

SHOALHAVEN CITY COUNCIL

PREPARED BY TECHNICAL SERVICES

DRAWING No.	DESCRIPTIO
01	LAYOUT PLAN (1 of 3)
02	LAYOUT PLAN (2 of 3)
03	LAYOUT PLAN (3 of 3) & SURVEY CONTROL
04	REFUGE LAYOUT & SETOUT PLAN
05	LAYOUT PLAN & KERB LONGITUDINAL SECTI
06	LAYOUT PLAN & KERB LONGITUDINAL SECTI
07	CROSS SECTIONS - CL_01 (1 of 7)
08	CROSS SECTIONS - CL_01 (2 of 7)
09	CROSS SECTIONS - CL_01 (3 of 7)
10	CROSS SECTIONS - CL_01 (4 of 7)
11	CROSS SECTIONS - CL_01 (5 of 7)
12	CROSS SECTIONS - CL_01 (6 of 7)
13	CROSS SECTIONS - CL_01 (7 of 7) & CONSTR
14	CONSTRUCTION DETAILS & TYPICAL SECTIO
15	LANDSCAPE DETAILS
16	UTILITY SERVICES LOCATION PLAN (1 of 3)
17	UTILITY SERVICES LOCATION PLAN (2 of 3)
18	UTILITY SERVICES LOCATION PLAN (3 of 3)

SHARED USER PATH (SUP) NARRAWALLEE INLET RESERVE TO GARSIDE ROAD MATRON PORTER DRIVE, NARRAWALLEE

	DATE	CHECK	ED BY	CLIENT ACCEPTANCE		APPROVED
		Matthew	r Apolo	Blair Oliver	SIGNED: .	Tom Dimec
		UNIT MANAGER ENGINEE Matthew	ERING DESIGN SERVICES Apolo	TECHNICAL SERVICES BLAIR OLIVER	SM	ASSET MANAGEMENT
		16/04/	2020	28/04/2020	DATE:	
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	SURV	VEY CO	ONTRO	OL
Point	Easting	Northing	Height	Description
2	269884.552	6089329.652	6.390	SSM 41051
3	269943.889	6089165.191	20.797	PM 55920
4	269907.050	6088949.946	25.663	PM 55919
5	269974.325	6088761.617	33.088	SSM 41050
6	269955.613	6088623.462	38.823	SSM 41049
7	269945.891	6088529.353	42.101	SSM 41048
8	269861.654	6088442.328	44.212	SSM 41047
9	269709.234	6088411.969	46.985	SSM 41046
10	269547.237	6088378.401	44.341	SSM 47812
14	269921.273	6089399.057	3.206	DPY
544	269941.786	6089160.908	21.091	STN MK TOK
696	269940.194	6089198.299	19.135	DH
849	269919.509	6089091.571	22.982	DH
1059	269932.522	6089081.975	23.113	DH
1252	269921.229	6088963.312	25.423	NAIL
1335	269940.548	6088893.001	26.057	NAIL
1605	269932.240	6088876.910	26.410	DH
1890	269958.520	6088804.152	30.437	STN MK TOK
2184	269975.959	6088719.822	34.753	DH
2229	269960.970	6088734.644	34.721	BM/WS
2433	269978.558	6088729.189	34.580	DHW
2970	269941.678	6088520.739	42.348	NAIL
3932	269627.832	6088389.950	44.959	NAIL
3941	269724.759	6088401.899	47.138	DH
4457	269519.370	6088374.189	45.010	DPY
4512	269413.675	6088359.217	49.467	DPY
4721	269325.705	6088267.204	52.979	NAIL

269241.079 6088115.973

53.150 DH

4845

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MATRON PORTER DRIVE, NARRAWALLEE SHARED USER PATH – NARRAWALLEE INLET RESERVE TO GARSIDE ROAD LAYOUT PLAN (3 OF 3) & SURVEY CONTROL

