

LEGEND

LONGSECTION

LONGSECTION LABEL

CHAINAGE LABEL

L/S 1

CH - 0.000

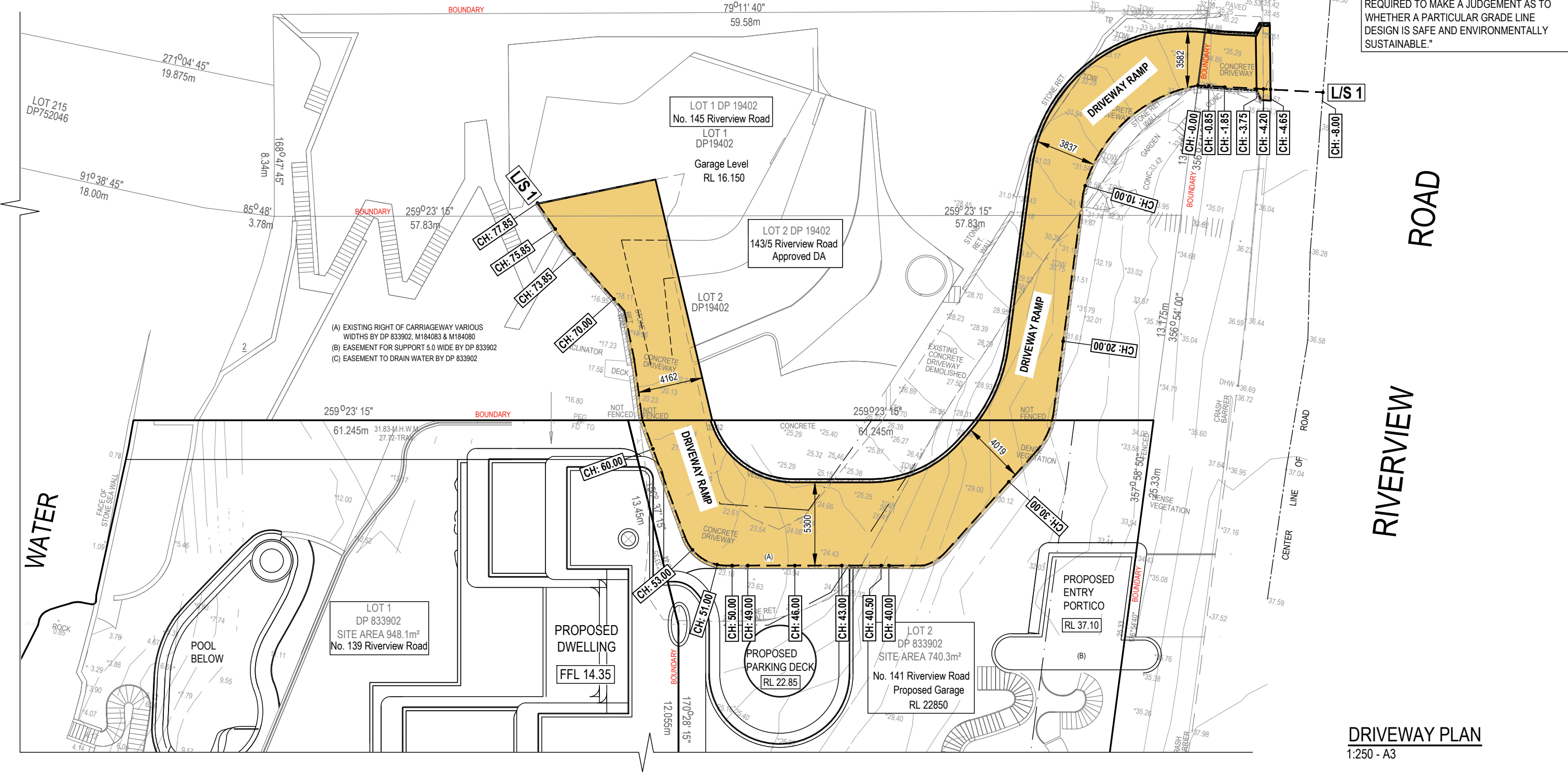
SERVICES IN ROAD AND FOOTPATH AREAS APPLICABLE TO THE WORKS 'MUST' BE CHECKED FOR LOCATION AND DEPTH PRIOR TO COMMENCING WORKS

DRIVEWAY PLANS

Lot 1, 139 RIVERVIEW ROAD, AVALON BEACH

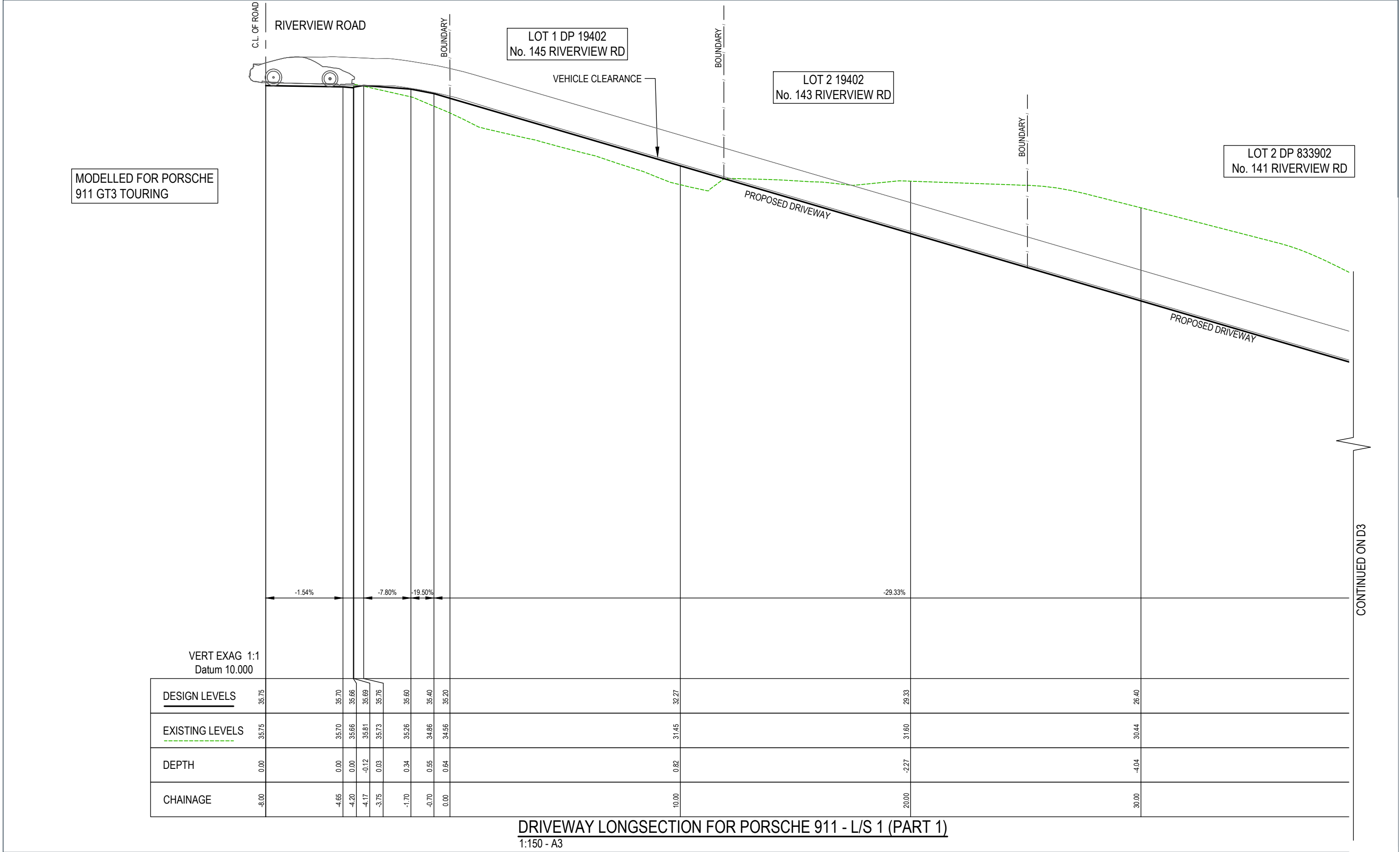
VEHICLE TRACKING DESIGN IN ACCORDANCE WITH AS 2890.1:2004 'PARKING FACILITIES - PART1 : OFF-STREET CAR PARKING'

GRADIENTS DESIGNED TO COMPLY WITH AS 2890.1 PART 2.6.2 :
"NOTE: IT IS RECOGNIZED THAT LIMITING DOMESTIC DRIVEWAY GRADES TO 25 PERCENT MAXIMUM MAY NOT BE PRACTICABLE IN SOME PARTICULARLY HILLY RESIDENTIAL LOCATIONS. THE SERVICES OF A PROFESSIONALLY QUALIFIED PERSON WITH APPROPRIATE EXPERIENCE MAY BE REQUIRED TO MAKE A JUDGEMENT AS TO WHETHER A PARTICULAR GRADE LINE DESIGN IS SAFE AND ENVIRONMENTALLY SUSTAINABLE."




