NEPEAN HOSPITAL - STAGE 2 BARBER AVENUE
DERBY STREET, KINGWOOD, NSW, 2747
CIVIL ENGINEERING SERVICES

LOCALITY PLAN

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DIAL BEFORE YOU DIG

DIAL BEFORE YOU DIG www.1100.com.au

IMPORTANT: THE CONTRACTOR IS TO MAINTAIN A CURRENT SET OF "DIAL BEFORE YOU DIG" DRAWINGS ON SITE AT ALL TIMES.

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C	26.05.2022	ISSUED FOR SSDA RESPONSE

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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE

DRAWN BY: SC CHECKED BY: SN
DESIGNED BY: SC APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT
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BARBER AVENUE - COVER SHEET AND DRAWING INDEX

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NHR-ACR-DRW-CIV-PCT-ALL-00010001
ISSUE
C

CIVIL LEGEND PROPOSED

K&G	KERB AND GUTTER
KO	KERB ONLY
RK&G	ROLL KERB AND GUTTER
DD 900	DISH DRAIN WITH WIDTH
	PRAM RAMP
• P56.20	FINISHED SURFACE LEVEL
• EX56.20	EXISTING SURFACE LEVEL
56.2	FINISHED SURFACE CONTOUR
	BATTER WITH SLOPES 1(VERT): 4(HORIZONTAL) UNO
(COS)	CONFIRM ON SITE
P5	STORMWATER DRAINAGE STRUCTURE WITH NUMBER (REFER STORMWATER DRAINAGE STRUCTURES SCHEDULE)
IL 25.30 Ø375 RCP '2' 13.30m @ 1.0% 10m IL 25.10	STORMWATER DRAINAGE LINE WITH; INVERT LEVEL UPSTREAM PIPE SIZE AND MATERIAL CLASS PIPE GRADE PIPE LENGTH INVERT LEVEL DOWNSTREAM
MC04	ROAD CONTROL LINE LABEL
	CONTROL LINE
	TREES TO BE DEMOLISHED
	TREES TO BE RETAINED

EXISTING SERVICES LEGEND

	EXISTING SEWER MAIN
	EXISTING COMMUNICATIONS MAIN
	EXISTING GAS MAIN
	EXISTING WATER MAIN
	EXISTING DRAINAGE
	EXISTING ELECTRICITY
	EXISTING ELECTRICITY (OVERHEAD)
	EXISTING OPTIC FIBRE
UP-C	EXISTING PIPE UNKNOWN
	EXISTING FENCE
DP	EXISTING DOWNPIPE
	EXISTING DRAINAGE PIT
BH	EXISTING MISC BORE HOLE
GAT	EXISTING MISC GATIC COVER LID
WH	EXISTING WATER HYDRANT
	EXISTING FIRE HYDRANT
	EXISTING STOP VALVE
WR	EXISTING STOP VALVE RECYCLED
	EXISTING WATER TAP
?	EXISTING UNCLASSIFIED SERVICE PIT
	EXISTING COMMUNICATIONS PIT
OFP	EXISTING OPTIC FIBER PIT
	EXISTING POWER POLE
	EXISTING TRANSFORMER CABINET CENTRE
EFP	EXISTING ELECTRICAL DISTRIBUTION FUSE POINT
EMH	EXISTING ELECTRICAL MANHOLE
EJB	EXISTING DISTRIBUTION FUSE POINT
EGL	EXISTING GARDEN LIGHT
	EXISTING SEWER PIT
SLH	EXISTING SEWER LAMPOLE
	EXISTING GAS VALVE BOX
	EXISTING BOLLARD
	EXISTING TREE
SUB STATION	EXISTING SUB STATION
	SITE BOUNDARY

PROPOSED SERVICES LEGEND

	PROPOSED COMMUNICATIONS (TELSTRA)
	PROPOSED ELECTRICITY
	PROPOSED FIRE MAIN
	PROPOSED WATER

PAVEMENT LEGEND

PAVEMENT TYPE 1
HEAVY DUTY AC PAVEMENT

DESIGN FINISHED SURFACE LEVEL
- 50mm THICKNESS ASPHALTIC CONCRETE (AC14)
- PRIMER SEAL
- 150mm COMPACTED THICKNESS BASECOURSE (DGB20)
- 300mm COMPACTED THICKNESS SUB-BASE (DGS40)
- COMPACTED SUBGRADE

PAVEMENT TYPE 3
HEAVY DUTY CONCRETE PAVEMENT

DESIGN FINISHED SURFACE LEVEL
- 180mm THICK CONCRETE WITH SL82 MESH TOP (50 COVER)
- 200mm COMPACTED THICKNESS BASECOURSE (DGB20)
- COMPACTED SUBGRADE

PAVEMENT TYPE 4
CONCRETE FOOTPATH PAVEMENT

DESIGN FINISHED SURFACE LEVEL
- 125mm THICK CONCRETE WITH SL72 MESH PLACED CENTRALLY
- 20mm SHARP SAND BEDDING
- COMPACTED SUBGRADE

PAVEMENT TYPE 5
EXISTING AC PAVEMENT TO BE RESHEETED

SAWCUT AND MILL OUT NOM 50mm OF EXISTING ASPHALTIC CONCRETE. TRIM, PROOF ROLL, MAKE SMOOTH AND REPAIR ALL EXISTING DEFECTS. REPLACE WITH NOM 50mm AC14

PAVEMENT TYPE 6
MEDIAN ISLAND INFILL PAVEMENT

DESIGN FINISHED SURFACE LEVEL
- 125mm THICK CONCRETE WITH SL72 MESH PLACED CENTRALLY
- 20mm SHARP SAND BEDDING
- COMPACTED SUBGRADE

NOTES:
PAVEMENT AS SHOWN "EXISTING AC PAVEMENT TO BE RESHEETED" WILL BE REQUIRED TO BE BORE HOLED AND TESTED TO ASCERTAIN PAVEMENT CONDITION. CONTRACTOR IS TO ALLOW FOR PAVEMENT TO BE REMOVED AND REPLACED WITH NEW HEAVY DUTY PAVEMENT AC PAVEMENT TYPE 1, SUBJECT TO RESULTS OF BORE HOLE TESTING.

REFER TO SECTON 5 OF PENRITH CITY COUNCIL ENGINEERING CONSTRUCTION FOR CIVIL WORKS DETAILS.

SIGNAGE LEGEND

GIVE WAY R1-2	GIVEWAY SIGN	NO STOPPING R5-400 (L/R)	NO STOPPING (BOTH WAYS)
NO ENTRY R2-4	NO ENTRY	VEHICLES UNDER 7m EXCEPTED R9-225	VEHICLES UNDER 7m EXCEPTED
90° ANGLE PARKING REAR TO KERB R5-505 / 90° ANGLE PARKING REAR TO KERB R5-505	90 DEGREE ANGLE PARKING REAR TO KERB (RIGHT & LEFT)	2P 8:30 MON FRI R5-2 / 2P 8:30 MON FRI R5-2	2P 8:30AM - 6PM MON-FRI (RIGHT & LEFT)
P MOTOR BIKES ONLY / P MOTOR BIKES ONLY	P MOTORBIKES ONLY (RIGHT & LEFT)		

PAVEMENT MARKING LEGEND

100 / P1	PARKING BAY LINE
	DIRECTIONAL ARROW
	PROPOSED TRAFFIC SIGN

NOTES
1. ALL PAVEMENT MARKING AND SIGNAGE SHALL BE IN ACCORDANCE WITH AS1742, 1743, 2890 AND RMS QA SPECIFICATIONS.

SOIL EROSION AND SEDIMENT CONTROL LEGEND-PROPOSED WORKS

	PIT INLET TRAP
	SAND BAG SEDIMENT TRAP

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DRAWING
BARBER AVENUE - LEGEND SHEET

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010002
ISSUE C

SITEWORKS NOTES

1. ORIGIN OF LEVELS :- AUSTRALIAN HEIGHT DATUM (A.H.D.)
2. CONTRACTOR MUST VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK.
3. ALL WORK IS TO BE UNDERTAKEN IN ACCORDANCE WITH THE DETAILS SHOWN ON THE DRAWINGS, THE SPECIFICATIONS AND THE DIRECTIONS OF THE PRINCIPAL'S REPRESENTATIVE.
4. EXISTING SERVICES HAVE BEEN PLOTTED FROM SUPPLIED DATA AND AS SUCH THEIR ACCURACY CANNOT BE GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE PRINCIPAL'S REPRESENTATIVE. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY.
5. WHERE NEW WORKS ABUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES IS OBTAINED.
6. THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A REGISTERED SURVEYOR.
7. CARE IS TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES. NO MECHANICAL EXCAVATIONS ARE TO BE UNDERTAKEN OVER COMMUNICATIONS OR ELECTRICAL SERVICES. HAND EXCAVATE IN THESE AREAS.
8. ALL SERVICE TRENCHES UNDER VEHICULAR PAVEMENTS SHALL BE BACKFILLED WITH AN APPROVED NON-NATURAL GRANULAR MATERIAL AND COMPACTED TO 98% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS.1289.5.1.1.
9. ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.
10. ON COMPLETION OF PIPE INSTALLATION ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL AND GRASSED AREAS AND ROAD PAVEMENTS.
11. PROVIDE 10mm WIDE EXPANDING CORK JOINTS BETWEEN CONCRETE PAVEMENTS AND ALL BUILDINGS , WALLS, FOOTINGS, COLUMNS, KERBS, DISH DRAINS, GRATED DRAINS, BOLLARD FOOTINGS ETC
12. CONTRACTOR TO OBTAIN ALL AUTHORITY APPROVALS.
13. ALL BATTERS TO BE GRASSED LINED WITH MINIMUM 100 TOPSOIL AND APPROVED COUCH LAID AS TURF.
14. MAKE SMOOTH TRANSITION TO EXISTING SERVICES AND MAKE GOOD.
15. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY DIVERSION DRAINS AND MOUNDS TO ENSURE THAT AT ALL TIMES EXPOSED SURFACES ARE FREE DRAINING AND WHERE NECESSARY EXCAVATE SUMPS AND PROVIDE PUMPING EQUIPMENT TO DRAIN EXPOSED AREAS.
16. THESE PLANS SHALL BE READ IN CONJUNCTION WITH APPROVED ARCHITECTURAL, STRUCTURAL, HYDRAULIC AND ELECTRICAL DRAWINGS AND SPECIFICATIONS.
17. TRENCHES THROUGH EXISTING ROAD AND CONCRETE PAVEMENTS SHALL BE SAWCUT TO FULL DEPTH OF CONCRETE AND A MIN 50mm IN BITUMINOUS PAVING.
18. ALL BRANCH GAS AND WATER SERVICES UNDER DRIVEWAYS AND BRICK PAVING SHALL BE LOCATED IN Ø80 uPVC SEWER GRADE CONDUITS EXTENDING A MIN OF 500mm PAST PAVING.
19. ON COMPLETION OF WORKS ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL INCLUDING, BUT NOT LIMITED TO, KERBS, FOOTPATHS, CONCRETE AREAS, GRASS AND LANDSCAPED AREAS.

ROADWORKS NOTES

1. ALL BASECOURSE AND SUB-BASECOURSE MATERIALS SHALL CONFORM WITH AUSTRALIAN STANDARDS.
2. ALL BASECOURSE AND SUB-BASE MATERIALS SHALL BE COMPACTED TO ACHIEVE A MINIMUM OF 100% STANDARD MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT OF +OR- 2% IN ACCORDANCE WITH AS1289 E1.1.
3. ALL WEARING SURFACES SHALL BE ASPHALTIC CONCRETE LAID TO THE THICKNESS SPECIFIED AND IN ACCORDANCE WITH THE SPECIFICATION.
4. CONCRETE FOR KERB SHALL HAVE A CONCRETE STRENGTH OF 20MPA AT 28 DAYS, MINIMUM SLUMP OF 60MM AND MAXIMUM AGGREGATE SIZE OF 40MM.

EXISTING SERVICES AND FEATURES

1. THE CONTRACTOR SHALL ALLOW FOR THE CAPPING OFF, EXCAVATION, REMOVAL AND DISPOSAL IF REQUIRED OF ALL EXISTING SERVICES IN AREAS AFFECTED BY WORKS WITHIN THE CONTRACT AREA, AS SHOWN ON THE DRAWINGS UNLESS DIRECTED OTHERWISE BY THE PRINCIPAL'S REPRESENTATIVE.
2. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES SERVICES TO ALL BUILDINGS NOT AFFECTED BY THE WORKS ARE NOT DISRUPTED.
3. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL GAIN WRITTEN APPROVAL OF THEIR PROGRAMME FOR THE RELOCATION/CONSTRUCTION OF TEMPORARY SERVICES.
4. EXISTING BUILDINGS, EXTERNAL STRUCTURES, AND TREES SHOWN ON THESE DRAWINGS ARE FEATURES EXISTING PRIOR TO ANY DEMOLITION WORKS.
5. CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE PRINCIPAL'S REPRESENTATIVE. ONCE DIVERSION IS COMPLETE AND COMMISSIONED THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE PRINCIPAL'S REPRESENTATIVE.
6. INTERRUPTION TO SUPPLY OF EXISTING SERVICES SHALL BE DONE SO AS NOT TO CAUSE ANY INCONVENIENCE TO THE PRINCIPAL. CONTRACTOR TO GAIN APPROVAL OF PRINCIPAL'S REPRESENTATIVE FOR TIME OF INTERRUPTION.

LINEMARKING NOTES

1. THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS, HARDSTANDS, PATHS, CARPARKS AND THE TRAFFICABLE AREAS.
2. THE PAVEMENT MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS 1742.2 AND THE RELEVANT LOCAL AND STATE AUTHORITY GUIDELINES.
3. PAINT SHALL BE TYPE 3, CLASS A AND THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMEN FROM THE ROAD SURFACE. EACH LINE SHALL BE 80mm WIDE, UNO IN LEGEND. ALL PAINT SHALL BE APPLIED BY MECHANICAL SPRAYER.
4. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING.
5. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm TO 0.40mm.
6. ALL EXISTING PAVEMENT MARKING WHICH IS LOCATED ON EXISTING PAVEMENT TO BE RETAINED SHALL BE REMOVED BY GRINDING WHERE THE EXISTING MARKINGS ARE MADE REDUNDANT BY THE PROPOSED WORKS.

WATER SERVICES NOTES

1. THRUST BLOCKS TO SYDNEY WATER STANDARDS SHALL BE CONSTRUCTED WHERE SHOWN ON DRAWINGS AND AT ALL OTHER FITTINGS (BENDS, TEES ETC) IN BOTH THE HORIZONTAL AND VERTICAL PLANES.
2. ALL PIPEWORK FROM MAINS TO BUILDINGS SHALL BE COPPER UNLESS NOTED OTHERWISE.