IB: S	JHEFT No.:	PLAN No.
on Porter Drive_Design.dwg	18 o. SHEETS:	5247.03
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		SET ALIO	OUT C GNMEN	OORI T RE	DINA1 FUGE	TES E_01					
umber	Chainage	Easting	Northing	Radius	Tangent Length	Deflection Angle	Bearing				
17	0.000 1.000	269664.455 269664.581	6088409.623 6088408.631				172° 44' 25" Straight				
129	1.000 4.142	269664.581 269662.597	6088408.631 6088408.379	1.000	2.000	180° 00' 00"	172° 44' 25" Arc 352° 44' 25" Arc				
18	4.142 5.142	269662.597 269662.471	6088408.379 6088409.371				352° 44' 25" Straight				В
119	5.142 8.142	269662.471 269662.169	6088409.371 6088412.356				354° 12' 58" Straight				
130	8.142 13.354	269662.169 269662.237	6088412.356 6088417.563	36.000	5.207	8° 17' 41"	356° 36' 23" Arc 4° 54' 05" Arc				
20	13.354 19.151	269662.237 269662.732	6088417.563 6088423.338				4° 54' 05" Straight				
131	19.151 19.951	269662.732 269663.309	6088423.338 6088423.426	0.300	0.583	152° 50' 37"	4° 54' 05" Arc 157° 44' 41" Arc				
32	19.951 26.113	269663.309 269664.230	6088423.426 6088417.392	13.000	6.104	27° 09' 23"	157° 44' 41" Arc 184° 54' 05" Arc				
33	26.113 30.900	269664.230 269664.157	6088417.392 6088412.609	34.000	4.783	8° 04' 01"	184° 54' 05" Arc 176° 50' 03" Arc				С
!1	30.900 33.901	269664.157 269664.455	6088412.609 6088409.623				174° 18' 30" Straight				
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		QET				760					
		SET Alic	OUT C Anmen'	oori t rei	dinat Fuge	TES E_02					
rer	Chainage	SET ALIC Easting	OUT C INMEN Northing	OOR[T RE Radius	DINA1 FUGE Tangent Length	TES E_02 Deflection Angle	Bearing				E
ier 1	Chainage 0.000 1.000	SET ALIC Easting 269962.638 269962.739	OUT C INMEN Northing 6088647.051 6088648.046	OOR[T RE Radius	DINA1 FUGE Tangent Length	TES E_02 Deflection Angle	Bearing 5° 49' 31" Straight				E
er I	Chainage 0.000 1.000 1.000 4.142	SET ALIC Easting 269962.638 269962.739 269962.739 269964.729	OUT C Northing 6088647.051 6088648.046 6088648.046 6088647.843	OORI TRE Radius 1.000	DINAT FUGE Tangent Length 2.000	TES Deflection Angle	Bearing 5° 49' 31" Straight 5° 49' 31" Arc 185° 49' 31" Arc				E
er 7	Chainage 0.000 1.000 4.142 4.142 5.142	SET ALIC Easting 269962.638 269962.739 269964.729 269964.729 269964.627	OUT C Northing 6088647.051 6088648.046 6088647.843 6088647.843 6088647.843	OOR TRE Radius 1.000	DINA1 FUGE Tangent Length 2.000	CES Deflection Angle	Bearing 5° 49' 31" Straight 5° 49' 31" Arc 185° 49' 31" Arc 185° 49' 31" Straight				E
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A	Bearing 172° 44' 25" Straight 172° 44' 25" Straight 172° 44' 25" Arc 352° 44' 25" Arc 352° 44' 25" Straight 354° 12' 58" Straight 356° 36' 23" Arc 4° 54' 05" Arc 157° 44' 41" Arc	E 0 1 Deflection Angle 180° 00' 00" 8° 17' 41" 152° 50' 37"	DINAT FUGE Tangent Length 2.000 5.207	COOR[TRE Radius	OUT C ∄NMEN Northing 6088409.623 6088408.631	SET ALIC Easting	Chainage	ber
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	185° 49' 31" Straight				0000011.010	269964 729	4 142	
				1 1	6088646.848 6088646 848	269964.729 269964.627 269964.627	4.142 5.142 5.142	L112
	185° 49' 31" Straight				6088646.848 6088646.848 6088643.864	269964.729 269964.627 269964.627 269964.323	4.142 5.142 5.142 8.142 8.142	L112 L113
	185° 49' 31" Straight 185° 49' 31" Straight				6088646.848 6088646.848 6088643.864 6088643.864 6088642.869	269964.729 269964.627 269964.323 269964.323 269964.323 269964.221	4.142 5.142 5.142 8.142 8.142 9.142	L112 L113 L114
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F	185° 49' 31" Straight 185° 49' 31" Straight 185° 49' 31" Arc 5° 49' 31" Arc 5° 49' 31" Straight	180° 00' 00"	2.000	1.000	6088646.848 6088646.848 6088643.864 6088643.864 6088642.869 6088642.869 6088643.072 6088643.072	269964.729 269964.627 269964.323 269964.323 269964.323 269964.221 269964.221 269962.232 269962.232 269962.233	4.142 5.142 5.142 8.142 8.142 9.142 9.142 12.283 12.283 13.283	-112 -113 -114 -1128 -115

Min. 10.000m	STOPPING STOPPING B99 Vehicle (8m	of the radius)	
	R5-400	BB line preceding painted median by min. 30m.	
	CO000000000000000000000000000000000000		(BB)
R2-3(L)	. 20.000m	007-58 9146015 146 80 - 120 metres from PEDESTRIAN REFUGE	M8-52 M8-52 M8-52 Me-J
DATE	Shoalk	Lity Counc	S. ABRAHAM SURVEY: S. APOSTOLOS DESIGN: S. APOSTOLOS DRAWN:
	DON'T DO IF IN DO	PH. (02) 4429 311 FAX. (02) 4422 181 UBLE YOUR TROUBLE DOUBT ASKI NOT SCALE	6 CHECKED: APPROVED:

BB line preceding painted median by min. 30m.

