

9 March 2010

SBA Architects
Suite 702, 83 Mount Street
North Sydney NSW 2060

Attention: *Craig Stephen*

Dear Sir,

RE: WILLOUGHBY CITY COUNCIL DA 2010/34 – STORMWATER COMMENTS

In response to council's memo dated 23rd February 2010 requesting amendments to our drawings we advise the following:

- i) The high early discharge pit has been deleted and the orifice recalculated.
Our detail of the orifice plate installation has been altered to show no silt trap and that after the orifice plate has been installed and approved the sump shall be benched to fall to the orifice.
- ii) The invert level of the rainwater tanks overflow is now 100mm above the OSD overflow weir height.
- iii) A copy of the hydraulic grade line analysis has now been placed on our drawing H-10.

The HGL demonstrates that backwater effect will not occur from the council's drainage pit in western way to the proposed OSD system.

- iv) Stormwater runoff from the driveway ramp discharges into the OSD system through the GPT by gravity.

Only sub soil drainage, drains through a pump well to be discharged through the GPT into the OSD.

The driveway grated drain RL is approximately three metres higher than the kerb inlet pit surface level in Western Way.

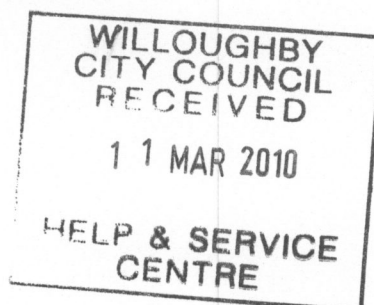
We trust the above is satisfactory for approval.

