A1

5 LAUDERDALE AVENUE, FAIRLIGHT

CIVIL WORKS PACKAGE

LOCALITY PLANS

SCALE 1:500

Sheet List Table	
Sheet Number	Sheet Title
C-00-0000	COVERSHEET AND DRAWING INDEX
C-00-1000	SPECIFICATIONS AND LEGEND
C-03-0001	SITE STORMWATER DRAINAGE PLAN - LOWER GROUND FLOOR
C-03-0002	SITE STORMWATER DRAINAGE PLAN - UPPER GROUND FLOOR
C-03-0003	SITE STORMWATER DRAINAGE PLAN -LEVEL ONE
C-03-6001	OSD DESIGN DETAILS
C-03-6002	WATER QUALITY MANAGEMENT DESIGN DETAIL
C-06-0000	EROSION AND SEDIMENT CONTROL PLAN
C-06-6001	EROSION AND SEDIMENT CONTROL DETAILS
C-12-0001	PUBLIC DOMAIN WORKS AND DRIVEWAY
C-12-0002	DRIVEWAY LONGITUDINAL SECTIONS
C-12-0003	COUNCIL'S TYPICAL DETAILS SHEET 1
C-12-0004	COUNCIL'S TYPICAL DETAILS SHEET 2

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Rev	Revision Description	Date
B	SHEET LIST TABLE UPDATE	22/10/2024
A	ISSUE FOR DA	18/10/2024

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HPG PROJECT LAUDERDALE PTY LTD AND COP PROJECT LAUDERDALE PTY LTD

Project
5 LAUDERDALE AVENUE
FAIRLIGHT NSW 2094

Title
COVERSHEET AND DRAWING INDEX

Scale: 0 5 10 15 20 25m
1:500

Drawn	Designed	Checked	Approved
EE	KZ	KZ	AV

Project Number	Drawing Number	Revision
240033	C-00-0000	B

File Path: K:\S240033 5 LAUDERDALE AVENUE, FAIRLIGHT\07. CIVIL\BIM\DRAWINGS\S240033_C-00-0000.DWG - C-00-0000 - DATE PRINTED: 22/10/2024 9:50:46 AM

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SERVICES LEGEND (TYP.)

G	GAS LINE
S	SEWER LINE
W	WATER LINE
E	ELECTRICAL LINE
FI	FIRE LINE
C	COMMUNICATION LINE
T	TELECOMS LINE
EX/G	EXISTING GAS LINE
EX/S	EXISTING SEWER LINE
EX/W	EXISTING WATER LINE
EX/E	EXISTING ELECTRICAL LINE
EX/FI	EXISTING FIRE LINE
EX/C	EXISTING COMMUNICATION LINE
EX/T	EXISTING TELECOMS LINE
EX/SW	EXISTING STORMWATER DRAINAGE LINE
X	REDUNDANT SERVICE LINE
?	UNKNOWN SERVICE LINE
X X X X X X X X	TO BE DEMOLISHED/REDUNDANT

STORMWATER DRAINAGE LEGEND

SW	STORMWATER DRAINAGE LINE
SSD / CO	SUBSOIL DRAINAGE LINE WITH CLEAR OUT
	STORMWATER OVERLAND FLOWPATH
	GRASS LINED SWALE DRAIN
	GRATED PITS (VARIES IN SIZES)
	JUNCTION PITS (VARIES IN SIZES)
	KERB INLET PITS (VARIES IN TYPE & SIZES)
	GRATED DRAIN (VARIES IN TYPE & SIZES)
OSD	ON-SITE DETENTION TANK (OSD)

STORMWATER DRAINAGE LINE WITH:

SW

Ø375mm RCP2 *.....(PIPE SIZE AND CLASS)*
15.0m @ 1.0% *.....(PIPE GRADE)*
10m *.....(PIPE LENGTH)*
US/IL: *.....(UP STREAM INVERT LEVEL)*
DS/IL: *.....(DOWN STREAM INVERT LEVEL)*

Ø375 SW — *FLOW DIRECTION*

PIPE DIAMETER

A-00 ..... STORMWATER DRAINAGE STRUCTURE NUMBER

PIT NUMBER

STORMWATER LINE NUMBER

ABBREVIATIONS (STORMWATER)

S.G.G.P	SINGLE GRATED GULLY PIT
E.K.I.	EXTENDED KERB INLET
G.S.I.P.	GRATED SURFACE INLET PIT
G.D.	GRATED DRAIN
J.P.	JUNCTION PIT
MH	MANHOLE
H.W.	HEADWALL
RCP	REINFORCED CONCRETE PIPE
RRJ	RUBBER RING JOINT
C2, C3, C4	PIPE CLASSIFICATIONS
RCBC	REINFORCED CONCRETE BOX CULVERT
A.D.D.	APRON DISH DRAIN
G.R.P.	GLASS REINFORCED POLYMER
DP	DOWNPIPE
HER	HIGH END RISER
IR	INTERMEDIATE RISER
CO	CLEAROUT
DP	DOWNPIPE
FRP	FIBRE REINFORCED POLYMER
SQID	STORMWATER QUALITY IMPROVEMENT DEVICE
SP	SURCHARGE PIT

SITEWORKS LEGEND

	LIMIT OF WORKS BOUNDARY
	SITE WORKS BOUNDARY
	CHAIN WIRE FENCE
	SITE FENCE
RW01	RETAINING WALL AND NUMBER
	EXISTING CONTOUR
	DESIGN CONTOUR
BM NAIL IN KERB R.L. (A.H.D.)	SURVEY BENCHMARK
P63.45	PROPOSED SURFACE LEVEL
E63.45	EXISTING SURFACE LEVEL
FFL180.00	FINISHED FLOOR LEVEL
	LANDSCAPE REEFER TO LANDSCAPE ARCHITECT'S DRAWING

STORMWATER NOTES

1. ALL DRAINAGE PIPES GREATER THAN Ø300mm SHALL BE CLASS 2 APPROVED SPIGOT AND SOCKET REINFORCED CONCRETE PIPES WITH RUBBER RING JOINTS (UNO).
2. WHERE DRAINAGE LINE PASS UNDER VEHICULAR PAVEMENTS PIPES SHALL BE CLASS 4 APPROVED SPIGOT AND SOCKET REINFORCED CONCRETE PIPES WITH RUBBER RING JOINTS (UNO).
3. ALL DRAINAGE PIPES LESS THAN OR EQUAL TO Ø300mm SHALL BE uPVC DWV GRADE CLASS SN8 IN ACCORDANCE WITH AS/NZS1260:2009-PVC-U PIPES AND FITTINGS FOR DRAIN, WASTE AND VENT APPLICATION WITH SOLVENT WELDED JOINTS.
4. EQUIVALENT STRENGTH REINFORCED CONCRETE OR FIBROUS REINFORCED CONCRETE MAY BE USED SUBJECT TO APPROVAL BY THE SUPERINTENDENT.
5. PIPES FOR SUB-SOIL DRAINS SHALL BE SLOTTED 100MM DIAMETER CLASS 1000 WRAPPED IN GEOFABRIC, UNO, COMPLYING WITH THE REQUIREMENTS OF AS 2439
6. ALL PIPE JUNCTIONS UP TO AND INCLUDING 300 DIA. AND TAPERS SHALL BE VIA PURPOSE MADE FITTINGS.
7. ALL MILD STEEL FIXTURES INCLUDING GRATES, FRAMES, STEP IRONS, LADDERS, ETC., SHALL BE HOT DIP GALVANISED. GALVANISING SHALL COMPLY WITH THE REQUIREMENTS OF AS 1214 OR AS 1650, AS APPROPRIATE.
8. MINIMUM GRADE TO STORMWATER LINES TO BE 1%. (U.N.O.)
9. CONTRACTOR TO SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
10. ALL CONNECTIONS TO EXISTING DRAINAGE PITS SHALL BE MADE IN A TRADESMAN-LIKE MANNER AND THE INTERNAL WALL OF THE PIT AT THE POINT OF ENTRY SHALL BE CEMENT RENDERED TO ENSURE A SMOOTH FINISH.
11. PRECAST PITS SHALL NOT BE USED UNLESS WRITTEN APPROVAL IS OBTAINED FROM THE SUPERINTENDENT.
12. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MIN. 50MM CONCRETE BED (OR 75MM THICK BED OF 12MM BLUE METAL) UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE ROCK. IN OTHER THAN ROCK, PIPES SHALL BE LAID ON A 75MM THICK SAND BED. IN ALL CASES BACKFILL THE TRENCH WITH SAND TO 200MM ABOVE THE PIPE. WHERE THE PIPE IS UNDER PAVEMENTS BACKFILL REMAINDER OF TRENCH WITH SAND OR APPROVED GRANULAR BACKFILL COMPACTED IN 150MM LAYERS TO 98% STANDARD MAX. DRY DENSITY.
13. BEDDING SHALL BE (U.N.O) TYPE H2 (NOT UNDER ROADWAYS) OR HS2 (UNDER ROADWAYS) IN ACCORDANCE WITH CURRENT RELEVANT AUSTRALIAN STANDARDS.
14. BACKFILL TRENCH WITH SAND OR APPROVED GRANULAR BACKFILL TO 300mm(MIN) ABOVE THE PIPE. WHERE THE PIPE IS UNDER PAVEMENTS BACKFILL REMAINDER OF TRENCH TO PAVEMENT SUBGRADE WITH SAND OR APPROVED GRAVEL SUB-BASE COMPACTED IN 150mm LAYERS TO 98% STANDARD MAXIMUM DRY DENSITY. THE CONTRACTOR IS TO ENSURE COMPACTION EQUIPMENT IS APPROPRIATE FOR THE PIPE CLASS USED
15. WHERE STORMWATER LINES PASS UNDER FLOOR SLABS DWV GRADE uPVC RUBBER RING JOINTS ARE TO BE USED (UNO).
16. WHERE SUBSOIL DRAINAGE LINES PASS UNDER VEHICULAR PAVEMENTS, UNSLOTTED uPVC DWV GRADE CLASS SN8 PIPE SHALL BE USED.
17. 100mm DIA. SUBSOIL DRAINAGE PIPE 3m LONG WRAPPED IN FILTER SOCK TO BE PROVIDED IN PIPE TRENCHES UPSTREAM OF ALL PITS.
18. CONTRACTOR TO SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
19. PITS DEEPER THAN 1000mm SHALL HAVE ACCESS LADDERS OR STEP IRONS INSTALLED AND SHALL BE IN ACCORDANCE WITH THE LOCAL OR STATUTORY AUTHORITY REQUIREMENTS
20. ALL FRAMES, COVERS AND GRATINGS FOR PITS, SUMPS, DRAINS, GRATED DRAINS ETC MUST BE PROVIDED TO SUIT CLASS D DUTIES AND ALL GRATES SHALL BE SLIP RESISTANT AND HEELGUARD UNO
21. WHERE A PIT IS IDENTIFIED AS A CONFINED SPACE, PIT COVERS SHALL BE PROVIDED WITH STANDARD CONFINED SPACE SIGNAGE
22. SUBSOIL DRAINAGE LINES SHALL BE INSTALLED AT THE BASE OF ALL RETAINING WALLS AND FOR ALL STORMWATER PITS. ALL SUBSOIL LINES SHALL BE CONNECTED TO DRAIN TO THE STORMWATER DRAINAGE SYSTEM
23. CAPPED FLUSHING POINTS MUST BE PROVIDED FOR ALL SUBSOIL AND SEEPAGE DRAINAGE SYSTEMS AT THE END OF EACH PIPE, AT 30M SPACING AND AT CHANGES IN DIRECTIONS
24. INSPECTION OPENINGS AND CLEAROUTS MUST BE PROVIDED AT EVERY JUNCTION, BEND, CHANGE OF DIRECTION AND AT THE BASE OF ALL DOWNPIPES IMMEDIATELY ABOVE WHERE THE DOWNPIPE PENETRATES THE GROUND OR SLAB ON GROUND
25. ALL SUBSOIL PIPES SHALL BE FACTORY SLOTTED HDPE, MINIMUM 100MM DIAMETER SN8 CLASS, SIMILAR OR EQUAL TO VINIDEX DRAINCOIL, CERTIFIED UPVC, IN ACCORDANCE WITH AS1260, AS2032 (PIPE) & AS3789 (JOINTING) INSTALLED ON GEOTEXTILE FABRIC WITH 150MM SURROUND OF 25MM BLUE METAL AGGREGATE. UNO

