

Integrated Stormwater Management Plan for: 9-11 Mawson Ave, Bella Vista

Prepared for Urban Property Group

04/2026
Project Number S25242
Version 001

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Revision	Date	Prepared	Reviewed	Approved
A	10/04/2026	S. Morgan	S. Hazlewood	S. Hazlewood

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1. Executive Summary

This Integrated Stormwater Management Report has been prepared by BG&E to accompany a State Significant Development Application (SSDA) for the residential development including affordable housing at 9-11 Mawson Avenue (the site). The site is made up of a single lot. The legal description of the site is outlined in Table 1.

Table 1: Legal Description

Property Address	Title Description
9-11 Mawson Avenue	Lot 101 in DP 1252968

This report has been prepared to address the Secretary's Environmental Assessment Requirements (**SEARs**) issued for the Main Works project (**SSD-96812459**) and for the

A separate SSDA has been lodged for Early Works associated with the development (**SSD-96580210**). This report has been prepared in the context of the Main Works application, with consideration given to the scope and staging of the separate Early Works.

This report concludes that the proposed residential development is suitable and warrants approval, subject to the implementation of the following mitigation measures.

- An approximate 300m³ is proposed to be installed in the tank to limit the PSD to 64L/s.
- The installation of 1x OceanGuard from Ocean Protect and an SF chamber with 5x 690Psorb filters to manage water runoff quality

Following the implementation of the above mitigation measures, the remaining impacts are considered appropriate.

2. Introduction

This Integrated Stormwater Management Plan is submitted to the Department of Planning, Housing and Infrastructure (the Department) on behalf of UPG Metro Pty Ltd (UPG) (the Applicant) in support of 2 separate State Significant Development Applications (SSDAs), each detailing the early works and the main works of the site listed in Table 1 above. The main works SSDA is being lodged under SSD-96812459, and a separate early works SSDA is being lodged under SSD-9658021. This report will address the SEARs requirements for each lodgement. The table for each SEAR is in the section below

3. Relevant SEARs/Rezoning Requirements

The Integrated Stormwater Management Plan addresses the following relevant Secretary's Environmental Assessment Requirements (SEARs) and Rezoning Requirements, issued on 24 November 2025 for the project, as set out in the table below.

Table 2: SEARs Requirements for SSD-96580210 (Early Works)

Item	SEARS Requirement	Relevant Section of Report
11. Water Management	Detail the proposed drainage design and servicing infrastructure to be incorporated as part of the development (stormwater and wastewater).	Refer to Section 10 of the report for further information Refer to Appendix C for the Erosion Control Plan (Sheet 0100 and 0140)
	Demonstrate how the development complies with council's drainage requirements and identify proposed stormwater treatment and water quality management measures to minimise adverse environmental impacts.	Refer to Section 10 of the report for further information

Table 3: SEARs Requirements for SSD-96812459 (Main Works)

Item	SEARS Requirement	Relevant Section of Report
11. Water Management	Detail the proposed drainage design and servicing infrastructure to be incorporated as part of the development (stormwater and wastewater).	Refer to Appendix C for Stormwater Drawings. Refer to section 8 and 9 for all requirements for the site's stormwater quality and quantity management.
	Demonstrate how the development complies with council's drainage requirements and identify proposed stormwater treatment and water quality management measures to minimise adverse environmental impacts.	Refer to section 9.1 for the results on stormwater quality and quantity management.

4. Background

Since 2013, there have been numerous policies and guidelines that have shaped the strategic planning framework relevant to the site:

Northwest Rail Link Corridor Strategy: Released by the NSW Government to establish Structure Plans for eight new metro stations across northwest Sydney (including Bella Vista and Kellyville). The strategy set a 20–25-year framework for land use and built form outcomes, with dwelling and employment targets focused on urban renewal and transit-oriented development. Bella Vista was identified as a key location for predominantly residential

development with supporting retail and commercial uses around the station, intended to leverage investment in the Sydney Metro Northwest.

State-Led Rezoning: A State-led rezoning was undertaken for the Bella Vista and Kellyville Station Precincts, approved via the *State Environmental Planning Policy Amendment (Bella Vista and Kellyville Station Precincts) 2017*. The rezoning facilitated delivery of approximately 8,400 new homes across the two precincts, along with employment zones, mixed-use centres, parks and community facilities. It introduced maximum building height and floor space ratio controls and measures to improve public open space and transport connectivity, aligning growth with completion of the Sydney Metro Northwest.

Tier 1 Accelerated Transport Orientated Development (TOD) Precinct Rezoning: As part of the NSW Government's TOD program, Bella Vista and Kellyville were identified as an Accelerated Precinct. The rezoning was finalised in November 2024, and the amended controls and guidelines are now in place. For the subject site, key amendments included the introduction of active street frontage controls to **Mawson Avenue** and the **through-site link** and temporary exemption of residential development from certain concurrence and referral requirements (until **November 2027**).

Stage 1 Concept Proposal (SSD-10344): A Stage 1 Concept SSDA submitted by Landcom on behalf of Sydney Metro, was approved for the approximately 33.5 hectares of government-owned land surrounding the Bella Vista Metro Station (see Error! Reference source not found.). The concept consent includes conditions to guide subsequent detailed SSDAs (including built form, sustainability and staging) and incorporated Urban Design Guidelines and a Design Excellence Strategy. The subject site is identified as Site B.04 and is the first site within the Stage 1 Concept SSDA to commence the development process. The concept consent has been modified on four occasions to address design refinements and administrative updated to stamped plans, lot areas/boundaries, road layout, and corrections to the Urban Design Guidelines and reports.



Figure 1 Bella Vista Station Precinct Concept Plan map, subject site outlined in red

4.1 Previous Development Applications

It is noted that the site is currently vacant, with earthworks, subdivision, and the construction of the major and minor roads surrounding the site undertaken under previous development consents.

4.2 Housing Delivery Authority Declaration

The proposal has been declared SSD under the *State Significant Development Declaration Order 2025 (No. 12)* (dated 21 August 2025). The overall project will be progressed through separate applications for Early Works

(SSD-96580210) and the detailed design, construction and operation of the development (SSD-96812459). This staged approach enables site preparation and enabling works to proceed in advance of the building works, supporting accelerated construction readiness and facilitating the timely delivery of the broader mixed-use shop-top housing development.

