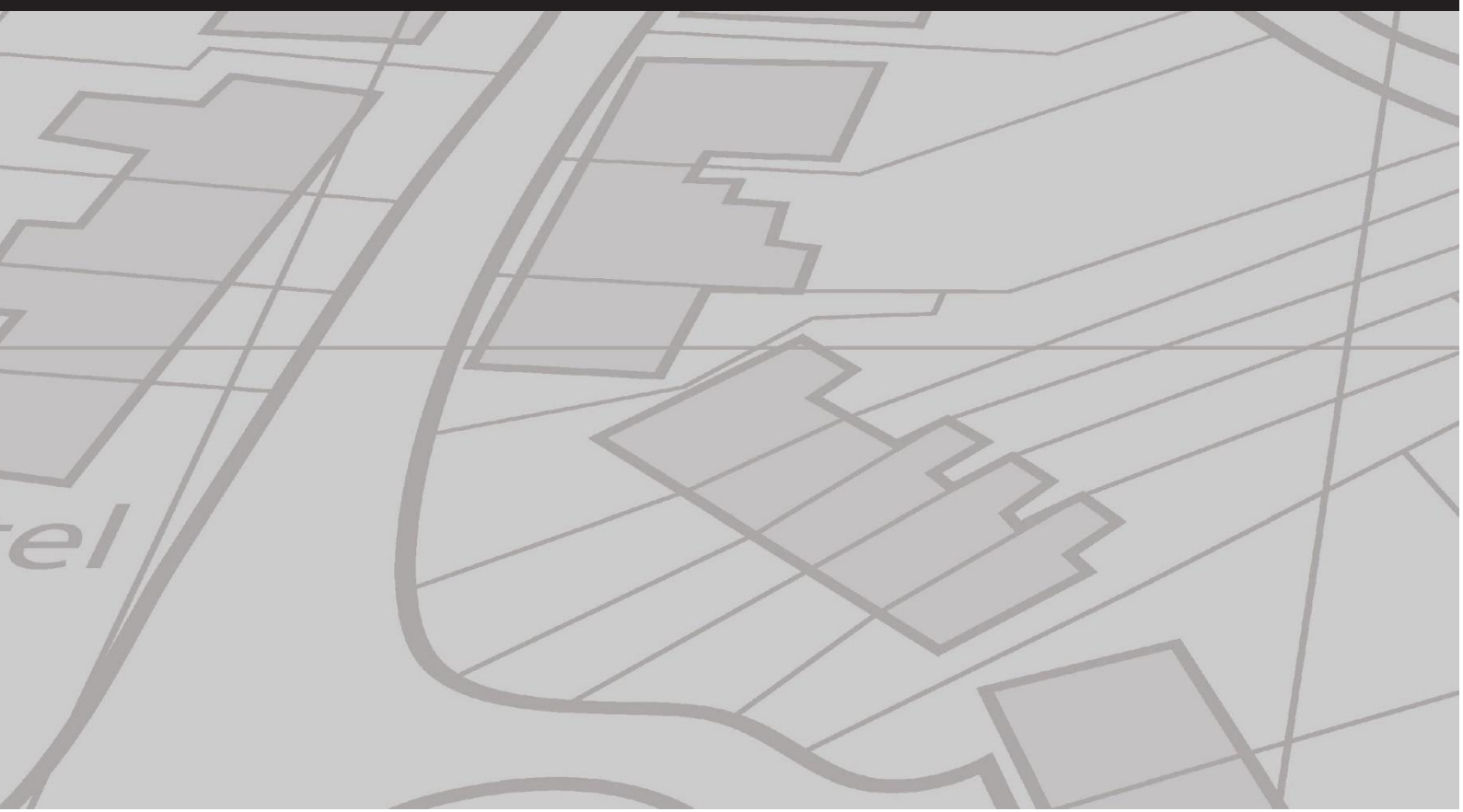




Section 4 - SPECIALIST REPORTS

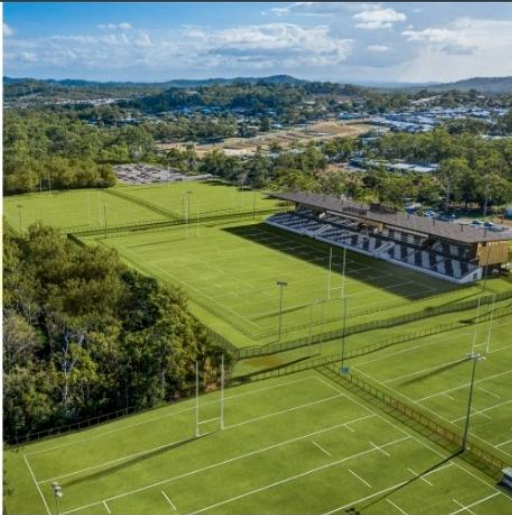
Civil Engineering Report

Prepared by Burchills Engineering Solutions





The experience **you deserve** 



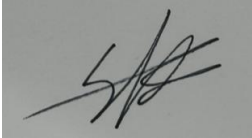
**38 Timor Avenue, Loganholme
Civil Engineering Report**

Client:
Project Number:
Document Number:
Date of Issue:

Brookmoore Group
BE260151
BE260151-RP-CER-01
01 May 2026



Document Control Record

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Signed:	
Date:	May 2026

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Signed:	
Date:	May 2026

Version No.	Description	Date	Prepared	Approved
01	Initial Issue	01/05/2026	SW	

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1. Introduction

Brookmoore Constructions has engaged Burchills Engineering Solutions to prepare a Civil Engineering Report to be considered part of a Development Application to City of Logan for the establishment of a 11-dwelling townhouse development. The proposed development is located at 38 Timor Avenue, Loganholme.

This report determined that the site is suitable for the proposed development, in relation to matters concerning civil engineering design parameters and site constraints. The development can be undertaken in accordance with the current City of Logan guidelines, SEQ Water Supply and Sewerage, Design and Construction Code and best management practices.

1.1 Scope of Report

This report describes the existing physical conditions of the site, and suitability for the proposed development with particular respect to:

- > Project Identification;
- > Proposed Development;
- > Site Earthworks;
- > Roadworks, Access and Traffic;
- > Stormwater Drainage;
- > Water Supply;
- > Sewer Reticulation; and
- > Electricity and Telecommunications Supply.

This report represents an assessment of the facts and circumstances pertaining to these matters, as they are known to the writer at the time of preparation.





2. Project Identification

2.1.1 Real Property Description

The site is legally described as Lot 297 on RP118026. The street address is 38 Timor Avenue, Loganholme, QLD 4129. The site is rectangular and occupies a total area of approximately 2120m² (0.2120 ha).

The site to be developed is shown on the Masterplan prepared by Mode Design (Drawing No. 26134-SK-DA-2.00) which is included in Appendix B of this report. A detailed site survey undertaken by Sonto is included within Appendix A of this report. The location of the subject site is shown on Figure 2.1 below.

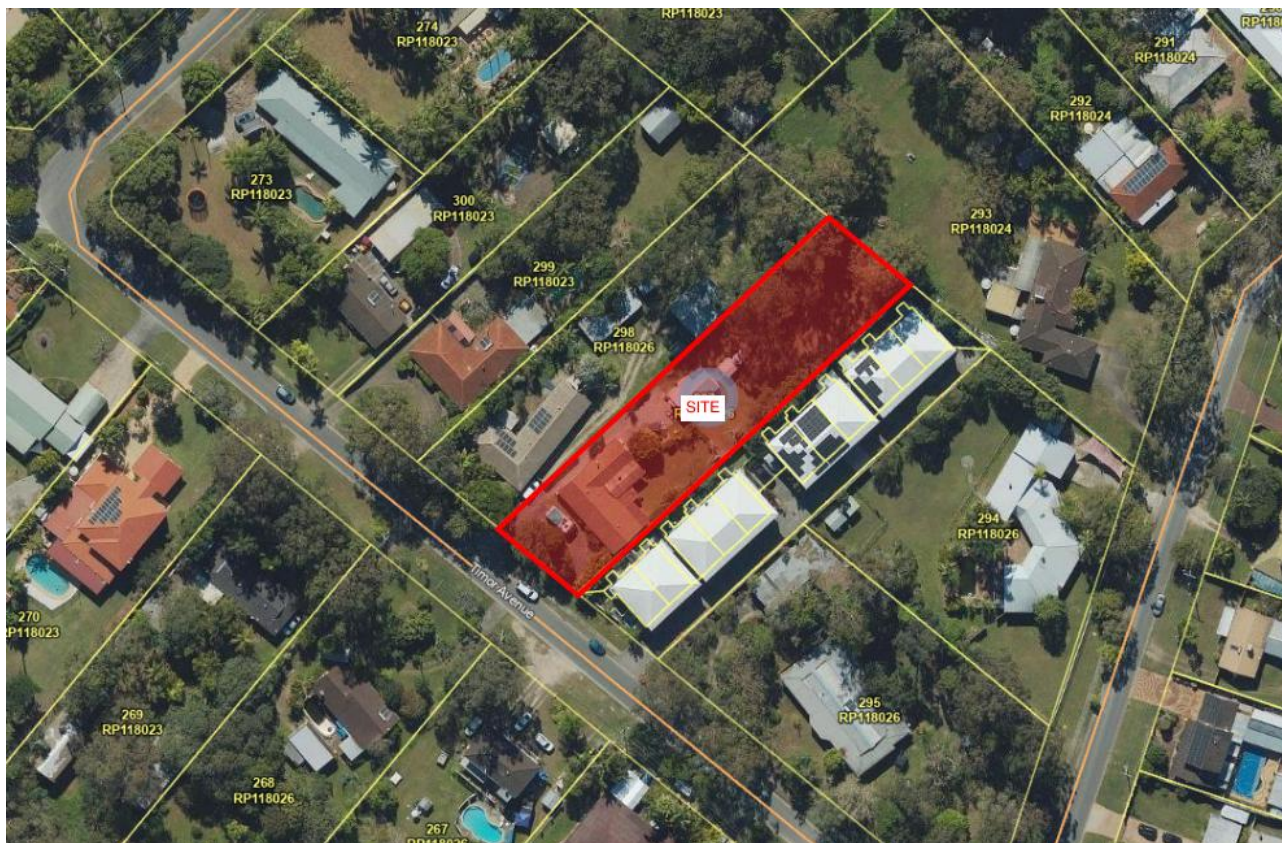


Figure 2.1 Site Locality Plan



2.2 Physical Description

The site has road frontage with Timor Avenue on the south-western boundary. The site grades from the north-west to the south-east, with a height differential of approximately 3.58m. The highest point within the site is at the north-western corner at RL 14.42m AHD, and the lowest point is in the south-eastern corner at approximately 10.84m AHD. Currently, the subject site contains a single storey rendered building in the frontal portion of the site with ancillary structures as well as vegetated and grassed areas throughout. There is also an existing block retaining wall at the rear of the dwelling transitioning the ground levels to the back portion of the site.