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$\frac{1}{100} \frac{1}{100} \frac{1}{1000} \frac{1}{1000000} \frac{1}{10000000} \frac{1}{100000000} \frac{1}{10000000000000000000000000000000000$	Ι			ALIC	GNMEN	IT RE	FUGE	E_01					
Image: Second		Number	Chainage	Easting	Northing	Radius	Tangent Length	Deflection Angle	Bearing				
Construction Second Processor Second Processor Mattern Procesor Mattern Procesor Ma		L117	0.000	269664.455	6088409.623				172° 44' 25" Straight				
No. School Field No. No. <t< td=""><td></td><td>C129</td><td>1.000</td><td>269664.581</td><td>6088408.631</td><td>1.000</td><td>2.000</td><td>180° 00' 00"</td><td>172° 44' 25" Arc</td><td></td><td></td><td></td><td></td></t<>		C129	1.000	269664.581	6088408.631	1.000	2.000	180° 00' 00"	172° 44' 25" Arc				
No. No. <td></td> <td>L118</td> <td>4.142</td> <td>269662.597</td> <td>6088408.379 6088408.379</td> <td></td> <td></td> <td></td> <td>352° 44' 25" Arc 352° 44' 25" Straight</td> <td></td> <td></td> <td></td> <td>B</td>		L118	4.142	269662.597	6088408.379 6088408.379				352° 44' 25" Arc 352° 44' 25" Straight				B
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D DUNCT Description Description Image: Second and the second		C133	30.900	269664.157	6088412.609	34.000	4.783	8° 04' 01"	176° 50' 03" Arc				C
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S. ABRAHM 1200 SCALES MATRON PORTER DRIVE, NARRAWALLEE Seeser.20 Scalestore <	APPROXIMATE	Number	Chainage	SET ALIC Easting	OUT C 3NMEN Northing	COORI TRE Radius	DINA1 FUGE Tangent Length	TES 02 Deflection Angle	Bearing				E
S. ABRAHAM SP 200 1122 SCALES 200002333 MATRON PORTER DRIVE, NARRAWALLEE Status NARRAWALLEE Status Scales Status Scales Sta	APPROXIMATE	Number L111	Chainage 0.000 1.000	SET ALIC Easting 269962.638 269962.739	OUT C 3NMEN Northing 6088647.051 6088648.046	COORI TRE Radius	DINA1 FUGE Tangent Length	CES 02 Deflection Angle	Bearing 5° 49' 31" Straight				E
Litis 5.48 5.48 288548.48 28864.23 185° 49° 3°	APPROXIMATE	Number L111 C127	Chainage 0.000 1.000 4.142	SET ALIC Easting 269962.638 269962.739 269962.739 269964.729	OUT C Northing 6088647.051 6088648.046 6088648.046 6088647.843	COOR TRE Radius 1.000	DINA1 FUGE Tangent Length 2.000	Deflection Angle	Bearing 5° 49' 31" Straight 5° 49' 31" Arc 185° 49' 31" Arc				E
S. ABRAHAM 87 2018 SCALES It 10 12,283 299962,233 B083943,002 It 10 12,283 299962,233 B083943,002 It 10 12,283 299962,233 B083943,002 It 10 12,283 299962,233 B083943,002 5 49 31* Arc It 10 12,283 299962,233 B083943,002 5 49 31* Straight It 10 12,283 299962,233 B083943,002 5 49 31* Straight It 10 12,283 299962,233 B083943,002 5 49 31* Straight It 10 12,283 299962,233 B083943,002 5 49 31* Straight It 10 12,283 299962,233 B083944,007 5 49 31* Straight It 10 12,283 299962,233 B083944,007 5 49 31* Straight It 10 12,283 299962,233 B083944,007 5 49 31* Straight It 11 12,283 299962,233 B083944,007 5 49 31* Straight It 11 12,283 299962,233 B083944,007 5 49 31* Straight	APPROXIMATE	Number L111 C127 L112	Chainage 0.000 1.000 4.142 4.142 5.142	SET ALIC Easting 269962.638 269962.739 269964.729 269964.729 269964.729 269964.627	OUT C Northing 6088647.051 6088648.046 6088647.843 6088647.843 6088647.843	OOR TRE Radius 1.000	DINA1 FUGE Tangent Length 2.000	Deflection Angle	Bearing 5° 49' 31" Straight 5° 49' 31" Arc 185° 49' 31" Arc 185° 49' 31" Straight				E
S. ABRAHAM SP 2005 SCALES MATRON PORTER DRIVE, NARRAWALLEE Staget 1115 12.283 200904.201 0000047.00	APPROVIMATE	Number L111 C127 L112 L113	Chainage 0.000 1.000 4.142 4.142 5.142 5.142 8.142	SET ALIC Easting 269962.638 269962.739 269964.729 269964.729 269964.627 269964.627 269964.627	OUT C Northing 6088647.051 6088648.046 6088647.843 6088647.843 6088646.848 6088646.848 6088646.848	OOR TRE Radius 1.000	DINA1 FUGE Tangent Length 2.000	CES Deflection Angle	Bearing 5° 49' 31" Straight 5° 49' 31" Arc 185° 49' 31" Arc 185° 49' 31" Straight 185° 49' 31" Straight				E
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IF IN DOUBT ASKI TOW Divise 28/04/2020 NAPPAWAILEE Nation Darter Drive Design dwa 18 JZ47.UJ	DATE	Design Kerb Existing Sur Chainage	RL -1.000 Frequencial D Line Face Frequencial Provide Frequencial Scale Scale	ECTION 676 to CH 916.333 tal 1:100 Vertical 1:100 S. ABRAHAM SE S. APOSTOLOSKI FE DESIGN: S. APOSTOLOSKI FE	EP 2018 EP 2018 C 29 C 29 C 20 C 29 C 20 C 29 C 20 C 20	ALES M/ 1 : 100 1 : 100 1 : 100 1 : 100	ATRON PORTER DF ARED USER PATH - NAR YOUT PLAN & KFRB 1 ON	RIVE, NARRAWAI RAWALLEE INLET RESI	LEE ERVE TO GARSIDE ROAD



