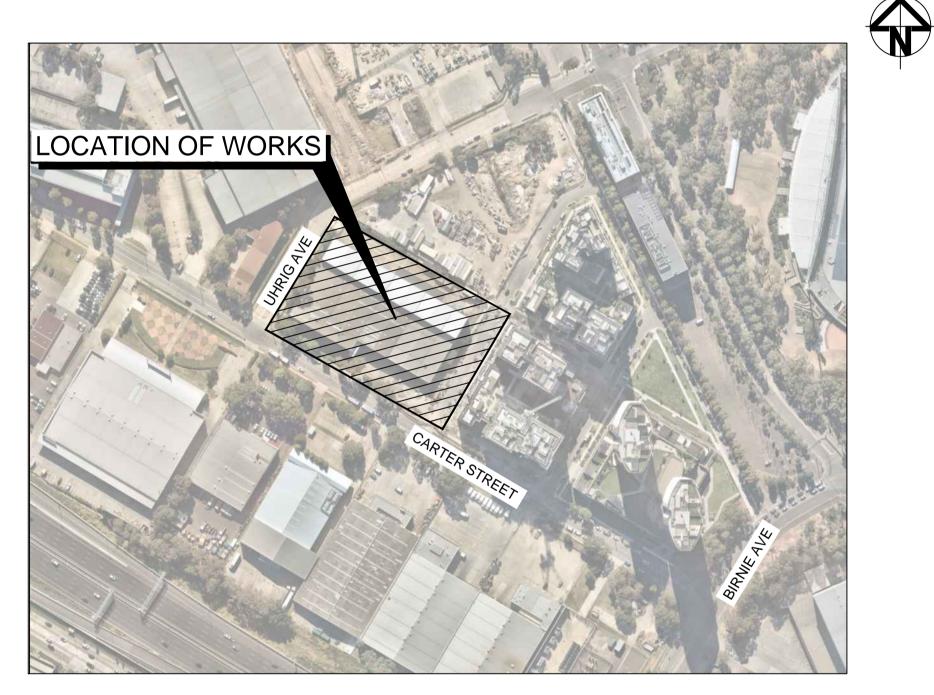
# PHASE 4 CARTER STREET LIDCOMBE CIVIL WORKS PACKAGE

# DRAWING LIST

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16-437-DAC401	COVER SHEET AND LOCALITY PLAN
16-437-DAC402	GENERAL NOTES AND LEGENDS
16-437-DAC405	GENERAL ARRANGEMENT PLAN
16-437-DAC406	TYPICAL SECTIONS SHEET 1
16-437-DAC407	TYPICAL SECTIONS SHEET 2
16-437-DAC410	SITEWORKS AND STORMWATER DRAINAGE PLAN
16-437-DAC425	STORMWATER CATCHMENT PLAN
16-437-DAC426	EXISTING INDICATIVE OVERLAND STORMWATER FLOW
16-437-DAC427	PROPOSED INDICATIVE OVERLAND STORMWATER FLOW
16-437-DAC430	STORMWATER DETAILS SHEET 1
16-437-DAC431	STORMWATER DETAILS SHEET 2
16-437-DAC432	STORMWATER DETAILS SHEET 3
16-437-DAC433	OSD TANK TYPICAL SECTIONS AND DETAILS
16-437-DAC440	EROSION AND SEDIMENTATION CONTROL PLAN
16-437-DAC441	EROSION AND SEDIMENTATION CONTROL DETAILS
16-437-DAC450	PUBLIC DOMAIN ALIGNMENT CONTROL PLAN
16-437-DAC451	PUBLIC DOMAIN PAVEMENT PLAN
16-437-DAC460	PUBLIC DOMAIN ALIGNMENT LONGITUDINAL SECTION SH
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16-437-DAC461	
16-437-DAC462	PUBLIC DOMAIN ALIGNMENT LONGITUDINAL SECTION SH
16-437-DAC470	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 1
16-437-DAC471	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 2
16-437-DAC472	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 3
16-437-DAC473	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 4
16-437-DAC474	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 5
16-437-DAC475	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 6
16-437-DAC476	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 7
16-437-DAC477	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 8
16-437-DAC478	PUBLIC DOMAIN ALIGNMENT CROSS SECTIONS SHEET 9



LOCALITY PLAN N.T.S

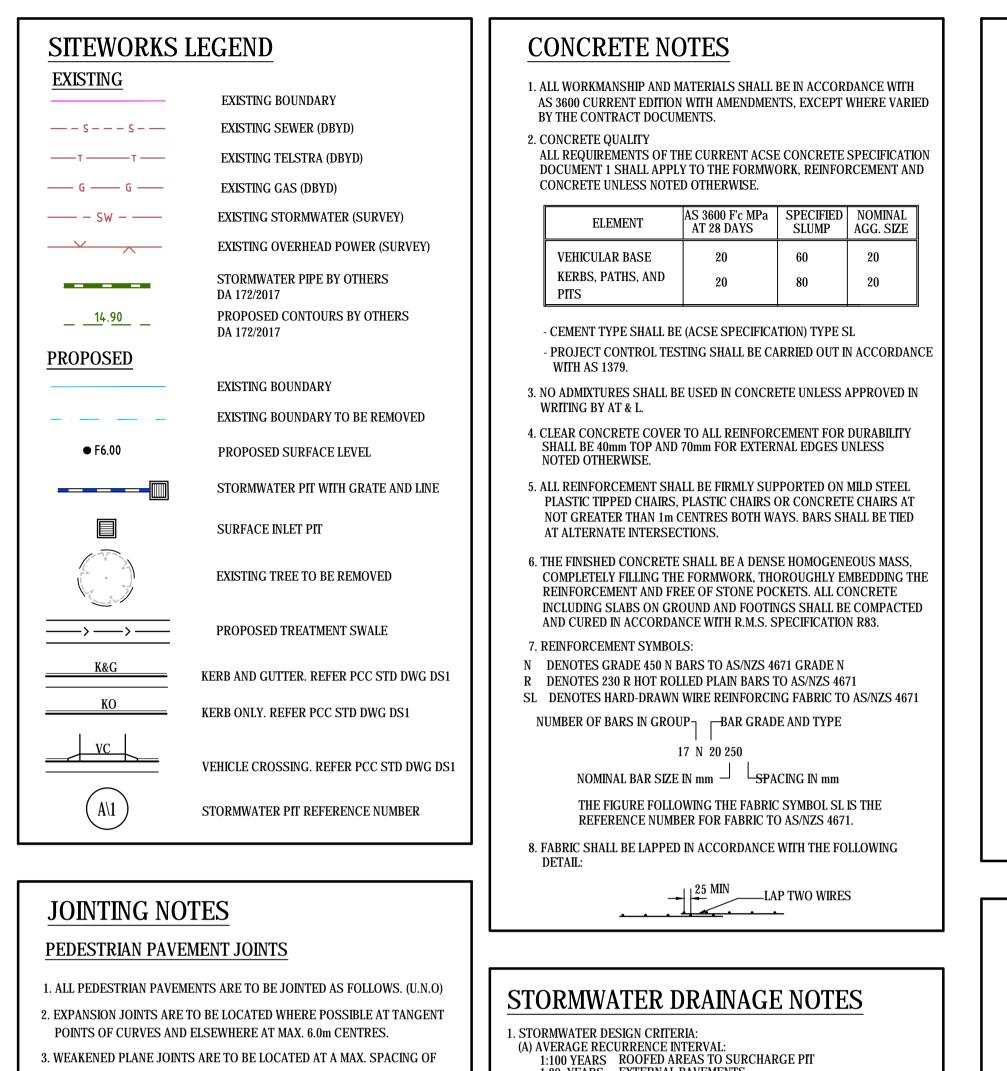
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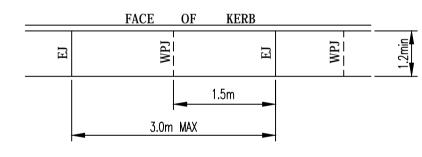
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- 1.5 x WIDTH OF THE PAVEMENT.
- 4. WHERE POSSIBLE JOINTS SHOULD BE LOCATED TO MATCH KERBING AND OR ADJACENT PAVEMENT JOINTS.

5. PEDESTRIAN PAVEMENT JOINT DETAIL.



## VEHICULAR PAVEMENT JOINTS

- 6. ALL VEHICULAR PAVEMENTS TO BE JOINTED AS SHOWN ON DRAWINGS. 7. KEYED CONSTRUCTION JOINTS SHOULD GENERALLY BE LOCATED AT A
- MAX OF 6.0m CENTRES
- 8. SAWN JOINTS SHOULD GENERALLY BE LOCATED AT A MAX OF 6.0m CENTRES WITH DOWELED EXPANSION JOINTS AT MAX 30.0m CENTRES 9. VEHICULAR PAVEMENT JOINT DETAIL.

FACE KERB OF 6.0m MAX 30.0m MAX

CONTRACTOR SHALL CALL; DIAL BEFORE YOU DIG 1100 PRIOR TO COMMENCEMENT OF WORK TO OBTAIN ALL CURRENT SERVICE AUTHORITY PLANS

100mm on Original



- 1:20 YEARS EXTERNAL PAVEMENTS
- (B) RAINFALL INTENSITIES: TIME OF CONCENTRATION:5 MINUTES
- 1:100 YEARS= 235 mm/hr
- 1:20 YEARS= 183 mm/h (C) RUNOFF COEFFICIENTS:
- ROOF AREAS: C 100 =1.0 EXTERNAL PAVEMENTS: C 100 =1.0
- 2. PIPES 300 DIA. AND LARGER TO BE REINFORCED CONCRETE CLASS '3' APPROVED SPIGOT AND SOCKET WITH RUBBER RING JOINTS. U.N.O.
- 3. PIPES UP TO 300 DIA SHALL BE SEWER GRADE uPVC WITH SOLVENT WELDED JOINTS.
- 4. EQUIVALENT STRENGTH VCP OR FRC PIPES MAY BE USED.
- 5. ALL STORMWATER DRAINAGE LINES UNDER PROPOSED BUILDING SLABS TO BE uPVC PRESSURE PIPE GRADE 6. ENSURE ALL VERTICALS AND DOWNPIPES ARE uPVC PRESSURE PIPE, GRADE 6 FOR A MIN OF 3.0m IN HEIGHT.
- 3. PIPES TO BE INSTALLED TO TYPE HS3 (ROAD) HS2 (LOTS) SUPPORT IN ACCORDANCE WITH AS 3725 (2007) IN ALL CASES BACKFILL TRENCH WITH SAND TO 300mm ABOVE PIPE. WHÉRE PIPE IS UNDER PAVEMENTS BACKFILL REMAINDER OF TRENCH TO UNDERSIDE OF PAVEMENT WITH SAND OR APPROVED GRANULAR MATERIAL COMPACTED IN 150mm LAYERS TO MINIMUM 98% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 5.2.1. (OR A DENSITY INDEX OF NOT LESS THAN 75)
- 7. ALL INTERNAL WORKS WITHIN PROPERTY BOUNDARIES ARE TO COMPLY WITH THE REQUIREMENTS OF AS 3500 3.1 (2006) AND AS/NZS 3500 3.2
- 8. PRECAST PITS MAY BE USED EXTERNAL TO THE BUILDING SUBJECT TO APPROVAL BY AT & L.
- 9. ENLARGERS, CONNECTIONS AND JUNCTIONS TO BE PREFABRICATED FITTINGS WHERE PIPES ARE LESS THAN 300 DIA.
- 10. WHERE SUBSOIL DRAINS PASS UNDER FLOOR SLABS AND VEHICULAR PAVEMENTS. UNSLOTTED uPVC SEWER GRADE PIPE IS TO BE USED.
- 11. CARE IS TO BE TAKEN WITH LEVELS OF STORMWATER LINES. GRADES SHOWN ARE NOT TO BE REDUCED WITHOUT APPROVAL.
- 12. GRATES AND COVERS SHALL CONFORM TO AS 3996.
- 13. ALL INTERNAL PIT DIMENSIONS TO CONFORM TO AS3500.3 TABLE 7.5.2.1
- 14. AT ALL TIMES DURING CONSTRUCTION OF STORMWATER PITS. ADEQUATE SAFETY PROCEDURES SHALL BE TAKEN TO ENSURE AGAINST THE POSSIBILITY OF PERSONNEL FALLING DOWN PITS.
- 5. ALL EXISTING STORMWATER DRAINAGE LINES AND PITS THAT ARE TO REMAIN ARE TO BE INSPECTED AND CLEANED. DURING THIS PROCESS ANY PART OF THE STORMWATER DRAINAGE SYSTEM THAT WARRANTS **REPAIR SHALL BE REPORTED TO THE SUPERINTENDENT/ENGINEER** FOR FURTHER DIRECTIONS.

SITE AT ALL TIMES.

## SITEWORKS NOTES

1. ORIGIN OF LEVELS:- REFER SURVEY NOTES.

#### 2. CONTRACTOR MUST VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES TO BE **REPORTED TO AT & L.**

3. MAKE SMOOTH CONNECTION WITH EXISTING WORKS.

- 4. ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.
- 5 ALL SERVICE TRENCHES UNDER VEHICULAR PAVEMENTS SHALL BE BACKFILLED WITH SAND TO 300mm ABOVE PIPE. WHERE PIPE IS UNDER PAVEMENTS BACKFILL REMAINDER OF TRENCH TO UNDERSIDE OF PAVEMENT WITH SAND OR APPROVED GRANULAR MATERIAL COMPACTED IN 150mm LAYERS TO MINIMUM 98% MODIFIED MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 5.2.1. (OR A DENSITY INDEX OF NOT LESS THAN 75)
- 6. PROVIDE 10mm WIDE EXPANSION JOINTS BETWEEN BUILDINGS AND ALL CONCRETE OR UNIT PAVEMENTS.
- 7. ASPHALTIC CONCRETE SHALL CONFORM TO RMS. SPECIFICATION R116.
- 8. ALL BASECOURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH RMS. FORM 3051 (UNBOUND), RMS. FORM 3052 (BOUND) COMPACTED TO MINIMUM 100% MODIFIED DENSITY IN ACCORDANCE WITH AS 1289 5.2.1 FREQUENCY OF COMPACTION TESTING SHALL NOT BE LESS THAN 1 TEST PER 50m OF BASECOURSE MATERIAL PLACED.
- 9. ALL SUB-BASE COURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH RMS. FORM 3051, 3051.1 AND COMPACTED TO MINIMUM 95% MODIFIED DENSITY IN ACCORDANCE WITH A.S 1289 5.2.1 FREQUENCY OF COMPACTION TESTING SHALL NOT BE LESS THAN 1 TEST PER 50m OF SUB-BASE COURSE MATERIAL PLACED.
- 10. AS AN ALTERNATIVE TO THE USE OF IGNEOUS ROCK AS A SUB-BASE MATERIAL IN (9) A CERTIFIED RECYCLED CONCRETE MATERIAL COMPLYING WITH RMS\_FORM 3051 AND 3051 1 WILL BE CONSIDERED SUBJECT TO MATERIAL SAMPLES AND APPROPRIATE CERTIFICATIONS BEING PROVIDED TO THE SATISFACTION OF AT & L.
- 11. SHOULD THE CONTRACTOR WISH TO USE A RECYCLED PRODUCT THIS SHALL BE CLEARLY INDICATED IN THEIR TENDER AND THE PRICE DIFFERENCE BETWEEN AN IGNEOUS PRODUCT AND A RECYCLED PRODUCT SHALL BE CLEARLY INDICATED.
- 12. WHERE NOTED ON THE DRAWINGS THAT WORKS ARE TO BE CARRIED BY OTHERS, (eg. ADJUSTMENT OF SERVICES), THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CO-ORDINATION OF THESE WORKS.

# **KERBING NOTES**

1. ALL CONCRETE TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 20MPa U.N.O IN REINFORCED CONCRETE NOTES.

- 2. ALL KERBS, GUTTERS, DISH DRAINS AND CROSSINGS TO BE CONSTRUCTED ON 100mm GRANULAR BASECOURSE COMPACTED TO MINIMUM 95% MODIFIED DRY DENSITY (AS 1289 5.2.1).
- 3. EXPANSION JOINTS (E.J) TO BE FORMED FROM 10mm COMPRESSIBLE CORK FILLER BOARD FOR THE FULL DEPTH OF THE SECTION AND CUT TO PROFILE. EXPANSION JOINTS TO BE LOCATED AT DRAINAGE PITS, ON TANGENT POINTS OF CURVES AND ELSEWHERE AT MAX 12m CENTRES EXCEPT FOR INTEGRAL KERBS WHERE THE EXPANSION JOINTS ARE TO MATCH THE JOINT LOCATIONS IN THE SLABS.
- 4. WEAKENED PLANE JOINTS TO BE MIN 3mm WIDE AND LOCATED AT 3m CENTRES EXCEPT FOR INTEGRAL KERBS WHERE THE WEAKENED PLANE JOINTS ARE TO MATCH THE JOINT LOCATIONS IN THE SLABS.
- 5. BROOMED FINISH TO ALL RAMPED AND VEHICULAR CROSSINGS. ALL OTHER KERBING OR DISH DRAINS TO BE STEEL FLOAT FINISHED.
- 6. IN THE REPLACEMENT OF KERB AND GUTTER :-EXISTING ROAD PAVEMENT IS TO BE SAWCUT 900mm U.N.O FROM THE LIP OF GUTTER. UPON COMPLETION OF THE NEW KERB AND GUTTER NEW BASECOURSE AND SURFACE TO BE LAID 600mm WIDE U.N.O.
- EXISTING ALLOTMENT DRAINAGE PIPES ARE TO BE BUILT INTO THE NEW KERB AND GUTTER WITH 100mm DIA HOLE.
- EXISTING KERB AND GUTTER IS TO BE COMPLETELY REMOVED WHERE NEW KERB AND GUTTER IS SHOWN.

# EXISTING UNDERGROUND SERVICES

- NOTES
- THE LOCATIONS OF UNDERGROUND SERVICES SHOWN IN THIS SET OF DRAWINGS HAVE BEEN PLOTTED FROM SURVEY INFORMATION AND DIAL BEFORE YOU DIG INFORMATION HAS BEEN PREPARED ONLY TO SHOW THE APPROXIMATE POSITIONS OF ANY KNOWN SERVICES AND MAY NOT BE AS CONSTRUCTED OR ACCURATE.
- AT & L CAN NOT GUARANTEE THAT THE SERVICES
- INFORMATION SHOWN ON THESE DRAWINGS ACCURATELY INDICATES THE PRESENCE OR ABSENCE OF SERVICES OR THEIR LOCATION
- AND WILL ACCEPT NO LIABILITY FOR INACCURACIES IN THE SERVICES INFORMATION SHOWN FROM ANY CAUSE WHATSOEVER.
- CONTRACTORS SHALL TAKE DUE CARE WHEN EXCAVATING ONSITE INCLUDING HAND EXCAVATION WHERE NECESSARY.
- CONTRACTORS ARE TO CONTACT THE RELEVANT SERVICE AUTHORITY PRIOR TO COMMENCEMENT OF EXCAVATION WORKS.
- CONTRACTORS ARE TO UNDERTAKE A SERVICES SEARCH. PRIOR TO COMMENCEMENT OF WORKS ON SITE. SEARCH RESULTS ARE TO BE KEPT ON

# SURVEY NOTES

THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN INVESTIGATED BY LTS LOCKLEY P/L, BEING REGISTERED SURVEYORS. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. AT & L DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS.

SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT AT & L.

THE FOLLOWING NOTES HAVE BEEN TAKEN DIRECTLY FROM THE ORIGINAL SURVEY DOCUMENTS.

