Civil Design Documentation

Proposed Multi Dwelling Housing at

24 Cox Street

Mudgee NSW 2850

SCHEDULE OF DRAWINGS

SHEET No.	DESCRIPTION
41422-C00	COVER SHEET AND DRAWING SCHEDULE
41422-C01	EXISTING SITE PLAN
41422-C02	PROPOSED STORMWATER MANAGEMENT PLAN
41422-C02	STORMWATER NOTES & DETAILS
41422-C10	PAVEMENT DESIGN PLAN
41422-C11	PAVEMENT NOTES & DETAILS

SUBMISSION FOR DA

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Project
PROPOSED MULTI DWELLING HOUSING

Site Address
24 COX STREET
MUDGEE NSW 2850

Client
HOUSING PLUS ORANGE

Drawing Title
COVER SHEET & DRAWING SCHEDULE

Design	LB	Original Sheet Size	A1
Drawn	LB		
Check	LM	Revision	B

Certification

Project No 41422

Drawing No C00

KEY

- EXISTING SUBJECT CADASTRAL BOUNDARIES
- EXISTING FENCE LINE
- EXISTING GATE
- Ex. W — EXISTING UNDERGROUND WATER MAIN - APPROX.
- Ex. S — EXISTING UNDERGROUND SEWER PIPE - APPROX - COUNCIL PLAN
- Ex. OE — EXISTING OVERHEAD ELECTRICITY CABLES
- Ex. T — EXISTING UNDERGROUND TELECOMMUNICATIONS ASSETS - APPROX.

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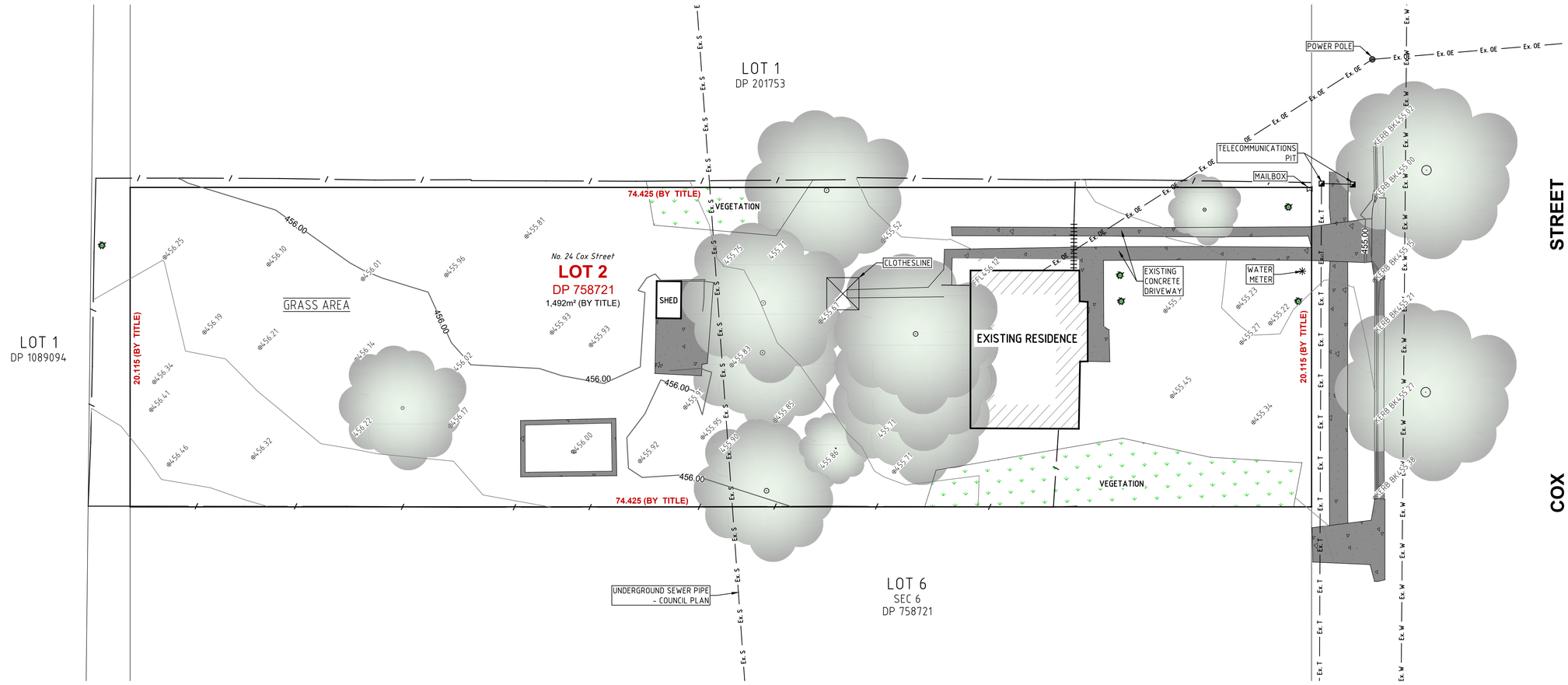

EXISTING SITE PLAN

REDUCTION RATIO 1:150 @ A1
1:300 @ A3

DATE OF SURVEY : 7th DECEMBER 2022
SURVEY BY : R. Boylan

DATUM : AUSTRALIAN HEIGHT DATUM (A.H.D.)
ORIGIN : PM 2992 RL 451.660m (S.C.I.M.S.)
MAJOR CONTOUR INTERVAL : 1 METRE
MINOR CONTOUR INTERVAL : 0.25 METRES

NOTES:

- THE BOUNDARY INFORMATION SHOWN ON THIS PLAN BEEN PLOTTED AS REQUIRED UNDER DIVISION 1, SECTION 9.(1) OF THE "SURVEYING AND SPATIAL INFORMATION REGULATION 2017". IT HAS NOT BEEN DETERMINED BY AN ACCURATE BOUNDARY SURVEY.
- A DETAIL & LEVEL SURVEY IS NOT A "LAND SURVEY" AS DEFINED BY THE SURVEYING AND SPATIAL INFORMATION ACT 2002. IF ANY CONSTRUCTION OR DESIGN WORK WHICH RELIES ON CRITICAL SETBACKS FROM THE STREET OR BOUNDARIES IS PLANNED, IT WOULD BE IMPERATIVE TO CARRY OUT FURTHER SURVEY WORK TO DETERMINE THE BOUNDARY DIMENSIONS.
- THE LOCATIONS AND DEPTHS OF UNDERGROUND SERVICES ARE NOT ASSURED BY BARNSON. SERVICE AUTHORITIES SHOULD BE CONSULTED BEFORE ANY EXCAVATION, DEMOLITION OR CONSTRUCTION COMMENCES.
- THERE MAY BE UNDERGROUND SERVICES THAT HAVE NOT BEEN SHOWN HEREON.
- BARNSON TAKES NO RESPONSIBILITY FOR LOSSES, DAMAGES OR INJURIES TO ANY PERSON OR ORGANISATION THAT MAY OCCUR DUE TO THE RELIANCE ON THIS PLAN FOR THE LOCATION OF UNDERGROUND SERVICES.

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Drawing Title
EXISTING SITE PLAN

Design	LB	Original Sheet Size	A1
Drawn	LB		
Check	LM	Revision	B

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Project No 41422
Drawing No C01

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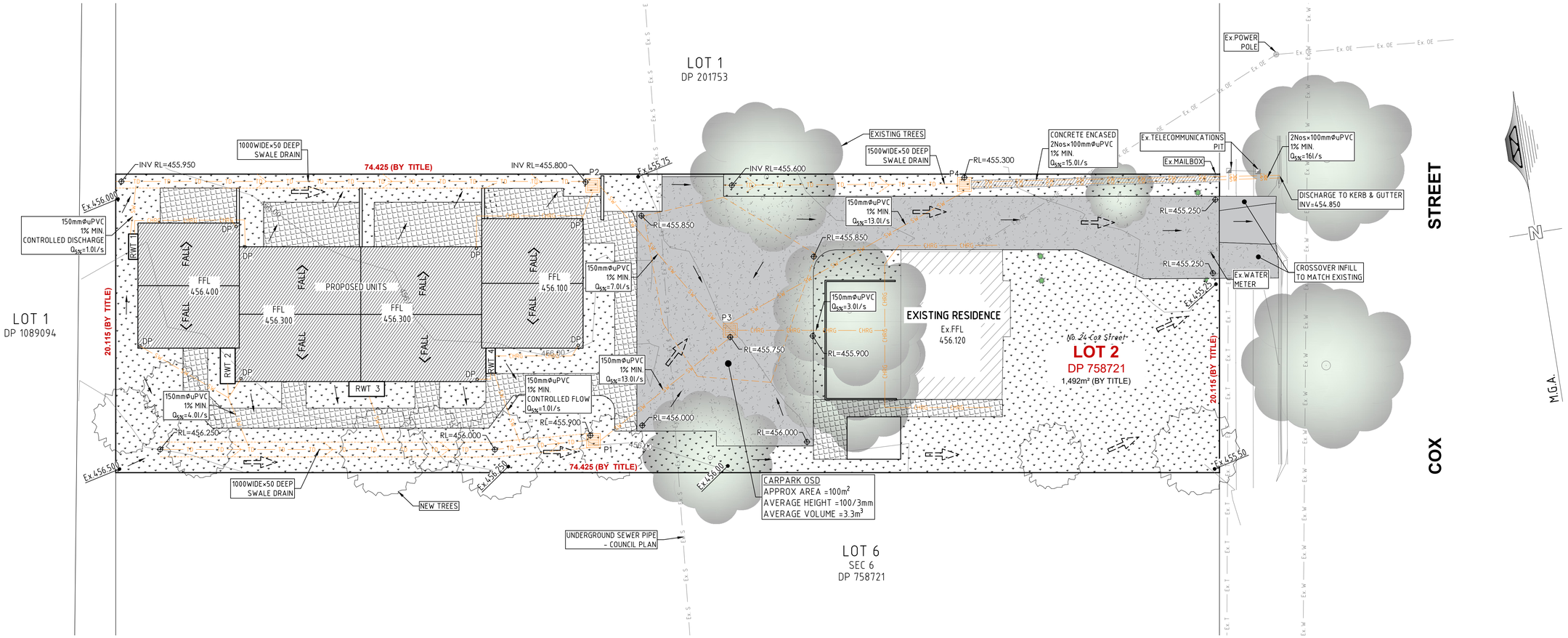

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- Ex. OE — Ex. OE — EXISTING OVERHEAD ELECTRICITY CABLES
- Ex. T — Ex. T — EXISTING UNDERGROUND TELECOMMUNICATIONS ASSETS - APPROX.

LEGEND (proposed)

- PROPOSED ROOF AREA
- PROPOSED PAVING AREA
- PROPOSED DRIVEWAY & PARKING AREA
- EXTENT OF LANDSCAPE AREA
- SW — SW — PROPOSED STORMWATER PIPE
- P1 — PROPOSED STORMWATER PIT (PIT P3 TO HAVE 'BCP' STREAM CLEAN POLLUTION CONTROL SYSTEM OR SIMILAR).
- PROPOSED SURFACE FALL DIRECTION
- RL=456.500 — FINISHED SURFACE RL's
- MAJOR OVERLAND FLOW PATH DIRECTION
- 150mmΦuPVC 1% MIN. Q5%=14l/s — PROPOSED SW PIPE DETAILS

