

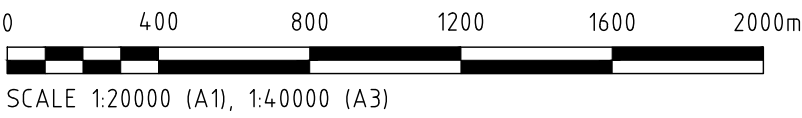
DOLPHIN POINT FOOTPATH

DOLPHIN POINT ROAD, DOLPHIN POINT, 2539

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C20	DRAINAGE PLANS AND LONG SECTIONS	B	5590.20
C21	SGD11 PLAN AND TABLE	B	5590.21



LOCALITY PLAN
1:20,000



FOR CONSTRUCTION

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	A	ISSUED FOR CONSTRUCTION	J.HYNES	27.03.2025		Drawn: L.HESLOP								
	B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025		Checked: B.ASHE								
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						Project No.		Drawing No.	Rev.					
						W24536		C01	B					
						P.LITTLE								
						CLIENT: SHOALHAVEN CITY COUNCIL								
						PROJECT: PROPOSED FOOTPATH								
				ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT										

GENERAL NOTES

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL ARCHITECTURAL AND OTHER CONSULTANTS' DRAWINGS AND SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO COUNCIL'S REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK.

2. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING REPORTS:

2.3 DESIGN REPORT BY WESTLAKE PUNNETT & ASSOCIATES **W24536-R01**.

2.4 DETAILED SURVEY BY SHOALHAVEN CITY COUNCIL **99-2021 – DOLPHIN POINT ROAD – DETAIL SURVEY**.

2.4 SERVICE LOCATING BY SHOALHAVEN CITY COUNCIL **22-2024_DOLPHINPOINT_SERVICES_031024**.

3. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT AND CURRENT AUSTRALIAN STANDARDS AND WITH THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES EXCEPT WHERE VARIED BY THE PROJECT SPECIFICATION.

4. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE CONSTRUCTOR ON SITE. ENGINEERS' DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS.

5. DURING CONSTRUCTION EXISTING STRUCTURES SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED. TEMPORARY BRACING SHALL BE PROVIDED BY THE CONSTRUCTOR TO KEEP THE WORKS AND EXCAVATIONS STABLE AT ALL TIMES.

6. THE CONSTRUCTOR SHALL GIVE 48 HOURS NOTICE FOR ALL ENGINEERING INSPECTIONS.

7. SLABS BEAMS AND WALLS SHALL BE POURED ON THE DAY OF APPROVAL UNLESS PERMISSION IS GIVEN OTHERWISE.

8. UNLESS NOTED OTHERWISE ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES.

9. CONSTRUCTOR TO DETERMINE AND/OR CONFIRM LOCATION AND DEPTH OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORK. ENGINEER TO BE NOTIFIED.

10. PROPRIETARY PRODUCTS MAY BE REPLACED WITH EQUIVALENT PRODUCTS, ONLY FOLLOWING REVIEW AND WRITTEN APPROVAL BY COUNCIL'S REPRESENTATIVE. CONSTRUCTOR TO PROVIDE SUPPORTING DOCUMENTATION INDICATING EQUIVALENT PROPERTIES FOR COUNCIL'S REVIEW.

11. REFERENCES TO SUPERINTENDENT OR PRINCIPAL SHALL BE TAKEN AS COUNCIL'S REPRESENTATIVE.

12. CONSTRUCTOR OR CONTRACTOR IS RESPONSIBLE FOR ENSURING BUILDING WORKS ARE UNDERTAKEN IN ACCORDANCE WITH THE RELEVANT STANDARDS. PROPRIETARY ITEMS ARE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND ALL STRUCTURES ARE SEALED TO PREVENT THE INGRESS OF RAIN DURING STORM EVENTS

13. REFERENCES TO CONSTRUCTOR, SUPPLIER OR OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL HAVE THE SAME MEANING AS CONTRACTOR.

14. THE CONTRACTOR IS RESPONSIBLE FOR ALL TESTING AS SPECIFIED IN THE CONTRACT DOCUMENTS TO DEMONSTRATE COMPLIANCE. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH COMPLIANCE TESTING.

15. A SECTION 138 APPLICATION AND APPROVAL IS REQUIRED PRIOR TO ANY OCCUPATION OF COUNCIL'S ROAD OR FOOTPATH. THIS IS THE RESPONSIBILITY OF THE CONSTRUCTING AGENT.

16. A TRANSPORT FOR NSW ROAD OCCUPANCY LICENCE APPLICATION AND APPROVAL IS REQUIRED TO BE OBTAINED BY THE CONSTRUCTOR PRIOR TO ANY OCCUPATION OF STATE ROADS OR PROPERTY.

17. ALL WORKS SHALL BE SUPERVISED BY PERSONS EXPERIENCED AND QUALIFIED IN THE TYPE OF WORK BEING CARRIED OUT.

SAFETY NOTES

1. THE CONSTRUCTOR IS REQUIRED TO PREPARE A SAFETY MANAGMENT PLAN FOR THE WORK SITE. THE SAFETY MANAGEMENT PLAN IS TO BE SUBMITTED TO COUNCIL'S REPRESENTATIVE PRIOR TO COMMENCEMENT OF ANY WORKS ON SITE

2. CONTRACTOR TO ERECT SIGNAGE ADVISING OF CONSTRUCTION ACTIVITIES PRIOR TO COMMENCEMENT OF WORKS ON SITE. SIGNAGE SHALL BE PLACED AS NECESSARY TO ENSURE CLEAR VISIBILITY TO SIGNAGE FROM ANY ROUTE BY WHICH MOTORISTS, CYCLISTS, OR PEDESTRIANS MAY APPROACH THE WORK SITE.

3. THE CONTRACTOR IS TO CLEARLY DISPLAY THE NOMINATED CONSTRUCTION MANAGERS' CONTACT DETAILS ON THE SITE ACCESS SIGNAGE.

4. THE CONSTRUCTOR IS TO COMPLY WITH ALL WH&S REQUIREMENTS IN ACCORDANCE WITH THE 'WORK HEALTH AND SAFETY ACT 2011' AND RELEVANT ACCOMPANYING REGULATIONS. SAFETY SYSTEMS AND DOCUMENTATION SHALL BE THE RESPONSIBILITY OF THE CONSTRUCTOR AND SHALL COMPLY WITH SPECIFIC REQUIREMENTS AS DETAILED IN RELEVANT PROJECT DOCUMENTATION.

5. THE CONTRACTOR SHALL ADHERE TO SAFEWORK NSW CODES OF PRACTICE FOR ALL RELEVANT CONSTRUCTION ACTIVITIES.

6. SITE FACILITIES AND ACCESS TO BE MAINTAINED IN A NEAT AND TIDY CONDITION AT ALL TIMES.

7. THE CONSTRUCTOR SHALL OBTAIN AND KEEP ON SITE ALL RELEVANT MATERIAL SAFETY DATA SHEETS (MSDS) FOR ANY MATERIALS THAT ARE USED IN THE WORKS. ALL TRANSPORTATION, STORAGE AND USE OF THESE MATERIALS SHALL BE IN ACCORDANCE WITH MSDS.

8. THE CONSTRUCTOR IS TO PREPARE A SITE SPECIFIC RISK MANAGEMENT PLAN TAKING INTO ACCOUNT ALL FORSEEABLE RISKS INCLUDING MANAGEMENT OF ALL RESIDUAL RISKS IDENTIFIED IN THE SAFETY IN DESIGN REPORT.

9. THE CONSTRUCTOR IS RESPONSIBLE FOR ALL TEMPORARY SHORING OR BENCHING OF EXCAVATIONS. THE CONSTRUCTOR IS TO PROVIDE DESIGN AND CERTIFICATION OF ALL TEMPORARY SHORING SYSTEMS FOR APPROVAL BY COUNCIL'S REPRESENTATIVE.

10. TRAFFIC MANAGEMENT MEASURES ARE REQUIRED TO BE IMPLEMENTED AND MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH 'TFNSW. TRAFFIC CONTROL AT WORK SITES' TECHNICAL DIRECTION AND AS 1742 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES'. A TRAFFIC MANAGEMENT PLAN IS TO BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO COUNCIL'S REPRESENTATIVE FOR APPROVAL.

11. PEDESTRIAN CONTROL MEASURES ARE REQUIRED TO BE IMPLEMENTED AND MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH AS 1742 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.'

ENVIRONMENTAL CONTROLS

1. EROSION & SEDIMENT CONTROLS TO BE INSTALLED IN ACCORDANCE WITH COUNCIL'S SPECIFICATION & THE NSW DEPARTMENT OF HOUSING 'BLUE BOOK' – SOILS AND CONSTRUCTION – MANAGING URBAN STORMWATER, 2004. REFER TO THE BLUE BOOK FOR STANDARD DRAWINGS "SD".

2. SEDIMENT & EROSION CONTROLS MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF ANY EARTHWORKS OR DEMOLITION ACTIVITY. THE LOCATION OF SUCH DEVICES IS INDICATIVE ONLY AND FINAL POSITION SHOULD BE DETERMINED ON SITE.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL MEASURES ARE TAKEN DURING THE COURSE OF CONSTRUCTION TO PREVENT SEDIMENT EROSION AND POLLUTION OF THE DOWNSTREAM SYSTEM. SUPERVISING ENGINEER SHOULD BE CONTACTED IF IN DOUBT. ALL SEDIMENT CONTROL STRUCTURES TO BE INSPECTED AFTER EACH RAINFALL EVENT FOR STRUCTURAL DAMAGE AND ALL TRAPPED SEDIMENT TO BE REMOVED TO A NOMINATED SOIL STOCKPILE SITE.

4. RETAIN ALL EXISTING GRASS COVER WHEREVER POSSIBLE. TOPSOIL FROM ALL AREAS THAT WILL BE DISTURBED TO BE STRIPPED AND STOCKPILED AT THE NOMINATED SITE. A SEDIMENT FENCE TO BE PLACED DOWNHILL OF STOCKPILE.

5. AREAS OF SITE REGRADING ARE TO BE COMPLETED PROGRESSIVELY DURING THE WORKS AND STABILISED AS EARLY AS POSSIBLE. COUNCIL'S REPRESENTATIVE MAY DIRECT THE CONTRACTOR TO HAVE AREAS OF DISTURBANCE COMPLETED AND STABILISED DURING THE COURSE OF THE WORKS.

6. ALL DISTURBED AREAS ARE TO BE TRIMMED, LEVELED, TURFED & FERTILISED WITHIN 14 DAYS OF EXPOSURE.

7. ALL EXISTING TREES TO BE RETAINED UNLESS SHOWN OTHERWISE ON APPROVED DRAWINGS. TREES RETAINED ARE TO BE PROTECTED WITH A HIGH VISIBILITY FENCE, PLUS FLAGGING TO INDIVIDUAL TREES AS NECESSARY.

8. INSTALL TEMPORARY SEDIMENT BARRIERS TO ALL INLET PITS LIKELY TO COLLECT SILT LAZEN WATER, UNTIL SURROUNDING AREAS ARE PAVED OR REGRASSED. GRAVEL OR GEOTEXTILE INLET FILTERS TO S06-11 & S06-12

9. ALL SILT FENCES & BARRIERS ARE TO BE MAINTAINED IN GOOD ORDER & REGULARLY DESILTED DURING THE CONSTRUCTION PERIOD. SILT FENCES TO S06-8 OR S06-9.

10. STOCKPILES OF LOOSE MATERIALS SUCH AS SAND, SOIL, GRAVEL MUST BE COVERED WITH GEOTEXTILE SILT FENCE MATERIAL. PLASTIC SHEETING OR MEMBRANE MUST NOT BE USED. SAFETY BARRICADING SHOULD BE USED TO ISOLATE STOCKPILES OF SOLID MATERIALS SUCH AS STEEL REINFORCING, FORMWORK AND SCAFFOLDING.

11. WASTE MATERIALS ARE TO BE STOCKPILED OR LOADED INTO SKIP-BINS LOCATED ON SITE.

12. NO MORE THAN 150 m OF TRENCHING TO BE OPEN AT ANY ONE TIME. IMMEDIATELY AFTER TRENCH BACKFILLING, PROVIDE SANDBAGS OR SAUSAGE FILTERS ACROSS EACH TRENCH AT MAXIMUM 20 m SPACINGS. FILTERS TO REMAIN IN PLACE UNTIL REVEGETATION HAS OCCURRED.

13. ALL VEHICLES LEAVING THE SITE MUST PASS OVER A STABILISED SITE ACCESS BALLAST AREA (SIMILAR TO S06-14) TO SHAKE OFF SITE CLAY AND SOIL. IF NECESSARY WHEELS AND AXLES ARE TO BE HOSED DOWN. BALLAST IS TO BE MAINTAINED & REPLACED AS NECESSARY DURING THE CONSTRUCTION PERIOD.

14. THE HEAD CONTRACTOR IS TO INFORM ALL SITE STAFF AND SUB-CONTRACTORS OF THEIR OBLIGATIONS UNDER THE EROSION AND SEDIMENT CONTROL PLAN.

15. ANY SEDIMENT DEPOSITED ON THE PUBLIC WAY, INCLUDING FOOTPATH RESERVE AND ROAD SURFACE, IS TO BE REMOVED IMMEDIATELY.

16. PROVIDE BARRIERS AROUND ALL CONSTRUCTION WORKS WITHIN THE FOOTPATH AREA TO PROVIDE SAFE ACCESS FOR PEDESTRIANS.

17. CONCRETE PUMPS AND CRANES ARE TO OPERATE FROM WITHIN THE BALLAST ENTRY DRIVEWAY AREA AND ARE NOT TO OPERATE FROM THE PUBLIC ROADWAY UNLESS SPECIFIC COUNCIL PERMISSION IS OBTAINED.

18. DELIVERY VEHICLES MUST NOT STAND WITHIN THE PUBLIC ROADWAY FOR MORE THAN 20 MINUTES AT A TIME.

19. TRUCKS REMOVING EXCAVATED / DEMOLISHED MATERIAL SHOULD TRAVEL ON STABILISED CONSTRUCTION PATHS. MATERIAL TO BE TAKEN TO THE TRUCK TO REDUCE TRUCK MOVEMENT ON SITE. TRUCKS TO BE LIMITED TO SINGLE UNIT HEAVY RIGID VEHICLES. (NO SEMITRAILERS).

20. ANY EXCAVATION WORK ADJACENT TO ADJOINING PROPERTIES OR THE PUBLIC ROADWAY IS NOT TO BE COMENCED UNTIL THE STRUCTURAL ENGINEER IS CONSULTED AND SPECIFIC INSTRUCTIONS RECEIVED FROM COUNCIL'S REPRESENTATIVE.

21. SITE COMPOUND SHALL PROVIDE FOR ADMINISTRATION FACILITIES, TOILETS AND STORAGE AREAS SUFFICIENT FOR THE PROPOSED CONSTRUCTION OPERATION. THE COMPOUND SHALL BE FENCED AND SECURE.

22. TOILET FACILITIES MUST BE EITHER A FLUSHING TYPE OR APPROVED PORTABLE CHEMICAL CLOSET. CHEMICAL CLOSETS ARE TO BE MAINTAINED & SERVICED ON A REGULAR BASIS SO THAT OFFENSIVE ODOUR IS NOT EMITTED.

23. DURING TRENCH EXCAVATION ALL SPOIL SHALL BE MOUNDED ON THE UPHILL SIDE OF TRENCHES AND PLACEMENT IS TO COMPLY WITH COUNCIL'S REPRESENTATIVES REQUIREMENT.

24. DIVERSION BANKS SHOULD BE CONSTRUCTED BY MOUNDING STRIPPED TOPSOIL (MIN HEIGHT 600 mm) WHERE DIRECTED. MATERIAL TO BE RE-SPREAD ON FOOTWAYS AFTER FINAL TRIMMING.

25. THE SITE MANAGEMENT PLAN IS INDICATIVE ONLY BASED ON PRELIMINARY INFORMATION. THE FINAL SITE MANAGEMENT PLAN IS TO BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO COUNCIL'S REPRESENTATIVE FOR APPROVAL PRIOR TO UNDERTAKING ANY WORKS.

REINFORCEMENT

1. REINFORCEMENT IS PRESENTED DIAGRAMATICALLY AND NOT NECESSARILY SHOWN IN TRUE PROJECTION.

2. ALL REINFORCEMENT SHALL BE SUPPORTED IN ITS CORRECT POSITION DURING CONSTRUCTION BY APPROVED BAR CHAIRS, SPACERS, SUPPORT BARS, TIE WIRE ETC. ALL TIE WIRE SHALL BE LEFT IN THE PLANE OF REINFORCEMENT AND SHALL NOT INTRUDE INTO THE COVER ZONE. ALL BROKEN TIE WIRE IS TO BE REMOVED BEFORE THE CONCRETE IS POURED.

3. REINFORCEMENT NOTATION IS AS FOLLOWS:

N = GRADE D 500N DEFORMED BAR TO AS/NZS4671

SL/RL = GRADE D 500 SL/D 500RN TO AS/NZS4671 LOW DUCTILITY WELDED MESH OR RECTANGULAR.

R = GRADE R 250N HOT ROLLED PLAIN BARS TO AS/NZS4671 NUMBERS FOLLOWING THE BAR SYMBOL IS THE NOMINAL BAR DIAMETER IN MILLIMETERS.

4. WELDING OF REINFORCEMENT IS NOT PERMITTED UNLESS APPROVED IN WRITING BY THE ENGINEER.

5. MESH SHALL BE LAPPED BY TWO BARS PLUS 25 mm.

6. SPLICES IN THE REINFORCEMENT SHALL BE MADE ONLY IN THE POSITIONS SHOWN OR AS OTHERWISE APPROVED.

7. MINIMUM LAP OF REINFORCEMENT SHALL BE AS PROVIDED IN TABLE N1 BELOW UNLESS NOTED OTHERWISE:

BAR SIZE	TOP BAR*	BOTTOM BAR
12	500	400
16	600	500
20	900	750
24	1200	1000

*TOP BARS ARE HORIZONTAL BARS IN TENSION WITH MORE THAN 150 mm OF CONCRETE CAST BELOW THEM.

STORMWATER DRAINAGE

1. STORMWATER DRAINAGE SHALL BE GENERALLY IN ACCORDANCE WITH CURRENT AUSTRALIAN STANDARDS AND COUNCIL'S SPECIFICATION.

2. THE CONTRACTOR/BUILDER SHALL MAINTAIN EXISTING STORMWATER FLOWS THROUGH THE WORKS AREA AND MAKE DUE ALLOWANCE FOR SEVERE WEATHER EVENTS.

3. THE CONSTRUCTOR SHALL ENSURE THAT ALL WORKS ARE SECURED FOR WET WEATHER AND THAT THE WORKS ARE ADEQUATELY PROTECTED AND DRAINED SO AS TO MINIMISE ANY ADVERSE EFFECTS OF STORMWATER RUNOFF.

4. WHERE THE BUILDER PROPOSES TO TRAVEL CONSTRUCTION PLANT IN EXCESS OF 5 TONNES GROSS MASS OVER INSTALLED PIPES OR CULVERTS, THE BUILDER SHALL DESIGN AND IMPLEMENT ADEQUATE PROTECTIVE MEASURES FOR THE CROSSING AND SHALL SUBMIT PROPOSALS TO THE SUPERINTENDENT FOR APPROVAL.

5. PIPES UNDER 225mm DIA. SHALL BE UPVC.

6. PIPES 225mm DIA. OR OVER SHALL BE CLASS 2, FRC OR RCP STORMWATER PIPE AND RUBBER RING JOINTED U.N.O.

7. ALL FRC OR RCP STORMWATER PIPES WITHIN ROAD RESERVE AREAS TO BE CLASS 4 U.N.O.

8. PIPES SHALL BE INSTALLED WITHIN 10mm OF THE GRADE LINE AND WITHIN 10mm OF THE HORIZONTAL ALIGNMENT SHOWN ON THE DRAWINGS. THE BUILDER MAY BE REQUIRED TO RELAY ANY PIPES WHICH FALL OUTSIDE THESE TOLERANCES AT THE DISCRETION OF THE SUPERINTENDENT.

9. BEDDING AND BACKFILL SUPPORT TO BE TYPE 'HS3' U.N.O

10. MINIMUM COVER TO PIPES 300mm DIA. AND OVER GENERALLY SHALL BE 600mm IN CARPARK & ROADWAY AREAS U.N.O.

11. PIPES UP TO 150mm DIA SHALL BE LAID AT 1.0% MIN. GRADE U.N.O

12. PIPES 225mm DIA AND OVER SHALL BE LAID AT 0.5% MIN. GRADE U.N.O.

13. ANY PIPES OVER 16% GRADE SHALL HAVE CONCRETE BULKHEADS AT ALL JOINTS.

14. LIFTING HOLES SHALL BE SEALED WITH A MORTAR OF 3:1 SAND:CEMENT BEFORE COMMENCEMENT OF BACKFILLING.

15. PIPES SHALL BE LAID WITH THE SOCKET END PLACED UPSTREAM. PIPES WHICH HAVE MARKINGS INDICATING THE CROWN OR INVERT OF THE PIPE SHALL BE LAID STRICTLY IN ACCORDANCE WITH THE MARKINGS. UNLESS SPECIFIED NO INDIVIDUAL LENGTH OF PIPE SHALL BE SHORTER THAN 1.2m.

16. UNLESS NOTED OTHERWISE ALL PIPES ARE TO BE RUBBER RING JOINTED USING SYNTHETIC RUBBER RINGS COMPLYING WITH AS1646

17. BEFORE MAKING THE JOINT, THE SPIGOT AND SOCKET SHALL BE CLEAN AND DRY EXCEPT FOR ANY LUBRICANTS RECOMMENDED BY THE MANUFACTURER.

18. ALL PIPES ARE TO BE INSTALLED IN STRICT ADHERENCE TO THE MANUFACTURERS INSTALLATION SPECIFICATIONS.

19. FLUSH OR BUTT JOINTS SHALL NOT BE USED.

20. BACKFILL TRENCHES WITH APPROVED FILL COMPACTED IN 200mm LAYERS TO 98% OF STANDARD DENSITY.

21. WHERE EXCAVATED MATERIAL IS TO BE USED FOR FILLING, THE MATERIAL SHALL BE INSPECTED AND APPROVED BY THE SUPERINTENDENT.

23. THE CONTRACTOR/BUILDER SHALL MAKE ALLOWANCE FOR DE-WATERING OF ALL EXCAVATIONS THROUGHOUT THE PERIOD OF WORKS. ALL COSTS FOR RECTIFICATION OF WORKS OR MATERIAL DAMAGED BY WATER WILL BE BOURNE BY THE CONTRACTOR/BUILDER.

24. ALL PITS SHALL BE FITTED WITH CLASS D COVERS/GRATES AND CONSTRUCTED TO LEVELS INDICATED. ALL PITS DEEPER THAN 1200 mm TO BE FITTED WITH STEP IRONS.

25. PROVIDE A 3.0 m LENGTH OF Ø100 SUBSOIL DRAINAGE INTO THE UPSTREAM FACE OF ALL PITS.

26. ALL ROAD DRAINAGE PITS TO BE IN ACCORDANCE WITH COUNCIL SPECIFICATIONS.

27. HAND-EXCAVATE STORMWATER PIPES IN VICINITY OF TREE ROOTS.

28. WHERE DIRECTED BY THE SUPERINTENDENT THE BOTTOM OF TRENCHES OR EXCAVATIONS SHALL BE COMPACTED PRIOR TO PLACEMENT OF ANY BEDDING OR CONCRETE MATERIALS. SHOULD, IN THE OPINION OF THE SUPERINTENDENT, THE MATERIAL BE UNSATISFACTORY, IT SHALL BE REMOVED AND REPLACED WITH APPROPRIATE MATERIAL

29. NATURAL MATERIAL WON FROM EXCAVATION MAY BE USED AS REQUIRED FOR BACKFILL SUBJECT TO SUBJECT TO GEOTECHNICAL TESTING AND CERTIFICATION AS WELL AS ANY SPECIFIC REQUIREMENTS STIPULATED IN THE DESIGN OR ACCOMPANYING PROJECT DOCUMENTS.

ROAD PAVEMENTS

1. ALL ROAD PAVEMENT WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S CONSTRUCTION SPECIFICATION C242

2. ALL ROAD PAVEMENT SUBGRADE IS TO BE COMPACTED TO ACHIEVE 100% STANDARD MAXIMUM DRY DENSITY, (AS1289E1.1), AT A MOISTURE CONTENT WITHIN 2% OF OPTIMUM, OR ALTERNATIVE INSTRUCTION IS TO BE OBTAINED FROM A GEOTECHNICAL ENGINEER.

3. REMOVE ANY SOFT, HEAVING, WET OR UNSTABLE SUBGRADE MATERIAL IDENTIFIED DURING PROOF ROLLING AND REPLACE USING SELECT IMPORTED FILL COMPACTED IN LAYERS NOT EXCEEDING 200 mm MEASURED LOOSE TO ACHIEVE 100% STANDARD COMPACTION. OBTAIN WRITTEN APPROVAL FROM CLIENT PRIOR TO PROCEEDING WITH THE ABOVE WORK.

4. ANY FILL REQUIRED TO RAISE LEVELS TO UNDERSIDE OF PROPOSED SLAB OR PAVEMENT FORMATION TO BE APPROVED SELECTED GRANULAR MATERIAL COMPACTED IN LAYERS NOT EXCEEDING 200 mm MEASURED LOOSE TO ACHIEVE A MINIMUM 98% STANDARD MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN 2% OF OPTIMUM.

5. IMPORTED FILL IS TO CONSIST OF IMPORTED WELL-GRADED MATERIAL THAT MEETS THE REQUIREMENTS OF COUNCIL'S CONSTRUCTION SPECIFICATION.

6. BACKFILLING FOR SERVICE TRENCHES UNDER SLABS AND PAVEMENTS SHALL BE APPROVED WELL-GRADED GRANULAR MATERIAL. EITHER SELECTED INSITU OR IMPORTED FILL MATERIAL COMPACTED AS SPECIFIED ABOVE.

7. DO NOT PROCEED WITH ANY EARTHWORKS WHICH WILL BE SUBJECT TO A VARIATION CLAIM WITHOUT PRIOR APPROVAL FROM CLIENT. VARIATIONS FOR EARTHWORKS WILL NOT BE APPROVED UNLESS FORMAL INSTRUCTION, INCLUDING VARIATION VOLUMES, IS OBTAINED FROM ENGINEER.

8. PAVEMENT DETAILS HAVE BEEN DESIGNED ASSUMING A SUBGRADE WITH A MINIMUM SOAKED C.B.R. OF 3%, CBR, SUBGRADE CBR IS TO BE VERIFIED BY GEOTECHNICAL TESTING. ALL COSTS ASSOCIATED WITH TESTING AND RETESTING ARE TO BE BOURNE BY THE CONTRACTOR.

9. BASE AND SUB-BASE COURSES SHALL BE COMPACTED TO 98% MODIFIED MAXIMUM DRY DENSITY AS A MOISTURE CONTENT WITHIN 2% OF STANDARD OPTIMUM AND WITH MINIMUM SOAKED C.B.R. OF 80% & 30% RESPECTIVELY UNO.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 AND AS 3610 CURRENT EDITIONS WITH AMENDMENTS, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.

2. CONCRETE QUALITY
ALL CEMENT TO BE TYPE GP, GENERAL PURPOSE CEMENT IN ACCORDANCE WITH AS3972.

3. CLEAR CONCRETE COVER TO ALL REINFORCEMENT SHALL BE AS FOLLOWS UNLESS SHOWN OTHERWISE:

CONCRETE SCHEDULE							
ELEMENT	EXPOSURE CLASS	STRENGTH GRADE	SLUMP	MAX. AGGREGATE SIZE	COVER		
					AGAINST GROUND	AGAINST FORMS	
SLAB	B1	25	100	20	35	35	40
RETAINING WALL BASE	B1	25	100	20	45	45	45
BLOCKWORK CORE FILL	B1	20	100	10	55	55	55

4. PROJECT CONTROL TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 3600.
THE CONTRACTOR SHALL FORWARD TO COUNCIL DELIVERY DOCKETS IDENTIFYING CONCRETE PROPERTIES, STRENGTH GRADE AND COMPLIANCE WITH AS 3792 FOR EACH CONCRETE TRUCK DELIVERY TO SITE. CONCRETE SLUMP TEST SHALL BE CARRIED OUT ON EACH CONCRETE TRUCK DELIVERY. DOCKETS AND TEST RESULTS SHALL BE PROVIDED BY THE CONTRACTOR TO COUNCIL WITHIN ONE WORKING DAY OF THE RESPECTIVE TRUCK DELIVERY.
PAIRS OF STANDARD CONCRETE CYLINDERS SHALL BE TAKEN AND TESTED (AT 7 AND 28 DAYS) BY THE CONTRACTOR FOR EACH CONCRETE PLACEMENT UNLESS OTHERWISE DIRECTED BY COUNCIL. TEST RESULTS SHALL BE PROVIDED BY THE CONTRACTOR TO COUNCIL WITHIN THREE WORKING DAYS OF COMPLETING THE TESTING OF PAIRED CYLINDERS.

5. CONCRETE SHALL BE PROPORTIONED TO LIMIT DRYING SHRINKAGE TO 600 MICROSTRAIN AT 56 DAYS IN ACCORDANCE WITH AS 1012.13. WHEN REQUESTED BY COUNCIL, TESTING SHALL BE CARRIED OUT FOR EACH CONCRETE BATCH TO BE PLACED ONSITE AS PART OF THE WORKS AND FOR EACH CONCRETE COMPRESSIVE STRENGTH GRADE AND TESTED IN ACCORDANCE WITH AS1012. TESTING RESULTS ARE TO BE FORWARDED TO COUNCIL.

5. DETAILS OF THE PROPOSED MIX TO BE SUBMITTED & APPROVAL OBTAINED PRIOR TO POURING ANY CONCRETE.

6. NO ADMIXTURES SHALL BE USED IN CONCRETE UNLESS APPROVED IN WRITING.

8. CONCRETE SIZES SHOWN DO NOT INCLUDE THICKNESS OF APPLIED FINISHES. NO FINISH WHICH DECREASES COVER IS ALLOWED WITHOUT THE WRITTEN APPROVAL OF COUNCIL'S REPRESENTATIVE.

9. DEPTHS OF BEAMS ARE GIVEN FIRST AND INCLUDE SLAB THICKNESS.

10. FOR CHAMFERS, DRIP GROOVES, REGLETS, ETC. MAINTAIN COVER TO REINFORCEMENT AT THESE LOCATIONS.

11. NO HOLES, CHASES, BLOCKOUTS, DUCTS OR EMBEDMENT OF PIPES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR WRITTEN APPROVAL OF COUNCIL'S REPRESENTATIVE.

12. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF COUNCIL'S REPRESENTATIVE.

13. THE FINISHED CONCRETE SHALL BE MECHANICALLY VIBRATED TO ACHIEVE 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 WITH MECHANICAL VIBRATORS.

14. CURING SHALL COMMENCE AS SOON AS PRACTICABLE AFTER THE FINISHING OF ANY UNFORMED SURFACE HAS BEEN COMPLETED. CONCRETE CURING SHALL COMPLY WITH AS 3600, SECTION 17 EXCEPT WHERE VARIED BY THE DRAWINGS. CURING OF ALL CONCRETE IS TO BE ACHIEVED BY KEEPING SURFACES CONTINUOUSLY WET FOR A PERIOD OF 7 DAYS, AND THE PREVENTION OF LOSS OF MOISTURE FOR A TOTAL OF 14 DAYS, FOLLOWED BY A GRADUAL DRYING OUT. POLYTHENE SHEETING OR WET HESSIAN SHALL BE USED TO PROVIDE ADEQUATE PROTECTION FROM WIND AND TRAFFIC. APPROVED SPRAYED ON CURING COMPOUNDS MAY BE USED WHERE NO FLOOR FINISHES ARE PROPOSED.

15. REPAIRS TO CONCRETE SHALL NOT BE ATTEMPTED WITHOUT THE PERMISSION OF COUNCIL'S REPRESENTATIVE.

16. CONSTRUCTION SUPPORT PROPPING IS TO BE LEFT IN PLACE WHERE NEEDED TO AVOID OVERSTRESSING THE STRUCTURE DUE TO CONSTRUCTION LOADING. NO BRICKWORK OR PARTITION WALLS ARE TO BE CONSTRUCTED ON SUSPENDED LEVELS UNTIL SEVEN DAYS AFTER PROPPING HAS BEEN REMOVED AND THE SLAB PRE-LOADED WITH THE BRICKS OR UNITS TO BE USED IN THE WALL.

17. CAST-IN FIXINGS, BOLTS ETC. SHALL NOT BE ALTERED WITHOUT THE PERMISSION OF COUNCIL'S REPRESENTATIVE.

18. THE CONCRETE SHALL BE PLACED IN SUCH A MANNER TO AVOID SEGREGATION OR LOSS OF MATERIALS. MAXIMUM FALL OF CONCRETE = 1500 mm OR USE ENCLOSED CHUTES OR SIMILAR.

