Civil & Building Services Planning Proposal Review

For

Mixed Use Development

At

171-179 Great North Rd & 1A-1B Henry St, Five Dock

Client:
Traders In Purple Pty Ltd
Level 27, 1 Farrer Place
Sydney NSW 2000

Project Number:
NSW220057

File:
NSW220057 Building Services Planning Proposal Review.Docx

Author: Rod Ware/Jack Hurley/Matt Bolton-Adams/Teja Kshatri/Allen Ang

Published: 19/12/23

Document Revision: C

Intrax Consulting Engineers Pty Ltd

ABN: 31 106 481 252

Sydney CBD Office

Suite 13.02, Level 13, 44 Market Street, Sydney NSW 2000

p: 02 8355 1200

w: www.intrax.com.au

Table of Contents

Confidentiality

All documents are subject to the 'Intrax Terms and Conditions' and 'Intrax Terms and Conditions -NAC' documents. These documents are available on our website for your perusal.

Conditions of Use

This report is not intended for use by any other person or third party other than the named client.

Copyright

Document Revision History

Date	Rev	Author	Reviewed by	Approved by	Comments
23/11/23	A	Rod Ware	Brett Lipscombe	Brett Lipscombe	First Issue
23/11/23	B	Rod Ware	Brett Lipscombe	Brett Lipscombe	Amended as per feedback.
19/12/23	C	Rod Ware	Brett Lipscombe	Brett Lipscombe	Amended as per feedback.

1 Executive Summary

This Planning Proposal Review outlines a desktop review of the existing Authority Infrastructure that may be available to service the proposed mixed use development site at 171-179 Great North Road & 1A-1B Henry Street, Five Dock.

The information contained herein has been prepared with reference to the current planning proposal scheme developed by Carter Williamson Pty Ltd.

The Authority infrastructure issues that have been identified herein are as expected for this type of development, and will be resolved as the design develops to ensure integration of the proposed development with the Authority infrastructure.

1.1 Infrastructure Summary

A summary of our preliminary Authority infrastructure review for the proposed development is as follows;

Service	Comment
Electrical Supply	There appears to be Ausgrid Energy High Voltage (HV) infrastructure along East Street and Great North Road to provide electricity to the site. Ausgrid will need to confirm existing electrical capacities and confirm if street electricity infrastructure requires upgrading. It is anticipated that a new chamber Substation will be required with 2 x 1000kVA transformers . Electrical infrastructure works may be required to bring a high voltage feed to the site. Ausgrid need to confirm the extent of any infrastructure works on the existing electricity network.
Communications	There appears to be adequate telecommunications pit and pipe infrastructure to the proposed development to enable the telecommunications authority to reticulate telecommunications fibre cabling to the site. NBN Co fibre appears to be currently available in the area.
Stormwater Drainage	The nearest stormwater pit is on the corner of Great North Road and Henry Street on the north side of the street. The outlet of this pit is 375mm diameter and drains to the north. The proposed development will require a stormwater main extension along Great North Road or Henry Street to a location that provides a stormwater pit in front of the proposed development.
Sewer Drainage	There is an existing 225mm Sydney Water Corporation (SWC) sewer main that services the properties at 175-185 Great North Road. The sewer heads north towards Henry Street and traverses through properties adjacent to the proposed development. This will need to be maintained during the construction of the proposed development. There is also an existing 150mm SWC sewer main that crosses the south-west corner of the proposed site. This traverses 171 and 173 Great North Road. This sewer will need to be diverted in East Street to allow the construction of the proposed basement. Either of the nominated SWC sewer mains would be suitable for connection of the proposed development. The feasibility of actual capacities, connection depths and inground services coordination can (or will) be investigated with Sydney Water Corporation (SWC) via a Water Servicing Coordinator (WSC) following Gateway Determination.
Potable Cold Water	The existing SWC 250mm potable cold water main within Great North Road is likely to have adequate capacity to service the proposed development with reference to typical Water Code of Australia design requirements, however Sydney Water do make independent assessments based upon their actual internal system modelling.

	The feasibility of actual capacities, potential amplifications and inground services coordination can (or will) be investigated with Sydney Water Corporation (SWC) via a Water Servicing Coordinator (WSC) following Gateway Determination.
Natural Gas Service	The existing Jemena 75mm Nylon (210kPa) gas main within Great North Road is located on the western side of the road adjacent to the sites eastern boundary. It is likely to have adequate capacity to service the development.

As outlined above, some services will require modification/extension/upgrade outside the property boundary in order to service the proposed development. It is reasonable to assume that these will all be possible through liaison with the respective Authority.

1.2 Limitation Of Review

Review provided by Intrax Consulting Engineers Pty Ltd as presented in this report contains the following general limitations;

- The information contained herein refers to desktop review of existing Authority infrastructure.
- Noting this is a planning proposal, further detailed analysis will be undertaken at DA stage to validate Authority Infrastructure capacity assessments.

2 Introduction

2.1 Introduction

This report supports a Planning Proposal request submitted to City of Canada Bay Council pursuant to Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) on behalf of Traders in Purple Pty Ltd (the Proponents).

The Proponents seek to amend development standards in the Canada Bay Local Environmental Plan 2013 to facilitate the future redevelopment of 171 Great North Road, Five Dock (the site).

This report forms part of the Planning Proposal request to enable a mixed-use development in the Five Dock location. This location will be a strategic development for the area located adjacent to the proposed infrastructure works that will enable places to be provided in the area for community activities while meeting the diverse demand for housing in the local market.

Specifically, this report will include reference to the following Authority infrastructure;

- Power Supply
- Communications
- Stormwater Drainage
- Sanitary Drainage
- Potable Cold Water/Fire Services Water
- Natural Gas

The aim of this review is to provide a high-level understanding of the existing Authority infrastructure, with a view to identifying the potential capacity of such infrastructure to support the proposed development.

2.2 Briefing Documents

The building services engineering elements considered in this report have taken into account the following preliminary documentation and investigations;

- Preliminary architectural scheme by Carter Williamson,
- Before You Dig inquiry,
- NBN Co Availability Website.

2.3 The Planning Proposal

The Planning Proposal seeks to deliver increased housing, commercial and retail land uses within a highly accessible location which will optimise the infrastructure investment of Sydney Metro West.

Specifically, the Planning Proposal seeks the amend the Canada Bay Local Environmental Plan 2013 as follows:

- Amend the height of buildings control from 15m to 75m, and
- Amend the floor space ratio control from 2.5:1 to 4.5:1.

An indicative concept design has been prepared by Carter Williamson which demonstrates how the site is intended to be developed under the proposed amendments.