5. The Site

The site is located within The Hills Shire LGA at 9-11 Mawson Avenue, Bella Vista (see **Figure 2** and **Figure 3**) being legally described as Lot 101 in DP1259268. The site has a total area of approximately 7,000m² with a primary frontage of approximately 85m to Mawson Avenue, and secondary frontages to Florey Avenue (approximately 97m), Celebration Drive (approximately 90m) and Unaipon Avenue (approximately 70m). The site is owned by Landcom.

The site is located approximately 30m from the entrance to the Bella Vista Metro Station, in a highly accessible precinct earmarked for renewal. The site and its surrounds are currently vacant parcels presenting a significant opportunity for coordinated and well-integrated development that can deliver housing and services close to significant transport infrastructure.

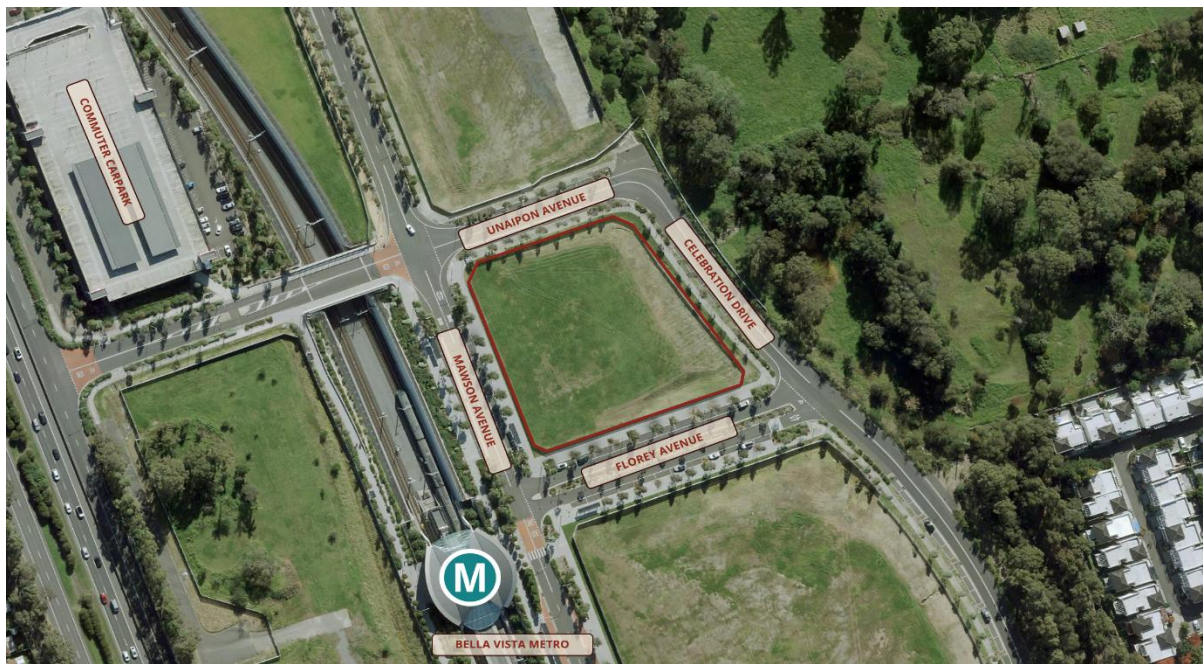
It is noted that earthworks, subdivision, and the construction of the major and minor roads surrounding the site has been undertaken under previous development consents. The site is currently vacant and fencing has been erected to the road network surrounding the site to prevent unauthorised entry.

To the north of the site, across Unaipon Avenue sits several vacant superlots (spanning for approximately 1km). These lots are also the subject of the Stage 1 Concept SSDA and are earmarked for renewal. To the northeast of the site is the Elizabeth Macarthur Creek and parklands.

To the southwest of the site, approximately 30m is the entrance to the Bella Vista Metro Station. To the southeast of the site, across Florey Avenue, is one vacant superlot, stretching for approximately 250m. Past this superlot (approximately 300m from the site) is a commercial centre containing health, business, retail and other commercial services.

Directly adjacent to the site to the east, across Celebration Drive, is the Elizabeth Macarthur Creek and parklands. Further east, beyond the parklands is a low-density residential area comprising predominately two-storey detached dwellings. Southeast of the site, approximately 125m is another low-density residential area comprising predominately two-storey detached dwellings.

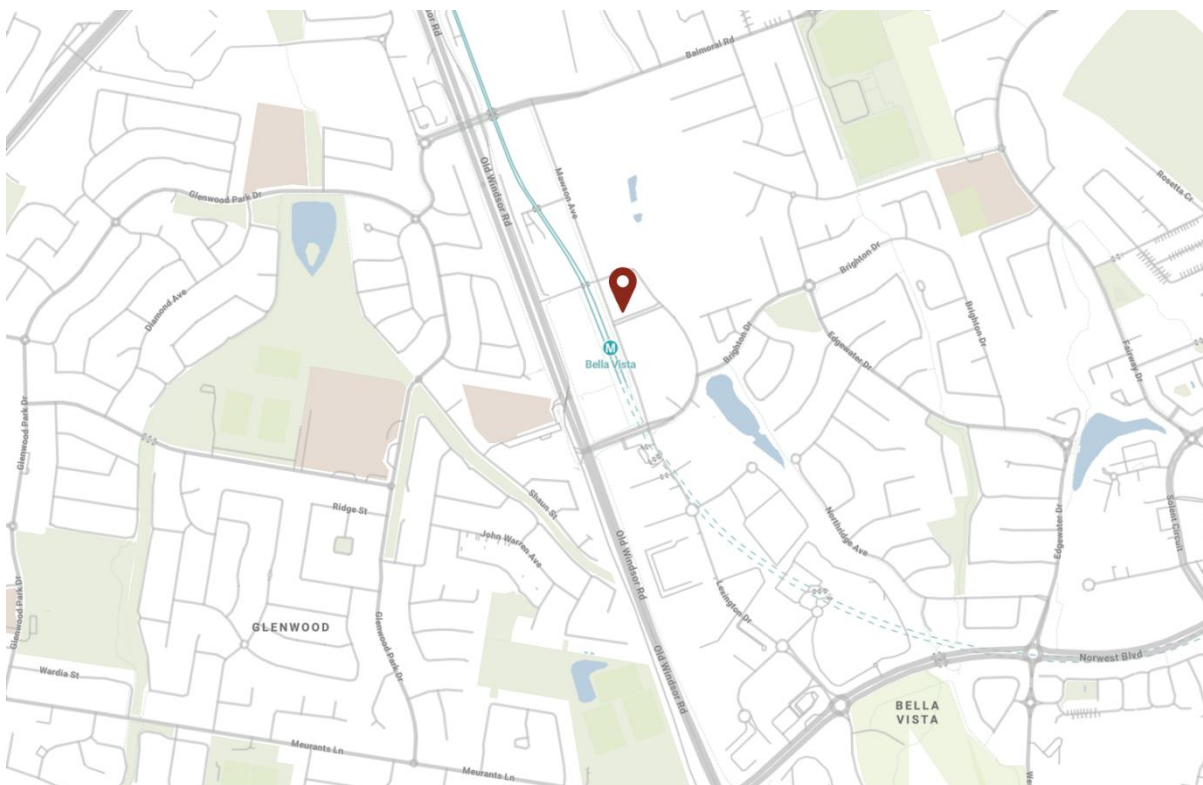
Directly adjacent to the site on its southwest boundary is the *Kiss and Ride*. To the northwest of the site (approximately 55m) is the *Park and Ride*. Past the Bella Vista Metro Station, to the west, are more vacant superlots, subject to the concept plan. Approximately 140m west of the site is local archaeological heritage item (A2) *Original section of road and culvert* located within the road reserve at Old Windsor Road between Seven Hills Road and Windsor Road. Past this, is another low-density residential area, predominately comprising two-storey detached dwellings.



