ORAN PARK DEVELOPMENT TRANCHE 20 STAGE 1

FOR DEVELOPMENT APPLICATION FOR GREENFIELDS DEVELOPMENT COMPANY





LGA CAMDEN COUNCIL







DRAWING LIST

No. DRAWING TITLE

GENERAL.

000 COVER SHEET

001 GENERAL LAYOUT SHEET

002 GENERAL NOTES & LEGEND ROADWORKS

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201 ROAD TC01 LONGITUDINAL & TYPICAL CROSS SECTIONS

202 ROAD TC03 LONGITUDINAL SECTION & TYPICAL CROSS SECTIONS & ROAD TC0

TYPICAL CRUSS SECTIONS

DOADS TOUS & TOUS LONGITUDINAL

203 ROADS TC05 & TC07 LONGITUDINAL & TYPICAL CROSS SECTION

204 SOUTH CIRCUIT LONGITUDINAL & TYPICAL CROSS SECTIONS

SEDIMENT & EROSION CONTROL

701 SOIL & WATER MANAGEMENT PLAN

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ORAN PARK DEVELOPMENT

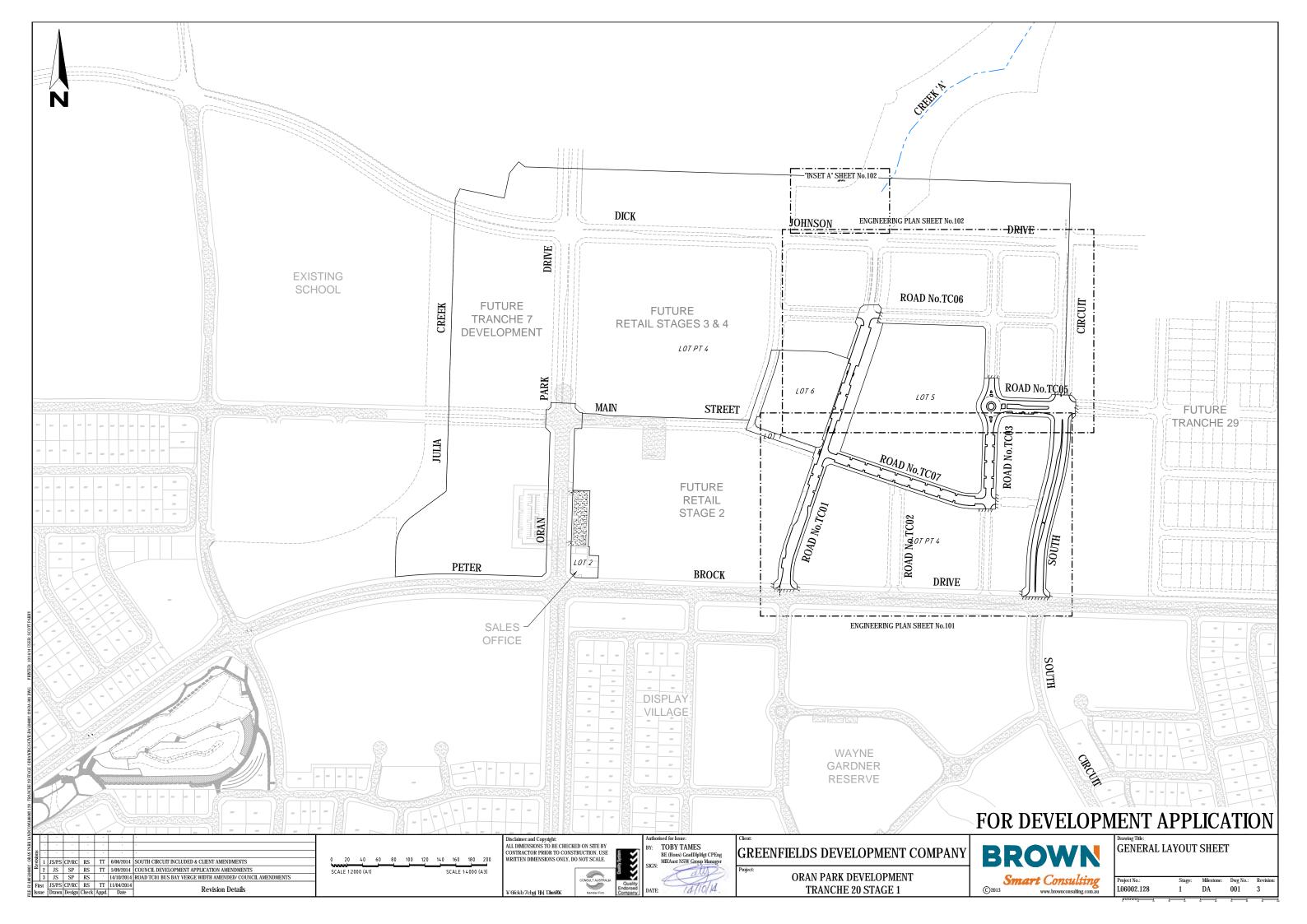
TRANCHE 20 STAGE 1

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 Revision

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CONSULT CONSULT Memi



- ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH CAMDEN COUNCIL'S ENGINEERING DESIGN, ENGINEERING CONSTRUCTION SPECIFICATION AND TO THE REQUIREMENTS OF THE PRINCIPAL CERTIFYING AUTHORITY/
- G2 INSPECTIONS BY PRINCIPAL CERTIFYING AUTHORITY/ ROADS AUTHORITY SHALL BE REQUESTED AT THE FOLLOWING STAGES AND THE WORKS APPROVED PRIOR TO THE CONTINUANCE OF ANY WORK:
 - (b) PRIOR TO BACKFILLING PIPELINES, SUBSOIL DRAINS AND DAMS
 - (c) PRIOR TO CASTING OF PITS AND OTHER CONCRETE STRUCTURES, INCLUDING KERB AND GUTTER BUT FOLLOWING THE PLACEMENT OF FOOTINGS, FORMWORK AND REINFORCEMENT.

(a) FOLLOWING THE INSTALLATION OF EROSION AND SEDIMENT CONTROL STRUCTURES/MEASURES

- (d) PRIOR TO PLACEMENT OF SUBBASE AND ALL SUB SEQUENT PAVEMENT LAYERS, A PROOF ROLLER TEST OF EACH PAVEMENT LAYER IS REQUIRED.
- (e) FORMWORKS PRIOR TO POURING CONCRETE IN PARKING AREAS FOR FOOTPATH CROSSING AND OTHER ASSOCIATED WORK.
- (f) PRIOR TO BACKFILLING PUBLIC UTILITY CROSSINGS IN ROAD RESERVES.
- (g) FINAL INSPECTIONS AFTER ALL WORKS ARE COMPLETED AND "WORK AS EXECUTED" PLANS HAVE BEEN SUBMITTED TO COUNCIL.
- NO TREES TO BE REMOVED UNLESS APPROVAL IS GRANTED BY COUNCILS LANDSCAPE COMPLIANCE OFFICER.
- MAKE SMOOTH JUNCTIONS WITH EXISTING WORKS
- NO WORK TO BE CARRIED OUT ON ADJOINING PROPERTIES WITHOUT THE WRITTEN PERMISSION FROM THE
- VEHICULAR ACCESS AND ALL UTILITIES/SERVICES ARE TO BE MAINTAINED AT ALL TIMES TO ADJOINING PROPERTIES AFFECTED BY CONSTRUCTION.
- ALL RUBBISH, BUILDINGS, SHEDS, AND FENCES ARE TO BE REMOVED TO THE SATISFACTION OF THE PRINCIPAL CERTIFYING AUTHORITY/ ROADS AUTHORITY.