DESIGN NOTE:
5% AEP, 5 MIN. INTERVAL
RAINFALL INTENSITY =147mm/hr

PROPOSED STORMWATER MANAGEMENT PLAN

REDUCTION RATIO 1:150 @ A1
1:300 @ A3

SCALE 1:150(A1)
0 1 2 4 6 8 10
SCALE 1:300(A3)
0 1 2 4 6 8 10

HYDRAULIC CALCULATIONS CONT'D

2. CONTROLLED FLOW FROM OSD
   - A) TOTAL OSD REQUIRED = $(Q_{POST} - Q_{PRE}) \times 300/1000 = (37.9 - 22.3) \times 300/1000 = 4.7\ m^3$
   - B) TOTAL FLOW TO CARPARK OSD = TOTAL FLOW Q_{POST} - (PART OF ROOF FLOW + OSD BY PASS) + CONTROLLED FLOW FROM RWT
     $= 37.9\ l/s - (\frac{235}{2} \times \frac{14.7}{3600}) - (350 \times 0.3) + (120 \times 0.9) \times \frac{14.7}{3600}) + 2.0 = 37.9 - 7.96 - 8.7 + 2.0\ l/s$
     $= 23.24\ l/s$
   - C) ALLOWABLE CONTROLLED FLOW = FLOW Q_{PRE} - OSD BY PASS = 22.3 - 8.7 l/s = 13.6 l/s
   - D) REQUIRED VOLUME OSD = (FLOW TO OSD - CONTROLLED FLOW)$\times \frac{300}{1000}$
     $= (23.24 - 13.6)\ l/s \times \frac{300}{1000} = 2.89\ m^3$
   - E) PROPOSED CAR PARK OSD VOLUME = $3.0\ m^3$
   - F) PROPOSED OSD VOLUME IN RWT 1 & RWT 4 = $1.0\ m^3$ IN EACH

HYDRAULIC CALCULATIONS

1. PRE & POST DEVELOPMENT ANALYSIS
   DESIGN CALCULATIONS AS PER AS3500.3-2018
   A) PRE-DEVELOPED:
   - -TOTAL APPLICABLE CATCHMENT AREA (A) = 1,492.0 sq.m
   - -RAINFALL INTENSITY (I) = 147 mm/hr (5min 5% AEP)
   - -Cr = RUNOFF COEFFICIENT FOR ROOF AREA = 1.0
   - -Ar = TOTAL ROOF AREA= 75.0 sq.m
   - -Ci = RUNOFF COEFFICIENT FOR UNROOFED IMPERVIOUS AREA = 0.9
   - -Ai = TOTAL UNROOFED IMPERVIOUS AREA= 77.0 sq.m
   - -Cp = RUNOFF COEFFICIENT FOR PERVIOUS AREA = 0.3
   - -Ap = TOTAL PERVIOUS GRASS AREA = 1,340 sq.m
   - -TOTAL FLOW Q_{PRE} = (Cr Ar + Ci Ai + Cp Ap). I / 3600 = 22.3 l/s

   B) POST-DEVELOPED FLOW TO PIT :
   - -TOTAL APPLICABLE CATCHMENT AREA (A) = 1,492.0 sq.m
   - -RAINFALL INTENSITY (I) = 147mm/hr (5min 5% AEP)
   - -Cr = RUNOFF COEFFICIENT FOR ROOF AREA = 1.0
   - -Ar = TOTAL ROOF AREA= 390.0 sq.m
   - -Ci = RUNOFF COEFFICIENT FOR DRIVEWAY IMPERVIOUS AREA = 0.9
   - -Ai = TOTAL UNROOFED CONCRETE AREA= 300.0 sq.m
   - -Ci = RUNOFF COEFFICIENT FOR UNROOFED IMPERVIOUS AREA = 0.5
   - -Ai = TOTAL UNROOFED IMPERVIOUS AREA= 135.0 sq.m
   - -Cp = RUNOFF COEFFICIENT FOR PERVIOUS AREA = 0.3
   - -Ap = TOTAL PERVIOUS GRASS AREA = 667 sq.m
   - -TOTAL FLOW Q_{POST} = (Cr Ar + Ci Ai + Cp Ap). I / 3600) = 37.9 l/s

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PROPOSED MULTI DWELLING HOUSING

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24 COX STREET
MUDGEE NSW 2850
Client
HOUSING PLUS ORANGE

Drawing Title
PROPOSED STORMWATER MANAGEMENT PLAN

Design	LB	Original Sheet Size	A1
Drawn	LB		
Check	LM	Revision	B

Certification

Project No 41422
Drawing No C02

STORMWATER NOTES

1. ALL DOWNPIPE LINES SHALL BE SEWER GRADE uPVC WITH SOLVENT WELD JOINTS (U.N.O)
2. EQUIVALENT STRENGTH VCP OR FCP PIPES MAY BE USED.
3. MINIMUM GRADE TO STORMWATER LINES TO BE 0.5% MINIMUM (U.N.O)
4. CONTRACTORS TO SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
5. 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.
6. APPROVED PRECAST PITS MAY BE USED.
7. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MIN. 50mm CONCRETE BED (75mm THICK BED OF 12mm BLUE METAL) UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR THE ROCK. IN OTHER THAN ROCK, PIPES SHALL BE LAID ON A 75mm THICK SAND BED. IN ALL CASES, BACKFILL THE TRENCH WITH THE 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% MAX. DRY DENSITY.
8. WHERE STORMWATER LINES PASS UNDER FLOOR SLABS, SEWER GRADE RUBBER RING JOINTS ARE TO BE USED.
9. ALL PIPES IN THE ROADWAY AND FOOTPATH AREAS, WHERE THE DEPTH OF PIPE IS LESS THAN 500mm FROM THE FINISHED SURFACE LEVEL ARE TO BE CONCRETE ENCASED.