 THE SITE

NOT TO SCALE 

Figure 2 Aerial view of the site



 THE SITE

NOT TO SCALE 

Figure 3 Location Plan

6. The Proposed Development

6.1 Early Works

This State Significant Development Application (SSDA) seeks consent for Early Works that will facilitate the future shop-top housing development. Specifically, consent is sought for the following Early Works:

- Site establishment.
- Bulk excavation.
- Shoring.
- Piling.
- Infrastructure services augmentation; and
- Ancillary site works.

For a detailed description of the proposed development, refer to the Environmental Impact Statement (EIS) prepared by Beam Planning and the Civil Engineering Drawings prepared by BG&E

6.2 Main Works - Rezoning Proposal

To facilitate the proposed development described in **Section 5.2**, a Rezoning Proposal is sought to seek the following amendments to *The Hills Shire Local Environmental Plan 2013* (Hills LEP 2013):

- Amend the Height of Buildings map to apply maximum RL height limits across the site;
- Amend the Floor Space Ratio Map;
- Amend the Minimum Front Setback Control for Residential Flat Buildings; and,
- Introduce a site-specific clause allowing for wintergardens separate to the calculation of GFA.

6.3 Main Works - State Significant Development Application

The proposed amendments to the Hills LEP 2013, as outlined above, will facilitate the following development, sought via a concurrent SSDA. Specifically, the proposed works sought under the SSDA include:

- Construction of two (2) podiums over a shared basement, containing a supermarket, childcare, gym and residential townhouses;
- Construction of two (2) towers, each atop a podium, comprising approximately 674 residential apartments;
- Construction of a shared basement containing car parking; and
- Associated landscaping and public domain improvements, including a north-south through-site link.

It is noted that the project will commit to providing 15% of the residential GFA as affordable housing for a minimum of 15 years, to be managed by a registered Community Housing Provider (CHP).

For a detailed description of the proposed development, refer to the Environmental Impact Statement (EIS) prepared by Beam Planning and the Architectural Drawings prepared by Turner Studio.

7. Existing Site Context

7.1 Existing Site Drainage

The subject site at 9–11 Mawson Avenue, Bella Vista is currently vacant and does not contain any internal stormwater drainage infrastructure. The surrounding road network, constructed under previous subdivision works, includes an established stormwater pit and pipe system.

As shown in Figure 4, the site is bounded by Mawson Avenue, Florey Avenue, Celebration Drive and Unaipon Avenue, each of which contains existing pits and underground pipework. These systems run generally within the road reserves and provide multiple collection points for surface runoff around the site perimeter.

Available survey and services information provided by SDG on 10/02/26 has been used to identify pipe alignments and invert levels, which inform the proposed drainage design and selection of a suitable point of discharge.

The existing surrounding network provides a compliant and practical discharge point for the development, subject to confirmation of capacity and detailed design.



Figure 4: Existing stormwater network (GIS)

7.2 Existing Land Condition and Flooding

7.2.1 Land Conditions

The site generally slopes from the south-east (Florey Avenue / Celebration Drive intersection) toward the north-west (Unaipon Avenue / Mawson Avenue corner). Surveyed levels indicate an overall fall of approximately 5–6 metres across the site. Contours show a consistent grade through the central portion of the site, with steeper battering along the eastern boundary adjacent to Celebration Drive.

The surveyed levels and contours confirm the natural drainage direction toward the north-west corner of the site and provide the basis for the proposed stormwater drainage and overland flow design. Refer to Figure 5 for survey details.