EARTHWORKS

- EARTHWORKS ARE TO BE CARRIED OUT TO THE SATISFACTION OF THE PRINCIPAL CERTIFYING AUTHORITY/
 ROADS AUTHORITY. UNSUITABLE MATERIALS ARE TO BE REMOVED FROM ROADS AND LOTS PRIOR TO FILLING
 THE CONTRACTOR IS TO ARRANGE AND MAKE AVAILABLE COMPACTION TESTING RESULTS FOR ALL AREAS
 THAT CONTAIN FILL IN EXCESS OF 200mm.
- COMPACTION OF EARTHWORKS SHALL CONTINUE UNTIL A DRY DENSITY RATIO OF 95% FOR SITE FILLING AND 100% FOR ROAD PAVEMENT SUBGRADES HAS BEEN ACHIEVED IN ACCORDANCE WITH TEST METHOD AS1289.5.3.1
- THE CONTROL TESTING OF EARTHWORKS SHALL BE IN ACCORDANCE WITH THE GUIDELINES IN AS3798
 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS". WHERE IT IS PROPOSED
 TO USE TEST METHOD AS1298.5.8.2 TO DETERMINE THE FIELD DENSITY, A SAND REPLACEMENT METHOD SHALL
 BE USED TO CONFIRM THE RESULTS.
- THE SUBDIVISIONALGEOTECH ACCREDITED CERTIFIER, SHALL HAVE A LEVEL1 RESPONSIBILITY FOR ALL FILLING AS DEFINED IN APPENDIX B AS3798 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS' AND AT THE END OF THE WORKS SHALL CONFIRM THE EARTHWORKS COMPLY WITH THE REQUIREMENTS OF THE SPECIFICATION AND DRAWINGS BY WRITTEN NOTIFICATION.
- IN AREAS TO BE FILLED WHERE THE SLOPE OF THE NATURAL SURFACE EXCEEDS 1(V):4(H), BENCHES ARE TO BE CUT TO PREVENT SLIPPING OF THE PLACED FILL MATERIAL AS REQUIRED BY THE COUNCIL
- ALL BATTERS ARE TO BE SCARIFIED TO A DEPTH OF 50mm TO ASSIST THE ADHESION OF TOP SOIL TO BATTER
- PROVIDE MINIMUM 150mm AND MAXIMUM 300mm TOPSOIL WITHIN FOOTPATHS, FILLED AREAS AND ALL OTHER AREAS DISTURBED DURING CONSTRUCTION, TOPSOILED AREAS TO BE STABILISED WITH APPROVED
- THE CONTRACTOR SHALL CONTROL SEDIMENTATION, EROSION AND POLLUTION DURING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT EDITION OF 'MANAGING URBAN STORMWATER: SOILS AND CONSTRUCTION' PROVIDED BY LANDCOM.

VEGETATION A MAXIMUM OF 2 DAYS AFTER TOPSOILING AND ARE TO BE WATERED TO ENSURE GERMINATION

A 1-METRE WIDE, CONTINUOUS STRIP OF COUCH GRASS SHALL BE PLACED BEHIND THE BACK OF ALL KERBS AND OTHER CONCRETE STRUCTURES IMMEDIATELY AFTER THE COMPLETION OF THE FOOTPATH GRADING OR OTHER ELEMENTS AS APPLICABLE, SHALL BE MAINTAINED AND REPLACED AS A REQUIREMENT DURING THE CONSTRUCTION MAINTAINED REPORTS.

- SUBGRADES AND SUBBASES ARE TO BE COMPACTED IN ACCORDANCE WITH COUNCILS CONSTRUCTION SPECIFICATION.
- SUBSOIL DRAINS TO BE PROVIDED ON BOTH SIDES OF ROADS (EXCEPT WHERE THERE IS STORMWATER
- 150 \times 50 H.D. GALVANISED STEEL KERB OUTLETS TO BE PLACED IN ALL KERB TYPES ON LOW SIDE OF LOTS WITHIN 2m DOWNSTREAM OF THE PROLONGATION OF THE LOT CORNER WITH THE LOWEST REDUCED LEVEL AND TO THE REQUIREMENTS OF THE PRINCIPAL CERTIFYING AUTHORITY. IF THAT LOCATION COINCIDED WITH A STORMWATER PIT A CONNECTION TO THAT PIT SHALL BE PROVIDED IN LIEU OF THE KERB OUTLET PROVIDE SUITABLE ADAPTOR TO ALLOW CONNECTION OF 90mm DIAMETER STORMWATER PIPE.
- LIPLESS PERAMBULATOR CROSSINGS ARE TO BE PROVIDED IN ALL KERB RETURNS WHERE REQUIRED BY
- SERVICE CONDUITS TO BE PLACED AS DIRECTED BY ALL PUBLIC UTILITY AUTHORITIES INCLUDING ENDEAVOUR ENERGY, OPTICOMM AND SYDNEY WATER.
- PROPOSED UTILITIES AND SERVICES CROSSING EXISTING ROADS SHALL BE PROVIDED FOR USING A TRENCHLESS TECHNIQUE SO AS TO NOT DAMAGE THE EXISTING SURFACE. ALL SERVICE CONDUITS UNDER ROADS MUST BE LAID TO A MINIMUM DEPTH OF 750mm.
- CONCRETE FOOTPATH CONSTRUCTION IS TO BE BONDED WITH COUNCIL PENDING COMPLETION OF UTILITY/SERVICES AND SURROUNDING DWELLINGS.
- ALL TEMPORARY ROADS MUST BE TEMPORARILY SEALED WITH A SINGLE COAT OF FLUSH SEAL.
- ALL PERMANENT ROADS MUST BE SEALED WITH A SINGLE COAT OF FLUSH SEAL AND 50mm OF AC TO BE APPLIED IN TWO 25mm THICK LAYERS. THE FINAL AC IS TO BE BONDED WITH COUNCIL AND PLACED FOLLOWING APPROVAL FROM COUNCIL.
- SIGNPOSTING AND LINE MARKING SHALL CONFORM TO AS 174.2.2 'TRAFFIC CONTROL DEVICES FOR GENERAL USE'. RAISED RETRO-REFLECTIVE PAVEMENT MARKERS TO CONFORM TO AS1906 'RETRO-REFLECTIVE DEVICES AND MATERIALS FOR ROAD TRAFFIC CONTROL PURPOSES'. ALL APRONS AND KERB FACE ON CENTRAL ISLANDS

6/06/2014 SOUTH CIRCUIT INCLUDED & CLIENT AMENDMENTS

Revision Details

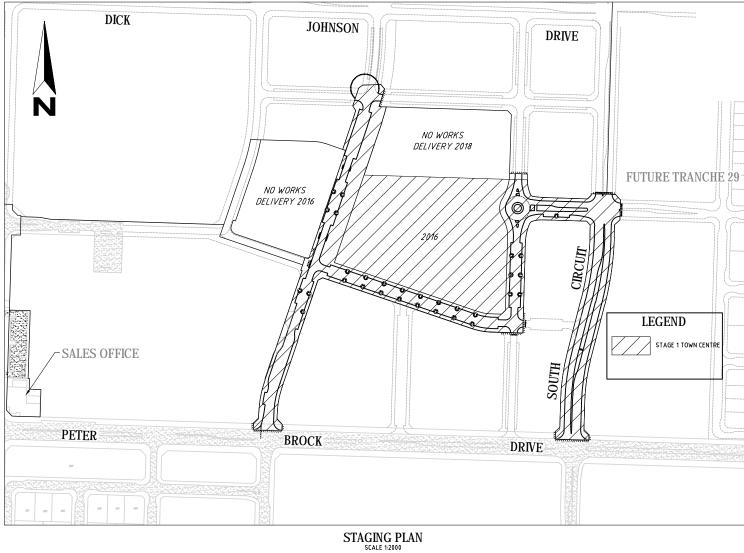
R11 ALL LOT NUMBERS AND STREET NAMES TO BE STENCILED ON KERB FACE

2 JS SP RS TT 5/09/2014 COUNCIL DEVELOPMENT APPLICATION AMENDMENTS

R12 STREET SIGNS TO COUNCIL STANDARD MUST BE INSTALLED BY THE OWNER/APPLICANT/SUPERINTENDANT, STREET NAMES MUST BE STENCILED ON KERB AT INTERSECTIONS.