#### LEGEND TELSTRA PILLAR 🖾 TP COMMS PIT 🖂 COM 🖂 TEL TELSTRA PIT ELECTRIC LIGHT POLE 🛈 ELP ELECTRICITY BOX 🗙 EL POWER POLE • PP PIT WITH CONCRETE LID PIT WITH METAL LID □ MLID SERVICE PIT o pit STREET SIGN 🛛 SS BOLLARD O BOL GRATED INLET PIT 目 GIP KERB INLET PIT ⊖ SMH SEWER MANHOLE STOP VALVE o sv HYDRANT HYD WATER METER M WM WATER TAP 💥 TAP (VC) VEHICLE CROSSING (PC) PRAM CROSSING TOP OF WALL TW COMMUNICATIONS (DBYD) \_\_\_\_\_ C \_\_\_\_\_ C \_\_\_\_\_ TELSTRA (DBYD) \_\_\_\_\_T \_\_\_\_T \_\_\_\_ WATER (DBYD) \_\_\_\_\_ W \_\_\_\_\_ W \_\_\_\_\_ STORMWATER DRAINAGE —— SW —— SW —— SEWER (DBYD) \_\_\_\_\_ S \_\_\_\_\_ S \_\_\_\_\_ ELECTRICITY (OVERHEAD) — P — P — P — P ELECTRICITY (U'GROUND) (DBYD) — E — E — E —

## NOTES

- THE BOUNDARIES HAVE NOT BEEN MARKED ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY NSW LAND REGISTRY SERVICES AND ARE SUBJECT TO
- FINAL SURVEY ORIGIN OF LEVELS ON A.H.D. IS TAKEN FROM SSM 108241 R.L. 19.201 (A.H.D.) IN CARTER STREET
- **CONTOUR INTERVAL 0.5m**
- 5. CONTOURS ARE INDICATIVE ONLY. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF
- QUANTIFIES WITH CAUTION
- KERB LEVELS ARE TO THE TOP OF KERB UNLESS SHOWN OTHERWISE NO INVESTIGATION OF UNDERGROUND SERVICES HAS BEEN MADE. SERVICES HAVE BEEN PLOTTED FROM RELEVANT AUTHORITIES INFORMATION AND HAVE NOT BEEN SURVEYED. ALL RELEVANT AUTHORITIES SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION ON OR
- NEAR THE SITE 8/.4/7 DENOTES TREE SPREAD OF 8m, TRUNK DIAMETER OF 0.4m & **APPROX HEIGHT OF 7m**
- 10. BEARINGS SHOWN ARE MGA (MAP GRID OF AUSTRALIA) ADD APPROX. 1°00' FOR TRUE NORTH
- 11. SURVEY UNDERTAKEN 13TH MARCH 2019

# **EROSION AND SEDIMEN** NOTES

## GENERAL INSTRUCTIONS

- 1. THE SITE SUPERINTENDENT/ENGINEER WILL EN AND WATER MANAGEMENT WORKS ARE LOCATE
- 2. ALL WORK SHALL BE GENERALLY CARRIED OUT a. LOCAL AUTHORITY REQUIREMENTS b. EPA REQUIREMENTS c. NSW DEPARTMENT OF HOUSING MANUAL "MA STORMWATER, SOILS AND CONSTRUCTION
- 3. MAINTAIN THE EROSION CONTROL DEVICES TO OF THE SUPERINTENDENT AND THE LOCAL AUTH 4. WHEN STORMWATER PITS ARE CONSTRUCTED.
- ENTERING UNLESS SEDIMENT FENCES ARE EREC 5. CONTRACTOR IS TO ENSURE ALL EROSION & SED DEVICES ARE MAINTAINED IN GOOD WORKING OF EFFECTIVELY, REPAIRS AND OR MAINTENANCE S AS REQUIRED, PARTICULARLY FOLLOWING STOR

## LAND DISTURBANCE

- 6. WHERE PRACTICAL, THE SOIL EROSION HAZARD KEPT AS LOW AS POSSIBLE. TO THIS END, WORK UNDERTAKEN IN THE FOLLOWING SEQUENCE:
- (A) INSTALL SEDIMENT TRAPS AS SHOWN ON PL
- (B) INSTALL A SEDIMENT FENCE ALONG THE BOU AS SHOWN ON PLAN. REFER DETAIL. (C) CONSTRUCT STABILISED CONSTRUCTION E
- LOCATION AS DETERMINED BY SUPERINTEN DETAIL.
- (D) INSTALL SEDIMENT BASIN AS SHOWN ON PL (E) UNDERTAKE SITE DEVELOPMENT WORKS IN
- WITH THE ENGINEERING PLANS. WHERE POS DEVELOPMENT SO THAT LAND DISTURBANC AREAS OF WORKABLE SIZE.

## EROSION CONTROL

- 7. DURING WINDY WEATHER, LARGE, UNPROTECTE MOIST (NOT WET) BY SPRINKLING WITH WATER T CONTROL.
- 8. FINAL SITE LANDSCAPING WILL BE UNDERTAKEN POSSIBLE AND WITHIN 20 WORKING DAYS FROM CONSTRUCTION ACTIVITIES.

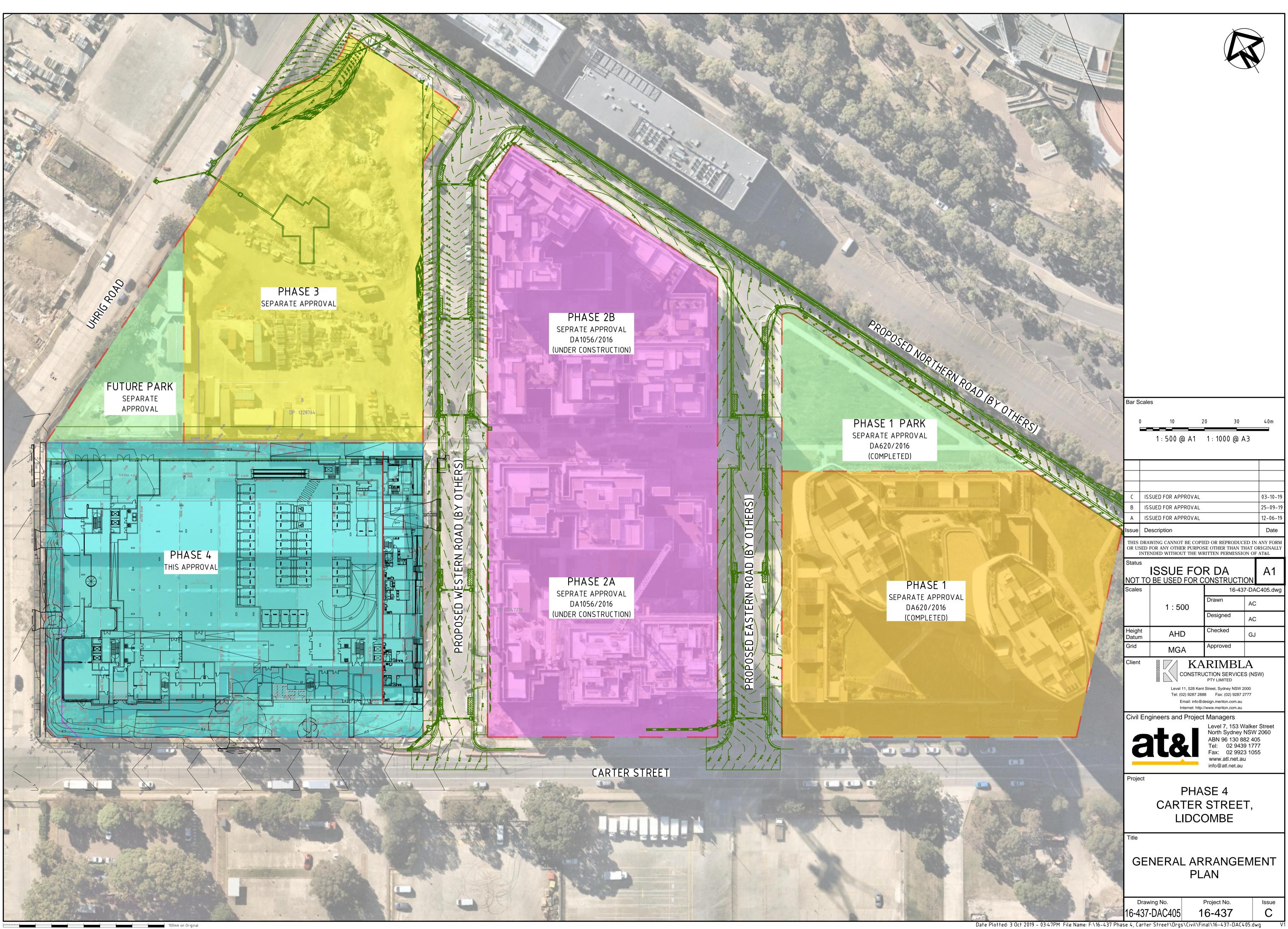
#### SEDIMENT CONTROL

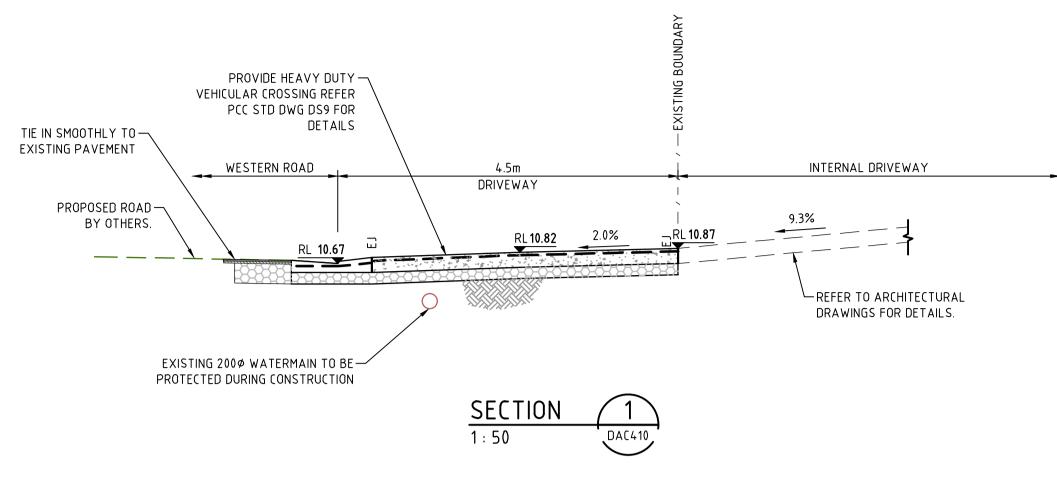
- 9. STOCKPILES WILL NOT BE LOCATED WITHIN 2 ME AREAS, INCLUDING LIKELY AREAS OF CONCENTR VELOCITY FLOWS SUCH AS WATERWAYS. WHER 2 AND 5 METRES FROM SUCH AREAS, SPECIAL S MEASURES SHOULD BE TAKEN TO MINIMISE POS TO DOWNSLOPE WATERS, E.G. THROUGH INSTAL FENCING.
- 10. ANY SAND USED IN THE CONCRETE CURING PRO THE SURFACE) WILL BE REMOVED AS SOON AS PO 10 WORKING DAYS FROM PLACEMENT.
- **11. WATER WILL BE PREVENTED FROM ENTERING T** DRAINAGE SYSTEM UNLESS IT IS RELATIVELY SE CATCHMENT AREA HAS BEEN PERMANENTLY LAN ANY LIKELY SEDIMENT HAS BEEN FILTERED THRO STRUCTURE.
- 12. TEMPORARY SOIL AND WATER MANAGEMENT STR REMOVED ONLY AFTER THE LANDS THEY ARE PRO REHABILITATED.

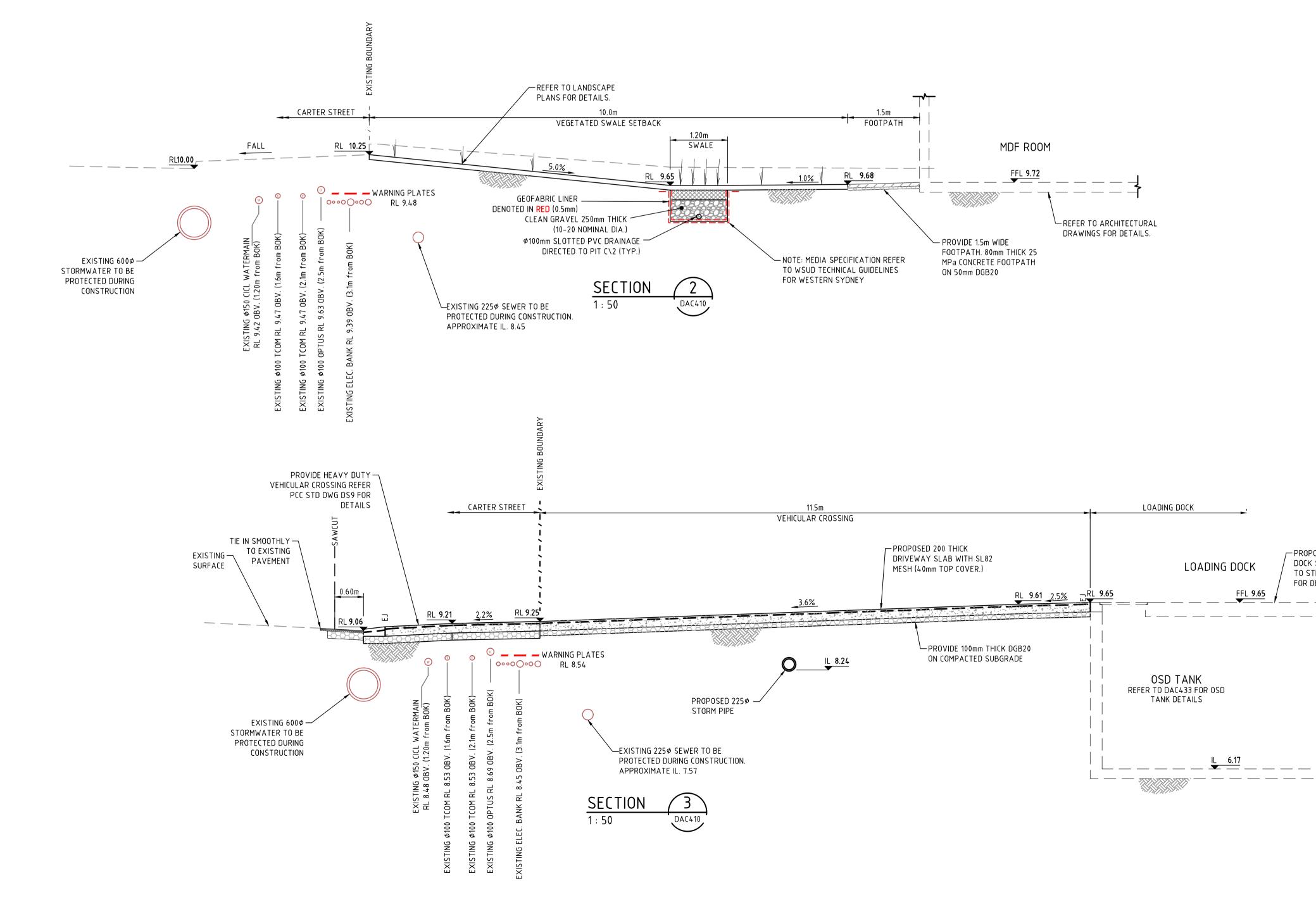
#### **OTHER MATTERS**

- 13. ACCEPTABLE RECEPTORS WILL BE PROVIDED FO MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIG MATERIALS AND LITTER.
- 14. ANY EXISTING TREES WHICH FORM PART OF THE PLAN WILL BE PROTECTED FROM CONSTRUCTION (A) PROTECTING THEM WITH BARRIER FENCING (
- MATERIALS INSTALLED OUTSIDE THE DRIP LIN (B) ENSURING THAT NOTHING IS NAILED TO THE
- (C) PROHIBITING PAVING, GRADING, SEDIMENT OF STOCKPILES WITHIN THE DRIP LINE EXCE FOLLOWING CONDITIONS.
- (I) ENCROACHMENT ONLY OCCURS ON ONE TO THE TRUNK THAN EITHER 1.5 METRES DISTANCE BETWEEN THE OUTER EDGE O AND THE TRUNK, WHICH EVER IS THE GR
- (II) A DRAINAGE SYSTEM THAT ALLOWS AIR A CIRCULATE THROUGH THE ROOT ZONE ( BED) IS PLACED UNDER ALL FILL LAYERS 300 MILLIMETRES DEPTH
- (III) CARE IS TAKEN NOT TO CUT ROOTS UNNE TO COMPACT THE SOIL AROUND THEM.

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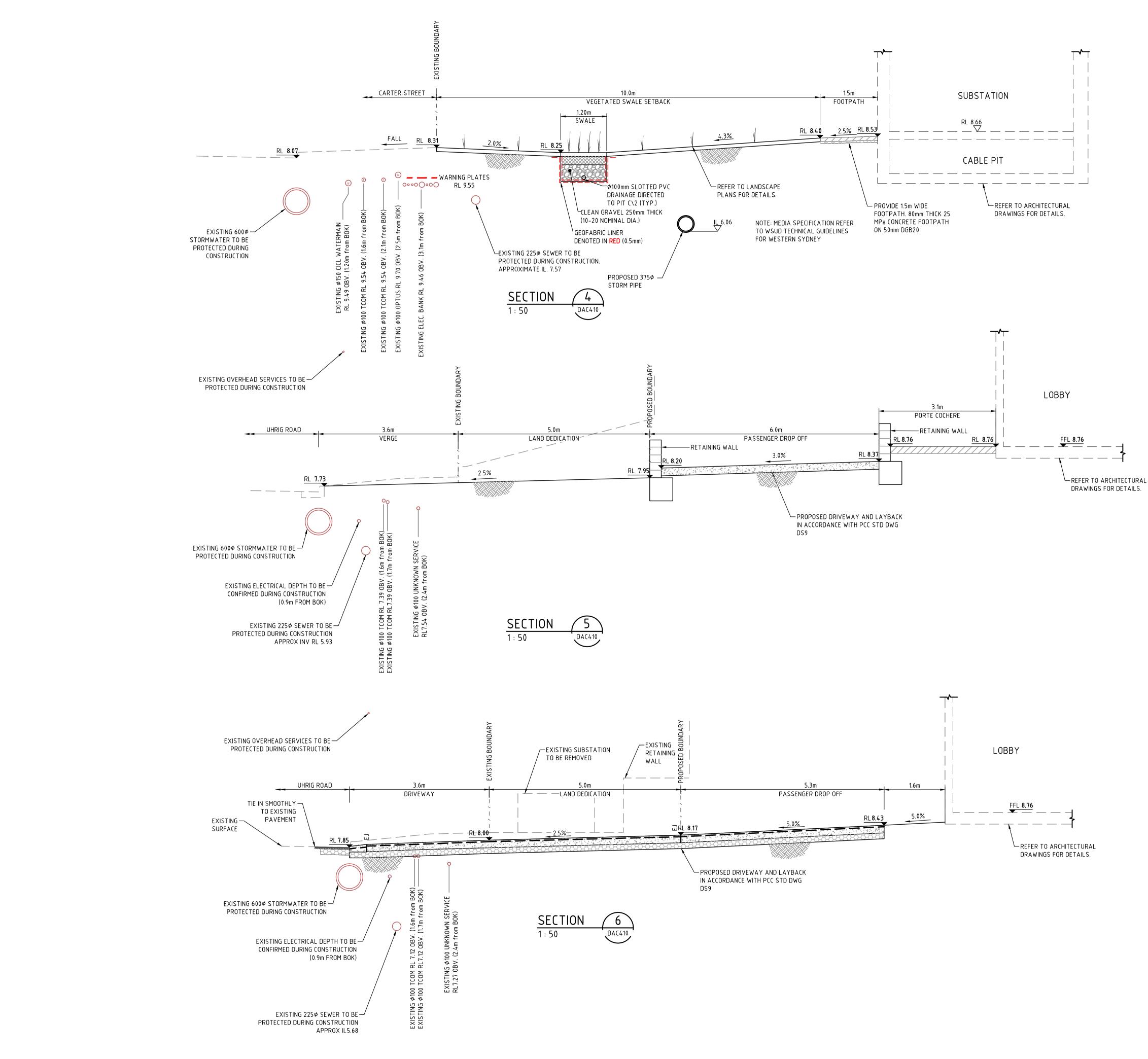


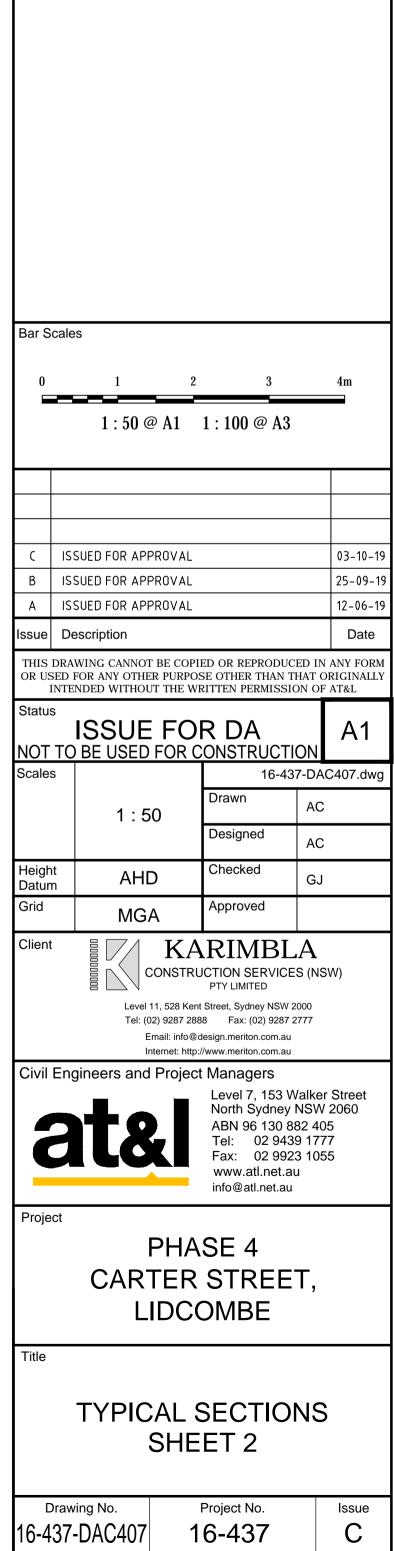


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PROPOSED INTERNAL LOADING DOCK SLAB BY OTHERS. REFER TO STRUCTURAL DRAWINGS FOR DETAILS

