DIMENSIONS
Use figured dimensions only. DO NOT SCALE. Check all dimensions on site prior to fabrication or setout.

0 5 10 15 20 25m
Scale 1:500

construction issue

sheet setup date	NOVEMBER 2011
dwg authors	N JAG. G MCAFFERTY
project leader	RICHARD PATENAUDE

authorised for issue by project leader
RICHARD PATENAUDE
signature date

amendments

date	issue	description	checked by auth	proj ldr
06.03.12	A	PRELIMINARY AFC ISSUE	NJ	RP
31.01.13	B	GENERAL UPDATES	CH	RP
06.03.13	C	AFC ISSUE	CH	PM

notes

- FOR BASE BUILDING LEGEND & GENERAL NOTES REFER TO SHEET A-OS-00-02, A-OS-00-03 & A-OS-00-04.

GENERAL NOTES

- THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS, RELEVANT SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BCA, CURRENT AUSTRALIAN STANDARDS, INCLUDING ALL AMENDMENTS; AND THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITY.
- ANY DISCREPANCY ON THE DRAWINGS OR BETWEEN THE DRAWINGS AND/OR THE SPECIFICATION AND/OR THE SPECIFIED AUSTRALIAN STANDARDS AND CODES SHALL BE REFERRED TO THE SUPERINTENDENT AND A WRITTEN INSTRUCTION RECEIVED PRIOR TO PROCEEDING WITH THE WORK.
- ALL DIMENSIONS RELEVANT TO SETTING OUT AND OFF-SITE WORK SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION AND/OR FABRICATION. THE DRAWINGS ARE NOT TO BE SCALED. IF IN DOUBT, CONFIRM WITH THE SUPERINTENDENT.

EXISTING GRIDS - SOUTH
EXISTING GRIDS - NORTH
NEW GRIDS - NORTH
EXISTING GRIDS
NEW GRIDS
EXISTING BOUNDARY
STATION ROAD
MUSGRAVE ROAD
MOGGILL ROAD
STAMFORD ROAD
GROSVENOR ROAD
BELGRAVE ROAD
HENDERSON STREET
(NEW ROAD)
EASEMENT 'A'
NOTE:
REFER TO CIVIL ENGINEERS DRAWINGS FOR ROAD SETOUTS AND INFORMATION.

SURVEY CONTROL POINTS AS PER SURVEY DATA RECEIVED				
POINT	X	Y	Z	COMMENTS
PM10745			22.427	LEVEL DATUM - AHD
8005	434.212	68.853		SCREW IN TRAFFIC ISLAND
20101	517.924	552.413		SCREW IN MANHOLE SURROUND
20102	349.289	515.318		SCREW IN CONCRETE PATH
20107	295.337	81.888		SCREW IN CONCRETE PATH

SURVEY NOTES:
COORDINATE ORIGIN AND ORIENTATION:

THE COORDINATE ORIGIN IS AS AGREED WITH BENNETT AND FRANCIS SURVEYS (B&FS) AND PDT ARCHITECTS. THE ORIENTATION CONFORMS TO THE MAP GRID OF AUSTRALIA (M.G.A.).

BUILDING GRIDS:

THERE IS ONLY LIMITED DOCUMENTED EVIDENCE OF THE ORIGINAL DESIGN BUILDING GRID DIMENSIONS. FROM B&FS' EXPERIENCE ON THE SITE, THEY ARE AWARE THAT THE CENTRE WAS BUILT IN AT LEAST FOUR SEPARATE STAGES - MYER, UP TO WOOLWORTHS, UP TO TARGET AND LEVEL 3 FOOD COURT. FROM THE DOCUMENTATION AVAILABLE THERE ARE TWO ALMOST INDEPENDENT GRID SYSTEMS - IMPERIAL MYER GRID AND METRIC REMAINDER TOWARD STATION ROAD.

THE BUILDING GRID IS A BEST-FIT SOLUTION THROUGH THE MEASURED LOCATION OF GROUPS OF COLUMNS ON LEVEL 0 AND LEVELS 2 & 3.

