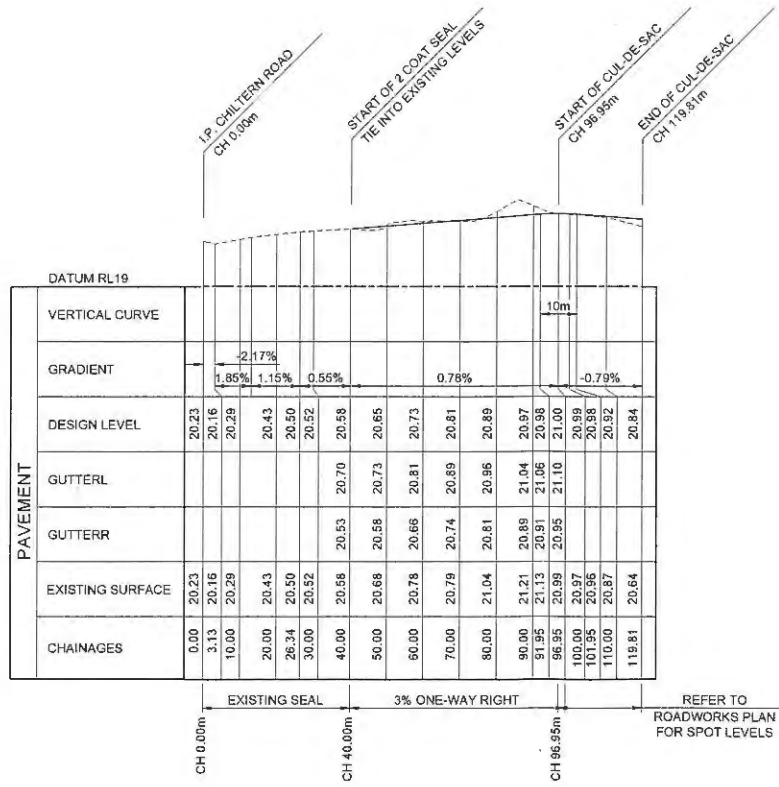


ROADWORKS & DRAINAGE PLAN
SCALE 1:250



DATUM RL19	
VERTICAL CURVE	
GRADIENT	1.85%, 1.15%, 0.55%, 0.78%, -0.79%
DESIGN LEVEL	20.23, 20.16, 20.29, 20.43, 20.50, 20.52, 20.58, 20.65, 20.73, 20.81, 20.89, 20.97, 20.98, 21.00, 20.99, 20.95, 20.89, 20.82, 20.84
GUTTERL	
GUTTERR	
EXISTING SURFACE	20.23, 20.16, 20.29, 20.43, 20.50, 20.52, 20.58, 20.65, 20.73, 20.81, 20.89, 20.97, 20.98, 21.00, 20.99, 20.95, 20.89, 20.82, 20.84
CHAINAGES	0.00, 3.13, 10.00, 20.00, 26.34, 30.00, 40.00, 50.00, 60.00, 70.00, 80.00, 90.00, 91.95, 96.95, 100.00, 103.00, 110.00, 119.81

HAWES ROAD - 5.0m SEAL
SCALE 1:1000 H & 1:100 V

- LEGEND:**
- 2 COAT SEAL (14/7mm)
 - BACK OF KERB (MK)
 - ROAD (EDGE OF SEAL)
 - 3% CROSS FALL
 - PROPOSED DESIGN LEVEL (m)
 - CHAINAGE OFFSET (e.g., CH 103.890 (5.75))
 - COMBINATION GULLY PIT
 - Ø 1500X1500mm SOAKWELL
 - Ø 300mm RCP CLASS 2 STORMWATER PIPE @ 1:200 GRADE