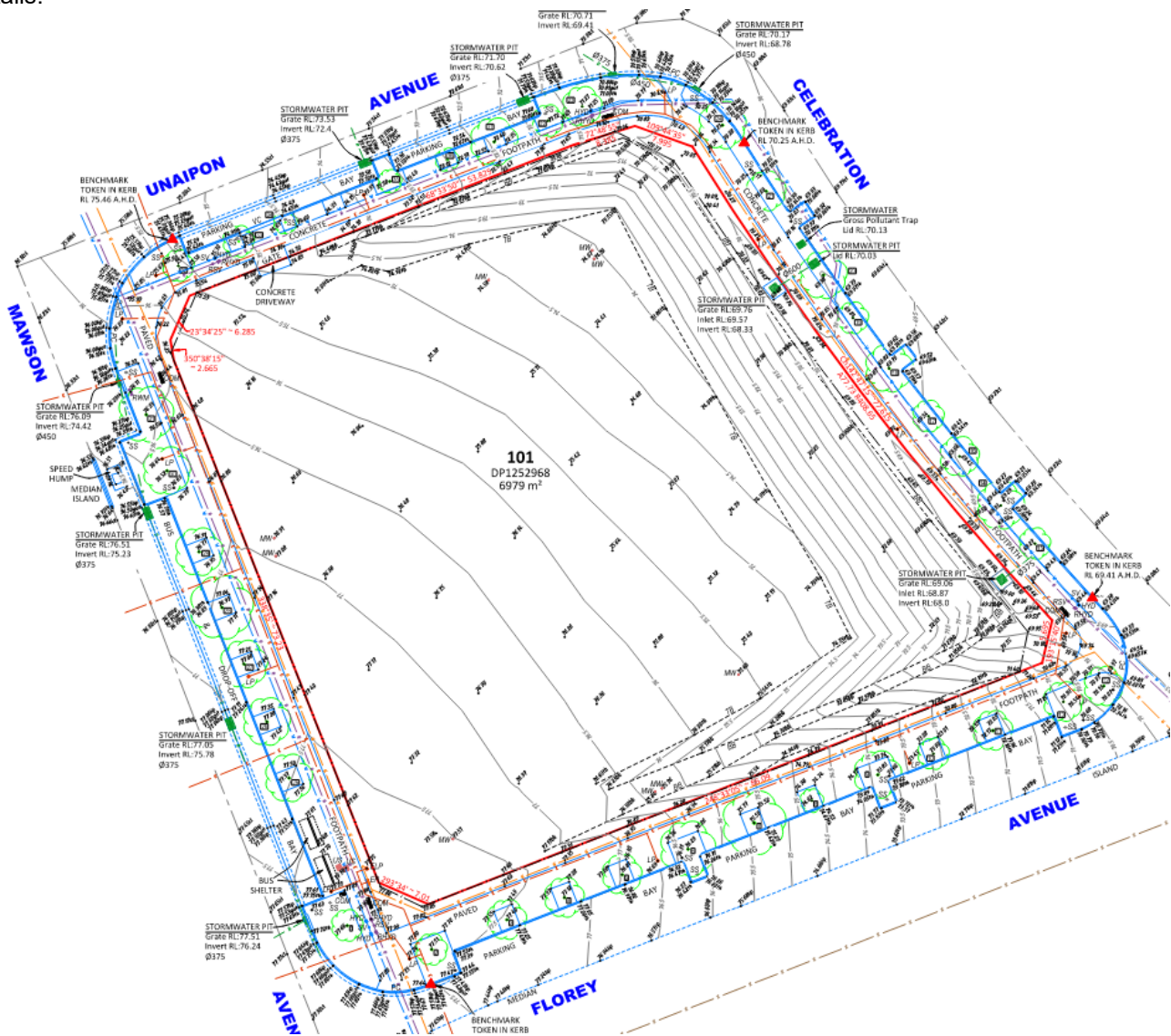


Figure 5: Existing Site Survey

7.2.2 Flooding

A flood assessment has been undertaken for the proposed development site. Based on site topography, surrounding drainage conditions, and available flood mapping, the site is not identified as flood-prone. The elevated nature of the site and the existing stormwater network indicate that flooding does not pose a constraint. The proposed development will not alter flood behaviour or increase flood risk to surrounding properties or the road

network. Potential impacts of climate change are considered negligible. Accordingly, a detailed Flood Impact and Risk Assessment (FIRA) is not required, and the proposal satisfies relevant flood planning and risk management requirements.

The proposal is considered to meet the requirements of the SEAR's. Refer to the flood assessment "9-11 Mawson Avenue - Flood Impact and Risk Assessment" by BG&E for detailed information.

8. Design Criteria

8.1 Stormwater Policies and Objectives

An integrated stormwater management and water-sensitive urban design concept has been prepared for the development. The strategy has been developed to meet the following objectives and comply with:

- Australian Rainfall and Runoff Guidelines 2019
- Water Sensitive Urban Design Technical Guidelines for Western Sydney (NSW Government Stormwater Trust and UPRCT, May 2004)
- Australian Runoff Quality (Engineers Australia 2005).
- The Hills Shire Council Design-Guidelines-Subdivision-Developments
- Bella Vista and Kellyville Transport Oriented Development Precincts Design Guide (TOD)

As part of the proposed development, to satisfy all relevant requirements outlined in the above-stated document, an On-site Detention (OSD) tank is required to limit total discharge from the Site, minimise discharge bypassing the site OSD tank, and implement WSUD equipment to increase the quality of water discharging from the Site.

8.2 Site Specific Requirements

As the site is located within the Hawkesbury River Catchment and has an approximate ground slope of 5%, on-site stormwater detention (OSD) is required in accordance with The Hills Shire Council Design Guidelines for Subdivisions/Developments. For slopes between 3% and 6%, Table 4.14 shown in Figure 6 below specifies a Permissible Site Discharge (PSD) of 92 L/s/ha and a Site Storage Volume (SSV) of 396 m³/ha.

The purpose of OSD is to limit post-development runoff to the allowable PSD and to provide the required storage volume to protect the downstream drainage system. OSD design must also comply with Council's additional detention basin requirements, including maximum basin depths, side slopes, and outlet configuration criteria.

Site Slope	PSD (l/s/ha)	SSV (m ³ /ha)
Greater than 15%	136	298
Between 10% and 15%	115	336
Between 6% and 10%	104	362
Between 3% and 6%	92	396
Between 0% and 3%	87	412

Figure 6: Hills Shire Council PSD and SSV Requirements

8.3 Water Sensitive Urban Design Requirements

Stormwater quality for the proposed development has been assessed in accordance with The Hills Shire Council, TOD design guidelines and the supporting Water Sensitive Urban Design (WSUD) Technical Guidelines for Western Sydney. These guidelines require medium to large-scale developments to achieve the following post-construction pollutant-retention performance:

- 85% Suspended Solids
- 65% retention of Total Phosphorus (TP)

- 45% retention of Total Nitrogen (TN)
- 90% Gross pollutants

In addition to these quantitative requirements, Council requires integration of WSUD principles that minimise directly connected impervious areas, maximise stormwater reuse, promote vegetated flow paths, and protect downstream riparian and aquatic environments. To meet these objectives, the stormwater management strategy for the site incorporates appropriate WSUD measures such as biofiltration systems, rainwater harvesting, gross pollutant trapping, and other approved treatment devices to ensure pollutant loads are reduced to best-practice levels and that the development achieves Council's stormwater quality outcomes

9. Analysis Results

9.1 On-Site Detention

The proposal also allows the site to drain to an OSD tank, ensuring runoff from the site does not exceed pre-development conditions and minimising impact on the road. This will be done by draining the whole development to the OSD, with minimal bypass. This OSD will ensure the runoff rate matches the pre-site development runoff rate. This will then discharge directly into the proposed underground pipe network, connecting to the council system, rather than running directly onto the road, as is currently the case.