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GENERAL NOTES

- 1. All work is to be carried out in accordance with Council's Development Construction Specification and Supplement to DCP No. 100.
- 2. All works are to be conducted to the requirements of the superintendent.
- 3. Surfaces that lie outside the general limits of works, which are disturbed, are to be restored at least to their pre-construction condition by the contractor.
- 4. Unless otherwise noted, all levels shown are finished surface levels, where applicable
- the contractor shall allow for the thickness of the varied specified finishes. 5. The contractor shall provide all labour, materials and equipment necessary for the accurate setting out of the entire works and shall ensure that all surfaces are
- 6. All setout, to be approved by Council's superintendent prior to construction.
- 7. The contractor shall not give less notice than that noted in the construction specification when requesting an inspection. The contractor shall arrange for the work to be inspected by the superintendent, or their representatives:
 - * following site establishment prior to commencement of any works;
 - * following boxing for pavement;

constructed to the correct levels.

- * prior to pavement sealing / asphalting;
- * after final restoration prior to practical completion.
- 8. The superintendent will provide approval under Section 138 of the Roads Act 1993 prior to commencing construction within all road reserves. Traffic control plans are to be submitted to the superintendent prior to construction work commencing.
- 9. Traffic control measures shall be provided in accordance with AS 1742.3 & SCC requirements.
- 10. The contractor is responsible for arranging for inspections by Council's authorised representative at the timing and following the procedure outlined in Council's letter of approval.
- 11. The contractor shall ensure that the residents adjacent to the construction zone are not affected by dust or undue noise during construction and are not deprived of all-weather access nor are subjected to additional stormwater runoff at all times during construction.
- 12. The contractor shall not disturb any survey control marks. Should any survey control mark be disturbed or obliterated, the contractor shall notify the superintendent immediately. The contractor shall have the marks replaced at their own expense.
- 13. Refer any design discrepancies to the Design Engineer for clarification.
- 14. Pedestrians must be protected from hazards at all times. Direct pedestrians & road users away from unsafe construction using approved safety management plan.

UNDERGROUND UTILITY SERVICES

- 1. Not all utility services are shown. Underground utilities have not been physically located & approximate locations only are provided. It is the constructors responsibility to;
 - Identify the location of existing subsurface infrastructure by contacting asset owners including using <u>DIAL BEFORE YOU DIG</u>.
 - Physically locate all subsurface utility services that are likely to conflict with the proposed works.
 - Ensure all utility services are protected from damage during the construction period.
 - Obtain & comply with all utility service authorities requirements, particularly in regards to working near their assets.
 - Adjust service locations as required. Repair any damage to services or Council infrastructure.