STRUCTURAL NOTES FOR CONCRETE BLOCKWORK

1. ALL CONCRETE IN FOOTINGS SHALL BE GRADE 25.

2. ALL REINFORCEMENT SHALL BE GRADE 'D500N' BARS.

3. ALL BLOCKS SHALL HAVE A f_{uc} OF 15MPa MINIMUM.

4. ALL MORTAR SHALL BE 1 PART TYPE GP CEMENT, 5 PARTS SAND PLUS WATER THICKENER.

5. ALL GROUT SHALL HAVE f_c=20MPa, 10mm MAXIMUM AGGREGATE AND A MINIMUM CEMENT CONTENT OF 300kg/m3.

6. ALL CORES IN BLOCKS SHALL BE FILLED WITH GROUT UNLESS NOTED OTHERWISE.

7. ALL GROUT OR CONCRETE FILLING BLOCKS SHALL BE CURED FOR AT LEAST 21 DAYS PRIOR TO THE WALL BEING BACKFILLED.

8. ALL BLOCKS ARE TO BE CLEANED OUT PRIOR TO THEM BEING FILLED WITH GROUT. CLEAN OUT BLOCKS ARE TO BE PROVIDED AT THE BASE OF THE WALL. THE ENGINEER IS TO INSPECT ALL BLOCKWORK AND REINFORCING PRIOR TO THE PLACEMENT OF THE GROUT FILLING.

9. PROVIDE CONTROL JOINTS IN EXTERNAL RETAINING WALLS ONLY AT 8m CENTRES MAXIMUM. REFER TO TYPICAL DETAIL.

LEGEND

DESIGN CONTOURS (MAJOR 1.0 m)

DESIGN CONTOURS (MINOR 0.2 m)

EXISTING CONTOURS (MAJOR 1.0 m)

EXISTING CONTOURS (MINOR 0.2 m)

EXISTING WATER MAIN

EXISTING SEWER MAIN

EXISTING ABANDONED SEWER MAIN

EXISTING TELECOMMUNICATIONS

EXISTING ELECTRICAL (OVERHEAD)

EXISTING ELECTRICAL (UNDERGROUND)

EXISTING ELECTRICAL (HIGH VOLTAGE)

EXISTING PROPERTY BOUNDARY

EXISTING FENCE

PROPOSED CONCRETE FOOTPATH

PROPOSED ROAD PAVEMENT

EXISTING STORMWATER LINE

PROPOSED STORMWATER LINE

EXISTING STORMWATER PIT

PROPOSED STORMWATER PIT

PROPOSED BATTER EXTENTS

PROPOSED MODDEX B545 OR APPROVED EQUIVALENT

EXISTING TREE TO REMAIN

EXISTING TREE TO BE REMOVED. ALL TREE REMOVALS TO BE UNDERTAKE BY SUITABLE QUALIFIED ARBORIST.

PROPOSED KERB & GUTTER

SEDIMENT EROSION CONTROL LEGEND

SILT FENCE (SD 6-8)

ROCK CHECK DAM (SD 5-4)

MESH AND GRAVEL INLET FILTER

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REV.

AMENDMENTS

A

ISSUED FOR CONSTRUCTION

B

RE-ISSUED FOR CONSTRUCTION

APPROVED

DATE

J.HYNES

27.03.2025

J.HYNES

03.04.2025

WP

Westlake Punnett

Westlake Punnett & Associates PTY LTD

ABN 38 120 322 536

EMAIL

PHONE

ADDRESS

WEBSITE

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GENERAL NOTES

CLIENT: SHOALHAVEN CITY COUNCIL

PROJECT: PROPOSED FOOTPATH

ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED

P.LITTLE

Designed: J.HYNES

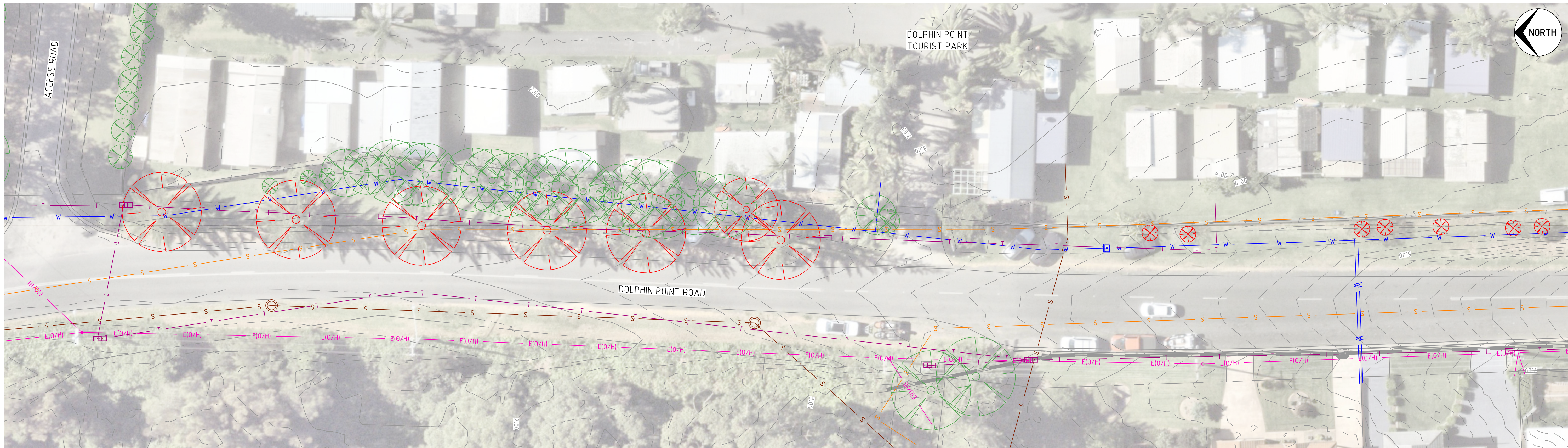
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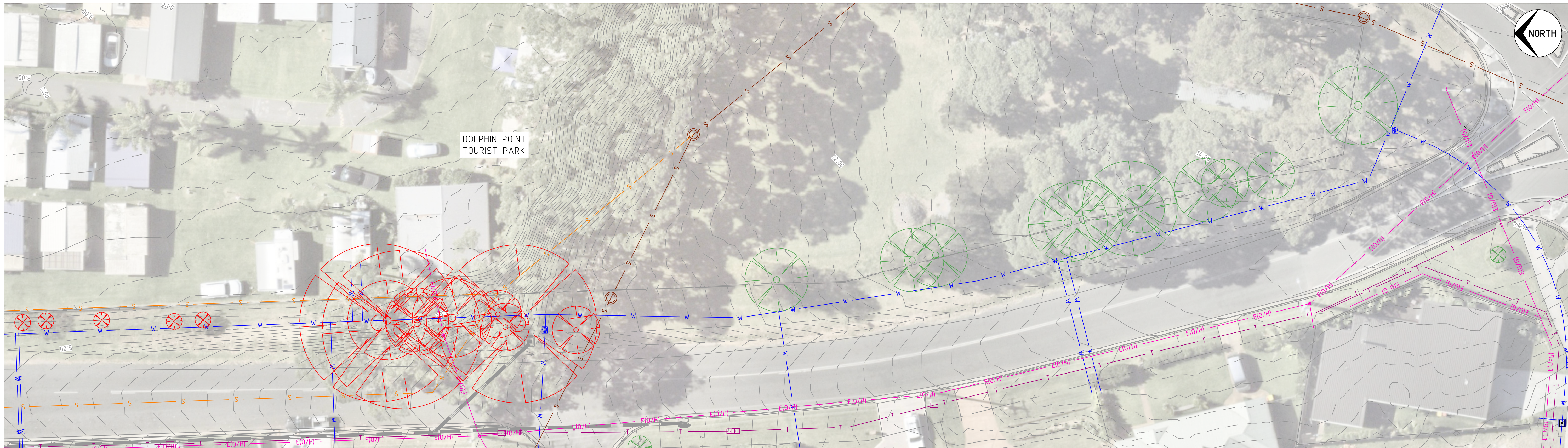
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MGA94	A1	N.T.S	03.04.2025

Project No.	Drawing No.	Rev.
W24536	C02	B

FOR CONSTRUCTION



EXISTING SURVEY AND SERVICES PLAN
SCALE 1:250



EXISTING SURVEY AND SERVICES PLAN
SCALE 1:250



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REV.	AMENDMENTS	APPROVED	DATE
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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025



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EXISTING SERVICES PLAN

CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED	Designed: J.HYNES
	Drawn: L.HESLOP
	Checked: B.ASHE
Datum MGA94	Size A1
Scale 1:250	Date 03.04.2025
Project No. W24536	Drawing No. C03
	Rev. B



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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025

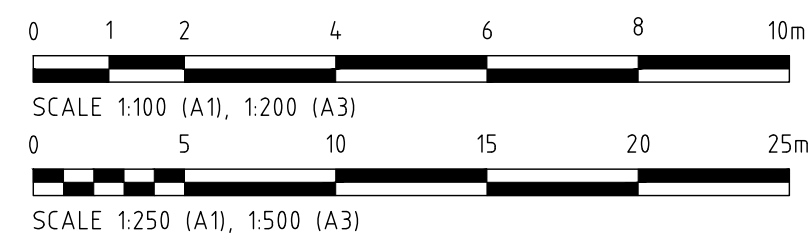
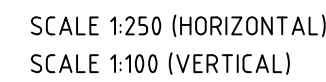
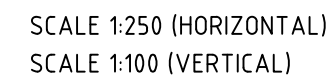


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CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

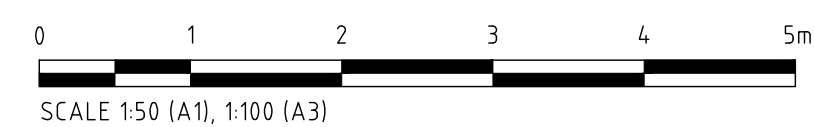
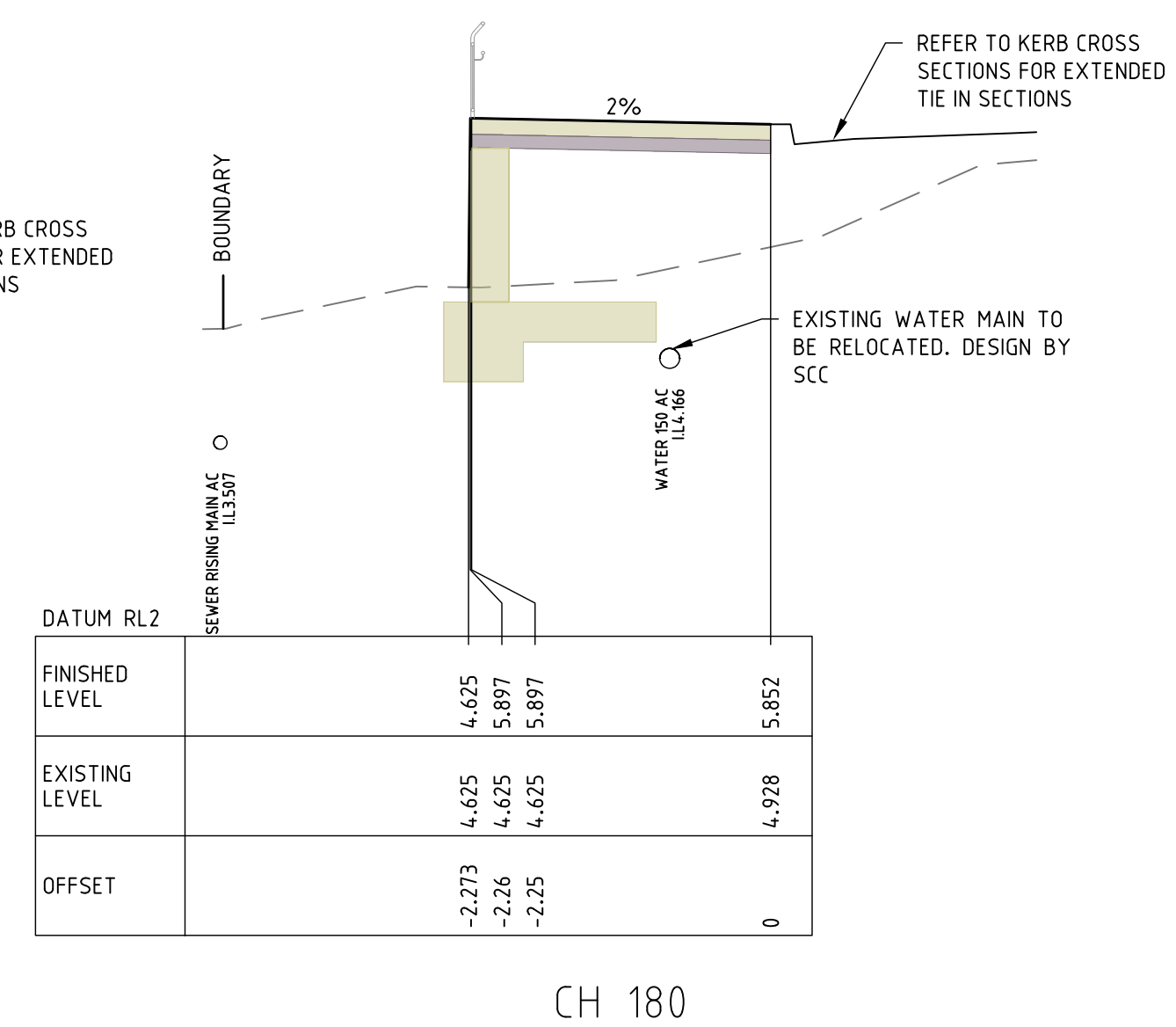
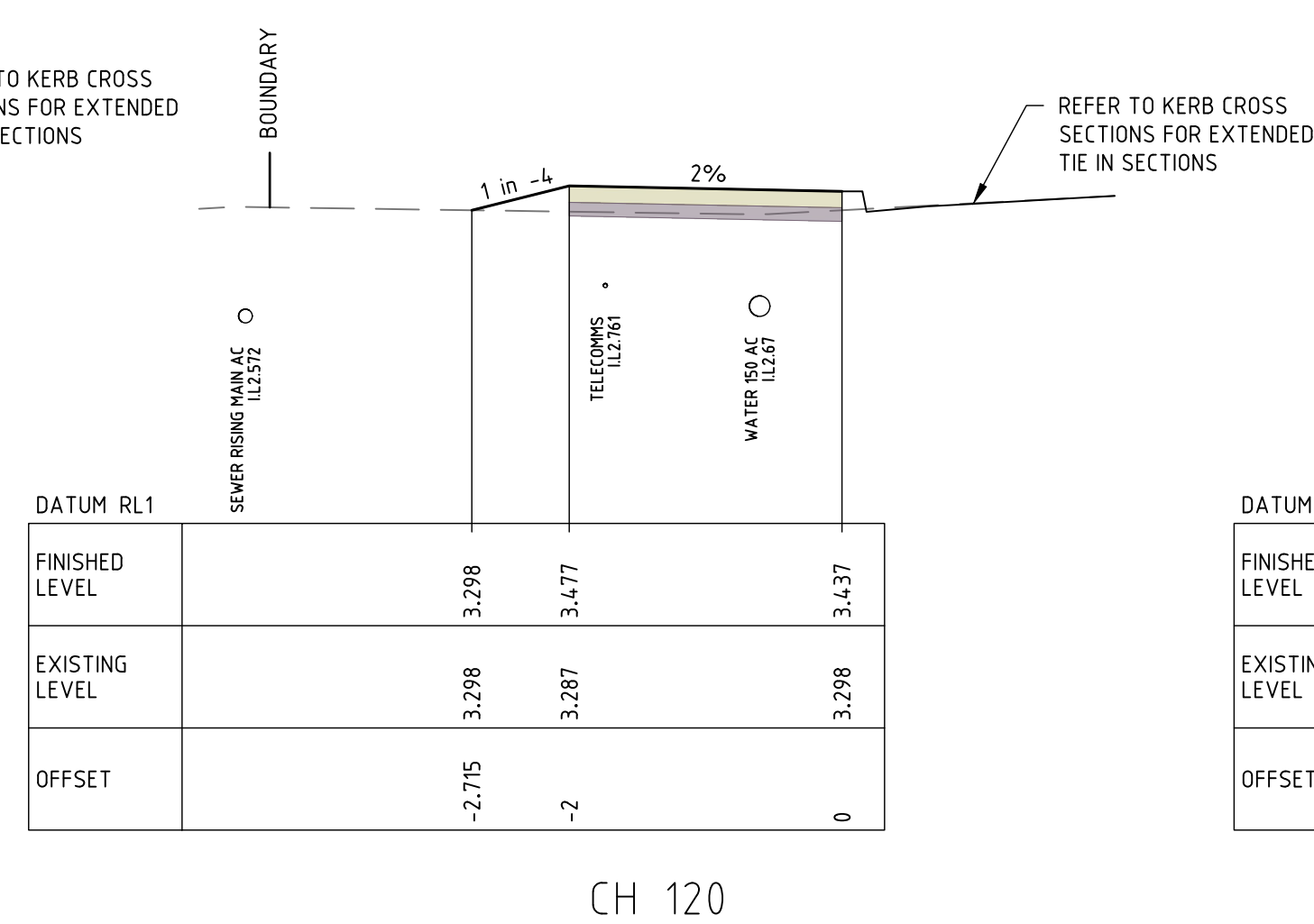
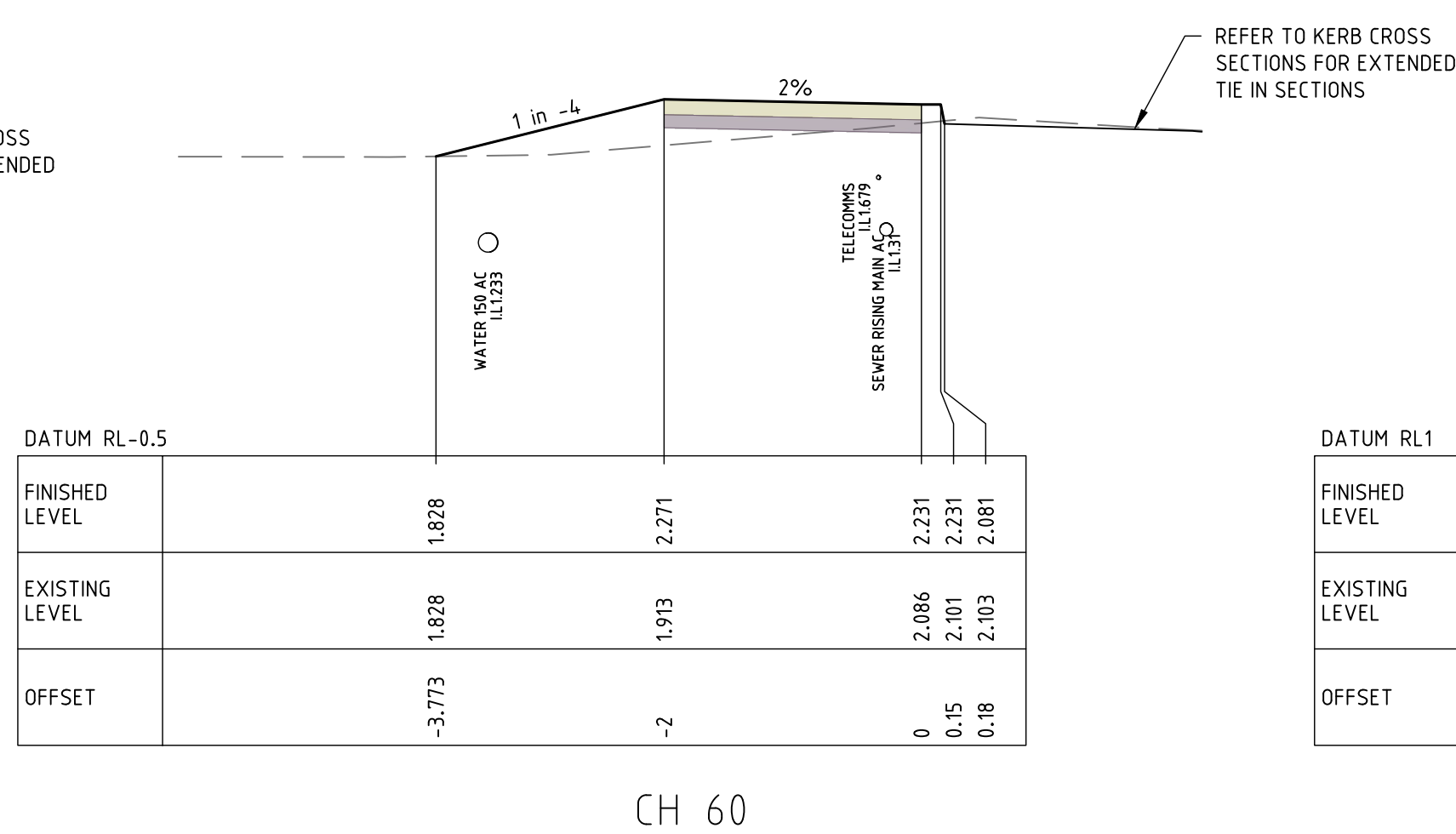
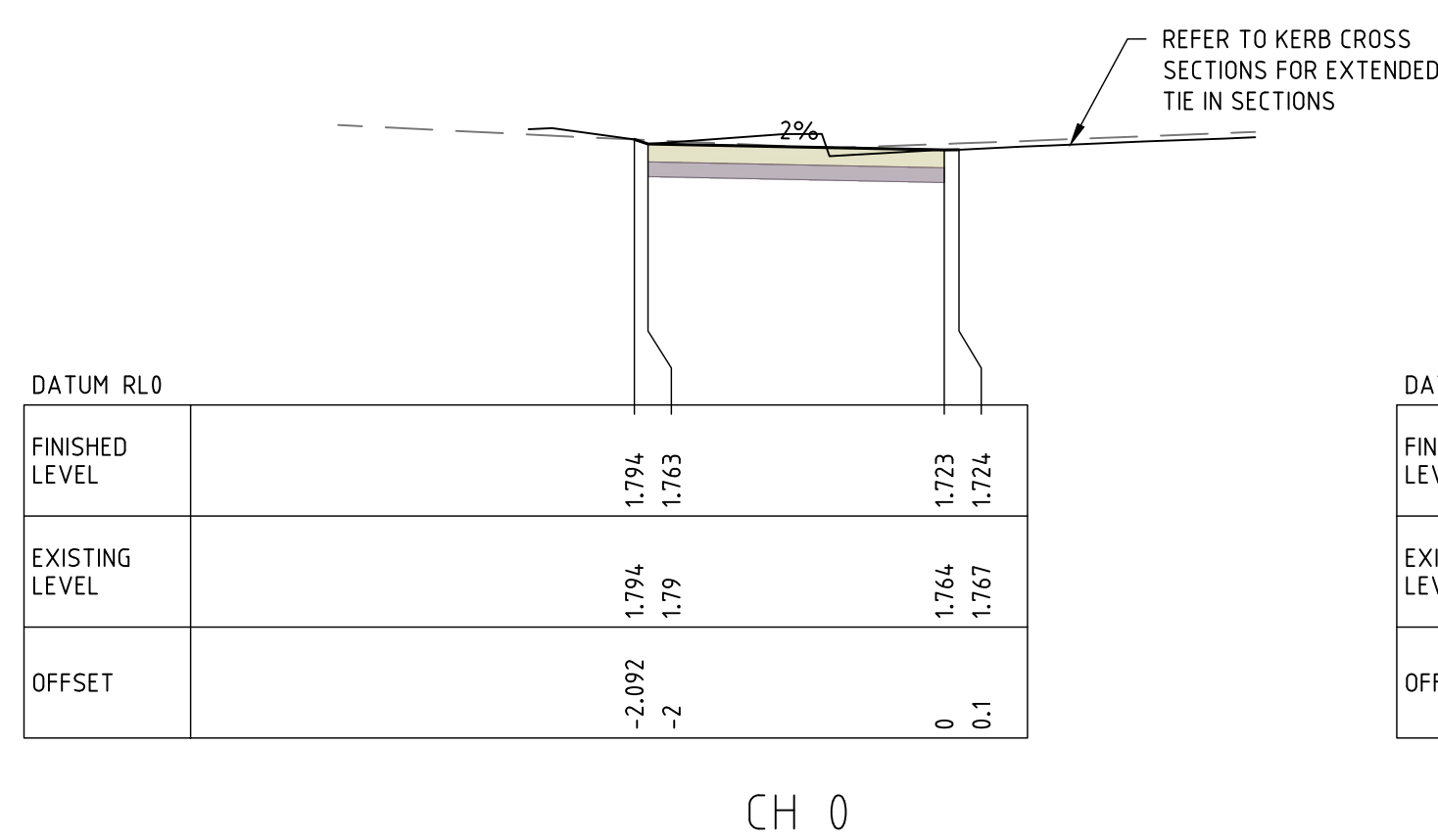
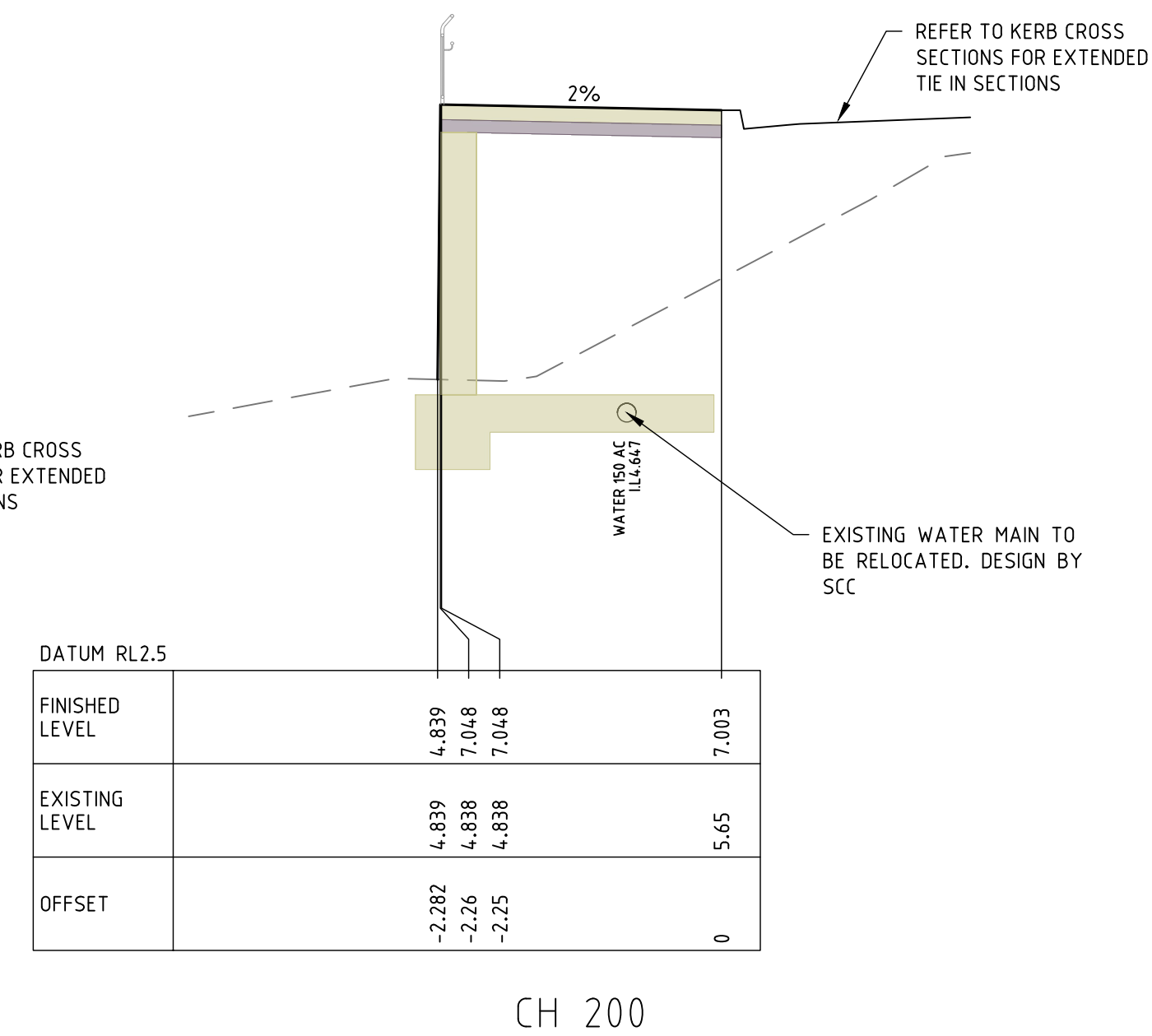
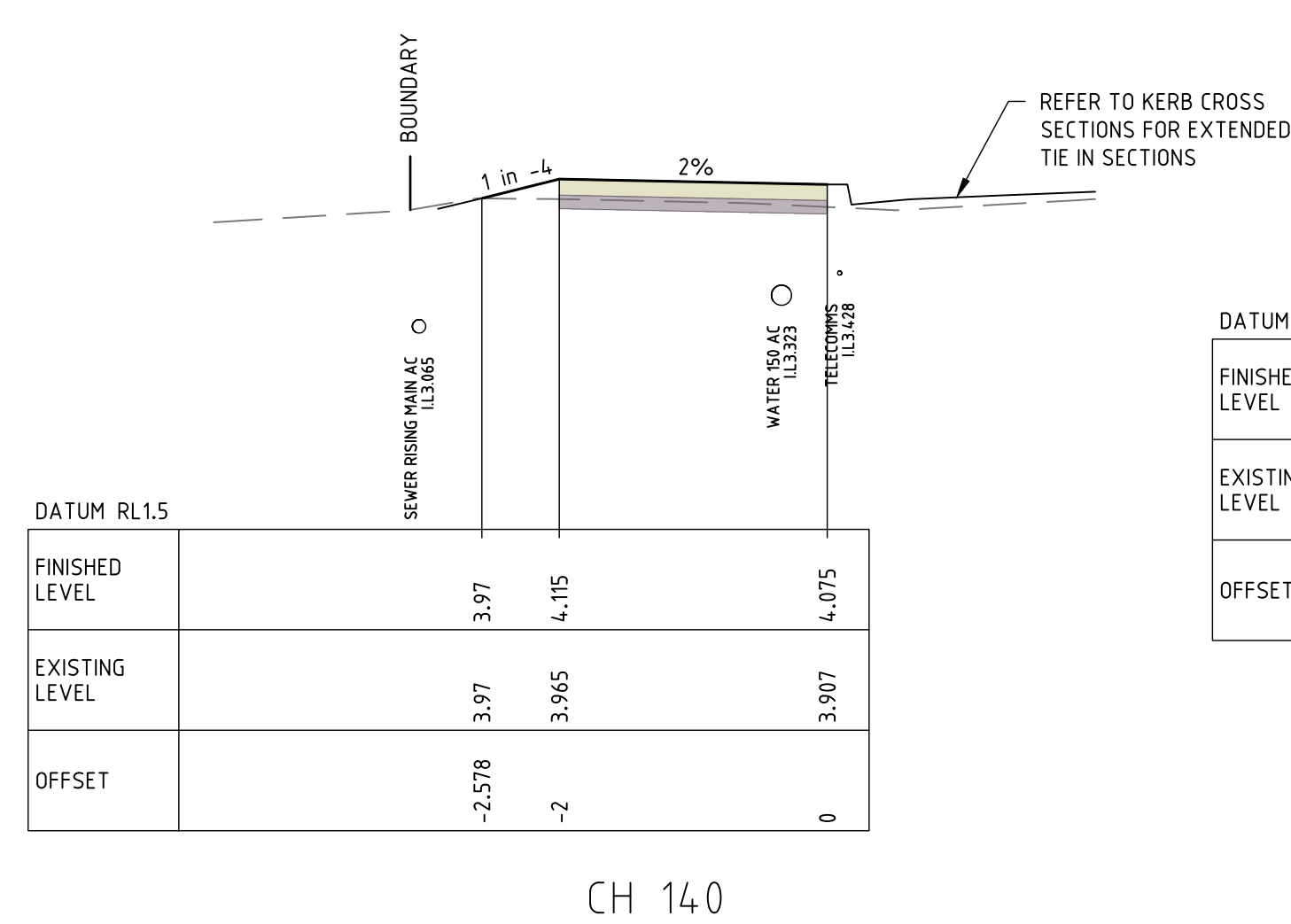
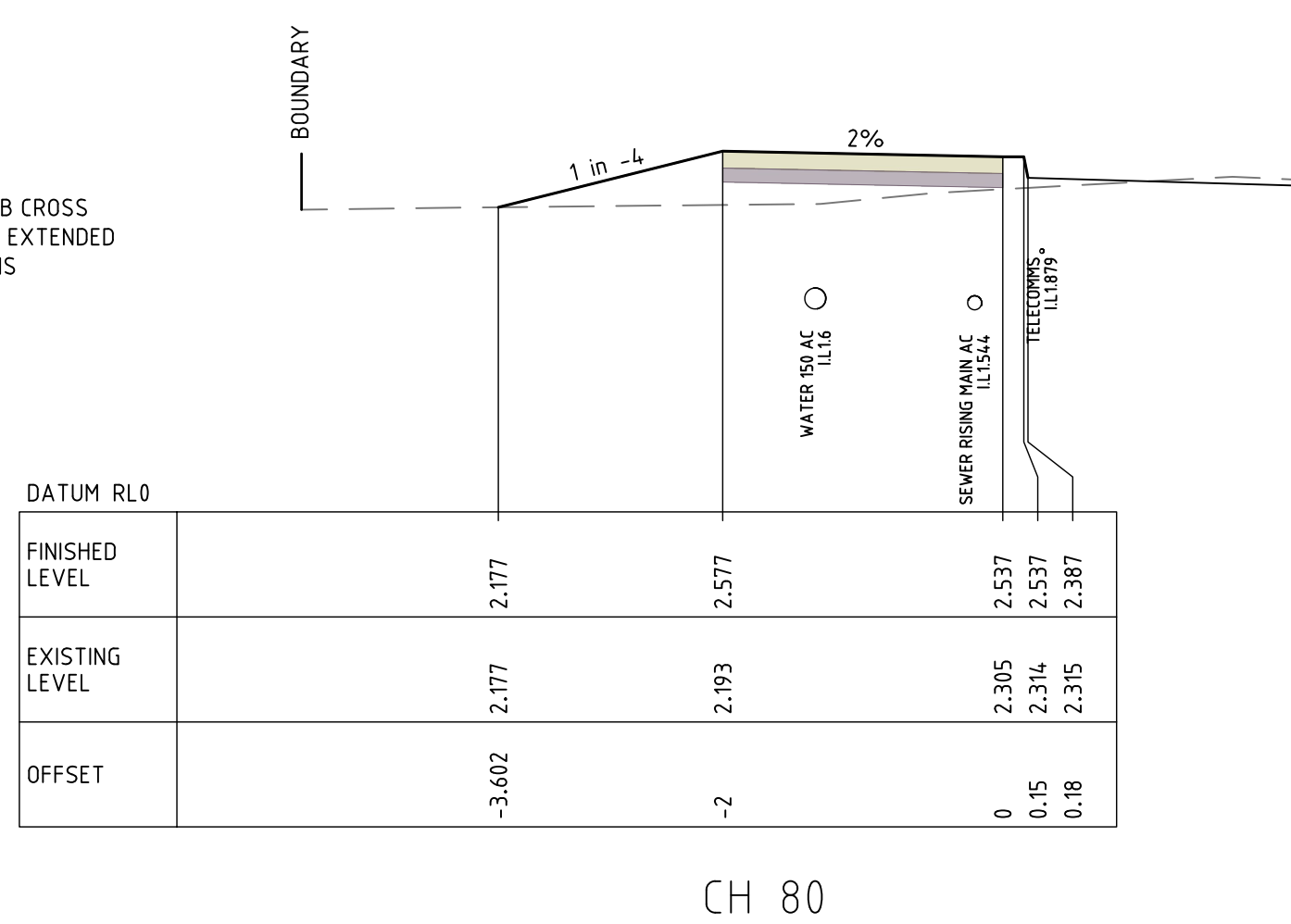
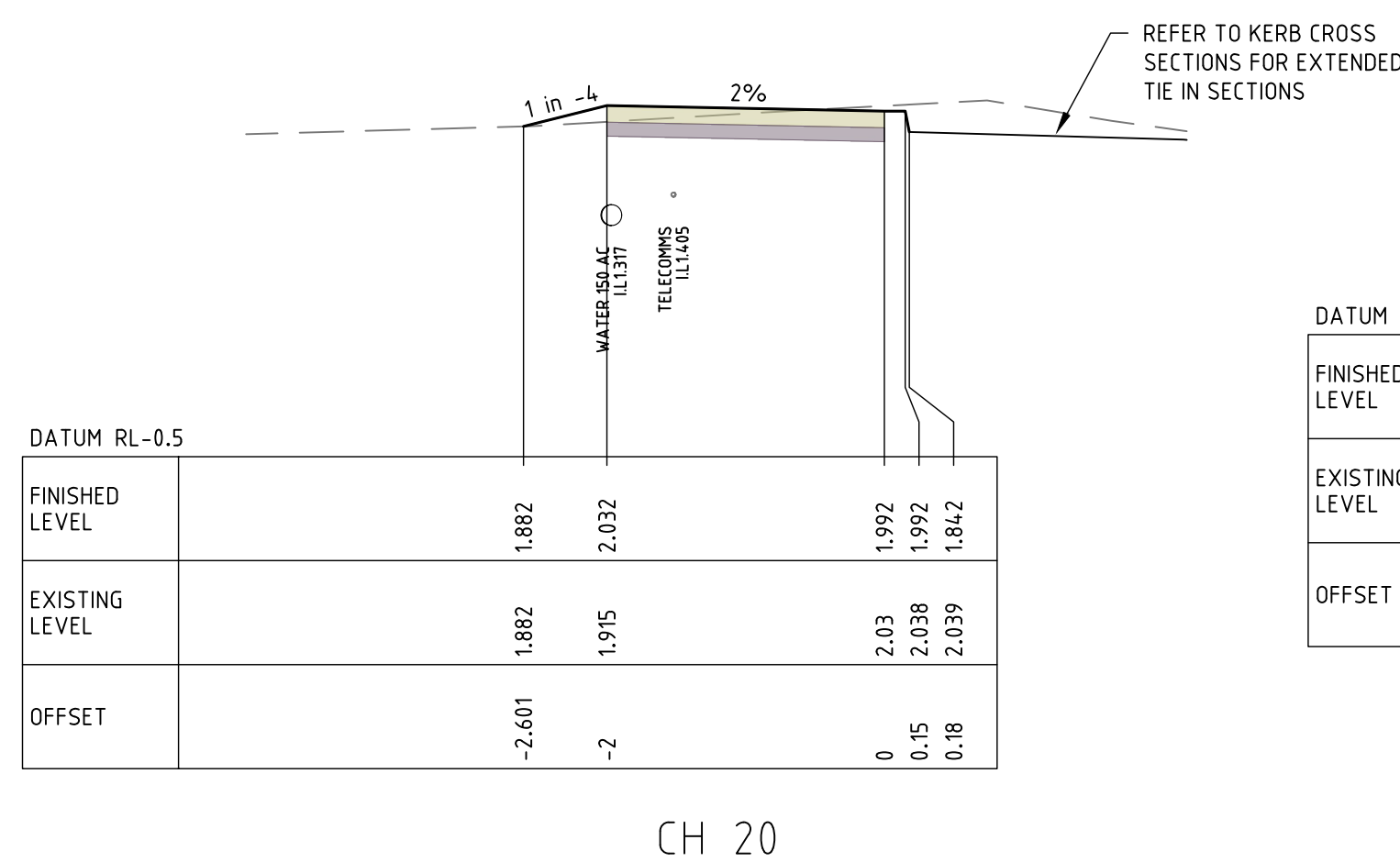
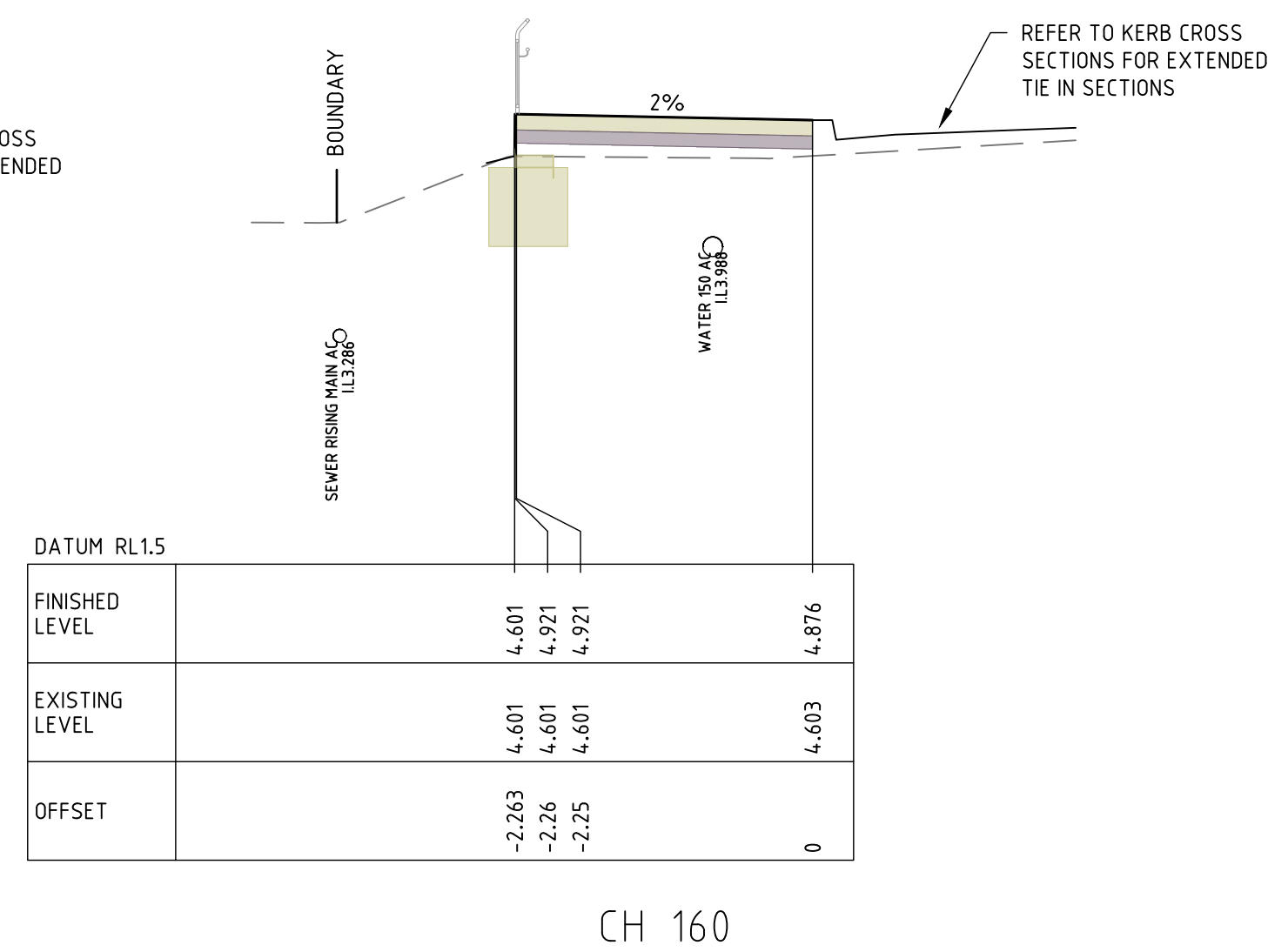
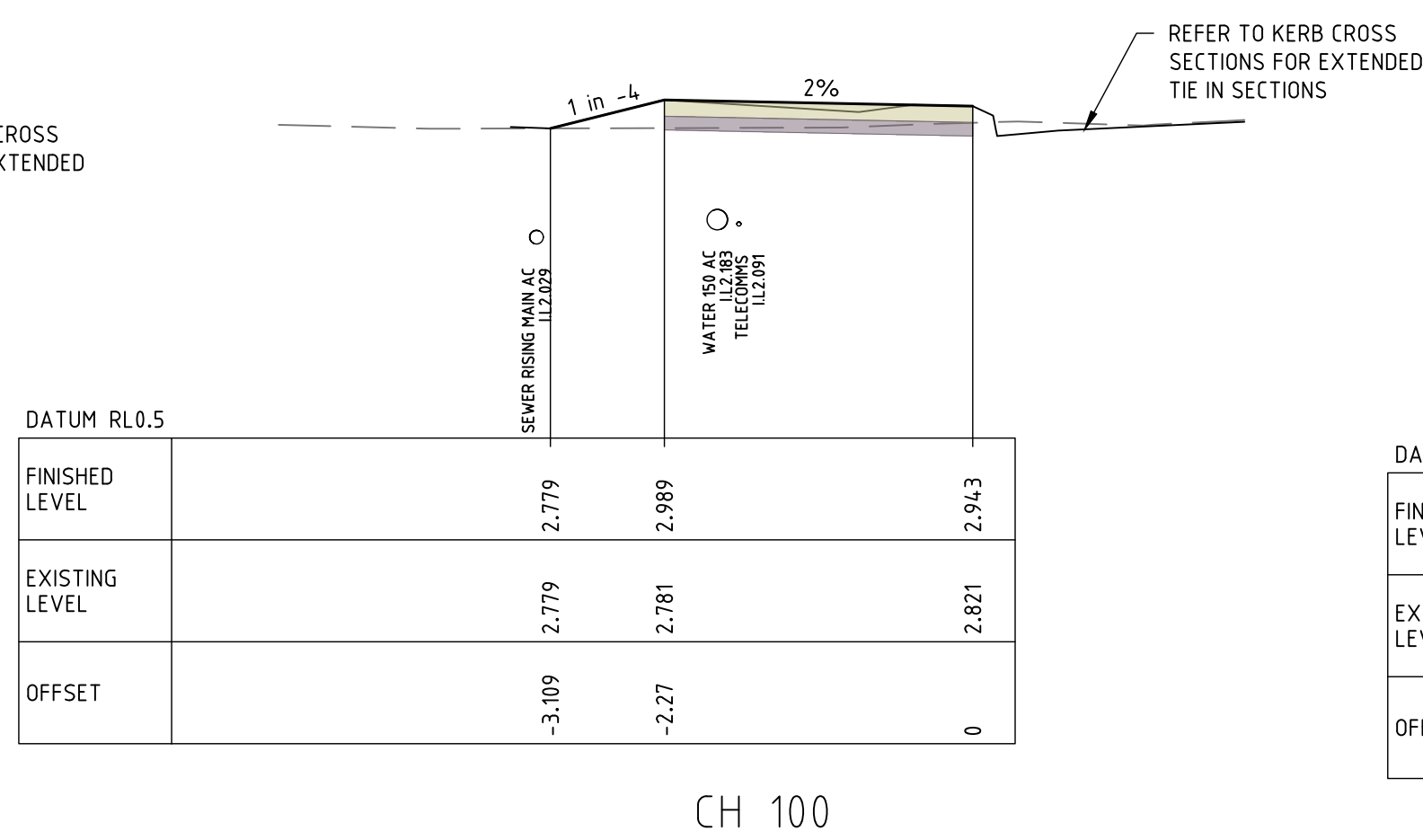
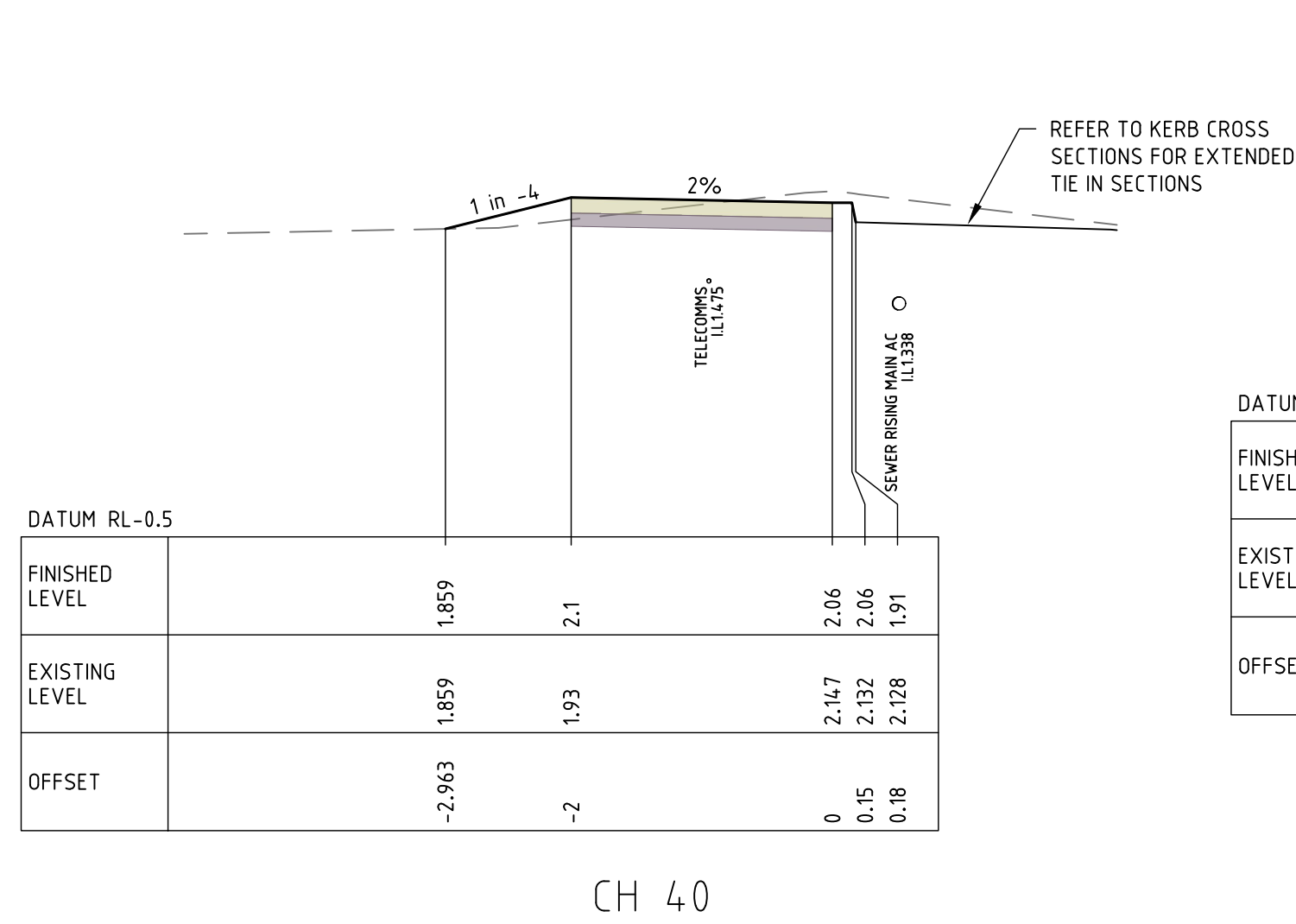
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Drawn: L.HESLOP			
Checked: B.ASHE			
Datum	Size	Scale	Date
MGA94	A1	1:250	03.04.2025
Project No. W24536		Drawing No. C04	Rev. B



