

3 LAUDERDALE AVENUE, FAIRLIGHT

DRIVEWAY DESIGN

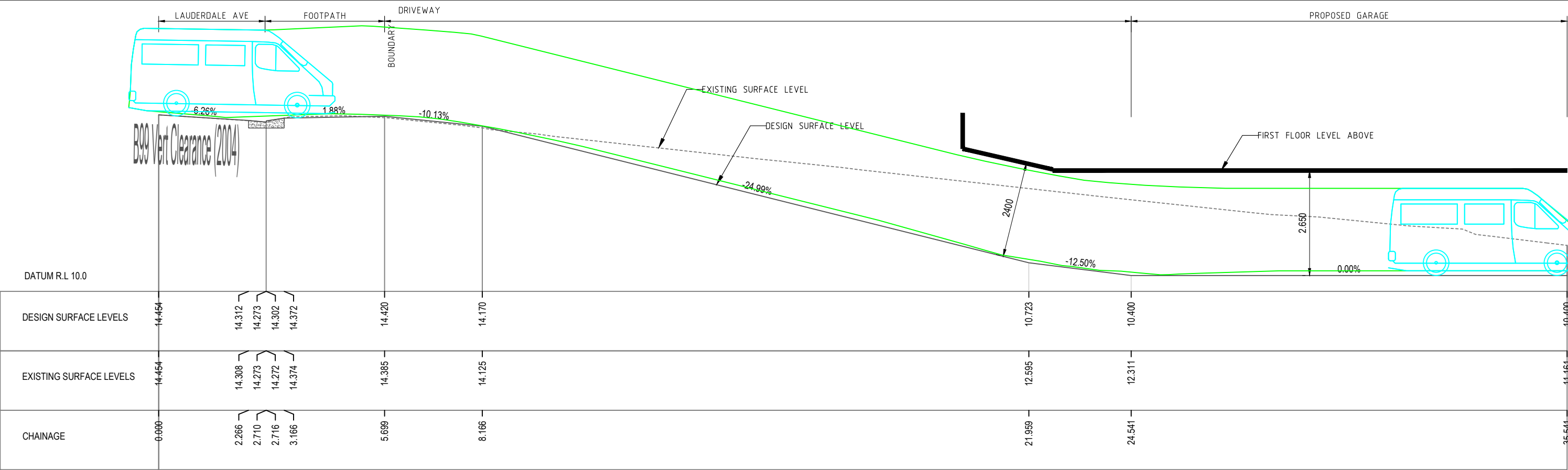
GENERAL NOTES:

- 1. ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
- 2. ARCHITECTURAL PLANS BY BAXTER & JACOBSON ARCHITECTS (MARCH 2025) AND SURVEY PLANS BY SURVEYPLUS LAND DEVELOPMENT CONSULTANTS (FEBRUARY 2023).
- 3. LOCATION OF ALL SERVICES MUST BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS.
- 4. ALL INVERT LEVELS PROVIDED ON THIS DRAWING ARE REDUCED TO AHD AND BASED ON INTERPOLATED SURFACE LEVELS AND SYSTEM REQUIREMENTS.
- 5. SERVICE SEPARATIONS IN ACCORDANCE WITH AS/NZS 5601, AS/NZS 3500, AND AS/CA S009.