- NOTES:**
- GENERAL**
 - ALL LEVELS ARE TO A.H.D.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL CIVIL DRAWINGS D48720 AND THE LOCAL AUTHORITY'S SPECIFICATION.
 - ALL WORKMANSHIP AND METHODS USED IN THE WORKS SHALL CONFORM TO THE CURRENT AUSTRALIAN STANDARD WHERE SUCH STANDARD EXISTS. WHERE SUCH STANDARD DOES NOT EXIST, THE CURRENT LOCAL AUTHORITY'S STANDARD SHALL APPLY.
 - THE CONTRACTOR IS TO LOCATE EXISTING SERVICES AND PROTECT DURING CONSTRUCTION. IF A CLASH OCCURS THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
 - EXISTING SERVICES**
 - PRIOR TO COMMENCING WORK THE CONTRACTOR SHALL FAMILIARISE HIMSELF, AND ALL PERSONNEL ON SITE UNDER HIS DIRECTION, WITH THE LOCATION OF ALL EXISTING SERVICES ON AND ADJACENT TO THE SITE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH WHAT SERVICES OR IMPROVEMENTS EXIST OR ARE UNDER CONSTRUCTION AT THE SITE.
 - THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT DAMAGE TO EXISTING SERVICES AT THE SITE DURING THE CONSTRUCTION PERIOD.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF REPAIRING ANY DAMAGE CAUSED TO EXISTING SERVICES, AND NOTIFY THE RELEVANT AUTHORITY OR PERSONS CONCERNED IMMEDIATELY SHOULD ANY DAMAGE OCCUR.
 - ANY REPAIR WORK SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY (OR IN CONSULTATION WITH AND SHALL BE ARRANGED BY THE CONTRACTOR).
 - ADJACENT RESIDENCES**
 - THE CONTRACTOR SHALL ENSURE PARTICULAR ATTENTION IS GIVEN TO PLANT, EQUIPMENT AND MANPOWER OPERATIONS SO AS TO AVOID CAUSING A NUISANCE TO ADJACENT RESIDENCES DUE TO THE WORKS.
 - THE CONTRACTOR SHALL ASSESS THE NEED TO ENGAGE A SUITABLY QUALIFIED CONSULTANT TO PERFORM STRUCTURAL INSPECTIONS ON ADJACENT RESIDENCES THAT HE DEEMS MAY BE AFFECTED BY THE WORKS.
 - THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING ALL ADJACENT PRIVATE PROPERTY.
 - THE CONTRACTOR IS TO ALLOW IN HIS LUMP SUM LIABON WITH ALL ADJACENT RESIDENTS THROUGHOUT THE WHOLE CONTRACT PERIOD.
 - THE CONTRACTOR IS TO PERFORM A LETTER DROP NOTIFYING ALL RESIDENTS DIRECTLY AFFECTED BY THE WORKS (INCLUDING OF NOISE AND VIBRATION EFFECTS).
 - ROADWORKS**
 - ALL PAVEMENT MATERIALS ARE TO CONFORM TO THE LOCAL AUTHORITY'S SPECIFICATION.
 - ALL CORNER SWEEPS TO BE 90m RADIUS UNLESS NOTED OTHERWISE.
 - ALL KERBS SHALL BE MOUNTABLE UNLESS NOTED OTHERWISE. ALL MOUNTABLE KERBS PLACED ON SWEEPS, AND RADIUS OF LESS THAN 40m, ARE TO BE KEVED IN. SEE DETAILS ON SHEET 002.
 - SEAL WIDTH SHALL BE AS SHOWN ON THE DRAWINGS & SHALL BE MEASURED BETWEEN KERBS.
 - FOR UNSEALED ROADS, THE BASECOURSE WIDTH SHALL BE AS SHOWN ON THE DRAWINGS AND BE MEASURED BETWEEN THE OUTER EDGE OF THE SHOULDERS.
 - THE CONTRACTOR SHALL ARRANGE FOR ALL MRD, TRAFFIC MANAGEMENT, TO INSTALL REGULATORY SIGNS & LINE MARKINGS IN CONJUNCTION WITH THE WORKS. ALL COSTS SHALL BE BORNE BY THE CONTRACTOR.
 - ALL UNSUITABLE BOX CUIT MATERIALS ARE TO BE REMOVED FROM SITE.
 - WHEN UNSUITABLE SUBGRADE MATERIALS ARE ESTABLISHED, OVER EXCAVATION AND REPLACEMENT WITH 150mm CRUSHED LIMESTONE WILL BE PERFORMED AT THE ENGINEERS INSTRUCTION.
 - ALL JOINTS TO EXISTING PAVEMENT AND SEALS SHALL BE A CUT JOINT.
 - TRAFFIC MANAGEMENT / CONTROL**
 - THE CONTRACTOR SHALL PROVIDE TRAFFIC WARNING SIGNS WHERE WORK IS IN PROGRESS.
 - TEMPORARY SIGNAGE AND TRAFFIC MANAGEMENT SHALL COMPLY WITH AUSTRALIAN STANDARDS AS 1742.3 2000 IN CONJUNCTION WITH MAIN ROADS WESTERN AUSTRALIA'S 'CODE OF PRACTICE'.
 - THE CONTRACTOR SHALL ALLOW SUFFICIENT LABOUR TO DIRECT AND CONTROL TRAFFIC TO ALLOW THE PROPER COMPLETION OF THE WORKS AND THE SAFETY OF THE TRAFFIC.
 - THE CONTRACTOR SHALL ALLOW REASONABLE ACCESS TO PROPERTIES DURING PROGRESS OF THE WORK.
 - IF THE WORKS NECESSITATE THE TEMPORARY CLOSURE OF A ROAD OR PART OF A ROAD, THE CONTRACTOR SHALL OBTAIN NECESSARY APPROVALS AND PROVIDE ALL NECESSARY DETOUR SIGNS, SAFETY MEASURES AND WARNING LIGHTING. COPIES OF ROAD CLOSURE APPROVALS SHALL BE SUBMITTED TO THE SUPERINTENDENT PRIOR TO ANY ROAD BEING CLOSED.
 - THE CONTRACTOR SHALL INDEMNIFY THE PRINCIPAL AND SUPERINTENDENT AGAINST ALL CLAIMS, DEMANDS, PROCEEDINGS, COSTS AND EXPENSES INCURRED IN CONSEQUENCE OF ANY ACTION ARISING OUT OF THIRD PARTY CLAIMS IN RESPECT TO TRAFFIC CONTROL.

