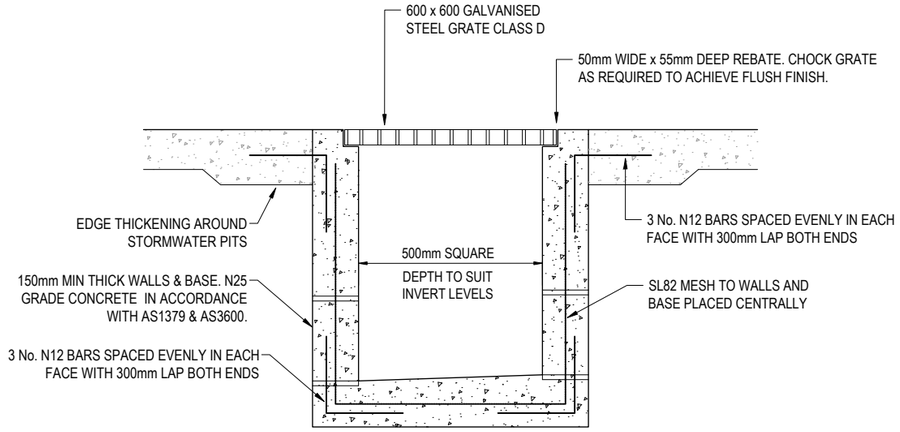

SECTION C
SCALE 1:50



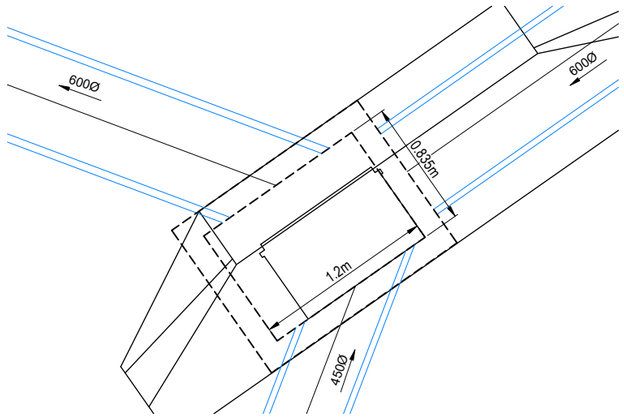

SECTION D
SCALE 1:50



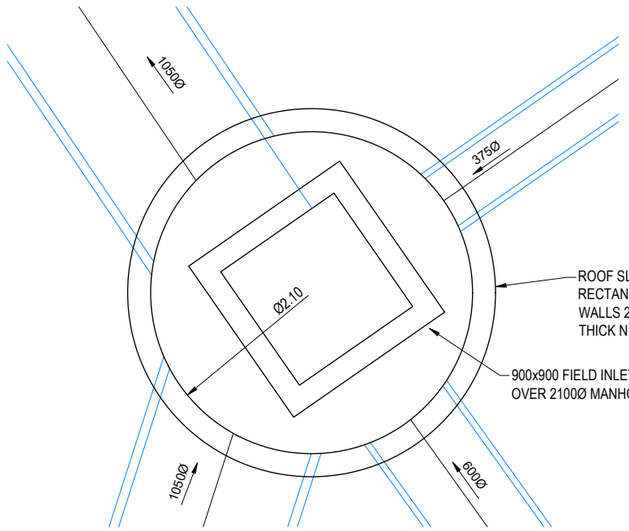

TYPICAL CATCH DRAIN SECTION - LOT 212 & 220
SCALE 1:20



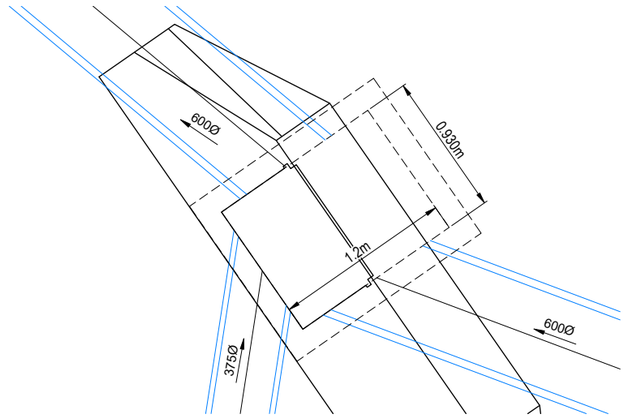

600 x 600 CONCRETE STORMWATER PIT
N.T.S.



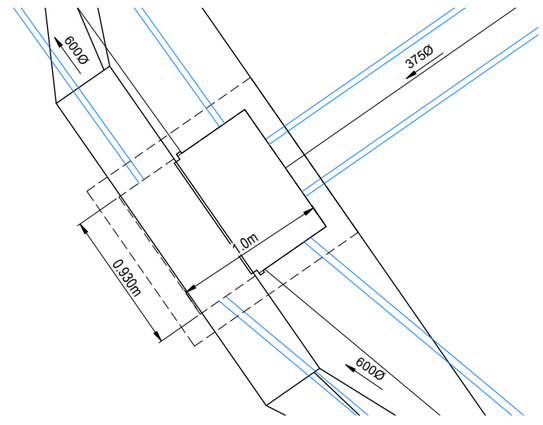

STORMWATER PIT 4/1 DETAIL
SCALE 1:20



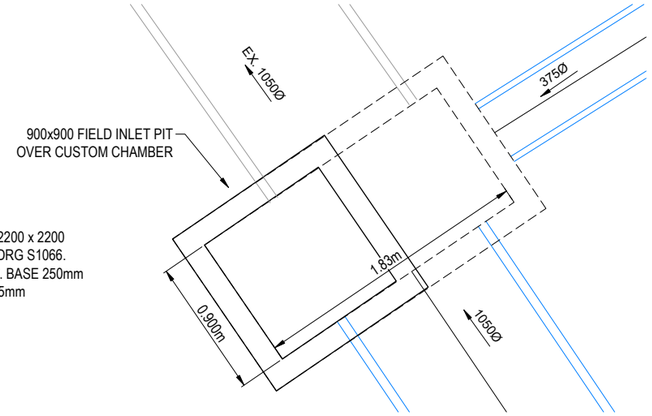

STORMWATER PIT 1a/1 DETAIL
SCALE 1:20




STORMWATER PIT 3/1 DETAIL
SCALE 1:20




STORMWATER PIT 2/1 DETAIL
SCALE 1:20




STORMWATER PIT 1/1 DETAIL
SCALE 1:20

ROOF SLAB REINFORCEMENT IN ACCORDANCE WITH FNQROC STD DRG S1055 NOTE 6. WALL & BASE REINFORCEMENT IN ACCORDANCE WITH FNQROC STD DRG S1055 NOTE 5.

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |

CLIENT
DMGF PTY LTD

SCALE
1:20 0 0.2 0.4 0.6 0.8 1.0 1.2 A1
1:40 A3
1:50 0 0.5 1 2 3 A1
1:100 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | DJW |
| DESIGNED | CW | CHECKED | DJW |
| APPROVED | | | |

