

DRIVEWAY PLAN

PROPOSED DUAL OCCUPANCY

35 MOORE ROAD, FRESHWATER NSW 2096

DRAWING REGISTER	
DRAWING NO.	DRAWING TITLE
V250445 - CW000	COVER SHEET
V250445 - CW001	GENERAL NOTES
V250445 - CW100	DRIVEWAY PLAN
V250445 - CW110	DRIVEWAY LONG SECTIONS

REVISION	REVISION DETAILS	DATE	DRAWN	DESIGN	CHECK	APPROVED	<div>CIVIL ENGINEER</div> <div><div>VANGUARD</div><div>CONSULTING ENGINEERS</div></div> <div><div>UNIT 1, 6 WELD STREET PRESTONS, NSW 2170</div><div>E-MAIL: ADMIN@VCENG.COM.AU</div><div>WEB: WWW.VCENG.COM.AU</div></div> <div><div>TEL: (02) 9145 0253</div></div>	ARCHITECT	<div><div></div><div>ACTION PLANS</div><div><div>m: 0426 957 518 e: operations@actionplans.com.au w: www.actionplans.com.au</div></div></div>	CLIENT	PROJECT MANAGER	SCALE	GRID	STATUS		
A	ISSUED FOR DA	18.05.2025	C.K.	C.K.	D.S.	D.S.		- <td colspan="3">FOR APPROVAL NOT TO BE USED FOR CONSTRUCTION PURPOSES</td>				FOR APPROVAL NOT TO BE USED FOR CONSTRUCTION PURPOSES				
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								DRAWING TITLE				LGA: NORTHERN BEACHES COUNCIL				
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1. ORIGIN OF LEVELS:- REFER SURVEY NOTES
2. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL GOVERNMENT AUTHORITIES ENGINEERING CONSTRUCTION SPECIFICATION FOR CIVIL WORKS.
3. PRIOR TO THE COMMENCEMENT OF THE WORKS THE CONTRACTOR MUST VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES TO BE REPORTED TO VANGUARD.
4. PRIOR TO THE COMMENCEMENT OF THE WORKS, THE CONTRACTOR IS TO VERIFY THE ALIGNMENT AND LEVELS OF ALL EXISTING SERVICES AT ALL LOCATIONS WHERE THE PROPOSED SERVICES ARE TO CROSS, CONNECT TO OR ARE LOCATED IN CLOSE PROXIMITY TO THE EXISTING SERVICES. ANY DISCREPANCIES TO BE REPORTED TO VANGUARD.
5. CONTRACTOR MUST MAKE SMOOTH CONNECTION WITH ALL EXISTING WORKS.
6. ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.
7. 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 THE CURRENT AS 1289.5.2.1 (OR A DENSITY INDEX OF NOT LESS THAN 75).
8. PROVIDE 10mm WIDE ISOLATION JOINTS BETWEEN BUILDINGS AND ALL CONCRETE OR UNIT PAVEMENTS.
9. ASPHALTIC CONCRETE SHALL CONFORM TO THE CURRENT TFSNW SPECIFICATION TS 03283.1 (R116) HEAVY DUTY DENSE GRADED ASPHALT.
10. ALL BASECOURSE AND SUB-BASE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH THE CURRENT TFSNW SPECIFICATION TS 03315.1 (3051) GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS COMPACTED TO MINIMUM 98% MODIFIED DENSITY IN ACCORDANCE WITH THE CURRENT AS 1289 5.2.1.
FREQUENCY OF COMPACTION TESTING SHALL NOT BE LESS THAN 1 TEST PER 50m² OF SUB-BASE COURSE MATERIAL PLACED UNLESS OTHERWISE APPROVED BY VANGUARD.
11. AS AN ALTERNATIVE TO THE USE OF IGNEOUS ROCK AS A SUB-BASE MATERIAL (IN NOTE 10) A CERTIFIED RECYCLED CONCRETE MATERIAL COMPLYING WITH THE CURRENT TFSNW SPECIFICATION TS 03315.1 (3051) GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS WILL BE CONSIDERED. SUBJECT TO MATERIAL SAMPLES AND APPROPRIATE CERTIFICATIONS BEING PROVIDED TO THE SATISFACTION OF VANGUARD.
12. SHOULD THE CONTRACTOR WISH TO USE A RECYCLED PRODUCT THE CONTRACTOR IS TO SEEK ACCEPTANCE OF THE PRODUCT FROM VANGUARD. THE PRICE DIFFERENCE BETWEEN AN IGNEOUS PRODUCT AND A RECYCLED PRODUCT SHALL BE CLEARLY INDICATED.
13. WHERE NOTED ON THE DRAWINGS THAT WORKS ARE TO BE CARRIED BY OTHERS, (E.G. ADJUSTMENT OF SERVICES), THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CO-ORDINATION OF THESE WORKS.
14. ALL WORKS CARRIED OUT ADJACENT TO AND WITHIN SERVICE EASEMENTS ARE TO COMPLY WITH THE RELEVANT SERVICE AUTHORITIES GUIDELINES AND REQUIREMENTS.

