

BANKSTOWN AIRPORT

DA ISSUE 21 FEBRUARY 2024

Stantec Project Number: 301351354 **Client Project Number:**

NO.
CI-000-001
CI-007-001
CI-007-002
CI-007-003
CI-050-001
CI-050-101
CI-060-001
CI-066-001
CI-070-001
CI-076-001
CI-440-001
CI-526-001



DRAWING LIST				
DRAWING NAME				
COVER SHEET, DRAWING REGISTRY AND LOCALITY PLA	N			
GENERAL NOTES SHEET 1				
GENERAL NOTES SHEET 2				
GENERAL NOTES SHEET 3				
EXISTING CONDITIONS PLAN				
DEMOLITION PLAN				
GENERAL ARRANGEMENT PLAN				
GENERAL ARRANGEMENT DETAILS				
EROSION AND SEDIMENTCONTROL PLAN				
EROSION AND SEDIMENTCONTROL DETAILS				
PAVEMENT & JOINTING PLAN				
STORMWATER DRAINAGE DETAILS				

1:1500

GENERAL

С

B

- DESIGN HEREIN HAS BEEN PREPARED BY STANTEC AUSTRALIA PTY LTD
- LEVEL 9, THE FORUM, 203 PACIFIC HIGHWAY, ST LEONDARDS NSW 2065
- . CONTRACTOR TO CHECK WITH ENGINEER IF THESE NOTES ARE TO SUPPLEMENT A CIVIL SPECIFICATION. . ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL / RELEVANT AUTHORITY
- SPECIFICATIONS AND DETAILS. 1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH OTHER CONSULTANTS' DRAWINGS AND SPECIFICATIONS AND WITH OTHER SUCH WRITTEN INSTRUCTIONS AS MAY BE ISSUED
- DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK. . ALL DIMENSIONS ARE IN MILLIMETRES (mm) & ALL LEVELS ARE IN METRES (m), UNO (UNLESS
- NOTED OTHERWISE). 6. NO DIMENSION SHALL BE OBTAINED BY SCALING THE DRAWINGS.

ALL LEVELS AND SETTING OUT DIMENSIONS SHOWN ON THE DRAWINGS SHALL BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.

EXISTING SERVICES WHERE SHOWN HAVE BEEN PLOTTED FROM SUPPLIED DATA AND SUCH THEIR ACCURACY CAN NOT BE GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF WORK.

ELECTRONIC FILES

- IF APPLICABLE AND UPON REQUEST, ELECTRONIC FILES CAN BE SUPPLIED IN AUTOCAD FORMAT FOR INFORMATION PURPOSES ONLY, THESE FILES ARE NOT INTENDED FOR SETOUT AND ARE NOT TO BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE FILES MAY FORM JUST PART OF OUR DESIGN PACKAGE / PROCESS AND, AS SUCH, THEIR ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED.
- THE FILES ARE CONSIDERED TO BE "UNCONTROLLED" AND, AS STANTEC ARE UNABLE TO CONTROL THE ACCURACY OF THESE EDITABLE FILES, ALL RESPONSIBILITY FOR SUCH ACCURACY AND THE SUITABILITY OF THESE FILES RESTS WITH THE RECIPIENT.
- REFER TO THE LATEST HARD COPY ENGINEERING DRAWINGS FOR ALL CURRENT INFORMATION. IN THE EVENT OF ANY DISCREPANCY BETWEEN PAPER AND ELECTRONIC VERSIONS, THE PAPER VERSION IS TO TAKE PRECEDENCE.
- THE ELECTRONIC FILES SHALL BE USED SOLELY BY THE INTENDED RECIPIENT AND SHALL NOT BE DISTRIBUTED TO OTHERS WITHOUT THE EXPRESS CONSENT OF STANTEC. STANTEC ACCEPTS NO LIABILITY FOR USE OF THE INFORMATION BY ANY THIRD PARTIES.

SURVEY

- THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN SHOWN AS PER THE TOPOGRAPHIC SURVEY RECEIVED ON 06/10/2023 PREPARED BY STANTEC, REFERENCE '3013-51354-DAA-001_02' DATED 12/10/2023.
- THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. STANTEC 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 THE SUPERINTENDENT.
- B. IF AN EXISTING SERVICES PLAN HAS BEEN SUPPLIED THIS DOES NOT TAKE PRECEDENCE OVER ORIGINAL SURVEY PLAN.
- . CONTRACTOR TO REVIEW ORIGINAL SURVEY PLAN AND NOTES. THIS INCLUDES REVIEW OF SUBSURFACE UTILITY CLASS INFORMATION

SITEWORKS

- ORIGIN OF LEVELS:- REFER SURVEY NOTES. CONTRACTOR MUST VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES TO BE REPORTED TO THE
- SUPERINTENDENT. . ALL WORK IS TO BE UNDERTAKEN IN ACCORDANCE WITH COUNCIL CONSTRUCTION SPECIFICATIONS, THE DETAILS SHOWN ON THE DRAWINGS AND THE SPECIFICATIONS AND
- THE DIRECTIONS OF THE PRINCIPAL'S REPRESENTATIVE. ALL WORKS TO BE COMPLETED IN ACCORDANCE WITH CANTERBURY-BANKSTOWN COUNCIL AND OTHER AUTHORITY REQUIREMENTS.
- ALL CONSTRUCTION UNDERTAKEN BY THE CONTRACTOR IS TO COMPLY WITH THE
- REQUIREMENTS OF THE CURRENT WORKPLACE HEALTH AND SAFETY ACT. CONTRACTOR TO CONFIRM ALL CBR VALUES PRIOR TO COMMENCEMENT OF WORKS.
- WHERE NEW WORKS ABUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES, IS OBTAINED.
- THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A REGISTERED SURVEYOR.
- . CARE IS TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES, NO MECHANICAL EXCAVATIONS ARE TO BE UNDERTAKEN OVER GAS, COMMUNICATIONS OR ELECTRICAL SERVICES. HAND EXCAVATE IN THESE AREAS ONLY.
- 0. ALL TRENCH BACKFILL MATERIAL NOT IN PAVEMENTS SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.
- 1. UNLESS NOTED OTHERWISE IN CIVIL SPECIFICATION, 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 AS 1289 5.2.1. (OR A DENSITY INDEX OF NOT LESS THAN 75).
- 12. 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.
- 13. TRENCHES THROUGH EXISTING ROAD AND CONCRETE PAVEMENTS SHALL BE SAWCUT TO THE FULL DEPTH OF CONCRETE AND MIN. 50mm IN BITUMINOUS PAVING.
- 14. MAKE SMOOTH TRANSITION TO EXISTING SERVICES AND MAKE GOOD. 15. THESE PLANS ARE TO BE READ IN CONJUNCTION WITH COUNCIL CONSTRUCTION SPECIFICATIONS AND APPROVED LANDSCAPE, ELECTRICAL AND TELECOMMUNICATION DRAWINGS AND SPECIFICATIONS.
- 16. WHERE NOTED ON THE DRAWINGS THAT WORKS ARE TO BE CARRIED BY OTHERS, (eg. ADJUSTMENT OF SERVICES), THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CO-ORDINATION OF THESE WORKS.
- 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.

COUNCIL REQUIREMENTS

- ALL WORKS TO BE CONDUCTED IN ACCORDANCE WITH CANTERBURY-BANKSTC REQUIREMENTS.
- THE CONTRACTOR MUST OBTAIN AND SUBMIT TRAFFIC/PEDESTRIAN MANAGEM CANTERBURY-BANKSTOWN COUNCIL PRIOR TO WORKS.
- COMPLETION OF WORKS TO THE SATISFACTION OF THE SUPERINTENDENT AND CANTERBURY-BANKSTOWN COUNCIL.
- 1500mm MIN FOOTPATHS ARE TO BE MAINTAINED AT ALL TIMES AND, IF WIDTH N PROVIDE ADVISORY SIGNS REQUESTING PEDESTRIANS TO USE OPPOSITE FOO CONTRACTOR TO MEET ALL ABUTTING PROPERTIES REASONABLE ACCESS REC THAT THEY MAY HAVE.
- THE WORKS SHALL NOT IMPACT ON THE OPERATIONS OF BUSINESSES, HOTELS RESTAURANTS, STREET VENDORS, OFF STREET CAR PARKS ETC. ALL PARKING STOPPING RESTRICTIONS SHALL BE OBSERVED.
- THE WORKS/INSTALLATION SHALL NOT INTERFERE WITH COUNCILS AND PRIVATION INFRASTRUCTURE INCLUDING SURFACE DRAINS. THE CONTRACTOR SHALL AGREE TO A DEFECTS LIABILITY PERIOD FOR THE BA
- ONE (1) YEAR COMMENCING FROM THE DATE OF WORK. ANY DEFECTS FOUND F WITHIN THE ONE YEAR PERIOD SHALL BE RECTIFIED BY THE APPLICANT/CONTR COUNCILS SATISFACTION WITHIN TWO WEEKS OF NOTIFICATION IN WRITING.
- IF COUNCIL'S INFRASTRUCTURE SUCH AS PARKING SIGNS, ROAD OR LINE MARK METERS TICKET MACHINES OR SUPPORTING CABLES/CONDUITS, IRRIGATION P STREET FURNITURE ARE REMOVED OR DAMAGED AS A RESULT OF THE WORKS CONTRACTOR SHALL, AT COMPLETION OR WORKS, ARRANGE AND PAY FOR THI REINSTATEMENT.
- 10. ALL DRAWINGS TO BE READ IN CONJUCTION WITH LATEST COUNCIL STANDARD ANY DESCREPANCY TO BE RAISED WITH STANTEC.

DEMOLITION

- ALL DEMOLISHED SWALES AND OPEN DRAINS TO BE STRIPPED AND INFILLED
- FILL COMPACTED IN 300mm THICK LAYERS. ALL DEMOLISHED PAVEMENTS TO BE REMOVED DOWN TO SUBGRADE LEVEL. TO FINISHED SURFACE WITH SELECT FILL COMPACTED IN 200mm THICK LAYERS SPECIFICATION.
- ALL DISTURBED AREAS SHALL BE FINISHED WITH TOPSOIL AND DURABLE DRYL ACCORDANCE WITH LANDSCAPE ARCHITECTS SPECIFICATION. ALL BUILDING DEMOLITION WORKS SHALL INCLUDE SEQUENCING, DISCONNECT
- DEMOLITION OF ALL ASSOCIATED BUILDING SERVICES. PRIOR TO REMOVAL OF TREES AND VEGETATION, TRADE CONTRACTOR SHALL
- RELEVANT APPROVALS FROM THE MANAGING CONTRACTOR. ALL DEMOLISHED MATERIALS TO BE DISPOSED OFF SITE AT AN APPROVED WAY COLLECTION AND PROCESSING FACILITY (UNLESS OTHERWISE DIRECTED IN WI MANAGING CONTRACTOR).
- REFER TO THE RELEVANT ENGINEERING DRAWINGS FOR TREATMENT, DIVERSI DEMOLITION OF EXISTING SERVICES AFFECTED BY THE WORKS, INCLUDING BU TO ELECTRICAL, COMMUNICATIONS, HYDRAULIC SERVICES
- . IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY PRIOR APPRO FROM COUNCIL WITH RESPECT TO POTENTIAL IMPACT ON TREES FOR ANY WO THE DRAWINGS PRIOR TO THE COMMENCEMENT OF THOSE WORKS.

PROTECTION OF FLORA

- . ANY TRENCHES WITHIN 3m OF TREES SHALL BE DUG BY NON-DESTRUCTIVE M DAMAGE TO THE TREE ROOTS, OR AS DIRECTED BY THE PROJECT ARBORIST
- THE STORMWATER WORKS HAVE BEEN LOCATED TO MINIMISE CLEARING ANI THE EXISTING FLORA ENVIRONMENT TO BE RETAINED. NO TREES ARE PERMI REMOVED OR DAMAGES UNO. CONSTRUCTION OF THE STORMWATER IN THE EXISTING TREES SHALL BE DUG BY NON-DESTRUCTIVE MEANS, OR AS DIREC PROJECT ARBORIST, ENSURING IRREVERSIBLE DAMAGE OF THE ROOT SYSTE OCCUR.
- ANY WORK ON TREES, INCLUDING TRIMMING, LOPPING, ROOT CUTTING, REPA REMOVAL, IS TO BE TO THE PROJECT ARBORIST'S REQUIREMENTS. 4. NO MATURE TREES OR SHRUBS ARE TO BE REMOVED FOR THE PURPOSES C

ALTERNATIVE PRODUCTS

WITHOUT PRIOR APPROVAL FROM COUNCIL.

1. ALTERNATIVE PRODUCTS SUCH AS ALTERNATIVE STORMWATER PIPE MATER QUALITY TREATMENT DEVICES MAY ONLY BE USED WITH WRITTEN APPROVA ALL TESTING AND MATERIAL DATA SPECIFICATIONS TO BE SUPPLIED TO STAP REVIEW.

Notes					Issue Status
					APPROVAL
					NOT FOR CONSTRUCTION
					This document is suitable only f purpose noted above. Use of this document for any c
	C DA ISSUE	HAL	RPW	2024.02.21	purpose is not permitted.
	B DA ISSUE A DA ISSUE	<u>CPO</u>	 RPW	2023.10.23 2023.10.17	
	Issued/Revision	Ву	Appd	YYYY.MM.DD	

	0	
	EXISTING SERVICES	EROSION AND SEDIMENT CONTROL
OWN COUNCIL	1. EXISTING SERVICES, WHERE SHOWN, HAVE BEEN PLOTTED FROM SUPPLIED DATA AND SUCH THEIR ACCURACY CAN NOT BE GUARANTEED. IT IS THE RESPONSIBILITY OF THE	GENERAL INSTRUCTIONS
MENT PLANS TO	CONTRACTOR TO ESTABLISH THE LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF WORK.	1. THIS SPECIFICATION IS TO BE READ IN CONJUNCTION WITH THE ENGINEERING
MADE GOOD AT D	 EXISTING SERVICES SHOWN ON THE PLANS ARE LOCATED APPROXIMATELY BASED ON INFORMATION SUPPLIED BY THE RELEVANT AUTHORITIES AND/OR SURVEY RECEIVED. STANTEC DOES NOT TAKE RESPONSIBILITY FOR THE SUITABILITY OR LOCATION/DEPTH OF 	ANY OTHER PLANS OR WRITTEN INSTRUCTIONS THAT MAY BE ISSUED AND RE DEVELOPMENT AT THE SUBJECT SITE. 2. THE CONTRACTOR WILL ENSURE THAT ALL SOIL AND WATER MANAGEMENT W
NOT AVAILABLE, DTPATH. QUIREMENTS	THE EXISTING SERVICES. 3. STANTEC DOES NOT TAKE RESPONSIBILITY FOR ANY POSSIBLE DESIGN ADJUSTMENT OF ANY ADDITIONAL EXISTING SERVICES OR THE ASSOCIATED AUTHORITY NEGOTIATIONS AS A	UNDERTAKEN AS INSTRUCTED IN THIS SPECIFICATION AND CONSTRUCTED FO GUIDELINES OF "MANAGING URBAN STORMWATER, SOILS AND CONSTRUCTION HOUSING, 2004 (BLUE BOOK).
.S, G AND NO	 RESULT OF THE PROPOSED WORKS. 4. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. STANTEC DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS. 	 REQUIRED SITE SPECIFIC ADDITIONS/CHANGES TO THE SOIL AND WATER MAN. WORKS ARE TO BE MADE AS NECESSARY BY THE SUPERINTENDENT. ALL WORK SHALL BE GENERALLY CARRIED OUT IN ACCORDANCE WITH 4.1. LOCAL AUTHORITY REQUIREMENTS
ATE DRAINAGE	 5. EXISTING BUILDINGS, EXTERNAL STRUCTURES AND TREES SHOWN ON THESE DRAWINGS ARE FEATURES EXISTING PRIOR TO ANY DEMOLITION WORKS. 	4.2. EPA REQUIREMENTS4.3. NSW DEPARTMENT OF HOUSING MANUAL "MANAGING URBAN STORMWATE
ACKFILLING OF BY COUNCIL RACTOR TO	6. THE CONTRACTOR SHALL UNDERTAKE POTHOLING AND/OR INVESTIGATION WORKS TO LOCATE ALL EXISTING SERVICES PRIOR TO COMMENCING WORKS. THIS INCLUDES CONFIRMING THE LOCATION AND DETAILS OF THE EXISTING SITE STORMWATER DISCHARGE.	 CONSTRUCTION", 4th EDITION, MARCH 2004. 5. MAINTAIN THE EROSION CONTROL DEVICES TO THE SATISFACTION OF THE SU AND THE LOCAL AUTHORITY. 6. WHEN STORMWATER PITS ARE CONSTRUCTED, PREVENT SITE RUNOFF ENTEF
KINGS, PARKING PIPES OR S THE	 ALL AREAS WITHIN THE EXTENT OF WORKS TO BE SCANNED FOR EXISTING UTILITY SERVICES AND LOCATIONS PRIOR TO CONSTRUCTION. WHIST REASONABLE EFFORT HAS BEEN MADE TO AVOID CLASHES WITH EXISTING SERVICES, EXTENT AND QUALITY OF SUPPLIED DATA IS INSUFFICIENT FOR COMPLETE CLASH DETECTION 	 SEDIMENT FENCES ARE ERECTED AROUND PITS. CONTRACTOR IS TO ENSURE ALL EROSION & SEDIMENT CONTROL DEVICES AN IN GOOD WORKING ORDER AND OPERATE EFFECTIVELY. REPAIRS AND OR MA SHALL BE UNDERTAKEN AS REQUIRED, PARTICULARLY FOLLOWING STORM EN
IEIR D. DRAWINGS.	ACCURACY. CONTRACTOR TO TAKE CARE WORKING AROUND EXISTING UTILITIES AND REPORT ANY POSSIBLE CLASHES BACK TO THE ENGINEER. 9. THE CONTRACTOR SHALL ALLOW FOR THE CAPPING OFF, EXCAVATION, REMOVAL AND	8. ALL EROSION AND SEDIMENT CONTROLS ARE TO BE INSTALLED PRIOR TO ANY DISTURBANCE.
	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.	LAND DISTURBANCE DISTURBANCE TO BE NO FURTHER THAN 5 (PREFERABLY 2) METRES FROM THE ESSENTIAL ENGINEERING ACTIVITY AS SHOWN ON THE APPROVED PLANS. AL
WITH SELECT	10. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES SERVICES TO ALL BUILDINGS NOT AFFECTED BY THE WORKS ARE NOT DISRUPTED.	WILL CLEARLY RECOGNISE THESE ZONES THAT, WHERE APPROPRIATE, ARE BARRIER FENCING (UPSLOPE) AND SEDIMENT FENCING (DOWNSLOPE) OR SIM
BUILD BACK UP RS TO CIVIL	11. THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE SERVICE AUTHORITY. ONCE DIVERSION IS COMPLETE AND COMMISSIONED,	 ACCESS AREAS ARE TO BE LIMITED TO A MAXIMUM WIDTH OF 10 METRES. TH WILL DETERMINE AND MARK THE LOCATION OF THESE ZONES ON-SITE. ALL S WILL CLEARLY RECOGNISE THESE BOUNDARIES THAT, WHERE APPROPRIATE
LAND GRASS IN	THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE RELEVANT SERVICE AUTHORITY.	WITH BARRIER FENCING (UPSLOPE) AND SEDIMENT FENCING (DOWNSLOPE) (MATERIALS.
CTION AND	12. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL GAIN WRITTEN APPROVAL OF THEIR PROGRAMME FOR THE RELOCATION/CONSTRUCTION OF TEMPORARY	 WHERE PRACTICAL, THE SOIL EROSION HAZARD ON THE SITE WILL BE KEPT A POSSIBLE. TO THIS END, WORKS SHOULD BE UNDERTAKEN IN THE FOLLOWIN
L SEEK ALL	SERVICES. 13. CLEARANCE AND COVER REQUIREMENTS SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY BEFORE COMMENCEMENT OF WORKS AND SHALL BE ADHERED TO AT ALL TIMES.	 3.1. INSTALL A BARRIER AND SEDIMENT FENCE ALONG THE BOUNDARIES AS S REFER DETAIL. 3.2. CLEAR SITE AND STRIP AND STOCKPILE TOPSOIL IN LOCATIONS AS AGREED
VRITING BY THE		CONTRACTOR. 3.3. CONSTRUCT STABILISED CONSTRUCTION ENTRANCE TO LOCATION AS DE
SION AND UT NOT LIMITED	PROPOSED SERVICES	SUPERINTENDENT/ENGINEER. REFER DETAIL. 3.4. CONSTRUCT DIVERSION DRAINS AS REQUIRED. 3.5. INSTALL MESH AND GRAVEL INLETS FOR ANY ADJACENT KERB INLETS. RE
OVAL REQUIRED DRKS SHOWN ON	 THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RELEVANT SERVICE AUTHORITY DOCUMENTATION AND CURRENT NSW STREETS OPENING CONFERENCE GUIDE TO CODES AND PRACTICES FOR STREETS OPENING LITERATURE. 	 3.6. INSTALL GEOTEXTILE INLET FILTERS AROUND ANY ON-SITE DROP INLET P DETAIL. 3.6. INSTALL SEDIMENT BASIN AS SHOWN ON PLAN (IF REQUIRED).
	2. THE CONTRACTOR SHALL ATTEND, MANAGE & SUPERVISE THE PROVISION OF PUBLIC UTILITY SERVICES TO THE WORKS GENERALLY AS INDICATED ON THE SERVICES PLANS, NOTING THAT PRIOR & DURING CONSTRUCTION THE PUBLIC UTILITITY AUTHORITIES WILL FINALISE THEIR	 3.7. UNDERTAKE ALL ESSENTIAL CONSTRUCTION WORKS ENSURING THAT RO PAVED AREA STORMWATER SYSTEMS ARE CONNECTED TO PERMANENT I SOON AS PRACTICABLE. 3.8. GRADE AREAS TO FINAL GRADES AND APPLY PERMANENT STABILISATION
MEANS TO AVOID	DOCUMENTATION TO CONSTRUCTION ISSUE STANDARD. 3. THE CIVIL CONTRACTOR (TRENCH PROVIDER) IS TO ARRANGE ON SITE MEETING WITH ALL SERVICE AUTHORITIES PRIOR TO THE INSTALLATION OF CONDUITS.	WITHIN 20 DAYS OF COMPLETION OF CONSTRUCTION WORKS. 3.9. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AFT
ND DAMAGE TO	 4. THE CIVIL CONTRACTOR TO CO-ORDINATE INSTALLATION OF ELECTRICITY, GAS, TELECOMMUNICATION, WATER AND SEWER SERVICES. 	PERMANENT LANDSCAPING HAS BEEN COMPLETED. 4. ENSURE THAT SLOPE LENGTHS DO NOT EXCEED 80 METRES WHERE PRACTI
E VICINITY OF CTED BY THE TEM DOES NOT	 5. IT IS EXPECTED THAT ELECTRICITY, GAS AND TELECOMMUNICATION SERVICES ARE TO BE LAID FOLLOWING THE INSTALLATION OF STORMWATER, SEWER AND WATER SERVICES AND KERB AND GUTTER. 	LENGTHS ARE DETERMINED BY SILTATION FENCING AND CATCH DRAIN SPAC 5. ON COMPLETION OF MAJOR WORKS, LEAVE DISTURBED LANDS WITH A SCAR TO ENCOURAGE WATER INFILTRATION AND ASSIST WITH KEYING TOPSOIL LA
PAIR AND	 ALL UTILITY AUTHORITY REPRESENTATIVES TO INSPECT ROAD CROSSINGS PRIOR TO SEALING. 	SEDIMENT CONTROL
OF THE WORKS	 ALL ELECTRICAL ROAD CROSSINGS TO BE CLASS 6 (ORANGE) uPVC CONDUITS. ALL GAS ROAD CROSSINGS TO BE uPVC GREY SEWER GRADE CONDUITS. FOR ALL STREET POLES, REFER TO THE ELECTRICAL ENGINEER'S DOCUMENTATION. STREET 	 SEDIMENT FENCES WILL BE INSTALLED AS SHOWN ON THE PLAN AND ELSEW DISCRETION OF THE SITE SUPERINTENDENT TO CONTAIN SOIL AS NEAR AS P THEIR SOURCE.
	9. FOR ALL STREET POLES, REFER TO THE ELECTRICAL ENGINEER'S DOCUMENTATION. STREET POLES TO BE POSITIONED THE APPROPRIATE DISTANCE FROM FACE OF KERB TO FACE OF POLE ACCORDING TO THE CURRENT NSW STREETS OPENING CONFERENCE GUIDE TO CODES AND PRACTICES FOR STREETS OPENING LITERATURE. CONTRACTOR TO ALLOW TO EXCAVATE AND BACKFILL TRENCH GENERALLY IN ACCORDANCE WITH NOTE 2.	 SEDIMENT FENCES WILL NOT HAVE CATCHMENT AREAS EXCEEDING 900 SQU HAVE A STORAGE DEPTH OF AT LEAST 0.6 METRES. SEDIMENT REMOVED FROM ANY TRAPPING DEVICES WILL BE RELOCATED WE POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS CANNOT OCCUR.
RIALS OR WATER AL OF STANTEC. INTEC FOR	 ALL SERVICE PIT COVERS AND MARKERS ARE TO BE LAID WHOLLY WITHIN THE CONCRETE FOOTPATH. CONTACT SUPERINTENDANT SHOULD DIFFICULTIES ARISE. TELSTRA'S PLANS SHOW ONLY THE PRESENCE OF CABLES AND PLANT. THEY ONLY SHOW THEIR POSITION RELATIVE TO ROAD BOUNDARIES, PROPERTY FENCES ETC. AT THE TIME OF INSTALLATION AND TELSTRA DOES NOT WARRANT OR HOLD OUT THAT SUCH PLANS ARE ACCURATE THEREAFTER DUE TO CHANGES THAT MAY OCCUR OVER TIME. DO NOT ASSUME 	 STOCKPILES WILL NOT BE LOCATED WITHIN 2 METRES OF HAZARD AREAS, IN AREAS OF CONCENTRATED OR HIGH VELOCITY FLOWS SUCH AS WATERWAY AND DRIVEWAYS. WHERE THEY ARE BETWEEN 2 AND 5 METRES FROM SUCH SEDIMENT CONTROL MEASURES SHOULD BE TAKEN TO MINIMISE POSSIBLE F DOWNSLOPE WATERS, E.G. THROUGH INSTALLATION OF SEDIMENT FENCING WHERE AREA PERMITS, STOCKPILES SHALL BE A MAXIMUM OF 2 METRES IN F
	DEPTH OR ALIGNMENT OF CABLES OR PLANT AS THESE VARY SIGNIFICANTLY. 12. THE CONTRACTOR HAS A DUTY OF CARE WHEN EXCAVATING NEAR TELSTRA CABLES AND PLANT. BEFORE USING MACHINE EXCAVATORS TELSTRA PLANT MUST FIRST BE PHYSICALLY EXPOSED BY SOFT DIG POTHOLING TO IDENTIFY IT'S LOCATION TELSTRA WILL SEEK COMPENSATION FOR DAMAGES CAUSED TO IT'S PROPERTY AND LOSSES CAUSED TO	 SIDE SLOPES OF 1(VER) TO 2(HOR). ADVICE SHOULD BE SOUGHT FROM THE C FOR TEMPORARY STOCKPILES HIGHER THAN 2 METRES OR WITH SIDE SLOPE 1(VER) TO 2 (HOR). 6. TEMPORARY STOCKPILES STORED FOR LESS THAN 20 DAYS WILL BE ESTABL FOLLOWING CONTROLS: 6.1. SEDIMENT FENCE ON DOWNSTREAM SIDE OF STOCKPILE
	TELSTRA AND IT'S CUSTOMERS.	6.2. DUST SUPPRESSION MEASURES TO BE PROVIDED SUCH AS COVERING

