

PROPOSED ROAD AND SITE LAYOUT PLAN  
SCALE: 1:1250

NOT FOR  
CONSTRUCTION

Issue	Date	Description	Design	Drawn	Ch'k'd
B	23.10.09	PRELIMINARY ISSUE	CJS	CJS	
A	30.07.09	CONCEPT ISSUE	CJS	CJS	

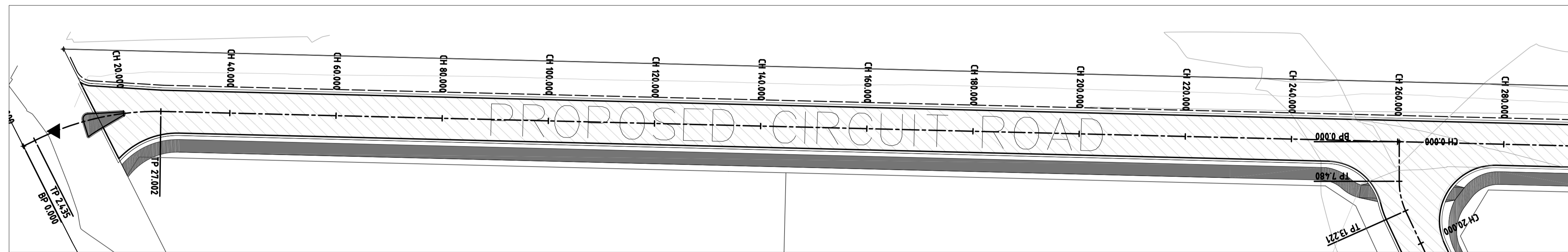
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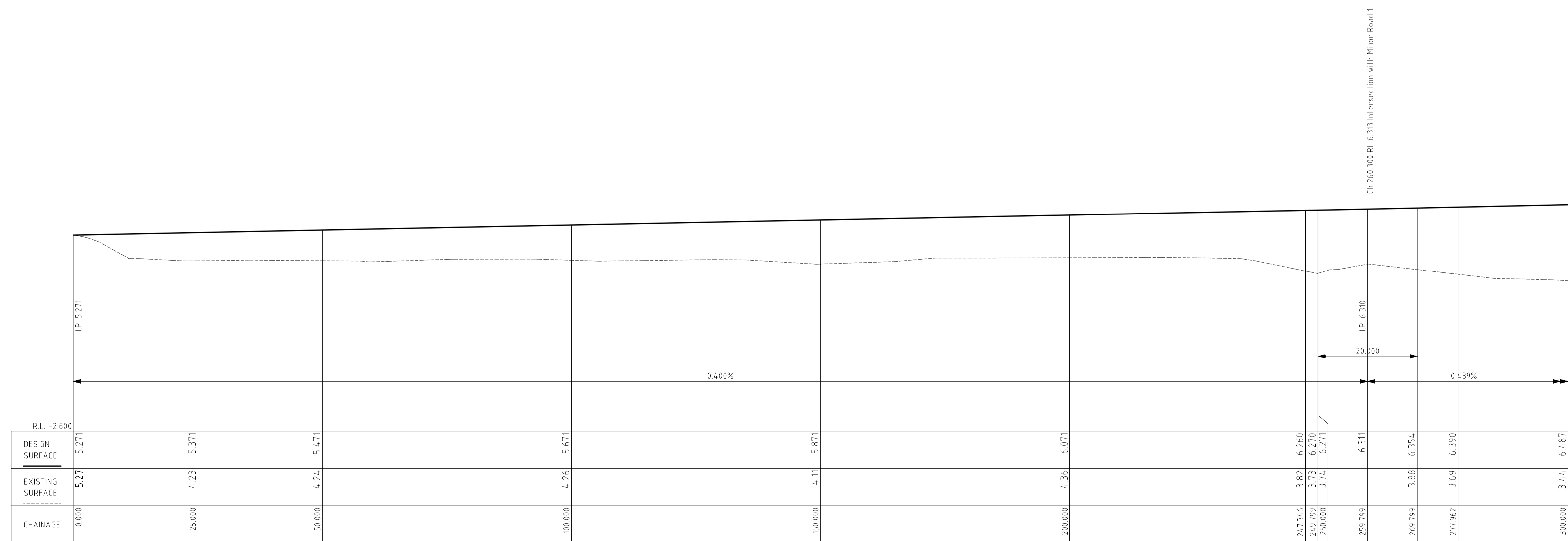
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216 Macquarie Road, Warners Bay  
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Tel : (02) 4978 5000  
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website : www.barkerharle.com.au

PROPOSED COMMERCIAL SUBDIVISION  
155 SALAMANDER WAY,  
SALAMANDER BAY  
PORT STEPHENS COUNCIL

Drawing:	90262
Sheet:	C1
Issue:	B
Original Sheet Size:	A1



LONGITUDINAL SECTION PLAN VIEW  
SCALE: 1:500



LONGITUDINAL SECTION  
CIRCUIT ROAD Ch 0.000 to Ch 300.000  
SCALES: HORIZONTAL 1:500 VERTICAL 1:100

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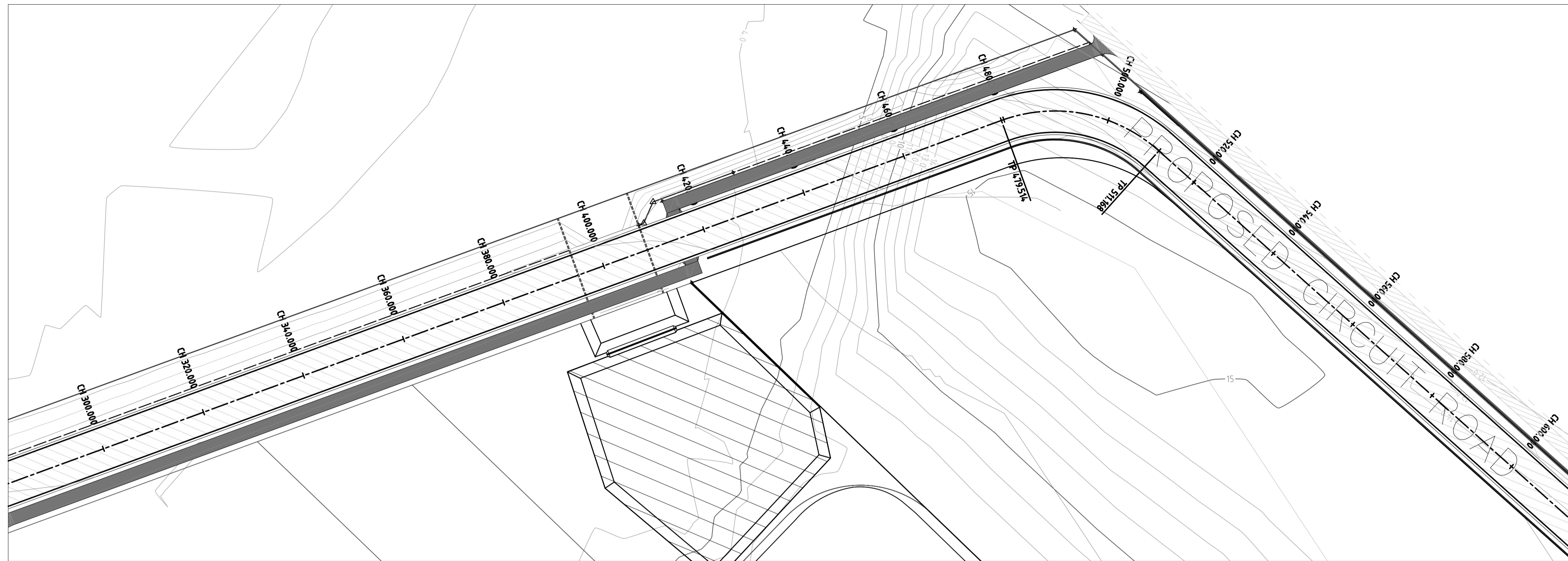
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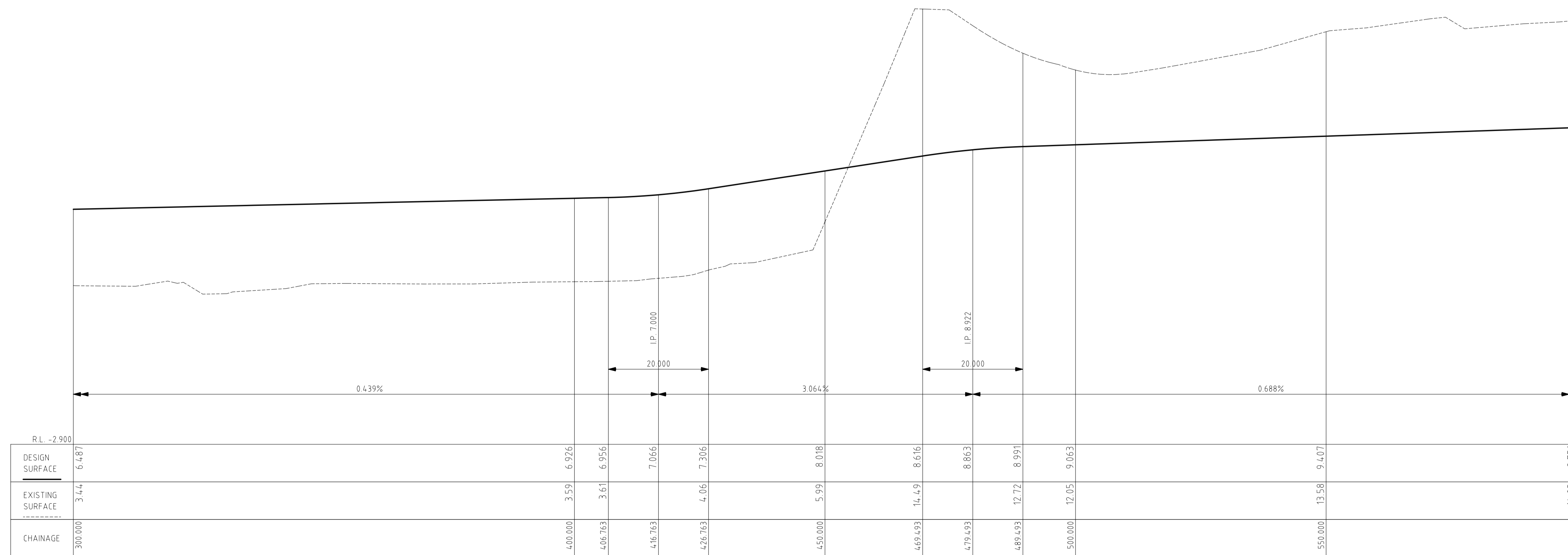
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PROPOSED COMMERCIAL SUBDIVISION  
155 SALAMANDER WAY,  
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Drawing:	90262
Sheet:	C2
Issue:	A
Original Sheet Size:	A1