The reference design scheme supports a mixed-use development at the site that responds to the significant infrastructure investment that is Sydney Metro West, whilst considerate to the existing local character and heritage buildings. Key elements of the reference design are:

- Demolish existing buildings and structures on site with the exception of St Alban's Anglican Church, St Alban's Anglican Church Rectory and St Alban's Church Shops,
- Construct two x 20 storey mixed use buildings with four storey podium levels to accommodate:
    - Ground floor Retail, Community/ Church facilities
    - Commercial and Community/ Church facilities – level 1
    - Residential and Church facilities – level 2-3
    - Residential – levels 4-19

  - Podium level common enclosed and outdoor spaces (NW tower only)
  - Rooftop common enclosed and outdoor spaces (SE tower only)
  - Rooftop plant and lift overruns (both towers)
  - Basement level car parking for Church, residents, commercial, Childcare and retail use and associated services, plant, storage, etc.
- A 4 storey building and rooftop open space area to the rear of St Alban's Church Shops to accommodate a future childcare centre that includes the former shop building on 2 levels to the street.
- A new Hall behind St Alban's Church Rectory on East Street, with two levels of church facilities over and rooftop open space.
- A new publicly accessible open space and through site link within the site linking Henry Street with the new Metro Station,
- A new covered forecourt area (not fully enclosed) in front of St Alban's Church along East Street, and
- Restoration, maintenance and renovation works of existing St Alban's Church, Rectory and Shops.

2.4 Site Context

The site is located at 171-179 Great North Road & 1A – 1B Henry Street, Five Dock and is within the City of Canada Bay Local Government Area (LGA). It consists of seven lots and is legally known as Lots 4, 5, 6, 7, 8 and 9 of DP17324 and Lot 1 of DP1258912. It has an approximate total land area of 4,076m2.

The site is bounded by Great North Road to the east, Henry Street to the north, East Street to the west and 169 Great North Road to the south, which forms part of the future Five Dock Metro station site.

Existing development on the site consists of St Alban's Anglican Church, Rectory and Hall/Shops, two red brick detached dwellings and associated parking and landscaping.

The Anglican Church has occupied the site since 1859 and continues to be an active parish with services and events occurring on the site. The hall is also leased for a variety of uses including dance classes, church functions and general community events.

The site is located directly north of Five Dock Metro station (under construction), which is planned to be operational by 2030. The site's location and context are shown from Figure 1 and 2 below.

Site Aerial Photo (Source: Carter Williamson)

Local Context Map (Source: Carter Williamson)

2.5 National Construction Code Classifications

The building services design for this project shall be prepared in accordance with the 2022 National Construction Code (NCC), specifically Volume One (The Building Code of Australia Class 2 to Class 9 Buildings). With respect to the NCC we understand that the buildings classifications are as follows;

Building Area	NCC Classification
Underground Carparks	Class 7a
Commercial	Class 5
Child Care	Class 9b
Church/Community	Class 9
Residential Areas	Class 2

- For the purposes of fire safety requirements, the building has an effective height more than 25m as classified by the NCC.
- For the purposes of fire safety requirements, the building has an effective height greater than 50m as classified by the NCC.
- For the purposes of energy efficiency requirements, the building is located within Climate Zone 5, as classified by the NCC.

2.6 Title Arrangements

The development will be provided under multiple stratums. Details of the title arrangements would need to be confirmed after further design development, however preliminary assumptions are as follows.

Building Area	Title
Residential	Separate Stratum
Commercial	Separate Stratum
Child Care	Separate Stratum
Church/Community	Separate Stratum

3 Electrical Services

3.1 Electrical Services Generally

Specifically, this Planning Proposal Review shall cover the following services;

- Authority Infrastructure (High Voltage HV Power Supply)

3.2 Authority Infrastructure

Ausgrid is the electricity supply authority in terms of high voltage power infrastructure reticulation throughout the locality of the proposed development site.

Intrax Projects has undergone an early electrical maximum demand calculation to ascertain approximate total electrical load of the proposed site. The calculated electrical maximum demand for the site based on AS/NZS 3000:2018 is 1930A/ph (1332kVA). It is likely that 2 x 1000kVA transformer chamber substations will be required for the proposed site. A certified Level 3 Accredited Service Provider (ASP) will be required to be engaged to ascertain the type of electricity supply to the development.

Based on the dial before you dig there appears to be high voltage infrastructure along East Street and Great North Road however there is the possibility that the high voltage street infrastructure may require upgrading. Ausgrid need to confirm whether any upgrades to the Ausgrid network are required due to the additional load.

The chamber substation location shall comply with all clearances met in accordance with the Level 3 ASP designer and local supply authority requirements.

An accredited Level 3 service provider (ASP) will be required to undergo the substation design and to undergo an investigation for the most effective location of the substation to connect to the existing Ausgrid electricity network.

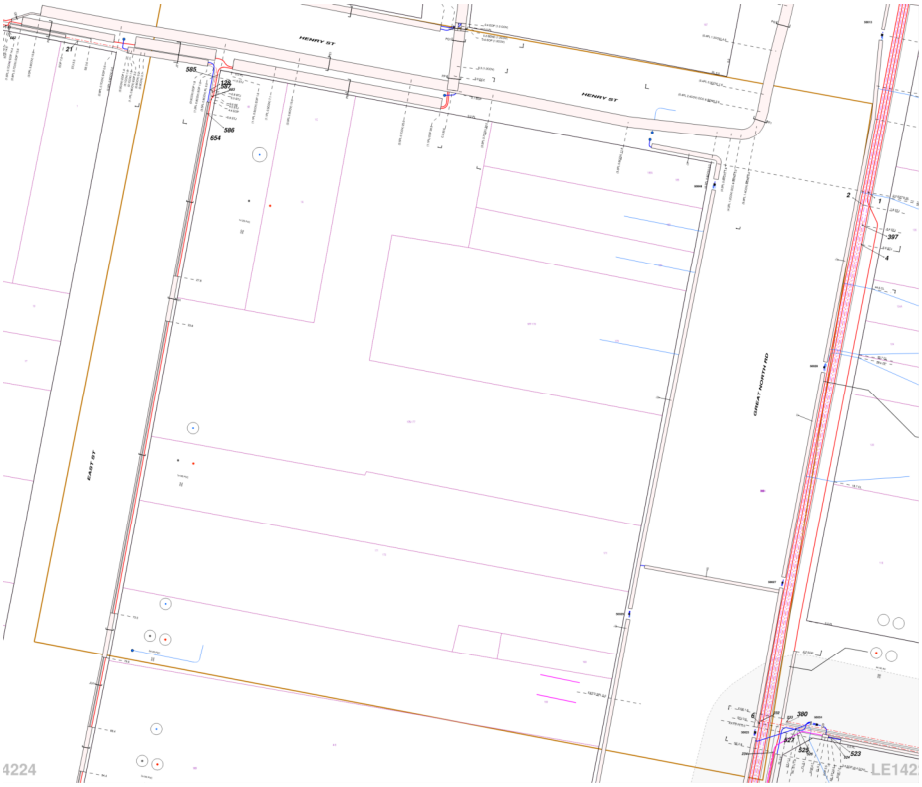


Figure 1 – Ausgrid Infrastructure

4 Communications Services

4.1 Communications Services Generally

Specifically, this Planning Proposal Review shall cover the following services;

- Authority Infrastructure (Communications Street Supply)

4.2 Authority Infrastructure

Our assessment of the communications infrastructure indicates that there is sufficient telecommunications street infrastructure available to provide fibre communications services to the proposed development site.