22 October 2013 Attachment 7.1 b

0	01/10/2011	AMENDMENTS AS PER COUNCIL APPROVAL	I.C.
A	18/01/2011	ISSUED TO LOCAL AUTHORITY FOR APPROVAL	I.C.
No.	DATE	ISSUE / REVISION DESCRIPTION	APPROVED
PROJECT: PROPOSED ROAD EXTENSION & CUL-DE-SAC, HAWES ROAD DENMARK			
CLIENT: ADRIAN AND FAY JOHNS			
TITLE: ROADWORKS & DRAINAGE PLAN			
			APPROVED:
<small>Dennis Pty Ltd (ABN 71 349 772 857) ATY the Young Ponds and Higham Unit Trust trading as Structerre Consulting Engineers 1 ERINDALER ROAD, BALCATTA W.A. 6021 TEL 9255 4500 FAX 9255 4541 EMAIL enq@structerre.com.au B.E. M.I.E. (AUST)</small>			
DRAWN	DESIGNED	CHECKED	APPROVED FOR ISSUE
S. LEECH	I. CASTLE	I. CASTLE	
SCALE	DATE	JOB No.	DRAWING NUMBER
1:250 @ A1	Nov-2012	J107767	D48720 - C - 02





Shire Of Denmark	
ICR13921644	
17 SEP 2013	
EPH	
A3100	
COUNCILLORS	
CEO	
DIR of FINANCE	
DIR of PLANNING	<input checked="" type="checkbox"/>
DIR of INFRASTRUCTURE	<input checked="" type="checkbox"/>
DIR of COMMUNITY	<input checked="" type="checkbox"/>
OTHER	

*Gregg
for reply
p. 14.
Dale*

Chief Executive Officer,
Denmark Shire Council,

Dear Sir,


In response to the decision made by The Council at the August 19th meeting regarding the right of way which runs from Hawes Rd to the rear of the park on Minsterly Rd, this decision was made after incorrect information was supplied to the Council and is in error. The map used was an old and not upto date map believed to be made in around 1960. I enclose a map which was given to me when I bought my house at [redacted] which backs onto the Right of Way. This map is believed to be of 1995 vintage and is used by several real estate companies in the town of Denmark.

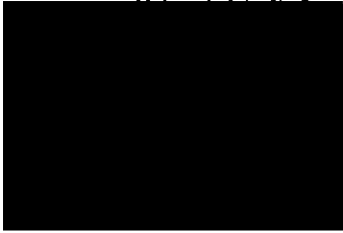
The 1995 map clearly shows that the Right of Way ends at the rear of the park (near my boundary) and does not extend into the park at all. Whereas the 1960 map used by the council shows a right of way through to Minsterly Rd, obviously this has been changed at a later date by the council. I cannot understand why an Officer of the Council would be using an outdated map or for what reason in this instance. One would think that the Council has upto date maps in its offices.