LONGITUDINAL SECTION PLAN VIEW  
SCALE: 1:500



LONGITUDINAL SECTION  
CIRCUIT ROAD Ch 300.000 to Ch 600.000  
SCALES: HORIZONTAL 1:500 VERTICAL 1:100

NOT FOR  
CONSTRUCTION

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B	23.10.09	PRELIMINARY ISSUE	CJS	CJS	
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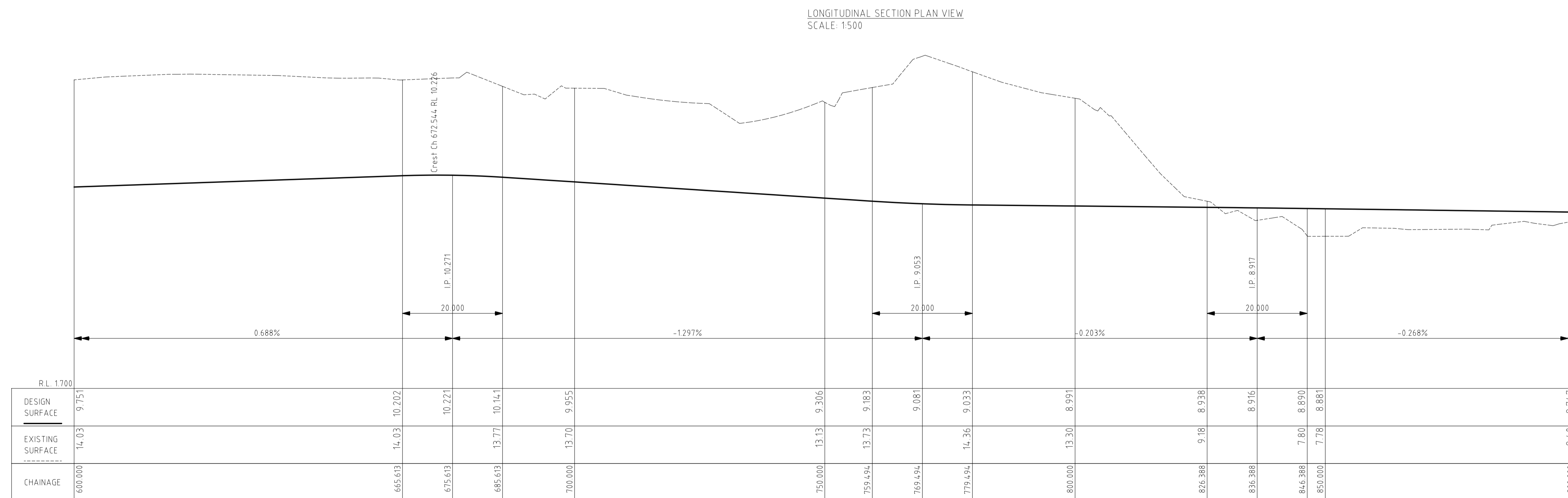
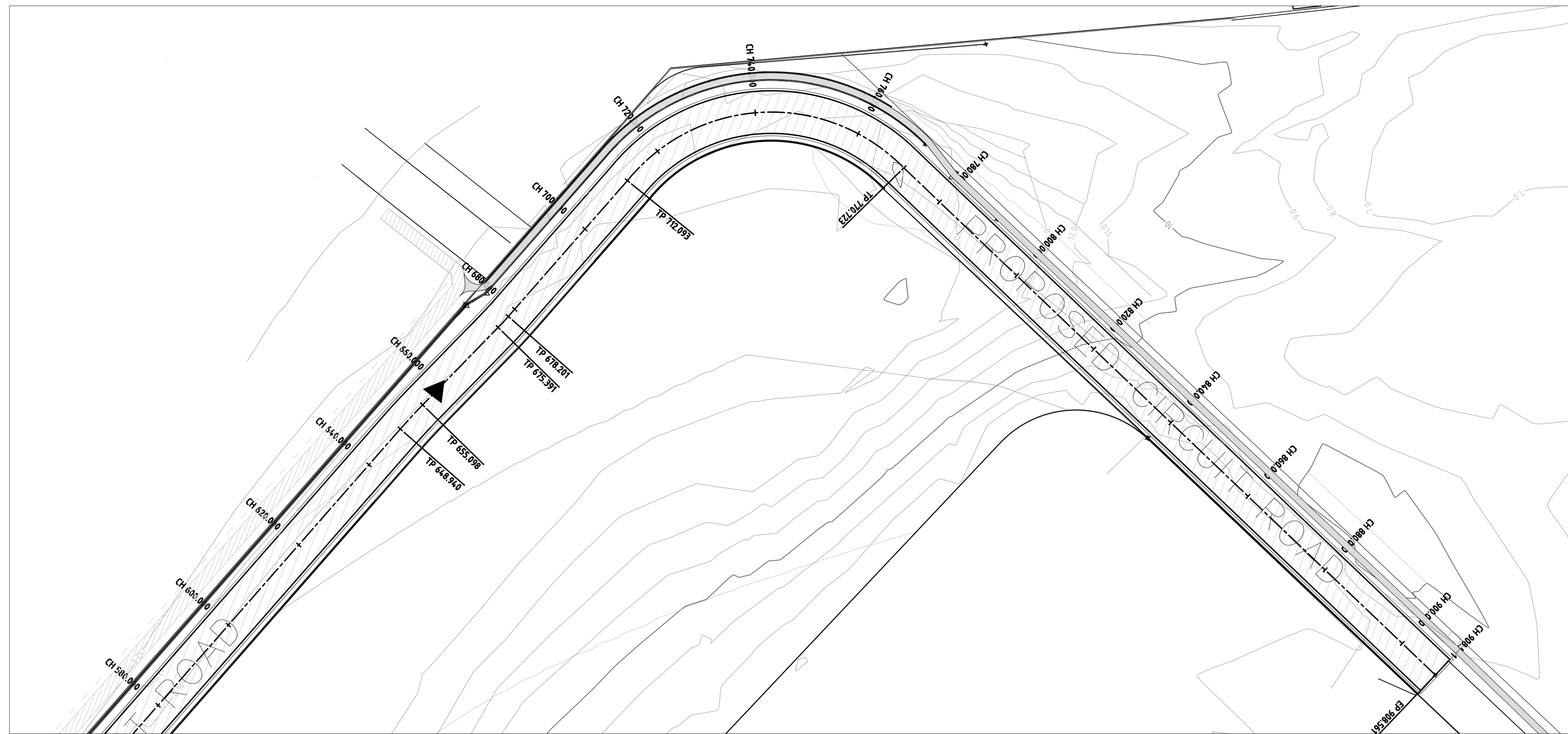
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PROPOSED COMMERCIAL SUBDIVISION  
155 SALAMANDER WAY,  
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Drawing:	90262
Sheet:	C3
Issue:	A
Original Sheet Size:	A1



NOT FOR CONSTRUCTION

Issue	Date	Description	Design	Drawn	Ch'kd
B	23.10.09	PRELIMINARY ISSUE	CJS	CJS	
A	30.07.09	CONCEPT ISSUE	CJS	CJS	

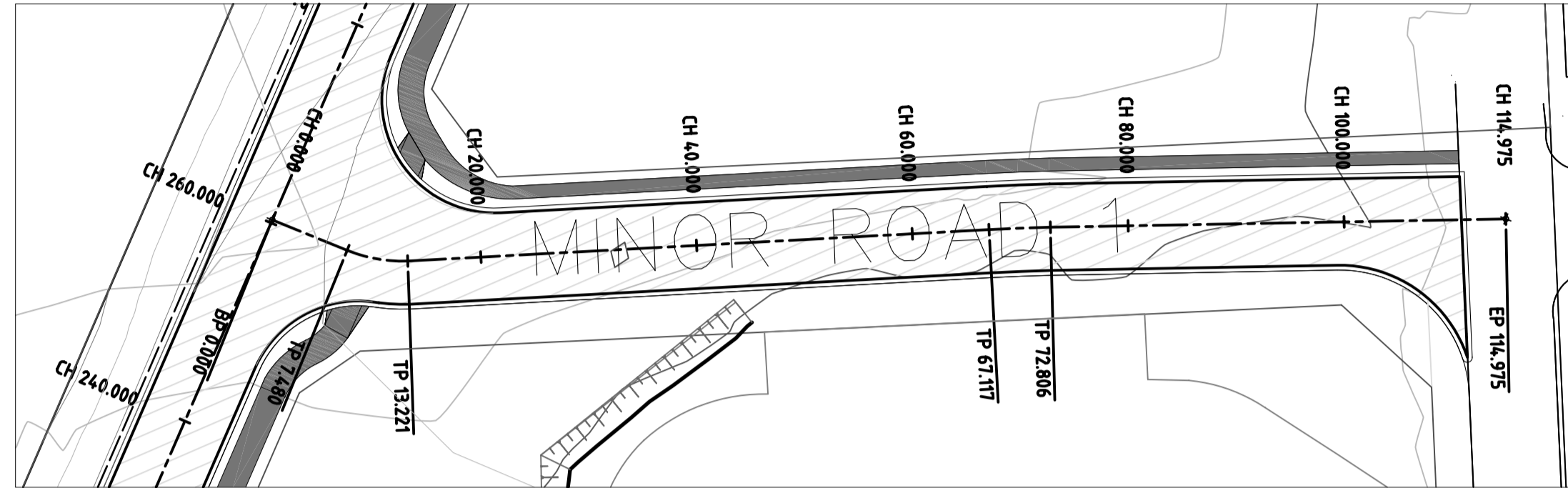
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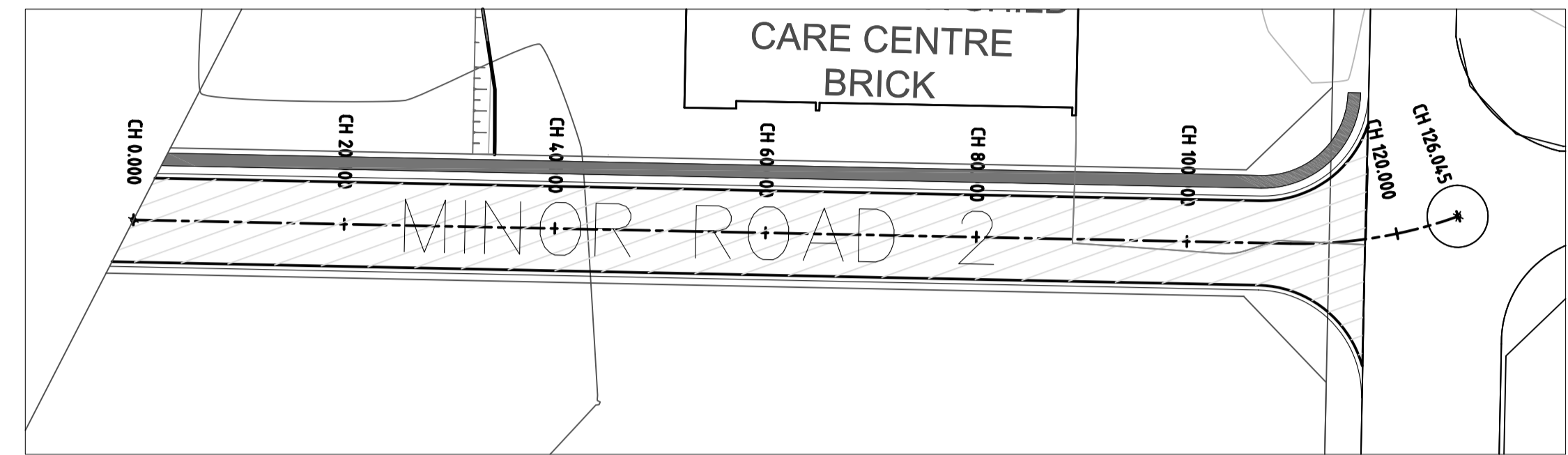
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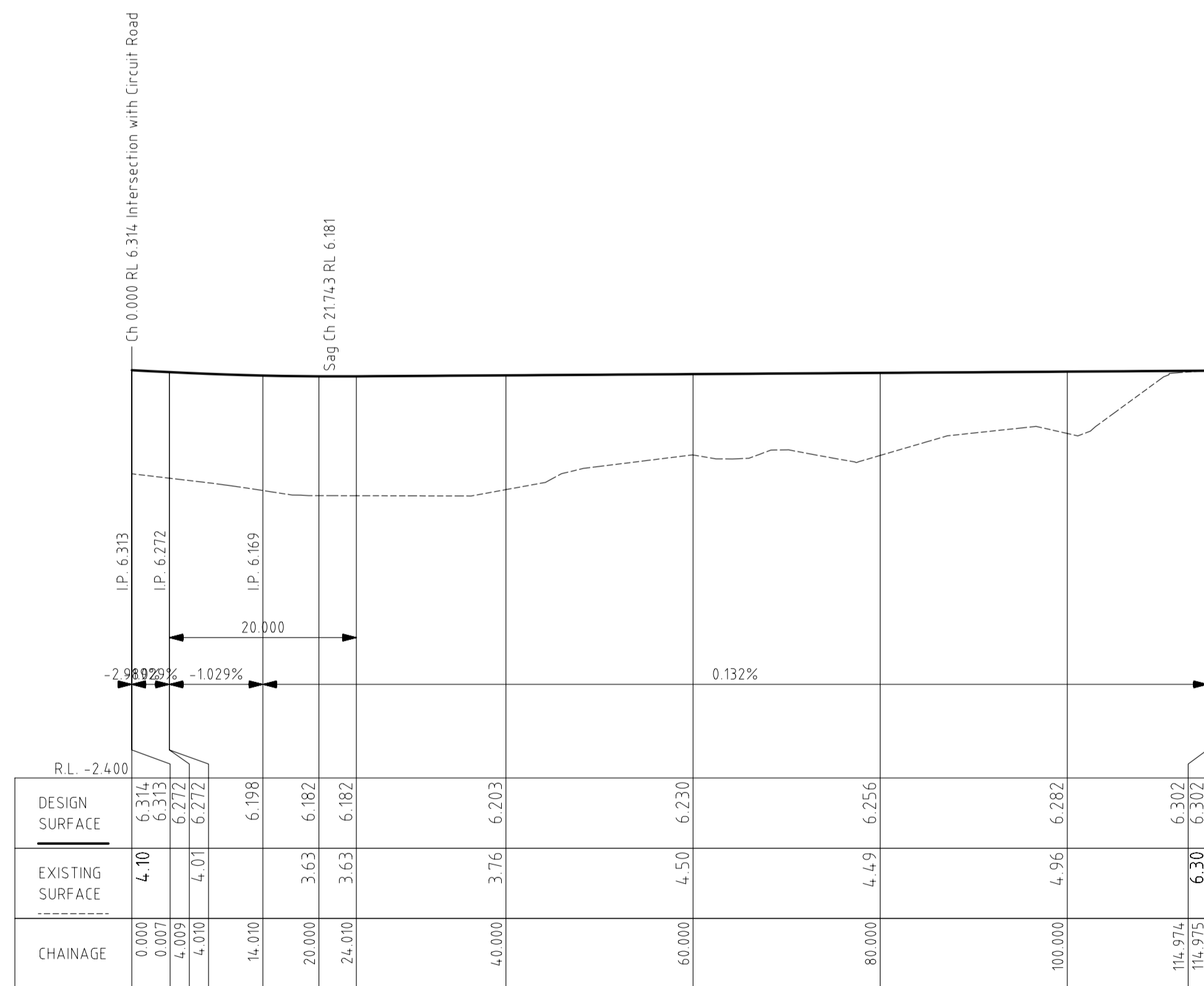
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Sheet:	C4
Issue:	A
Original Sheet Size:	A1