SITEWORKS NOTES

1. ORIGIN OF LEVELS :- AUSTRALIAN HEIGHT DATUM (A.H.D.)
2. CONTRACTOR MUST VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK.
3. ALL WORK IS TO BE UNDERTAKEN IN ACCORDANCE WITH HUNTERS HILL COUNCIL CONSTRUCTION SPECIFICATIONS, THE DETAILS SHOWN ON THE DRAWINGS AND THE SPECIFICATIONS AND THE DIRECTIONS OF THE PRINCIPAL'S REPRESENTATIVE.
4. WHERE NEW WORKS ABUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES IS OBTAINED.
5. THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A REGISTERED SURVEYOR.
6. CARE IS TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES. NO MECHANICAL EXCAVATIONS ARE TO BE UNDERTAKEN OVER COMMUNICATIONS OR ELECTRICAL SERVICES. HAND EXCAVATE IN THESE AREAS.
7. ALL SERVICE TRENCHES UNDER VEHICULAR PAVEMENTS SHALL BE BACKFILLED WITH AN APPROVED GRANULAR MATERIAL AND COMPACTED TO 98% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS.1289.5.1.1.
8. ALL TRENCH BACKFILL MATERIAL NOT IN PAVEMENTS SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.
9. ON COMPLETION OF PIPE INSTALLATION ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL AND GRASSED AREAS AND ROAD PAVEMENTS.
10. PROVIDE 10mm WIDE EXPANDING CORK JOINTS BETWEEN CONCRETE PAVEMENTS AND ALL BUILDINGS , WALLS, FOOTINGS, COLUMNS, KERBS, DISH DRAINS, GRATED DRAINS, BOLLARD FOOTINGS ETC
11. CONTRACTOR TO OBTAIN ALL AUTHORITY APPROVALS.
12. ALL BATTERS TO BE GRASSED LINED IN ACCORDANCE WITH HUNTERS HILL COUNCIL CONSTRUCTION SPECIFICATIONS AND LANDSCAPE ARCHITECTS SPECIFICATION.
13. MAKE SMOOTH TRANSITION TO EXISTING SERVICES AND MAKE GOOD.
14. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DIVERSION DRAINS AND MOUNDS TO ENSURE THAT AT ALL TIMES EXPOSED SURFACES ARE FREE DRAINING AND WHERE NECESSARY EXCAVATE SUMPS AND PROVIDE PUMPING EQUIPMENT TO DRAIN EXPOSED AREAS.
15. THESE PLANS SHALL BE READ IN CONJUNCTION WITH HUNTERS HILL COUNCIL CONSTRUCTION SPECIFICATIONS AND APPROVED LANDSCAPE, ELECTRICAL AND TELECOMMUNICATION DRAWINGS AND SPECIFICATIONS.
16. TRENCHES THROUGH EXISTING ROAD AND CONCRETE PAVEMENTS SHALL BE SAWCUT TO FULL DEPTH OF CONCRETE AND A MIN 50mm IN BITUMINOUS PAVING.
17. ON COMPLETION OF WORKS ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL INCLUDING, BUT NOT LIMITED TO, KERBS, FOOTPATHS, CONCRETE AREAS, GRASS AND LANDSCAPED AREAS.

EXISTING SERVICES AND FEATURES

1. EXISTING SERVICES HAVE BEEN PLOTTED FROM SUPPLIED DATA AND AS SUCH THEIR ACCURACY CANNOT BE GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT.
2. THE CONTRACTOR SHALL ALLOW FOR THE CAPPING OFF, EXCAVATION, REMOVAL AND DISPOSAL IF REQUIRED OF ALL EXISTING SERVICES IN AREAS AFFECTED BY WORKS WITHIN THE CONTRACT AREA, AS SHOWN ON THE DRAWINGS UNLESS DIRECTED OTHERWISE BY THE SUPERINTENDENT.
3. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES SERVICES TO ALL BUILDINGS NOT AFFECTED BY THE WORKS ARE NOT DISRUPTED.
4. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL GAIN WRITTEN APPROVAL OF HIS PROGRAMME FOR THE RELOCATION/CONSTRUCTION OF TEMPORARY SERVICES.
5. EXISTING BUILDINGS, EXTERNAL STRUCTURES, AND TREES SHOWN ON THESE DRAWINGS ARE FEATURES EXISTING PRIOR TO ANY DEMOLITION WORKS.
6. CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE SUPERINTENDENT. ONCE DIVERSION IS COMPLETE AND COMMISSIONED THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT SERVICE AUTHORITY.
7. INTERRUPTION TO SUPPLY OF EXISTING SERVICES SHALL BE DONE SO AS NOT TO CAUSE ANY INCONVENIENCE TO THE PRINCIPAL. CONTRACTOR TO GAIN APPROVAL OF SUPERINTENDENT FOR TIME OF INTERRUPTION. THE CONTRACTOR IS RESPONSIBLE FOR ALL LIAISON.
8. CLEARANCE AND COVER REQUIREMENTS SHALL BE OBTAINED FROM THE HUNTERS HILL COUNCIL AND RELEVANT SERVICE AUTHORITY BEFORE COMMENCEMENT OF WORKS AND SHALL BE ADHERED TO AT ALL TIMES.
9. CARE IS TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES. NO MECHANICAL EXCAVATIONS ARE TO BE UNDERTAKEN OVER TELECOM OR ELECTRICAL SERVICES. HAND EXCAVATE IN THESE AREAS ONLY.

EROSION AND SEDIMENT CONTROL NOTES

SEDIMENT CONTROL INSTRUCTIONS

1. SEDIMENT FENCES WILL BE INSTALLED AS SHOWN ON THE PLAN AND ELSEWHERE AT THE DISCRETION OF THE SITE SUPERINTENDENT TO CONTAIN SOIL AS NEAR AS POSSIBLE TO THEIR SOURCE.
2. SEDIMENT FENCES WILL NOT HAVE CATCHMENT AREAS EXCEEDING 900 SQUARE METRES AND HAVE A STORAGE DEPTH OF AT LEAST 0.6 METRES.
3. SEDIMENT REMOVED FROM ANY TRAPPING DEVICES WILL BE RELOCATED WHERE FURTHER POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS CANNOT OCCUR.
4. STOCKPILES ARE NOT TO BE LOCATED WITHIN 5 METRES OF HAZARD AREAS INCLUDING AREAS OF HIGH VELOCITY FLOWS SUCH AS WATERWAYS, PAVED AREAS AND DRIVEWAYS.
5. WATER WILL BE PREVENTED FROM DIRECTLY ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS THE CATCHMENT AREA HAS BEEN PERMANENTLY LANDSCAPED AND/OR WATER HAS BEEN TREATED BY AN APPROVED DEVICE. 6. TEMPORARY SEDIMENT TRAPS WILL REMAIN IN PLACE UNTIL AFTER THE LANDS THEY ARE PROTECTING ARE COMPLETELY REHABILITATED.
6. ACCESS TO SITES SHOULD BE STABILISED TO REDUCE THE LIKELIHOOD OF VEHICLES TRACKING SOIL MATERIALS ONTO PUBLIC ROADS AND ENSURE ALL-WEATHER ENTRY/EXIT.

SOIL EROSION CONTROL INSTRUCTIONS

1. EARTH BATTERS WILL BE CONSTRUCTED WITH AS LOW A GRADIENT AS PRACTICABLE BUT NO STEEPER, UNLESS OTHERWISE NOTED, THAN:
   a. 2(H):1(V) WHERE SLOPE LENGTH LESS THAN 12 METRES
   b. 2.5(H):1(V) WHERE SLOPE LENGTH BETWEEN 12 AND 16 METRES.
   c. 3(H):1(V) WHERE SLOPE LENGTH BETWEEN 16 AND 20 METRES.
   d. 4(H):1(V) WHERE SLOPE LENGTH GREATER THAN 20 METRES.
2. ALL WATERWAYS, DRAINS, SPILLWAYS AND THEIR OUTLETS WILL BE CONSTRUCTED TO BE STABLE IN AT LEAST THE 1:20 YEAR ARI, TIME OF CONCENTRATION STORM EVENT.
3. WATERWAYS AND OTHER AREAS SUBJECT TO CONCENTRATED FLOWS AFTER CONSTRUCTION ARE TO HAVE A MAXIMUM GROUNDCOVER C-FACTOR OF 0.05 (70% GROUND COVER) WITHIN 10 WORKING DAYS FROM COMPLETION OF FORMATION. FLOW VELOCITIES ARE TO BE LIMITED TO THOSE SHOWN IN TABLE 5-1 OF "MANAGING URBAN STORMWATER - SOILS AND CONSTRUCTION", DEPT OF HOUSING 1998 (BLUE BOOK). FOOT AND VEHICULAR TRAFFIC WILL BE PROHIBITED IN THESE AREAS.
4. STOCKPILES AFTER CONSTRUCTION ARE TO HAVE A MAXIMUM GROUND-COVER C-FACTOR OF 0.1 (60% GROUND-COVER) WITHIN 10 WORKING DAYS FROM COMPLETION OF FORMATION.
5. ALL LANDS, INCLUDING WATERWAYS AND STOCKPILES, DURING CONSTRUCTION ARE TO HAVE A MAXIMUM GROUND-COVER C-FACTOR OF 0.15 (50% GROUND COVER) WITHIN 20 WORKING DAYS FROM INACTIVITY EVEN THOUGH WORKS MAY CONTINUE LATER.
6. FOR AREAS OF SHEET FLOW USE THE FOLLOWING GROUND COVER PLANT SPECIES FOR TEMPORARY COVER: JAPANESE MILLET 20 KG/HA AND OATS 20 KG/HA.
7. PERMANENT REHABILITATION OF LANDS AFTER CONSTRUCTION WILL ACHIEVE A GROUND-COVER C-FACTOR OF LESS THAN 0.1 AND LESS THAN 0.05 WITHIN 60 DAYS. NEWLY PLANTED LANDS WILL BE WATERED REGULARLY UNTIL AN EFFECTIVE COVER IS ESTABLISHED AND PLANTS ARE GROWING VIGOROUSLY. FOLLOW-UP SEED AND FERTILISER WILL BE APPLIED AS NECESSARY.
8. RE-VEGETATION SHOULD BE AIMED AT RE-ESTABLISHING NATURAL SPECIES. NATURAL SURFACE SOILS SHOULD BE REPLACED AND NON-PERSISTANT ANNUAL COVER CROPS SHOULD BE USED.

WASTE CONTROL INSTRUCTIONS

1. ACCEPTABLE BINS WILL BE PROVIDED FOR ANY CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHING, LIGHTWEIGHT WASTE MATERIALS AND LITTER. CLEARANCE SERVICES WILL BE PROVIDED AT LEAST WEEKLY. DISPOSAL OF WASTE WILL BE IN A MANNER APPROVED BT THE SITE SUPERINTENDENT.
2. ALL POSSIBLE POLLUTANT MATERIALS ARE TO BE STORED WELL CLEAR OF ANY POORLY DRAINED AREAS, FLOOD PRONE AREAS, STREAMBANKS, CHANNELS AND STORMWATER DRAINAGE AREAS. STORE SUCH MATERIALS IN A DESIGNATED AREA UNDER COVER WHERE POSSIBLE AND WITHIN CONTAINMENT BUNDS.
3. ALL SITE STAFF AND SUB-CONTACTORS ARE TO BE INFORMED OF THEIR OBLIGATION TO USE WASTE CONTROL FACILITIES PROVIDED.
4. 4. ANY DE-WATERING ACTIVITIES ARE TO BE CLOSELY MONITORED TO ENSURE THAT WATER IS NOT POLLUTED BY SEDIMENT, TOXIC MATERIALS OR PETROLEUM PRODUCTS.
5. PROVIDE DESIGNATED VEHICULAR WASHDOWN AND MAINTENANCE AREAS WHICH ARE TO HAVE CONTAINMENT BUNDS.