STORMWATER NOTES

1. ALL 225 DIA. DRAINAGE PIPES AND LARGER SHALL BE CLASS "2" APPROVED SPIGOT AND SOCKET FRC OR RCP PIPES WITH RUBBER RING JOINTS. (U.N.O.) ALL DOWNPIPE DRAINAGE LINES SHALL BE SEWER GRADE uPVC WITH SOLVENT WELD JOINTS. (U.N.O.)
2. EQUIVALENT STRENGTH REINFORCED CONCRETE PIPES MAY BE USED.
3. ALL PIPE JUNCTIONS UP TO AND INCLUDING 450 DIA. AND TAPERS SHALL BE VIA PURPOSE MADE FITTINGS.
4. MINIMUM GRADE TO STORMWATER LINES TO BE 1%. (U.N.O.)
5. CONTRACTOR TO SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
6. ALL CONNECTIONS TO EXISTING DRAINAGE PITS SHALL BE MADE IN A TRADESMAN-LIKE MANNER AND THE INTERNAL WALL OF THE PIT AT THE POINT OF ENTRY SHALL BE CEMENT RENDERED TO ENSURE A SMOOTH FINISH.
7. PRECAST PITS SHALL NOT BE USED UNLESS WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER.
8. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MIN. 50MM CONCRETE BED (OR 75MM THICK BED OF 12MM BLUE METAL) UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE ROCK. IN OTHER THAN ROCK, PIPES SHALL BE LAID ON A 75MM THICK SAND BED. IN ALL CASES BACKFILL THE TRENCH WITH SAND TO 200MM ABOVE THE PIPE. WHERE THE PIPE IS UNDER PAVEMENTS BACKFILL REMAINDER OF TRENCH WITH SAND OR APPROVED GRANULAR BACKFILL COMPACTED IN 150MM LAYERS TO 98% STANDARD MAX. DRY DENSITY.
9. BEDDING SHALL BE (U.N.O.) TYPE H1, IN ACCORDANCE WITH CURRENT RELEVANT AUSTRALIAN STANDARDS.
10. WHERE STORMWATER LINES PASS UNDER FLOOR SLABS SEWER GRADE RUBBER RING JOINTS ARE TO BE USED.
11. WHERE SUBSOIL DRAINAGE LINES PASS UNDER FLOOR SLABS AND VEHICULAR PAVEMENTS UNSLOTTED UPVC SEWER GRADE PIPE SHALL BE USED.
12. PROVIDE 3.0M LENGTH OF 100 DIA. SUBSOIL DRAINAGE PIPE WRAPPED IN FABRIC SOCK, AT UPSTREAM END OF EACH PIT.

SUBGRADE PREPARATION

1. REMOVE ALL TOPSOIL, VEGETABLE MATTER AND RUBBLE.
2. PROOF ROLL NATURAL SURFACE.
3. REMOVE ANY SOFT AREAS.
4. PLACE APPROVED NON ORGANIC FILL WITH A MAXIMUM PARTICLE SIZE OF 75mm AND COMPACT IN 200mm MAX. THICK LAYERS. U.N.O.
5. COMPACTION IS TO BE CARRIED OUT BY ROLLING AT OPTIMUM MOISTURE CONTENT TO OBTAIN A DENSITY EQUIVALENT TO 98% OF MAXIMUM DRY DENSITY WHEN TESTED BY THE STANDARD COMPACTION TEST. No. E1.1 FROM A.S. 1289.
6. COMPACTION SHALL BE CARRIED OUT WITH A VIBRATING ROLLER WITH AT LEAST 10 TONNE STATIC WEIGHT.
7. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A. REGISTERED LABORATORY.

COMPACTION NOTES

1. REFER TO GEOTECHNICAL INVESTIGATION REPORT PREPARED BY JK GEOTECHNICS REF 33570L Trpt DATED 23 DEC 2020
2. STRIP TOPSOIL TO EXPOSE NATURALLY OCCURRING MATERIAL AND STOCKPILE ON SITE FOR SELECTIVE RE-USE OR DISPOSE OFF-SITE AS DIRECTED BY THE SUPERINTENDENT.
3. UNCONTROLLED FILLING IS TO BE REMOVED FROM THE FOOTPRINT OF THE BUILDING AND PAVEMENT AREAS, THE STRIPPED SURFACE SHALL BE INSPECTED BY A GEOTECHNICAL ENGINEER.
4. PROOF ROLL EXPOSED NATURAL SURFACE WITH A MINIMUM OF EIGHT PASSES OF A SMOOTH DRUM ROLLER (MINIMUM STATIC WEIGHT OF 10 TONNES) THE FINAL PASS SHALL BE IN THE PRESENCE OF A GEOTECHNICAL ENGINEER.
5. ALL SOFT, WET OR UNSUITABLE MATERIAL TO BE REMOVED AS DIRECTED BY THE GEOTECHNICAL ENGINEER AND REPLACED WITH APPROVED MATERIAL SATISFYING THE REQUIREMENTS LISTED BELOW.
6. WASTE CLASSIFICATION OF SPOIL MATERIAL, INCLUDING PROVISION OF APPROPRIATE HAZARDOUS MATERIALS HANDLING (AS REQUIRED) IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO UNDERTAKING THE EXCAVATION WORKS.
7. ALL FILL MATERIAL SHALL BE FROM A SOURCE APPROVED BY THE GEOTECHNICAL ENGINEER AND SHALL COMPLY WITH THE FOLLOWING :
   a. FREE FROM ORGANIC, PERISHABLE AND CONTAMINATED MATTER
   b. MAXIMUM PARTICLE SIZE 75MM
   c. PLASTICITY INDEX BETWEEN 2% AND 15%
8. ALL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 200MM THICK LAYERS AND COMPACTED AT OPTIMUM MOISTURE CONTENT (+ OR - 2%) TO ACHIEVE A DRY DENSITY DETERMINED IN ACCORDANCE WITH AS 1289 5.3.1 OF NOT LESS THAN THE FOLLOWING STANDARD MINIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 E5.1.1 :

LOCATION	STANDARD DRY DENSITY
UNDER BUILDING SLABS	98%
AREAS OF SERVICE TRENCHES	98%
EXTERNAL PAVED AREAS, ROADS AND CARPARKS	98%
LANDSCAPED AREAS	90%

THE UPPER 0.5m THICKNESS FOR THE FOLLOWING AREAS MUST BE COMPACTED AT OPTIMUM MOISTURE CONTENT (+ OR -2%) AS FOLLOWS

LOCATION	STANDARD DRY DENSITY
UNDER BUILDING SLABS	100%
PAVEMENTS AND CARPARKS	100%

9. THE CONTRACTOR SHALL PROGRAM THE EARTHWORKS OPERATION SO THAT THE WORKING AREAS ARE ADEQUATELY DRAINED DURING THE PERIOD OF CONSTRUCTION. THE SURFACE SHALL BE GRADED AND SEALED OFF TO REMOVE DEPRESSIONS, ROLLER MARKS AND SIMILAR WHICH WOULD ALLOW WATER TO POND AND PENETRATE THE UNDERLYING MATERIAL. ANY DAMAGE RESULTING FROM THE CONTRACTOR NOT OBSERVING THESE REQUIREMENTS SHALL BE RECTIFIED BY THE CONTRACTOR AT THEIR COST.
10. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED NATA REGISTERED LABORATORY AT THE CONTRACTORS EXPENSE.TESTING FREQUENCY SHALL BE IN ACCORDANCE WITH THE FREQUENCY SPECIFIED IN THE GEOTECHNICAL REPORT - FOR EARTHWORKS 1 TEST / 1000m² / LAYER OR THREE TESTS PER VISIT, WHICHEVER IS THE GREATER

CONCRETE NOTES

GENERAL

1. ALL WORKMANSHIP AND MATERIALS SHALL COMPLY WITH AS 3600 CURRENT EDITIONS WITH AMENDMENTS, AND THE ACSE CONCRETE SPECIFICATION EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. VERIFY ALL SETTING OUT DIMENSIONS WITH THE ARCHITECT AND/OR THE SURVEYOR.
3. DO NOT OBTAIN DIMENSIONS BY SCALING THE DRAWINGS.
4. IN CASE OF DOUBT - ASK.

CONCRETE

1. PLACE CONCRETE OF THE FOLLOWING CHARACTERISTIC COMPRESSIVE STRENGTH F"C AS DEFINED IN AS.3600 OR M.R. FORM 609. ADD WATER REDUCING ADMIXTURE EQUAL TO WRDA.

LOCATION	AS.3600 F'c MPa AT 28 DAYS	SPECIFIED SLUMP	NOMINAL AGG. SIZE
ALL KERB PITS ETC.	25	80	20
VEHICULAR PAVEMENTS	32	80	20

2. USE "A.C.S.E. SPECIFICATION TYPE A" CEMENT.
3. ALL CONCRETE SHALL BE SUBJECT TO PROJECT CONTROL SAMPLE AND TESTING TO AS.3600.
4. CONSOLIDATE BY VIBRATION.

REINFORCEMENT

1. FIX REINFORCEMENT AS SHOWN ON DRAWINGS. THE TYPE AND GRADE IS INDICATED BY A SYMBOL AS SHOWN BELOW. ON THE DRAWING N IS FOLLOWED BY A NUMERAL WHICH INDICATES THE SIZE IN MILLIMETRES. A MARK NUMERAL (IF USED) FOLLOWS THIS NUMERAL.
   N. HOT ROLLED DEFORMED BARS, GRADE 500N
   R. HOT ROLLED PLAIN BARS, GRADE 250N
   W. COLD DRAWN PLAIN ROUND WIRE, GRADE 500L
   SL. SQUARE WELDED MESH, GRADE 500L
   RL. RECTANGULAR WELDED MESH, GRADE 500L
   LTM. RECTANGULAR WELDED TRENCH MESH, GRADE 500L

CURING

1. CURING OF ALL CONCRETE SHALL BE IN ACCORDANCE WITH AS3600 AND SHALL COMMENCE WITHIN 2 HOURS OF FINISHING OPERATIONS.
2. CURING SHALL BE CONTINUAL SATURATION WITH POTABLE WATER FOR 3 DAYS FOLLOWED BY PREVENTION OF MOISTURE LOSS FOR THE NEXT 4 DAYS, USING POLYTHENE SHEETING OR WET HESSIAN PROTECTED BY WIND OR TRAFFIC AND THEN ALLOWING GRADUAL DRYING OUT.
3. CURING COMPOUNDS MAY BE USED PROVIDED THAT THEY COMPLY WITH AS3799 AND NOT AFFECT THE PROPOSED FINISH.
4. THE COMPATIBILITY OF CURING COMPOUNDS WITH THE PROPOSED FINISH AND OTHER CONCRETE ADMIXTURES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING AND APPLICATION.
5. CURING COMPOUNDS ARE APPLIED UNIFORMLY IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
   PVA - BASED CURING COMPOUNDS ARE NOT ACCEPTABLE.
6. CURING SHALL BE UNDERTAKEN BY AN EXPERIENCED CONTRACTOR FAMILIAR WITH THE PROPOSED COMPOUNDS AND THE MANUFACTURER'S SPECIFICATIONS.
7. WHERE SHADE TEMPERATURES EXCEEDS 35°C, SPRAY THE EXPOSED SURFACE OF THE CONCRETE PAVEMENT / SLAB DURING THE PLACING OF FINISHING OPERATION WITH A FINE FILM OR APPROVED ALIPHATIC ALCOHOL. REPEAT THE SPRAY IF THE SPRAY SURFACE HAS BEEN RE-WORKED.
8. ENSURE ADEQUATE SUPPLY OF ALIPHATIC ALCOHOL ON-SITE PRIOR TO CONCRETE WORKS.

ASPHALTIC CONCRETE NOTES

1. GENERAL
   a) MINERAL AGGREGATES TO COMPLY WITH AUSTRALIAN STANDARDS
   b) MINERAL FILLER TO COMPLY WITH AS.2357 MINERAL FILLERS OR ASPHALT.
   c) BITUMEN BINDER SHALL COMPLY WITH AS 2008
2. MIX PROPORTIONS
   a) JOB MIX - 10mm NOMINAL SIZE AGGREGATE. MINIMUM BITUMEN CONTENT BY MASS OF TOTAL MASS - 5.1%
   b) MIX STABILITY - BETWEEN 16kN AND 36kN AS DETERMINED BY AS 2891
   c) AIR VOIDS IN COMPACTED MIX - BETWEEN 4% AND 7% OF THE VOLUME OF THE MIX.
   d) VOIDS FILLED IN BINDER - 65-80% OF AIR VOIDS IN THE TOTAL MINERAL AGGREGATE FILLED BY BINDER IN ACCORDANCE WITH AUSTRALIAN STANDARDS
3. PAVEMENT PREPARATION
   a) THE EXISTING SURFACE TO BE SEALED SHALL BE DRY AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL FOREIGN MATTER.
   b) ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT UP TO GENERAL LEVEL OF PAVEMENT WITH ASPHALTIC CONCRETE BEFORE LAYING OF MAIN COURSE.
4. TACK COAT
   a) THE WHOLE OF THE AREA TO BE SHEETED WITH ASPHALTIC CONCRETE SHALL BE LIGHTLY AND EVENLY COATED WITH RAPID SETTING BITUMEN COMPLYING WITH AUSTRALIAN STANDARDS. APPLICATION RATE FOR RESIDUAL BITUMEN SHALL BE 0.15 TO 0.30 LITRES/SQUARE METRE. APPLICATION SHALL BE BY MEANS OF A MECHANICAL SPRAYER WITH SPRAY BAR.
5. SPREADING
   a) ALL ASPHALTIC CONCRETE SHALL BE SPREAD WITH A SELF PROPELLED PAVING MACHINE.
   b) THE ASPHALTIC CONCRETE SHALL BE LAID AT A MIX TEMPERATURE AS SHOWN BELOW;

ROAD SURFACE TEMPERATURE IN SHADE (°C)	MIX TEMPERATURES (°C)
5 - 10	NOT PERMITTED
10 - 15	150
15 - 25	145
OVER 25	140

   c) ASPHALTIC CONCRETE SHALL NOT BE LAID WHEN THE ROAD SURFACE IS WET OR WHEN COLD WINDS CHILL THE MIX ADVERSELY AFFECT SPREADING AND COMPACTION.
   d) THE MINIMUM COMPACTED THICKNESS IS 30mm OVER EXISTING SEALED PAVEMENTS AND 50mm OVER NEW PAVEMENTS
6. JOINTS
   a) THE NUMBER OF JOINTS BOTH LONGITUDINAL AND TRANSVERSE SHALL BE KEPT TO A MINIMUM.
   b) THE DENSITY AND SURFACE FINISH AT JOINTS SHALL BE SIMILAR TO THOSE OF THE REMAINDER OF THE LAYER.
7. COMPACTION
   a) ALL COMPACTION SHALL BE UNDERTAKEN USING SELF PROPELLED ROLLERS.
   b) INITIAL ROLLING SHALL BE COMPLETE BEFORE THE MIX TEMPERATURE FALLS BELOW 105°C
   c) SECONDARY ROLLING SHALL BE COMPLETED BEFORE THE MIX TEMPERATURE FALLS BELOW 60°C
   d) MINIMUM CHARACTERISTICS VALUE OF RELATIVE COMPACTION OF A LOT WHEN TESTED IN ACCORDANCE WITH AS2150
8. FINISHED PAVEMENT PROPERTIES
   a) FINISHED SURFACES SHALL BE SMOOTH, DENSE AND TRUE TO SHAPE AND SHALL NOT VARY MORE THAN 10mm FROM THE SPECIFIED PLAN LEVEL AT ANY POINT AND SHALL NOT DEVIATE FROM THE BOTTOM OF A 3m STRAIGHT EDGE LAID IN ANY DIRECTION BY MORE THAN 5mm.

BITUMEN SEALANT NOTES

PAVEMENT PREPARATION

(a. THE SURFACE TO BE SEALED SHALL BE DRY AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL, FOREIGN AND LOOSE MATTER.