TELSTRA - DUTY OF CARE

TELSTRA'S PLANS SHOW ONLY THE PRESENCE OF CABLES AND PLANT. THEY ONLY SHOW THEIR POSITION RELATIVE TO ROAD BOUNDARIES, PROPERTY FENCES ETC. AT THE TIME OF INSTALLATION AND TELSTRA DOES NOT WARRANT OR HOLD OUT THAT SUCH PLANS ARE ACCURATE THEREAFTER DUE TO CHANGES THAT MAY OCCUR OVER TIME. DO NOT ASSUME DEPTH OR ALIGNMENT OF CABLES OR PLANT AS THESE VARY SIGNIFICANTLY. THE CONTRACTOR HAS A DUTY OF CARE WHEN EXCAVATING NEAR TELSTRA CABLES AND PLANT. BEFORE USING MACHINE EXCAVATORS TELSTRA PLANT MUST FIRST BE PHYSICALLY EXPOSED BY SOFT DIG POTHOLING TO IDENTIFY IT'S LOCATION TELSTRA WILL SEEK COMPENSATION FOR DAMAGES CAUSED TO IT'S PROPERTY AND LOSSES CAUSED TO TELSTRA AND IT'S CUSTOMERS.

TEMPORARY STOCKPILES STORED FOR MORE THAN 20 DAYS WILL BE ESTAB FOLLOWING CONTROLS: 7.1. SEDIMENT FENCE ON DOWNSTREAM SIDE OF STOCKPILE

7.2. DUST SUPPRESSION MEASURES TO BE PROVIDED SUCH AS COVERING S

GEOFABRIC AND/OR REGULAR WATERING

- GEOFABRIC AND/OR REGULAR WATERING 7.3. STABILISATION OF STOCKPILE SURFACE WITH HYDROMULCH / GEOTEXT
- SOIL GLUE / ROCK MULCH OR OTHER APPROVED EQUIVALENT 7.4. PROVIDE DIVERSION BANK ON UPSTREAM SIDE TO PROTECT STOCKPILE STORMWATER OVERLAND FLOW
- ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM P WATER WILL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE S IS RELATIVELY SEDIMENT FREE AND MEETS THE RELEVANT AUTHORITY REQU
- PRIOR TO LEAVING THE SITE, I.E. THE CATCHMENT AREA HAS BEEN PERMANE LANDSCAPED AND/OR ANY LIKELY SEDIMENT HAS BEEN FILTERED THROUGH STRUCTURE.
- 10. TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES WILL BE REMOV THE LANDS THEY ARE PROTECTING ARE REHABILITATED.
- ACCESS TO SITES SHOULD BE STABILISED TO REDUCE THE LIKELIHOOD OF \ TRACKING SOIL MATERIALS ONTO PUBLIC ROADS AND ENSURE ALL-WEATHER

	Client/Project Logo	Client/Project
ec		

VAL RUCTION

ble only for the above. for any other

Colour Disclaimer This drawing has been documented in colour. This drawing is required to be printed in colour. Failure to do so may result inloss of information. Black and white printing may be used if specific black and white documents have been obtained from Stantec. Notes

Stantec Australia Pty. Ltd. Level 9, The Forum 203 Pacific Highway

St Leonards, NSW 2065 Tel: +61 2 9496 7700 Copyright Reserved

The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorise by Stantec is forbidden. The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without dela

BANKSTOWN AIRPORT

File Name: 301351354-CI-007-001.DWG

T CONTROL	EROSION CONTROL
	1. DURING WINDY WEATHER, LARGE, UNPROTECTED AREAS WILL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL.
TION WITH THE ENGINEERING PLANS, AND THAT MAY BE ISSUED AND RELATING TO	 FINAL SITE LANDSCAPING WILL BE UNDERTAKEN AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM COMPLETION OF CONSTRUCTION ACTIVITIES. EARTH BATTERS WILL BE CONSTRUCTED WITH AS LOW A GRADIENT AS PRACTICABLE BUT NO
AND WATER MANAGEMENT WORKS ARE	STEPPER, UNLESS NOTED OTHERWISE, THAN: 3.1. 2(H):1(V) WHERE SLOPE LENGTH IS LESS THAN 12 METRES 3.2. 2.5(H):1(V) WHERE SLOPE LENGTH IS BETWEEN 12 AND 16 METRES
ATION AND CONSTRUCTED FOLLOWING THE ER, SOILS AND CONSTRUCTION", DEPT OF	 3.3. 3(H):1(V) WHERE SLOPE LENGTH IS BETWEEN 16 AND 20 METRES 3.4. 4(H):1(V) WHERE SLOPE LENGTH IS GREATER THAN 20 METRES
TO THE SOIL AND WATER MANAGEMENT E SUPERINTENDENT.	 ALL WATERWAYS, DRAINS, SPILLWAYS AND THEIR OUTLETS WILL BE CONSTRUCTED TO BE STABLE IN AT LEAST THE 5% AEP TIME OF CONCENTRATION STORM EVENT. WATERWAYS AND OTHER AREAS SUBJECT TO CONCENTRATED ELOWS AFTER CONSTRUCTION.
IN ACCORDANCE WITH	5. WATERWAYS AND OTHER AREAS SUBJECT TO CONCENTRATED FLOWS AFTER CONSTRUCTION ARE TO HAVE A MAXIMUM GROUND COVER C-FACTOR OF 0.05 (70% GROUND COVER) WITHIN 10 WORKING DAYS FROM COMPLETION OF FORMATION. FLOW VELOCITIES ARE TO BE LIMITED
ANAGING URBAN STORMWATER, SOILS AND	TO THOSE SHOWN IN TABLE 5-1 OF "MANAGING URBAN STORMWATER - SOILS AND CONSTRUCTION", DEPT OF HOUSING 2004 (BLUE BOOK). FOOT AND VEHICULAR TRAFFIC WILL
	 BE PROHIBITED IN THESE AREAS. 6. 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.
PREVENT SITE RUNOFF ENTERING UNLESS DIMENT CONTROL DEVICES ARE MAINTAINED	7. 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
CTIVELY. REPAIRS AND OR MAINTENANCE JLARLY FOLLOWING STORM EVENTS. DE INSTALLED PRIOR TO ANY GROUND	 DAYS FROM INACTIVITY EVEN THOUGH WORKS MAY CONTINUE LATER. 8. FOR AREAS OF SHEET FLOW, USE THE FOLLOWING GROUND COVER PLANT SPECIES FOR TEMPORARY COVER: JAPANESE MILLET 20KG/HA AND OATS 20KG/HA.
DE INSTALLED PRIOR TO ANT GROUND	9. 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 WITH A DESCRIPTION OF LESS THAN 0.1 AND SECOND COVER IS STARLY AND SECON
FERABLY 2) METRES FROM THE EDGE OF ANY	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.
ON THE APPROVED PLANS. ALL SITE WORKERS , WHERE APPROPRIATE, ARE IDENTIFIED WITH	10. RE-VEGETATION SHOULD BE AIMED AT RE-ESTABLISHING NATURAL SPECIES. NATURAL SURFACE SOILS SHOULD BE REPLACED AND NON-PERSISTANT ANNUAL COVER CROPS
ENCING (DOWNSLOPE) OR SIMILAR MATERIALS. IUM WIDTH OF 10 METRES. THE SITE MANAGER THESE ZONES ON-SITE. ALL SITE WORKERS	SHOULD BE USED. SITE INSPECTION AND MAINTENANCE
S THAT, WHERE APPROPRIATE, ARE IDENTIFIED ENT FENCING (DOWNSLOPE) OR SIMILAR	SITE INSPECTION AND MAINTENANCE 1. THE SITE PRINCIPAL CONTRACTOR WILL INSPECT THE SITE AT LEAST WEEKLY AND AT THE
D ON THE SITE WILL BE KEPT AS LOW AS	CONCLUSION OF EVERY STORM EVENT TO: 1.1. ENSURE THAT DRAINS OPERATE PROPERLY AND TO EFFECT ANY NECESSARY REPAIRS
NDERTAKEN IN THE FOLLOWING SEQUENCE: ALONG THE BOUNDARIES AS SHOWN ON PLAN.	1.2. REMOVE SPILLED SAND OR OTHER MATERIALS FROM HAZARD AREAS, INCLUDING LANDS CLOSER THAN 5 METRES FROM AREAS OF LIKELY CONCENTRATED OR HIGH VELOCITY FLOWS ESPECIALLY WATERWAYS AND PAVED AREAS
PSOIL IN LOCATIONS AS AGREED WITH THE	1.3. REMOVE TRAPPED SEDIMENT WHENEVER THE DESIGN CAPACITY OF THAT STRUCTURE HAS BEEN EXCEEDED
NTRANCE TO LOCATION AS DETERMINED BY L. ED.	 1.4. ENSURE REHABILITATED LANDS HAVE EFFECTIVELY REDUCED THE EROSION HAZARD AND TO INITIATE UPGRADING OR REPAIR AS NECESSARY 1.5. CONSTRUCT ADDITIONAL EROSION AND/OR SEDIMENT CONTROL WORKS AS MIGHT
Y ADJACENT KERB INLETS. REFER DETAIL. ID ANY ON-SITE DROP INLET PITS. REFER	BECOME NECESSARY TO ENSURE THE DESIRED PROTECTION IS GIVEN TO DOWNSLOPE LANDS AND WATERWAYS. MAKE ONGOING CHANGES TO THE PLAN WHERE IT PROVES
AN (IF REQUIRED). N WORKS ENSURING THAT ROOF AND/OR	INADEQUATE IN PRACTICE OR IS SUBJECTED TO CHANGES IN CONDITIONS ON THE WORK-SITE OR ELSEWHERE IN THE CATCHMENT 1.6. MAINTAIN EROSION AND SEDIMENT CONTROL STRUCTURES IN A FULLY FUNCTIONING
CONNECTED TO PERMANENT DRAINAGE AS	CONDITION UNTIL ALL EARTHWORK ACTIVITIES ARE COMPLETED AND THE SITE IS REHABILITATED
Y PERMANENT STABILISATION (LANDSCAPING) RUCTION WORKS. ENT CONTROL MEASURES AFTER THE	 THE SITE PRINCIPAL CONTRACTOR SHALL KEEP A LOGBOOK MAKING ENTRIES AT LEAST WEEKLY, IMMEDIATELY BEFORE FORECAST RAIN AND AFTER RAINFALL. ENTRIES WILL INCLUDE:
PLETED. D 80 METRES WHERE PRACTICABLE. SLOPE CING AND CATCH DRAIN SPACING.	2.1. THE VOLUME AND INTENSITY OF ANY RAINFALL EVENTS2.2. THE CONDITION OF ANY SOIL AND WATER MANAGEMENT WORKS
TURBED LANDS WITH A SCARIFIED SURFACE SIST WITH KEYING TOPSOIL LATER.	 THE CONDITION OF VEGETATION AND ANY NEED TO IRRIGATE THE NEED FOR DUST PREVENTION STRATEGIES ANY REMEDIAL WORKS TO BE UNDERTAKEN. THE LOGBOOK WILL BE KEPT ON-SITE AND
	MADE AVAILABLE TO ANY AUTHORISED PERSON UPON REQUEST. IT WILL BE GIVEN TO THE PROJECT MANAGER AT THE CONCLUSION OF THE WORKS
WN ON THE PLAN AND ELSEWHERE AT THE CONTAIN SOIL AS NEAR AS POSSIBLE TO	WASTE CONTROL MEASURES
T AREAS EXCEEDING 900 SQUARE METRES AND	1. ACCEPTABLE BINS WILL BE PROVIDED FOR ANY CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHING, LIGHTWEIGHT WASTE MATERIALS AND LITTER. CLEARANCE SERVICES WILL BE DROVIDED AT LEAST WEEKLY, DISPOSAL OF WASTE WILL BE IN A MANNER ADDROVED BT
RES. /ICES WILL BE RELOCATED WHERE FURTHER RWAYS CANNOT OCCUR.	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
ETRES OF HAZARD AREAS, INCLUDING LIKELY FLOWS SUCH AS WATERWAYS, PAVED AREAS	DRAINED AREAS, FLOOD PRONE AREAS, STREAMBANKS, CHANNELS AND STORMWATER DRAINAGE AREAS. STORE SUCH MATERIALS IN A DESIGNATED AREA UNDER COVER WHERE
2 AND 5 METRES FROM SUCH AREAS, SPECIAL KEN TO MINIMISE POSSIBLE POLLUTION TO ATION OF SEDIMENT FENCING.	 POSSIBLE AND WITHIN CONTAINMENT BUNDS. 3. ALL PERSONNEL ARE TO BE INFORMED OF THEIR OBLIGATION TO USE WASTE CONTROL FACILITIES PROVIDED.
A MAXIMUM OF 2 METRES IN HEIGHT AND WITH DULD BE SOUGHT FROM THE CONTRACTOR	4. ANY DE-WATERING ACTIVITIES ARE TO BE CLOSELY MONITORED TO ENSURE THAT WATER IS NOT POLLUTED BY SEDIMENT, TOXIC MATERIALS OR PETROLEUM PRODUCTS.
METRES OR WITH SIDE SLOPES STEEPER THAN HAN 20 DAYS WILL BE ESTABLISHED WITH THE	 PROVIDE DESIGNATED VEHICULAR WASHDOWN AND MAINTENANCE AREAS WHICH ARE TO HAVE CONTAINMENT BUNDS. ALL WASHDOWN AND MAINTENANCE AREAS ARE TO BE IMPERVIOUS PAVEMENTS TO RETAIN
OF STOCKPILE	WATER ON THE SURFACE. NO RUNOFF FROM WASHDOWN AND MAINTENANCE AREAS ARE TO BE INFILTRATED.
OVIDED SUCH AS COVERING STOCKPILE WITH	OTHER MATTERS
OF STOCKPILE	 EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AFTER RAINFALL EVENTS TO ENSURE THAT THEY OPERATE EFFECTIVELY. REPAIR AND OR MAINTENANCE SHALL BE UNDERTAKEN AS REQUIRED.
OVIDED SUCH AS COVERING STOCKPILE WITH	2. ANY EXISTING TREES WHICH FORM PART OF THE FINAL LANDSCAPING PLAN WILL BE PROTECTED FROM CONSTRUCTION ACTIVITIES BY:
ROVED EQUIVALENT SIDE TO PROTECT STOCKPILE FROM	 2.1. PROTECTING THEM WITH BARRIER FENCING OR SIMILAR MATERIALS INSTALLED OUTSIDE THE DRIP LINE 2.2. ENSURING THAT NOTHING IS NAILED TO THEM
OCESS (SPREAD OVER THE SURFACE) WILL IN 10 WORKING DAYS FROM PLACEMENT.	2.3. PROHIBITING PAVING, GRADING, SEDIMENT WASH OR PLACING OF STOCKPILES WITHIN THE DRIP LINE EXCEPT UNDER THE FOLLOWING CONDITIONS.
THE PERMANENT DRAINAGE SYSTEM UNLESS IT ERELEVANT AUTHORITY REQUIREMENTS	2.4. ENCROACHMENT 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, WHICH EVER IS THE GREATER
NT AREA HAS BEEN PERMANENTLY AS BEEN FILTERED THROUGH AN APPROVED	2.5. 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
TRUCTURES WILL BE REMOVED ONLY AFTER	MILLIMETRES DEPTH 2.6. CARE IS TAKEN NOT TO CUT ROOTS UNNECESSARILY NOR TO COMPACT THE SOIL AROUND THEM.
EDUCE THE LIKELIHOOD OF VEHICLES OS AND ENSURE ALL-WEATHER ENTRY/EXIT.	3. WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE REMEDIAL ACTION PLAN, IF APPLICABLE. ANY FINDS ARE TO BE BROUGHT TO THE SITE SUPERINTENDENT'S ATTENTION
	 WITHIN 24 HOURS. 4. ANY RECOMMENDATIONS IN THE ARBORISTS REPORT ARE TO BE FOLLOWED AND INCORPORATED INTO THE EROSION AND SEDIMENT CONTROL WORKS.
nt/Project	Title CENERAL NOTES
	GENERAL NOTES SHEET 1
	Project No. Scale
NKSTOWN AIRPORT	301351354 AS SHOWN
nme: 301351354-CI-007-001.DWG	- 2023.10.17 Revision Drawing No. Chkd. YYYY.MM.DD C Cl-007-00