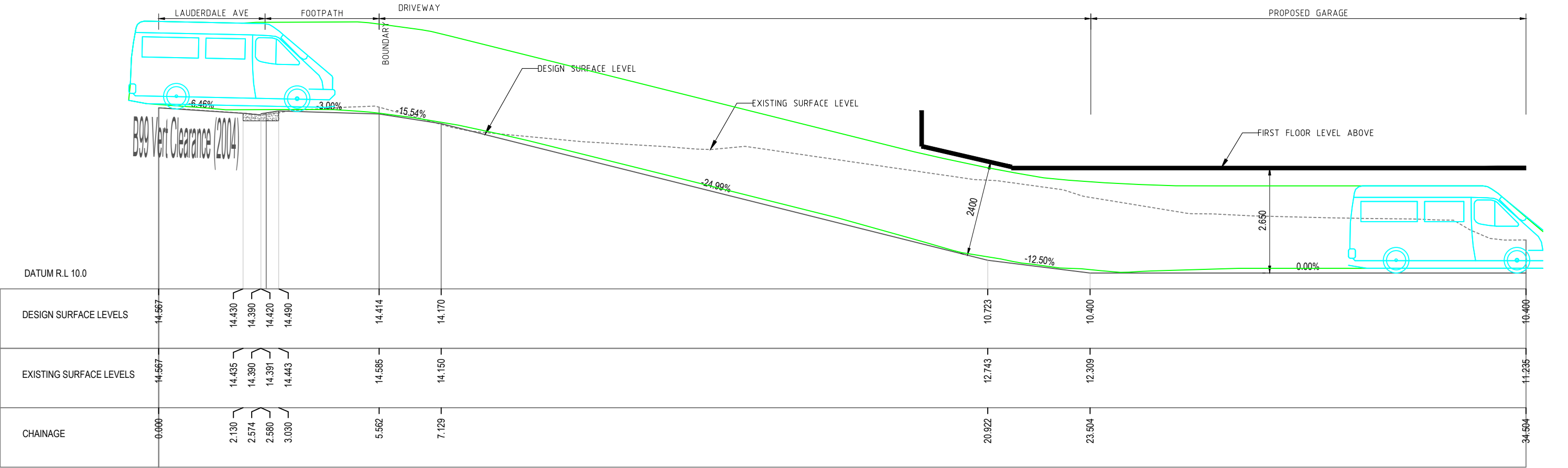
DRAWING INDEX:

- CV-100 LEGEND
- CV-101 KEY PLAN
- CV-102 LONGITUDINAL SECTIONS
- CV-103 DETAILS
- CV-104 SWEPT PATH ANALYSIS - SHEET 1
- CV-104 SWEPT PATH ANALYSIS - SHEET 2

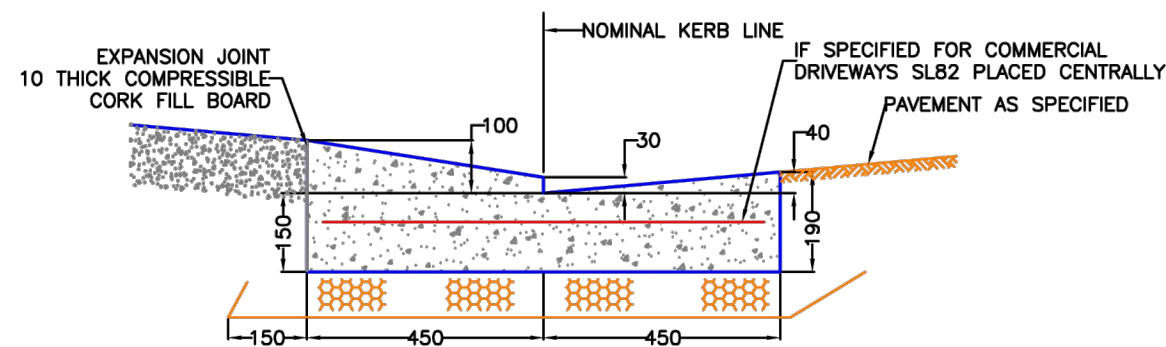
This drawing is confidential and shall only be used for the purposes of this project.						Scale AS NOTED DO NOT SCALE. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED	THE SIGNING OF THIS TITLE BLOCK CONFIRMS THE DESIGN AND DRAFTING OF THIS PROJECT HAVE BEEN PREPARED AND CHECKED IN ACCORDANCE WITH GZ CONSULTING ENGINEERS' QUALITY SYSTEM				 Stellen	3 LAUDERDALE AVENUE, FAIRLIGHT			
REVISIONS							DESIGNED	NTM	CHECKED	FRM		LEGEND			
							DRAWN	NTM	CHECKED	MH					
							APPROVED	FRM	DATE	03.04.2025					
	1	MH	03.04.2025	FOR DA SUBMISSION		MH									
	0	NTM	01.04.2025	FOR DA SUBMISSION		FRM									
	No.	BY	DATE	DESCRIPTION		APPD									