DATE: 31.08.26 RPEQ: 19806

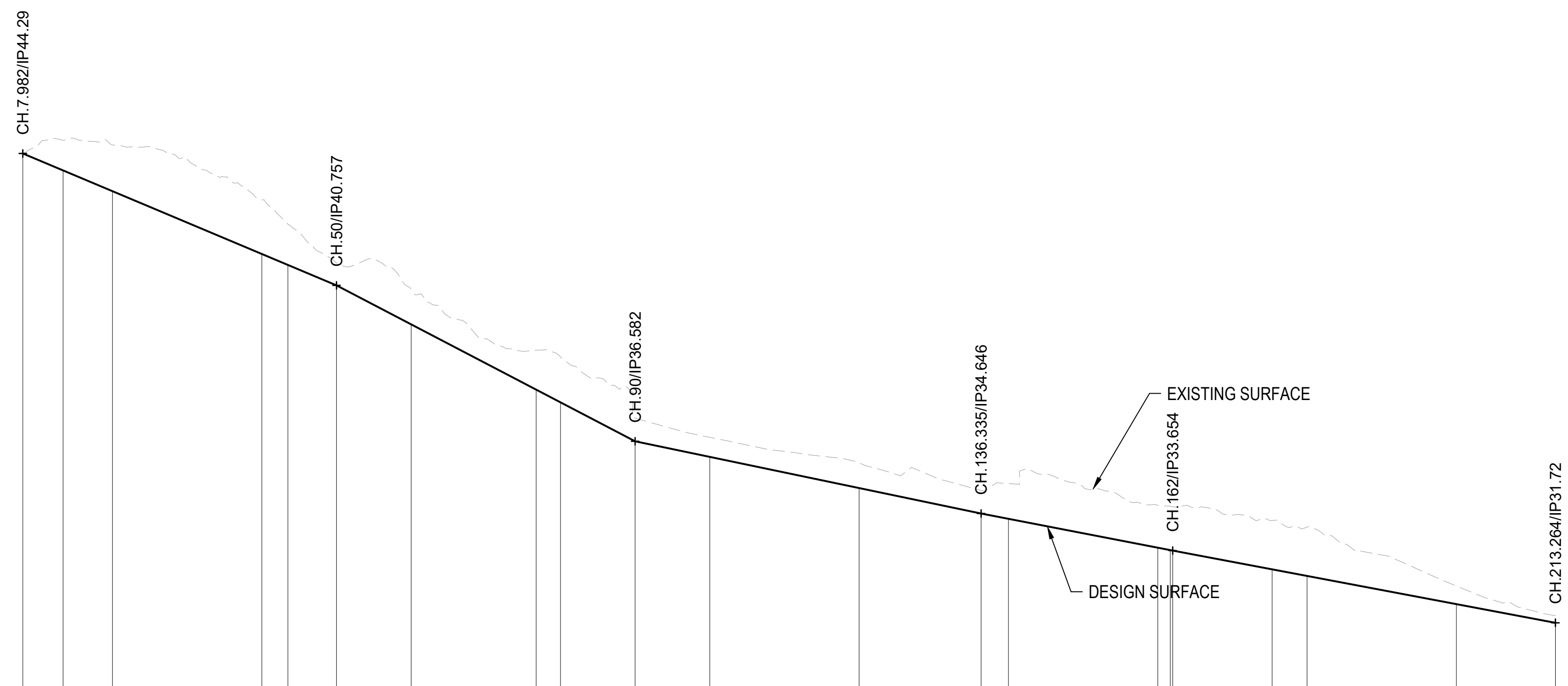
MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

STORMWATER DRAINAGE GENERAL DETAILS

DRAWING NO. 164-002-C214

REVISION C

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Queensland Government
Approval no: DEV-2026-CMP-5045
Date: 01/10/2026




Horizontal Curve Data: R-20m

Vertical Geometry Grade (%) / Vertical Grade Length:

| Grade | -8.407 % | -10.439 % | -4.177 % | -3.869 % | -3.772 % |
|---|---|---|---|---|---|
| Length | 42.018m | 40m | 46.335m | 25.665m | 51.264m |

Vertical Curve Length (m)
Vertical Curve Radius (m)

DATUM RL21.000

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CUT/FILL DEPTH | 0 | -0.808 | -1.242 | -1.448 | -1.092 | -0.6 | -0.935 | -1.057 | -1.215 | -0.622 | -0.524 |
| DESIGN SURFACE | 44.29 | 43.836 | 43.279 | 41.598 | 41.304 | 40.757 | 39.713 | 37.965 | 37.626 | 36.582 | 36.164 |
| NATURAL SURFACE | 44.29 | 44.644 | 44.521 | 43.046 | 42.396 | 41.357 | 40.648 | 39.022 | 38.84 | 37.203 | 36.688 |
| CHAINAGE | 7.982 | 13.383 | 20 | 40 | 43.492 | 50 | 60 | 76.747 | 80 | 90 | 100 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CUT/FILL DEPTH | -0.681 | -0.619 | -0.944 | -1.138 | -1.176 | -1.171 | -1.31 | -1.307 | -0.485 | -0.19 |
| DESIGN SURFACE | 35.329 | 34.646 | 34.505 | 33.731 | 33.666 | 33.654 | 33.151 | 32.975 | 32.22 | 31.72 |
| NATURAL SURFACE | 36.009 | 35.266 | 35.449 | 34.869 | 34.842 | 34.825 | 34.461 | 34.282 | 32.705 | 31.91 |
| CHAINAGE | 120 | 136.335 | 140 | 160 | 161.682 | 162 | 175.321 | 180 | 200 | 213.264 |

## LONGITUDINAL SECTION

SCALE 1:500(H) 1:100(V) A1

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT

DMGF PTY LTD

SCALE

1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3 — HORIZONTAL
1:100 / 1:200 — 0 1 2 4 6 — A1 / A3 — VERTICAL

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

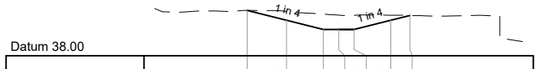
CivilWalker CONSULTING ENGINEERS

DRAWN CW — CHECKED DJW
DESIGNED CW — CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

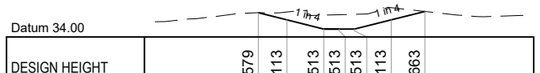
DRAIN A DETAILS - SHEET 1 OF 2

DRAWING NO. 164-002-C215 — REVISION C




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.956 | 40.313 | 39.713 | 39.713 | 39.713 | 40.313 | 40.626 | |
| EXISTING SURFACE | 40.956 | 40.889 | 40.716 | 40.648 | 40.635 | 40.640 | 40.626 | |
| OFFSETS | -5.972 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 4.651 | |

CHAINAGE 60.000



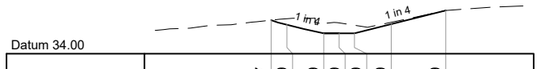

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 35.579 | 35.113 | 34.513 | 34.513 | 34.513 | 35.113 | 35.663 | |
| EXISTING SURFACE | 35.579 | 35.627 | 35.421 | 35.449 | 35.476 | 35.909 | 35.663 | |
| OFFSETS | -5.266 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 5.600 | |

CHAINAGE 140.000



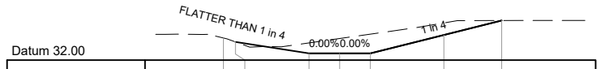

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 42.198 | 41.598 | 41.598 | 41.598 | 42.198 | 42.693 | | |
| EXISTING SURFACE | 43.649 | 43.184 | 43.046 | 42.981 | 42.922 | 42.960 | | |
| OFFSETS | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 5.382 | | |

CHAINAGE 40.000



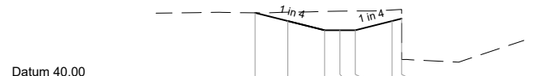

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 36.187 | 35.929 | 35.329 | 35.329 | 35.329 | 35.929 | 36.819 | |
| EXISTING SURFACE | 36.187 | 36.282 | 35.969 | 36.009 | 35.855 | 36.047 | 36.819 | |
| OFFSETS | -4.432 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 6.961 | |

CHAINAGE 120.000



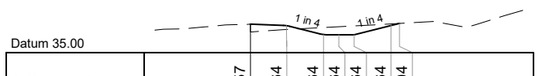

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 32.722 | 32.594 | 32.220 | 32.220 | 32.220 | 32.820 | 33.292 | |
| EXISTING SURFACE | 32.722 | 32.594 | 32.562 | 32.705 | 32.847 | 33.214 | 33.292 | |
| OFFSETS | -3.793 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 5.285 | |

CHAINAGE 200.000



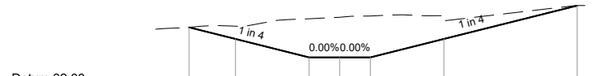

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 44.413 | 43.879 | 43.279 | 43.279 | 43.279 | 43.879 | 44.035 | |
| EXISTING SURFACE | 44.413 | 44.453 | 44.504 | 44.521 | 44.536 | 44.599 | 44.630 | |
| OFFSETS | -5.537 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 4.023 | |

CHAINAGE 20.000



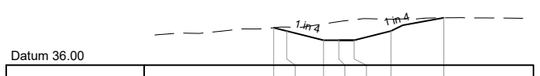

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 36.857 | 36.764 | 36.164 | 36.164 | 36.164 | 36.764 | 36.904 | |
| EXISTING SURFACE | 36.857 | 36.510 | 36.636 | 36.688 | 36.741 | 36.872 | 36.904 | |
| OFFSETS | -6.164 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 3.959 | |