The site is bounded by the following existing land uses:

North East: Neighbouring residential Lot(s);

North West: Neighbouring residential Lot(s);

South East: Neighbouring residential Lot(s);

South West: Timor Avenue





3. Proposed Development

The subject site is proposed to be developed into 11 townhouses. The proposed development layout is shown below in Figure 3.1, and on the Masterplan prepared by Mode Design (Drawing No. 26134-SK-DA-2.10) which is included in Appendix B of this report.

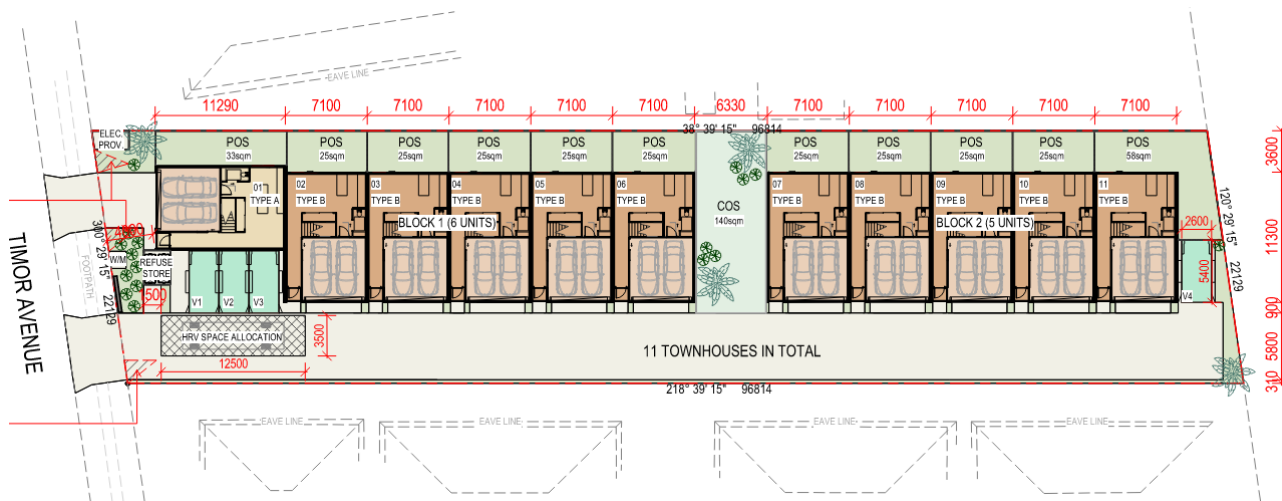


Figure 3.1 Overall Masterplan (MODE, 2026)

Based on the SEQ Water Supply and Sewerage Design & Construction Code, the Equivalent Tenements (ET) and Equivalent Population (EP) for the proposed development is shown in Table 3.1.

Table 3.1 Development Summary

Use	Unit	Total Units	EP's/Unit	Total EP
Attached Dwelling	Per Dwelling	11	2.4	26.4
Total	-	11	-	26.4





4. Site Earthworks

It is anticipated that earthworks associated with the proposed development will involve general cutting and filling associated with driveway construction, trenching of services, stormwater management devices, and minor alterations to levels to allow for level building pads and suitable drainage grades.

The Preliminary Bulk Earthworks Layout Plan, Drawing No. BE260151-SK300-A demonstrates the development's grading, finished surface levels and retaining walls and is included within Appendix C.

4.1 Sediment and Erosion Control

The best management practices will be implemented according to the IECA Best Practice Erosion and Sediment Control (2022) guidelines.

The following is a procedure of water quality controls to be implemented for the construction stage of the development.

4.1.1 Phase 1 – Stripping & Bulk Earthworks

- Identify and mark all trees to be retained and erect exclusions zones, if required.
- Prior to any demolition, stripping or bulk earthworks on site, sediment fences, inlet traps, gully protection and entry/exit pad shall be put in place.
- A wash-down area and entry/exit pad will be provided at the construction site entrance to minimise the amount of sediment being tracked off the site.
- The wash down area will be drained to a suitable sediment capture device installed downstream of the construction entry.
- Sediment fences are to be installed along the downstream property boundaries prior to stripping and earthworks commencing.
- If refuelling of machinery is to occur on site, appropriate absorbent products for cleaning oil spills will be provided.
- Provide bins on site for the disposal of waste and building debris.
- If it is anticipated that stockpiled material will not be used for a period of two weeks or more, a polythene cover (or equivalent) shall be used to prevent sediment transport by rain during wet periods. Conversely during dry periods a cover shall be used to prevent fine sediments becoming airborne.
- The contractor shall provide on-going maintenance of sediment and erosion control devices around the site.
- The contractor is to stage all works so that disturbed areas remain exposed for a short a period as practicable.

Measures to minimise airborne pollutants during construction in the form of dust during dry and/or windy weather shall include the following:

- Exposed soils shall be kept damp to prevent particulates becoming airborne; and
- Stockpiles exposed for more than two weeks shall be covered to prevent wind erosion.





4.2 Phase 2 – Infrastructure, Building & Roadworks

- The site stormwater pipes and pits shall be installed with drop inlets provided to all pits.
- Provide sediment fences, sandbags or fine mesh cover to all gully pits.
- Monitoring of new stormwater pipes and infrastructure (including the storm water quality improvement devices) to ensure they are free of sediment and debris.
- Maintain shake down and wash down area at entry/exit.
- All disturbed areas are to be surfaced or landscaped/grassed (maintained to minimum 70% ground cover) as soon as practicable after completion of localized works.

4.2.1 Phase 3 – Finishing Works & Defects Liability Period

All erosion and sediment control measures, including sediment fences and inlet traps shall be maintained until completion of surface finishes including landscaping and turfing:

- Maintain sediment fences.
- Attend to landscaped areas to maintain ground cover.





5. Roadworks, Access and Traffic

Access into the development is proposed via a heavy-duty vehicle crossover from Timor Avenue and the two-way driveway crossover will have a width of 5.5-6.0m as per the Logan Planning Scheme. This driveway crossover will interface with an equivalent width internal driveway pavement which will be constructed with a linear crossfall to the south-eastern boundary. A second driveway will be constructed to access a single dwelling on the south-western corner of the site to the same dimensions as described above. Design and grading of the new driveway will be in accordance with the Logan Planning Scheme and associated development requirements. The internal driveway design and grades will be in accordance with relevant Australian Standards (AS2890). Refer to Appendix C of this report which includes the Roadworks layout plan.





6. Stormwater Drainage

The internal driveway will collect stormwater runoff and convey it to inlet pits in the driveway via inverted crossfall. These pits will be connected through a series of stormwater drain lines, discharging into the treatment and detention tank that is situated on the south-eastern end of the driveway towards the entrance to the site. before ultimately discharging to the existing kerb and channel on Timor Avenue.

A Conceptual Stormwater Management Plan, BE260151-RP-CSMP-01, has been prepared by Burchills Engineering Solutions.

This study has reviewed the hydrology and hydraulics of the site for pre-development and post-development conditions and investigated the impact of the proposed development on the downstream environment.

Based on this study, the following conclusions have been drawn:

Stormwater Quantity

- As a result of the proposed development, the magnitude of peak stormwater discharge exiting the site has increased.
- In the existing case, there is 1 Lawful Point of Discharge (LPD) prescribed for the site; the existing drainage infrastructure to the south of the site in Timor Avenue.
- In the developed case;
 - All flow from the post-developed catchment will be conveyed to an on-site detention tank where it will be released at the LPD in a controlled manner to ensure that there is non-worsening peak flow. This detention device will require a 1% AEP volume of 50m³.
 - Flows from the detention tank will be discharged via a new piped stormwater extension to the existing gully pits further down Coral Avenue

Stormwater Quality

- Consistent with the State Planning Policy (2017) direction, development sites less than 2,500 m² should incorporate best practice stormwater quality treatment measures where practicable to minimise pollutant loads from urban runoff. Such measures may include rainwater harvesting, infiltration systems, bio-retention planters, first flush diverters or similar water sensitive urban design (WSUD) elements.





7. Water Supply

There is an existing water main running in the verge on the opposite side of Timor Avenue. The size and material of this water main is unknown and will be confirmed through detailed design, however this main is servicing a relatively new townhouse development at 40 Timor Avenue. It is anticipated that the development will gain its potable water supply via connection to this main. The site water meter will be situated between the proposed driveway accesses.

The Concept Services Plan, Drawing No. BE260151-SK200-A, depicts the development's potable water reticulation and is included within Appendix C.