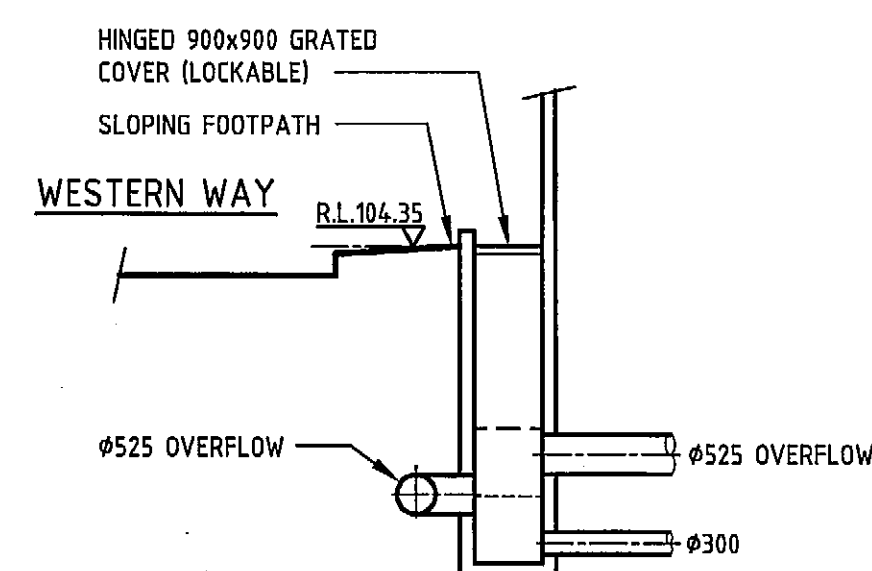
Yours faithfully

C McVicar

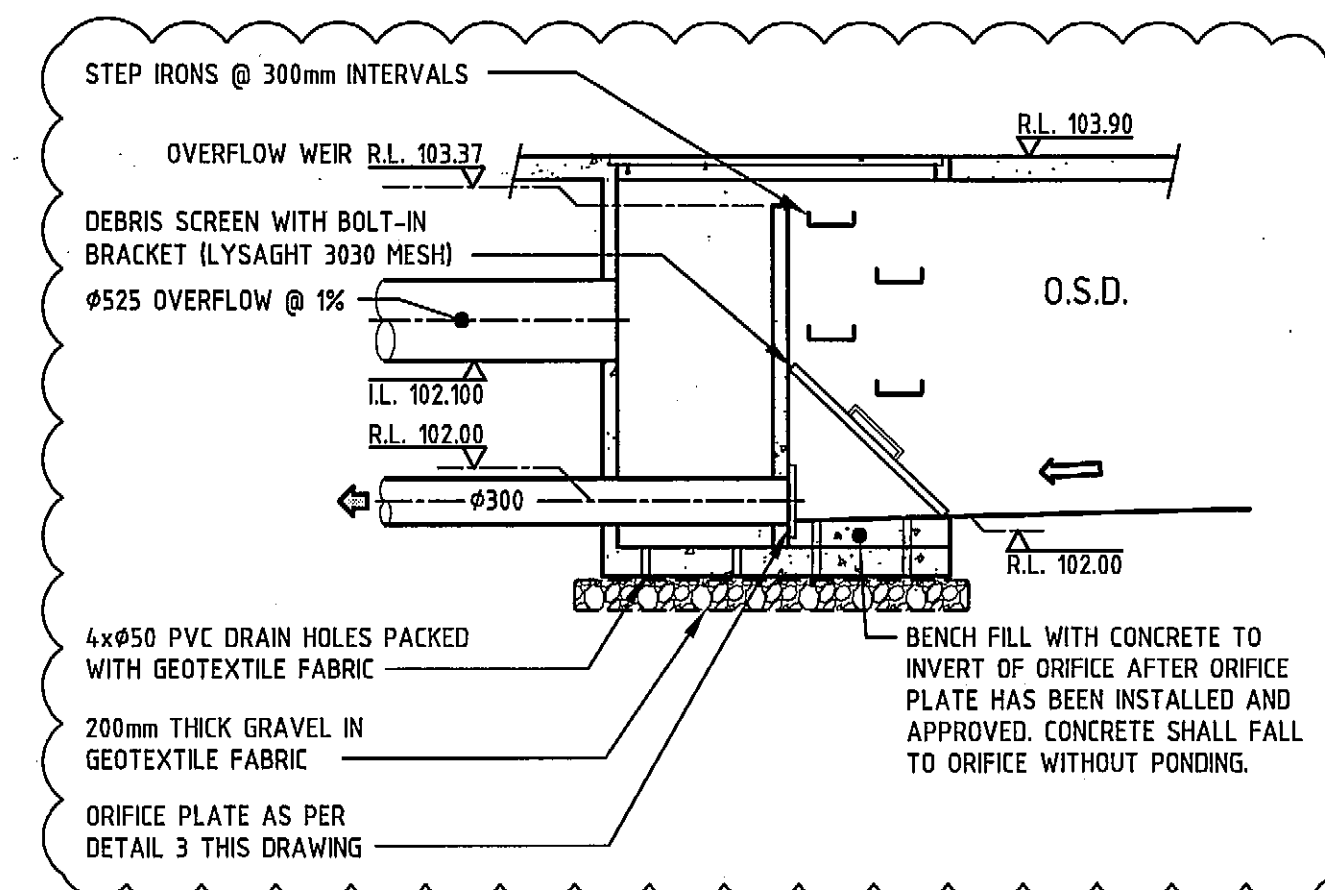
HUGHES TRUEMAN

CHARLES MCVICAR
SENIOR HYDRAULIC DESIGNER
M.AHSCA

