

PROPOSED RESIDENTIAL FLAT BUILDING
32 GOLF AVENUE, MONA VALE

1. ORIGIN OF LEVELS: REFER TO SURVEYORS DRAWINGS
2. STRIP ALL TOPSOIL / ORGANIC MATERIAL (50mm NOMINAL) FROM CONSTRUCTION AREA AND REMOVE FROM SITE OR STOCK PILE AS DIRECTED BY SUPERINTENDENT.
3. EXCAVATED MATERIAL TO BE USED AS STRUCTURAL FILL PROVIDED THE PLACEMENT MOISTURE CONTENT OF THE MATERIAL IS +/− 2% OF THE OPTIMUM MOISTURE CONTENT.
4. WHERE REQUIRED, COMPACT FILL AREAS AND SUBGRADE TO NOT LESS THAN:

5. BEFORE PLACING FILL, PROOF ROLL NON-EXPOSED SUBGRADE WITH A 12 TONNE (MIN) DEADWEIGHT SMOOTH DRUM VIBRATORY ROLLER TO DETECT THEN REMOVE SOFT SPOTS (AREAS WITH MORE THAN 2mm MOVEMENT UNDER ROLLER).

6. FREQUENCY OF COMPACTION TESTING SHALL BE NOT LESS THAN: -
- (a) 1 TEST PER 200m³ OF FILL PLACED PER 150mm LAYER OF FILL
OR
 - (b) 3 TESTS PER LAYER
OR
 - (c) 1 TEST PER 1,000m² OF EXPOSED SUBGRADE

WHICHEVER REQUIRES THE MOST TESTS. TESTING SHALL BE "LEVEL 1" TESTING IN ACCORDANCE WITH AS 3798-2007 U.N.O BY COUNCIL OR THE GEOTECHNICAL INSPECTION & TESTING AUTHORITY (GITA).

7. ALL TESTING OF EARTHWORKS SHALL BE DONE AT THE CONTRACTORS EXPENSE U.N.O.
8. SHALL A SUB-GRADE PROOF ROLL INSPECTION FAIL, OR ADDITIONAL INSPECTIONS BE REQUIRED FOR ANY OTHER REASON, THE CONTRACTOR WILL WEAR THE COSTS OF ANY SUBSEQUENT RE-INSPECTIONS U.N.O.
9. FILLING TO BE PLACED AND COMPACTED IN MAXIMUM 200mm LAYERS TO GEOTECHNICAL APPROVAL.
10. AFTER CLEARING, GRUBBING AND STRIPPING, NO FILLING SHALL TAKE PLACE TO EXPOSED SUBGRADE UNTIL THE AREA HAS BEEN PROOF ROLLED IN THE PRESENCE OF THE GEOTECHNICAL ENGINEER AND APPROVAL GIVEN IN WRITING THAT FILLING CAN PROCEED. WEAK SOILS ARE TO BE REMOVED AND REPLACED WITH COMPACTED FILL AS DIRECTED BY THE GEOTECHNICAL ENGINEER.

11. WHERE GROUNDWATER DISCHARGE OCCURS IN BULK EXCAVATIONS OR CUT FACES, SUBSOIL DRAINAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE SITE SUPERINTENDENT / GEOTECHNICAL ENGINEERS INSTRUCTIONS TO DIRECT DISCHARGE WATER TO THE NEAREST STORMWATER / SEDIMENTATION CONTROL DEVICE. THE SUBSOIL DRAINAGE MUST BE INSTALLED AS SOON AS PRACTICALLY POSSIBLE AFTER EXCAVATION. SUBSOIL DRAINAGE SHALL ALSO BE INSTALLED AT LOW POINTS IN THE FINISHED EARTHWORK PROFILE IN ACCORDANCE WITH THE SITE SUPERINTENDENT / GEOTECHNICAL ENGINEERS INSTRUCTIONS.

