ALPHINGTON PAPER MILL DEVELOPMENT

Construction Management Plan & Principles for Public Roads

CITY OF YaRRA

PLANNING AND ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Development Plan Overlay
Schedule 11 - Amcor Site, Heidelberg Rd, Alphington
relating to Part 2.0

Updated July 2020

27/07/2020

For and on behalf of the Reponsible Authority
PAGES: 1 of 35
This is NOT a Building Permit

ALPHINGTON PAPER MILL REDEVELOPMENT

Construction Management Plan for Public Roads

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Distribution List:	

1 Introduction

The Alphington Paper Mill Redevelopment precinct ("**Precinct**") is bounded by Chandler Highway, Heidelberg Road, Parkview Road and the Yarra River.

The Precinct is approximately 16 hectares, consisting of several land holdings (with multiple owners) and a mix of public and private roads. The completed development will consist of medium and high density residential dwellings, aged care, retail and other mixed uses.

The Development Plan for the precinct was approved by Yarra City Council in December 2015 and subsequently several Planning Permits have been issued for various sites.

Construction and infrastructure works have commenced, including;

- Completion of the town houses and house and land in the Park Precinct
- Completion of site clean-up, with several Statements of Environmental Audits being issued across the Precinct covering all areas except for the area abutting the Yarra River (Riverfront Precinct) and beneath the 1954 Boiler House
- Construction of the Parkview Apartments (118 apartments); Mills Townhouses and lofts (104 residences); Artisan East (95 residences)
- Construction of Mills Boulevard

The next phase of development will see further construction of the high and low density construction and road infrastructure works being completed simultaneously. This will be undertaken by the various land owners and multiple contractors and as such will require coordination between the landowners, contractors and various stakeholders to ensure the respective project sites are delivered efficiently and safely.

This document provides a Construction Management Plan (CMP) ***framework*** for all existing and future public roads and will form part of a dynamic plan that will be updated on an as needs basis to take into account the works being undertaken at the relevant time.

It is noted that all works requiring a Planning Permit shall comply with:
1. the overarching CMP framework (this document);
2. Storm Water Management Plan (SWMP); and
3. Groundwater Management Plan (SEMP) for the site.

The site specific controls must have regard for the current best practice guidelines, including:
EPA Publication, Best Practice Environmental Management, Environmental Guidelines for Major Constriction Sites, dated February 1996
Growth Corridor Publication 960 Guidelines for Environmental Management, "doing it right on subdivisions", dated September 2004

It is intended that this document will be updated as required to include progressively developed stages including:
- Wetlap development
- Alpha Development
- Caydon Home Development
- Artisan West Development
- Papersmith development
- River front development
- Boilerhouse demolition and development
- Riverfont public open space

2 Statutory Framework of this CMP

The Statutory Framework for this document is via Schedule 11 of the Development Plan Overlay (DPO11) for the site. The DPO11 requires individual CMP's to be approved prior to any permitted demolition or buildings and works on the Precinct.

This CMP framework deals specifically with existing and future infrastructure works (private and public roads) and the method of management of all subsequent separate/individual CMP's for buildings or works on respective lots. The CMP will change as works progress and should be provided to anyone working within the Precinct.

It is the intent of this document that it is to guide to inform the site specific CMPs. However, where inconsistences arise between the precinct wide CMP and site specific CMPs, site specific CMPs will prevail over this document.

The intent is to provide all stakeholders with the precinct wide guiding principles for the following key items required via the DPO11;

- Indicative staging of construction;
- Management of public access and linkages around the site during construction;
- Site access, parking and traffic management;
- Hours of construction;
- Control of noise, dust and soiling of roadways;
- Storm Water Management;
- Public safety;
- Methodology for responding to complaints associated with the construction works; and
- Key contact details for each site.

The lot specific CMPs' would then address the above items (site specific) and include the following (as a minimum);

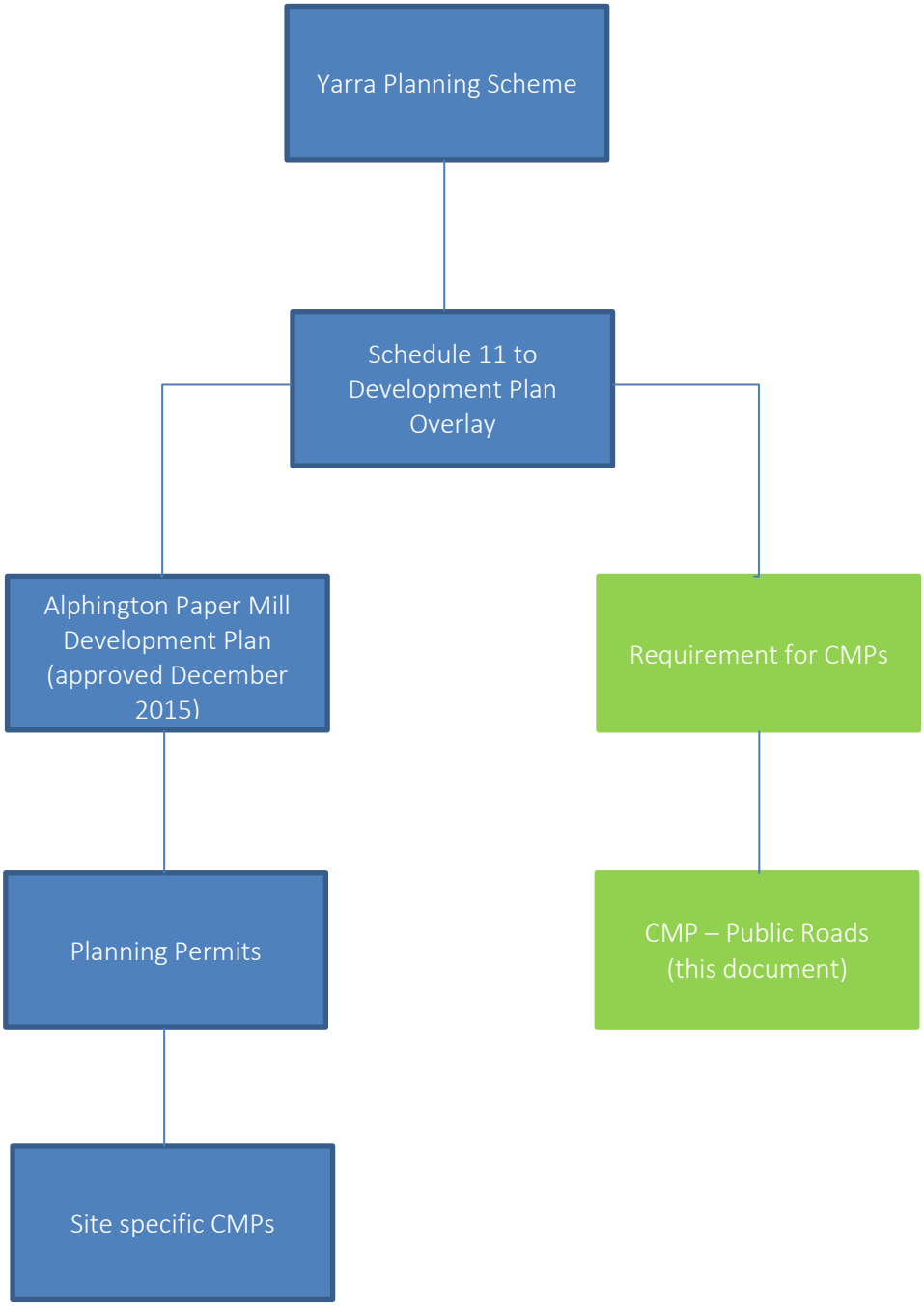
- Protection of heritage fabric consistent with any conditions attached to any permit or exemption issued for the relevant demolition, subdivision, buildings or works;
- Protection of identified significant vegetation;
- Sediment control and site drainage;
- Discharge of polluted waters;
- Demolitions and excavation;
- Storage of construction materials;
- Location of site offices and cranes;
- Management of potentially contaminated materials;
- Collection and disposal of building and construction waste; and
- Any other planning or legislative requirements, including conditions of individual planning permits.

A specific CMP will also be prepared that addresses all items in the DPO11 for any infrastructure works (public and private roads within and adjacent to the site)

This framework document once endorsed will give the Responsible Authority (Yarra City Council) and the respective Planning Permit applicants;

- information regarding the status of access to existing and future public roads during development of the Precinct;
- Define the site access strategy plan;
- Provide the basis for revisions to the access plan described in the CMP and communication to all project stakeholders; and
- Provide the basis for Yarra City Council to approve site specific CMP's

Figure 1 below outlines the CMP hierarchy for Alphington Paper Mill redevelopment



3 Site Description, Current Status and Land Ownership

Refer to Appendix A for details showing the entire site and ownership.

Refer to Cardno drawing V2000242-TR-DG-9702 (Appendix C) for status of public roads as at June 2020

4 Roles & Responsibilities

The roles and responsibilities of the key stakeholders are as follows;

Party	Role	Responsibility
Yarra City Council	Responsible Authority	• Approve CMP's in accordance with DP011 • Enforce compliance of CMPs
Alphington Developments Pty Ltd (Glenvill Developments Pty Ltd)	Landowner and responsible for trunk infrastructure delivery	• Review and update the "CMP – Public Roads" • Comply with CMP – Public Roads
Alpha Partners Pty Ltd	Landowners of Lot 2B on Plan of Subdivision PS745035	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads or alternate arrangement to be agreed with Council and Vicroads
CSC Civil Constructions	Civil contractor building Mills Boulevard and Workshop Roads	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads
Glenvill Construction Pty Ltd	Builder of Parkview Houses	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads
Ironside Pty Ltd	Builder of Artisan East	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads
Crema Pty Ltd	Builder of Parkview Apartments	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads
Glenvill Projects Construction Pty Ltd	Builder of Mills North and Mills South	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads CMP
U-Home Oceania Pty Ltd	Landowners of Lots A & B on Plan of Subdivision 734842F	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads or alternate arrangement to be agreed with Council and Vicroads
Caydon Pty Ltd	Landowners of Lot 2A on Plan of Subdivision PS745035	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads or alternate arrangement to be agreed with Council and Vicroads
Arcare Pty Ltd	Landowners of Lot 1A on Plan of Subdivision 747686	• Prepare and comply with site specific "CMP" • Comply with CMP – Public Roads or alternate arrangement to be agreed with Council and Vicroads
Department of Transport	Responsible for Heidelberg Road Widening approval	• Approve design for Heidelberg Road works and issue any relevant MOA as required

5 Staging of construction and management of public access

The Precinct requires a staging plan to ensure the safe and efficient access to respective land lots. The area will be a mix of construction and resident traffic (including pedestrian) for at least 2020-2024.

A staging plan has been developed to identify;

- Main access points
- Public Roads not to be used for construction traffic
- Public Roads closed to enable safe and efficient movement of construction traffic/loading bays
- Public Roads that are open and shared between all road users including construction and resident traffic

The staging plan considers works being undertaken over the next 12 months, by which time it is anticipated that all roads in the Precinct are open to all road users.

The staging plan is contained within Appendix B and it is expected that the plan will evolve to reflect current status and lot owner development timings. A high level overview on programming is below:

Stage	Period	Description
Mills Bvd	Ongoing – Nov 2020	Civil/Road works
House & Land	Ongoing – Sept 2020	Civil/Road works
Parkview Road	Sept – March 2021	Civil/Road works
Workshop Roads	Ongoing – March 2021	Civil/Road works
H'berg Road	Ongoing to Dec 2021	Civil/Road works
PVA	Ongoing – Feb 2021	Apartments
4.1/4.2/4.3	Ongoing – July 2021	Apartments and Townhouses
Artisan East	Ongoing – Aug 2021	Apartments and Retail
Outercircle	Permit pending	Residential and amenities
Wetlap	Permit pending	Residential and amenities
Artisan West	Permit pending	Residential and amenities
River	Permit pending	Residential and amenities

6 Site access, parking and traffic management

The Precinct is accessed via two access points:
- Mills Boulevard (formerly Latrobe Avenue) at Heidelberg Road; and
- Chandler Highway

This is depicted in the Mills Boulevard construction overview TMP and the Alphington Paper mill Site Overview plan contained in Appendix B and Appendix C.

Both access points are manned by qualified traffic controllers. While the access points are closed to public traffic, the points will be gated. Traffic control personnel is located at each access point to help direct construction traffic to each site on a 'day to day' basis. The traffic controllers are also be capable of keeping the public out of the Precinct.

Construction workers parking will be subject to the individual site specific CMP's to be developed for each respective Planning Permit. The use of public transport, carpooling, cycling or walking should be encouraged within the CMPs to take pressure off the street networks.

Unless otherwise approved in writing by the respective council, the use of local roads to access site, in both City of Yarra and Darebin City Council, is not permitted. It is noted that the "staging" of vehicles is not permitted on local roads within the municipalities of Yarra City Council and Darebin City Council. "Staging" is defined as heavy motor vehicle/s stopping, or assembling, and parking on council roads either illegally or in a manner likely to affect the amenity of the area, en-route to the site where building work is occurring to either deliver to or pick up from the land any soil, materials or machinery related to those building works.

Parkview Road Construction

The re-construction of Parkview Road from Beckwith Avenue to Heidelberg Road will be constructed in stages to maintain 24 hour access to the Park Precinct occupied residences. A separate staging plan and detailed traffic management plan will be submitted for approval prior to the commencement of works and will address out of hours traffic management.