EROSION AND SEDIMENT CONTROL PLAN

- 1. Erosion & sediment control measures shall comply with the 4th edition of *Managing* Urban Stormwater: Soils and Construction (Landcom, March 2004).
- 2. All trees must be protected from damage unless shown to be removed.
- 3. Topsoil must be stripped and stockpiled in nominated locations for reuse in accordance with (SD 4-1). Sediment fences must be installed on the downstream side of material stockpiles.
- 4. Topsoil shall generally be stockpiled on the high sides of works for reuse to re-spread on after formation. All stockpiles are to be protected from erosion.
- 5. All disturbed areas shall be revegetated immediately using kikuyu turf following formation.
- 6. For the duration of the construction period all sediment devices shall be maintained and retained in a fully functional condition.
- 7. Any disturbed bare areas where final stabilisation will not commence immediately shall be temporarily stabilised or grass seeded within 15 days.
- 8. Install sediment fences (SD 6-8) downstream of disturbed areas and stockpiles.
- 9. Install geotextile inlet filter (SD 6–12) at stormwater inlet pits.
- 10. Construct energy dissipater (SD 5-6) at all stormwater outlets.
- 11. All bare areas to be turfed or seeded immediately after finish surface levels have been obtained.
- 12. Refer to Project Plan for standard erosion & sediment control drawings applicable to this project.