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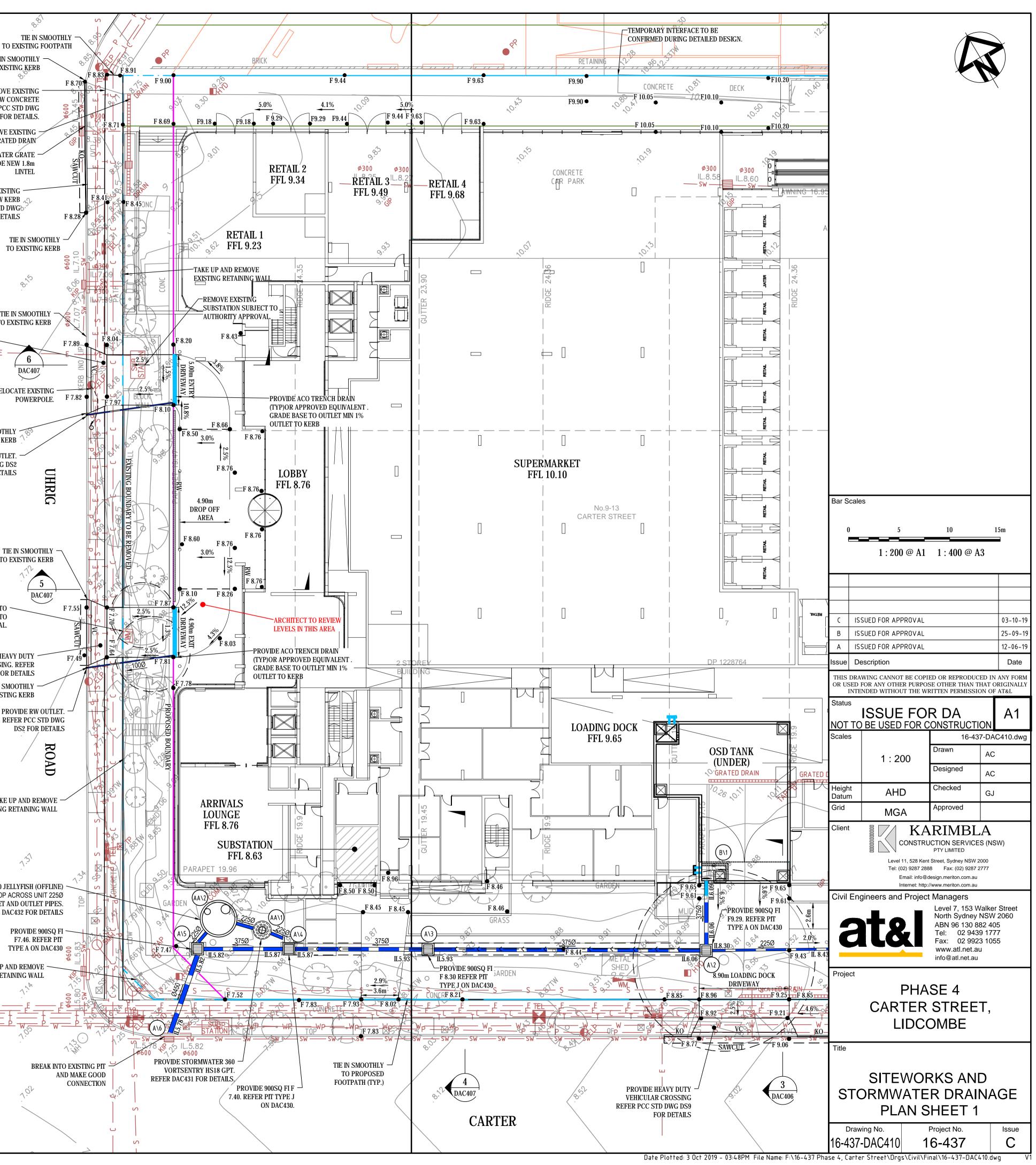


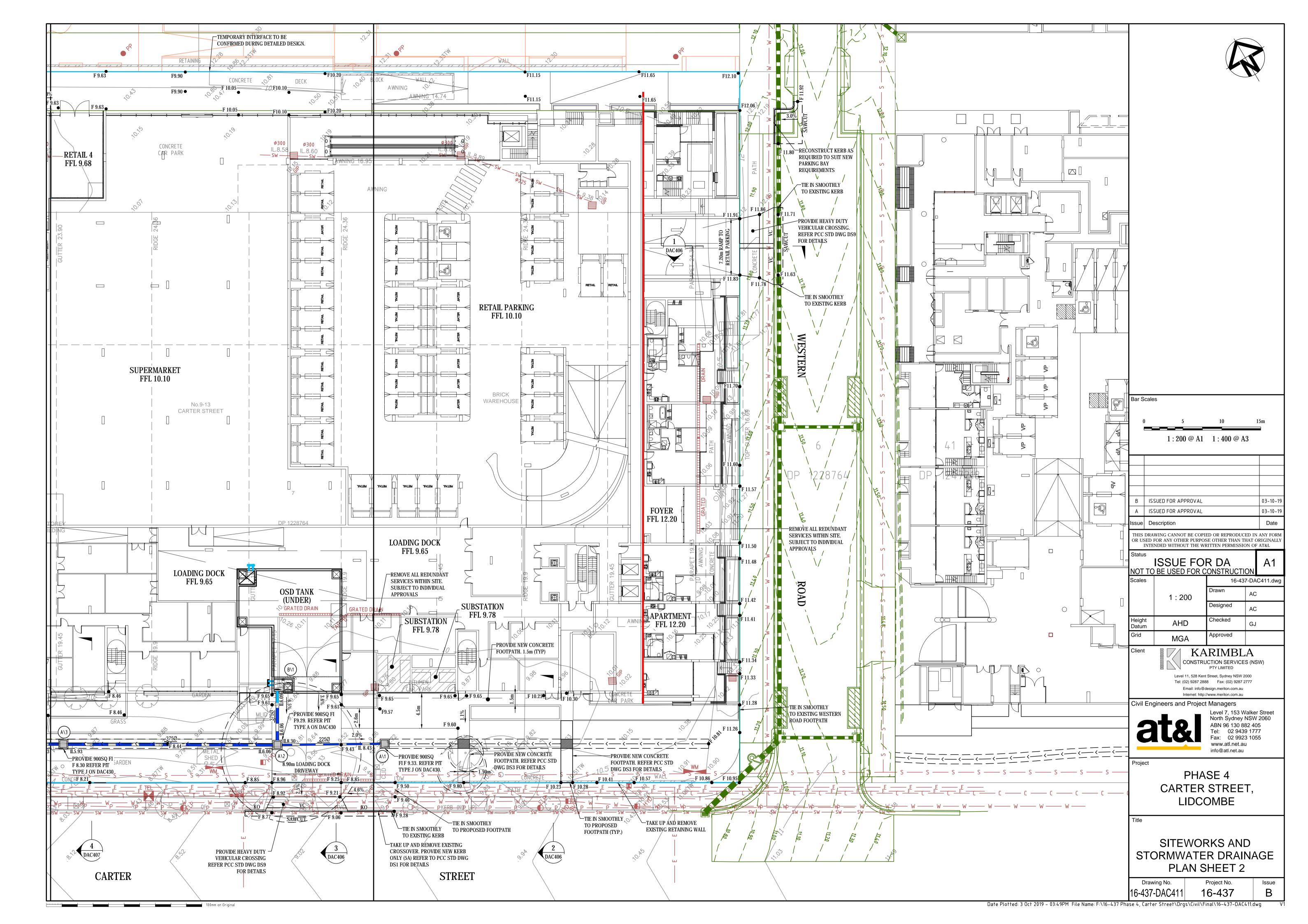


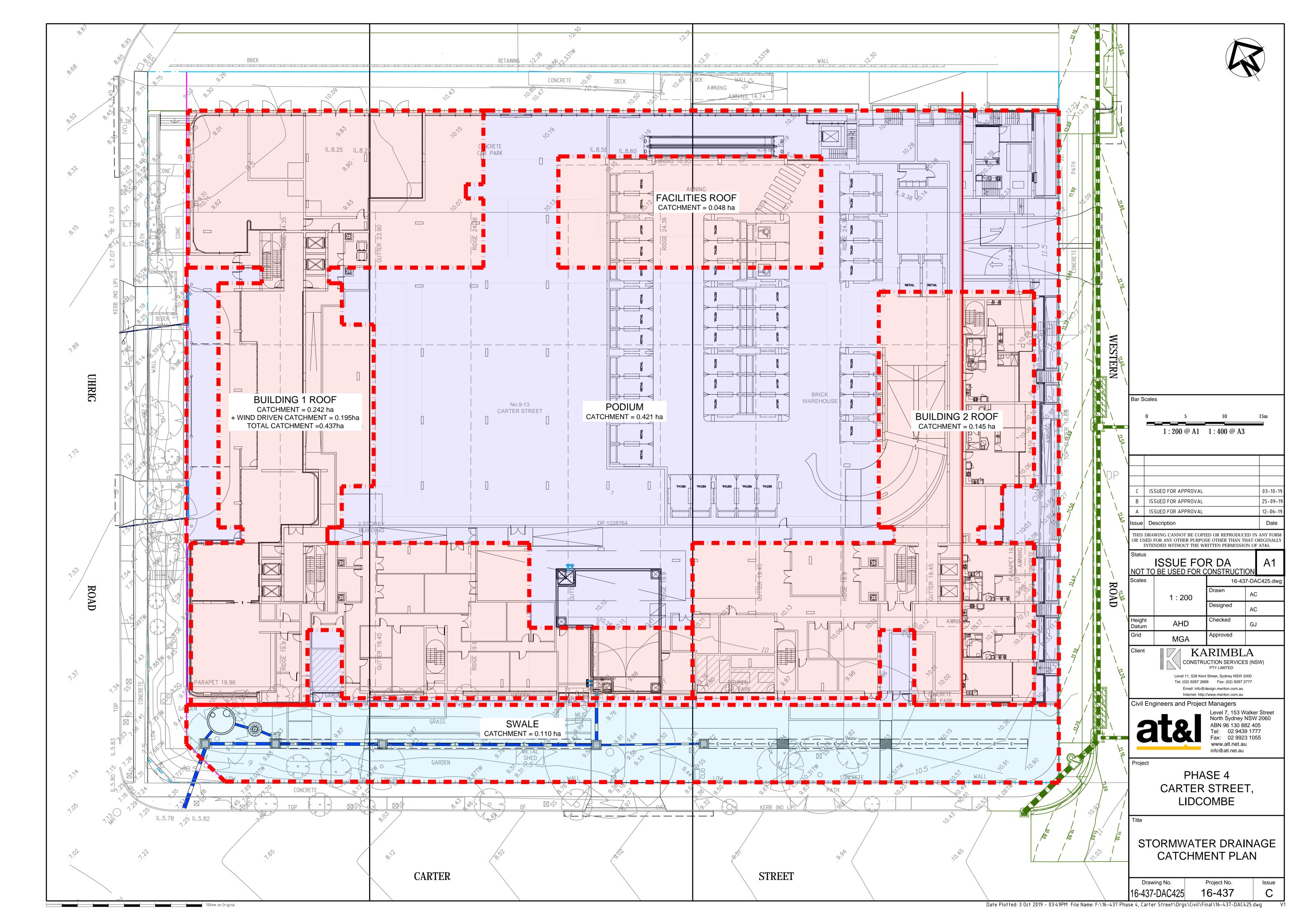
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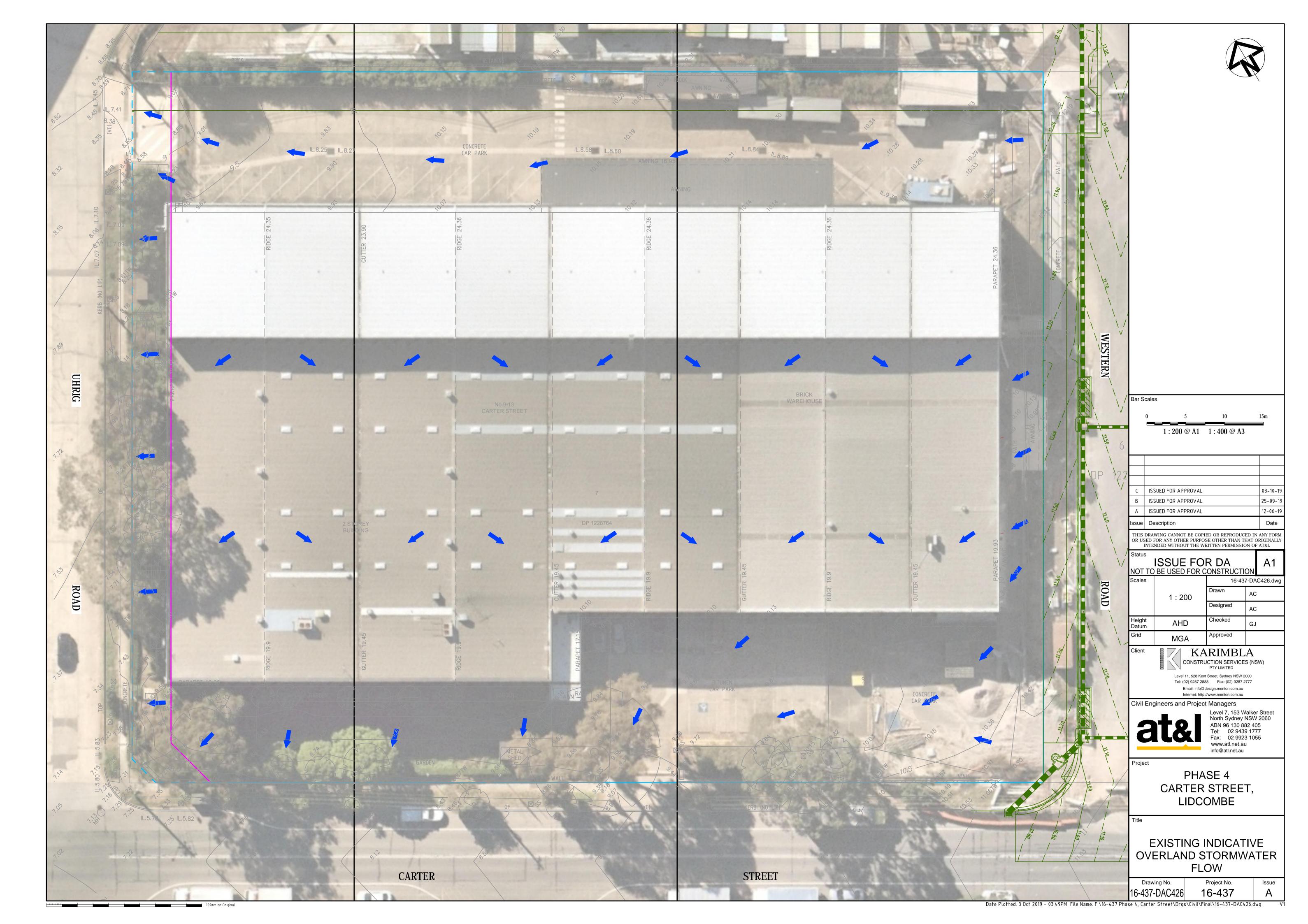
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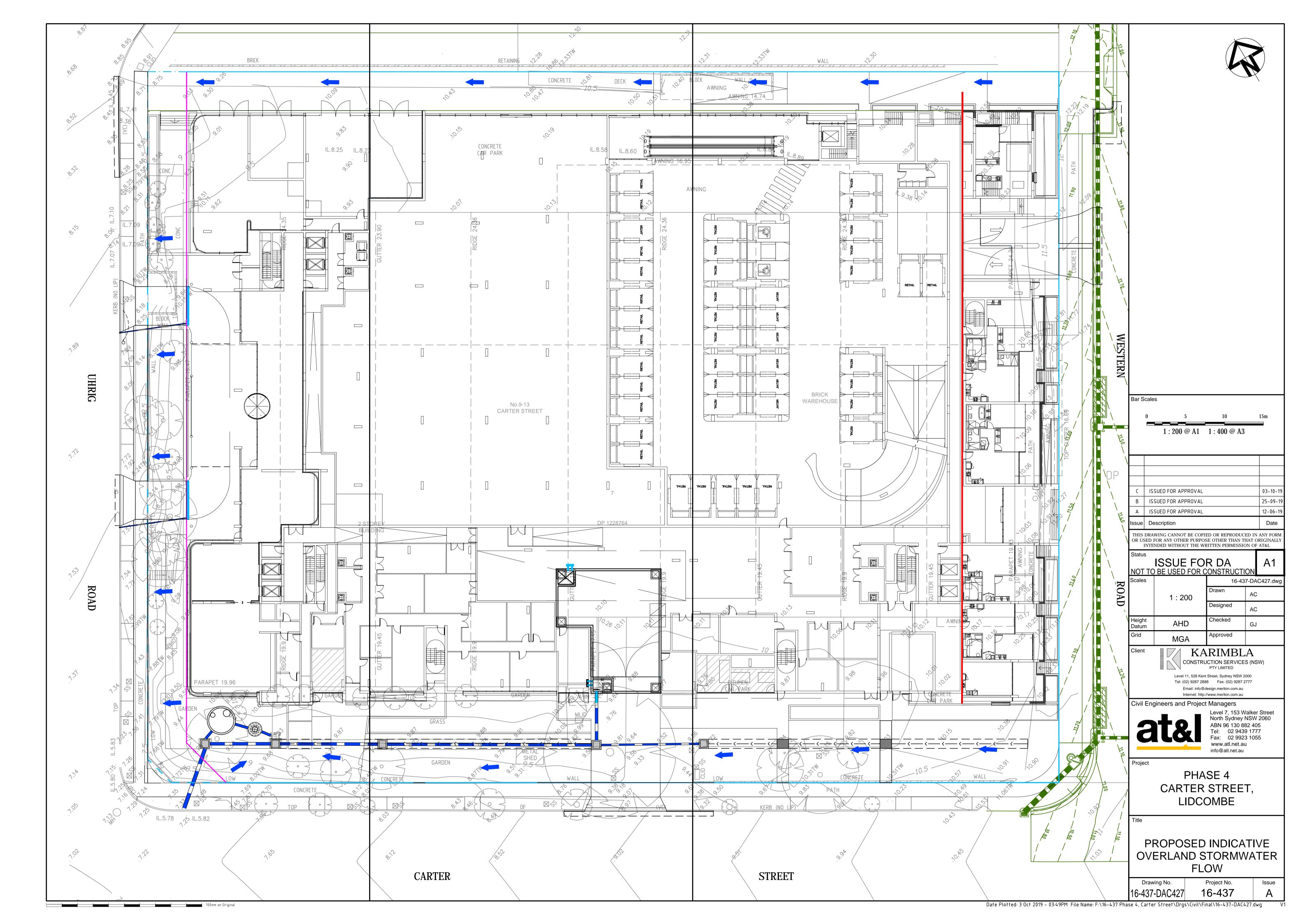
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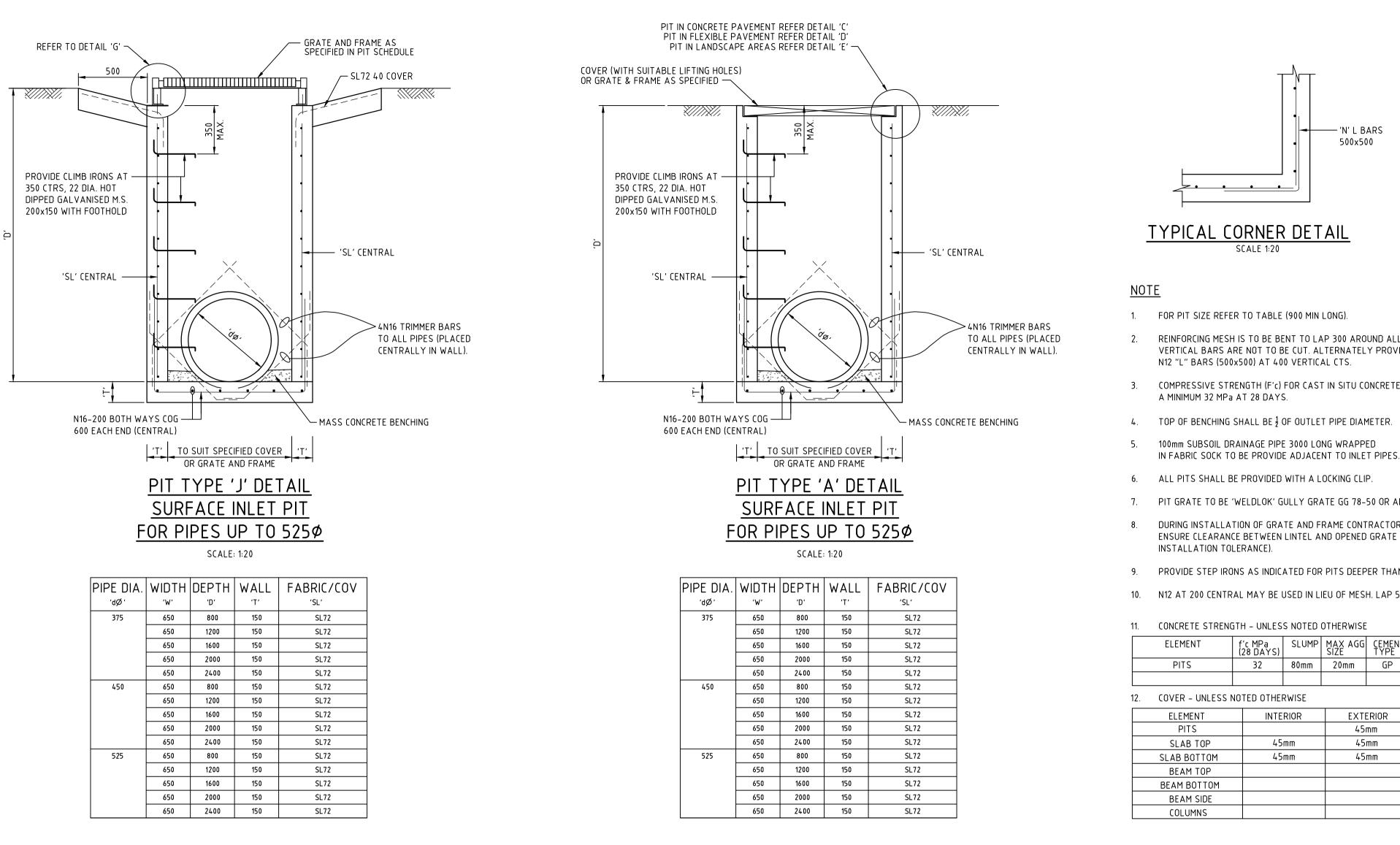