Construction access for future stages

Construction access will be required for access to future stages (Riverfront, Papersmith, Wetlap and Boiler House). Site specific CMPs and TMPs will be developed as future stages near commencement.

Parkview Rd and Latrobe Av must not be used for construction vehicle access, unless otherwise approved by council. Any approvals for access via these roads will be time limited and will be reviewed on a case by case basis by council.

Staging of road construction

Please refer to Appendix B and C for details on forecast construction of public roads.

Vehicle movements

Once constructed, it is intended that internal roadways will operate without the need for traffic personnel. Site specific TMPs and CMPs are to address how construction vehicles enter and exit specific sites and manage conflicts if they occur. Appropriate usage of shortwave radios is encouraged in order to assist in managing and controlling the flow of traffic through the project.

Site specific TMP Example

Please refer to Appendix G for an example of a site specific TMP.

7 Hours of construction

The entire development area will be subject to the following construction hours unless otherwise approved by Yarra City Council;

Monday to Friday (excluding Public Holidays)	7:00 am to 6:00 pm
Saturday and Public Holidays	9:00 am to 3:00 pm

No work is to be carried out on Sundays, ANZAC day, Christmas day or Good Friday without a specific permit issued by Council. All site operations must comply with the relevant Environmental Protection Authority's Guidelines on Construction and Demolition noise.

These hours are to be reciprocated into all specific permit conditions and CMP's for the Precinct to ensure consistency on access points being opened and closed.

8 Asset Protection

The various Lot owners and / or contractors are responsible for Asset Protection Permits and bonds with the Council.

Where Council assets are to be delivered as part of the works, the protection and condition of any constructed assets is the responsibility of the CMP holder until the process of formal handover to Council has been completed.

Stratavaults

Stratavaults are to be located beneath the ground as a method of achieving the landscape outcome. https://citygreen.com/products/stratavault/

Point loads such as crane outriggers and bog mats should not be placed on top of Stratavaults.

Vehicle movements traversing the Stratavaults is only permitted when a pavement has been constructed on top of the Stratavault. This can either be the permanent pavement or a bridging pavement. A bridging pavement is a temporary sacrificial pavement designed to protect the Stratavault to support occasional vehicle passes.

Where possible, construction traffic should use alternate routes rather than passing over the Stratavaults. If required, the following must occur:

- a pavement to Geotechnical Engineer's specification has been constructed on top of the Stratavault
- A request submitted and approved by Glenvill Developments and Council listing the types and loads of vehicles that will be traversing the Stratavaults and the timeframe. This will be assessed against the Douglas Partners advice contained in their report on Pavement Design and Construction over Stratavaults dated 30 October 2019.
- Photographic evidence of the condition of the pavement on top of the Stratavaults to be provided to Glenvill and Council on a weekly basis while vehicles are traversing the Stratavaults

In the event that the pavement is showing signs of damage (including cracking), vehicle movements traversing the Stratavaults ceased, the Stratavault cordoned off and Glenvill contacted to inspect the Stratavault. Traversing of the Stratavault can only recommence following sign off from a Geotechnical Engineer.

9 Control of noise, dust and soiling of roadways

Specific Environmental Management Plans (SEMP) will be developed for each respective permit. It is intended that each lot owner will put in place their own environmental controls to manage noise, dust and soiling roadways (both construction only and public roads) for the duration of their development works.

The management of the 'common areas' of roads and external roads to the development area will be a requirement on each Subdivision and Planning permit. This will necessitate all active developers to co-ordinate such common items as;

1. Access control
2. Road cleaning
3. Maintenance of signage
4. Community information as required

The Traffic Controllers will monitor on site compliance with control of noise, dust and soiling of roadways as it relates to public roads. It is the responsibility of the generator of any dust or soiling of roadways to ensure that roads are cleaned. The new entry arrangement of Chandler Highway will enable the enforcement officers to determine the responsibility of any spoil management non-compliance.

Spoil Management Strategy

Individual sites and their respective contractors are responsible for spoil management and preventing spoil from being deposited on roads (both public and private roads)

A spoil management strategy is to be included in each site specific CMP and shall include the following information:

- Location of site entries
- Details of the current condition of the site entry including photographic detail of ingress/egress locations current condition
- Details of facilities and/or methods for onsite vehicle cleaning prior to egress onto public roads. Example rumble grids/washpools or similar device installed to collect mud/sediment from the wheels of vehicles leaving the site
- Indicate methods or processes to be used to clean up dust, dirt and mud should it fail to be contained within the site
- Provide details of methodology and site set up to ensure compliance

In addition to site level control, public road condition will be monitored daily by traffic management staff based at Chandler Highway and Heidelberg Road intersections.

Upon identification of road conditions requiring attention, traffic management staff are to contact the Glenvill Developments Project Manager to authorise the employment of a street sweeper and/or notify the respective site contractor to immediately address the issue.

At the end of each work day, the traffic management staff to assess the road conditions and, if required advise Glenvill Developments Project Manager if a road wash down is required.

The spoil management strategy is to be reviewed re

The following DOT requirements must be adhered to/provided for in the site specific spoil management strategy

- After-care (24 hours) Contact person.
- SEMP to be provided to DOT and each site specific CMP
- Works must be conducted with local, state and federal guidelines for erosion and sedimentation control.
- Construction vehicles are not to commence haulage until Environmental controls are in place.

- EPA Guidelines 480 & 960 are to be strictly adhered to.
- Street sweeper to be on call at all times to ensure that mud / debris is removed within 4 hours of an incident notification.

Council review

- Council may ask for a review of the spoil management strategy, as the site progresses and dependant on the effectiveness of the spoil management mechanisms employed on site.

10 Street Tree Protection

The following tree protection measures are mandatory on all development sites within the City of Yarra. Each Tree Protection Zone shall:

a. Be enclosed by a 1.8m high fully supported chain-mesh protective fencing. The fencing shall be secure and fastened to prevent movement. The fencing shall have a lockable opening for access. Roots greater than 40mm in diameter shall not be pruned, damaged or destroyed during the installation or maintenance of the fencing. The fencing shall not be moved, altered or removed without the approval of the Project Arborist;

b. Have a minimum of two signs that include the words "Tree Protection Zone – Keep Out". Each sign shall be a minimum size of 600mm x 500mm and the name and contact details of the Project Arborist. Signs shall be attached facing outwards in prominent positions at 10-metre intervals or closer where the fence changes direction. The signs shall be visible within the site;

c. Be kept free of weeds and, except where the existing surface is grass, grass. Weeds shall be removed by hand; and unless the existing surface is grass, have mulch installed and maintained to a depth of 75mm.

The following activities shall not be carried out within any Tree Protection Zone:

a. disposal of chemicals and liquids (including concrete and mortar slurry, solvents, paint, fuel or oil);

b. stockpiling, storage or mixing of materials;

c. refuelling, parking, storing, washing and repairing tools, equipment, machinery and vehicles;

d. disposal of building materials and waste;

The following activities shall not be carried out within any Tree Protection Zone unless under the supervision of the Project Arborist:

a. increasing or decreasing soil levels (including cut and fill);

b. soil cultivation, excavation or trenching;

c. placing offices or sheds;

d. erection of scaffolding or hoardings; and/or

e. any other activity that may adversely affect the vitality or structural condition of the tree.

Excavation within the Tree Protection Zone of any tree to be retained shall:

a. be undertaken using non-destructive methods (e.g. an Airspade or by hand) to ensure no roots greater than 40mm in diameter are damaged, pruned or removed. All care shall be taken to preserve and avoid damaging roots;

b. not occur within the Structural Root Zone.

11 Public safety

Public safety will managed by;

1. Site security fencing
2. Access control at Mills Blvd/ Heidelberg Road and Mills Blvd / Chandler Highway
3. Signage
4. Community notifications

All openings and gates within the site are to either slide along the allotment boundary or swing into the site, and shall not impede the footpath or roadway by any means

Pedestrian Management Plan

Please refer to Annexure D for the current site Pedestrian Management Plan. A pedestrian management plan is to be included in each site specific CMP.

The site wide pedestrian management plan shows:

- Occupied areas of the site (by new residents)
- Completed pedestrian paths to/from new resident areas
- Temporary east-west link for the River access

New signalised Crossing of Heidelberg Road

The new signalised crossing at Harker Street is planned for construction during the second half of 2020. Plans have been approved by the Department of Transport. Further details will be included in this report as relevant to the operation of the Precinct.

12 Community engagement

Updates to the community

Should any scheduled works and activities on the Precinct pose a risk that may impact surrounding residents then the specific contractor(s) must complete a letter drop to surrounding residents including the following details (as a minimum):

- a description of the of the work being undertaken and associated timeframes;
- how the works may affect residents (including any change in traffic or pedestrian conditions);
- Contact details of the relevant personnel should any queries and/or issues arise during the works.

Other contractors, lot owners and the Yarra City Council should be provided with a copy of the letter.

Complaints

Each lot owner and contractor is responsible for having a complaint handling procedure in place for logging and responding to complaints.

As a minimum, the following information should be captured:

- Complainant contact information
- Nature and details of complaint
- Dates and results of investigation
- Any corrective action taken
- Any reply to the complainant
- Any process or procedure updates

13 Review & Auditing

This document is a live document and the relevant content and appendices will be reviewed and updated at regular intervals (3 monthly) to status the approximate progress of each site and change in any conditions.

Amended documents to be issued to Council for review, comment and endorsement.

14 Appendix A – Precinct Plan

Precinct plan as at date of CMP document revision.

DESCRIPTION OF PRECINCTS IN STAGED SUBDIVISION (PS804767E) AND ASSOCIATED COMMON PROPERTIES

Parkview Apartments (S2)
Common Property No.1 (Site Wide)
Common Property No.4 (Precinct)

Parkview Townhouses (S31, S32 & S33)
Common Property No.3 (Precinct)

Workshop (S41, S42, S431 & S432)
Common Property No.1 (Site Wide)
Common Property No.5 (S42 Precinct)
Common Property No.6 (S41 Precinct)
Common Property No.7 (S41 Precinct)
Common Property No.13 (S431 Precinct)

Wetlap North and South (S44, S45 & S46)
Common Property No. 1 (Site Wide)
Common Property No. 16 (S44 Precinct)

Papersmith Apartments (S51 & S52)
Common Property No.1 (Site Wide)
Common Property No.2 (S53)
Common Property No.14 (Precinct)

Artisan East, West and Central (S60, S61 & S63)
Common Property No.1 (Site Wide)
Common Property No.2 (Hub)
Common Property No.8 (Precinct)
Common Property No.9 (S63-Building A)
Common Property No.10 (Buildings B & C)
Common Property No.12 (Carpark for all Artisan)

Mills Boulevard (S7)
Council Owned Road

Boiler House East & West (S8)
Riverfront West & Central (S8)

Riverfront East (S9)

River Bank Corridor

Park Precinct: House and Land
Not in Staged Subdivision

Road Widening

Council Owned Roads

Council Owned Pedestrian Links

Privately Owned Roads
(Common Property No.1 - OC 1)

Privately Owned Pedestrian Link
(Common Property No.1 - OC 1)

Public Open Space

Common Property No.2
(CP No.2)

Please refer to Plans of Subdivision for full Easement details

Plan of Roads, Pedestrian Links and Precincts

Yarra Bend - 626 Heidelberg Road, Alphington

20 10 0 25 50 75 100
SCALE 1: 2000 SHEET A3
REF 22185-J/RCP VERSION J DATE 30/04/2020
G:\22185\22185-G\Office Work\Plans\In Progress\Context Plans\22185-o-RCP-M-J.dgn

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REEDS CONSULTING

MGA94 ZONE 55

HEIDELBERG ROAD

VOL.11852
FOL. 738
LOT 1A ON
PS747686U

VOL. 12047
FOL. 942
LOT S2 ON
PS804767E

VOL. 12047 FOL. 942 LOT S2 ON PS804767E

VOL. 12047 FOL. 942 LOT S2 ON PS804767E

VOL.11925
FOL. 446
LOT 2B ON
PS745035A

VOL.11925
FOL. 445
LOT 2A ON
PS745035A

VOL.11841
FOL. 147
LOT A ON
PS734842F

VOL.11841
FOL. 148
LOT B ON
PS734842F

MILLS BOULEVARD

ROAD

CHANDLER HIGHWAY

VOL. 12047
FOL. 946
LOT S6 ON
PS804767E

VOL. 12047
FOL. 947
LOT S7 ON
PS804767E

SEE SHEET 2

DESBROWE WALK

VOL. 11996 FOL. 171 LOT 1 ON PS801754F	VOL. 11996 FOL. 186 LOT 36 ON PS801754F
VOL. 11996 FOL. 172 LOT 2 ON PS801754F	VOL. 11996 FOL. 185 LOT 35 ON PS747685W
VOL. 11996 FOL. 173 LOT 3 ON PS801754F	VOL. 11996 FOL. 184 LOT 34 ON PS801754F
VOL. 11996 FOL. 174 LOT 4 ON PS801754F	VOL. 11996 FOL. 183 LOT 33 ON PS801754F
VOL. 11996 FOL. 175 LOT 5 ON PS801754F	VOL. 11996 FOL. 182 LOT 32 ON PS801754F
VOL. 11996 FOL. 176 LOT 6 ON PS801754F	VOL. 11996 FOL. 181 LOT 31 ON PS801754F
VOL. 11996 FOL. 177 LOT 7 ON PS801754F	VOL. 11996 FOL. 180 LOT 30 ON PS801754F
VOL. 11996 FOL. 178 LOT 8 ON PS801754F	VOL. 11996 FOL. 179 LOT 29 ON PS801754F