THE LOCATIONS OF UNDERGROUND SERVICES SHOWN IN THIS SET OF DRAWINGS HAVE BEEN PLOTTED FROM SURVEY INFORMATION AND SERVICE AUTHORITY INFORMATION. THE SERVICE 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 SITE AT ALL TIMES.



1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 (1988) CURRENT EDITION WITH AMENDMENTS, EXCEPT WHERE VARYED BY THE CONTRACT DOCUMENTS.
2. CONCRETE QUALITY ALL REQUIREMENTS OF THE CURRENT ACSE CONCRETE SPECIFICATION DOCUMENT 1 SHALL APPLY TO THE FORMWORK, REINFORCEMENT AND CONCRETE UNLESS NOTED OTHERWISE.

ELEMENT	AS 3600 F _c MPa AT 28 DAYS	SPECIFIED SLUMP	NOMINAL AGG. SIZE
VEHICULAR BASE	32	60	20
KERBS, PATHS, AND PITS	25	80	20

- CEMENT TYPE SHALL BE (ACSE SPECIFICATION) TYPE SL

- PROJECT CONTROL TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 1379

NO ADMIXTURES SHALL BE USED IN CONCRETE UNLESS APPROVED IN WRITING BY AT & L.

CLEAR CONCRETE COVER TO ALL REINFORCEMENT FOR DURABILITY SHALL BE 40mm TOP AND 70mm FOR EXTERNAL EDGES UNLESS NOTED OTHERWISE.

ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON MILD STEEL PLASTIC TIPPED CHAIRS, PLASTIC CHAIRS OR CONCRETE CHAIRS AT NOT GREATER THAN 1m CENTRES BOTH WAYS. BARS SHALL BE TIED AT ALTERNATE INTERSECTIONS.

THE FINISHED CONCRETE SHALL BE A DENSE HOMOGENEOUS MASS, COMPLETELY FILLING THE FORMWORK, THOROUGHLY EMBEDDING THE REINFORCEMENT AND FREE OF STONE POCKETS. ALL CONCRETE INCLUDING SLABS ON GROUND AND FOOTINGS SHALL BE COMPACTED AND CURED IN ACCORDANCE WITH R.M.S. SPECIFICATION R83.

REINFORCEMENT SYMBOLS:

N DENOTES GRADE 450 N BARS TO AS/NZS 4671 GRADE N

SL DENOTES 230 R HOT ROLLED PLAIN BARS TO AS/NZS 4671

R DENOTES HARD-DRAWN WIRE REINFORCING FABRIC TO AS/NZS 4671

NUMBER OF BARS IN GROUP | BAR GRADE AND TYPE
17 N 20 250
NOMINAL BAR SIZE IN mm | SPACING IN mm

THE FIGURE FOLLOWING THE FABRIC SYMBOL SL IS THE REFERENCE NUMBER FOR FABRIC TO AS/NZS 4671.

4. FABRIC SHALL BE LAPPED IN ACCORDANCE WITH THE FOLLOWING DETAIL:

1. ALL CONCRETE TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF MPa
25 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 ORANGE 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 FLOOR 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. NEW KERB AND GUTTER IS SHOWN.

THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN INVESTIGATED BY VERIS, BEING REGISTERED SURVEYORS. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. VANGUARD 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 VANGUARD CONSULTING ENGINEERS.