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P.LITTLE	Date 03.04.2025		
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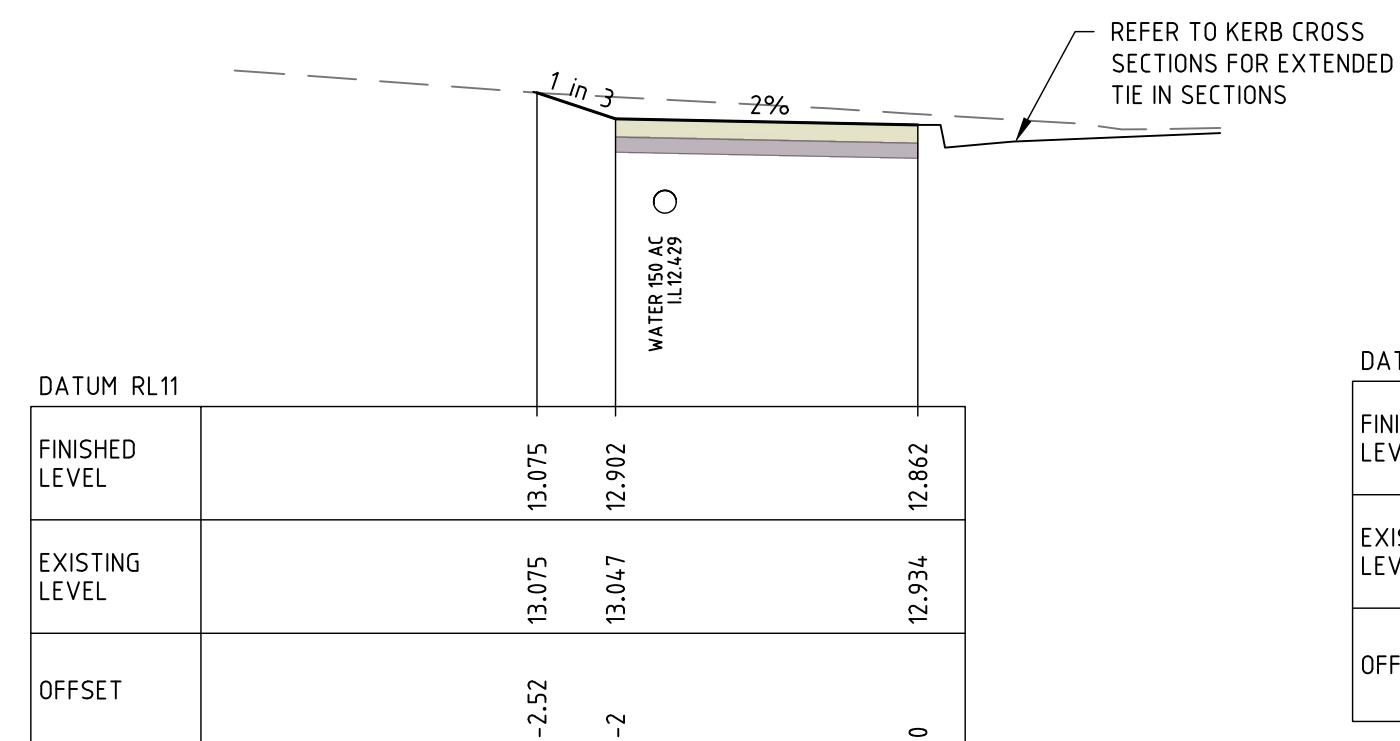
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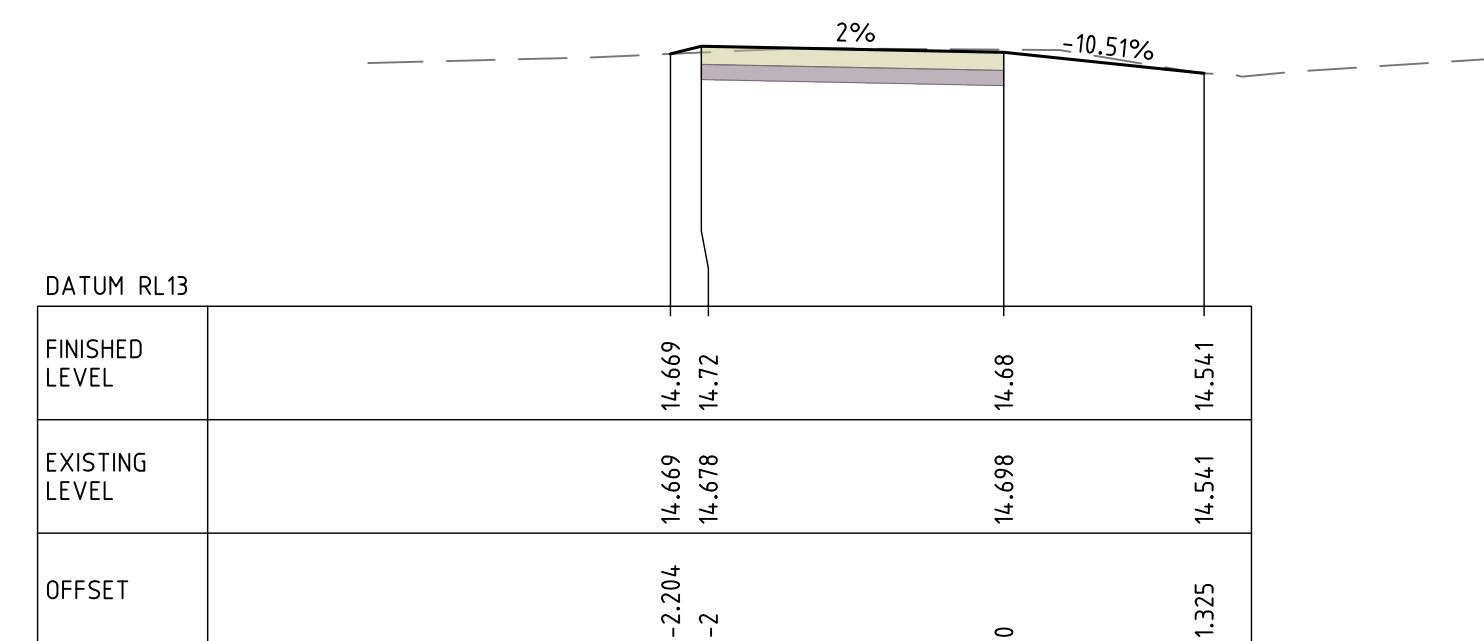
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SHEET 1 OF 2
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

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P.LITTLE	Project No.		Drawing No.	Rev.
	W24536		C06	B