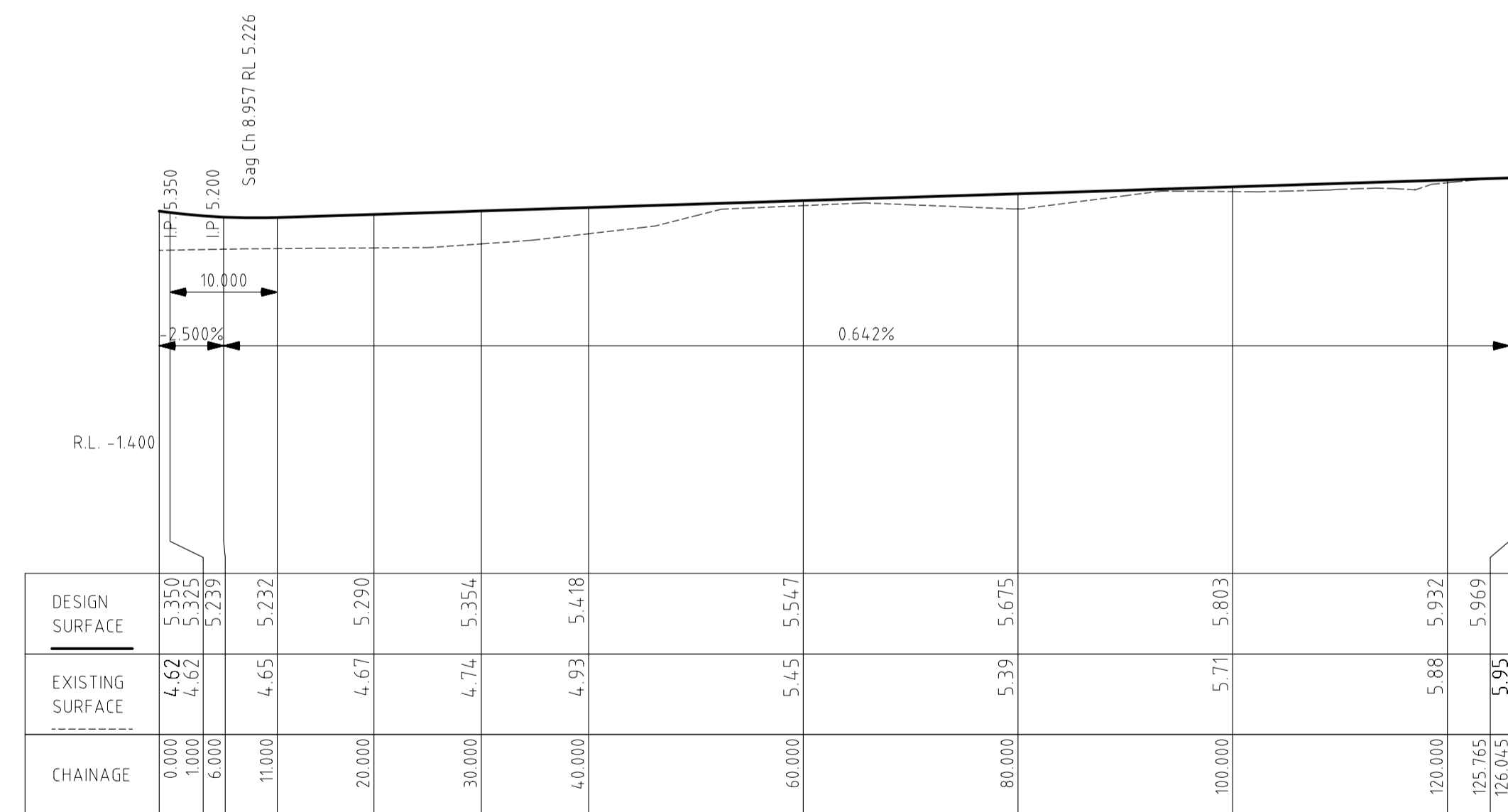
LONGITUDINAL SECTION PLAN VIEW - MINOR ROAD 1  
SCALE: 1:500



LONGITUDINAL SECTION PLAN VIEW - MINOR ROAD 2  
SCALE: 1:500



LONGITUDINAL SECTION  
MINOR ROAD 1 Ch 0.000 to Ch 114.975  
SCALES: HORIZONTAL 1:500 VERTICAL 1:100  
MINOR ROAD 1



LONGITUDINAL SECTION  
MINOR ROAD 2 Ch 0.000 to Ch 126.045  
SCALES: HORIZONTAL 1:500 VERTICAL 1:100  
MINOR ROAD 2

NOT FOR  
CONSTRUCTION

Issue	Date	Description	Design	Drawn	Ch'k'd
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A	30.07.09	CONCEPT ISSUE	CJS	CJS	

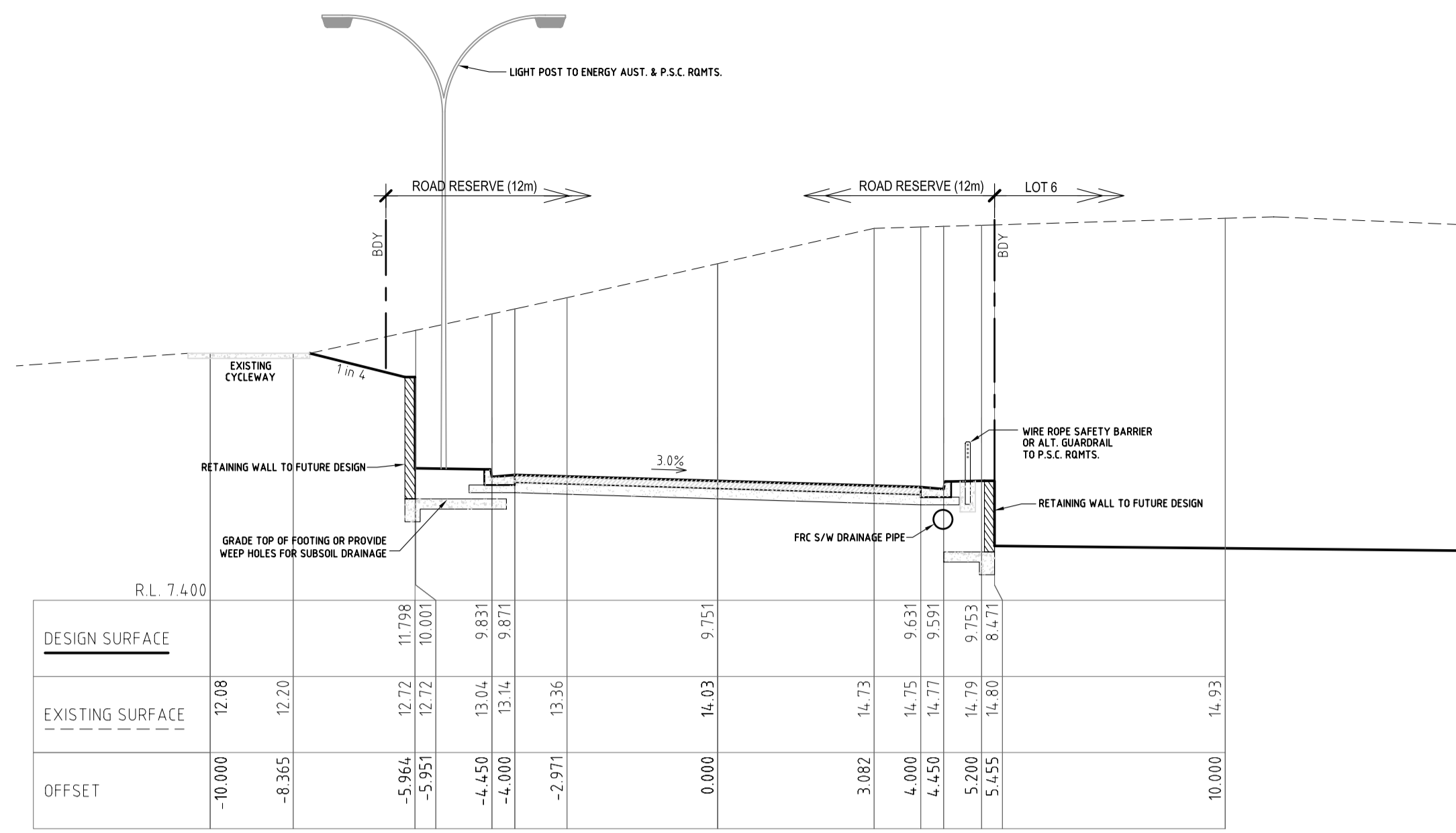
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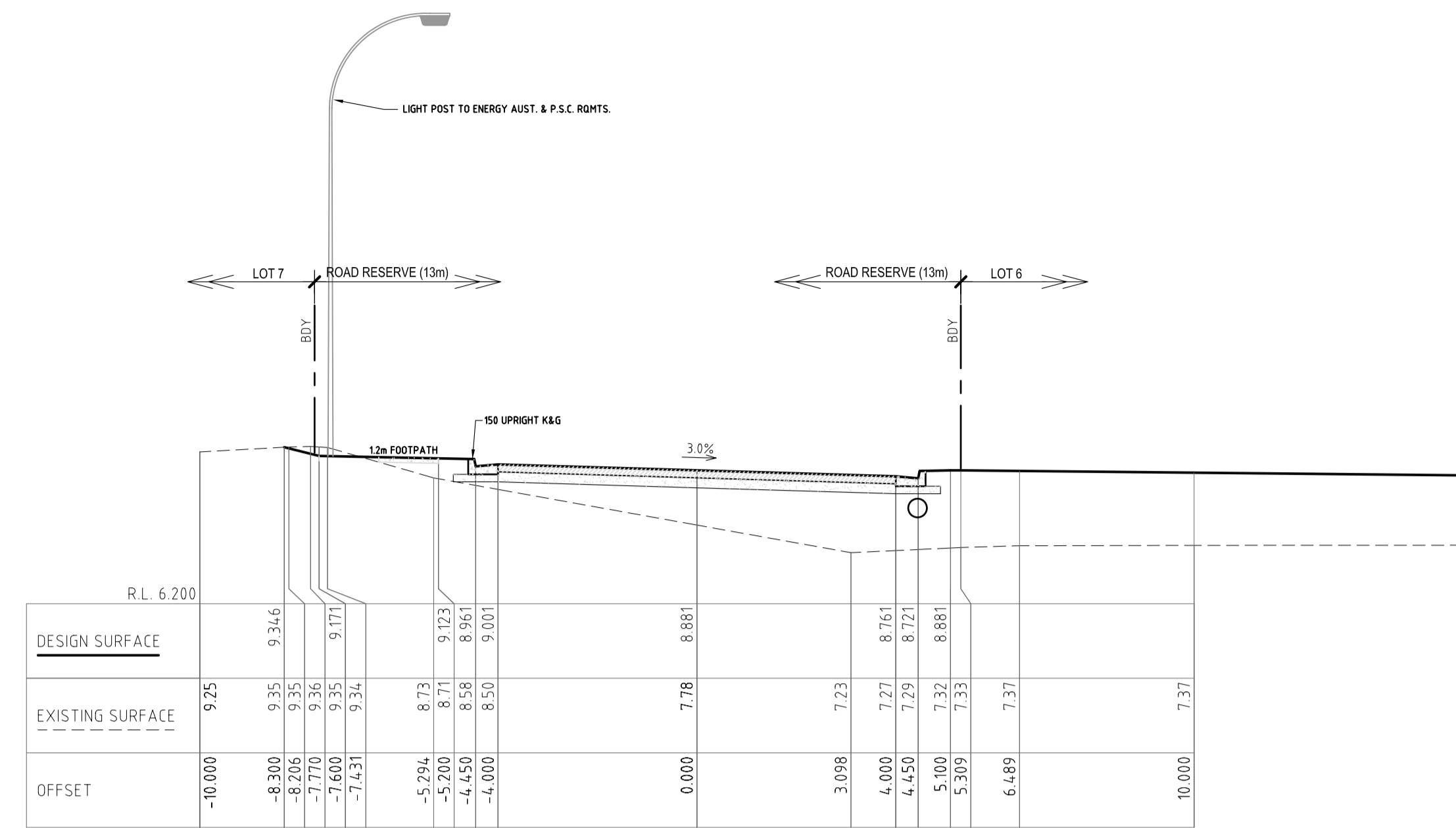
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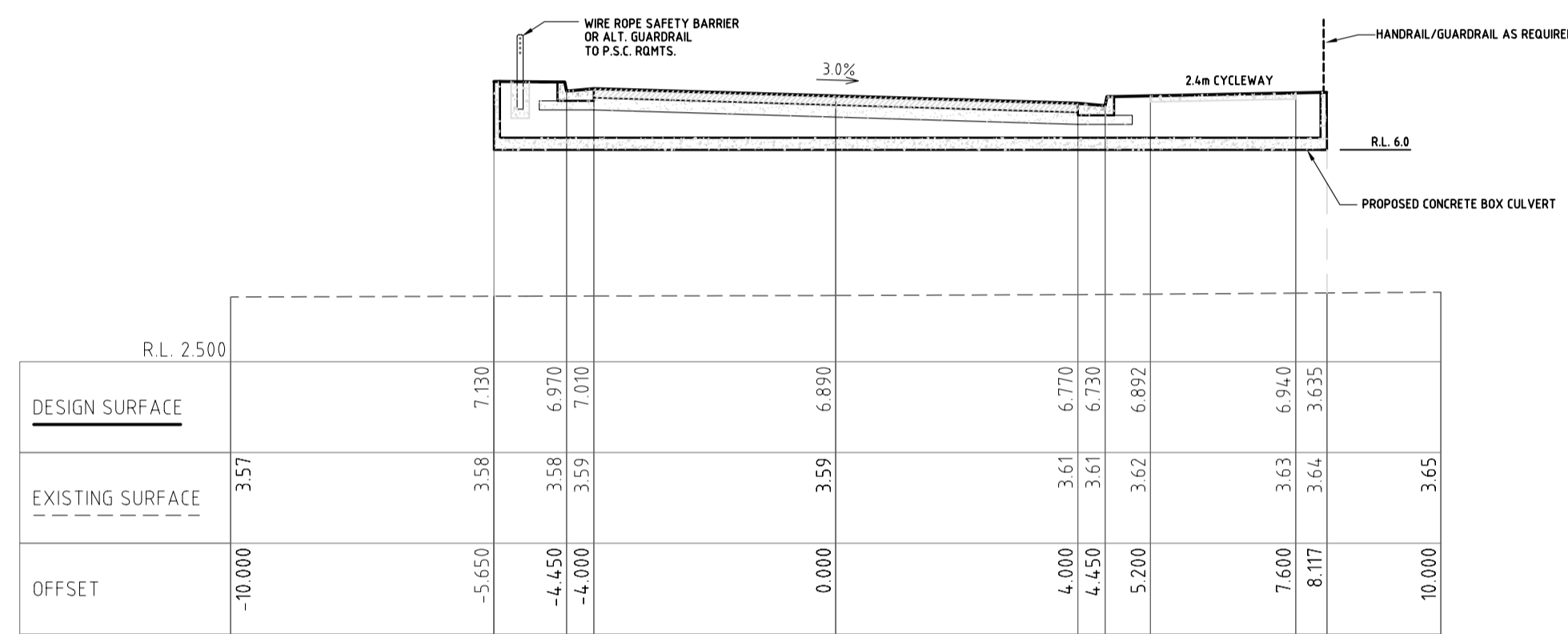
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Sheet:	C5	Issue: A
Original Sheet Size: A1		