12. ENSURE TEMPORARY DIVERSION CHANNELS ARE CONSTRUCTED AROUND STOCKPILED MATERIALS AND DISTURBED AREAS GENERALLY AS DETAILED.
13. THE CONTRACTOR SHALL ALLOW FOR AND COORDINATE ALL MONITORING AND MAINTENANCE REQUIREMENTS IN RELATION TO SOIL AND GROUNDWATER CONDITIONS DURING CONSTRUCTION.
14. CIVIL CONTRACTOR IS RESPONSIBLE FOR CALCULATING BULK EARTHWORKS VOLUMES AND MUST CONFIRM QUANTITIES PRIOR TO CONSTRUCTION. BULK EARTHWORKS ARE ESTIMATED & ASSUMED ONLY, NO DETAILED DESIGN HAS BEEN UNDERTAKEN U.N.O..

15. ANY DAMAGE TO EXISTING ROADWAYS OR SERVICES WILL BE RECTIFIED BY THE CONTRACTOR AS HIS EXPENSE.
16. ALL ENVIRONMENTAL MEASURE INCLUDING VEGETATION PROTECTION AND EROSION AND SEDIMENT CONTROL SHALL BE IN PLACE PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL REMOVAL AND WORKS ASSOCIATED WITH VEGETATION MUST BE IN ACCORDANCE WITH THE COUNCIL APPROVED ARBORIST REPORT.
17. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT THE SITE WORKS DO NOT COMPROMISE / UNDERMINE OR PLACE ADDITIONAL SURCHARGE ON AN EXISTING STRUCTURES.

18. BATTER ANGLES MUST COMPLY WITH LOCAL AUTHORITY REQUIREMENTS AND SHALL BE PROTECTED FROM EROSION. FILL BATTERS SHOULD BE OVERFILLED BY NOT LESS THAN 0.5m, THEN CUT BACK TO PROFILE.

20. FOLLOWING THE INSPECTION OF SUBGRADE, THE ENGINEER (OR COUNCIL ENGINEER) MAY REQUIRE THE CONSTRUCTION OF SUB SOIL DRAINS (TO COUNCIL/ENGINEERS SPECIFICATIONS) TO DISCHARGE TO APPROVED OUTLETS AS DETERMINED ONSITE.

21. IMPORTED FILL MUST HAVE A SOAKED CBR NOT LESS THAN 15%, AND A MAXIMUM AGGREGATE SIZE NOT GREATER THAN 50mm, MAXIMUM LIQUID LIMIT < 40; MAXIMUM P.L. = 15; MAXIMUM P.L. x % PASSING #25um = 45
22. FILL UNDER BUILDING PLATFORMS TO BE CONTROLLED FILL PLACED IN ACCORDANCE WITH AS3798 & AS2870.
23. FILL NOT UNDER BUILDING PLATFORMS OR ROAD PAVEMENTS TO BE COMPACTED IN LAYERS NOT EXCEEDING 300mm & 95% STANDARD MODIFIED MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS1289.
24. FILL BATTERS SHOULD BE OVERBUILT BY NOT LESS THAN 0.5m THEN CUT BACK TO PROFILE

25. BACK FILLING FOR SERVICE TRENCHES SHOULD USE GOOD QUALITY MATERIAL FREE OF ORGANIC MATERIAL. THE BACK FILL SHOULD BE PLACED IN UNIFORM LAYERS OVER THE FULL WIDTH OF THE EXCAVATIONS WITH THE LAYERS NOT EXCEEDING 200mm THICKNESS, LOOSELY PLACED. THE BACK-FILL MATERIAL SHOULD BE COMPACTED TO SPECIFICATIONS OUTLINED ABOVE FOR INSITU OR IMPORTED MATERIAL. BENCHING OF BATTERED EXCAVATIONS SHOULD BE UNDERTAKEN WHEN BACKFILLING.

26. BACK FILLING FOR SERVICE TRENCHES UNDER ROADWAYS SHALL BE WITH A QUALITY MATERIAL OF NOT LESS THAN CBR 15% (SOAKED) TO THE UNDERSIDE OF PAVEMENT, COMPACTED AT OPTIMUM MOISTURE CONTENT TO ACHIEVE 98% MODIFIED MAXIMUM DRY DENSITY.