DRIVEWAY PLAN
1:250 - A3

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				E	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	11.04.2024	AK	13
				F	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	12.04.2024	SCALE - SIZE	REVISION
				G	AK	ISSUED FOR DA	15.07.2024	-	I
				H	EZ	ISSUED FOR DA (UPDATED ARCHITECTURAL)	17.12.2024	JOB NUMBER	DRAWING No.
				I	EZ	ISSUED FOR DA (UPDATED SWEEP PATH ANALYSIS)	17.12.2024	230419_DW	D1



DRIVEWAY LONGSECTION FOR PORSCHE 911 - L/S 1 (PART 1)
1:150 - A3



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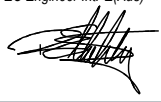
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DRAWING TITLE

DRIVEWAY LONGSECTION FOR PORSCHE - L/S 1 (PART 1)

PROPOSED DRIVEWAY WORKS

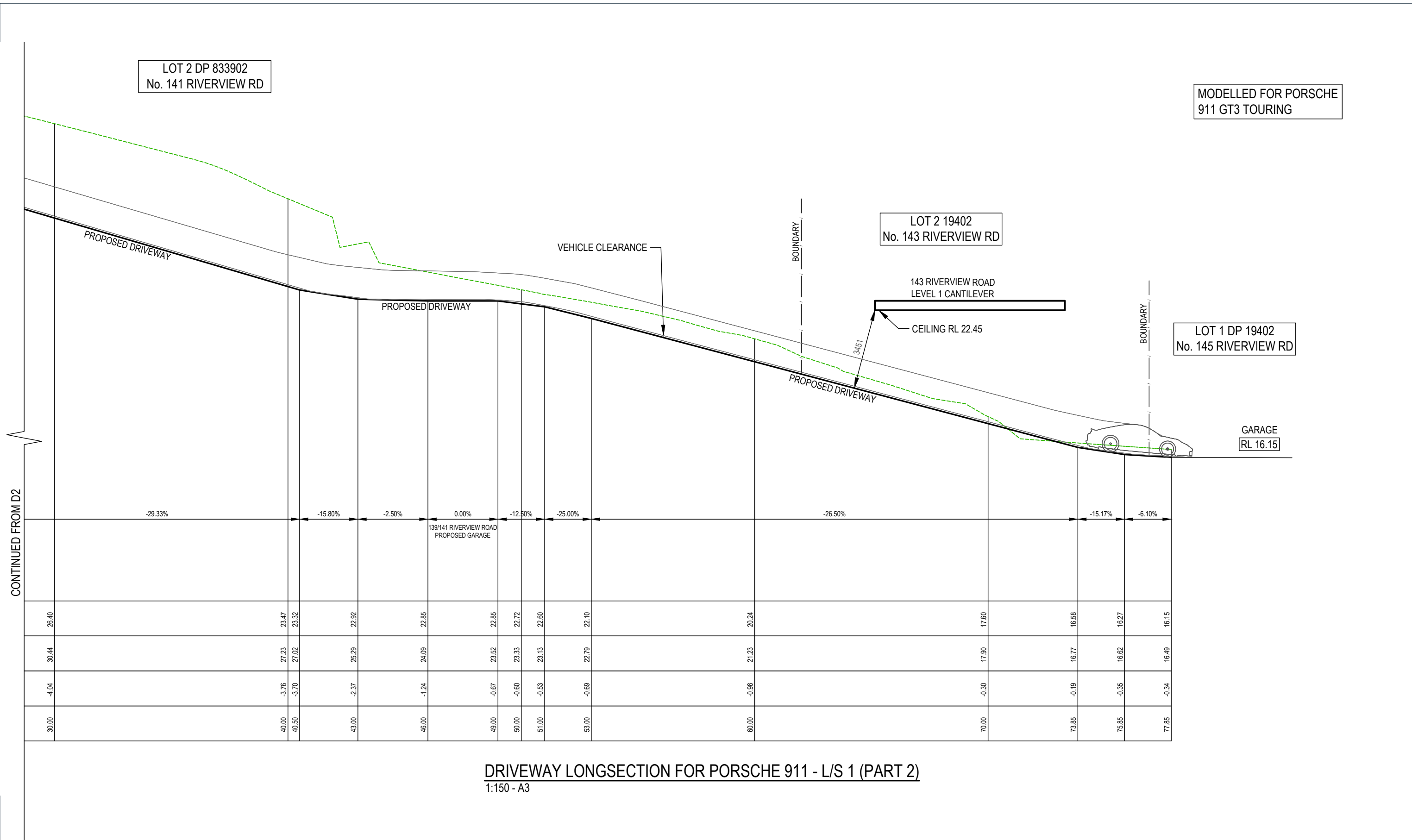
Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

REVISION	DRAWN	DESCRIPTION	DATE
E	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	11.04.2024
F	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	12.04.2024
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H	EZ	ISSUED FOR DA (UPDATED ARCHITECTURAL)	17.12.2024
I	EZ	ISSUED FOR DA (UPDATED SWEEP PATH ANALYSIS)	17.12.2024


DESIGNED BY	No. IN SET
AK	13

SCALE - SIZE	REVISION
AS NOTED - A3	I

JOB NUMBER	DRAWING No.
230419_DW	D2




DRIVEWAY LONGSECTION FOR PORSCHE 911 - L/S 1 (PART 2)
1:150 - A3



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DRAWING TITLE
DRIVEWAY LONGSECTION FOR PORSCHE - L/S 1 (PART 2)

PROPOSED DRIVEWAY WORKS
Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

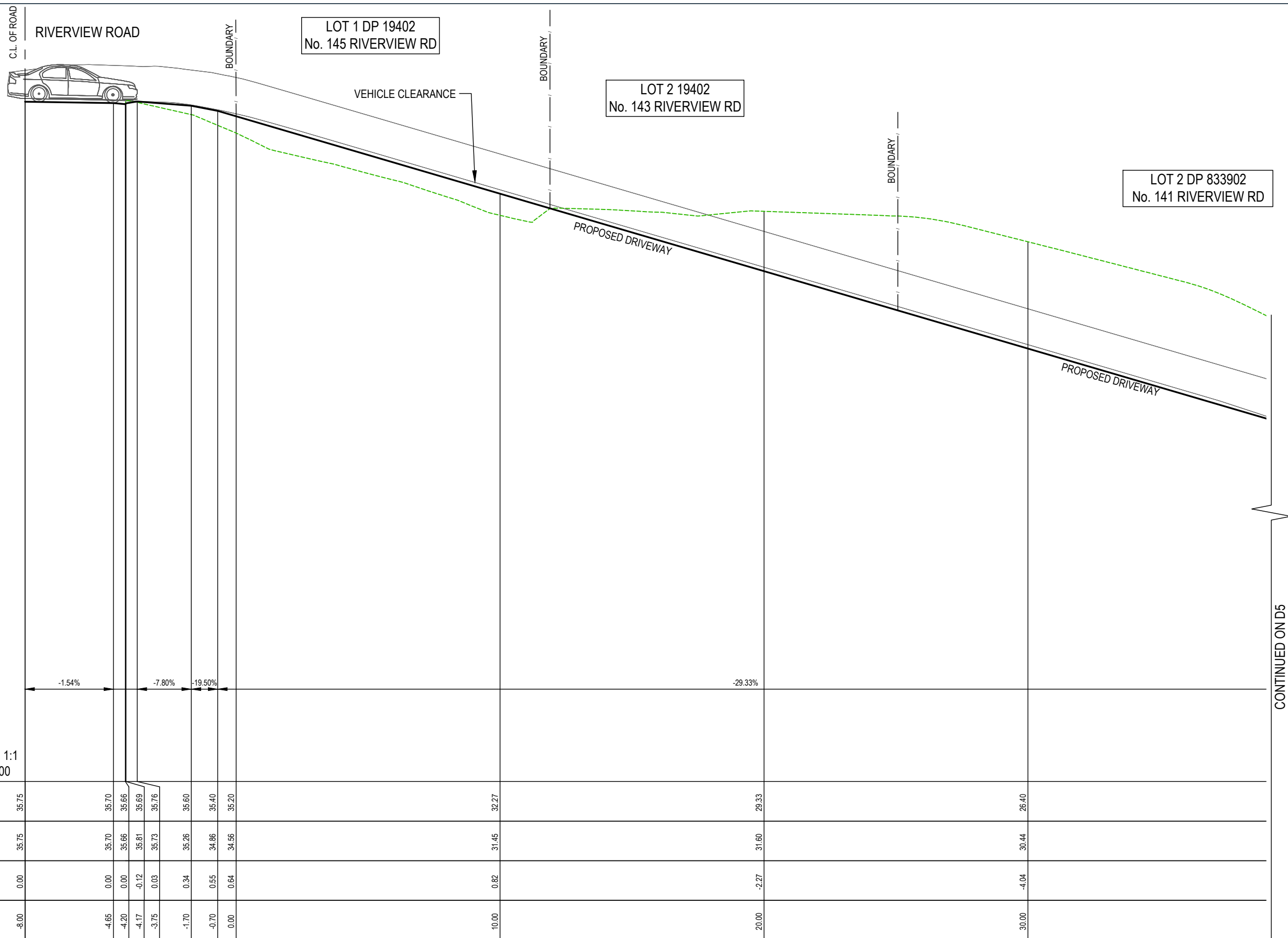
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DESIGNED BY	No. IN SET
AK	13