BECKWITH AVENUE

VOL. 11996 FOL. 068 LOT 37 ON PS747685W	VOL. 11996 FOL. 081 LOT 70 ON PS747685W
VOL. 11996 FOL. 069 LOT 38 ON PS747685W	VOL. 11996 FOL. 080 LOT 69 ON PS747685W
VOL. 11996 FOL. 070 LOT 39 ON PS747685W	VOL. 11996 FOL. 079 LOT 68 ON PS747685W
VOL. 11996 FOL. 071 LOT 40 ON PS747685W	VOL. 11996 FOL. 078 LOT 67 ON PS747685W
VOL. 11996 FOL. 072 LOT 41 ON PS747685W	VOL. 11996 FOL. 077 LOT 66 ON PS747685W
VOL. 11996 FOL. 073 LOT 42 ON PS747685W	VOL. 11996 FOL. 076 LOT 65 ON PS747685W
VOL. 11996 FOL. 074 LOT 43 ON PS747685W	VOL. 11996 FOL. 075 LOT 64 ON PS747685W

LATROBE AVENUE

VOL. 11996 FOL. 132 LOT 9 ON PS801753H	VOL. 11996 FOL. 151 LOT 28 ON PS801753H
VOL. 11996 FOL. 133 LOT 10 ON PS801753H	VOL. 11996 FOL. 150 LOT 27 ON PS801753H
VOL. 11996 FOL. 134 LOT 11 ON PS801753H	VOL. 11996 FOL. 149 LOT 26 ON PS801753H
VOL. 11996 FOL. 135 LOT 12 ON PS801753H	VOL. 11996 FOL. 148 LOT 25 ON PS801753H
VOL. 11996 FOL. 136 LOT 13 ON PS801753H	VOL. 11996 FOL. 147 LOT 24 ON PS801753H
VOL. 11996 FOL. 137 LOT 14 ON PS801753H	VOL. 11996 FOL. 146 LOT 23 ON PS801753H
VOL. 11996 FOL. 138 LOT 15 ON PS801753H	VOL. 11996 FOL. 145 LOT 22 ON PS801753H
VOL. 11996 FOL. 139 LOT 16 ON PS801753H	VOL. 11996 FOL. 144 LOT 21 ON PS801753H
VOL. 11996 FOL. 140 LOT 17 ON PS801753H	VOL. 11996 FOL. 143 LOT 20 ON PS801753H
VOL. 11996 FOL. 141 LOT 18 ON PS801753H	VOL. 11996 FOL. 142 LOT 19 ON PS801753H

PARKVIEW

VOL. 11996 FOL. 106 LOT 44 ON PS801752K	VOL. 11996 FOL. 125 LOT 63 ON PS801752K
VOL. 11996 FOL. 107 LOT 45 ON PS801752K	VOL. 11996 FOL. 124 LOT 62 ON PS801752K
VOL. 11996 FOL. 108 LOT 46 ON PS801752K	VOL. 11996 FOL. 123 LOT 61 ON PS801752K
VOL. 11996 FOL. 109 LOT 47ON PS801752K	VOL. 11996 FOL. 122 LOT 60 ON PS801752K
VOL. 11996 FOL. 110 LOT 48ON PS801752K	VOL. 11996 FOL. 121 LOT 59 ON PS801752K
VOL. 11996 FOL. 111 LOT 59ON PS801752K	VOL. 11996 FOL. 120 LOT 58 ON PS801752K
VOL. 11996 FOL. 112 LOT 50 ON PS801752K	VOL. 11996 FOL. 119 LOT 57 ON PS801752K
VOL. 11996 FOL. 113 LOT 51 ON PS801752K	VOL. 11996 FOL. 118 LOT 56 ON PS801752K
VOL. 11996 FOL. 114 LOT 52 ON PS801752K	VOL. 11996 FOL. 117 LOT 55 ON PS801752K
VOL. 11996 FOL. 115 LOT 53 ON PS801752K	VOL. 11996 FOL. 116 LOT 54 ON PS801752K

LUGTON STREET

VOL. 12047
FOL. 945
LOT S5 ON
PS804767E

VOL. 12047
FOL. 944
LOT S4 ON
PS804767E

VOL. 12047
FOL. 951
COMMON PROPERTY
2 ON PS804767E

VOL. 12047
FOL. 948
LOT S8 ON
PS804767E

VOL. 12047
FOL. 949
LOT S9 ON
PS804767E

VOL. 12047
FOL. 948
COMMON PROPERTY
1 ON PS804767E

YARRA RIVER

SURVEYED TOP OF HIGH RIVER BANK

EXISTING TITLE PLAN

YARRABEND, 626 HEIDELBERG ROAD, ALPHINGTON

SHEET 1 OF 2

20 10 0 20 40 60 80 100

SCALE 1: 1000 SHEET A1

REF 22185/G VERSION P DATE 24/01/19

22185-G\OFFICE WORK\PLANS\IN PROGRESS\OVERALL EXISTING TITLE PLANS\v8I 1TP1P.dgn

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(03) 8660 3000
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REEDS CONSULTING

15 Appendix B – Staging Plans

Overview traffic management plan

BY: User:glenn.carey

DATE PLOTTED: 24/06/2020 9:34:00 AM

CAD File: C:\Users\glenn.carey\Desktop\V200042_Yarrabend_Road_Plan_&_Precincts\Traffic\Drafting\04 Drawings\01 CAD\V200042-TR-DG-9701.dgn

ESTIMATED JANUARY 2022 till JUNE 2023

ESTIMATED DEMO JULY 2020 till MAR 2021

MAIN SITE ACCESS VIA EXISTING SIGNALISED INTERSECTION ALLOWING ALL TURNS

GRANGE ROAD (CHANDLER HIGHWAY)

ESTIMATED JULY 2021 till DEC 2022

ESTIMATED START AUG 2020, TO BE CONFIRMED

CAYDON FUTURE SUBDIVISION OWNED BY GLENVILL

CURRENTLY UNDER CONSTRUCTION TILL MARCH 2021

HEIDELBERG ROAD WIDENING COMPLETION APRIL 2021

Papersmith

Apartments

PAPER TRAIL

Artisan West and Central

LANE

Boiler House West

LEDGER WALK

BOILER LANE

Riverfront West

DECEMBER 2020 till MARCH 2022

Wetlap North

WARSON PLACE

CURRENTLY UNDER CONSTRUCTION till APRIL 2020

AMENITIES & LOADING FOR ARTISAN EAST

ESTIMATED START DEC 2020 TO BE CONFIRMED

MILLS BOULEVARD CONSTRUCTION: FEBRUARY 2020 till DEC 2020 REFER DRAWING V200042-TR-DG-9702

Boiler House East

JOEL TERRACE

Wetlap South

Workshop Park

Workshop North

HUB CP No.2

CURRENTLY UNDER CONSTRUCTION till SEPTEMBER 2020

CURRENTLY UNDER CONSTRUCTION till JUNE 2021

ALPHA FUTURE SUBDIVISION NOT OWNED BY GLENVILL

RIVER

RIVER

TANK

Industrial Heritage Park

Culinary House

NELMOORE

HEIDELBERG ROAD

JANUARY 2023 till JUNE 2024

Riverfront Central

PUMPHOUSE WALK

Workshop South (B)

BAR WALK

Workshop South (A)

CAMBER WALK

Workshop South (A)

WARSON PLACE

Workshop North

WOODY LANE

Workshop North

ARGUS WALK

MILLS BOULEVARD

Artisan East Residences

Artisan Park

LEFT-IN, LEFT-OUT ACCESS VIA MILLS BOULEVARD

RIVERBANK WALK

LATROBE AVENUE

MILLS BOULEVARD

ROAD

BANK

JAN 2021 till DEC 2021 LANDSCAPE & CIVIL RIVERFRONT REMEDIATION

TEMPORARY PEDESTRIAN ACCESS

U-HOME FUTURE SUBDIVISION NOT OWNED BY GLENVILL

NO PEDESTRIAN ACCESS

PROPOSED START DATE NOT PROVIDED TO GLENVILL

ARCARE FUTURE SUBDIVISION NOT OWNED BY GLENVILL

AMENITIES & LOADING FOR PARKVIEW APARTMENTS

Park Precinct: House and Land

STREET

Park Precinct: House and Land

DESBROWE WALK

Park Precinct: Terrace Houses

LANE

WALK

PECK WALK

YARRA

Riverfront East

CORRIDOR

LUGTON STREET

BECKWITH AVENUE

Park Precinct: House and Land

STONE

Park Precinct: House and Land

BECKWITH AVENUE

Park Precinct: Terrace Houses

MUSGRAVE

POTTER

WALLER LANE

TEMPORARY PEDESTRIAN ACCESS

U-HOME FUTURE SUBDIVISION NOT OWNED BY GLENVILL

MUSSEN

Parkview Apartments

CURRENTLY UNDER CONSTRUCTION TILL OCTOBER 2020

PARKVIEW ROAD

PARKVIEW ROAD

CEDAR WALK

APRIL 2022 till SEPTEMBER 2023

COMPLETED, RESIDENT ACCESS VIA PARKVIEW ROAD SOUTH

PROPOSED START DATE NOT PROVIDED TO GLENVILL

RIVERVIEW GROVE

PARKVIEW ROAD RECONSTRUCTION: NOV 2020 till JAN 2021 SEQUENCING STILL TO BE CONFIRMED WITH PREFERRED CONTRACTOR.

PARK AVENUE

LEGEND

- STAGE 2 - PARKVIEW APARTMENTS
- STAGE 4 - WETLAP, WORKSHOP
- STAGE 5 - PAPERSMITH
- STAGE 6 - ARTISAN
- STAGE 8 - BOILERHOUSE, RIVERFRONT
- STAGE 9 - RIVERFRONT

TRAFFIC MANAGEMENT SHOWN INDICATIVELY AND SUBJECT TO STAGING

MELWAY 31 B12

Rev	Date	Description	Drawn	Appr.
5	23.06.2020	CLIENT COMMENTS	GC	RJM
4	27.04.2020	CLIENT COMMENTS	MJB	RJM
3	13.02.2020	CLIENT COMMENTS	GC	RJM
2	12.02.2020	CLIENT COMMENTS	GC	RJM
1	10.02.2020	ISSUED FOR INFORMATION	GC	RJM

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1:2000 @ A3

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.

1.ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2.DECLARED ROAD - GRANGE ROAD (SPEED ZONE 60KM/H)
DECLARED ROAD - HEIDELBERG ROAD (SPEED ZONE 60KM/H)

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Drawn	GLENN CAREY
Designed	GLENN CAREY
Checked	RUSSELL MEANEY
Authorised	MARCO LUCIONI

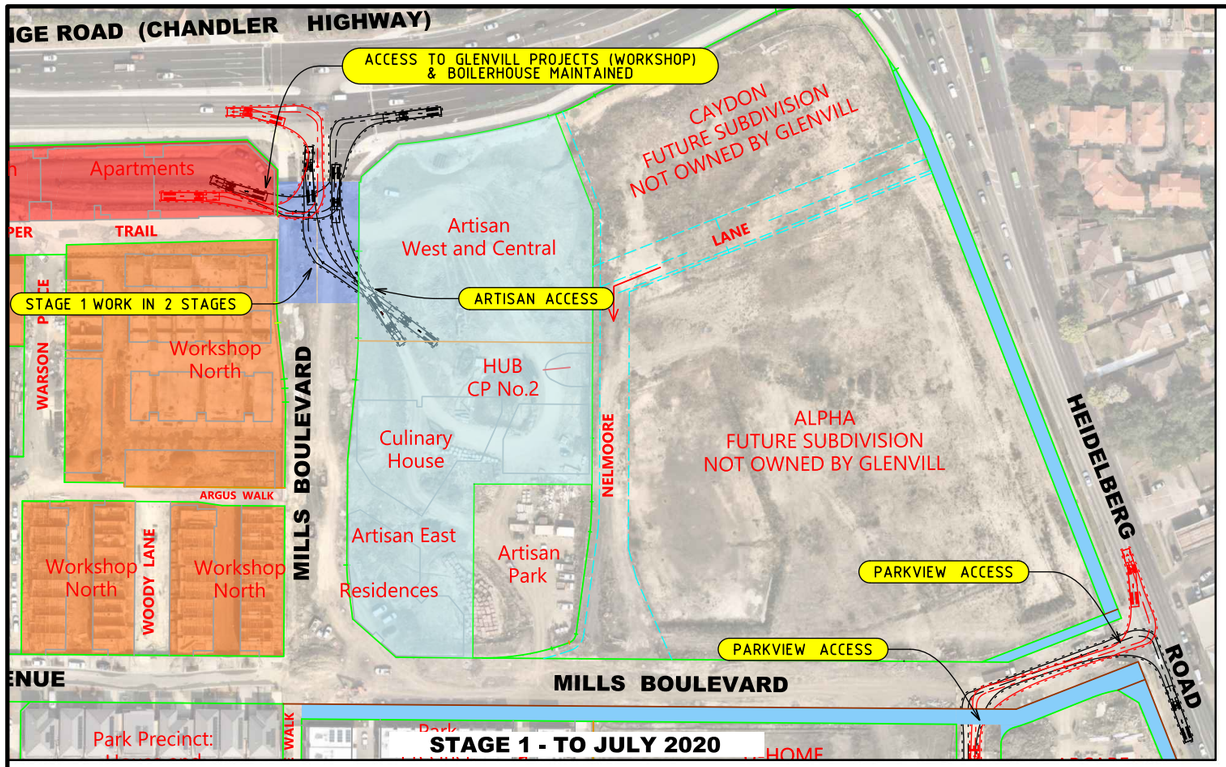
Client	GLENVILL
Project	ALPHINGTON PAPER MILL REDEVELOPMENT CNR CHANDLER HWY & HEIDELBERG ROAD CITY OF YARRA
Title	YARRABEND (ALPHINGTON PAPER MILL SITE) OVERVIEW TRAFFIC MANAGEMENT PLAN
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION PURPOSES
Date	10.02.2020
Scale	1:2000
Size	A3
Drawing Number	V200042-TR-DG-9701
Revision	5