	ARTHWORKS	STORMWATER DRAIN
1.1.	CIVIL BULK EARTHWORKS ARE PROVIDED TO INFORM MASS MOVEMENT OF SOIL TO PROVIDE A SUBGRADE PLATFORM FOR BUILDINGS, ROADS AND OTHER STRUCTURES.	1. ON COMPLETION OF STORMWATER INST RESTORED TO ORIGINAL CONDITION, INC
1.2.	THE STANDARD FOR THE PROVISION OF EARTHWORKS ARE TO BE IN ACCORDANCE WITH	GRAVEL AND GRASSED AREAS AND ROA 2. THE CONTRACTOR IS TO EXERCISE DUE
	THE CIVIL SPECIFICATION AND AUSTRALIAN STANDARD AS 3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS", MODIFIED TO SUIT	ENSURING PIPES ARE NOT DAMAGES DU TRAFFIC DOES NOT EXCEED THE LOAD S
	ALL LOCAL CONDITIONS, PRACTICES AND LOCAL AUTHORITY STANDARDS AS REQUIRED AND AS APPROVED IN WRITING BY THE SUPERINTENDENT.	PROPOSED PIPE CLASS WILL NOT WITHS
.3.	NO ALLOWANCE HAS BEEN MADE FOR BULKING FACTORS. NOTE ALL VOLUMES DEPICTED	CONTRACTOR IS TO UPGRADE PIPE CLAR 3. PIPES 300 DIA. AND LARGER TO BE REINF
4.	ARE SOLID VOLUMES ONLY AND MAY NOT REFLECT DETAILED EARTHWORKS. NO ALLOWANCE HAS BEEN MADE FOR DETAILED EXCAVATION INCLUDING BUT NOT	AND SOCKET WITH RUBBER RING JOINTS 4. PIPES LESS THAN OR EQUAL TO 225 DIA
	LIMITED TO TANKS, FOOTINGS, RETAINING WALLS, EDGE THICKENINGS, BEAMS, STAIR AND LIFT CORES, PILING PLATFOTINSW, SERVICES TRENCHING AND DEEP SOIL ZONES.	ACCORDANCE WITH AS/NZS 1260:2009-P VENT APPLICATION WITH SOLVENT WELL
.5.	CIVIL BULK EARTHWORKS DOES NOT CONSIDER LATENT GEOTECHNICAL CONDITIONS	5. EQUIVALENT STRENGTH REINFORCED C
.6.	ENCOUNTERED DURING CONSTRUCTION. BULK EARTHWORKS DOES NOT ALLOW FOR ANY UNSUITABLE MATERIAL FOUND	PIPES MAY BE USED SUBJECT TO APPRO 6. CONTRACTOR IS TO ENSURE THAT ALL D
.0.	ANYWHERE ON SITE.	REINFORCED AND SHALL PROVIDE DESIC CONCRETE LIDS.
1.7.	THE CONTRACTOR SHALL USE FINAL SURFACE LEVELS AND TYPICAL PAVEMENT DETAILS FOR ACTUAL EARTHWORKS LEVELS.	7. ALL STORMWATER DRAINAGE LINES UNE PRESSURE PIPE GRADE 6. ENSURE ALL \
8.	BULK EARTHWORKS ARE BASED ON THE SETDOWN TO UNDERSIDE OF PAVEMENT	PIPE, GRADE 6 FOR A MIN OF 3.0m IN HEI 8. PIPES TO BE INSTALLED TO TYPE H2 (NO
1.9.	BUILDUPS AS SPECIFIED FROM FINISHED SURFACE LEVELS. REFER TO THE STRUCTURAL ENGINEERS SPECIFICATION FOR EXCAVATION WORKS IN	ROADWAYS) SUPPORT IN ACCORDANCE
10	RELATION TO BUILDINGS / FOOTINGS	TRENCH WITH SAND TO 300mm ABOVE P REMAINDER OF TRENCH TO UNDERSIDE
1.10.	TOPSOIL SHALL BE STRIPPED ACROSS THE ENTIRE LIMIT OF THE EARTHWORKS CUT AND FILL AREAS AND SHALL BE STOCKPILED IN A LOCATION APPROVED BY THE	GRANULAR MATERIAL COMPACTED IN 15 MAXIMUM DRY DENSITY IN ACCORDANC
	SUPERINTENDENT. THE EXISTING STRATA IS TO BE TREATED IN ACCORDANCE WITH THE SPECIFICATION PRIOR TO PLACING ANY FILL.	LESS THAN 75) 9. PIT COVER LEVELS TO MATCH SURROUN
.11.	STRIP EXISTING TOPSOIL IN CONSULTATION WITH THE GEOTECHNICAL ENGINEER /	SURFACE LEVELS OF STRUCTURES ARE FINISHED LEVELS SHALL BE SET OUT AS
	REPORT. FOR THE PURPOSES OF EARTHWORKS CALCULATIONS A TOPSOIL STRIPPING DEPTH OF 150mm HAS BEEN ASSUMED.	REQUIREMENTS AND SPECIFICATIONS O
.12.	ALL EARTHWORKS TESTING IS TO BE IN ACCORDANCE WITH LOCAL AUTHORITY AND	GROUND LEVELS. 10. STORMWATER PIT COVERS FOR JUNCTIC
.13.	AUSTRALIAN STANDARDS AS1289 AND AS1726, AS APPLICABLE. SUPERVISION, INSPECTION AND TESTING IS TO BE CARRIED OUT IN ACCORDANCE WITH	FOR: LOAD CLASS TYPICAL USE
	SECTION 8 AND APPENDIX B OF AS 3798. FOR ALL STRUCTURAL FILL, THE SCOPE OF SERVICES TO BE PROVIDED BY THE GEOTECHNICAL TESTING AUTHORITY IS TO BE IN	CLASS A INTERNAL PEDESTRI
	ACCORDANCE WITH LEVEL 1 OR LEVEL 2 AS DETAILED IN APPENDIX B AND IN	CLASS B EXTERNAL AREAS IN
.14.	ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS EXCAVATED MATERIAL MAY BE USED AS STRUCTURAL FILL PROVIDED:-	AND LIGHT VEHICULA CLASS D CARS, TRUCKS (HIGH
1.14	1. IT COMPLIES WITH THE THE SPECIFICATION REQUIREMENTS FOR FILL MATERIAL.	VEHICULAR TRAFFIC CLASS E HEAVY DUTY FORKLI
1.14	2. THE PLACEMENT MOISTURE CONTENT COMPLIES WITH THE GEOTECHNICAL CONSULTANTS REQUIREMENTS, AND ALLOWS FILLING TO BE PLACE AND PROOF	11. REFER TO TABLE BELOW FOR MINIMUM F
	ROLLED IN ACCORDANCE WITH THE SPECIFICATION. ALSO REFER TO THE SALINITY MANAGEMENT PLAN AND FILL IMPORT PLAN FOR FURTHER DETAILS.	DEPTH TO INVERT WIDTH
1.15.	EARTHWORK SPOIL, IN EXCESS OF SITE FILL REQUIREMENTS, SHALL BE DISPOSED OFF	LESS THAN 600mm 450mm FROM 600mm TO 900mm 600mm
	SITE. CONTRACTOR TO ALLOW FOR ALL ENVIRONMENTAL TESTING ASSOCIATED WITH REMOVAL OF SPOIL FROM SITE.	FROM 900mm TO 1200mm 600mm MORE THAN 1200mm 900mm
.16.	CLEARED VEGETATION SHALL BE MULCHED AND DISPOSED OF OFF-SITE. BURNING OFF	12. ALL INTERNAL WORKS WITHIN PROPERT
	IS NOT CONSIDERED AN ACCEPTABLE MEANS OF DISPOSAL AND WILL NOT BE APPROVED.	REQUIREMENTS OF AS 3500 3.1 (2021) AN 13. PRECAST PITS MAY BE USED EXTERNAL
17.	ALL BATTERS, ALLOTMENT FILL AREAS AND DISTURBED AREAS SHALL BE TOPSOILED FROM ONSITE STOCKPILES. THE TOPSOIL SHALL BE SCREENED PRIOR TO PLACING.	STANTEC AUSTRALIA.
1.18.	PRIOR TO EARTH FILLING WORKS ALL VEGETATION AND TOPSOIL SHALL BE STRIPPED.	14. ENLARGERS, CONNECTIONS AND JUNCT PIPES ARE LESS THAN 300 DIA.
	THE EXPOSED EMBANKMENT FOUNDATION SHALL BE MOISTURE CONDITIONED AND COMPACTED TO A MINIMUM OF 98% STANDARD COMPACTION PRIOR TO FILLING OR	15. PIPES FOR SUBSOIL DRAINS SHALL BE SI GEOFABRIC, UNO, COMPLYING WITH THE
.19.	PAVEMENT CONSTRUCTION. ANY SOFT OR WEAK AREAS IDENTIFIED DURING THE COMPACTION PROCESS THAT DO	SHALL BE FACTORY SLOTTED HDPE, MIN VINIDEX DRAINCOIL, CERTIFIED uPVC, IN
. 19.	NOT RESPOND TO FURTHER COMPACTION, SHOULD BE REMOVED AND REPLACED WITH	AS3789 (JOINTING) INSTALLED ON GEOTE
	SELECT FILL IN LAYERS NOT EXCEEDING 200mm LOOSE THICKNESS AND EACH LAYER COMPACTED TO ACHIEVE A DRY DENSITY RATIO OF 98%.	BLUE METAL AGGREGATE, UNO. WHERE PAVEMENTS, UNSLOTTED uPVC DWV GR
1.20.	ALL COMPACTION TO BE CARRIED OUT IN ACCORDANCE WITH THE CIVIL SPECIFICATION AND COMPACTION PROCEDURES AS DEFINED IN AS 1289 5.2.1 TEST PROCEDURE.	USED. 16. CARE IS TO BE TAKEN WITH LEVELS OF S
	CERTIFICATION IS TO BE AN INDEPENDENT GEOTECHNICAL ENGINEER (AT CONTRACTORS EXPENSE).	BE REDUCED WITHOUT APPROVAL. 17. AT ALL TIMES DURING CONSTRUCTION C
.21.	BENEATH PAVEMENTS A NON-EXPANSIVE APPROVED SELECT FILL SHALL BE PLACED	PROCEDURES SHALL BE TAKEN TO ENSU FALLING DOWN PITS.
	WHERE REQUIRED IN UNIFORM LAYERS NOT TO EXCEEDING 200mm LOOSE THICKNESS AND COMPACTED AT OPTIMUM MOISTURE CONTENT (+OR- 2%) TO ACHIEVE A MINIMUM	18. ALL EXISTING STORMWATER DRAINAGE INSPECTED AND CLEANED. DURING THIS
	DRY DENSITY DETERMINED IN ACCORDANCE WITH AS1289.5.1.1-2003 AS FOLLOWS:-	DRAINAGE SYSTEM THAT WARRANTS RE
	CATION STANDARD DRY DENSITY (MMDD) DER BUILDING SLABS 98%	SUPERINTENDENT/ENGINEER FOR FURT EXISTING PIPES WHERE NECESSARY TO
VEH	HICULAR PAVED AREAS 100%	FOLLOWING CONSTRUCTION. 19. THE CONTRACTOR IS TO ORGANISE AND
	N-VEHICULAR PAVED AREAS 98% IDSCAPED AREAS 95%	ANY DIVERSION WORKS TO ENSURE THE STORMWATER FLOWS THAT MAY OCCUF
1.22.	ALL FILL MATERIAL SHALL BE FROM A SOURCE APPROVED BY THE SUPERINTENDENT AND SHALL COMPLY WITH THE FOLLOWING:-	WORKS. 20. ANY DAMAGE TO THE WORKS DUE TO ST
1.22		CONSTRUCTION PERIOD IS AT THE CONT
1.22	2. MAXIMUM PARTICLE SIZE 75mm,	21. SETOUT POINTS FOR STORMWATER STR UNLESS OTHERWISE NOTED.
1.22	3. PLASTICITY INDEX - BETWEEN 2% AND 15%	22. ALL PAVED SURFACE LEVELS AND GRAD TO ENSURE NO UNDRAINED AREAS OCC
		23. THE SIDES OF ALL PIPE TRENCH EXCAVA SUPPORTED AT ALL TIMES AND HAVE AP
		24. ALL NEW PIPES TO BE LAID IN AN UPSTR
		OF EXISTING SERVICES CROSSING THE I BE DETERMINED BY EXCAVATION PRIOR
		APPARENT, THE ENGINEER SHALL BE NO EXISTING SERVICE IS TO BE ADJUSTED O
		ISSUED. 25. PIPE BEDDING, HAUNCH AND BACKFILL T
		AND THE CIVIL SPECIFICATION. WHERE T BEDDED ON A MIN. 50mm CONCRETE BEI
		UNDER THE BARREL OF THE PIPE. THE P
		ROCK. 26. SUBSOIL DRAINAGE PIPES TO BE SLOTTE
		PART 1 LAID AT PREFERABLE MINIMUM G WHERE LIMITED BY OUTFALL LEVELS.
		27. 100mm DIA. SUBSOIL DRAINAGE SHALL B CONNECTED TO THE SITE STORMWATER
		27.1. UNDER KERBS AND ADJACENT TO A STORMWATER PIPE)
		27.2. AT THE BASE OF THE HIGH SIDE OF
		27.3. AROUND THE BUILDING SLAB FOOT 27.4. EVERY INLET STORMWATER PIPE A

VATER DRAINAGE

- ON OF STORMWATER INSTALLATION, ALL DISTURBED AREAS MUST BE ORIGINAL CONDITION, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRASSED AREAS AND ROAD PAVEMENTS, UNLESS DIRECTED OTHERWISE.
- CTOR IS TO EXERCISE DUE CARE AND ATTENTION DURING PIPE INSTALLATION PES ARE NOT DAMAGES DURING CONSTRUCTION AND CONSTRUCTION NOT EXCEED THE LOAD SPECIFIED FOR THE PIPE PROPOSED. IF THE IPE CLASS WILL NOT WITHSTAND THE CONSTRUCTION LOAD, THE
- IS TO UPGRADE PIPE CLASSES TO SUIT AT NO COST TO THE PRINCIPAL. AND LARGER TO BE REINFORCED CONCRETE CLASS '4' APPROVED SPIGOT WITH RUBBER RING JOINTS. U.N.O.
- HAN OR EQUAL TO 225 DIA. SHALL BE uPVC DWV GRADE CLASS SN8 IN
- WITH AS/NZS 1260:2009-PVC-U PIPES AND FITTINGS FOR DRAIN, WASTE AND ATION WITH SOLVENT WELDED JOINTS. STRENGTH REINFORCED CONCRETE OR FIBROUS REINFORCED CONCRETE
- E USED SUBJECT TO APPROVAL BY THE SUPERINTENDENT. IS TO ENSURE THAT ALL DRAINAGE STRUCTURES ARE ADEQUATELY AND SHALL PROVIDE DESIGN CERTIFICATION FOR ALL REINFORCED
- ATER DRAINAGE LINES UNDER PROPOSED BUILDING SLABS TO BE uPVC PE GRADE 6. ENSURE ALL VERTICALS AND DOWNPIPES ARE uPVC PRESSURE 5 FOR A MIN OF 3.0m IN HEIGHT.
- INSTALLED TO TYPE H2 (NOT UNDER ROADWAYS) OR TYPE HS2 (UNDER SUPPORT IN ACCORDANCE WITH AS 3725 (2007). IN ALL CASES BACKFILL SAND TO 300mm ABOVE PIPE. WHERE PIPE IS UNDER PAVEMENTS BACKFILL F TRENCH TO UNDERSIDE OF PAVEMENT WITH SAND OR APPROVED ATERIAL COMPACTED IN 150mm LAYERS TO MINIMUM 98% STANDARD DENSITY IN ACCORDANCE WITH AS 1289 5.2.1. (OR A DENSITY INDEX OF NOT
- EVELS TO MATCH SURROUNDING FINISHED LEVELS. DESIGN FINISHED /ELS OF STRUCTURES ARE FOR THE CONTRACTORS GUIDANCE ONLY. ACTUAL ELS SHALL BE SET OUT AS DIRECTED ON SITE IN KEEPING WITH THE ITS AND SPECIFICATIONS OF THE LOCAL AUTHORITY AND ACTUAL FINISHED FIS
- R PIT COVERS FOR JUNCTION AND GRATED PITS TO COMPLY WITH AS 3996

FOR:	
LOAD CLASS	TYPICAL USE
CLASS A	INTERNAL PEDESTRIAN PRECINCTS ONLY.
	NO VEHICULAR TRAFFIC
CLASS B	EXTERNAL AREAS INCLUDING FOOTPATHS, FOOTWAYS
	AND LIGHT VEHICULAR TRAFFIC ONLY
CLASS D	CARS, TRUCKS (HIGHWAY TRAFFIC) AND COMMERCIAL
	VEHICULAR TRAFFIC
CLASS E	HEAVY DUTY FORKLIFTS AND EARTHMOVING EQUIPMENT