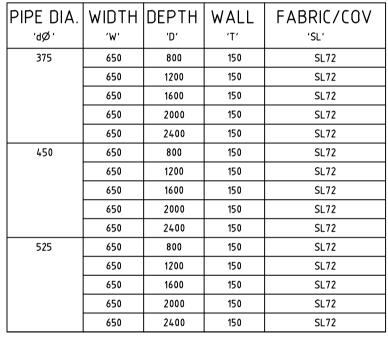


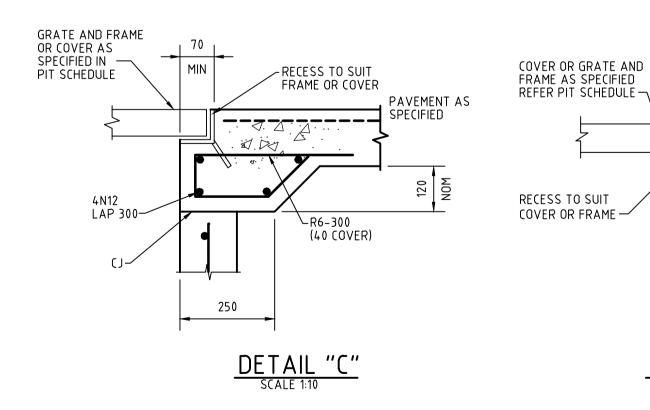




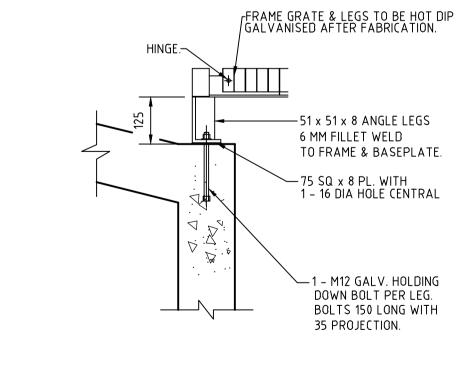




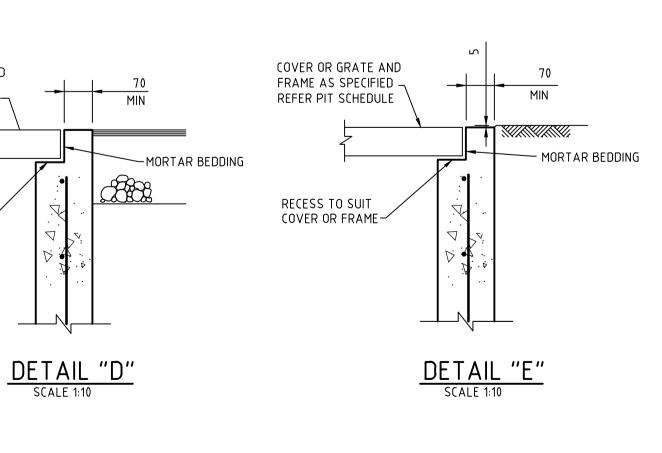


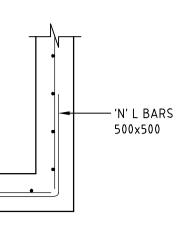


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2. REINFORCING MESH IS TO BE BENT TO LAP 300 AROUND ALL CORNERS. VERTICAL BARS ARE NOT TO BE CUT. ALTERNATELY PROVIDE

3. COMPRESSIVE STRENGTH (F'c) FOR CAST IN SITU CONCRETE SHALL BE

4. TOP OF BENCHING SHALL BE  $\frac{1}{2}$  OF OUTLET PIPE DIAMETER.

5. 100mm SUBSOIL DRAINAGE PIPE 3000 LONG WRAPPED

PIT GRATE TO BE 'WELDLOK' GULLY GRATE GG 78-50 OR APPROVED EQUIVALENT.

8. DURING INSTALLATION OF GRATE AND FRAME CONTRACTOR IS TO ENSURE CLEARANCE BETWEEN LINTEL AND OPENED GRATE (REFER TO

9. PROVIDE STEP IRONS AS INDICATED FOR PITS DEEPER THAN 1200.

10. N12 AT 200 CENTRAL MAY BE USED IN LIEU OF MESH. LAP 500 AT CORNERS

Pa DAYS)	SLUMP	MAX AGG SIZE	CEMENT TYPE				
2	80mm	20mm	GP				
OTHERWISE							
INTE	RIOR	EXTI	EXTERIOR				
		45	45mm				

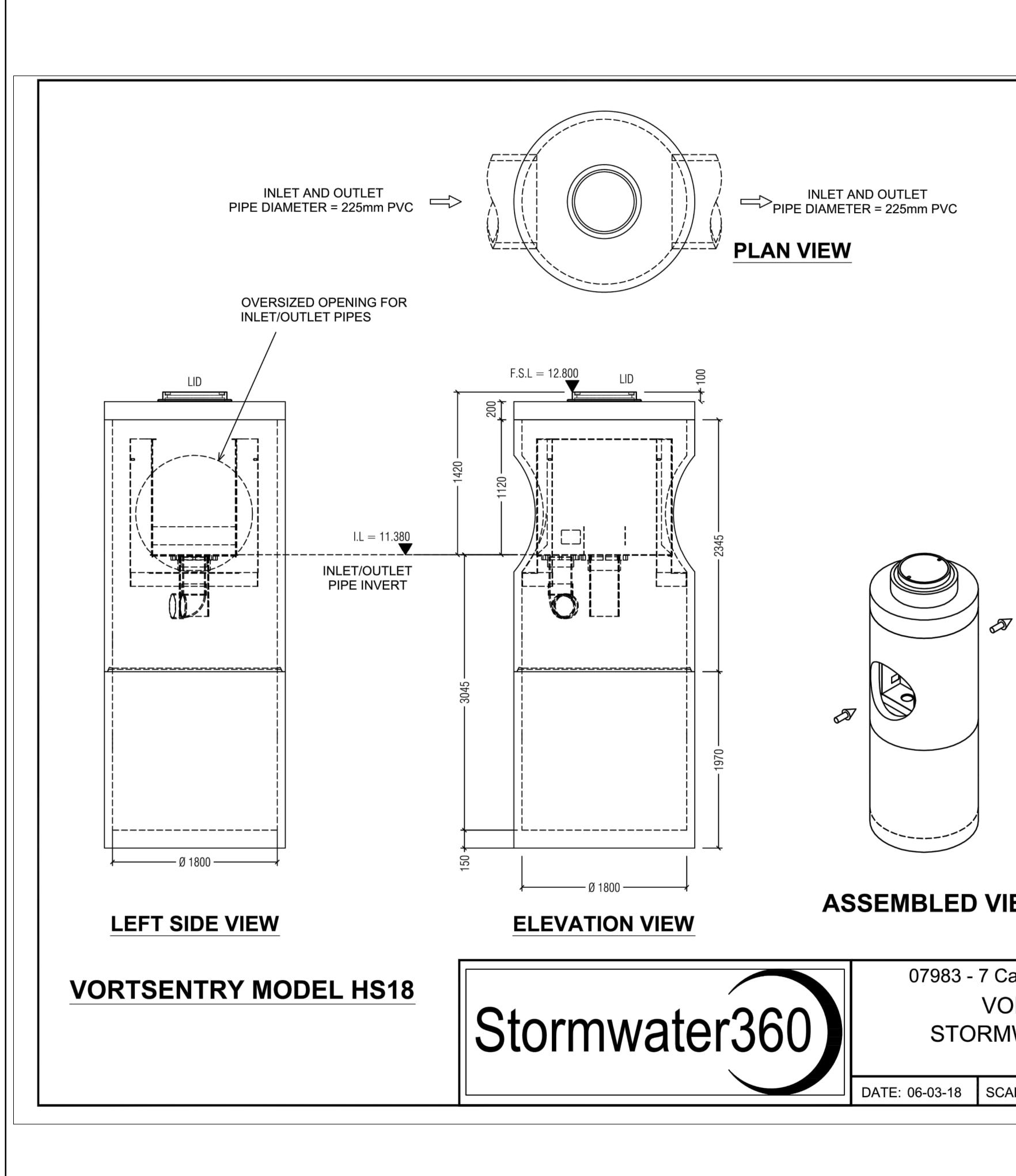
	45mm
45mm	45mm
45mm	45mm

Bar Scales

100 200 400 600 800mm 1:10 @ A1 1:20 @ A3 1000 1500mm 1:20 @ A1 1:40 @ A3 C ISSUED FOR APPROVAL 03-10-19 B ISSUED FOR APPROVAL 25-09-19 A ISSUED FOR APPROVAL 12-06-19 Date Issue Description THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L Status **ISSUE FOR DA** A1 NOT TO BE USED FOR CONSTRUCTION 16-437-DAC430.dwg Scales Drawn AC AS SHOWN Designed AC Checked leight AHD GJ Datum Grid Approved MGA KARIMBLA Client CONSTRUCTION SERVICES (NSW) PTY LIMITED Level 11, 528 Kent Street, Sydney NSW 2000 Tel: (02) 9287 2888 Fax: (02) 9287 2777 Email: info@design.meriton.com.au Internet: http://www.meriton.com.au Civil Engineers and Project Managers Level 7, 153 Walker Street North Sydney NSW 2060 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9923 1055 www.atl.net.au info@atl.net.au Project PHASE 4 CARTER STREET, LIDCOMBE Title

STORMWATER DETAILS SHEET 1

Drawing No. Project No. Issue 16-437-DAC430 16-437 Α Date Plotted: 3 Oct 2019 – 03:50PM File Name: F:\16-437 Phase 4, Carter Street\Drgs\Civil\Final\16-437-DAC430.dwg





1. STORMWATER TREATMENT SYSTEM (SWTS) OF A SEDIMENT GRADATION WITH AN AVERAG 240 MICRONS AT THE DESIGNATED TREATMEN IN THE TABLE FOR EACH CORRESPONDING MO

2. SWTS REMOVAL EFFICIENCY CLAIM SHALL BY FULL SCALE LABORATORY TEST PERFORM

3. SWTS MAINTENANCE RECOMMENDATIONS BY FULL SCALE WASH-OUT TESTING.

4. SWTS SHALL PROVIDE INTERNAL BYPASS C EXCEED THE TREATMENT FLOW RATE.

5. SWTS MAXIMUM HYDRAULIC CAPACITY MAY UPON THE INLET PIPE DIAMETER, MATERIAL A

6. SWTS INVERTS IN AND OUT SHALL BE AT T INLET AND OUTLET PIPES MUST BE 180° FROM

7. MINIMUM RIM TO INVERT DISTANCE MAY BE DEPENDING UPON ACTUAL PIPE DIAMETER. C STORMWATER360 FOR SITE SPECIFIC INFORM

8. PIPE SIZE MAY BE SMALLER THAN THE MAX THE TABLE; SEE SITE PLAN FOR PIPE SIZE.

9. PURCHASER SHALL NOT BE RESPONSIBLE INTERNAL COMPONENTS

10. ACCESS FRAME AND COVER SUPPLIED WI INSTALLED. SWTS MAY ALSO HAVE A GRATED SHOWN).

11. PURCHASER TO PREPARE EXCAVATION AI EQUIPMENT.

12. VORTSENTRY HS BY STORMWATER360: SYDNEY (AU) PHONE: 1300 354 722

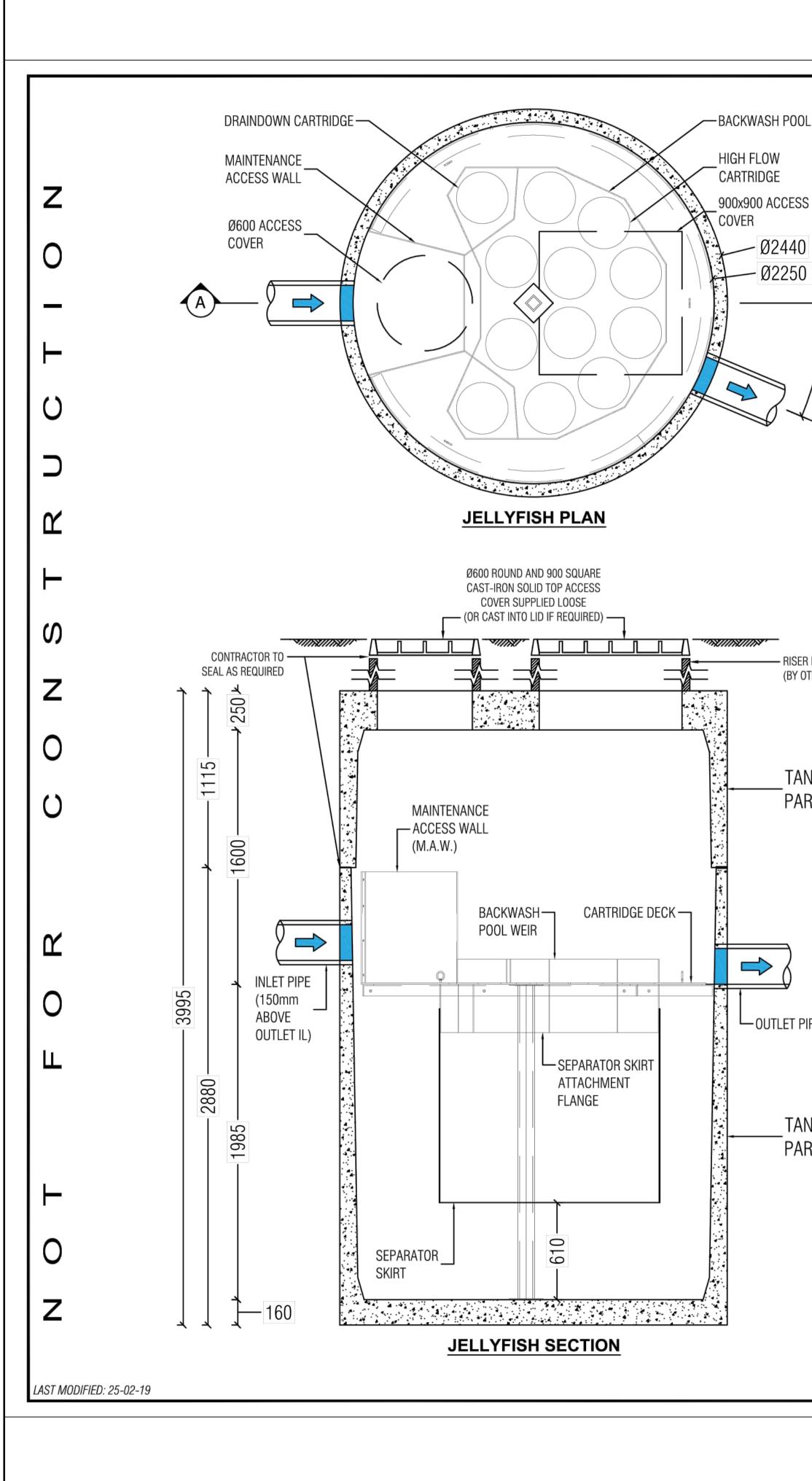
**ASSEMBLED VIEW** 

This drawing is for the purpose stormwater treatment equipme by Stormwater360 and may or to other documents exactly as Stormwater360.

07983 - 7 Carter St, Lidcombe Phase 2 (Bld 2A & VORTSENTRY MODEL HS18 STORMWATER TREATMENT SYSTEM PRODUCT DRAWING

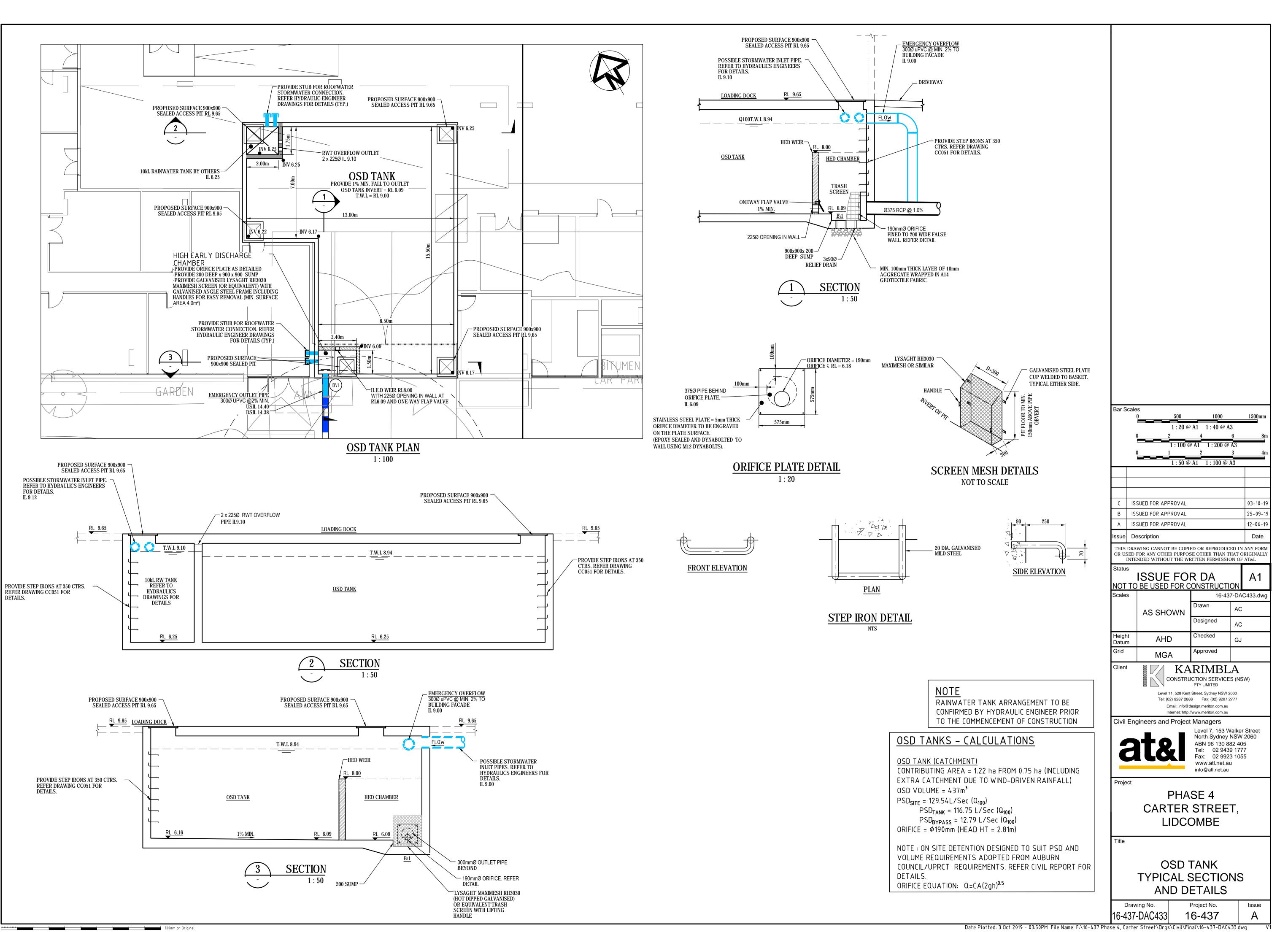
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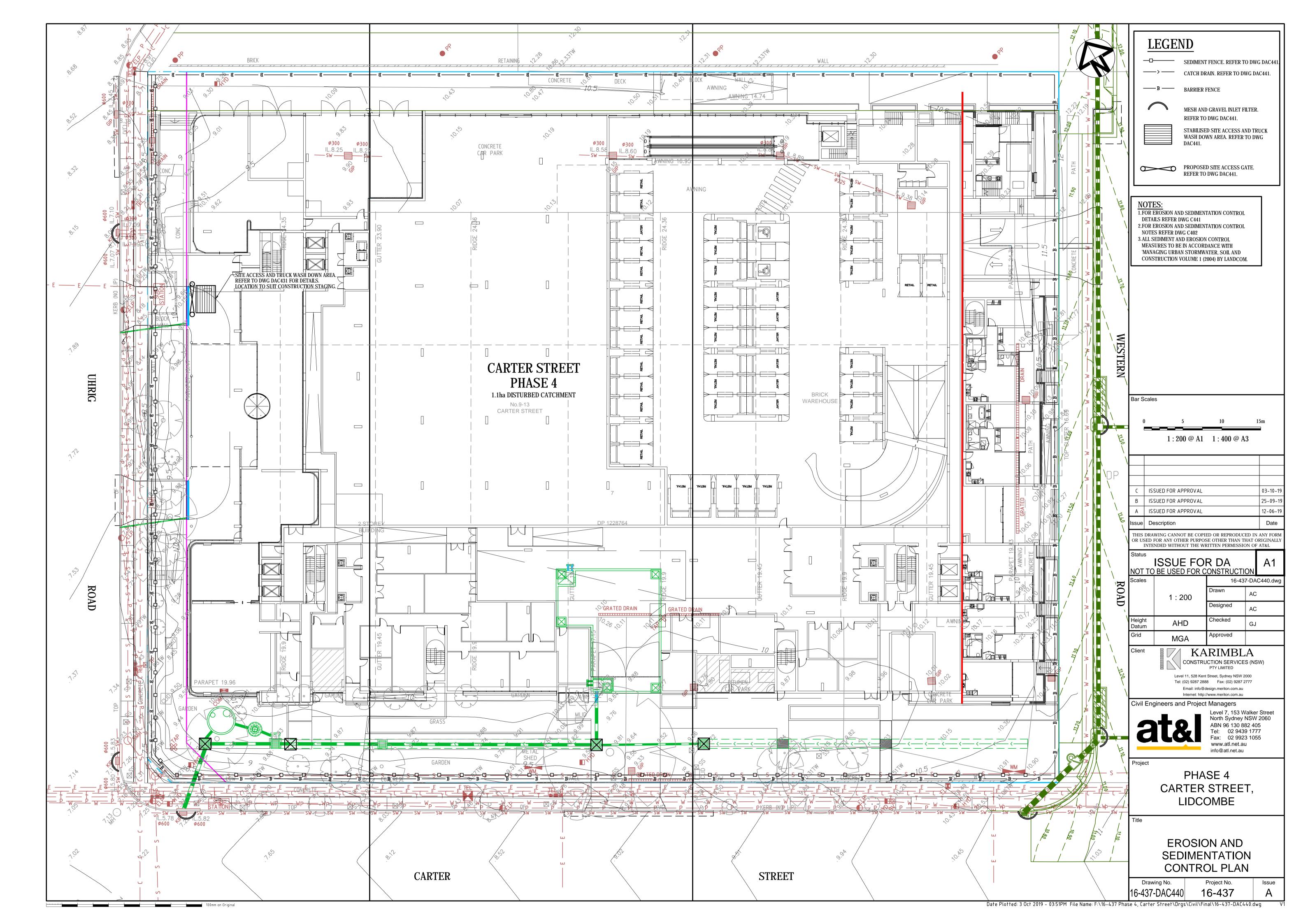
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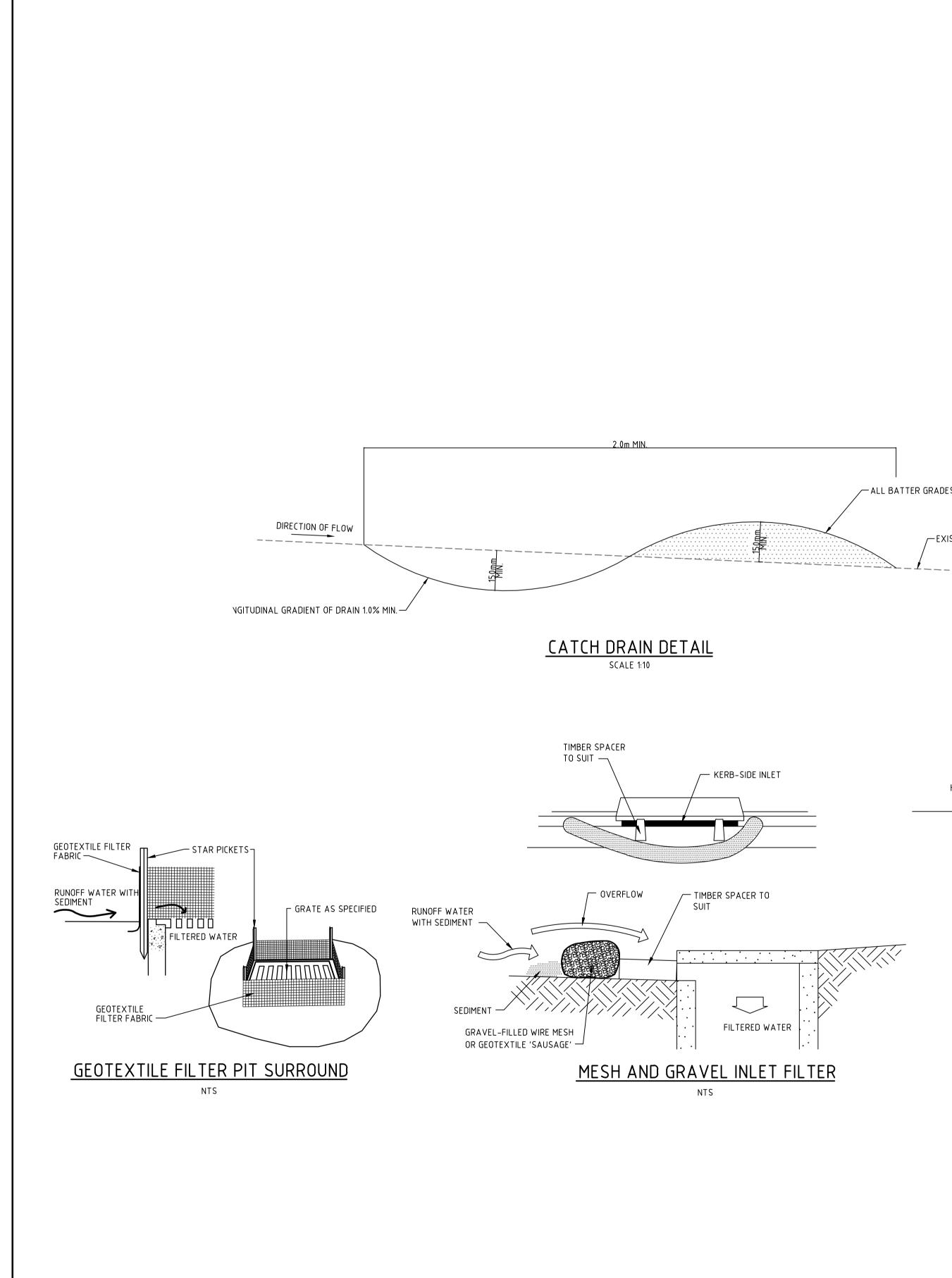