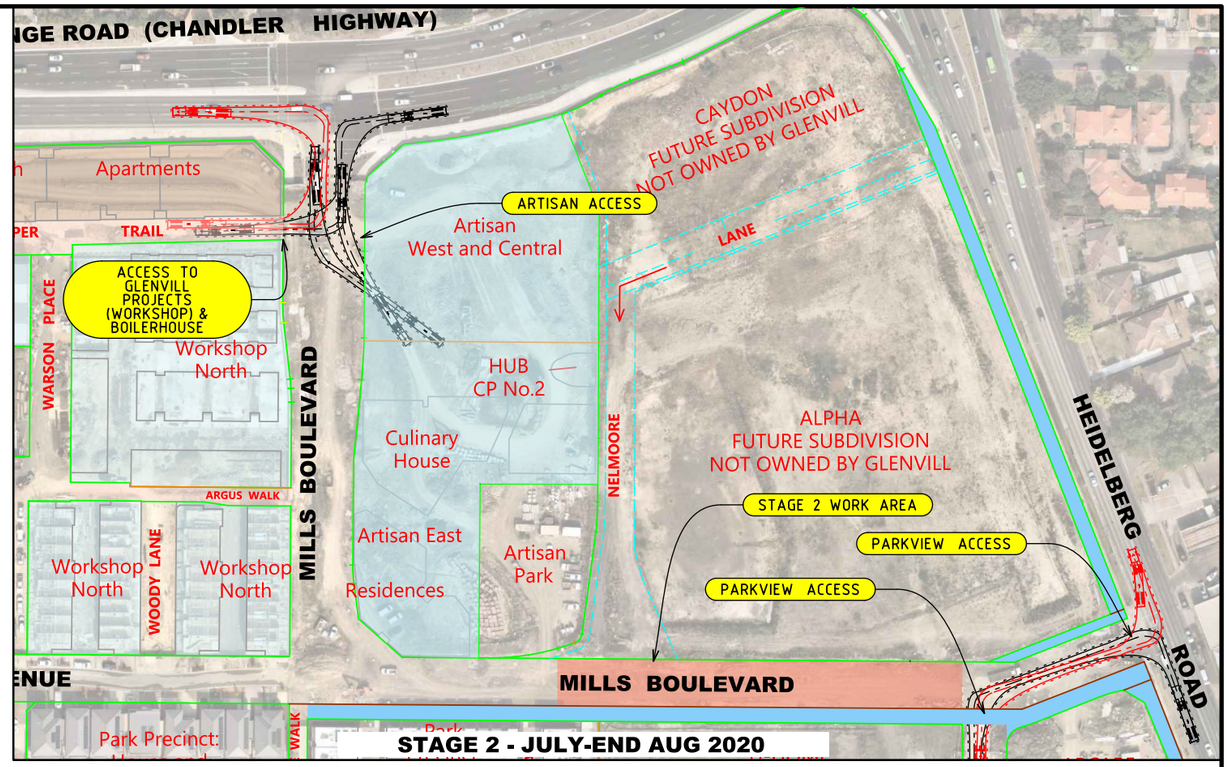
16 Appendix C – Traffic Management Plans

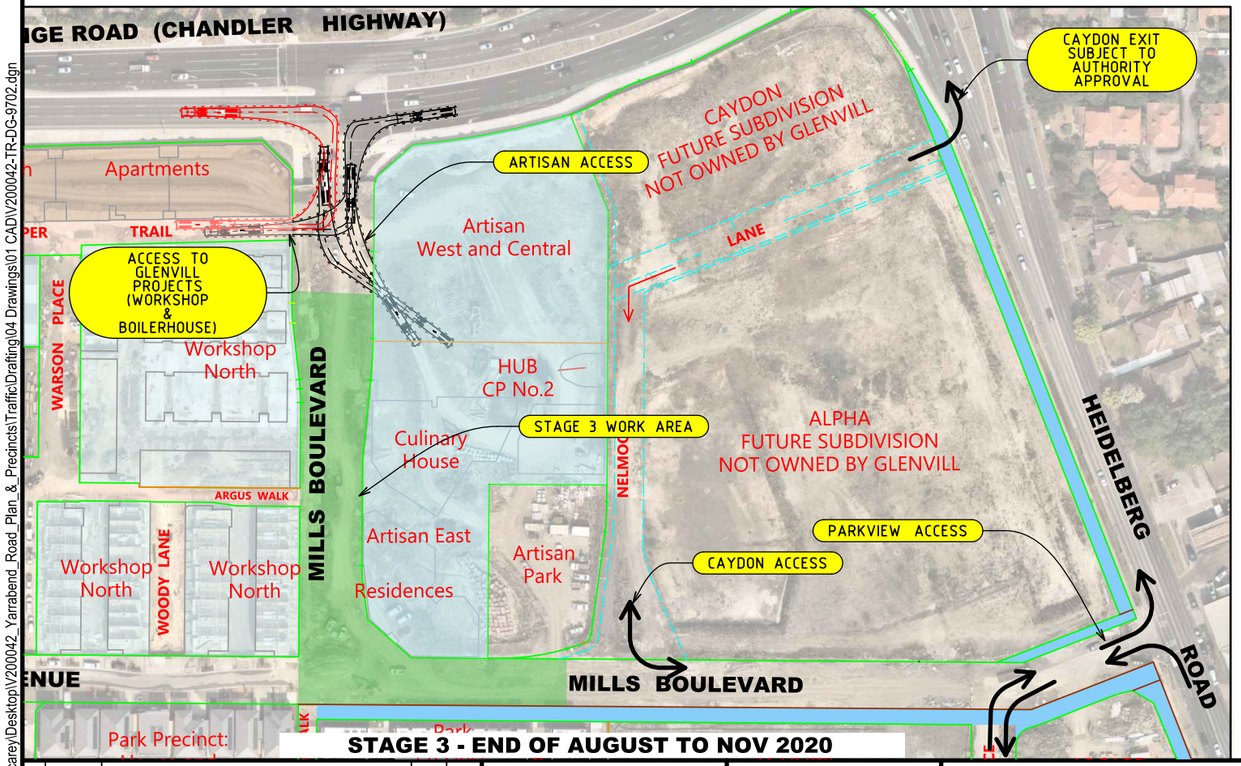
Mills Boulevard staging plan

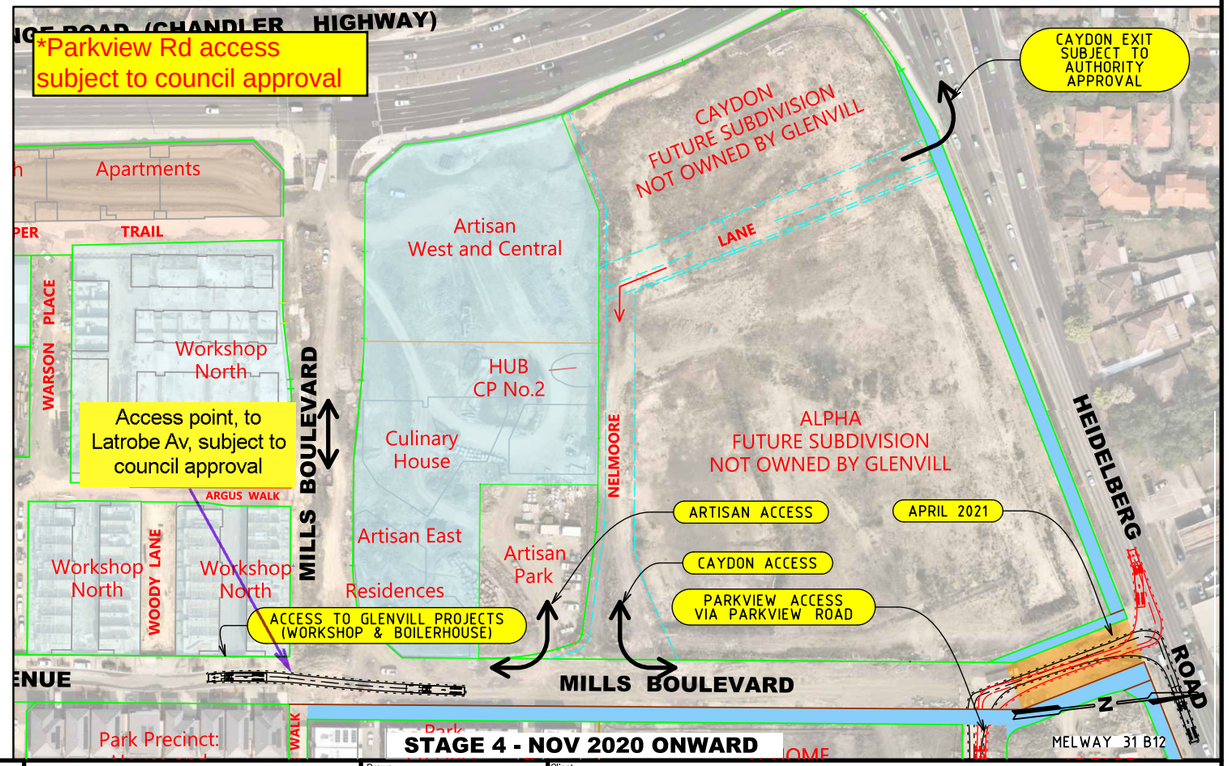
BY: User:glenn.carey

DATE PLOTTED: 25/06/2020 6:32:01 PM









CAD File: C:\Users\glenn.carey\Desktop\V200042_Yarrabend_Road_Plan_&_Precincts\Traffic\Drafting\04 Drawings\01 CAD\V200042-TR-DG-9702.dgn

Rev	Date	Description	Drawn	Appr.
6	25.06.2020	CLIENTCOMMENTS	GC	RJM
5	24.06.2020	CLIENT COMMENTS	GC	RJM
4	27.04.2020	CLIENT COMMENTS	MJB	RJM
3	13.02.2020	CLIENT COMMENTS	GC	RJM
2	12.02.2020	CLIENT COMMENTS	GC	RJM
1	10.02.2020	ISSUED FOR INFORMATION	GC	RJM

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Drawn	GLENN CAREY
Designed	GLENN CAREY
Checked	RUSSELL MEANEY
Authorised	MARCO LUCIONI

Client	GLENVILL
Project	ALPHINGTON PAPER MILL REDEVELOPMENT CNR CHANDLER HWY & HEIDELBERG ROAD CITY OF YARRA
Title	YARRABEND MILLS BOULEVARD CONSTRUCTION OVERVIEW TRAFFIC MANAGEMENT PLAN

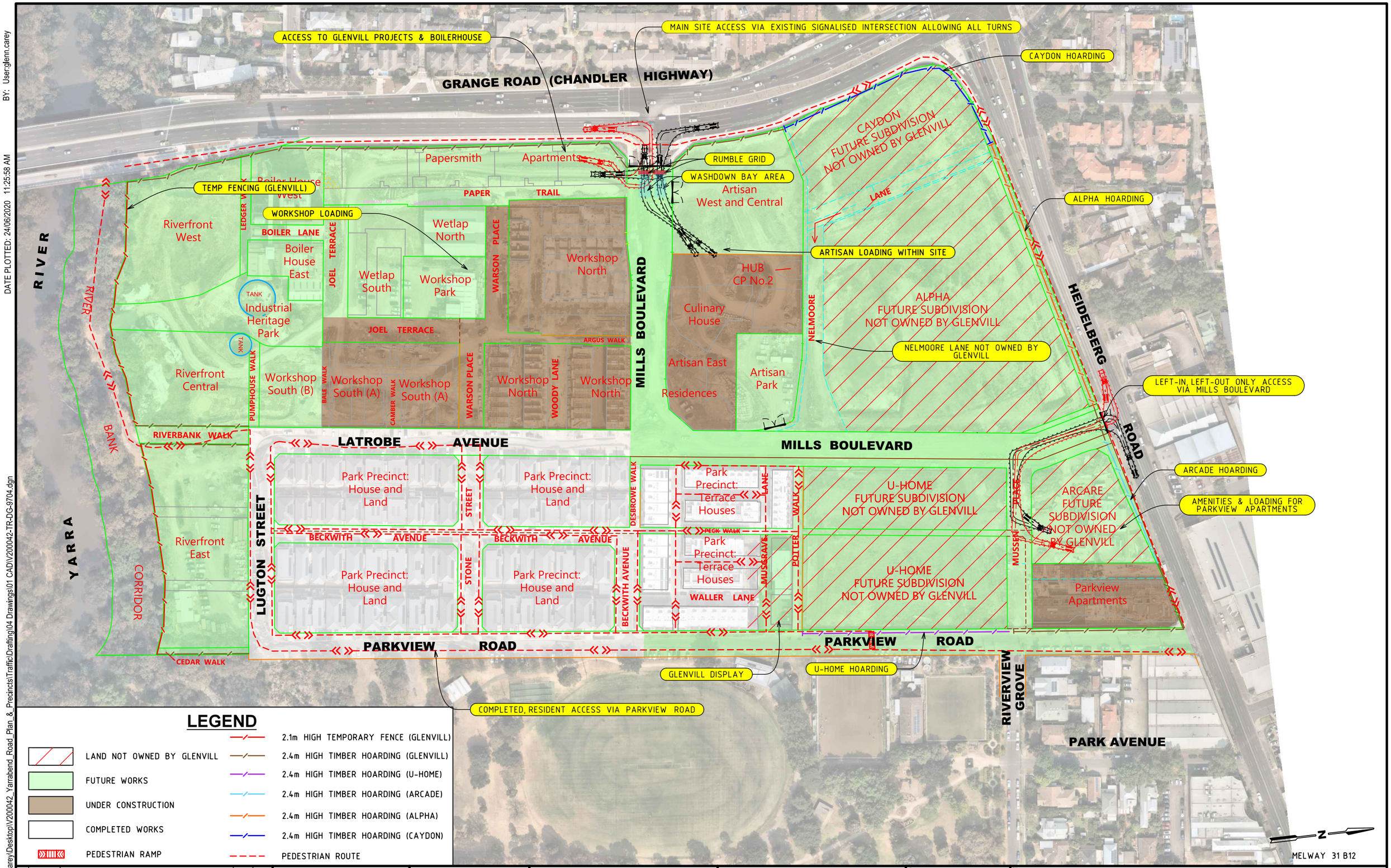
Status: **PRELIMINARY**
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Date	Scale	Size
10.02.2020	1:2000	A3