The application to close the entrance way from the park to the Right of Way as it exists now is to stop heavy laden trucks from going through the park where many children go to play and use the playground equipment as supplied by the ratepayers of Denmark. This is a dangerous practise brought on by one person whose property backs onto the Right of Way who is doing construction work at the rear of his property and in the Right of Way as the enclosed photos will show. We also get persons driving through the park at all times of the day and at weekends there are a group of people on motor bikes who use the track as a speedway. One day we had 6 B Double loads of sand go through the park when there were kids playing in the park, the parents took them out of the park for their safety. Is a kids life or serious injury worth a Chain across the entrance to stop this practise? Will it take that to get something done ?

I hope that you peruse the photos and maps that I have included and come to a

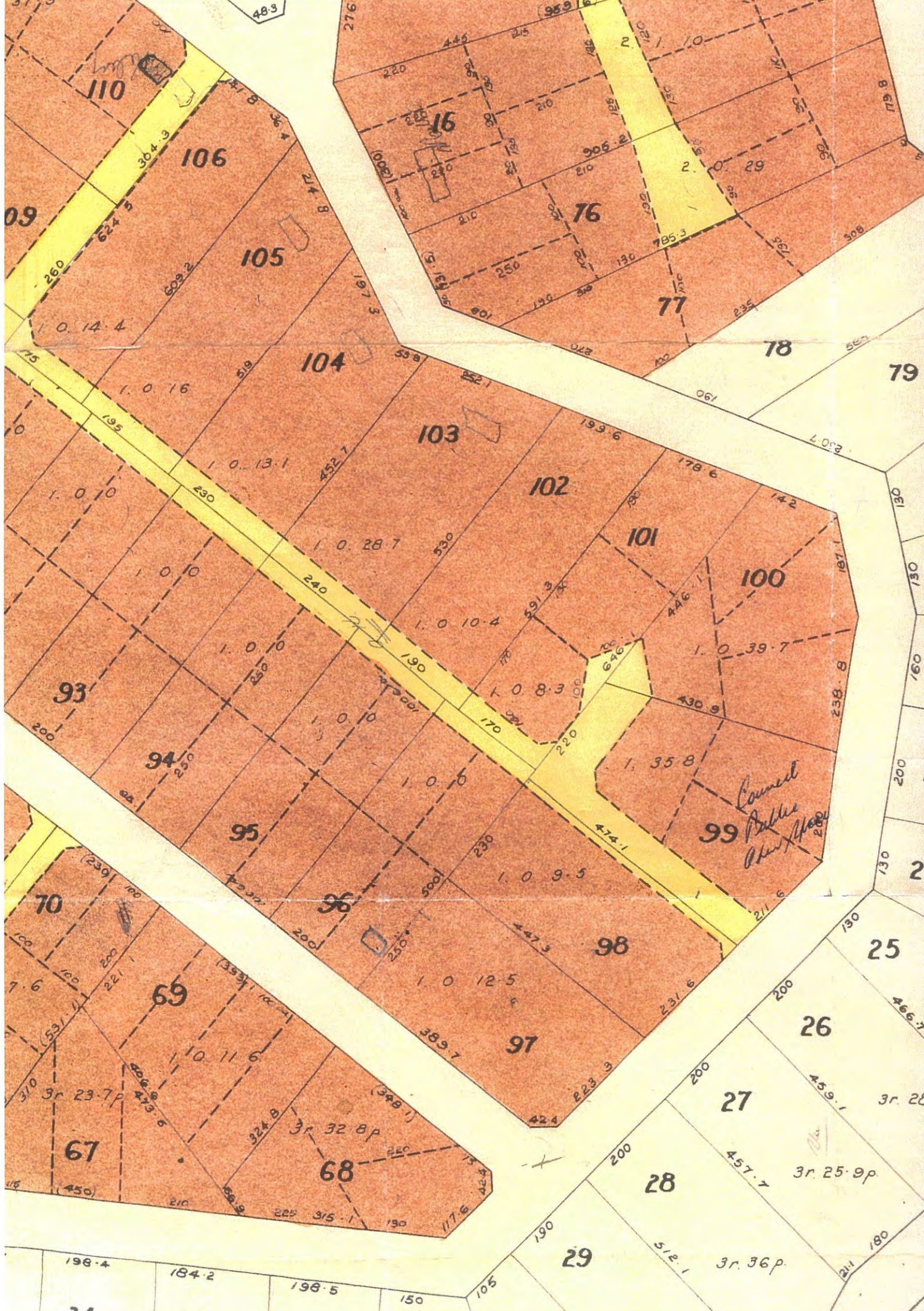
sensible and correct decision and let commonsense prevail.