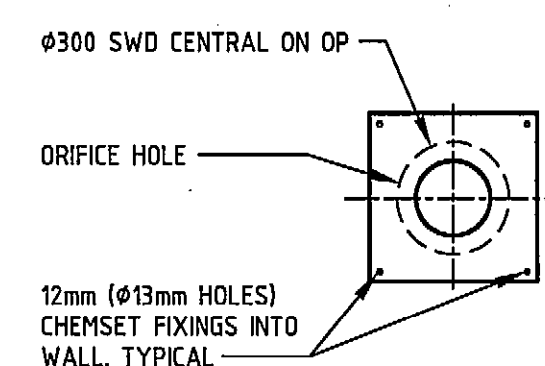




1 SECTION 'A-A'
(DRAWING H03 AND H10)
NOT TO SCALE

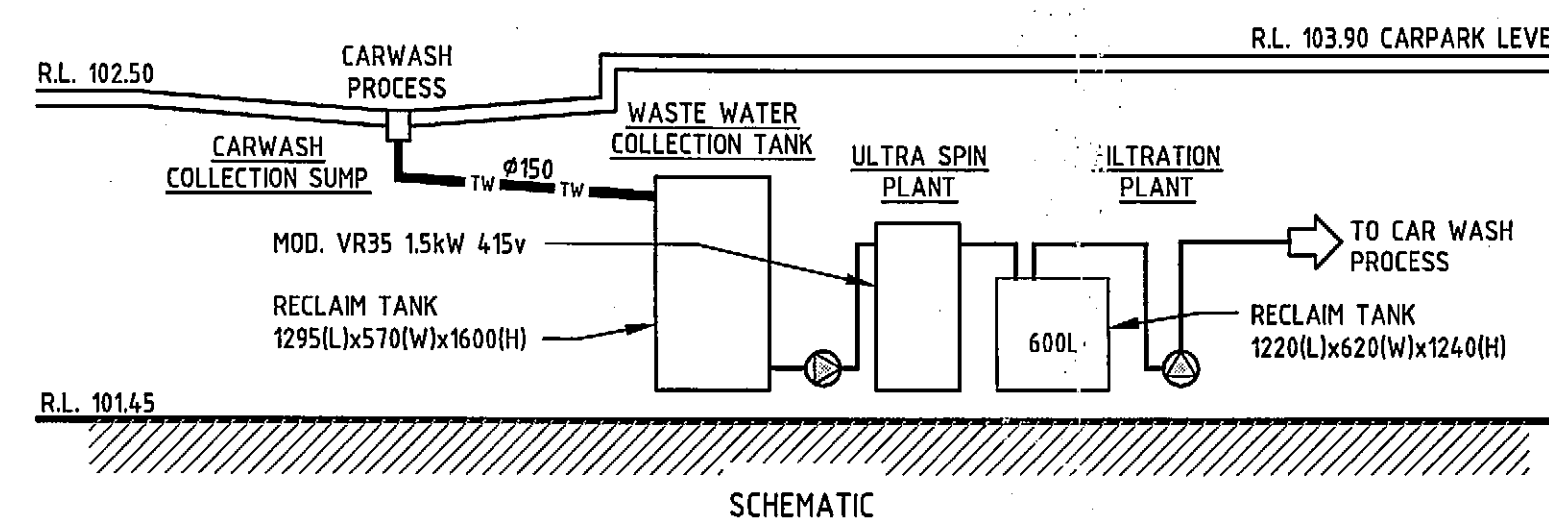


2 SECTION 'B-B'
(DRAWING H03)
SCALE 1:100