Based on Figure 6 above and the council requirements, the Permissible Site Discharge (PSD) is 92 L/s/ha. Therefore, the PSD(q) for the catchment size of 0.70ha is calculated below:

$$\begin{aligned} PSD &= 92 \times 0.70 \\ &= 64.4 \text{ L/s} \end{aligned}$$

Based on Figure 6 above the Site Storage Volume (SSV) is shown to be 396 m³/ha. From this we can calculate the necessary storage volume required for the OSD tank below:

$$\begin{aligned} SSV &= 396 \times 0.70 \\ &= 277.2 \text{ m}^3 \end{aligned}$$

Based on this we can calculate the required orifice size as shown below:

$$\begin{aligned} Q_{psd} &= 64.4 \text{ L/s} \\ Q &= C_o \times A_o \times \sqrt{(2gh)} \end{aligned}$$

Where:

- C_o = 0.60 (discharge coefficient)
- g = 9.81 m/s²
- A_o = orifice area (m²) based on an assumed trial diameter of 100 mm, refined by iteration to meet the PSD.
- h = hydraulic head (m)

$$\begin{aligned} A_o &= \pi d^2 / 4 \\ Q_o &= 0.60 \times 0.01431 \times \sqrt{(2 \times 9.81 \times 2.8)} \end{aligned}$$

$$Q_o = 63.65 \text{ L/s} \approx Q_{psd} = 64 \text{ L/s}$$

Therefore, provide a 135 mm diameter orifice.

The results calculated above show that using the tank of 300m³ and an orifice of 135mm, the site can achieve a PSD of 64L/s which complies with the council's requirements.

The OSD is proposed to discharge to the existing pit along Celebration Drive through a 525mm uPVC pipe as shown in Figure 7 below:

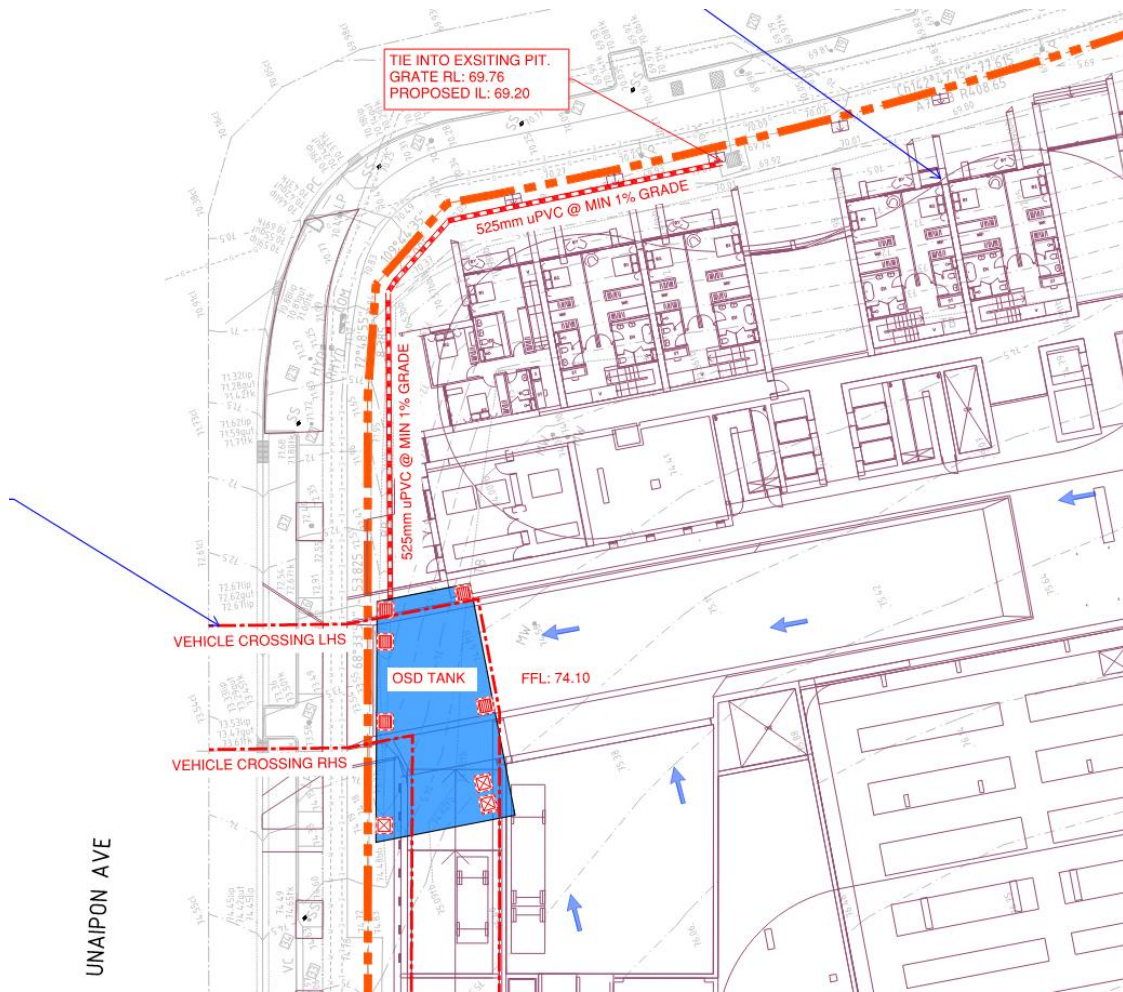


Figure 7: Proposed Discharge to Existing Catchpit

In the situation where the OSD overtops the driveway will be graded so that any excess water will spill out and flow down towards Unaipon Avenue and away from the site.

The proposed pit-and-pipe system has been designed in accordance with The Hills Shire Council 'major/minor' drainage system concept, with the minor system sized to convey storms up to the 5 % AEP event within the piped network, and the overland flow paths (including driveway grades and finished surface levels) configured to safely convey flows from up to the 1 % AEP event without adverse impact on adjoining properties or public safety.

9.2 Water Sensitive Urban Design Requirement

9.2.1 Water Quality Proposal

The quality of water discharging from the Site will be managed using multiple OceanProtect products, specifically the OceanGuards and Ocen Filters.

The water quality modelling software MUSIC v6.3 was used to analyse the treatment train's performance. Figure 8 below shows the MUSIC node and link diagram used to describe the proposed treatment train. The model has been built to assess the adequacy of the proposed stormwater treatment measure and ensure that stormwater quality meets the objectives before stormwater runoff leaves the Site.