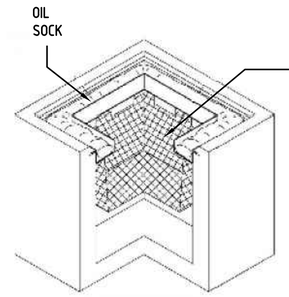
PIPE TRENCH - FILL NOTES:

1. BEDDING SAND
BEDDING SAND SHALL BE GRANULAR MATERIAL HAVING A LOW PERMEABILITY AND HIGH STABILITY WHEN SATURATED, CONFORMING TO THE GRADING LIMITS FOR BEDDING SAND AS INDICATED IN THE CONTRACT DOCUMENTS. BEDDING SAND SHALL BE COMPACTED TO A DENSITY INDEX OF 95% AS DETERMINED IN ACCORDANCE WITH AS1289.

2. APPROVED IMPORTED GRANULAR FILL
ONLY IMPORTED GRANULAR FILL MATERIAL APPROVED BY THE SUPERINTENDENT SHALL BE USED. THIS FILL MATERIAL SHALL BE COMPACTED IN LAYERS NOT EXCEEDING 300mm THICK TO A DRY DENSITY OF 100% OF THE STANDARD MAXIMUM DRY DENSITY OF THE MATERIAL AND WITH A MOISTURE CONTENT NO MORE THAN 1% ABOVE OPTIMUM MOISTURE CONTENT AS DETERMINED IN ACCORDANCE WITH AS1289.

3. ORDINARY EXCAVATED FILL MATERIAL
ORDINARY EXCAVATED FILL MATERIAL IS EXCAVATED TRENCH MATERIAL THAT IS FREE OF VEGETABLE MATTER, HUMUS, LARGE CLAY LUMPS AND ROCK BOULDERS. THIS FILL MATERIAL SHALL BE COMPACTED IN LAYERS NOT EXCEEDING 300mm THICK, TO A DENSITY OF 95% OF THE STANDARD MAXIMUM DRY DENSITY OF THE MATERIAL WITH A MOISTURE CONTENT OF NOT MORE THAN 1% ABOVE THE OPTIMUM MOISTURE CONTENT AS DETERMINED IN ACCORDANCE WITH AS1289.

STREAM CLEAN POLLUTION CONTROL PIT

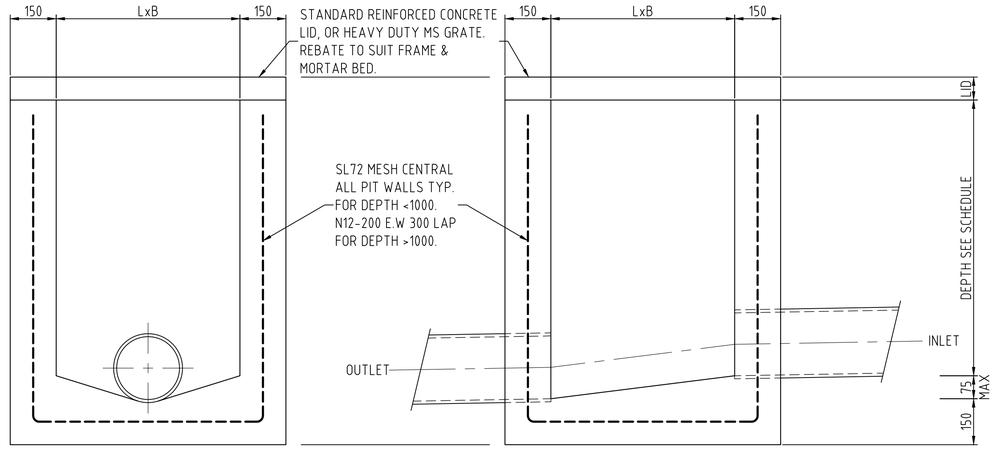


Order Code	Description	Mass kg
Stream/G	600 x 600 x 650 Stream Clean pit including Maximesh treatment cell and oil filtration sock	570
SCB66	Stream Clean basket	15
Filtration Sock	Oil filtration sock	3

PIT DIMENSIONS		
DEPTH	L	B
<= 900	600	600
>1000	900	900

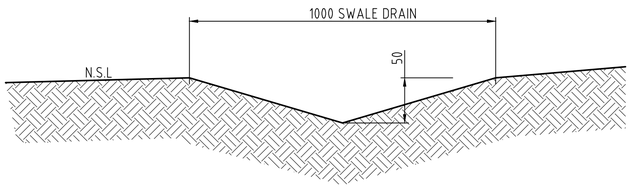
SEE SCHEDULE L DIMENSION IN DIRECTION OF DOWNSTREAM PIPE.

PROVIDE STEP IRONS IF DEPTH GREATER THEN 1200.