SCALE - SIZE	REVISION
AS NOTED - A3	I

JOB NUMBER	DRAWING No.
230419_DW	D3

MODELLED FOR
B85 VEHICLE



DRIVEWAY LONGSECTION FOR B85 - L/S 1 (PART 1)
1:150 - A3



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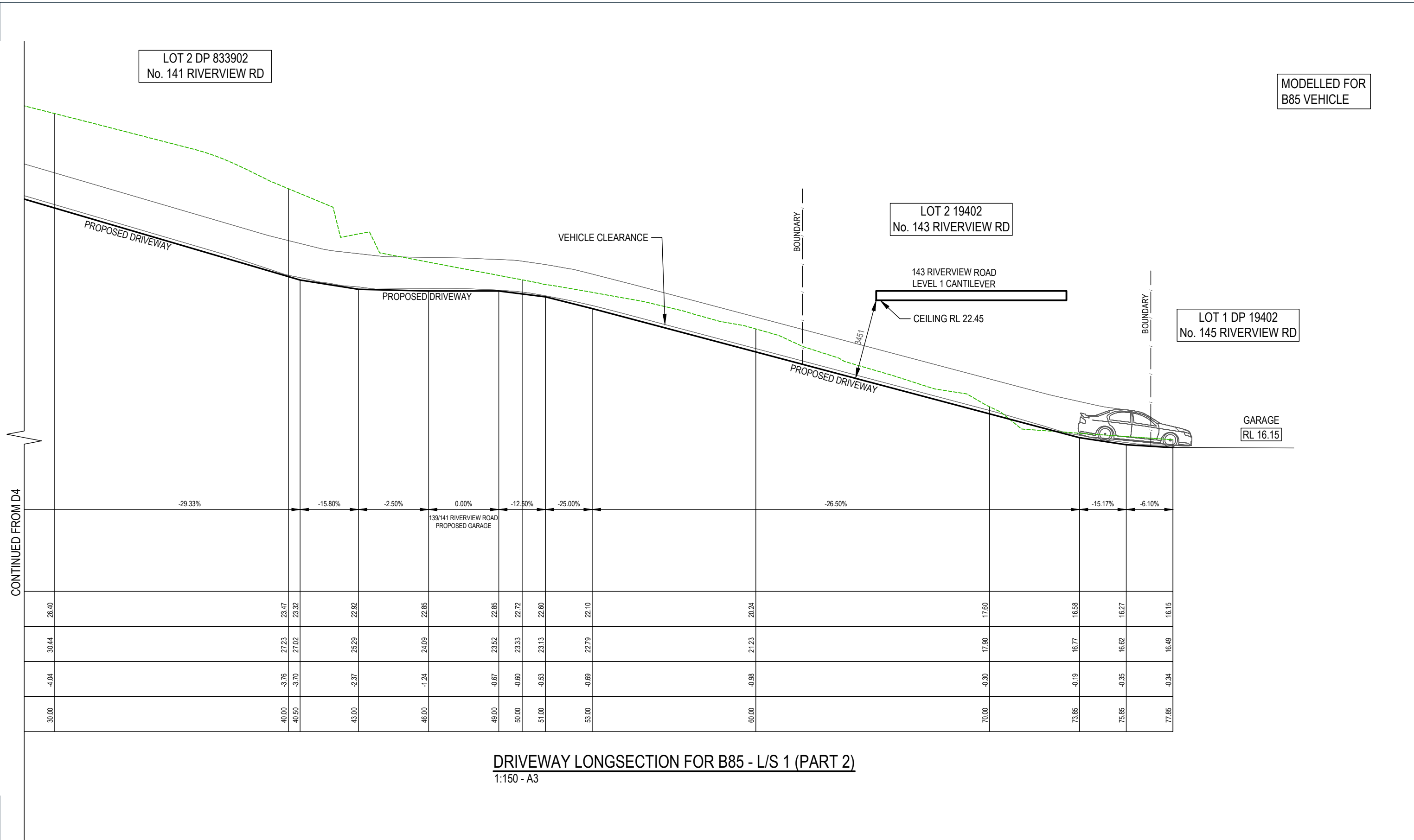
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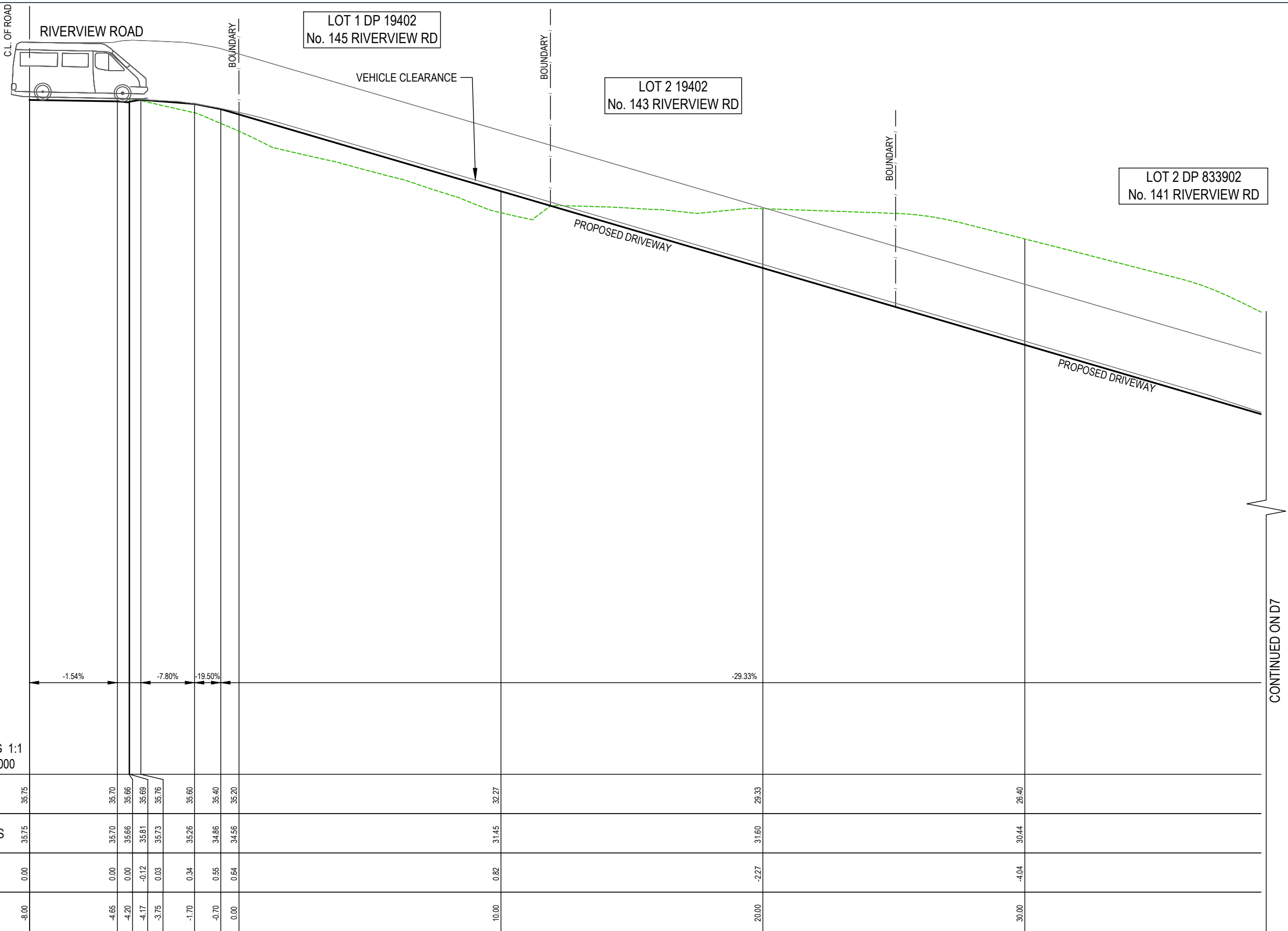
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DRIVEWAY LONGSECTION FOR B85 - L/S 1 (PART 1)
PROPOSED DRIVEWAY WORKS
Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