Drawing Number: V200042-TR-DG-9702
Revision: 6

16 Appendix D – Fencing and Pedestrian Management

Fencing and pedestrian management plan



Rev	Date	Description	Drawn	Appr.
4	23.06.2020	CLIENT COMMENTS	GC	RJM
3	08.05.2020	CLIENT COMMENTS	MJB	RJM
2	27.04.2020	CLIENT COMMENTS	MJB	RJM
1	12.02.2020	WORKS TO FEBRUARY 2020	GC	RJM

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Drawn: GLENN CAREY
Designed: GLENN CAREY
Checked: RUSSELL MEANEY
Authorised: MARCO LUCIONI

Client: GLENVILL
Project: ALPHINGTON PAPER MILL REDEVELOPMENT
CNR CHANDLER HWY & HEIDELBERG ROAD
CITY OF YARRA
Title: YARRABEND
FENCING, HOARDING & PEDESTRIAN MANAGEMENT
DATE AS PER AMENDMENT BLOCK

Status: PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION PURPOSES
Date: 12.02.2020
Scale: 1:2000
Size: A3
Drawing Number: V200042-TR-DG-9704
Revision: 4

CAD File: C:\Users\glenn.carey\Desktop\V200042_Yarrabend_Road_Plan_&_Precincts\Traffic\Drafting\04 Drawings\01 CAD\V200042-TR-DG-9704.dgn
DATE PLOTTED: 24/06/2020 11:25:58 AM
BY: User:glenn.carey

17 Appendix E – SEMP and SWMP

SEMP NOTE:
THESE PLANS RELATE TO SURFACE WATER MANAGEMENT AND SHOULD BE READ IN CONJUNCTION WITH A BROADER SEMP DOCUMENT (ENVIRONMENTAL ASSESSMENT AND WORKS) PROPOSED FOR THE SITE BY GLENVILL TO ADDRESS BROADER MANAGEMENT ISSUES RELATED TO:

- **TREE HEALTH**
- **BANK SLUMPING**
- **GROUNDWATER MANAGEMENT**

HEIDELBERG ROAD
CLIVE STREET
HEIDELBERG ROAD
CHANDLER HIGHWAY
ARCARE SEMP BY OTHERS
PARKVIEW APARTMENTS SEMP BY OTHERS
LPD
LPD (TBC)
MILLS BOULEVARD
MUSSEN PLACE
ALPHA LOT SEMP BY OTHERS
EXISTING STORMWATER PIPE DEMOLISHED
DEEP EXCAVATION
LPD
BOULEVARD
PARKVIEW ROAD
UHOMES WORKS AS PER APPROVED SEMP
END OF EXISTING PIPE TO BE BLOCKED OFF
LPD
POTTER WALK
STAGE ARTISAN WORKS AS PER APPROVED SEMP
EXISTING STORMWATER PIPE DEMOLISHED
LPD
LPD
MILLS BOULEVARD
MILLS BOULEVARD
WOOD & GRIEVE WORKS COMPLETED AS PER APPROVED SEMP
LPD
DESBROWE WALK
BEKWITH AVENUE
DEEP EXCAVATION
STAGE WORKSHOP NORTH WORKS AS PER APPROVED SEMP
CHANDLER HIGHWAY
LATROBE AVENUE
BECKWITH AVENUE
PARKVIEW ROAD
EXISTING STORMWATER PIPE DEMOLISHED
LPD
CHARLES
STREET
STAGE HOUSE & LAND WORKS COMPLETED AS PER APPROVED SEMP
BARRIER KERB (B3)
BALANCE OF SITE WORKS AS PER APPROVED SEMP
LPD
LPD
LATROBE AVENUE
BECKWITH AVENUE
PARKVIEW ROAD
LUGTON STREET
GPT
STAGE RIVERFRONT AS PER APPROVED SEMP
ALPHINGTON PAPERMILL INTERNAL DRAINAGE BASED ON OPERATIONAL PLANS (NOT VISABLE ON SITE)
LPD
LPD
LPD
BOUNDARY
30m
RIVERFRONT
WET AREA
WET AREA
M2
EX. BANK SLIPPAGE
EX. BANK SLIPPAGE
CHANDLER HIGHWAY
YARRA RIVER
EXISTING STORMWATER PIPE OUTFALLS COMPLETELY BLOCKED AS INSPECTED ON SITE 13/09/2019

LEGEND

- SEMP BY OTHERS (NOT GLENVILL)
- TEMPORARY SEDIMENT CAPTURE PONDS
- DEEP EXCAVATION
- EXISTING BANK SLIPPAGE AREA AS INSPECTED ON SITE 13/09/2019
- WET AREA EXTENTS AS INSPECTED ON SITE 13/09/2019
- COMPLETED WORKS
- CONSTRUCTED DRAINAGE
- INTERNAL AMCOR PAPER MILL DRAINAGE TO BE DECOMMISSIONED OR GROUTED DURING DEVELOPMENT (CONDITION OF DRAINS NOT VERIFIED)
- EXISTING EXTERNAL COUNCIL DRAINAGE
- INTERNAL AMCOR PAPER MILL DRAINS (DEMOLISHED)
- FUTURE DRAINAGE (INCLUDING CURRENTLY UNDER CONSTRUCTION)
- ALPHINGTON PAPERMILL INTERNAL DRAINAGE AS SHOWN ON AMCOR OPERATIONAL PLANS (NOT VISIBLE ON SITE)
- LPD — ULTIMATE LEGAL POINT OF DISCHARGE AS PER REEDS R&D PLANS
- INDICATIVE EXISTING TEMPORARY SEMP DRAINAGE SWALES
- INTERNAL SEMP AREA CATCHMENT BOUNDARY
- GPT
- M2 — EXISTING DRAINAGE PIT No.
- EX. BANK SLIPPAGE — INDICATIVE LOCATIONS OF BANK SLIPPAGES (DETAILED LOCATIONS REFER REEDS FEATURE SURVEY PLAN 22185-G-FL-M-D)

0 10 20 40
Scale 1:1000 @ A1

PRELIMINARY PLAN ONLY
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VERSION	REMARKS		
E	SEMP NOTE ADDED COUNCIL COMMENTS	03.03.20	SJ
D	MINOR UPDATES, SHEETS 3 AND 4 ADDED	25.11.19	MW
C	MINOR REVISIONS FOR CLARITY	07.11.19	SJ
B	AMENDED AS PER COMMENTS DATED 03/10/19	11.10.19	PB
A	PRELIMINARY ISSUE	24.09.19	PB

DRAWN BY	P. BRACOULIAS	DESIGNED BY	S. JELICIC
MELWAY	31, B11	CHECKED BY	J. MCKERNAN
DATUM	AHD	AUTHORISED BY	S. RAVIDA

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CITY OF YARRA
YARRABEND - PARK PRECINCT
RECORD OF EXISTING SITE & SEMP CONDITIONS
REEDS CONSULTING & CSC SITE VISIT 13/09/2019

DRAWING No. SEMP1 | VERSION E
REFERENCE 22185G/SEMP
SHEET 1 OF 4

CONSTRUCTION MANAGEMENT PLAN (CMP) / SEMP INDEX				
STAGE	**CMP/SEMP DOCUMENT**	**REVISION**	**COUNCIL APPROVED (Y/N)**	**APPROVAL DATE**
ALPHA LOT *(Not owned by Glenvill)*				
CAYDON *(Not owned by Glenvill)*				
ARTISAN	Artisan East, 81 Latrobe Street	Rev 02	Y - *(CMP Issued Jan 2020)*	TBA
ARCARE *(Not owned by Glenvill)*				
PARKVIEW APARTMENTS	(Stage 1) Parkview Apartments, 680 Heidelberg Road, Alphington	Rev 1 (01-06-2019)	Y	Jul-19
	(Stage 2) Parkview Apartments, 680 Heidelberg Road, Alphington	Rev 5 (05-09-2019)	Y	Jan-20
U-HOME *(Not owned by Glenvill)*				
HOUSE & LAND *(Works Complete)*				
TERRACE HOUSES *(Works Complete)*				
WORKSHOP NORTH	Yarrabend The Mills Stage 4.1 & 4.2 - 1 Latrobe Avenue	Rev 4 (09-12-2019)	Y - *(CMP Issued Jan 2020)*	TBA
WORKSHOP SOUTH				
OUTER CIRCLE NORTH				
OUTER CIRCLE SOUTH				
WETLAP NORTH				
WETLAP SOUTH				
BOILER HOUSE WEST				
BOILER HOUSE EAST				
RIVERFRONT CENTRAL				
RIVERFRONT EAST				
RIVERFRONT WEST				

N

ALPHA LOT & CAYDON SEMP BY OTHERS. LOT TO BE SHAPED TO MANAGE OVERLAND FLOW & INSTALL TEMPORARY DRAIN TO DISCHARGE TO LPD

ARCARE SEMP BY OTHERS SHAPE LAND TO LPD WHERE PRACTICAL

PARKVIEW APARTMENTS SEMP BY OTHERS SHAPE LAND TO LPD WHERE PRACTICAL

UHOMES WORKS AS PER APPROVED SEMP. SHAPE LAND TO LPD WHERE PRACTICAL

END OF EXISTING PIPE TO BE BLOCKED OFF

DEEP EXCAVATION

FILL IN EXISTING LOW AREA AND RESHAPE SITE TO ALLOW GRAVITY DISCHARGE TO IPD

STAGE ARTISAN WORKS AS PER APPROVED SEMP

FILL IN EXISTING LOW AREA AND RESHAPE SITE TO ALLOW GRAVITY DISCHARGE TO IPD

WOOD & GRIEVE WORKS COMPLETED AS PER APPROVED SEMP

DEEP EXCAVATION

STAGE WORKSHOP NORTH WORKS AS PER APPROVED SEMP

STAGE WORKSHOP TO DIRECT FLOWS TO IPD AS SHOWN

BALANCE OF SITE WORKS AS PER APPROVED SEMP. DETAILS REFER SHEET 3 SHAPE LAND TO INDICATIVE TEMPORARY SEMP DRAINAGE SWALES

STAGE HOUSE & LAND WORKS COMPLETED AS PER APPROVED SEMP

EXISTING SEDIMENT CAPTURE PONDS TO BE REMOVED IN ACCORDANCE TO GEOTECH RECOMMENDATIONS AND RESHAPED TO SEDIMENT POND A AS SHOWN

STAGE RIVERFRONT AS PER APPROVED SEMP

PROVIDE 375ø PIPE

976

SEDIMENT POND A INDICATIVE SIZING AND DETAILS REFER SHEET 3 IN ACCORDANCE WITH EPA GUIDELINES (INDICATIVE EXTENT SHOWN TO BE DESIGNED BY OTHERS)

BLANK OFF EXISTING AMCOR OUTFALL DRAINAGE PIPE TO ALLOW INTERNAL FLOWS TO DISCHARGE TO SEDIMENT POND A

INDICATIVE SEDIMENT POND A INTERIM OUTFALL PIPE TO EXISTING PIT 'M2'

LOWTHER STREET
CLIVE STREET
HEIDELBERG ROAD
MILLS
MUSSEN PLACE
PARKVIEW ROAD
BOULEVARD
POTTER WALK
MILLS BOULEVARD
DESBROWE WALK
BEKWITH AVENUE
CHANDLER HIGHWAY
LATROBE AVENUE
CHARLES
STREET
LUGTON STREET
GPT
BOUNDARY
RIVERFRONT
30m
WET AREA
WET AREA
EX. BANK SLIPPAGE
EX. BANK SLIPPAGE
YARRA RIVER
M2
LPD
IPD

OVERALL SITE SEMP NOTES

- IT IS THE RELEVANT DEVELOPER AND CONTRACTOR RESPONSIBILITY TO IMPLEMENT THE PROPOSALS SHOWN ON THIS STRATEGY PLAN AS PART OF DETAILED STAGE-SPECIFIC SEMP PLANS WITH DUE CONSIDERATION FOR SITE CONSTRAINTS AND SPECIFIC COUNCIL AND EPA REQUIREMENTS
- SEMP PLANS TO SATISFY EPA "ENVIRONMENTAL GUIDELINES FOR MAJOR CONSTRUCTION SITES"
- DURING CONSTRUCTION INDIVIDUAL STAGES TO DISCHARGE TO NOMINATED LEGAL POINTS OF DISCHARGE (LPD) OR INTERIM POINT OF DISCHARGE (IPD) AS SHOWN ON THIS PLAN
- STAGE SPECIFIC SEMP MEASURES TO COUNCILS & EPA SATISFACTION
- WHERE INDIVIDUAL STAGES DO NOT MEET EPA DISCHARGE REQUIREMENTS, THE RELEVANT SEMP IS TO DETAIL ADDITIONAL MEASURES TO MANAGE THE DISCHARGE REQUIREMENTS, INCLUDING POTENTIAL TRADE WASTE AGREEMENTS FOR DISPOSAL OF STORMWATER.