DRAINAGE

- S1 ALL PIPES TO BE SPIGOT AND SOCKET, RUBBER RING JOINTED UNLESS OTHERWISE NOTED.
- ALL LONGITUDINAL PIPELINES IN ROADS MUST BE LOCATED UNDER KERB AND GUTTER AND BACKFILLED WITH APPROVED GRANULAR MATERIAL UNLESS OTHERWISE APPROVED BY THE COUNCIL ENGINEER.
- DRAINAGE LINES MUST BE BACKFILLED WITH APPROVED GRANULAR MATERIAL IN TRAFFICABLE AREAS. THREE (3) METRES OF SUBSOIL DRAINAGE WRAPPED IN GEOTEXTILE STOCKING MUST BE PROVIDED AT ALL
- S4 ALL GULLY PITS TO COUNCILS STANDARD AND LINTELS CENTRALLY PLACED AT SAG PITS.
- ALL PITS MUST BE BENCHED AND STREAMLINED. PROVIDE F72 REINFORCEMENT AND GALVINISED STEP IRONS IN ALL PITS OVER 1.2 METRES DEEP AS MEASURED FROM THE TOP OF GRATE TO THE INVERT OF THE PIT.
- CONCRETE IS TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 32MPa AT 28-DAYS UNLESS OTHERWISE APPROVED BY THE COUNCIL ENGINEER.
- S7 CATCH DRAINS MUST BE CONSTRUCTED AS REQUIRED BY PRINCIPAL CERTIFYING AUTHORITY/ ROADS
- ALL INTERALLOTMENT DRAINAGE LINES MUST HAVE A MINIMUM PIPE DIAMETER OF 150mm AND A MINIMUM GRADE OF 1% UNLESS OTHERWISE APPROVED BY THE PRINCIPAL CERTIFYING AUTHORITY/ ROADS AUTHORITY
- ALL INTERALLOTMENT DRAINAGE LINES ARE TO BE LAID CENTRALLY WITHIN DRAINAGE EASEMENTS. INSPECTION PITS ARE TO BE PROVIDED AT ALL CHANGES OF GRADE AND DIRECTION.
- S10 INTERALLOTMENT DRAINAGE LINES MUST BE INSTALLED AFTER SYDNEY WATER SEWERAGE LINES HAVE BEEN INSTALLED WHERE SEWER IS PROPOSED ADJACENT TO INTERALLOTMENT DRAINAGE LINES.
- S11 1% AEP OVERLAND FLOW PATHS MUST BE FORMED AND SHOWN ON 'WORK AS EXECUTED' DRAWINGS
- ADEQUATE PROVISION IS TO BE MADE TO PREVENT SCOURING AND SEDIMENTATION FOR ALL DRAINAGE WORKS IN ACCORDANCE WITH COUNCILS REQUIREMENTS.
- S13 PIT LINTELS ARE TO BE STENCILED WITH APPLICABLE DESTINATION STENCIL AVAILABLE FROM COUNCIL
- S14 PRECAST CONCRETE HEADWALL TO BE USED FOR PIPE OUTLETS UP TO 900 Ø
- S15 CONCRETE HEADWALLS FOR PIPE GREATER THAN 900 Ø ARE TO BE CAST IN SITU IN ACCORDANCE WITH



FOR DEVELOPMENT APPLICATION

LEGEND

PROPOSED

(3/10)

K&G

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D-LOTNO

FUTURE

(3/10)

FUT. K&G

FUT. KO

FUT. ES

FUT. MK

FUT. DC

EXISTING

EXIST. K&G

EXIST. RK

EXIST. KO

EXIST. ES

EXIST. MK

EXIST. DC

DESCRIPTION

STORMWATER DRAINAGE PITS

DRAINAGE LINE No. 3 DRAINAGE PIT No. 10

CONCRETE HEADWALL

STANDARD 150mm KERB AND GUTTER

STANDARD ROLL KERB AND GUTTER

STANDARD EDGE STRIP

STANDARD DISH CROSSING

VEHICULAR CROSSING

PEDESTRIAN RAMI

EDGE OF BITUMEN

RENCHMARK

CONCRETE PATHWAY

SERVICE LINES SEWER, GAS, WATER, ELECTRICITY

COMMUNICATION LINES TELSTRA, FIBRE OPTIC

LIMIT OF STAGE

LOT NUMBERS

TREES TO RETAIN TREES TO REMOVE

RETAINING WALL

ROOF WATER OUTLET

ROCK WALL

POST AND RAIL FENCE SECURITY FENCE

OVER HEAD LINES AND POLES

TELECOM PIT, ACCESS CHAMBEI

HYDRANT, STOP VALVE, AIR VALVE LIMIT OF CONSTRUCTION

CONTOURS

SUBSOIL DRAIN

GREENFIELDS DEVELOPMENT COMPANY

ORAN PARK DEVELOPMENT

BROWN Smart Consulting GENERAL NOTES & LEGEND

106002 128 DA 002

ONTRACTOR PRIOR TO CONSTRUCTION. USE PRITTEN DIMENSIONS ONLY, DO NOT SCALE.

BE (Hons) GradDlpMgt CPEng MIEAust NSW Group Manage

OF ROUNDABOUTS AND ALL OTHER ISLANDS TO BE DELINEATED BY REFLECTIVE WHITE MARKING.

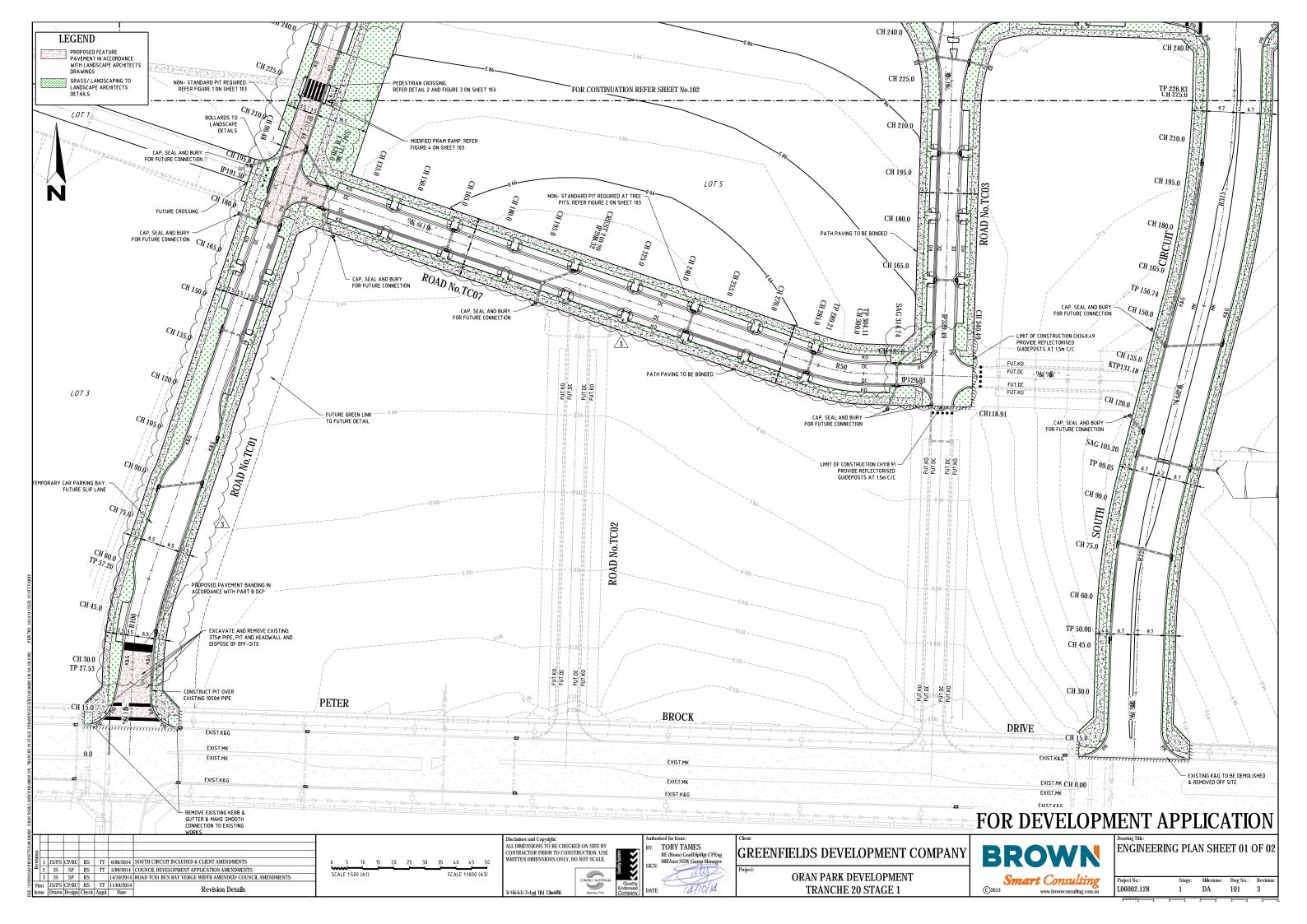
SCALE 1:2000 (A1) SCALE 1:4000 (A3)