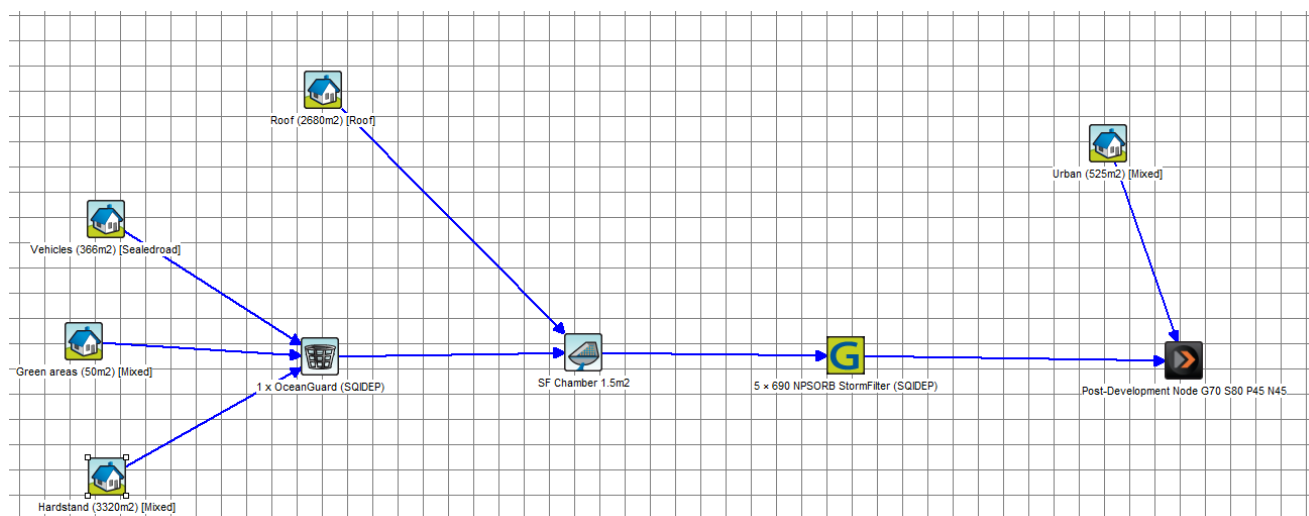


Figure 8: MUSIC Model and Results

The analysis showed that the treatment train would achieve the water quality targets in the Councils DCP. Table 3 below displays the effectiveness of the treatment train for the primary and secondary treatment. To meet the Council's requirements, the following treatment devices were implemented: 1x OceanGuard from Ocean Protect and an SF chamber with 5x 690Psorb filters. The number of products used will vary based on final area calculations and layout. This will need to be re-evaluated during detailed design. The water quality model developed with MUSIC software indicates the pollutant removal rates expected when a treatment train of water-quality measures is applied to the proposed development layout. Refer to Appendix D for standard details for the StormFilters and OceanGuard (OG).

Table 3: Water Sensitive Urban Design Results

Pollutant	Before Treatment (Kg/yr.)	Post Treatment (Kg/yr.)	Water Quality Objective (%)	Percentage Reduction (%)
Gross Pollutant (GP)	190	0	90%	100%
Total Suspended Solids (TSS)	1010	132	85%	86.9%
Total Phosphorus (TP)	2.32	0.442	65%	81%
Total Nitrogen (TN)	21.4	7.73	45%	63.8%

The gross pollutant (GP) removal rate of 100 % satisfies Council's 90 % litter removal objective, and the OceanGuard and StormFilter devices are configured in accordance with manufacturer specifications to achieve ≥90 % removal of hydrocarbons, motor fuels, oils and grease, consistent with the WSUD Technical Guidelines and TOD Guidelines.

10. Sediment and Erosion Controls (ESCP)

To comply with council requirements set out in the Design Guidelines Subdivision/Developments in relation to ESCP and satisfy the requirements set out in the Early Works SSDA, an Erosion and Sediment Control Plan (ESCP) will be implemented for the proposed development in accordance with best practice guidelines, including Managing Urban Stormwater: Soils and Construction (Landcom, 2004) (the "Blue Book"), and relevant updates.

These erosion and sediment control measures are the stormwater requirements that must be satisfied under the SEARs Section 11 – Water Management, as shown in Table 2 in the sections above. To satisfy these requirements, the contractor will be responsible for undertaking regular inspections and implementing adaptive management of erosion and sediment control measures during construction.

The proposed approach adopts a treatment train methodology, incorporating the following measures:

- Sediment fencing along downslope site boundaries
- Sediment basin for temporary storage and treatment of runoff
- Stabilised site access to minimise sediment tracking
- Protection of existing stormwater pits using geotextile inlet filters

These measures are designed to minimise sediment export from the site during construction and protect downstream waterways and infrastructure. The proposed ESCP is consistent with the TOD Design Guide's objectives for managing stormwater quality and reducing environmental impacts during construction.

11. Conclusion

BG&E Pty Ltd (BG&E) has prepared this Integrated Stormwater Management Plan in support of the State Significant Development Application for the proposed residential development at 11 Mawson Avenue, Bella Vista. The stormwater management strategy has been developed in accordance with Australian Rainfall and Runoff (2019), the Water Sensitive Urban Design (WSUD) Technical Guidelines for Western Sydney, and The Hills Shire Council Design Guidelines, ensuring compliance with all relevant stormwater quantity and quality requirements for the site.

The analysis presented in this report confirms that the site can be suitably serviced by the proposed stormwater system. The key outcomes of the stormwater assessment are as follows:

On-Site Detention (OSD) System

- The development includes a 300 m³ OSD tank, sized in accordance with The Hills Shire Council PSD/SSV requirements for the Hawkesbury River Catchment and the site's 5% slope.
- The allowable Permissible Site Discharge (PSD) was calculated as 65 L/s, based on the adopted catchment area and Council's PSD rate of 96 L/s/ha.
- A 135 mm diameter orifice has been designed to regulate outflows from the OSD. Hydraulic modelling confirms a discharge of 63.7 L/s, satisfying the PSD limit.
- The OSD system is configured so that runoff from the full site is directed into the detention tank with minimal bypass, ensuring post-development discharges do not exceed pre-development conditions.
- The OSD will discharge to the existing Council pit on Celebration Drive via a 525 mm uPVC pipeline, providing a compliant lawful point of discharge.

Water Sensitive Urban Design (WSUD) Measures

- Stormwater quality has been addressed using a treatment train consisting of:
 - OceanGuard gross pollutant capture units, and
 - An Ocean Protect StormFilter (SF) chamber fitted with 5x Psorb 690 cartridges.
- MUSIC modelling demonstrates that the proposed treatment train satisfies all Hills Shire Council pollutant-reduction targets, achieving:
 - 100% reduction of gross pollutants,
 - 86.9% reduction of Total Suspended Solids,
 - 81% reduction of Total Phosphorus, and
 - 63.8% reduction of Total Nitrogen,

Therefore, exceeding the minimum performance requirements set out in the WSUD Technical Guidelines and TOD Guidelines.