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Title
SPECIFICATIONS AND LEGEND

Scale:

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Project Number	Drawing Number	Revision
S240033	C-00-1000	A

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Project
5 LAUDERDALE AVENUE FAIRLIGHT NSW 2049

Title
SITE STORMWATER DRAINAGE PLAN - LOWER GROUND FLOOR

Scale: 0 1 2 3 4 5m
1:100

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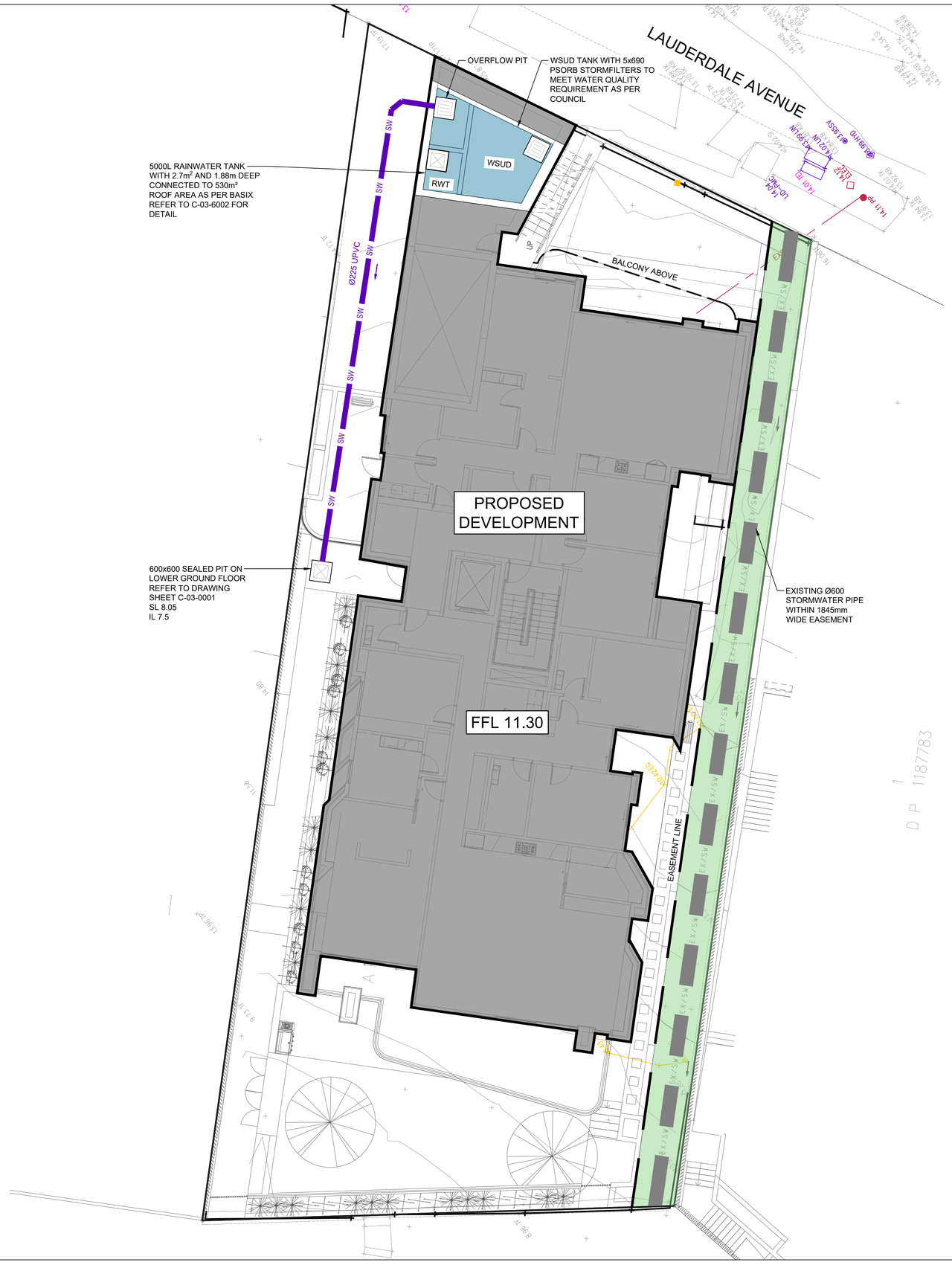

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Project
5 LAUDERDALE AVENUE
FAIRLIGHT NSW 2049

Title
SITE STORMWATER DRAINAGE PLAN - UPPER GROUND FLOOR

Scale: 0 1 2 3 4 5m
1:100

Drawn	Designed	Checked	Approved
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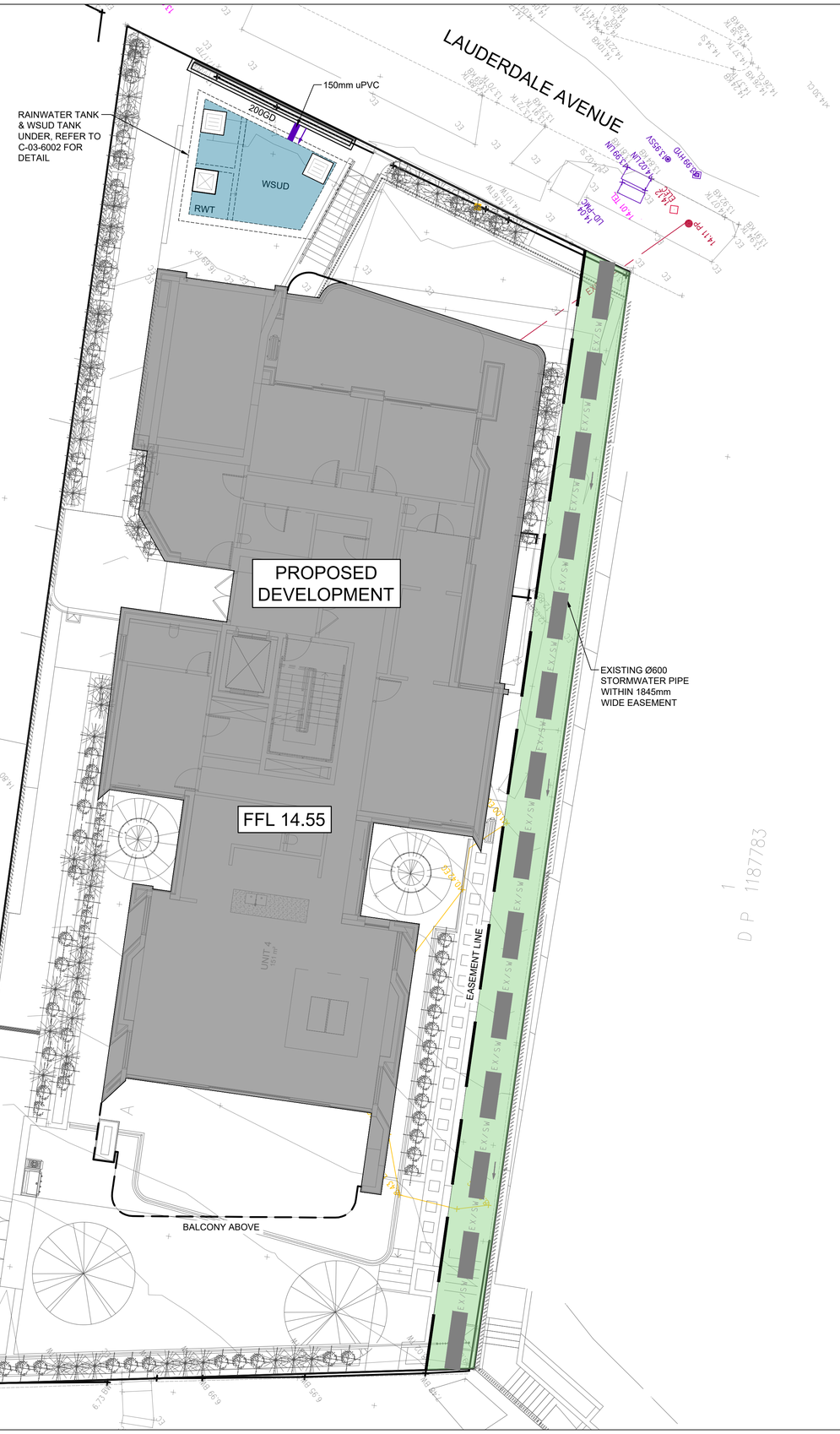

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Project
5 LAUDERDALE AVENUE
FAIRLIGHT NSW 2049

Title
SITE STORMWATER DRAINAGE PLAN -LEVEL ONE

Scale: 0 1 2 3 4 5m
1:100

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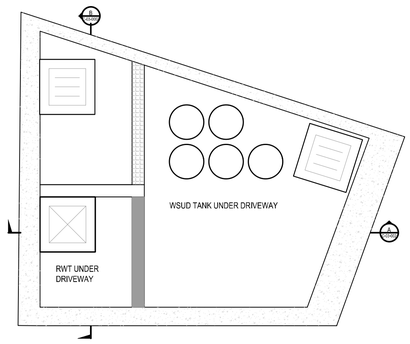
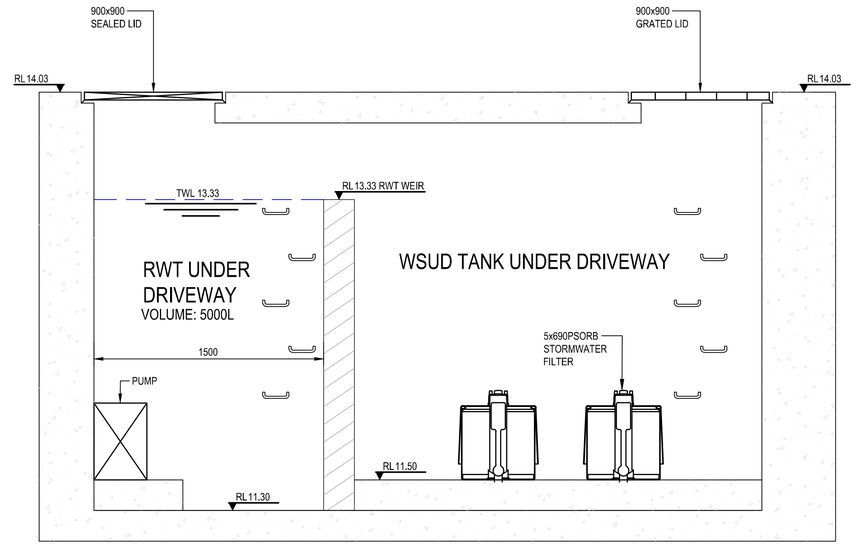
RWT WEIR RL 13.33m