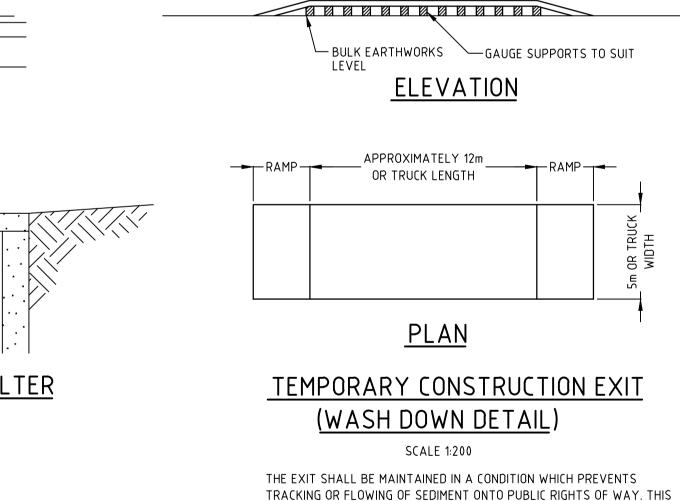
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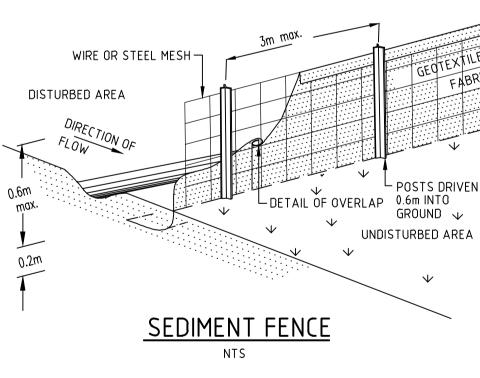
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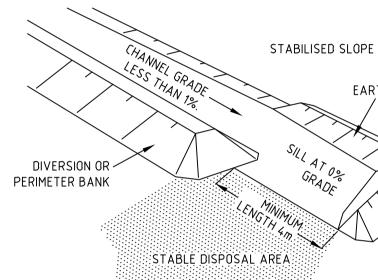
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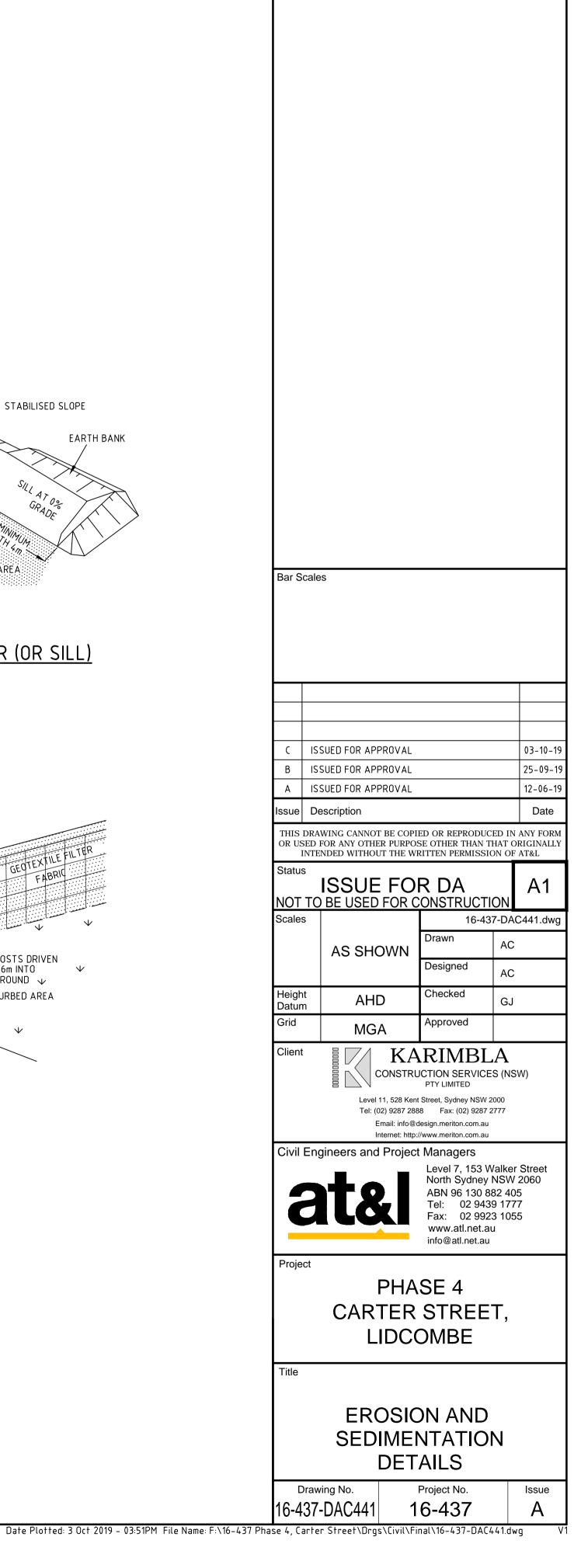
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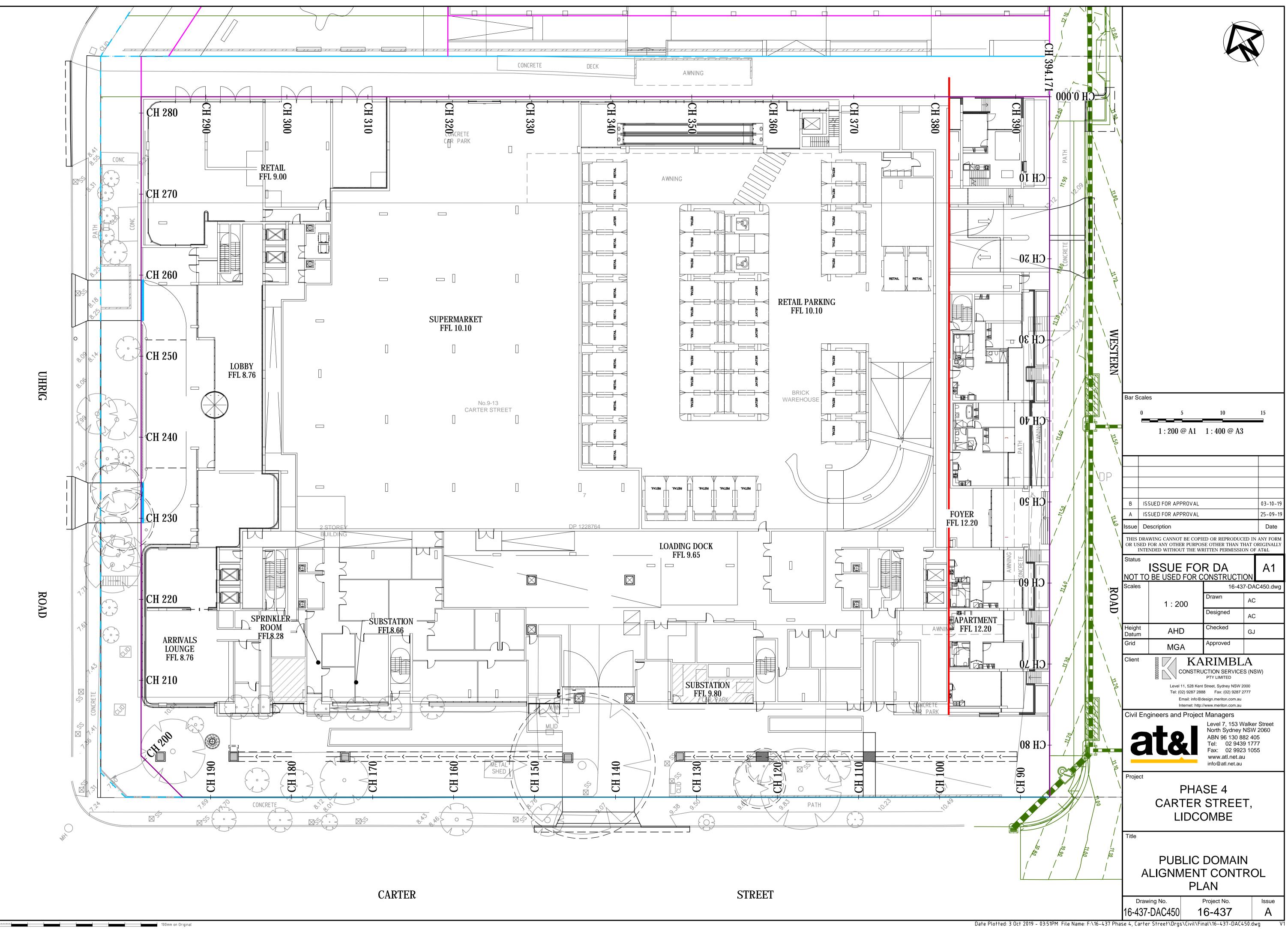


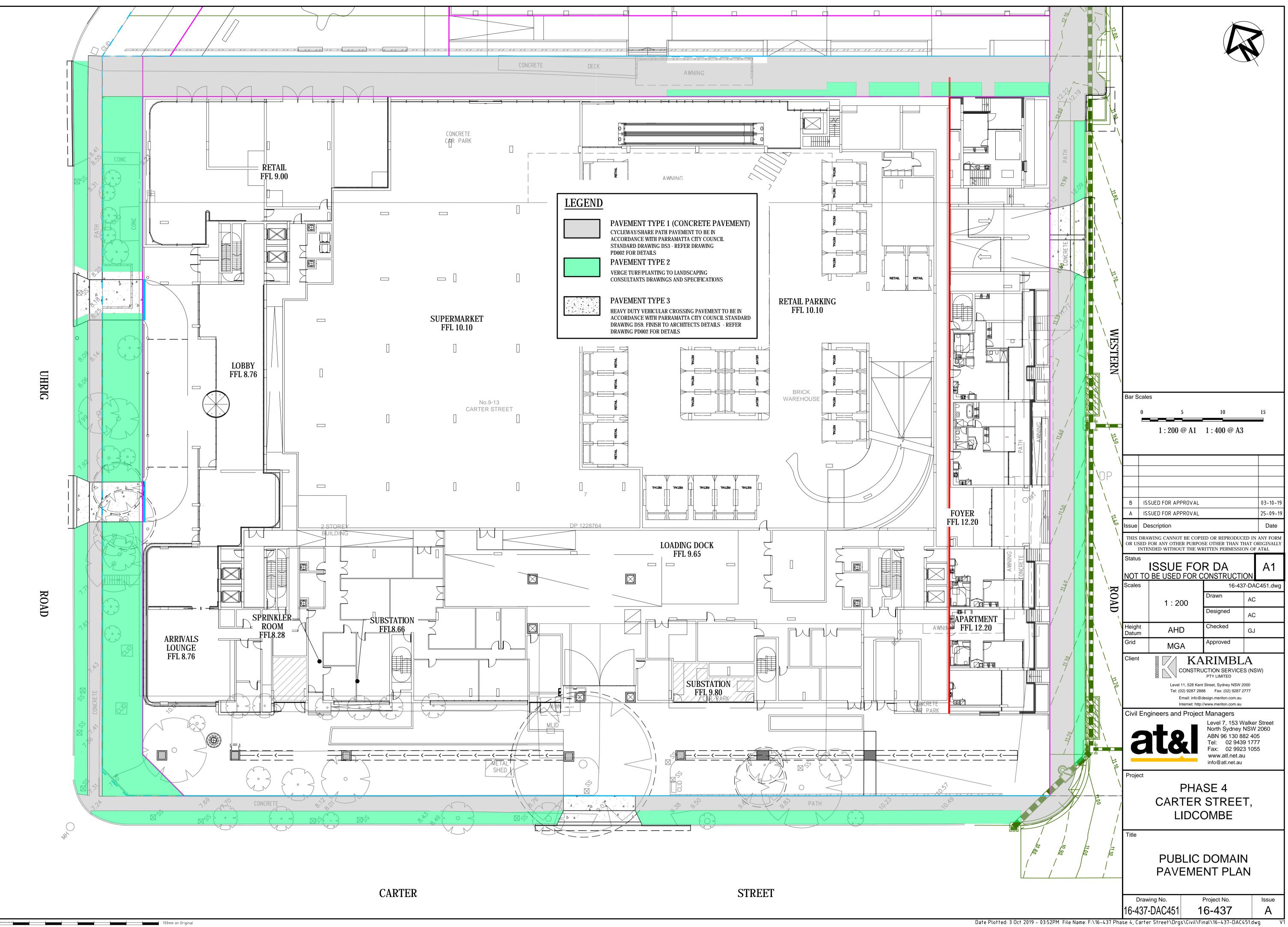
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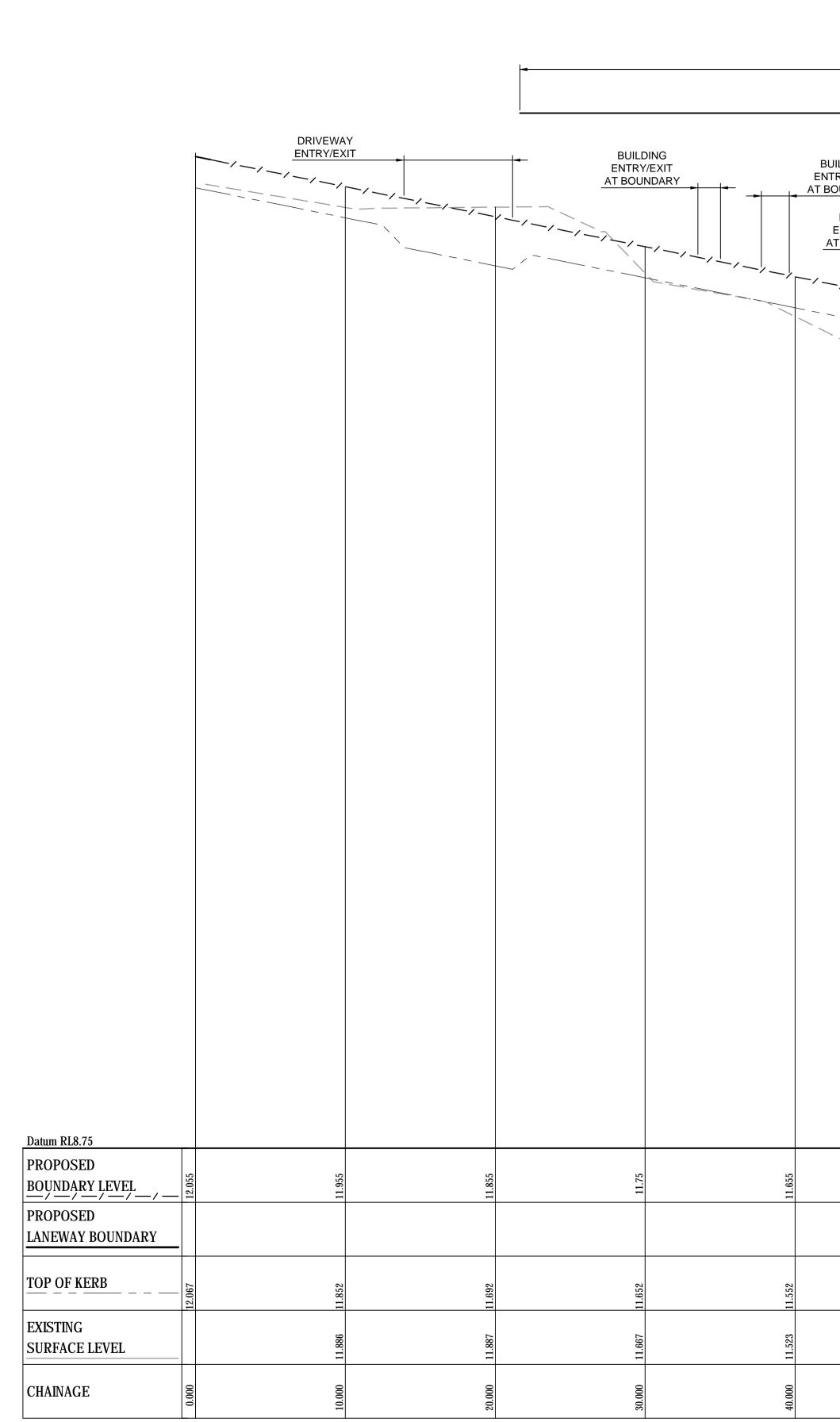