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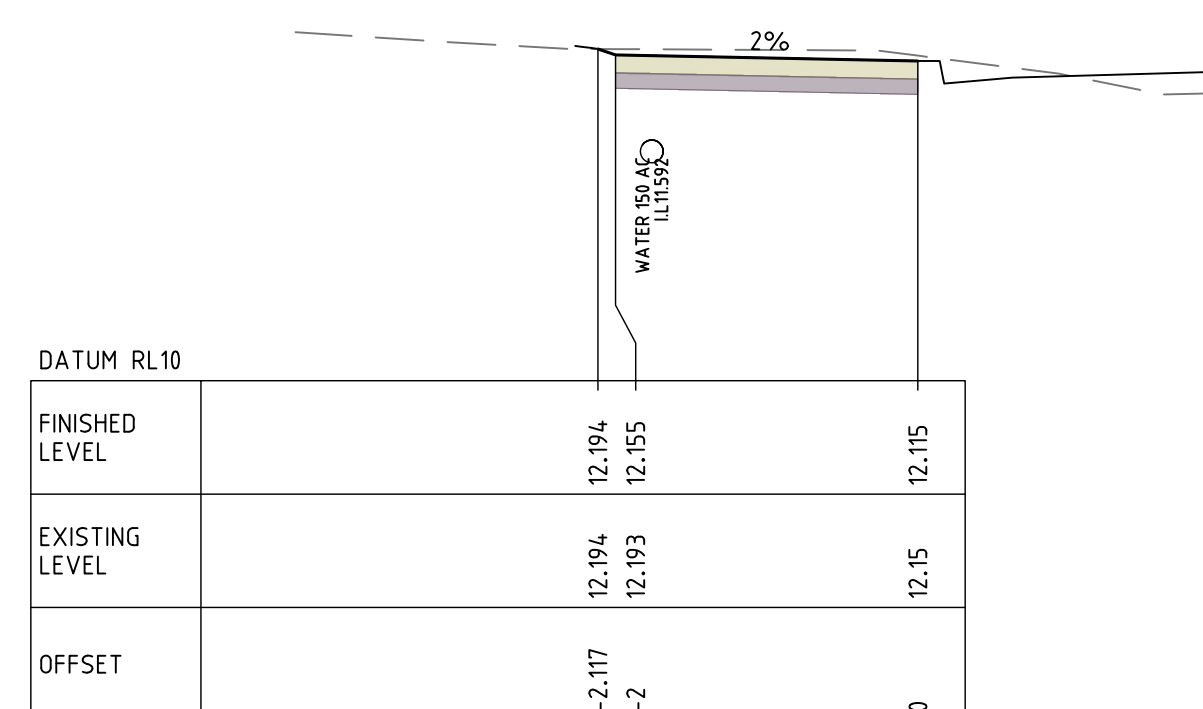
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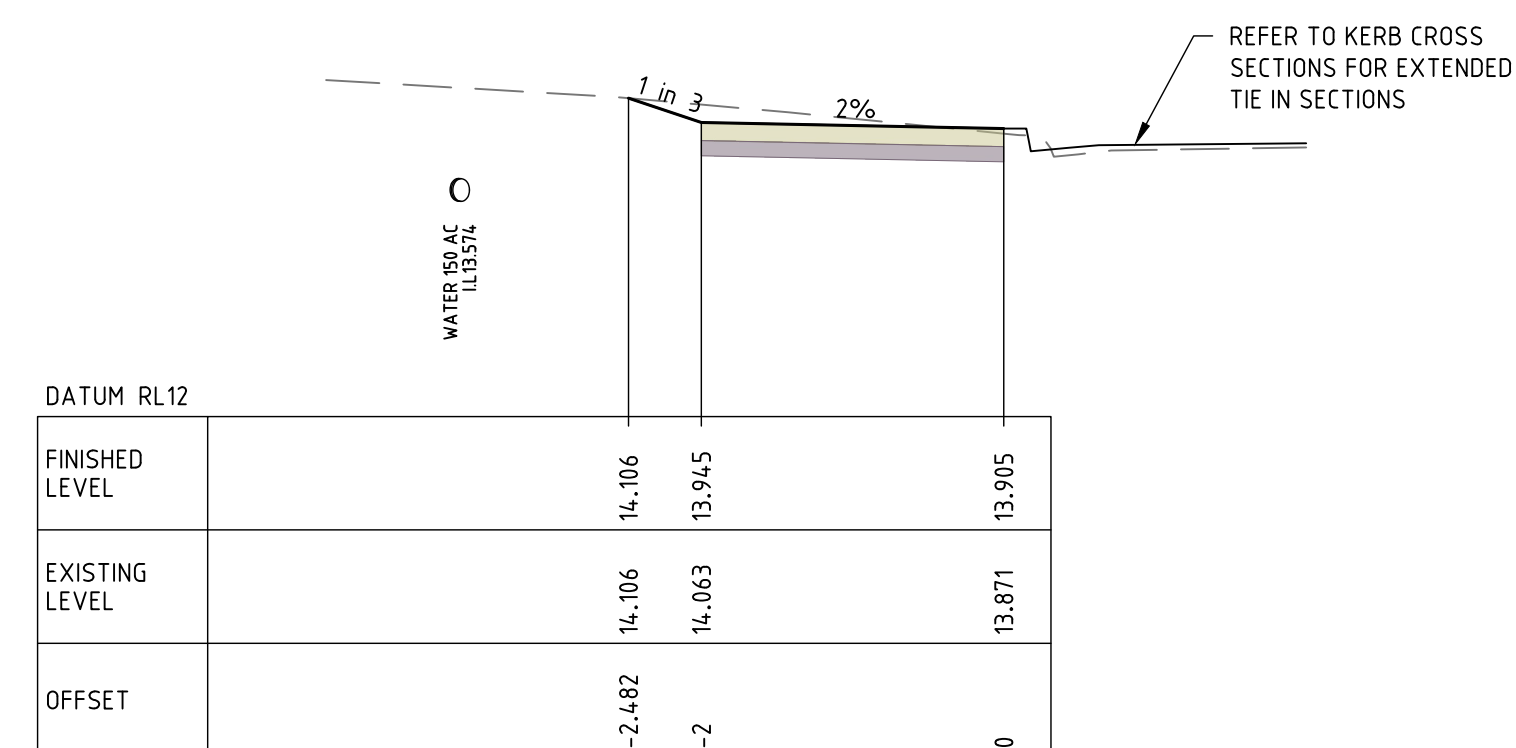
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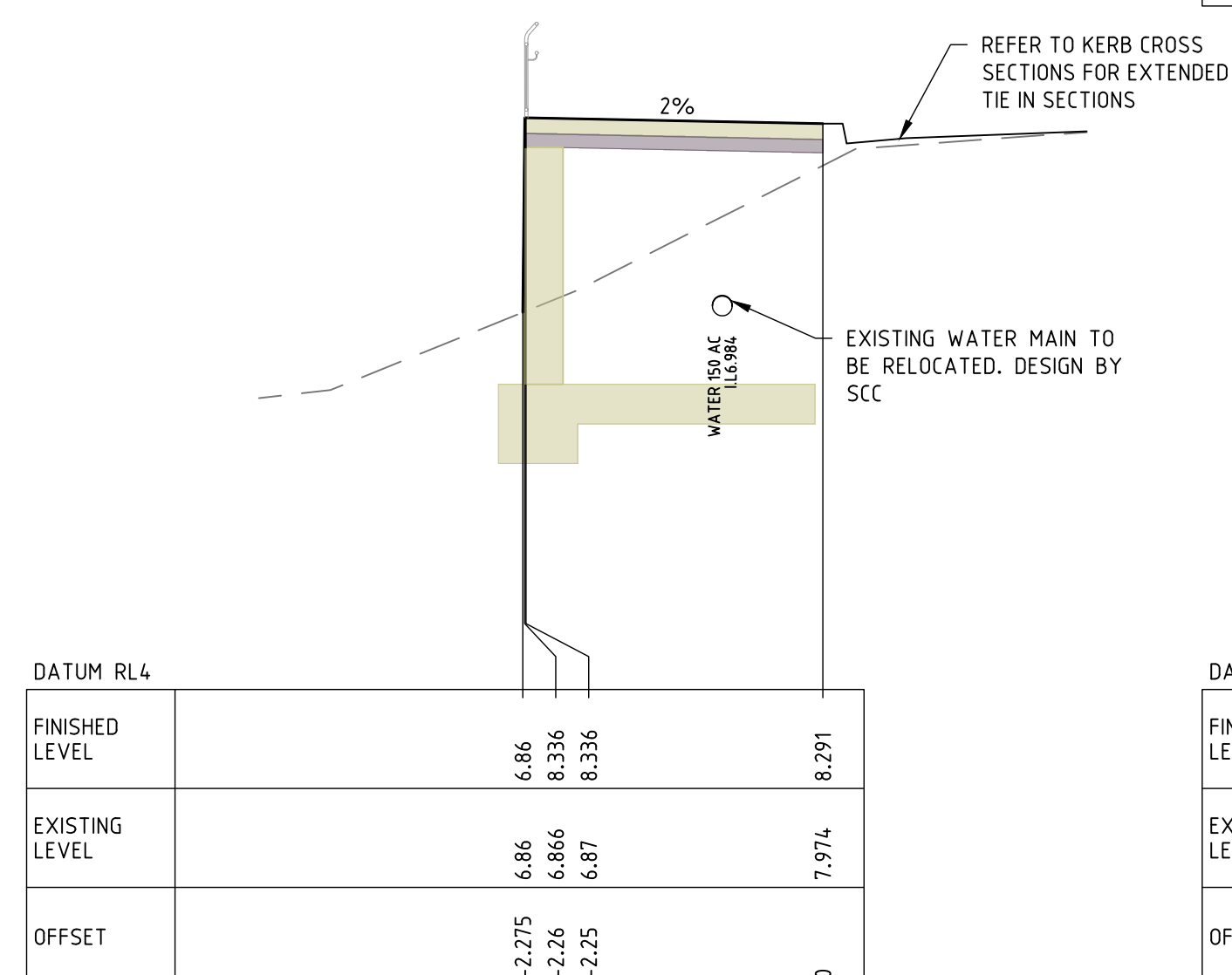
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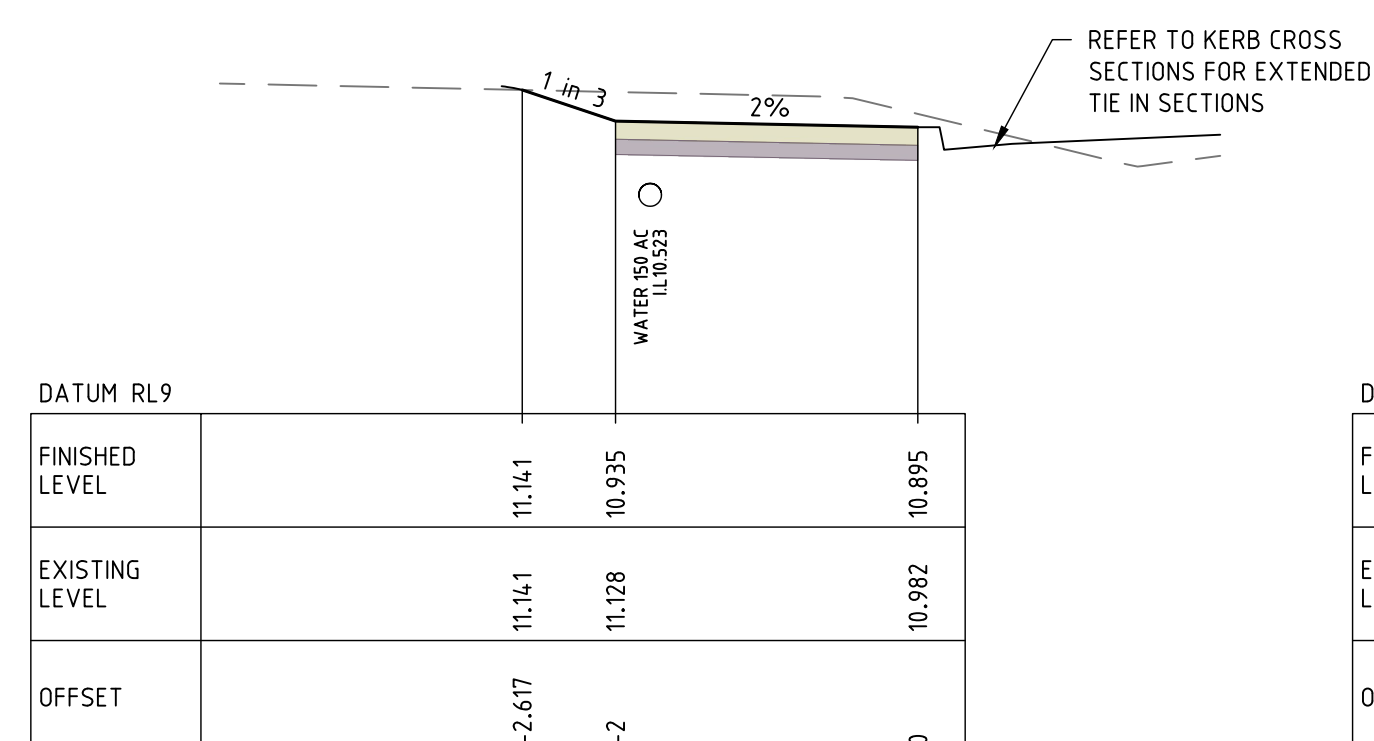
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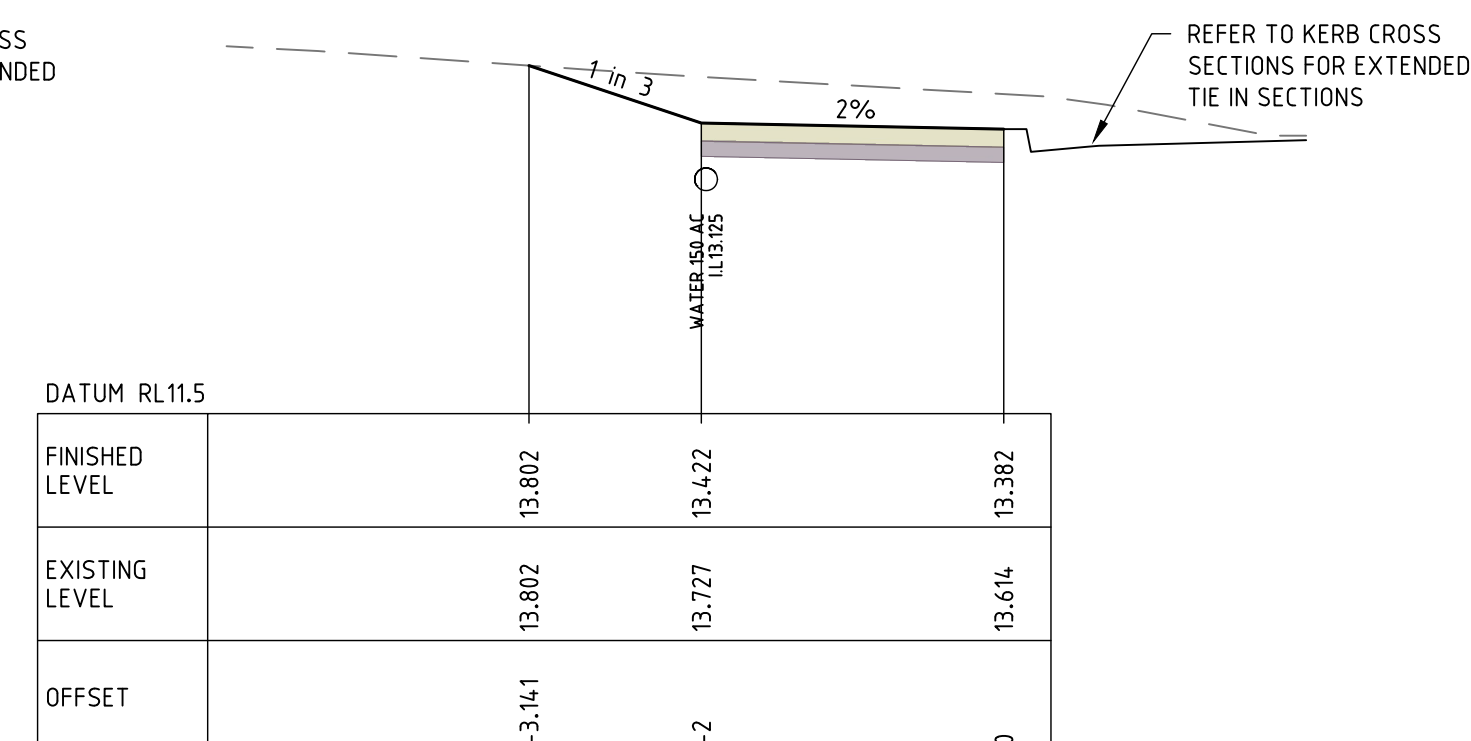
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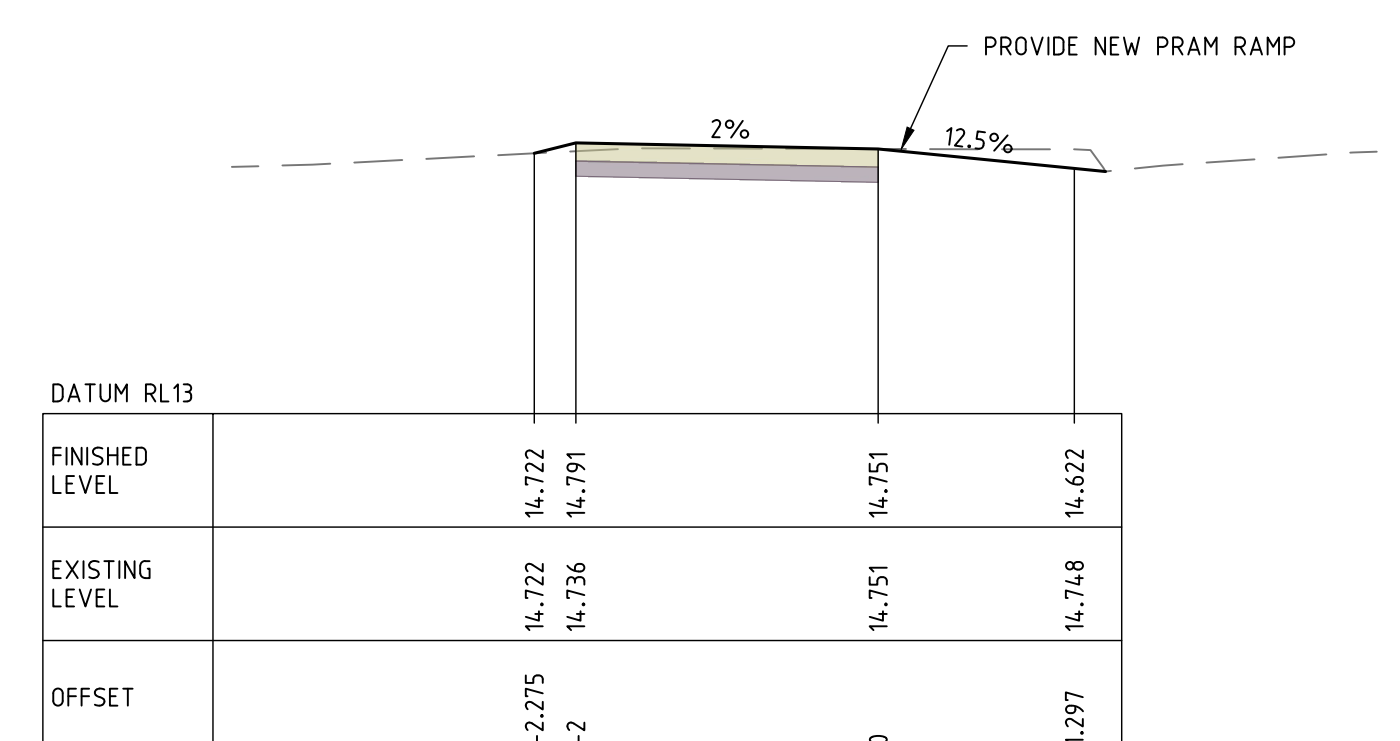
CH 220



CH 260



CH 320



CH 361.48



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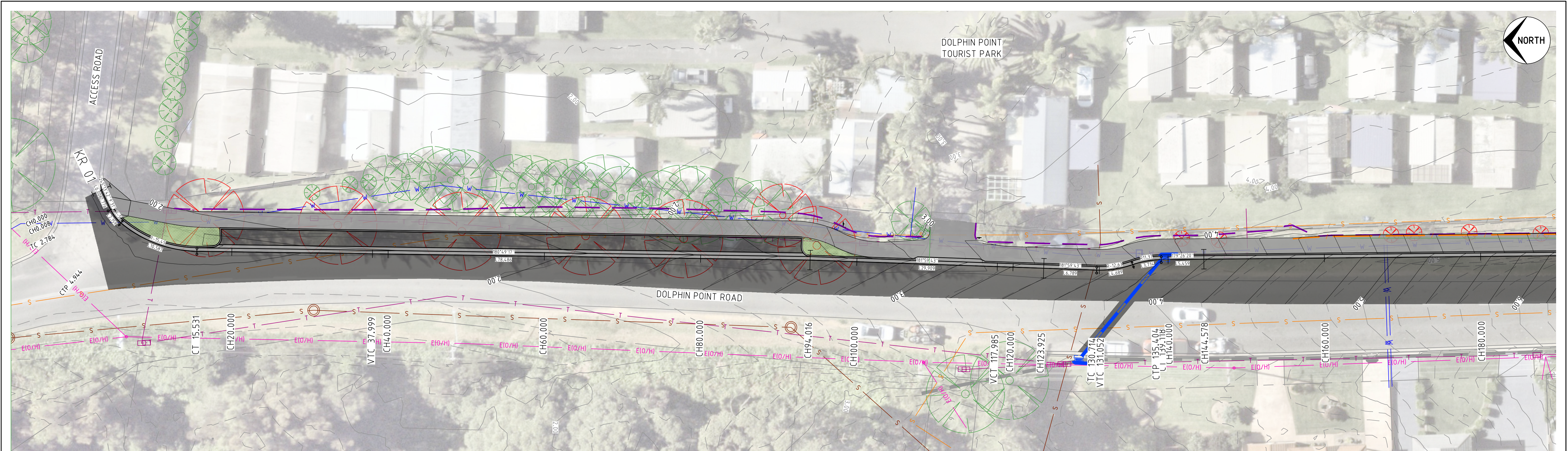
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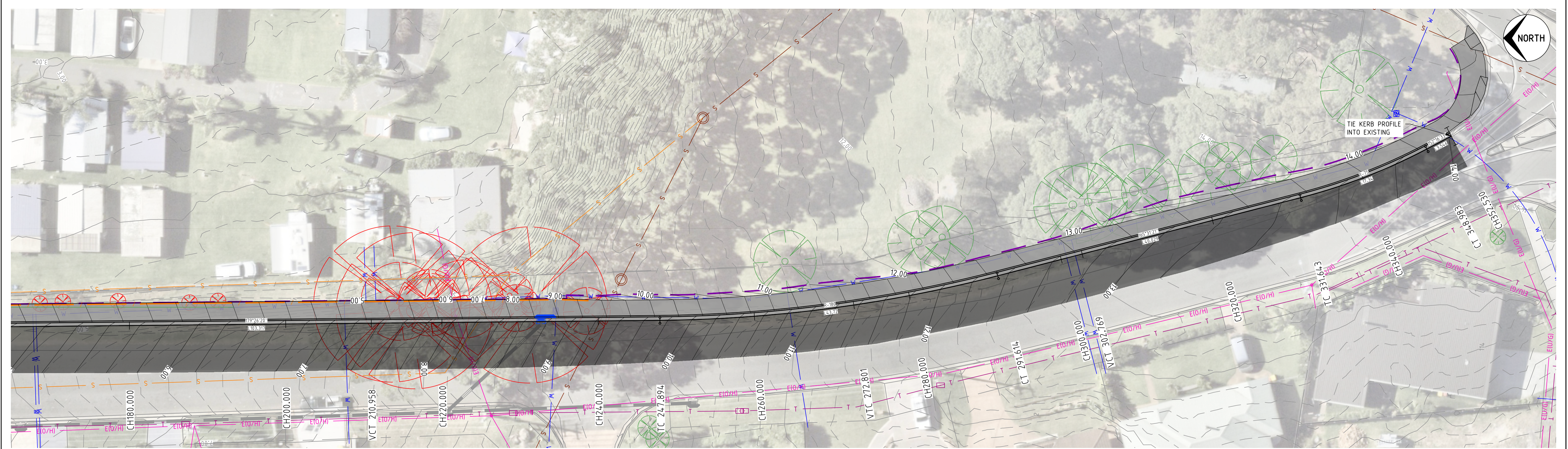
PATH 01 CROSS SECTIONS
SHEET 2 OF 2

CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

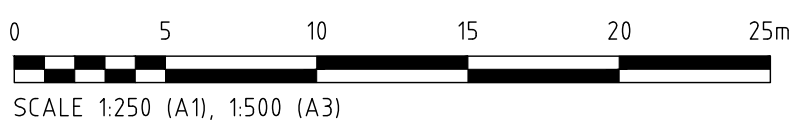
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	Datum MGA94	Size A1	Scale 1:50	Date 03.04.2025
P.LITTLE	Project No. W24536		Drawing No. C07	Rev. B



KERB LIP ALIGNMENT PLAN
SCALE 1:250



KERB LIP ALIGNMENT PLAN
SCALE 1:250



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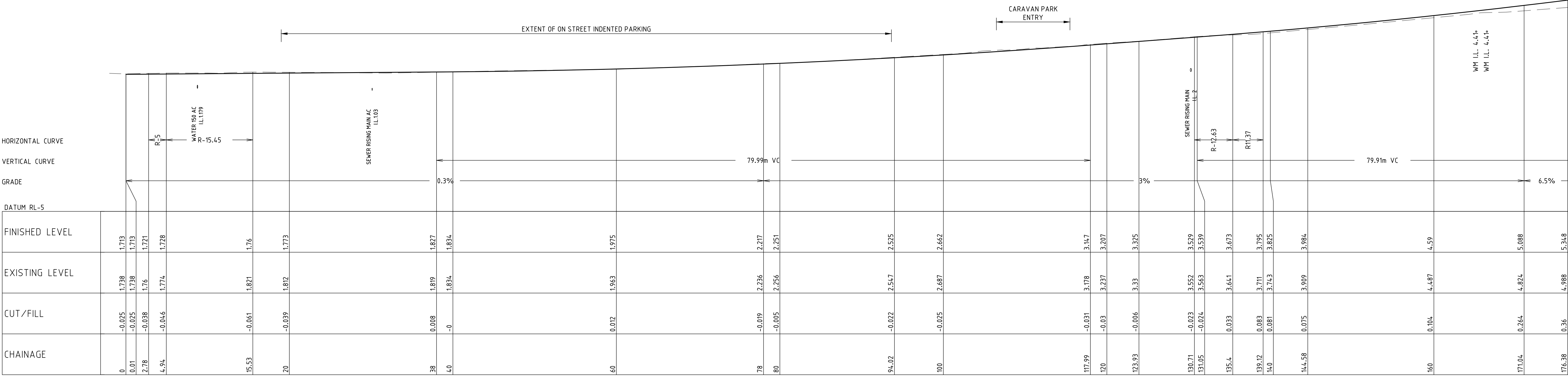
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KERB LIP ALIGNMENT PLAN

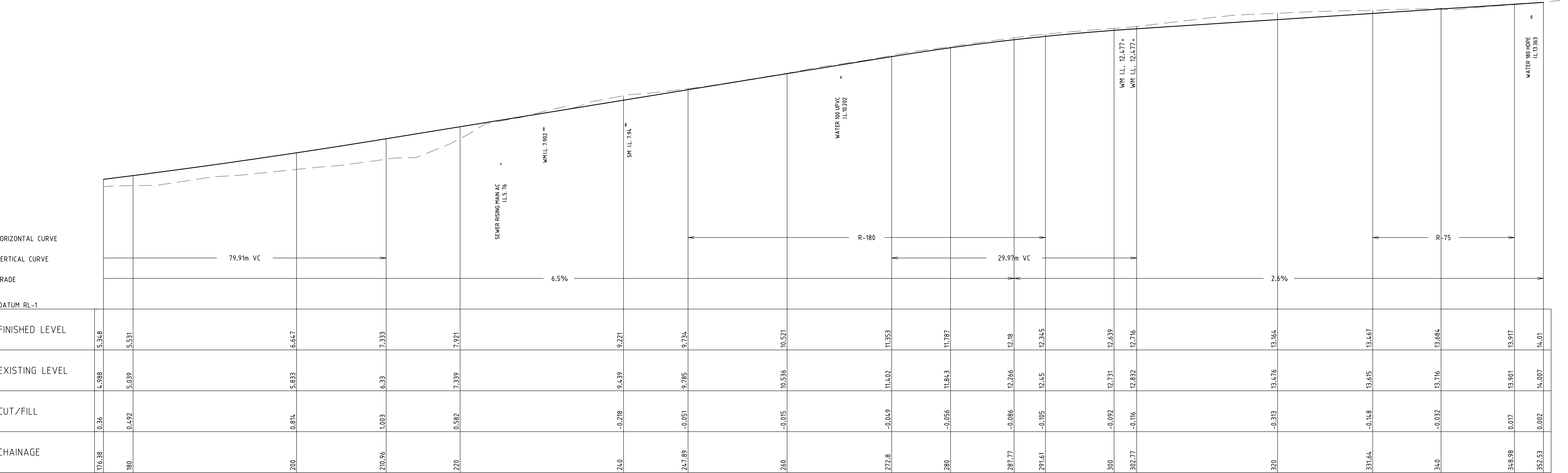
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED	Designed: J.HYNES			
	Drawn: L.HESLOP			
	Checked: B.ASHE			
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P.LITTLE	Project No. W24536		Drawing No. C08	Rev. B



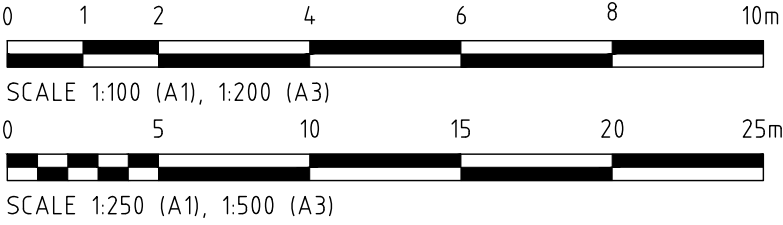
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SCALE 1:250 (HORIZONTAL)
SCALE 1:100 (VERTICAL)