GENERAL NOTES

1. STORMWATER DESIGN CRITERIA:
ANNUAL EXCEEDANCE PROBABILITY:
MINOR STORM: 5% AEP
MAJOR STORM: 1% AEP
2. PIPES LESS THAN 300 DIA SHALL BE SEWER GRADE uPVC WITH SOLVENT WELDED JOINTS.
3. ENLARGERS, CONNECTIONS AND JUNCTIONS TO BE PREFABRICATED FITTINGS WHERE PIPES ARE LESS THAN DN300.
4. ALL INTERNAL WORKS WITHIN PROPERTY BOUNDARIES ARE TO COMPLY WITH THE REQUIREMENTS OF THE CURRENT AS 3500.3.1 AND AS/NZS 3500.3.2.
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.
6. ALL DRAINAGE LINES TO PROVIDE A 3.0M LENGTH OF DN100 SUBSOIL DRAINAGE PIPE WRAPPED IN FABRIC SLOD, ON THE UPSTREAM SIDE OF EACH PIT. ALLOW FOR SECONDARY SUBSOIL FOR PIPES FOR PIPE GRATER THAN DN25.
7. SUBSOIL DRAIN WRAPPED IN APPROVED FILTER SLOD SHALL BE PROVIDED BENEATH ALL KERBLINES WHERE NO DRAINAGE LINES ARE SHOWN ON THE DRAWINGS AND SHALL DISCHARGE INTO DOWNSTREAM PITS.
8. WHERE SUBSOIL DRAINS PASS UNDER FLOOR SLABS AND VEHICULAR PAVEMENTS, UNSLOTTED uPVC SEWER GRADE PIPES ARE TO BE USED.
9. CARE IS TO BE TAKEN WITH LEVELS OF STORMWATER LINES. GRADES SHOWN ARE NOT TO BE REDUCED WITHOUT APPROVAL FROM VARIOUS AGENCY.
10. GRASSES AND COVERS SHALL CONFORM TO THE CURRENT AS 3996. CLASS D COVER (MINIMUM) SHALL BE PROVIDED IN TRAFFICKED PAVEMENTS WITH CLASS B (MINIMUM) BEING PROVIDED IN NON-TRAFFICKED AREAS.
11. AT ALL TIMES DURING CONSTRUCTION OF STORMWATER PITS, THE CONTRACTOR SHALL PROVIDE ADEQUATE SAFETY PROCEDURES TO PREVENT THE POSSIBILITY OF PERSONNEL FALLING DOWN PITS.
12. ALL PITS AND PIPES TO BE FOUND ON SITE TO BE FOUND WITH A

ALL PRECAST PITS TO BE FOUND ON CONCRETE BLINDING LAYER (100mm ON AN EARTH FOUNDATION OR 150mm ON A ROCK FORMATION) WITH A MINIMUM ALLOWABLE BEARING CAPACITY OF 100KPa UP TO 3.0m DEPTH TO INVERT AND 150KPa FROM 3.0m TO 6.0m DEPTH TO INVERT (MINIMUM 100mm THICK 25MPa OR DEEPER TO ENSURE MINIMUM SPECIFIED BEARING CAPACITY IS ACHIEVED). CONTRACTOR TO ENGAGE GEOTECHNICAL ENGINEER TO PROVIDE WRITTEN CONFIRMATION.

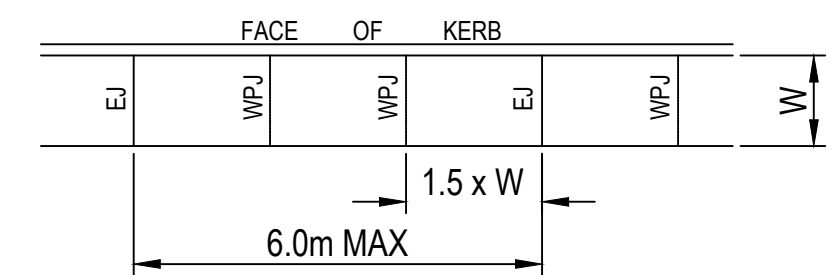
ALL PRE-CAST PIT PENETRATIONS SHALL BE CUT SO THAT IT IS FLUSH WITH THE INTERNAL WALL.

ALL PIPE JOINTING, SPARGING, RENDERING, FILLING OF GAPS TO BE FILLED WITH A HIGH STRENGTH NON-SHRINK GROUT WITH A MINIMUM 40MPa COMPRESSIVE STRENGTH AT 28 DAYS. [LANKO DUBURED 702 OR SIMILAR].

SINGLE UNITS PREFERRED BUT IF REQUIRED MINIMUM RISER DEPTH 600mm PIT INSTALLATION AND JOINTING BETWEEN UNITS SHALL BE UNDERTAKEN IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

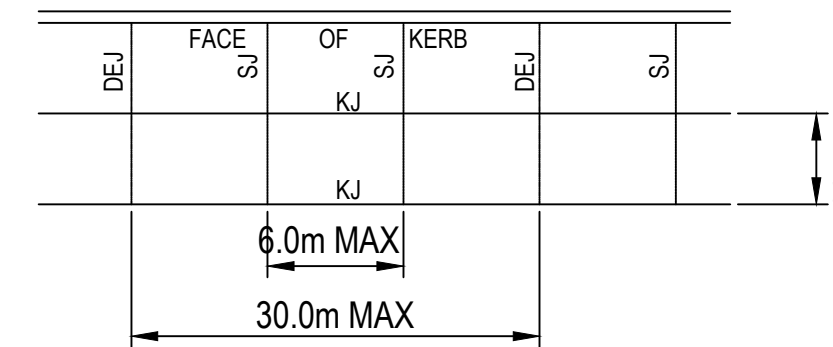
ANY DAMAGE TO THE STRUCTURAL INTEGRITY OF THE PRE-CAST PIT WILL BE REPAIRED AND STRUCTURALLY CERTIFIED AT THE CONTRACTORS EXPENSE TO THE SATISFACTION OF THE VANGUARD, SUPERINTENDENT / LOCAL GOVERNMENT AUTHORITY.