We note that this internal schematic is intended for preliminary purposes only and is subject to a more detailed assessment, including a detailed sizing of mains during the detailed design phase.

7.1 Water Demand Calculation

To determine suitable pipe sizing for the proposed development, water demands are calculated according to the intended new development. The water criteria and design parameters are based on the following references:

- SEQ Water Supply and Sewerage Design & Construction Code (SEQ WS&S D&C Code); and
- Water Services Association of Australia – WSA 03-2013 Water Supply Code of Australia, Part 1: Planning and Design.

The service mains internal of each building will be designed and constructed in accordance with AS/NZS 3500.1:2003 Plumbing and Drainage – Water services (Standards Australia, 2003).

The water flow parameters shown in Table 7.1, 7.2 and 7.3 required to Logan Water Standards of Service and have been based on Single Supply (Drinking Water Only) Network parameters shown in SEQ Design Criteria Table 7.1.

Table 7.1 Potable Water Supply Demand and Peaking Factor

Property Type	Average Day Demand L/EP/day	Non-Revenue L/EP/day	Peaking Factors		
			MDMM	PD	PH
Residential	230	30	1.5	2.0	4

Notes:

MDMM	Mean Day Maximum Month Demand
PD	Peak Day Demand
AD	Average Day Demand
PH	Peak Hour Demand

Table 7.2 Potable Water Pressure Parameters

Item	Pressure Parameter
Minimum Service Pressure	22 metres (at the property boundary)
Maximum Service Pressure	Target 55 metres (at the property boundary)





Table 7.3 Fire Fighting Parameters

Item	Pressure Parameter
Minimum Residential Mains Pressure (Emergency Fire operating conditions)	12 metres at the main at the property boundary 6 metres elsewhere
Fire Flow Urban Residential	7.5 L/s for a duration of 2 hrs
Fire Flow Commercial	30 L/s for a duration of 4 hrs
Background Demand	2/3 x Peak Hour demand (not less than Average Day demand)

The calculated water supply demand for the proposed development is shown in Table 7.4.

Table 7.4 Water Supply Demand Calculations

Use	EP	AD Flow	Non-Revenue	AD (kL/day)	PH (L/s)
Residential	26.4	230	30	25.08	0.29

Calculations of maximum peak demand and demand multiplier for the residential aspect of the development are based on an allowance of 230 L/EP/day and a peak hour factor of 4 while applying the Non-Revenue flows of 30 L/EP/day, as follows:

$$\begin{aligned}\text{Maximum Peak Demand} &= \text{PH} \times \text{Demand Rate} \times \text{EP's} + \text{NR} \\ &= 4 \times 230 \times 26.4 + (26.4 \times 30) \\ &= 25080 \text{ L/day} \\ &= 0.290 \text{ L/s}\end{aligned}$$

$$\begin{aligned}\text{Demand Multiplier} &= \text{Maximum Demand} / \text{EP's} \\ &= 0.011 \text{ L/sec/EP}\end{aligned}$$





8. Sewer Reticulation

There is an existing 150mm sewer main fronting the site in the verge of Timor Avenue. There is also an existing sewer manhole on the frontage of 36 Timor Avenue shown in the image below.



Figure 8.1 Existing Sewerage Infrastructure (Source: Google Maps)

It is anticipated that wastewater generated by the development will be conveyed to this existing sewer infrastructure via a new site connection to this existing sewer manhole.

The Concept Services Plan, Drawing No. BE260151-SK200-A depicts the development's internal and external sewer reticulation and is included within Appendix C.

8.1 Sewer Demand Calculation

The sewer criteria and design parameters are based on the following references:

- SEQ Water Supply and Sewerage Design & Construction Code (SEQ WS&S D&C Code); and
- Water Services Association of Australia – WSA 02-2014 Sewerage Code of Australia, Part 1: Planning and Design.

The sewer flow generation, pipe design parameters, minimum sewer pipe grades and maximum capacity are shown below in Table 8.1, 8.2 and 8.3. The following parameters are based on a RIGGS system:

Table 8.1 Sewer Flow Generation Parameters

Flow	Parameter
Average Dry Weather Flow (ADWF)	200 L/EP/d = 200 x 26.4 = 5280 L/d
Peak Dry Weather Flow (PDWF)	PDWF = C2 x ADWF Where: C2 = 4.7 x (EP) ^(-0.105) = 3.333
Peak Wet Weather Flow (PWWF)	PWWF = 5 x ADWF





Table 8.2 Pipe Design Parameters

Flow	Parameter
Mannings 'n'	0.013
Minimum velocity @ PDWF	0.75 m/s
Depth of Flow @ PWWF – Existing system	Up to 1.0 m below MH cover level and no spillage through overflow structures
Depth of Flow @ PWWF – Proposed sewers	Max flow depth shall not exceed $\frac{3}{4}$ pipe full (75% d/D).

Table 8.3 Minimum Pipe Capacity – New Sewers Flowing $\frac{3}{4}$ Full

Pipe Size (mm)	Min Pipe Grade (1 in x)	Capacity (L/s)
150	180	10.4
225	300	23.6
300	400	44.1
525	750	143.0
1200	2400	796.1

The total development yield has been considered, not just the increase in equivalent persons on the subject site. The calculated sewer demand generation for the proposed development is shown in Table 8.4.

Table 8.4 Sewer Demand Calculation

Use	EP	ADWF Rate	ADWF (L/d)	PDWF (L/d)	PWWF (L/d)	PWWF (L/s)
Residential	26.4	200	5280	17,598	26,400	0.306

The calculations indicate that the total post development demand at PWWF will be approximately 0.306 L/s.





9. Electrical and Telecommunications

A detailed site survey has been completed and is included in Appendix A of this report. It is envisaged that adequate power supply can be provided to the site from the existing infrastructure. However, a specialist electrical consultant will need to be engaged to provide advice in relation to internal electrical reticulation requirements, to prepare detailed designs and to liaise with the relevant authorities.





10. Conclusion

The findings of this Civil Engineering Report support the site use proposed in this development application to Logan City Council.

It is anticipated that earthworks associated with the proposed development will involve general cutting and filling associated with road construction, trenching of services, stormwater management devices, and minor alterations to levels to allow for level building pads.

All necessary stormwater drainage infrastructure can be provided to satisfy site constraints. The internal road network will collect stormwater runoff within the inverted crossfall where pits will be located. These pits will be connected through a series of stormwater drain lines, discharging into the detention tank located under the eastern portion of the road.

There is an existing water main on the opposite verge of Timor Avenue. It is anticipated that the development will gain its potable water supply via connection to this main. The site water meter will be situated on the eastern side of the development driveway entry.

There is an existing 150mm sewer main and an existing sewer manhole fronting the site on Timor Avenue. It is proposed to connect a new 150mm sewer connection to the existing manhole to service the development.

All required essential services can be suitably provided to the development, including:

- Stormwater Drainage;
- Reticulated Water Services;
- Reticulated Sewerage Services;
- Electricity and Telecommunications Supply.





Appendix A – Site Survey





Appendix B – Plan of Development



MASTERPLAN GF REVISED

DEVELOPMENT SUMMARY

SITE AREA	2'120 m ² Lot 297 on RP 118026	
ZONING	Low-medium density residential zone code	
LOCAL PLAN PRECINCT	Loganholme Precinct Residential Frame	
SITE COVER***	Area	%
Overall	890.23m ²	42%
HEIGHT	Zoned 2 Storey's 8.5m	Proposed 2 Storey's
SETBACKS	As shown	
DENSITY	11 x 3 Bed Townhouses (33 Beds)	

DEEP PLANTING Refer Landscape Statement of Intent

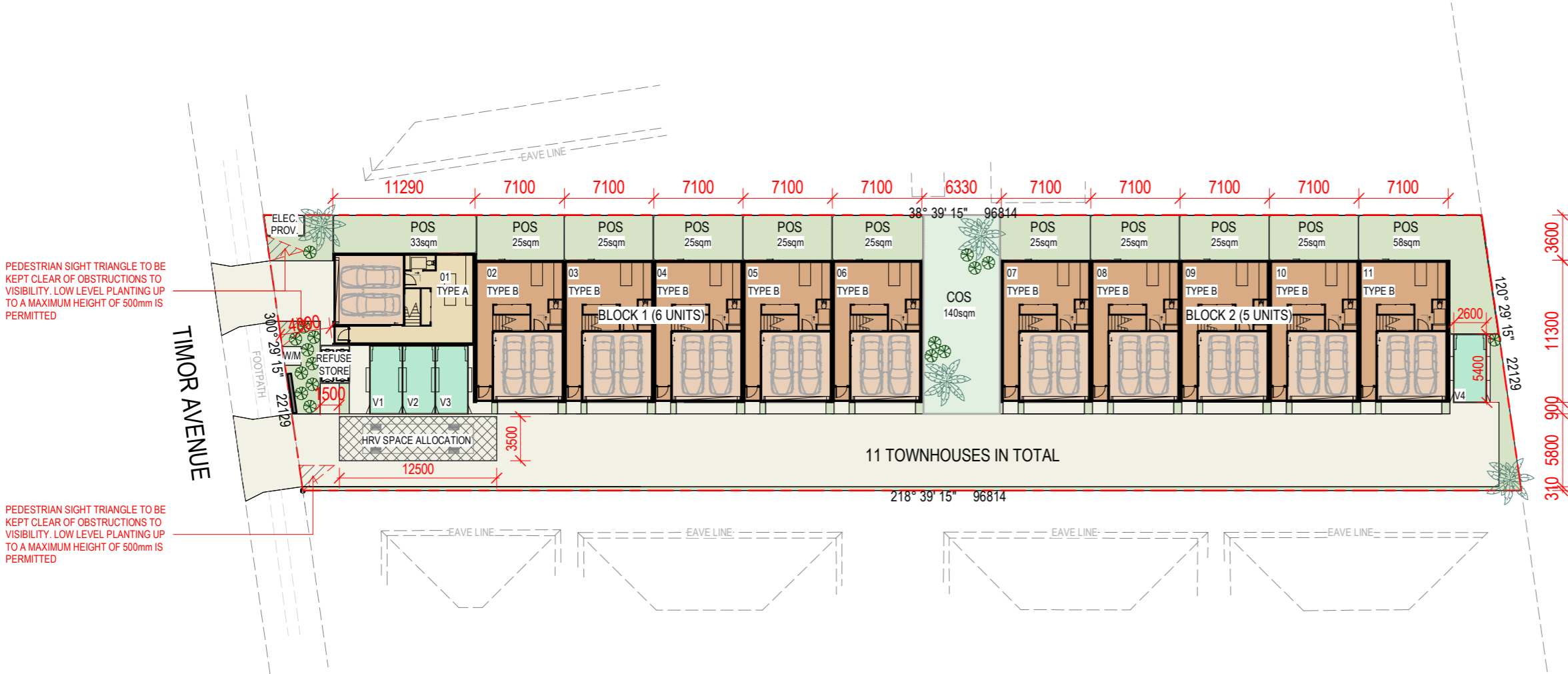
TOWNHOUSE MIX				
Townhouse Types	Units	Beds	Units%	Total
Type A	1	3		3
Type B	10	3		30
Total				33