LONGITUDINAL SECTION KR 01

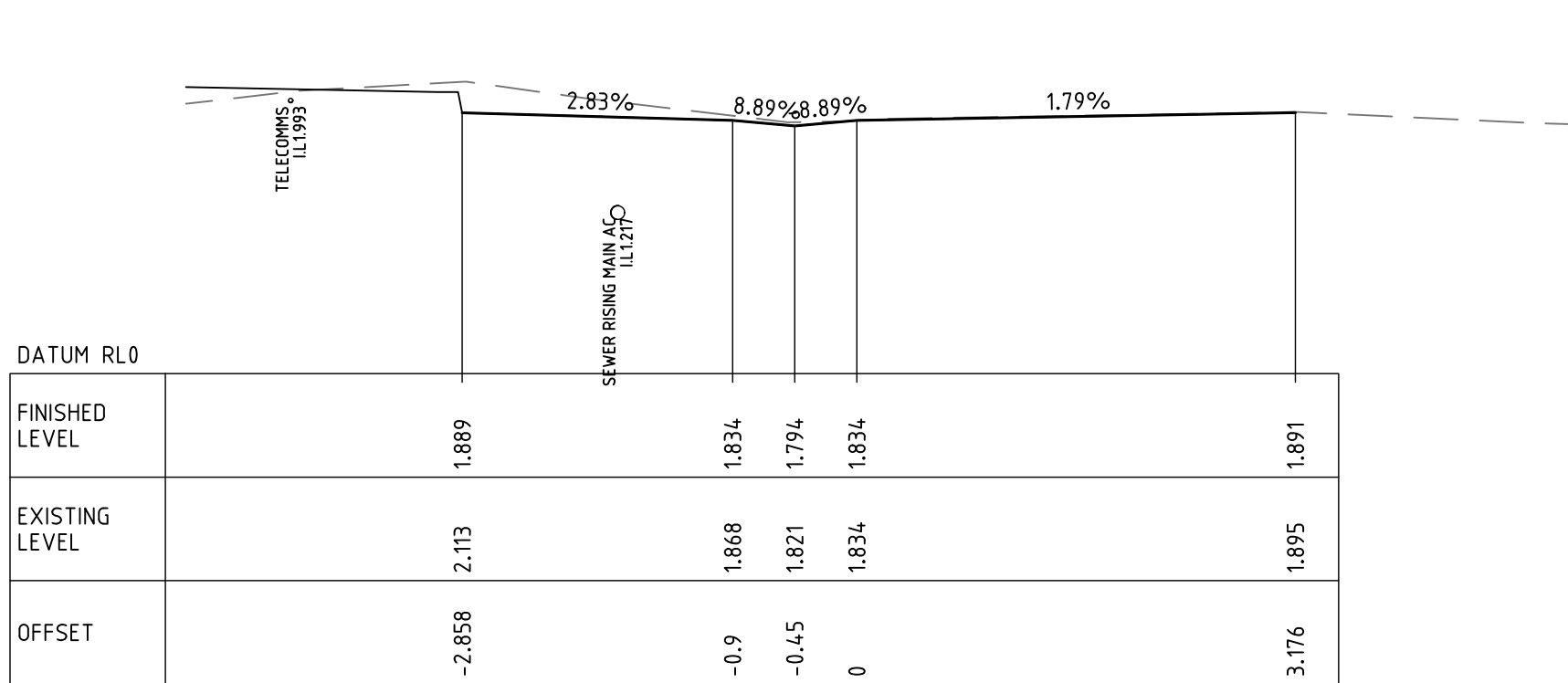
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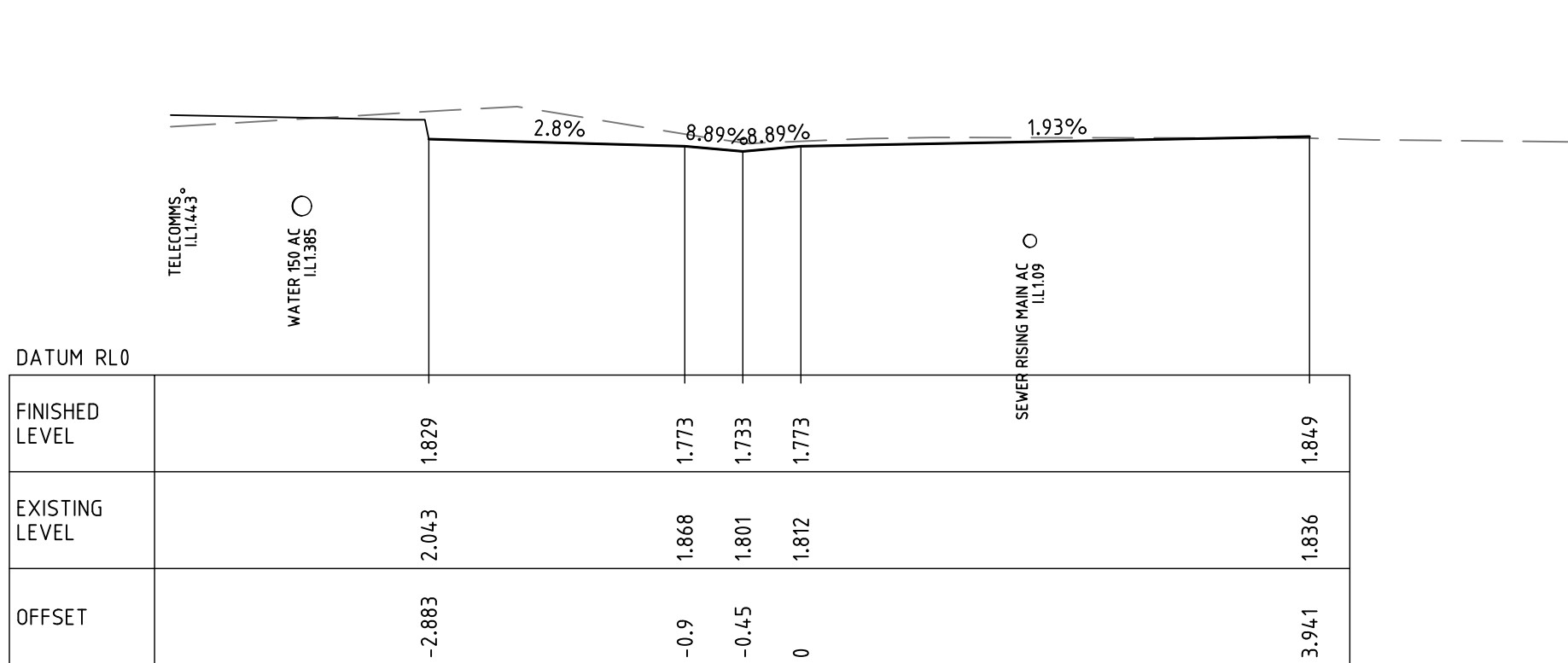
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	A	ISSUED FOR CONSTRUCTION	J.HYNES	27.03.2025								Drawn: L.HESLOP			
	B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025								Checked: B.ASHE			
												Datum	Size	Scale	Date
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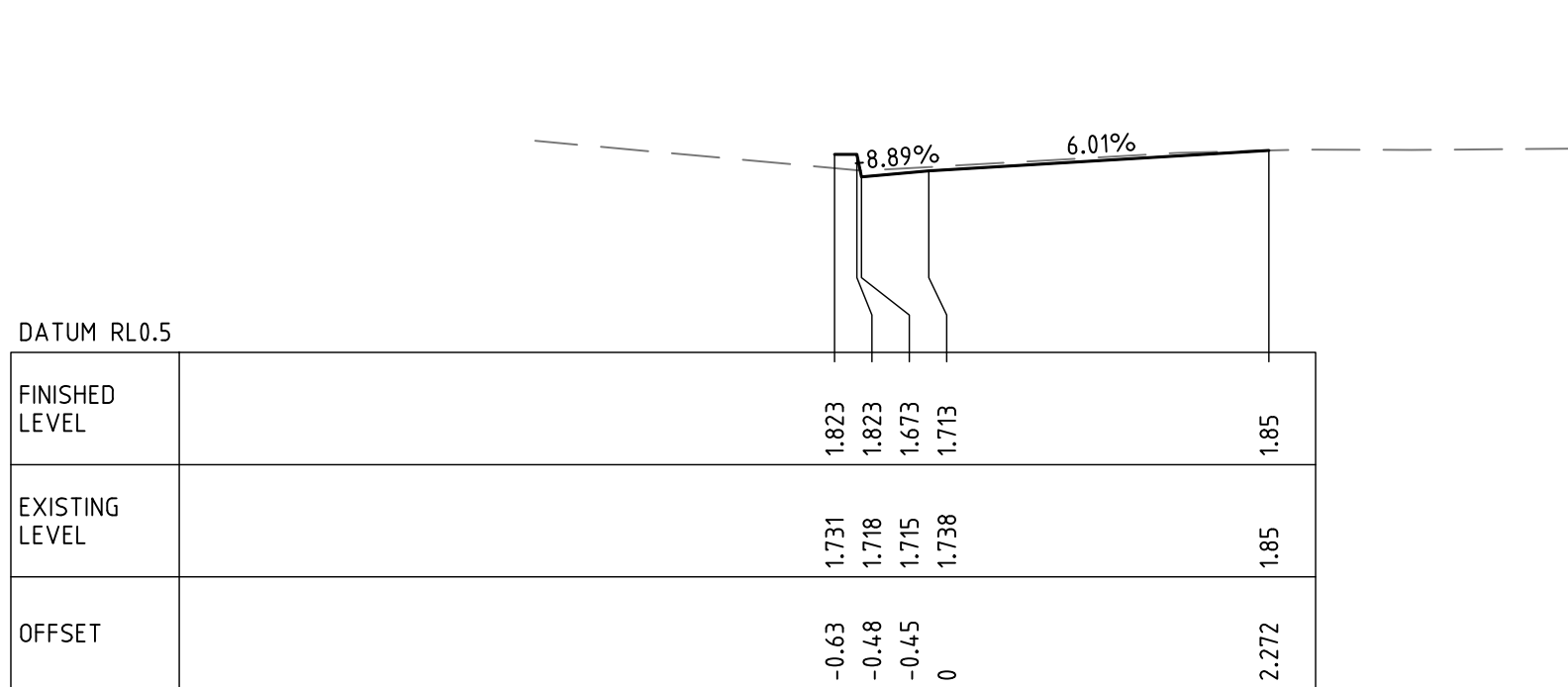
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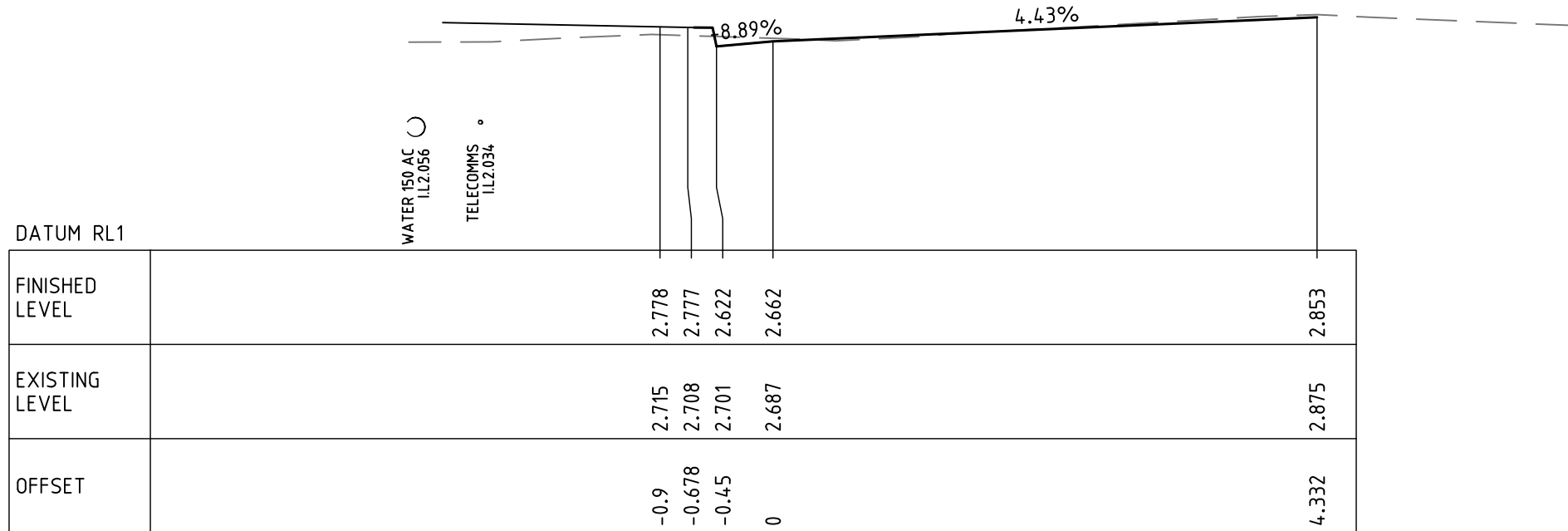
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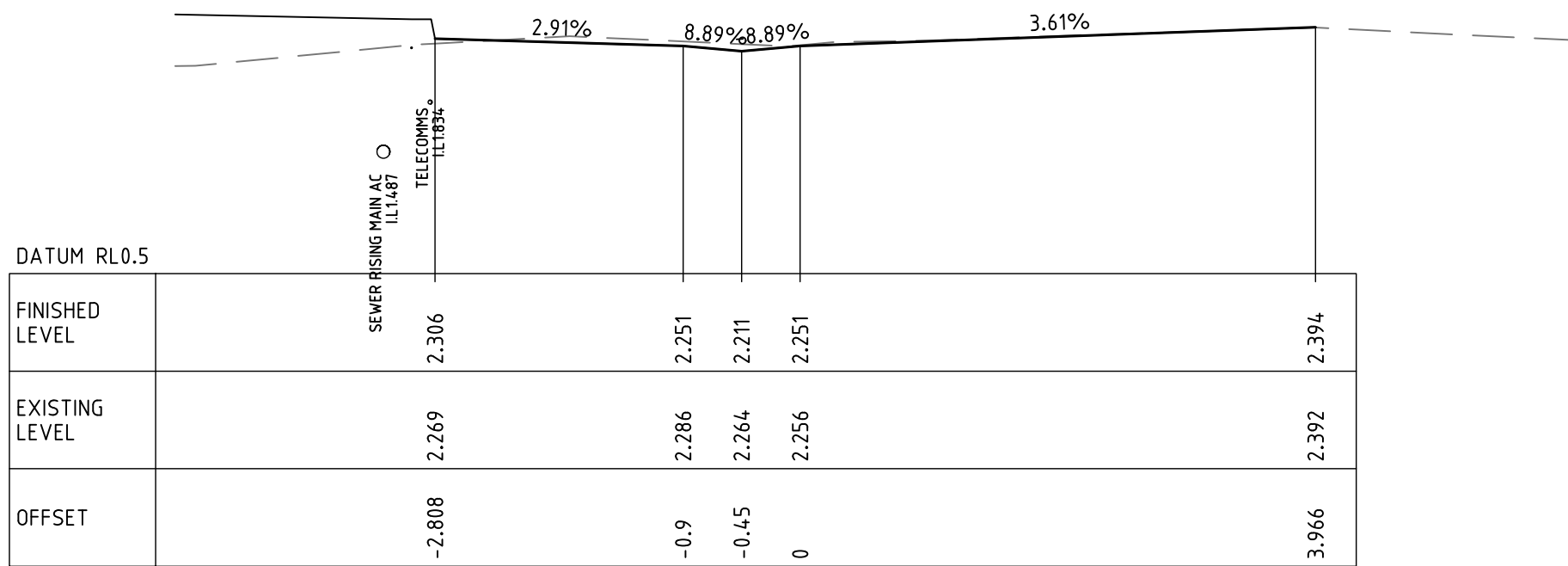
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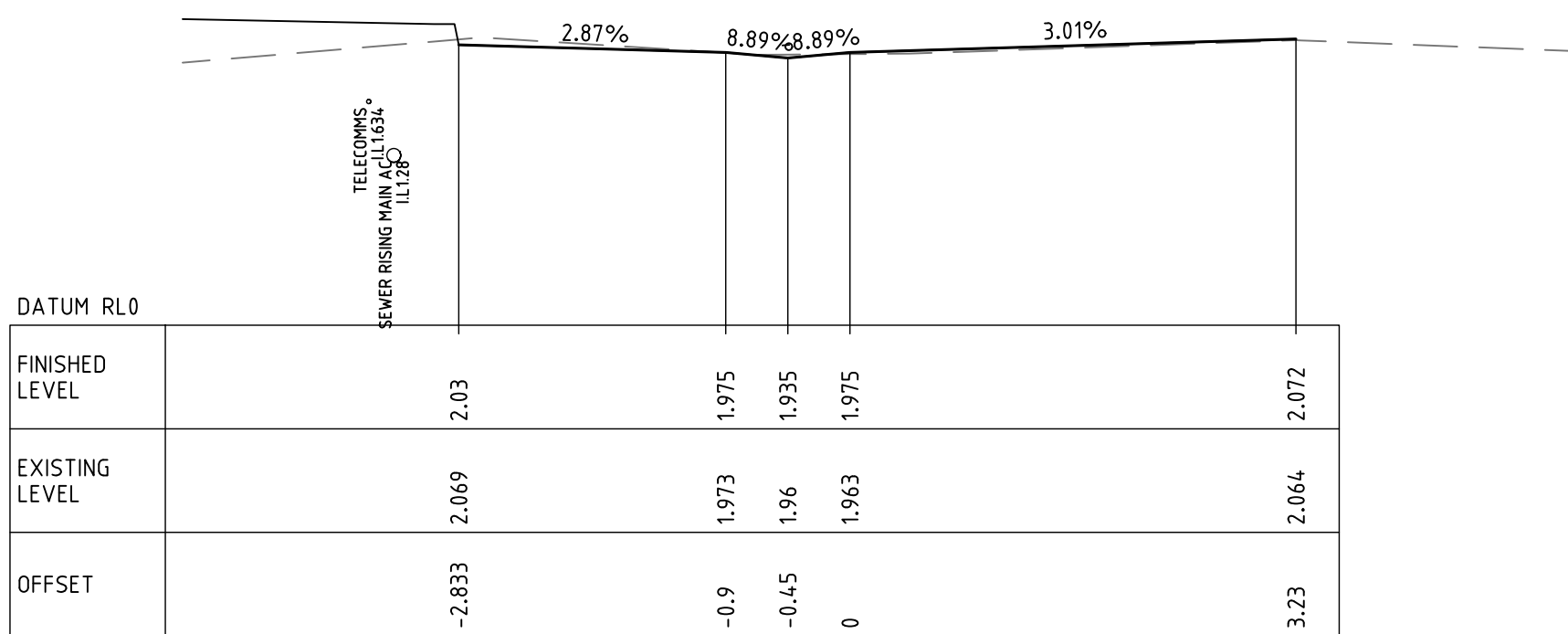
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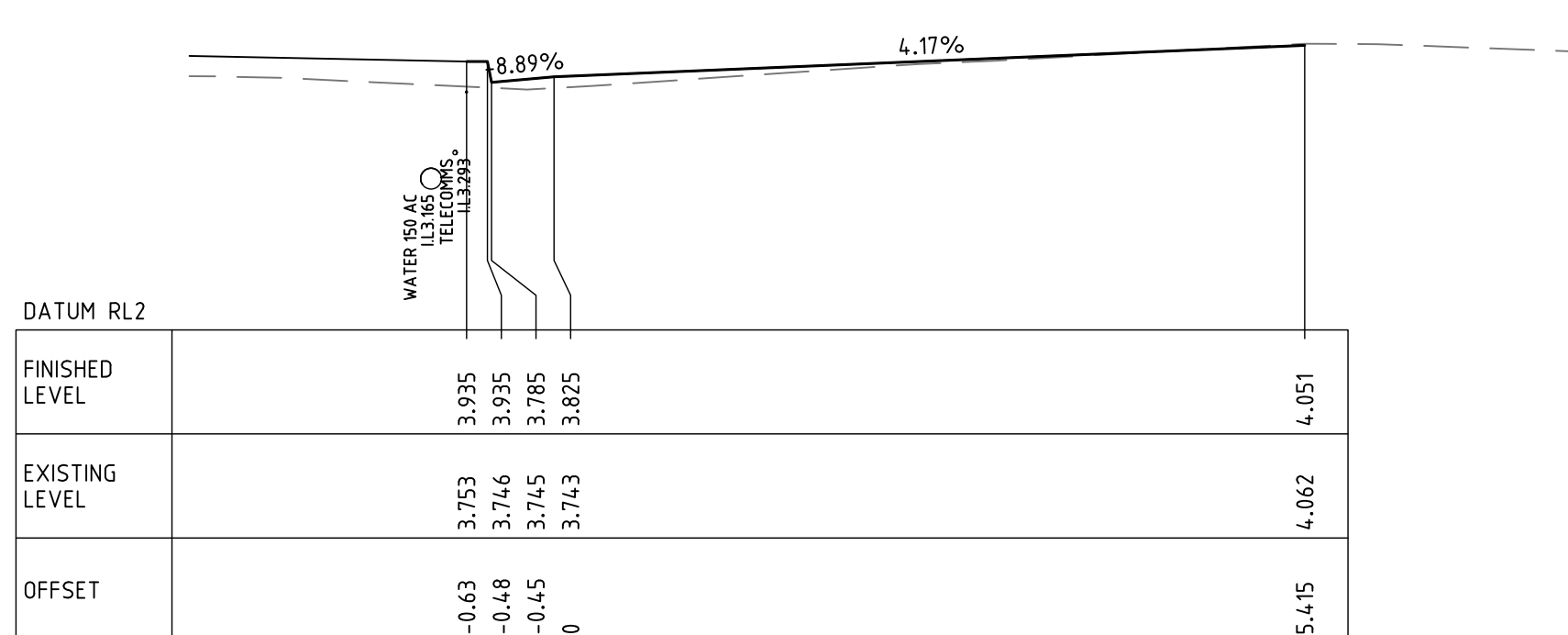
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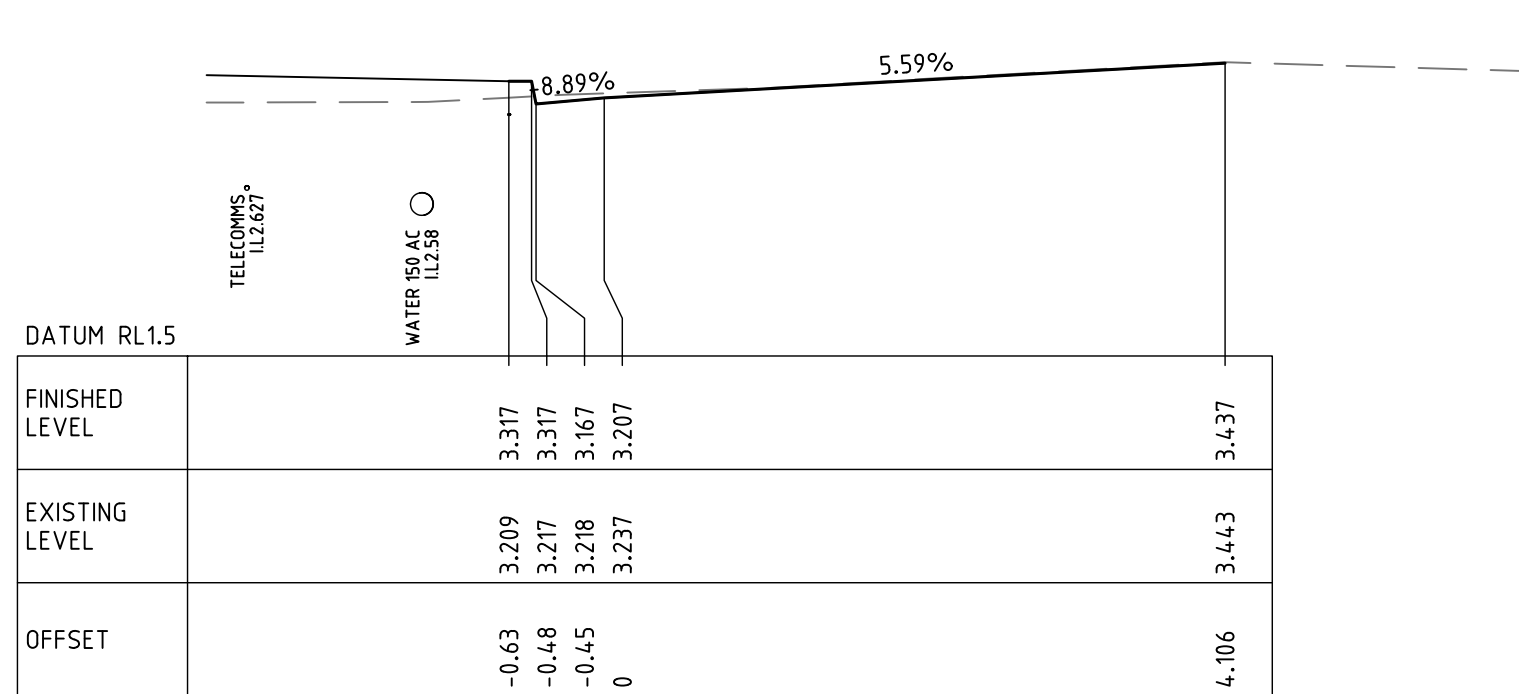
CH 80



CH 60



CH 140



CH 120



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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025



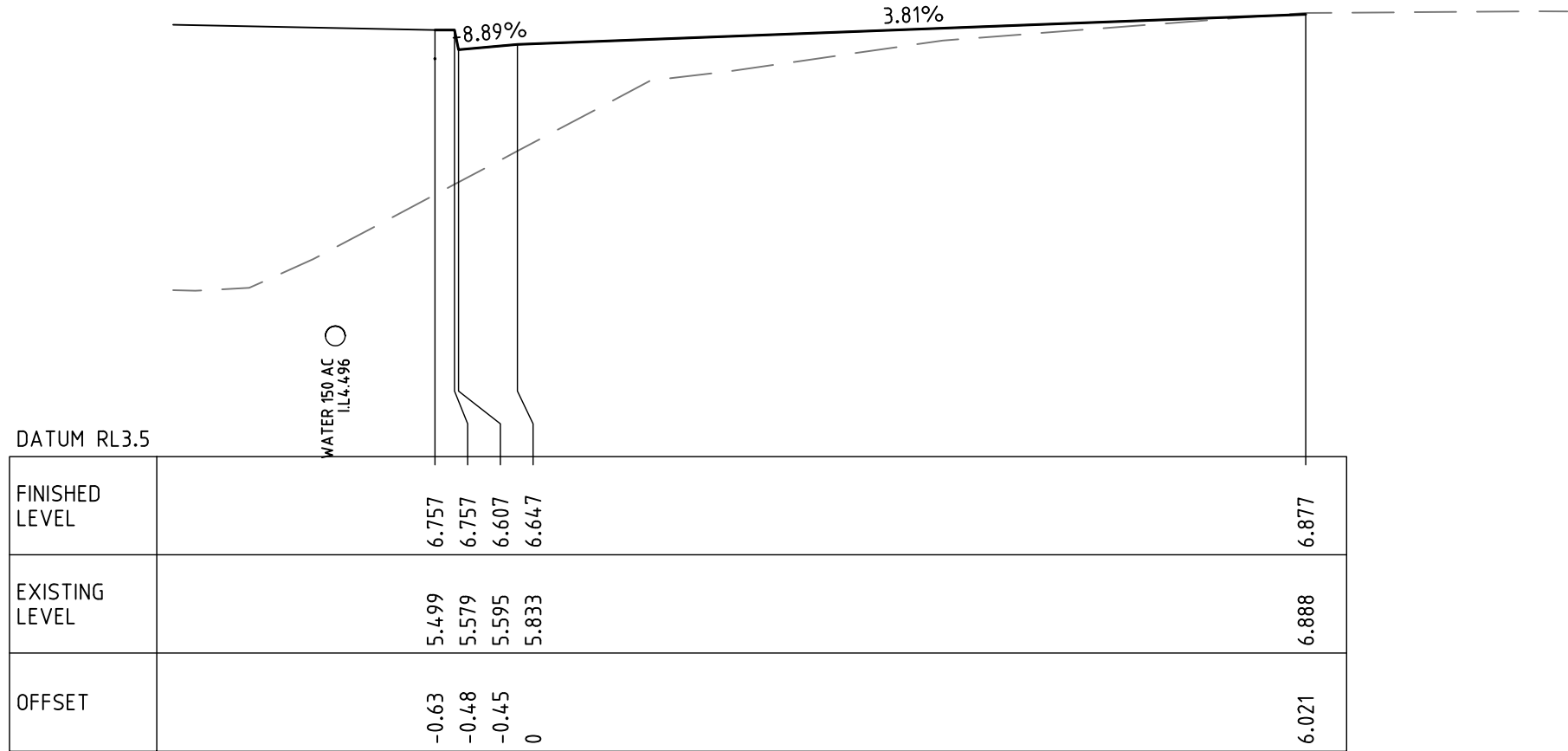
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EMAIL office@westlakepunnett.com.au
PHONE 02 4423 5533
ADDRESS PO Box 1573 NOWRA, NSW 2541
WEBSITE www.westlakepunnett.com.au

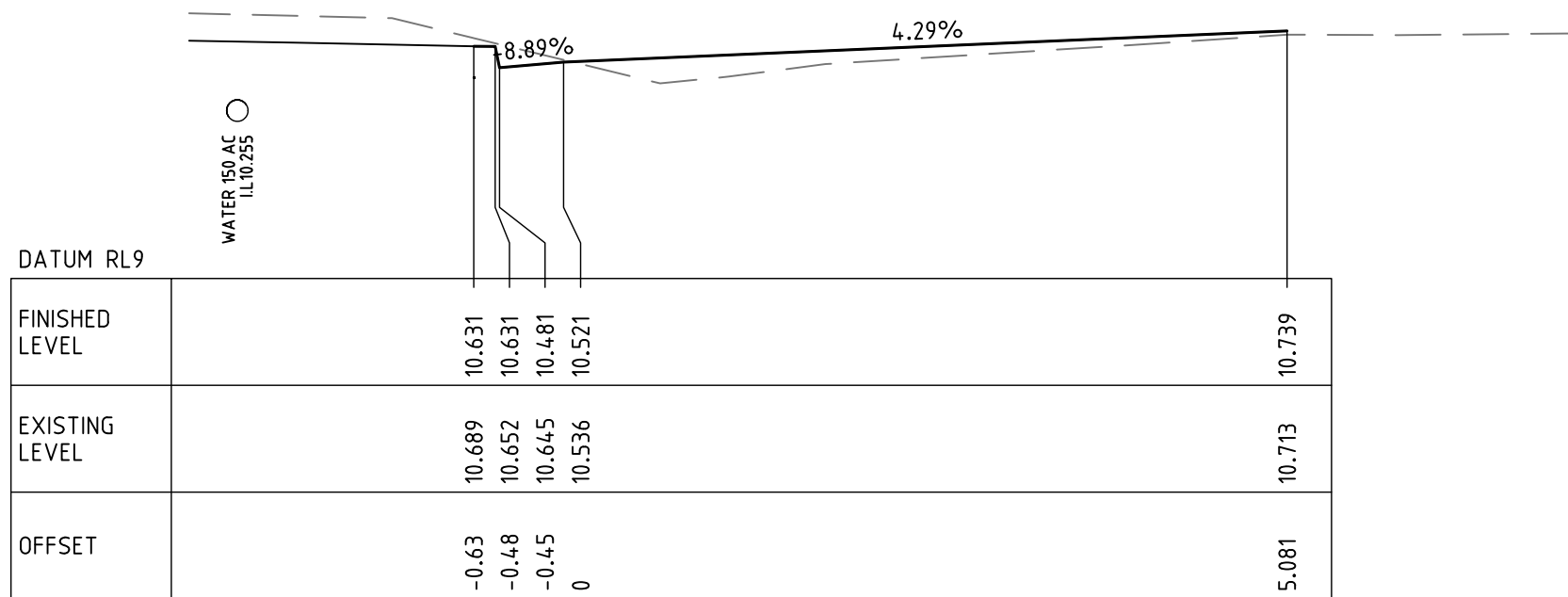
KERB 01 CROSS SECTIONS
SHEET 1 OF 3
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED	Designed: J.HYNES			
	Drawn: L.HESLOP			
	Checked: B.ASHE			
	Datum	Size	Scale	Date
	MGA94	A1	1:50	03.04.2025
P.LITTLE	Project No.		Drawing No.	Rev.
	W24536		C10	B

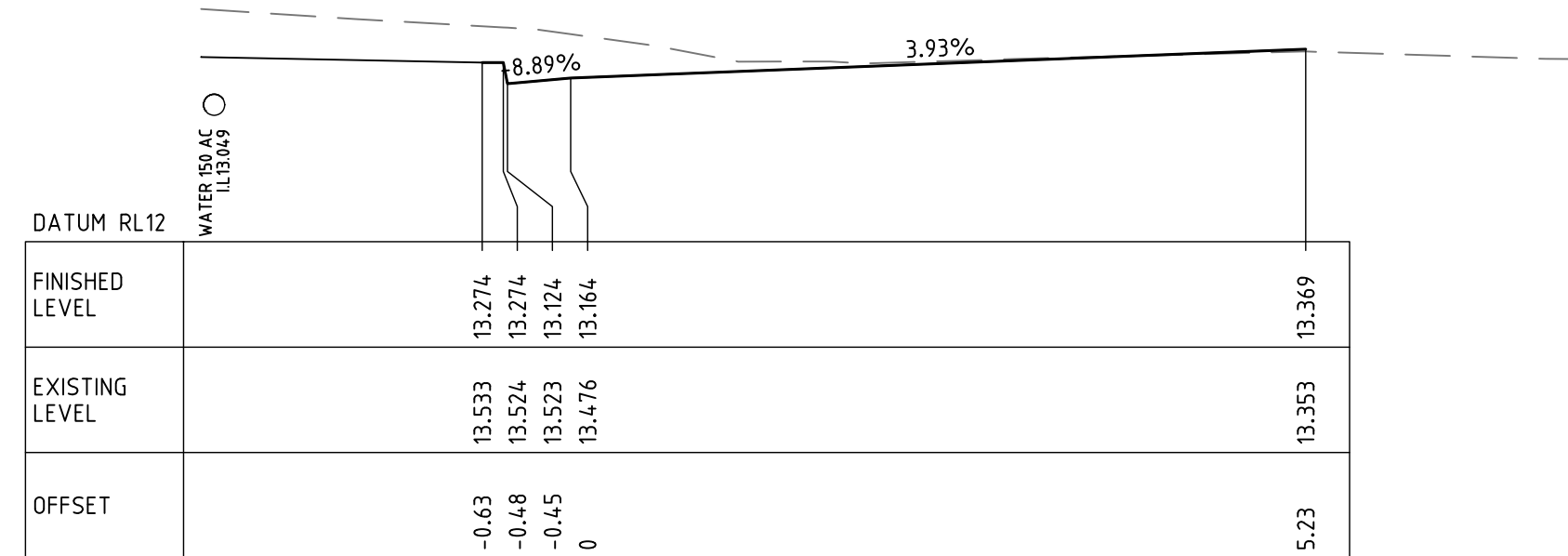
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. CONTRACTOR TO POSITIVELY LOCATE ALL SERVICES PRIOR TO CONSTRUCTION.