(b. IF APPROVED BY THE PRINCIPAL'S REPRESENTATIVE, ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT TO GENERAL LEVEL OF PAVEMENT WITH ASPHALTIC CONCRETE BEFORE SEALING COMMENCES.

MATERIALS

(a. BINDER SHALL BE CLASS 170 TO AS 2008 OR APPROVED PROPRIETARY MATERIAL FOR PRIMING AND PRIME-SEALING.

(b. AGGREGATE SHAPE, DURABILITY AND WET TO DRY STRENGTH SHALL COMPLY TO AS 2758 FOR CLASS "N" AGGREGATES. A 20kg SAMPLE TO BE APPROVED BY THE PRINCIPAL'S REPRESENTATIVE PRIOR TO USE.

(c. AGGREGATES SHALL BE DELIVERED UNIFORMLY PRECOATED, EXCESSIVE PRECOATING WILL RESULT IN AGGREGATES BEING REJECTED.

(d. FOR TWO COAT FLUSH SEALS, THE SIZE OF THE AGGREGATE FOR THE SECOND COAT, WHILE NORMALLY HALF THAT OF THE FIRST COAT, SHALL BE DIMENSIONALLY COMPATIBLE WITH THAT OF THE FIRST COAT.

DESIGN

(a. DESIGN OF SPRAYED BITUMINOUS SEALS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE AUSTROADS (NAASRA) PUBLICATION, "PRINICPLES AND PRACTICE OF BITUMINOUS SURFACING, VOLUME 1 - SPRAYED WORK"

(b. WHERE NOT INDICATED ON THE DRAWINGS, PRIMES AND PRIMER-SEALS SHALL BE DESIGNED TO REMAIN INTACT UNTIL FINAL SEALING TAKES PLACE, HAVING REGARD FOR THE TRAFFIC AND CLIMATIC CONDITIONS PERTAINING.

(c. UNLESS OTHERWISE SPECIFIED, BINDER APPLICATION RATES SHALL BE SELECTED TO FILL 85% OF THE THEORETICAL VOIDS OF THE MAT.

PRIMER-SEALING

(a. A SINGLE COAT PRIMER-SEAL USING A SUITABLE CUT-BACK OR PROPRIETARY BINDER SHALL BE APPLIED TO BASECOURSE MATERIAL FOR PROTECTION OF PAVEMENT DURING CONSTRUCTION.

BITUMEN FLUSH SEALING

(a. BITUMEN FLUSH SEALS SHALL BE EITHER SINGLE OR DOUBLE COAT AS SHOWN ON THE DRAWINGS. E.G.⅜ INDICATES A DOUBLE COAT FLUSH SEAL USING TWO APPLICATIONS OF BITUMEN AND AGGREGATE, THE FIRST AGGREGATE LAYER BEING OF 20mm NOMINAL SIZE, THE SECOND 10mm.

(b. BINDER SHALL BE CLASS 170 TO AS 2008.

(c. COVER AGGREGATE SHALL BE SPREAD IMMEDIATELY AFTER SPRAYING OF BINDER. IN NO CASE SHALL SPREADING BE DELAYED MORE THAN 8 MINUTES.

(d. ALL SPRAY RECORDS AND AGGREGATE SUPPLY TONNAGE AND LOOSE MATTER. IF APPROVED BY THE PRINCIPAL'S REPRESENTATIVE, ALL DEPRESSIONS RECEIPTS SHALL BE RETAINED AND PASSED ONTO THE PRINCIPAL'S REPRESENTATIVE AS PART OF THE QUALITY ASSURANCE PROCEDURES.

(e. AGGREGATES SHALL BE DELIVERED UNIFORMLY PRECOATED, EXCESSIVE PRECOATING WILL RENDER AGGREGATES UNSUITABLE AND WILL BE REJECTED. APPLICATION RATES SHALL BE IN THE RANGE OF 3-10 L/M² OF AGGREGATE AND THE PRECOATING AGENT SHALL BE COMPATIBLE WITH THE SEALING AGGREGATE TO BE USED.

(f. SEALING TO BE CARRIED OUT IN THE PRESENCE OF THE CONSULTANT ENGINEER.

(g.

APPLICATION RATES:	BINDER L/m^2	COVER SIZE mm	AGGREGATE RATE m^2/m^3
FIRST SEAL	1	14	80
SECOND SEAL	0.500	7	160
SINGLE SEAL OR RESEAL	0.750	10	120

(h. RECORDS; ALL SPRAY RECORDS AND AGGREGATE SUPPLY TONNAGE RECEIPTS SHALL BE RETAINED AND PASSED ON TO THE CONSULTING ENGINEER AS PART OF THE QUALITY ASSURANCE PROCEDURES.

(i. GENERALLY FLUSH SEALING SHALL BE CARRIED OUT COMPLETE AND IN ACCORDANCE WITH THE RELEVANT R.T.A. STANDARD.

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ISSUE	DATE	FOR
C	26.05.2022	ISSUED FOR SSDA RESPONSE

NOTE:
ALL DRAWINGS TO BE READ IN CONJUNCTION WITH THE TRADE PACKAGE COVER SHEET AND NOTES

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MANAGING CONTRACTOR

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BVN ARCHITECTURE
TEL 02 8297 7200
STRUCTURE / CIVIL
ACOR
TEL 02 9438 5098
MECHANICAL
ARUP
TEL 02 9320 9320
ELECTRICAL / COMMS
JHA
TEL 02 9437 1000
HYDRAULIC
ARUP
TEL 02 9320 9320
FIRE ENGINEERING
ARUP
TEL 02 9320 9320
LANDSCAPE
ARCADIA
TEL 02 8571 2900
BCA / DDA
BLACKETT MAGUIRE + GOLDSMITH
TEL 02 9211 7777

PROJECT
NEPEAN HOSPITAL - STAGE 2
DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH | PROJECT NORTH
SCALE
DRAWN BY: SC | CHECKED BY: SN
DESIGNED BY: SC | APPROVED BY: SN
STATUS
DESIGN DEVELOPMENT
DRAWING
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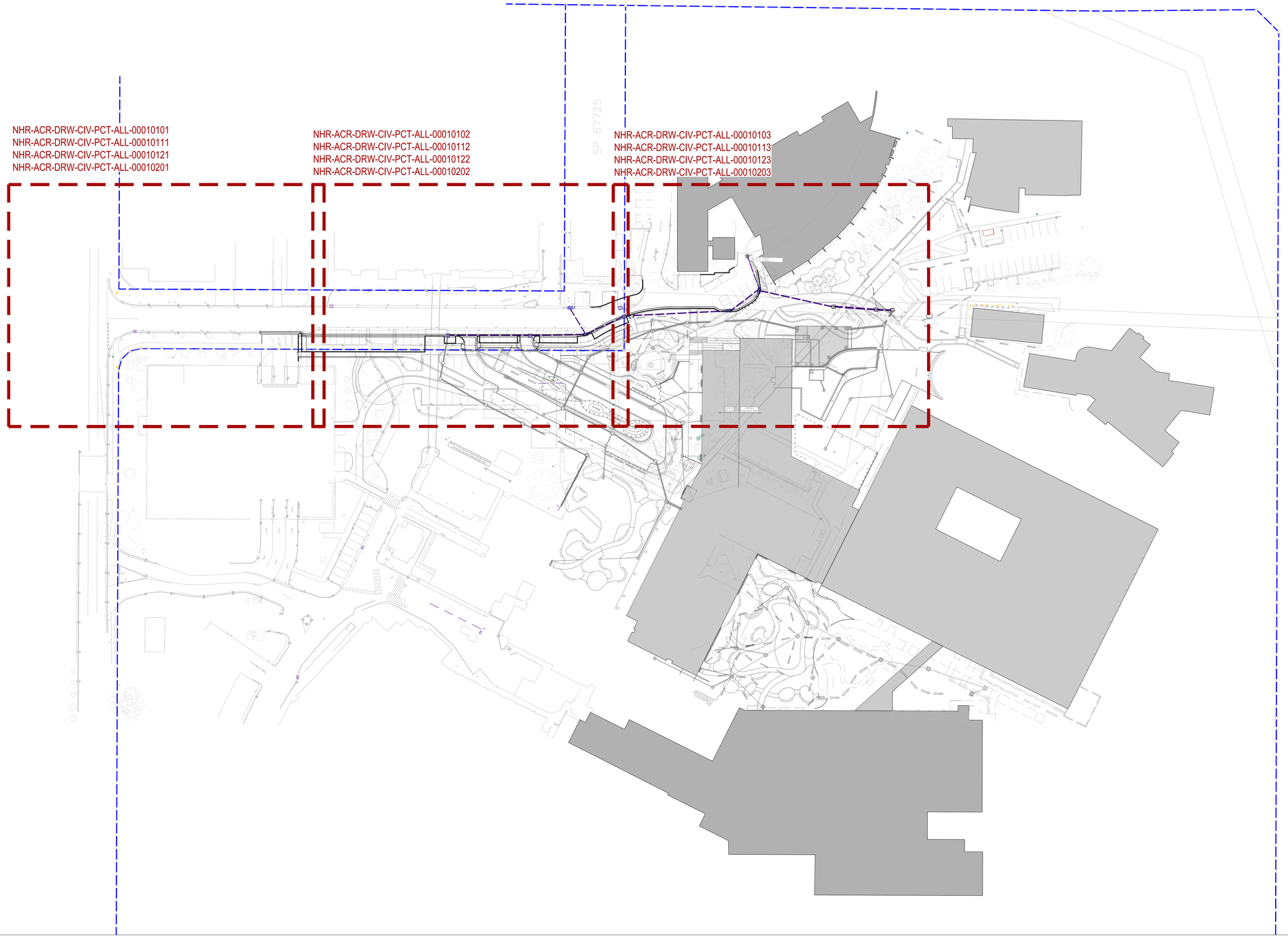
ISSUE: C



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TEL 02 8571 2900
BCA / DDA
BLACKETT MAGUIRE + GOLDSMITH
TEL 02 9211 7777

PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A0 DO NOT SCALE
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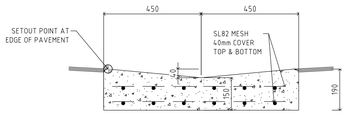
1:500mm

DRAWN BY: -
CHECKED BY: -
DESIGNED BY: -
APPROVED BY: -

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - GENERAL ARRANGEMENT PLAN

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010004
ISSUE
C



REINFORCED DISH DRAIN (DD)

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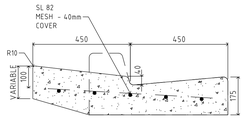
NOTE: REFER TO PENRITH CITY COUNCIL DISH CROSSING STANDARD DETAIL ON PLAN NO. SD1003/2



DRIVEWAY LAYBACK

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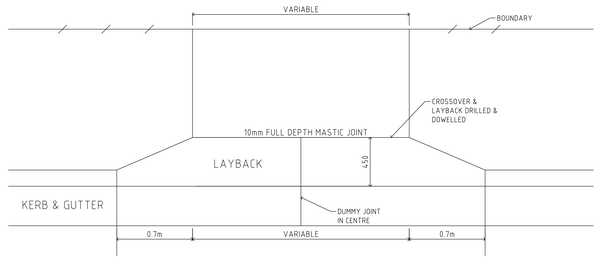
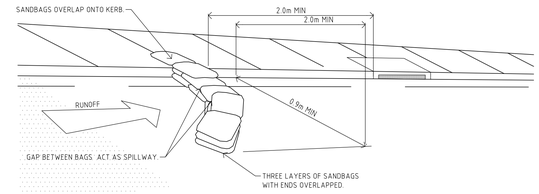
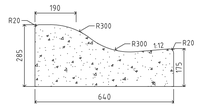


VEHICULAR CROSSOVER SHOWN AS VC

SCALE NTS



SANDBAG SEDIMENT TRAP - AT ON GRADE PIT



ROLL KERB & GUTTER (RK&G)

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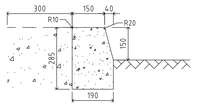

KERB EDGING

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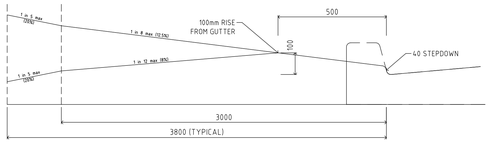
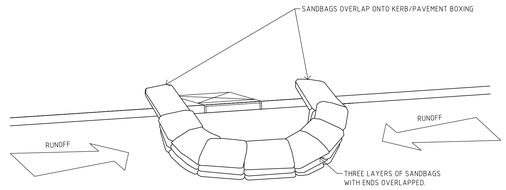


VEHICULAR CROSSING PROFILE - HIGH & LOW LEVEL

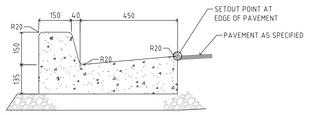
SCALE NTS



SANDBAG SEDIMENT TRAP - AT KERB SAG PIT

SANDBAG SEDIMENT TRAP

N.T.S.



KERB & GUTTER (K&G)

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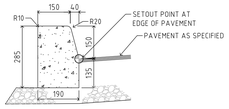
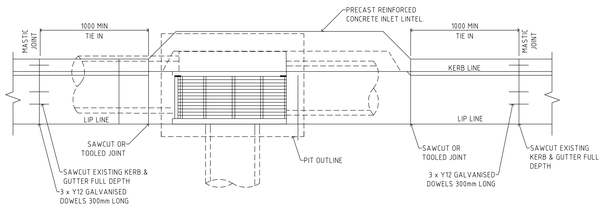


KERB ONLY (KO)

SCALE 1:10

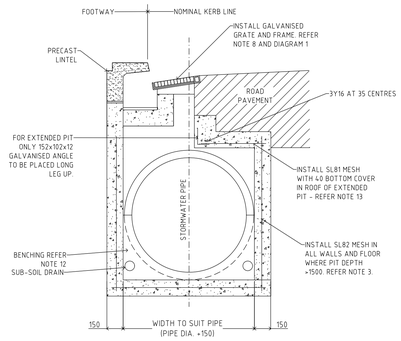
NOTES :

1. CONCRETE COMPRESSIVE STRENGTH (F'c) AT 28 DAYS, TO BE 25MPa FOR KERB & GUTTER AND DISH CROSSING.
2. ROAD SUB-SOIL SHALL BE EXTENDED 300mm BEHIND BACK OF KERB WITH THE THICKNESS.
3. GALVANISED STEEL OR SIMILAR APPROVED STORMWATER KERB ADAPTORS THE FULL HEIGHT OF THE KERB SHALL BE USED. THE KERB OUTLETS ARE TO MATCH THE PROFILE OF THE KERB. SEE SPECIFICATION.
4. ALL DIMENSIONS ARE IN MILLIMETERS, UNLESS OTHERWISE STATED.
5. ALL EXPOSED EDGES TO BE ROUNDED TO 20mm RADIUS UNLESS SHOW OTHERWISE.
6. SPECIFICATIONS FOR RECONSTRUCTION WORKS TO BE DETERMINED BY COUNCIL'S ENGINEER.
7. SERVICE CONDUIT LOCATIONS SHALL BE MARKED ON KERB FACE WITH AN APPROVED TOOL OR AD OTHERWISE DIRECTED.
8. REFER TO PENRITH CITY COUNCIL STANDARD DETAILS SD1003 AND SD1004.