MAINTENANCE INSPECTION

- MAINTENANCE OF SWALES AND SEDIMENT POND WITHIN A GIVEN SEMP BOUNDARY IS THE RESPONSIBILITY OF THE RELEVANT MANAGING CONTRACTOR
- SWALES AND SEDIMENT POND TO BE CHECKED AFTER EVERY STORM EVENT OR ON A MINIMUM MONTHLY BASIS, WHICHEVER OCCURS FIRST

SEMP NOTE
THESE PLANS RELATE TO SURFACE WATER MANAGEMENT AND SHOULD BE READ IN CONJUNCTION WITH A BROADER SEMP DOCUMENT (ENVIRONMENTAL ASSESSMENT AND WORKS) PROPOSED FOR THE SITE BY GLENVILL TO ADDRESS BROADER MANAGEMENT ISSUES RELATED TO:
- TREE HEALTH
- BANK SLUMPING
- GROUNDWATER MANAGEMENT

LEGEND

- SEMP BY OTHERS (NOT GLENVILL)
- TEMPORARY SEDIMENT CAPTURE PONDS
- DEEP EXCAVATION
- EXISTING BANK SLIPPAGE AREA AS INSPECTED ON SITE 13/09/2019
- WET AREA EXTENTS AS INSPECTED ON SITE 13/09/2019
- COMPLETED WORKS
- CONSTRUCTED DRAINAGE
- POTENTIAL INTERIM OUTFALL DRAINAGE PIPE (INDICATIVELY SHOWN)
- INTERNAL AMCOR PAPER MILL DRAINAGE TO BE DECOMMISSIONED OR GROUTED DURING DEVELOPMENT (CONDITION OF DRAINS NOT VERIFIED)
- EXISTING EXTERNAL COUNCIL DRAINAGE
- INTERNAL AMCOR PAPER MILL DRAINS (DEMOLISHED)
- FUTURE DRAINAGE (INCLUDING CURRENTLY UNDER CONSTRUCTION)
- (M2) EXISTING DRAINAGE PIT No.
- LPD ULTIMATE LEGAL POINT OF DISCHARGE AS PER REEDS R&D PLANS
- IPD INTERIM POINT OF DISCHARGE TO ENABLE SEMP MANAGEMENT
- INDICATIVE TEMPORARY SEMP DRAINAGE SWALES DETAILS REFER SHEET 3
- INTERNAL SEMP AREA CATCHMENT BOUNDARY
- GPT

0 10 20 40
Scale 1:1000 @ A1

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VERSION	REMARKS		
H	SEMP NOTE AMENDED COUNCIL COMMENTS	03.03.20	SJ
G	OVERALL SEMP NOTES AMENDED	24.02.20	SJ
F	ADDED CMP/SEMP INDEX TABLE	17.01.20	PB
E	UPDATED AS PER COMMENTS FROM COUNCIL/GLENVILL	27.11.19	MW
D	UPDATED NOTES AND SWALES LAYOUT, SHEETS ADDED	25.11.19	MW

DRAWN BY	P. BRACOULIAS	DESIGNED BY	S. JELICIC
MELWAY	31, B11	CHECKED BY	J. MCKERNAN
DATUM	AHD	AUTHORISED BY	S. RAVIDA

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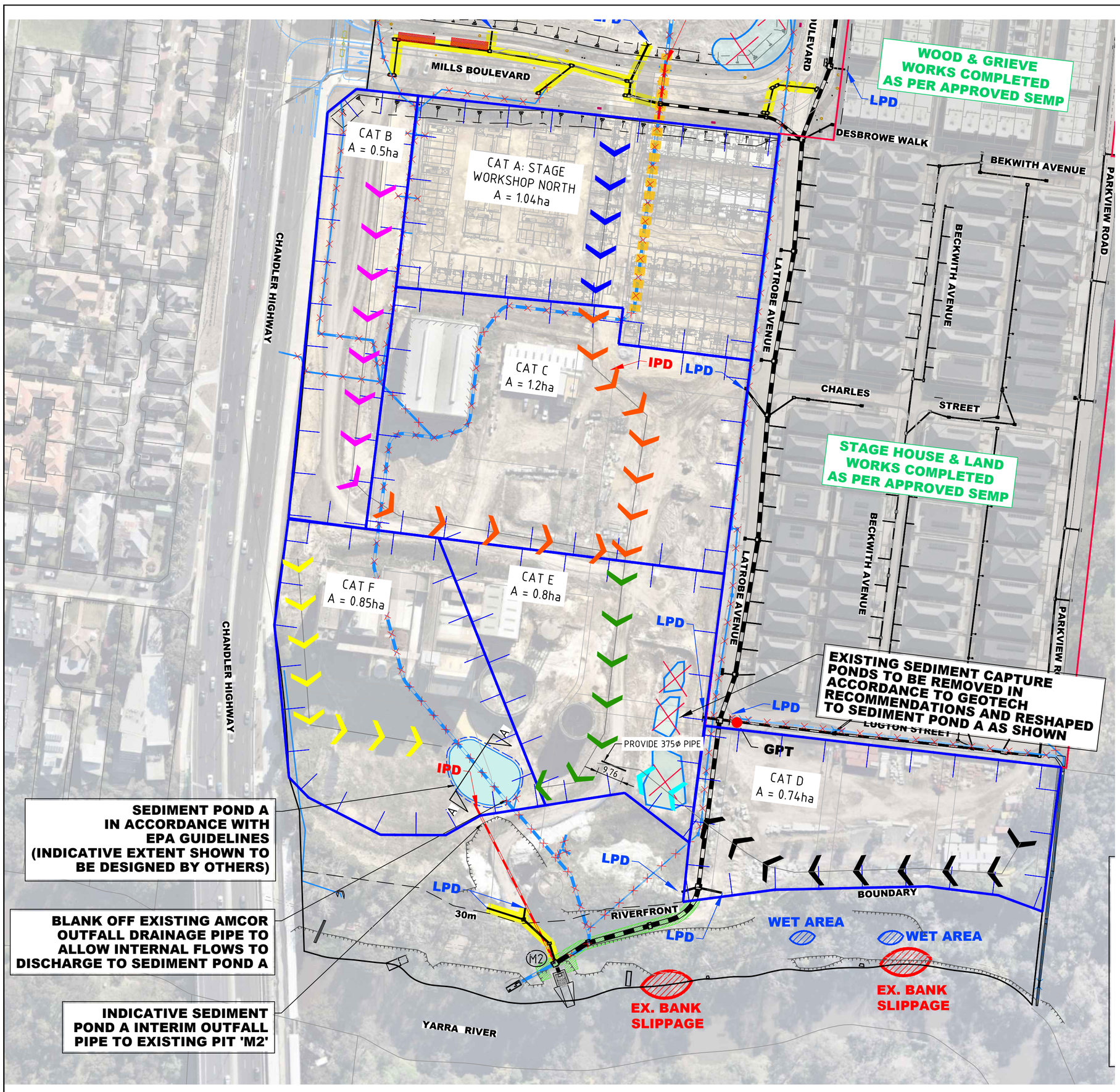
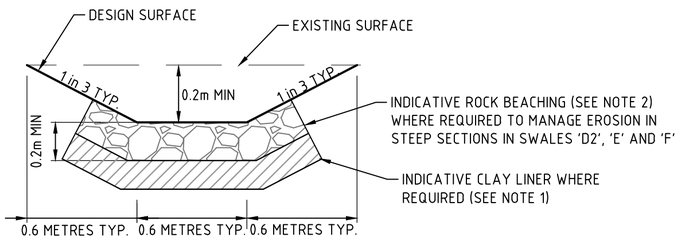
CITY OF YARRA
YARRABEND - PARK PRECINCT
OVERALL SEMP STRATEGY PLAN

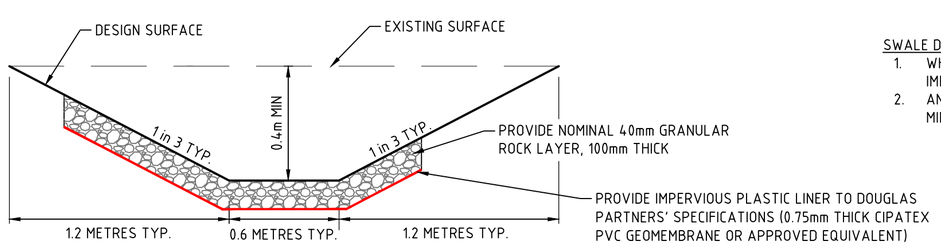
DRAWING No.	VERSION
SEMP2	H
REFERENCE	
22185G/SEMP	
SHEET	
2 OF 4	



SEMP NOTE
THESE PLANS RELATE TO SURFACE WATER MANAGEMENT AND SHOULD BE READ IN CONJUNCTION WITH A BROADER SEMP DOCUMENT (ENVIRONMENTAL ASSESSMENT AND WORKS) PROPOSED FOR THE SITE BY GLENVILL TO ADDRESS BROADER MANAGEMENT ISSUES RELATED TO:
- **TREE HEALTH**
- **BANK SLUMPING**
- **GROUNDWATER MANAGEMENT**



TYPICAL SWALE SECTION
NOT TO SCALE

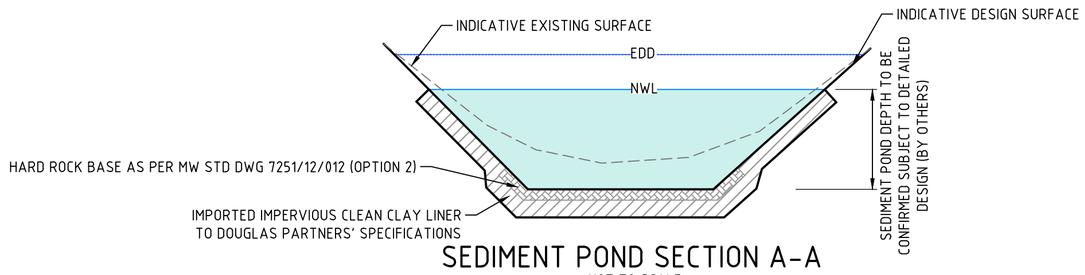


TYPICAL SWALE SECTION D1
NOT TO SCALE

SWALE DESIGN NOTES
1. WHERE GROUND CONDITIONS ARE PERVIOUS, INSTALL APPROVED LINER OR ALTERNATE SELECT IMPERVIOUS CLEAN FILL TO 98% STANDARD COMPACTION TO A MINIMUM DEPTH OF 150mm
2. ANY SWALES STEEPER THAN 1 IN 20 ARE TO BE ROCK BEACHED USING 50-100mm CLEAN ROCK TO A MINIMUM DEPTH OF 200mm TO MANAGE POTENTIAL EROSION

	AVERAGE GRADE 1 in	AVERAGE VELOCITY m/sec	MINIMUM SWALE DEPTH (m)	COMMENTS
SWALE B	55	0.6	**0.20**	Contractor to monitor swale for erosion after every significant rainfall event and place localised beaching as shown in typical swale section if required
SWALE A	60	0.7	**0.20**	Contractor to monitor swale for erosion after every significant rainfall event and place localised beaching as shown in typical swale section if required
SWALE C	90	0.9	**0.20**	Contractor to monitor swale for erosion after every significant rainfall event and place localised beaching as shown in typical swale section if required
SWALE D1	150	0.5	**0.40**	Swale of depth 0.4m to intercept near surface lateral flow, contractor to monitor swale for erosion after every significant rainfall event and place localised beaching as shown in typical swale section if required
SWALE D2	20	0.9	**0.20**	Recommend rock beaching in base of swale to mitigate potential erosion subject to advice from Douglas Partners
SWALE E	12	1.8	**0.20**	Recommend rock beaching in base of swale to mitigate potential erosion subject to advice from Douglas Partners
SWALE F	12	1.0	**0.20**	Recommend rock beaching in base of swale to mitigate potential erosion subject to advice from Douglas Partners

TABLE 1: SWALE FLOW AND SIZING



SEDIMENT POND SECTION A-A
NOT TO SCALE

SEDIMENT POND NOTES
- THIS SEDIMENT POND SECTION IS SHOWN INDICATIVELY. IT IS TO BE DETAILED BY OTHERS ON SITE AT TIME OF CONSTRUCTION
- STAGE-SPECIFIC SEMP TO ENSURE SUITABLE SITE SUPERVISION DURING MAINTENANCE OF SEDIMENT POND TO ENSURE PROTECTION AND RETENTION OF CLAY LINER