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ALL DIMENSIONS TO BE CHECKED ON SITE BY

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TRANCHE 20 STAGE 1



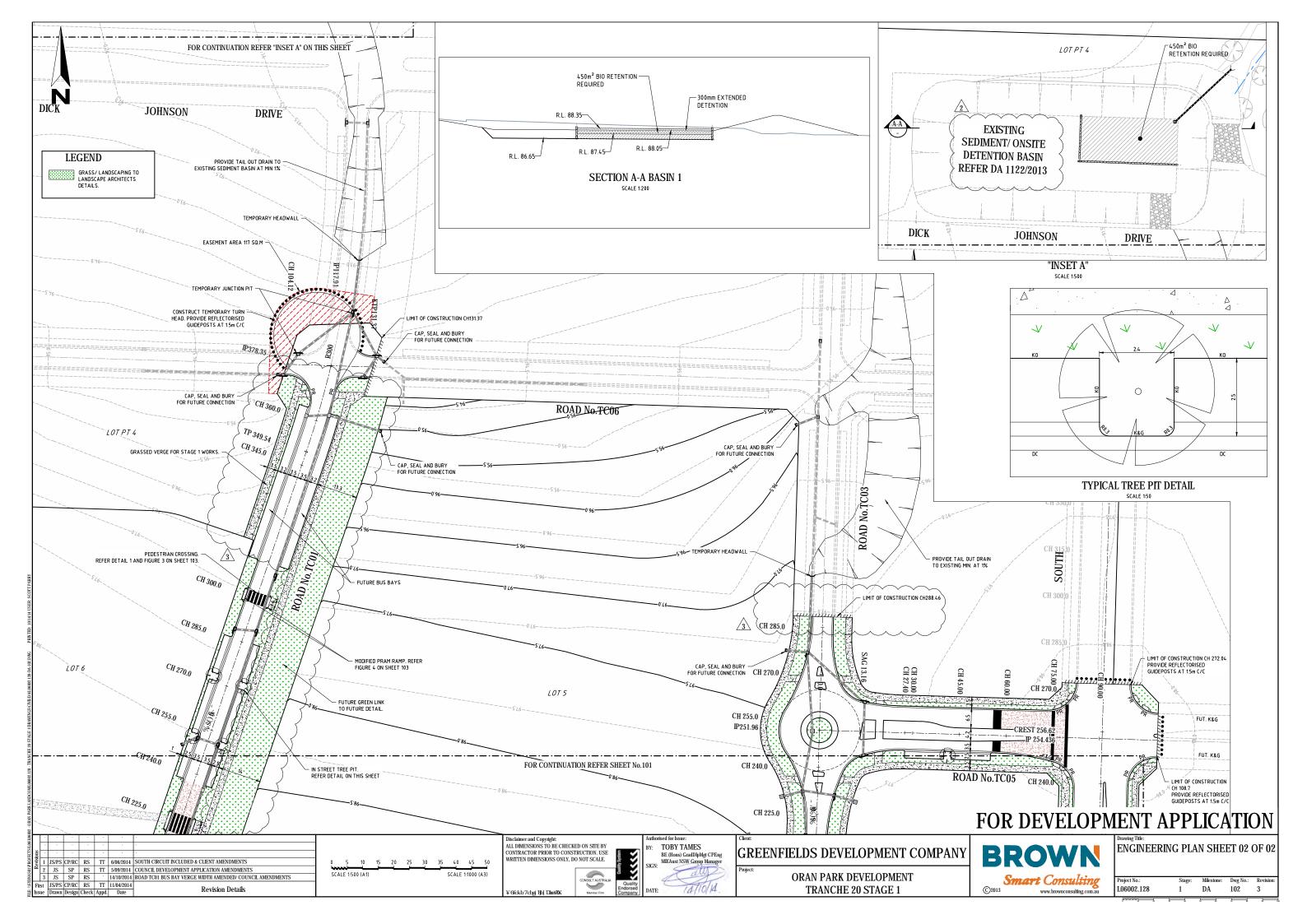
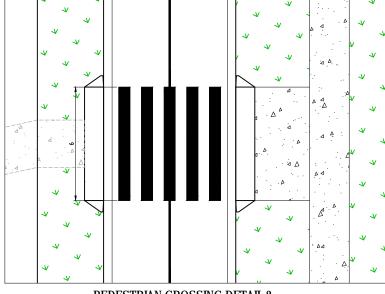




FIGURE 1: NON-STANDARD KERB ONLY PIT



FIGURE 3: PEDESTRIAN CROSSING



PEDESTRIAN CROSSING DETAIL 2

SCALE 1:100



FIGURE 2: NON-STANDARD V-GRATE PIT

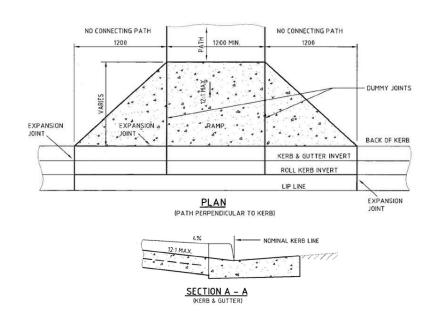


FIGURE 4: MODIFIED PRAM RAMP

FOR DEVELOPMENT APPLICATION

0 5 10 15 20 25 30 35 40 45 50 SCALE 1:500 (A1) SCALE 1:1000 (A3)

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Authorised for Issue:
BY: TOBY TAMES
BE (Hons) GradDlpMgt CPEng
MIFAust NSW Group Manager
SIGN:
DATE:

GREENFIELDS DEVELOPMENT COMPANY

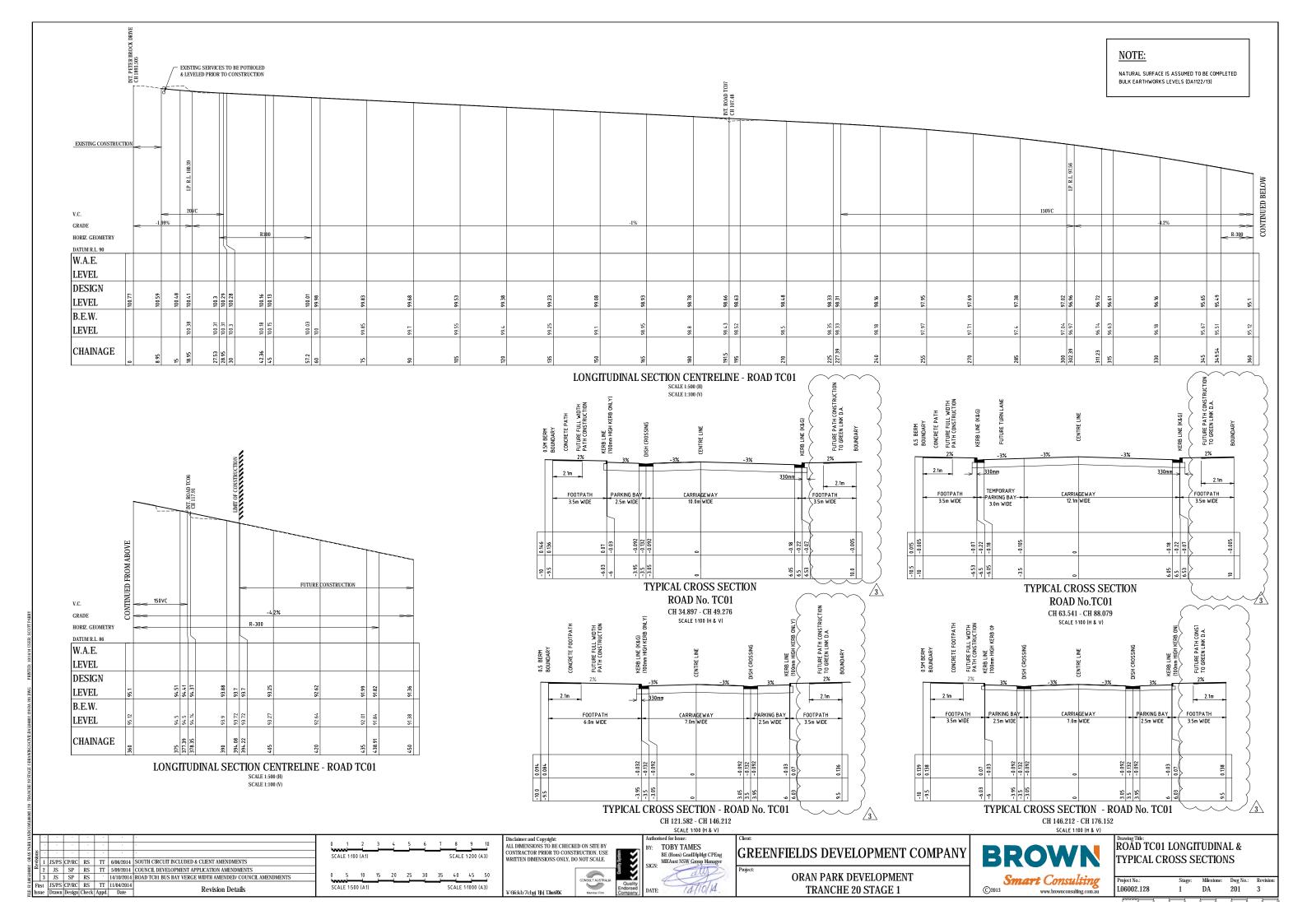
ORAN PARK DEVELOPMENT TRANCHE 20 STAGE 1 BROWN

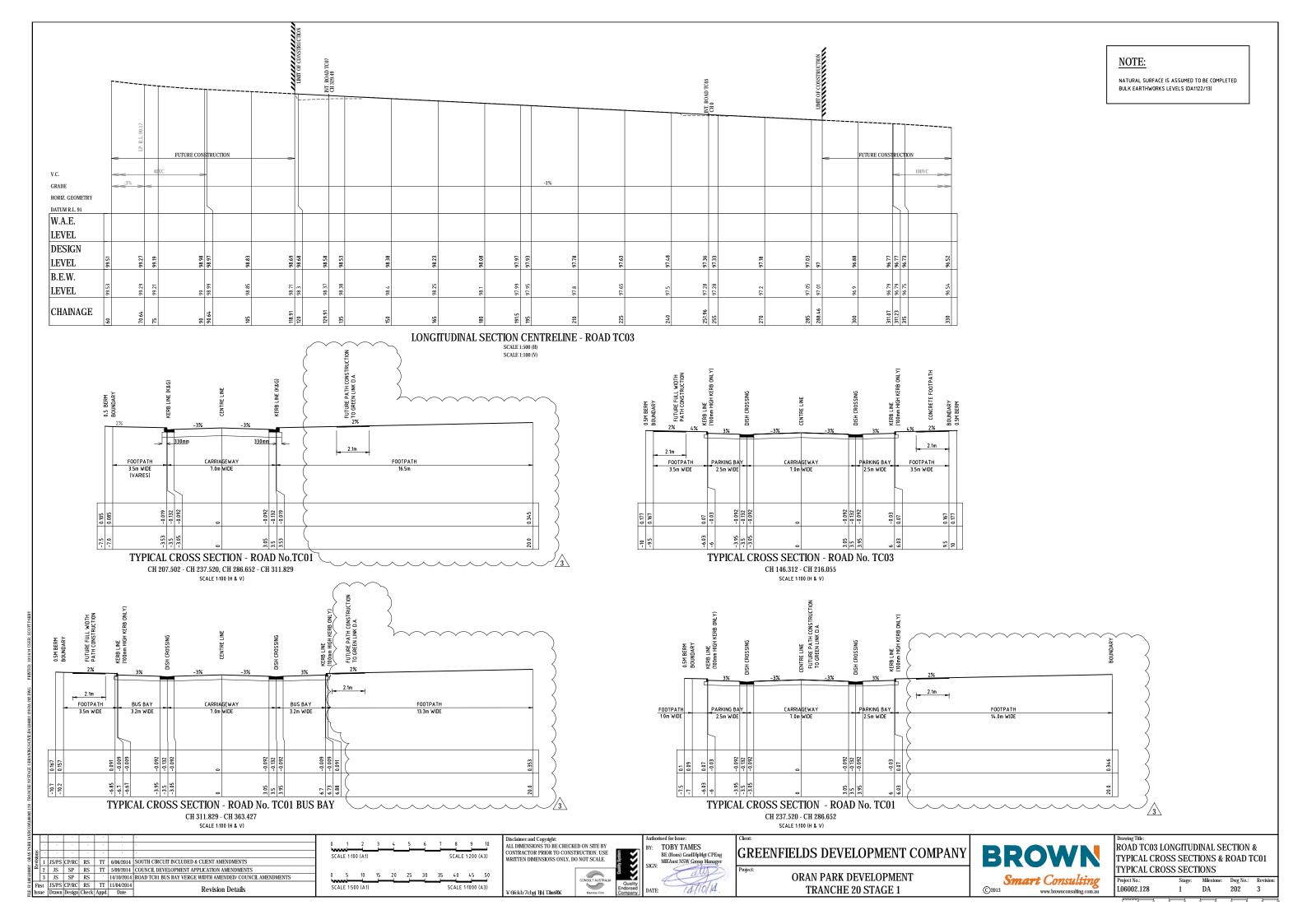
Smart Consulting

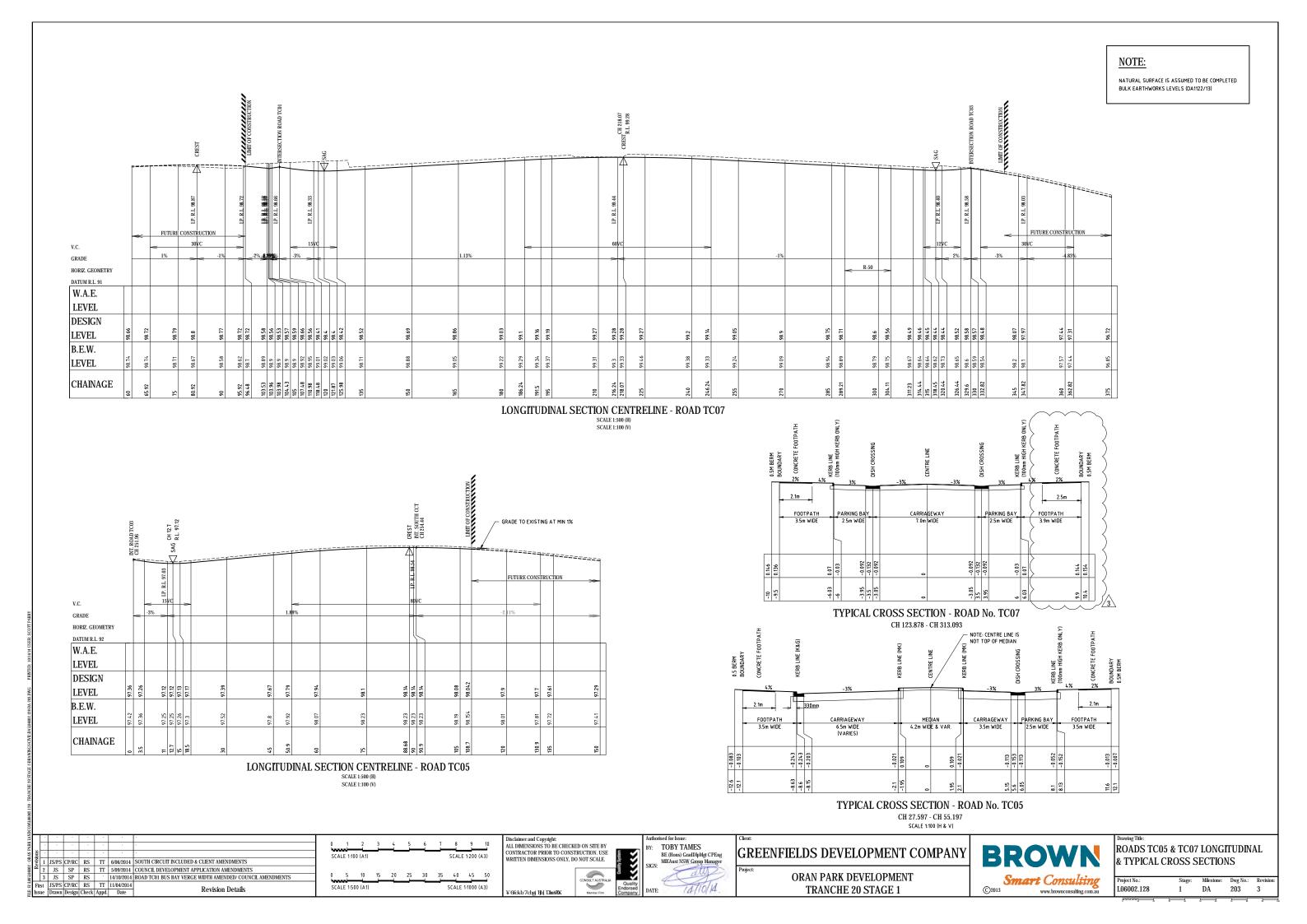
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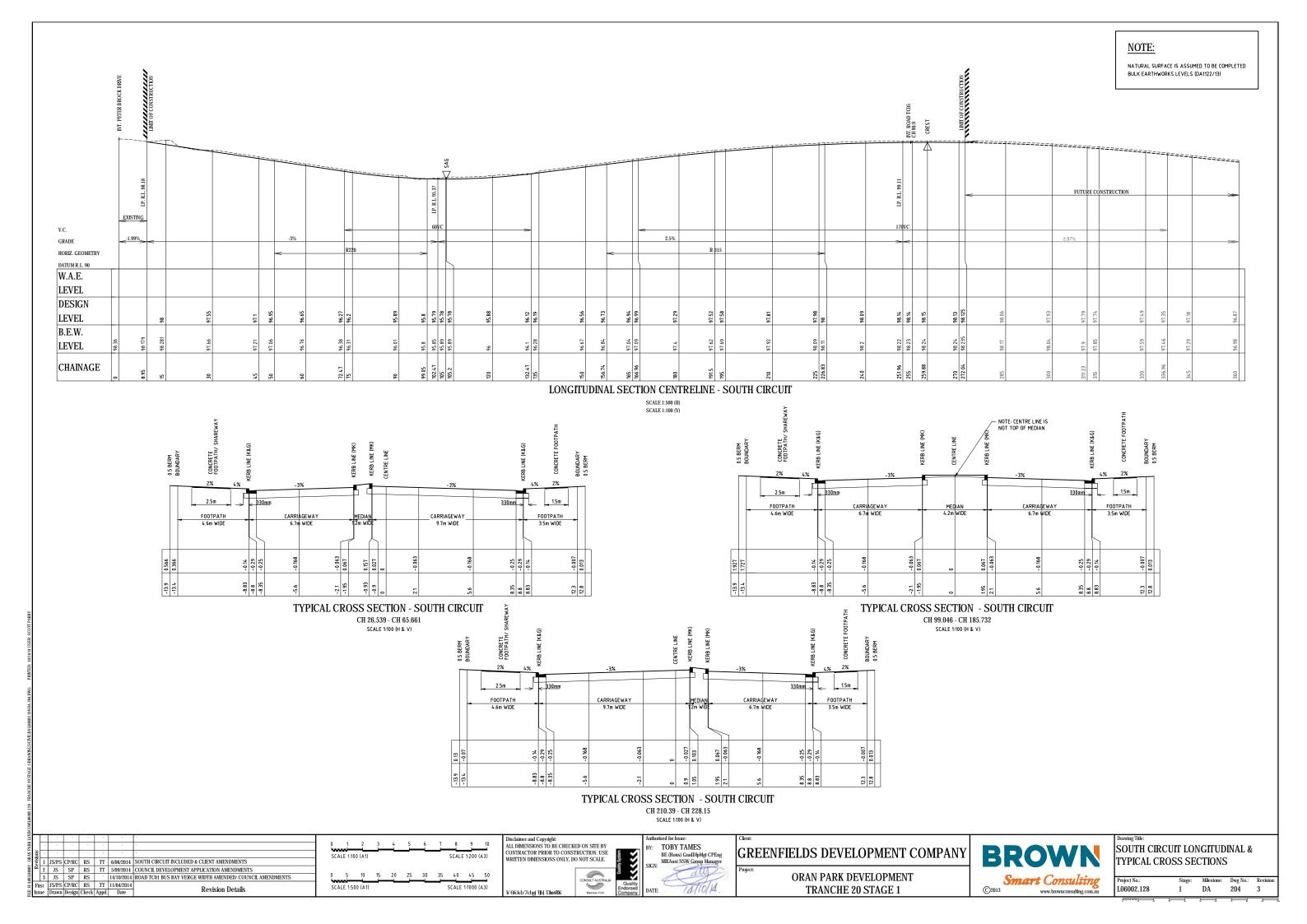
Drawing Title:
PEDESTRIAN CROSSING DETAILS