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ss notice than that noted in the nspection. The contractor shall ar intendent, or their representatives: prior to commencement of any work de; ase; ration for pipe & culvert extension	construction range for the s;	RE 1.	INFORCE			
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prior to commencement of any work de; ase; ration for pipe & culvert extension	S;		All reinf <i>materia</i> l:	forcement shall be in accordance with AS/ <i>ls.</i>	NZS 4671 – Steel reinforcing	
de; ase; ration for pipe & culvert extension practical completion		2.	All reinf	forcement shall be firmly supported on mild	steel plastic tipped, plastic or	
ase; ration for pipe & culvert extension		7	concrete	e bar chairs at not greater than 1000mm cer	ntres.	
ractical completion	one (prior to	J.	classifica	ation B1 & B2 of AS 3600.	i exposed iddes ill exposed	C
practical completion	лтэ (рпог то	4.	Bars sho	all be tied at alternate intersections.		
		5.	Splices i not shov	in reinforcement shall be made only in the wn the builder shall confirm the lap lenath w	positions shown. Where lap is th the Design Engineer.	
		6.	All reinfo	forcement shall be inspected by the Design	Engineer prior to placement of	
			concrete	э.		
to achieve a minimum 100% stand	ard maximum	FO	OTPATHS	S		
), at a moisture content within 29 on is to be obtained from the	6 of standard Geotechnical	1.	Footpath	hs to be 100mm thick reinforced N25 concre	e, unless stated otherwise.	
		2.	Footpath	hs shall drain towards the kerb & gutter wh	ere possible, crossfall shall not	
r unsuitable areas identified during ed fill compacted in lavers not exce	during proof rolling not exceeding 200mm		be less	than 2.5% and no greater than 5.0%.	con compliance	D
tandard compaction as specified abo	ove.	٦	Maximum All conc	n crossian to be 2.5%, to ensure disabled ac	be broom finished	
underside of pavement formation to ayers not exceeding 200mm measu	be approved ured loose to	J. 4.	Expansio	on joints to be located where possible at	tangent points of curves and	
d maximum dry density at a moi	sture content		elsewher both sid	re at a maximum of 10.0m centres. Expansi des of any driveway.	on joints also to be located at	
nported well—graded material with	a maximum	5.	Articulat	ted joints, 'Tripstop' or approved equivalent	to be placed at centres to	
ess than 20mm, and a soaked CBR 12%.	greater than		match t	the width of the path (i.e. 1.200m centres fo nd one full panel past the drin-line of any	r a 1.200m wide path). Joints	
rks which will be subject to a var	iation without		five (5)	joints to be installed, whichever is greater.	mature tree, or a minimum UI	
dent.		6.	Refer to	> <u>www.tripstop.net</u> for suppliers and installation	n requirements.	
		הר		CONINECTIONS		
onstructed in accordance with SCC	specifications				ad to the manufacture of the	E
ory of 1.3×10^6 ESAs. The base	material shall	1.	ALL driv consulta	veways ana venicular crossings shall be link ation with the property owner. These connec	ea to the roadway, only after tions shall match the roadway	
l to a minimum of 98% modified	compaction in	~	in their	construction for colour, strength, thickness a	nd reinforcement.	
n of AS 1289.5.2.1.		2.	Stenciled Coloured	a / colourea concrete to be matched for d oxide to be fully incorporated in the concre	pattern and/or oxide colour. te mix prior to pouring.	
gn						\vdash
tron Porter Drive, NARRAWALLEE		LIN	NEMARKIN	NG & SIGNAGE NOTES		
ss than 1.0 x 10 ⁵	—	1.	All linen	marking and signage to be in accordance	with Shoalhaven City Council ual of uniform traffic control	
) (Assumed Value)			devices.	ionto, NMO guidennes & AO 1742 - Mant	iai or unnorm truinc control	
0 (DGS40)		2.	All warni	ing signage to be "B" size and Class 1 retro	eflective.	F
0 (DGB20)		3.	All other	r signage (including regulatory) to be in acco	rdance with AS 1742.2.	
Ά		4.	All longit	itudinal, diagonal and chevron pavement mark	ngs shall be white waterborne	
mm AC10		5	All trans	an real orefree and grass bedas.	ages shall be in thermonlastic	
	tion is to be obtained from the or unsuitable areas identified during ted fill compacted in layers not exce standard compaction as specified abo o underside of pavement formation to layers not exceeding 200mm measu and maximum dry density at a moi imported well-graded material with less than 20mm, and a soaked CBR 12%. orks which will be subject to a var adent. constructed in accordance with SCC gory of 1.3 x 10 ⁶ ESAs. The base ad to a minimum of 98% modified of on of AS 1289.5.2.1. sign atron Porter Drive, NARRAWALLEE ess than 1.0 x 10 ⁵ .0 (Assumed Value) 00 (DGS40) 50 (DGB20) /A 00mm AC10	tion is to be obtained from the Geotechnical or unsuitable areas identified during proof rolling ted fill compacted in layers not exceeding 200mm standard compaction as specified above. In underside of pavement formation to be approved layers not exceeding 200mm measured loose to ard maximum dry density at a moisture content imported well-graded material with a maximum less than 20mm, and a soaked CBR greater than 12%. The subject to a variation without dent.	tion is to be obtained from the Geotechnical 1. or unsuitable areas identified during proof rolling standard compaction as specified above. 3. or unsuitable areas identified during proof rolling standard compaction as specified above. 3. or unsuitable areas identified during proof rolling standard compaction as specified above. 3. or unsuitable of pavement formation to be approved layers not exceeding 200mm measured loose to ard maximum dry density at a moisture content 3. imported well–graded material with a maximum less than 20mm, and a soaked CBR greater than 12%. 5. orks which will be subject to a variation without adent. 6. boostructed in accordance with SCC specifications gory of 1.3 x 10 ⁶ ESAs. The base material shall 1. d to a minimum of 98% modified compaction in on of AS 1289.5.2.1. 2. sign 1. atron Porter Drive, NARRAWALLEE 1. ess than 1.0 x 10 ⁵ 1. .0 (DeS40) 2. .00 (DES40) 2. .00 (DES20) 3. /A 4. .0mm AC10 5.	 tion is to be obtained from the Geotechnical or unsuitable areas identified during proof rolling standard compacted in layers not exceeding 200mm standard compaction as specified above. underside of pavement formation to be approved layers not exceeding 200mm measured loose to ard maximum dry density at a moisture content Maximur All cond Expansic elsewhene All cond Expansic elsewhene All cond Expansic elsewhene Atriculal match to to exter five (5) Refer to Refer to DRIVEWAY ALL drin consult in their Stencile Coloured Stencile Coloured Maximur All cond Refer to DRIVEWAY ALL drin consult in their Stencile Coloured Stencile Coloured All cond All drin consult All drin drin drin All drin All drin devices. All othe All othe All drin with ret 	 Footpaths to be 100mm thick reinforced N25 concret Footpaths to be 100mm thick reinforced N25 concret Footpaths to be 100mm thick reinforced N25 concret Footpaths stall drain towards the kerb & gutter while less than 2.5% and no greater than 5.0%. Maximum crossful to be 2.5%, to ensure disabled ac disewhere at a maximum of 10.0m centres. Expansion joints to be located where possible at elsewhere at a maximum of 10.0m centres. Expansion 12%. All concrete surfaces not coloured and stamped shall else stand 20mm, and a soaked CBR greater than 12%. Articulated joints, 'Tripstop' or approved equivalent, match the width of the path (i.e. 1.200m centres for to extend one full panel past the drip-line of any if five (5) joints to be installed, whichever is greater. Refer to <u>www.tripstop.net</u> for suppliers and installation of AS 1289-5.2.1. Stenciled / coloured concrete to be matched for Coloured oxide to be fully incorporated in the concretion of AS 1289-5.2.1. Cingn Cinsumed Value) Di (D6820) (A (A (Di m AC10) (A and the matched to concret to the stand end signage to be in accordance requirements, RMS guidelines & AS 1742 - Manu devices. All onertrective glass beads. All ongitudinal, diagonal and chevron pavement marking paint with retroreflective glass beads. All ongitudinal, diagonal and chevron pavement marking paint with retroreflective glass beads U.N.O. 	 Footpaths to be obtained from the Geotechnical or unsuitable areas identified during proof rolling ted fill compacted in loyers not exceeding 200mm tessured loose. Footpaths shall drain towards the kerb & gutter where possible, crossfall shall not be isst than 2.5%, to ensure disabled access compliance. Footpaths shall drain towards the kerb & gutter where possible, crossfall shall not be isst than 2.5%, to ensure disabled access compliance. All concrete surfaces not coloured and stamped shall be broom finished. Expansion joints to be located where possible, crossfall shall not be isst than 2.5%, to ensure disabled access compliance. All concrete surfaces not coloured and stamped shall be broom finished. Expansion joints to be located where possible, crossfall shall not be isst than 2.5%, to ansure disabled access compliance. All concrete surfaces not coloured and stamped shall be broom finished. Expansion joints to be located where possible, crossfall shall not be isst than 2.5%, to ansure disabled access compliance. All concrete surfaces not coloured and stamped shall be troom finished. Expansion joints to be located where possible, crossfall shall not be isst than 2.5%, to ansure disable access compliance. All concrete surfaces not coloured and stamped shall be not finished. Expansion joints to be located where possible, crossfall shall not be isst than 2.5%. Tripstop' or approved equivalent, to be located at entres to bot side of the path (i.e. 1.200m centres for a 1.20m wide post). Joints to extend one full panel past the drip—line of any mature tree, or a minimum of five (S) joints to be installed, whichever is greater. Refer to www.tripstop.net, the propertyowers, mature, and weincular crossings shall be linked to the roadway, only after construction for colour, strength, thickness and reinforcement. Stenciled /