- BLE BELOW FOR MINIMUM PIT DIMENSIONS (AS 3500.3 TABLE 7.5.2.1): WIDTH LENGTH ERT 450mm 450mm)0mm TO 900mm 600mm 600mm TO 1200mm 600mm 900mm 900mm 900mm 200mm
- WORKS WITHIN PROPERTY BOUNDARIES ARE TO COMPLY WITH THE
- TS OF AS 3500 3.1 (2021) AND AS/NZS 3500 3.2 (2021).
- S MAY BE USED EXTERNAL TO THE BUILDING SUBJECT TO APPROVAL BY STRALIA.
- CONNECTIONS AND JUNCTIONS TO BE PREFABRICATED FITTINGS WHERE SS THAN 300 DIA.
- JBSOIL DRAINS SHALL BE SLOTTED 100mm DIA. CLASS 1000 WRAPPED IN JNO, COMPLYING WITH THE REQUIREMENTS OF AS2439. ALL SUBSOIL PIPES CTORY SLOTTED HDPE, MIN. 100mm DIA. CLASS SN8, SIMILAR OR EQUAL TO NCOIL, CERTIFIED uPVC, IN ACCORDANCE WITH AS1260, AS2032 (PIPE) & TING) INSTALLED ON GEOTEXTILE FABRIC WITH 150mm SURROUND OF 25mm AGGREGATE, UNO. WHERE SUBSOIL DRAINS PASS UNDER FLOOR SLABS AND JNSLOTTED uPVC DWV GRADE CLASS SN8 SEWER GRADE PIPE IS TO BE
- TAKEN WITH LEVELS OF STORMWATER LINES. GRADES SHOWN ARE NOT TO WITHOUT APPROVAL.
- DURING CONSTRUCTION OF STORMWATER PITS, ADEQUATE SAFETY S SHALL BE TAKEN TO ENSURE AGAINST THE POSSIBILITY OF PERSONNEL /N PITS.
- STORMWATER DRAINAGE LINES AND PITS THAT ARE TO REMAIN ARE TO BE ND CLEANED, DURING THIS PROCESS ANY PART OF THE STORMWATER STEM THAT WARRANTS REPAIR SHALL BE REPORTED TO THE DENT/ENGINEER FOR FURTHER DIRECTIONS. CCTV SHALL BE UNDERTAKEN OF ES WHERE NECESSARY TO CONFIRM THEIR ADEQUACY PRIOR TO AND CONSTRUCTION.
- CTOR IS TO ORGANISE AND STAGE CONSTRUCTION WORK AND UNDERTAKE ON WORKS TO ENSURE THE EXISTING DRAINAGE IS ABLE TO CONVEY ALL R FLOWS THAT MAY OCCUR DURING THE PERIOD OF THE CONSTRUCTION
- TO THE WORKS DUE TO STORMWATER FLOWS OR FLOODING DURING THE ON PERIOD IS AT THE CONTRACTOR'S RISK.
- ITS FOR STORMWATER STRUCTURES ARE AS INDICATED IN THE DRAWINGS ERWISE NOTED.
- JRFACE LEVELS AND GRADES TO BE COORDINATED WITH GULLY PIT LEVELS IO UNDRAINED AREAS OCCUR.
- FALL PIPE TRENCH EXCAVATIONS DEEPER THAN 1.0m SHALL BE FULLY AT ALL TIMES AND HAVE APPROPRIATE EDGE PROTECTION. ES TO BE LAID IN AN UPSTREAM DIRECTION. THE LINE, LEVEL AND LOCATION SERVICES CROSSING THE LINE OF THE PROPOSED STORMWATER PIPE SHALL IED BY EXCAVATION PRIOR TO THE LAYING OF THE PIPE. IF CONFLICT IS HE ENGINEER SHALL BE NOTIFIED AND INSTRUCTIONS AS TO WHETHER THE RVICE IS TO BE ADJUSTED OR THE PROPOSED PIPE INVERT ALTERED WILL BE
- HAUNCH AND BACKFILL TO BE AS SHOWN ON THE CIVIL DETAILS DRAWINGS SPECIFICATION. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE MIN. 50mm CONCRETE BED OR 75mm THICK BED OF 12mm BLUE METAL ARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE
- INAGE PIPES TO BE SLOTTED PIPE AND FILTER SOCK CLASS 1000 TO AS2439 T PREFERABLE MINIMUM GRADE 1 IN 100 OR ABSOLUTE MINIMUM 1 IN 200 ED BY OUTFALL LEVELS.
- JBSOIL DRAINAGE SHALL BE PROVIDED IN THE FOLLOWING LOCATIONS AND
- TO THE SITE STORMWATER DRAINAGE SYSTEM, UNO .:-ERBS AND ADJACENT TO ALL PAVEMENTS (UNLESS IT COINCIDES WITH A
- VATER PIPE)

HAL

CPO

CPO

C DA ISSUE

B DA ISSUE

A DA ISSUE

Issued/Revision

- BASE OF THE HIGH SIDE OF ALL RETAINING WALLS THE BUILDING SLAB FOOTPRINT
- NLET STORMWATER PIPE AT EACH PIT FOR A DISTANCE OF 3 METRES.

RPW 2024.02.21

RPW 2023.10.23

RPW 2023.10.17

By Appd YYYY.MM.DD

APPRO

NOT FOR CONSTRUCTION

Issue Status

This document is suitable only for the purpose noted above. Use of this document for any other purpose is not permitted.

ORIGINAL SHEET - ISO A1 COORD - MGA/20-56 DATUM - 6.125mAHD

VAL

Colour Disclaimer This drawing has been documented in colour. This drawing is required to be printed in colour. Failure to do so may result inloss of information. Black and white printing may be used if specific black and white documents have been obtained from Stantec.

Notes

Stantec Australia Pty. Ltd. Level 9, The Forum 203 Pacific Highway St Leonards, NSW 2065 Tel: +61 2 9496 7700

Copyright Reserved The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorise by Stantec is forbidden. The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without dela

Stantec

CLOSED CIRCUIT TELEVISION (CCTV)

UNDERTAKE A CCTV INSPECTION OF ALL THE COMPLETED DRAINAGE IN ACCORD THE GUIDELINES OF THE AUSTRALIAN CONDUIT CONDITION EVALUATION MANUAL

- APPLY THE FOLLOWING REQUIREMENTS TO THE CCTV INSPECTION:-
- 2.1. USE DATA CAPTURE SOFTWARE APPROVED BY SYDNEY WATER 2.2. USE CERTIFIED CCTV OPERATORS
- 2.3. THE CCTV VIDEOTAPE SHALL BE OF QUALITY TO ALLOW ACCURATE ASSESSMENT OF THE INTERNAL CONDITION OF THE PIPE
- FURNISH TO THE DESIGN CONSULTANT THE FOLLOWING:-3.1. VIDEOS IN MPG FORMAT FOR VIEWING
- 3.2. CCTV REPORT AND SURVET DATA IN PDF FORMAT

WATER QUALITY TESTING

- PRIOR TO DISCHARGE OF SITE STORMWATER, GROUNDWATER AND SEEPAGE WATER INTO THE COUNCIL STORMWATER SYSTEM, CONTRACTORS MUST UNDERTAKE WATER QUALITY TESTING IN CONJUNCTION WITH A SUITABLY QUALIFIED ENVIRONMENT CONSULTANT OUTLINING THE FOLLOWING:
- 1.1. COMPLIANCE WITH THE CRITERIA OF THE AUSTRALIAN AND NEW ZEALAND GUIDELINES FOR FRESH AND MARINE WATER QUALITY (2000)
- 1.2. IF REQUIRED SUBJECT TO THE ENVIRONMENTAL CONSULTANTS ADVICE, PROVIDE REMEDIAL MEASURES TO IMPROVE THE QUALITY OF WATER THAT IS TO BE DISCHARGED INTO COUNCIL'S STORMWATER DRAINAGE SYSTEM. THIS SHOULD INCLUDE COMMENTS FROM A SUITABLY QUALIFIED ENVIRONMENTAL CONSULTANT CONFIRMING THE SUITABILITY OF THESE REMEDIAL MEASURES TO MANAGE THE WATER DISCHARGED FROM THE SITE INTO COUNCIL'S STORMWATER DRAINAGE SYSTEM. OUTLINE THE PROPOSED, ONGOING MONITORING, CONTINGENCY PLANNS AND VALIDATION PROGRAM THAT WILL BE IN PLACE TO CONTINUALLY MONITOR THE QUALITY OF WATER DISCHARGED FROM THE SITE. THIS SHOULD ALSO OUTLINE THE FREQUENCY OF WATER QUALITY TESTING THAT WILL BE UNDERTAKEN BY A SUITABLY QUALIFIED ENVIRONMENTAL CONSULTANT.

ROADWORKS NOTES

- ALL BASECOURSE, SUB-BASECOURSE AND SELECT FILL MATERIALS SHALL CON
- THE DRAWINGS, COUNCIL CONSTRUCTION SPECIFICATIONS AND AUSTRALIAN S ALL BASECOURSE, SUB-BASECOURSE AND SELECT FILL MATERIALS SHALL BE C ACHIEVE A MINIMUM OF 100% STANDARD MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE
- CONTENT OF +OR-2% IN ACCORDANCE WITH AS 1289 E1.1. UNO. ALL WEARING SURFACES SHALL BE ASPHALTIC CONCRETE LAID TO THE THICKNESS
- SPECIFIED AND IN ACCORDANCE WITH THE SPECIFICATION. CONCRETE FOR KERB SHALL HAVE A CONCRETE STRENGTH OF 25MPa AT 28 DAYS, MINIMUM
- SLUMP OF 80mm AND MAXIMUM AGGREGATE SIZE OF 20mm. ALL DISTURBED EXISTING CONCRETE PAVEMENT SHALL BE REINSTATED TO MATCH EXISTING PAVEMENT FINISH INCLUDING PAVEMENT IN FOOTPATH AND DRIVEWAY AREAS.
- NEW FLEXIBLE PAVEMENT MATCHING TO EXISTING FLEXIBLE PAVEMENT SHALL BE COMPLETED IN STRICT ACCORDANCE WITH THE DRAWINGS AND COUNCIL CONSTRUCTION SPECIFICATIONS.
- ALL BASECOURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH TfNSW. FORM 3051 (UNBOUND), TfNSW. FORM 3052 (BOUND) COMPACTED TO MINIMUM 98% MODIFIED DENSITY IN ACCORDANCE WITH AS 1289 5.2.1. FREQUENCY OF COMPACTION
- TESTING SHALL NOT BE LESS THAN 1 TEST PER 50m³ BASECOURSE MATERIAL PLACED. ALL SUB-BASE COURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH TFNSW. FORM 3051, 3051.1 AND COMPACTED TO MINIMUM 98% MODIFIED DENSITY IN ACCORDANCE WITH A.S 1289 5.2.1. FREQUENCY OF COMPACTION TESTING SHALL NOT BE LESS THAN 1 TEST PER 50m³ OF SUB-BASE COURSE MATERIAL PLACED.
- AS AN ALTERNATIVE TO THE USE OF IGNEOUS ROCK AS A SUB-BASE MATERIAL IN (9.2) A CERTIFIED RECYCLED CONCRETE MATERIAL COMPLYING WITH TINSW. FORM 3051 AND 3051.1 WILL BE CONSIDERED. SUBJECT TO MATERIAL SAMPLES AND APPROPRIATE CERTIFICATIONS BEING PROVIDED TO THE SATISFACTION OF STANTEC.
- 0. SHOULD THE CONTRACTOR WISH TO USE A RECYCLED PRODUCT THIS SHALL BE CLEARLY INDICATED IN THEIR TENDER AND THE PRICE DIFFERENCE BETWEEN AN IGNEOUS PRODUCT AND A RECYCLED PRODUCT SHALL BE CLEARLY INDICATED. THIS PRODUCT SHALL BE REVIEWED AND APPROVED BY THE ENGINEER.

SUBGRADE PREPARATION

- REMOVE ALL TOPSOIL, VEGETABLE MATTER AND DELETERIOUS MATERIAL FROM AREA OF PROPOSED BUILDING PLATFORM AND PAVEMENTS.
- REMOVE ANY ORGANICS AND FOREIGN MATERIALS. SOFT, HEAVING, WET OR UNSTABLE AREAS IDENTIFIED DURING PROOF ROLLING AND REPLACE USING SELECT IMPORTED FILL MATERIAL TO A DEPTH NOMINATED BY A GEOTECHNICAL ENGINEER.
- . SUBGRADE REPLACEMENT MATERIAL IS TO CONSIST OF CLEAN, UNCONTAMINATED, WELL-GRADED, NON-ORGANIC FILL WITH A MAXIMUM PARTICLE SIZE OF 75mm AND COMPACT IN MAX. 200mm THICK LAYERS, UNO.
- . COMPACTION IS TO BE CARRIED OUT BY ROLLING AT OPTIMUM MOISTURE CONTENT TO OBTAIN A DENSITY EQUIVALENT TO 100% SMDD WHEN TESTED BY THE STANDARD COMPACTION TEST (E1.1, AS 1289).
- 5. COMPACTION SHALL BE CARRIED OUT WITH A VIBRATING ROLLER WITH AT LEAST 10 TONNE STATIC WEIGHT.
- 6. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED NATA REGISTERED LABORATORY. 7. THE CONTRACTOR IS TO PROVIDE CERTIFICATION TO THE EFFECT THAT EARTHWORKS
- COMPACTION HAS BEEN ACHIEVED IN ACCORDANCE WITH THE SPECIFICATION, UNLESS OTHERWISE AGREED IN WRITING BY THE SUPERINTENDENT.
- 8. THE CONTRACTOR IS TO PROVIDE TO THE SITE SUPERINTENDENT A SURVEY CONFIRMATION FROM A REGISTERED SURVEYOR CONFIRMING BULK EARTHWORKS LEVELS AS WITHIN -20mm/+0mm OF THE NOMINATED LEVEL.
- 9. BACKFILLING FOR SERVICE TRENCHING AND REMOVED SERVICES OR PITS OR FOUNDATIONS IS TO USE APPROVED WELL-GRADED GRANULAR MATERIAL WITH MINIMUM VOIDS (EITHER SELECT INSITU OR IMPORTED FILL) AS SPECIFIED ABOVE.

Client/Project Logo

Client/Project

36.1. 300mm IN PRIVATE PROPERTY (NON-VEHICULAR TRAFFIC) 36.2. 450mm IN PUBLIC AREAS 36.3. 600mm IN VEHICULAR TRAFFICABLE AREAS (FOOTWAY/ROADWAYS)

36. MINIMUM DEPTH OF COVER SHALL BE AS FOLLOWS, UNO:-

- 37. BED ALL PIPES FIRMLY AND EVENLY ONTO IMPORTED BEDDING FILL MATERIAL. 38. LAY AND JOINT ALL PIPES IN ACCORDANCE WITH THE MANUFACTURERS
- RECOMMENDATION AND AS 3725 BURIED FLEXIBLE PIPELINES

DETAILED BY THE HYDRAULIC CONSULTANT.

BETWEEN THE HYDRAULIC AND CIVIL WORKS

35.1. 1% FOR 100mm AND 150mm DIA. PIPES

STORMWATER DRAINAGE

25. PRE-CAST PITS MUST HAVE LIFTING ANCHORS.

OF AS1214 OR AS1650, AS APPROPRIATE.

RENDERED TO ENSURE A SMOOTH FINISH.

STANDARD CONFINED SPACE SIGNAGE.

RESPECTIVE COMPONENTS.

REQUIREMENTS.

IN DIRECTION.

FACE OF THE PIT.

PART 3 AS FOLLOWS, UNO:-

35.2. 0.5% FOR 225mm DIA. PIPES

35.3. 0.4% FOR 300mm DIA. PIPES

35.4. 0.33% FOR 375mm DIA. PIPES

INCOMING PIPEWORK UNLESS OTHERWISE NOTED.

28. STORMWATER STRUCTURES ARE TO BE CONSTRUCTED PERPENDICULAR TO THE

29. PRECAST COMPONENTS SHALL BE CONNECTED BY MEANS OF EPOXY OR CHEMICAL

AS PER AS3725, CONSTRUCTION LOADS HAVE NOT BEEN ALLOWED FOR.

27. ALL EXPOSED EDGES ON STORMWATER PITS TO BE ROUNDED TO 5mm RAD. UNO.

28. ALL MILD STEEL FIXTURES INCLUDING GRATES, FRAMES, STEP IRONS, LADDERS, ETC.,

29. ALL CONNECTIONS TO EXISTING DRAINAGE PITS SHALL BE MADE IN A TRADESMAN-LIKE

30. PITS DEEPER THAN 1200mm SHALL HAVE ACCESS LADDERS OR STEP IRONS INSTALLED

AND SHALL BE IN ACCORDANCE WITH AS1657 AND HTHE LOCAL OR STATUTORY

32. CAPPED FLUSHING POINTS MUST BE PROVIDED FOR ALL SUBSOIL AND SEEPAGE

PUBLIC ROAD RESERVE AND COMPLY WITH ALL AUTHORITY REQUIREMENTS.

SHALL BE HOT DIP GALVANISED. GALVANISING SHALL COMPLY WITH THE REQUIREMENTS

MANNER AND THE INTERNAL WALL OF THE PIT AT THE POINT OF ENTRY SHALL BE CEMENT

31. WHERE A PIT IS IDENTIFIED AS A CONFINED SPACE, PIT COVERS SHALL BE PROVIDED WITH

DRAINAGE SYSTEMS AT THE END OF EACH PIPE, AT MAX. 30m SPACING AND AT CHANGES

33. THE CONTRACTOR SHALL OBTAIN A ROAD OPENING PERMIT FOR ANY WORKS WITHIN THE

34. PIPES SHALL BE TRUE TO GRADES SHOWN AND ALIGNED SO THAT THE CENTRES OF THE

35. MINIMUM GRADES FOR GRAVITY STORMWATER DRAINAGE SHALL CONFORM TO AS 3500

INLET PIPES INTERSECT WITH THE CENTRE OF THE OUTLET PIPE AT THE DOWNSTREAM

GROUTED BARS OF THE SAME DIAMETER AND SPACING AS THE SMALLER BARS IN THE

26. WORKING LOADS ARE THOSE DUE TO FILL MATERIAL AND STANDARD HIGHWAY VEHICLES

- AS 2566 LOADS ON BURIED FLEXIBLE PIPELINES
- AS 1597.2 PRECAST REINFORCED CONCRETE BOX CULVERTS
- 40. WHERE STORMWATER DRAINAGE IS LAID IN THE VICINITY OF TREES / CANOPIES OF TREES, THE WORKS ARE TO BE COMPLETED TO THE PROJECT ARBORISTS REQUIREMENTS.

AS 3500 NATIONAL PLUMBING AND DRAINAGE CODE SYDNEY WATER REQUIREMENTS (WHERE APPLICABLE)

39. ALLOW TO TEST ALL PIPES AND PITS TO MANUFACTURERS REQUIREMENTS.

ROOF AND SUSPENDED FLOOR DRAINAGE

ROOF AND SURFACE DRAINAGE (WITHIN THE BUILDING AWNING AND

. THE CONTRACTOR SHALL COORDINATE THE NECESSARY INTERFACE

FOOTPRINT, INCLUSIVE OF BALCONIES, TERRACES, PODIUMS ETC) IS TO BE

DANCE WITH
L (ACCEM).

FORM WITH
STANDARDS.
COMPACTED TO
MOISTURE

KERBING NOTES

THE FOLLOWING NOTES ARE TO BE READ IN CONJUNCTION WITH COUNCIL SPECIFICATIONS AND TYPICAL DRAWINGS. COUNCIL SPECIFICATIONS SHALL TAKE PRECEDENCE OVER THE NOTES PROVIDED IN THIS SPECIFICATION.

ALL CONCRETE TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 25 MPa U.N.O IN REINFORCED CONCRETE NOTES.

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).

- . 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 DRAINAGE 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.
- 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.
- . BROOMED FINISH TO ALL RAMPED AND VEHICULAR CROSSINGS. ALL OTHER KERBING OR DISH DRAINS TO BE STEEL FLOAT FINISHED. WHERE KERB IS MACHINE PLACED THE CONCRETE MIX SHALL COMPLY WITH THNSW R53
- REQUIREMENTS 8. 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. 10. EXISTING KERB AND GUTTER IS TO BE COMPLETELY REMOVED WHERE NEW KERB AND GUTTER IS SHOWN.

CONCRETE NOTES

- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS. EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- 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	SPECIFIED	NOMINAL
	AT 28 DAYS	SLUMP	AGG. SIZE
VEHICULAR BASE KERBS, PATHS, AND PITS	32 25	80 80	20 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 STANTEC. 4. 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
- R DENOTES 230 R HOT ROLLED PLAIN BARS TO AS/NZS 4671
- SL 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 THE FIGURE FOLLOWING THE FABRIC SYMBOL SL IS

THE REFERENCE NUMBER FOR FABRIC TO AS/NZS 4671.