27. DEPRESSIONS FORMED BY REMOVAL OF VEGETATION, UNDERGROUND ELEMENTS ETC. SHOULD HAVE ALL DISTURBED WEAKENED SOIL CLEANED OUT AND BE BACKFILLED WITH COMPACTED SELECT MATERIAL. THIS IS OF PARTICULAR IMPORTANCE FOLLOWING THE REMOVAL OF ANY EXISTING STRUCTURES AND FOUNDATIONS.
28. IF IN DOUBT, ASK!

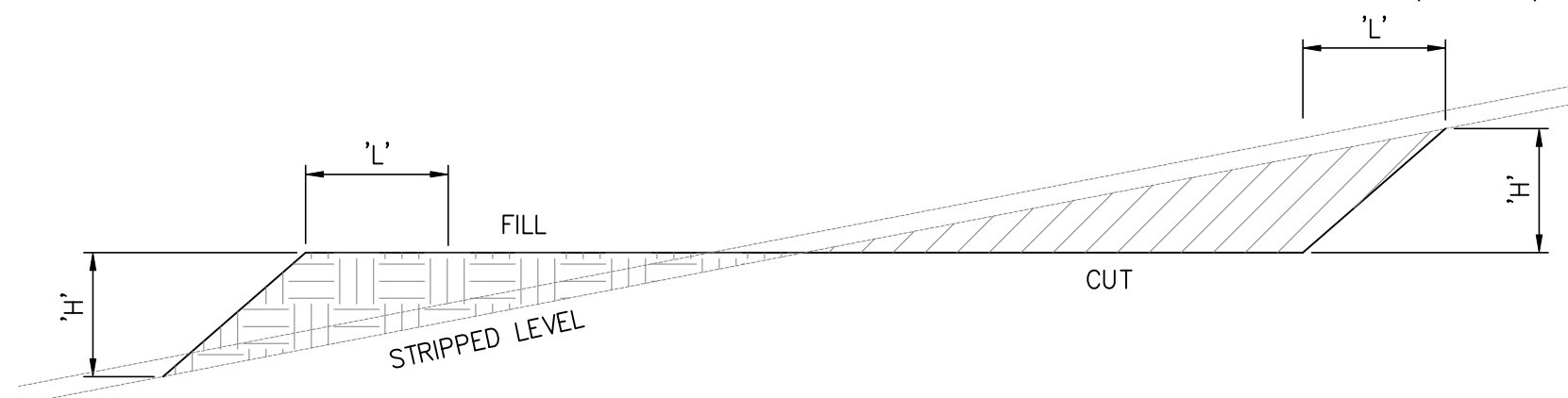
NOTE:

THE BUILDER/CONTRACTOR SHALL LOCATE ALL EXISTING PUBLIC UTILITY SERVICES WITHIN THE SITE, FOOTPATH AREA AND ROAD RESERVE PRIOR TO THE COMMENCEMENT OF ANY WORKS. ALL LOCATIONS AND LEVELS OF SERVICES SHALL BE REPORTED TO THE STORMWATER ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORKS TO ENSURE THAT THERE ARE NO OBSTRUCTIONS IN THE LINE OF THE DRAINAGE DISCHARGE PIPES.

NOTE: COUNCIL AND/OR PRIVATE CERTIFYING AUTHORITY APPROVAL FOR ALL WORKS CONTAINED ON THE FOLLOWING DRAWINGS MUST BE OBTAINED (DEVELOPMENT APPLICATION, CONSTRUCTION CERTIFICATE, AND/OR COMPLYING DEVELOPMENT CERTIFICATE) PRIOR TO COMMENCEMENT OF CONSTRUCTION.

IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THE SITE WORKS DO NOT UNDERMINE OR PLACE ADDITIONAL SURCHARGE ON ANY EXISTING STRUCTURES, ONSITE OR ADJACENT. IF THIS CAN NOT BE ACHIEVED RTS CIVIL CONSULTING ENGINEERS MUST BE CONTACTED PRIOR TO ANY SITE WORKS BEING UNDERTAKEN.