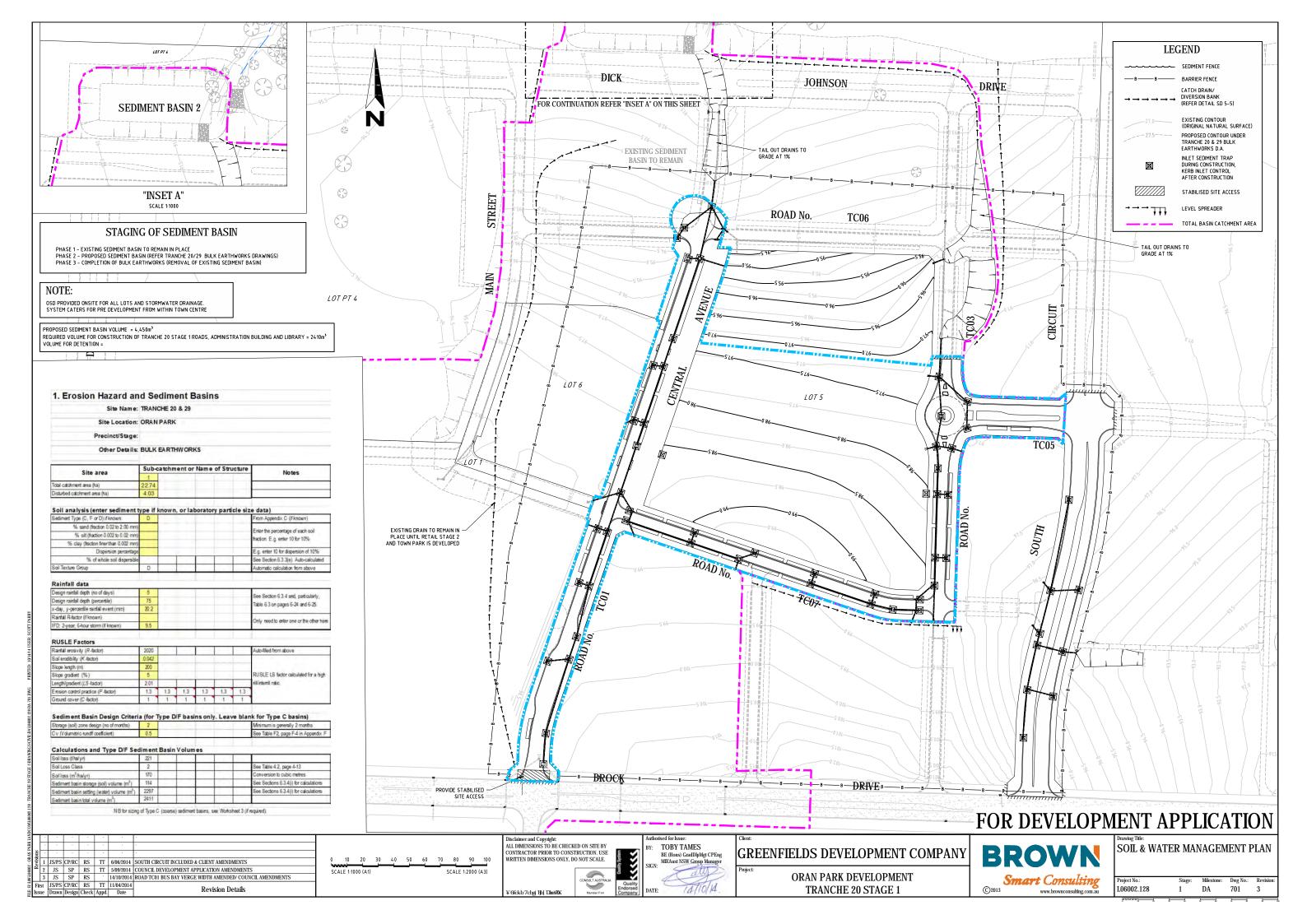
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ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED AS INDICATED ON THESE DRAWINGS. LOCATION AND EXTENT OF SOIL AND WATER MANAGEMENT DEVICES IS DIAGRAMMATIC ONLY AND THE ACTUAL REQUIREMENTS SHALL BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT.