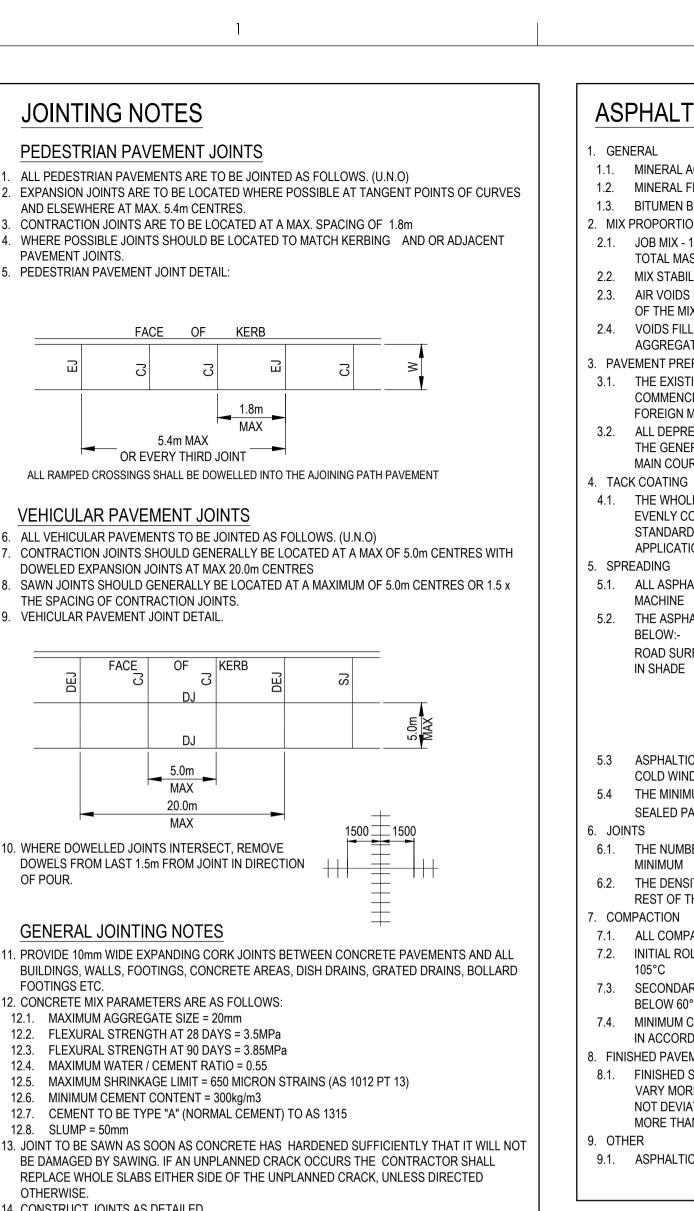
8. FABRIC SHALL BE LAPPED IN ACCORDANCE WITH THE FOLLOWING DETAIL:

•••••

CONCRETE FINISHING NOTES

- ALL EXPOSED CONCRETE PAVEMENT FINISHES ARE TO BE IN ACCORDANCE WITH THE
- LANDSCAPE SPECIFICATIONS. ALL EDGES OF THE CONCRETE PAVEMENT, INCLUDING KEYED AND DOWELLED JOINTS, ARE
- TO BE FINISHED WITH AN EDGING TOOL.
- CONCRETE PAVEMENTS WITH GRADES GREATER THAN 10% SHALL BE HEAVILY BROOM FINISHED
- 4. CARBORUNDUM IS TO BE ADDED TO ALL STAIR TREAD AND RAMPED CROSSINGS, UNO.

		Title GENERAL SHEET 2	NOTES	
		Project No. 301351354		Scale AS SHOWN



- OTHERWISE.
- 14. CONSTRUCT JOINTS AS DETAILED. 15. CONSTRUCTION JOINTS WHERE REQUIRED, BUT NOT SHOWN, SHALL BE LOCATED AT THE
- APPROVAL OF THE ENGINEER AND CONSTRUCTED AT THE CONTACTORS EXPENSE. 16. ALL LONGITUDINAL CONSTRUCTION JOINTS SHALL BE FORMED AND INCLUDE DOWEL BARS AS SPECIFIED. ALL TRANSVERSE CONSTRUCTION JOINTS SHALL BE FORMED AND INCLUDE
- DOWEL BARS AS SPECIFIED. 7. BOND BREAKER TO BE TWO UNIFORM COATS OF BITUMEN EMULSION ALL OVER THE EXPOSED SURFACE AND ON END.
- 18. DOWELS AND TIE BARD TO MEET STRENGTH REQUIREMENTS OF STRUCTURAL GRADE STEEL IN ACCORDANCE WITH AS 1302. DOWELS AND TIE BARS SHALL BE:
- 18.1. STRAIGHT 18.2. TO LENGTH SPECIFIED

OF POUR.

- 18.3. CLEAN AND FREE FROM MILL SCALE, RUST AND OIL
- 18.4. SAWN TO LENGTH, NOT CROPPED 19. DIMENSIONS OF SEALANT RESERVOIR DEPENDANT ON THE SEALANT TYPE ADOPTED.
- ENGINEERS APPROVAL TO BE OBTAINED FOR SEALANT AND RESERVOIR DIMENSIONS AND DETAIL PROPOSED BY THE CONTRACTOR. REFER DETAIL "B" FOR TYPICAL ARRANGEMENT AND SEALANT.
- 20. PRIOR TO THE PLACEMENT OF CONCRETE IN THE ADJACENT SLAB, SELF EXPANDING CORK FILLER SHALL BE ADHERED TO THE ALREADY CAST AND CLEANED CONCRETE FACE USING AN APPROVED WATERPROOF ADHESIVE. ADHESIVE SHALL BE LIBERALLY APPLIED TO THE FULL FACE OF THE CONCRETE SLAB TO BE COVERED BY THE FILLER, AND ON THE FULL FACE OF THE FILLER TO BE ADHERED.

ASPHALTIC CONCRETE

- 1.1. MINERAL AGGREGATED SHALL COMPLY WITH AUSTRALIAN STANDARDS
- 1.2. MINERAL FILLER SHALL COMPLY WITH AS 2357 MINERAL FILLERS OR ASPHALT 1.3. BITUMEN BINDER SHALL COMPLY WITH AS 2008.
- 2. MIX PROPORTIONS (UNO.)
- 2.1. JOB MIX 10mm NOMINAL SIZE AGGREGATE. MINIMUM BITUMEN CONTENT BY MA TOTAL MASS - 5.1%
- 2.2. MIX STABILITY SHALL BE BETWEEN 16kN AND 36kN AS DETERMINED BY AS 2891 2.3. AIR VOIDS IN COMPACTED MIX SHALL BE BETWEEN 4% AND 7% OF THE TOTAL \
- OF THE MIX 2.4. VOIDS FILLED IN BINDER - BETWEEN 65% AND 80% OF AIR VOIDS IN THE TOTAL
- AGGREGATE FILLED BY BINDER IN ACCORDANCE WITH AUSTRALIAN STANDARD 3. PAVEMENT PREPARATION
- 3.1. THE EXISTING SURFACE TO BE SEALED SHALL BE DRY AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFIC FOREIGN MATTER
- 3.2. ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGH THE GENERAL LEVEL OR PAVEMENT WITH ASPHALTIC CONCRETE BEFORE LAYI MAIN COURSE
- 4.1. THE WHOLE AREA TO BE SHEETED WITH ASPHALTIC CONCRETE SHALL BE LIGH EVENLY COASTED WITH RAPID SETTING BITUMEN COMPLYING WITH AUSTRALIA STANDARDS. APPLICATION RATE FOR RESIDUAL BITUMEN SHALL BE 0.15 TO 0.31 APPLICATION SHALL BE BY MEANS OF A MECHANICAL SPRAYER WITH A SPRAY I
- 5.1. ALL ASPHALTIC CONCRETE SHALL BE SPREAD WITH A SELF-PROPELLING PAVIN MACHINE
- 5.2. THE ASPHALTIC CONCRETE SHALL BE LAID AT A MIX TEMPERATURE AS SPECIF BELOW:-ROAD SURFACE TEMPERATURE MIX TEMPERATURES
 - IN SHADE (°C) (°C) NOT PERMITTED 5 - 10 10 - 15 150 145 15 - 25
- OVER 25 5.3 ASPHALTIC CONCRETE SHALL NOT BE LAID WHEN THE ROAD SURFACE IS WET
- COLD WINDS CHILL THE MIX, ADVERSELY AFFECTING SPREADING AND COMPAC
- 5.4 THE MINIMUM COMPACTED THICKNESS IS 30mm OVER EXISTING SEALED PAVEMENTS AND 50mm OVER NEW PAVEMENTS
- 6.1. THE NUMBER OF JOINTS BOTH LONGITUDINAL AND TRANSVERSE SHALL BE KEP MINIMUM
- 6.2. THE DENSITY AND SURFACE FINISH AT JOINTS SHALL BE SIMILAR TO THOSE OF REST OF THE LAYER
- 7.1. ALL COMPACTION SHALL BE UNDERTAKEN USING SELF-PROPELLED ROLLERS 7.2. INITIAL ROLLING SHALL BE COMPLETE BEFORE THE MIX TEMPERATURE FALLS 105°C
- 7.3. SECONDARY ROLLING SHALL BE COMPLETED BEFORE THE MIX TEMPERATURE I BELOW 60°C
- 7.4. MINIMUM CHARACTERISTICS VALUE OF RELATIVE COMPACTION OF A LOT WHEN IN ACCORDANCE WITH AS 2150
- 8. FINISHED PAVEMENT PROPERTIES
- 8.1. FINISHED SURFACES SHALL BE SMOOTH, DENSE AND TRUE TO SHAPE AND SHA VARY MORE THAN 10mm FROM THE SPECIFIED PLAN LEVEL AT ANY POINT AND S NOT DEVIATE FROM THE BOTTOM OF A 3m STRAIGHT EDGE LAID IN ANY DIRECT MORE THAN 5mm.
- 9.1. ASPHALTIC CONCRETE SHALL CONFORM TO TINSW. SPECIFICATION R116. UNO.

RETAINING WALL

- BASE MATERIAL SHALL BE COMPACTED TO MINIMUM 98% SMDD WITHIN 2% OF STANE OPTIMUM MOISTURE CONTENT (SMOC) DETERMINED BY THE STANDARD COMPACTIO ACCORDANCE WITH THE CURRENT AUSTRALIAN STANDARD AS 1289.5.1.1 MINIMUM ALLOWABLE BEARING PRESSURE OF 150kPa. GEOTECHNICAL ENGINEER EMPLOYED E CONTRACTOR TO INSPECT AND CONFIRM.
- DRAINAGE MATERIAL WITHIN AND IMMEDIATELY BEHIND THE WALL SHALL BE 12-20mr AGGREGATE. DRAINAGE MATERIAL TO EXTEND A MINIMUM OF 300mm BEHIND THE RE WALL. COMPACT THE DRAINAGE MATERIAL. ALTERNATIVELY, USE NO FINES CONCRET FOLLOWS:-
- 2.1. CONCRETE STRENGTH N15
- 2.2. 210kg/m³ PORTLAND CEMENT
- 2.3. MAXIMUM AGGREGATE SIZE 20mm 2.4. W/C RATIO 0.45 TO 0.55
- 2.5. DENSITY 1600 TO 2000kg/m³
- 3. INFILL SOIL SHALL BE CLASS 1 CONTROLLED FILL TO AS 4678, OR AS SPECIFIED ON T DRAWINGS. UNSUITABLE SOILS, SUCH AS HEAVY CLAYS OR ORGANIC SOILS WITH HIG PLASTICITY, SHALL NOT BE USED IN THE REINFORCED SOIL MASS.
- SPREAD BACKFILL IN UNIFORM LIFTS OF 200mm UNCOMPACTED THICKNESS. COMPAC SMDD. COMPACTION WITHIN 1.0m BEHIND THE WALL SHALL BE ACCOMPLISHED USING HAND-OPERATED PLATE COMPACTOR AND SHALL BEGIN BY RUNNING THE PLATE DIR ON THE BLOCK, THEN COMPACTING IN PARALLEL PATHS, PROGRESSIVELY AWAY FRO WALL FACE.
- WHERE ROADWAYS OR BUILDING STRUCTURES ARE LOCATED ABOVE THE REINFORCED ZONE, COMPACT TO 98% SMDD WITHIN 2% OF SMOC DETERMINED BY THE STANDARD COMPACTION TEST IN ACCORDANCE WITH AS 1289.5.1.1. COMPACTION TESTING SHALL BE TAKEN 1.2m BEHIND THE WALL.

Issue Status					tes
APPR					
NOT FOR CO					
This document is su purpose no					
Use of this docum purpose is no	2024.02.21	RPW	 	C DA ISSUE	
	<u>2023.10.23</u> 2023.10.17	RPW RPW	<u> </u>	B DA ISSUE A DA ISSUE	
	<u>YYYY.MM.DD</u>	Appd	<u>By</u>	Issued/Revision	

	BITUMEN SEALANT NOTES
	 PAVEMENT PREPARATION THE SURFACE TO BE SEALED SHALL BE DRY AND BROOMED PRIOR TO THE COMMENCEMENT OF WORKS TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL, FOREIGN AND LOOSE MATTER
)F	1.2. IF APPROVED BY THE SUPERINTENDENT, ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT TO THE GENERAL LEVEL OF THE PAVEMENT WITH ASPHALTIC CONCRETE BEFORE SEALING COMMENCES
<i>1</i> -	2. MATERIALS 2.1. THE BINDER SHALL BE CLASS 170 IN ACCORDANCE WITH AS 2008, OR AN APPROVED
/IE RAL	PROPRIETARY MATERIAL FOR PRIMING AND PRIME-SEALING 2.2. THE AGGREGATE SHAPE, DURABILITY AND WET TO DRY STRENGTH SHALL COMPLY WITH AS 2758 FOR CLASS "N" AGGREGATES. A 20kg SAMPLE TO BE APPROVED BY THE
	SUPERINTENDENT PRIOR TO USE 2.3. AGGREGATES SHALL BE DELIVERED UNIFORMLY PRECOATED. EXCESSIVE PRECOATING
ND	WILL RESULT IN THE AGGREGATES BEING REJECTED. 2.4. FOR TWO COAT FLUSH SEALS, THE SIZE OF THE AGGREGATE FOR THE SECOND COAT (WHILE NORMALLY HALF THAT OF THE FIRST COAT) SHALL BE DIMENSIONALLY
O IE	COMPATIBLE WITH THAT OF THE FIRST COAT. 3. DESIGN
ND	3.1. DESIGN OF SPRAYED BITUMINOUS SEALS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE AUSTROADS (NAASRA) PUBLICATION "PRINCIPLES AND PRACTICES OF BITUMINOUS SURFACING, VOLUME 1 - SPRAYED WORK"
	3.2. WHERE NOT INDICATED ON THE PLANS, PRIMES AND PRIMER-SEALS SHALL BE DESIGNED TO REMAIN INTACT UNTIL FINAL SEALING TAKES PLACE, HAVING REGARD FOR THE TRAFFIC AND CLIMATIC CONDITIONS PERTAINING
	3.3. UNLESS OTHERWISE SPECIFIED, BINDER APPLICATION RATES SHALL BE SELECTED TO FILL 85% OF THE THEORETICAL VOIDS OF THE MAT
	 4. PRIMER-SEALING 4.1. A SINGLE COAT PRIMER-SEAL USING A SUITABLE CUT-BACK OR PROPRIETARY BINDER SHALL BE APPLIED TO THE BASECOURSE MATERIAL FOR PROTECTION OF PAVEMENT DURING CONSTRUCTION
	DURING CONSTRUCTION 5. BITUMEN FLUSH SEALING 5.1. BITUMEN FLUSH SEALS SHALL BE EITHER SINGLE OR DOUBLE COAT AS SHOWN ON THE DRAWINGS. E.G. 20/10 INDICATES A DOUBLE COAT FLUSH SEAL USING TWO
	APPLICATIONS OF BITUMEN AND AGGREGATE, THE FIRST AGGREGATE LAYER BEING 20mm NOMINAL SIZE AND THE SECOND LAYER BEING 10mm
	5.2. COVER AGGREGATE SHALL BE SPREAD IMMEDIATELY AFTER THE SPRAYING OF BINDER. IN NO CASE SHALL SPREADING BE DELAYED MORE THAN 8 MINUTES
IEN	5.3. ALL SPRAY RECORDS AND AGGREGATE SUPPLY TONNAGE AND LOOSE MATTER SHALL BE RETAINED AND PASSED ON TO THE ENGINEER AS PART OF THE QUALITY ASSURANCE PROCEDURES. IF APPROVED BY THE SUPERINTENDENT, ALL DEPRESSIONS RECEIPTS SHALL BE RETAINED AND PASSED ON TO THE SUPERINTENDENT AS PART OF THE
4	QUALITY ASSURANCE PROCEDURES 5.4. AGGREGATES SHALL BE DELIVERED UNIFORMLY PRECOATED. EXCESSIVE PRECOATING
	WILL RENDER THE AGGREGATES UNSUITABLE AND WILL BE REJECTED. APPLICATION RATES SHALL BE IN THE RANGE OF 3-10 L/m ³ OF AGGREGATE AND THE PRECOATING AGENT SHALL BE COMPATIBLE WITH THE SEALING AGGREGATE TO BE USED.
	5.5. SEALING IS TO BE UNDERTAKEN IN THE PRESENCE OF THE ENGINEER 5.6. APPLICATION RATES BINDER (L/m ²) COVER SIZE (mm) AGGREGATE
/	FIRST SEAL 1 14 $\frac{RATE (m^2/m^3)}{80}$
;	SECOND SEAL 0.5 7 160 SINGLE SEAL OR 0.75 10 120
ED	RESEAL 5.7 GENERALLY FLUSH SEALING SHALL BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT TFNSW STANDARD
	LINEMARKING NOTES
-	
	1. THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS
	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE
	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT
	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH
	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL
Y	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL
Y	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER. WHERE PAINT IS APPLIED TO CONCRETE, THE SURFACE WILL BE FIRST PRIMED TO ENSURE ADHESION.
Y ST IN	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER. WHERE PAINT IS APPLIED TO CONCRETE, THE SURFACE WILL BE FIRST PRIMED TO ENSURE ADHESION. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm TO 0.40mm. ALL EXISTING PAVEMENT MARKING WHICH IS LOCATED ON EXISTING PAVEMENT TO BE RETAINED SHALL BE REMOVED BY GRINDING WHERE THE EXISTING MARKINGS ARE MADE
- Y ST IN AN NG	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER. WHERE PAINT IS APPLIED TO CONCRETE, THE SURFACE WILL BE FIRST PRIMED TO ENSURE ADHESION. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm TO 0.40mm. ALL EXISTING PAVEMENT MARKING WHICH IS LOCATED ON EXISTING PAVEMENT TO BE RETAINED SHALL BE REMOVED BY GRINDING WHERE THE EXISTING MARKINGS ARE MADE REDUNDANT BY THE PROPOSED WORKS. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE REGULATORY SIGNS MANUAL, AS1742.2, AS2890.1:2004 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES AND REQUIREMENTS.
- Y ST IN AN NG	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER. WHERE PAINT IS APPLIED TO CONCRETE, THE SURFACE WILL BE FIRST PRIMED TO ENSURE ADHESION. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm TO 0.40mm. ALL EXISTING PAVEMENT MARKING WHICH IS LOCATED ON EXISTING PAVEMENT TO BE RETAINED SHALL BE REMOVED BY GRINDING WHERE THE EXISTING MARKINGS ARE MADE REDUNDANT BY THE PROPOSED WORKS. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE REGULATORY SIGNS MANUAL, AS1742.2, AS2890.1:2004 AND THE RELEVANT LOCAL AND STATE
- Y ST IN AN NG	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER. WHERE PAINT IS APPLIED TO CONCRETE, THE SURFACE WILL BE FIRST PRIMED TO ENSURE ADHESION. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm TO 0.40mm. ALL EXISTING PAVEMENT MARKING WHICH IS LOCATED ON EXISTING PAVEMENT TO BE RETAINED SHALL BE REMOVED BY GRINDING WHERE THE EXISTING MARKINGS ARE MADE REDUNDANT BY THE PROPOSED WORKS. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE REGULATORY SIGNS MANUAL, AS1742.2, AS2890.1:2004 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES AND REQUIREMENTS. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED
OT Y ST IN AN ING	 THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES. PAINT SHALL BE TYPE 3, CLASS A AND COMPLY WITH AS 4049.2 "THERMOPLASTIC PAVEMENT MARKING MATERIALS - FOR USE WITH SURFACE APPLIED GLASS BEADS". THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMENT FROM ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER. WHERE PAINT IS APPLIED TO CONCRETE, THE SURFACE WILL BE FIRST PRIMED TO ENSURE ADHESION. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm TO 0.40mm. ALL EXISTING PAVEMENT MARKING WHICH IS LOCATED ON EXISTING PAVEMENT TO BE RETAINED SHALL BE REMOVED BY GRINDING WHERE THE EXISTING MARKINGS ARE MADE REDUNDANT BY THE PROPOSED WORKS. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE REGULATORY SIGNS MANUAL, AS1742.2, AS2890.1:2004 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES AND REQUIREMENTS. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED RELOCATE / REMOVE EXISTING SIGNS AS REQUIRED. REMOVE ALL REDUNDANT PAVEMENT MARKING AS REQUIRED.