	MIN. REQUIRED SEDIMENT POND AREA (m^2)
SEDIMENT POND TO CATER FOR CATCHMENTS A - F	400
SEDIMENT POND TO CATER FOR CATCHMENTS B - F. EXCLUDES CATCHMENT A (STAGE WORKSHOP NORTH)	300

TABLE 2: SEDIMENT POND SIZING

LEGEND

- CATCHMENT AREA CONTRIBUTING TO EACH SWALE
- TEMPORARY DRAINAGE SWALE A
- TEMPORARY DRAINAGE SWALE B
- TEMPORARY DRAINAGE SWALE C
- TEMPORARY DRAINAGE SWALE D1
- TEMPORARY DRAINAGE SWALE D2
- TEMPORARY DRAINAGE SWALE E
- TEMPORARY DRAINAGE SWALE F
- SEMP BY OTHERS (NOT GLENVILL)
- TEMPORARY SEDIMENT CAPTURE PONDS
- DEEP EXCAVATION
- EXISTING BANK SLIPPAGE AREA AS INSPECTED ON SITE 13/09/2019
- WET AREA EXTENTS AS INSPECTED ON SITE 13/09/2019
- COMPLETED WORKS NOT CONTRIBUTING TO SED POND A
- CONSTRUCTED DRAINAGE
- POTENTIAL INTERIM OUTFALL DRAINAGE PIPE (INDICATIVELY SHOWN)
- INTERNAL AMCOR PAPER MILL DRAINAGE TO BE DECOMMISSIONED OR GROUTED DURING DEVELOPMENT (CONDITION OF DRAINS NOT VERIFIED)
- EXISTING EXTERNAL COUNCIL DRAINAGE
- INTERNAL AMCOR PAPER MILL DRAINS (DEMOLISHED)
- FUTURE DRAINAGE (INCLUDING CURRENTLY UNDER CONSTRUCTION)
- (M2) EXISTING DRAINAGE PIT No.
- LPD — ULTIMATE LEGAL POINT OF DISCHARGE AS PER REEDS R&D PLANS
- IPD — INTERIM POINT OF DISCHARGE TO ENABLE SEMP MANAGEMENT
- GPT

0 10 20 40
Scale 1:1000 @ A1

PRELIMINARY PLAN ONLY
NOT APPROVED FOR CONSTRUCTION

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VERSION	REMARKS		
E	SED POND AND SEMP NOTE ADDED COUNCIL COMMENTS	03.03.20	SJ
D	AMENDED ALLUVIUM COMMENTS	24.02.20	SJ
C	UPDATED AS PER COUNCIL/GLENVILL COMMENTS	27.11.19	MW
B	UPDATED SWALE DETAILS/NEW SHEET ADDED	25.11.19	MW
A	PRELIMINARY ISSUE	21.11.19	MW

DRAWN BY	P. BRACOULIAS	DESIGNED BY	S. JELICIC
MELWAY	31, B11	CHECKED BY	J. MCKERNAN
DATUM	AHD	AUTHORISED BY	S. RAVIDA

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CITY OF YARRA
YARRABEND - PARK PRECINCT
SEMP SWALES AND SEDIMENT POND DETAILS

DRAWING No.	VERSION
SEMP3	E

REFERENCE 22185G/SEMP
SHEET 3 OF 4

	TIME min	INTENSITY mm/hr	AREA ha	TOTAL AREA ha	RoC	EFFECTIVE AREA ha	TOTAL EFFECTIVE AREA ha	$Q_{2YR\ ARI}$ l/sec	AVERAGE GRADE 1 in	AVERAGE VELOCITY m/sec	2YR ARI FLOW DEPTH OF SWALE (m)	DISTANCE (m)	OVERLAND TIME (min)	COMMENTS
CATCHMENT B	11.17	52.62	0.50	0.50	0.4	0.200	0.200	29	55	0.6	0.07	150.0	4.17	THE 2YR ARI FLOW DEPTH IS THE MODELLED DEPTH OF A 0.6m BASE SWALE WITH 1 IN 3 BATTERS FOR THE RELEVANT 2YR ARI FLOW AND AVERAGE LONGITUDINAL GRADE OF THE SWALE. FOR CONSTRUCTABILITY THE MINIMUM SWALE CONSTRUCTION DEPTH IS DEEPER. REFER SHEET SEMP3.
CATCHMENT A	8.43	60.13	1.04	1.04	0.4	0.416	0.416	69	60	0.7	0.10	60.0	1.43	
CATCHMENT C	13.17	48.30	1.20	2.74	0.4	0.480	1.096	147	90	0.9	0.15	108.0	2.00	
CATCHMENT D	11.17	52.62	0.74	0.74	0.4	0.296	0.296	43	150	0.5	0.12	125.0	4.17	
CATCHMENT E	14.23	46.41	0.75	4.23	0.4	0.300	1.692	218	12	1.8	0.14	115.0	1.06	
CATCHMENT F	8.25	60.70	0.85	0.85	0.4	0.340	0.340	57	12	1.0	0.08	75.0	1.25	
			5.08	**5.08**			**2.032**							
								Sediment Pond 2 year ARI design flow for all catchments has been adopted as 280L/s						

TABLE 1: FLOW COMPUTATIONS FOR SWALES AND SEDIMENT POND (ALL CATCHMENTS)

	TIME min	INTENSITY mm/hr	AREA ha	TOTAL AREA ha	RoC	EFFECTIVE AREA ha	TOTAL EFFECTIVE AREA ha	$Q_{2YR\ ARI}$ l/sec	AVERAGE GRADE 1 in	AVERAGE VELOCITY m/sec	2YR ARI FLOW DEPTH OF SWALE (m)	DISTANCE (m)	OVERLAND TIME (min)	COMMENTS
CATCHMENT B	11.17	52.62	0.50	0.50	0.4	0.200	0.200	29	55	0.60	0.07	150.0	4.17	THE 2YR ARI FLOW DEPTH IS THE MODELLED DEPTH OF A 0.6m BASE SWALE WITH 1 IN 3 BATTERS FOR THE RELEVANT 2YR ARI FLOW AND AVERAGE LONGITUDINAL GRADE OF THE SWALE. FOR CONSTRUCTABILITY THE MINIMUM SWALE CONSTRUCTION DEPTH IS DEEPER. REFER SHEET SEMP3.
CATCHMENT C	13.17	48.30	1.20	1.70	0.4	0.480	0.680	91	90	0.90	0.15	108.0	2.00	
CATCHMENT D	11.17	52.62	0.74	0.74	0.4	0.296	0.296	43	150	0.50	0.12	125.0	4.17	
CATCHMENT E	14.23	46.41	0.75	3.19	0.4	0.300	1.276	164	12	1.80	0.14	115.0	1.06	
CATCHMENT F	8.25	60.70	0.85	0.85	0.4	0.340	0.340	57	12	1.00	0.08	75.0	1.25	
			4.04	**4.04**			**1.616**							
								Sediment Pond 2 year ARI design flow for catchments not including Catchment B: Stage Workshop North has been adopted as 230L/s						

TABLE 2: FLOW COMPUTATIONS FOR SWALES AND SEDIMENT POND (EXCLUDES CATCHMENT A:STAGE WORKSHOP NORTH)

Sediment Pond sizing/Sediment removal

$$R = 1 - \left[1 + \frac{1}{n} \cdot \frac{v_s}{Q/A} \cdot \frac{(d_e + d_p)}{(d_e + d^*)}\right]^{-n} \qquad \lambda = 1 - 1/n; \qquad n = \frac{1}{1-\lambda}$$

Fair and Geyer Equation

R = fraction of target sediment removed
n = turbulence parameter
v_s = settling velocity of 125 µm diameter particle
Q = sediment pond design flow
A = surface area at normal water level (m2)
d_e = extended detention depth (m)
d_p = permanent pool depth (m)
d* = depth below the permanent pool level that is sufficient to retain the target sediment

Vs =	0.011	m/s
d_e =	0.35	m
d_p =	1.0	m
d* =	1.0	m
(d_e+d_p) =	1.00	
(d_e+d^*)		
Q 2 year =	0.28	m^3/s
A =	400	m^2
V_s =	15.7	
Q/A		
λ =	0.11	Hydraulic efficiency assumption
n =	1.12	

Fraction of Initial Solids Removed
R = 95% **OK. ACHIEVES MELBOURNE WATER'S REQUIREMENT OF 95% CAPTURE FOR SEDIMENTS <125µm**

SEDIMENT POND SIZED FOR ALL CATCHMENTS
(REFER TABLE 1 FOR FLOW COMPUTATIONS)

REFERENCE: MELBOURNE WATER WETLAND DESIGN MANUAL

Sediment Pond sizing/Sediment removal

$$R = 1 - \left[1 + \frac{1}{n} \cdot \frac{v_s}{Q/A} \cdot \frac{(d_e + d_p)}{(d_e + d^*)}\right]^{-n} \qquad \lambda = 1 - 1/n; \qquad n = \frac{1}{1-\lambda}$$

Fair and Geyer Equation

R = fraction of target sediment removed
n = turbulence parameter
v_s = settling velocity of 125 µm diameter particle
Q = sediment pond design flow
A = surface area at normal water level (m2)
d_e = extended detention depth (m)
d_p = permanent pool depth (m)
d* = depth below the permanent pool level that is sufficient to retain the target sediment

Vs =	0.011	m/s
d_e =	0.35	m
d_p =	1.0	m
d* =	1.0	m
(d_e+d_p) =	1.00	
(d_e+d^*)		
Q 2 year =	0.23	m^3/s
A =	300	m^2
V_s =	14.3	
Q/A		
λ =	0.11	Hydraulic efficiency assumption
n =	1.12	

Fraction of Initial Solids Removed
R = 95% **OK. ACHIEVES MELBOURNE WATER'S REQUIREMENT OF 95% CAPTURE FOR SEDIMENTS <125µm**

SEDIMENT POND SIZED FOR CATCHMENTS (EXCLUDES CATCHMENT A: STAGE WORKSHOP NORTH)
(REFER TABLE 2 FOR FLOW COMPUTATIONS)

REFERENCE: MELBOURNE WATER WETLAND DESIGN MANUAL

SEMP NOTE
THESE PLANS RELATE TO SURFACE WATER MANAGEMENT AND SHOULD BE READ IN CONJUNCTION WITH A BROADER SEMP DOCUMENT (ENVIRONMENTAL ASSESSMENT AND WORKS) PROPOSED FOR THE SITE BY GLENVILL TO ADDRESS BROADER MANAGEMENT ISSUES RELATED TO:
- **TREE HEALTH**
- **BANK SLUMPING**
- **GROUNDWATER MANAGEMENT**

PRELIMINARY PLAN ONLY
NOT APPROVED FOR CONSTRUCTION

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VERSION	REMARKS		
B	SEMP NOTE ADDED COUNCIL COMMENTS	03.03.20	SJ
A	PRELIMINARY ISSUE, NEW SHEET ADDED	25.11.19	MW

DRAWN BY	P. BRACOULIAS	DESIGNED BY	S. JELICIC
MELWAY	31, B11	CHECKED BY	J. MCKERNAN
DATUM	AHD	AUTHORISED BY	S. RAVIDA

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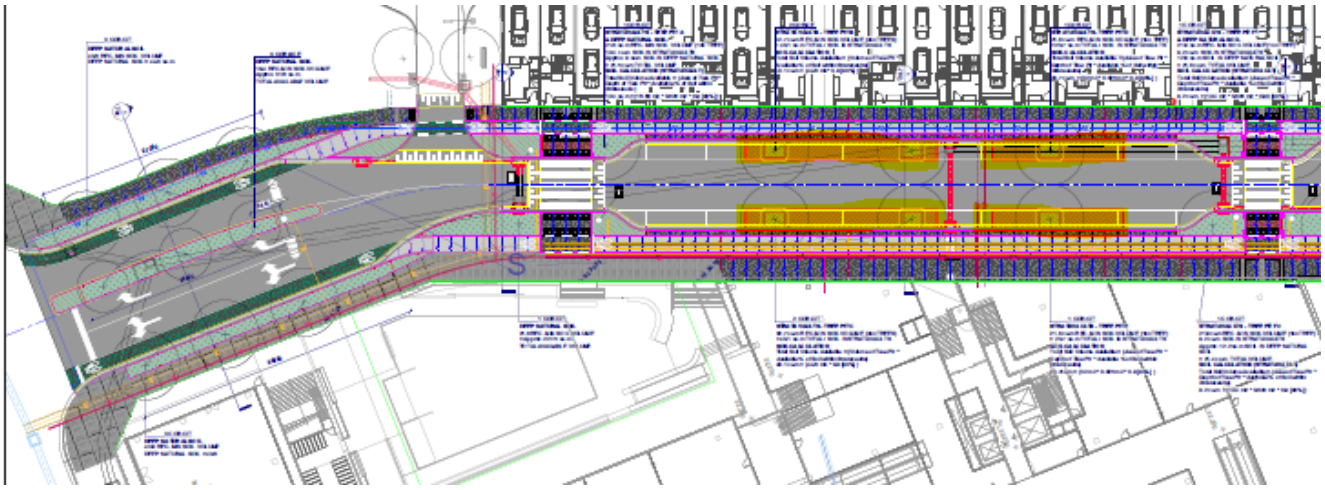
CITY OF YARRA
YARRABEND - PARK PRECINCT
FLOW COMPS AND SEDIMENT POND SIZING COMPS