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DESIGNED BY	No. IN SET
AK	13
SCALE - SIZE	REVISION
AS NOTED - A3	I
JOB NUMBER	DRAWING No.
230419_DW	D4



MODELLED FOR
B99 VEHICLE



CONTINUED ON D7

DRIVEWAY LONGSECTION FOR B99 - L/S 1 (PART 1)
1:150 - A3



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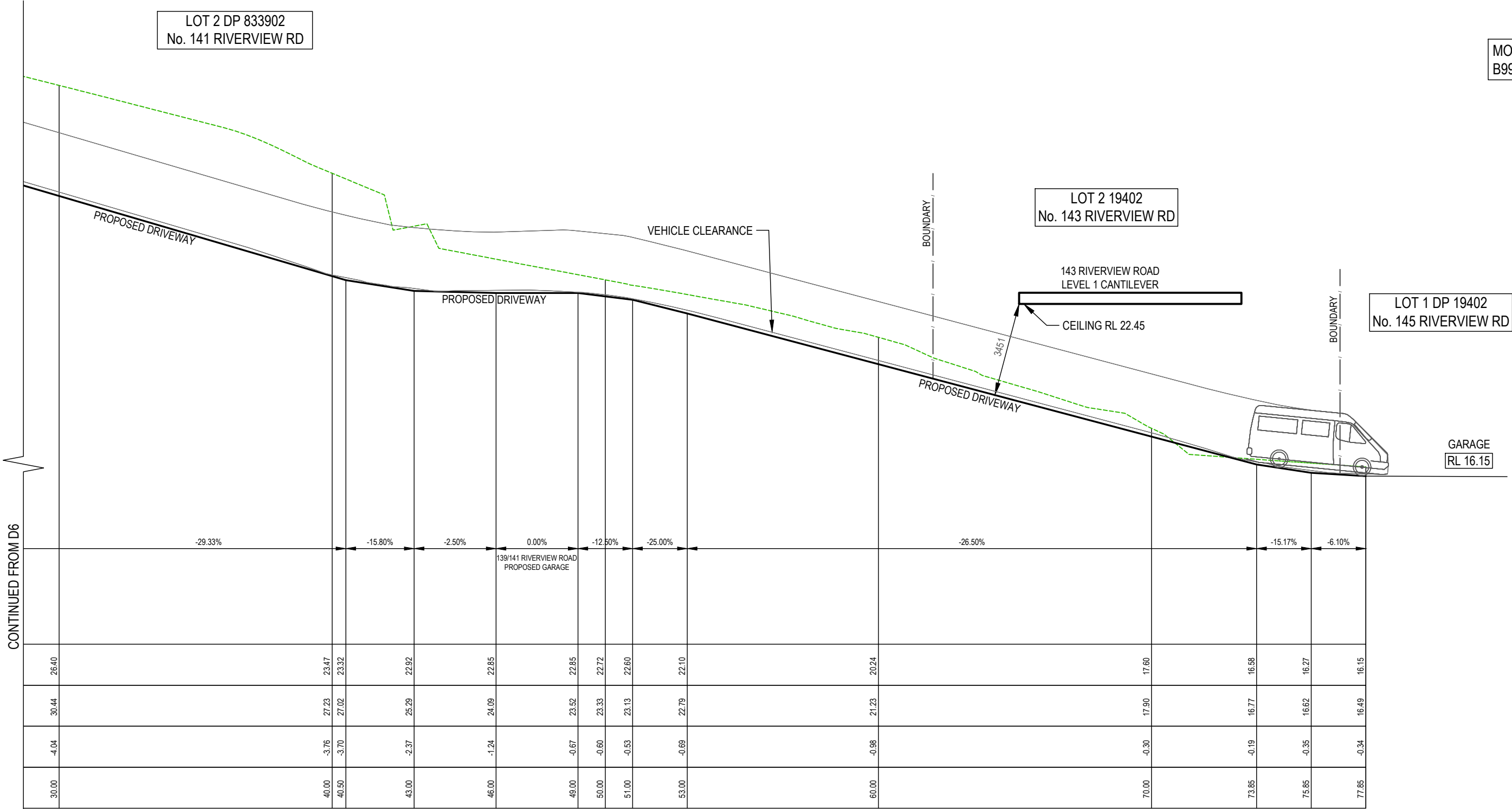
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DRAWING TITLE
DRIVEWAY LONGSECTION FOR B99 - L/S 1 (PART 1)
PROPOSED DRIVEWAY WORKS
Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

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I	EZ	ISSUED FOR DA (UPDATED SWEEP PATH ANALYSIS)	17.12.2024

DESIGNED BY	No. IN SET
AK	13
SCALE - SIZE	REVISION
1:200 - A3	I
JOB NUMBER	DRAWING No.
230419_DW	D6



DRIVEWAY LONGSECTION FOR B99 - L/S 1 (PART 2)
1:150 - A3



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DRAWING TITLE
DRIVEWAY LONGSECTION FOR B99 - L/S 1 (PART 2)
PROPOSED DRIVEWAY WORKS
Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

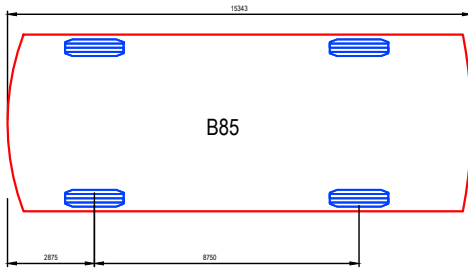
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AK	13
SCALE - SIZE	REVISION
AS NOTED - A3	I
JOB NUMBER	DRAWING No.
230419_DW	D7