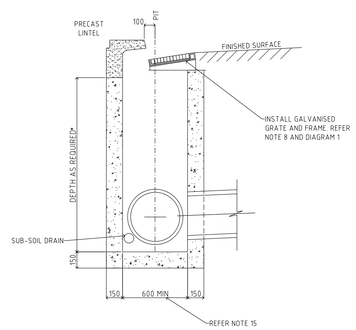
KERB INLET PIT TYPE C PLAN

SCALE 1:20



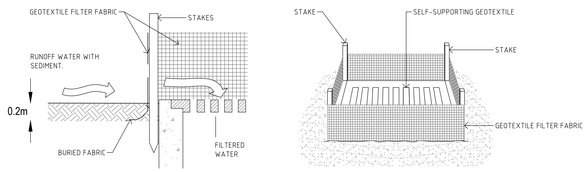
SECTION B-B
EXTENDED PIT CHAMBER

SCALE 1:20



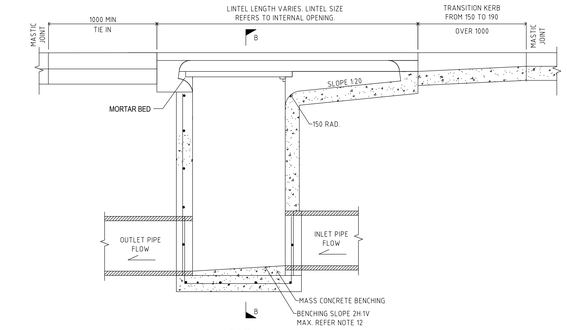
SECTION B-B
STANDARD PIT

SCALE 1:20



GEOTEXTILE FILTER FABRIC DROP INLET SEDIMENT TRAP.

N.T.S.



SECTION

SCALE 1:20

NOTES :

1. CONCRETE TO BE 25MPa AT 28 DAYS.
2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. WHERE DEPTH OF PIT EXCEEDS 1500, WALLS AND BOTTOM TO BE REINFORCED IN ALL DIRECTIONS WITH SL82 MESH AT 40 COVER TO INSIDE FACE WITH N12 CORNER BARS 300 LEGS AT 400 CENTRES. PITS DEEPER THAN 2000 SHALL BE DESIGNED AND THE CONSTRUCTION CERTIFIED BY PROFESSIONAL STRUCTURAL ENGINEER.
4. TRIMMER BARS TO BE APPROVED AROUND PIPES GREATER THAN 750 DIAMETER (SEE SD 2003)
5. SAG PITS TO HAVE LINTEL LOCATED GENERALLY OVER PIT.
6. BACKFILL ADJACENT TO PITS TO BE APPROVED GRANULAR MATERIAL.
7. A 3000 LENGTH OF APPROVED "FILTER FABRIC" WRAPPED 100 DIA SUB-SOIL DRAIN IS TO BE PROVIDED AND CONNECTED THROUGH THE UPSTREAM PIT WALL AT THE INVERT LEVEL OF THE UPSTREAM PIPE.
8. PIT GRATE AND FRAME TO BE "WELDLOK" GG51-D GULLY GRATE WITH SKIRTED BASE OR EQUIVALENT FOR ALL ROADS, FITTED WITH A LOCKABLE "J"BOLT OR EQUIVALENT. FOR SAG PITS, USE WELDLOK GG SB 94 SD GULLY GRATE OR EQUIVALENT.
9. APPROVED STEP IRONS SHALL BE PROVIDED WHERE THE PIT EXCEEDS 1000 IN DEPTH. THEY SHALL BE LOCATED AS DIRECTED AND STAGGERED TO GIVE 3000 SPACING VERTICALLY AND 300 SPACING HORIZONTALLY.
10. THE CENTRE LINES OF INTERSECTING PIPES ARE TO MEET AT THE DOWNSTREAM FACE OF THE PIT WHERE POSSIBLE.
11. WHERE ENTERING PIPE EXCEEDS 450 IN DIAMETER, PIT CHAMBER TO BE EXTENDED AS PER SECTION B-B 'EXTENDED PIT CHAMBER'
12. FLOOR OF PIT TO BE BENCHED TO MID POINT OF OUTLET PIPE WHERE OUTLET PIPE GREATER THAN 600 DIMETER.
13. WHERE EXTENDED CHAMBER WIDTH EXCEEDS 1200, ROOD REINFORCEMENT TO BE DESIGNED BY A PROFESSIONAL STRUCTURAL ENGINEER.
14. CONTRACTOR TO ENSURE CLEARANCE BETWEEN LINTEL AND OPENED GRATE. REFER DIAGRAM 1.
15. WHERE DEPTH OF PIT IS GREATER THAN 1200, INTERNAL WIDTH OF PIT TO BE INCREASED TO 900x900 FOR FULL DEPTH BELOW PAVEMENT.
16. LIFTING LUGS TO BE FILLED AFTER INSTALLATION.
17. REFER TO PENRITH CITY COUNCIL STANDARD DETAILS SD2001.

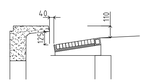
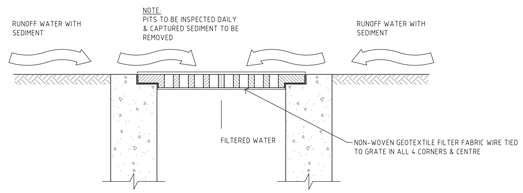


DIAGRAM 1
GRATE INSTALLATION TOLLERANCE

SCALE 1:20



INLET TRAP

N.T.S.

NOTE

TO BE USED IN PAVED AREAS WHERE TRAFFIC ACCESS IS REQUIRED

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PROJECT
NEPEAN HOSPITAL - STAGE 2

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KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE

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DESIGN DEVELOPMENT

DRAWING

BARBER AVENUE - STANDARD DETAILS SHEET 1

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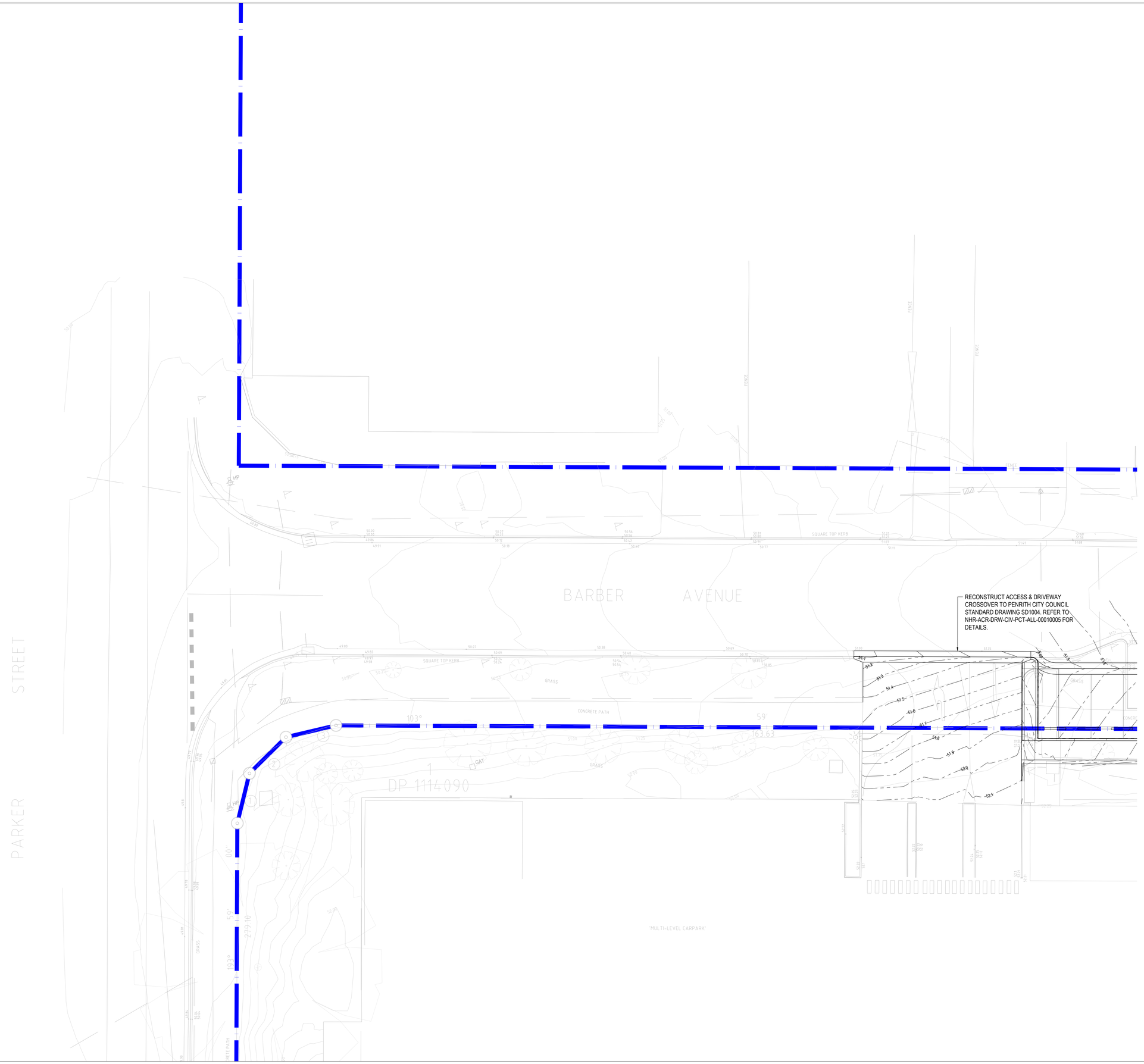

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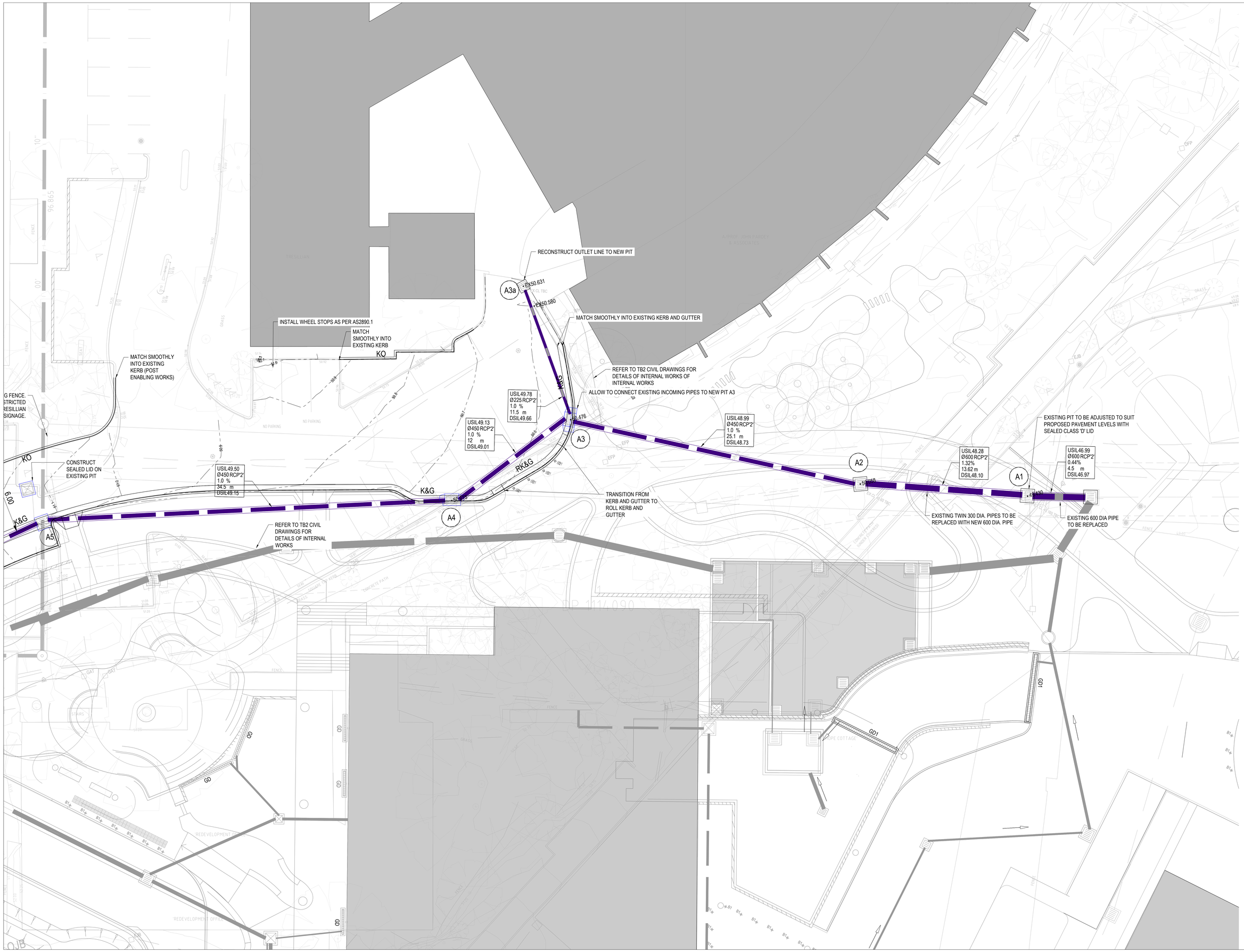

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BARBER AVENUE - SITEWORKS & GRADING SHEET 3

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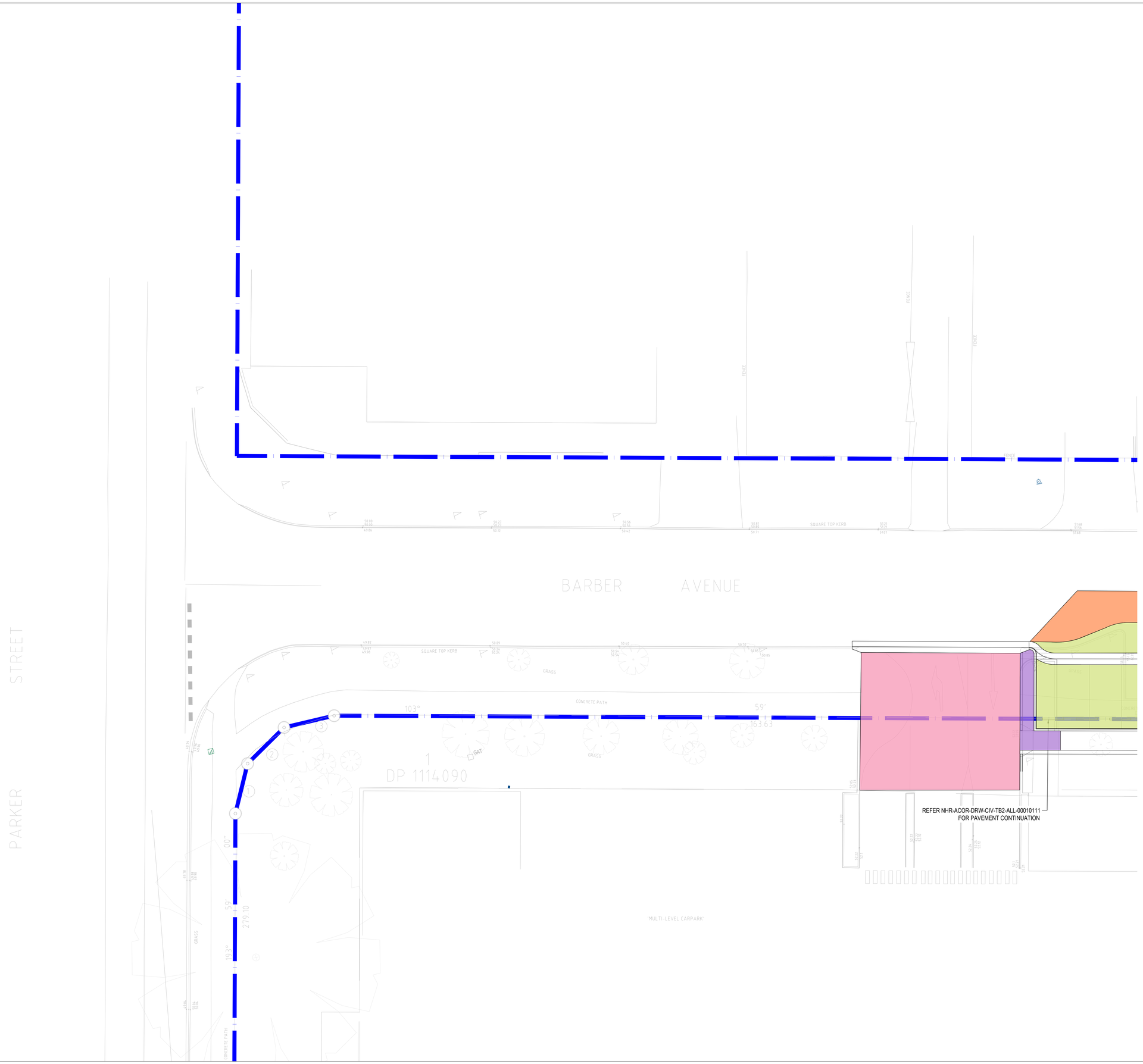