PROPOSED CAR PARKING ALLOCATION				
No. of Units	Req.Rate	Required	Provided	
11 (3bed)	1.3/unit	14.3	22	
- (4bed)	2/unit	-	-	
Visitor Parking	0.4 per 1 unit	4.4	4	
TOTAL CAR PARK NUMBER:		18.7	26	
Residential Bike Parking	1 / 3 units	4	11*	
Visitor Bike Parking	1 / 12 units	2	2*	

*ALL RESIDENTIAL BIKE PARKS PROVIDED IN TOWNHOUSE REAR TERRACE
 ** VISITOR BIKES TO BE ACCOMMODATED WITH IN LANDSCAPE REFER LANDSCAPE ARCHITECT PLANS FOR DETAILS

***SITE COVER, OF DEVELOPMENT, MEANS THE PORTION OF THE SITE, EXPRESSED AS A PERCENTAGE, THAT WILL BE COVERED BY A BUILDING OR STRUCTURE, MEASURED TO ITS OUTERMOST PROJECTION, AFTER THE DEVELOPMENT IS CARRIED OUT, OTHER THAN A BUILDING OR STRUCTURE, OR PART OF A BUILDING OR STRUCTURE, THAT IS -

- IN A LANDSCAPED OR OPEN SPACE AREA, INCLUDING, FOR EXAMPLE, A GAZEBO OR SHADE STRUCTURE; OR
- A BASEMENT THAT IS COMPLETELY BELOW GROUND LEVEL AND USED FOR CAR PARKING; OR
- THE EAVES OF A BUILDING; OR
- A SUN SHADE.



PEDESTRIAN SIGHT TRIANGLE TO BE KEPT CLEAR OF OBSTRUCTIONS TO VISIBILITY. LOW LEVEL PLANTING UP TO A MAXIMUM HEIGHT OF 500mm IS PERMITTED

PEDESTRIAN SIGHT TRIANGLE TO BE KEPT CLEAR OF OBSTRUCTIONS TO VISIBILITY. LOW LEVEL PLANTING UP TO A MAXIMUM HEIGHT OF 500mm IS PERMITTED

LEGEND

	VISITOR CAR BAYS		TYPE A UNIT 3 BED
	RESIDENTIAL CAR BAYS		TYPE B UNIT 3 BED
	PRIVATE OPEN SPACE		
	COMMUNAL OPEN SPACE		





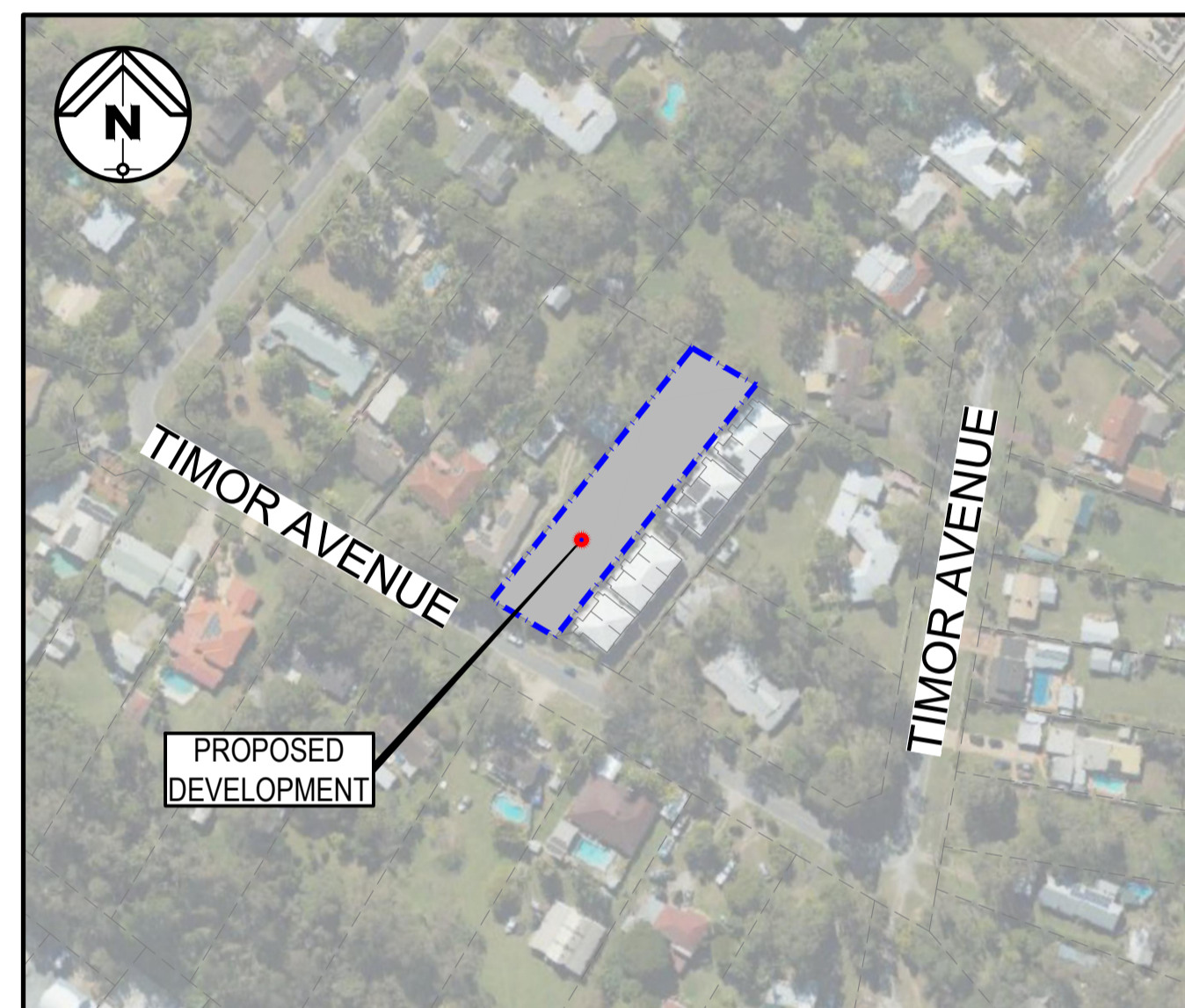
Appendix C – Conceptual Engineering Drawings



PROPOSED MULTIRESIDENTIAL DEVELOPMENT ON 38 TIMOR AVENUE LOGANHOLME, QUEENSLAND

CONCEPT MASTERPLAN ENGINEERING DRAWINGS CONTRACT BE260151-SK

DRAWING INDEX	
DRG No.	DESCRIPTION
SK000	COVER SHEET
SK001	GENERAL NOTES
SK100	CONCEPT OVERALL SITE LAYOUT PLAN
SK200	CONCEPT BULK EARTHWORKS LAYOUT PLAN
SK250	EARTHWORKS SECTIONS
SK300	CONCEPT ROADWORKS ACCESS AND GRADING PLAN
SK400	CONCEPT STORMWATER LAYOUT PLAN
SK500	CONCEPT WATER LAYOUT PLAN
SK600	CONCEPT SEWER LAYOUT PLAN



LOCALITY PLAN

N.T.S.