NBN Co fibre appears to be available in the area and is proposed to be used for the development. There appears to be communications pit and pipe infrastructure available along Great North Road, to the East of the site, to enable NBN Co fibre reticulation to the proposed site.

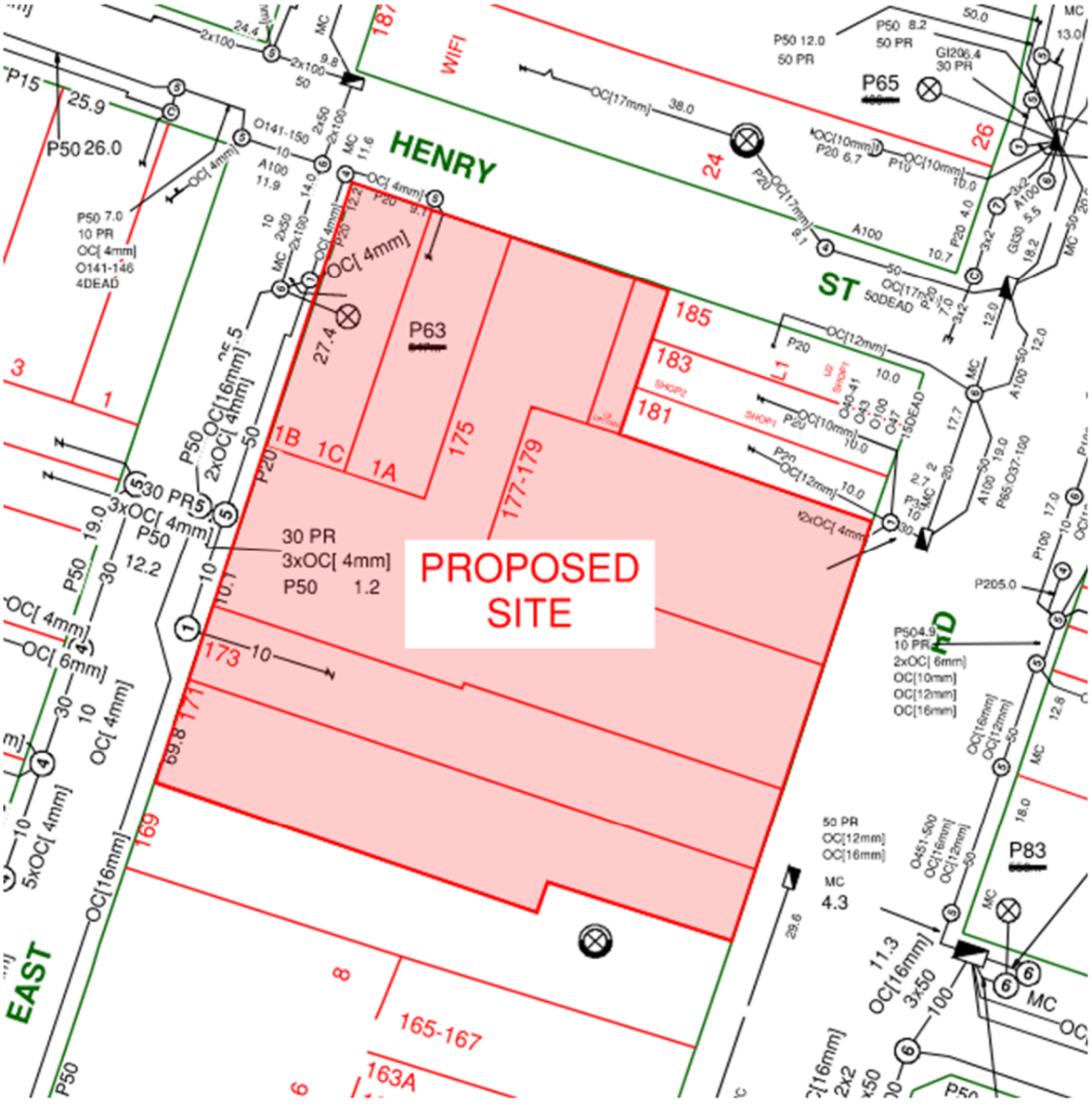


Figure 2 – NBN Service Availability

5 Stormwater Drainage Services

5.1 Stormwater Drainage Services Generally

Specifically, this section of the Planning Proposal Review shall cover the following services;

- Stormwater Drainage

5.2 Authority Infrastructure

City of Canada Bay Council are the Authority who provide stormwater drainage infrastructure in the locality of the development site.

A desktop study of the Council Asset plans obtained via the Before You Dig process suggests that there are not any Council stormwater assets immediately adjacent to the proposed site boundary.

The nearest stormwater pit is on the corner of Great North Road and Henry Street on the north side of the street. The outlet of this pit is 375mm diameter and drains to the north.

The proposed development will require a stormwater main extension along Great North Road or Henry Street to a location that provides a stormwater pit in front of the proposed development. Refer Stormwater Diagram in the **Appendix 9.2** for suggested options.

The site will still require standard provisions of on-site stormwater detention and water quality measures associated with the proposed development compliance to local Council policies.

5.3 Stormwater Drainage Requirements

The proposed development will provide commercial facilities in accordance with the Development Description as detailed herein. The site has an approximate area in the order of 4,075m^2.

We have based our stormwater drainage load estimates upon the following allowances;

- 5% Annual Exceedance Probability (AEP), 5 mins rainfall of 182mm/hr,
- 1% Annual Exceedance Probability (AEP), 5 mins rainfall of 233mm/hr.

Peak pre-development run-off has been estimated at 134L/s for the 5% AEP storm, and 171L/s for the 1% AEP storm.

The OSD storage required for the development is 82.0m^3 with High Early Discharge (HED) control at the Permissible Site Discharge (PSD) rate of 73.4 L/s.