Thanking you, 





TAKEN FROM LANDGATE MAP OF 1995.
CLEARLY SHOWS NO RIGHT OF WAY
THROUGH PARK. LANDGATE MAP OF 1960
SHOWS ROW. THIS MISINFORMATION WAS
PRESENTED TO COUNCIL & IS ERRONEOUS
DUE TO IT BEING SUPERSEDED BY LATER
MAPS AND CHANGES BY COUNCIL.



MAP OF 1960 STILL BEING USED
BY COUNCIL. WHY?

KELL GILLES @ 21VE. DOT. COM. AU



31 CHILTERN ROAD, OCEAN BEACH, WA 6333



Owner Details

Owner Name(s): WINSTON NEIL FERGUSON

Owner Address: N/A

Phone(s): *(08) 9848 3325 (FERGUSON)

Owner Occupied:

Owner Type:

Property Details

UBD Ref: 3 1 1

RPD: 2//D039140 (1328/85)

Property Type: House - N/A

Area: 1,821 m² (0 m²)

Land Use (1): HOUSE - WORKSHOP (27) Land Use (2): N/A

Area \$/m²: ()

Council: DENMARK

Water/Sewerage:

Features: Build Yr: 1960, Wall Type: ASB

Zoning

Plan #:	Zoning:	Parish:
D039140	R5	

Sales History

Sale Amount:	Sale Date:	Vendor:	Area:	Sale Type:	Related:
\$ 0	29/12/1997		1,821 m ²	Normal Sale	No
\$ 154,000	28/03/1996	LAING; LAING	1,821 m ²	Normal Sale	No
\$ 88,300	06/11/1990	WILLIAMS; WILLIAMS	1,821 m ²	Normal Sale	No



Prepared on 11/09/2013 by Kim Barrow, 9848 1498 at Ray White Denmark. © REIWA PriceFinder 2013 (reiwa.com.au)

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RUTS NEAR ENTRANCE OF ROW 9 PARK BOUNDARY



PHOTO SHOWING THE PROXIMITY OF TRACK THROUGH
PARK & PLAYGROUNDS



WORK BEING CARRIED OUT IN ROW.



ENTRANCE TO PARK FROM MINSTERLY ROAD



WORK BEING CARRIED OUT IN ROW.



Gregg Harwood

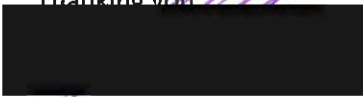
Director of Community & Regulatory Services,

Denmark Shire Council.

Dear Sir,

Thankyou for the response to my letter regarding the access through Harington Park. Whilst I am dissapointed that it appears nothing will be done there are a few points that should be taken into account. Why if there is access allowed, is there a "No Access" sign at Hawes Rd leading into the ROW? If there is access allowed then this sign should be removed forthwith. Better still to prevent harm or injury or worse to any child playing in the park, caused by vehicles (possibly causing a massive court case for the Shire) why not put a chain across the entranve to the ROW at the Park boundary. This would allow the gardeners to mow the park unimpeded and allow access for fire vehicles to access the right of way if need be. That access already exists at the Hawes Rd entrance. Lets have some commonsense in this matter and prevent an accident before it occurs.

Thanking you



Saturday, 5 October 2013.

10102014

Shire Of Denmark	
A3100	
08 OCT 2013	
CPH	
COUNCILLORS	
CEO	
DIR OF FINANCE	
DIR OF PLANNING	
DIR OF INFRASTRUCTURE	
DIR OF COMMUNITY	<input checked="" type="checkbox"/>
OTHER	

x/REF 002131021939