SURVEY	
PROVIDED BY:	SONTO PTY LTD
REPORT No:	P-24934
DATE:	11-03-2026
SYSTEM:	AHD DERIVED VIA TOTAL STATION

PREPARED FOR



PREPARED BY



GOLD COAST | BRISBANE | TOOWOOMBA
IPSWICH | MORETON BAY
PHONE: +61 7 5509 6400
FAX: +61 7 5509 6411
EMAIL: ADMIN@BURCHILLS.COM.AU
COOTE BURCHILLS ENGINEERING PTY LTD
ABN 76 166 942 365

PROJECT No.:	DRAWING No.:	VERSION:	DATE:
BE260151-SK	SK000	A	23-04-26

GENERAL NOTES:

1. **CONTRACT DOCUMENTATION**
ALL DRAWINGS UNDER THIS CONTRACT ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SPECIFICATION.
2. **SURVEY INFORMATION**
CONTROL SURVEY INFORMATION WILL BE ESTABLISHED ON SITE BY THE PRINCIPAL'S SURVEYOR. SETOUT INFORMATION SHALL NOT BE OBTAINED BY SCALING FROM THESE DRAWINGS.
3. **DATUM**
ALL LEVELS SHOWN ON DRAWINGS ARE A.H.D. (DERIVED).
4. **EXISTING SURVEY CONTROL STATIONS**
THE CONTRACTOR IS TO ENSURE THAT SURVEY CONTROL STATIONS ARE NOT DAMAGED OR DISTURBED IN ANY WAY BY CONSTRUCTION ACTIVITIES.
5. **EXISTING SERVICES**
EXISTING SERVICES LOCATIONS WHERE SHOWN ON THE DRAWINGS ARE INDICATIVE ONLY. THE CONTRACTOR SHALL CONTACT THE RELEVANT AUTHORITIES AND UNDERTAKE A DIAL-BEFORE-YOU-DIG SEARCH TO ASCERTAIN THE EXACT LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORK AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING SERVICES.
6. **SITE ACCESS**
THE CONTRACTOR SHALL GAIN ACCESS TO THE SITE AT LOCATIONS APPROVED BY THE SUPERINTENDENT. FREEDOM OF ACCESS TO OTHER WORK AREAS ON THE SITE SHALL BE MAINTAINED AT ALL TIMES.
7. **PROVISION FOR TRAFFIC**
PROVISION FOR TRAFFIC ON LOCAL ROADS IS TO BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND LOCAL AUTHORITY REQUIREMENTS.
8. **WORK BOUNDARIES**
THE CONTRACTOR IS TO RESTRICT ACTIVITIES TO THOSE AREAS DESIGNATED AS WORK AREAS UNDER THIS CONTRACT. AT NO TIME SHALL THE CONTRACTOR ENTER ADJOINING PROPERTIES OR CONTRACT WORK AREAS ON THE SITE WITHOUT WRITTEN AUTHORISATION FROM THE SUPERINTENDENT.
9. **TOPSOIL STRIPPING**
ALL TOPSOIL STRIPPED FROM WORK AREAS SHALL BE STOCKPILED FOR LATER RE-SPREADING TO ALL FOOTPATHS, BATTERS AND ALLOTMENTS.
10. **EARTHWORKS (GENERAL)**
ALL FILL MATERIAL PLACED SHALL BE COMPACTED AND TRIMMED TO FINAL EARTHWORKS LEVELS AND PROFILES SHOWN ON THE CONTRACT DRAWINGS AND TESTED IN ACCORDANCE WITH THE PROJECT SPECIFICATION.
ALL COMPACTION TESTING UNDER THIS CONTRACT IS TO BE CARRIED OUT TO AS3798 LEVEL 1 STANDARD BY A NATA-ACCREDITED TESTING AUTHORITY. CERTIFICATION FOR ALL EARTHWORKS CONSTRUCTION AND TESTING IS TO BE PROVIDED BY A REGISTERED PROFESSIONAL ENGINEER QUEENSLAND (RPEQ) ENGAGED BY THE CONTRACTOR.
11. **COMPACTION STANDARDS**
ALL FILL MATERIAL PLACED UNDER THIS CONTRACT SHALL BE COMPACTED IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND CURRENT COUNCIL STANDARDS.
12. **STORMWATER DRAINAGE**
LOCATION AND ALIGNMENT OF ALL STORMWATER DRAIN LINES IS TO BE VERIFIED ON SITE WITH THE SUPERINTENDENT PRIOR TO EXCAVATION. THE DESIGN SURFACE LEVELS OF MANHOLES AND OTHER STRUCTURES ARE TO BE VERIFIED ON SITE WITH THE SUPERINTENDENT. ALL DRAINAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH COUNCIL STANDARD DRAWINGS AND SPECIFICATION.
13. **SEWERAGE RETICULATION**
THE DESIGN SURFACE LEVELS OF SEWER MANHOLES ARE TO BE VERIFIED ON SITE WITH THE SUPERINTENDENT PRIOR TO CONSTRUCTION. ALL SEWERAGE RETICULATION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT SOUTH EAST QUEENSLAND SEWERAGE CODE (SEQ CODE) AND ASSOCIATED STANDARD DRAWINGS.
14. **WATER RETICULATION**
ALL WATER RETICULATION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT SOUTH EAST QUEENSLAND SEWERAGE CODE (SEQ CODE) AND ASSOCIATED STANDARD DRAWINGS.
15. **ELECTRICAL RETICULATION**
ALIGNMENTS OF ALL CONDUIT CROSSINGS ARE TO BE VERIFIED ON SITE WITH THE SUPERINTENDENT PRIOR TO EXCAVATION. ALL TRENCHING AND CONDUIT WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE RELEVANT CONSULTANT'S DRAWINGS AND ENERGEX SPECIFICATION "UNDERGROUND DISTRIBUTION CONSTRUCTION."
16. **TESTING**
ALL TESTING SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A. TESTING AUTHORITY IN ACCORDANCE WITH THE PROJECT SPECIFICATION AND COUNCIL STANDARDS.
17. **"AS CONSTRUCTED" SURVEY**
"AS CONSTRUCTED" SURVEY SHALL BE CARRIED OUT BY THE PRINCIPAL'S SURVEYOR AS WORK PROCEEDS.
18. **MAINTENANCE OF SITE CONDITION**
AT THE COMPLETION OF WORKS THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT AND RELEVANT COUNCIL REPRESENTATIVE.
19. **REFERENCED DOCUMENTS**
ALL DRAWINGS TO BE READ IN CONJUNCTION WITH:
- LANDSCAPE ARCHITECTS DRAWINGS
- HYDRAULIC AND TANK SUPPLIER DRAWINGS
- VEGETATION MANAGEMENT AND TREE CLEARING REQUIREMENTS

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VER.	DESCRIPTION	DATE
A	ORIGINAL ISSUE	23-04-26



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COOTE BURCHILLS ENGINEERING PTY LTD
ABN 76 166 942 365

CLIENT :



brookmoore
GROUP
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DRAWING TITLE :

GENERAL NOTES

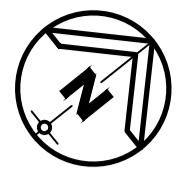
PROJECT :

**PROPOSED MULTIRESIDENTIAL DEVELOPMENT
38 TIMOR AVENUE
LOGANHOLME, QLD 4129**

PRELIMINARY
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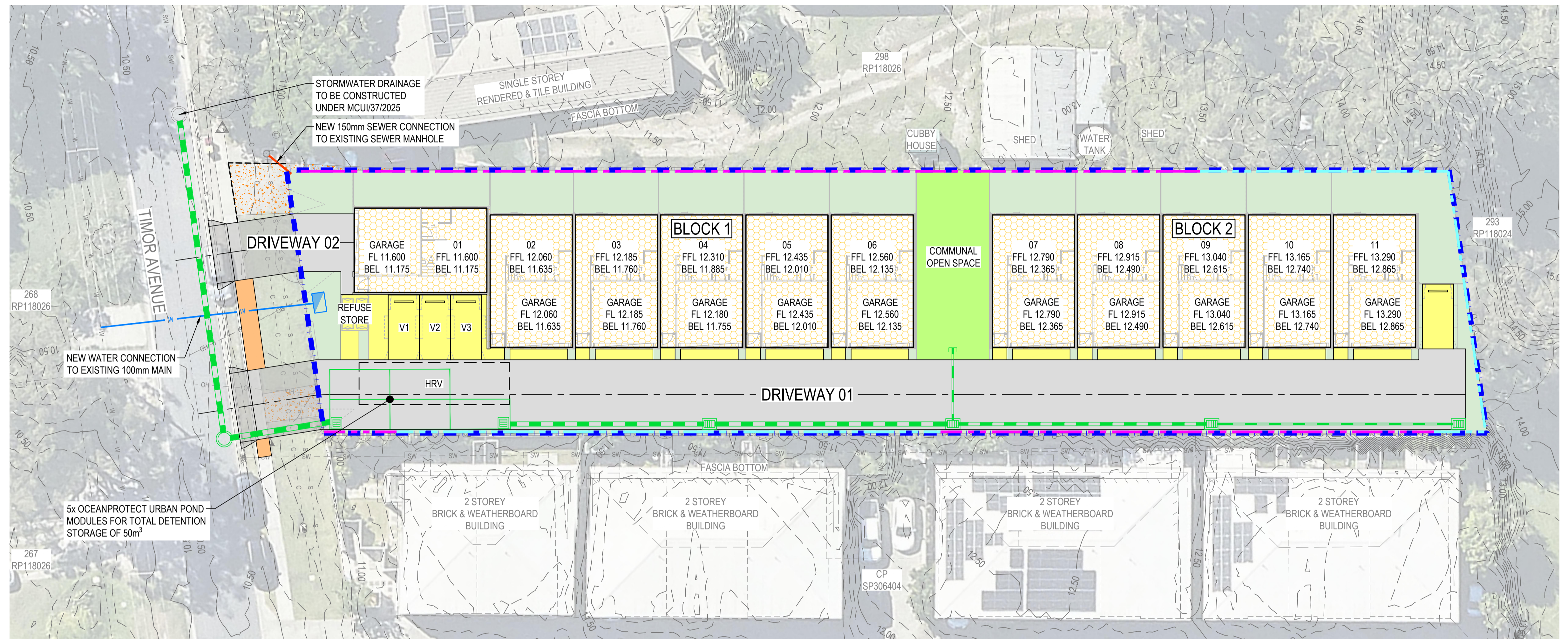
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DEVEL. APPLIC. No. :		DATE : 23-04-26
PROJECT LEADER : CHRIS HUNTER	DESIGNER : TM	
DRAFTSPERSON : VM	CHECKED : SHELDON WHITWORTH	
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365		
PROJECT No.:	DRAWING No. :	VERSION:
BE260151-SK	SK001	A