5.4 High Level Flood Assessment and requirement

The Development Control Plan of City of Canada Bay shows that the proposed site is not subject to the Flood Planning Area. Though the flood study may not be required, the high-level flooding design requirements based on the City of Canada Bay Council DCP are highlighted as below:

Table 1 - Flood Levels Parameters (*Source: Section B8.6, City of Canada Bay DCP*)

Description	Requirement
Design Flood Level	1% AEP
Freeboard (Habitable)	500 mm
Freeboard (Non-habitable)	Nil
Flood Map Provided	No
Flood Modelling Required	No

The site is not tagged as the 1% AEP flood affected, however the following site control measure may be required subject to Council assessment:

a) Habitable Floor levels to be equal to or greater than 1% AEP flood level plus freeboard, or Probable Maximum Flood (PMF) level whichever higher.

b) The floor level of all dwellings is to be at least 500mm above the level of the 1 in 100-year flood event.

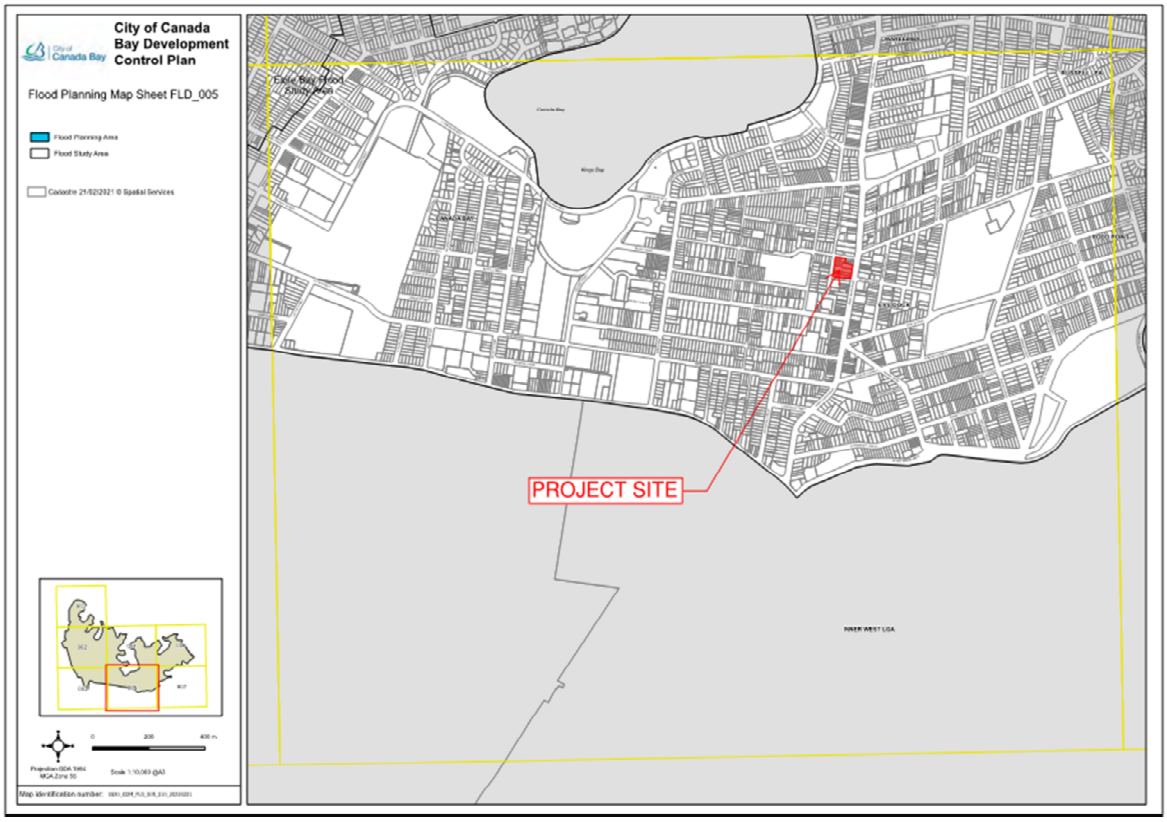


Figure 1 – Flood Planning Map (*Source: City of Canada Bay DCP)*

5.5 Anticipated Works

City of Canada Bay Council will determine the available capacity of their network and the suitability of existing mains for connection of this development via a Stormwater Management Plan to be developed and submitted in association with the Development Application.

At this stage, it is anticipated that a stormwater main extension will be required as outlined above and as indicated on the sketch in the Appendix 9.2.

Furthermore, the typical Council policy requirements for site stormwater drainage facilities will apply including;

- Water Quality Control Measures;
- On-site Stormwater Detention (OSD) with High Early Discharge (HED) orifice control
- Rainwater Re-use

The installation of these items nominated above will improve the overall management of stormwater and discharge to the Council stormwater system. The discharge can be limited with the installation of the OSD device and the water quality will be improved through the control measures (filters in the OSD, trash screens) to be provided.

6 Sanitary Drainage Services

6.1 Sanitary Drainage Services Generally

Specifically, this section of the Planning Proposal Review shall cover the following services;

- Sanitary Drainage

6.2 Authority Infrastructure

Sydney Water are the Authority who provide sanitary drainage infrastructure in the locality of the development site. Currently there are two Sydney Water sewer mains located within the development site area, described as follows;

- **Henry Street (225)** – an existing 225mm vitrified clay sewer main runs adjacent to the property falling towards Henry Street. The sewer main services the properties at 175-185 Great North Road. The sewer heads north towards Henry Street and traverses through properties adjacent to the proposed development. This will need to be maintained during the construction of the proposed development.

- **East Street (150)** – an existing 150mm vitrified clay sewer main traverses the south-west corner of the site and extends into East Street. This traverses 171 and 173 Great North Road.

6.3 Sanitary Drainage Requirements

The proposed development will provide commercial facilities in accordance with the Development Description as detailed herein.

The final design of sanitary drainage requirements will be based upon actual fixtures connected, and the required sizing of main connections and reticulation pipework will be subject to the available gradient for the connected load. However, in terms of a preliminary estimate we have based our sanitary drainage load upon the Fixture Unit loading method outlined in AS3500.2. Refer to the Appendix for a summary of the proposed allowances. For the proposed development we have estimated a sewer load of 1,898FU, nominally requiring a 225mm sewer connection to the Authority main.

6.4 Anticipated Works

Sydney Water will determine the available capacity of their network and the suitability of existing mains for connection of this development via the Section 73 application process. A feasibility stage of this process can be undertaken prior to Development Application via a Water Servicing Coordinator.

At this point we anticipate the following Sydney Water infrastructure works may be required as a minimum;

- **Henry Street (225) –** This sewer main will likely not need to be diverted or adjusted, but will need to be heavily supported and protected during piling and the construction of the proposed basement. This sewer may also need to be concrete encased. This would be advised by Sydney Water during the Section 73 process.

- **East Street (150) –** This sewer will need to be diverted in East Street to allow the construction of the proposed basement. The building architecture may also need to be amended to allow a zone within the proposed site boundary that allows the installation of a diverted sewer main. This would affect the Basement footprint and the Kitchenette/Store on Ground floor. Alternatively, the sewer main diversion would need to occur in the adjacent property. The sewer diversion will need to be designed by a SWC Water Servicing Coordinator and the work would need to be completed before the commencement of basement excavation.