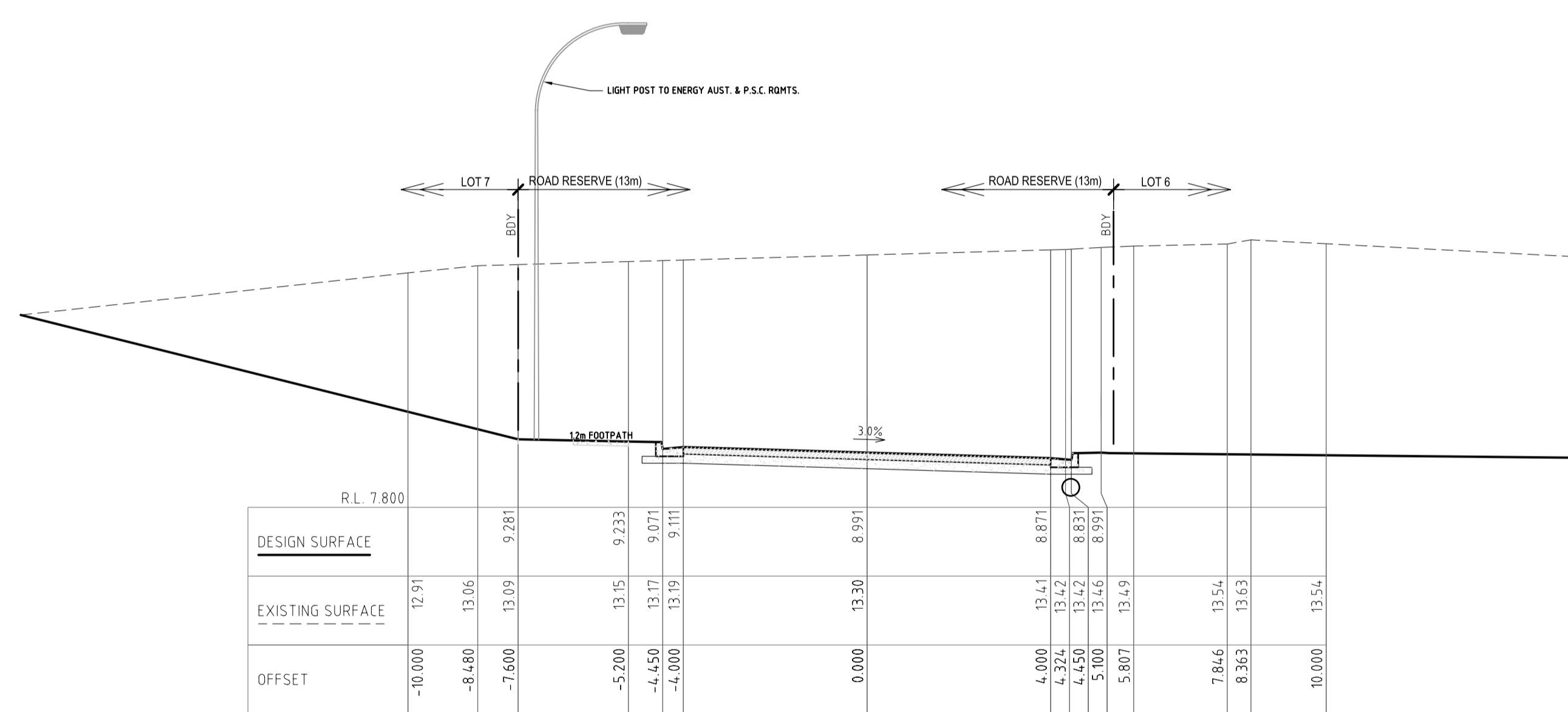
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1:100