MASONRY NOTES

MASONRY GENERAL MATERIALS, INCLUDING MORTAR, CONCRETE, GROUT, WALL TIES AND REINFO SHALL COMPLY WITH AS 3700 SECTION 10. MASONRY UNITS SHALL COMPLY W MINIMUM DURABILITY REQUIREMENTS ARE AS FOLLOWS:-

		or the rist of offorms.	
LOCATION	SALT ATTACK RESISTANCE DURABILITY GRADE OF MASONRY UNIT	MORTAR CLASS	DURABILITY CLASS OF WALL TIES AND BUILT- IN COMPONENTS
INTERIOR MASONRY	GENERAL PURPOSE	M3	R3
EXTERIOR MASONRY ABOVE DAMP PROOF COURSE	GENERAL PURPOSE	M3	R3
BELOW DAMP PROOF COURSE OR IN CONTACT WITH GROUND	EXPOSURE	M4	R4

- 2. MASONRY SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS 3700 SECTION FOLLOWING:-
- 2.1. DAMAGED BLOCKWORK UNITS SHALL NOT BE USED 2.2. MOISTURE CONTENT: BLOCKS NOT TO BE WETTED.
- 2.3. TOLERANCES IN CONFORMITY WITH TABLE 11.1 OF AS 3700
- 2.4. CUTTING BY MASONRY SAW ONLY
- 2.5. CHASES DO NOT CHASE BLOCKWORK OR BRICKWORK WITHOUT THE AF STANTEC, HOLLOW BLOCKS OR BRICKS SHALL NOT BE CHASED UNDER A CIRCUMSTANCES, MAXIMUM CHASE DEPTH IN CORE FILLED BLOCKWORH
- 2.6. JOINT FINISH TO AS 3700 CLAUSES 4.9.2 AND 11.4.15
- 2.7. BONDING STRETCHER BOND 2.8. BONDING AT INTERSECTIONS OR ACROSS VERTICAL JOINTS BY EITHER N
- BONDING TO AS 3700 CLAUSE 4.11.2 OR TIE BONDING TO AS 3700 CLAUSE
- 2.9. CLEAN MASONRY PROGRESSIVELY TO REMOVE MORTAR SMEARS, STAIN DISCOLOURATION.
- 2.10. KEEP PERPENDS IN ALTERNATE COURSES VERTICALLY ALIGNED
- 3. MORTAR MATERIALS SHALL CONSIST OF THE FOLLOWING:-
- 3.1. CEMENT TYPE GP CEMENT TO AS 3972 3.2. LIME - TO AS 1672.1
- 3.3. SAND FINE WITH LOW CLAY CONTENT, FREE FROM EFFLORESCENT SAL COLOUR AND GRADING
- 4. MORTAR PROPORTIONS SHALL COMPLY WITH AS 3700 AND SHALL MEET THE OF AS 3700 FOR DURABILITY, UNO.
- 5. ALL CONCRETE BLOCKWORK UNITS SHALL BE GRADE 15, UNO. ON STRUCTUR/ (COMPRESSIVE STRENGTH fc = 15MPa) CONFORMING TO AS 4455. ALL CLAY BF SHALL BE GRADE 20. SUBMIT CERTIFICATES CONFIRMING CONFORMANCE FOR BEFORE CONSTRUCTION COMMENCES.
- 6. BED JOINT REINFORCEMENT SHALL BE GALVANISED WOVEN WIRE MESH OR W AS 2975, LAPPED 450 AT SPLICES.
- 7. HORIZONTAL BED JOINT REINFORCEMENT SHALL BE PERMISSIBLE AS A MEANS CONTROL. THE LONGITUDINAL WIRES OF SUCH REINFORCEMENT SHALL BE A EACH 3mm DIA AND CONFORMING TO AS 2875, AND BE CORROSION RESISTAN REINFORCEMENT SHOULD BE LOCATED IN THIRD BED JOINT ABOVE BOTTOM SECOND BED JOINT BELOW TOP OF WALL, IN FIRST TWO BED JOINTS IMMEDIA AND BELOW ALL OPENINGS AT FLOOR LEVELS, AT VERTICAL SPACINGS NOT E 500mm. AT OPENINGS, REINFORCEMENT TO EXTEND BEYOND EDGE BY 600mm
- REINFORCEMENT NOT TO EXTEND THROUGH CONTROL JOINTS. LAP 450mm AS 8. THE MAXIMUM SPACING FOR VERTICAL CONTROL JOINTS SHALL BE:-8.1. 5m FOR 190mm BLOCKS
- 8.2. 3.5m FOR 140mm BLOCKS
- 8.3. 3m FOR 90mm BLOCKS
- 9. VERTICAL CONTROL JOINTS SHALL BE INSTALLED AT THE FOLLOWING LOCAT 9.1. AT CHANGES IN WALL THICKNESS EXCEPT FOR PIERS AND BUTTRESSE
- 9.2. AT CHASES AND RECESSES FOR PIPING COLUMN FIXTURE, ETC. 9.3. AT SIDES OF WALL OPENINGS AND NEAR WALL INTERSECTIONS
- 9.4. TO MATCH ANY EXPANSION JOINTS IN CONCRETE ABOVE AND BELOW
- 9.5. AT JOINTS IN FOOTINGS OR AT CHANGES OF THE SUPPORTING STRUCTU FOOTINGS, SUSPENDED SLABS, ETC.) VERTICAL CONTROL JOINTS SHALL COMPLY WITH TECHNICAL NOTE PUBLISH CEMENT AND CONCRETE ASSOCIATION. CONTROL JOINTS SHALL BE WEATHER
- WHERE NECESSARY BY FLEXIBLE CAULKING AND TIED WITH TELESCOPIC TYP ACROSS THE JOINT. 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF ALL MASO
- DURING CONSTRUCTION.
- 11. WHERE WALLS ARE NON-LOAD BEARING WALLS, THEY SHALL BE SEPARATED F SUSPENDED CONCRETE SLABS BY A 20mm THICK COMPRESSIBLE LAYER. 12. LAY BOTTOM COURSE OF BLOCKS ON FULL MORTAR BED. ALL PERPENDS SHA
- WITH MORTAR, EXCEPT WEEPHOLES. 13. THE CONTRACTOR SHALL PROVIDE 24 HOURS NOTICE TO ALLOW FOR THE INS
- 13.1. ITEMS TO BE BUILT-IN LOCATED IN THEIR CORRECT POSITION, INCLUDING COURSE, FLASHINGS, BOLTS, STRUCTURAL STEELWORK AND THE LIKE 13.2. LINTELS IN POSITION
- 13.3. REINFORCEMENT IN PLACE IN CORE HOLES BEFORE PLACING CONCRETE 13.4. BOTTOMS OF CAVITIES AFTER CLEANING OUT
- 13.5. BOTTOMS OF CORE HOLES BEFORE GROUTING
- 13.6. CONTROL JOINTS READY FOR INSERTION OF JOINT FILLER
- REINFORCED MASONRY 14. BLOCKWORK CORES WHERE REQUIRED SHALL BE FILLED WITH GROUT OF CH COMPRESSIVE STRENGTH OF 20 MPa, SLUMP 230 +/- 25mm, AND MAXIMUM AGO OF 10mm IN ACCORDANCE WITH AS 3600. FOR READY MIXED GROUT SUPPLIED BY CONCRETE SUPPLIER, GROUT SHALL HAVE A CEMENT CONTENT NOT LESS 300kg/cu.m. MORTAR SHALL BE LEFT FOR 3 DAYS MINIMUM BEFORE POURING (
- 15. BOND BEAMS SHALL CONFIRM TO AS 4455. BOND BEAMS SHALL BE REINFORCE
- BARDS AND FILLED WITH GROUT TO AS 3700, UNO. GROUT SHALL BE PLACED BY AN APPROVED METHOD AND SHALL BE VIBRATED NEEDLE VIBRATOR OR RODDED. WALLS TO BE PROGRESSIVELY FILLED WITH M
- HEIGHT OF 1600mm IN ANY ONE GROUT POUR. 17. REINFORCED BLOCK RETAINING WALLS SHALL HAVE A WATERPROOF MEMBRA THE ARCHITECT'S DETAILS BEHIND THE WALL.
- 18. PROVIDE CLEAROUT OPENINGS AT THE BASE OF ALL REINFORCED CORES ANI MORTAR PROTRUSIONS BEFORE GROUTING. ADDITIONAL CLEAROUT OPENING
- PROVIDED ABOVE EACH HORIZONTAL POUR BREAK. 19. THE MAXIMUM HEIGHT OF POUR FOR GROUTING SHALL NOT EXCEED 3.6m FOF BLOCKWORK AND 0.8m FOR 140mm BLOCKWORK. STOP POUR 50mm BELOW TO PROVIDE KEY FOR SUBSEQUENT POURS.

Client/Project

VAL RUCTION

ble only for the above. for any other ermitted.

Colour Disclaimer This drawing has been documented in colour. This drawing is required to be printed in colour. Failure to do so may result inloss of information. Black and white printing may be used if specific black and white documents have been obtained from Stantec.

Notes

Level 9, The Forum 203 Pacific Highway St Leonards, NSW 2065 Tel: +61 2 9496 7700

The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorise by Stantec is forbidden. The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without dela

Client/Project Logo

Stantec

Stantec Australia Pty. Ltd.

Copyright Reserved

File Name: 301351354-CI-007-001.DWG

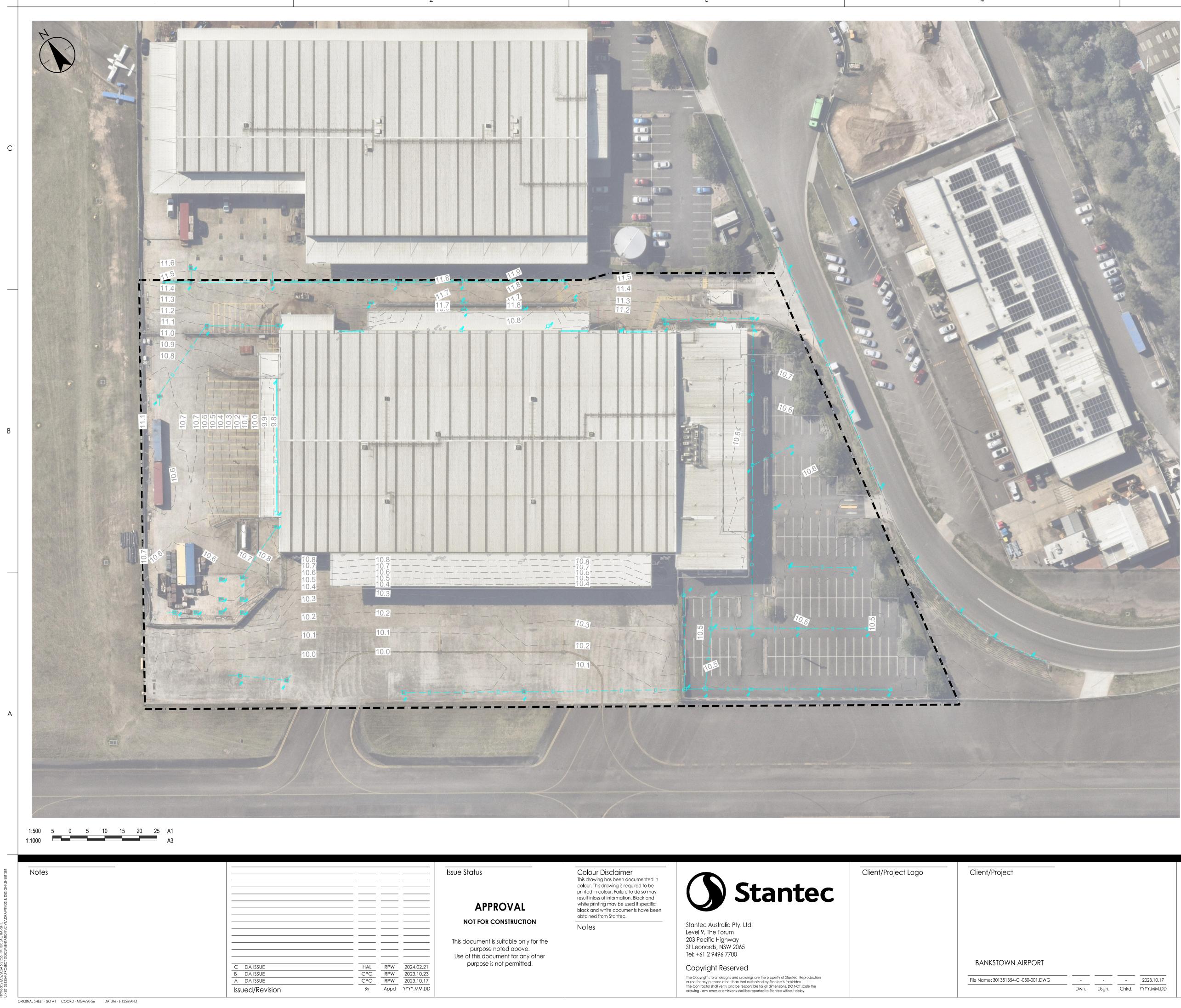
BANKSTOWN AIRPORT

Dwn. Dsgn. Chkd. YYYY.MM.DD

С

		5		
DRCEMENT, /ITH AS 4455. THE				
11 AND THE				
PPROVAL OF ANY				
K TO BE 20mm.				
MASONRY				
E 4.11.3 NS,				
LTS, SELECT FOR				
REQUIREMENTS				
AL PLANS RICK UNITS				
R APPROVAL				
VELDED WIRE TO				
IS OF CRACK MIN. OF 2 WIRES,				
IT. JOINT OF WALL, IN				
ATELY ABOVE				
n. S REQUIRED				
IONS:-				
3				
// _				
ED BY THE R-PROTECTED PE FRAME TIES				
NRY WALLS				
FROM ANY				
ALL BE FILLED				
SPECTION OF:-				
G DAMP-PROOF				
E				
IARACTERISTIC GREGATE SIZE D AND CERTIFIED				
S THAN GROUT.				
ED WITH 2N12				
ED WITH A MAXIMUM POUR				
ANE APPLIED TO				
D REMOVE ALL				
GS SHALL BE				
R 190mm OP OF BLOCK TO				
		Title	_	
		GENERAL NOTES		
		SHEET 3		
		Project No.	Scale	
		301351354	AS SHOWN	
	2023.10.17	Revision Draw	vina No.	

CI-007-003



This drawing has been c
colour. This drawing is re
printed in colour. Failure
result inloss of informatic
white printing may be u
black and white docum
obtained from Stantec.

LEGEND	
	SITE BOUNDARY
	EXISTING STORMWATER PIT
— — D — —	EXISTING STORMWATER PIPE

Title EXISTING CONDITIONS PLAN

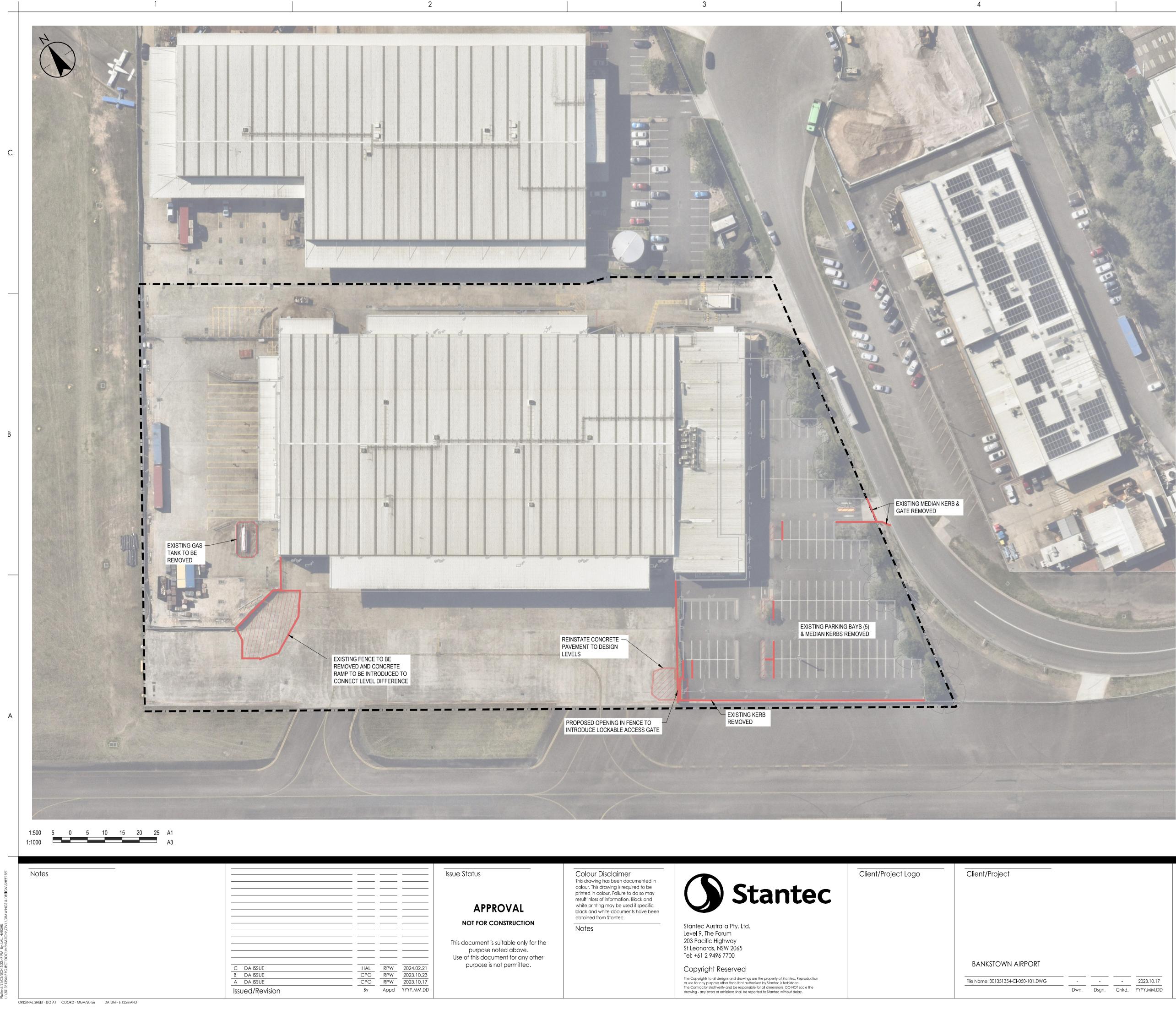
-	-	-	-	2023.10.17
-	Dwn.	Dsgn.	Chkd.	YYYY.MM.DI

Project No. 301351354 Revision С

Drawing No.