Either of the nominated SWC sewer mains would be suitable for connection of the proposed development.

The feasibility of actual capacities, potential amplifications and inground services coordination can (or will) be investigated with Sydney Water Corporation (SWC) via a Water Servicing Coordinator (WSC) following Gateway Determination.

7 Potable Cold Water Services

7.1 Potable Water Services Generally

Specifically, this section of the Planning Proposal Review shall cover the following services;

- Potable Cold Water Supply
- Fire Services Water Supply

7.2 Authority Infrastructure

Sydney Water are the Authority who provide potable cold water infrastructure in the locality of the development site. Currently there is four water mains located within close proximity to the development site, described as follows;

- **East Street (100)** – an existing 100mm SWC water main runs on the western side of East Street. The main is accessible for the entire length of the sites western boundary.
- **Henry Street (100)** – an existing 100mm SWC water main runs on the south side of Henry Street. The main is accessible for the entire length of the sites northern boundary.
- **Great North Road (100)** – an existing 100mm SWC water main runs on the east side of Great North Road. The main is accessible for the entire length of the sites eastern boundary.
- **Great North Road (250)** – an existing 250mm SWC water main runs on the west side of Great North Road. The main is accessible for the entire length of the sites eastern boundary.

7.3 Potable Cold Water Requirements

The proposed development will provide commercial facilities in accordance with the Development Description as detailed herein.

The final design of potable cold water service requirements will be based upon actual fixtures connected, and the required sizing of main connections and reticulation pipework will be subject to the connected load. However, in terms of a preliminary estimate we have based our potable cold water service load upon the Loading Unit method in AS3500.1. Refer to the Appendix for a summary of the proposed allowances. For the proposed development, we have estimated that the cold water load will be approximately 11.11L/s, nominally requiring a 100mm cold water connection to the Authority main.

Water main capacities are typically designed with reference to the Water Code of Australia design requirements which are detailed as follows;

- Connections for buildings up to 4 stories should be obtained from minimum 100mm diameter water mains.
- Connections for building up to 8 stories should be obtained from minimum 150mm diameter water mains.
- Connections for building exceeding 8 stories should be obtained from minimum 200mm diameter water mains.

Based on this, the best connection location for the proposed development will be to the 250mm main in Great North Road. This connection location will be confirmed by SWC during the Section 73 process.

7.4 Fire Services Cold Water Requirements

The proposed development will provide commercial facilities in accordance with the Development Description as detailed herein.

The final design of fire services requirements will be based upon actual building uses and fire compartment areas. In terms of a preliminary estimate, we have based our fire service water supply requirements on the following system allowances;

- The selection of a combined fire hydrant and fire sprinkler system as the most cost-effective option for the development.
- The building being more than 25m in effective height as classified by the National Construction Code and therefore requiring dual water supplies.

- A worst-case sprinkler system hazard classification for retail of Ordinary Hazard III, requiring a design density of 5mm/m^2 over 216m^2.
- A worst-case fire hydrant system fire compartment area in excess of 10,000m^2, requiring a design flow of 30L/s.
- At this stage, it is anticipated that some building elements may require wall-wetting fire sprinkler drencher protection due to the proximity to other elements on the site. The current estimate is that these would require a flow rate of approximately 10L/s.

The total combined fire hydrant/fire sprinkler system flow rate has been estimated at 55L/s. It would be reasonable to assume that this flow rate can be supplied by the 250mm main in Great North Road. Actual available flow and pressure with a water main can be obtained via a pressure inquiry, however the results of such inquiry would not be provided in time to be useful for this due diligence exercise.

7.5 Anticipated Works

The existing SWC 250mm potable cold water main within Great North Road is likely to have adequate capacity to service the proposed development with reference to typical Water Code of Australia design requirements, however Sydney Water do make independent assessments based upon their actual internal system modelling.

Sydney Water will determine the available capacity of their network and the suitability of existing mains for connection of this development via the Section 73 application process. The feasibility of actual capacities, potential amplifications and inground services coordination can (or will) be investigated with Sydney Water Corporation (SWC) via a Water Servicing Coordinator (WSC) following Gateway Determination.

8 Natural Gas Services

8.1 Natural Gas Services Generally

Specifically, this section of the Planning Proposal Review shall cover the following services;

- Natural Gas

8.2 Authority Infrastructure

Jemena are the Authority who provide natural gas infrastructure in the locality of the development site. Currently there are five natural gas mains located within close proximity to the development site, described as follows;

- **East Street (32)** – an existing 32mm (210kPa) Jemena gas main runs on the western side of East Street. The main is accessible for the entire length of the sites western boundary.

- **Henry Street (32)** – an existing 32mm (210kPa) Jemena gas main runs on the south side of Henry Street. The main is accessible for the entire length of the sites northern boundary.

- **Henry Street (150)** – an existing 150mm (3500kPa) Jemena gas main runs on the north side of Henry Street. The main is accessible for the entire length of the sites northern boundary.

- **Great North Road (75)** – an existing 75mm (210kPa) Jemena gas main runs on the west side of Great North Road. The main is accessible for the entire length of the sites eastern boundary.

- **Great North Road (50)** – an existing 50mm (210kPa) Jemena gas main runs on the east side of Great North Road. The main is accessible for the entire length of the sites eastern boundary.

Care will need to taken around any work near the existing 3500kPa main in Henry Street to prevent damage.

8.3 Natural Gas Requirements

The proposed development will provide residential facilities in accordance with the Development Description as detailed herein.

The final design of natural gas service requirements will be based upon actual appliances connected, and the required sizing of main connections and reticulation pipework will be subject to the connected load. However, in terms of a preliminary estimate we have based our natural gas service load upon estimates for the proposed site. Refer to the Appendix for a summary of the proposed allowances. For the proposed development, we have estimated that the gas load will be approximately 4611MJ/hr, nominally requiring a 210kPa connection to the authority main (pipe size to be determined by the Authority).