BATTER ANGLES MUST COMPLY WITH LOCAL GOVERNMENT REQUIREMENTS AND ARE TO CONFORM AS FOLLOWS (FIGURE 1).



SLOPE = H:L H < 2.0m 	MATERIAL TYPE (REFER GEOTECH. ENG.)	STABLE ROCK	SAND	SILT	CLAY		SOFT SOILS
					FIRM CLAY	SOFT CLAY	
EMBANKMENT SLOPES (HEIGHT/LENGTH)	COMPACTED FILL	1:1	1:3	1:4	1:2	N/A	N/A
	CUTTING	N/A	1:3	1:4	1:2	1:3	N/A

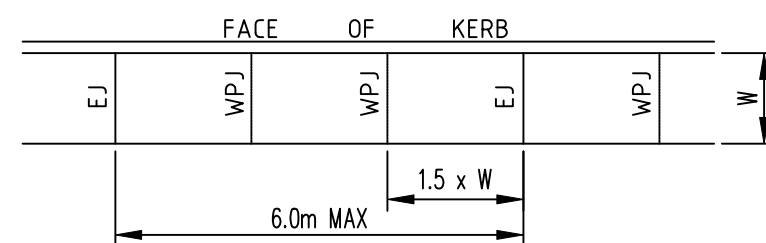
NOTE: RETAINING WALLS OR OTHER FORMS OF SOIL RETAINING METHODS MUST BE ADOPTED WHERE THE SLOPE RATIO IS GREATER THAN THAT INDICATED IN THE TABLE ABOVE. REFER TO GEOTECHNICAL REPORT FOR TREATMENT OF UNSTABLE MATERIAL. ALL BATTER ANGLES APPROXIMATE ONLY AND ARE TO BE CONFIRMED BY GEOTECHNICAL AND CIVIL ENGINEER.

FILL MATERIAL AND COMPACTION:
ORGANIC MATERIAL, HIGHLY REACTIVE CLAYS AND LARGE ROCKS ARE NOT SUITABLE FOR USE AS FILL. THE FILL IS TO BE SPREAD IN 150mm LAYERS AND EXTENSIVELY TRACK ROLLED WITH A DROTT. ALL EARTHWORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE FULL REQUIREMENTS OF AS3798, GUIDELINES FOR EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS.

NOTE: IN THE INSTANCES WHERE BY SIGNIFICANT LEVELS OF FILLING ARE OBSERVED, THERE WILL ALWAYS REMAIN THE POSSIBILITY OF TILT AS A RESULT OF DIFFERENTIAL SETTLEMENT IN THE FILL. AUSTRALIAN STANDARD (AS2870-2011) DOES NOT CATER FOR TILTING OF SLABS AS A RESULT OF DIFFERENTIAL SETTLEMENT WITHIN CERTIFIED NOR DOES THE AUSTRALIAN STANDARD ADDRESS THE POSSIBLE OCCURRENCE WHEN SHALLOW FOUNDATIONS ARE ADOPTED.

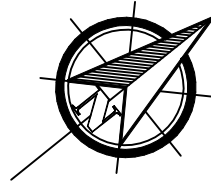
DRAINAGE:
THE EXTERNAL FINISHED SURFACE SURROUNDING THE DWELLINGS MUST BE DRAINED TO MOVE SURFACE WATER AWAY FROM THE BUILDING AND GRADED TO GIVE A SLOPE OF NOT LESS THAN 50 MM OVER THE FIRST 1 M AWAY FROM THE BUILDING.