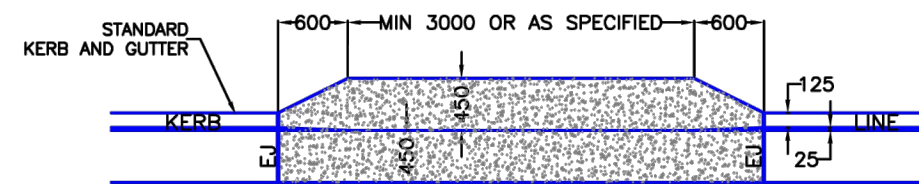
SEC A
RHS- ALIGNMENT (B85 VEHICLE)
1:100



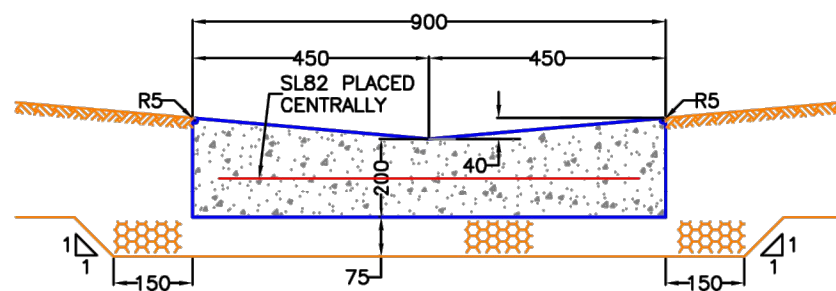
SEC B
LHS- ALIGNMENT (B85 VEHICLE)
1:100