CHAINAGE 100.000



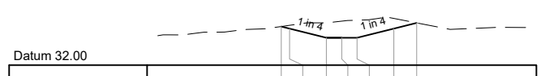

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 33.953 | 33.575 | 32.975 | 32.975 | 32.975 | 33.575 | 34.661 | |
| EXISTING SURFACE | 33.953 | 33.991 | 34.233 | 34.282 | 34.323 | 34.165 | 34.661 | |
| OFFSETS | -4.914 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 7.746 | |

CHAINAGE 180.000




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 38.438 | 38.226 | 37.626 | 37.626 | 37.626 | 38.226 | 39.088 | |
| EXISTING SURFACE | 38.438 | 38.482 | 38.686 | 38.840 | 38.962 | 38.993 | 39.088 | |
| OFFSETS | -4.250 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 6.852 | |

CHAINAGE 80.000




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 34.519 | 34.383 | 33.783 | 33.783 | 33.783 | 34.383 | 34.756 | |
| EXISTING SURFACE | 34.519 | 34.597 | 34.759 | 34.869 | 34.931 | 35.045 | 34.756 | |
| OFFSETS | -3.943 | -3.400 | -1.000 | 0.000 | 1.000 | 3.400 | 4.890 | |

CHAINAGE 160.000

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5044

Date: 01/10/2026

Queensland Government

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT

DMGF PTY LTD

SCALE

1:100 0 1 2 3 4 5 6 A1
1:200 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | DJW |
| DESIGNED | CW | CHECKED | DJW |
| APPROVED | | | |

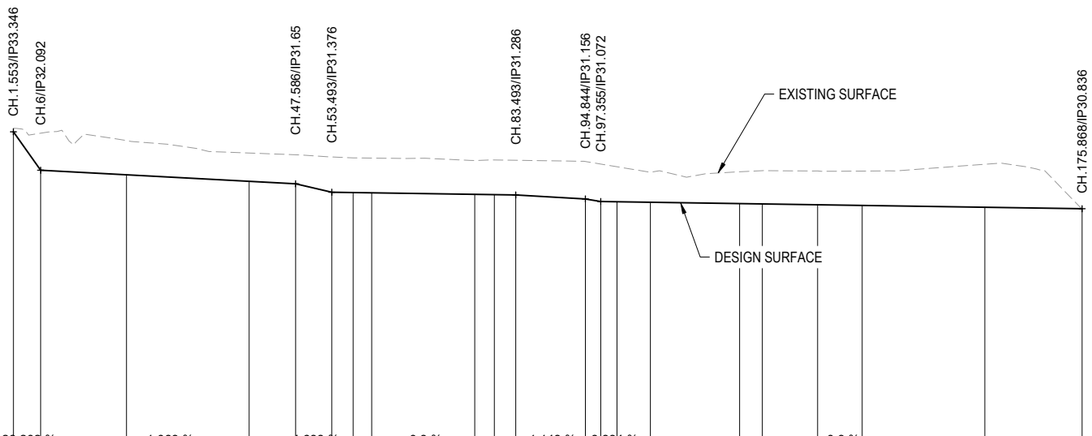
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRAIN A DETAILS - SHEET 2 OF 2

DRAWING NO. 164-002-C216

REVISION C




| Horizontal Curve Data | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vertical Geometry Grade (%) | -28.202 % | | | -1.063 % | | | -4.638 % | | | -0.3 % | | | -1.148 % | | -3.334 % | | | -0.3 % | | | | | | | | | | | |
| Vertical Grade Length | 4.447m | | | 41.586m | | | 5.906m | | | 30m | | | 11.351m | | 2.511m | | | 78.513m | | | | | | | | | | | |
| Vertical Curve Length (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vertical Curve Radius (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATUM RL20.000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CUT/FILL DEPTH | -0.113 | -1.207 | -1.117 | -0.923 | -0.946 | -1.149 | -1.13 | -1.132 | -1.102 | -1.131 | -1.131 | -1.221 | -1.222 | -1.142 | -0.978 | -1.038 | -1.086 | -1.104 | -1.121 | -1.403 | 0 | | | | | | | | | |
| DESIGN SURFACE | 33.346 | 32.092 | 31.943 | 31.731 | 31.65 | 31.376 | 31.366 | 31.357 | 31.306 | 31.297 | 31.286 | 31.156 | 31.072 | 31.064 | 31.048 | 31.004 | 30.993 | 30.966 | 30.944 | 30.884 | 30.836 | | | | | | | | | |
| NATURAL SURFACE | 33.459 | 33.299 | 33.06 | 32.654 | 32.596 | 32.525 | 32.495 | 32.488 | 32.408 | 32.428 | 32.417 | 32.377 | 32.294 | 32.206 | 32.026 | 32.042 | 32.079 | 32.07 | 32.065 | 32.287 | 30.836 | | | | | | | | | |
| CHAINAGE | 1.553 | 6 | 20 | 40 | 47.586 | 53.493 | 56.974 | 60 | 76.8 | 80 | 83.493 | 94.844 | 97.355 | 100 | 105.453 | 120 | 123.707 | 132.728 | 140 | 160 | 175.867 | | | | | | | | | |

LONGITUDINAL SECTION

SCALE 1:500(H) 1:100(V) A1

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Queensland Government

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT

DMGF PTY LTD

SCALE

1:500 0 5 10 20 30 A1
1:1000 A3
HORIZONTAL

1:100 0 1 2 4 6 A1
1:200 A3
VERTICAL

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRAIN B DETAILS SHEET 1 OF 2

DRAWING NO. 164-002-C217

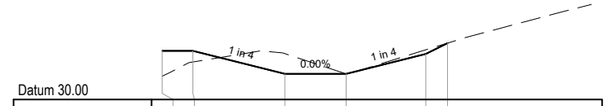
REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Queensland Government

Approval no: DEV-2026-CMP-504

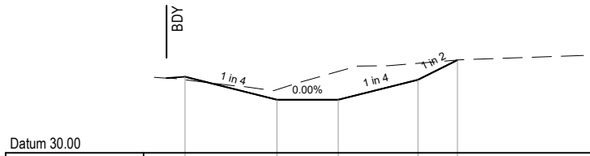
Date: 01/10/2026




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 31.586 | 31.586 | 30.836 | 30.836 | 31.486 | 31.839 | |
| EXISTING SURFACE | 30.762 | 31.225 | 31.497 | 30.836 | 31.623 | 31.839 | |
| OFFSETS | -6.000 | -5.000 | -2.000 | 0.000 | 2.600 | 3.306 | |

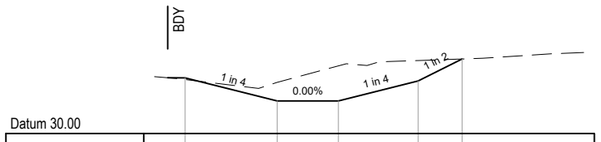
CHAINAGE 175.867




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 32.480 | 31.730 | 31.730 | 32.380 | 33.025 | | |
| EXISTING SURFACE | 32.381 | 32.061 | 32.654 | 32.919 | 33.025 | | |
| OFFSETS | -5.000 | -2.000 | 0.000 | 2.600 | 3.888 | | |

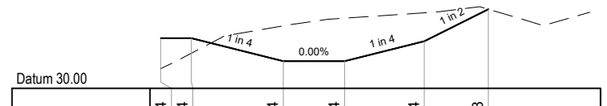
CHAINAGE 40.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 31.814 | 31.064 | 31.064 | 31.714 | 32.431 | | |
| EXISTING SURFACE | 31.759 | 31.668 | 32.206 | 32.380 | 32.431 | | |
| OFFSETS | -5.000 | -2.000 | 0.000 | 2.600 | 4.034 | | |

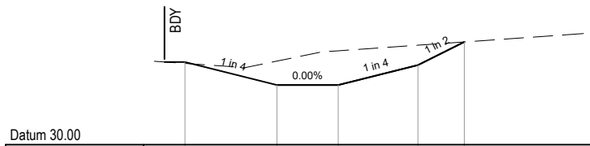
CHAINAGE 100.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 31.634 | 31.634 | 30.884 | 30.884 | 31.534 | 32.578 | |
| EXISTING SURFACE | 30.641 | 31.143 | 32.038 | 32.287 | 32.462 | 32.578 | |
| OFFSETS | -6.000 | -5.000 | -2.000 | 0.000 | 2.600 | 4.688 | |