DRAWING No.	VERSION
SEMP4	B
REFERENCE	
22185G/SEMP	
SHEET	
4 OF 4	

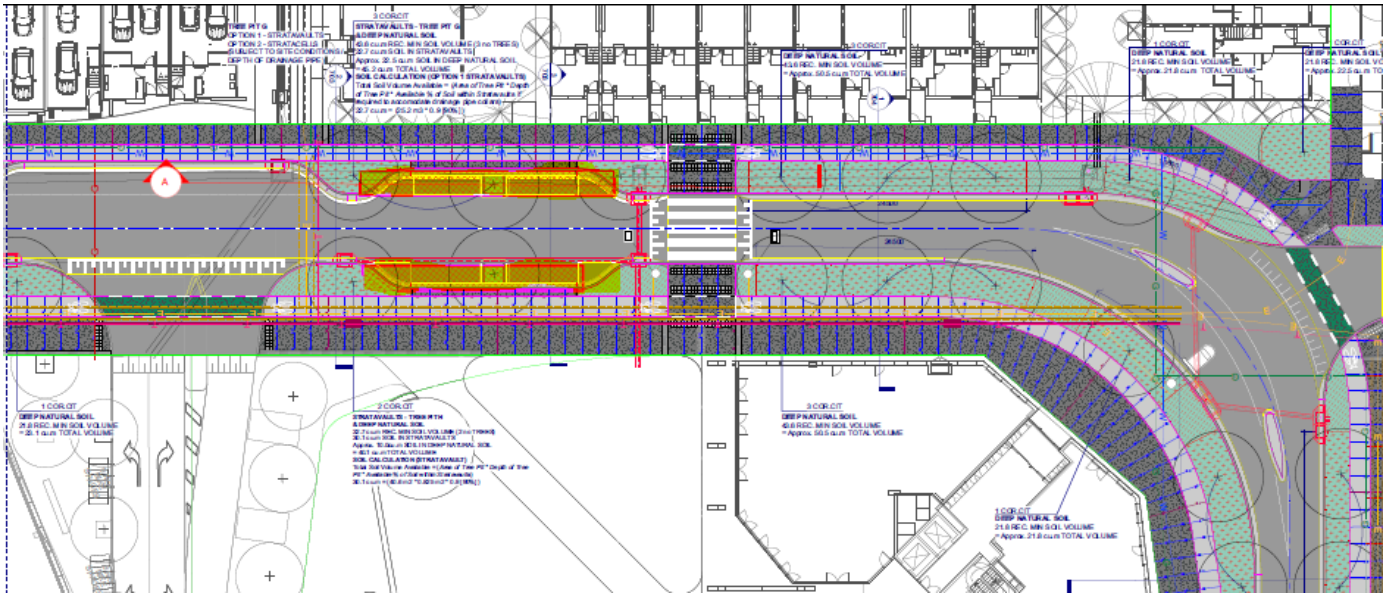
18 Appendix F – Stratavault Locations

Stratavaults are located in the following locations highlighted in yellow / orange.

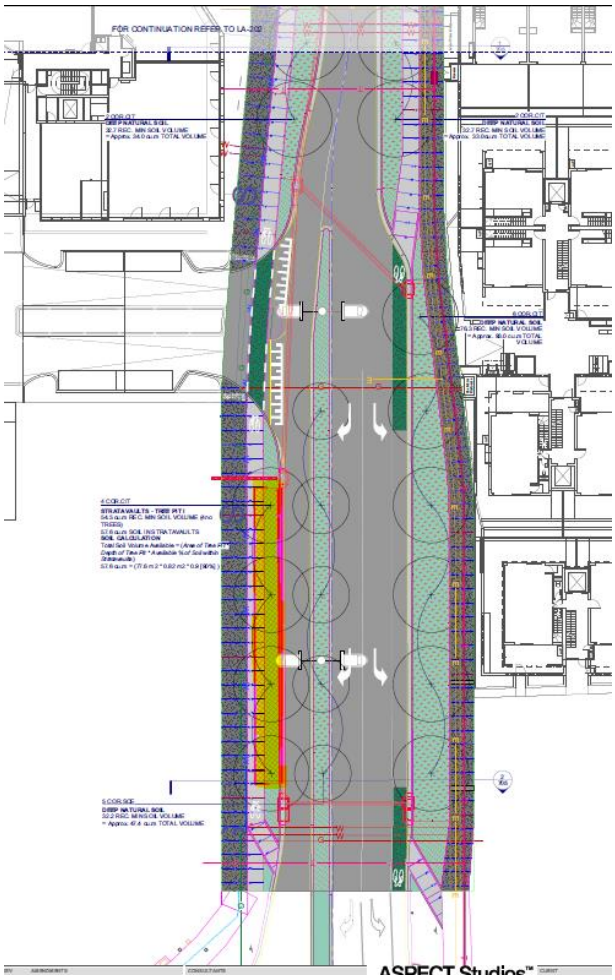
Areas shown below have permanent pavement



Areas shown below are a mix of under pavement and garden beds. Areas within garden beds will require a bridging structure constructed prior to any vehicles traversing them (along with the other requirements in Section 8 of this CMP.



Areas shown below are under garden beds and will require a bridging structure constructed prior to any vehicles traversing them (along with the other requirements in Section 8 of this CMP.



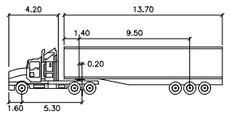
19 Appendix G – Site specific TMP Example

Site Specific TMP

DATE PLOTTED: 24/07/2019 12:46:02 PM BY: Russell Meaney

CAD FILE: M:\2019\90001_050\V190357_Heidelberg_Road_Alphington\Traffic\Drafting\04 Drawings\01 CAD\Latest Heidelberg Road non signalised\V190357-TR-DG-9711 - 3.dgn

DESIGN VEHICLES



AUSTROADS S ARTICULATED 19M

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50	K-to-K Turn Diam	: 25.1m

VMS DISPLAYS

VMS #1	CHANGED TRAFFIC CONDITIONS AHEAD SCREEN 1.	REDUCE SPEED SCREEN 2.
VMS #2	CHANGED TRAFFIC CONDITIONS AHEAD SCREEN 1.	REDUCE SPEED SCREEN 2.

ROADWORK ON SIDE ROAD
40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

ROADWORK AHEAD
40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

(COVER SIGN AFTERHOURS)

END ROADWORK
60 (COVER SPEED SIGN AFTERHOURS)

40 ROAD WORK (COVER SPEED SIGN AFTERHOURS)

PEDESTRIAN ROUTE

HEIDELBERG ROAD

VMS 1
(VMS TURNED OFF AFTERHOURS)

ROADWORK AHEAD
40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

(COVER SIGN AFTERHOURS)

PEDESTRIAN ROUTE

TIMBER HOARDING

END ROADWORK
60 (COVER SPEED SIGN AFTERHOURS)

40 ROAD WORK (COVER SPEED SIGN AFTERHOURS)

60.0m 60.0m 60.0m

FOR CONTINUATION REFER TO SHEET 2 OF 2

GRANGE ROAD

NOTE
ALL SPEED SIGNS & SYMBOLIC WORKMAN SIGNS TO BE COVERED OUTSIDE OF WORK HOURS

SUBJECT SITE
(ALPHINGTON PAPER MILL)

N

MELWAY REF 31 B11

INSTALLATION NOTES

1. TEMPORARY BOLLARDS TO BE MINIMUM 750mm HIGH, WITH RETROREFLECTIVE BANDS FITTED TO TOP.
2. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, UNLESS INDICATED OTHERWISE.
3. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
4. WATERFILLED SAFETY BARRIERS TO BE LINKED TO CONCRETE/IRONMAN SAFETY BARRIERS IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS. FIRST WATERFILLED BARRIER TO BE EMPTY TO PROVIDE IMPACT ATTENUATION.
5. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE - CLAUSE 84.
6. LINE MARKING TO BE IN ACCORDANCE WITH VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2.
7. MOBILE VARIABLE MESSAGE SIGNS (VMS) TO BE INSTALLED IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE - CLAUSE 90.

HOURS OF OPERATION

1. AS PER MOA
2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT SIGNS DURING HOURS OF OPERATION.
3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

Rev	Date	Description	Drawn	Appr.
3	24.07.2019	VICROADS COMMENTS	RJM	AT
2	23.07.2019	VICROADS COMMENTS	RJM	AT
1	19.07.2019	ISSUED FOR INFORMATION	RJM	AT

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0 X X X
1:800 @ A3

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.

1. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. DECLARED ROAD - HEIDELBERG ROAD (SPEED ZONE 80KM/H)
   DECLARED ROAD - GRANGE ROAD (SPEED ZONE 60KM/H)
3. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.

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Drawn: RJM
Designed: RJM
Checked: AT
Authorised: ML

Client: AUSTRALIAN CIVIL INDUSTRIES
Project: ALPHINGTON PAPER MILL
CORNER CHANDLER HIGHWAY & HEIDELBERG ROAD
CITY OF DAREBIN / CITY OF YARRA
Title: TRAFFIC MANAGEMENT PLAN
CONSTRUCTION VEHICLE ACCESS - LATROBE AVENUE
SHEET 1 OF 2

Status: CONSTRUCTION
Date: 19.07.2019 Scale: 1:800 Size: A3
Project Number: V190357-TR-DG-9711 Revision: 3

DATE PLOTTED: 16/08/2019 2x4@x3 PM BY: Russell Meaney

FOR CONTINUATION REFER TO SHEET 1 OF 2

LEGEND
- SUBJECT SITE
- TRAFFIC CONTROLLER
- SIGN
- CYCLISTS ROUTE
- SWING GATE
- PEDESTRIAN ROUTE
- 2.4m HIGH TIMBER HOARDING
- SCISSOR GATES

NO RIGHT TURN

ROADWORK ON SIDE ROAD 40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

40 ROAD WORK (COVER SIGN AFTERHOURS)

END ROADWORK 60 (COVER SPEED SIGN AFTERHOURS)

(COVER SIGN AFTERHOURS)

ROADWORK AHEAD 40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

TRAFFIC CONTROLLER TO SUPERVISE PEDESTRIANS & CONSTRUCTION VEHICLES AS REQUIRED

PEDESTRIANS TO BE CONTROLLED BY SCISSOR GATES (TO BE PULLED OUT BY TRAFFIC CONTROLLER)

PEDESTRIAN ROUTE

BICYCLE LANE

INSTALL LINEMARKING AS SHOWN

19.0m SEMI-TRAILER SWEPT PATH MOVEMENT (INGRESS)

HEIDELBERG ROAD

BICYCLE LANE

PEDESTRIAN ROUTE

PEDESTRIANS TO BE CONTROLLED BY SCISSOR GATES (TO BE PULLED OUT BY GATEMAN)

CAUTION TRUCKS CROSSING

GATEHOUSE

NO RIGHT TURN

19.0m SEMI-TRAILER SWEPT PATH MOVEMENT (EGRESS)

CAUTION TRUCKS CROSSING

SITE ACCESS GATE

LATROBE STREET

CONSTRUCTION TRAFFIC ONLY

GATE XX

40 ROAD WORK (COVER SIGN AFTERHOURS)

END ROADWORK 60 (COVER SPEED SIGN AFTERHOURS)

(COVER SIGN AFTERHOURS)

ROADWORK AHEAD 40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

ROADWORK ON SIDE ROAD 40 (COVER 40KM/H SPEED SIGN AFTERHOURS)

VMS 2 (VMS TURNED OFF AFTERHOURS)

SUBJECT SITE
(ALPHINGTON PAPER MILL)

30.0m BUFFER | 60.0m | 60.0m | 60.0m

PARKVIEW AVENUE

NOTE
ALL SPEED SIGNS & SYMBOLIC WORKMAN SIGNS TO BE COVERED OUTSIDE OF WORK HOURS

N

MELWAY REF 31 B11

Rev	Date	Description	Drawn	Appr.
5	16.08.2019	NO RIGHT TURN AMENDED	RJM	AT
4	24.07.2019	VICROADS COMMENTS	RJM	AT
3	23.07.2019	VICROADS COMMENTS	RJM	AT
2	23.07.2019	SIGN ADDED	RJM	AT
1	19.07.2019	ISSUED FOR INFORMATION	RJM	AT

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0 4 8 16
1:800 @ A3

WARNING
BEWARE OF UNDERGROUND SERVICES
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1. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. DECLARED ROAD - HEIDELBERG ROAD (SPEED ZONE 60KM/H)
   DECLARED ROAD - GRANGE ROAD (SPEED ZONE 60KM/H)
3. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.

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Authorised: ML

Client: AUSTRALIAN CIVIL INDUSTRIES
Project: ALPHINGTON PAPER MILL
CORNER CHANDLER HIGHWAY & HEIDELBERG ROAD
CITY OF DAREBIN / CITY OF YARRA
Title: TRAFFIC MANAGEMENT PLAN
CONSTRUCTION VEHICLE ACCESS - LATROBE AVENUE
SHEET 2 OF 2

Status: CONSTRUCTION
Date: 19.07.2019 | Scale: 1:800 | Size: A3
Project Number: V190357-TR-DG-9711 | Revision: 5

CAD FILE: M:\2019\0001_0500\V190357_Heidelberg_Road_Alphington\Traffic\Drafting\04 Drawings\01 CAD\Latest Heidelberg Road non signalised\V190357-TR-DG-9711 - 3.dgn