

William Hovell Drive Duplication - Record of Design Changes

Since the initial DA application was submitted, the project design has developed further from Preliminary Sketch Plan (PSP) concept and entered the Final Sketch Plan (FSP) design stage. As a result, changes have occurred to all packages and drawings given that additional detail has been added as the engineering design has been detailed.

The most significant changes are summarised below.

Table 1: Significant Changes to William Hovell Drive Design

| Item No. | Sheet | Design component | Change description |
|----------|-------|--------------------|--|
| 1 | All | Road | Changes have been made to the vertical and horizontal design of the road as part of the design development in the next design stage, Document Readiness. This includes widening the on-road cycle lane to 2.5m. Changes to the road design have affected all other design disciplines. |
| 2 | All | Drainage | Drainage design has been revised to accommodate changes to the road design. |
| 3 | All | Water reticulation | Design for relocation of Icon Water facilities has been further detailed. |
| 4 | All | Utilities | Design for relocation of affected utilities has been further developed in the Document Readiness Stage. |
| 5 | All | Pavement | Pavement design further developed and detailed in the Document Readiness Stage. |
| 6 | All | Pavement | Design of subsurface drains has been further developed in accordance with the road pavement and road design changes. |
| 7 | All | TCD | Signage and line marking design further developed as part of Document Readiness Stage. |
| 8 | All | TCD | Traffic signal design developed as part of Document Readiness Stage. |
| 9 | All | CCTV | Provision for future CCTV along WHD William Hovell Drive (WHD) included in design. |
| 10 | All | Structures | Design for extension of 3 underpass along WHD further developed as part of Document Readiness Stage. |
| 11 | All | Street Lighting | Street lighting design updated to accommodate changes to road and SUP alignments. Design further developed as part of Document Readiness Stage. |
| 12 | All | Landscaping | Tree removal plan updated to reflect changes to road design. |

| Item No. | Sheet | Design component | Change description |
|----------|----------|------------------|--|
| 13 | All | Landscaping | Tree and vegetation planting updated in accordance with changes to road design and comments received as part of EIS process. |
| 14 | All | Landscaping | New tree and vegetation types developed as part of EIS engagement process. |
| 15 | Sheet 1 | Road | Path connection from WHD intersection amended. |
| 16 | Sheet 1 | Road | Parking added next to Weetangera Cemetery Access. |
| 17 | Multiple | Road | Weetangera Cemetery Access road made a shared facility between Drake Brockman Drive (DBD) and the Equestrian underpass, for multiple user types. |
| 18 | Sheet 1 | Pavement | SMA (Stone Mastic Asphalt) surfacing has been allowed for at the WHD / DBD intersection. |
| 19 | Sheet 1 | CCTV | CCTV included in design at WHD / DBD intersection. |
| 20 | Sheet 2 | TCD | Push button triggered warning signal added to underpass to improve safety. |
| 21 | Sheet 1 | Structures | Design of retaining wall MW1A developed further as part of Document Readiness Stage. |
| 22 | Sheet 2 | Structures | Retaining wall MW1B removed from design. |
| 23 | Sheet 2 | Structures | Design of retaining wall MW1C developed further as part of Document Readiness Stage. |
| 24 | Sheet 9 | Structures | Fauna rope bridge added. |
| 25 | Sheet 2 | Road | SUP aligned through off leash dog area, west of WHD, removed. |
| 26 | Sheet 2 | Road | Alignment of approaches either side of Underpass 1156 changed. |
| 27 | Sheet 3 | Structures | Design of retaining wall MW1D and MW1E developed further as part of Document Readiness Stage. |
| 28 | Sheet 3 | Road | Weetangera Cemetery Access road and parking alignment amended to minimise impact on high value trees in Weetangera Cemetery. |
| 29 | Sheet 6 | Structures | Fauna underpass at Ch 1840. |
| 30 | Sheet 6 | Road | Verge widened to accommodate future CCTV. |
| 31 | Sheet 7 | Structures | Fauna underpass at Ch 2240. |
| 32 | Sheet 8 | Road | Shared User Path (SUP) alignment either side of Underpass 1154 to accommodate cattle crossing. |
| 33 | Sheet 9 | Structures | Fauna rope bridge added between Kama and Pinnacle nature reserves. |
| 34 | Sheet 9 | Structures | Retaining wall MW1F removed from design. |
| 35 | Sheet 9 | Structures | Retaining wall MW1G removed from design. |

| Item No. | Sheet | Design component | Change description |
|----------|----------|------------------|---|
| 36 | Sheet 9 | Road | Termination of Kama access road amended to tie into existing parking. |
| 37 | Sheet 12 | Structures | Fauna underpass at Ch 2710. |
| 38 | Sheet 12 | Road | Verge widened to accommodate future CCTV. |
| 39 | MW1H | Structures | Façade design further developed. |