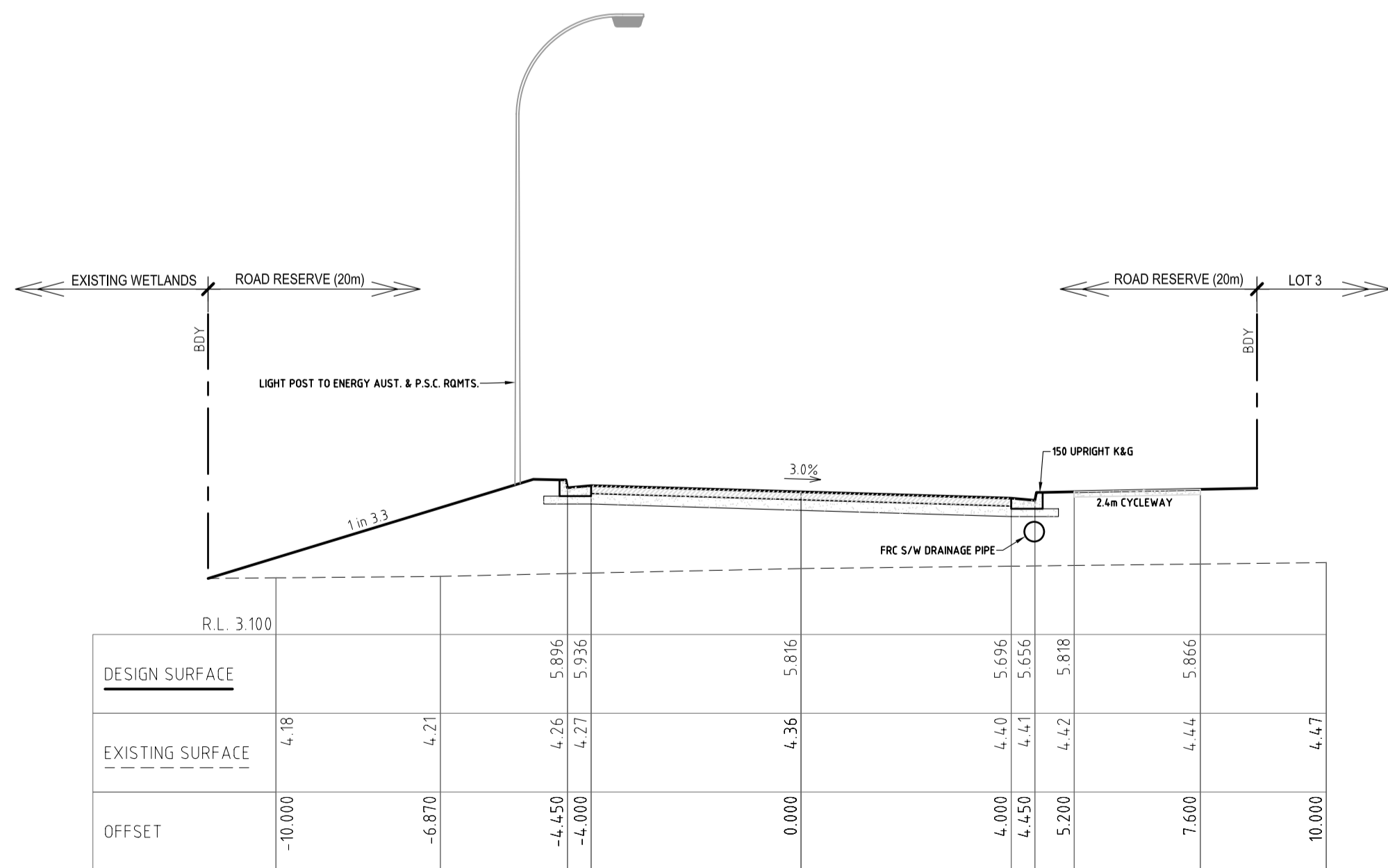
CIRCUIT ROAD @ CH 850.00  
1:100



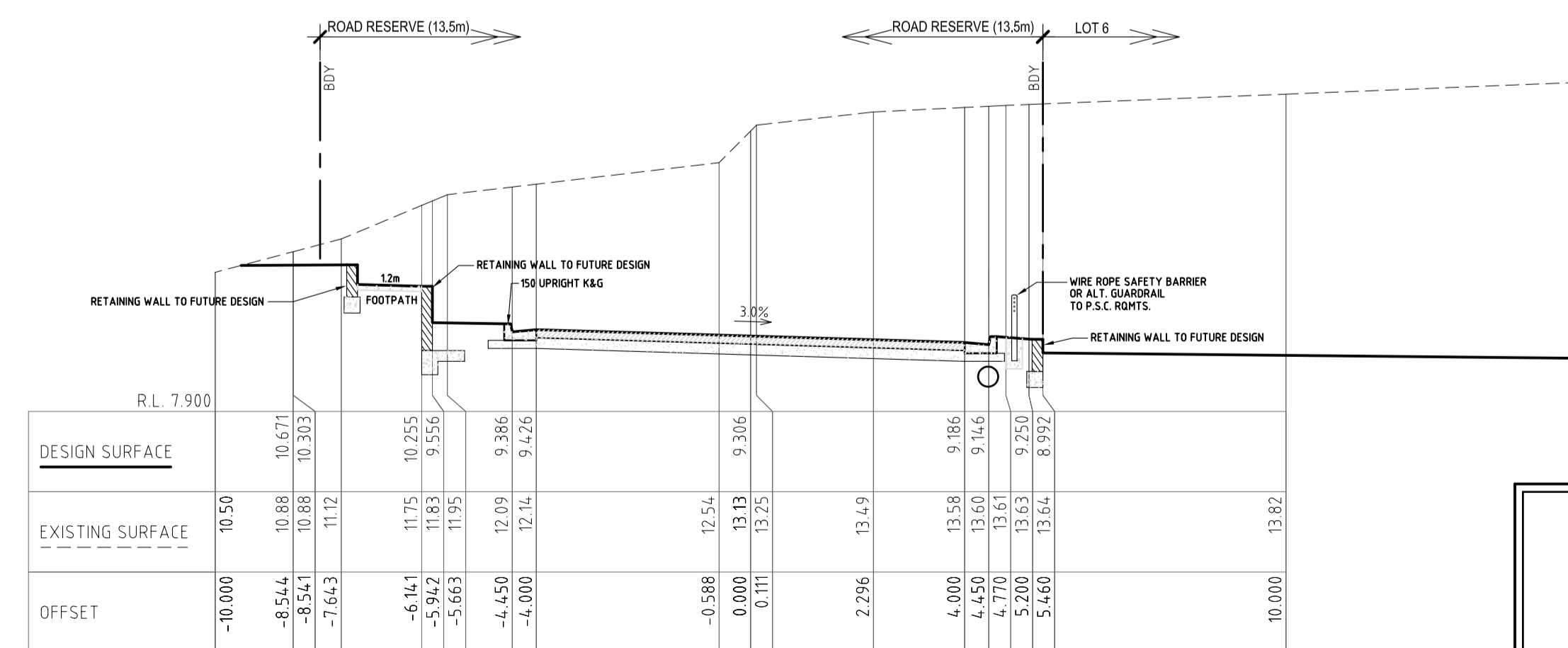
CIRCUIT ROAD @ CH 400.00  
1:100



CIRCUIT ROAD @ CH 800.00  
1:100



CIRCUIT ROAD @ CH 200.00  
1:100



CIRCUIT ROAD @ CH 750.00  
1:100

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CONSTRUCTION

Issue	Date	Description	Design	Drawn	Chk'd
B	23.10.09		CJS	JF	CJS

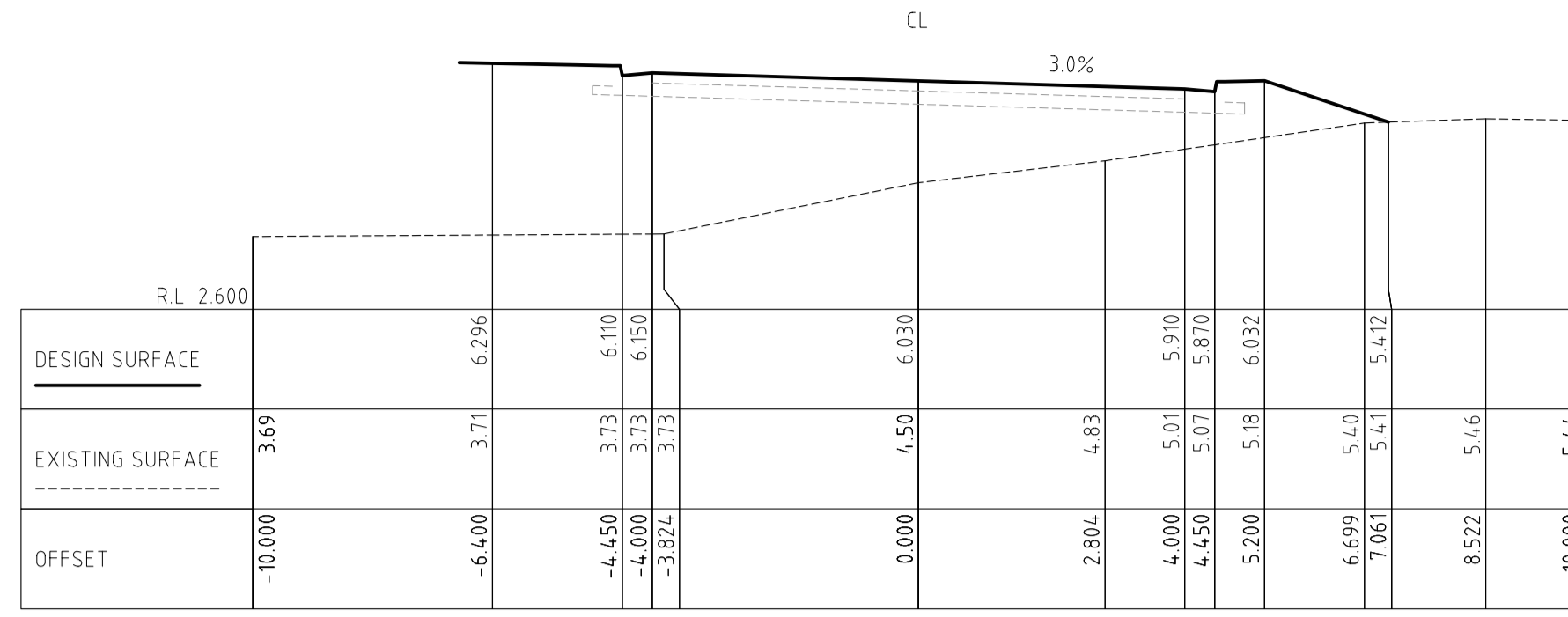
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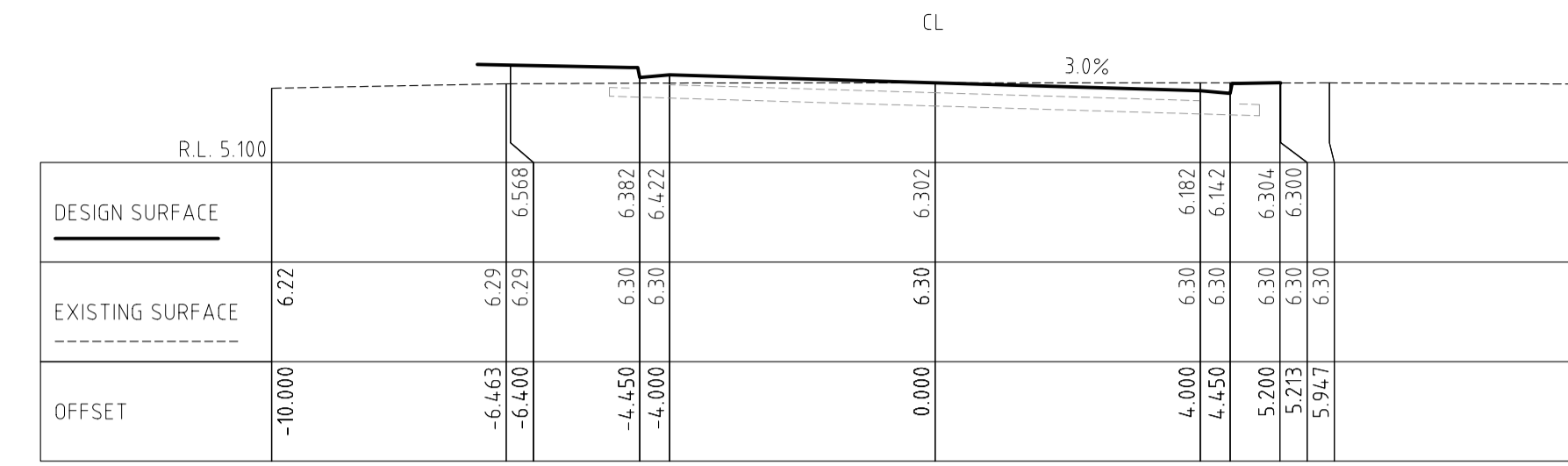
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TYPICAL CROSS SECTION  
PROPOSED COMMERCIAL SUBDIVISION  
SALAMANDER WAY  
PORT STEPHENS COUNCIL

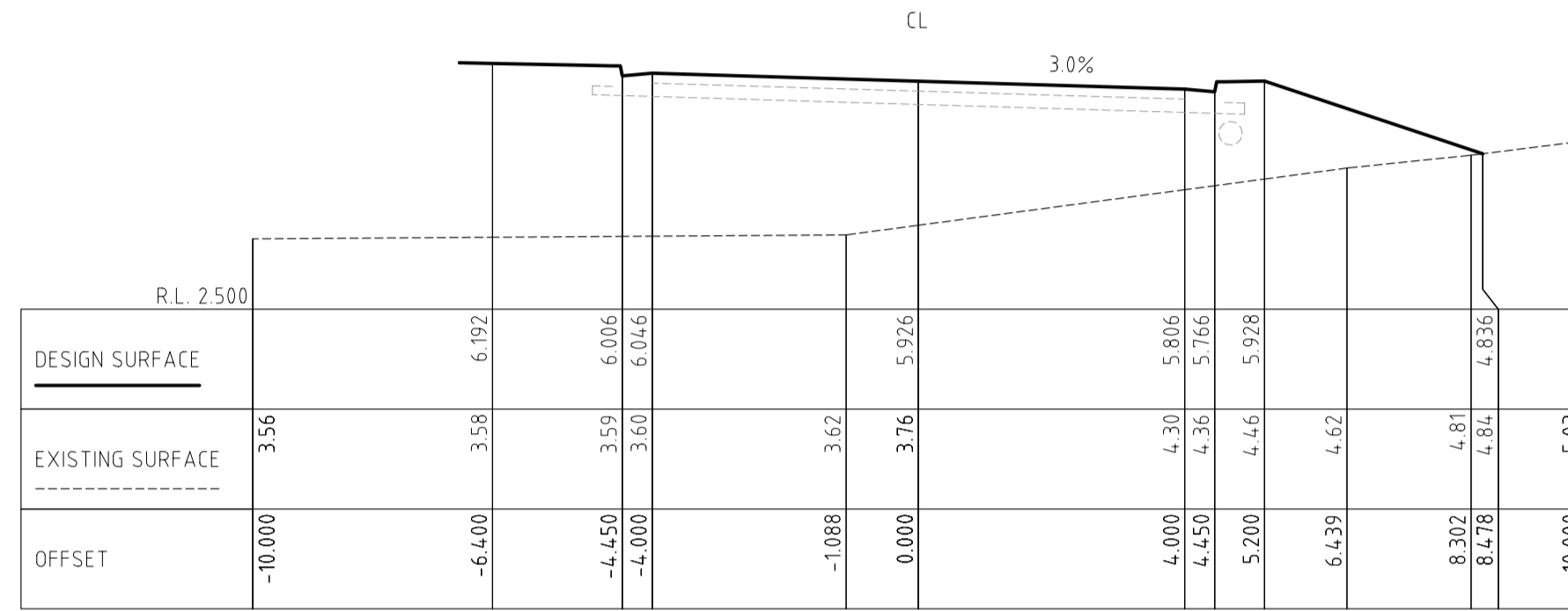
Drawing: 90262	
Sheet: XS1	Issue: B
Original Sheet Size: A1	