1. ALL PEDESTRIAN PAVEMENTS ARE TO BE JOINED AS FOLLOWS. (U.N.O)
2. EXPANSION JOINTS ARE TO BE LOCATED WHERE POSSIBLE AT TANGENT POINTS OF CURVES AND ELSEWHERE AT MAX. 6.0m CENTRES.
3. WEAKENED PLANE JOINTS ARE TO BE LOCATED AT A MAX. SPACING OF 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.



NB: CHECK RELEVANT COUNCIL REQUIREMENTS IF IN PUBLIC ROAD.

6. ALL VEHICULAR PAVEMENTS TO BE JOINED AS FOLLOWS. (U.N.O)
7. ALL VEHICULAR PAVEMENTS TO BE JOINED AS SHOWN ON DRAWINGS.
8. KEYED CONSTRUCTION JOINTS SHOULD GENERALLY BE LOCATED AT A MAX OF 6.0m CENTRES
9. SAWN JOINTS SHOULD GENERALLY BE LOCATED AT A MAX OF 6.0m CENTRES WITH DOWELED EXPANSION JOINTS AT MAX 30.0m CENTRES
10. VEHICULAR PAVEMENT JOINT DETAIL.



1. THE SITE SUPERINTENDENT/ENGINEER WILL ENSURE THAT ALL SOIL AND WATER MANAGEMENT WORKS ARE LOCATED AS DOCUMENTED.
2. ALL WORK SHALL BE GENERALLY CARRIED OUT IN ACCORDANCE WITH
 - a. LOCAL AUTHORITY REQUIREMENT
 - b. EPA REQUIREMENTS
 - c. LANDCOM MANUAL "MANAGING URBAN STORMWATER, SOILS AND CONSTRUCTION", 4th EDITION, MARCH 2004.
3. MAINTAIN THE EROSION CONTROL DEVICES TO THE SATISFACTION OF THE SUPERINTENDENT AND THE LOCAL AUTHORITY.
4. WHEN STORMWATER PITS ARE CONSTRUCTED, PREVENT SITE RUNOFF ENTERING UNLESS SEDIMENT FENCES ARE ERECTED AROUND PITS.
5. CONTRACTOR IS TO ENSURE ALL EROSION & SEDIMENT CONTROL DEVICES ARE MAINTAINED IN GOOD WORKING ORDER AND OPERATE EFFECTIVELY. REPAIRS AND OR MAINTENANCE SHALL BE UNDERTAKEN AS REQUIRED, PARTICULARLY FOLLOWING STORM EVENTS.

6. WHERE PRACTICAL, THE SOIL EROSION HAZARD ON THE SITE WILL BE KEPT AS LOW AS POSSIBLE. TO THIS END, WORKS SHOULD BE UNDERTAKEN IN THE FOLLOWING SEQUENCE:
 - (A) INSTALL A WIND FENCE ALONG THE BOUNDARIES AS SHOWN ON PLAN. REFER DETAIL.
 - (B) INSTALL A SEDIMENT FENCE ALONG THE BOUNDARIES AS SHOWN ON PLAN. REFER DETAIL.
 - (C) CONSTRUCT STABILISED CONSTRUCTION ENTRANCE TO LOCATION AS DETERMINED BY SUPERINTENDENT/ENGINEER. REFER DETAIL.
 - (D) INSTALL SEDIMENT BASIN AS SHOWN ON PLAN
 - (E) INSTALL SEDIMENT TRAPS AS SHOWN ON PLAN.
 - (F) UNDERTAKE SITE DEVELOPMENT WORKS IN ACCORDANCE WITH THE ENGINEERING PLANS. WHERE POSSIBLE, PHASE DEVELOPMENT SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF WORKABLE SIZE.

7. DURING WINDY WEATHER, LARGE, UNPROTECTED AREAS WILL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL.
8. FINAL SITE LANDSCAPING WILL BE UNDERTAKEN AS SOON AS POSSIBLE AND WITHIN 20 WORKING DAYS FROM COMPLETION OF CONSTRUCTION ACTIVITIES.