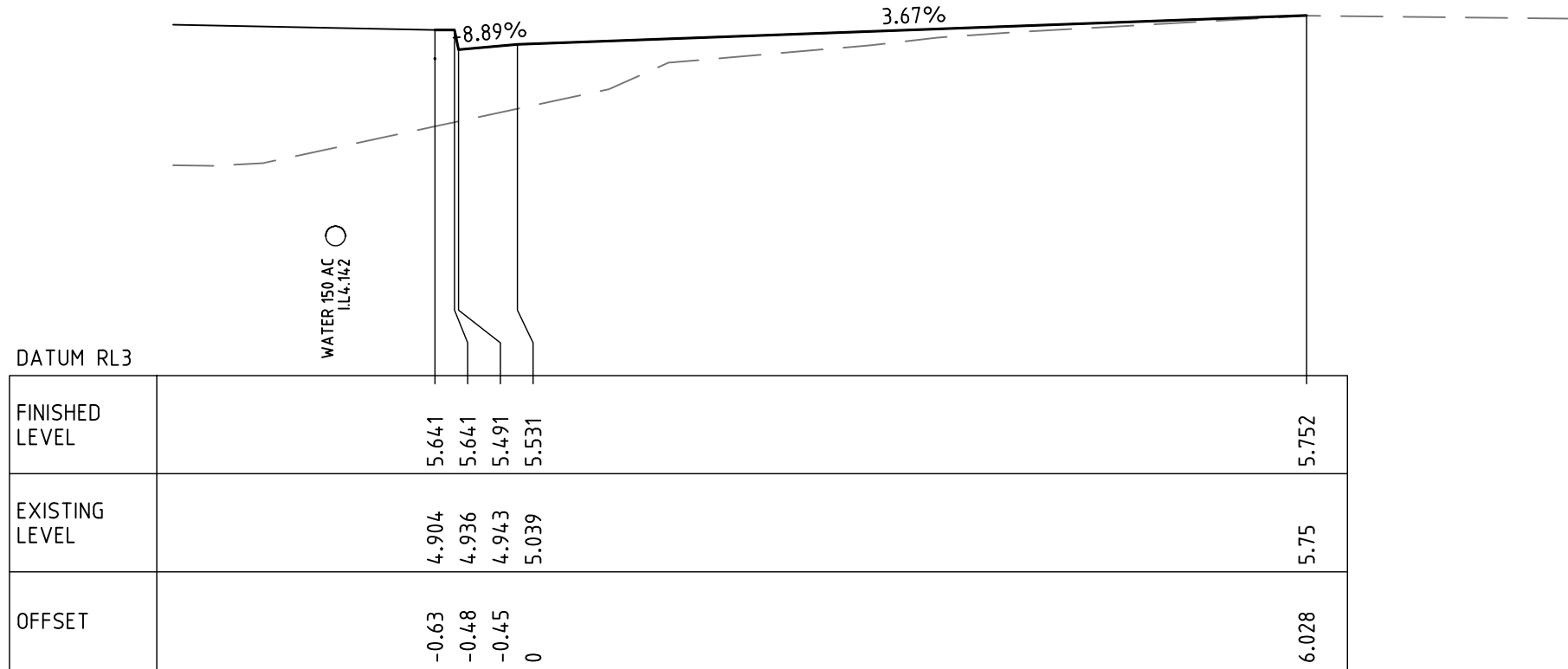
CH 200



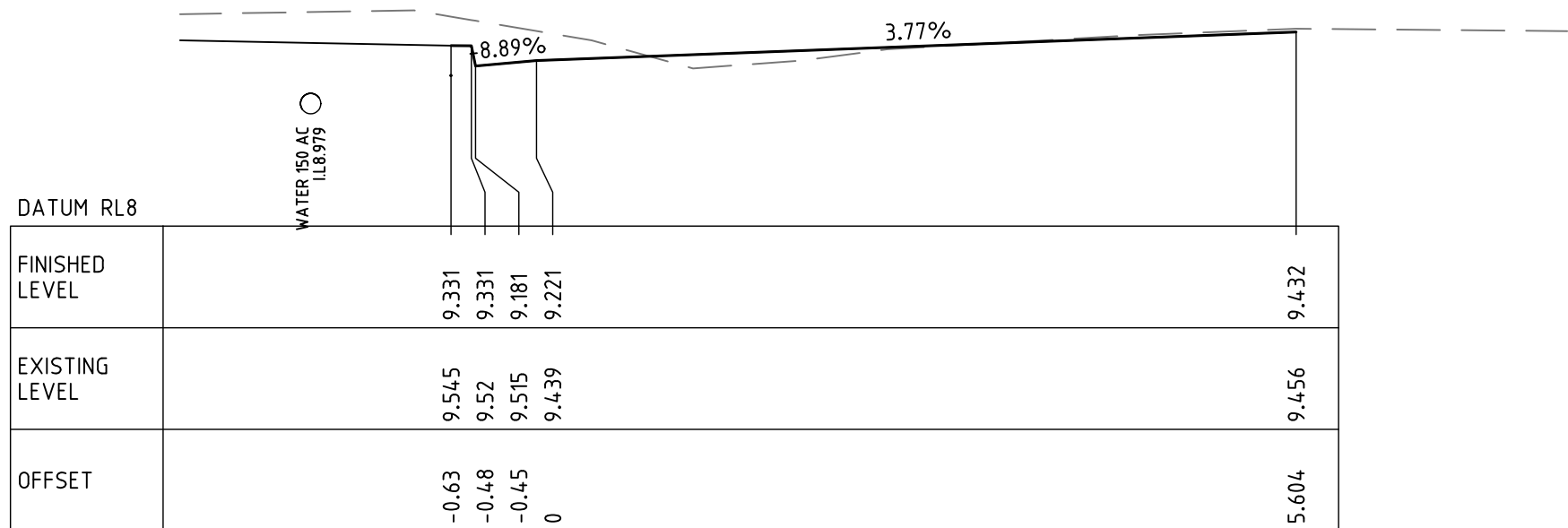
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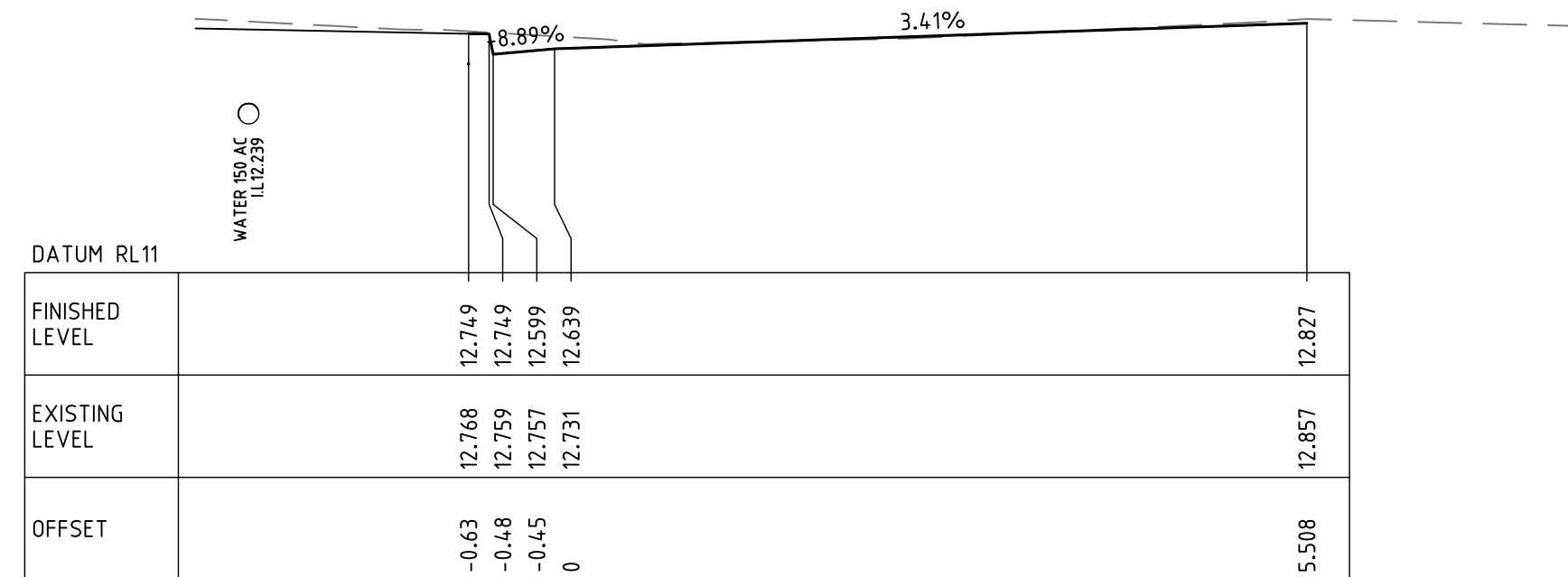
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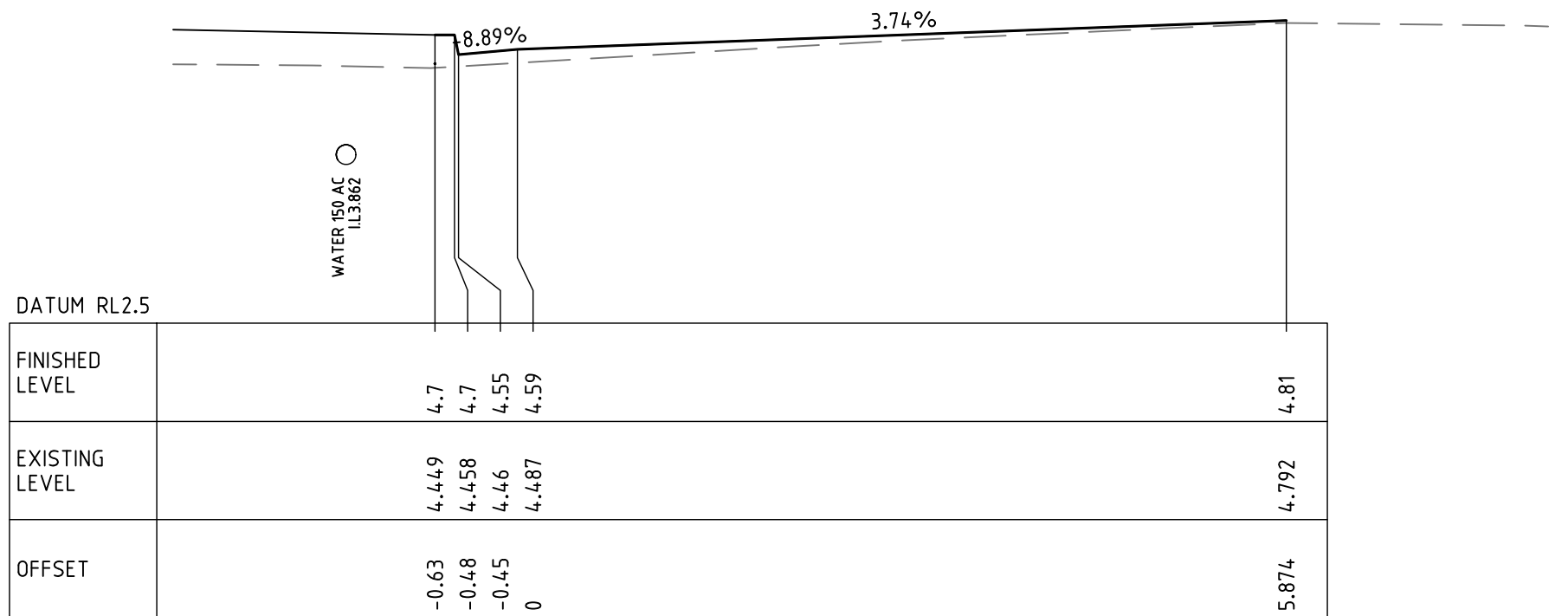
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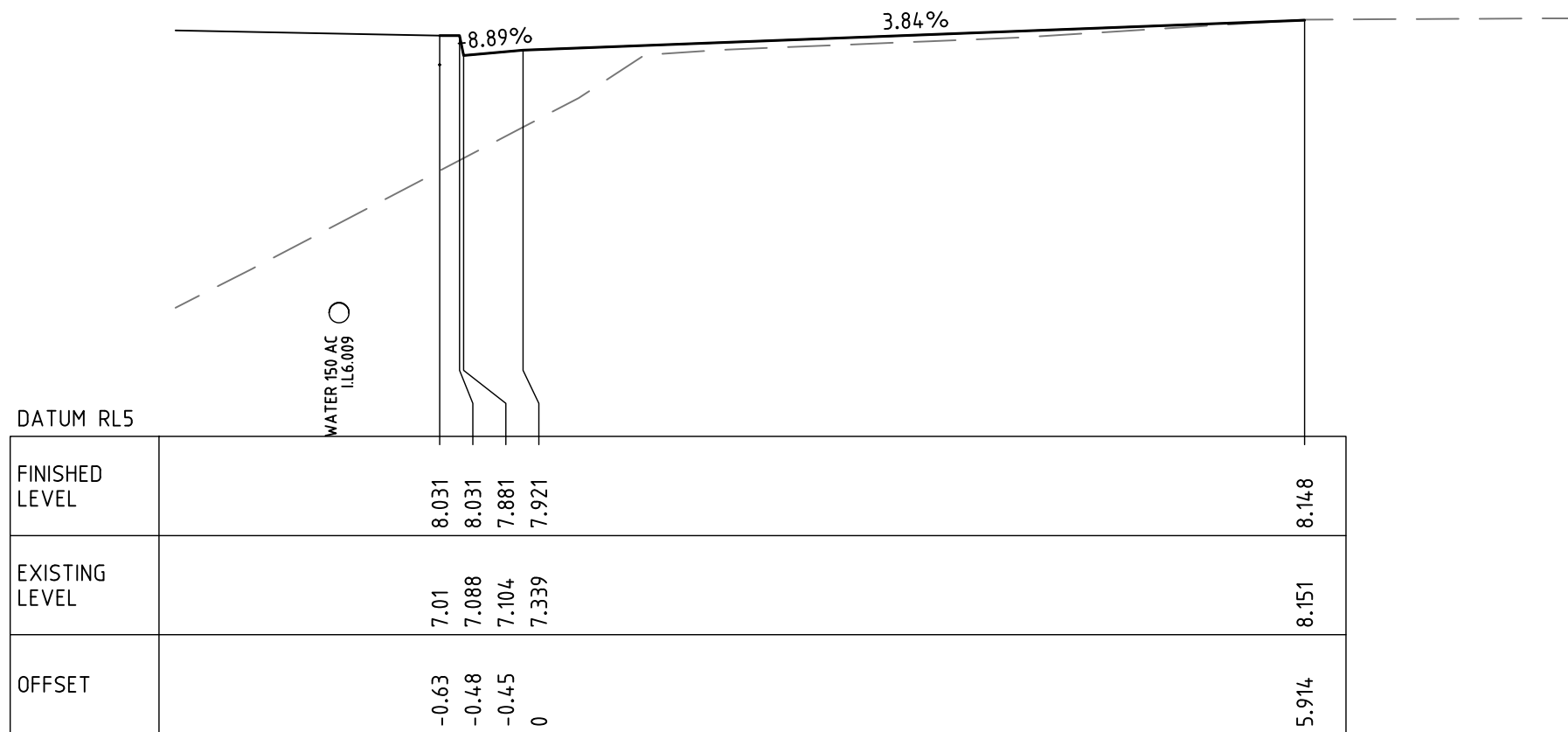
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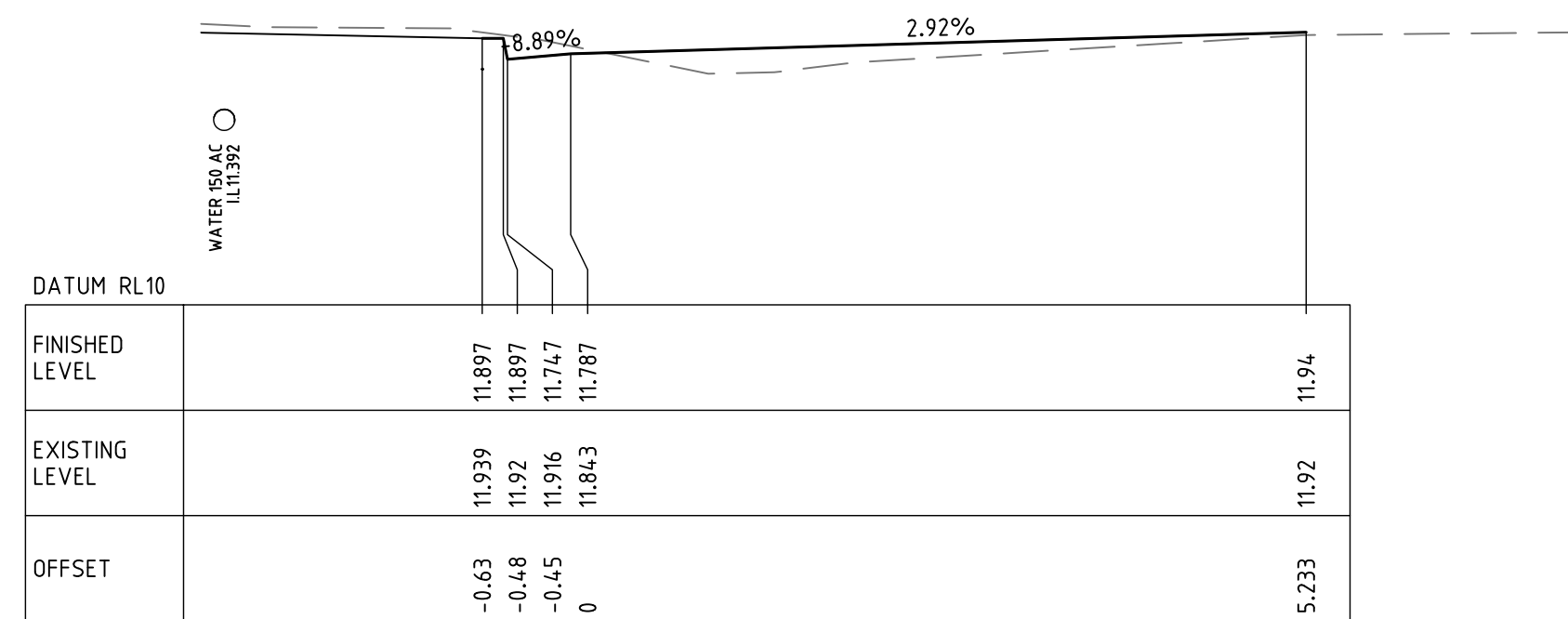
CH 300



CH 160



CH 220



CH 280



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REV.	AMENDMENTS	APPROVED	DATE
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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025



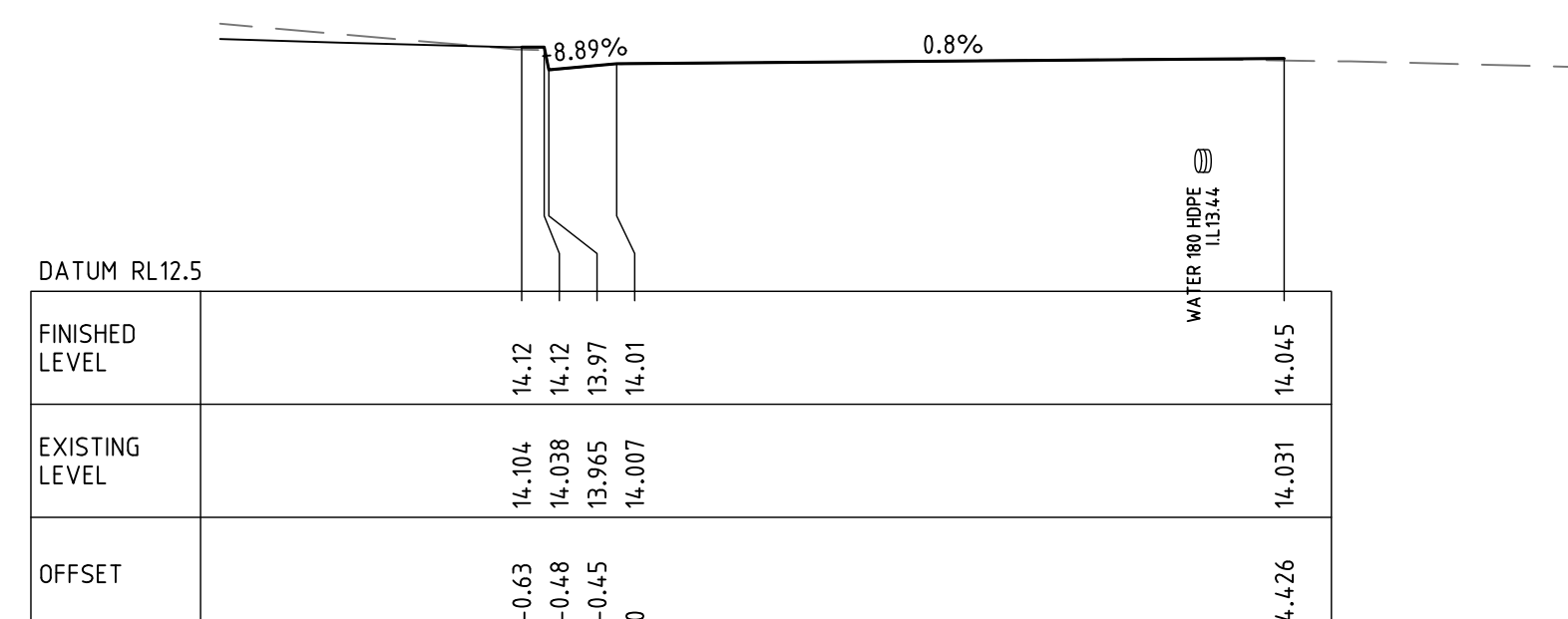
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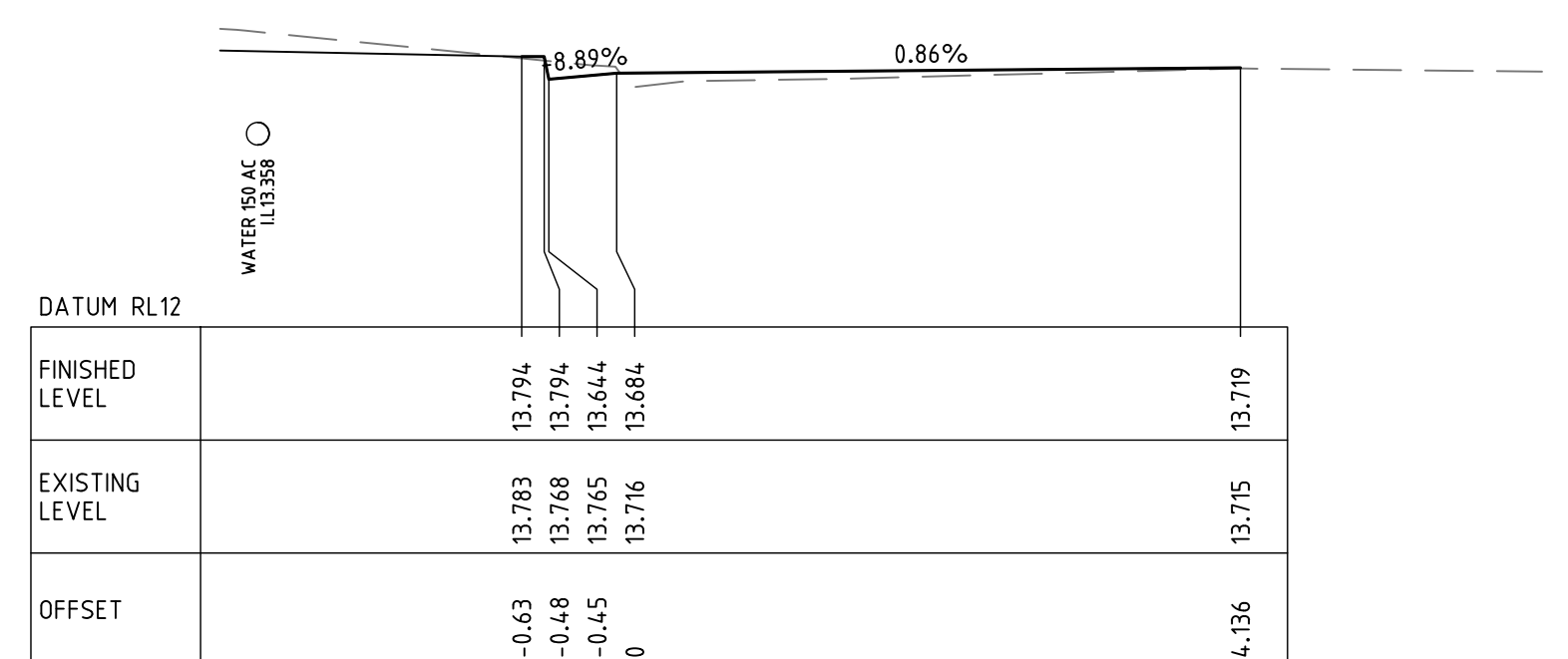
KERB 01 CROSS SECTIONS
SHEET 2 OF 3
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED	Designed: J.HYNES			
	Drawn: L.HESLOP			
	Checked: B.ASHE			
	Datum	Size	Scale	Date
	MGA94	A1	1:50	03.04.2025
P.LITTLE	Project No.		Drawing No.	Rev.
	W24536		C11	B

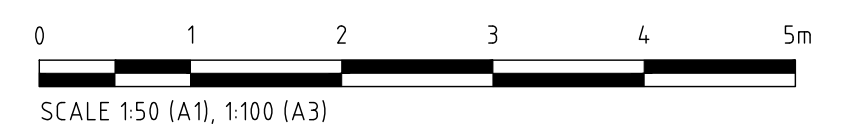
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CH 352.53



CH 340



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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025



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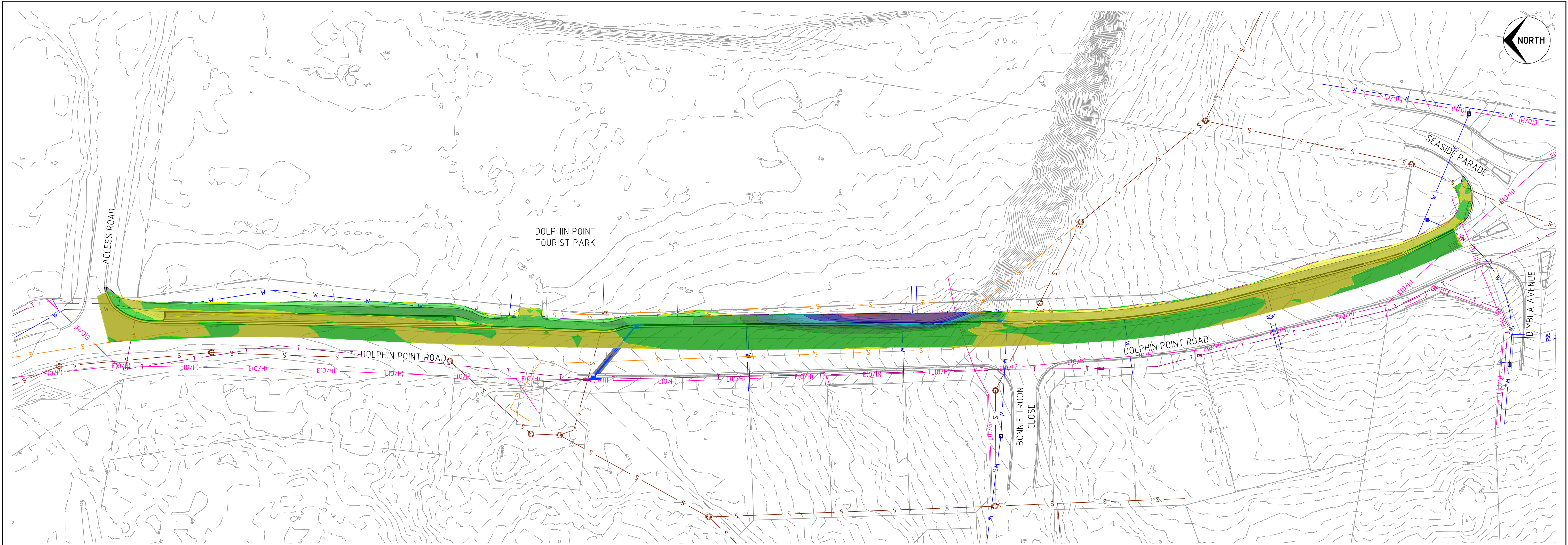
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PHONE 02 4423 5533
ADDRESS PO Box 1573 NOWRA, NSW 2541
WEBSITE www.westlakepunnett.com.au

KERB 01 CROSS SECTIONS
SHEET 3 OF 3

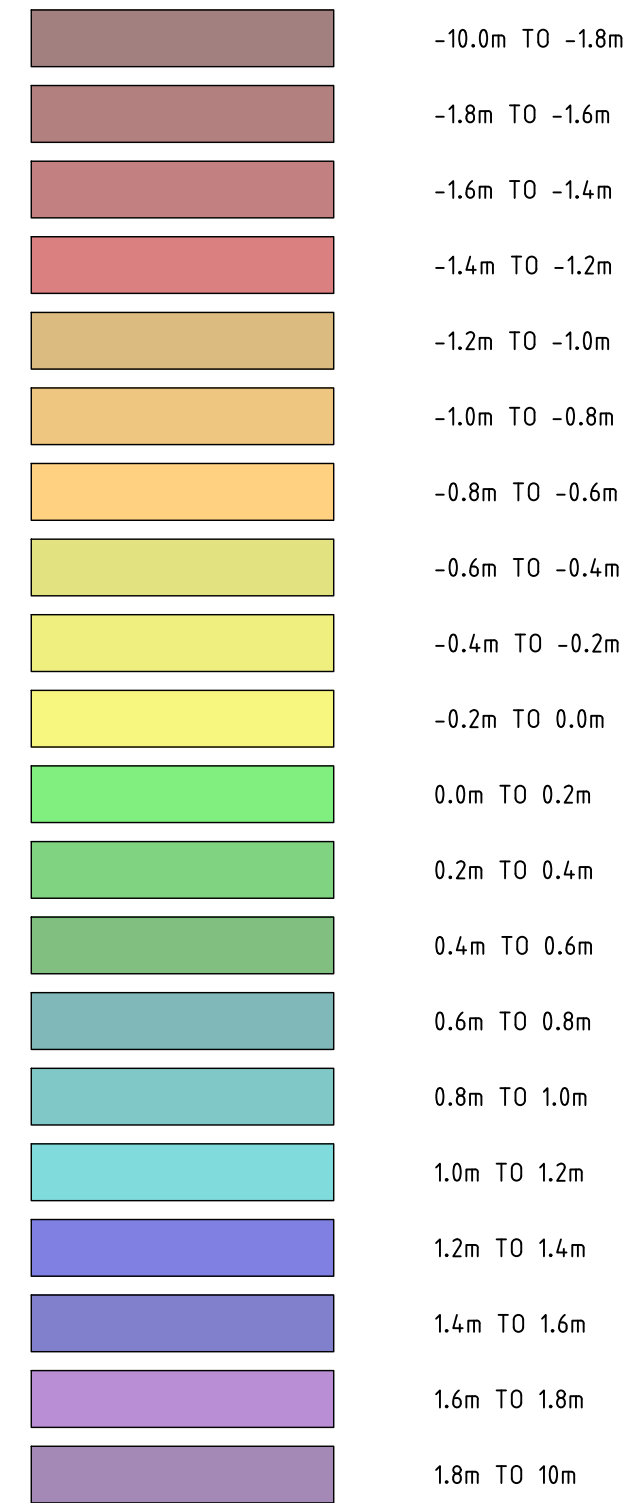
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED

P.LITTLE	Drawn: L.HESLOP			
	Checked: B.ASHE			
	Datum MGA94	Size A1	Scale 1:50	Date 03.04.2025
	Project No. W24536		Drawing No. C12	Rev. B



CUT/FILL LEGEND 0.2m



CUT/FILL VOLUMES:

CUT AND FILL VOLUMES PROVIDED ARE BASED ON THE SUBTRACTION OF EXISTING SURFACES (EXISTING SURVEY) FROM TRIANGULATED DESIGN SURFACES. VOLUMES DO NOT ALLOW FOR BULKING FACTORS OR COMPACTION FACTORS DERIVING FROM THE POROSITY OR COMPACTNESS OF THE EXISTING OR PLACED MATERIAL.

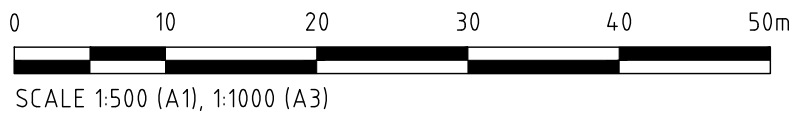
CUT MATERIAL IS TO BE STOCKPILED AND IF DEEMED ADEQUATE BY THE GEOTECHNICAL ENGINEER MAY BE USED IN THE FILLING OF MATERIAL AROUND THE INSTALLED CULVERTS TO NEW DESIGN LEVELS.

THE FINAL CUT AND FILL LEVELS ARE BASED ON FINISHED SURFACE LEVELS OF BOTH THE ROAD PAVEMENT AND THE FOOTPATH AND DO NOT ACCOUNT FOR PAVEMENT MATERIAL AND STRUCTURAL ELEMENTS INCLUDING SLAB THICKNESS, STRIP FOOTINGS ETC.

FILL TO FINAL DESIGN	
TOTAL CUT	93.68 m ³
TOTAL FILL	385.158 m ³

BULK EARTHWORKS PLAN

SCALE 1:500



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REV.	AMENDMENTS	APPROVED	DATE
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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025



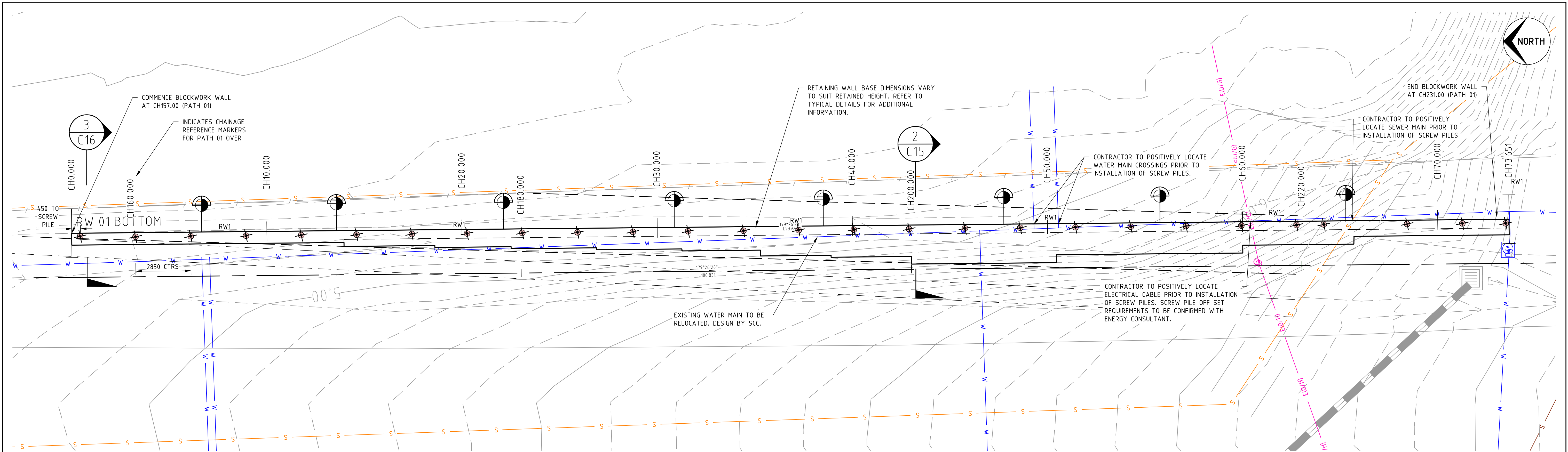
Westlake Punnett & Associates Pty Ltd
ABN 38 120 322 536

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PHONE 02 4423 5533
ADDRESS PO Box 1573 NOWRA, NSW 2541
WEBSITE www.westlakepunnett.com.au

BULK EARTH WORKS PLAN

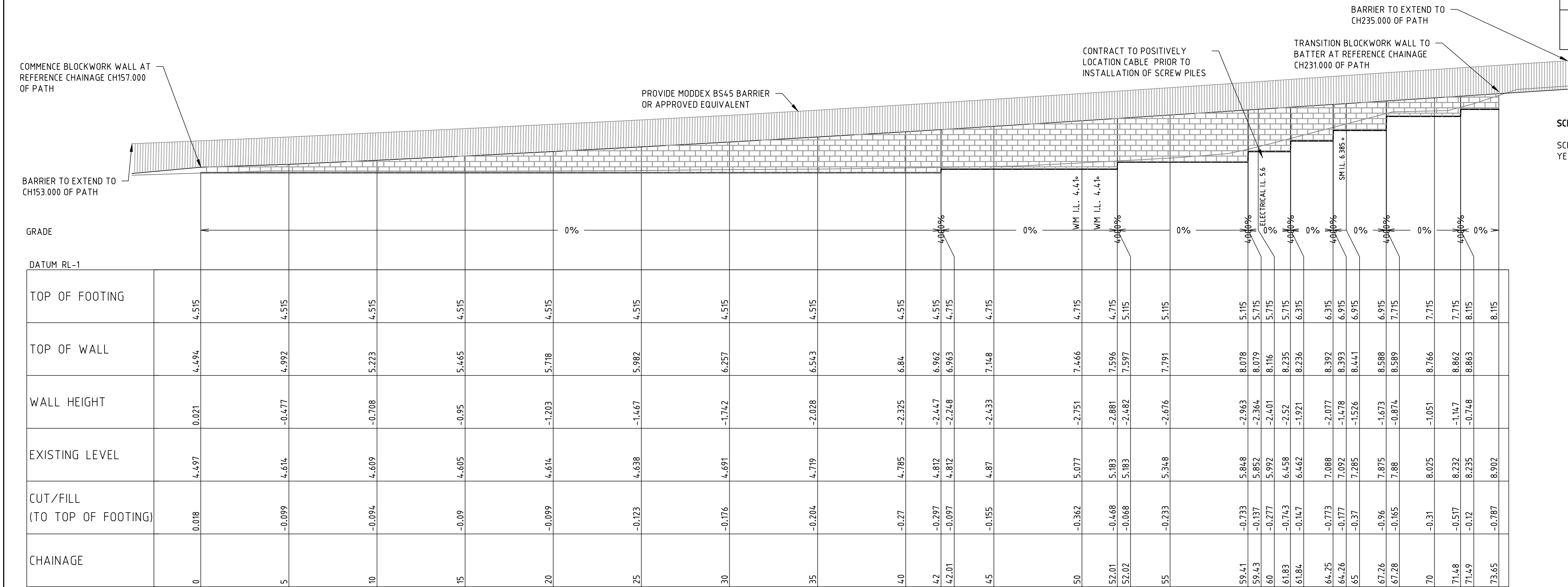
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED		Designed: J.HYNES	
P.LITTLE		Drawn: L.HESLOP	
Checked: B.ASHE			
Datum	Size	Scale	Date
MGA94	A1	1:500	03.04.2025
Project No. W24536		Drawing No. C13	Rev. B



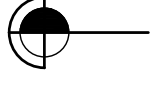
RETAINING WALL BASE LAYOUT PLAN
SCALE 1:100

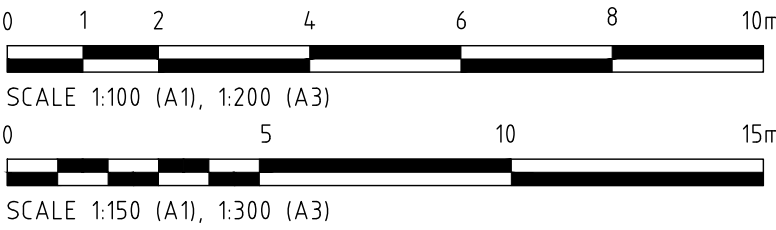
PILE SCHEDULE					
MARK	QUANTITY	ULTIMATE VERTICAL CAPACITY TENSION (kN)	SAFE WORKING LOAD (SWL) COMPRESSION (kN)	ULTIMATE BENDING CAPACITY (kNm)	SHEAR CAPACITY (kN)
SP1	27	40	70	10	10



SCREW IN PILE NOTE:
SCREW IN PILES ARE TO BE DESIGN, INSTALLED AND CERTIFIED BY THE PILING CONTRACTOR FOR A DESIGN LIFE OF 50 YEARS.

LEGEND

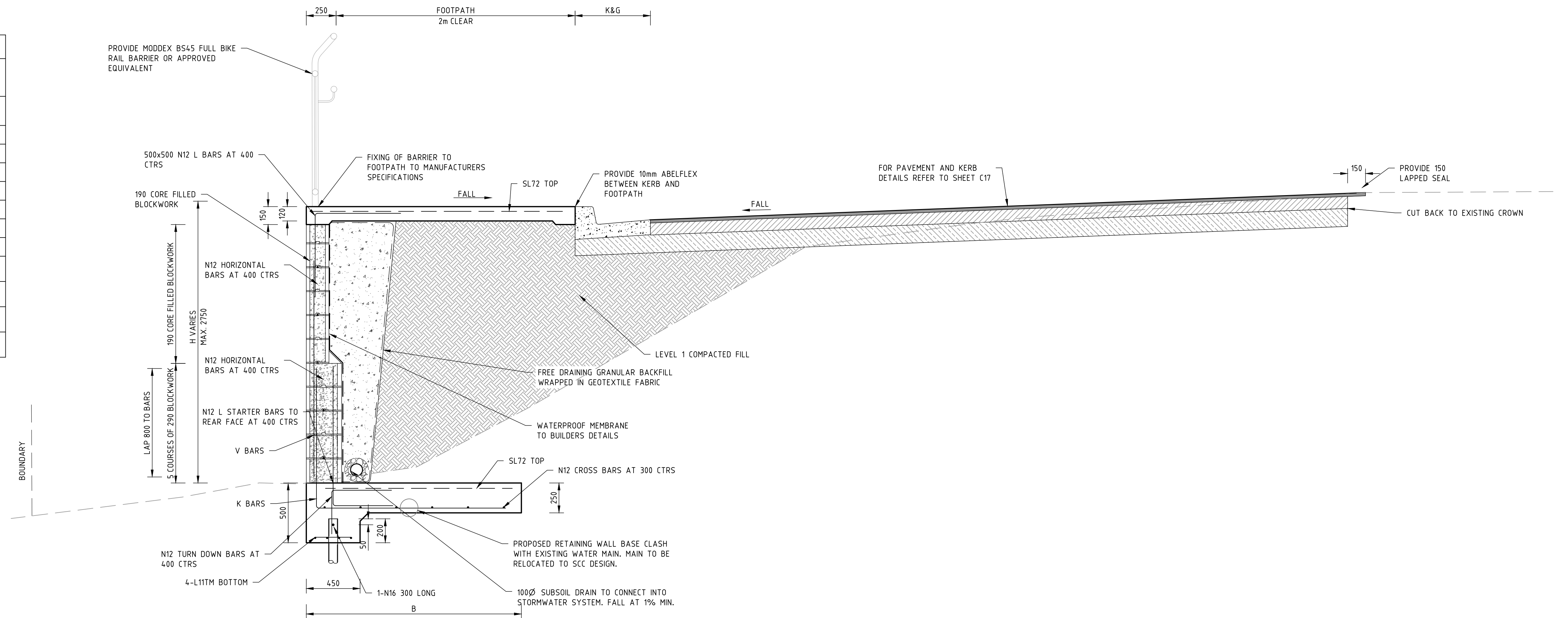
 DENOTES A CONTROL JOINT IN BLOCKWORK. JOINTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL DETAILS AND BLOCKWORK NOTES. BUILDER TO SUPPLY SETOUT DIMENSIONS WITH MAX. JOINT SPACING AT 8m CTRS. JOINT TO RUN FOR THE FULL HEIGHT OF THE WALL.