Subject to the implementation of the stormwater infrastructure identified in this report, the development is considered suitable for stormwater management.

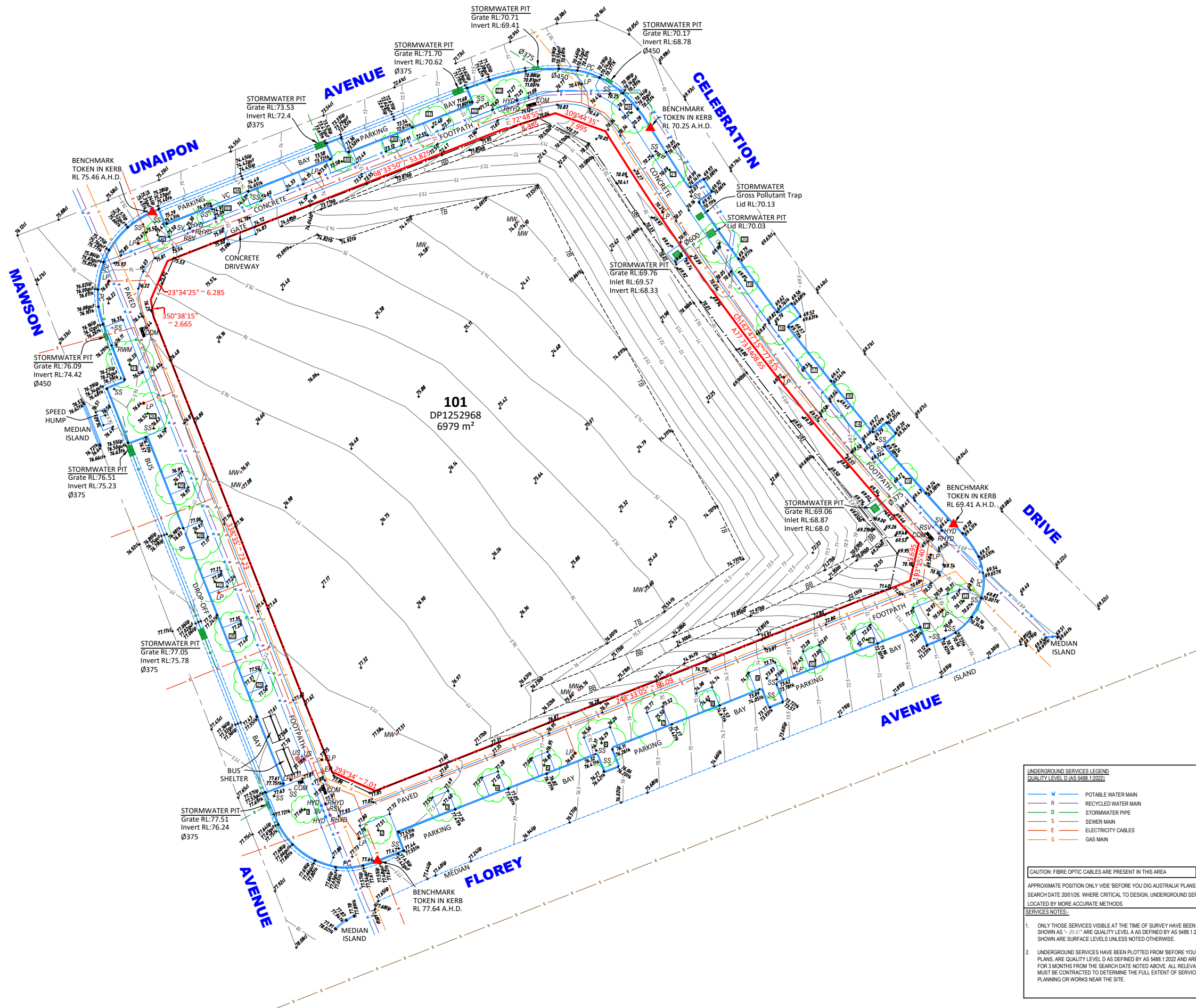
Appendices

Appendix A - Site Survey

MGA

TN

170°

BEARINGS SHOWN ARE ON
INDIA ORIENTATION

GENERAL NOTES

ONLY TREES GREATER THAN 3.5 METRES IN HEIGHT ARE SHOWN ON THIS PLAN AND THEIR POSITIONS ARE DIAGRAMMATIC ONLY AND MAY REQUIRE ADDITIONAL SURVEY WHERE CRITICAL TO DESIGN.

CONTOURS ARE INDICATIVE AT GROUND FORM ONLY. SPOT LEVELS ONLY SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.

LEVELS ARE ON AUSTRALIAN HEIGHT DATUM (AHD).

ALL SETOUT LEVELS MUST BE REFERRED TO THE BENCH MARK SHOWN ON THIS PLAN.

BOUNDARY NOTES

THE BOUNDARIES OF THE LAND HAVE BEEN SURVEYED, UNLESS SHOWN BY OFFSETS, THE POSITION OF THE FEATURES SHOWN IS DIAGRAMMATIC ONLY.

BOUNDARIES HAVE NOT BEEN MARKED.

SURVEY INFORMATION NOTES

THE ORIGIN OF COORDINATES COMES FROM SSM131952 E309871.367 N6265893.966 CLASS B POSITIONAL UNCERTAINTY (PU) 0.02 (MGA2020) ADOPTED FROM SCIMS DATED 06/02/2026.

THE ORIGIN OF LEVELS COMES FROM SSM131952 RL75.323 CLASS B POSITIONAL UNCERTAINTY (PU) N/A ADOPTED FROM SCIMS DATED 06/02/2026.

THE ORIENTATION OF THIS PLAN IS MGA NORTH WHICH HAS BEEN DETERMINED BY DP1252968.

CERTIFICATE OF TITLE NOTES

THE FOLLOWING INFORMATION RELATES TO THE RESPECTIVE CERTIFICATE OF TITLE OF EACH LOT:

- LOT 101 IN DP1252968
- (CT EDITION 2 DATED 21/11/2026 SEARCH DATE 12/02/2026)
- THERE ARE NO NOTATIONS ON THE CERTIFICATE OF TITLE

NO COVENANTS OR RESTRICTIONS ARE NOTED ON THE TITLE.

SERVICES NOTES

ONLY THOSE SERVICES VISIBLE AT THE TIME OF SURVEY HAVE BEEN LOCATED AND ARE QUALITY LEVEL A AS DEFINED BY AS 5488.1:2022.