9. STOCKPILES WILL NOT BE LOCATED WITHIN 2 METRES OF HAZARD AREAS, INCLUDING LIKELY AREAS OF CONCENTRATED OR HIGH VELOCITY FLOWS SUCH AS WATERWAYS. WHERE THEY ARE BETWEEN 2 AND 5 METRES FROM SUCH AREAS, SPECIAL SEDIMENT CONTROL MEASURES SHOULD BE TAKEN TO MINIMISE POSSIBLE POLLUTION TO DOWNSLOPE WATERS, E.G. THROUGH INSTALLATION OF SEDIMENT FENCING.
10. ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE SURFACE) WILL BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM PLACEMENT.
11. WATER WILL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS IT IS RELATIVELY SEDIMENT FREE, I.E. THE CATCHMENT AREA HAS BEEN PERMANENTLY LANDSCAPED AND/OR ANY LIKELY SEDIMENT HAS BEEN FILTERED THROUGH AN APPROVED STRUCTURE.
12. TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES WILL BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE REHABILITATED.

13. ACCEPTABLE RECEPTORS WILL BE PROVIDED FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER.
14. ANY EXISTING TREES WHICH FORM PART OF THE FINAL LANDSCAPING PLAN WILL BE PROTECTED FROM CONSTRUCTION ACTIVITIES BY:
 - (A) PROTECTING THEM WITH BARRIER FENCING OR SIMILAR MATERIALS INSTALLED OUTSIDE THE DRIP LINE
 - (B) ENSURING THAT NOTHING IS NAILED TO THEM
 - (C) PROHIBITING PAVING, GRADING, SEDIMENT WASH OR PLACING OF STOCKPILES WITHIN THE DRIP LINE EXCEPT UNDER THE FOLLOWING CONDITIONS:
 - (I) ENROACHMENT ONLY OCCURS ON ONE SIDE AND NO CLOSER TO THE TRUNK THAN EITHER 1.5 METRES OR HALF THE DISTANCE BETWEEN THE OUTER EDGE OF THE DRIP LINE AND THE TRUNK, WHICHEVER IS THE GREATER
 - (II) A DRAINAGE SYSTEM THAT ALLOWS AIR AND WATER TO CIRCULATE THROUGH THE ROOT ZONE (E.G. A GRAVEL BED) IS PLACED UNDER ALL FILL LAYERS OF MORE THAN 300 MILLIMETRES DEPTH
 - (III) CARE IS TAKEN NOT TO CUT ROOTS UNNECESSARILY NOR TO COMPACT THE SOIL AROUND THEM.

BULK EARTHWORKS	
EARTHWORKS	-10mm / +20mm OF FINISHED SURFACE LEVEL (AFTER COMPACTION AND TRIMMING)
BATTERS	-50mm / +100mm OF FINISHED SURFACE LEVEL (AFTER COMPACTION AND TRIMMING)
STORMWATER	
PIPES	WITHIN 10mm OF THE DESIGN INVERT LEVEL AT ANY POINT FOR THE ENTIRE PIPE LENGTH <50m
PIPES	WITHIN 20mm OF THE DESIGN INVERT LEVEL AT ANY POINT FOR THE ENTIRE PIPE LENGTH >50m
PIPES	-0.05% MINIMUM RESULTANT GRADE FROM DESIGNED GRADIENT
PIPES	WITHIN 100mm OF THE PLAN POSITION SHOWN ON THE DRAWINGS OR SPECIFIED AT ANY POINT
HEADWALLS	WITHIN 20mm OF THE DESIGN INVERT LEVEL AT ANY POINT
HEADWALLS	WITHIN 100mm OF THE PLAN POSITION SHOWN ON THE DRAWINGS OR SPECIFIED AT ANY POINT
CHAMBERS	WITHIN 20mm OF THE INVERT LEVEL SHOWN ON THE DRAWINGS
CHAMBERS	WITHIN 200mm LONGITUUDINALLY OF THE PLAN POSITION, WITH REFERENCE TO THE CONTROL LINE FOR THE ROAD SHOWN ON THE DRAWINGS
CHAMBERS	WITHIN 10mm OF THE FALL WITHIN THE CHAMBER BETWEEN THE INCOMING PIPE AND THE OUTGOING PIPE (IE ABSOLUTE MINIMUM OF 20MM FALL WITHIN THE CHAMBER)
LINTELS	AS PER THE TOLERANCES SPECIFIED FOR THE ADJOINING MATERIAL
COVERS	AS PER THE TOLERANCES SPECIFIED FOR THE ADJOINING MATERIAL
GRATES	AS PER THE TOLERANCES SPECIFIED FOR THE ADJOINING MATERIAL
OPEN DRAINS	WITHIN 50mm OF THE DESIGN LEVEL AT ANY POINT PROVIDED THAT THERE IS A CONTINUOUS DOWNGRADE (WITHOUT PONDING) IN THE DIRECTION OF FLOW NOT LESS THAN 0.5% AT ANY POINT