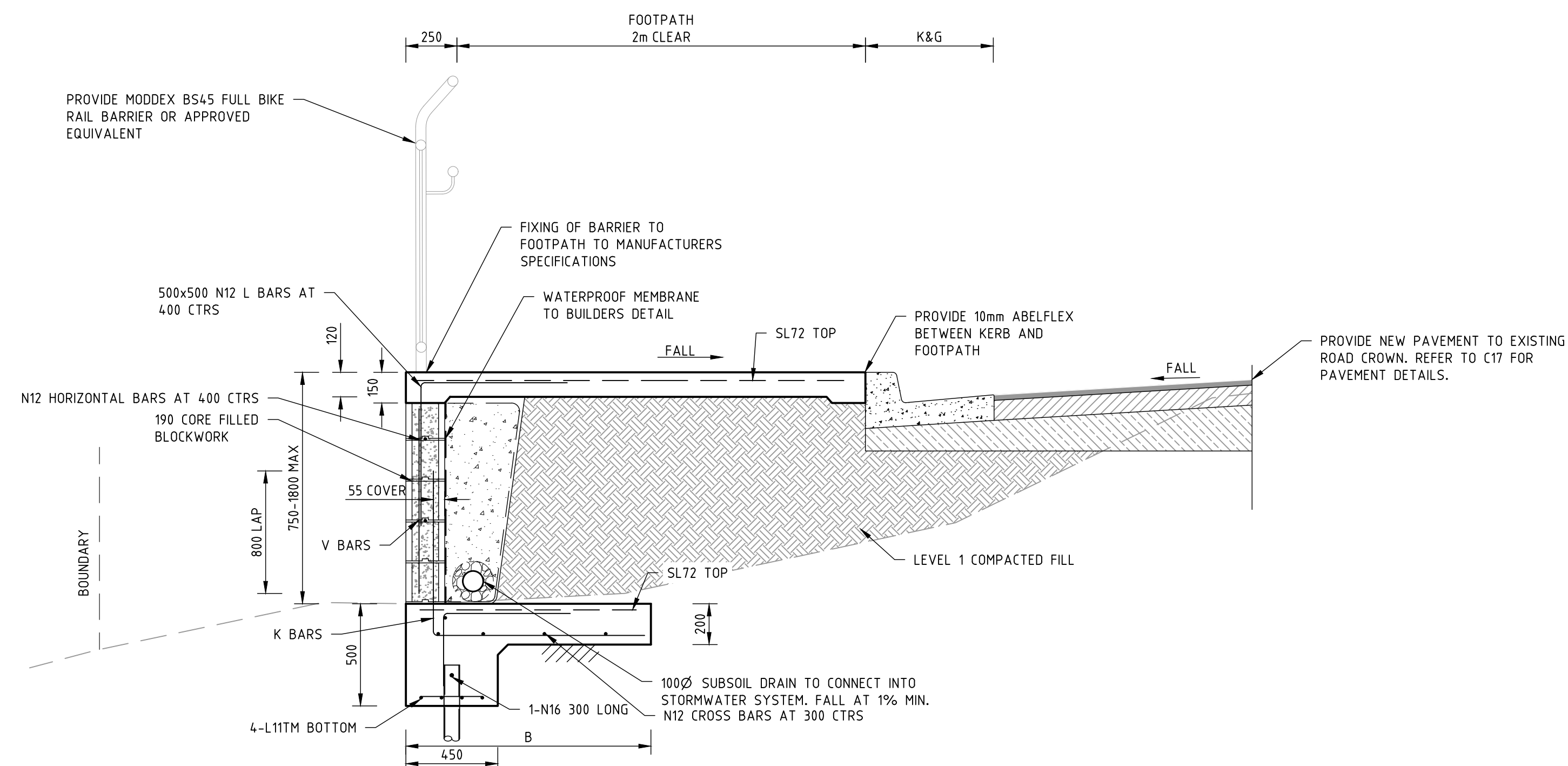
LONGITUDINAL SECTION RW 01 BOTTOM
SCALE 1:150 (HORIZONTAL)
SCALE 1:150 (VERTICAL)

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	A	ISSUED FOR CONSTRUCTION	J.HYNES	27.03.2025							Drawn: L.HESLOP
	B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025							Checked: B.ASHE
											Datum: MGA94 Scale: A1 Project No.: W24536 Drawing No.: C14 Rev.: B

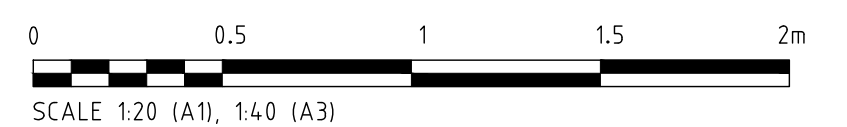
RETAINING WALL DETAILS			
MINIMUM BASE DIMENSIONS (mm)		REINFORCEMENT DETAILS	REINFORCEMENT DETAILS
WALL HEIGHT 'H'	B	'V' BARS	'K' BARS
750	800	N16 @ 400	N16 @ 400
1000	800	N16 @ 400	N16 @ 400
1200	900	N16 @ 400	N16 @ 400
1400	1000	N16 @ 400	N16 @ 400
1600	1100	N16 @ 200	N16 @ 200
1800	1200	N16 @ 200	N16 @ 200
2000	1500	N16 @ 400	N16 @ 400
2200	1600	N16 @ 400	N16 @ 400
2400	1700	N16 @ 200	N16 @ 200
2500	1800	N16@ 200	N16 @ 200
2750	1900	N16@200	N16@200

RETAINING WALL TYPE 1 FOR $1800 < H < 2750$

SHEET C14
SCALE 1:20

RETAINING WALL TYPE 2 FOR $750 < H < 1800$

SHEET C14
SCALE 1:20



FOR CONSTRUCTION

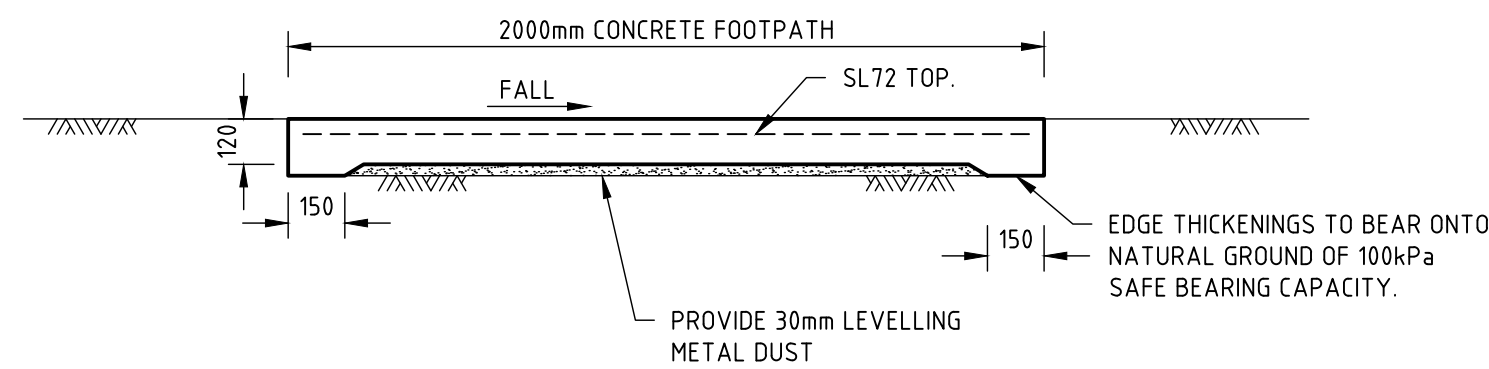
REV.	AMENDMENTS	APPROVED	DATE
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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025



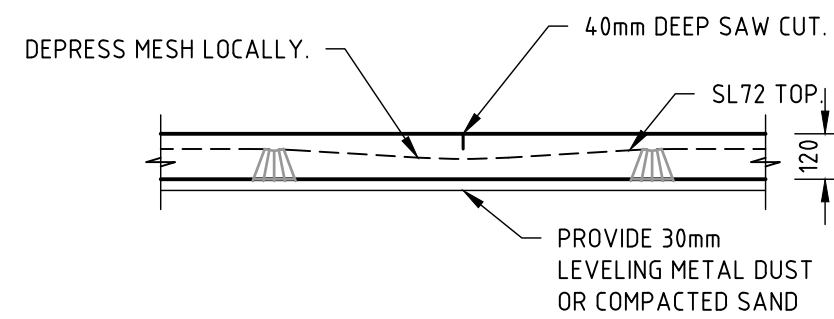
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WEBSITE www.westlakepunnett.com.au

CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

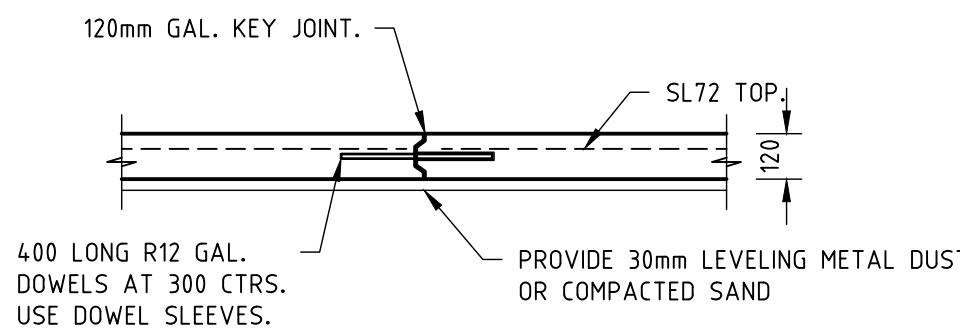
APPROVED	Designed: J.HYNES			
	Drawn: L.HESLOP			
	Checked: B.ASHE			
	Datum MGA94	Size A1	Scale 1:20	Date 03.04.2025
P.LITTLE	Project No. W74536		Drawing No. r15	Rev. R



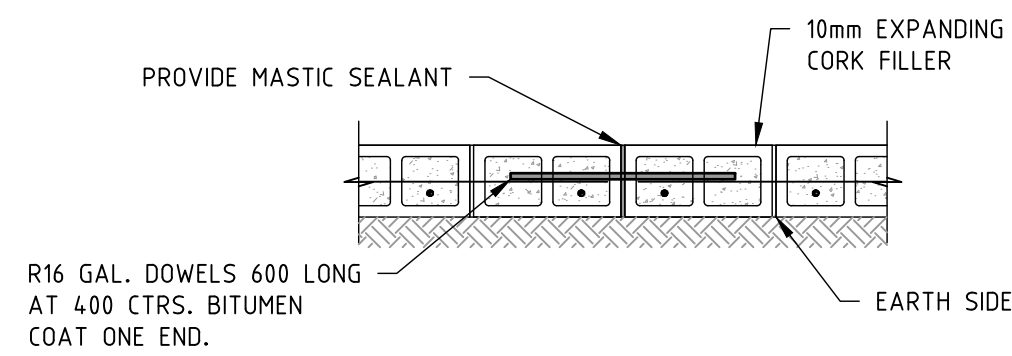
TYPICAL 2000mm CONCRETE FOOTPATH SECTION
SCALE 1:20



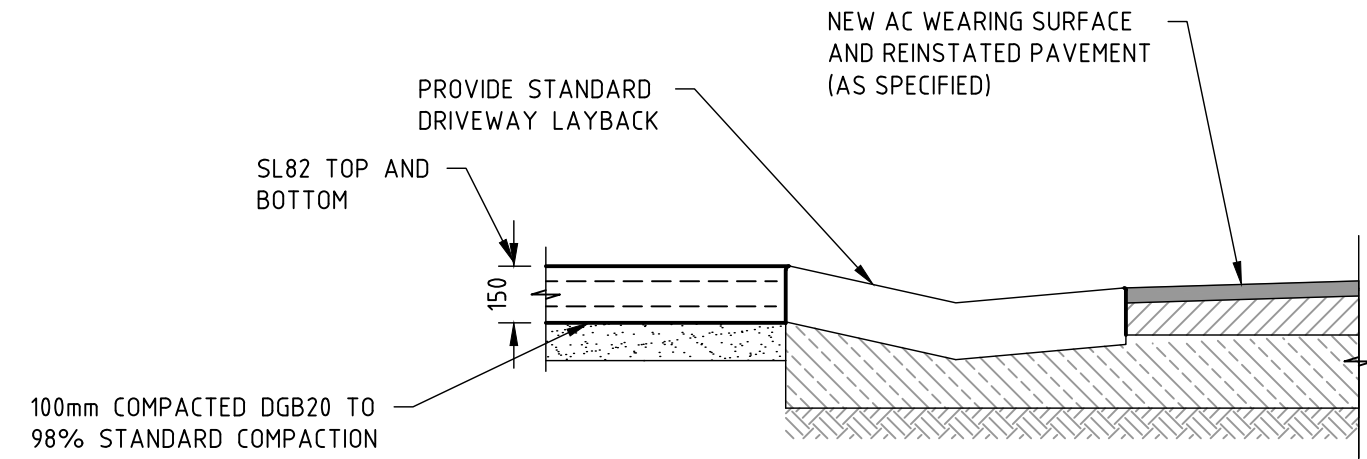
SJ - TYPICAL SAWN JOINT
SCALE 1:20



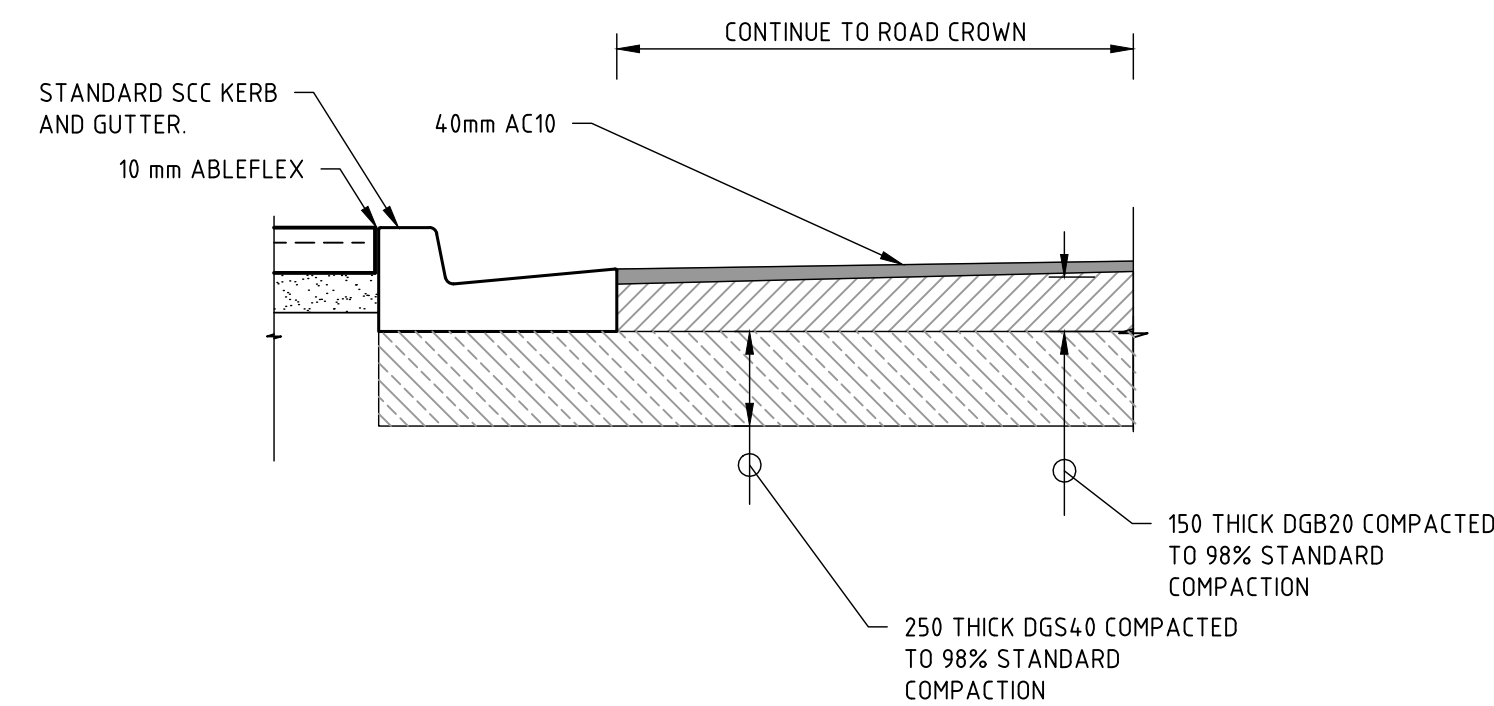
DKJ - TYPICAL DOWELLED KEY JOINT
SCALE 1:20



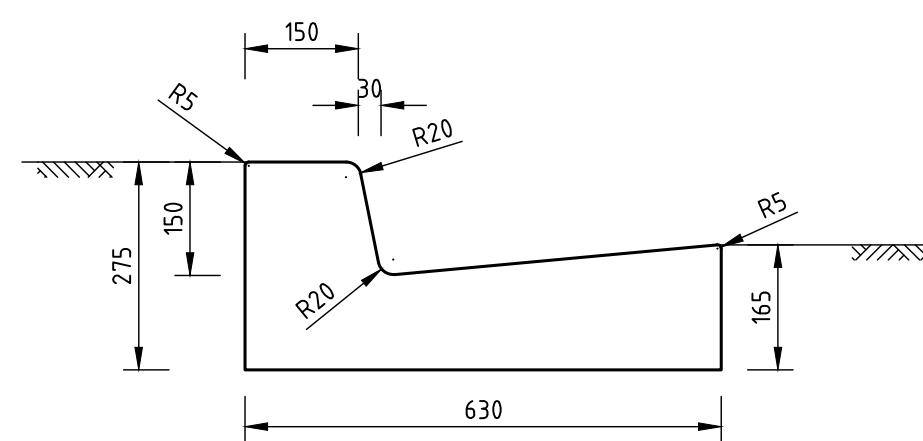
TYPICAL BLOCKWORK ARTICULATION DETAIL
SCALE 1:20



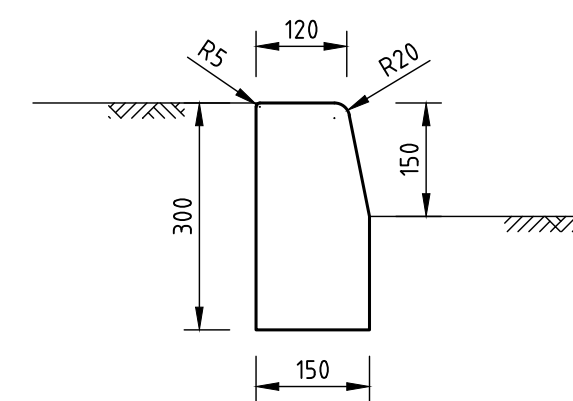
TYPICAL VEHICULAR GUTTER CROSSING DETAIL
SCALE 1:20



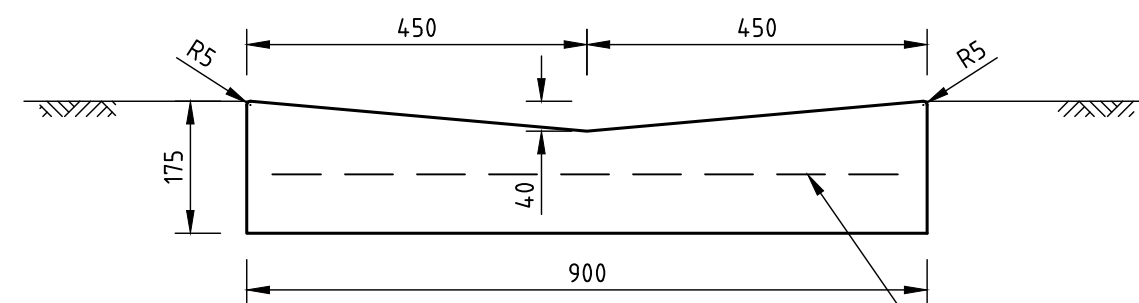
TYPICAL PAVEMENT DETAIL
SCALE 1:20



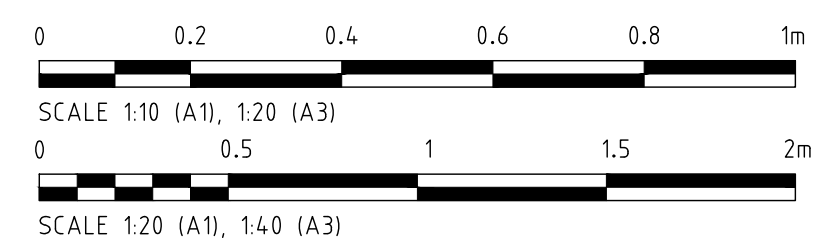
K&G
TYPICAL KERB & GUTTER DETAIL
SCALE 1:10



K0
TYPICAL KERB ONLY DETAIL
SCALE 1:10



DD
TYPICAL DISH DRAIN DETAIL
SCALE 1:10



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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025

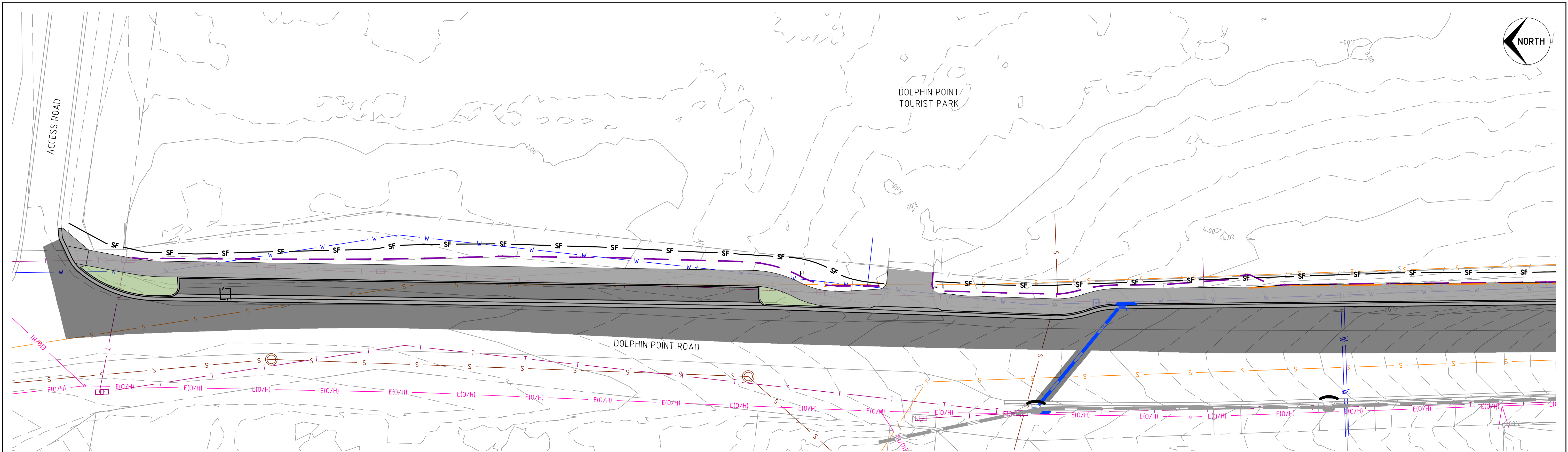


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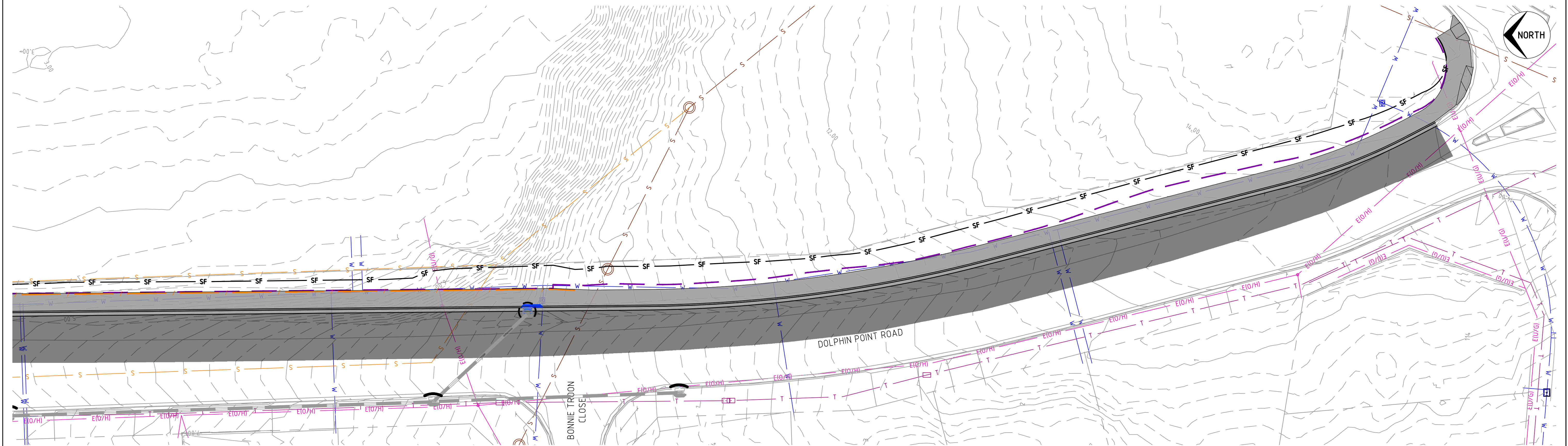
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PHONE 02 4423 5533
ADDRESS PO Box 1573 NOWRA, NSW 2541
WEBSITE www.westlakepunnett.com.au

TYPICAL DETAILS
SHEET 3 OF 3
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED	Designed: J.HYNES
	Drawn: L.HESLOP
	Checked: B.ASHE
	Datum MGA94
	Size A1
	Scale VARIES
	Date 03.04.2025
	Project No. W24536
	Drawing No. C17
	Rev. B



EROSION AND SEDIMENT CONTROL PLAN
SCALE 1:250



EROSION AND SEDIMENT CONTROL PLAN
SCALE 1:250

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B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025

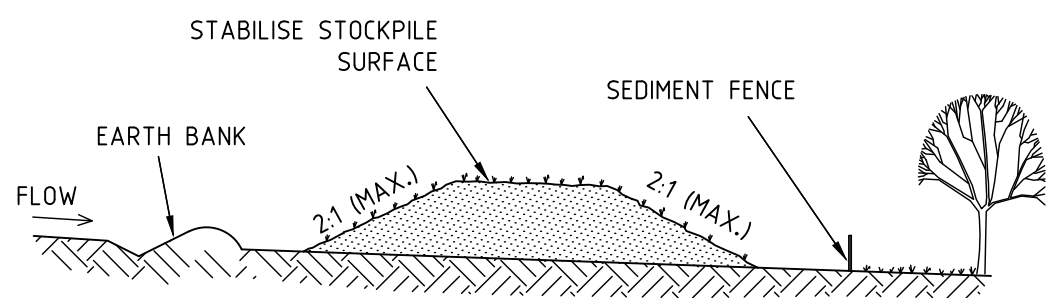


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PHONE: 02 4423 5533
ADDRESS: PO Box 1573 NOWRA, NSW 2541
WEBSITE: www.westlakepunnett.com.au

EROSION AND SEDIMENT CONTROL PLAN
CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED	Designed: J.HYNES
	Drawn: L.HESLOP
	Checked: B.ASHE
Datum: MGA94	Size: A1
Project No: W24536	Scale: 1:250
Drawing No: C18	Date: 03.04.2025
	Rev: B

FOR CONSTRUCTION

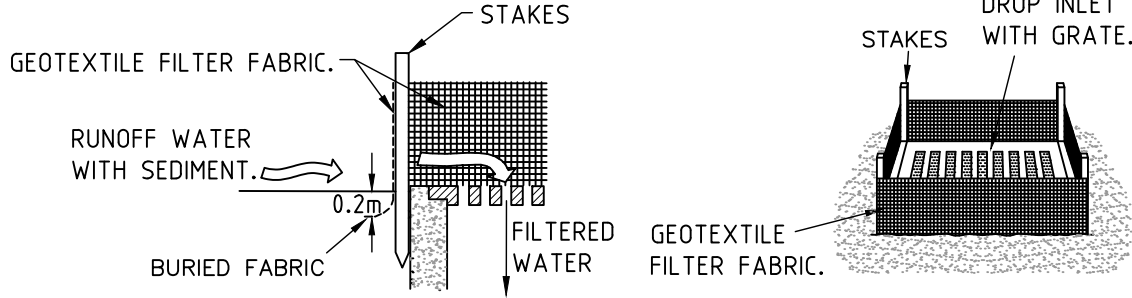


STOCKPILES (SD 4-1)

NTS

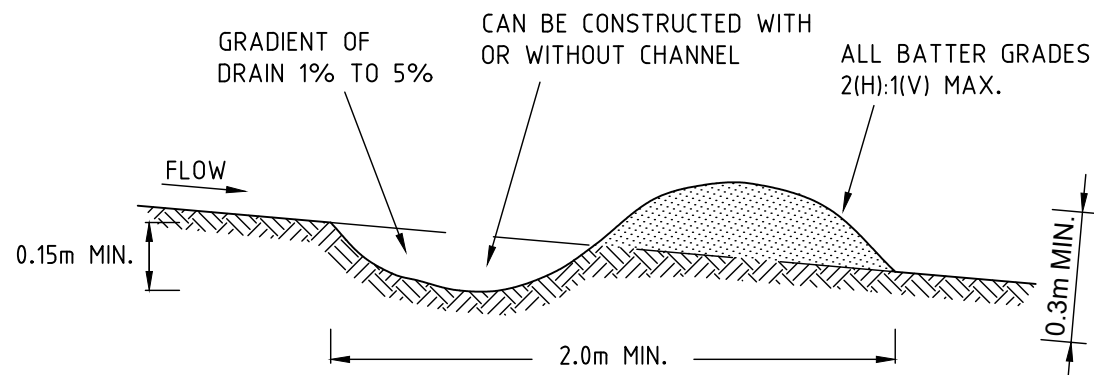
CONSTRUCTION NOTES

1. PLACE STOCKPILES MORE THAN 2 (PREFERABLY 5) METRES FROM EXISTING VEGETATION, CONCENTRATED WATER FLOW, ROADS AND HAZARD AREAS.
2. CONSTRUCT ON THE CONTOUR AS LOW, FLAT, ELONGATED MOUNDS.
3. WHERE THERE IS SUFFICIENT AREA, TOPSOIL STOCKPILES SHALL BE LESS THAN 2 METRES IN HEIGHT.
4. WHERE THEY ARE TO BE IN PLACE FOR MORE THAN 10 DAYS, STABILISE FOLLOWING THE APPROVED ESCP OR SWMP TO REDUCE THE C-FACTOR TO LESS THAN 0.10.
5. CONSTRUCT EARTH BANKS (STANDARD DRAWING 5-5) ON THE UPSLOPE SIDE TO DIVERT WATER AROUND STOCKPILES AND SEDIMENT FENCES (STANDARD DRAWING 6-8) 1 TO 2 METRES DOWNSLOPE.