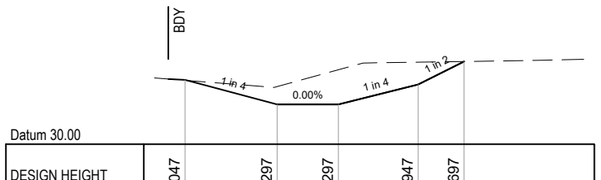
CHAINAGE 160.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 32.693 | 31.943 | 31.943 | 32.593 | 33.349 | | |
| EXISTING SURFACE | 32.649 | 32.724 | 33.060 | 33.243 | 33.349 | | |
| OFFSETS | -5.000 | -2.000 | 0.000 | 2.600 | 4.112 | | |

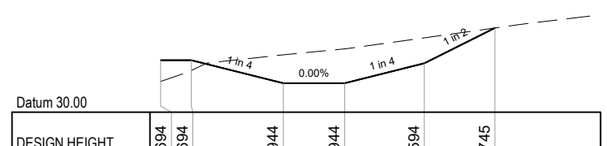
CHAINAGE 20.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 32.047 | 31.297 | 31.297 | 31.947 | 32.697 | | |
| EXISTING SURFACE | 32.082 | 31.879 | 32.428 | 32.675 | 32.697 | | |
| OFFSETS | -5.000 | -2.000 | 0.000 | 2.600 | 4.100 | | |

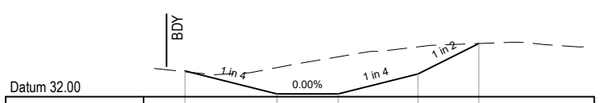
CHAINAGE 80.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 31.694 | 31.694 | 30.944 | 30.944 | 31.594 | 32.745 | |
| EXISTING SURFACE | 31.002 | 31.361 | 31.871 | 32.065 | 32.424 | 32.745 | |
| OFFSETS | -6.000 | -5.000 | -2.000 | 0.000 | 2.600 | 4.902 | |

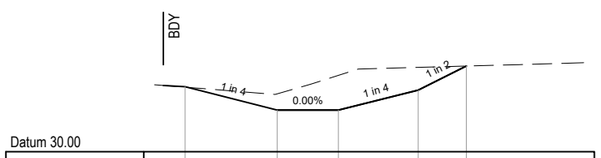
CHAINAGE 140.000




Datum 32.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 32.841 | 32.091 | 32.091 | 32.741 | 33.734 | | |
| EXISTING SURFACE | 32.814 | 32.947 | 33.299 | 33.625 | 33.734 | | |
| OFFSETS | -5.000 | -2.000 | 0.000 | 2.600 | 4.585 | | |

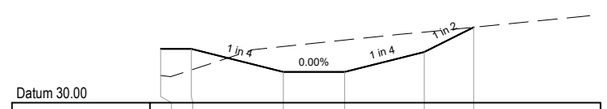
CHAINAGE 6.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 32.107 | 31.357 | 31.357 | 32.007 | 32.793 | | |
| EXISTING SURFACE | 32.103 | 31.886 | 32.488 | 32.750 | 32.793 | | |
| OFFSETS | -5.000 | -2.000 | 0.000 | 2.600 | 4.173 | | |

CHAINAGE 60.000




Datum 30.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| DESIGN HEIGHT | 31.754 | 31.754 | 31.004 | 31.004 | 31.654 | 32.459 | |
| EXISTING SURFACE | 30.886 | 31.068 | 31.833 | 32.042 | 32.300 | 32.459 | |
| OFFSETS | -6.000 | -5.000 | -2.000 | 0.000 | 2.600 | 4.210 | |

CHAINAGE 120.000

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |

CLIENT

DMGF PTY LTD

SCALE

1:100 0 1 2 3 4 5 6 A1
1:200 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRAIN B DETAILS - SHEET 2 OF 2

DRAWING NO. 164-002-C218

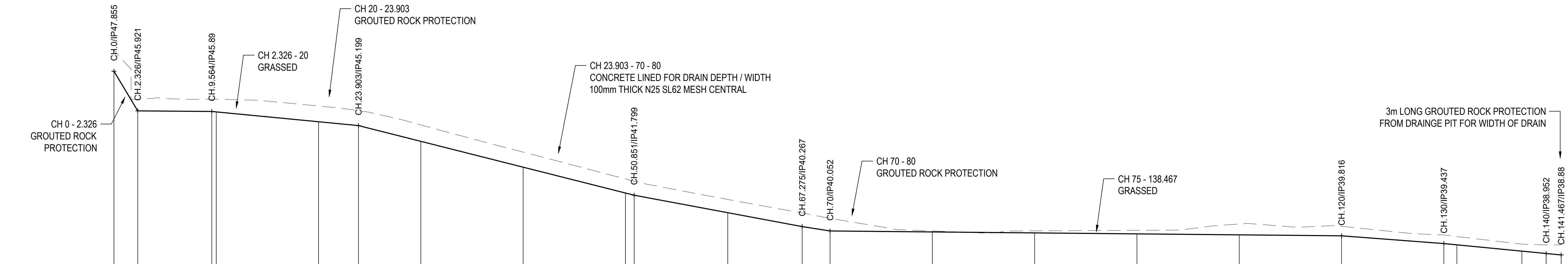
REVISION C

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Queensland Government

Approval no: DEV-2026-CMP-504!

Date: 01/10/2026




| Vertical Geometry Grade | Vertical Grade Length |
|---|---|
| -83.15 % | 2.326m |
| -0.421 % | 7.238m |
| -4.819 % | 14.34m |
| -12.617 % | 26.948m |
| -9.329 % | 16.424m |
| -7.883 % | 2.725m |
| -0.472 % | 50m |
| -3.79 % | 10m |
| -4.85 % | 10m |
| -4.907 % | 1.467m |

DATUM RL28.000

| CHAINAGE | CUT/FILL DEPTH | DESIGN SURFACE | NATURAL SURFACE |
|---|---|---|---|
| 0 | -1.02 | 47.855 | 48.875 |
| 2.326 | -0.565 | 45.921 | 46.485 |
| 9.564 | -0.603 | 45.89 | 46.493 |
| 10 | -0.622 | 45.869 | 46.491 |
| 20 | -0.77 | 45.387 | 46.157 |
| 23.903 | -0.728 | 45.199 | 45.927 |
| 30 | -0.8 | 44.43 | 45.23 |
| 40 | -0.737 | 43.168 | 43.905 |
| 50 | -0.688 | 41.906 | 42.594 |
| 50.851 | -0.683 | 41.799 | 42.482 |
| 60 | -0.647 | 40.946 | 41.592 |
| 67.275 | -0.666 | 40.267 | 40.932 |
| 70 | -0.622 | 40.052 | 40.674 |
| 80 | -0.047 | 40.005 | 40.051 |
| 90 | -0.098 | 39.958 | 40.056 |
| 100 | -0.174 | 39.91 | 40.084 |
| 110 | -0.531 | 39.863 | 40.394 |
| 120 | -0.462 | 39.816 | 40.278 |
| 130 | -0.417 | 39.437 | 39.854 |
| 131.275 | -0.405 | 39.375 | 39.78 |
| 137.628 | -0.34 | 39.067 | 39.407 |
| 140 | -0.42 | 38.952 | 39.372 |
| 141.467 | -0.498 | 38.88 | 39.378 |

## LONG SECTION REAR DRAIN

SCALE 1:200 (H) 1:100 (V)

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT
DMGF PTY LTD

SCALE
1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3 — HORIZONTAL
1:100 / 1:200 — 0 1 2 4 6 — A1 / A3 — VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

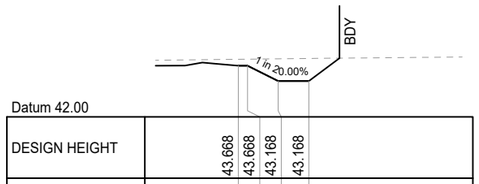
DRAWN CW — CHECKED DJW
DESIGNED CW — CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRAIN C DETAILS SHEET 1 OF 2