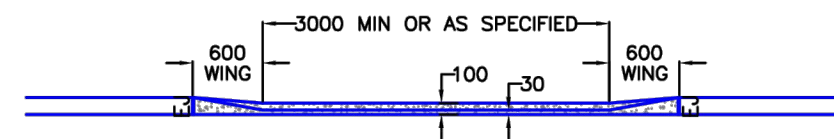
STANDARD CONCRETE LAYBACK DETAIL
NOT TO SCALE



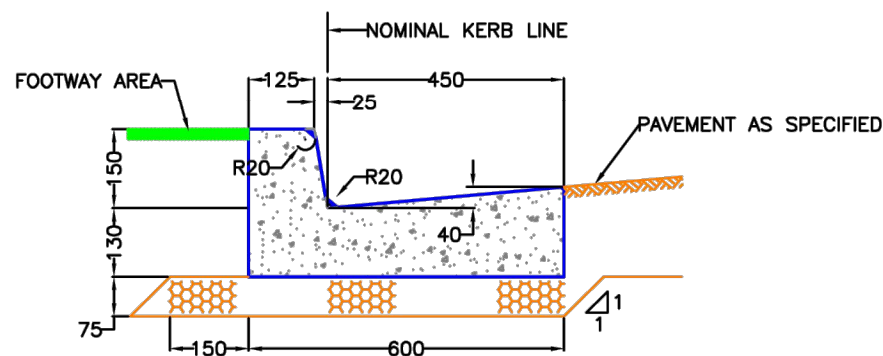
CONCRETE LAYBACK - PLAN
NOT TO SCALE



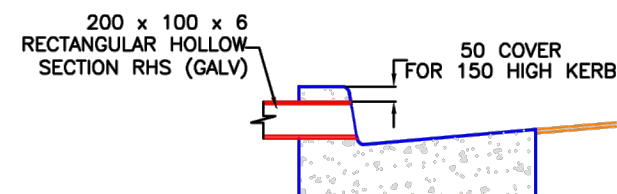