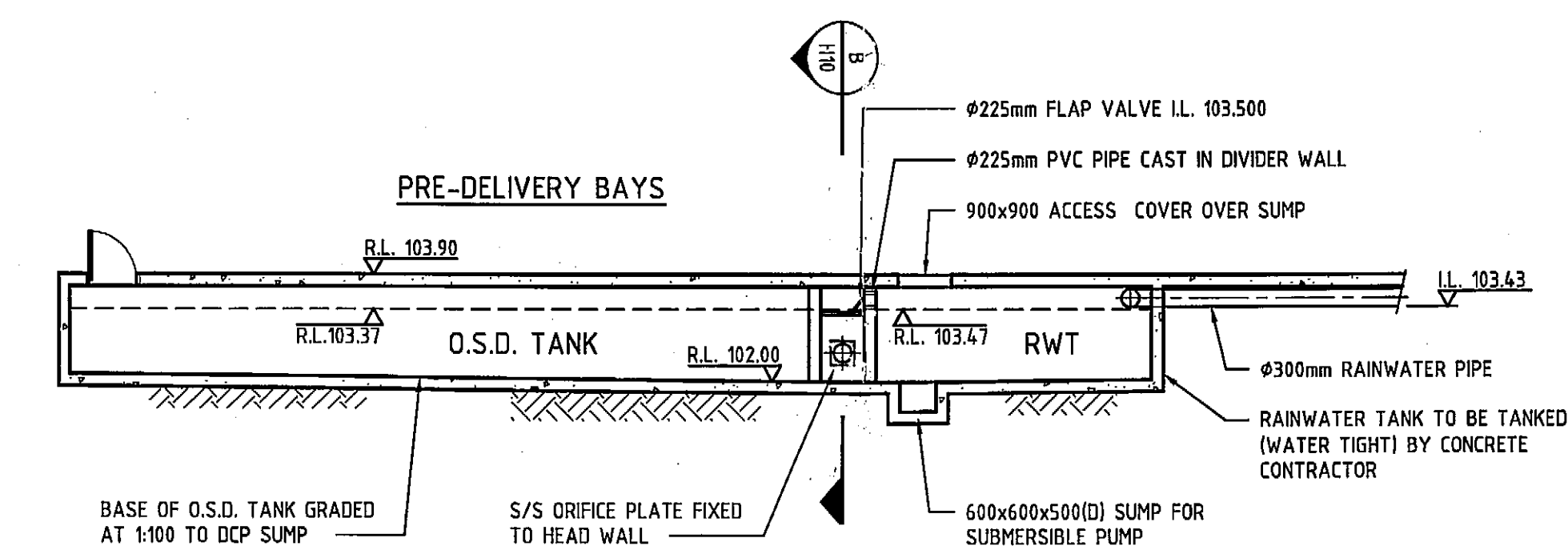


MATERIAL = GRADE 304 STAINLESS STEEL PLATE 6mm THICK
ORIFICE = 199mm MACHINE CUT FINISH TO ORIFICE
COEFFICIENT = 0.61 DEPTH OF WATER OVER ORIFICE