LEGEND

- X.xx --- EXISTING SURFACE CONTOURS
- X.xx — DESIGN SURFACE CONTOURS
- EXISTING LOT BOUNDARY
- SW --- SW --- EXISTING STORMWATER
- W --- W --- EXISTING WATER
- S --- S --- EXISTING SEWER AND MAINHOLE
- OH --- OH --- EXISTING OVERHEAD ELECTRIC
- C --- C --- EXISTING COMMUNITIES
- ===== EXISTING KERB
- ===== EXISTING FOOTPATH
- EXISTING ROAD CONTROL LINE
- EXISTING KERB ADAPTER
- ⊗ EXISTING WATER METER
- ⊙ EXISTING TELSTRA PIT
- ⊕ EXISTING TREE
- ⊕ SURVEY BENCHMARK
- ⊗ PROPOSED WATER METER
- PROPOSED STORMWATER
- W --- PROPOSED WATER
- S --- PROPOSED SEWER
- PROPOSED LOT BOUNDARY
- PROPOSED ROAD CONTROL LINE
- PROPOSED RETAINING WALL (0m-0.6m)
- PROPOSED RETAINING WALL (0.6m-1m)
- DEVELOPMENT SITE BOUNDARY
- ===== PROPOSED DRIVEWAY PAVEMENT
- ===== PROPOSED FOOTPATH PAVEMENT
- ===== PROPOSED CARPARK PAVEMENT
- ===== BUILDINGS AREA
- ===== LANDSCAPING AREA
- ===== COMMUNAL OPEN SPACE
- ===== EXISTING CONCRETE DRIVEWAY CROSSOVER TO BE REMOVED



CONCEPT OVERALL SITE LAYOUT PLAN

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 ABN 76 166 942 365

CLIENT :

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DRAWING TITLE :

CONCEPT OVERALL SITE LAYOUT PLAN

PROJECT :

PROPOSED MULTIRESIDENTIAL DEVELOPMENT
 38 TIMOR AVENUE
 LOGANHOLME, QLD 4129

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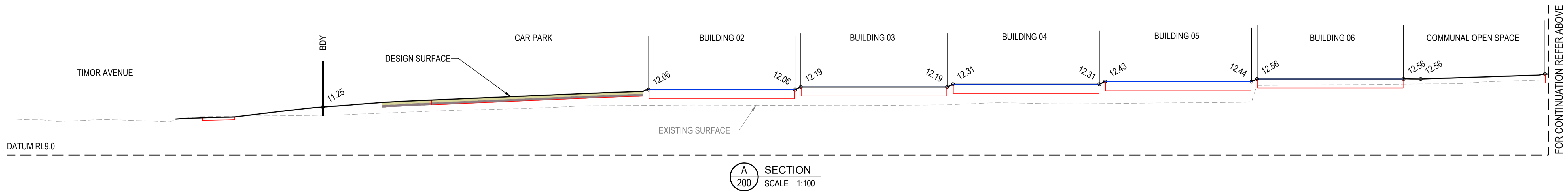
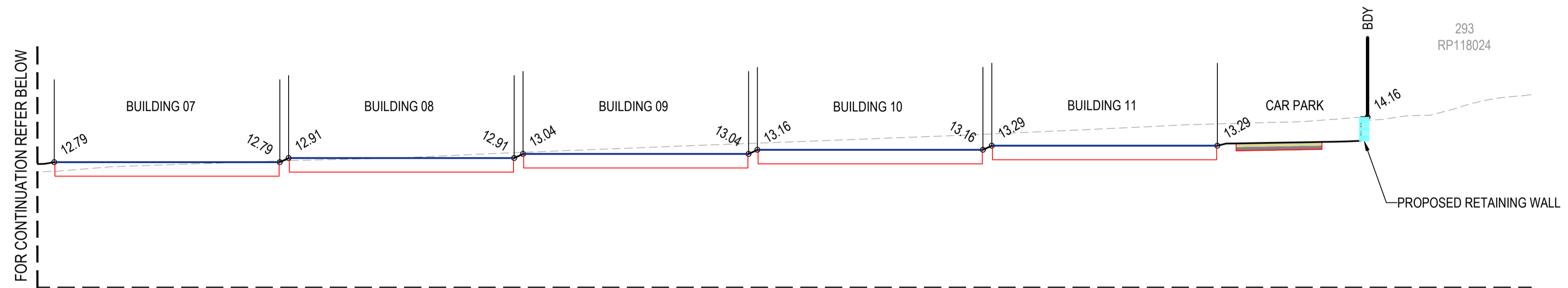
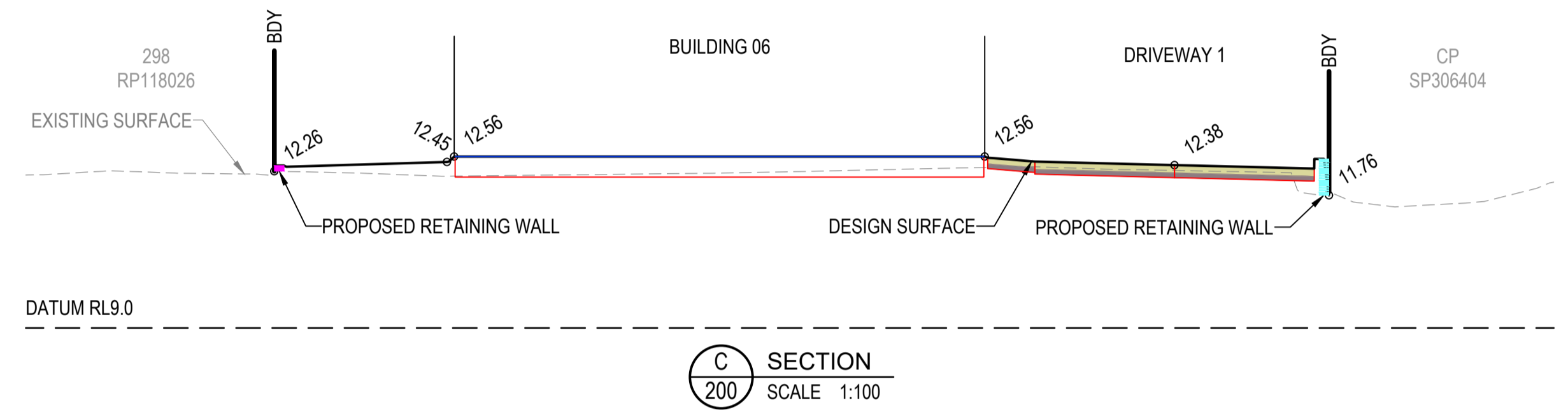
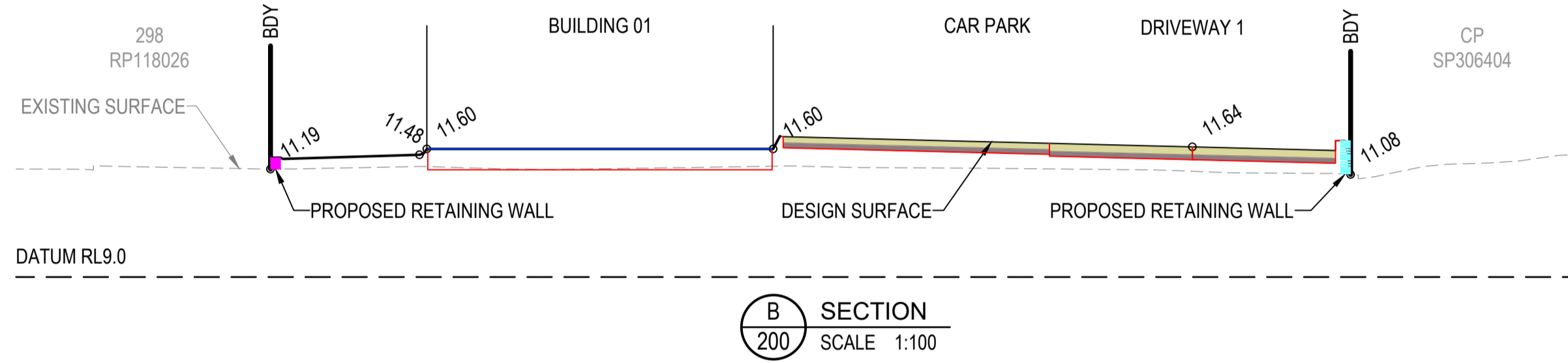
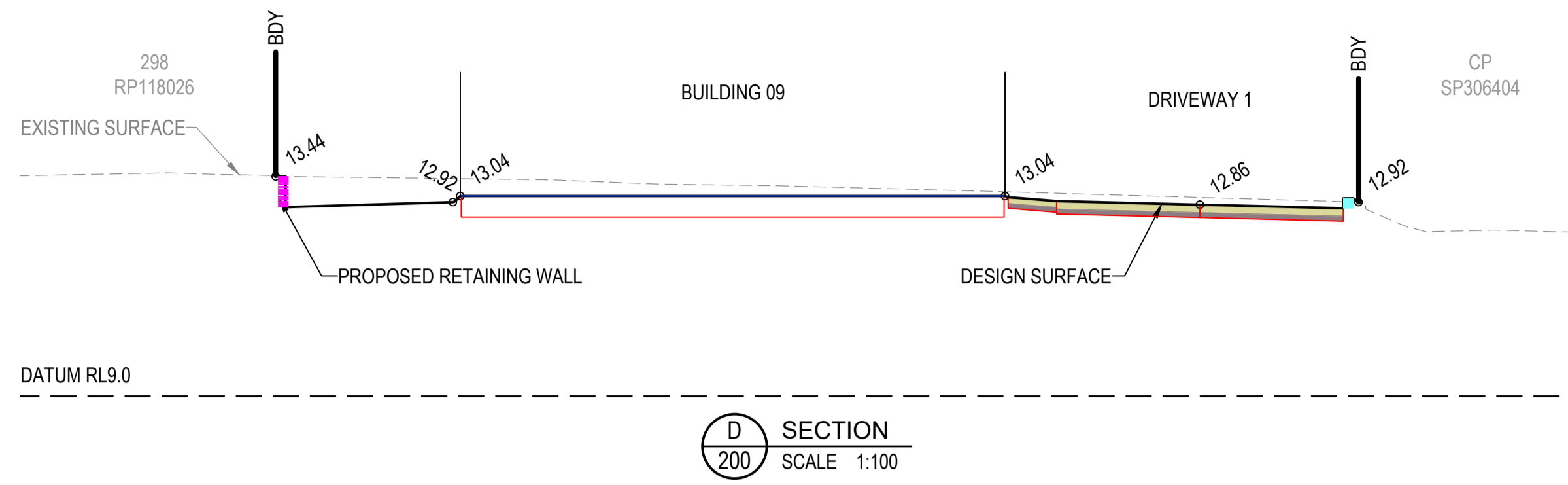
SCALE AT FULL SIZE (A1) :