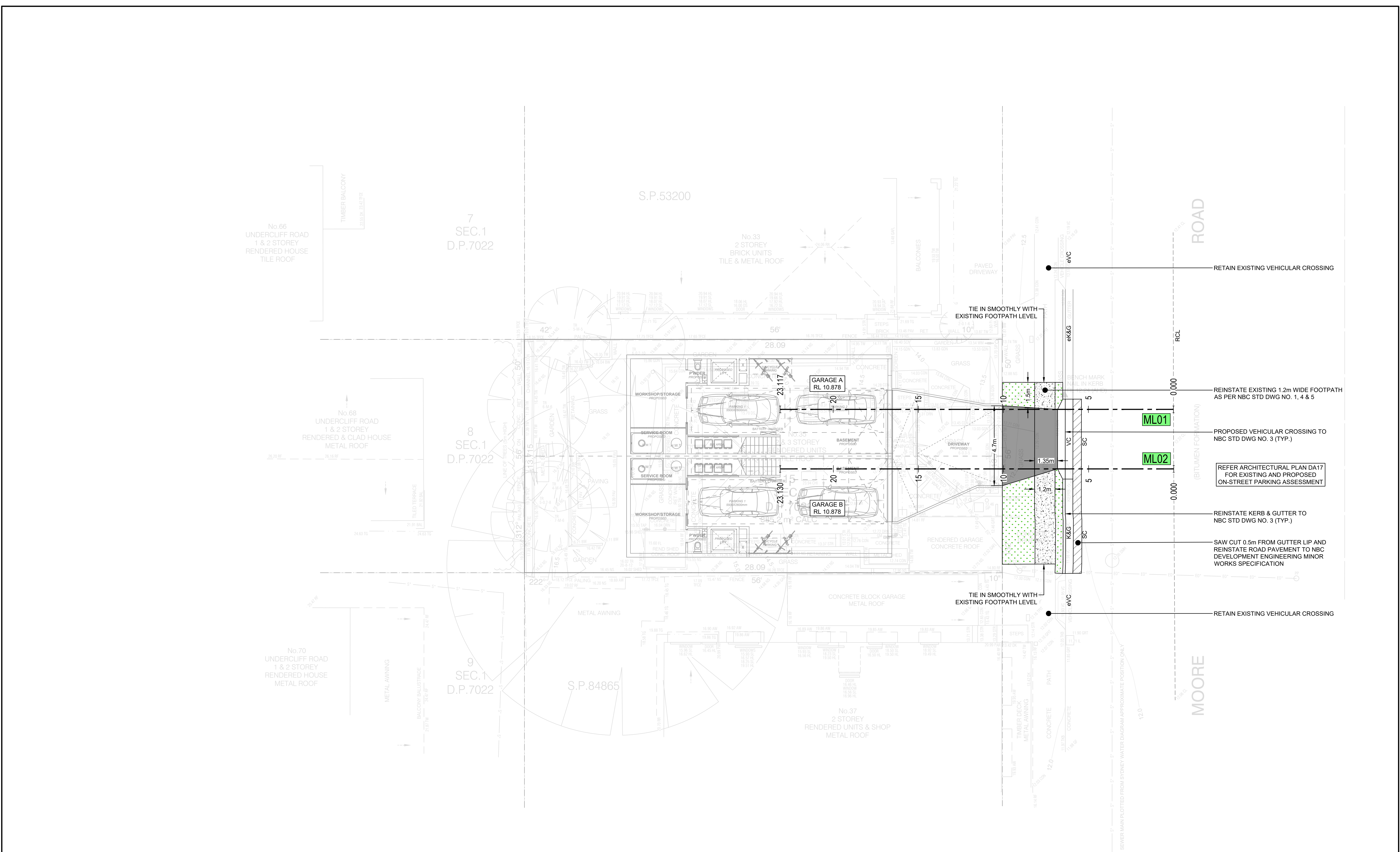
SUBBASE	-10mm / +10mm OF PAVEMENT COURSE THICKNESS (AFTER COMPACTION & TRIMMING)
SUBBASE	-10mm / +0mm OF FINISHED SURFACE LEVEL (AFTER COMPACTION AND TRIMMING)
SUBBASE	-5mm / +5mm THE FINISHED SURFACE (LAID IN ANY DIRECTION) OVER A LENGTH OF 3 METRES
BASECOURSE	-0mm / +20mm OF PAVEMENT COURSE THICKNESS (AFTER COMPACTION & TRIMMING)
BASECOURSE	-0mm / +10mmOF FINISHED SURFACE LEVEL (AFTER COMPACTION AND TRIMMING)
BASECOURSE	-5mm / +5mm ALONG THE FINISHED SURFACE (LAID IN ANY DIRECTION) OVER A LENGTH OF 3 METRES
SEAL	-0mm / +10mm OF PAVEMENT FINISHED SURFACE LEVEL (AFTER ROLLING AGGREGATE)
SEAL	-5mm / +10mm ALONG THE FINISHED SURFACE OVER THE CARRIAGEWAY WIDTH AT THE DATE OF PRACTICAL COMPLETION
SEAL	SURFACE OF THE SEAL, INCLUDING LONGITUDINAL AND TRANSVERSE JOINTS, MUST NOT POND WATER.
ASPHALT	-0mm / +10mm OF PAVEMENT FINISHED SURFACE LEVEL (AFTER COMPACTION)
ASPHALT	-5mm / +5mm ALONG THE FINISHED SURFACE OVER THE CARRIAGEWAY WIDTH AT THE DATE OF PRACTICAL COMPLETION
ASPHALT	-8mm / +8mm ALONG THE FINISHED SURFACE OVER THE CARRIAGEWAY WIDTH AT THE COMPLETION OF THE DEFECT LIABILITY PERIOD
ASPHALT	SURFACE OF THE COURSE, INCLUDING LONGITUDINAL AND TRANSVERSE JOINTS, MUST NOT POND WATER.