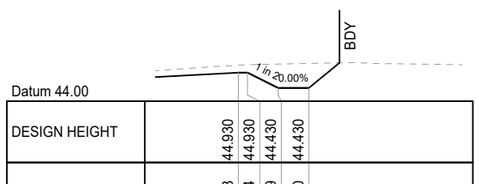
DRAWING NO. 164-002-C219

REVISION C



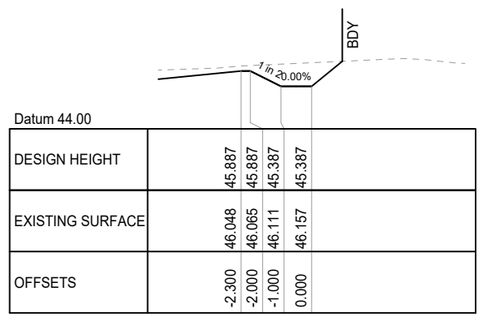

| Datum 42.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 43.668 | 43.668 | 43.168 | 43.168 | |
| EXISTING SURFACE | 43.878 | 43.881 | 43.893 | 43.905 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 40.000



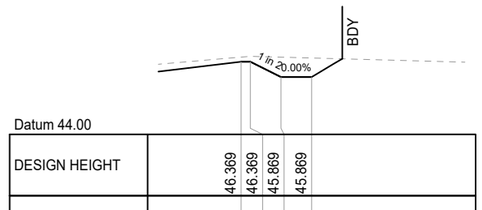

| Datum 44.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 44.930 | 44.930 | 44.430 | 44.430 | |
| EXISTING SURFACE | 45.168 | 45.184 | 45.209 | 45.230 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 30.000



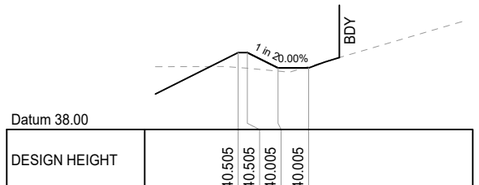

| Datum 44.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 45.887 | 45.887 | 45.387 | 45.387 | |
| EXISTING SURFACE | 46.048 | 46.065 | 46.111 | 46.157 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 20.000



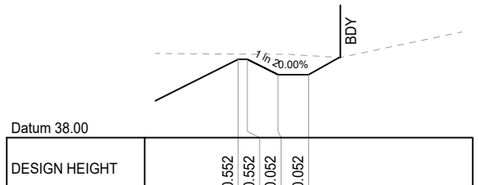

| Datum 44.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 46.369 | 46.369 | 45.869 | 45.869 | |
| EXISTING SURFACE | 46.520 | 46.543 | 46.518 | 46.491 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 10.000



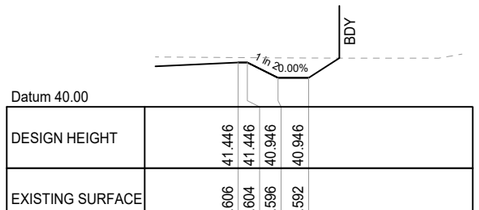

| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.505 | 40.505 | 40.005 | 40.005 | |
| EXISTING SURFACE | 40.019 | 39.997 | 39.902 | 40.051 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 80.000



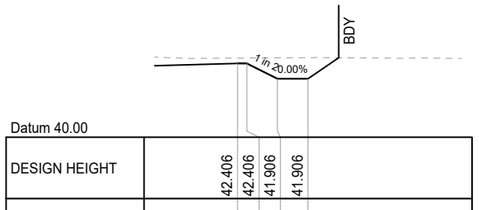

| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.552 | 40.552 | 40.052 | 40.052 | |
| EXISTING SURFACE | 40.722 | 40.720 | 40.717 | 40.674 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 70.000



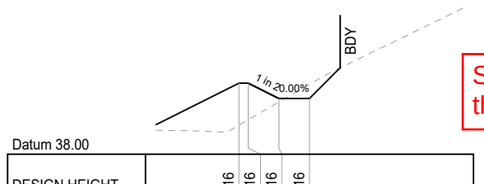

| Datum 40.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 41.446 | 41.446 | 40.946 | 40.946 | |
| EXISTING SURFACE | 41.606 | 41.604 | 41.596 | 41.592 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 60.000



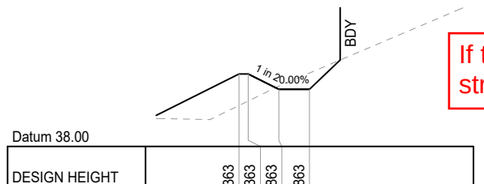

| Datum 40.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 42.406 | 42.406 | 41.906 | 41.906 | |
| EXISTING SURFACE | 42.579 | 42.581 | 42.587 | 42.594 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 50.000



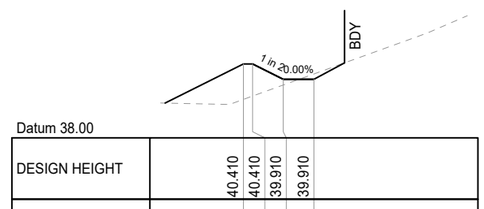

| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.316 | 40.316 | 39.816 | 39.816 | |
| EXISTING SURFACE | 38.948 | 39.121 | 39.699 | 40.278 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 120.000



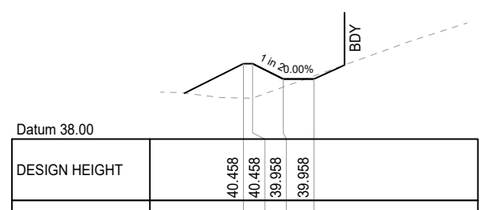

| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.363 | 40.363 | 39.863 | 39.863 | |
| EXISTING SURFACE | 39.335 | 39.481 | 39.966 | 40.394 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 110.000



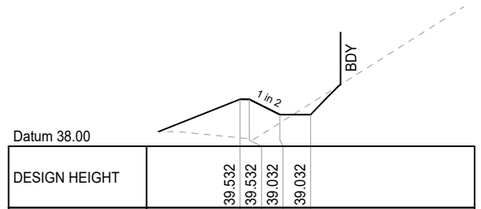

| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.410 | 40.410 | 39.910 | 39.910 | |
| EXISTING SURFACE | 39.255 | 39.363 | 39.724 | 40.084 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 100.000



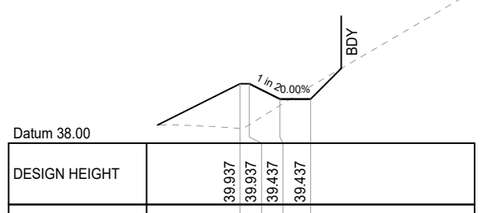

| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 40.458 | 40.458 | 39.958 | 39.958 | |
| EXISTING SURFACE | 39.336 | 39.334 | 39.695 | 40.056 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 90.000




| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 39.532 | 39.532 | 39.032 | 39.032 | |
| EXISTING SURFACE | 38.274 | 38.245 | 38.763 | 39.394 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 138.353




| Datum 38.00 | | | | | |
|---|---|---|---|---|---|
| DESIGN HEIGHT | 39.937 | 39.937 | 39.437 | 39.437 | |
| EXISTING SURFACE | 38.482 | 38.603 | 39.229 | 39.854 | |
| OFFSETS | -2.300 | -2.000 | -1.000 | 0.000 | |

CHAINAGE 130.000

Stormwater easement needs to be be minimum 3.3m from the property boundary to cover the top of open drain bund.

AMENDED IN RED
By: Matt Sturley
Date: 01/10/2026
Queensland Government

If the batter stabilisation involves structural elements, RPEQ structural engineer to provide certification prior Plan Sealing.