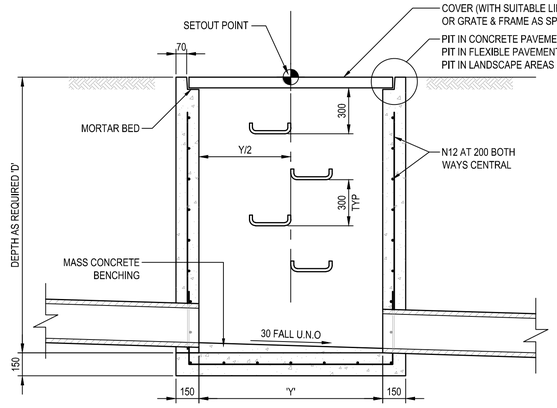
WSUD WEIR RL 12.22m



WSUD AND RAINWATER TANK UNDER DRIVEWAY
SCALE 1:50



SECTION A
SCALE 1:20
C-03-001



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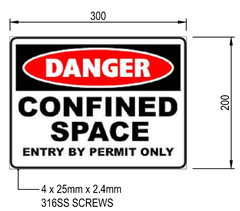
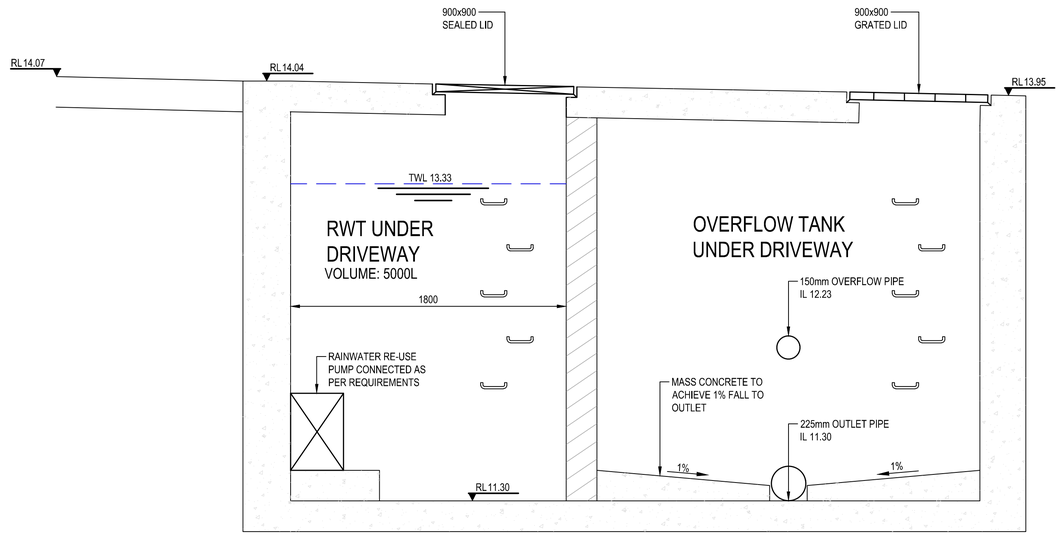


CONFINED SPACES SIGN
NTS



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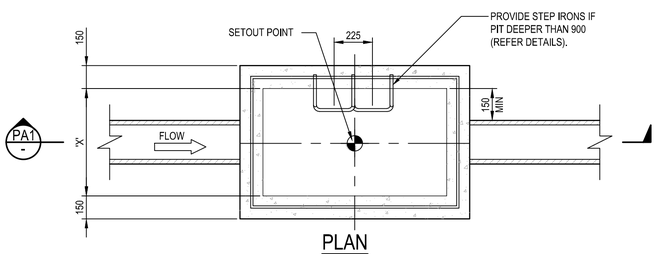
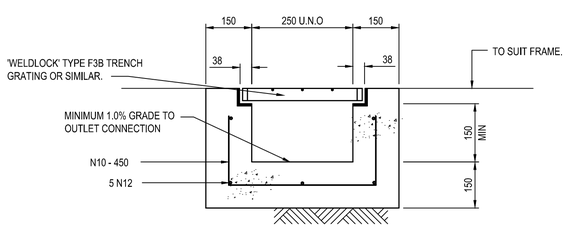


PLAN

SURFACE INLET/JUNCTION PIT
PIT TYPE 'A'
SCALE 1:20

MINIMUM INTERNAL PIT DIMENSIONS		
'D'	'X'	'Y'
D ⩽ 600	450	450*
D ⩽ 900	600	600*
D ⩽ 1200	600	900
D > 1200	900	900

NOTE: PITS DENOTED * SHALL BE USED ONLY WHERE SPECIFIED IN DRAINAGE SCHEDULE OR ON PLAN.



GRATED DRAIN
SCALE 1:10

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A	ISSUE FOR DA	18/10/2024

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Client
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Project
5 LAUDERDALE AVENUE FAIRLIGHT NSW 2094

Title
OSD DESIGN DETAILS

Scale: 0 0.2 0.4 0.6 0.8 1m
1:20

Drawn	Designed	Checked	Approved
EE	KZ	KZ	AV

Project Number	Drawing Number	Revision
S240033	C-03-6001	A

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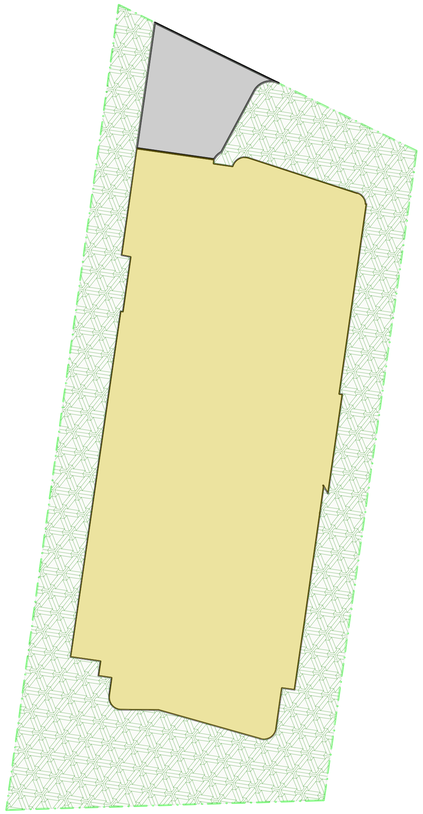
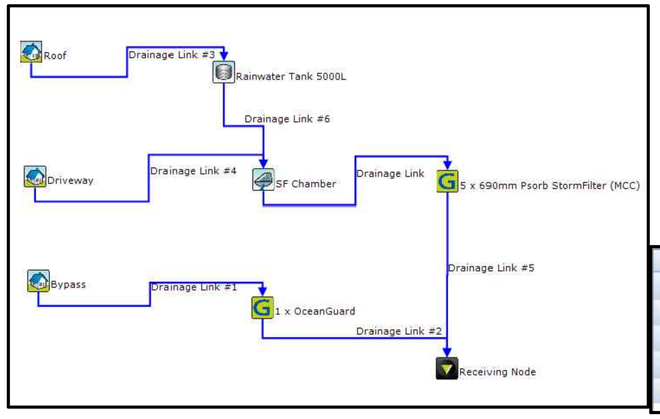


MUSIC CATCHMENT PLAN

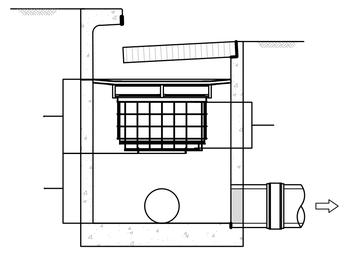
WATER TREATMENT CATCHMENT				
HATCH	CATCHMENT NAME	AREA(m2)	IMPERVIOUS AREA RATIO(%)	TREATMENT METHODOLOGY
	ROOF	533	100	RAINWATER TANK, STORMFILTER
	REST OF PROPERTY	402	100	OCEANGUARD
	DRIVEWAY	47	100	STORMFILTER

CATCHMENT TABLE



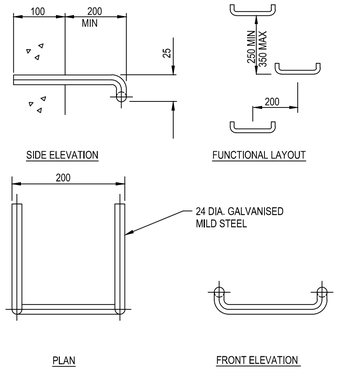
	Sources	Residual Load	% Reduction
Flow (ML/yr)	1.062	1.057	0.4774
Total Suspended Solids (kg/yr)	86.61	12.5	85.56
Total Phosphorus (kg/yr)	0.215	0.07189	66.57
Total Nitrogen (kg/yr)	2.338	1.232	47.31
Gross Pollutants (kg/yr)	24.74	0	100

MUSIC MODEL RESULT



SURFACE FLOW OCEAN PROTECT CONFIGURATION 1

SCALE NTS

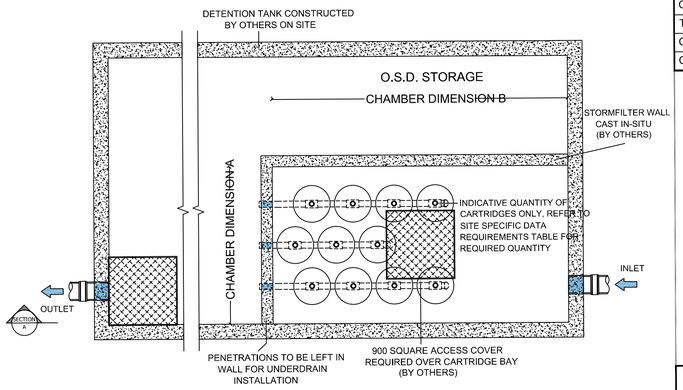


STEP IRON DETAIL

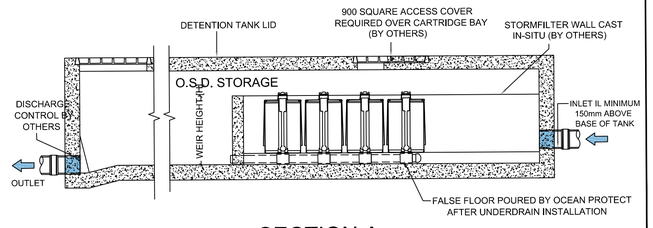
N.T.S.

(APPLICABLE FOR ALL PITS DEEPER THAN 1200mm)

NOT FOR CONSTRUCTION



PLAN LAYOUT

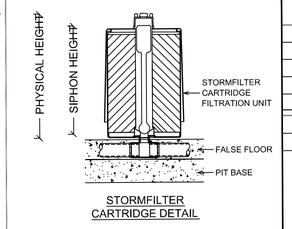


SECTION A

STORMFILTER DESIGN TABLE

- STORMFILTER TREATMENT CAPACITY VARIES BY NUMBER OF FILTER CARTRIDGES INSTALLED.
- THE STANDARD CONFIGURATION IS SHOWN. ACTUAL CONFIGURATION OF THE SPECIFIED STRUCTURE(S) PER CERTIFYING ENGINEER WILL BE SHOWN ON SUBMITTAL DRAWING(S).
- FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF-CLEANING. RADIAL MEDIA DEPTH SHALL BE 178mm.