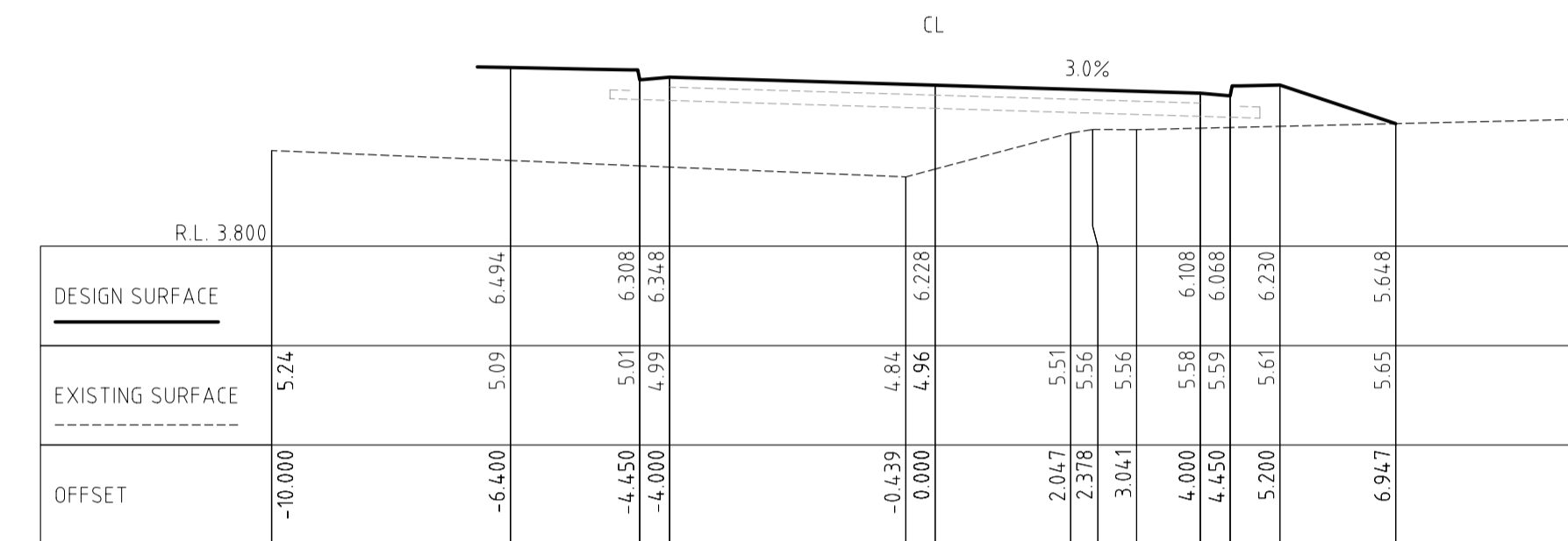
Ch 60.000  
MINOR ROAD 1



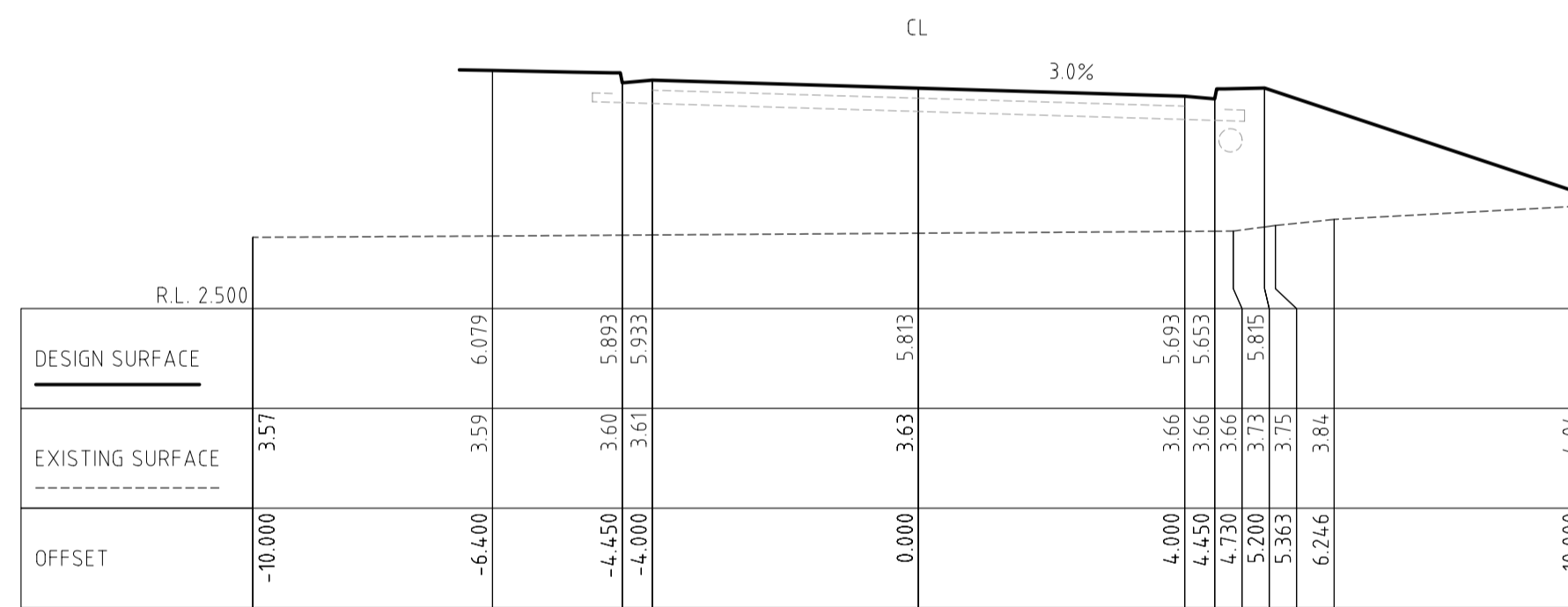
Ch 114.975  
MINOR ROAD 1



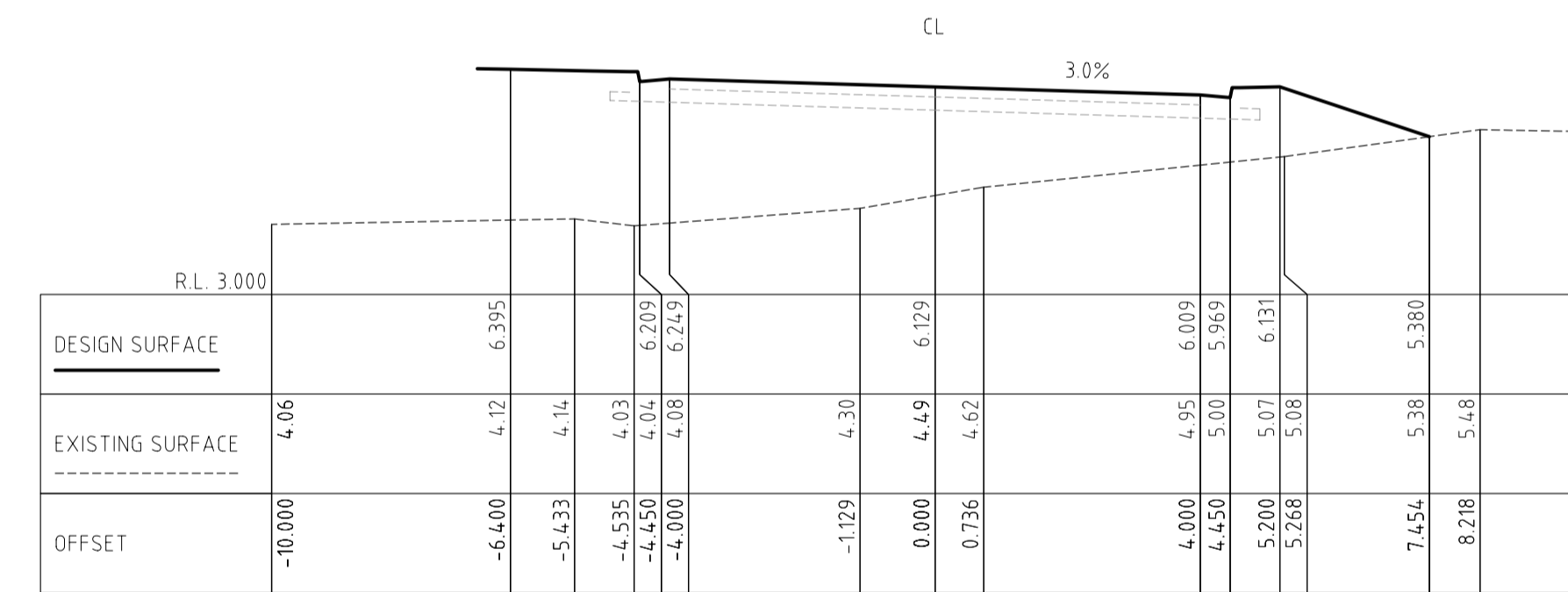
Ch 40.000  
MINOR ROAD 1



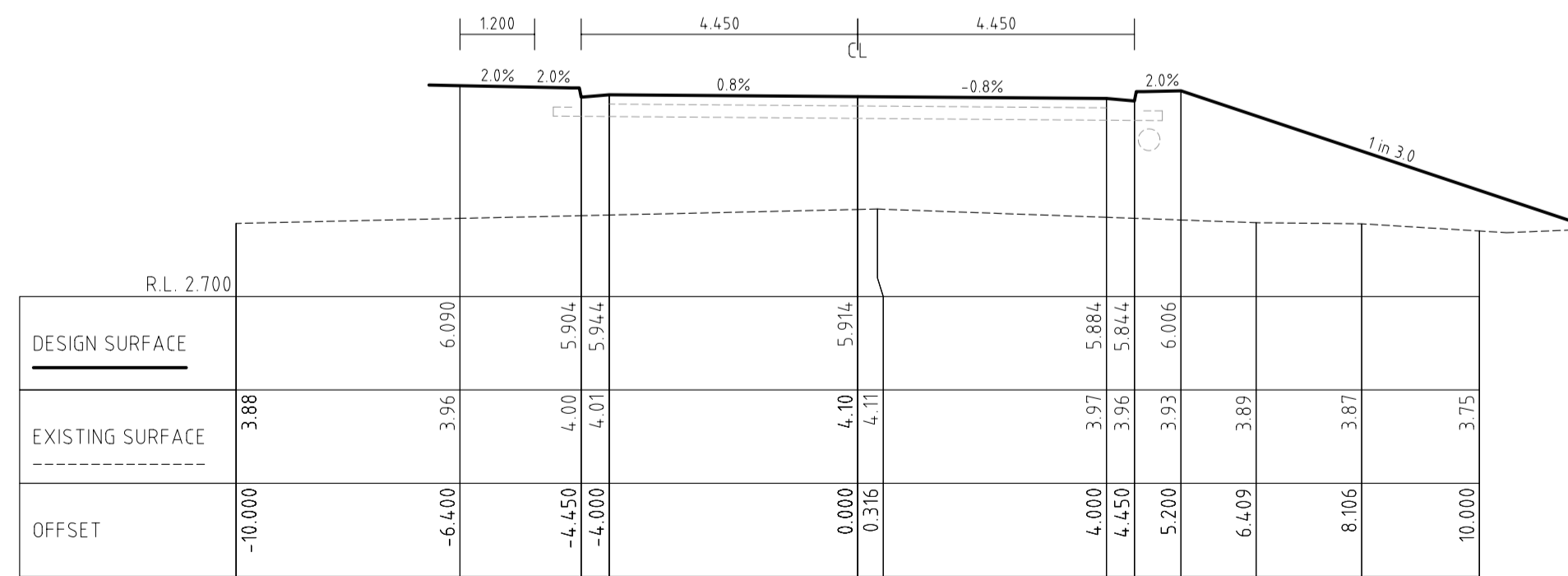
Ch 100.000  
MINOR ROAD 1



Ch 20.000  
MINOR ROAD 1



Ch 80.000  
MINOR ROAD 1



Ch 0.000  
MINOR ROAD 1

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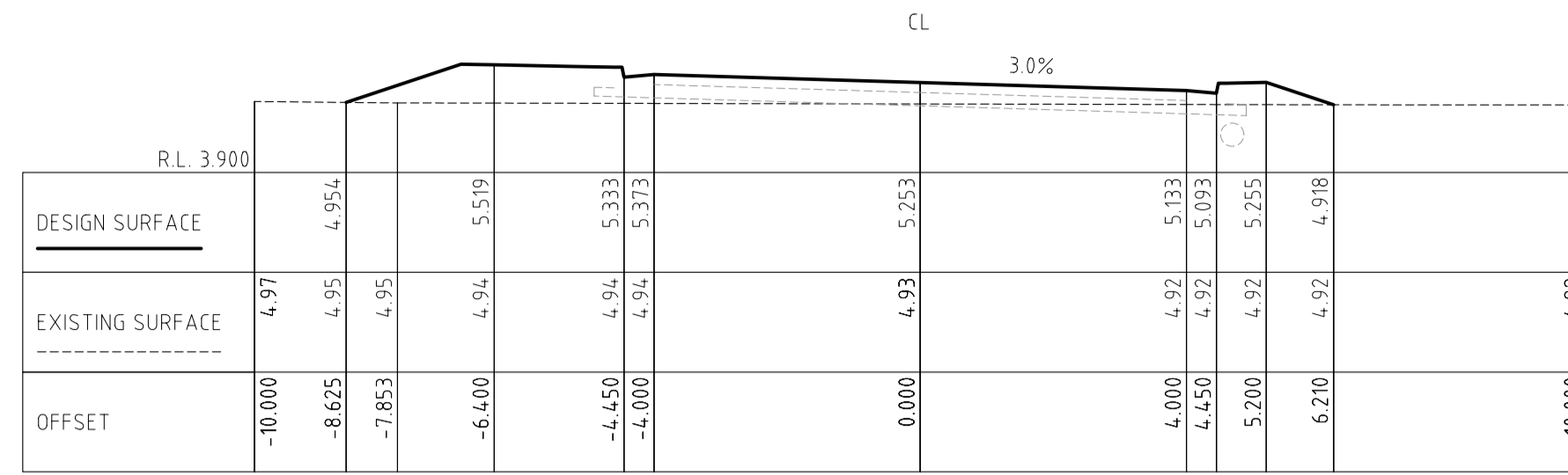
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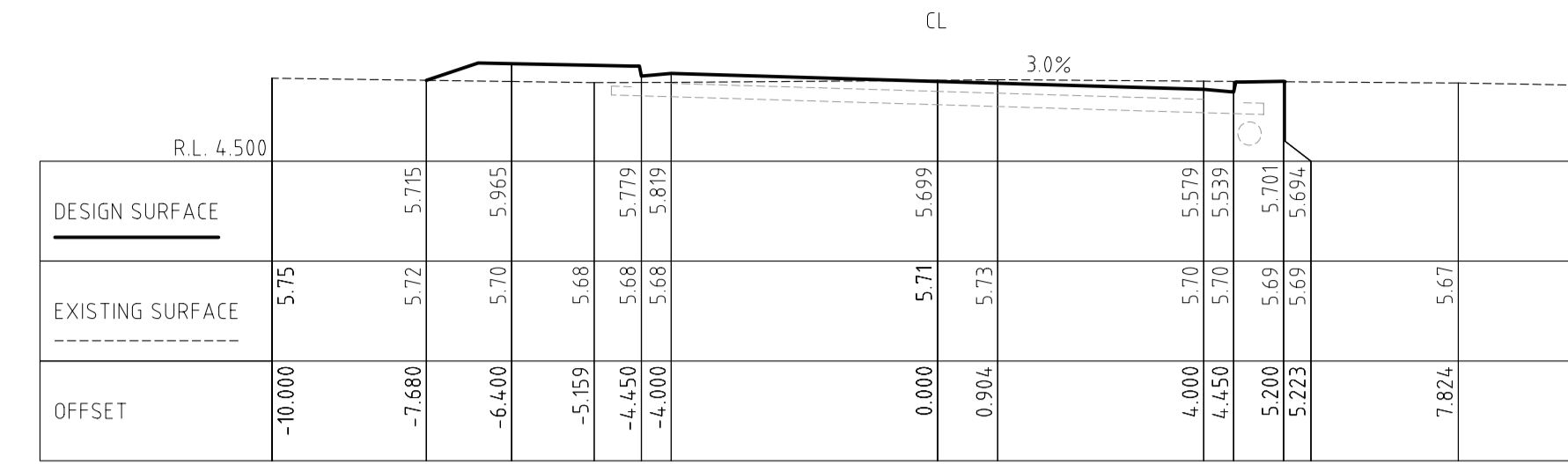
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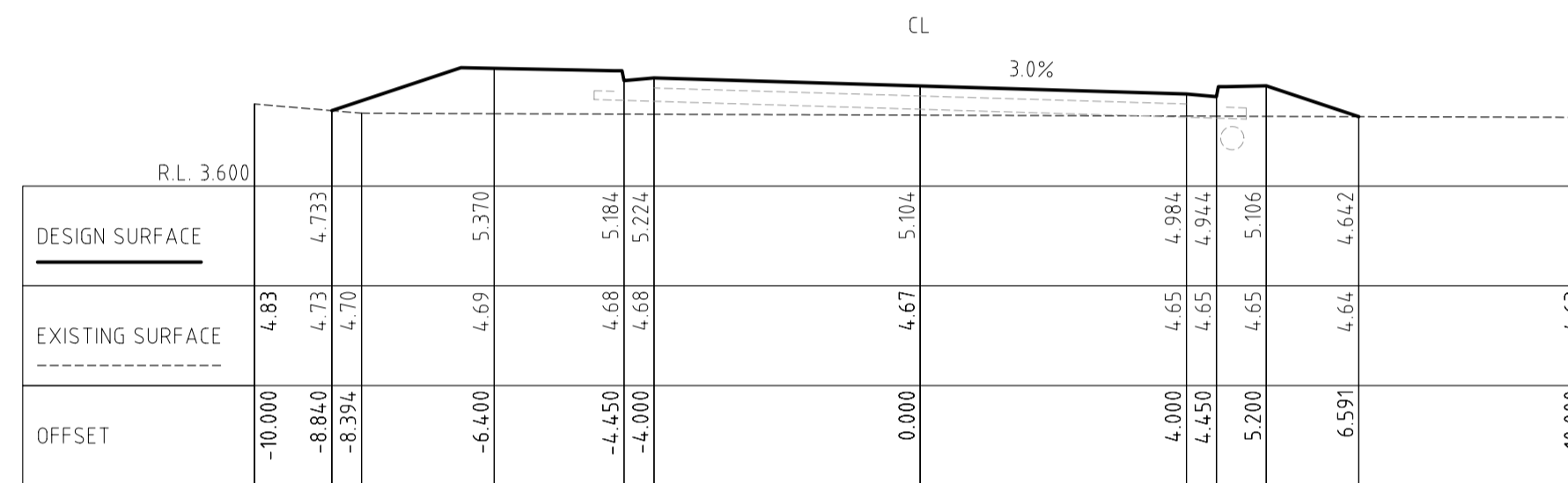
Drawing:	90262
Sheet:	XS2
Issue:	A
Original Sheet Size:	A1