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BARBER AVENUE - PAVEMENT PLAN SHEET 1

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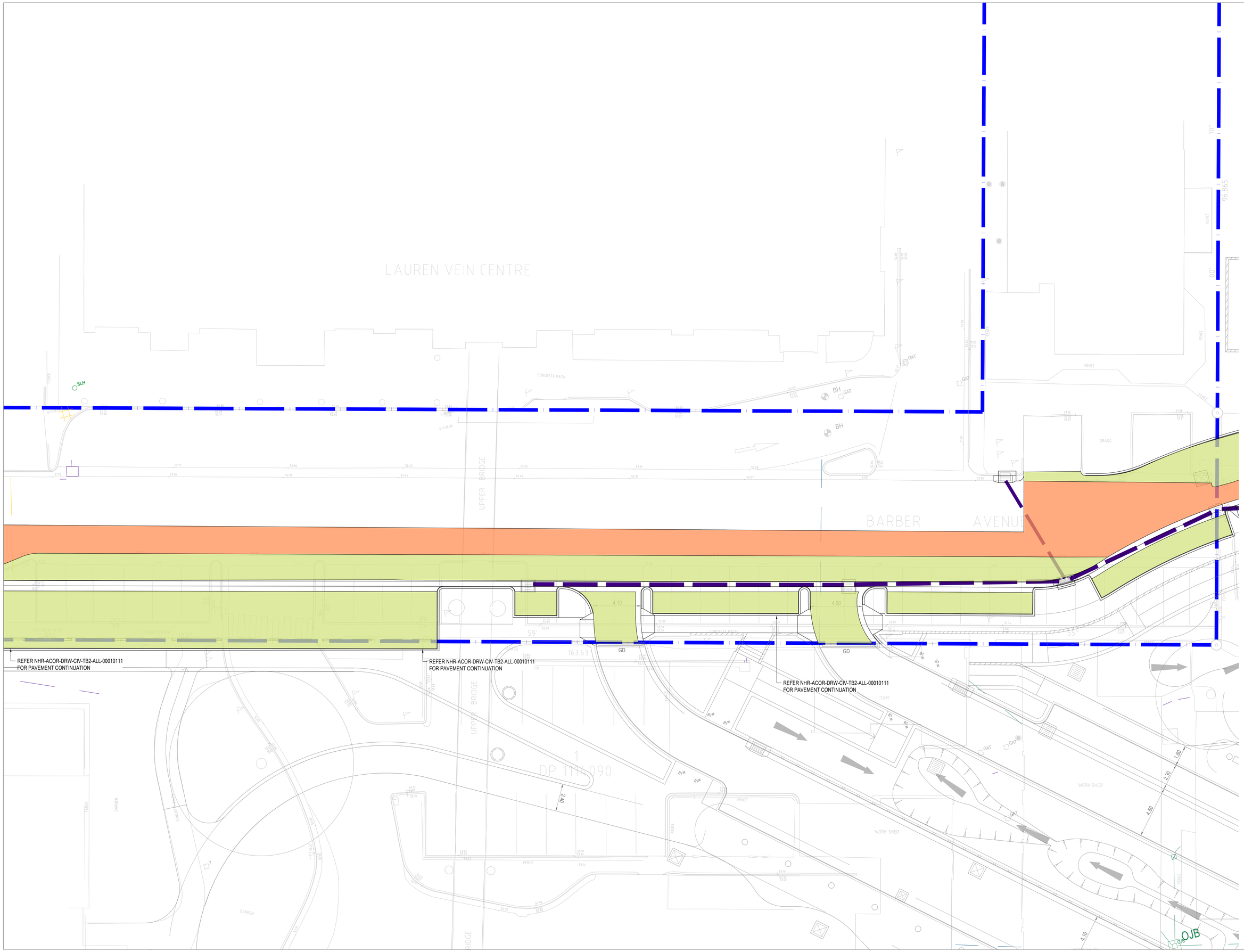

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BARBER AVENUE - PAVEMENT PLAN SHEET 2

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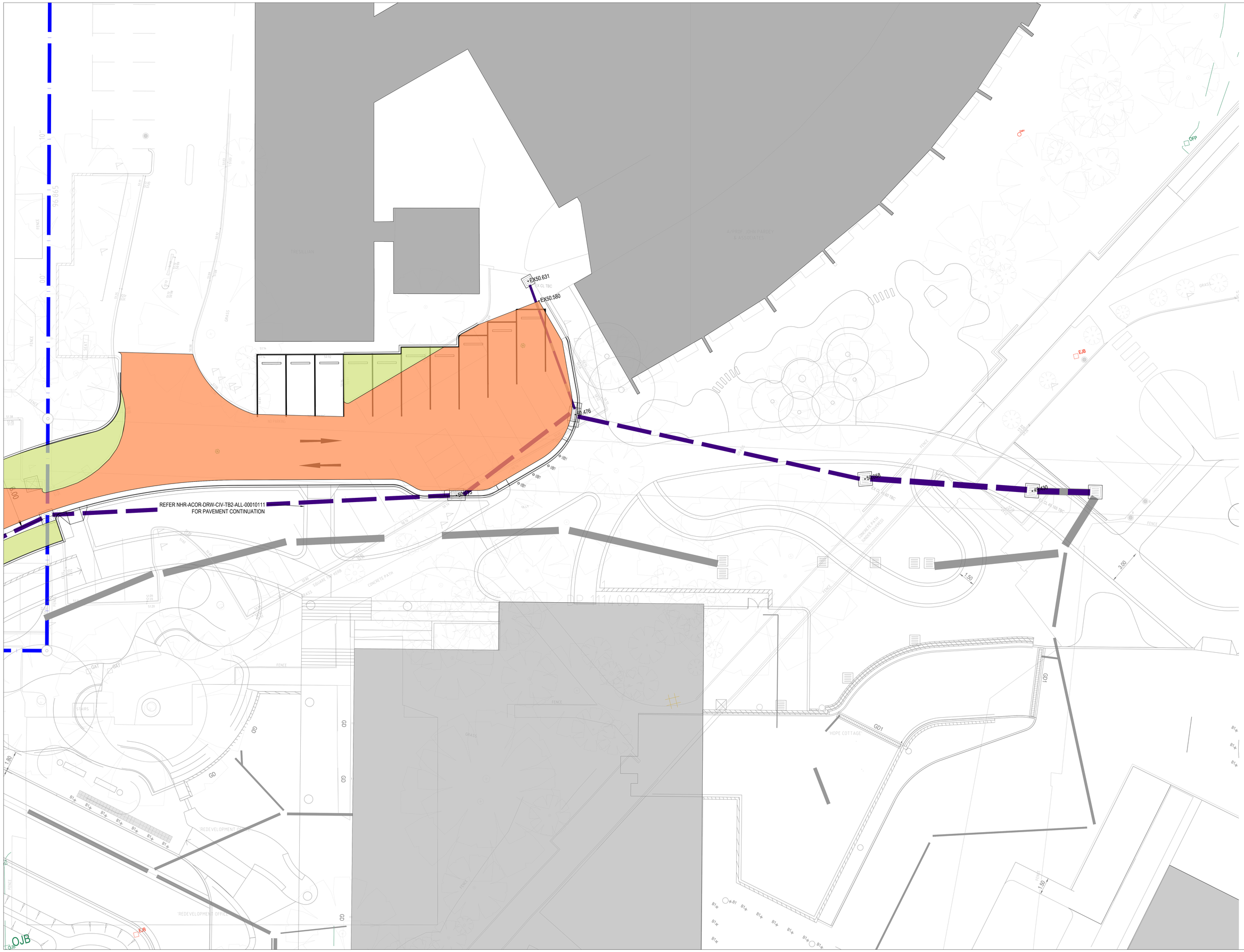

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BARBER AVENUE - PAVEMENT PLAN SHEET 3

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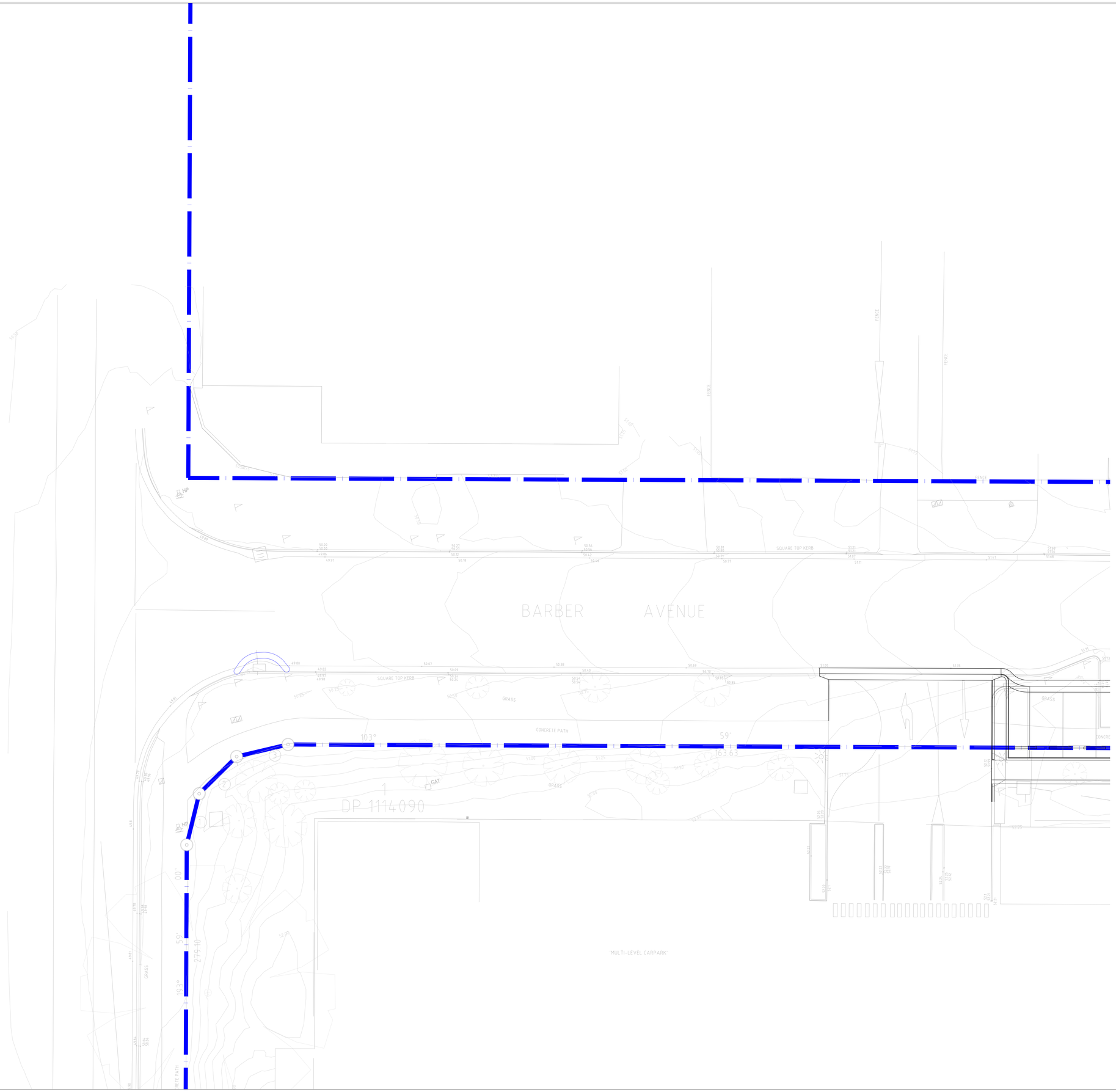

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BARBER AVENUE - SEDIMENT & EROSION CONTROL - SHEET 1

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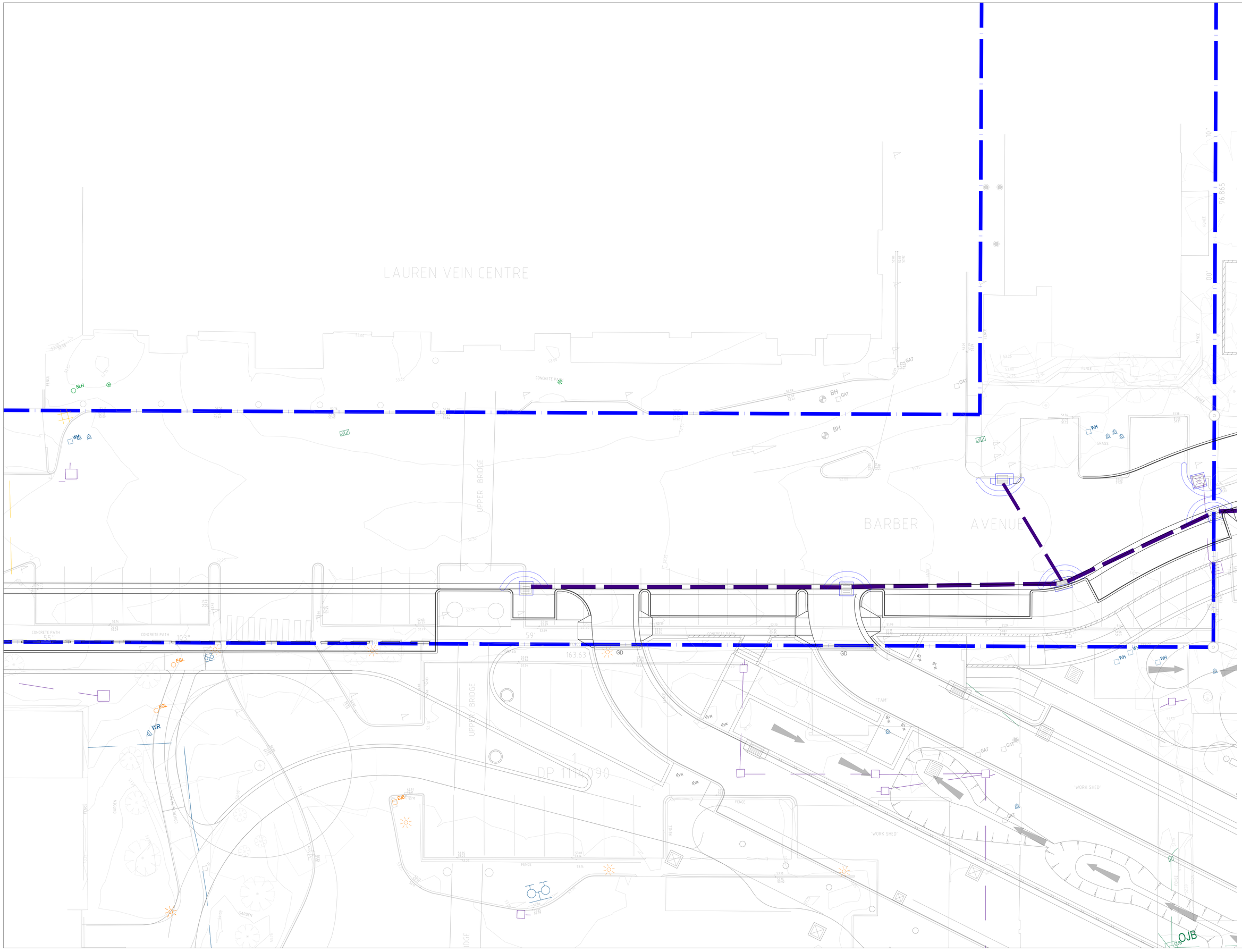