CARTRIDGE NAME / SIPHON HEIGHT (mm)	690	460	310
CARTRIDGE PHYSICAL HEIGHT (mm)	840	600	600
TYPICAL WEIR HEIGHT [H] (mm)	920	690	540
CARTRIDGE FLOW RATE FOR ZPG MEDIA (L/s)	1.6	1.1	0.7
CARTRIDGE FLOW RATE FOR PSORB MEDIA (L/s)	0.9	0.46	0.39



STORMFILTER CARTRIDGE DETAIL

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	[ ]
NUMBER OF CARTRIDGES REQ'D	[ ]
SIPHON HEIGHT (310 / 460 / 690)	[ ]
MEDIA TYPE (ZPG / PSORB)	[ ]
WATER QUALITY FLOW RATE (L/S)	[ ]
DIMENSION A	[ ]
DIMENSION B	[ ]

TOTAL CARTRIDGE BAY AREA (A x B) TO MATCH AREA REQUIRED BY MUSIC MODELLING OR COUNCIL SPECIFIC REQUIREMENTS

GENERAL NOTES

1. INLET AND OUTLET PIPES TO BE IN ACCORDANCE WITH APPROVED PLANS.
2. A HIGH FLOW BYPASS ARRANGEMENT OR DISSIPATION STRUCTURE MAY BE REQUIRED TO MINIMISE RE-SUSPENSION OF SOLIDS OR ANY SIGNIFICANT INERTIAL FORCES ON THE CARTRIDGES.
3. ALL WATER QUALITY TREATMENT DEVICES REQUIRE PERIODIC MAINTENANCE. REFER TO OPERATION AND MAINTENANCE MANUAL FOR GUIDELINES AND ACCESS REQUIREMENTS.
4. SITE SPECIFIC PRODUCTION DRAWING WILL BE PROVIDED ON PLACEMENT OF ORDER.
5. THE INVERT LEVEL OF THE INLET PIPE MUST BE GREATER THAN THE RL OF THE FALSE FLOOR WITHIN THE CARTRIDGE CHAMBER.
6. CONCRETE STRUCTURE AND ACCESS COVERS DESIGNED AND PROVIDED BY OTHERS. ACCESS COVERS TO BE A MINIMUM 900 X 900 ABOVE CARTRIDGES. OH&S REGARDING ACCESS COVERS AND TANK ACCESS TO BE ASSESSED BY OTHERS ON SITE.
7. THE STRUCTURE THICKNESSES SHOWN ARE FOR REPRESENTATIONAL PURPOSES.
8. DRAWINGS NOT TO SCALE.

INSTALLATION NOTES

1. UNDERDRAIN AND FALSE FLOOR INSTALLED BY OCEAN PROTECT.

OCEAN PROTECT

PHONE: 1300 354 722 www.oceanprotect.com.au

OCEAN PROTECT STORMFILTER SYSTEM DETENTION TANK ARRANGEMENT SPECIFICATION DRAWING

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Project
5 LAUDERDALE AVENUE FAIRLIGHT NSW 2049

Title
WATER QUALITY MANAGEMENT DESIGN DETAIL

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Drawn	Designed	Checked	Approved
EE	KZ	KZ	AV

Project Number	Drawing Number	Revision
S240033	C-03-6002	A

LAST MODIFIED: 07-03-19

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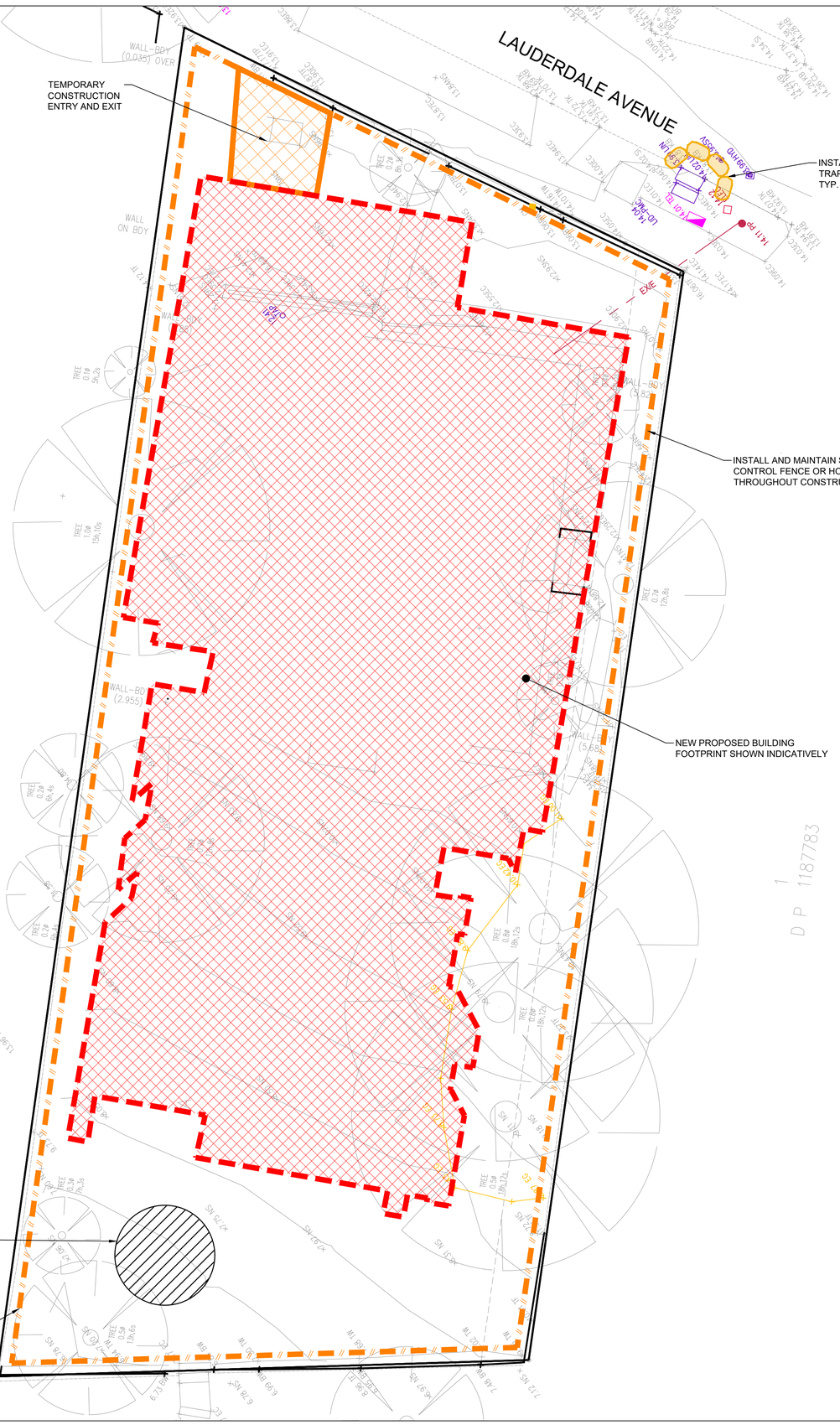

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Project
5 FAIRLIGHT AVENUE
FAIRLIGHT NSW 2094

Title
EROSION AND SEDIMENT CONTROL PLAN

Scale: 0 1 2 3 4 5m
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Drawn	Designed	Checked	Approved
EE	KZ	KZ	AV

Project Number	Drawing Number	Revision
S240033	C-06-0000	A

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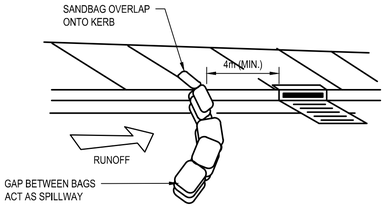
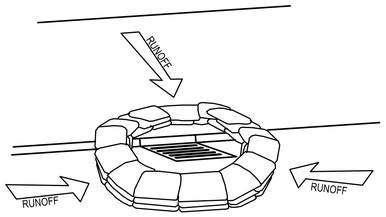


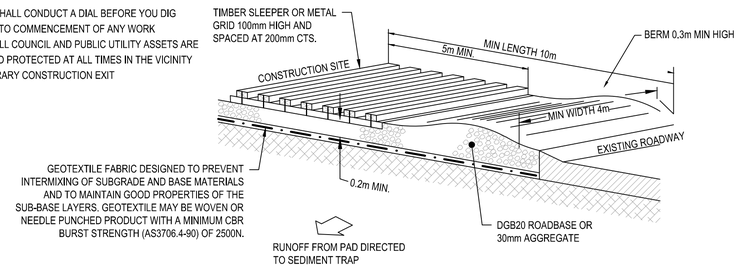
KERB INLET SEDIMENT FILTER (ON GRADE)
NTS



KERB INLET SEDIMENT FILTER - SANDBAG SURROUND
NTS

KERB INLET SEDIMENT FILTER
1. REFER TO APPROVED PLANS FOR LOCATIONAND INSTALLATION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION,DIMENSIONS, OR METHOD OF INSTALLATION, CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.
2. ENSURE THAT THE INSTALLATION OF THE SEDIMENT TRAP WILL NOT CAUSE UNDESIRABLE SAFETY OR FLOODING ISSUES.
3. INSTALL SEDIMENT TRAP IN ACCORDANCE WITH STANDARD DRAWING SUPPLIED WITH THE APPROVED PLAN, OR AS DIRECTED BY THESITE SUPERVISOR.
4. ENSURE THE SEDIMENT TRAP IS CONSTRUCTED UP-SLOPE OF AN ON-GRADE KERB INLET. THE SEDIMENT TRAP MUST NOT SURROUND THE KERB INLET UNLESS SPECIFICALLY DIRECTED BY THE SITE SUPERVISOR.
5. ENSURE THE SEDIMENT TRAP FULLY ENCLOSES THE KERB INLET. USE APPROPRIATE SPACERS TO ENSURE THE SEDIMENT TRAP DOES NOT BLOCK THE SIDE-ENTRY INLET.
6. TAKE ALL NECESSARY MEASURE TO MINIMISE THE SAFETY RISK CAUSED BY THE STRUCTURE

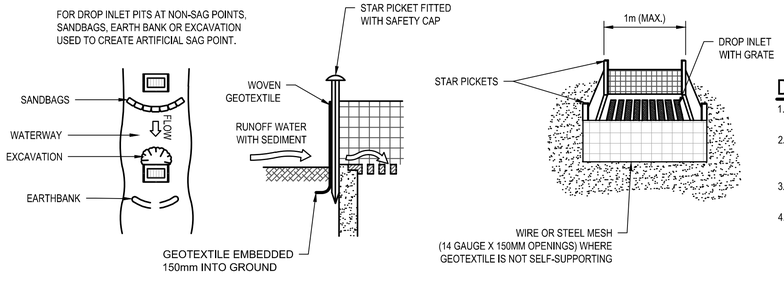
NOTES
1. CONTRACTOR SHALL CONDUCT A DIAL BEFORE YOU DIG SEARCH PRIOR TO COMMENCEMENT OF ANY WORK
2. ENSURE THAT ALL COUNCIL AND PUBLIC UTILITY ASSETS ARE MAINTAINED AND PROTECTED AT ALL TIMES IN THE VICINITY OF THE TEMPORARY CONSTRUCTION EXIT



CONSTRUCTION NOTES
1. STRIP TOPSOIL AND LEVEL SITE.
2. COMPACT SUBGRADE.
3. COVER AREA WITH NEEDLE-PUNCHED GEOTEXTILE.
4. CONSTRUCT 200mm THICK PAD OVER GEOTEXTILE USING ROADBASE OR 30mm AGGREGATE.
5. CONSTRUCT HUMP IMMEDIATELY WITHIN BOUNDARY TO DIVERT WATER TO A SEDIMENT FENCE OR OTHER SEDIMENT TRAP WHERE THE SEDIMENT IS COLLECTED AND REMOVED.

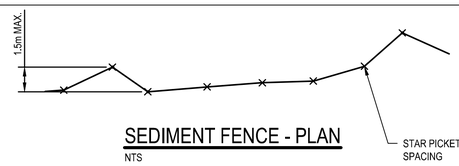
MAINTENANCE NOTES
THE EXIT SHALL BE MAINTAINED IN A CONDITION WHICH PREVENTS TRACKING OR FLOWING OF SEDIMENT OFF THE CONSTRUCTION SITE. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL GRAVEL AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED OFF THE CONSTRUCTION SITE MUST BE REMOVED IMMEDIATELY.