LEGEND

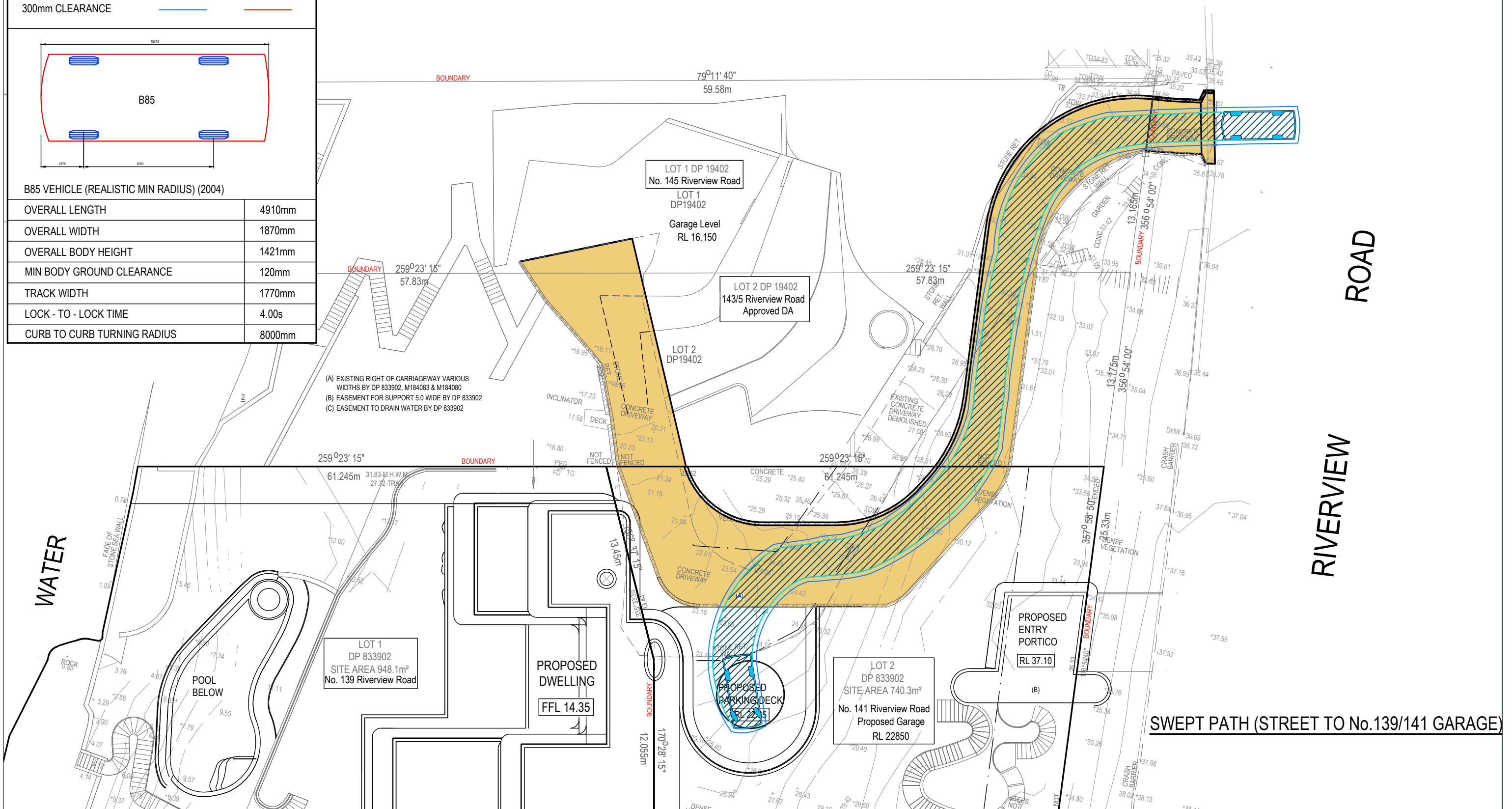
FORWARD

REVERSE



B85 VEHICLE (REALISTIC MIN RADIUS) (2004)

OVERALL LENGTH	4910mm
OVERALL WIDTH	1870mm
OVERALL BODY HEIGHT	1421mm
MIN BODY GROUND CLEARANCE	120mm
TRACK WIDTH	1770mm
LOCK - TO - LOCK TIME	4.00s
CURB TO CURB TURNING RADIUS	8000mm



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CM STUDIO PTY LTD

DRAWING TITLE

SWEPT PATH (STREET TO No. 139/141 GARAGE)

PROPOSED DRIVEWAY WORKS

Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

REVISION

DRAWN

DESCRIPTION

DATE _____

DESIGNED BY

No. IN SET

E	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)
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F	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)
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G	AK	ISSUED FOR DA
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H	E7	ISSUED FOR DA (UPDATED ARCHITECTURAL)
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I	EZ	ISSUED FOR DA (UPDATED SWEEP PATH ANALYSIS)
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AK 13

SCALE - SIZE	REVISION
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AS NOTED - A3	I
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JOB NUMBER	DRAWING
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230419_DW	D8
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LEGEND

FORWARD

REVERSE

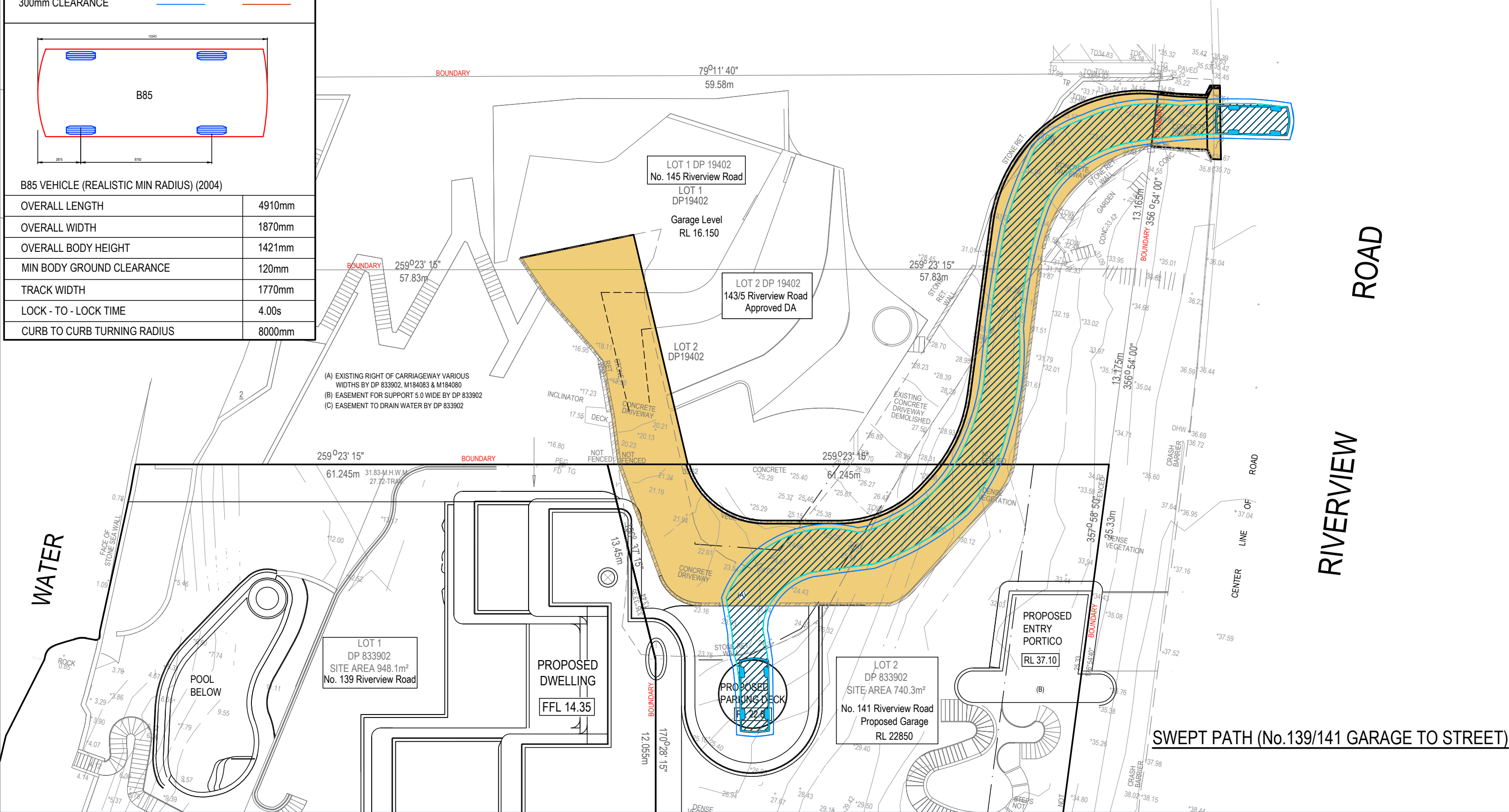
BODY ENVELOPE



300mm CLEARANCE

B85

B85 VEHICLE (REALISTIC MIN RADIUS) (2004)

OVERALL LENGTH	4910mm
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OVERALL BODY HEIGHT	1421mm
MIN BODY GROUND CLEARANCE	120mm
TRACK WIDTH	1770mm
LOCK - TO - LOCK TIME	4.00s
CURB TO CURB TURNING RADIUS	8000mm



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				E	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	11.04.2024	AK	13
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				H	EZ	ISSUED FOR DA (UPDATED ARCHITECTURAL)	17.12.2024	JOB NUMBER	DRAWING No.
				I	EZ	ISSUED FOR DA (UPDATED SWEPT PATH ANALYSIS)	17.12.2024	230419_DW	D9
		<div>ARCHITECT</div> <div>CM STUDIO PTY LTD</div>	<div>PROPOSED DRIVEWAY WORKS</div> <div>Lot 1, 139 RIVERVIEW ROAD, AVALON BEACH</div>						