1. ALL PAVEMENTS TO BE IN ACCORDANCE WITH THE CURRENT PAVEMENT REQUIREMENTS FOR COUNCIL CIVIL WORKS SPECIFICATIONS.
2. COMPACTION AND TESTING OF EACH PAVEMENT LAYER TO BE IN ACCORDANCE WITH THE CURRENT PAVEMENT REQUIREMENTS FOR COUNCIL CIVIL WORKS SPECIFICATIONS.
3. GEOTECHNICAL CBR VALUES TO BE OBTAINED ON SITE AND CIVIL ENGINEER TO ADJUST PAVEMENT DESIGN TO SUIT EXISTING GROUND.
4. UNLESS NOTED OTHERWISE, ALL SUB BASE TO CONTAIN 3% CEMENT BY DRY WEIGHT AND TO BE COMPACTED TO AT LEAST 98% OF MMDM, AT A MOISTURE CONTENT BETWEEN MOMC AND 3% DRY OF MOMC. ALL SUB BASE TO ACHIEVE AN ELASTIC MODULUS OF 3500mpa.
5. ALTERNATIVE PAVEMENT MATERIALS TO BE CONFIRMED BY LOCAL COUNCIL.
6. ALL PEDESTRIAN PAVEMENTS ARE TO BE JOINED AS FOLLOWS. (U.N.O)
7. EXPANSION JOINTS (EJ) ARE TO BE LOCATED WHERE POSSIBLE AT TANGENT POINTS OF CURVES AND ELSEWHERE AT MAX. 6M.
8. WEAKENED PLANE JOINTS (WPJ) ARE TO BE LOCATED AT A MAX. SPACING OF 1.5 x WIDTH OF THE PAVEMENT.
9. WHERE POSSIBLE JOINTS SHOULD BE LOCATED TO MATCH KERBING AND OR ADJACENT PAVEMENT JOINTS.
10. PEDESTRIAN PAVEMENT JOINT DETAIL.



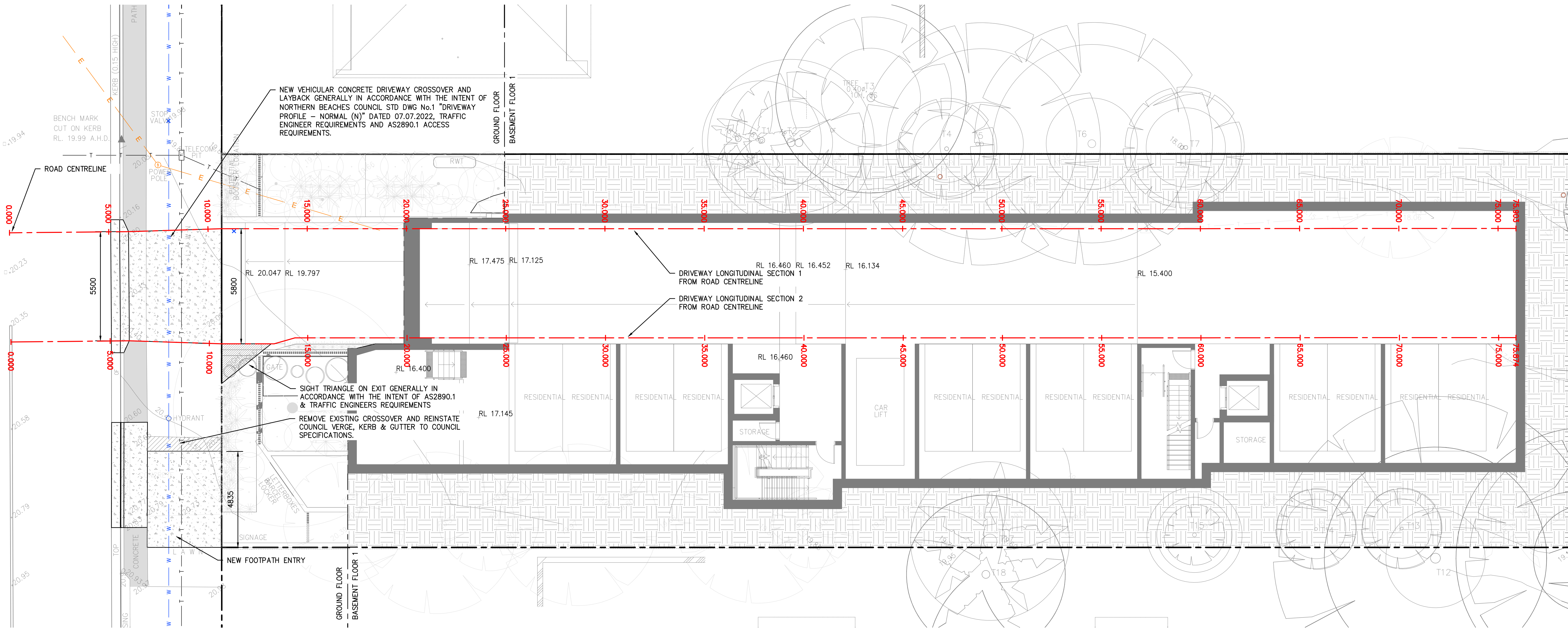