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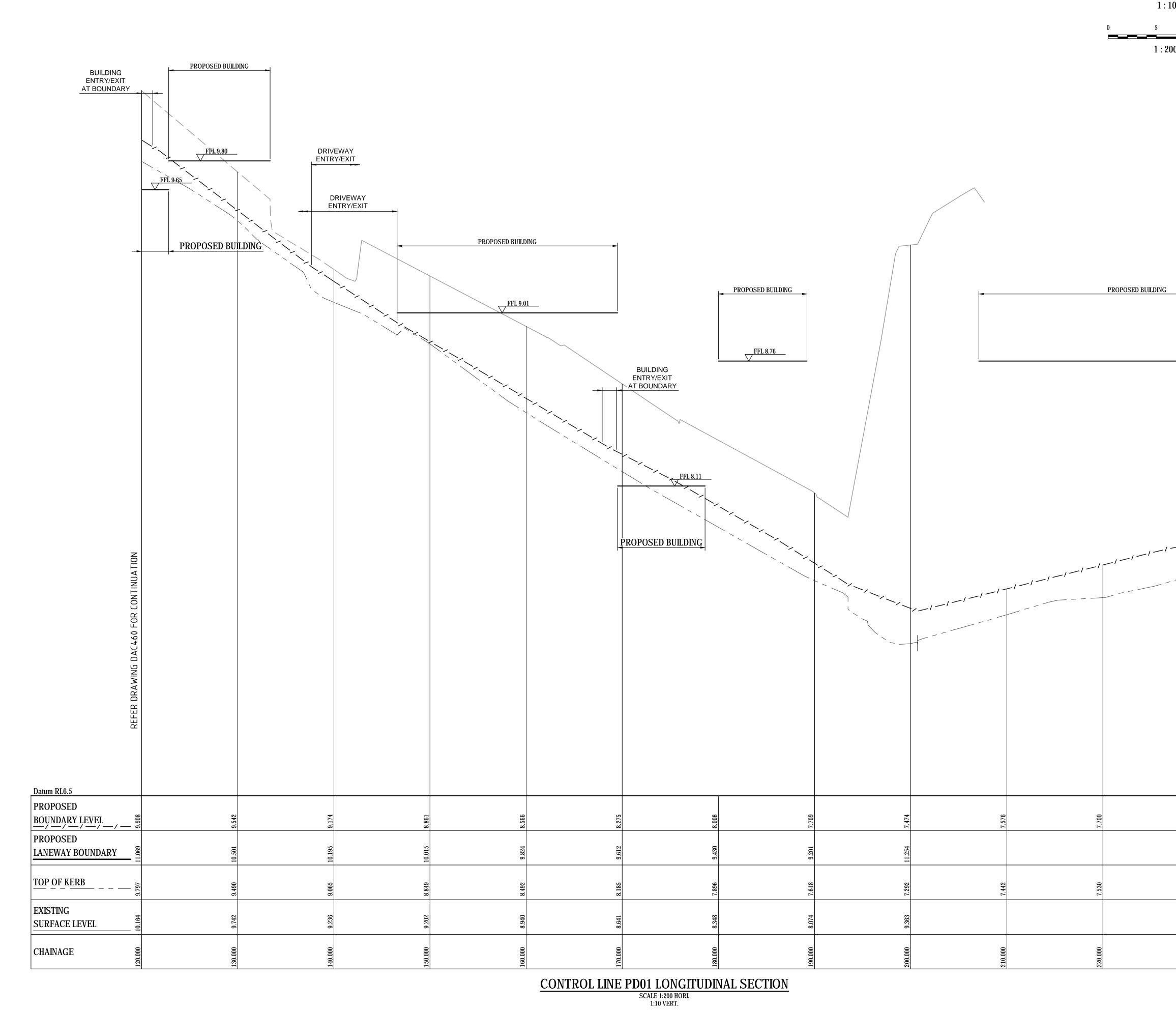






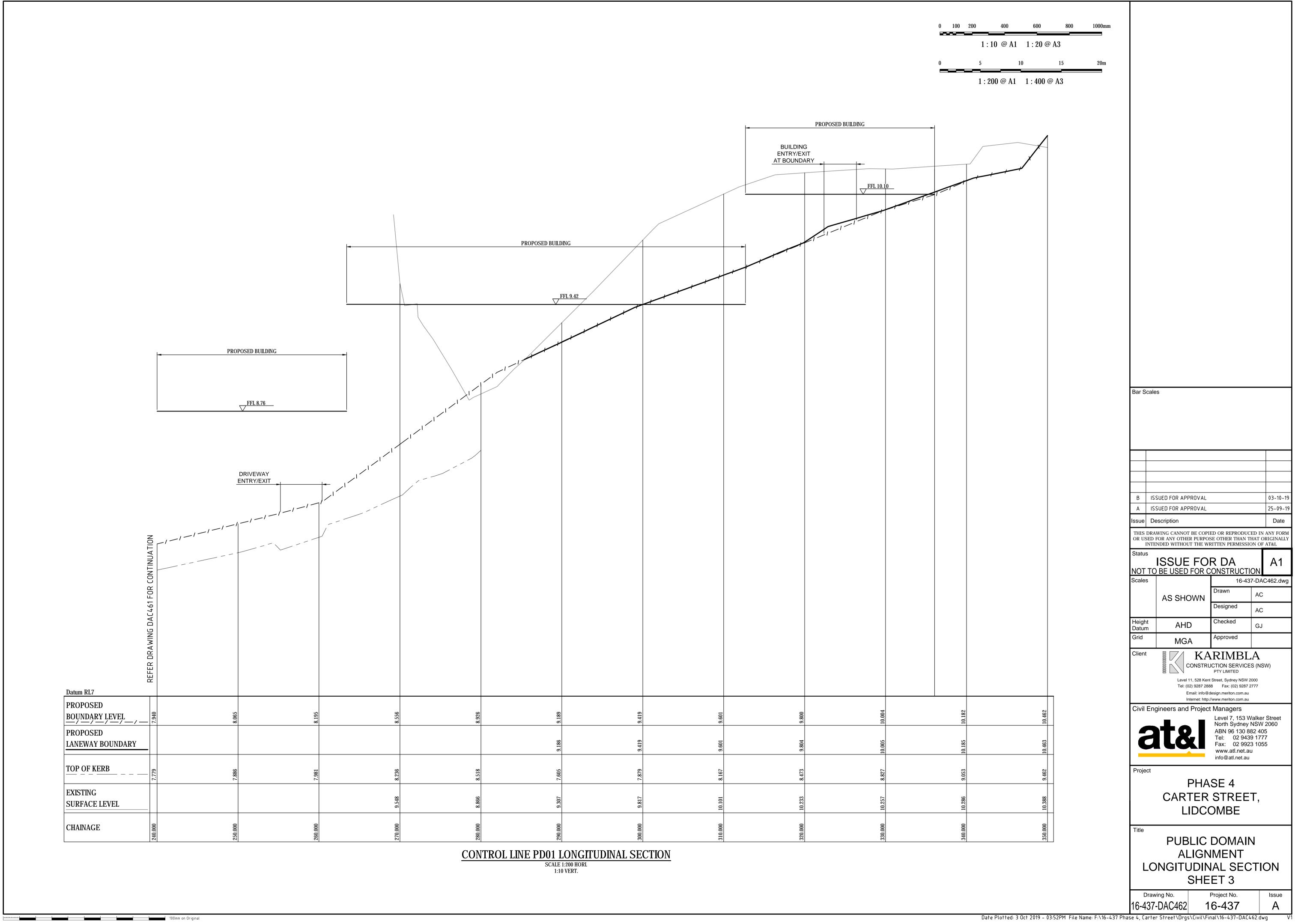


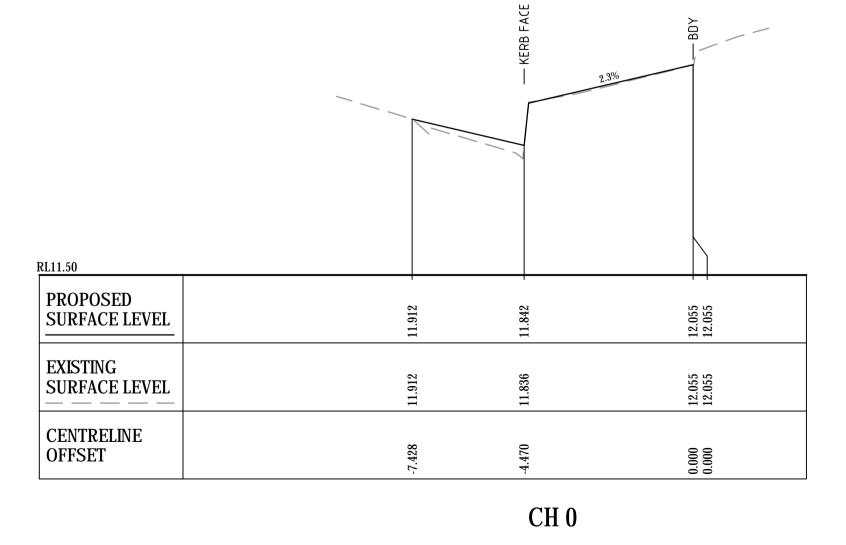
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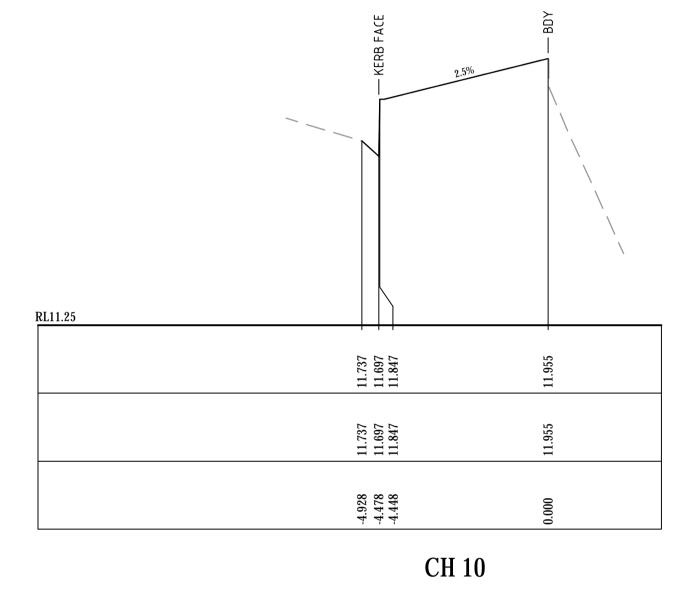


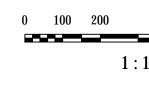
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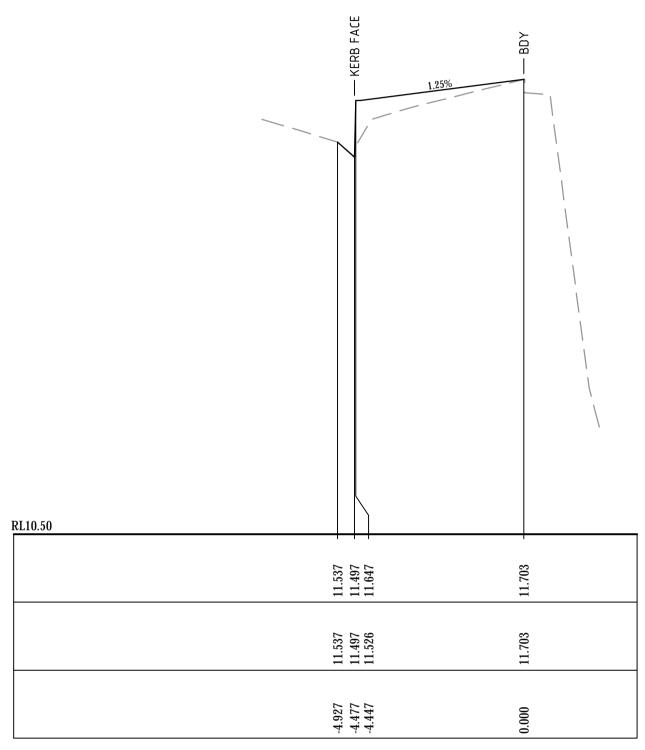




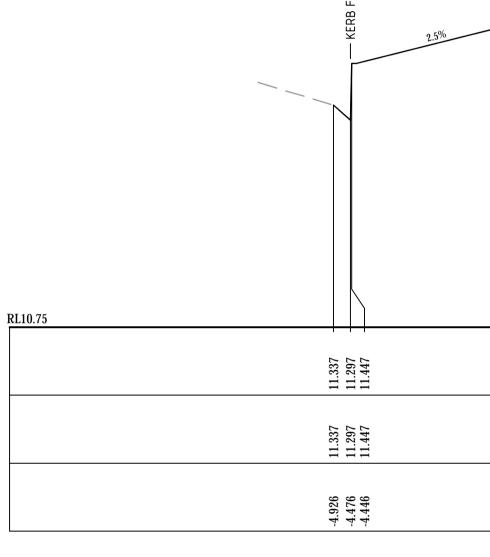




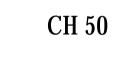
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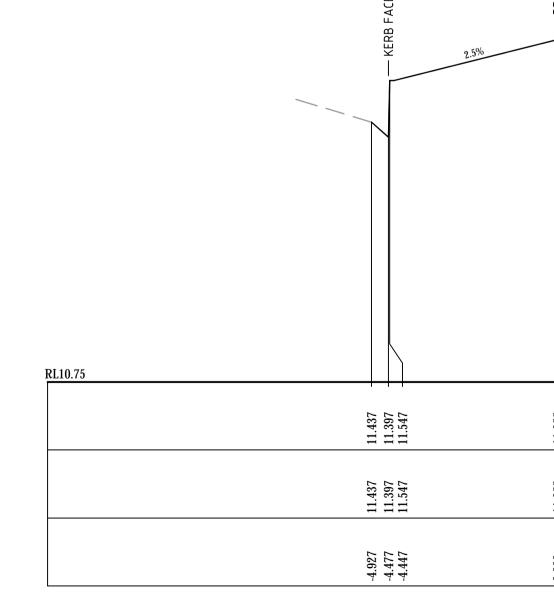


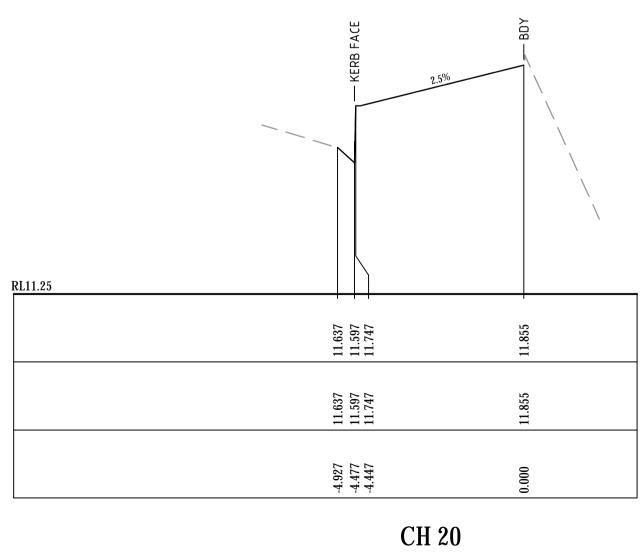




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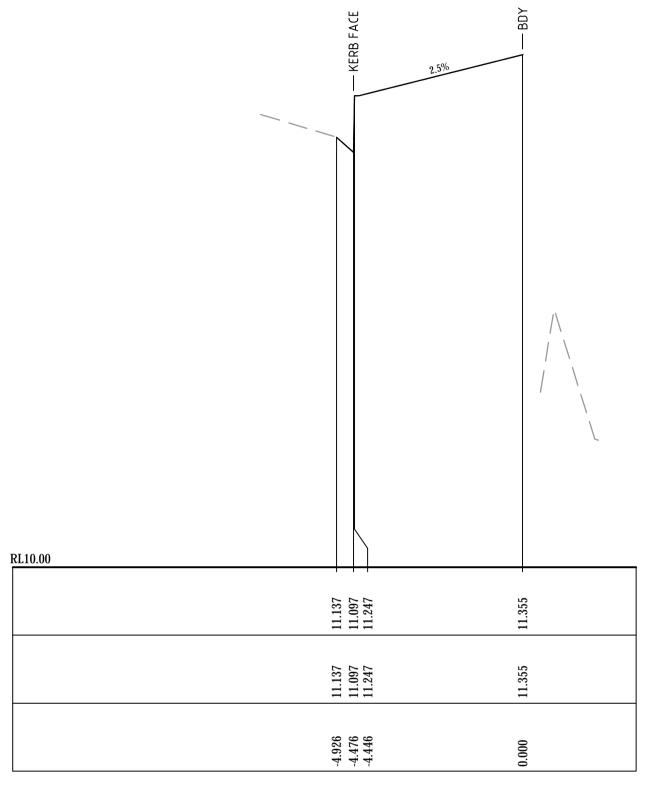




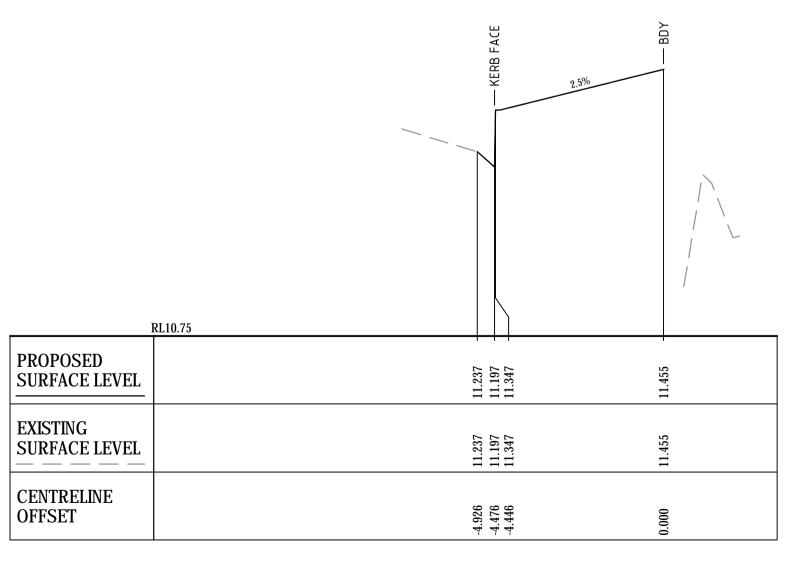




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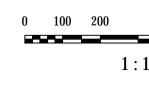


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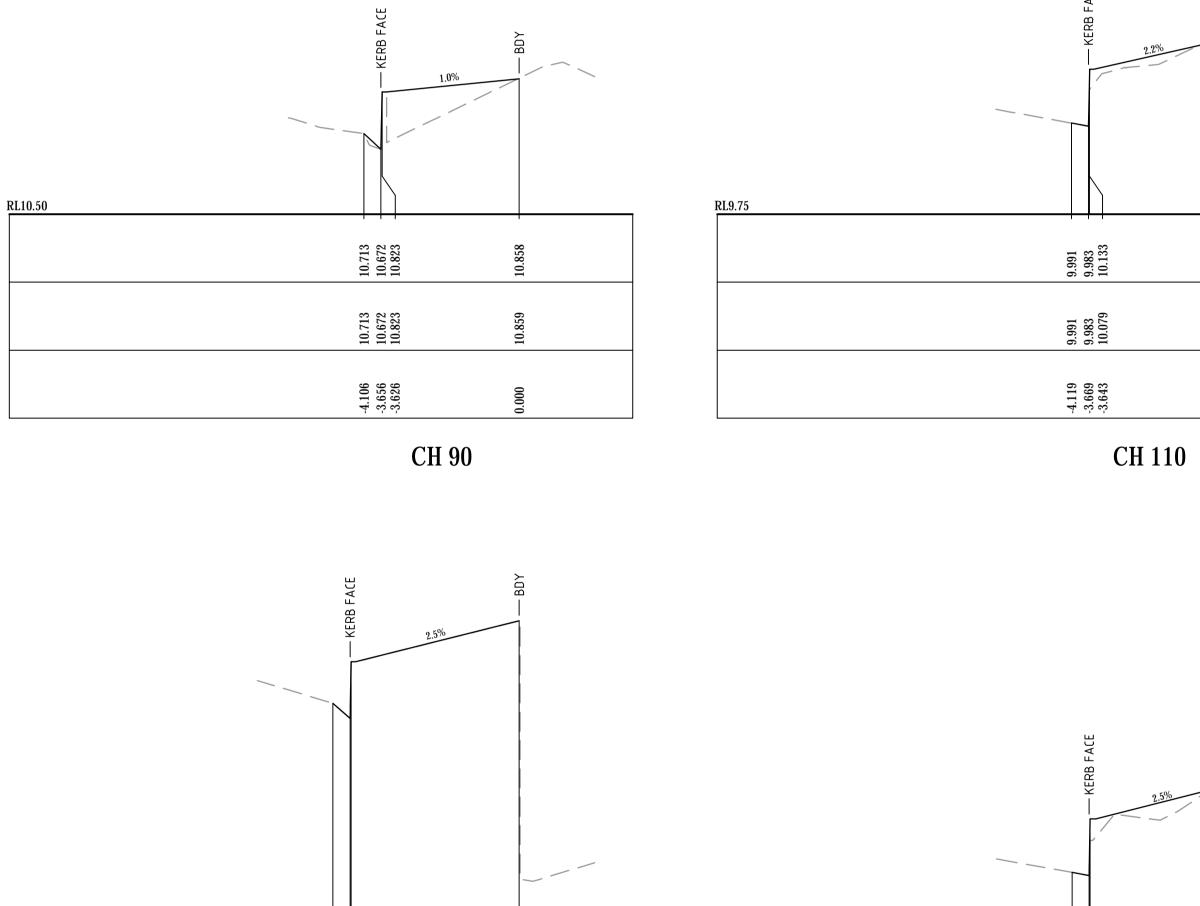
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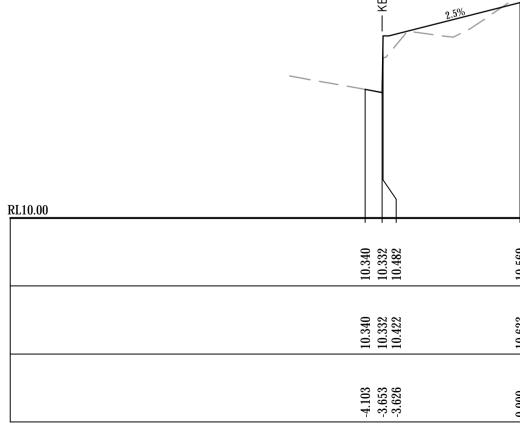
CH 60