1 : 200 (FULL SIZE)

DEVEL. APPLIC. No. :		DATE : 23-04-26
PROJECT LEADER : CHRIS HUNTER	DESIGNER : TM	
DRAFTSPERSON : VM	CHECKED : SHELDON WHITWORTH	
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365		
PROJECT No.:	DRAWING No. :	VERSION:
BE260151-SK	SK100	A

LEGEND

- EXISTING SURFACE
- PROPOSED FINISHED SURFACE
- PROPOSED EARTHWORKS SURFACE
- PROPOSED WAFFLE POD
- PROPOSED RETAINING WALL (0m-0.6m)
- PROPOSED RETAINING WALL (0.6m-1m)
- XX.xx FINISHED SURFACE LEVEL



EARTHWORKS SECTIONS

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ABN 76 166 942 365

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DRAWING TITLE:

EARTHWORKS SECTIONS

PROJECT:

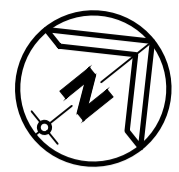
**PROPOSED MULTIRESIDENTIAL DEVELOPMENT
38 TIMOR AVENUE
LOGANHOLME, QLD 4129**

PRELIMINARY
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SCALE AT FULL SIZE (A1):

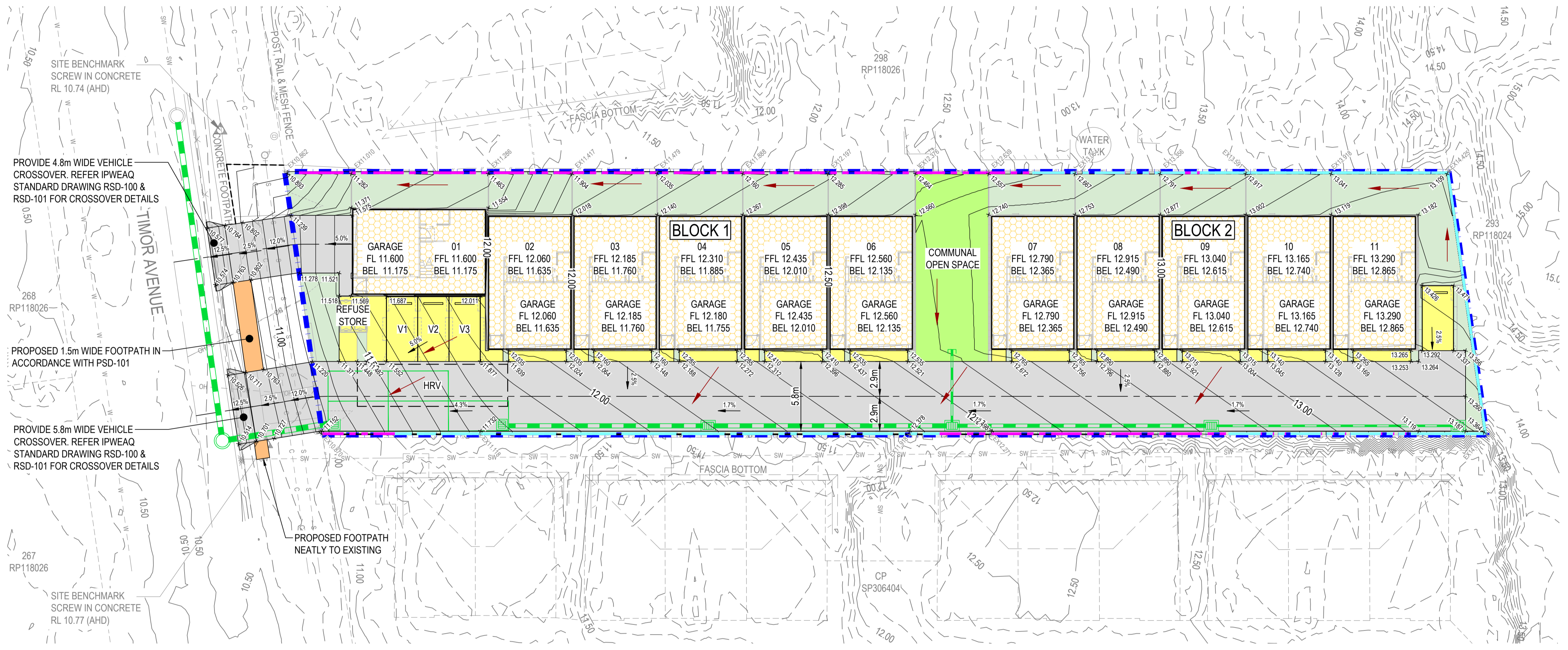
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DEVEL. APPLIC. No. :	DATE : 23-04-26
PROJECT LEADER : CHRIS HUNTER	DESIGNER : TM
DRAFTSPERSON : VM	CHECKED : SHELDON WHITWORTH
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365	
PROJECT No. : BE260151-SK	DRAWING No. : SK250
VERSION: A	



LEGEND

- X.xx --- EXISTING SURFACE CONTOURS
- X.xx — DESIGN SURFACE CONTOURS
- EXISTING LOT BOUNDARY
- SW --- SW --- EXISTING STORMWATER
- W --- W --- EXISTING WATER
- S --- S --- EXISTING SEWER AND MAINHOLE
- OH --- OH --- EXISTING OVERHEAD ELECTRIC
- C --- C --- EXISTING COMMUNITIES
- ===== EXISTING KERB
- EXISTING FOOTPATH
- EXISTING ROAD CONTROL LINE
- ⊗ EXISTING KERB ADAPTER
- ⊙ EXISTING WATER METER
- ⊙ EXISTING TELSTRA PIT
- ⊙ EXISTING TREE
- ⊙ SURVEY BENCHMARK
- PROPOSED FLOW ARROW
- PROPOSED STORMWATER
- PROPOSED LOT BOUNDARY
- PROPOSED ROAD CONTROL LINE
- PROPOSED RETAINING WALL (0m-0.6m)
- PROPOSED RETAINING WALL (0.6m-1m)
- XX.xx FINISHED SURFACE LEVEL
- XX.xx EXISTING SURFACE LEVEL
- DEVELOPMENT SITE BOUNDARY
- PROPOSED DRIVEWAY PAVEMENT
- PROPOSED FOOTPATH PAVEMENT
- PROPOSED CARPARK PAVEMENT
- BUILDINGS AREA
- LANDSCAPING AREA
- COMMUNAL OPEN SPACE



CONCEPT ROADWORKS ACCESS AND GRADING PLAN

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DRAWING TITLE:

CONCEPT ROADWORKS ACCESS AND GRADING PLAN

PROJECT:

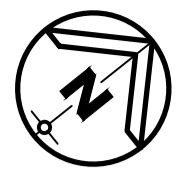
PROPOSED MULTIRESIDENTIAL DEVELOPMENT
38 TIMOR AVENUE
LOGANHOLME, QLD 4129

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SCALE AT FULL SIZE (A1):