NOTWITHSTANDING SUBSTANTIAL PHYSICAL EVIDENCE TO THE CONTRARY AND IN THE INTERESTS OF EASE OF FUTURE CONSTRUCTION, ALL DERIVED BUILDING GRIDS ARE PARALLEL OR RIGHT ANGLES TO THE STAMFORD ROAD PROPERTY BOUNDARY. IT IS BELIEVED THIS WAS THE INTENTION OF THE ORIGINAL DESIGN.

THE MYER GRIDS ARE VERY CONSISTENT AND THE MEAN FIT IS APPROX 25MM ON THE MEASURED COLUMNS.

THE MEASURED COLUMNS BETWEEN MYER AND THE STATION ROAD END OF WOOLWORTHS SHOW A GOOD MEAN FIT OF THE ADOPTED GRID WITH A TOLERANCE OF APPROX 25mm AND WITH GOOD RELATIONSHIP WITH THE MYER GRIDS.

THE COLUMNS BETWEEN WOOLWORTHS AND STATION ROAD END OF TARGET INDICATE THAT GRID SETOUT IN THIS SECTION WAS NOT PARALLEL TO THE MYER GRID. WHILE MOST OF THE COLUMNS ARE IN REASONABLE AGREEMENT, ISOLATED COLUMNS IN THIS AREA ARE UP TO ABOUT 75mm FROM ADOPTED BUILDING GRID.

THE LEVELS 2 / 3 MEASURED COLUMNS AGREE WITH THE INTERPOLATED GRIDS AT THE REAR OF TARGET BUT SKEW AS THEY RUN FURTHER TO STATION ROAD. ONCE AGAIN THE SETOUT MAY NOT HAVE BEEN PARALLEL TO THE MYER GRID.

THE GRID LAYOUT SHOWN IS THE OPTIMUM "BEST-FIT" THROUGHOUT THE ENTIRE CENTRE.

GROUND (LEVEL 0) BITUMEN LEVELS:

THE BITUMEN SURFACE LEVELS ON LEVEL 0 BELOW MYER AND THE SECTION UP TO BELOW WOOLWORTHS WERE SURVEYED IN 2004. SINCE THAT DATE THE CARPARK SURFACE HAS BEEN TOPPED WITH APPROX 20mm OF BITUMEN HOT-MIX. THEREFORE THE EXISTING LEVELS IN THIS AREA ARE INDICATIVE ONLY.

ALIGNMENT AND BOUNDARIES:

PARISH: INDOOROOPILLY COUNTY: STANLEY
DATUM FOR LEVELS: PM10745 - R.L. 22.247m A.H.D.

THE ALIGNMENT AND BOUNDARIES SHOWN ON THIS DRAWING HAVE BEEN COMPILED FROM SURVEY PLAN Nos. 'SP241926' AND 'SP246593' SUPPLIED BY BENNETT AND FRANCIS SURVEYS (B&FS). EASEMENT 'A' IS RESTRICTED TO A HEIGHT OF R.L. 36.60m A.H.D. AND A DEPTH OF R.L. 27.90m A.H.D..

PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR IS TO CONFIRM THE ALIGNMENT AFFECTED BY THE PROPOSED WORKS.

A OVERALL SITE SETOUT PLAN
SCALE 1:500

Z3 Z5 Z7 Z9 Z11
Z2 Z4 Z6 Z8 Z10
Z1

KEY PLAN

Eureka FUNDS MANAGEMENT
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QUALITY ASSURANCE
AS/NZS ISO 9001: 2008
THIRD PARTY CERTIFIED

project details

INDOOROOPILLY
SHOPPING CENTRE

sheet title
OVERALL SITE SETOUT PLAN

issue date	scale	stage
06.03.13	1:500 @ A0	WD
job no.	dwg no.	revision
6360	A-OS-00-05	C

original sheet size A0 (841 x 1189mm)