KERB	-5mm + 5mm ALONG THE TOP OF KERB OVER A LENGTH OF 5 METRES
KERB	-5mm + 5mm ALONG THE FACE OF KERB OVER A LENGTH OF 5 METRES
PATH	-0mm + 10mm OF FOOTPATH/SHARED PATH FINISHED SURFACE LEVEL
PAVEMENT SLAB	SURFACE OF THE PATH, INCLUDING JOINTS, MUST NOT POND WATER.
PAVEMENT SLAB	-0mm + 10mm OF PAVEMENT FINISHED SURFACE LEVEL
PAVEMENT SLAB	-5mm + 10mm ALONG THE FINISHED SURFACE OVER THE CARRIAGEWAY WIDTH
PAVEMENT SLAB	SURFACE OF THE CONCRETE, INCLUDING LONGITUDINAL AND TRANSVERSE JOINTS, MUST NOT POND WATER.

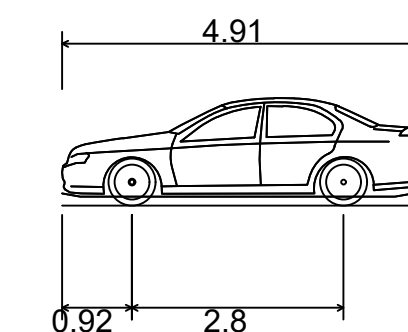
TURF	-10mm / +0mm OF PAVEMENT FINISHED SURFACE LEVEL (AFTER COMPACTION) TO THE ADJOINING MATERIAL (FOOTPATHS, KERBS, ETC)
MULCH	-10mm / +0mm OF PAVEMENT FINISHED SURFACE LEVEL (AFTER COMPACTION) TO THE ADJOINING MATERIAL (FOOTPATHS, KERBS, ETC)

WALL	-20mm / +20mm FROM ANY POINT ON THE WALL THE LEVEL MUST NOT DEVIATE FROM THAT SPECIFIED
WALL	-10mm / +10mm INCLINATION OF THE FACE OF THE COMPLETED WALL MUST NOT DEVIATE FROM THE SPECIFIED INCLINATION PER METER HEIGHT (BLOCK WALL)
WALL	-5mm / +0mm INCLINATION OF THE FACE OF THE COMPLETED WALL MUST NOT DEVIATE FROM THE SPECIFIED INCLINATION PER METER HEIGHT (PANEL WALL)
WALL	-20mm / +20mm FLATNESS OF THE FACE OF THE WALL MUST BE SUCH THAT THE MAXIMUM DEVIATION FROM A 4.5 M STRAIGHT EDGE