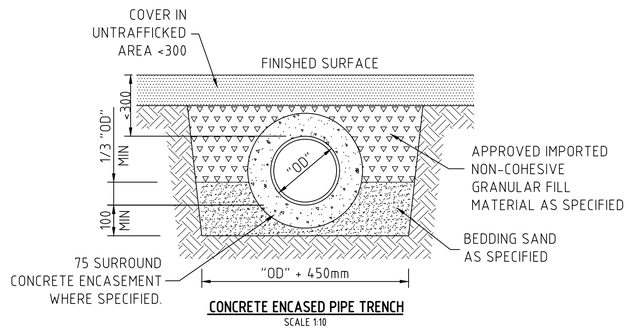


STORMWATER PIT
SCALE = 1:10

PRECAST EQUIVALENT MAY BE USED

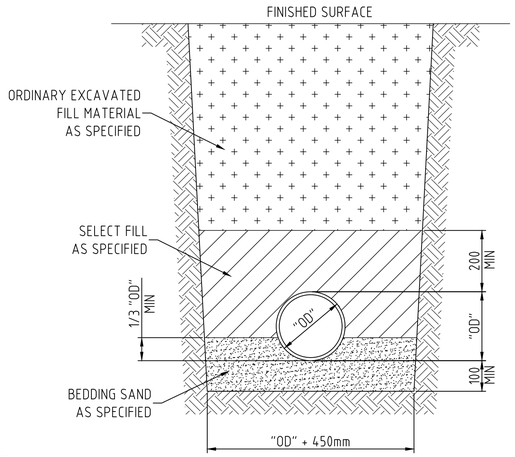


TYPICAL SWALE DRAIN
SCALE 1:20

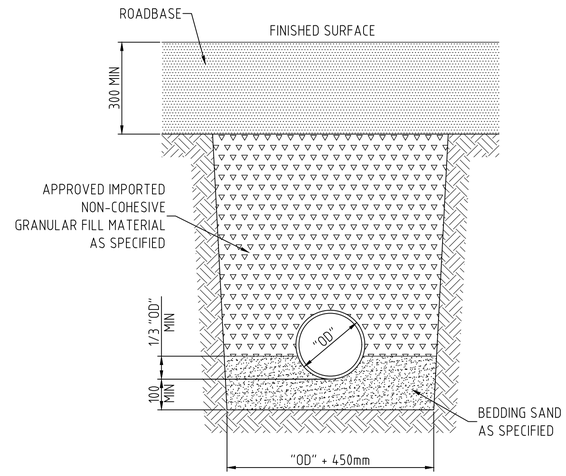


CONCRETE ENCASED PIPE TRENCH
SCALE 1:10

ALL uPVC PIPES TO HAVE MIN. 300mm COVER TO SURFACE IN NON-TRAFFICKED AREAS.
IF THIS CANNOT BE ACHIEVED PIPES TO BE CONCRETE ENCASED



PIPE TRENCH - EARTH FOUNDATION
SCALE = 1:10



PIPE TRENCH - ROADWAY
SCALE = 1:10
NOTE: PIPE COLLAR IS NOT TO REST ON ORIGINAL MATERIAL

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Client
HOUSING PLUS ORANGE

Drawing Title
STORMWATER NOTES & DETAILS

Design LB
Drawn LB
Check LM

Original Sheet Size A1
Revision B

Certification

Project No 41422
Drawing No C03

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LEGEND

- PROPOSED ROOF AREA
- PROPOSED PAVING AREA
- PROPOSED DRIVEWAY & PARKING AREA
- EXTENT OF LANDSCAPE AREA
- PROPOSED STORMWATER PIT
- PROPOSED SURFACE FALL DIRECTION
- RL=466.600 — FINISHED SURFACE RL's
- MAJOR OVERLAND FLOW PATH DIRECTION

KEY

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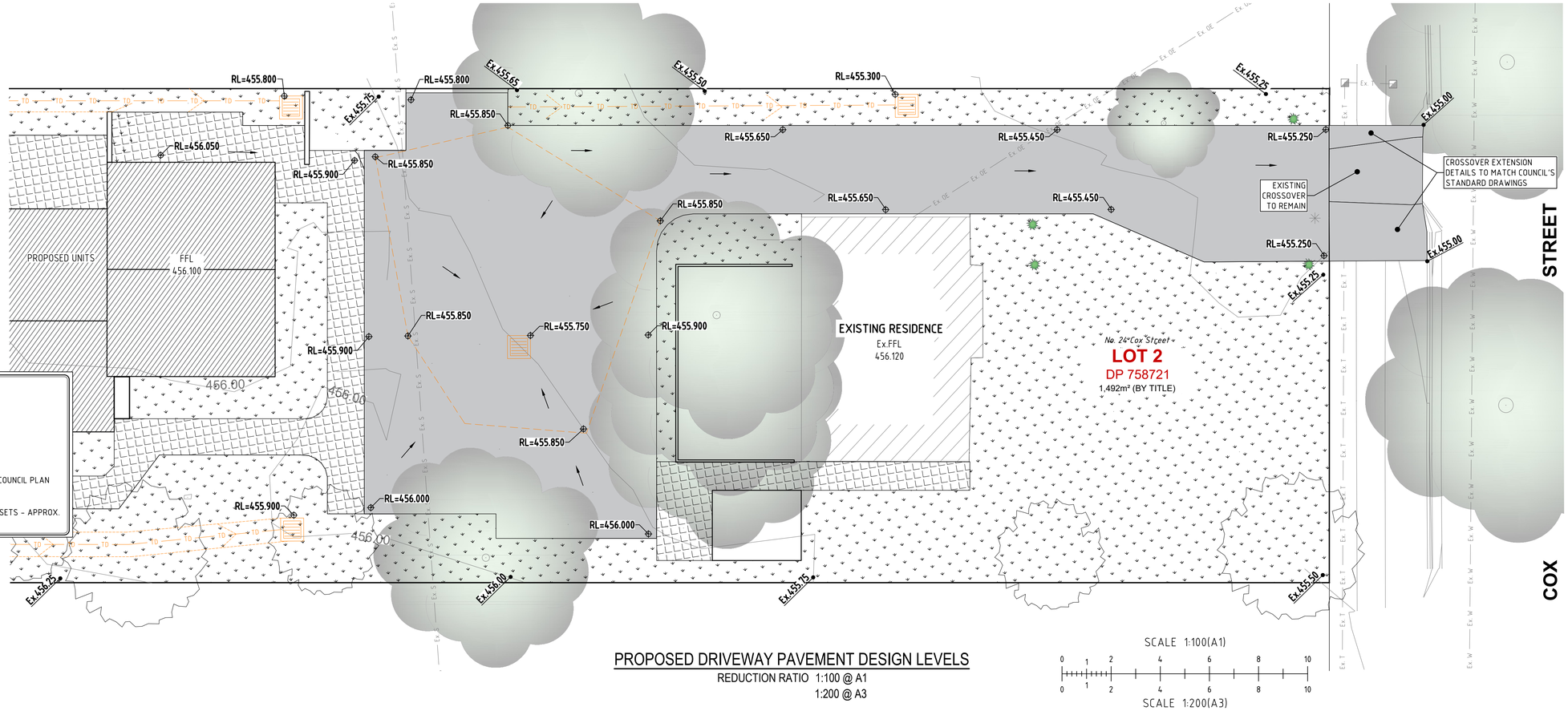
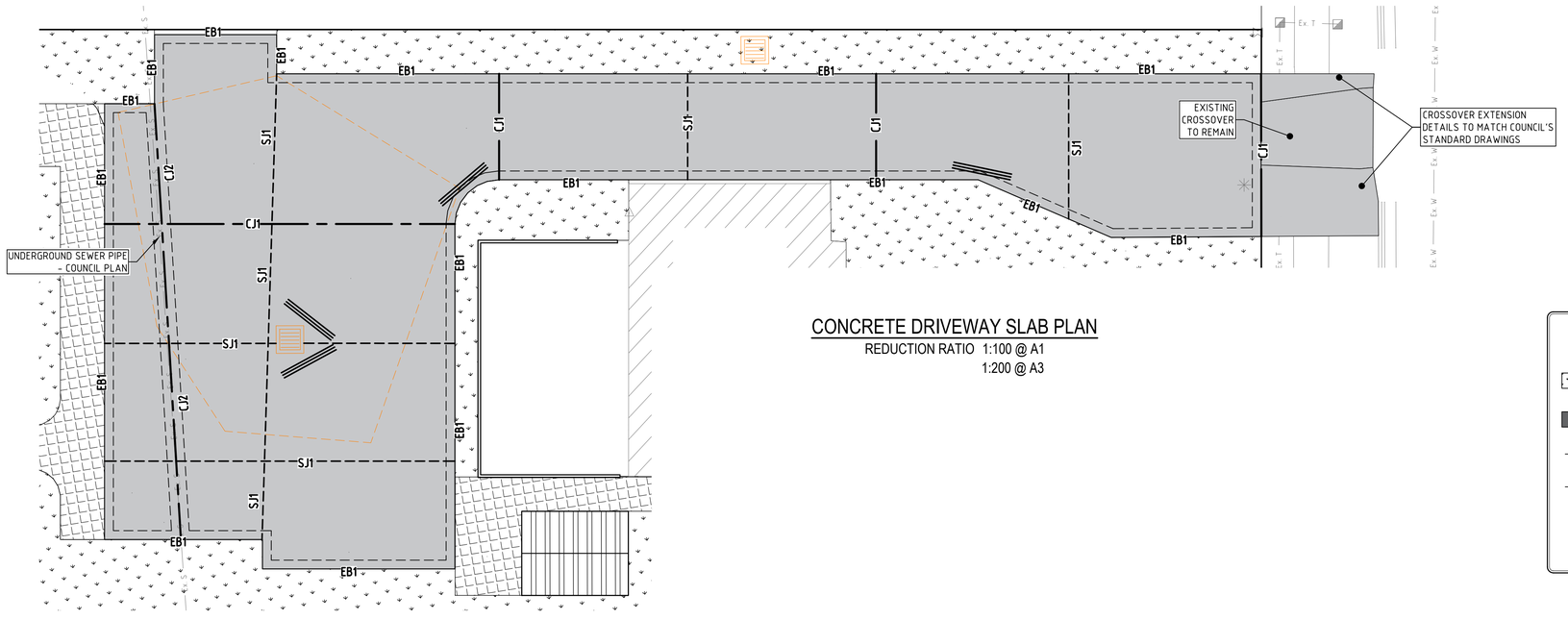