A1 ORIGINAL				BY BUILDER BEFORE COMMENCING WITH WORK.											
				Issued for: DEVELOPMENT APPLICATION	Title:	Initial:	Date:	 CIVIL CONSULTING ENGINEERS STORMWATER • CIVIL • FLOOD MITIGATION ABN: 81 615 065 588 Phone: 0490 507 300 Email: admin@rtscivil.com.au Web: rtscivil.com.au	Architect:	WALSH ARCHITECTS		Project and Drawing Title: 32 GOLF AVENUE, MONA VALE COVERPAGE, NOTES & CALCULATIONS		Local Council: NORTHERN BEACHES	
				Approved by:	DESIGN	R.M	07.04.2025								
				Date : 11.04.25 Rhys Mikhail Director Principal Engineer NER: 2570082 RPEQ: 17480 BEng (Civil) Hons MIEAust CPEng NER RPEQ APEC IntPE(Aus)	DRAWN	S.M	07.04.2025		Client:	LAXDXTX 2 PTY LTD		Project Number: Drawing ID: Issue:			
A	11.04.25	CIVIL DRIVEWAY ACCESS PLAN FOR DA SUBMISSION	R.M		CHECKED	R.M	11.04.2025								
Rev:	Date:	Description:	Reviewed:	APPROVED	R.M	11.04.2025	The document is produced by RTS Civil Consulting Engineers Pty Ltd (RTS) solely for the benefit of and use by the client in accordance with the terms and conditions of RTS. RTS does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.				240101_1CW001		A		