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Approval no: DEV-2026-CMP-5043
Date: 01/10/2026
Queensland Government

REVISIONS

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE
1:100 0 1 2 3 4 5 6 A1
1:200 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

DRAIN C DETAILS - SHEET 2 OF 2

DRAWING NO. 164-002-C220

REVISION C

## LEGEND

- PROPERTY BOUNDARY
- 150mm INTERNAL DIAMETER WATER MAIN CLASS 16 RUBBER RING JOINTED
- 100mm INTERNAL DIAMETER WATER MAIN CLASS 16 RUBBER RING JOINTED (U.N.O)
- 50mm INTERNAL DIAMETER (63mm OD) WATER MAIN PE PN 20

EXISTING 150mm DIA MAIN
EXISTING VALVE
EXISTING HYDRANT
REMOVE EXISTING END CAP / THRUST BLOCK & CONNECT NEW 150mm WATER MAIN
EXISTING 63mm DIA MAIN
EXISTING VALVE
EXISTING END CAP
FUTURE ROAD WORK SHOWN TO PROVIDE CONTEXT
BENDS AS REQUIRED ALONG LINE
WATER MAIN ON STANDARD 2.8m ALIGNMENT WITH EXISTING BOUNDARIES UNTIL CROSSING POINT AT E366376.285 N8116064.502. COORDINATES TO BE VERIFIED ON SITE WITH ENGINEER PRIOR TO COMMENCING CROSSING.
MORONEY AVENUE
FUTURE KERB INVERT LINE. EXTEND ENVELOPER 1m PASSED BACK OF KERB.
~~WATER MAIN TO CONSTRUCTED WITHIN IN 300mm DIA PVC ENVELOPER PIPE. ENVELOPER PIPE TO EXTEND 1m~~ BEYOND EXTENT OF FUTURE ROAD KERB LINES AS SHOWN.
Enveloper Pipe to be replaced with DICL
MAINS WITHIN EXISTING DEVELOPMENT NOT SHOWN
FUTURE KERB INVERT LINE. EXTEND ENVELOPER 1m PASSED BACK OF KERB.
BYRIEL STREET
WATER MAIN ON STANDARD 2.8m ALIGNMENT WITH EXISTING BOUNDARIES UNTIL CROSSING POINT AT E366409.729 N8116020.355. COORDINATES TO BE VERIFIED ON SITE WITH ENGINEER PRIOR TO COMMENCING CROSSING.
80 SPRING HYDRANT COMPLETE WITH TEE, RISER, CI COVER BOX, CONCRETE MARGIN & MARKER.
150mm DIAMETER SLUICE VALVE. CLASS 14 COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER.
150/150/100 TEE WITH THRUST BLOCK. END CAP ON TEE END.
100mm DIAMETER SLUICE VALVE. CLASS 14 COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER.
50 BRONZE GATE VALVE COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER
EXTEND PIPE TO 1m BEYOND END OF KERB. SUPPLY & INSTALL TEMPORARY END CAP WITH THRUST BLOCK. INSTALL 50mm GUTTER FLUSH LINE EXTENDED TO KERB IN ACCORDANCE WITH COUNCIL REQUIREMENTS.
ROAD CROSSING TO BE INSTALLED IN DICL IN ACCORDANCE WITH FNQROC SECTION D6.07 CLAUSE 8(2)
100/100/100 TEE WITH THRUST BLOCK. END CAP ON TEE END.
EXTEND PIPE TO 1m BEYOND END OF KERB. SUPPLY & INSTALL TEMPORARY END CAP WITH THRUST BLOCK.
BENDS AS REQUIRED ALONG LINE
50 BRONZE GATE VALVE COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER
EXTEND PIPE TO 1m BEYOND END OF KERB. SUPPLY & INSTALL TEMPORARY END CAP WITH THRUST BLOCK.
SEWER
80 SPRING HYDRANT COMPLETE WITH TEE, RISER, CI COVER BOX, CONCRETE MARGIN & MARKER.
STORMWATER
OSTIN TERRACE
BENDS AS REQUIRED ALONG LINE
BENDS AS REQUIRED ALONG LINE
100mm DIAMETER SLUICE VALVE. CLASS 14 COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER.
ROAD CROSSING TO BE INSTALLED IN DICL IN ACCORDANCE WITH FNQROC SECTION D6.07 CLAUSE 8(2)
100mm DIAMETER SLUICE VALVE. CLASS 14 COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER.
100/100/100 TEE WITH THRUST BLOCK. END CAP ON TEE END.
50 BRONZE GATE VALVE COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER
EXTEND PIPE TO 1m FROM BOUNDARY. SUPPLY & INSTALL END CAP WITH THRUST BLOCK.
100mm DIAMETER SLUICE VALVE. CLASS 14 COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER.
80 SPRING HYDRANT COMPLETE WITH TEE, RISER, CI COVER BOX, CONCRETE MARGIN & MARKER.
100/100/100 TEE WITH THRUST BLOCK
100mm DIAMETER SLUICE VALVE. CLASS 14 COMPLETE WITH CI COVER BOX, CONCRETE MARGIN & MARKER.
EXTEND PIPE TO 1m FROM BOUNDARY. SUPPLY & INSTALL END CAP WITH THRUST BLOCK.
SIMPKIN CLOSE

AMENDED IN RED
By: Matt Sturley
Date: 01/10/2026

Queensland Government

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Approval no: DEV-2026-CMP-5045
Date: 01/10/2026

Queensland Government

### VALVE / HYDRANT ASSEMBLIES

PIPE LENGTHS BETWEEN VALVES & HYDRANTS TO BE LONG ENOUGH SO THAT MARGIN SURROUNDS CAN BE INSTALLED AT SURFACE.

### WATER SERVICE CONDUITS UNDER FOOTPATHS

PROVIDE WATER 1 x 100mm DIAMETER uPVC CONDUIT FOR FUTURE WATER CONNECTION UNDER CONCRETE FOOTPATH TO EACH ALLOTMENT. CONDUITS SHALL BE SEALED EACH END WITH PUSH-ON CAPS. LOCATIONS TO BE CONFIRMED WITH ENGINEER PRIOR TO COMMENCEMENT OF PATHWAY FORM WORK.

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| D | 22.09.26 | VALVES & HYDRANTS ADDED | CW | DJW |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |

CLIENT: DMGF PTY LTD

SCALE: 1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW
DESIGNED CW CHECKED DJW
APPROVED
DATE: 22.09.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

WATER RETICULATION LAYOUT

DRAWING NO. 164-002-C221

REVISION D

LEGEND

- PROPERTY BOUNDARY
- SEWER MANHOLE
- 150mm DIA SEWER GRAVITY MAIN
- PROPERTY CONNECTION BRANCH ON NEW SEWER & TYPE (E1A)

BYRIEL STREET

SIMPKIN CLOSE

MORONEY AVENUE

OSTIN TERRACE

CONNECT TO EXISTING SEWER MANHOLE IN ACCORDANCE WITH COUNCIL REQUIREMENTS

FUTURE KERB INVERT LINE. EXTEND ENVELOPER 1m PASSED BACK OF KERB.

~~SEWER MAIN TO CONSTRUCTED WITHIN IN 300mm DIA PVC ENVELOPER PIPE. ENVELOPER PIPE TO EXTEND 1m~~ BEYOND EXTENT OF FUTURE ROAD KERB LINES AS SHOWN.

FUTURE KERB INVERT LINE. EXTEND ENVELOPER 1m PASSED BACK OF KERB.

MANHOLE LOCATED WITHIN BATTER. REFER DRG C224 FOR DETAILS.

Enveloper Pipe to be replaced with DICL

LINE 2 PROVIDE 1.0m LONG STUB FOR FUTURE EXTENSION USIL: 34.898, DSIL: 34.885, GRADE: 1 IN 79.58

STORMWATER PIPE

STORMWATER PIPE

WATER MAIN

STORMWATER PIPE

WATER MAIN

WATER MAIN

STORMWATER PIPE

PROVIDE 1.5m 150Ø uPVC SN8 SEWER STUB FOR FUTURE EXTENSION
USIL: 36.000
DSIL: 35.916
GRADE: 1 IN 17.92

CONSTRUCT LOT 220 HOUSE CONNECTION (TYPE E2) TO 1.0m PAST END OF DRIVEWAY. PROVIDE IO AT END OF CONNECTION

CONSTRUCT LOT 212 HOUSE CONNECTION (TYPE E2) TO 1.0m PAST END OF DRIVEWAY. PROVIDE IO AT END OF CONNECTION

PROPERTY CONNECTON BRANCHES 1m FROM BOUNDARY (TYPICAL)

EXTEND SEWER MAIN 2m PASSED BOUNDARY. PROVIDE END CAP. PROPERTY CONNECTON BRANCH 1m FROM BOUNDARY.