PROPOSED DRIVEWAY PAVEMENT DESIGN LEVELS

REDUCTION RATIO 1:100 @ A1
1:200 @ A3

SCALE 1:100(A1)
0 1 2 4 6 8 10
SCALE 1:200(A3)
0 1 2 4 6 8 10



CONCRETE DRIVEWAY SLAB PLAN

REDUCTION RATIO 1:100 @ A1
1:200 @ A3

LEGEND

- EXTENT OF EXISTING BUSH LAND AREA
- PROPOSED CONCRETE PAVEMENT AREA
- SJ1 — PROPOSED SAWN JOINT, SEE 41422-C11
- CJ1 — PROPOSED CONSTRUCTION JOINT, 41422-C11
- 3xN12 BARS, 2.0m LONG TO RE-ENTRANT CORNERS

GEOTECHNICAL NOTES

1. THESE SLABS AND FOOTINGS HAVE BEEN DESIGNED FOR AN ASSUMED CLASS "M-D" SITE AS DEFINED BY AS2870-2011, BASED UPON EXISTING BUILDINGS PERFORMANCE.

LOADING NOTES

1. ALL LOADS ARE ACCORDING TO AS1170.1-2002
2. LIVE LOADS:
   A) SLAB LOADING = 5kPa LIGHT VEHICLES TRAFFIC AREA

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PROPOSED PAVEMENT DESIGN LEVELS & CONCRETE DRIVEWAY SLAB PLAN

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Drawn	LB		
Check	LM	Revision	B

Certification

Project No 41422
Drawing No C10

SITEWORKS NOTES

1. ORIGIN OF LEVELS :- AHD
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 THE DETAILS SHOWN ON THE DRAWINGS, THE SPECIFICATIONS AND THE DIRECTIONS OF THE SUPERINTENDENT.
4. EXISTING SERVICES HAVE BEEN OBTAINED FROM SURFACE INSPECTION ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE LOCATION AND THE LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY.
5. WHERE NEW WORKS ABUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES IS OBTAINED.
6. THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A QUALIFIED SURVEYOR.
7. 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.
8. ON COMPLETION OF CONSTRUCTION, ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL AND GRASSED AREAS AND ROAD PAVEMENTS.
9. MAKE SMOOTH TRANSITION TO EXISTING AREAS.
10. 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. ALL WORK TO BE UNDERTAKEN WITH ADHERENCE TO THE REQUIREMENTS OF THE SOIL AND WATER MANAGEMENT PLAN.
11. THESE PLANS SHALL BE READ IN CONJUNCTION WITH APPROVED ARCHITECTURAL, STRUCTURAL, HYDRAULIC AND MECHANICAL DRAWINGS AND SPECIFICATIONS.