NOT FOR CONSTRUCTION



	BOUNDARY LINE
	EXISTING SEWER MAIN
	EXISTING OVERHEAD POWER LINES
	EXISTING ELECTRICITY LINE
	EXISTING WATER MAINS
	EXISTING TELECOMMUNICATIONS LINE
	EXISTING GAS MAINS

- | | |
|--|-----------------------------|
|  | NEW DRIVEWAY CROSSOVER |
|  | DEMOLISH EXISTING CROSSOVER |
|  | DRIVEWAY LONGSECTIONS |
|  | DRIVEWAY CHAINAGES |



DRIVEWAY ACCESS PLAN

SCALE = 1 : 100

NOTE

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NOTE: PIT, PIPE & DOWNPIPE LOCATIONS ARE INDICATIVE ONLY & MAY VARY DUE TO CONSTRAINTS. IF IN DOUBT, ASK!

WARNING! CARE WHEN DIGGING AROUND TREE ROOTS. HAND DIGGING ONLY! MAY REQUIRE ARBORIST SUPERVISION.

A1 ORIGINAL

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				Approved by:	DESIGN	R.M	07.04.2025		Client: LAXDXTX 2 PTY LTD	Project Number: 240101_1			Drawing ID: CW100	Issue: A	
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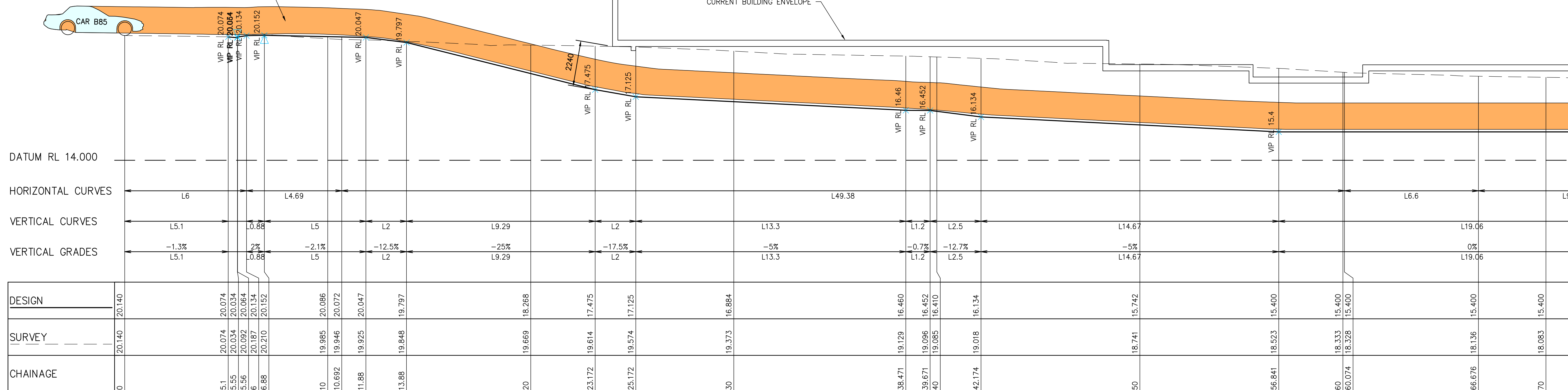
1. U.N.O REFER TO THE COVERPAGE 001 SERIES FOR DETAILED NOTES AND CALCULATIONS.
2. ALL DIMENSIONS SHALL BE VERIFIED ONSITE BY BUILDER BEFORE COMMENCING WITH WORK.

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NEW VEHICULAR CONCRETE DRIVEWAY CROSSOVER AND
LAYBACK GENERALLY IN ACCORDANCE WITH THE INTENT OF
NORTHERN BEACHES COUNCIL STD DWG No.1 "DRIVEWAY
PROFILE - NORMAL (N)" DATED 07.07.2022, TRAFFIC ENGINEER
REQUIREMENTS AND AS2890.1 ACCESS REQUIREMENTS.