CONCRETE DISH DRAIN DETAIL
NOT TO SCALE



CONCRETE LAYBACK - FRONT ELEVATION
NOT TO SCALE



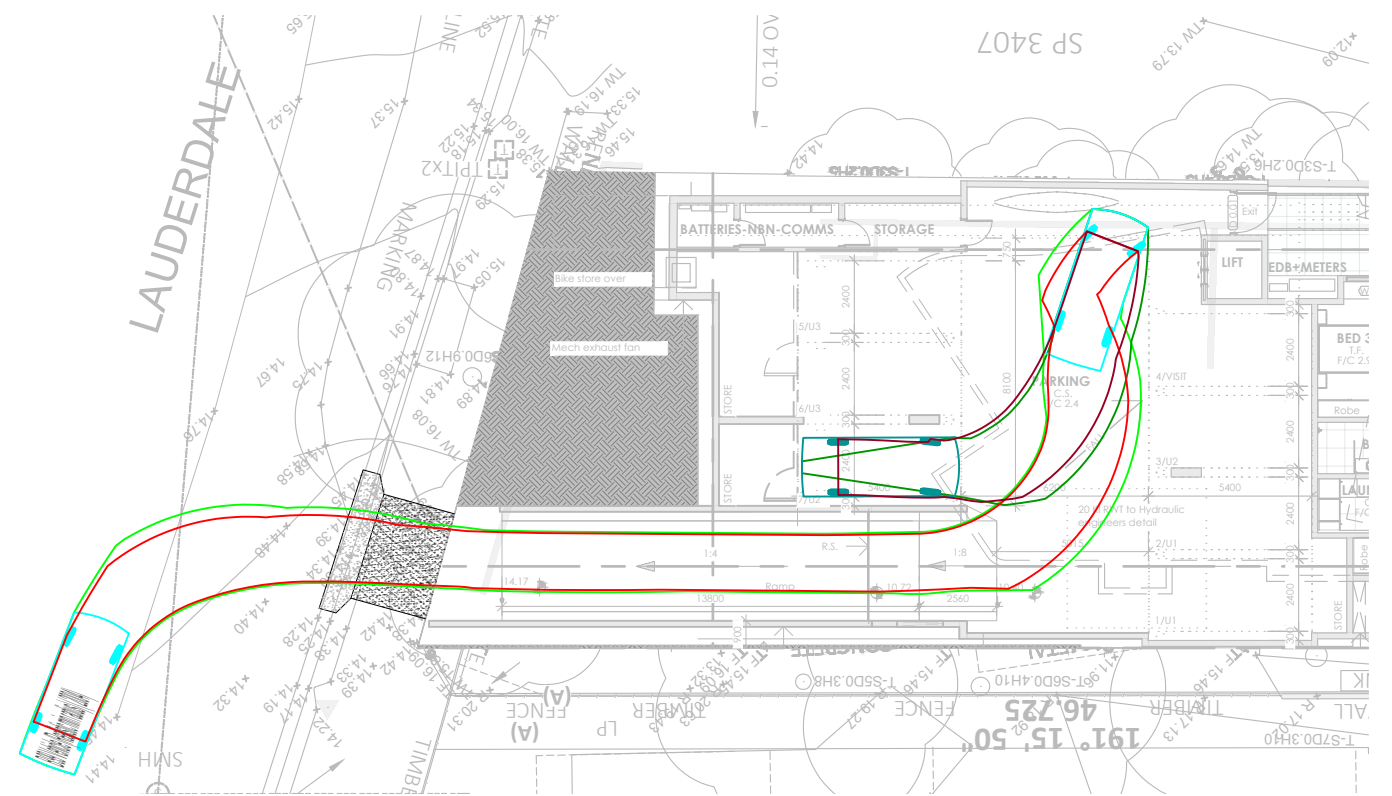
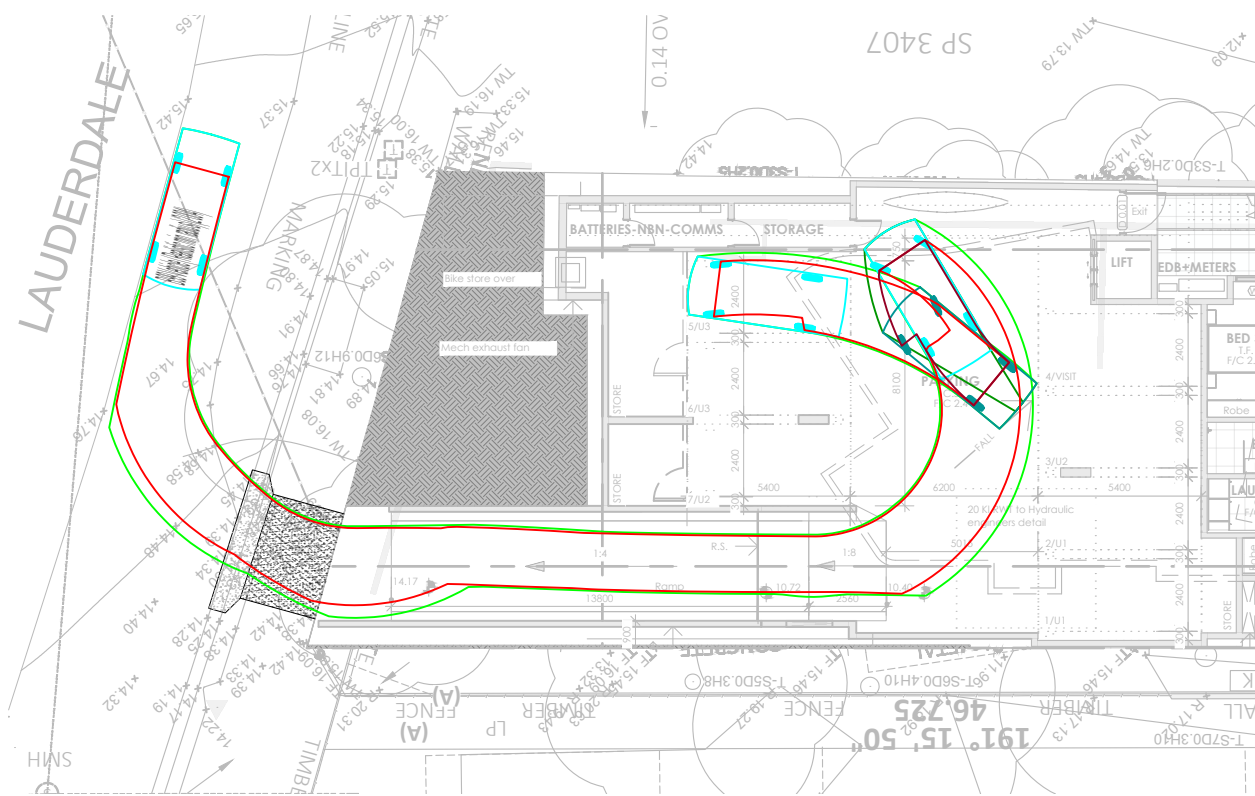
CONCRETE KERB & GUTTER DETAIL
NOT TO SCALE