3 CONFORMITY WITH THIS PLAN SHALL IN NO WAY REPUICE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AGAINST WATER DAMAGE DURING THE CONSTRACTOR TO PROTECT AGAINST WATER DAMAGE DURING THE COURSE OF THE CONTRACT. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT ANY NECESSARY CONTROL IS IN PLACE EVEN THOUGH SUCH CONTROL MAY NOT BE SHOWN

THE CONTRACTOR SHALL INFORM ALL SUBCONTRACTORS AND ALL EMPLOYEES OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWNSTREAM AREAS

APART FROM SEDIMENT BASINS, THE CONTRACTOR SHALL REGULARLY MAINTAIN AFART FROM SECURITY DASINS, INC. CONTRACTOR SPALE REGULARLY MAINTAIN SECURITY AND EROSION CONTROL STRUCTURES AND ESTATE SUCH STRUCTURES PRIOR TO THE REDUCTION IN CAPACITY OF 30% DUE TO ACCUMULATED SEDIMENT. THE SEDIMENT SHALL BE DISPOSED OF ON SITE IN A MANNER APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL TEMPORARILY REHABILITATE WITHIN TEN (10) DAYS ANY DISTURBED AREAS PROVIDING A MINIMUM 60% COVER. FINAL REHABILITATION IS TO BE PROVIDED WITHIN A FURTHER 60 DAYS WITH A MINIMUM 70% COVER.

THE CONTRACTOR SHALL PROVIDE WATERING OF THE VEGETATED BATTERS FOR MAINTENANCE PERIOD. PLANT, MACHINERY AND VEHICLES SHALL NOT BE DRIVEN OVER GRASSED AREAS UNLESS ON AN APPROVED HAULAGE ROUTE.

8. ALL DRAINAGE WORKS SHALL BE CONSTRUCTED AND STABILISED AS QUICKLY AS

9. SITE ACCESS SHALL BE RESTRICTED TO THE NOMINATED POINTS. THE CONTRACTOR SHALL PROVIDE STABILISED SITE ACCESS.

10. DUST AND SITE DISTURBANCE MUST BE KEPT TO A MINIMUM. DURING WINDY WEATHER, LARGE, UNPROTECTED AREAS MUST BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO REDUCE WIND EROSION. ERECT BARRIER FENCING TO MINIMISE LAND DISTURBANCE BY PREVENTING VEHICULAR AND PEDESTRIAN ACCESS TO AREAS BEING REHABILATATED AND LANDS THAT DO NOT NEED TO BE DISTURBED BY THIS PROJECT

11. STOCKPILE TOPSOILS SUBSOILS AND OTHER MATERIALS SEPARATELY

12. TOPSOIL SHALL BE STORED IN LOW MOUNDS NO MORE THAN 2 METRES HIGH AND RE-USED WITHIN TWO MONTHS TO MAINTAIN ACTIVE POPULATIONS OF BENEFICIAL SOIL MICROBES AND SEED.

13. PLACE ALL STOCKPILES AT LEAST FIVE METRES FROM AREAS OF LIKELY CONCENTRATED OR HIGH VELOCITY FLOWS, ESPECIALLY EARTH BANKS AND ROADS. IF NECESSARY, EARTH BANKS OR DRAINS WILL BE CONSTRUCTED TO DIVERT LOCALISED

14. TURN TOPSOIL STOCKPILES OVER TO AERATE THEM AT MONTHLY INTERVALS. ENSURE VEGETATION IS NOT INCORPORATED INTO THE SOIL.

AVOID REVERSING THE SOIL PROFILE MATERIALS DURING FILL OPERATIONS - REPLACE DISTURBED SOILS IN THEIR ORIGINAL ORDER.

16. ON COMPLETION OF MAJOR EARTHWORKS AND BEFORE ADDING TOPSOIL, LEAVE DISTURBED LANDS WITH A LOOSE SURFACE. ALTERNATELY, DISTURBED AREAS PREVIOUSLY COMPACTED BY CONSTRUCTION WORKS WILL BE RIPPED TO MORE THAN 200-MM ALONG THE CONTOUR BEFORE APPLYING TOPSOIL

PROVIDING MATERIALS ARE AVAILABLE, SPREAD TOPSOIL TO A MINIMUM DEPTH OF 75mm IN REVEGETATION AREAS ON SLOPES OF 4(H):I(V) OR LESS AND TO A DEPTH OF 40 TO 60mm IN REVEGETATION AREAS STEEPER THAN 4:1.

18. LEAVE TOPSOIL IN A SCARIFIED OR ROUGH CONDITION ONCE REPLACED TO HELP MOISTURE INFILTRATION AND REDUCE SOIL EROSION.

19. ENSURE SOIL IS THOROUGHLY SOAKED TO A DEPTH OF 75mm (RAIN OR IRRIGATION)

20. HANDLE TOPSOIL ONLY WHEN IT IS MOIST (NOT WET OR DRY) TO AVOID DECLINE OF

21. THE CONTRACTOR SHALL MAINTAIN A LOG BOOK DETAILING: - RECORDS OF ALL RAINFALL

- RECORDS OF ALL NATURALL
CONDITION OF SOIL AND WATER MANAGEMENT STRUCTURES
- ANY APPLICATION OF FLOCCULATING AGENTS TO SEDIMENT BASIN
- VOLUMES OF ALL WATER DISCHARGED FROM SEDIMENT BASINS
- ANY ADDITIONAL REMEDIAL WORKS REQUIRED.

22. THE LOG BOOK SHALL BE MAINTAINED ON A WEEKLY BASIS AND BE MADE AVAILABLE TO ANY AUTHORISED PERSON UPON REQUEST. THE ORIGINAL LOG BOOK SHALL BE ISSUED TO THE PROJECT MANAGER AT THE COMPLETION OF WORKS

23. ALL ROAD EMBANKMENTS TO BE STABILISED AS PER LANDSCAPE ARCHITECTS

24. A SELF AUDITING PROGRAM SHOULD BE ESTABLISHED BASED ON A CHECK SHEET DEVELOPED FOR THE SITE. A SITE INSPECTION USING THE CHECK SHEET SHOULD BE MADE BY THE SITE MANAGER AT LEAST WEEKLY, IMMEDIATELY BEFORE SITE CLOSURE AND IMMEDIATELY FOLLOWING RAINFALL EVENTS THAT CAUSE RUNDFF.

25. UNDERTAKE THE SELE AUDIT BY:

NUCKTIAKE INE SETE AUDIT BT:

- WALKING AROUND THE SITE SYSTEMATICALLY (E.G. CLOCKWISE)

- RECORDING THE CONDITION OF EVERY BMP EMPLOYED

- RECORDING MAINTENANCE REQUIREMENTS (IF ANY) FOR EACH BMP

- RECORDING THE SITE WHERE SEDIMENT IS DISPOSED - FORWARDING A SIGNED DUPLICATE OF THE COMPLETED CHECK SHEET TO THE

PROJECT MANAGER/DEVELOPER/SITE OPERATOR FOR THEIR INFORMATION

26. IN PARTICULAR, INSPECT:

IN PARTICULAR, INSPECT:

LOCATIONS WHERE VEHICLES ENTER AND LEAVE THE SITE

- ALL INSTALLED EROSION AND SEDIMENT CONTROL MEASURES, ENSURING THEY ARE

OPERATING CORRECTLY

- AREAS THAT MIGHT SHOW WHETHER SEDIMENT OR OTHER POLLUTANTS ARE

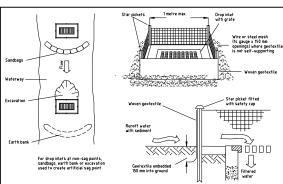
LEAVING THE SITE OR HAVE POTENTIAL TO DO SO

- ALL DISCHARGE POINTS, TO ASSESS WHETHER THE EROSION AND SEDIMENT

CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO THE RECEIVING

WATEPS

27. A SITE INSPECTION USING THE CHECK SHEET WILL BE MADE BY THE SITE MANAGER AT LEAST WEEKLY, IMMEDIATELY BEFORE SITE CLOSURE, AND IMMEDIATELY FOLLOWING RAINFALL EVENTS GREATER THAN 5mm in 24 HOURS.