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DATE				S. ABRAHAM Vey:	SEP 2018 DATE		SC		ALES		MATRON	
	Choaina		DES	S. APOSTOLOSKI IGN:	FEB 2019 DATE					SH	ARED USE	
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	P F	H. (02) 4429 3111 AX. (02) 4422 1816	СНЕ	Matthew Apolo CKED:	16/04/2020 DATE	DAT	ŪM:	AHD — M	IGA	FB:		
	DON'T DOUBLE YOUR TROUBLE IF IN DOUBT ASKI DO NOT SCALE		APPROVED:		Tom SM A		Tom Dimec 28/04/20 N ASSET MANAGEMENT DA		28/04/2020 DATE	FILE:	NARRAWALLEE Matro	
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 Do not paint prun Young trees (ie, trees p 16 and to form a sturdy single 17. Branch clearances shall

DATE SCALES S. ABRAHAM SEP 2018 MATRON SURVEY: DATE PLAN: K. MURRAY FEB 2019 SHARED USE DESIGN: DATE Council HOR: LANDSCAPE FEB 2019 DATE K. MURRAY VERT: SECTIONS: AS NOTED DRAWN: PH. (02) 4429 3111 FAX. (02) 4422 1816 Matthew Apolo 16/04/2020 AHD — MGA DATE DATUM: CHECKED: DON'T DOUBLE YOUR TROUBLE IF IN DOUBT ASKI DO NOT SCALE Tom Dimec 28/04/2020 NARRAWALLEE Matro APPROVED: SM | ASSET MANAGEMENT DATE FILE: 6 8 9 7