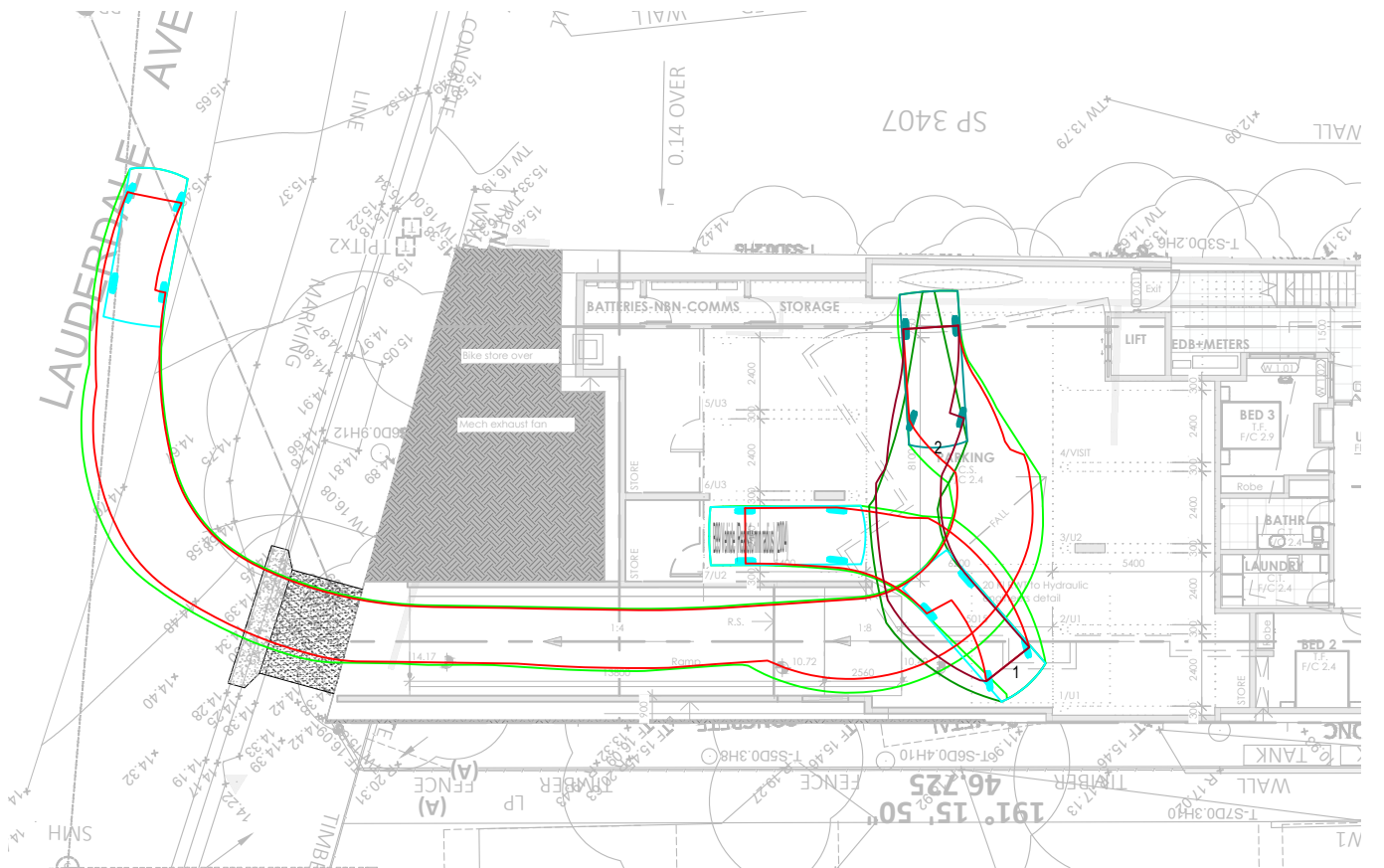
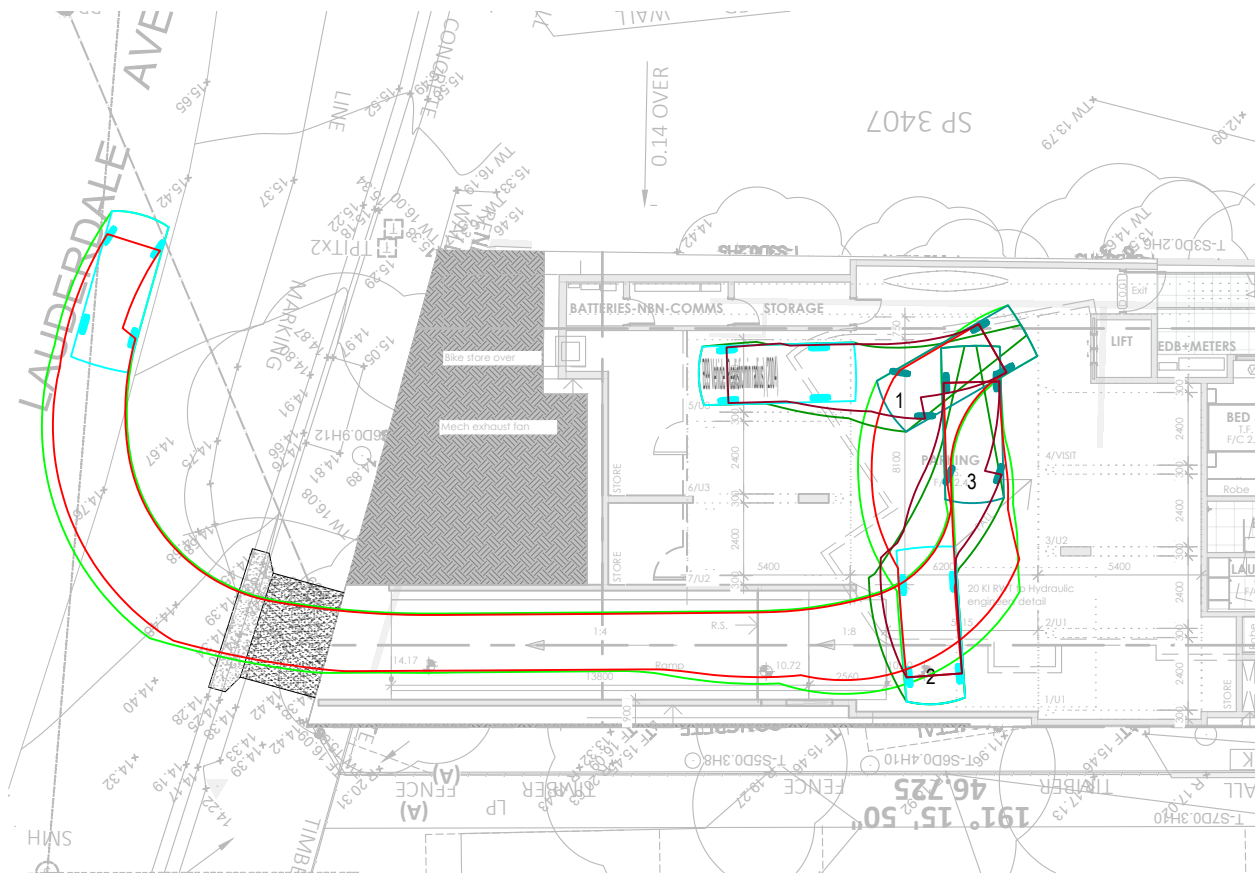
PRIVATE PIPE CONNECTION TO KERB DETAIL
SCALE - NOT TO SCALE