Construction Notes

1. Fabricate a sediment barrier made from geotextile or straw bales. 2. Follow Standard Drawing 6-8 for installation procedures for geofabric. Reduce the picket

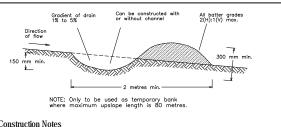
spacing to 1 metre centres.

3. In waterways, artificial sag points can be created with sandbags or earth banks as shown in the drawing.
4. Do not cover the inlet with geotextile unless the design is adequate to allow for all waters to bypass it.

GEOTEXTILE INLET FILTER

SD 6-12

SD 5-5



Build with gradients between 1 percent and 5 percent.
 Avoid removing trees and shrubs if possible – work around them

3. Ensure the structures are free of projections or other irregularities that could

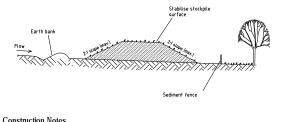
impede water flow.

4. Build the drains with circular, parabolic or trapezoidal cross sections, not V

5. Ensure the banks are properly compacted to prevent failure

6. Complete permanent or temporary stabilisation within 10 days of construction

EARTH BANK (LOW FLOW)



1. Place stockpiles more than 2 (preferably 5) metres from existing vegetation, concentrated

ESCP or SWMP to reduce the C-factor to less than 0.10.

water flow, roads and hazard areas.

2. Construct on the contour as low, flat, elongated mounds.

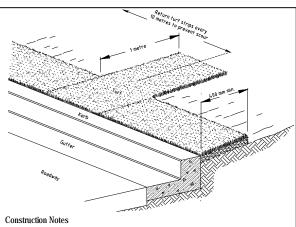
3. Where there is sufficient area, topsoil stockpiles shall be less than 2 metres in height

4. Where they are to be in place for more than 10 days, stabilise following the approved

Construct earth banks (Standard Drawing 5-5) on the upslope side to divert water around stockpiles and sediment fences (Standard Drawing 6-8) 1 to 2 metres downslope.

STOCKPILES

SD 4-1



1. Install a 400 mm minimum wide roll of turf on the footpath next to the kerb and at

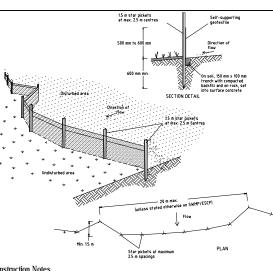
the same level as the top of the kerb.

2. Lay 1.4 metre long turf strips normal to the kerb every 10 metres.

3. Rehabilitate disturbed soil behind the turf strip following the ESCP/SWMP

KERBSIDE TURF STRIP

SD 6-13



Construct sediment fences as close as possible to being parallel to the contours of the site, but with small returns as shown in the drawing to limit the catchment area of any one section. The catchment area should be small enough to limit water flow if concentrated at one point to 50 litres per second in the design storm event, usually the 10-year event.

2. Cut a 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.

be entrenched.

3. Drive 1.5 metre long star pickets into ground at 2.5 metre intervals (max) at the downslope edge of the trench. Ensure any star pickets are fitted with safety caps.

4. Fix self-supporting geotextile to the upslope side of the posts ensuring it goes to the base of the trench. Fix the geotextile with wire lives or as recommended by the manufacturer. Only use geotextile specifically produced for sediment fencing. The use of shade cloth for this

ourpose is not satisfactor

. Join sections of fabric at a support post with a 150-mm overlap. . Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile

SEDIMENT FENCE

APPLICATION. CAN BE CONSTRUCTED FROM ANY SUITABLE MATERIAL MUST BE LOCATED ON A SUITABLY PREPARED AND COMPACTED SUB-GRADE/BASE MATERIAL

POINT (SAP) CAN BE DESIGNED WITH A SHAKER PAD (COMPULSOPRY IN TYPE II SAP'S)

SHAKER PADS CAN BE DESIGNED AND CONSTRUCTED TO ENABLE RE-USE ON FUTURE PROJECTS.

IN BOTH TYPE I AND TYPE II SAP'S, THE TEMPORARY VEHICULAR CROSSING MUST:

MUST BE SITUATED SUCH THAT THE RUNGS OF THE SHAKER PAD ARE LEVEL WITH THE ADJOINING NATURAL SURFACE.

MUST BE A MINIMUM OF 3.5m IN LENGTH.

THE SHAKER PAD:

MUST BE A MINIMUN OF 3.5m IN WIDTH.

MUST HAVE CLEAR SPACING BETWEEN RUNGS OF 200 - 250mm.

RUNGS MUST HAVE A MAXIMUM WIDTH (BEARING AREA) OF 75mm

SHAKER PAD (CATTLE GRID)

STABILISED ACCESS POINT

STABILISED ACCESS POINT - TYPE 2

THE TYPE II SAP DESIGN IS MORE DEFINED IN THAT IT REQUIRES AN AREA OF BALLAST WITHIN THE SITE COMBINED WITH A SHAKER PAD; ADJACENT

 CONNECT TO AN EXISTING GUTTER LAYBACK (WHERE THE KERB AND GUTTER EXIST). IF A GUTTER LAYBACK DOES NOT EXIST THEN THE CONNECTION MUST BE MADE TO THE GUTTER BY REMOVING THE ADJCENT KERB SECTION ONLY. • CONNECT TO A DISH CROSSING (WHERE KERB AND GUTTER DOES NOT EXIST). IF A DISH CROSSING DOES NOT EXIST, THEN IT MUST BE

IT SHOULD BE NOTED THAT THESE TYPES OF SAPS ARE CONSIDERED TO BE APPLICABLE FOR THE MAJORITY OF ACTIVITIES HOWEVER SOME SITES

A CORRECTLY DESIGNED AND INSTALLED SHAKER PAD WILL ASSIST IN PREVENTING SEDIMENT TRANSFERE FROM A SITE. ANY STABILISED ACCESS

MUST BE DESIGNED AND CERTIFIED BY A PRACTICING STRUCTURAL ENGINEER. THE CERTIFIED DESIGN SHOULD BE SUBMITTED WITH THE RELEVENT

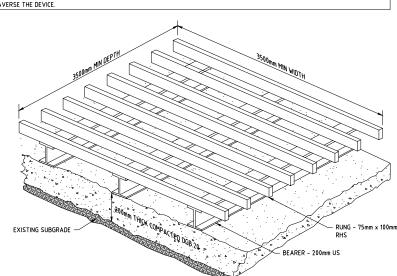
CONSTRUCTED IN ACCORDANCE WITH DETAILS CONTAINED IN COUNCIL'S ISSUED FOOTPATH CROSSING LEVELS.

THE SHAKER PAD AND IN THE PUBLIC WAY IS A TEMPORARY (CONCRETE) VEHICULAR CROSSING. (SEE DIAGRAM)

TYPE II SAP

MUST HAVE A MINIMUM CLEAR DEPTH OF 300mm IE FORM THE ROP OF THE RUNG TO THE FINISHED SUB-GRADE/BASE LEVEL.

THE SHAKER PAD MUST BE PROVIDED WITH SUITABLE BARRIERS AT THE SIDES TO ENSURE THAT ALL TYRES OF VEHICLES LEAVING THE SITE TRAVERSE THE DEVICE



FOR DEVELOPMENT APPLICATION

6/06/2014 SOUTH CIRCUIT INCLUDED & CLIENT AMENDMENTS 2 JS SP RS TT 5/09/2014 COUNCIL DEVELOPMENT APPLICATION AMENDMENTS | JS | SP | RS | 14/10/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | JS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | TS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | TS/PS | CP/RC | RS | TT | 11/04/2014 | ROAD TC01 BUS BAY VERGE WIDTH AMENDED/ COUNCIL AMENDMENTS | TS/PS Revision Details







SD 6-8

ORAN PARK DEVELOPMENT TRANCHE 20 STAGE 1



SOIL & WATER MANAGEMENT **NOTES & DETAILS**

BALLAST - 75 TO

106002 128 DA 702 3