EXTEND SEWER MAIN 2m PASSED BOUNDARY. PROVIDE END CAP. PROPERTY CONNECTON BRANCH 1m FROM BOUNDARY.

AMENDED IN RED
By: Matt Sturley
Date: 01/10/2026

Queensland Government

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL
Approval no: DEV-2026-CMP-5045
Date: 01/10/2026

Queensland Government

| REVISIONS NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| D | 22.09.26 | NOTATION ADDED | CW | DJW |
| C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE: 1:500 / 1:1000 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

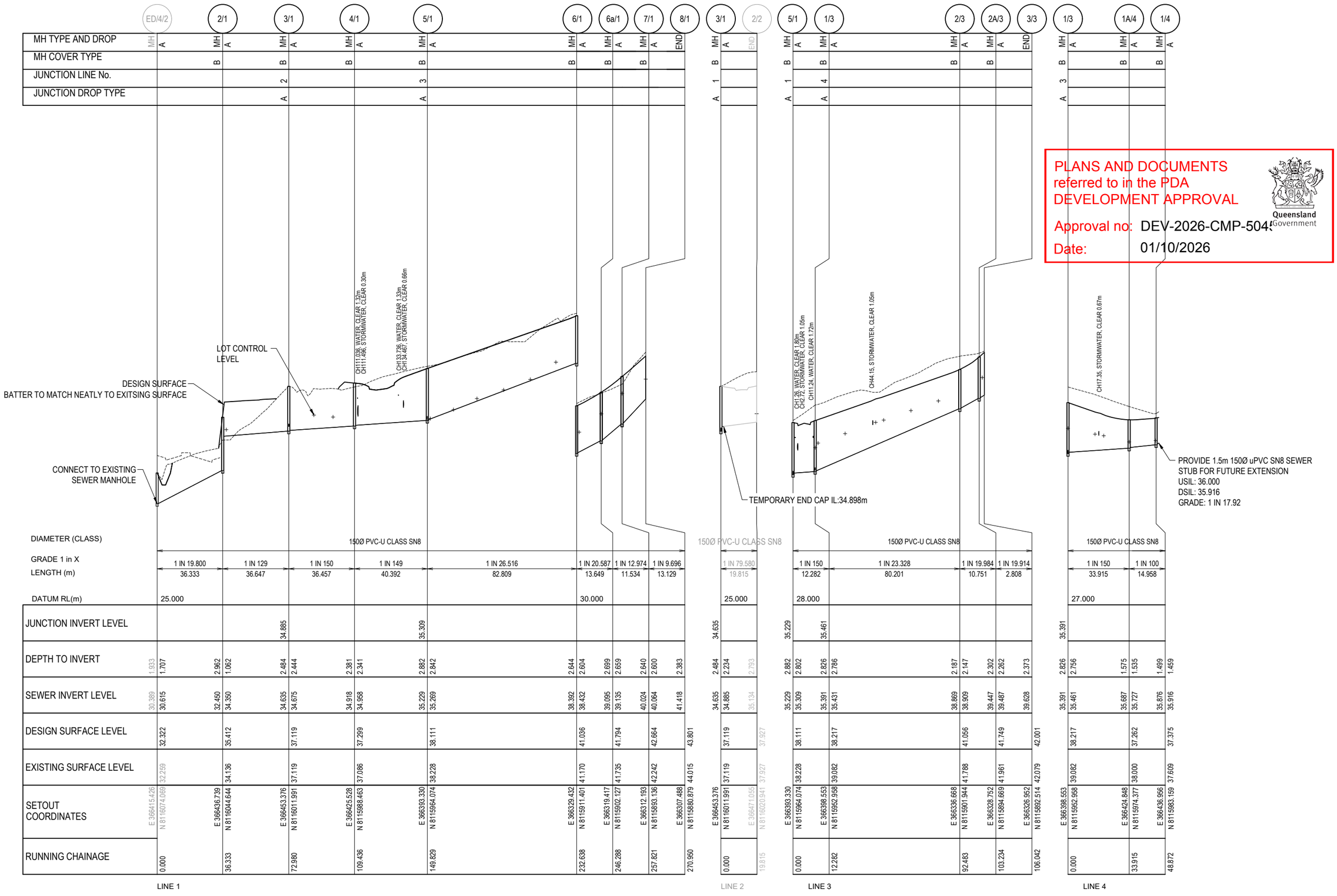
DRAWN: CW CHECKED: DJW
DESIGNED: CW CHECKED: DJW
APPROVED
DATE: 22.09.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

SEWERAGE LAYOUT

DRAWING NO. 164-002-C222

REVISION D




PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

Date: 01/10/2026

Queensland Government

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 31.08.26 | FOR APPROVAL | CW | DJW |
| B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| A | 13.04.26 | INITIAL ISSUE | | |

CLIENT

DMGF PTY LTD

SCALE

1:1000 1:2000 0 10 20 30 40 50 60 A1 A3 HORIZONTAL

1:100 1:200 0 1 2 4 6 A1 A3 VERTICAL

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED DJW

DESIGNED CW CHECKED DJW

APPROVED

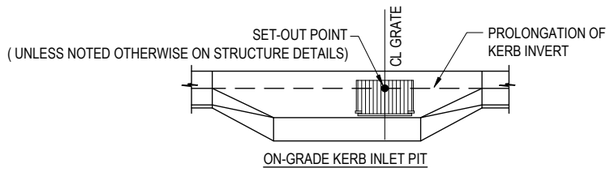
DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