LEGEND

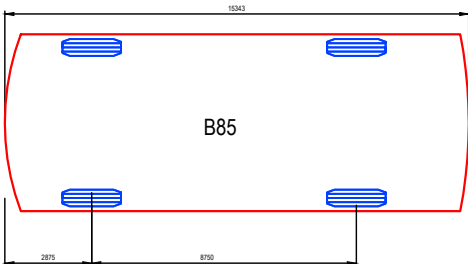
FORWARD

REVERSE

BODY ENVELOPE

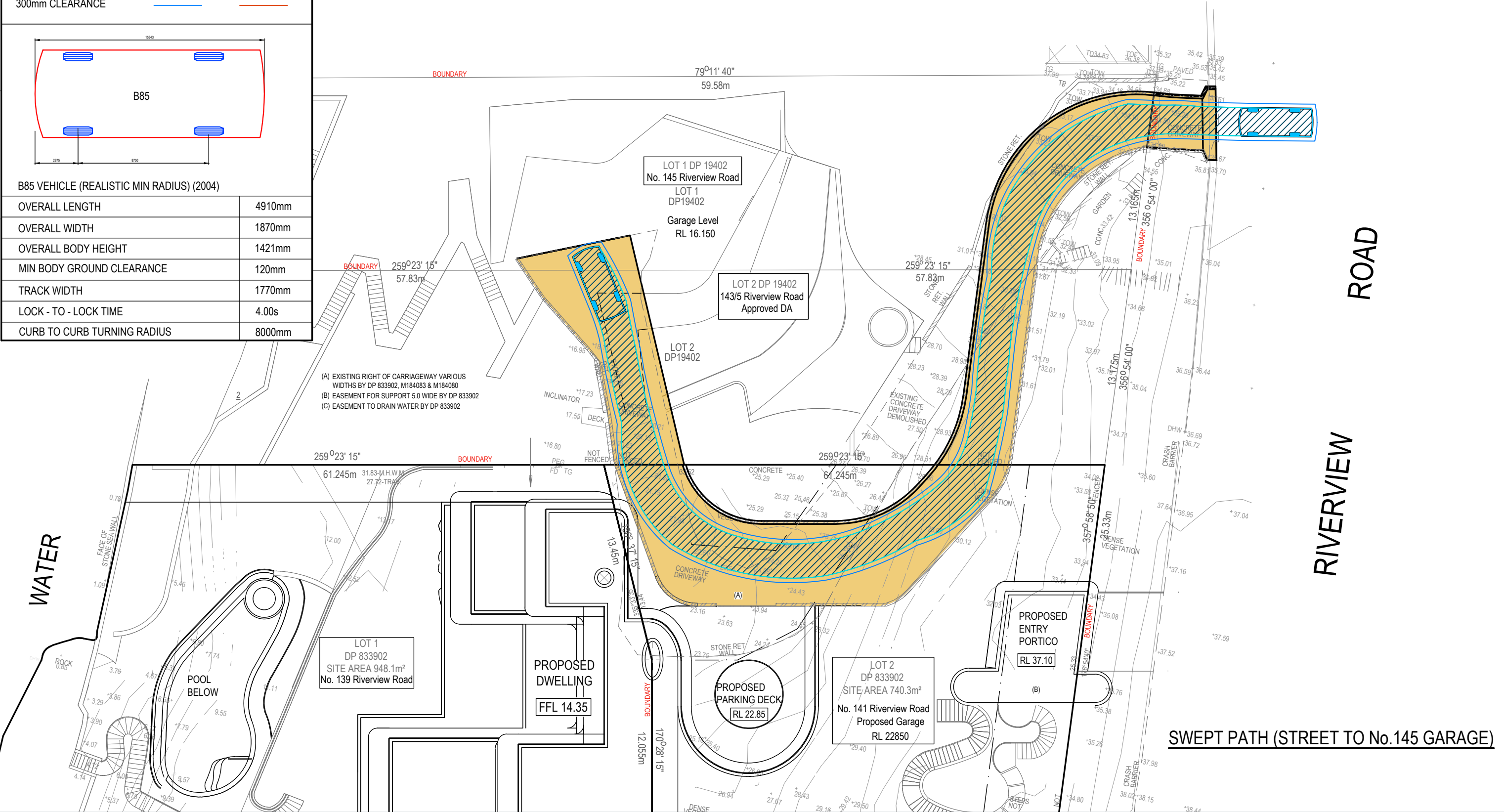


300mm CLEARANCE



B85 VEHICLE (REALISTIC MIN RADIUS) (2004)

OVERALL LENGTH	4910mm
OVERALL WIDTH	1870mm
OVERALL BODY HEIGHT	1421mm
MIN BODY GROUND CLEARANCE	120mm
TRACK WIDTH	1770mm
LOCK - TO - LOCK TIME	4.00s
CURB TO CURB TURNING RADIUS	8000mm





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CLIENT

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ARCHITECT

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DRAWING TITLE

SWEPT PATH (STREET TO No.145 GARAGE)

PROPOSED DRIVEWAY WORKS

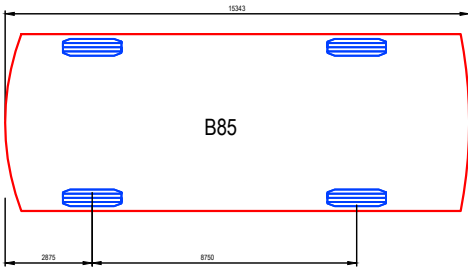
Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

REVISION	DRAWN	DESCRIPTION	DATE
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H	EZ	ISSUED FOR DA (UPDATED ARCHITECTURAL)	17.12.2024
I	EZ	ISSUED FOR DA (UPDATED SWEPT PATH ANALYSIS)	17.12.2024