BOUNDARY

CURRENT BUILDING ENVELOPE



SCALE = 1 : 100

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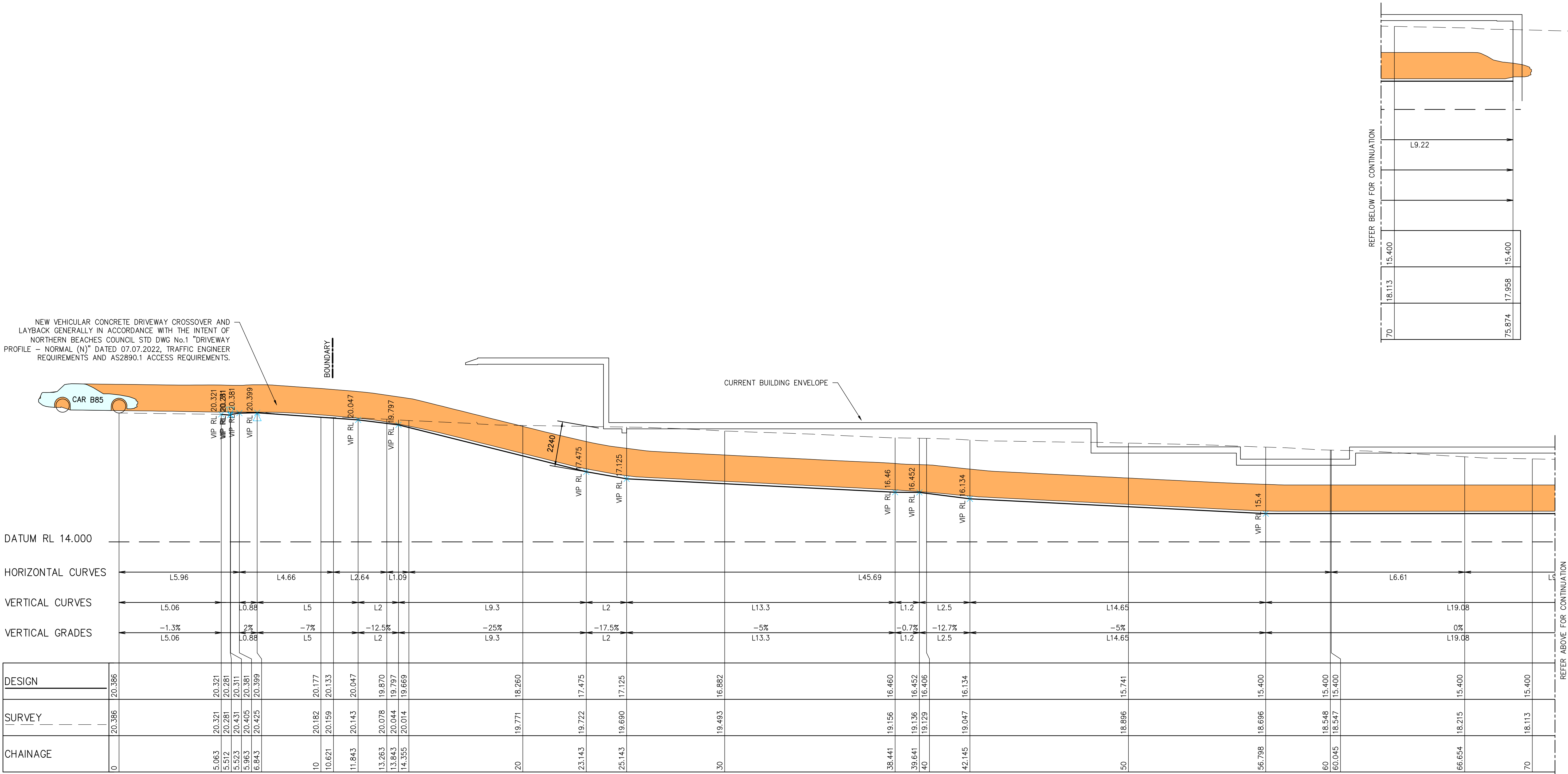
				Issued for: DEVELOPMENT APPLICATION	Title:	Initial:	Date:	RTS CIVIL CONSULTING ENGINEERS STORMWATER • CIVIL • FLOOD MITIGATION ABN: 81 615 065 588 Phone: 0490 507 300 Email: admin@rtscivil.com.au Web: rtscivil.com.au The document is produced by RTS Civil Consulting Engineers Pty Ltd (RTS) solely for the benefit of and use by the client in accordance with the terms and conditions of RTS. RTS does not and shall not assume any responsibility or liability whatsoever for any loss or damage of any kind or nature arising out of or in connection with the use of this document.	Architect:	WALSH ARCHITECTS 32 GOLF AVENUE, MONA VALE DRIVEWAY LONGITUDINAL 1 – OPTION B			Local Council:		
				Approved by:	DESIGN	R.M	07.04.2025		NORTHERN BEACHES						
				Date : 11.04.25	DRAWN	S.M	07.04.2025		Project Number:						
				Rhys Mikhail	CHECKED	R.M	11.04.2025		Drawing ID:						
A	11.04.25	CIVIL DRIVEWAY ACCESS PLAN FOR DA SUBMISSION	R.M	Director Principal Engineer NER: 2570082 RPEQ: 17480 Rhys Mikhail Director (Civil) Hons MIEAust CPENG NER RPEQ APEC IntPE(Aus)			APPROVED	R.M	11.04.2025	Issue:					
Rev:	Date:	Description:	Reviewed:	240101_1CW200A											



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NEW VEHICULAR CONCRETE DRIVEWAY CROSSOVER AND LAYBACK GENERALLY IN ACCORDANCE WITH THE INTENT OF NORTHERN BEACHES COUNCIL STD DWG No.1 "DRIVEWAY PROFILE - NORMAL (N)" DATED 07.07.2022, TRAFFIC ENGINEER REQUIREMENTS AND AS2890.1 ACCESS REQUIREMENTS.



DRIVEWAY LONGITUDINAL SECTION 2

SCALE = 1 : 100

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