BASECOURSE DESIGN NOTES

A) ALL BASE COURSE AND SUB-BASECOURSE MATERIALS SHALL CONFORM WITH AUSPEC SPECIFICATION FOR THE CONSTRUCTION OF NATURAL GRAVEL OR CRUSHED ROCK ROAD PAVEMENT AND AUSPSEC SPECIFICATION FOR THE SUPPLY AND DELIVERY OF BASE AND SUB-BASE MATERIALS FOR SURFACED ROAD PAVEMENTS.

B) ALL BASECOURSE AND SUB-BASE MATERIALS SHALL BE COMPACTED TO ACHIEVE A MINIMUM OF 100% STANDARD MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT OF +OR- 2% IN ACCORDANCE WITH AS1289 E1.1

CONCRETE NOTES

1. CONCRETE FOR KERBS, DRIVEWAYS, RAMPS AND FOOTPATH SHALL HAVE A CONCRETE STRENGTH OF 25MPa AT 28 DAYS, MINIMUM SLUMP OF 60mm AND MAXIMUM AGGREGATE SIZE OF 20mm.

TRAFFIC CONTROL NOTES:

1. ADEQUATE SIGNPOSTING AND PROTECTION IS TO BE GIVEN TO THE MOTORING PUBLIC AND WORKERS ENGAGED ON SITE. ATTENTION IS DRAWN TO THE FOLLOWING SPECIFICATIONS AND GUIDELINES:
   - 1.1. AUSTRALIAN STANDARD AS1742.2-2009 TRAFFIC CONTROL DEVICES FOR GENERAL USE;
   - 1.2. AUSTRALIAN STANDARD AS1742.3-2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES;
   - 1.3. RTA GUIDELINES "TRAFFIC CONTROL AT WORK SITES"; AND
   - 1.4. WORKCOVER AUTHORITY CODE OF PRACTICE "WORKING NEAR MOBILE PLANT FOR TRAFFIC".
2. APPROPRIATE TRAFFIC CONTROL BASED UPON A LOWER SPEED ENVIRONMENT WHILE WORKS ARE IN PROGRESS SHOULD BE THE BASIS FOR ANY PROTECTION WORKS.

CROSS-OVER NOTES

1. CONSTRUCTION OF DRIVEWAY SLABS IS TO BE CARRIED OUT STRICTLY IN ACCORDANCE WITH MAITLAND CITY COUNCIL'S ROAD STANDARD DRAWINGS, RELEVANT AUS-SPEC DOCUMENTATION. THESE DOCUMENTS ARE AVAILABLE FROM COUNCILS CUSTOMERS SERVICE AREA.
2. CONTRACTORS/ OWNERS/DEVELOPERS ARE RESPONSIBLE FOR THE LOCATING OF ALL UNDERGROUND SERVICES AND THE ARRANGING AND COMPLETION OF REPAIRS WITH THE APPROPRIATE AUTHORITY SHOULD THEY BE BROKEN OR DAMAGED DURING CONSTRUCTION.
3. THE DRIVEWAY SLAB IS TO BE CONSTRUCTED TO THE DIMENSIONS AND SPECIFICATIONS SHOWN ON THIS PLAN. THE THICKNESS SHALL BE AS FOLLOWS:
   - A) FOR A COMMERCIAL SITUATION, THE CONCRETE SHALL BE 150mm THICK WITH TWO LAYERS OF SL82 MESH WITH 40mm TOP AND BOTTOM COVER AND A BROOM FINISH.

   THE COMPRESSIVE STRENGTH OF THE CONCRETE IS TO BE 25MPA AT 28 DAYS. ALL EXPOSED EDGES ARE TO 10MM RADIUS. ADDITIONALLY ALL POOR SUBGRADE MATERIAL SHALL BE REMOVED AND REPLACED WITH SUITABLE FILL MATERIAL. ALL SUBGRADES ARE TO BE WELL COMPACTED BEFORE THE PLACEMENT OF THE BASE MATERIAL. FORMWORK MUST EXTEND FROM FINISHED CONCRETE HEIGHT TO THE BASE MATERIAL FOR THE TOTAL AREA OF THE DRIVEWAY SLAB.
4. THE FOLLOWING INSPECTIONS ARE TO BE CARRIED OUT PRIOR TO AND DURING CONSTRUCTION. IN THIS REGARD, 24 HOURS NOTICE IS TO BE GIVEN BY PHONING 6801 400. THE INSPECTION REQUIRED ARE AS FOLLOWS:
   - A) SITE INSPECTION PRIOR TO THE COMMENCEMENT OF WORK.
   - B) WHEN THE FORMWORK AND COMPACTED BASE ARE IN PLACE AND PRIOR TO THE MESH BEING PLACED.
   - C) WHEN THE MESH HAS BEEN PLACED.
   - D) PRIOR TO THE BITUMEN SEALING OR ASPHALT WORKS.
   - E) AT THE COMPLETION OF ALL THE WORKS INCLUDING RESTORATION OF THE SITE.

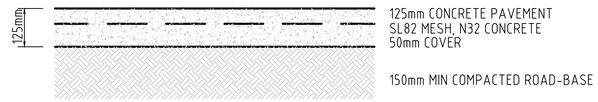
   FAILURE TO HAVE THE ABOVE INSPECTION CARRIED OUT MAY RESULT IN THE REJECTION OF THE CROSSING.
5. THE FINISHED SURFACE IS TO BE KEPT FROM DRYING OUT TOO RAPIDLY BY COVERING WITH SAND OR PLASTIC SHEETING.
6. AN APPROVED TRAFFIC AND PEDESTRIAN CONTROL PLAN COMPLETED BY AN APPROPRIATELY QUALIFIED PERSON IN ACCORDANCE WITH AS 1742.3-2009 IS TO BE IN PLACE PRIOR TO ANY CONSTRUCTION WORKS COMMENCING AND DURING ANY CONSTRUCTION WORKS.
7. PRIOR TO CONSTRUCTION OF DRIVEWAY SLAB, SECTION 138 ROAD ACT - APPROVAL FOR WORKS IN THE PUBLIC ROAD TO BE LODGED AND APPROVED BY COUNCIL.
8. THE POTENTIAL FOR EROSION AND THE TRANSPORTATION OF SEDIMENT IS TO BE ADDRESSED. APPROPRIATE MEASURES ARE TO BE IN PLACE TO PREVENT THIS FROM HAPPENING.
9. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL FORMWORK AND RUBBISH ASSOCIATED WITH THE CONSTRUCTION FROM THE SITE AND THE REINSTATEMENT OF THE SURFACE ADJACENT TO THE WORKS UPON COMPLETION.
10. IF THE LENGTH OR WIDTH OF DRIVEWAY SLAB EXCEEDS 6M AN EXPANSION JOINT IS TO BE PROVIDED AT THE MID-POINT (SEE EXPANSION JOINT DETAIL).