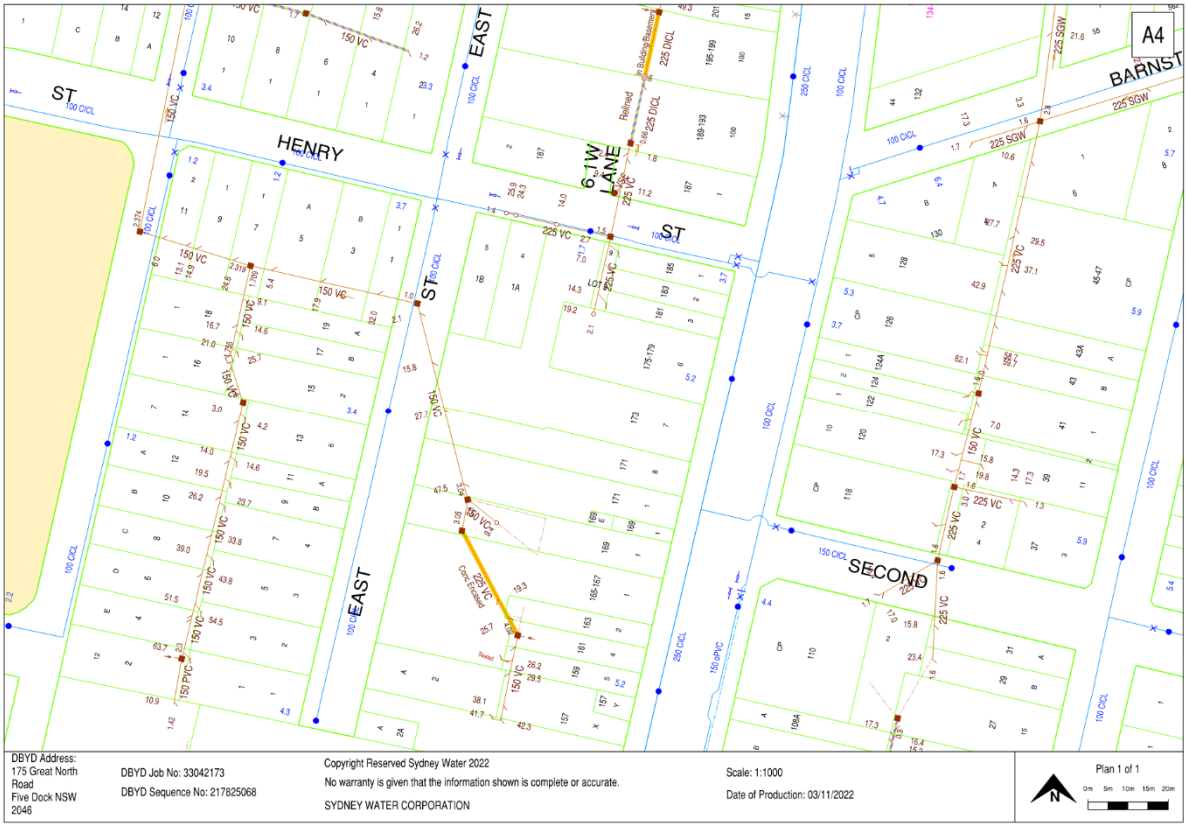
8.4 Anticipated Works

Jemena will determine the available capacity of their network and the suitability of existing mains for connection of this development via a preliminary connection application through their internet portal system. It is not possible to estimate capacity within the Jemena gas network.

The capacity of existing natural gas mains will need to be investigated by Jemena once a connection application is made. However, in terms of initial planning across the site we believe that the existing 75mm 210kPa in Great North Road will have adequate capacity to service the proposed development.

9 Appendices

9.1 Sydney Water Corporation Asset Diagram (Hydraplot)



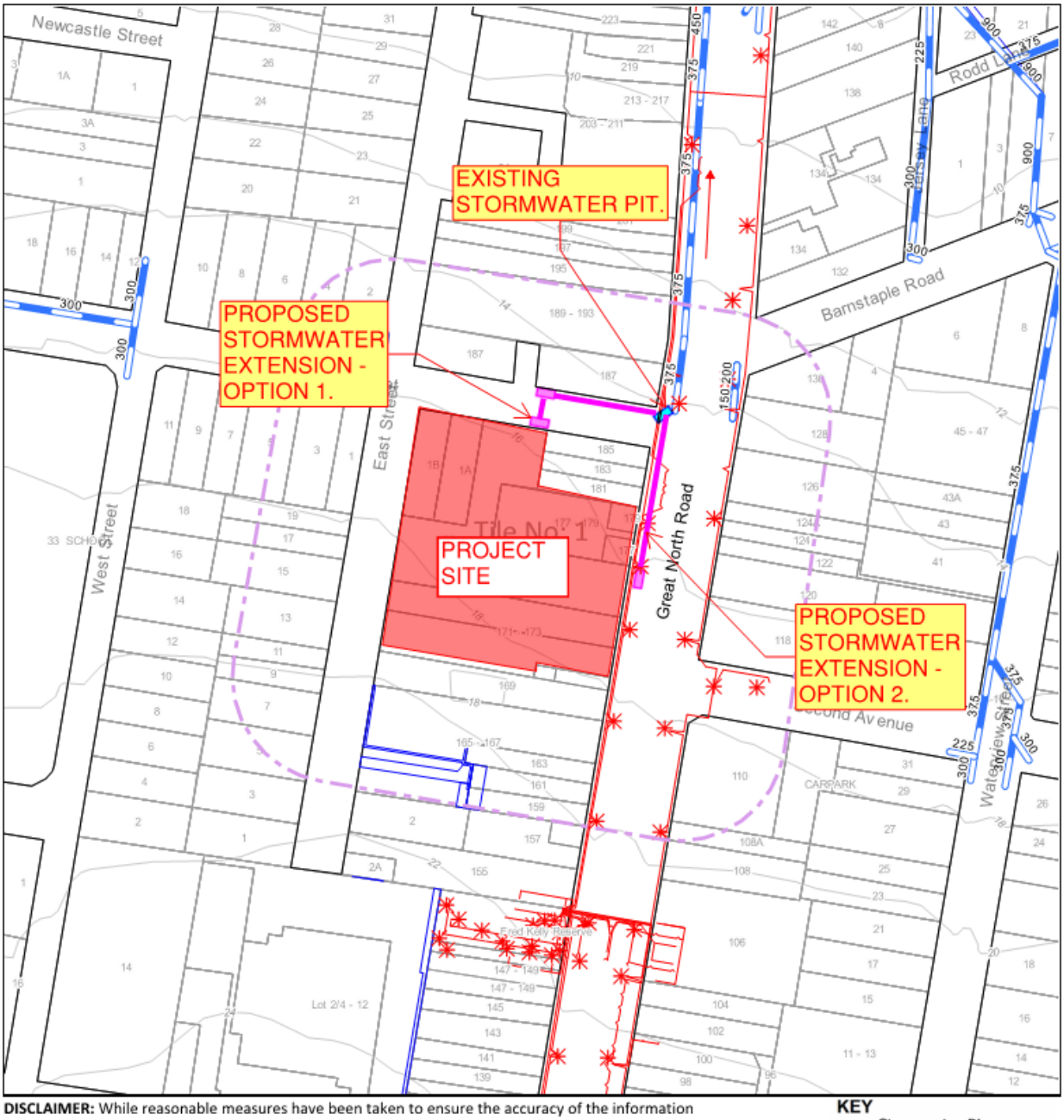
9.2 City of Canada Bay Council Stormwater Assets

To: Rodney Ware
Sequence No: 217825067
Job No: 33042173
Email: n6tyk2fgb9t7zn.yhpndgwlcg2zcl@smarterwx-mail.1100.com.au
Location: 175 Great North Road, Five Dock, NSW 2046

City of Canada Bay

DIAL BEFORE YOU DIG 1100 RESPONSE

DIAL BEFORE YOU DIG www.1100.com.au



DISCLAIMER: While reasonable measures have been taken to ensure the accuracy of the information contained in this plan response, neither the City of Canada Bay nor PelicanCorp shall have any liability whatsoever in relation to any loss, damage, cost or expense arising from the use of this plan response or the information contained in it or the completeness or accuracy of such information. Use of such information is subject to and constitutes acceptance of these terms.