Scale 1:500

CI-050-001

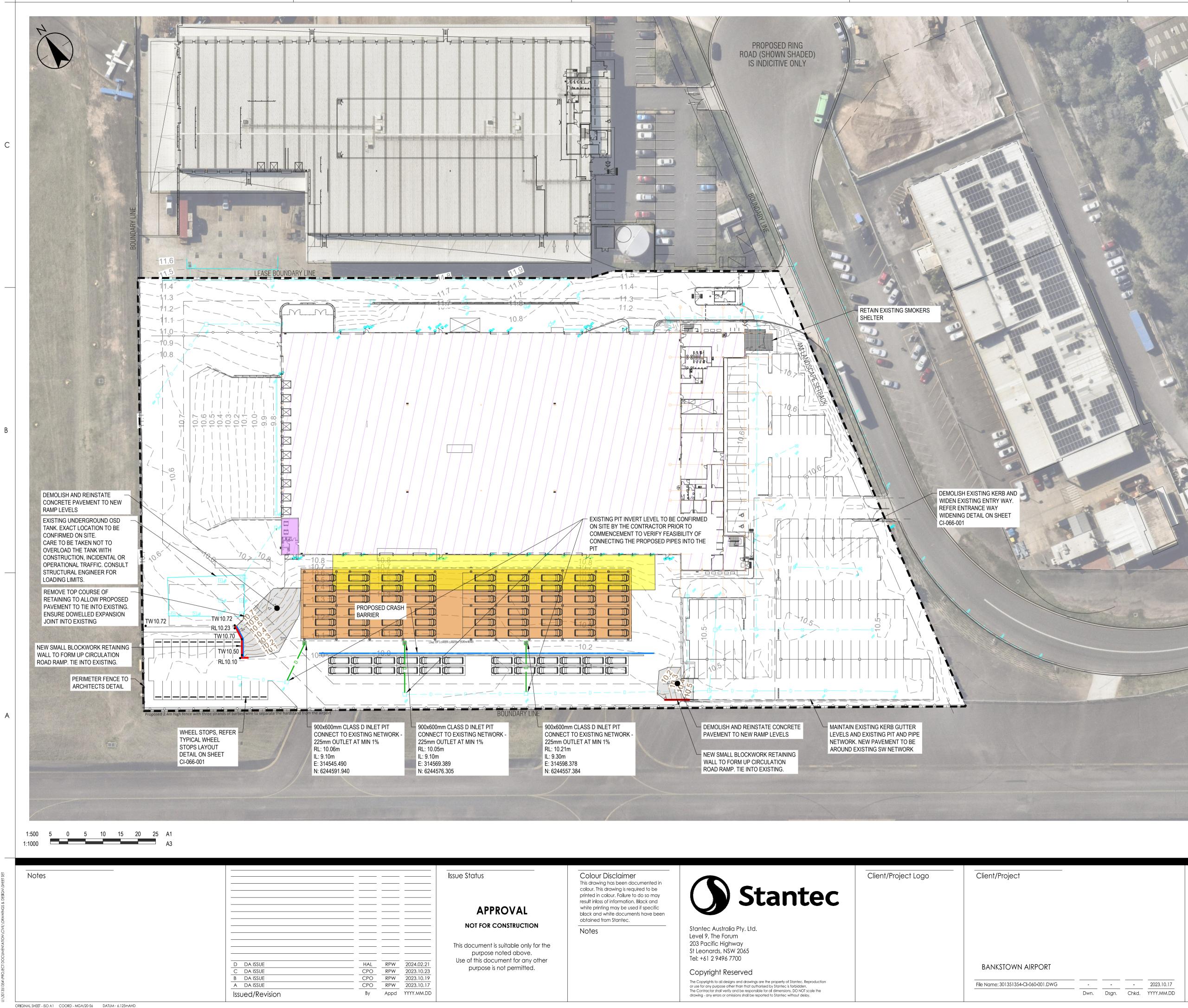


VAL
TRUCTION

EGEND	
	SITE BOUNDARY
	EXISTING FEATURE TO BE DEMOLISHED
— X — _ D —	EXISTING SERVICE TO BE DEMOLISHED [EXAMPLE] DASHED RED WITH 'X'
	EXISTING BUILDING TO BE DEMOLISHED
	EXISTING CAR PARK OR HARDSTAND TO BE DEMOLISHED
e · F	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN
\bigcirc	TREE PROTECTION ZONE
OTES:	

- THIS PLAN TO BE READ IN CONJUNCTION WITH LANDSCAPE ARCHITECT AND ARBORIST REQUIREMENTS.
- 2. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. STANTEC DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS.
- 3. ALL AREAS WITHIN THE EXTENT OF WORKS TO BE SCANNED FOR EXISTING UTILITY SERVICES AND LOCATIONS PRIOR TO CONSTRUCTION.
- 4. NO WORK TO COMMENCE UNTIL ARBORIST INSPECTS AND APPROVES.

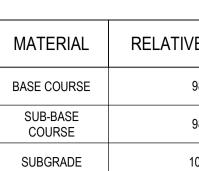
		Title DEMOLITIO	ON PLAN	
		DEMOLIN		
		Project No.		Scale
		Project No. 301351354		Scale 1:500
 	 2023.10.17		 Drawing No.	



LEGEND	
	SITE BOUNDARY
	PROPOSED BUILDING
	EXISTING BUILDING
4	TRAFFICABLE CONCRETE
	PROPOSED AWNING
	EXISTING AWNING
	KERB AND GUTTER
K&G	
КО	KERB ONLY
RW	PROPOSED RETAINING WALL
	PROPOSED GRATED PIT
	PROPOSED KERB INLET PIT
D	PROPOSED STORMWATER PIPE
	PROPOSED GRATED DRAIN
	EXISTING STORMWATER PIT
— — D — —	EXISTING STORMWATER PIPE
	PROPOSED CRASH BARRIER
	PROPOSED GATE
	PROPOSED FENCE

		Title GENERAL	ARRANGEMEN	IT PLAN
		Project No. 301351354		Scale 1:500

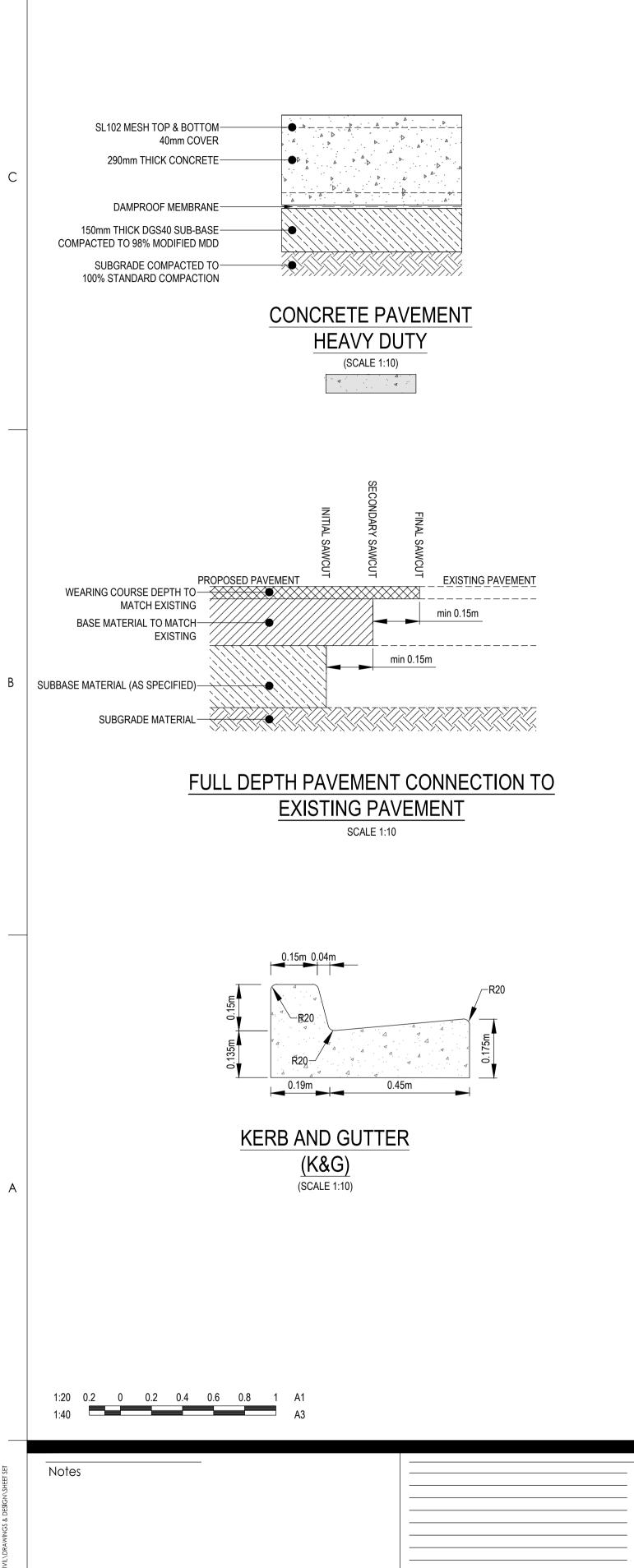


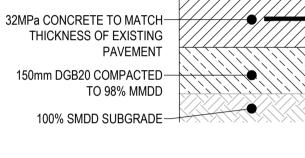


THE PAVEMENT DESIGN ASSUMES THE SUBGRADE AND PAVEMENT MATERIALS TO BE COMPACTED TO THE FOLLOWING MINIMUM DRY DENSITY RATIO (AS1289 5.1.1, 5.2.1);

NOTES:

- AC10 SURFACING COURSE.
- GEOTECHNICAL AND CONTAMINATION INFORMATION.





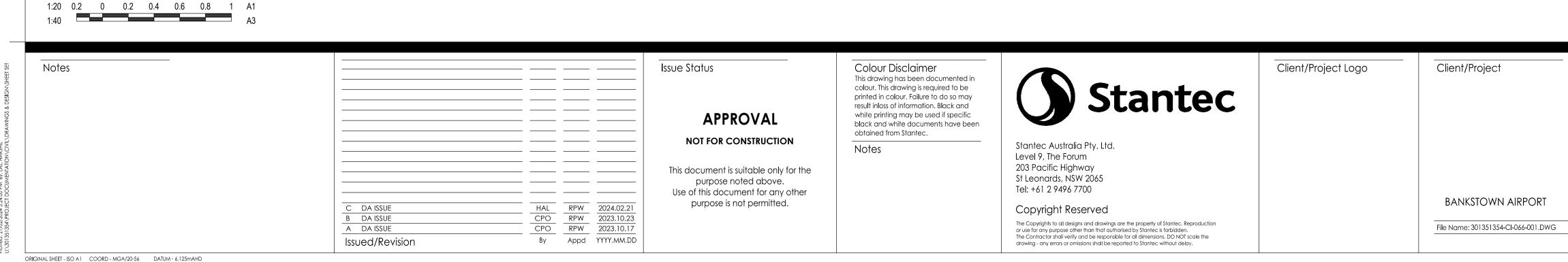
ENTRANCE WAY WIDENING

SCALE 1:10

PROPOSED PAVEMENT

0.3m
4.

(SCALE 1:10)



/E DENSITY	COMPACTIVE EFFORT
98%	MODIFIED
98%	MODIFIED
100%	STANDARD

1. APPLY CONTROLLED TRAFFIC ON PRIMERSEAL FOR 2-4 WEEKS BEFORE PLACEMENT OF

2. PLACE FILLING APPROVED BY THE GEOTECHNICAL CONSULTANT (WHERE REQUIRED TO ACHIEVE DESIGN SUBGRADE LEVEL) IN MAXIMUM 250 mm THICK COMPACTED LAYERS TO AT LEAST 98% OF STANDARD MAXIMUM DRY DENSITY (SMDD) AND TO AT LEAST 100% SMDD IN PAVEMENT AREAS, WITH MOISTURE CONTENTS MAINTAINED WITHIN 2% OF STANDARD OPTIMUM MOISTURE CONTENT AS MEASURED IN THE STANDARD COMPACTION TEST.

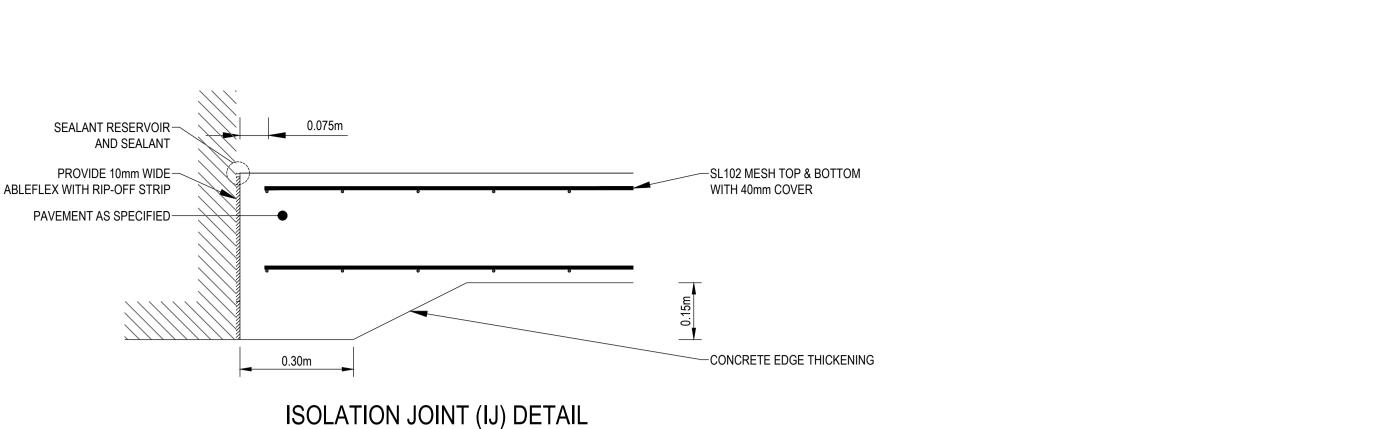
3. REFER TO THE REPORTS PREPARED BY GEOTECHNICAL ENGINEER FOR FURTHER

-N16-200 GALVANISED BARS EMBEDDED

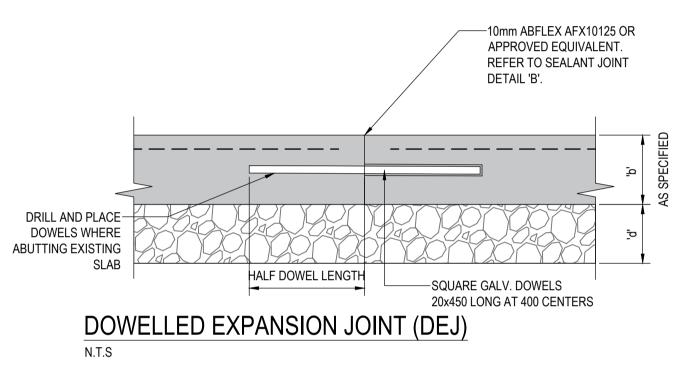
300mm INTO EXISTING PAVEMENT WITH

HILTI HIT RE-500 OR APPROVED SIMILAR

EXISTING PAVEMENT

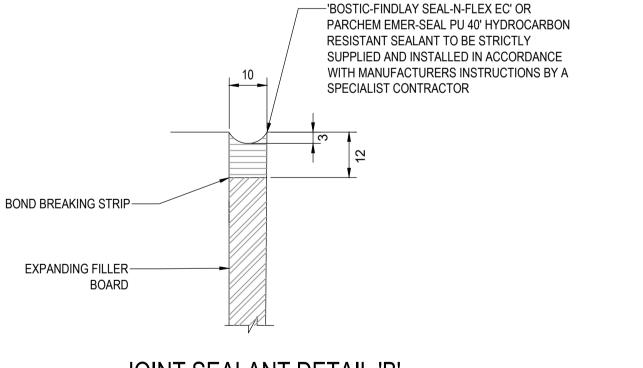


(SCALE 1:10)

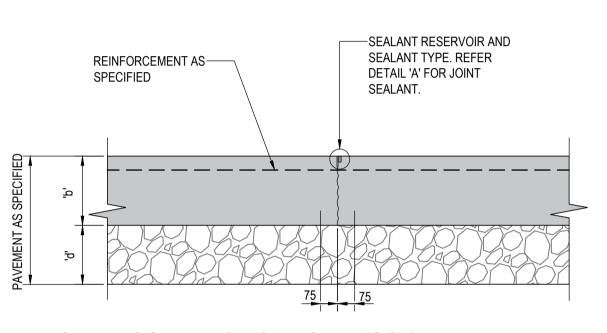


'd'= SUBBASE THICKNESS TO MATCH DEPTH OF PAVEMENT SUBBASE, BUT NOT LESS THAN 30 NOTE: ALTERNATIVE DANLEY JOINT MAY BE ADOPTED, WHERE APPROVED BY ENGINEER PRIOR TO CONSTRUCTION COMMENCEMENT

0.15m 0.04m 0 285 ⊿ R20 KERB ONLY (KO)