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or to planting, contact shall be made with the relevant service authorities to check all relevant services plans in order t termine the location of any underground services. If any such services interfere with the proposed location of the tree, pervising Officer shall be advised and an alternative location determined. ere the base of walls within the planting hole are glazed or compacted, it shall be fractured prior to planting. The base e planting hole shall be slightly mounded.	to A the se of
or to planting tree stock, the root ball or root system shall be moist. On balled and hessian stock, the hessian shall l noved from the root ball. Tree roots shall not be exposed to the drying influences of the sun, wind or frost, before or er planting. Planting shall occur in the appropriate season.	be
e top of the root ball or root system of the planted tree shall be level with the surrounding soil level. e backfill shall consist of the soil excavated from the planting hole with well composted garden mix Ratio 1:1. Where tl cavated soil is heavily compacted, clods shall be broken up to approximately a 25mm diameter prior to backfilling. The	ne
kfill shall be lightly firmed to ensure good contact between root mass and the soil. If backfill other than the indigenou is required, the soil texture shall be consistent with that of the indigenous soil.	us
stock shall be thoroughly watered immediately after planting. The soil moisture within the basins shall be regularly nitored to ensure that the trees retain a healthy appearance and do not become stressed.	1
similar root stimulating fertiliser and again at 4 & 8 weeks from planting as per manufacturers instruction ilise each tree with 2 slow release fertiliser tablets 'Agriform' or equivalent.	B
es shall be staked using two 50 x 50 x 1800mm straight stakes (unless otherwise specified) driven into the ground to th of approximately 400mm. Stakes shall not be driven through the root ball. The tree shall be fastened to the kes by two suitable ties which shall be securely fastened to the stakes. The tree shall be allowed sufficient freedom o vement after staking. The trees shall be staked at or below one third of their height. Stakes shall be adjusted or laced as required.	a f
inting holes on non cultivated sites, ie, in paved areas, shall be approximately 2 times the diameter of the root ball and e soil area around the tree shall not be more than 50mm below the paved area. A tree management system by "Aborg similar is preferred in these circumstances to ensure the trees future potential anching shall not occur under 1.2 metres above ground level.	d reen'
uning of all trees shall meet Australian Standard AS 4373.1996 — Pruning of Amenity Trees. e essential points on the standard of pruning which must be observed include:	
 Avoid bark tearing by using undercut, top cut and final cut. All final cuts shall be "natural target" pruning cuts. Prune with reference to the branch bark ridge or stem bark ridge. 	
Do not leave a stub. Do not make flush cut. Prune as close as possible to branch collar but do not cut branch collar.	
Do not pollard tree. Do not paint pruning wounds. ung trees (ie, trees planted for a period of less than five (5) years) shall underao formative prunina to improve structu	re
form a sturdy single tree trunk. No more than 25% of a tree's canopy shall be removed. Inch clearances shall be maintained as follows:	
Footpaths — 2000mm Driveways — 1000mm Roads — 4300mm	
	D
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	E
Tree as specified.	
50 x 50 x 1800mm hardwood stake driven vertically into soil	-
50mm wide jute webbing tied in	
e surround - d pine. Ensure grass - 75mm hardwood chip mulch.	
se surround – ad pine. Ensure grass 1000 100	F
be surround – ad pine. Ensure grass 1000 Concrete Path	F
e surround – d pine. Ensure grass 1000 50mm wide jute webbing tied in figure 8 and stapled to tree. 75mm hardwood chip mulch. Concrete Path 450–600mm Root Con	trol Barrier
se surround – ed pine. Ensure grass 2000 2000 2000 2000 2000 2000 2000 2	trol Barrier en or ench
e surround – d pine. Ensure rrass 1000 1000 1000 1000 1000 1000 1000 1	trol Barrier en or ench
e surround - d pine. Ensure rrass 1000 50mm wide jute webbing tied in figure 8 and stapled to tree. 75mm hardwood chip mulch. Concrete Path 450-600mm Root Con - Reroute by Aborgree equivalent placed in tre adjacent to kerb Twice width of root ball Twice width of root ball	trol Barrier en or ench
e surround – d pine. Ensure rrass 1000 1000 1000 1000 1000 1000 1000 1	trol Barrier en or ench
e surround - d pine. Ensure rrass 1000 1000 1000 1000 1000 1000 1000 1	trol Barrier en or ench
e surround - d pine. Ensure rass 1000	trol Barrier en or ench
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e surround - d pine. Ensure grass	trol Barrier ench G
e suround - d pine. Ensure rass	F trol Barrier ench G
Some wide jute webbing tied in figure 8 and stapled to tree. 75mm hardwood chip mulch. 75mm hardwood chip mulch. 450-600mm Root Con - Reroute by Aborgree equivalent placed in tr adjacent to kerb adjacent to kerb Rip sides and base of tree pits to 150mm and apply Cypsum (if required) as per manufacturers rates. Roke sides to 45 degrees. 4 <u>TYPICAL DETAIL: TREE PLANTING PIT</u> N.T.S MATRON PORTER DRIVE, NARRAWALLEE SHARED USER PATH – NARRAWALLEE INLET RESERVE TO GARSIDE ANDSCAPE DETAILS	F trol Barrier ench G G ROAD H
Somm wide jute webbing tied in figure 8 and stapled to tree. 75mm hardwood chip mulch. Tomm hardwood chip mulch. Tomm hardwood chip mulch. Some wide jute webbing tied in figure 8 and stapled to tree. 75mm hardwood chip mulch. Some wide jute webbing tied in figure 8 and stapled to tree. 75mm hardwood chip mulch. Some wide jute webbing tied in figure 8 and base of tree pits to 150mm and apply Gypsum (if required) as per manufacturers rates. Rake sides to 45 degrees. MATRON PORTER DRIVE, NARRAWALLEE SHARED USER PATH – NARRAWALLEE INLET RESERVE TO GARSIDE ANDSCAPE DETAILS MARRAWALLEE Motor Porter Drive. Design.dwg 18 SHEET No.:	F trol Barrier ench G G ROAD H

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PH. (02) 4429 3111 FAX. (02) 4422 1816 DON'T DOUBLE YOUR TROUBLE IF IN DOUBT ASKI DO NOT SCALE

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