This plan does no more than indicate the likely presence or absence of Council assets.

***** A Road Opening Permit is required for excavations in roads or footpaths *****

Council owns only a small proportion of the lighting and electrical systems in roadways. Most are controlled by AusGrid.

Care should be exercised when excavating. Attention is drawn to Council's powers under the Roads Act.

For further information contact Brian Woolley on 02 9911 6339

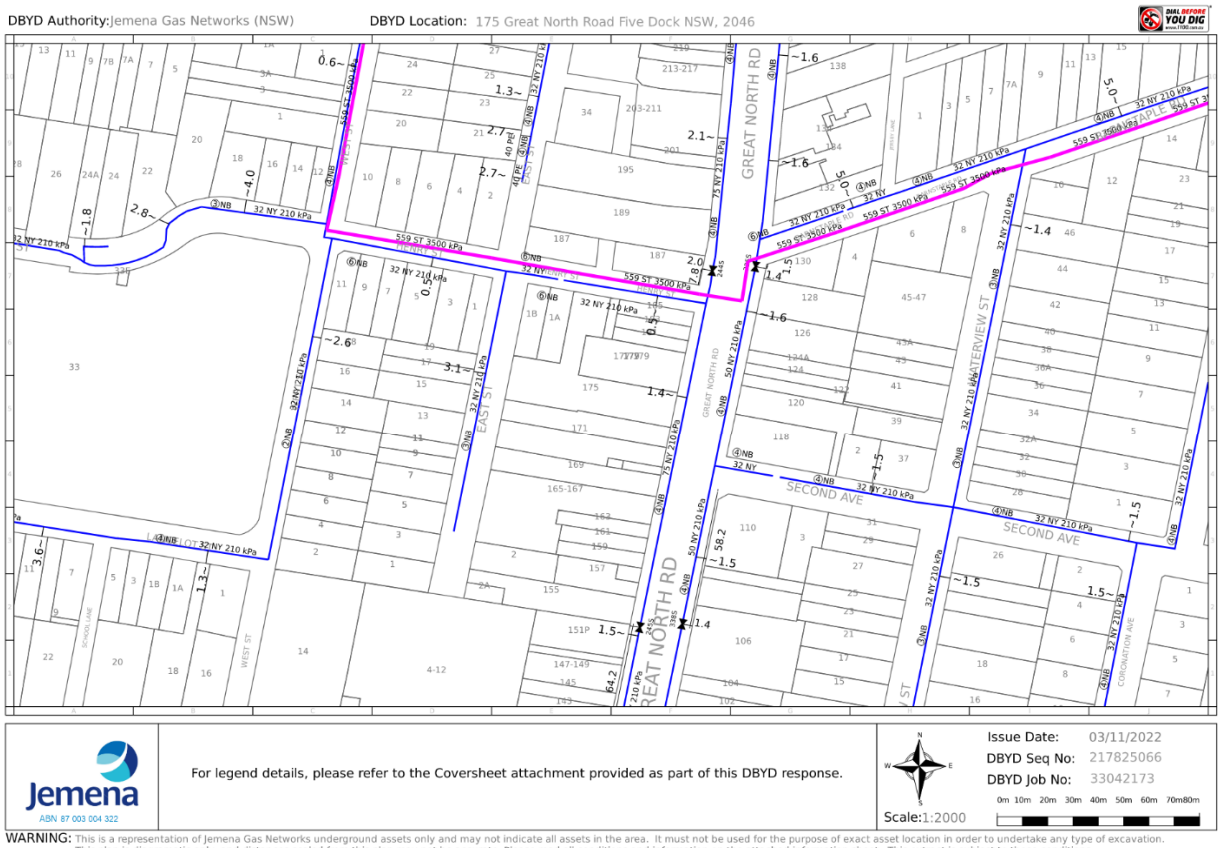
Plans generated [03/11/2022] by Pelicancorp TicketAccess Software | www.pelicancorp.com

N

KEY
- Stormwater Pipe
- Stormwater Pipe (Not Council Controlled)
- Easement
- Pit
- GPT
- Non Portable Water
- Council Light
- Council Electricity
- Council Boundary
- DBYD Object