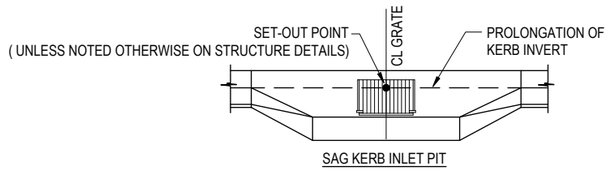
SEWERAGE LONGITUDINAL SECTIONS

DRAWING NO. 164-002-C223

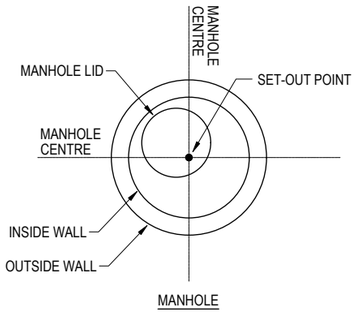
REVISION C



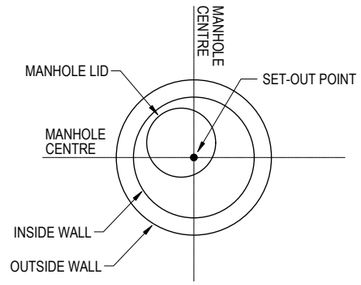

ON-GRADE KERB INLET PIT



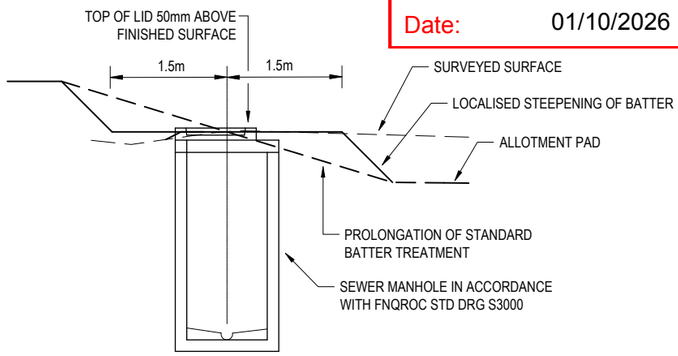

SAG KERB INLET PIT




## STORMWATER SETOUT POINTS
N.T.S.




## SEWER MANHOLE SETOUT POINT
N.T.S.



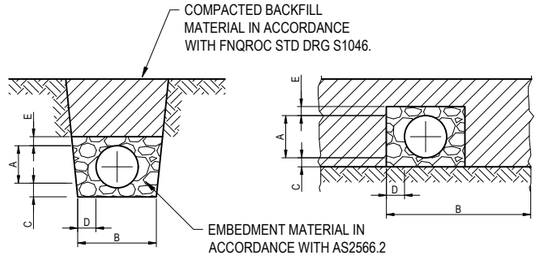

## SEWER MANHOLE IN BATTER TREATMENT
N.T.S.

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-5045

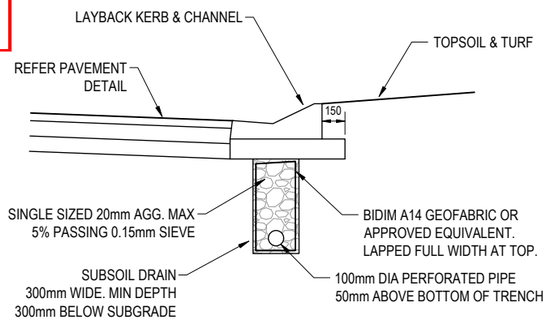
Date: 01/10/2026

Queensland Government

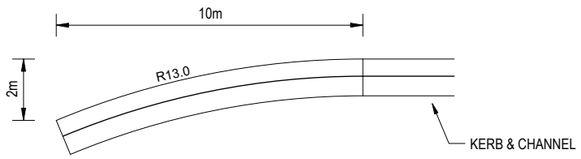



| DN | DIMENSIONS | | | | |
|---|---|---|---|---|---|
| | A(mm) | B(mm) | C(mm) | D(mm) | E(mm) |
| 375 | 430 | 830 | 100 | 200 | 150 |
| 450 | 515 | 920 | 100 | 200 | 150 |
| 525 | 600 | 1200 | 150 | 300 | 150 |
| 600 | 690 | 1290 | 150 | 300 | 150 |

## BLACKMAX / STORMPRO PIPE BEDDING DETAILS
N.T.S.




## SUBSOIL DRAINAGE DETAIL
N.T.S.




## KERB FLARE DETAIL
NTS



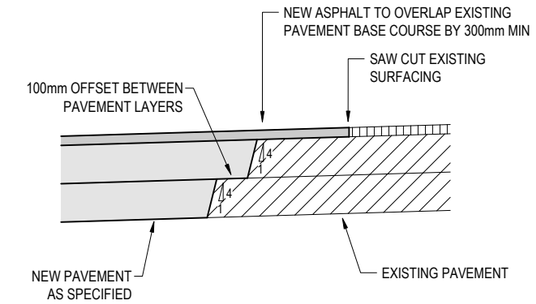

## LOT 212 DRIVEWAY SERVICE CONDUIT DETAIL
N.T.S

SUPPLY & INSTALLATION OF ELECTRICAL / TELECOMMUNICATIONS CONDUITS
SHALL BE IN ACCORDANCE WITH THE RELEVANT AUTHORITIES REQUIREMENTS.




## LOT 220 DRIVEWAY SERVICE CONDUIT DETAIL
N.T.S

SUPPLY & INSTALLATION OF ELECTRICAL / TELECOMMUNICATIONS CONDUITS
SHALL BE IN ACCORDANCE WITH THE RELEVANT AUTHORITIES REQUIREMENTS.




## PAVEMENT JOINT DETAIL
N.T.S.

| REVISIONS | NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|---|
| | D | 22.09.26 | DRIVEWAY CONDUIT DETAILS ADDED | CW | DJW |
| | C | 31.08.26 | FOR APPROVAL | CMD | DJW |
| | B | 24.04.26 | REVIEW UPDATES | CW | DJW |
| | A | 13.04.26 | INITIAL ISSUE | | |

CLIENT: DMGF PTY LTD

SCALE

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | DJW |
| DESIGNED | CW | CHECKED | DJW |
| APPROVED | | | |

DATE: 22.09.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

MISCELLANEOUS DETAILS

DRAWING NO. 164-002-C224

REVISION D

## EROSION SEDIMENT CONTROL STRATEGY

1. REFER TO THE "EROSION & SEDIMENT CONTROL STRATEGY NOTATIONS ON DRAWING 102-006-C02.
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND PRESERVE THE NATURAL ENVIRONMENT AND SHALL AVOID ENVIRONMENTAL POLLUTION IN ACCORDANCE WITH THE ENVIRONMENTAL PROTECTION ACT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INCORPORATION OF APPROPRIATE CONTROL AND MANAGEMENT MEASURES CONFORMING TO THE REQUIREMENTS OF THE ENVIRONMENT PROTECTION ACT 1994, ENGINEERING BEST PRACTICE AND CLAUSES CP1.05, CP1.13 AND D5.10 OF THE FNQROC DEVELOPMENT MANUAL.
4. DURING CONSTRUCTION, THE ENGINEER WILL RANDOMLY AUDIT AND INSPECT THE EROSION & SEDIMENT CONTROL MEASURES FOR COMPLIANCE WITH THIS ENDORSED PLAN & ANY INSTRUCTED MODIFICATIONS.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EROSION & SEDIMENT CONTROL PLAN IS UPDATED AND AMENED TO REFLECT ANY CHANGES IN CONSTRUCTION METHODOLOGY THAT REQUIRE A CHANGE.
6. TEMPORARY EROSION & SEDIMENT CONTROL MEASURES MUST REMAIN IN PLACE DURING CONSTRUCTION AND UNTIL THE SITE IS STABILISED TO PREVENT SEDIMENT ENTERING ADJACENT STORMWATER SYSTEMS OR ADJACENT PROPERTIES.

CONSTRUCT VEHICLE ACCESS ENTRY DEVICE BY PLACING D200 SIZED ROCK / RUBBLE. LOCATION TO BE CONFIRMED ON SITE.

SUPPLY & INSTALL SILT FENCE IN ACCORDANCE WITH THE INSTITUTE OF PUBLIC WORKS ENGINEERING, AUSTRALIA STD DRG DSD-301

INSTALL SAND BACK CHECK DAMS IN EXISTING DRAIN AT 10m CENTRES.

SUPPLY & INSTALL SAND BAG CHECK DAMS ALONG ROAD SURFACE UNTIL ASPHALT LAID

INSTALL SAND BACK CHECK DAMS IN EXISTING DRAIN AS SHOWN

SUPPLY & INSTALL SILT FENCE IN ACCORDANCE WITH THE INSTITUTE OF PUBLIC WORKS ENGINEERING, AUSTRALIA STD DRG DSD-301

MORONEY AVENUE

BYRIEL STREET

SIMPKIN CLOSE

SUPPLY & INSTALL SILT FENCE IN ACCORDANCE WITH THE INSTITUTE OF PUBLIC WORKS ENGINEERING, AUSTRALIA STD DRG DSD-301

FUTURE ROAD WORK SHOWN TO PROVIDE CONTEXT

INSTALL MULCH BUND AT TOP OF BATTERS UNTIL SITE STABLISED

SUPPLY & INSTALL CHECK DAMS IN DRAIN UNTIL STABLISED

SUPPLY & INSTALL PIT PROTECTION DEVICE AT ALL KERB INLET PITS IN ACCORDANCE WITH THE INSTITUTE OF PUBLIC WORKS ENGINEERING, AUSTRALIA STD DRG DSD-302

OSTIN TERRACE

INSTALL SAND BACK CHECK DAMS IN DRAIN AS SHOWN

SUPPLY & INSTALL SILT FENCE IN ACCORDANCE WITH THE INSTITUTE OF PUBLIC WORKS ENGINEERING, AUSTRALIA STD DRG DSD-301

INSTALL SAND BACK CHECK DAMS IN DRAIN AS SHOWN

201 202 203 204 206 207 208 209 210 211 212 213 214 215 216 218 219 220 221 322 323 922m² 324 515m² 325 400m² 326 444m² 327 788m² 328 907m² 329 1,034m²

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV-2026-CMP-504

Date: 01/10/2026

Queensland Government

| REVISIONS | | | | | |
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CLIENT: DMGF PTY LTD

SCALE: 1:500 / 1:1000 — 0 5 10 20 30 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN: CW CHECKED: DJW

DESIGNED: CW CHECKED: DJW

APPROVED

DATE: 31.08.26 RPEQ: 19806

MORONEY AVENUE SUBDIVISION - STAGES 12 & 13

EROSION & SEDIMENT CONTROL STRATEGY

DRAWING NO. 164-002-C225

REVISION C