STANDARD KERB AND GUTTER NOTES

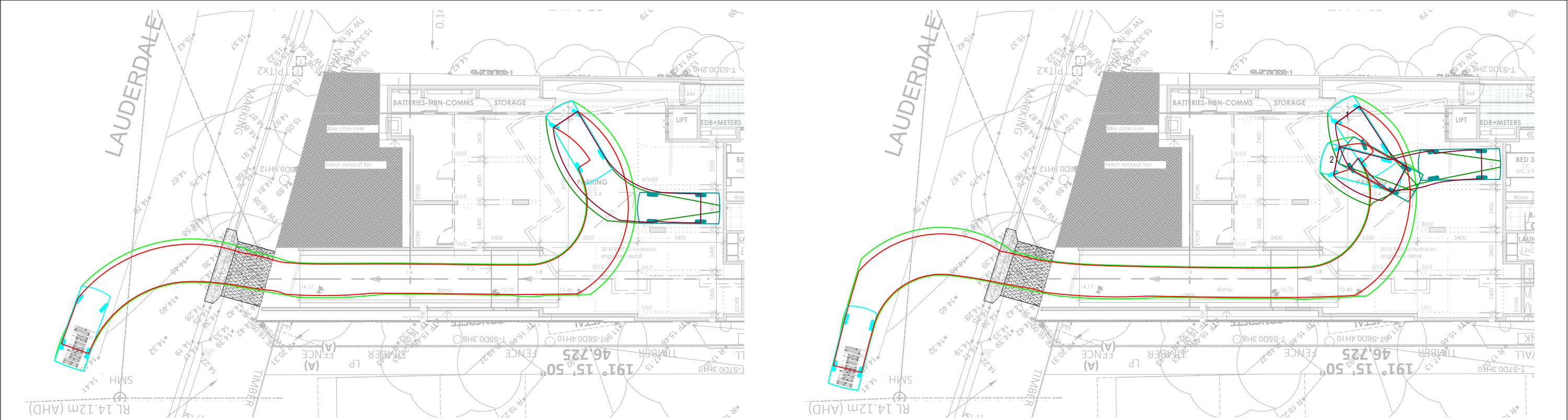
1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE POURED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPa AT 28 DAYS.
3. FOR ELEMENTS CONSTRUCTED USING SLIPFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THAT THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT MINIMUM 500mm FROM LIP OF GUTTER, COMPACT SUBGRADE AND INSTALL ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RESERVE MUST BE UNDERTAKEN BY A COUNCIL APPROVED CONTRACTOR.