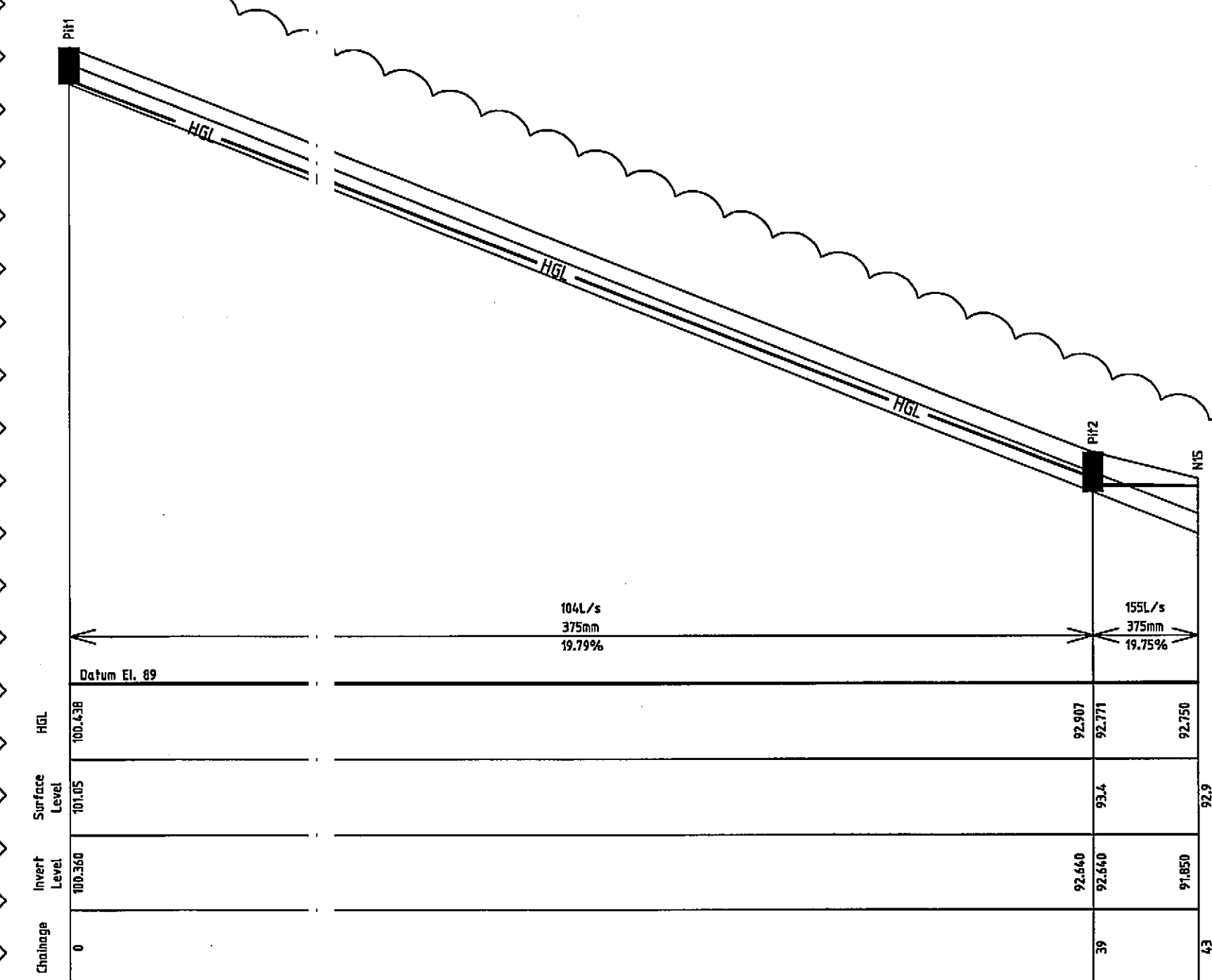
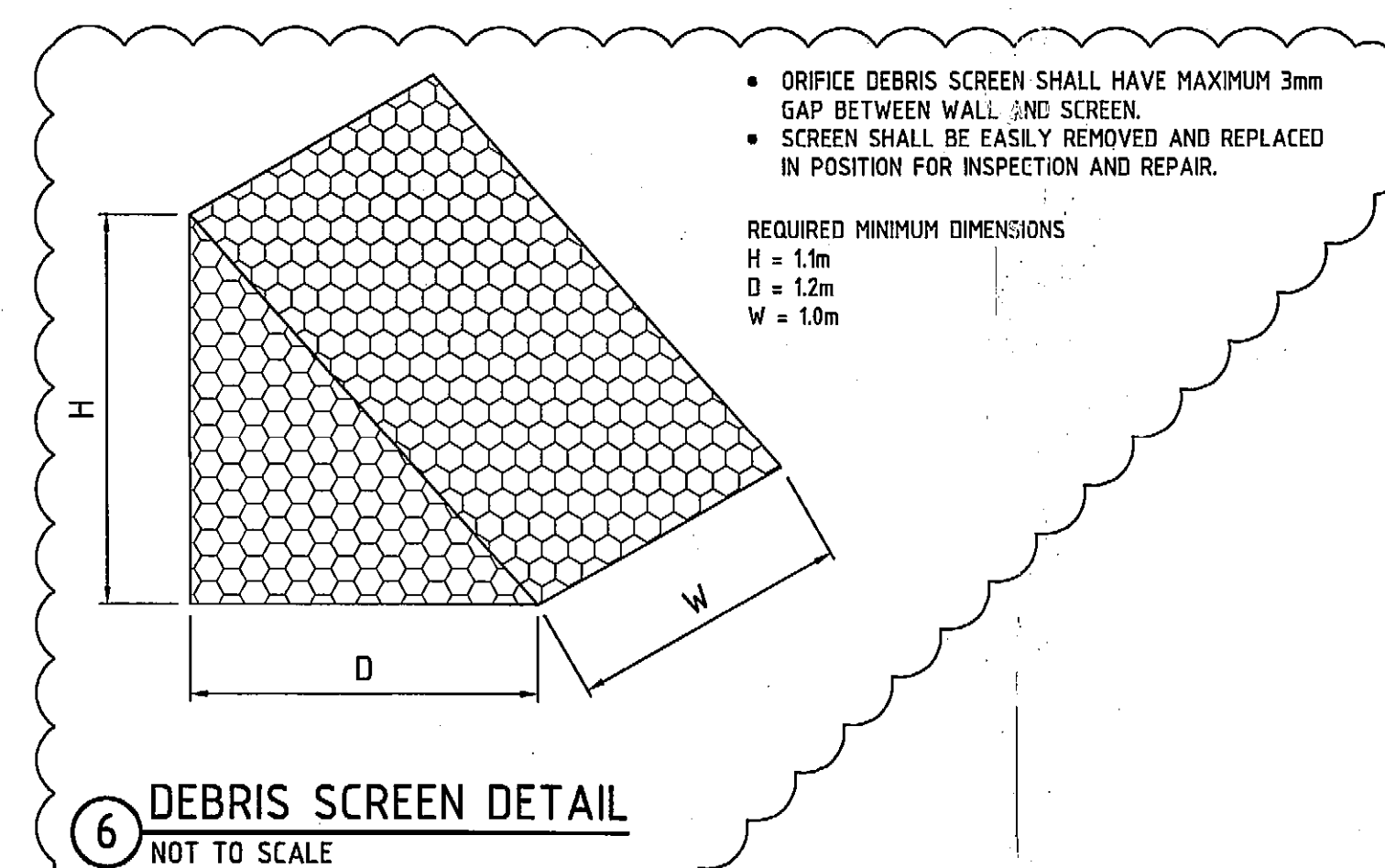
3 ORIFICE PLATE DETAIL
SCALE 1:20