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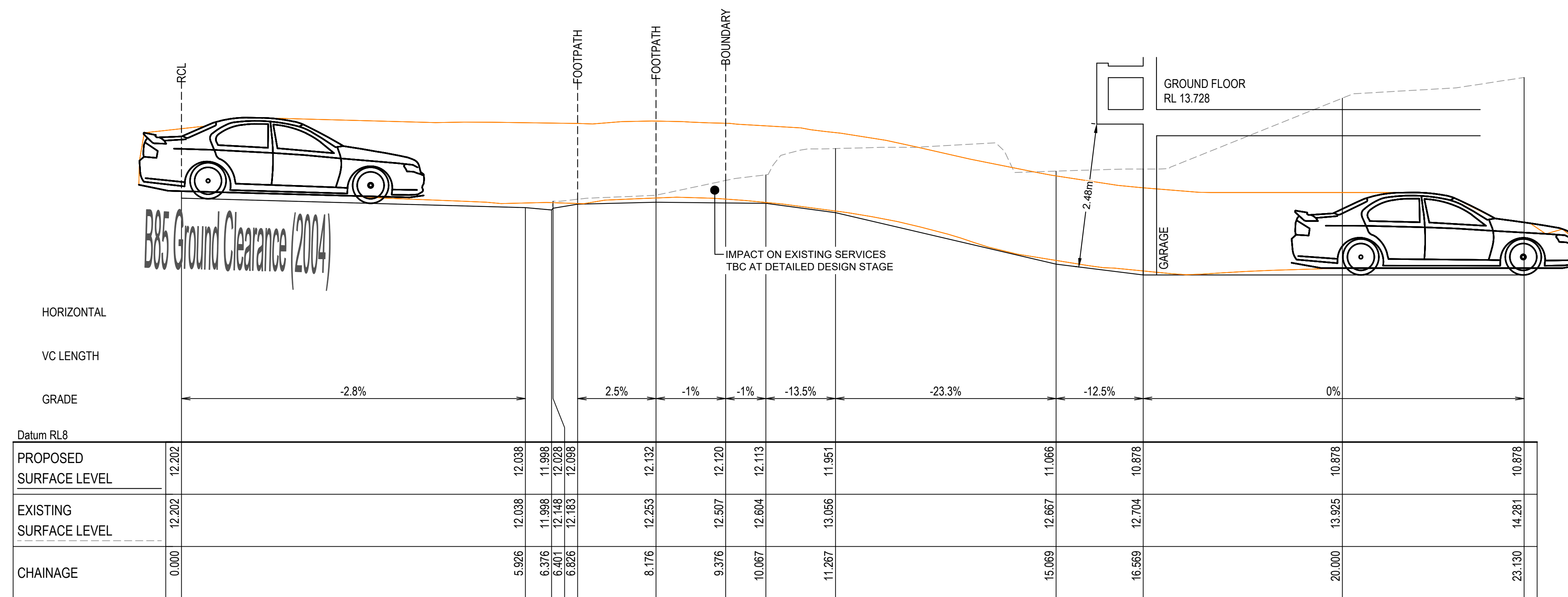


REVISION							CIVIL ENGINEER		ARCHITECT		CLIENT		PROJECT MANAGER		SCALE		GRID		STATUS		
A							ISSUED FOR DA		18.05.2025		C.K.		C.K.		D.S.		D.S.		FOR APPROVAL		
																			NOT TO BE USED FOR CONSTRUCTION PURPOSES		
																			PROJECT		
																			PROPOSED DUAL OCCUPANCY		
																			35 MOORE ROAD, FRESHWATER NSW 2096		
																			LGA: NORTHERN BEACHES COUNCIL		
																			DRAWING NUMBER		
																			V250445 - CW100		
																			REFERENCE NUMBER		
																			V250445		
																			REVISION		
																			A		



B85 Ground Clearance (2004)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

4.910m
1.870m
1.421m
0.120m
1.770m
4.00s
8.000m



REVISION		REVISION DETAILS		DATE	DRAWN	DESIGN	CHECK	APPROVED	CIVIL ENGINEER		ARCHITECT	CLIENT	PROJECT MANAGER	SCALE		GRID		STATUS						
A		ISSUED FOR DA		18.05.2025	C.K.	C.K.	D.S.	D.S.	<div><div>VANGUARD</div><div>CONSULTING ENGINEERS</div></div> <div><div>UNIT 1, 6 WELD STREET PRESTONS, NSW 2170</div><div>WEB: WWW.VCENG.COM.AU</div></div> <div><div>E-MAIL: ADMIN@VCENG.COM.AU</div><div>TEL: (02) 9145 0253</div></div>	<div><div><div><div></div></div></div><div>ACTION PLANS</div><div><div>m: 0426 857 518 e:operations@actionplans.com.au w: www.actionplans.com.au</div></div></div>				1:50 / 1:100 A1 / A3		010002000mm		HEIGHT DATUM		- AHD		FOR APPROVAL NOT TO BE USED FOR CONSTRUCTION PURPOSES		
																PROJECT								
																		PROPOSED DUAL OCCUPANCY						
																		35 MOORE ROAD, FRESHWATER NSW 2096						
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																				DRAWING NUMBER				
																		REFERENCE NUMBER						
																		REVISION						
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																		V250445 - CW110						
																		V250445						
																		A						