TEMPORARY STABALISED CONSTRUCTION EXIT
NTS

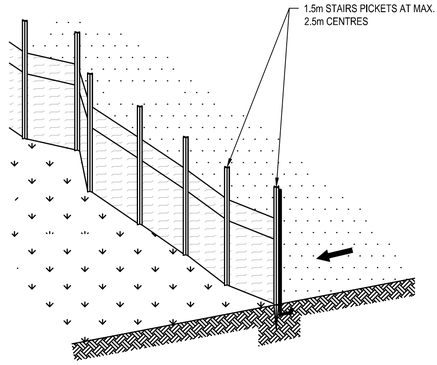


DROP INLET FILTERS
1. FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OF STRAW BALES.
2. FOLLOW STANDARD DRAWINGS OF STRAW BALE FILTERS AND SEDIMENT FENCES FOR INSTALLATION PROCEDURES FOR THE STRAW BALES OR GEOFABRIC. REDUCE THE PICKET SPACING TO 1m CENTERS.
3. IN WATERWAYS, ARTIFICIAL SAG POINTS CAN BE CREATED WITH SANDBAGS OR EARTH BANKS AS SHOWN IN THE DRAWING.
4. DO NOT COVER THE INLET WITH GEOTEXTILE UNLESS THE DESIGN IS ADEQUATE TO ALLOW FOR ALL WATERS TO BYPASS IT.

DROP INLET FILTER
NTS

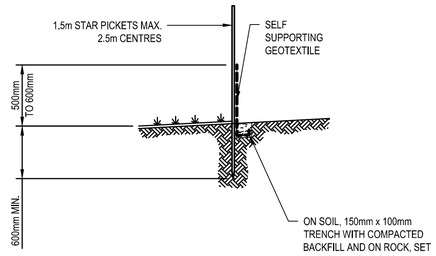


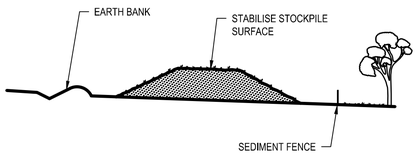
SEDIMENT FENCE - PLAN
NTS



SEDIMENT FENCE - DETAIL
NTS

SEDIMENT FENCE
1. CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BE PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING, TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 litres/sec IN THE DESIGN STORM EVENT, USUALLY THE 10 YEAR EVENT.
2. CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
3. DRIVE 1.5 METER LONG STAR PICKETS INTO GROUND AT 2.5 METER INTERVALS (MAX.) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
4. FIX SELF-SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS, ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES, OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
5. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
6. BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.





STOCKPILE
NTS

STOCKPILE
1. MAINTAIN THE TRENCH FREE OF WATER AND RECOMPACT THE MATERIALS WITH EQUIPMENT AS SPECIFIED IN THE SWMP TO 95% STANDARD PROCTOR DENSITY.
2. SELECT FILL FOLLOWING THE SWMP THAT IS FREE OF ROOTS, WOOD, ROCK LARGE STONE OR FOREIGN MATERIAL.
3. SPREAD THE FILL IN 100mm TO 150mm LAYERS AND COMPACT IT AT OPTIMUM MOISTURE CONTENT FOLLOWING THE SWMP.
4. STOCKPILE TO BE STABILISED WITHIN 10 DAYS OF COMPLETION OF FORMATION.

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Project
5 LAUDERDALE AVENUE
FAIRLIGHT NSW 2049

Title
EROSION AND SEDIMENT CONTROL DETAILS

Scale:

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EE	KZ	KZ	AV

Project Number	Drawing Number	Revision
S240033	C-06-6001	A

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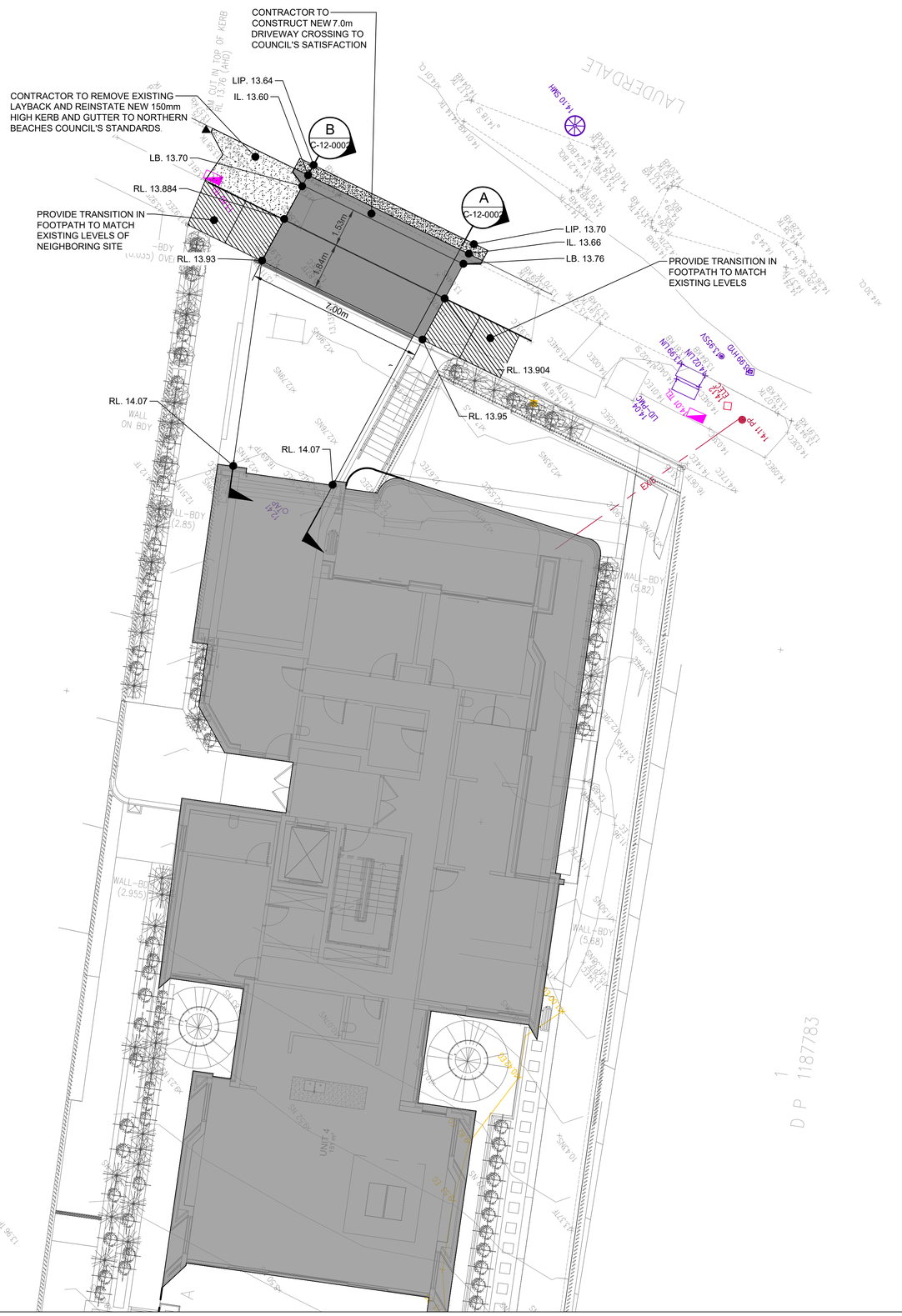

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Project
5 LAUDERDALE AVENUE FAIRLIGHT NSW 2094

Title
PUBLIC DOMAIN WORKS AND DRIVEWAY

Scale 0 1 2 3 4 5m
1:100

Drawn	Designed	Checked	Approved
NY	SC	KZ	KZ

Project Number	Drawing Number	Revision
S240033	C-12-0001	A

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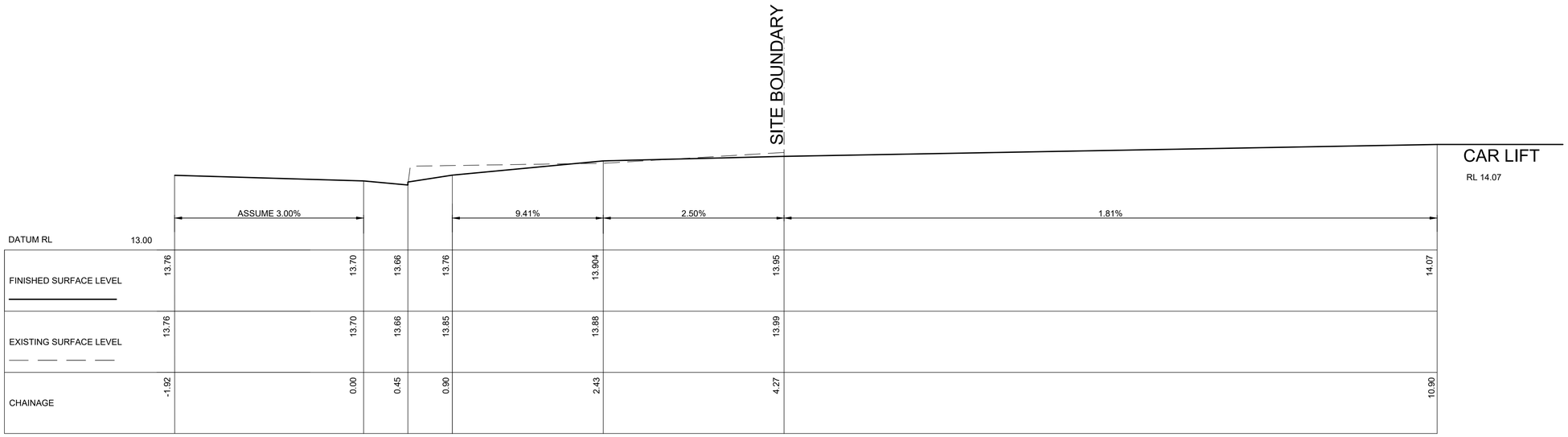
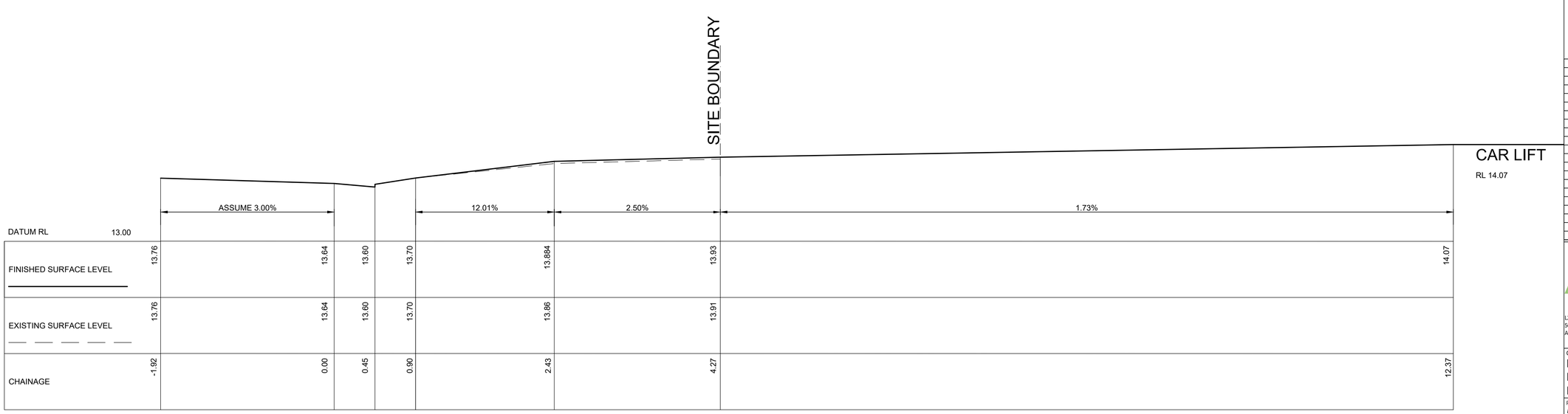


LONGITUDINAL SECTION A
DRIVEWAY ALIGNMENT 1



LONGITUDINAL SECTION B
DRIVEWAY ALIGNMENT 1

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Project
5 LAUDERDALE AVENUE
FAIRLIGHT NSW 2094