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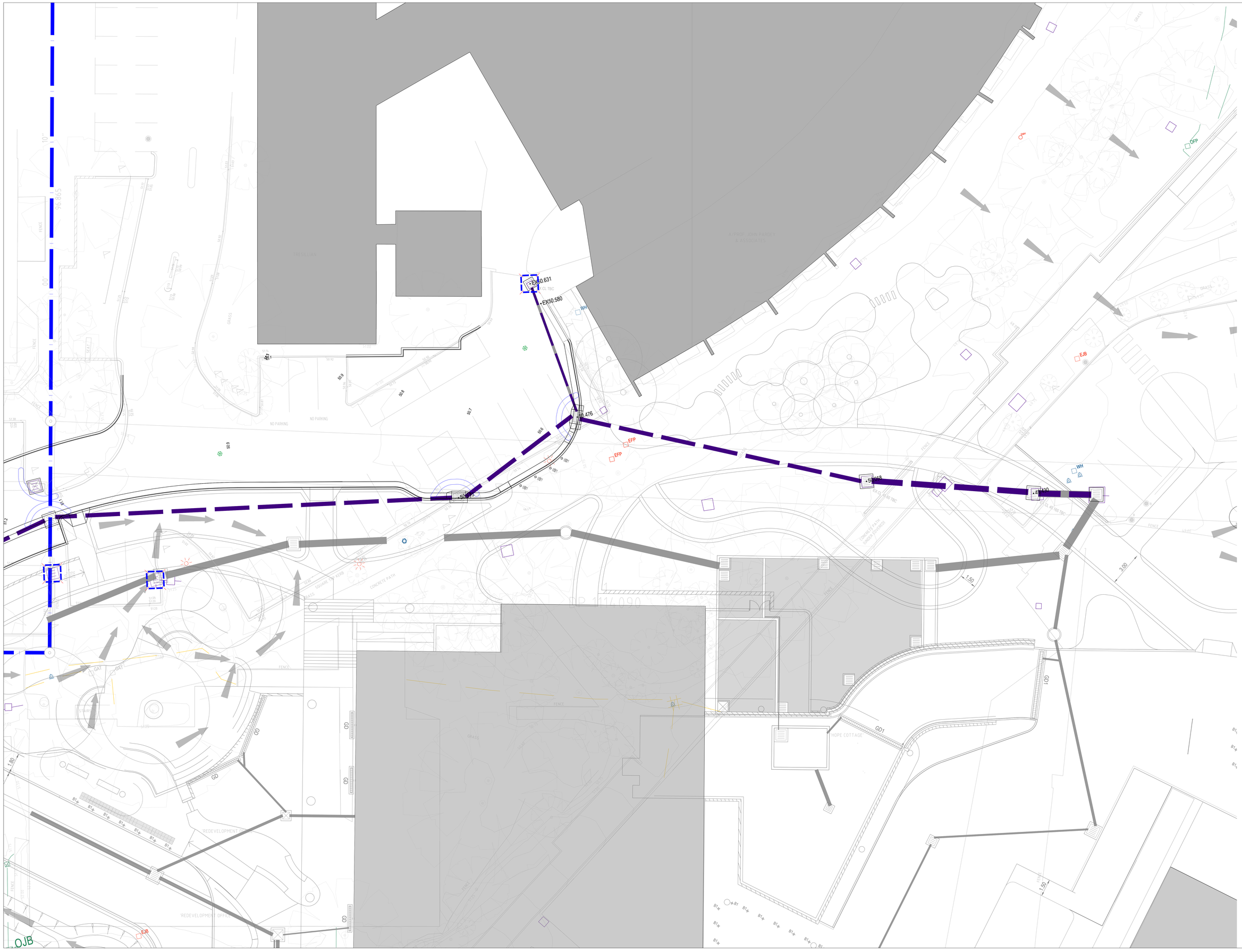

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PIT SCHEDULE

Pit No.	Pit Location		Pit level	Depth	Pit Type	Cover Type
	Easting	Northing				
A1	288332.219	6262267.724	49.430	EXISTING	EXISTING PIT	EXISTING PIT
A2	288318.401	6262272.152	50.058	EXISTING	EXISTING PIT	EXISTING PIT
A3	288295.322	6262283.538	50.476	1.530	KERB INLET PIT	1.8m CENTRE LINTEL
A3a	288294.177	6262295.443	50.634	EXISTING	EXISTING PIT	EXISTING PIT
A4	288283.638	6262279.162	50.615	1.523	KERB INLET PIT	1.2m CENTRE LINTEL
A5	288248.758	6262285.765	51.054	1.597	GRATED PIT	0.9m x 0.9m GRATED PIT
A6	288234.534	6262282.927	51.404	1.782	KERB INLET PIT	1.2m CENTRE LINTEL
A6a	288231.658	6262293.141	51.515	0.915	KERB INLET PIT	1.2m RIGHT LINTEL
A7	288216.203	6262287.038	51.853	2.031	GRATED PIT	0.9m x 0.9m GRATED PIT
A8	288189.194	6262293.699	52.356	2.249	GRATED PIT	0.9m x 0.9m GRATED PIT

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MANAGING CONTRACTOR

PROJECT MANAGERS
CBRE
TEL 02 9333 3333

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BVN ARCHITECTURE
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STRUCTURE / CIVIL
ACOR
TEL 02 9438 5098

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ARUP
TEL 02 9320 9320

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JHA
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ARUP
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ARUP
TEL 02 9320 9320

LANDSCAPE
ARCADIA
TEL 02 8571 2900

BCA / DDA
BLACKETT MAGUIRE + GOLDSMITH
TEL 02 9211 7777

PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN

ACOR PROJECT NUMBER
NSW211526

DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE

DRAWN BY: SC
CHECKED BY: SN
DESIGNED BY: SC
APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - STORMWATER PIT SCHEDULE

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010131

ISSUE
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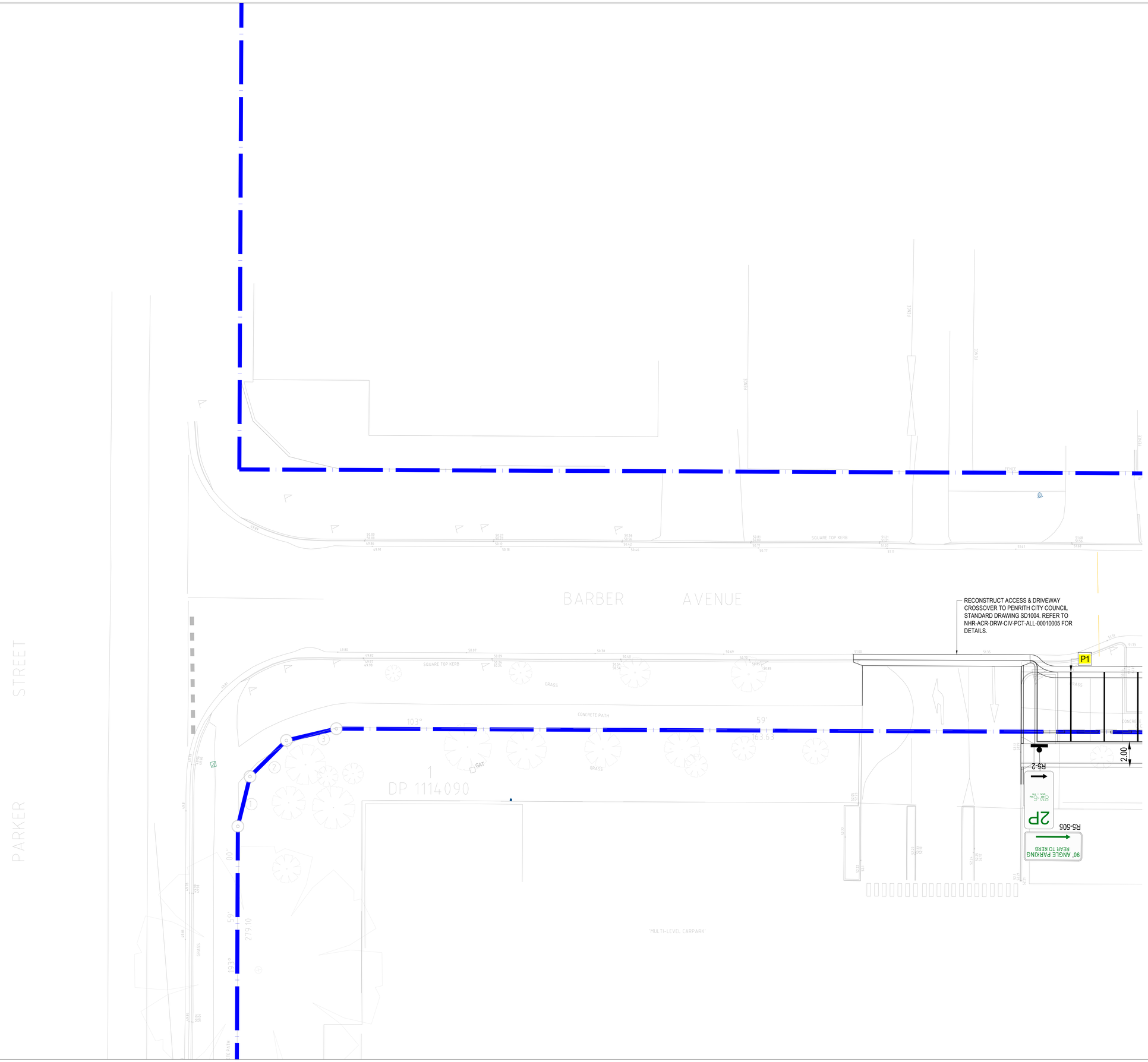

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ISSUE	DATE	FOR
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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN

ACOR PROJECT NUMBER
NSW211526

DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A0 DO NOT SCALE
0 500 2000 4000
1:100mm

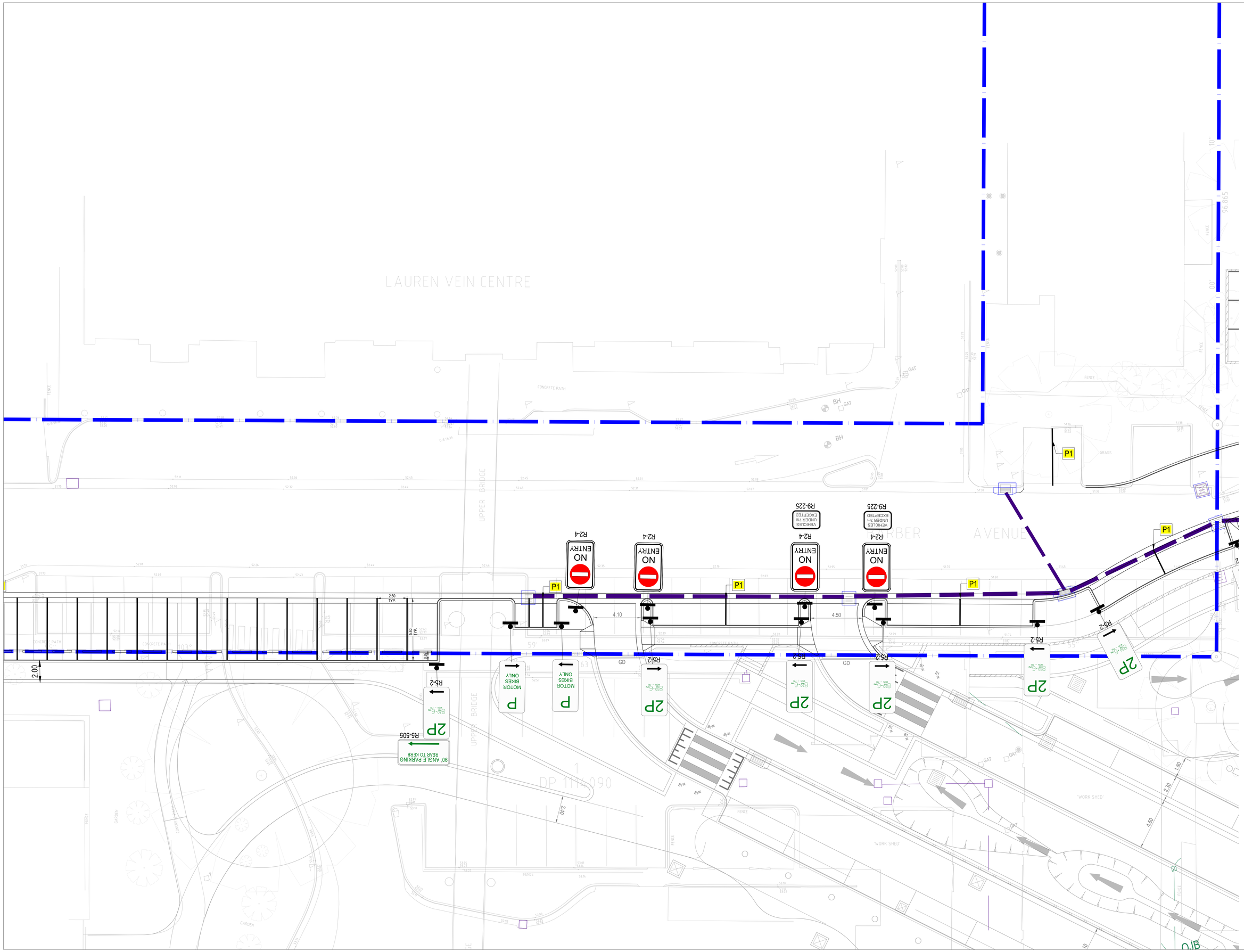
DRAWN BY: SC CHECKED BY: SN
DESIGNED BY: SC APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - PAVEMENT MARKING & SIGNAGE SHEET 1

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010201

ISSUE
C



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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW21526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A0 DO NOT SCALE
0 500 2000 4000
1:100mm