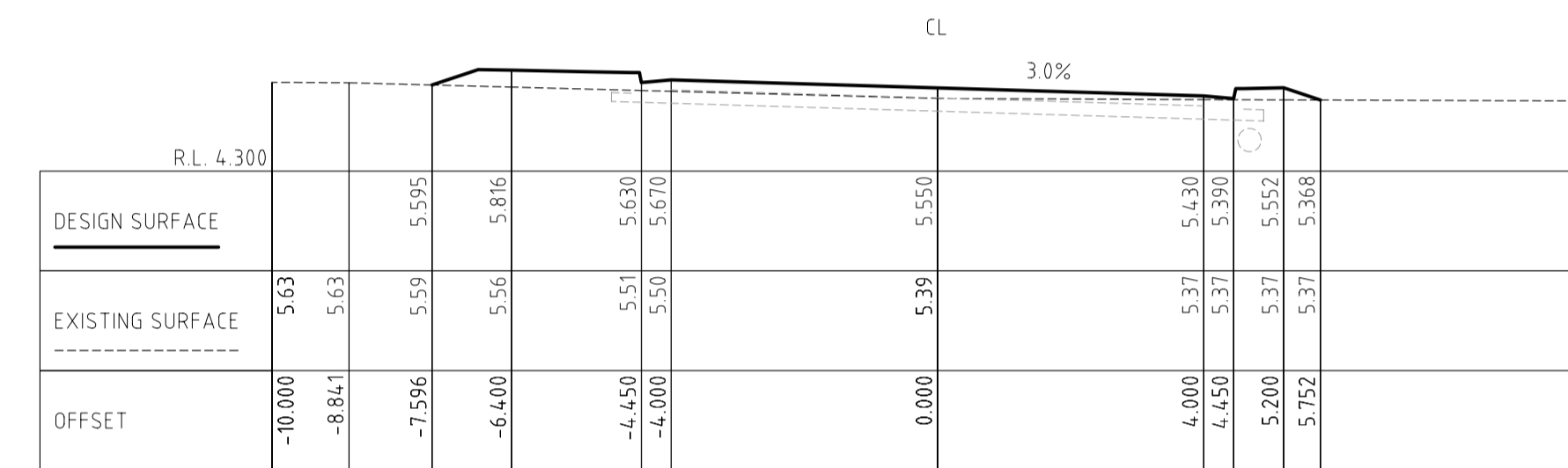
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MINOR ROAD 2



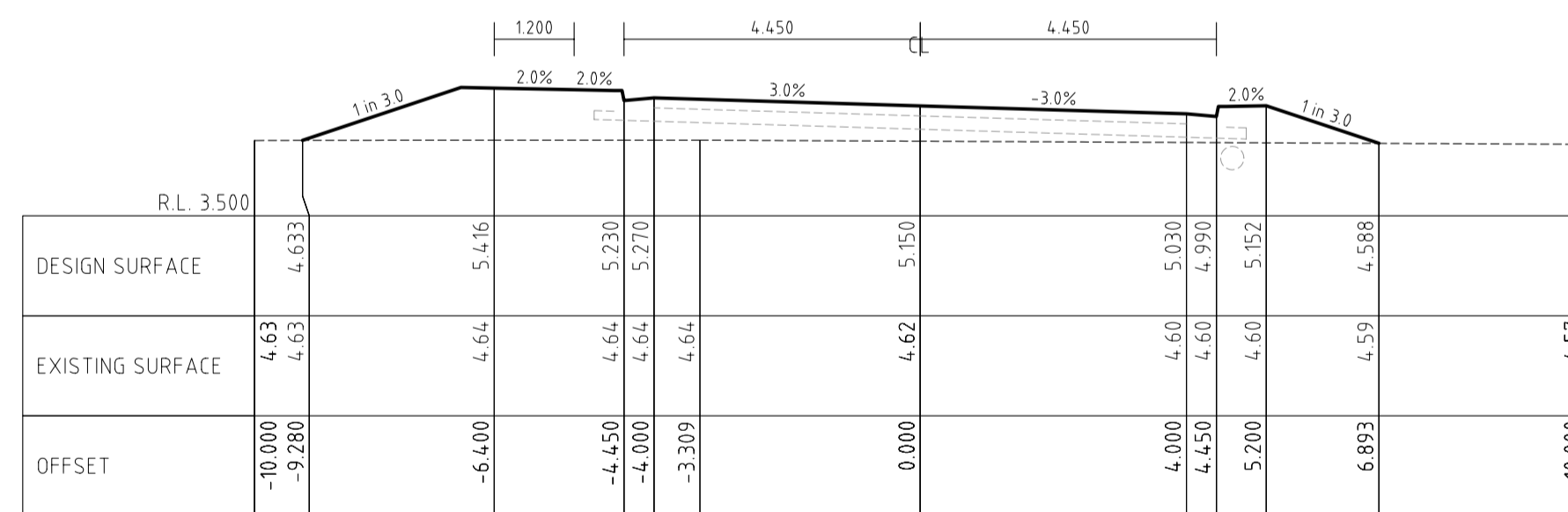
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MINOR ROAD 2



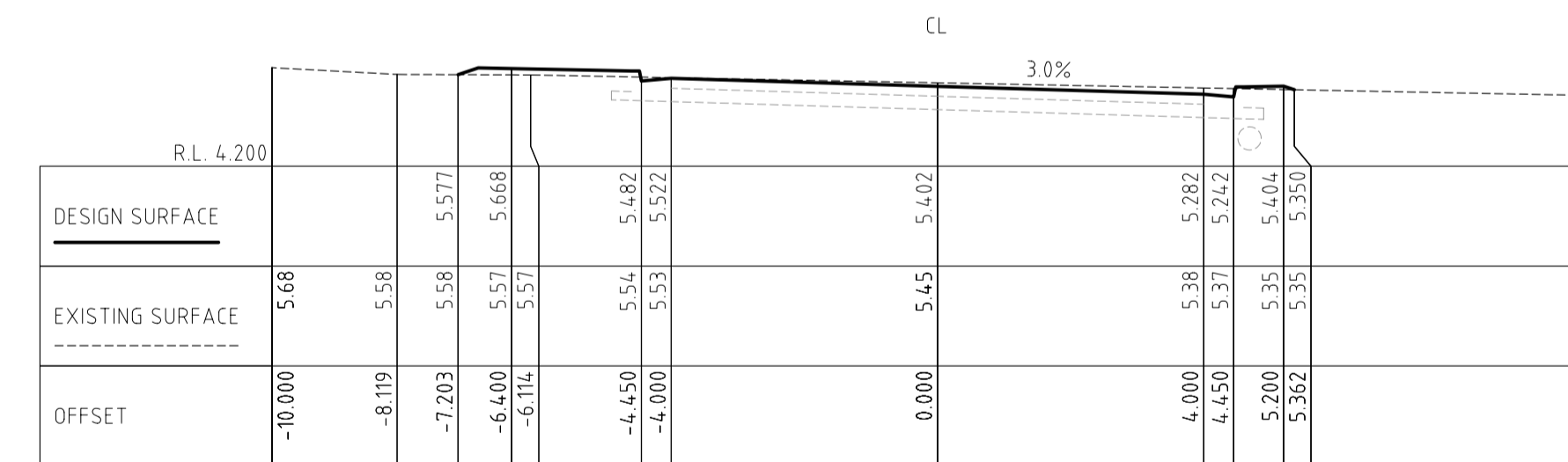
Ch 20.000  
MINOR ROAD 2



Ch 80.000  
MINOR ROAD 2



Ch 0.000  
MINOR ROAD 2



Ch 60.000  
MINOR ROAD 2

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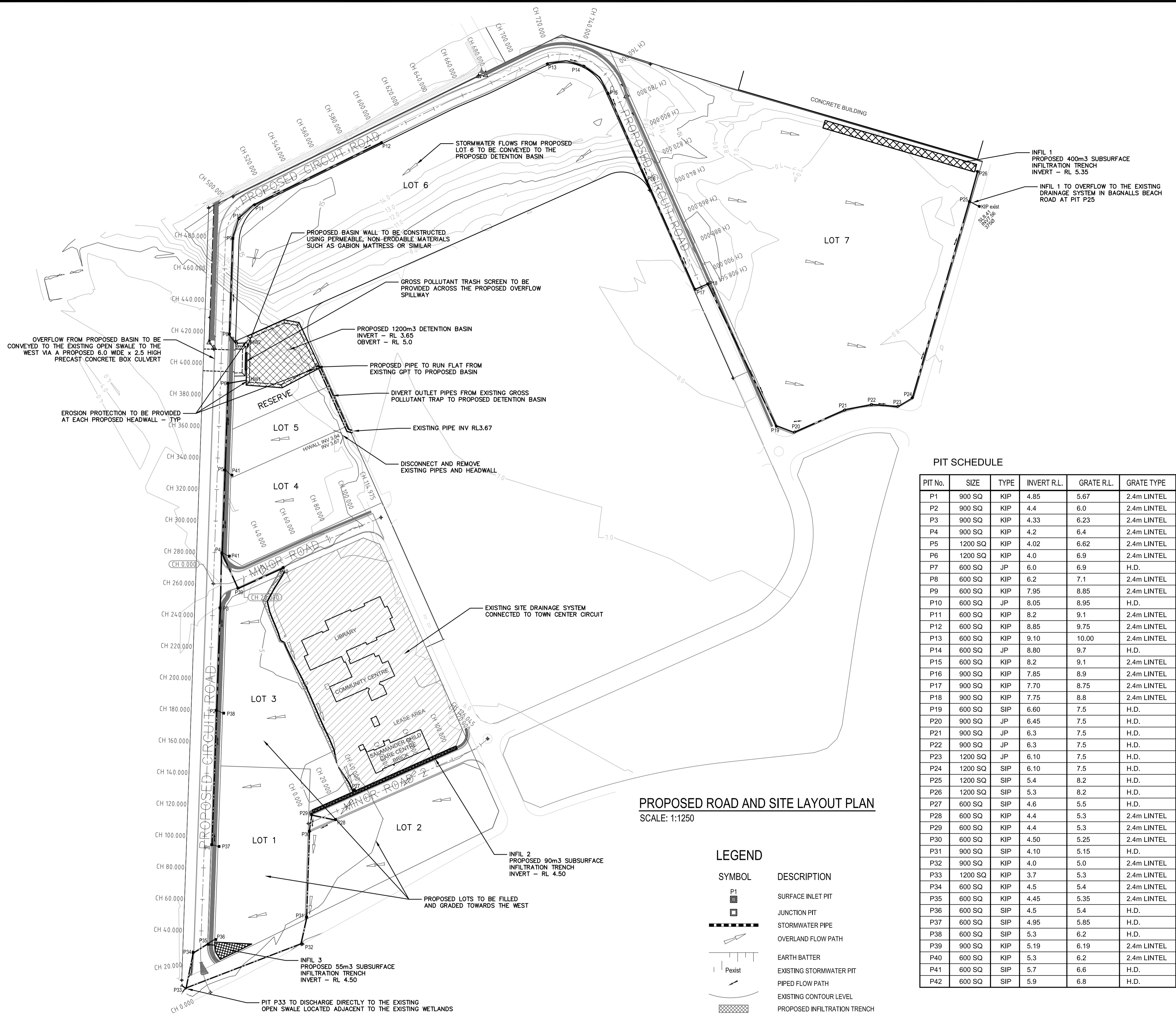
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PROPOSED COMMERCIAL SUBDIVISION  
155 SALAMANDER WAY,  
SALAMANDER BAY  
PORT STEPHENS COUNCIL