5 WASTE WATER PROCESSING
NOT TO SCALE



4 SECTION 'C-C'
(DRAWING H03)
SCALE 1:100



WESTERN WA
PROPOSED HYDRAULIC GRADE LINE
CROSS SECTION
SCALE H- 1:200

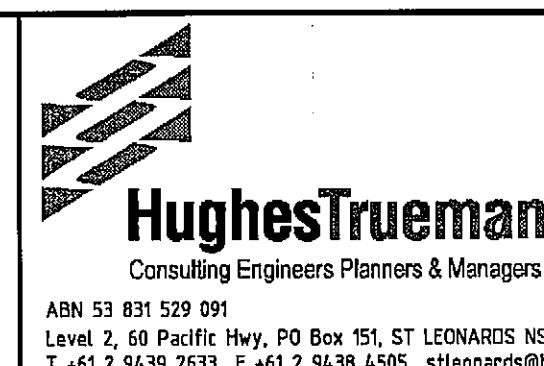
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B	MINOR AMENDMENTS	09.03.10	AJ	GL	x	x		+ Drawing Status Warning: Unless there is an authorised Hughes Trueman signature at +, this drawing is not authorised for issue.
A	ISSUED FOR D.A. SUBMISSION	22.12.09	AJ	GL	x	x		
Rev	Amendment / Reason For Issue	Date	Growing Completed by	Designed & Checked by	Verified by	Issue Authorised (+)		This Drawing may have been prepared using COLOUR, which may not be reproduced in black and white.

Scales

As Shown

2 1 0 2 4

Plan Scale 1:100



Branches @
St Leonards
Parramatta
Canberra
Wagga Wagga

Project	PRO and 728
Client	Chat
Architect	SBA

OSED NEW SHOWROOM
 PRE-DELIVERY FACILITY
 Pacific Highway, Chatswood
 Food Toyota
 irect Manager
 architects

Drawing Title	HYDRAULIC SERVICES DETAIL SHEET
Drawing No.	09S693 DA-H

WILLOUGHBY CITY COUNCIL	
11 MAR 2010	
HELP & SERVICE CENTRE	
110	Rev B

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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From: De Carvalho, Noni [Noni.DeCarvalho@Willoughby.nsw.gov.au]

Sent: Friday, 26 March 2010 2:55:25 PM

To: Mikhael, Samia

Subject: FW: (DWS Doc No 12094252) DA - 2010/34 - JRPP Report - Conditions of Consent Amendments

From: Craig Stephen [mailto:craig@sbaarch.com.au]

Sent: Wednesday, 24 March 2010 3:38 PM

To: De Carvalho, Noni

Subject: (DWS Doc No 12094252) DA - 2010/34 - JRPP Report - Conditions of Consent Amendments

Hello Noni

I have reviewed the report and generally we are pleased with the findings.

There is one matter however, which is a cause for great concern to us, and on this I ask for your advice on how best to address this matter.

The item (f) requiring amendment of the roof design to remove the encroachment into the road reserve is problematic and compromises the design, both in terms of architecture as well as functional intent.

To 'trim' the roof back to avoid the minor encroachment (refer to the attached sketches) will require a substantial change to the roof form, affectively halving the current proposed roof eaves.

From an architectural position, this greatly changes the impact of the roof to the intersection which is seen as a principle element.

To alter the roof geometry (to trim the roof edge back on an angle or to chamfer) is not considered to be a solution, to do so destroys the simple roof form.

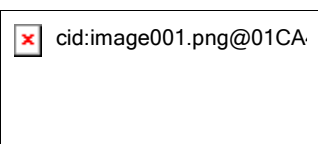
From a functional position, this reduces the shading achieved to the northern façade, which in turn will impact on the energy efficiency outcomes of the showroom.

Given the controls for street awnings, where there is provision for building elements to overhang the footpath, we consider this minimal encroachment to be of a similar circumstance – however this is 10.5 metres above the road.

I appreciate any advice you may be able to offer.