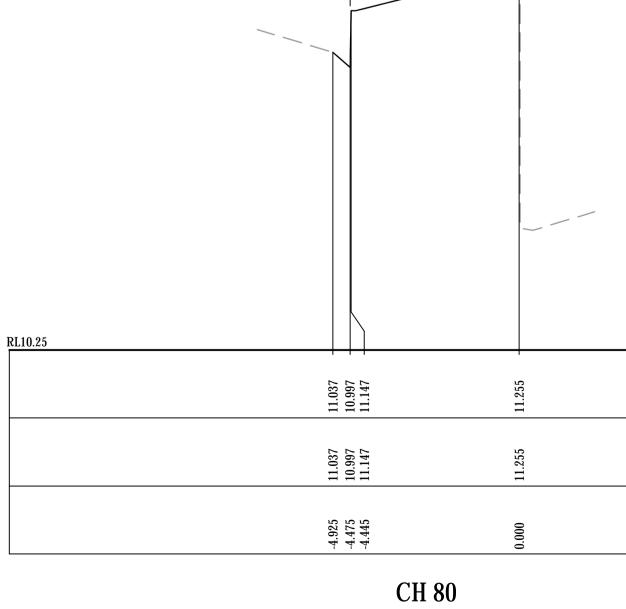


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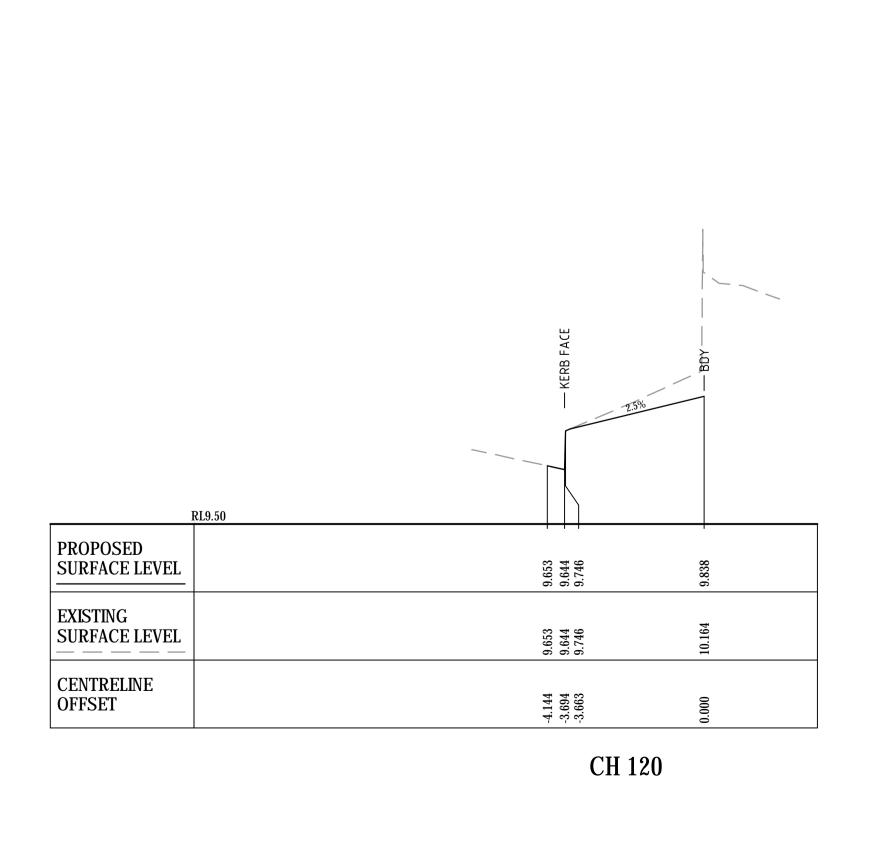


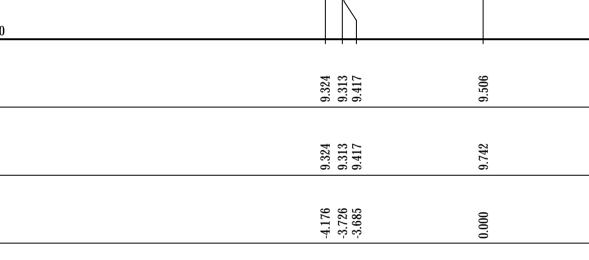




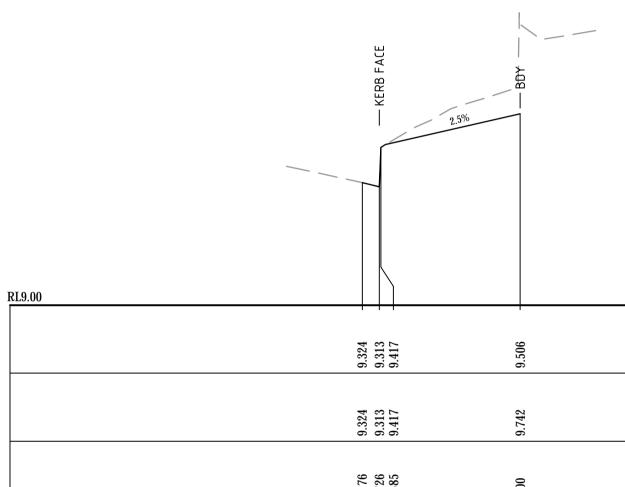
CH 100

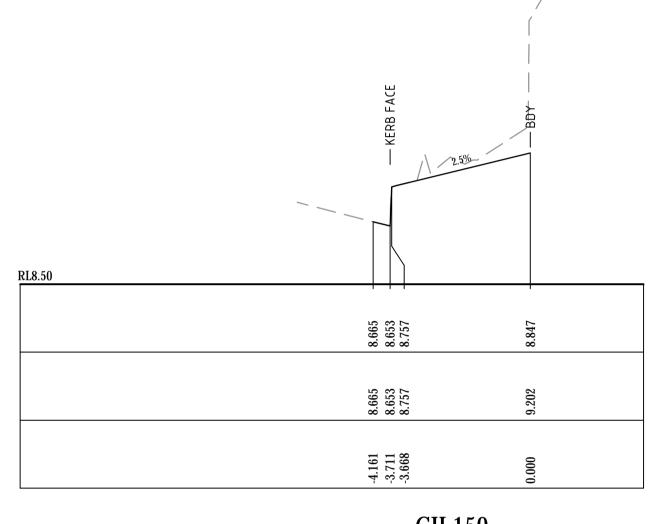
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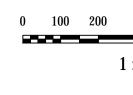




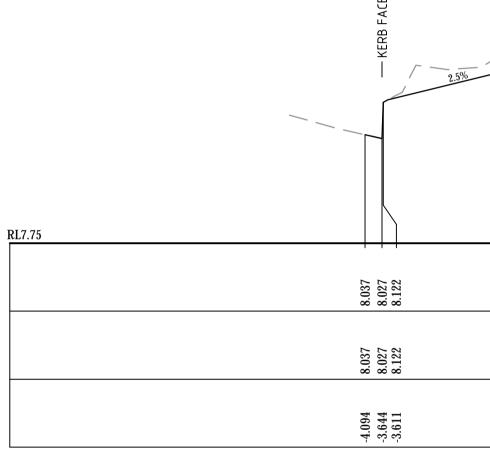
CH 130





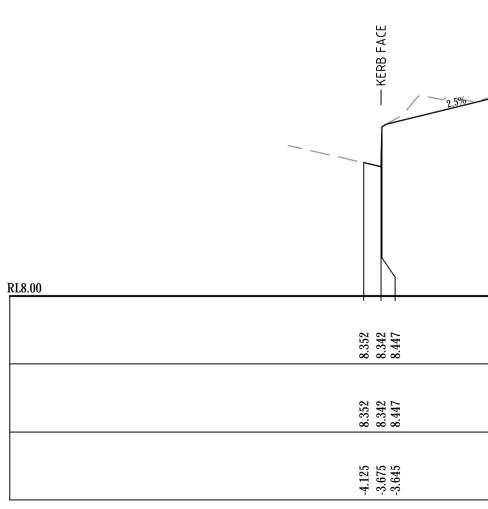


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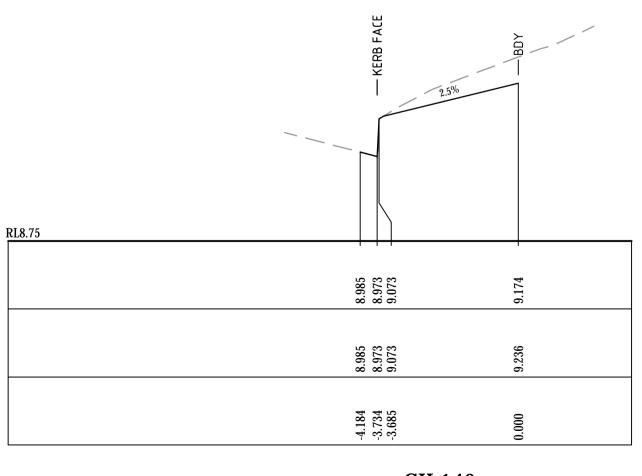








CH 160



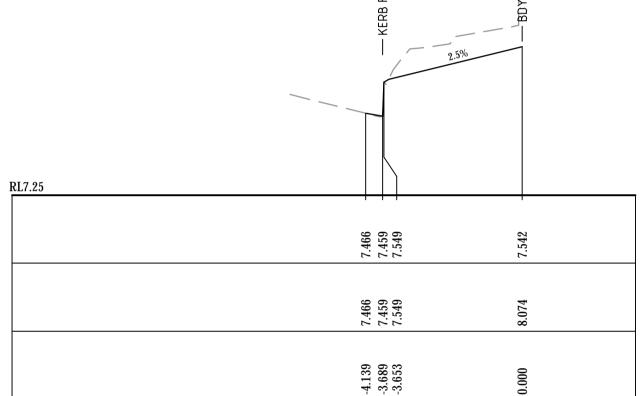


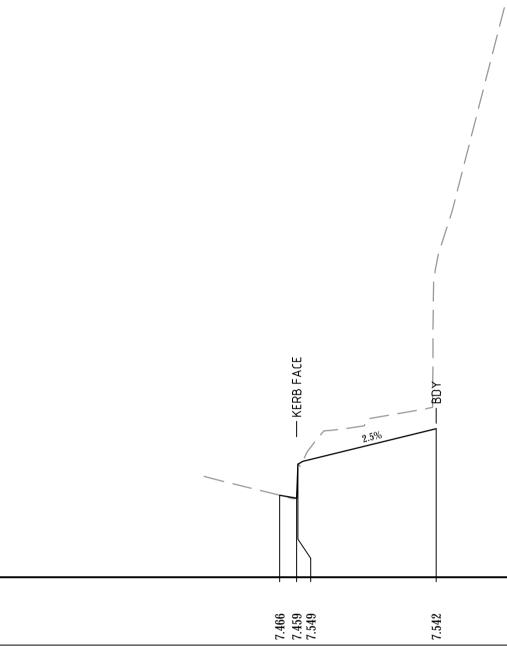
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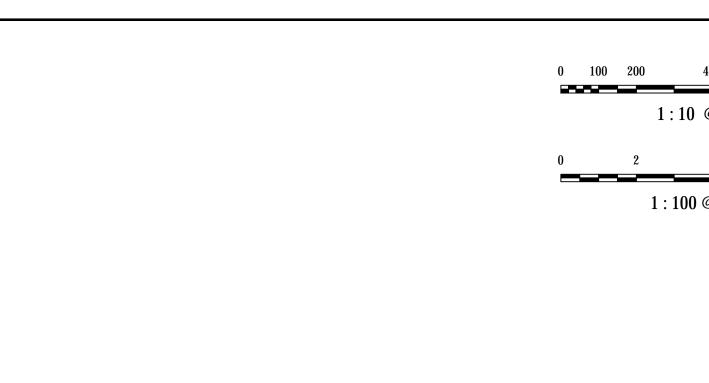
CH 180

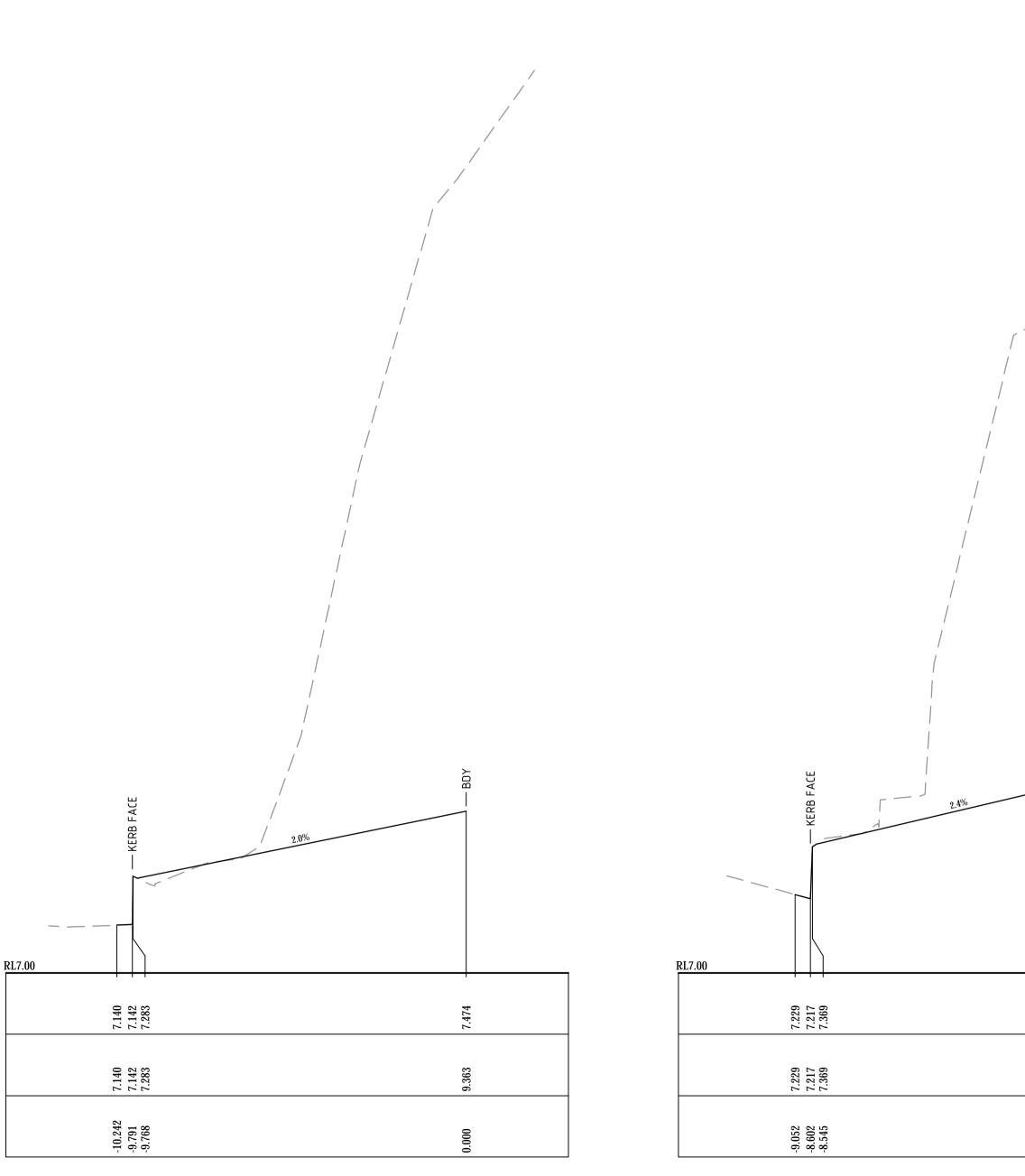
	BDV KERB FACE
PROPOSED SURFACE LEVEL	7.747 7.734 7.829 7.926
EXISTING SURFACE LEVEL	7.747 7.734 7.829 8.348
CENTRELINE OFFSET	-4.110 -3.660 0.000