DRAWN BY: SC CHECKED BY: SN
DESIGNED BY: SC APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT
DRAWING

BARBER AVENUE - PAVEMENT MARKING & SIGNAGE SHEET 2

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010202
ISSUE
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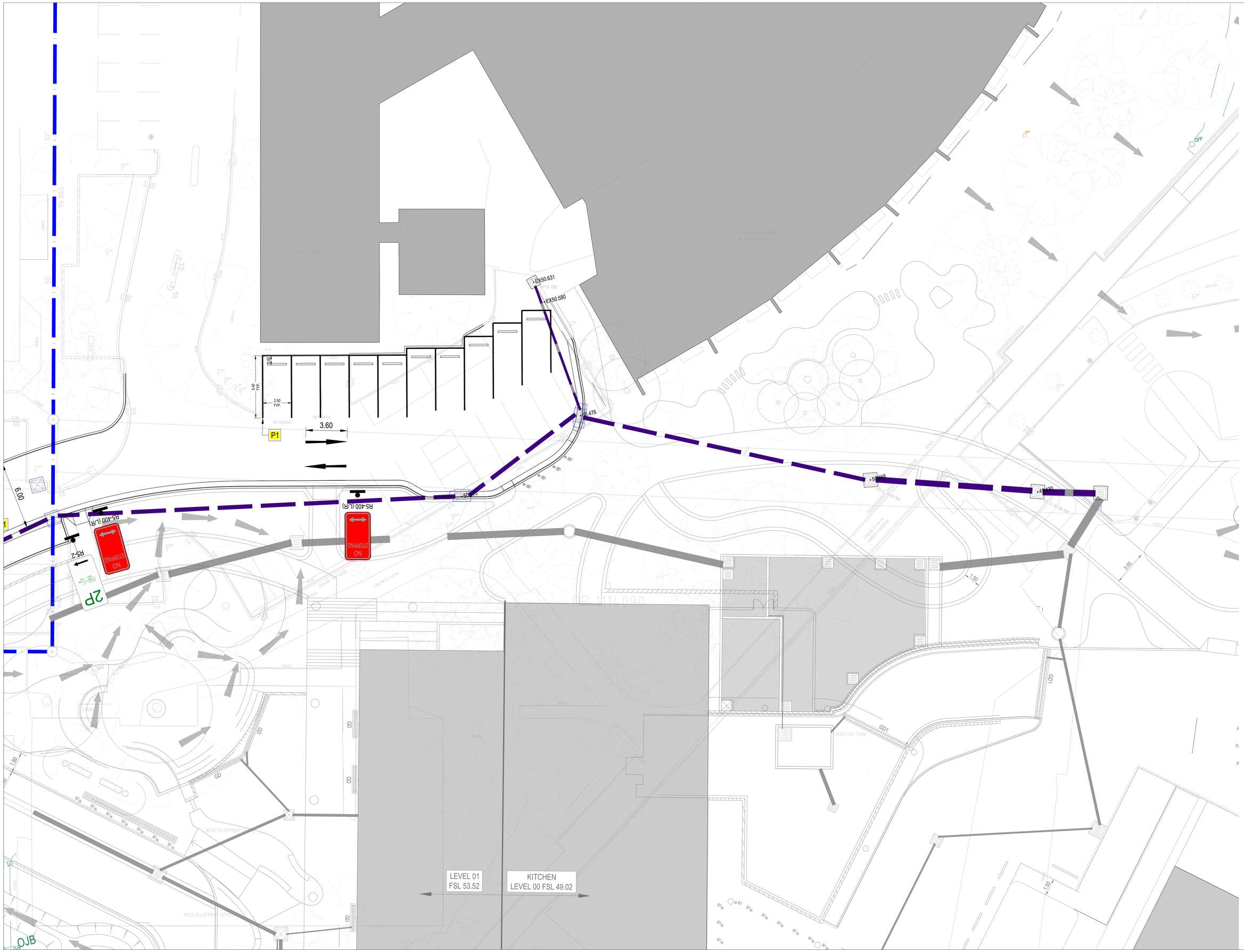

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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A0 DO NOT SCALE
0 500 2000 4000
1:100mm

DRAWN BY: SC CHECKED BY: SN
DESIGNED BY: SC APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - PAVEMENT MARKING & SIGNAGE SHEET 3

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010203

ISSUE
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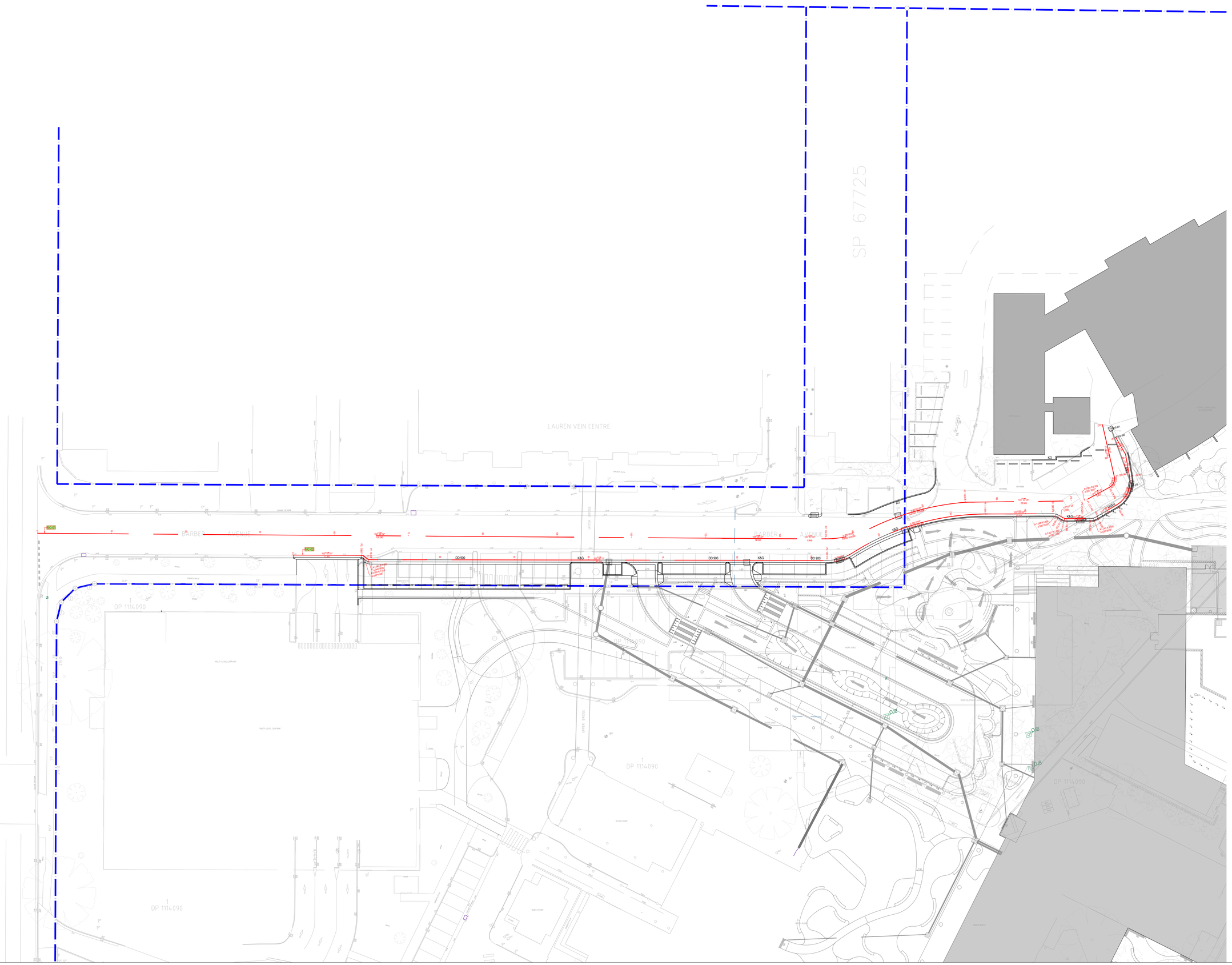

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TEL 02 9211 7777

PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

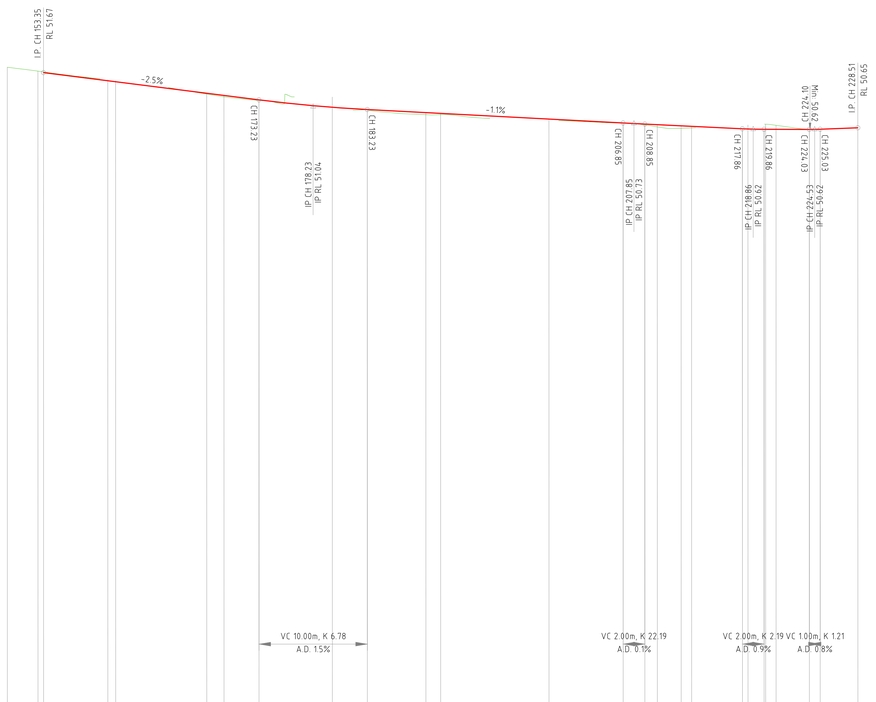
SCALE
@A0 DO NOT SCALE
0 1000 5000 10000
1:250mm

DRAWN BY: SC CHECKED BY: SN
DESIGNED BY: SC APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - ALIGNMENT CONTROL PLAN

DRAWING NUMBER
NHR-ACR-DRN-CIV-TCT-ALL-00010501
ISSUE
C



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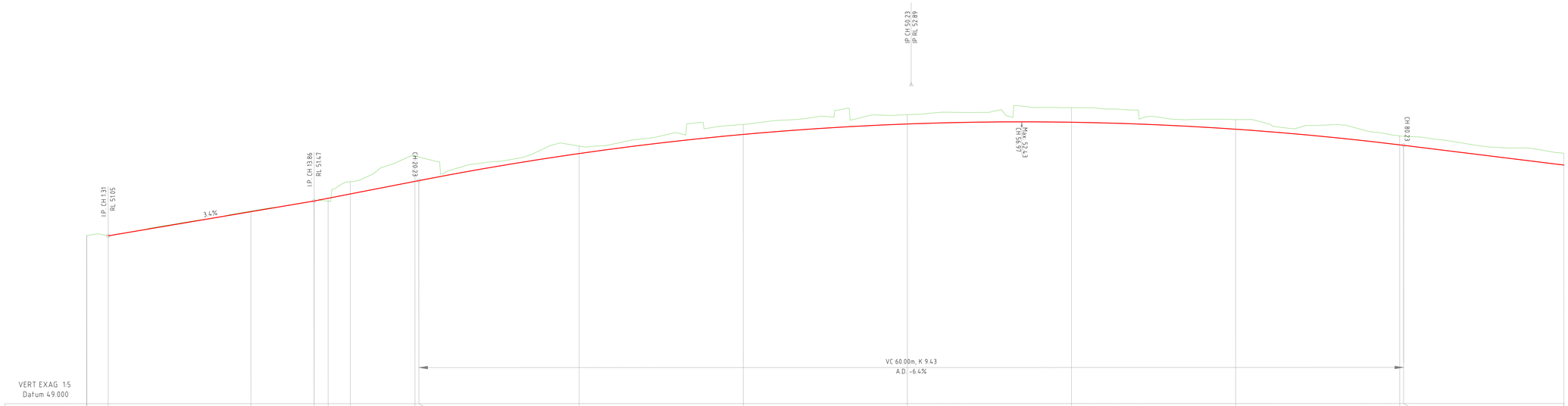
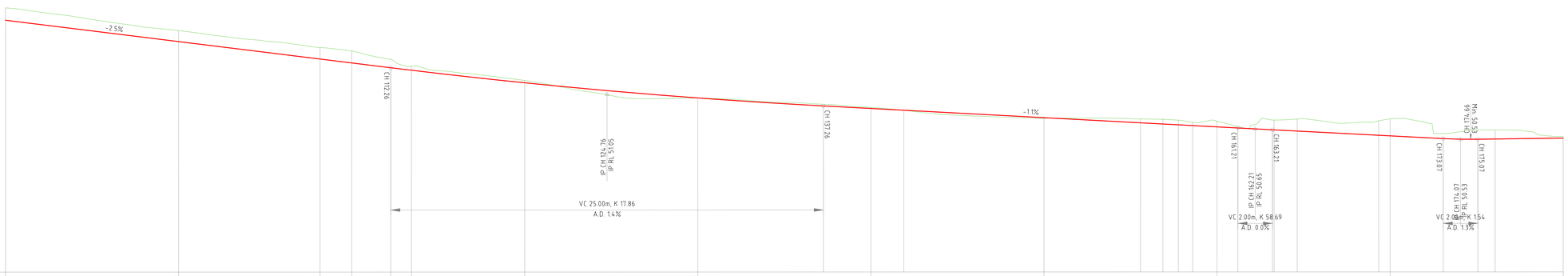


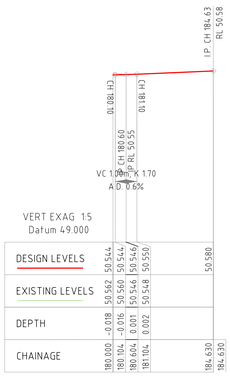
DESIGN LEVELS	51.050	51.046	51.340	51.471	51.504	51.556	51.710	51.719	52.049	52.281	52.408	52.429	52.344	52.153	52.142	51.906
EXISTING LEVELS	51.050	51.046	51.348	51.471	51.468	51.706	52.021	52.007	52.140	52.403	52.521	52.607	52.461	52.262	52.258	52.050
DEPTH	0.000	0.000	-0.008	0.000	0.035	-0.150	-0.311	-0.288	-0.091	-0.121	-0.113	-0.178	-0.117	-0.109	-0.111	-0.144
CHAINAGE	0.000	1.308	10.000	13.857	14.707	16.658	20.000	20.234	30.000	40.000	50.000	60.000	70.000	80.000	80.234	90.000

MC-02 LONG SECTION



DESIGN LEVELS	51.660	50.765	51.413	50.720	50.707	51.184	51.008	50.887	50.781	50.674	50.570	50.544
EXISTING LEVELS	51.787	50.774	51.551	50.765	50.762	51.211	51.010	50.900	50.773	50.741	50.768	50.562
DEPTH	-0.127	-0.009	-0.138	-0.045	-0.055	-0.027	-0.001	-0.013	0.007	-0.067	-0.198	-0.018
CHAINAGE	100.000	151.464	110.000	155.670	156.866	120.000	130.000	140.000	150.000	160.000	170.000	180.000