DESIGNED BY	No. IN SET
AK	13
SCALE - SIZE	REVISION
AS NOTED - A3	I
JOB NUMBER	DRAWING No.
230419_DW	D10

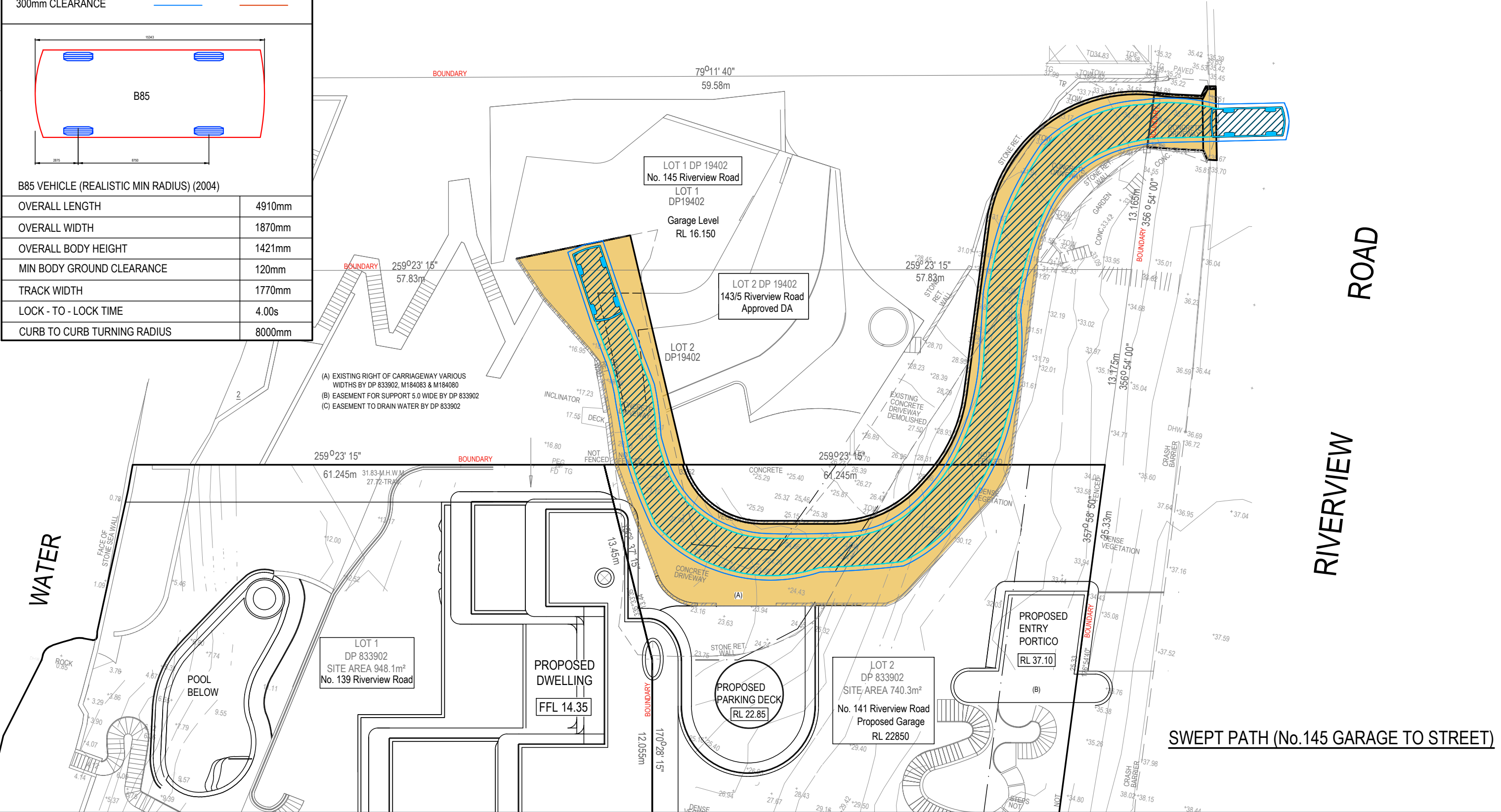
LEGEND



	FORWARD	REVERSE
BODY ENVELOPE		
300mm CLEARANCE		



B85 VEHICLE (REALISTIC MIN RADIUS) (2004)

OVERALL LENGTH	4910mm
OVERALL WIDTH	1870mm
OVERALL BODY HEIGHT	1421mm
MIN BODY GROUND CLEARANCE	120mm
TRACK WIDTH	1770mm
LOCK - TO - LOCK TIME	4.00s
CURB TO CURB TURNING RADIUS	8000mm



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				REVISION I	DRAWN EZ	DESCRIPTION ISSUED FOR DA (UPDATED SWEPT PATH ANALYSIS)	DATE 17.12.2024		

LEGEND

FORWARD

REVERSE

BODY ENVELOPE

300mm CLEARANCE

10240

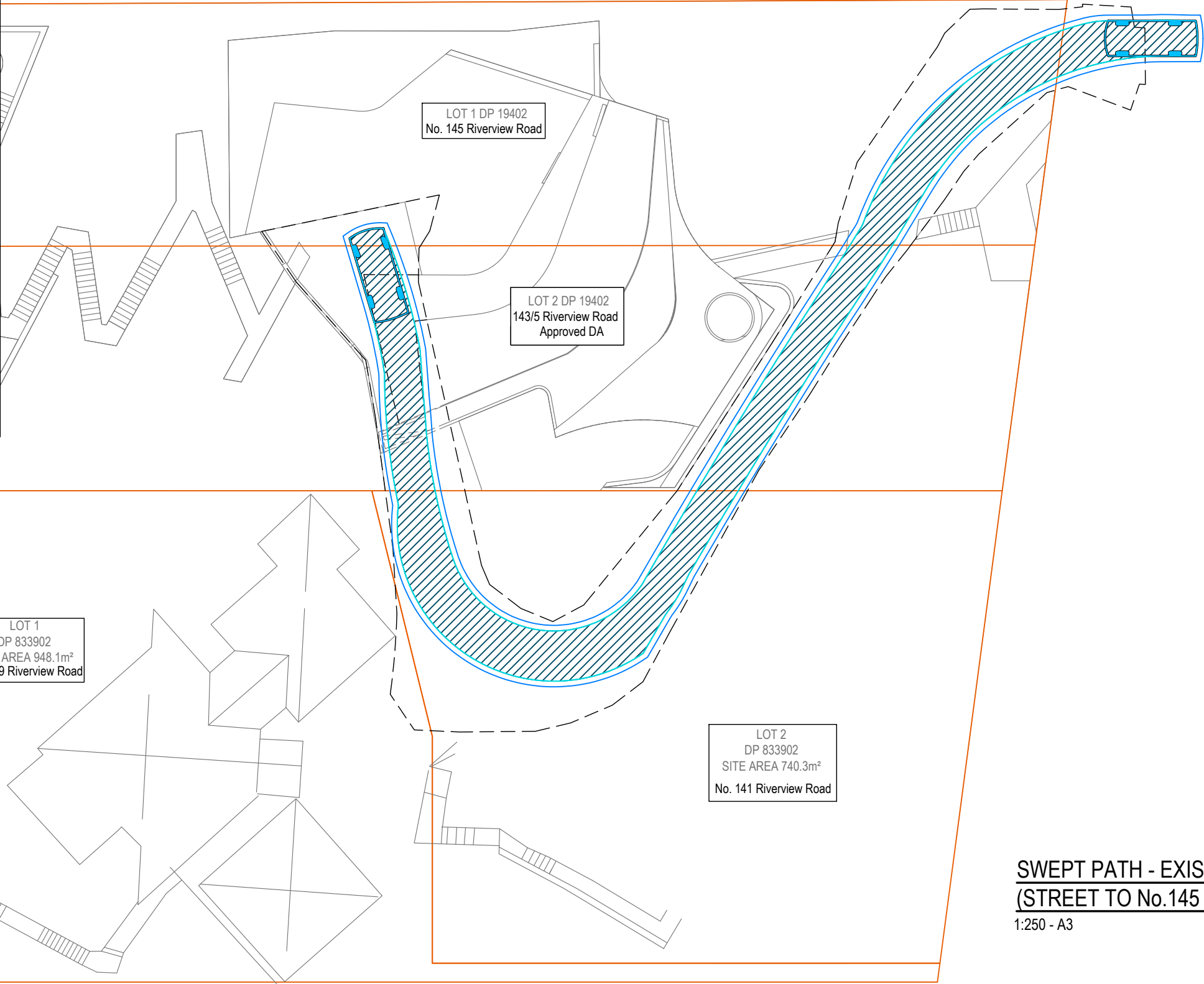
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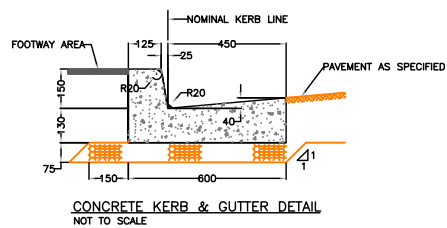
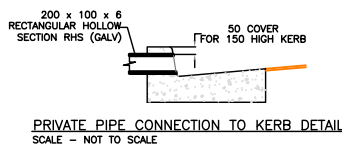
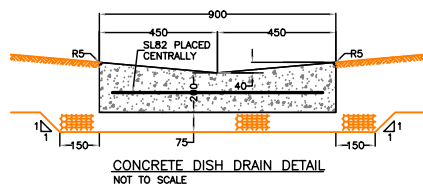
B85

B85 VEHICLE (REALISTIC MIN RADIUS) (2004)

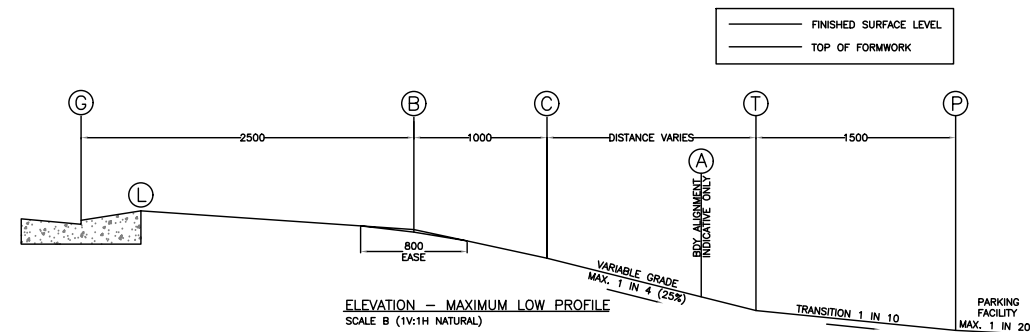
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OVERALL WIDTH	1870mm
OVERALL BODY HEIGHT	1421mm
MIN BODY GROUND CLEARANCE	120mm
TRACK WIDTH	1770mm
LOCK - TO - LOCK TIME	4.00s
CURB TO CURB TURNING RADIUS	8000mm



SWEPT PATH - EXISTING ROW
(STREET TO No.145 GARAGE)
1:250 - A3



1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE POURED IN PLACE OF CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 28 DAYS.
3. FOR ELEMENTS CONSTRUCTED USING SUFFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THE MINIMUM COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THE CUTTING OF A GUTTER, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE EXCESS GUTTER CURB.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT SURFACE TO THE FULL WIDTH OF THE EXISTING SUBGRADE AND INSTALL ASPHALT TRIP TO MAKE A SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RIGHT OF WAY MUST BE TAKEN BY A COUNCIL APPROVED CONTRACTOR.