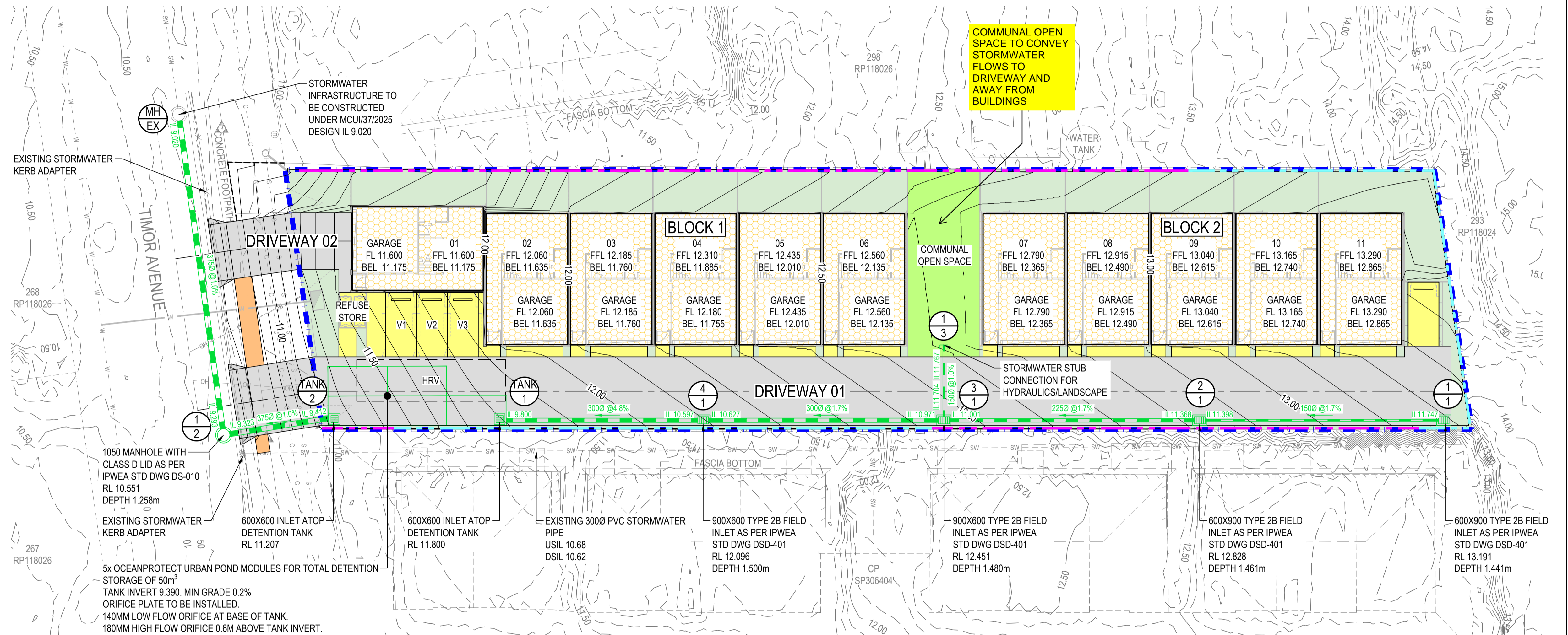
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DEVEL. APPLIC. No.:	DATE: 23-04-26
PROJECT LEADER: CHRIS HUNTER	DESIGNER: TM
DRAFTSPERSON: VM	CHECKED: SHELDON WHITWORTH
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365	
PROJECT No.:	DRAWING No.:
BE260151-SK	SK300
VERSION:	A



LEGEND

- X.xx --- EXISTING SURFACE CONTOURS
- X.xx — DESIGN SURFACE CONTOURS
- EXISTING LOT BOUNDARY
- SW --- SW --- EXISTING STORMWATER
- W --- W --- EXISTING WATER
- S --- S --- EXISTING SEWER AND MAINHOLE
- OH --- OH --- EXISTING OVERHEAD ELECTRIC
- C --- C --- EXISTING COMMUNITIES
- ===== EXISTING KERB
- EXISTING FOOTPATH
- EXISTING ROAD CONTROL LINE
- ⊗ EXISTING KERB ADAPTER
- ⊕ EXISTING WATER METER
- ⊖ EXISTING TELSTRA PIT
- ⚶ SURVEY BENCHMARK
- ⊕ PROPOSED WATER METER
- SW --- SW --- PROPOSED STORMWATER
- W --- W --- PROPOSED WATER
- S --- S --- PROPOSED SEWER
- PROPOSED LOT BOUNDARY
- ⊕ PROPOSED STORMWATER STRUCTURE
- SW --- SW --- PROPOSED STORMWATER LINE
- PROPOSED ROAD CONTROL LINE
- PROPOSED RETAINING WALL
- SW --- SW --- DEVELOPMENT SITE BOUNDARY
- ===== PROPOSED DRIVEWAY PAVEMENT
- ===== PROPOSED FOOTPATH PAVEMENT
- ===== PROPOSED CARPARK PAVEMENT
- ===== BUILDINGS AREA
- ===== LANDSCAPING AREA
- ===== COMMUNAL OPEN SPACE



CONCEPT STORMWATER LAYOUT PLAN

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COOTE BURCHILLS ENGINEERING PTY LTD
ABN 76 166 942 365

CLIENT:

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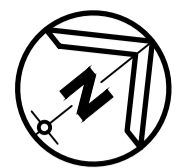
DRAWING TITLE:
CONCEPT STORMWATER LAYOUT PLAN

PROJECT:
**PROPOSED MULTIRESIDENTIAL DEVELOPMENT
38 TIMOR AVENUE
LOGANHOLME, QLD 4129**

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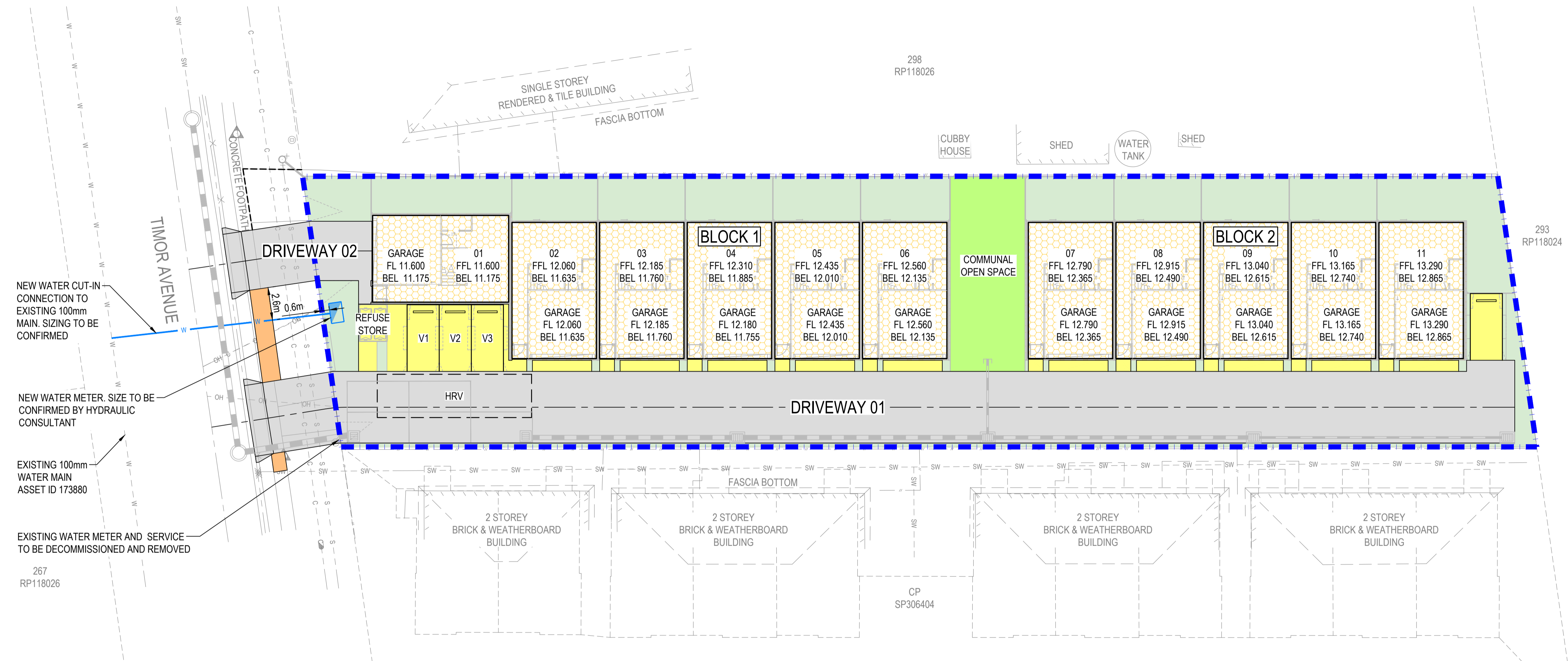
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1:200 (FULL SIZE)

DEVEL. APPLIC. No.:	DATE: 23-04-26
PROJECT LEADER: CHRIS HUNTER	DESIGNER: TM
DRAFTSPERSON: VM	CHECKED: SHELDON WHITWORTH
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365	
PROJECT No.: BE260151-SK	DRAWING No.: SK400
VERSION: A	



LEGEND

- EXISTING LOT BOUNDARY
- SW --- SW --- EXISTING STORMWATER
- W --- W --- EXISTING WATER
- S --- S --- EXISTING SEWER AND MAINHOLE
- OH --- OH --- EXISTING OVERHEAD ELECTRIC
- C --- C --- EXISTING COMMUNITIES
- ===== EXISTING KERB
- ===== EXISTING FOOTPATH
- EXISTING ROAD CONTROL LINE
- EXISTING KERB ADAPTER
- ⊕ EXISTING WATER METER
- ⊙ EXISTING TELSTRA PIT
- ▲ SURVEY BENCHMARK
- PROPOSED WATER METER
- ===== PROPOSED STORMWATER
- W --- PROPOSED WATER
- S --- PROPOSED SEWER
- PROPOSED LOT BOUNDARY
- PROPOSED ROAD CONTROL LINE
- DEVELOPMENT SITE BOUNDARY
- ===== PROPOSED DRIVEWAY PAVEMENT
- ===== PROPOSED FOOTPATH PAVEMENT
- ===== PROPOSED CARPARK PAVEMENT
- ===== BUILDINGS AREA
- ===== LANDSCAPING AREA
- ===== COMMUNAL OPEN SPACE



CONCEPT WATER LAYOUT PLAN

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DRAWING TITLE:

CONCEPT WATER LAYOUT PLAN

PROJECT:

PROPOSED MULTIRESIDENTIAL DEVELOPMENT
 38 TIMOR AVENUE
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SCALE AT FULL SIZE (A1):

1:200 (FULL SIZE)

DEVEL. APPLIC. No.:	DATE: 23-04-26
PROJECT LEADER: CHRIS HUNTER	DESIGNER: TM
DRAFTSPERSON: VM	CHECKED: SHELDON WHITWORTH
APPROVED FOR AND ON BEHALF OF BURCHILLS ENGINEERING SOLUTIONS ABN 76 166 942 365	
PROJECT No.:	DRAWING No.:
BE260151-SK	SK500
VERSION:	A