Title
DRIVEWAY LONGITUDINAL SECTIONS

Scale
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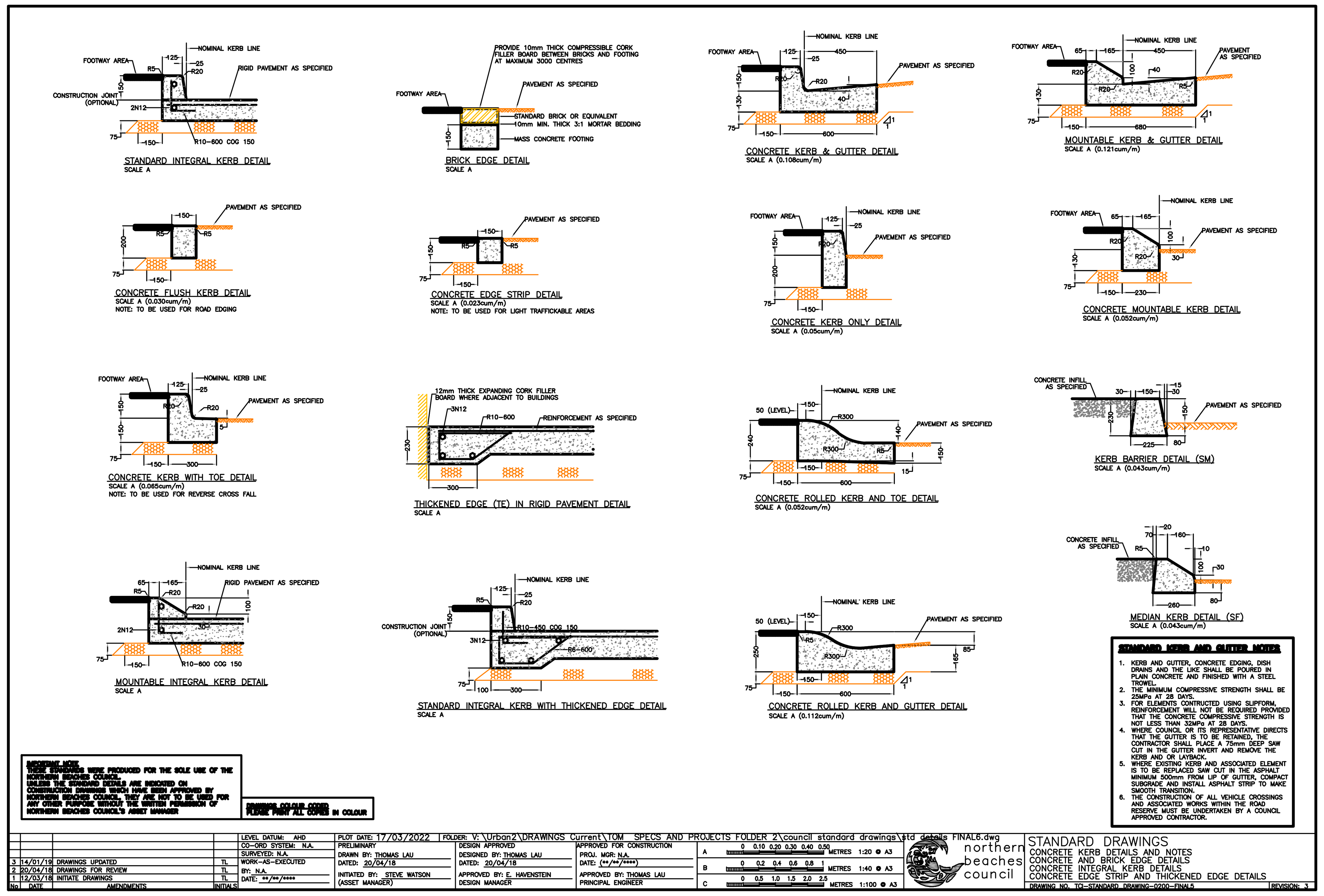
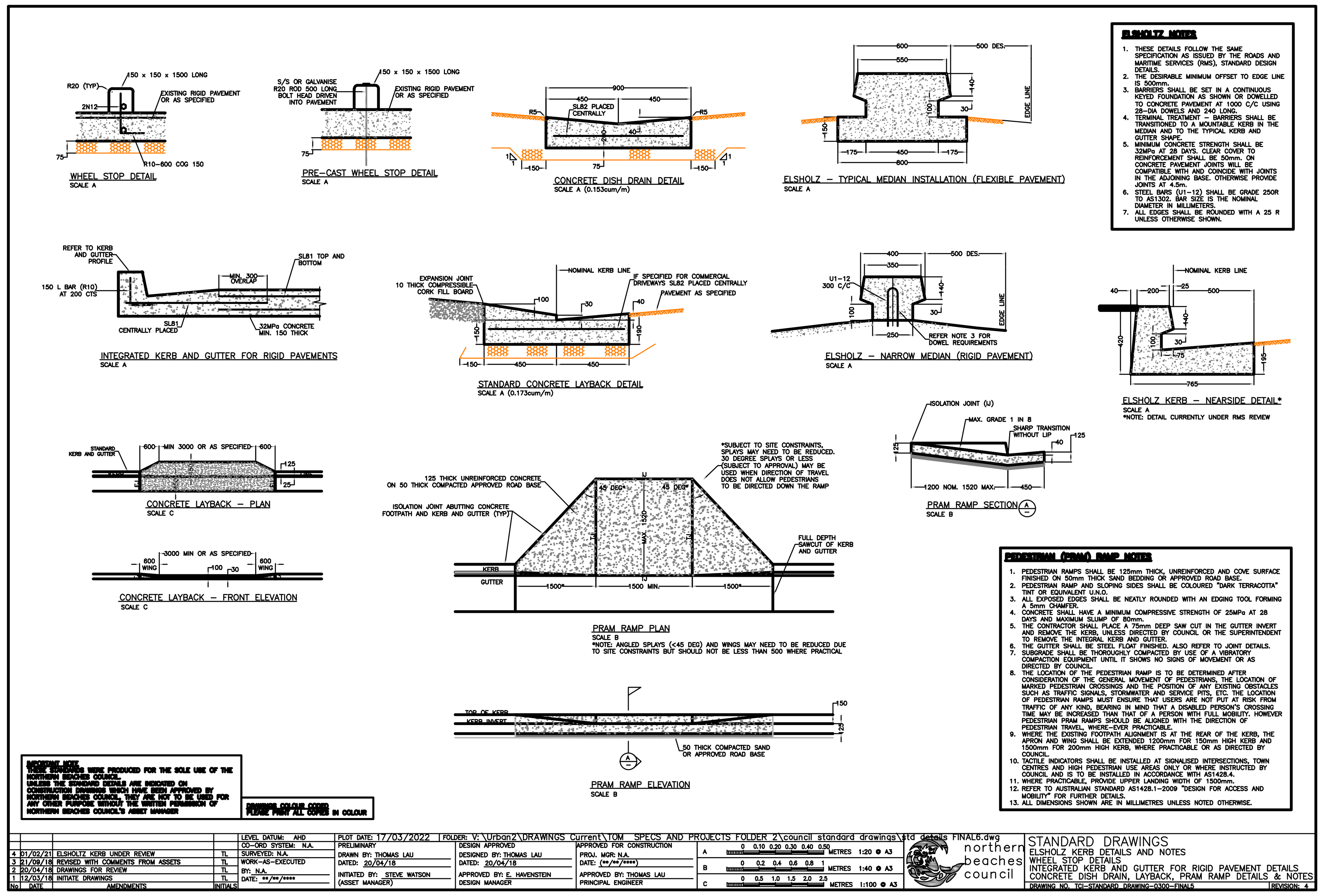
NY	SC	KZ	KZ

Project Number	Drawing Number	Revision
S240033	C-12-0002	A





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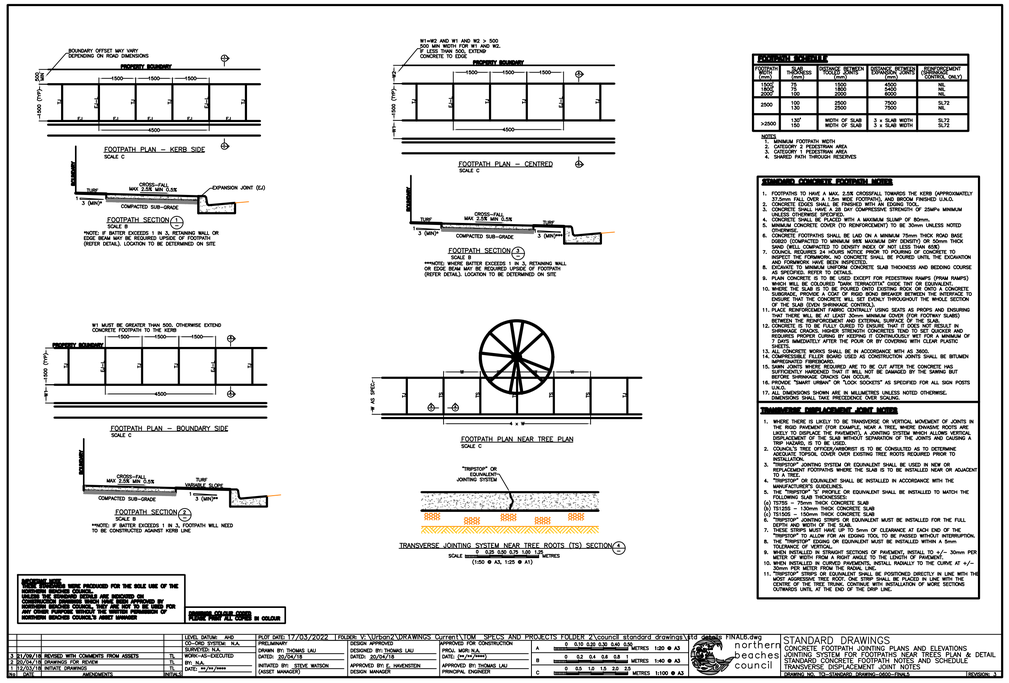
Project
5 LAUDERDALE AVENUE
FAIRLIGHT NSW 2094

Title
COUNCIL'S TYPICAL DETAILS SHEET 1

Scale
0 0.3 0.5 0.8 1 1.3m
1:25

Drawn	Designed	Checked	Approved
NY	SC	KZ	KZ

Project Number	Drawing Number	Revision
S240033	C-12-0003	A



FOOTING SCHEDULE

FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN TOOLED JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (DEPENDENT CONTROL ONLY)
1200	75	1500	6000	NIL
1500	100	1500	6000	NIL
2000*	150	2000	6000	NIL
2500	100	2500	7500	SL72
	150	2500	7500	NIL
≥2500	150*	WIDTH OF SLAB	3 x SLAB WIDTH	SL72
	180	WIDTH OF SLAB	3 x SLAB WIDTH	SL72

NOTES
1. MINIMUM FOOTPATH WIDTH
2. CATEGORY 1 PEDESTRIAN AREA
3. CATEGORY 2 PEDESTRIAN AREA
4. SHARED PATH THROUGH RESERVES