CH 190





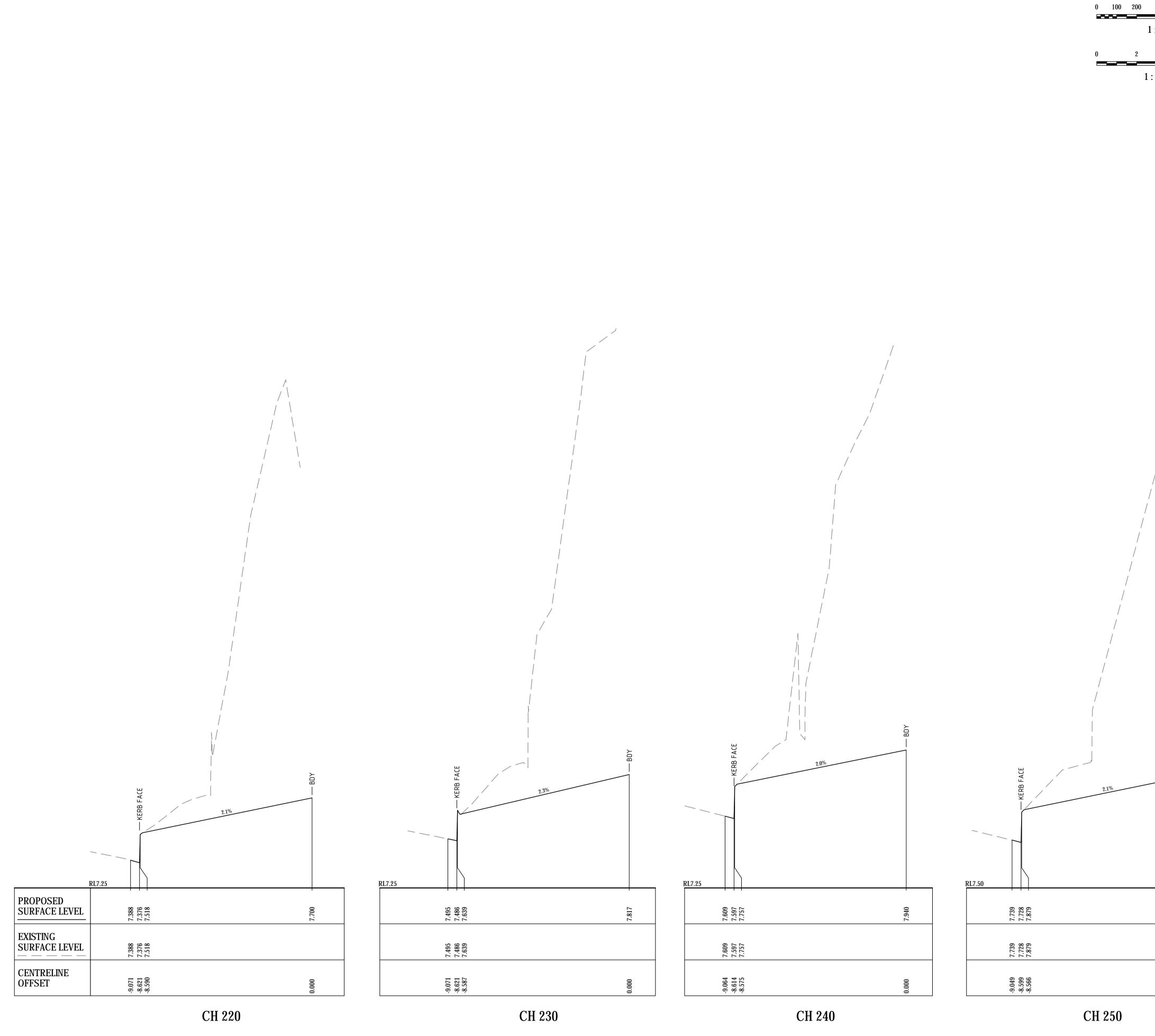




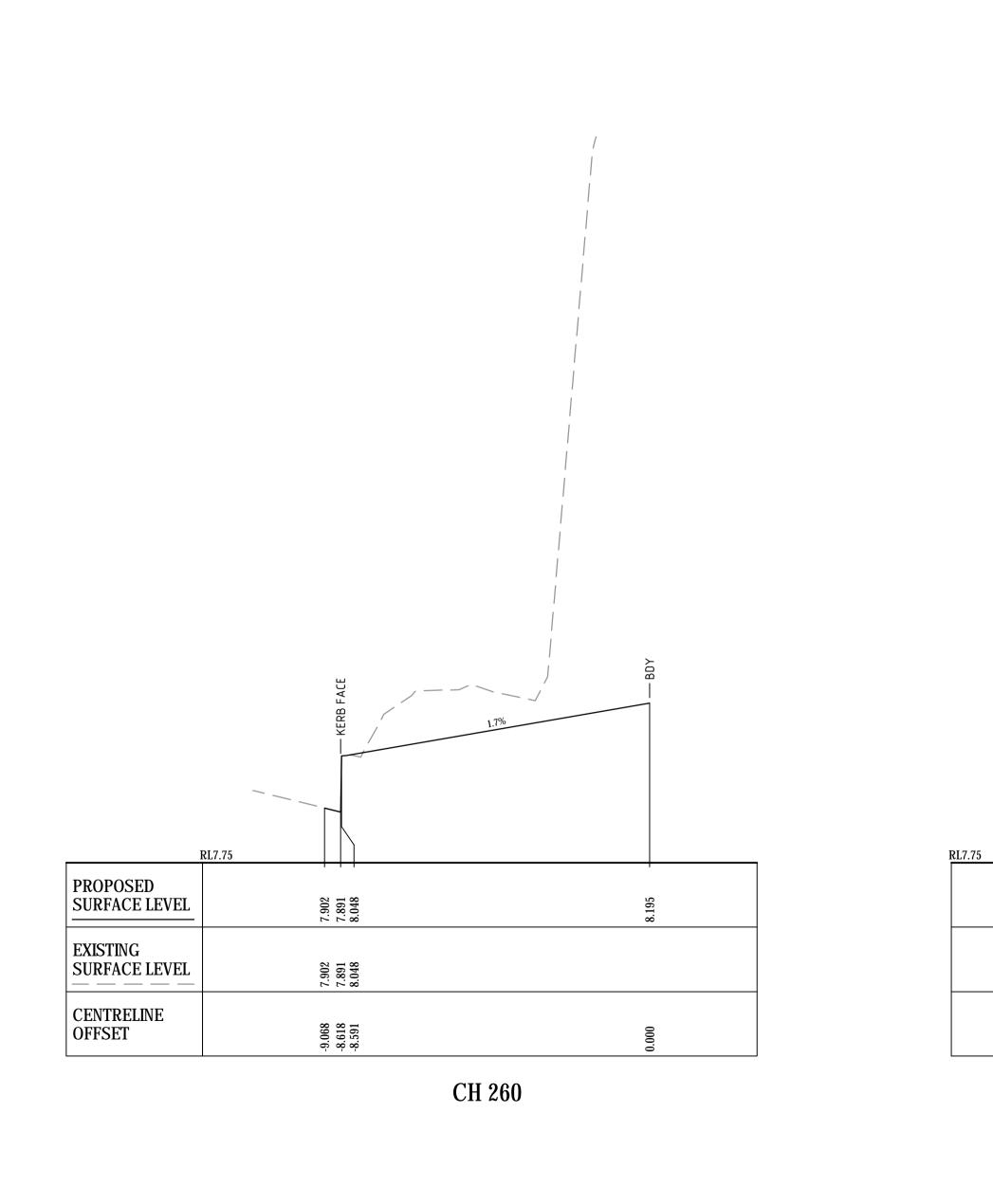
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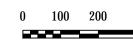
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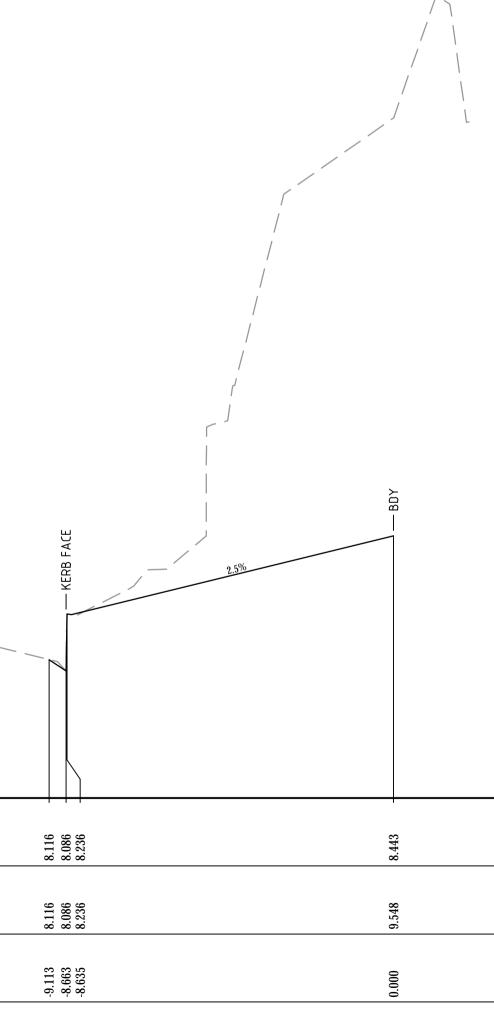




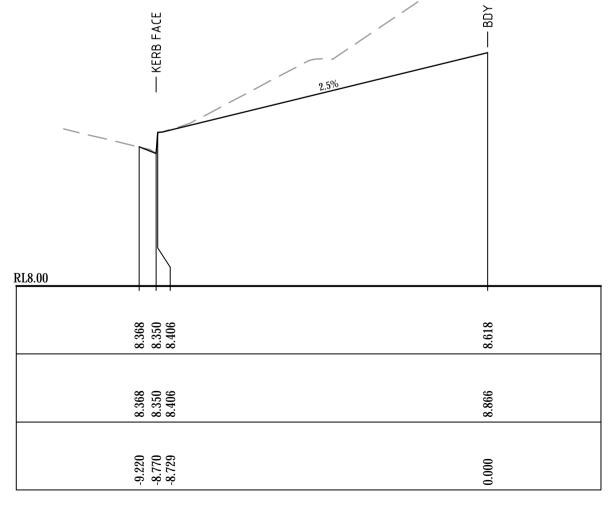
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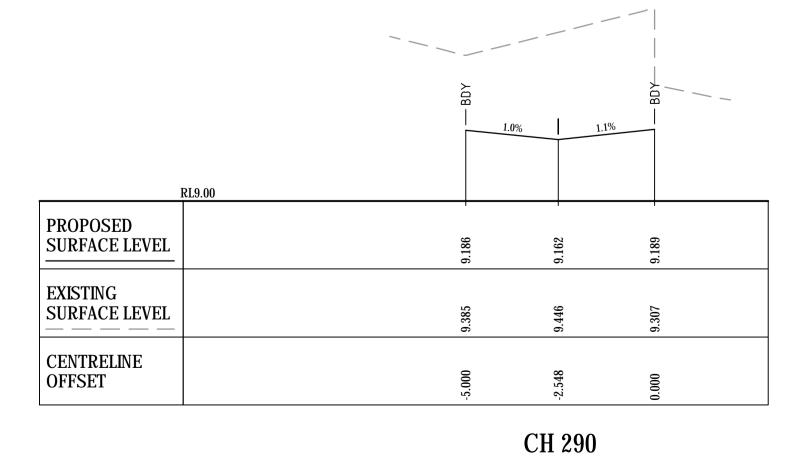


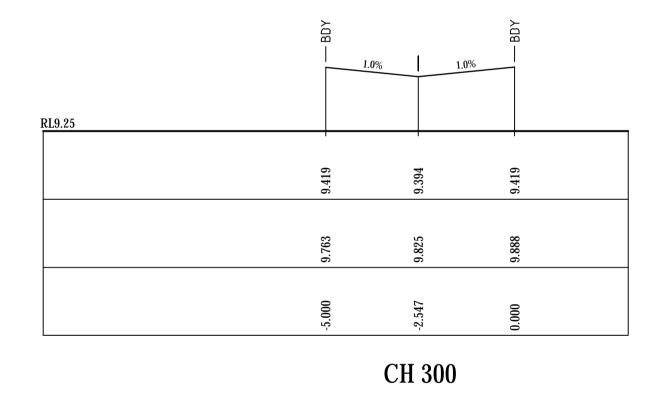
CH 270



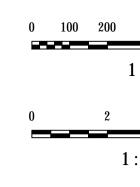
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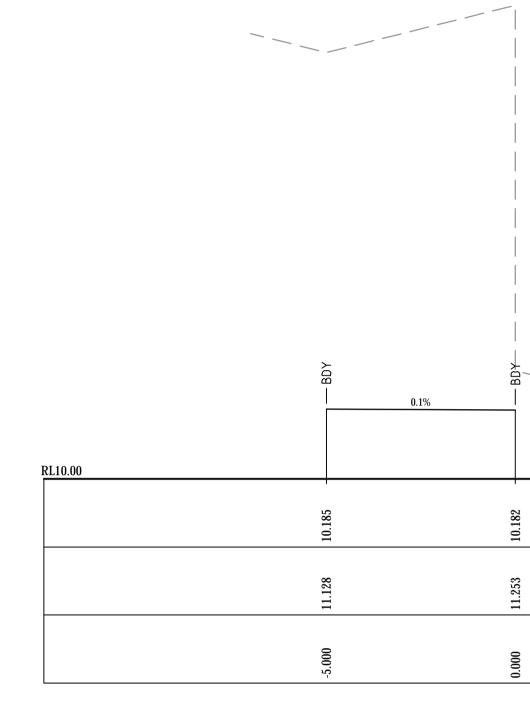
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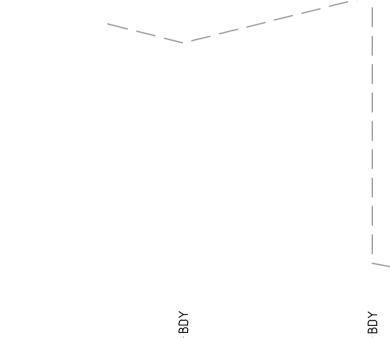


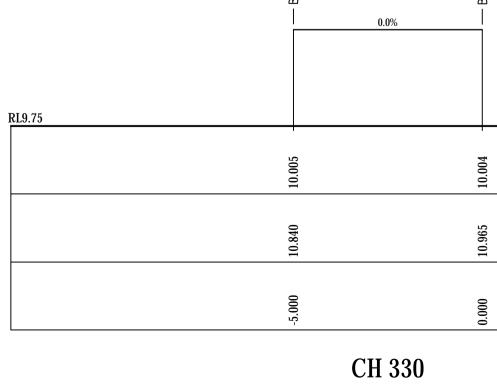


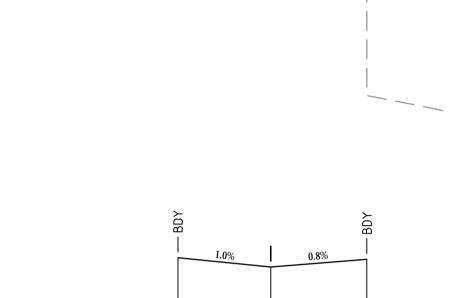


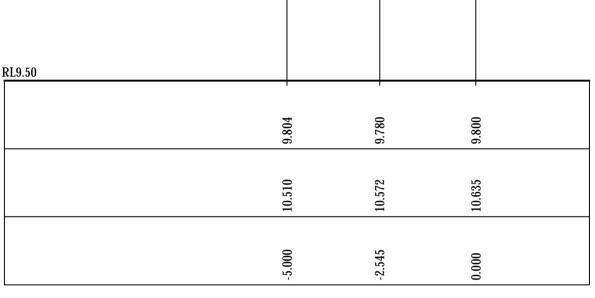


CH 340

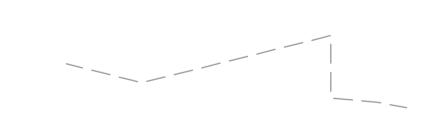


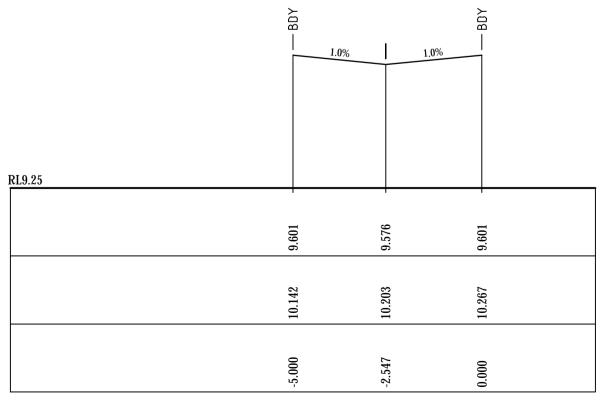






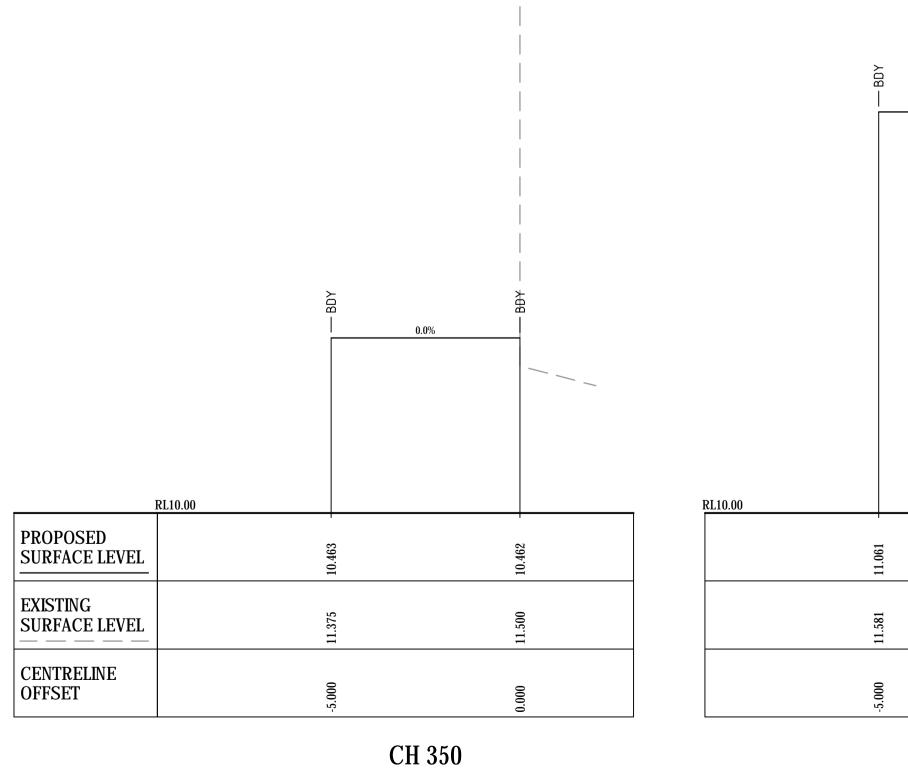
CH 320





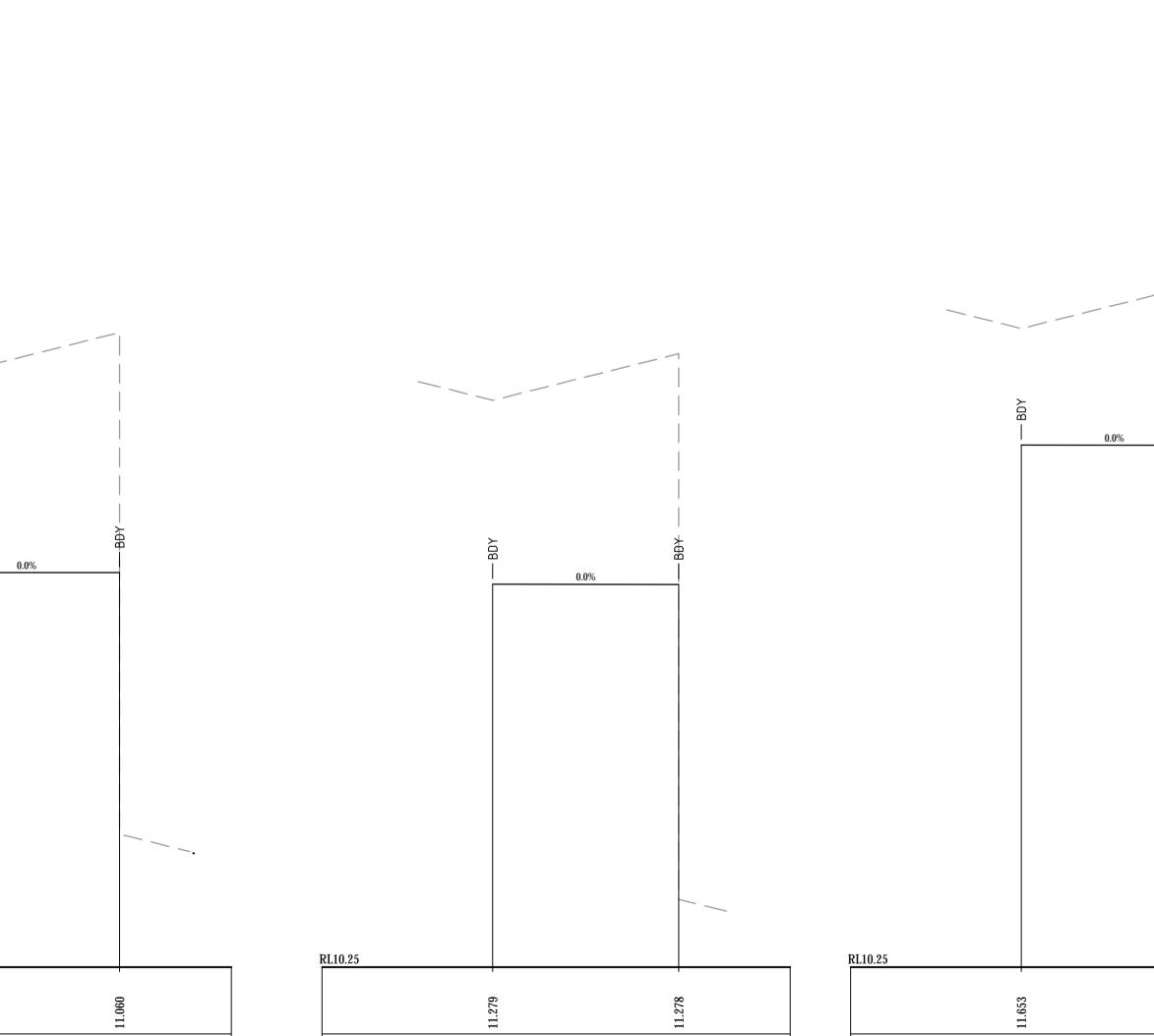
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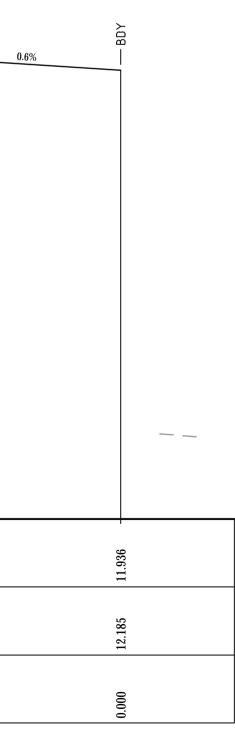
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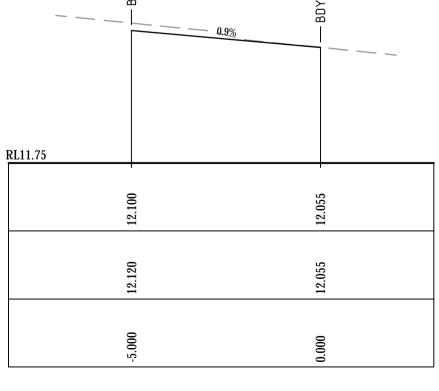
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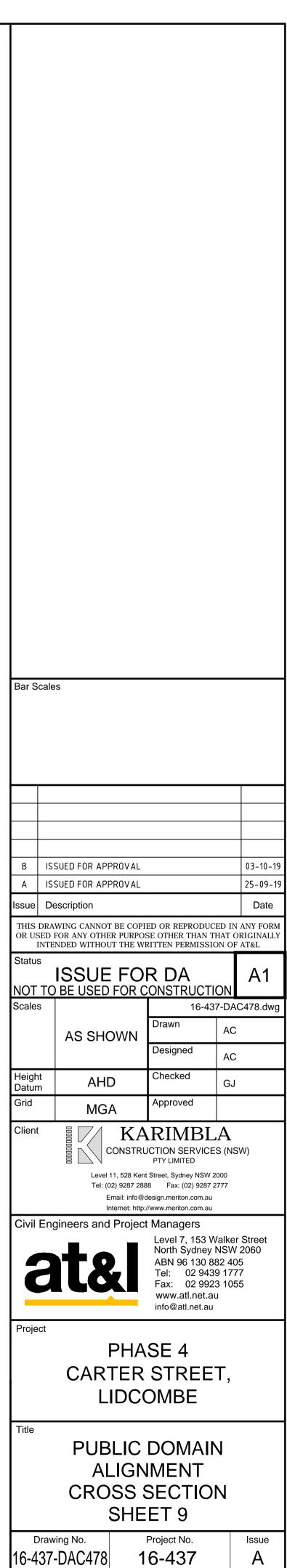






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