DRIVEWAY SET-OUT SCHEDULE		LEVELS
POINT	REMARK	
G	GUTTER INVERT	DRIVEWAY CROSSING SET-OUT POINT
A	REAR OF LAYBACK	100mm ABOVE GUTTER INVERT (MAY BE ALTERED AT COUNCIL'S DISCRETION)
B	2500mm FROM GUTTER INVERT	60mm BELOW GUTTER INVERT TO TOP OF FORMWORK.
C	3500mm FROM GUTTER INVERT	FINISHED LEVEL TO 100mm BELOW FORMWORK BY USE OF AN 800mm CASE CENTRALISED ABOUT POINT B
D	BOUNDARY ALIGNMENT	250mm BELOW GUTTER INVERT
E	1500mm BEFORE PARKING FACILITY	PLACE 100mm EXPANSION JOINT, CONTINUE CROSSING GRADIENT BETWEEN POINTS C AND T
T	PAVING FACILITY	PROVIDE TRANSITIONAL SLOPE 1:100 OVER 1500mm WHICH MAY BE PARTIALLY OR WHOLLY ON ROAD RESERVE

IMPORTANT DRIVEWAY DESIGN NOTES:

1. FINEBAND AND GUTTER SHALL BE CONSTRUCTED IN PLAIN CONCRETE AND LAYBACK WITH A STEEL TROWEL.
2. CONCRETE SHALL BE PLACED WITHIN FORTY DAYS, SHALL BE 25MPa AT 28 DAYS, FOR COMMERCIAL OR INDUSTRIAL, DRIVEWAYS SHALL BE PLACED WITH AN INCREASED STRENGTH OF 150mm WITH 0.6% STEEL MESH AND TOP COVER OF 30mm.
3. THE SUBGRADE SHALL BE EVENLY COMPACTED USING A VIBRATORY ROLLER TO THE SATISFACTION OF THE ENGINEER, OR DIRECTED BY COUNCIL.
4. WHERE ACCESSIBLE, SHALL BE CONSTRUCTED IN ACCORDANCE WITH LEVELS AND SPECIFICATION ISSUED BY COUNCIL AND MUST COMPLY WITH A MINIMUM 100mm TOP COVER.
5. ALL KIERING SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION FOR KIERING.
6. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR IS TO PLACE A 75mm DEEP SAW CUT AT THE END OF THE GUTTER AND BE REINFORCED WITH TWO 10mm BARS.
7. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE OPENED, THE CONTRACTOR IS TO PLACE A 75mm DEEP SAW CUT OPENED PRIOR TO COMMENCEMENT OF WORKS.
8. THE FINISH OF THE ROAD SURFACE AND ASSOCIATED WORKS MUST BE PERFORMED BY A COUNCIL APPROVED CONTRACTOR.
9. THE NORMAL FINISH SHALL MATCH IN LAYBACK WITH ROAD SURFACE TO SMOOTH TRANSITION.

1. AT LEAST 48 HOURS' NOTICE INTENTION SHALL BE GIVEN TO COUNCIL ENGINEER TO POUR CONCRETE WITHIN THE ROAD RESERVE AND NO CONCRETE SHALL BE PLACED UNTIL THE FORMWORK HAS BEEN APPROVED AND AN INSPECTION NOTICE ISSUED.
2. THE AREA AROUND THE CONCRETE SHALL BE PROTECTED BY A 150mm HIGH CURB OR A 150mm HIGH CONE OF GEL WITH THE CONCRETE SURFACE, RAISED EDGES ARE UNACCEPTABLE.
3. THE SURFACE ADJOINING THE CONCRETE SHOULD BE BATTERED AND TURNED AT A MINIMUM GRADIENT OF 1:15H OR AS DIRECTED BY COUNCIL.
4. CONCRETE FOOTPATH ADJUSTMENTS SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION AND SATISFACTION.
5. THE MIXTURE MUST THOROUGHLY COMPACTED WITH THE USE OF VIBRATORY COMPACTOR EQUIPMENT UNTIL THERE ARE NO SIGNS OF MOVEMENT, OR AS DIRECTED BY COUNCIL.
6. CONCRETE SHALL BE PLACED IN PLAIN CONCRETE. SLAB SURFACE MUST BE COVE FINISHED (OR EQUIVALENT) AND EDGES TO BE FINISHED WITH A 50mm margin.
7. ALL CHANGES IN GRADE SHALL BE SLOPED TO ENSURE NO ROAD/SHARP TRANSITIONS.
8. THE MINIMUM COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 25MPa AT 28 DAYS.
9. THE MINIMUM THICKNESS OF CONCRETE SHALL BE AS FOLLOWS:
- (a) SINGLE RESIDENTIAL: 150mm THICK REINFORCED WITH S172 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
 - (b) MULTI-UNIT RESIDENTIAL: 150mm THICK REINFORCED WITH S182 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
 - (c) COMMERCIAL: 150mm THICK REINFORCED WITH S172 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
10. THE VEHICLE CROSSING UP TO 2400mm FROM THE GUTTER INVERT SHALL BE GRADED PARALLEL WITH THE ROAD CENTRELINE.
11. THE CROSSING BEYOND 2400mm FROM THE GUTTER INVERT SHALL BE GRADED PARALLEL WITH THE ROAD CENTRELINE.
12. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS ON THE ROAD RESERVE MUST BE COMPLETED BY A COUNCIL AUTHORISED PERSON.
13. "NO TREE ROOTS GREATER THAN 50mm IN DIAMETER ARE TO BE REMOVED UNLESS AUTHORISED BY A QUALIFIED ARBORIST.
14. ANY ROOTS TO BE REMOVED SHALL BE CLEAN CUT WITH SHARP TOOLS SUCH AS SECATORs, PRUNERS, HANDSAWS, CHAINSAWS OR SPECIALISED ROOT PRUNING EQUIPMENT.

1. THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT BE SUITABLE FOR TERRAIN.
2. THESE STANDARD DRIVEWAY PROFILES MAY NEED TO BE ADAPTED TO THE LOCAL TERRAIN.
3. THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT TAKE INTO CONSIDERATION CONNECTING FOOTPATHS OR FOOTPATHS TO BE PROVIDED FOR PEDESTRIANS OR DISABLED ACCESSIBILITY. A SECTION OF THE DRIVEWAY MAY ALSO BE DESIGNED WITH A MAXIMUM 2.5% GRADE TO PROVIDE GRADER ACCESS TO THE DRIVEWAY SIDE. ALSO THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT BE SUITABLE FOR THE LOCAL TERRAIN.
4. SPECIAL NEEDS, FOR EXAMPLE, IN A FLOOD PLANNING AREA WHERE A MINIMUM FIRM BOARD CREST IS REQUIRED TO PROTECT THE DRIVEWAY FROM FLOODING.
5. WHERE MODIFICATION OF THE DRIVEWAY IS REQUIRED TO MEET THE "NOT TO EXCEED" CRITERIA OF 10% OR LEVELS, THE FINAL DESIGN PROFILE MUST BE CHECKED AGAINST THE AUSTRALIAN STANDARD AS/NZS 1163.1-2003 "NOT TO EXCEED" CRITERIA FOR SCRAPING AND BOTTLING USING THE 85TH PERCENTILE PASSENGER VEHICLE.
6. THE DESIGNER WILL CONSULT WITH COUNCIL TO DEVELOP A SUITABLE DESIGN SOLUTION.



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CM STUDIO PTY LTD

Lot 1, 139 RIVERVIEW ROAD,
AVALON BEACH

REVISION	DRAWN	DESCRIPTION	DATE	DESIGNED BY	No. IN SET
E	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	11.04.2024	AK	13
F	AK	RE-ISSUED FOR COORDINATION (DRIVEWAY UPDATED)	12.04.2024	SCALE - SIZE	REVISION
G	AK	ISSUED FOR DA	15.07.2024	AS NOTED - A3	I
H	EZ	ISSUED FOR DA (UPDATED ARCHITECTURAL)	17.12.2024	JOB NUMBER	DRAWING No.
I	EZ	ISSUED FOR DA (UPDATED SWEEP PATH ANALYSIS)	17.12.2024	230419_DW	D13