GEOTEXTILE FILTER FABRIC
DROP INLET SEDIMENT TRAP

NTS

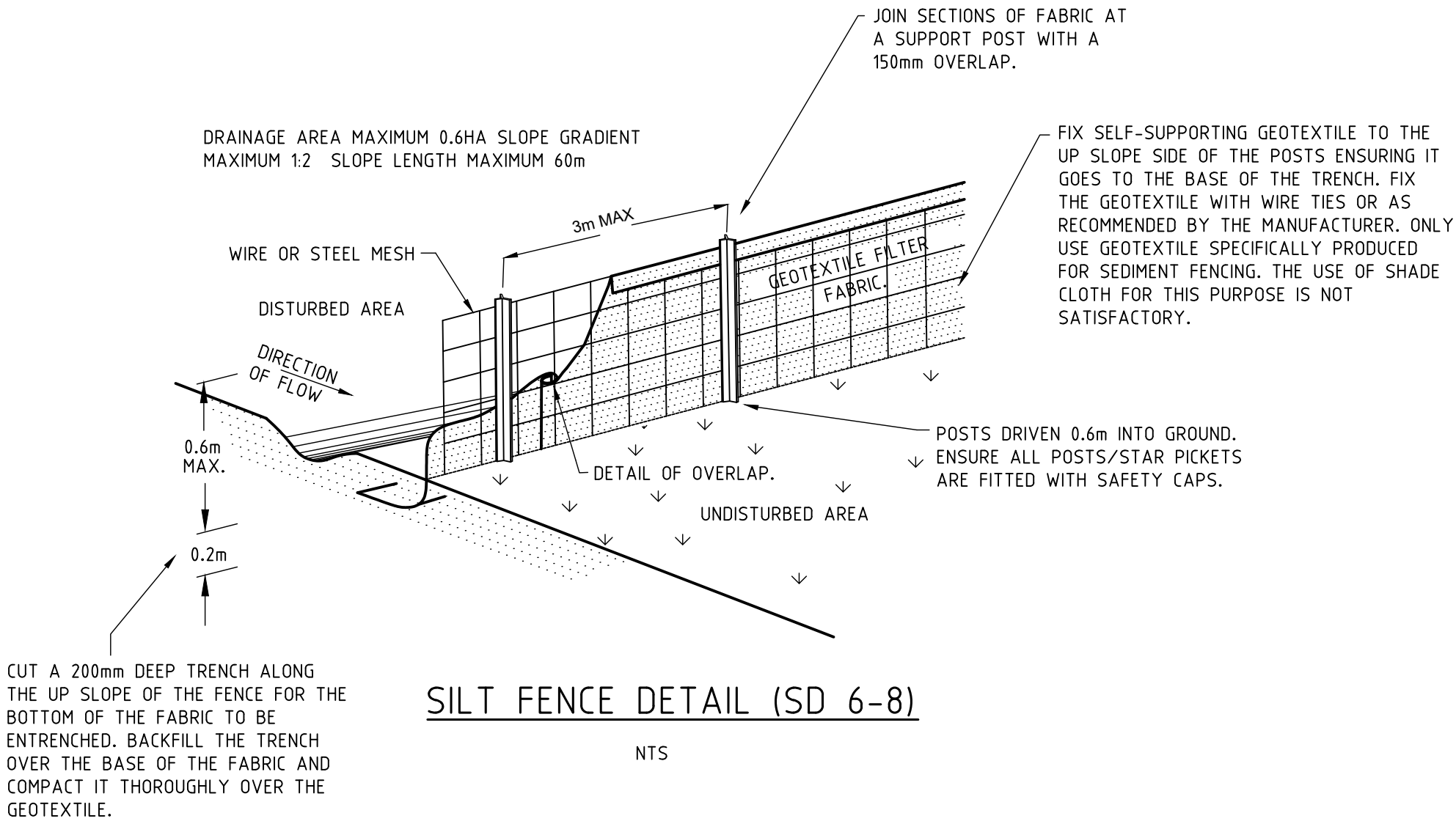


EARTH BANK (LOW FLOW) (SD 5-5)

NTS

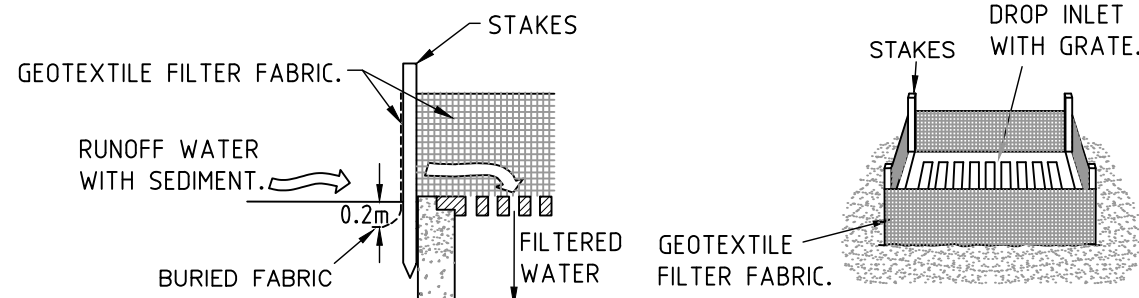
CONSTRUCTION NOTES

1. BUILD WITH GRADIENTS BETWEEN 1 PERCENT AND 5 PERCENT.
2. AVOID REMOVING TREES AND SHRUBS IF POSSIBLE - WORK AROUND THEM.
3. ENSURE THE STRUCTURES ARE FREE OF PROJECTIONS OR OTHER IRREGULARITIES THAT COULD IMPEDE WATER FLOW.
4. BUILD THE DRAINS WITH CIRCULAR, PARABOLIC OR TRAPEZOIDAL CROSS SECTIONS, NOT V-SHAPED
5. ENSURE THE BANKS ARE PROPERLY COMPACTED TO PREVENT FAILURE.
6. COMPLETE PERMANENT OR TEMPORARY STABILISATION WITHIN 10 DAYS OF CONSTRUCTION.



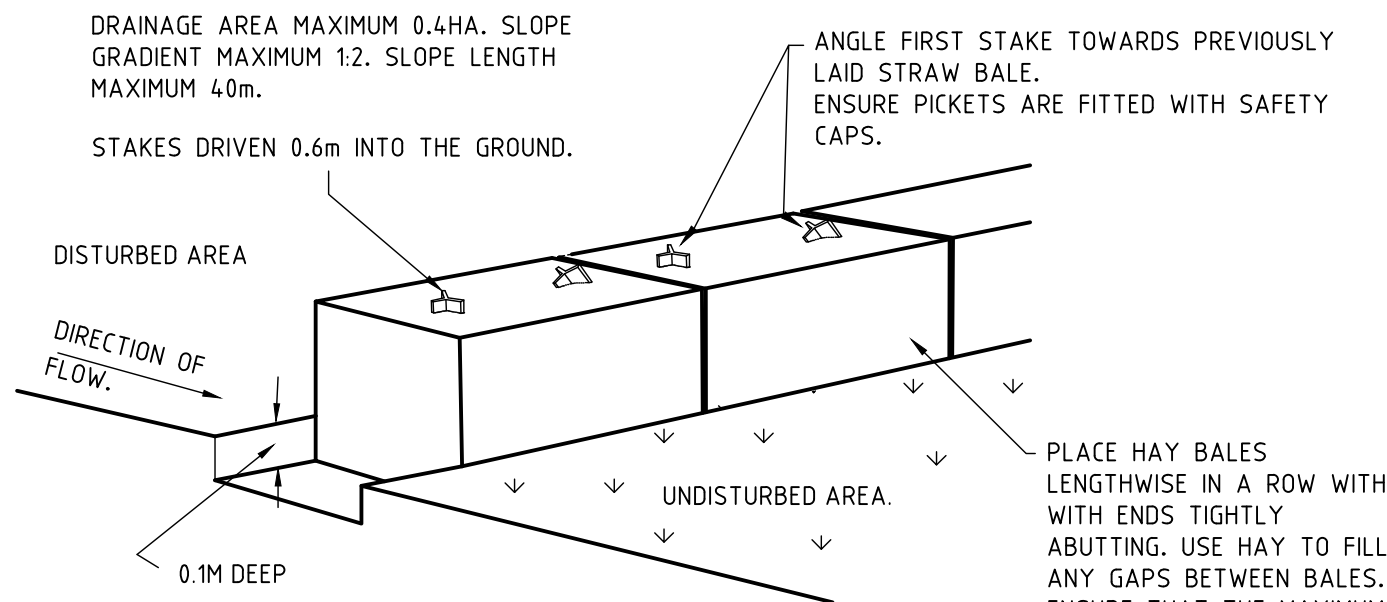
SILT FENCE DETAIL (SD 6-8)

NTS



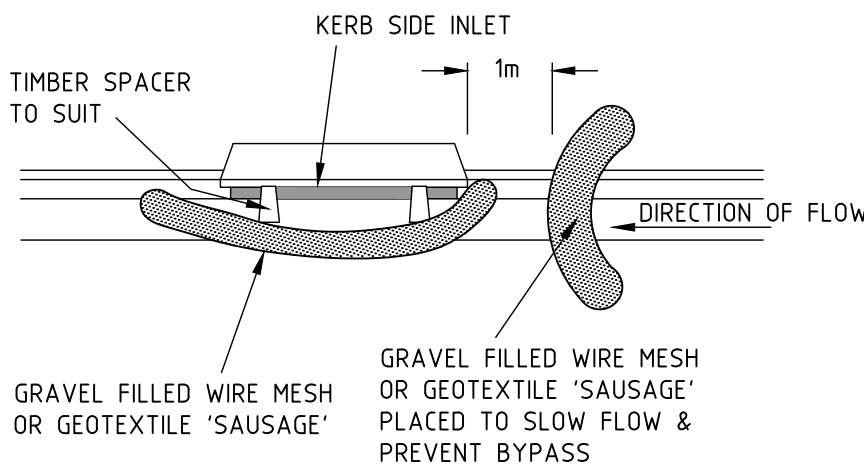
GEOTEXTILE FILTER FABRIC - DROP INLET SEDIMENT TRAP

NTS



STRAW BALE SEDIMENT FILTER

NTS



MESH AND GRAVEL INLET FILTER LINEL INLET

NTS

STANDARD SCHEDULE OF EROSION & SEDIMENT CONTROL
MEASURES TO BE IMPLEMENTED DURING CONSTRUCTION.

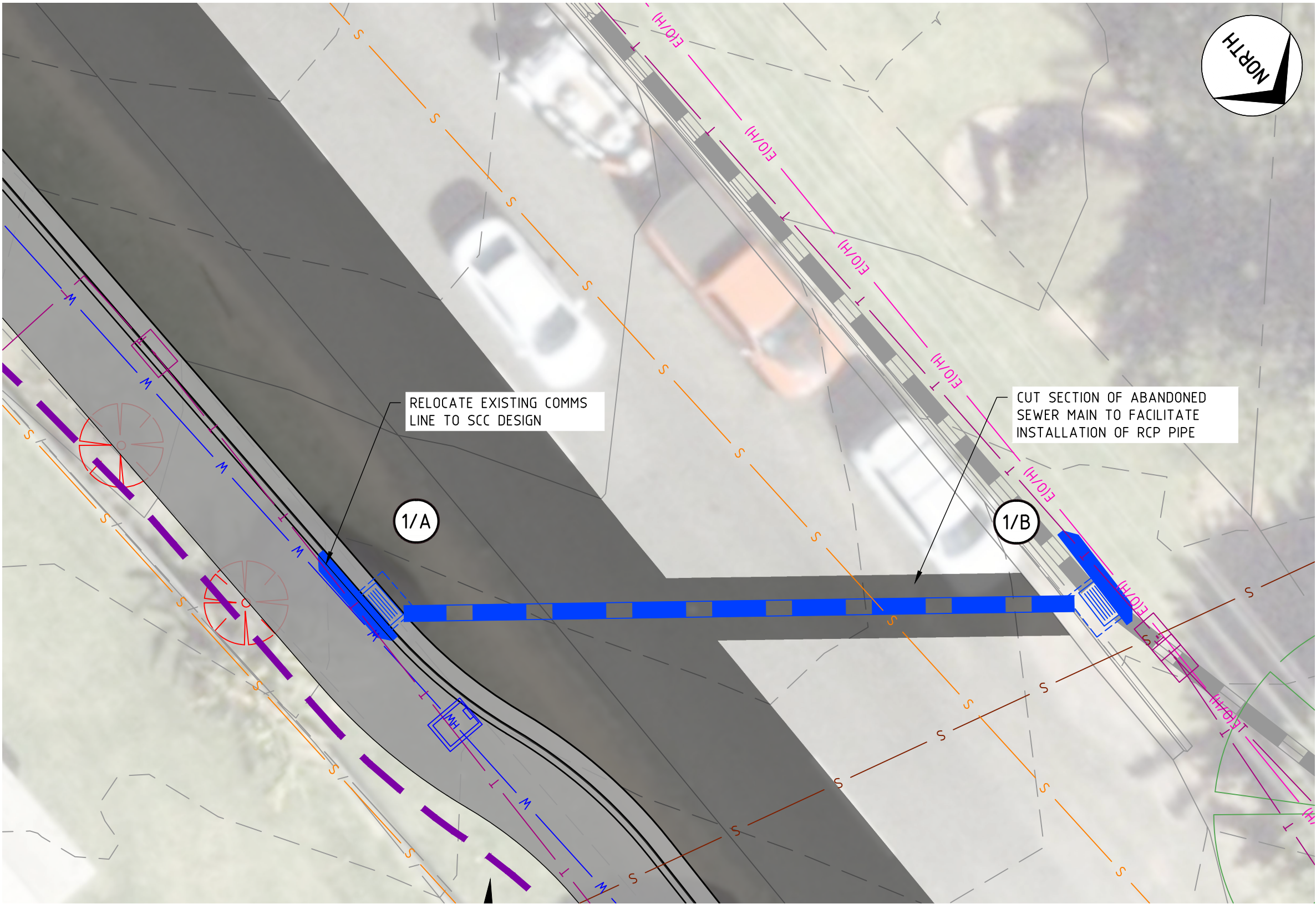
1. ALL EROSION SEDIMENT AND POLLUTION CONTROLS ARE TO BE IN ACCORDANCE WITH "SOILS AND CONSTRUCTION - MANAGING URBAN STORMWATER", 4th EDITION, LANDCOM, MARCH 2004 (THE BLUE BOOK).
2. CONSTRUCTION SHALL BE PHASED SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF WORKABLE SIZE. THIS WILL LIMIT THE DURATION DISTURBED AREAS ARE TO BE EXPOSED TO EROSION. PERIMETER/DIVERSION BANKS ARE TO BE STABILISED IMMEDIATELY AFTER THEY ARE CONSTRUCTED.
3. TOPSOIL STOCKPILES ARE TO BE LOCATED AS DIRECTED BY SUPERVISING ENGINEER OR SURVEYOR. STOCKPILES ARE TO BE IMMEDIATELY VEGETATED BY SEED AND FERTILIZER APPLICATION FOLLOWING FINAL PLACEMENT AND WATERING TO PROMOTE REVEGETATION. HAYBALES OR SEDIMENT FILTER FENCES ARE TO BE PLACED AROUND THE PERIMETER OF THE STOCKPILES TO ACT AS EROSION AND SEDIMENT CONTROLS.
4. SEDIMENT AND DEBRIS SHALL BE REMOVED FROM DETENTION BASINS WHEN THEY ARE 60% FULL. ALL SEDIMENT REMOVED SHALL BE DISPOSED OF AS DIRECTED BY SUPERVISING ENGINEER OR SURVEYOR.
5. ALL CUT AND FILL BATTERS SHALL HAVE A GRADE OF 4H:1V OR AS SHOWN. ANY WITH A SLOPE LENGTH IN EXCESS OF 7 METRES SHALL HAVE A 1.5m WIDE BERM CONSTRUCTED INTO THE TOE OR THE TOP OF THE BATTER AND TEMPORARY BARRIERS OF HAY BALES SHALL BE CONSTRUCTED TO DIVERT THE WATER EITHER DOWN HALF ROUND PIPES AND INTO DRAINAGE STRUCTURES OR ALONG DIVERSION DRAINS. UPON COMPLETION OF SHAPING AND DRAINAGE WORKS BATTERS AND DRAINAGE LINES SHALL BE TOPSOILED TO A MINIMUM DEPTH OF 100mm (MAX 125mm) SEEDED AND MULCHED WITH ANY FAILED AREA RESOWN.
6. TEMPORARY EROSION AND SEDIMENT CONTROLS ARE TO BE INSTALLED DURING CONSTRUCTION. THESE CONTROLS ARE TO INCLUDE -
 - A. PLACING OF TEMPORARY CROSS BANKS OF EARTH, SANDBAGS AND HAYBALES ACROSS DISTURBED ROAD SURFACES. THESE ARE TO BE CHECKED AND REPAIRED IF NECESSARY AT THE END OF EACH WORKING DAY.
 - B. PLACING OF SANDBAGS AROUND INLET PITS AND HEADWALLS DURING CONSTRUCTION TO TRAP SEDIMENT AND ALSO TO PREVENT WATER FROM BY-PASSING THE INLET.
 - C. BY PLACING OF SEDIMENT TRAPS AT KERB INLETS.
7. ANY CONSTRUCTION EXITS SHALL BE CONSTRUCTED USING SHAKER GRID.
8. ALL SEDIMENT CONTROL DEVICES SHALL BE RETAINED WHILE ANY DISTURBED AREAS REMAIN OR ARE CONTRIBUTING SEDIMENT TO STORMWATER SYSTEM. NO DEVICES SHALL BE REMOVED UNTIL SUPERVISING ENGINEER OR SURVEYOR GIVES DIRECTION.
9. ADDITIONAL SEDIMENT & EROSION CONTROL MEASURES TO BE PROVIDED AS PER SHOALHAVEN CITY COUNCILS REQUIREMENTS.

AIR & NOISE POLLUTION CONTROL

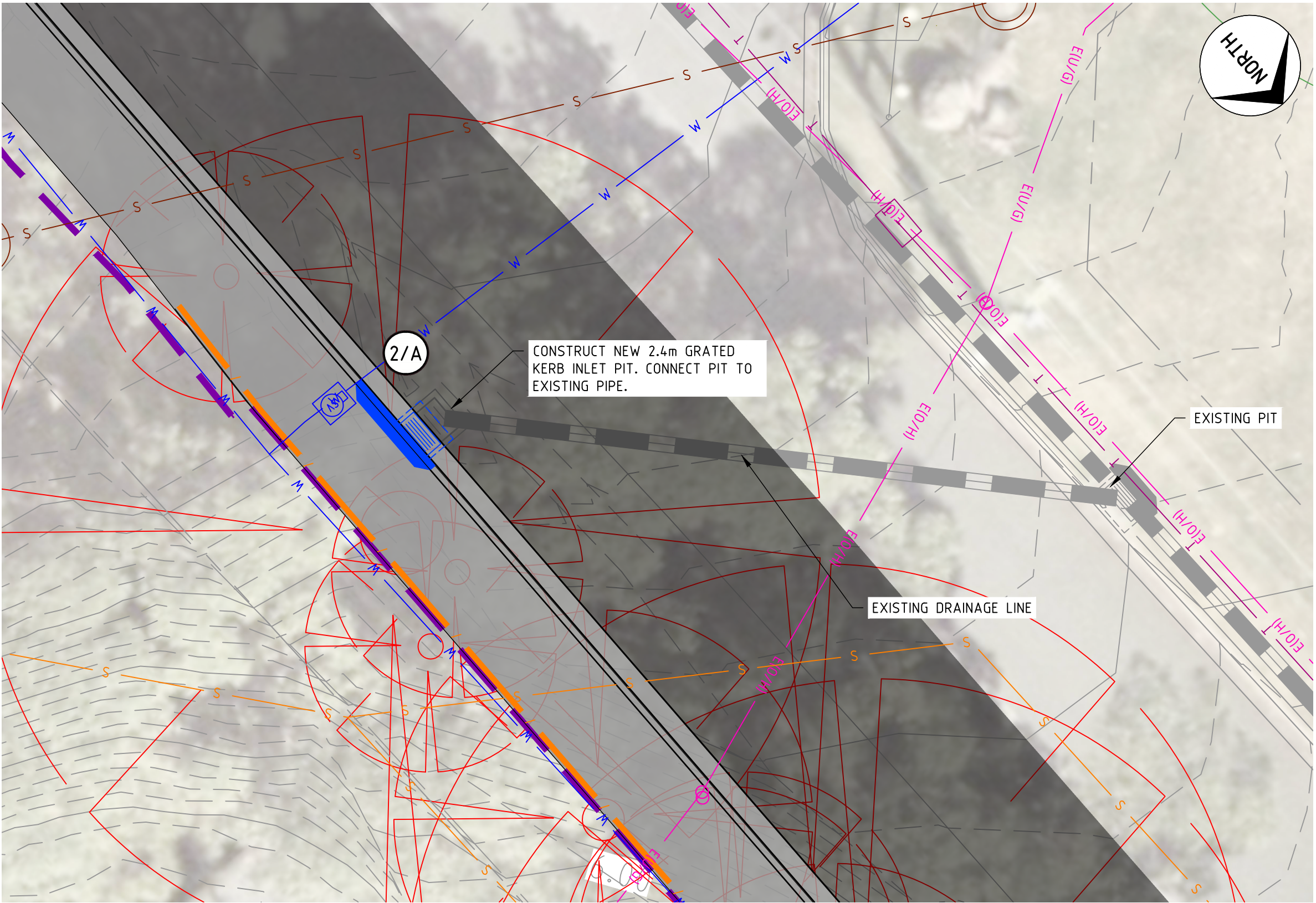
1. SUPPRESS DUST BY THE FOLLOWING METHODS WHERE APPLICABLE.
 - a) STAGE WORKS TO LIMIT THE EXTENT OF EXPOSED AND UNPROTECTED AREAS.
 - b) CONDUCT REGULAR SPRAYING OF WATER.
 - c) COVER AND SECURE VEHICULAR LOADS ENTERING/EXITING THE SITE.
 - d) USE AN ENVIRONMENTALLY FRIENDLY CHEMICAL SPRAY TO BIND SOIL TOGETHER THUS STABILISING UNUSED SOIL.
 - e) RESTRICT SPEED OF VEHICLES ONSITE.
 - f) COVER STOCKPILES TO PROTECT THEM FROM WIND.
 - g) PROVIDE 1.8m HIGH DUST SCREENS; SHADE CLOTH, PVC BANNER OR POLYESTER MESH; SECURELY FIXED TO PERIMETER FENCE.
2. IMPLEMENT MEASURES TO LIMIT AIR POLLUTION BY VEHICLES AND PLANT WORKING ON OR PASSING THROUGH THE SITE.
3. MAINTAIN POLLUTION CONTROL MEASURES DURING CONSTRUCTION AND UNTIL FULL STABILISATION. ROUTINELY INSPECT EACH WEEK AND AFTER SIGNIFICANT RAINFALL EVENTS. REPAIR AND REINSTATE WORKS AS NEEDED TO MAINTAIN PROTECTION. RECORD MAINTENANCE ACTIVITIES AND DETAILS AND PROVIDE TO EPA FOR INSPECTION WHEN REQUESTED.
4. ENSURE ALL CONSTRUCTION WORK THAT GENERATES NOISE TAKES PLACE ONLY WITHIN THE PRE-APPROVED OPERATING HOURS FOR THE PROJECT:
 - MONDAY TO FRIDAY, BETWEEN 7A.M. & 6P.M.
 - SATURDAY, BETWEEN 8A.M & 3P.M.

FOR CONSTRUCTION

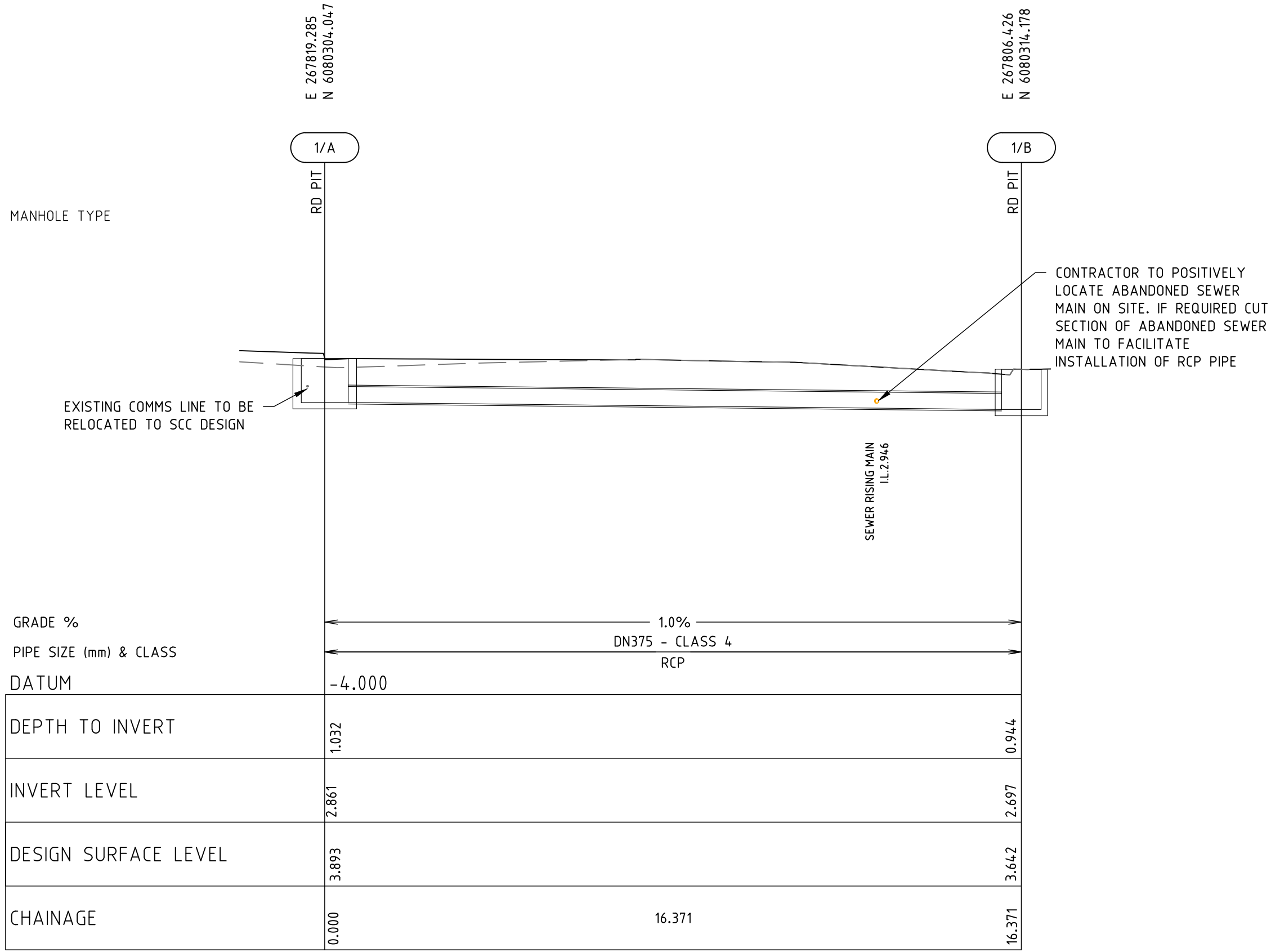
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	A	ISSUED FOR CONSTRUCTION	J.HYNES	27.03.2025						Drawn: L.HESLOP			
	B	RE-ISSUED FOR CONSTRUCTION	J.HYNES	03.04.2025						Checked: B.ASHE			
										Datum	Size	Scale	Date
										MGA94	A1	N.T.S	03.04.2025
										Project No.		Drawing No.	Rev.
										W24536		C19	B



DRAINAGE PLAN 1
SCALE 1:100

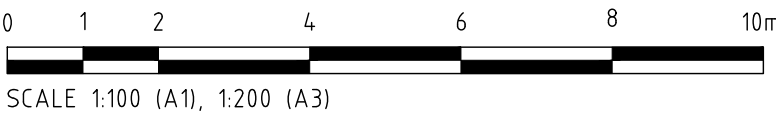


DRAINAGE PLAN 2
SCALE 1:100



LINE 1

PIT SCHEDULE											
PIT				INTERNAL		INLET		OUTLET		PIT	
NAME	TYPE	EASTING	NORTHING	WIDTH	LENGTH	DIAM	INVERT	DIAM	INVERT	SETOUT	DEPTH
1/A	SCC 2.4m LINTEL ON GRADE	267819.2850	6080304.0470	0.6	0.9			375Ø	2.861	3.8930	1.0320
1/B	SCC 2.4m LINTEL ON GRADE	267806.4260	6080314.1780	0.6	0.9	375Ø	2.6970			3.6420	0.9440
2/A	SCC 2.4m LINTEL ON GRADE	267819.9920	6080210.0910	0.6	0.9		7.9100				



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REV.	AMENDMENTS	APPROVED	DATE
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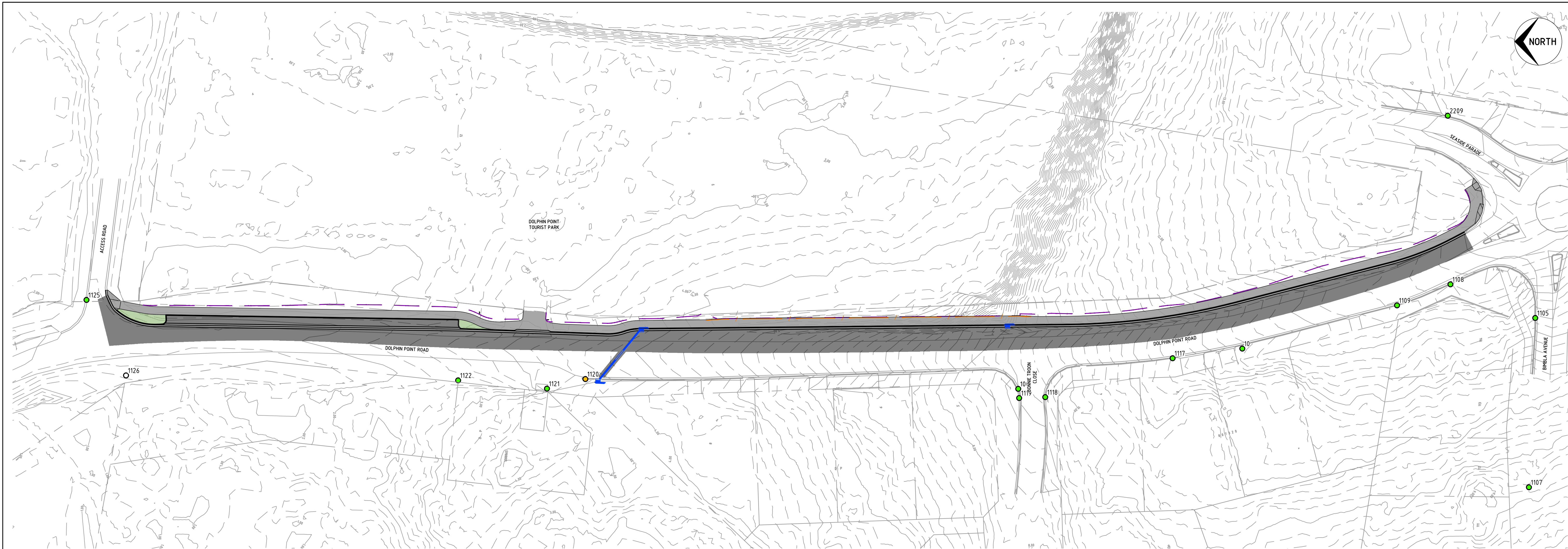
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DRAINAGE PLANS AND LONG SECTIONS

CLIENT: SHOALHAVEN CITY COUNCIL
PROJECT: PROPOSED FOOTPATH
ADDRESS: DOLPHIN POINT ROAD, DOLPHIN POINT

APPROVED		Designed: J.HYNES			
		Drawn: L.HESLOP			
		Checked: B.ASHE			
Datum	Size	Scale	Date		
MGA94	A1	1:100	03.04.2025		
Project No. W24536		Drawing No. C20	Rev. B		



SGD11 PLAN
SCALE 1:500

Phase 1 - Investigation													Field Audit		Phase 2 - Proposed Impact				Phase 3 - Work As Executed			Comments
Project Mark ID	SCIMS Mark ID	Type	Origin	Coordinates				GDA			AHD			Mark Status	Search Date	Pre-Construction Audit		Post Construction Field Audit				
				Datum	Easting	Northing	Zone	Coord Source	Class	PU	LU	RL	Class			PU	LU	Mark Status	Project Impact	Inspection Date	Mark Impact	
1102	PM46703	PM	SCIMS	GDA94	267844.018	6080043.072	56	SCIMS	B			13.558	LB	Found	29/09/2021	Found Intact	Safe	5/10/2021				
1103	PM50798	PM	SCIMS	GDA94	267838.798	6080060.858	56	SCIMS	B			13.750	LC	Destroyed	29/09/2021	Destroyed	Already Gone	5/10/2021	Already Gone			
1003	SS60497	SSM	SCIMS	GDA94	267804.06	6080207.304	56	SCIMS	C			10.000	U	Found	29/09/2021	Found Intact	Safe	5/10/2021				
1125	SS112439	RM/SSM	DP1045990/SCIMS	GDA94	267826.69	6080444.256	56	SCIMS	C			10.000	U	Found	29/09/2021	Found Intact	Safe	5/10/2021				
1107	SS195989	RMSSM	DP1226471/SCIMS	GDA94	267779.02	6080077.440	56	SCIMS	D			8.780	U	Found	29/09/2021	Found Intact	Safe	5/10/2021				
10	PM56349	RM/PM	DP1088865/SCIMS	GDA94	267814.31	6080150.326	56	SCIMS	B			12.350	LB	Found	29/09/2021	Found Intact	Safe	5/10/2021				
11	SS24812	SSM	SCIMS	GDA94	267917.067	6080019.396	56	SCIMS	B			16.668	LB	Found	29/09/2021	Found Intact	Safe	5/10/2021				
1104		DHW	DP1226471	GDA94	267824.197	6080066.649	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1105		DHW	DP1226471	GDA94	267822.099	6080075.828	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1108		DHW	DP1226471	GDA94	267830.658	6080097.394	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1109		DHW	DP1226471	GDA94	267825.298	6080110.973	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1117		RMDHW	DP1088865	GDA94	267811.856	6080168.051	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1118		RMDHW	DP807320	GDA94	267801.952	6080200.443	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1119		RMDHW	DP807320	GDA94	267801.728	6080207.07	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1120		RMDHW	DP807320	GDA94	267806.556	6080317.387	56	Traverse						Found	29/09/2021	Found Intact	Vulnerable	5/10/2021				
1121		RMDHW	DP1088865	GDA94	267804.125	6080327.156	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1122		RMGIP	DP1088865	GDA94	267806.223	6080349.743	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
1126		RMBOLT	DP807320	GDA94	267807.479	6080434.202	56	Traverse						Not Found	29/09/2021	Destroyed	Already Gone	5/10/2021	Already Gone			
2209		DHW	Unknown	GDA94	267873.56	6080098.074	56	Traverse						Found	29/09/2021	Found Intact	Safe	5/10/2021				
526		RMGIP	DP607440	GDA94	267886.463	6080053.321	56	Calculated								Not Searched			5/10/2021			

LEGEND

5.00

DESIGN CONTOURS (MAJOR 1.0 m)

5.00

DESIGN CONTOURS (MINOR 0.2 m)

5.00

EXISTING CONTOURS (MAJOR 1.0 m)

EXISTING CONTOURS (MINOR 0.2 m)

PROPOSED BATTER EXTENT

EXISTING PROPERTY BOUNDARY

PROPOSED 2.0m WIDE CONCRETE PATH

PROPOSED ROAD PAVEMENT

PROPOSED DRAINAGE LINE

EXISTING DRAINAGE LINE

SGD11 LEGEND


TO BE DESTROYED

VULNERABLE

SAFE

ALREADY GONE

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												Project No. W24536		Drawing No. C21	Rev. B