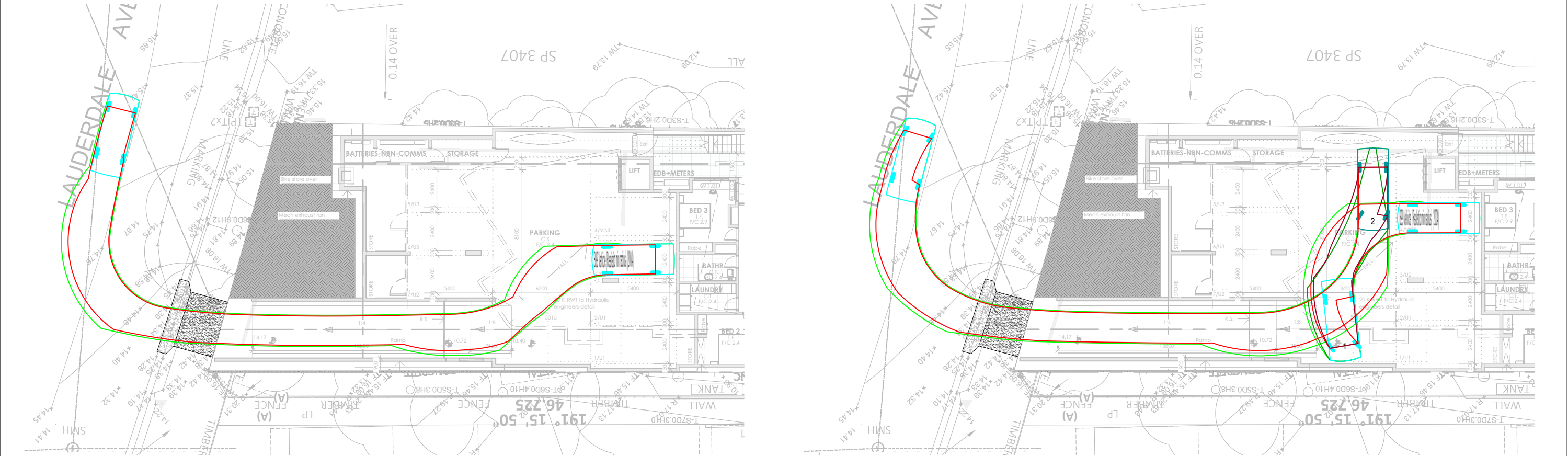
PLAN 2 SWEPT PATH - INGRESS (B99 VEHICLE)
1:250



PLAN 3 SWEPT PATH - EGRESS (B99 VEHICLE)
1:250



PLAN 4 SWEPT PATH - INGRESS (B99 VEHICLE)
1:250



PLAN 5 SWEPT PATH - EGRESS (B99 VEHICLE)
1:250