STANDARD CONCRETE FOOTPATH NOTES

1. FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), AND BROOM FINISHED U.N.O.
2. CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
3. CONCRETE SHALL BE 25MPa 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED.
4. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
5. MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.
6. CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE GRADE (CRUSHED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK ROAD SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 4/05).
7. ALL FOOTPATHS SHALL BE INSPECTED BY COUNCIL PRIOR TO CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED.
8. EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED IN THE SCHEDULE.
9. PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS) WHICH WILL BE COLOURED "IVAN TERRACOTTA" OXIDE TINT OR EQUIVALENT.
10. WHERE THE SLAB IS TO BE POURED ONTO EXISTING ROCK OR ONTO A CONCRETE SURFACE, WATER SHALL BE USED TO THOROUGHLY WET THE SURFACE PRIOR TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION OF THE SLAB (EVEN SHRINKAGE CONTROL).
11. PLACE REINFORCEMENT FABRIC CENTRALLY USING SEATS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) AND 50mm MINIMUM COVER (FOR VEHICLE CROSSING SLABS) TO THE TOP.
12. CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN SHRINKAGE CRACKS. HIGHER STRENGTH CONCRETES TEND TO SET QUICKER AND MAY REQUIRE ADDITIONAL CURING. CURE CONCRETE FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
13. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
14. EXPANSION JOINTS BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIBREBOARD.
15. SAWN JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SUFFICIENTLY HARDENED THAT THE SAW WILL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKING OCCURS.
16. PROVIDE "SNAP# URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS JUNO.
17. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

TRANSVERSE DISPLACEMENT JOINT NOTES

1. WHERE THERE IS LIKELY TO BE TRANSVERSE OR VERTICAL MOVEMENT OF JOINTS IN THE FOOD PAVEMENT (FOR EXAMPLE, WHERE TREE ROOTS ENLARGE SOILS ARE UNEVEN) A JOINTING SYSTEM WHICH ALLOWS LIMITED MOVEMENT AND DISPLACEMENT OF THE SLAB WITHOUT SEPARATION OF THE JOINTS AND CAUSING A TRIP HAZARD, IS TO BE USED.
2. COUNCIL'S TREE OFFICER/ARBORIST IS TO BE CONSULTED AS TO DETERMINE WHETHER ROOTPOSIL COVER OVER EXISTING TREE ROOTS REQUIRED PRIOR TO INSTALLATION.
3. "TRIPSTOP" JOINTING SYSTEM OR EQUIVALENT SHALL BE USED IN NEW OR REPLACEMENT FOOTPATHS WHERE THE SLAB IS TO BE INSTALLED NEAR OR ADJACENT TO A TREE.
4. "TRIPSTOP" OR EQUIVALENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES.
5. THE "TRIPSTOP" TO PROFILE OR EQUIVALENT SHALL BE INSTALLED TO MATCH THE FOLLOWING SLAB THICKNESSES:
(a) TS100 – 100mm THICK CONCRETE SLAB
(b) TS125 – 125mm THICK CONCRETE SLAB
(c) TS150S – 150mm THICK CONCRETE SLAB
6. "TRIPSTOP" JOINTING STRIPS OR EQUIVALENT MUST BE INSTALLED FOR THE FULL DEPTH AND WIDTH OF THE SLAB.
7. "TRIPSTOP" OR EQUIVALENT TO HAVE 5mm OF CLEARANCE AT EACH END OF THE "TRIPSTOP" TO ALLOW FOR AN EDGING TOOL TO BE PASSED WITHOUT INTERRUPTION.
8. THE "TRIPSTOP" EDGING OR EQUIVALENT MUST BE INSTALLED WITHIN A 5mm TOLERANCE OF VERTICAL.
9. WHERE INSTALLING "TRIPSTOP" OR EQUIVALENT SECTIONS OF PAVEMENTS, INSTALL TO +/- 30mm PER METER OF WIDTH FROM A RIGHT ANGLE TO THE LENGTH OF PAVEMENT.
10. WHEN INSTALLED IN CURVED PAVEMENTS, INSTALL RADIALLY TO THE CURVE AT +/- 30mm PER METER FROM THE RADIAL LINE.
11. WHERE POSSIBLE, THE "TRIPSTOP" SHALL BE POSITIONED DIRECTLY IN LINE WITH THE MOST AGGRESSIVE TREE ROOT. THE "TRIPSTOP" SHALL BE PLACED IN LINE WITH THE CENTRE OF THE TREE TRUNK. CONTINUE WITH INSTALLATION OF MORE SECTIONS OUTWARDS UNTIL AT THE END OF THE DRIP LINE.

VEHICLE CROSSING ANCILLARY NOTES

1. LAYBACK AND GUTTER SHALL BE CONSTRUCTED IN PLAIN CONCRETE AND NOT REINFORCED UNLESS SHOWN.
2. THE MINIMUM COMPRESSIVE STRENGTH FOR DRIVEWAYS SHALL BE 25MPa AT 28 DAYS. FOR COMMERCIAL OR INDUSTRIAL DRIVEWAYS THE SLAB DEPTH SHALL BE INCREASED TO MINIMUM OF 150mm WITH SL82 STEEL FABRIC PLACED IN THE MIDDLE.
3. THE SUB-GRADE SHALL BE EVENLY COMPACTED USING A VIBRATORY COMPACTION EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT, OR AS DIRECTED BY COUNCIL.
4. ALL VEHICLE CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH LEVELS AND SPECIFICATION ISSUED BY COUNCIL AND MUST COMPLY WITH AS/NZS 2890.1:2004 "OFF STREET CAR PARKING" CODE.
5. ALL KERBING SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING No. SD-STANDARD DRAWING-0400-TRAN 1.
6. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR IS TO PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE STRIP ONLY.
7. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE REMOVED, A ROAD OPENING PERMIT OR APPLICATION IS TO BE OBTAINED PRIOR TO COMMENCEMENT OF WORKS.
8. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS ON THE ROAD RESERVE MUST BE COMPLETED BY COUNCIL.
9. SAWCUT 500mm ASPHALT STRIP AND MATCH IN LAYBACK WITH ROAD SURFACE TO SMOOTH TRANSITION.

VEHICLE CROSSING CONSTRUCTION NOTES

1. AT LEAST 48 HOURS' NOTICE OF 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. ALL EXPOSED SURFACES OF CONCRETE WITHIN THE VEHICLE CROSSING SHALL BE TROWELLED AND FINISHED LEVEL WITH THE CONCRETE SURFACE, HARDED EDGED AND UNNECESSARY.
3. THE ROAD ADJOINING THE VEHICLE CROSSING SHALL BE BATTERED AND TURFED AT A MAXIMUM GRADIENT OF 1V:4H OR AS DIRECTED BY COUNCIL.
4. CONCRETE FOOTPATH ADJUSTMENTS SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATIONS AND SATISFACTION.
5. THE SUB-GRADE (75mm TO 100mm THICK ROAD BASE (U.N.O.) MUST BE THOROUGHLY COMPACTED TO 98% MAXIMUM DRY DENSITY BY THE USE OF VIBRATORY COMPACTION EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT, OR AS DIRECTED BY COUNCIL.
6. VEHICLE CROSSING SLABS MUST BE POURED IN PLAIN CONCRETE. SLAB SURFACE MUST BE COVE FINISHED (OR EQUIVALENT) AND EDGES TO BE EDGE TOOLED.
7. ALL CHANGES IN GRADE SHALL BE SCREEDED TO ENSURE NO PUDDLE/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 DWELLING- 150mm THICK REINFORCED WITH SL72 MESH PLACED 50mm BELOW TOP OF CONCRETE SLAB
(b) DUAL RESIDENTIAL DWELLING- 150mm THICK REINFORCED WITH SL72 MESH PLACED 50mm BELOW TOP OF CONCRETE SLAB
(c) COMMERCIAL OR INDUSTRIAL- 180mm THICK REINFORCED WITH SL82 MESH PLACED 50mm 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 CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS ON THE ROAD RESERVE MUST BE COMPLETED BY COUNCIL.
12. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS ON THE ROAD RESERVE MUST BE COMPLETED BY COUNCIL APPROVED CONCRETE CONTRACTOR.
13. NO TREE ROOTS GREATER THAN 40mm IN DIAMETER ARE TO BE REMOVED UNLESS AUTHORISED BY A QUALIFIED ARBORIST.
14. ANY ROOTS APPROVED FOR REMOVAL SHALL BE CLEAN CUT WITH SHARP TOOLS SUCH AS SECATEURS, PRUNERS, HANDSAWS, CHAINSAWS OR SPECIALISED ROOT PRUNING EQUIPMENT.

INTERSTATE DRIVEWAY PROFILE NOTES

1. THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT SUIT ALL TERRAIN CONDITIONS.
2. THESE STANDARD DRIVEWAY PROFILES MAY NEED TO BE MODIFIED.
3. THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT TAKE INTO CONSIDERATION CONNECTING FOOTPATHS WHERE THE FOOTPATH MEETS THE DRIVEWAY. FOR EXAMPLE, IN A FLOOD PLANNING AREA THE DRIVEWAY MAY NEED TO BE DESIGNED WITH A MINIMUM 2.5% CROSS-FALL GRADED TOWARDS THE KERB OR ROAD.
4. WHERE THE DRIVEWAY PROFILE REQUIRED HAS NOT BEEN SHOWN HAS NOT BEEN DESIGNED TO ACCOMMODATE ANY SPECIAL NEEDS, FOR EXAMPLE, IN A FLOOD PLANNING AREA WHERE A MINIMUM FREE BOARD CREST IS REQUIRED, THE DRIVEWAY MUST BE DESIGNED BY AN ENGINEER.
5. MINOR MODIFICATION OF THE DRIVEWAY IS REQUIRED TO MEET EXISTING OR PROPOSED CROSS FALLS OR LEVELS. NO FINAL DESIGN PROFILE SHALL BE ADOPTED UNTIL THE MAXIMUM AND MINIMUM AS/NZS 2890.1:2004 "OFF STREET CAR PARKING" CODE FOR SCRAPING AND BOTTOMING USING THE 85TH PERCENTILE PASSENGER VEHICLE.
6. THE DESIGNER SHALL LIAISE WITH COUNCIL TO DEVELOP A SUITABLE DESIGN SOLUTION.

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		LEVEL DATUM AHD	PLOT DATE: 17/03/2022 I FOLDER: S:\Urbanity\DRAWINGS Current\10M_SPECS and PROJECTS FOLDER 2\council standard drawings\std details FINALS.dwg
		LOCATION: INTERNAL N.A.	PRELIMINARY
		SURVEYED: N.A.	DRAWN: BY THOMAS LAU
3	31/08/18	REVISED WITH COMMENTS FROM ASSETS	RL
2	30/04/18	DRAWINGS FOR REVIEW	RL
1	23/03/18	INITIATE DRAWINGS	RL
ISS.	DATE	AMENDMENTS	INITIALS

DESIGN APPROVED
DESIGNED: BY THOMAS LAU
DATED: 26/04/18
APPROVED BY: E. HAHNEMSTEIN
DESIGN MANAGER

APPROVED FOR CONSTRUCTION
PROJ. MGR: N/A
DATE: (to_be_filled)
APPROVED BY: THOMAS LAU
PRINCIPAL ENGINEER

A	0 0.25 0.50 0.75 1.00 1.25 METRES	1:20 @ A3
B	0 0.5 1.0 1.5 2.0 2.5 METRES	1:40 @ A3
C	0 0.5 1.0 1.5 2.0 2.5 METRES	1:100 @ A3

northern beaches council

STANDARD DRAWINGS
CONCRETE FOOTPATH JOINTING PLANS AND ELEVATIONS
JOINTING SYSTEM FOR FOOTPATHS NEAR TREES PLAN & DETAIL
STANDARD CONCRETE FOOTPATH NOTES AND SCHEDULE
TRANSVERSE DISPLACEMENT JOINT NOTES
DRIVEWAY PROFILE – NORMAL
DRIVEWAY PROFILE – NORMAL HIGH
DRIVEWAY PROFILE – EXTRA HIGH
DRIVEWAY PROFILE – MAXIMUM HIGH

DRAWING NO. SD-STANDARD DRAWING-0400-TRAN 2 REVISION: 3

Rev	Revision Description	Date
A	ISSUE FOR DA	22/10/2024

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Project
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Title
COUNCIL'S TYPICAL DETAILS SHEET 2

Scale

Drawn	Designed	Checked	Approved
NY	SC	KZ	KZ

Project Number	Drawing Number	Revision
S240033	C-12-0004	A