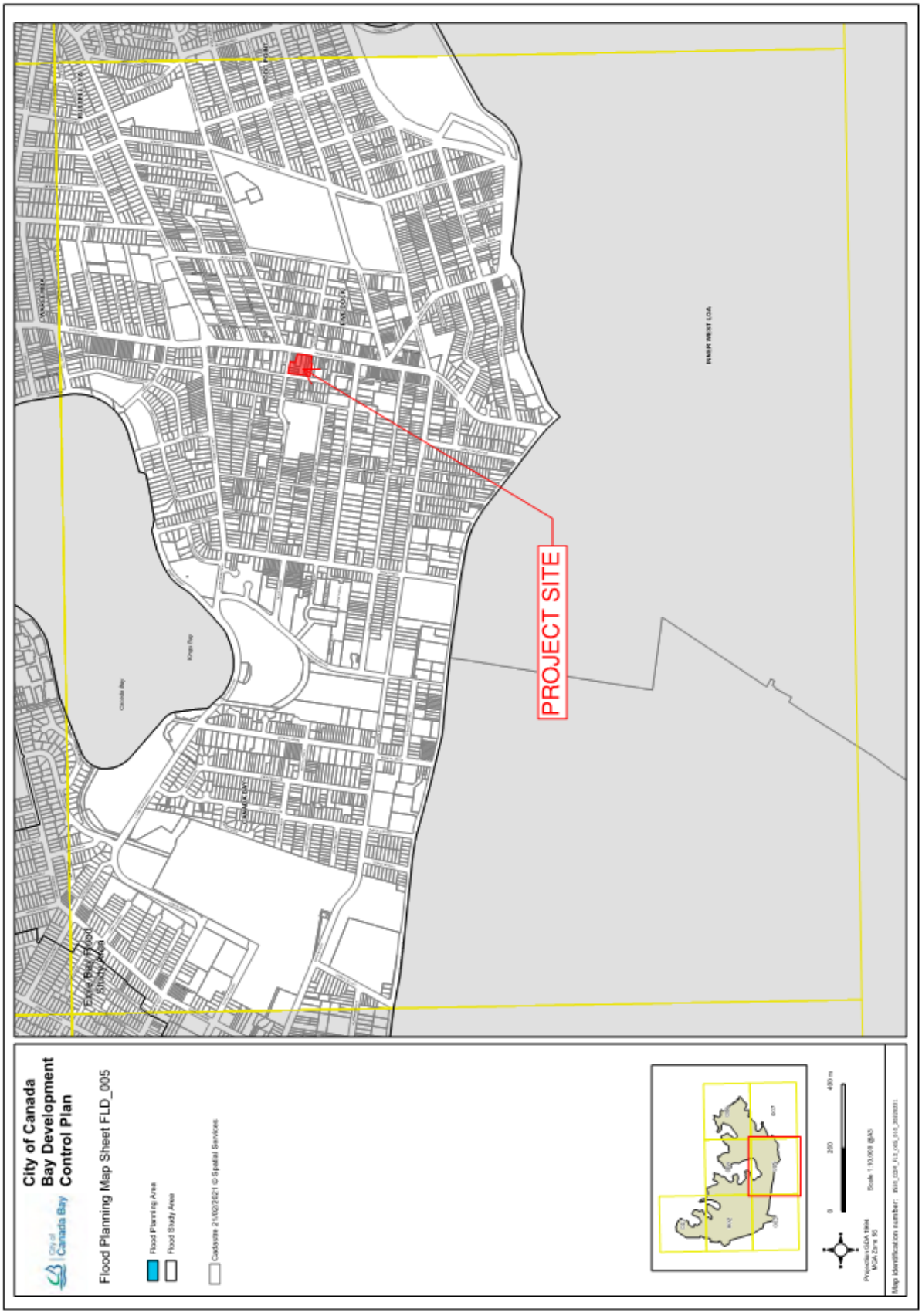
AU.City of Canada Bay - Response Plan.docx (31 Aug 2018)

9.3 Jemena Gas Diagram

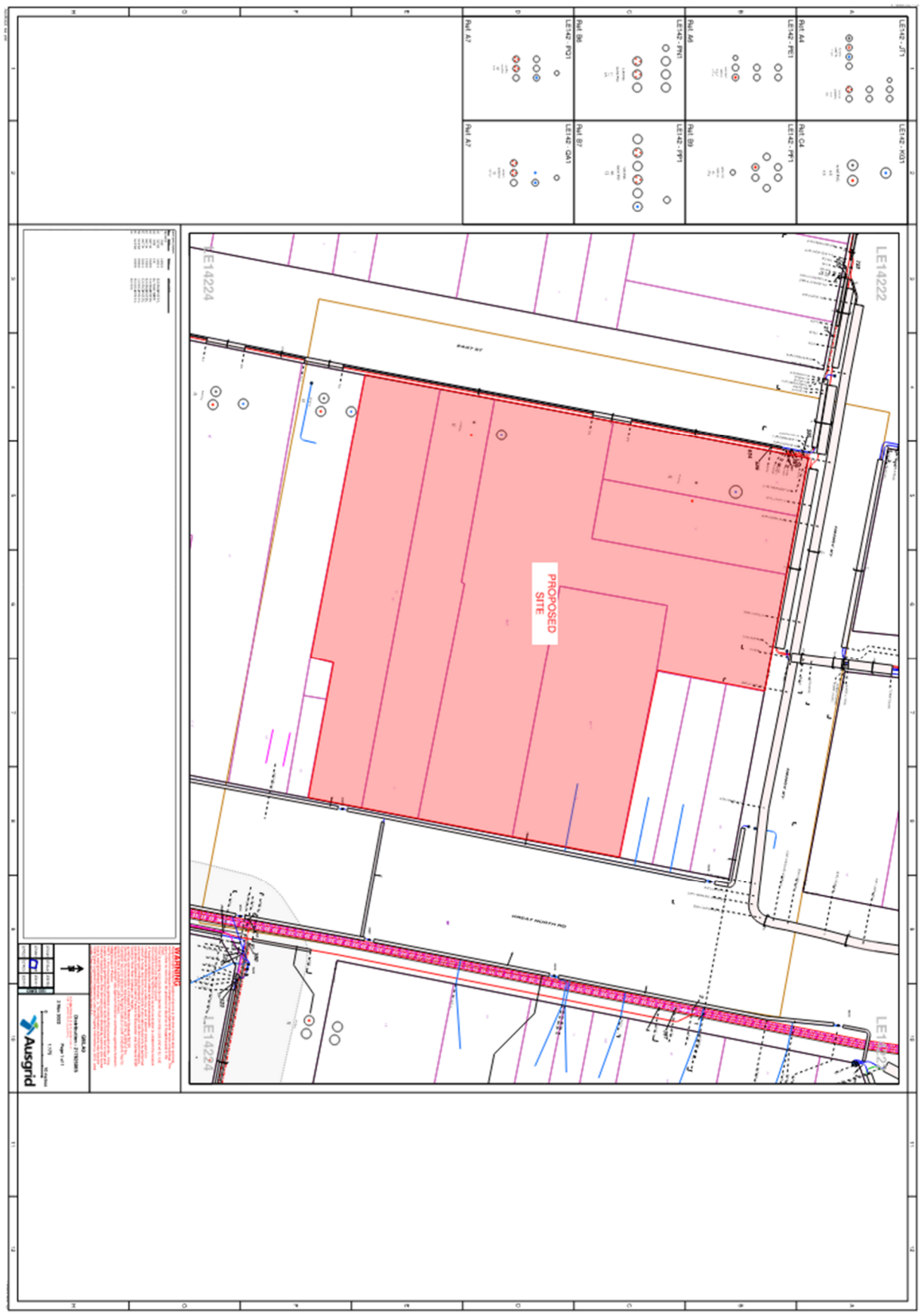


WARNING: This is a representation of Jemena Gas Networks underground assets only and may not indicate all assets in the area. It must not be used for the purpose of exact asset location in order to undertake any type of excavation. This plan is diagramatic only, and distances scaled from this plan may not be accurate. Please read all conditions and information on the attached information sheet. This extract is subject to those conditions. The information contained on this plan is only valid for 28 days from the date of issue.

9.4 Flood Planning Map (City of Canada Bay Council)



9.5 Ausgrid Infrastructure



9.6 Telstra Fibre Optic Distribution

The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

WARNING
Telstra plans and location information conform to Quality Level "D" of the Australian Standard AS 5488 Classification of Subsurface Utility Information.
As such,Telstra supplied location information is indicative only.Spatial accuracy is not applicable to Quality Level D.
Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it.
Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy.
Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work.
A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works.

See the Steps- Telstra Duty of Care that was provided in the email response.