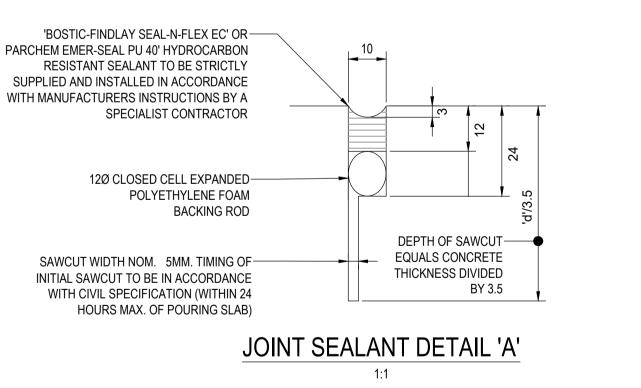
JOINT SEALANT DETAIL 'B' 1:1



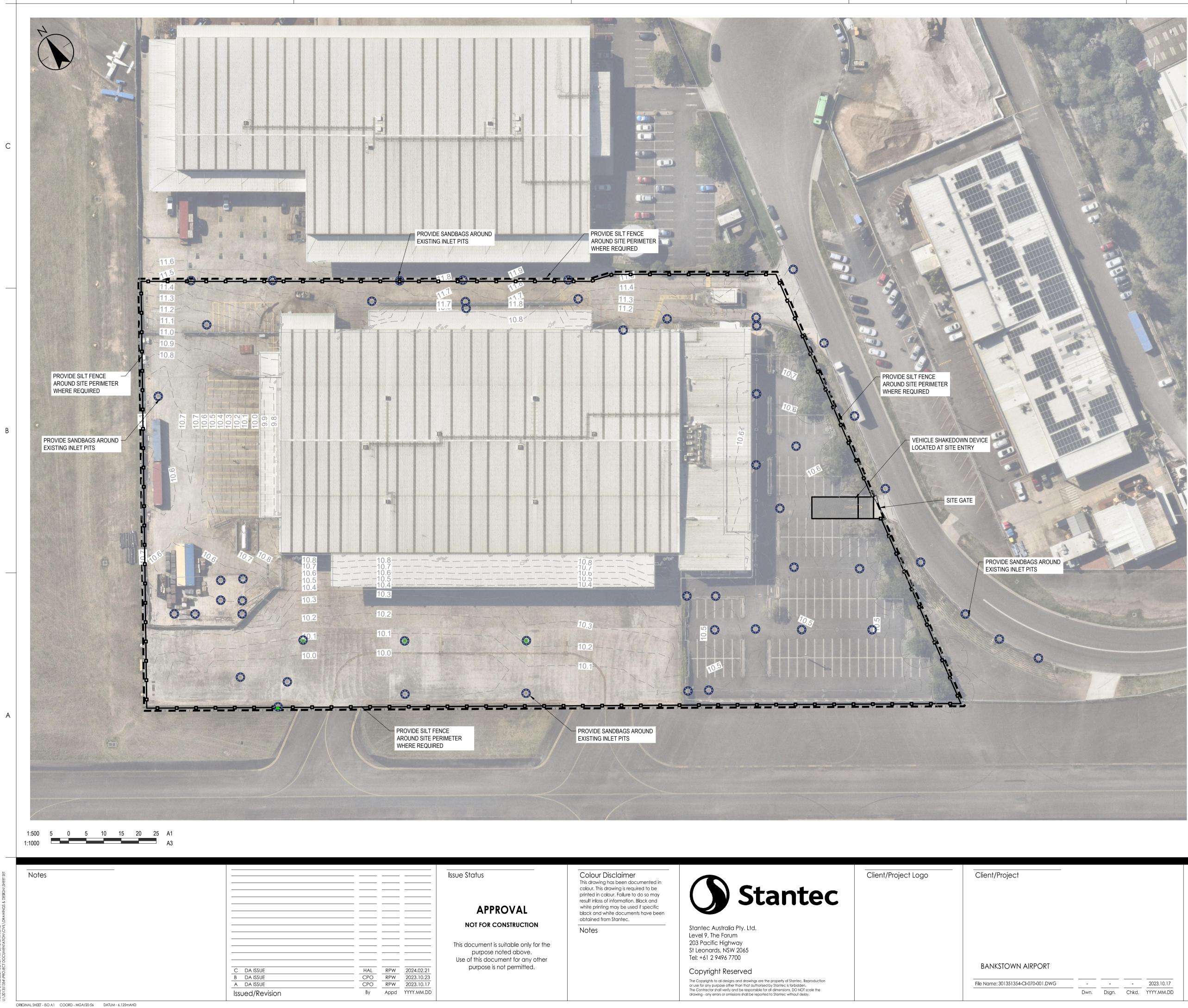


SHOWN AS 'SCJ' ON PLAN N.T.S

'd'= SUBBASE THICKNESS TO MATCH DEPTH OF PAVEMENT SUBBASE, BUT NOT LESS THAN 30



	Title GENERAL	ARRANGEMEN	IT DETAILS
	Project No.		Scale
	301351354		as shown



VAL	
TRUCTION	

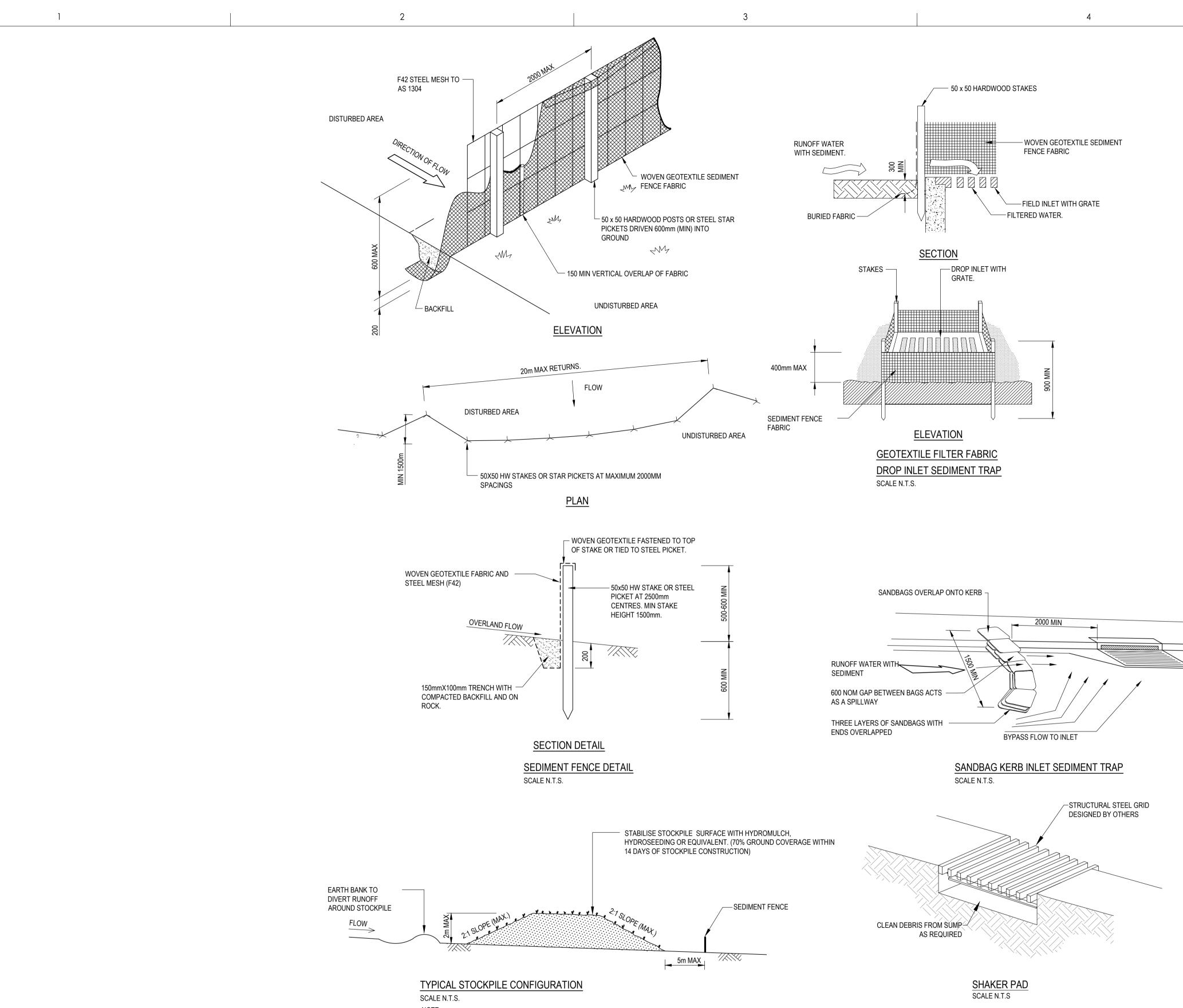
4

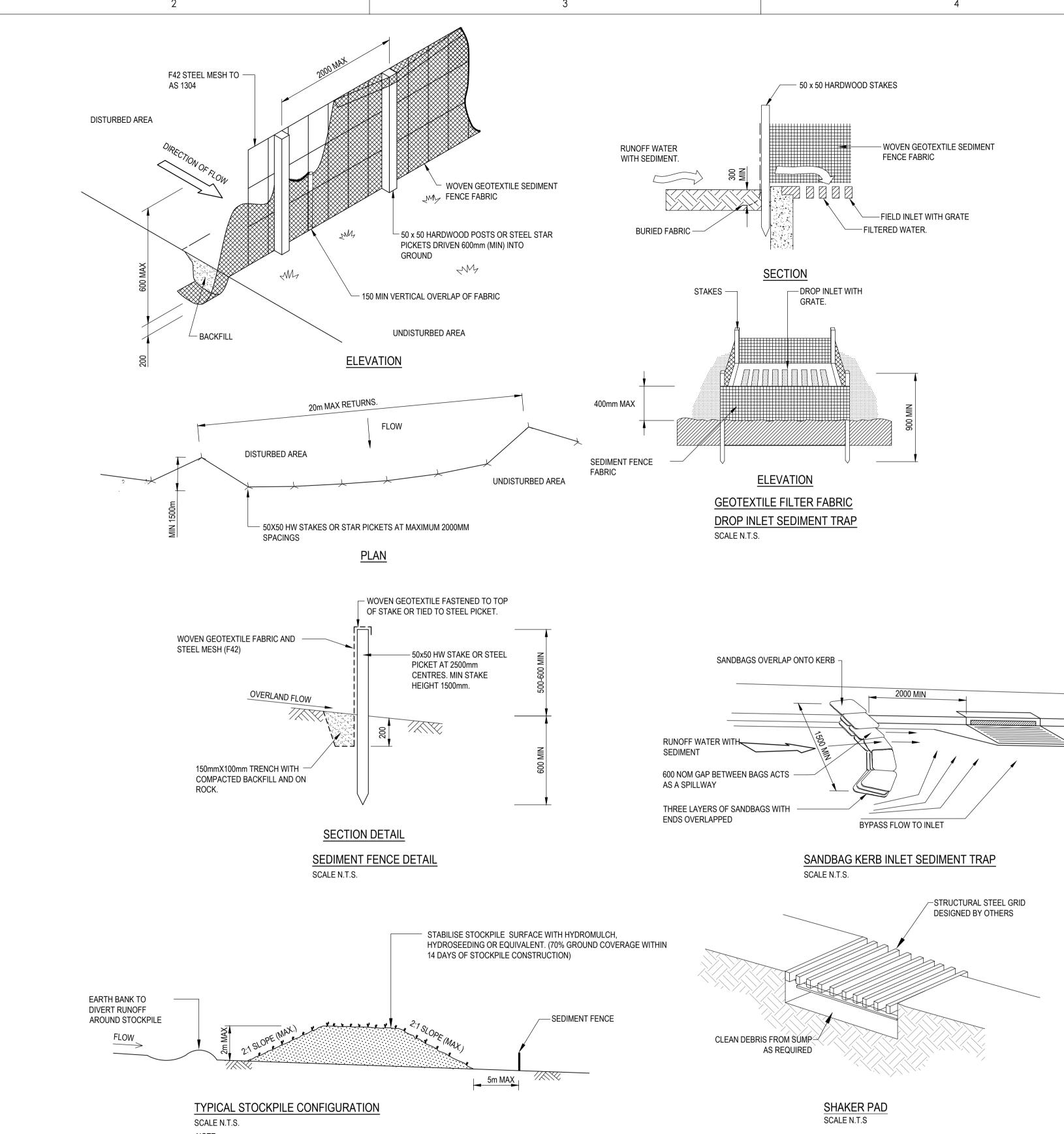
LEGEND	
	SITE BOUNDARY
	PROPOSED SILT FENCE
	PROPOSED ENTRY GATE
\bigcirc	SANDBAG PIT PROTECTION
	VEHICLE SHAKEDOWN DEVICE
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	EXISTING STORMWATER PIT
D	EXISTING STORMWATER PIPE

NOTES:

- 1. FOR EROSION AND SEDIMENT CONTROL NOTES REFER CI-007 SERIES
- 2. FOR EROSION AND SEDIMENT CONTROL DETAILS REFER DRAWING CI-076-01

Title EROSION AND SEDIMENT CONTROL PLAN Project No. Scale 301351354 1:500 Revision Drawing No. CI-070-001 С





NOTE: CONCENTRATED FLOW PATHS.

— Issue Status —					Notes
A					
_					
— NOT FO					
— This docum — Durp — Use of this					
	2024.02.21	RPW	HAL	C DA ISSUE	
	2023.10.23	RPW	CPO	B DA ISSUE	
	2023.10.17	RPW	CPO	A DA ISSUE	
	YYYY.MM.DD	Appd	By	Issued/Revision	

1. LOCATE STOCKPILES AT TOP OF CATCHMENT ON FLAT GROUND AND NOT WITHIN 5m OF

Notes

Client/Project Logo

Client/Project

JVAL STRUCTION

able only for the ed above. nt for any other permitted.

Colour Disclaimer This drawing has been documented in colour. This drawing is required to be printed in colour. Failure to do so may result inloss of information. Black and white printing may be used if specific black and white documents have been obtained from Stantec.

Stantec Australia Pty. Ltd. Level 9, The Forum 203 Pacific Highway St Leonards, NSW 2065

Tel: +61 2 9496 7700 Copyright Reserved

The Copyrights to all designs and drawings are the property of Stantec. Reproduction The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.

Stantec

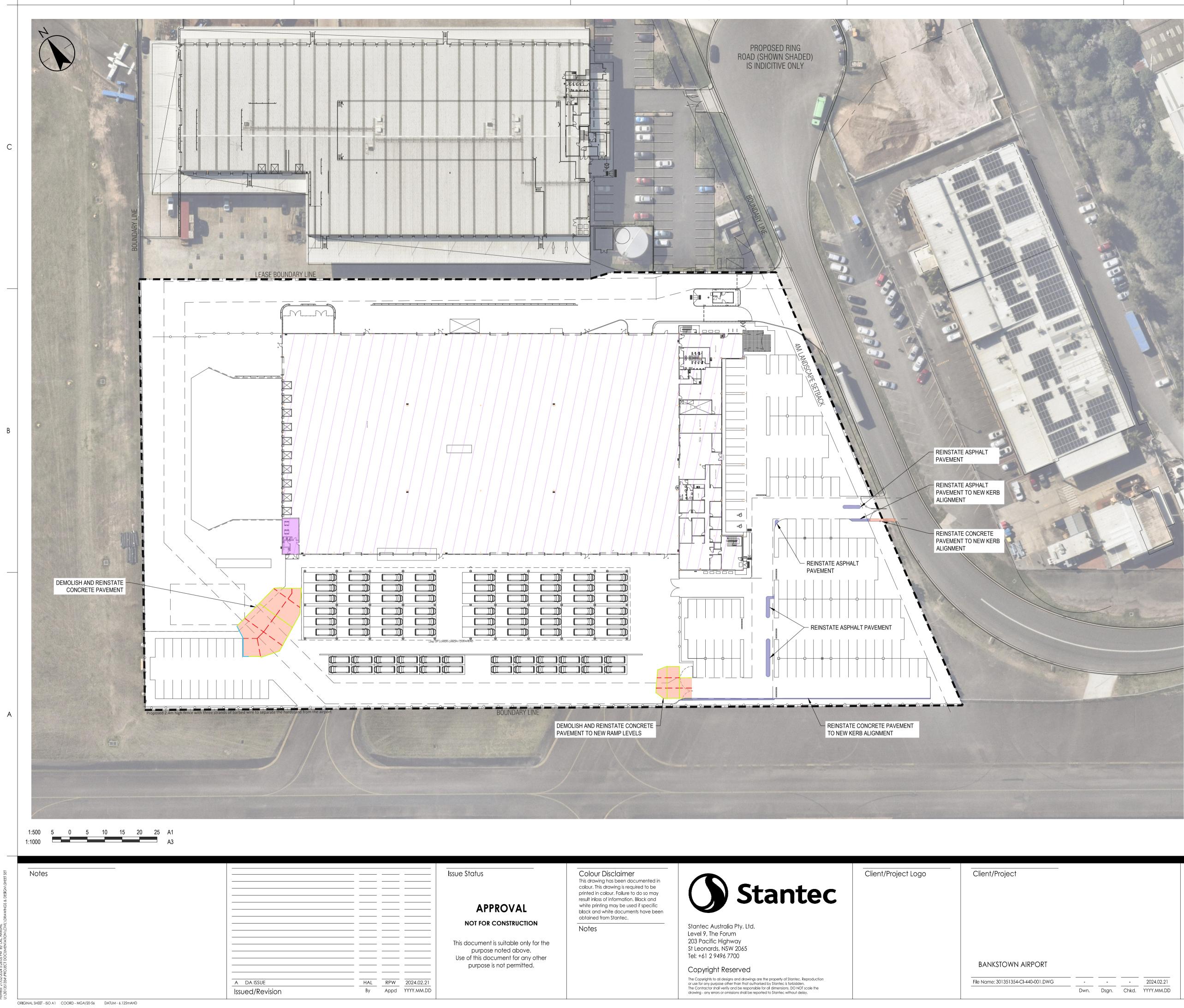
BANKSTOWN AIRPORT

File Name: 301351354-CI-076-001.DWG

NOTES

- 1. THIS PLAN IS TO BE READ IN CONJUNCTION WITH OTHER ENGINEERING PLANS AND ANY WRITTEN INSTRUCTIONS THAT MAY BE ISSUED.
- 2. THE CONTRACTOR SHALL IMPLEMENT ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO DISTURBANCE OF THE RELATED CATCHMENT AREA AND TO THE STANDARD OF 'MANAGING URBAN STORMWATER, SOIL & CONSTRUCTION' & COUNCIL SPECIFICATIONS.
- 3. ALL SUBCONTRACTORS SHALL BE INFORMED OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWN SLOPE AREAS.
- 4. LAND DISTURBANCE SHALL BE LIMITED TO THAT NECESSARY FOR IMPLEMENTATION OF THE PLANS OF WORKS. BUFFER ZONES AND LAND NOT TO BE DISTURBED SHALL BE CLEARLY MARKED WITH BARRIER FENCE. 'SILT' FENCE FOR STRAW BALE SEDIMENT TRAPS SHALL BE PLACED AT REGULAR INTERVALS IMMEDIATELY DOWNSLOPE OF ALL UNPROTECTED DISTURBED LANDS.
- 5. THE LOCATION OF 'SILT' FENCES, BARRIER FENCES, SEDIMENT TRAPS AND OTHER DEVICES ARE INDICATIVE ONLY AND FINAL LOCATIONS ARE TO BE DECIDED ON SITE. VARIATIONS WILL BE PERMITTED TO BEST SUIT THE CIRCUMSTANCES. CONTRACTOR TO PREPARE DETAILED CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN.
- 6. ALL SOIL EROSION AND SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED FOLLOWING EACH STORM EVENT AND ANY NECESSARY MAINTENANCE WORK SHALL BE UNDERTAKEN TO ENSURE THEIR CONTINUED PROPER OPERATION. SEDIMENT SHALL BE REMOVED FROM THE SOIL EROSION & SEDIMENT CONTROL STRUCTURES WHEN
- 7. NO MORE THAN 40% CAPACITY HAS BEEN REACHED. THESE STRUCTURES SHALL CONTINUE IN PROPER OPERATION UNTIL ALL DEVELOPMENT ACTIVITIES HAS BEEN COMPLETED AND THE SITE FULLY ESTABLISHED.
- 8. WHERE THE AREA TO BE DISTURB CONTAINS TREES TO REMAIN, AN ARBORIST CONSULTANT SHOULD PROVIDE ADVICE ON PROCEDURES AND MEASURES TO BE PLACED.
- 9. TEMPORARY REHABILITATION SHALL BE UNDERTAKEN WITHIN 14 WORKING DAYS BEFORE EITHER WORKS CONTINUE OR PERMANENT REHABILITATION IS UNDERTAKEN.
- 10. ALL OF THE SOIL STORAGE, REVEGETATION AND SEDIMENT AND EROSION CONTROL MANAGEMENT DEVICES/MEASURES SHALL BE IMPLEMENTED TO NSW ENVIRONMENT PROTECTION AUTHORITY (EPA) AND DEPARTMENT OF LAND AND WATER REQUIREMENTS.
- 11. ALL SEDIMENT AND EROSION CONTROL MANAGEMENT MEASURES/DEVICES SHOWN ON THE PLANS SHALL BE IMPLEMENTED PRIOR TO CONSTRUCTION, AND MAINTAINED DURING AND AFTER.

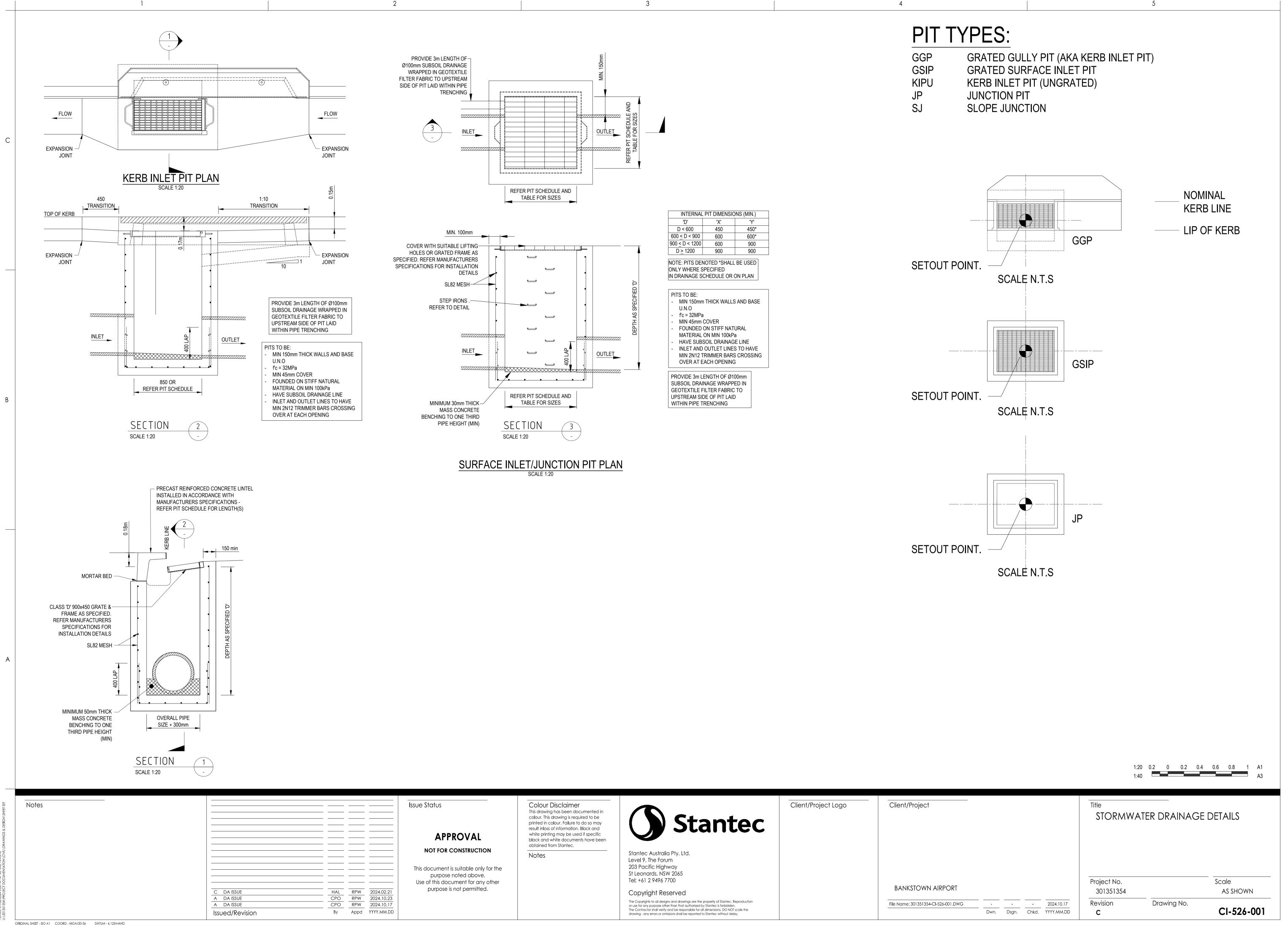
		EROSION / CONTROL	and sediment Details	
		Project No.		Scale
		301351354		AS SHOWN



VAL	
TRUCTION	

[.	
LEGEND	
	SITE BOUNDARY
	PROPOSED BUILDING
	EXISTING BUILDING
	CONCRETE PAVEMENT - HEAVY DUTY
	ROAD PAVEMENT - ASPHALT
	ISOLATION JOINT
	DOWELED CONSTRUCTION JOINT
	SAWN JOINT

		Title PAVEMEN	t & JOINTING F	PLAN
		Project No.		Scale



umented in red to be do so may lack and if specific s have been	Stantec	
	Stantec Australia Pty. Ltd.	