MC-02 LONG SECTION



DESIGN LEVELS	50.544	50.544	50.546	50.550	50.580
EXISTING LEVELS	50.562	50.543	50.546	50.548	50.550
DEPTH	-0.018	0.001	0.001	0.002	
CHAINAGE	180.000	180.104	180.604	181.104	184.630

MC-02 LONG SECTION

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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A3 DO NOT SCALE
0 500 2000 4000
1:100mm

DRAWN BY: SC CHECKED BY: SN
DESIGNED BY: SC APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - LONGSECTION SHEET 2

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010511

ISSUE
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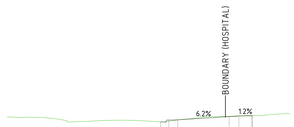

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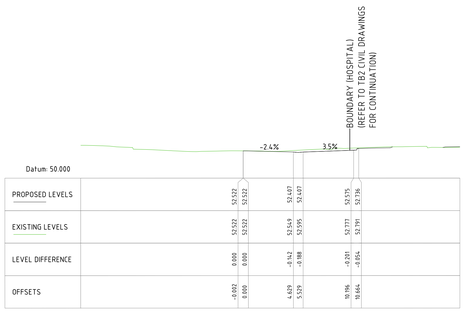

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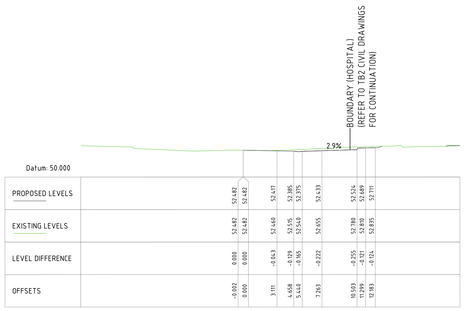

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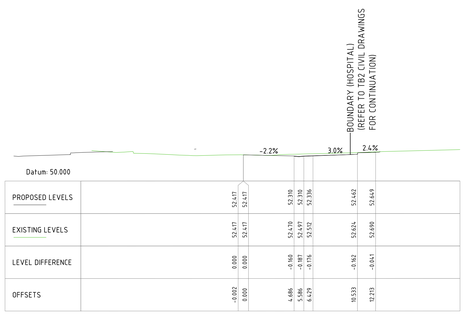

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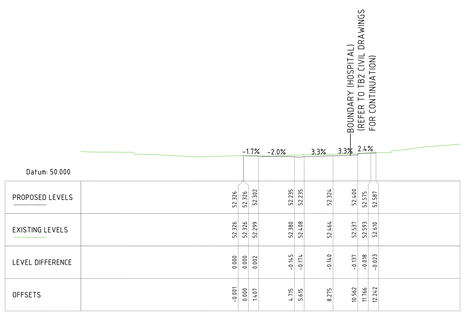

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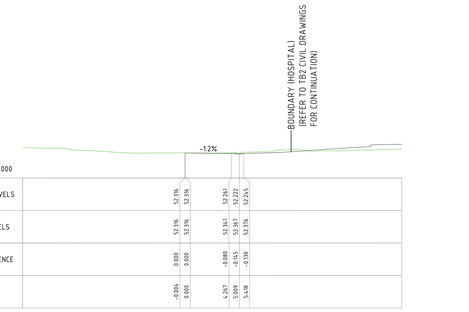

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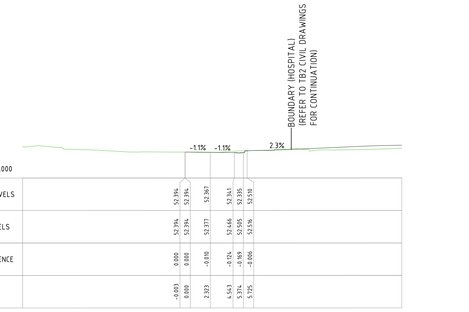

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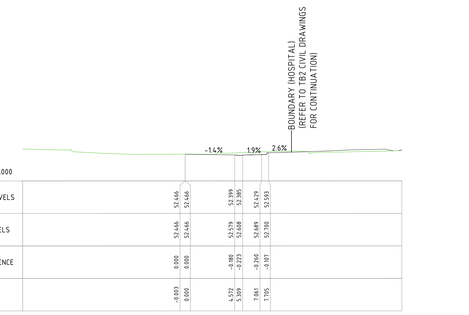

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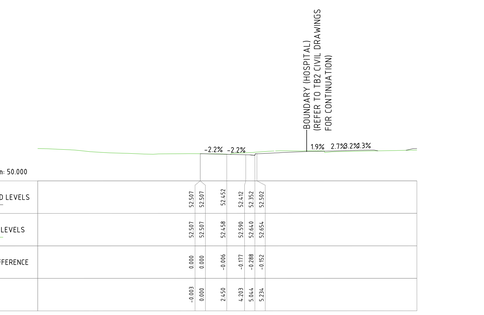

Chainage 110.000

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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A0 DO NOT SCALE
0 1000 4000 8000
1:200mm

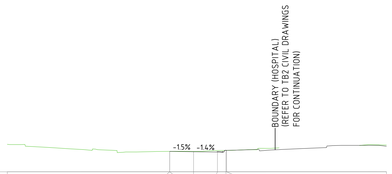
DRAWN BY: SC CHECKED BY: DN
DESIGNED BY: SC APPROVED BY: DN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - CROSS SECTIONS SHEET 2

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010521

ISSUE
C


BOUNDARY (HOSPITAL)
(REFER TO TB2 CIVIL DRAWINGS
FOR CONTINUATION)
-1.5%
-1.4%
Datum: 50.000

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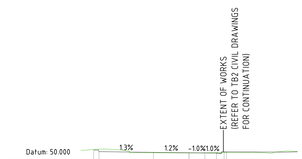
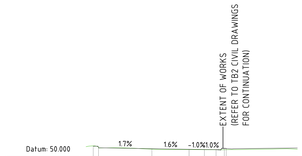


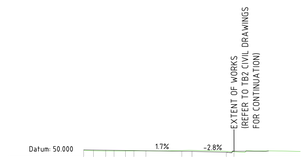
PROPOSED LEVELS	51.070	51.070			50.803		50.761		50.756	50.756	
EXISTING LEVELS	51.076	51.099	50.869		50.768		50.749	50.751	50.753	50.753	
LEVEL DIFFERENCE	-0.061	-0.229			0.042		0.011	-0.010	-0.003	-0.003	
OFFSETS	-8.004	-8.316			-3.395		0.000	1.640	2.477	3.232	3.347

Chainage 205.000



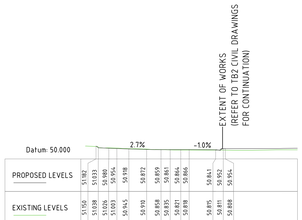
PROPOSED LEVELS	51.004	51.004	50.955		50.871		50.816	50.789	50.789	50.788	50.897
EXISTING LEVELS	51.132	50.936			50.827		50.788	50.775	50.775	50.775	50.773
LEVEL DIFFERENCE	-0.128	0.022			0.044		0.028	0.012	0.012	0.013	0.121
OFFSETS	-8.060	-8.360			-3.372		0.000	1.649	2.488	3.251	3.328

Chainage 200.000



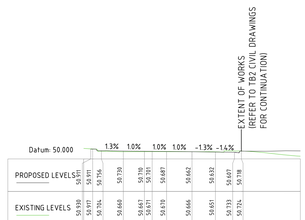
PROPOSED LEVELS	50.771	50.771	50.756	50.738	50.725	50.709	50.699	50.683		50.579	50.524
EXISTING LEVELS	50.679	50.679	50.679	50.665	50.665	50.665	50.665	50.668		50.707	50.778
LEVEL DIFFERENCE	0.092	0.092	0.077	0.073	0.061	0.045	0.035	0.015		-0.077	-0.054
OFFSETS	-6.561	-8.299	-5.998	-5.567	-4.477	-2.792	-1.538			-0.078	0.000

Chainage 220.000



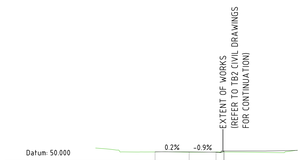
PROPOSED LEVELS	51.082	51.033	50.988	50.945	50.910	50.873	50.859	50.861	50.864	50.865	
EXISTING LEVELS	51.150	51.038	51.026	50.945	50.910	50.898	50.895	50.898	50.901	50.902	
LEVEL DIFFERENCE	-0.132	-0.005	-0.045	-0.027	-0.037	-0.027	-0.036	-0.037	-0.037	-0.037	
OFFSETS	-8.593	-8.384	-7.149	-5.566	-3.793	-2.279	-1.153	-0.769	0.000	0.648	2.149

Chainage 195.000



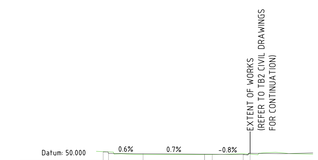
PROPOSED LEVELS	50.911	50.911	50.756	50.739	50.710	50.701	50.687	50.662	50.632	50.607	50.578
EXISTING LEVELS	50.909	50.911	50.756	50.660	50.661	50.675	50.678	50.666	50.651	50.733	50.726
LEVEL DIFFERENCE	0.002	0.000	0.000	0.078	0.043	0.026	0.009	-0.004	-0.019	-0.126	-0.148
OFFSETS	-7.205	-7.758	-6.942	-6.342	-5.395	-4.127	-2.345	0.000	2.361	3.916	5.555

Chainage 215.000



PROPOSED LEVELS	50.928	50.919	50.895	50.869	50.876	
EXISTING LEVELS	50.919	50.895	50.888	50.871	50.871	
LEVEL DIFFERENCE	0.009	0.024	-0.013	-0.002	0.005	
OFFSETS	-3.748	0.000	2.428	3.200	3.229	

Chainage 190.000



PROPOSED LEVELS	50.918	50.913	50.751	50.730	50.719	50.679	50.649	
EXISTING LEVELS	50.866	50.853	50.678	50.669	50.676	50.714	50.713	
LEVEL DIFFERENCE	-0.028	-0.058	0.073	0.061	0.028	-0.035	-0.064	
OFFSETS	-7.648	-7.721	-5.638	0.000	2.705	3.564	4.266	

Chainage 210.000

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NOTE:
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HYDRAULIC
ARUP
TEL 02 9320 9320
FIRE ENGINEERING
ARUP
TEL 02 9320 9320
LANDSCAPE
ARCADIA
TEL 02 8571 2900
BCA / DDA
BLACKETT MAGUIRE + GOLDSMITH
TEL 02 9211 7777

PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
KINGSWOOD NSW 2747
NEPEAN
ACOR PROJECT NUMBER
NSW211526
DRAWING KEY

TRUE NORTH
PROJECT NORTH

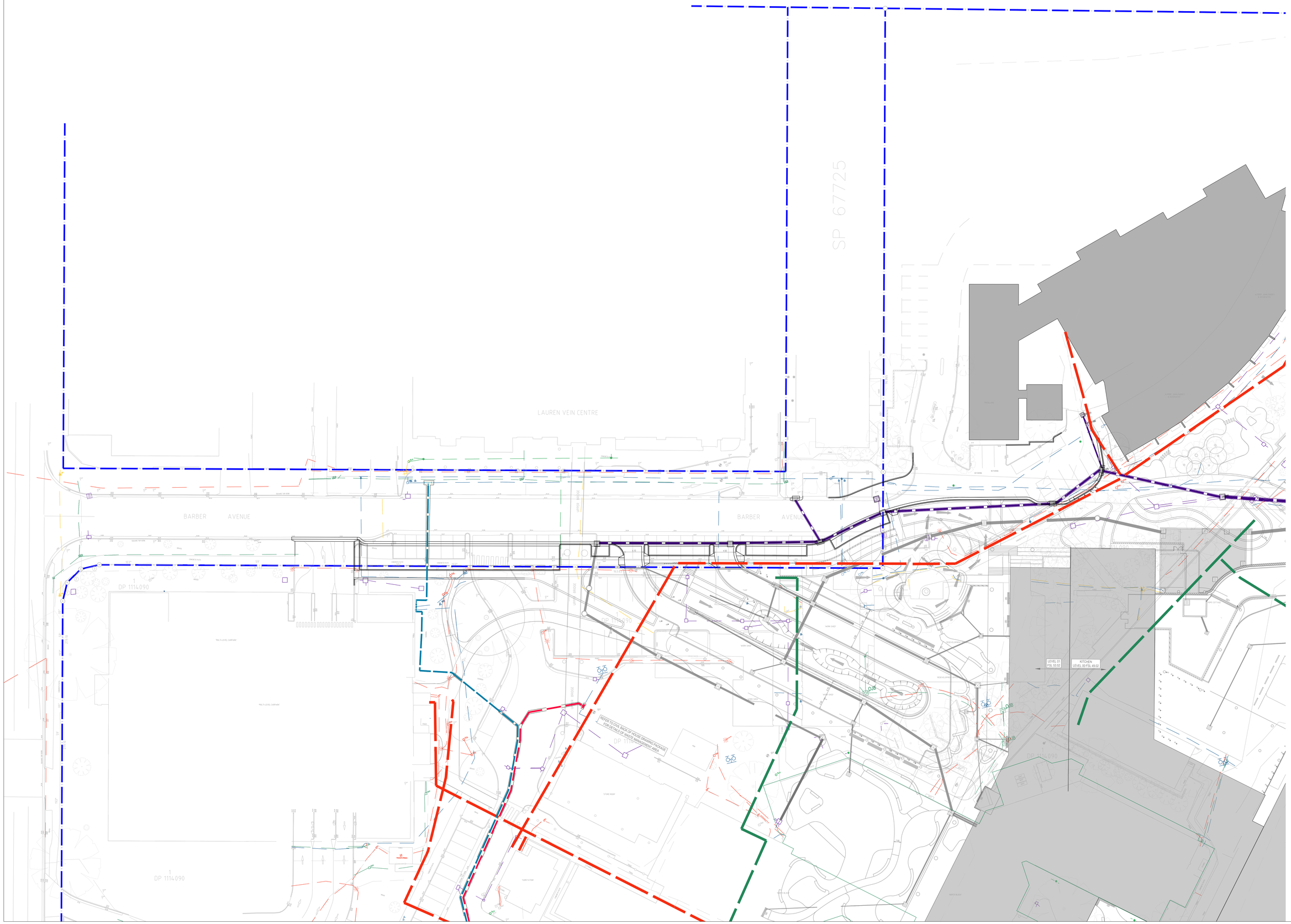
SCALE

DRAWN BY: SC
CHECKED BY: SN
DESIGNED BY: SC
APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - CROSS SECTIONS SHEET 4

DRAWING NUMBER
NHR-ACR-DRW-CIV-PCT-ALL-00010523
ISSUE
C



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PROJECT
NEPEAN HOSPITAL - STAGE 2

DERBY ST
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NEPEAN

ACOR PROJECT NUMBER
NSW211526

DRAWING KEY

TRUE NORTH
PROJECT NORTH

SCALE
@A0 DO NOT SCALE
0 1000 5000 10000
1:250mm

DRAWN BY: SC
CHECKED BY: SN
DESIGNED BY: SC
APPROVED BY: SN

STATUS
DESIGN DEVELOPMENT

DRAWING
BARBER AVENUE - UTILITISE PLAN

DRAWING NUMBER
NHR-ACR-DRW-CIV-TCT-ALL-00010601

ISSUE
C