Kind Regards

Craig Stephen B. Arch
Senior Architect (6947)



Suite 702, 83 Mount Street
North Sydney, NSW 2060

P: 02 9929 9988

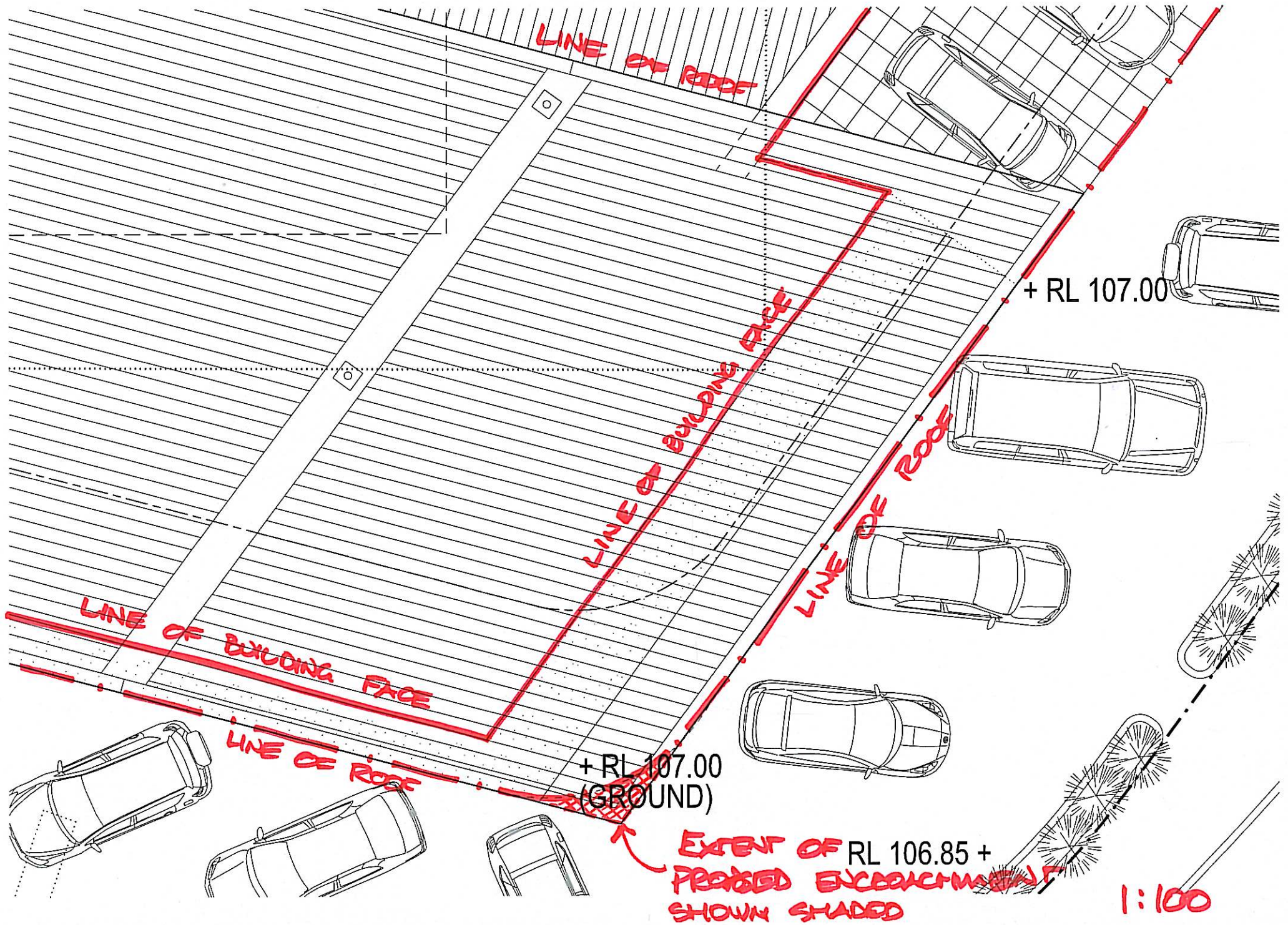
F: 02 9929 8899

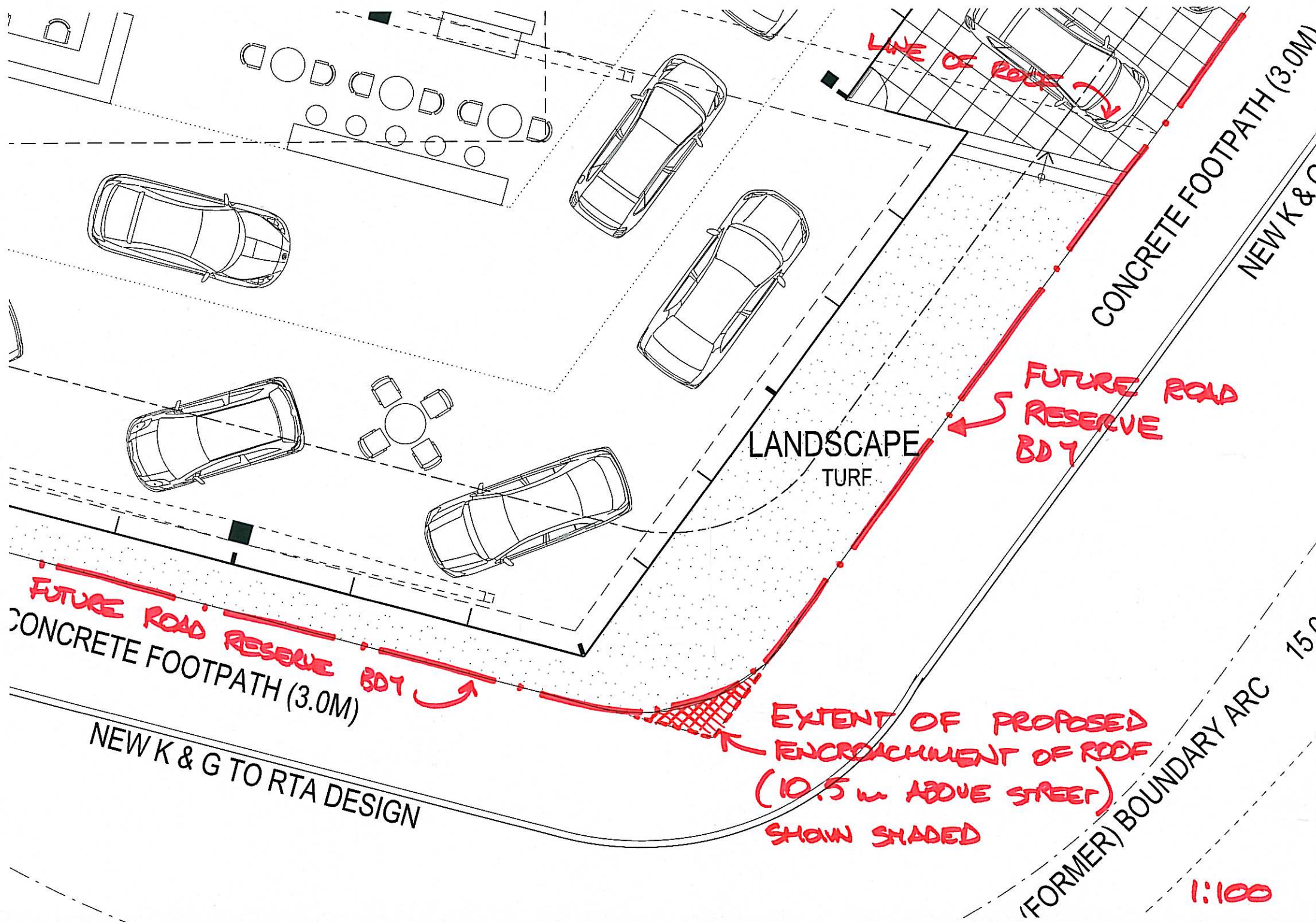
W: www.sbaarch.com.au

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LINE OF ROAD

CONCRETE FOOTPATH (3.0M)
NEW K & G

FUTURE ROAD RESERVE BDT

LANDSCAPE TURF

FUTURE ROAD RESERVE BDT
CONCRETE FOOTPATH (3.0M)

NEW K & G TO RTA DESIGN

EXTENT OF PROPOSED ENCROACHMENT OF ROOF
(10.5 m ABOVE STREET)
SHOWN SHADED

FORMER) BOUNDARY ARC
15.0
1:100