Drawing: 90262  
Sheet: XS3 Issue: A  
Original Sheet Size: A1



NOT FOR  
CONSTRUCTION



- DRAINAGE NOTES**
- D1 REFER TO ENGINEERS DRAWINGS FOR ROAD SET OUT.
  - D2 PIPE POSITIONS ARE INDICATIVE ONLY. FINAL POSITIONS TO BE DETERMINED FOLLOWING DEVELOPMENT APPLICATION APPROVAL.
  - D3 THE ENGINEER SHALL BE ADVISED IF ANY EXISTING STRUCTURES ARE WITHIN THE ZONE OF INFLUENCE OF ANY EXCAVATION. ANY REQUIRED UNDER PINNING OR PIERING SHALL BE PROVIDED.
  - D4 WHERE EXCAVATING ADJACENT TO BOUNDARIES ADEQUATE SHORING SHALL BE PROVIDED.
  - D5 UNLESS NOTED OTHERWISE, A MINIMUM OF 450 COVER IS TO BE PROVIDED TO ALL PIPES.
  - D6 UNLESS NOTED OTHERWISE, WHERE A PIT INVERT IS BELOW THE INVERT OF THE LOWEST OUTLET PIPE, THE CONTRACTOR SHALL EITHER PROVIDE DRAINAGE HOLES IN THE BASE OF THE PIT OR ELSE FILL THE BASE OF THE PIT WITH MASS CONCRETE TO THE INVERT OF THE LOWEST OUTLET PIPE.
  - D7 WHERE REQUIRED BY REGULATIONS, STEP IRONS IN ACCORDANCE WITH AS1657 SHALL BE INSTALLED IN DEEP PIT/TANKS TO ALLOW ACCESS FOR MAINTENANCE. PIT COVERS OVER DEEP PITS SHALL BE 'CHILD PROOFED' BY BOLTING THEM DOWN EXCEPT ALL.
  - D8 IMPERVIOUS SURFACES SHALL BE GRADED SUCH THAT THEY ARE FREE DRAINING.
  - D9 ANY PROPOSED ALTERATIONS TO THE DETAILS SHOWN ON THE DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
  - D10 OVERLAND FLOW PATHS SHALL BE REGULARLY MAINTAINED AND KEPT FREE OF OBSTRUCTING TO THE FLOW OF WATER.
  - D11 SUBSOIL DRAINAGE LINES SHALL BE PROVIDED BEHIND RETAINING WALLS AND OTHER AREAS AS REQUIRES TO RELIEVE HYDROSTATIC PRESSURE AND DRAIN GROUND WATERS. CONNECT INTO THE DRAINAGE SYSTEM IN SUCH A WAY AS TO AVOID BACKFLOW OF STORMWATER INTO THE SUBSOIL DRAINAGE LINE. IF IN DOUBT REFER TO ENGINEER.
  - D12 NEW FENCES, RETAINING WALLS AND OTHER LANDSCAPING ITEMS SHALL BE DETAILED IN SUCH A WAY SO AS TO AVOID IMPOUNDING OR DIVERTING SURFACE WATERS ON ADJOINING PROPERTIES.
  - D13 PIPE CLASSES AND TRENCH CONSTRUCTION SHALL BE ASSESSED IN ACCORDANCE WITH AS3725-1989 LOADS ON BURIED CONCRETE PIPE OR AS2566-1 'BURIED FLEXIBLE PIPE - PART 1 - STRUCTURAL DESIGN' AND SHALL TAKE ACCOUNT OF ANTICIPATED LOADINGS FROM TRAFFIC AND SOIL.

**PIT SCHEDULE**

PIT No.	SIZE	TYPE	INVERT R.L.	GRATE R.L.	GRATE TYPE
P1	900 SQ	KIP	4.85	5.67	2.4m LINTEL
P2	900 SQ	KIP	4.4	6.0	2.4m LINTEL
P3	900 SQ	KIP	4.33	6.23	2.4m LINTEL
P4	900 SQ	KIP	4.2	6.4	2.4m LINTEL
P5	1200 SQ	KIP	4.02	6.62	2.4m LINTEL
P6	1200 SQ	KIP	4.0	6.9	2.4m LINTEL
P7	600 SQ	JP	6.0	6.9	H.D.
P8	600 SQ	KIP	6.2	7.1	2.4m LINTEL
P9	600 SQ	KIP	7.95	8.85	2.4m LINTEL
P10	600 SQ	JP	8.05	8.95	H.D.
P11	600 SQ	KIP	8.2	9.1	2.4m LINTEL
P12	600 SQ	KIP	8.85	9.75	2.4m LINTEL
P13	600 SQ	KIP	9.10	10.00	2.4m LINTEL
P14	600 SQ	JP	8.80	9.7	H.D.
P15	600 SQ	KIP	8.2	9.1	2.4m LINTEL
P16	900 SQ	KIP	7.85	8.9	2.4m LINTEL
P17	900 SQ	KIP	7.70	8.75	2.4m LINTEL
P18	900 SQ	KIP	7.75	8.8	2.4m LINTEL
P19	600 SQ	SIP	6.60	7.5	H.D.
P20	900 SQ	JP	6.45	7.5	H.D.
P21	900 SQ	JP	6.3	7.5	H.D.
P22	900 SQ	JP	6.3	7.5	H.D.
P23	1200 SQ	JP	6.10	7.5	H.D.
P24	1200 SQ	SIP	6.10	7.5	H.D.
P25	1200 SQ	SIP	5.4	8.2	H.D.
P26	1200 SQ	SIP	5.3	8.2	H.D.
P27	600 SQ	SIP	4.6	5.5	H.D.
P28	600 SQ	KIP	4.4	5.3	2.4m LINTEL
P29	600 SQ	KIP	4.4	5.3	2.4m LINTEL
P30	600 SQ	KIP	4.50	5.25	2.4m LINTEL
P31	900 SQ	SIP	4.10	5.15	H.D.
P32	900 SQ	KIP	4.0	5.0	2.4m LINTEL
P33	1200 SQ	KIP	3.7	5.3	2.4m LINTEL
P34	600 SQ	KIP	4.5	5.4	2.4m LINTEL
P35	600 SQ	KIP	4.45	5.35	2.4m LINTEL
P36	600 SQ	SIP	4.5	5.4	H.D.
P37	600 SQ	SIP	4.95	5.85	H.D.
P38	600 SQ	SIP	5.3	6.2	H.D.
P39	900 SQ	KIP	5.19	6.19	2.4m LINTEL
P40	600 SQ	KIP	5.3	6.2	2.4m LINTEL
P41	600 SQ	SIP	5.7	6.6	H.D.
P42	600 SQ	SIP	5.9	6.8	H.D.

**PIPE SCHEDULE**

PIPE LOCATION	DIAMETER	TYPE	GRADE	APPROX LENGTH	INVERT	
					UPSTREAM	DOWNSTREAM
P1 - P2	Ø525	FRC	0.3%	84.0	4.85	4.60
P2 - P3	Ø600	FRC	0.3%	63.6	4.60	4.41
P3 - P4	Ø600	FRC	0.3%	34.0	4.41	4.31
P4 - P5	Ø750	FRC	0.3%	51.3	4.31	4.16
P5 - P6	Ø750	FRC	0.3%	53.8	4.16	4.0
P6 - HW1	Ø750	FRC	0.5%	11.0	4.0	3.95
P12 - P11	Ø375	FRC	0.7%	88.4	8.9	8.25
P11 - P10	Ø375	FRC	1.25%	12.0	8.25	8.1
P10 - P9	Ø375	FRC	0.83%	12.0	8.1	8.0
P9 - P8	Ø375	FRC	2.9%	59.5	8.0	6.25
P8 - P7	Ø375	FRC	4.0%	6.2	6.25	6.0
P7 - HW2	Ø375	FRC	6.0	6.0	6.0	5.5
P13 - P14	Ø375	FRC	1.3%	23.0	9.15	8.85
P14 - P15	Ø375	FRC	2.6%	23.0	8.85	8.25
P15 - P16	Ø375	FRC	0.5%	59.6	8.25	7.95
P16 - P17	Ø375	FRC	0.5%	74.0	7.95	7.80
P17 - P18	Ø375	FRC	0.66%	7.6	7.80	7.75
P18 - P19	Ø450	FRC	1.2%	99.0	7.75	6.60
P19 - P20	Ø450	FRC	0.5%	11.1	6.60	6.55
P20 - P21	Ø450	FRC	0.45%	33.5	6.55	6.40
P21 - P22	Ø600	FRC	0.5%	16.1	6.40	6.32
P22 - P23	Ø600	FRC	0.5%	15.8	6.32	6.17
P23 - P24	Ø600	FRC	0.5%	9.3	6.17	6.12
P24 - P25	Ø750	FRC	0.5%	128.2	6.12	5.48
P25 - P26	Ø750	FRC	0.5%	18.6	5.48	5.38
P26 - INFIL 1	Ø750	FRC	-	0.5	5.38	5.38
P25 - KIPexist	Ø450	FRC	0.7%	5.9	7.60	7.56
27 - INFIL2	Ø375	FRC	20.0%	0.5	4.60	4.50
P28 - P29	Ø375	FRC	0.6%	17.0	4.60	4.50
P30 - P29	Ø450	FRC	0.5%	9.5	4.55	4.50
P29 - INFIL2	Ø450	FRC	-	0.5	4.50	4.50
P30 - P31	Ø450	FRC	0.75%	53.0	4.55	4.1
P31 - P32	Ø450	FRC	0.64%	15.6	4.10	4.0
P32 - P33	Ø450	FRC	0.375%	77.5	4.0	3.71
P36 - P35	Ø450	FRC	-	3.9	4.50	4.50
P35 - P34	Ø450	FRC	0.5%	9.6	4.50	4.45
P34 - P33	Ø450	FRC	3.4%	21.8	4.45	3.71
P35 - INFIL3	Ø450	FRC	-	3.4	4.50	4.50
P37 - P1	Ø450	FRC	2.5%	4.0	4.95	4.85
P38 - P2	Ø450	FRC	5.0%	4.0	5.3	5.1
P39 - P4	Ø450	FRC	0.87%	23.2	5.2	5.0
P40 - P39	Ø450	FRC	0.33%	30.2	5.3	5.2
P41 - P4	Ø450	FRC	5.0%	4.0	5.7	5.5
P42 - P5	Ø450	FRC	5.0%	4.0	5.9	5.7

**PROPOSED ROAD AND SITE LAYOUT PLAN**  
SCALE: 1:1250

**LEGEND**

SYMBOL	DESCRIPTION
	PIT
	JUNCTION PIT
	STORMWATER PIPE
	OVERLAND FLOW PATH
	EARTH BATTER
	EXISTING STORMWATER PIT
	PIPED FLOW PATH
	EXISTING CONTOUR LEVEL
	PROPOSED INFILTRATION TRENCH

Issue	Date	Description	Design	Drawn	Chk'd
B	23.10.09	PRELIMINARY ISSUE	CJS	CJS	
A	30.07.09	CONCEPT ISSUE	CJS	CJS	

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**PRELIMINARY STORMWATER DRAINAGE DESIGN**  
**PROPOSED COMMERCIAL SUBDIVISION**  
155 SALAMANDER WAY, SALAMANDER BAY  
PORT STEPHENS COUNCIL

Drawing: **90262**

Sheet: <b>PSW1</b>	Issue: <b>B</b>
Original Sheet Size: A1	