SUBGRADE COMPACTION NOTES

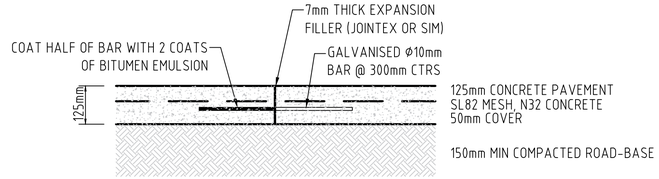
1. STRIP TOPSOIL TO EXPOSE NATURALLY OCCURRING MATERIAL.
2. WHERE FILLING IS REQUIRED TO ACTIVATE DESIGN SUBGRADE PROOF ROLL EXPOSED NATURAL SURFACE WITH A MINIMUM OF 10 PASSES OF A VIBRATING ROLLER (MINIMUM STATIC WEIGHT OF 10 TONNES) IN THE PRESENCE OF THE SUPERINTENDENT.
3. ALL SOFT, WET OR UNSUITABLE MATERIAL TO BE REMOVED AS DIRECTED BY THE SUPERINTENDENT AND REPLACED WITH APPROVED MATERIAL SATISFYING THE REQUIREMENTS LISTED BELOW.
4. ALL FILL MATERIAL SHALL BE FROM A SOURCE APPROVED BY THE SUPERINTENDENT AND SHALL COMPLY WITH THE FOLLOWING:
   - A) FREE FROM ORGANIC AND PERISHABLE MATTER
   - B) MAXIMUM PARTICLE SIZE 75mm
   - C) PLASTICITY INDEX BETWEEN 2% AND 15%.
5. ALL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 200mm THICK LAYERS AND COMPACTED AT OPTIMUM MOISTURE CONTENT (+ OR - 2%) TO ACHIEVE A DRY DENSITY DETERMINED IN ACCORDANCE WITH AS1289 E3.1 OF NOT LESS THAN THE FOLLOWING STANDARD MINIMUM DRY DENSITIES IN ACCORDANCE WITH AS1289 E1.1:

LOCATION	STANDARD DRY DENSITY
ALL EXTERNAL PAVE AREAS	98%
LANDSCAPED AREAS	90%

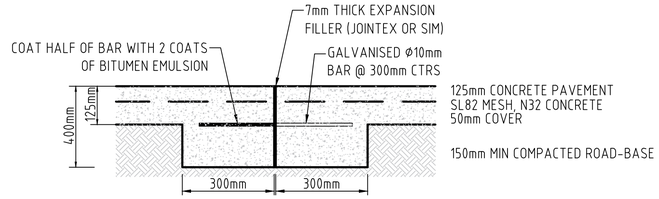
6. THE CONTRACTOR SHALL PROGRAM THE EARTHWORKS OPERATION SO THAT THE WORKING AREAS ARE ADEQUATELY DRAINED DURING THE PERIOD OF CONSTRUCTION. THE SURFACE SHALL BE GRADED AND SEALED OFF TO REMOVE DEPRESSIONS, ROLLER MARKS AND SIMILAR WHICH WOULD ALLOW WATER TO POND AND PENETRATE THE UNDERLYING MATERIAL. ANY DAMAGE RESULTING FROM THE CONTRACTOR NOT OBSERVING THESE REQUIREMENTS SHALL BE RECTIFIED BY THE CONTRACTOR AT THEIR COST.
7. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED NATA REGISTERED LABORATORY AT THE CONTRACTORS EXPENSE.



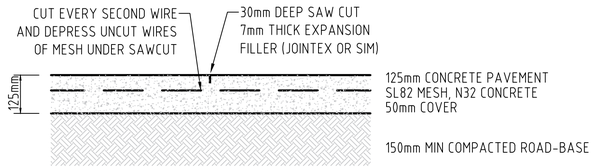
PAVEMENT SECTION (CARPARK & DRIVEWAY)
SCALE 1:10 (A1), 1:20 (A3)



PAVEMENT SECTION - CONSTRUCTION JOINT CJ1 (CARPARK & DRIVEWAY)
SCALE 1:10 (A1), 1:20 (A3)



PAVEMENT SECTION - CONSTRUCTION JOINT CJ2 (CARPARK & DRIVEWAY)
SCALE 1:10 (A1), 1:20 (A3)



PAVEMENT SECTION - SAWN JOINT SJ1 (CARPARK & DRIVEWAY)
SCALE 1:10 (A1), 1:20 (A3)

SUBMISSION FOR DA

barnson.
DESIGN . PLAN . MANAGE

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Rev	Date	Description
A	04-05-2023	ISSUED FOR REVIEW
B	31-05-2023	ISSUED FOR DA

Project
PROPOSED MULTI DWELLING HOUSING

Site Address
24 COX STREET
MUDGEE NSW 2850

Client
HOUSING PLUS ORANGE

Drawing Title
PAVEMENT NOTES & DETAILS

Design LB
Drawn LB
Check LM

Original Sheet Size A1
Revision B

Certification

Project No 41422
Drawing No C11