UNDERGROUND SERVICES HAVE BEEN PLOTTED FROM 'BEFORE YOU DIG AUSTRALIA' PLANS, ARE QUALITY LEVEL D AS DEFINED BY AS 5488.1:2022 AND ARE ONLY CURRENT AT THE DATE OF SEARCH.

ALL RELEVANT AUTHORITIES MUST BE CONTACTED TO DETERMINE THE FULL EXTENT OF SERVICES PRIOR TO ANY PLANNING OR WORKS NEAR THE SITE.

LEGEND

TAG	DESCRIPTION
BB	BOTTOM OF BANK
CL	CENTRELINE
COM	COMMUNICATIONS PIT
ELP	ELECTRICITY PILLAR
EP	ELECTRICITY PIT
GUT	KERB GUTTER
HYD	HYDRANT
LP	L.P. LINE
LP	LIGHT POLE
MW	MONITORING WELL
PC	PEDESTRIAN CROSSING
RHYD	RECYCLED HYDRANT
RSV	RECYCLED STOP VALVE
RWM	RECYCLED WATER METER
SS	STREET SIGN
SV	STOP VALVE
TB	TOP OF BANK
TK	TOP OF KERB
VC	VEHICLE CROSSING

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PROJECT:

DETAIL AND LEVEL SURVEY OF
LOT 101 IN DP1252968

9-11 MAWSON AVENUE
BELLA VISTA

CLIENT: URBAN PROPERTY GROUP

FILE: 9522 DETAIL SURVEY ISSUE A 9-11 MAWSON AVENUE
BELLA VISTA

LGA: THE HILLS SHIRE

REF: 9522	CONTOURS: 0.5m
ISSUE: A	DATUM: AHD
SURVEY DATE: 10/02/2026	AZIMUTH: MGA2020
SCALE: 1:300	SHEET 1 OF 1 SHEETS



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ISSUE	DATE	AMENDMENT	SURV	CHK
A	10/02/26	ORIGINAL ISSUE	DG	NN



Appendix B - Architectural GA Plans



NOTES

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2. The Designer shall not be responsible for any errors or omissions in this drawing. The Designer shall not be responsible for any damage or loss of any kind resulting from the use of this drawing.

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KEY PLAN

LEGEND

Rev A Date 2020-05-05 Approved by [Signature] Change ID Change Note

Project Title
Mawson Avenue
9-11 Mawson Ave Bella Vista NSW 2153 Australia

Drawing Title
Siteworks
Site Plan

Scale
1:200 @ A3

Project No.
25030

Drawn by
VQ

North

Rev
A

For Information
DA-100-003

TURNER

LEGEND



Project Title			
9-11 Mawson Ave Bella Vista NSW 2153 Australia			
Drawing Title			
GA Plans Basement 06			
Scale	Project No.	Drawn by	North
1:200 @ A0	25030	HK	
Status	Dep No.	Rev	
For Information	DA-110-001		A

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Project Title			
Mawson Avenue			
9-11 Mawson Ave Bella Vista NSW 2153 Australia			
Drawing Title			
GA Plans			
Typical Basement Level			
Scale	Project No.	Drawn by	North
1:200 @ A0	25030	HK	
Status	Dwg No.	Rev	
For Information	DA-110-003	B	

[illegible]

LEGEND



Project Title			
9-11 Mawson Ave Bella Vista NSW 2153 Australia			
Drawing Title			
GA Plans Basement 01			
Scale	Project No.	Drawn by	North
1:200 @ A0	25030	HK	
Status	Dep No.	Rev	
For Information	DA-110-004		B



Project Title			
Mawson Avenue			
9-11 Mawson Ave Bella Vista NSW 2153 Australia			
Drawing Title			
GA Plans			
Ground Level			
Scale	Project No.	Drawn by	North
1:200 @ A0	25030	HK	
Status	Dep No.	Rev	
For Information	DA-110-006	B	

AC	Acoustic	BASS	Building Access Safety System	CFC	Compressed Fire Foam	CP	Car Parking	DG	Drip Groove	F	Fire Services	F0H	Front of House	GR	Grab Rail	GR	Grab Rail	MGB	Mobile Garage Bin	P	Pantry	RL	Relative Level to AHJ	SGN	Signage	SRV	Small Rigid Vehicle	TFW	Timber Floor Finish	UR	Urinal
ACU	Air Conditioning	BAG	Bug Bouter	CFF	Concrete Fire Cement	CP	Concrete Precast	DH	Door Hardware	FCC	Fire Control Centre	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SS	Stainless Steel	TFW	Floor Waste Flow	U	Urn
ACC	Access	BAG	Bug Bouter	CFF	Concrete Fire Cement	CP	Concrete Precast	DH	Door Hardware	FCC	Fire Control Centre	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
ACC	Accessible	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
ACC	Access Deck	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
AD	Adaptable	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
AHD	Australian Height Datum	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
AL	Air Lock	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
AMB	Ambulant	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
AN	Articulated Vehicle	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
AVN	Articulated Vehicle	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
B	Bathroom	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
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BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
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BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGF	Shelf	SRV	Small Rigid Vehicle	TFW	Floor Waste Flow	U	Urn
BAL	Balustrade	BK	Bulkhead	CHS	Circular Hollow Section	CP	Car Park Exhaust	DH	Door Pipe	FCR	Fire Control Room	F0H	Fire Resistance Level	GR	Grass, Translucent	K	Keith	MR													

AC	Acoustic	BASS	Building Access System	CFC	Compressed Fibre Cement	CA	Car Parking	DG	Drill Groove	F	Fire Services	FHL	Front of House	GR	Grab Rail	GR	Grab Rail	KB	Kitchen	MGB	Mobile Garage Bin	P	Pantry	RL	Relative Level to AHJ	SGN	Signage	SRV	Small Rigid Vehicle	TFF	Timber Floor Finish	UR	Urinal
AC	Air Conditioning	GA	Box Gutter	CFB	Concrete Fibre Cement	CPC	Concrete Precast	DH	Door Hardware	FCC	Fire Control Centre	FOL	Fire Resistance Level	GT	Glass, Translucent	GT	Glass, Translucent	K	Kitchen	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Air Conditioning	CONDENSER UNIT	Condenser Unit	CFB	Concrete Fibre Cement	CPC	Concrete Precast	DH	Door Hardware	FCC	Fire Control Centre	FOL	Fire Resistance Level	GT	Glass, Translucent	GT	Glass, Translucent	K	Kitchen	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Accessible	BH	Bulkhead	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Access Deck	BFK	Bicycle Parking	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Access Deck	BFK	Bicycle Parking	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Access Deck	BFK	Bicycle Parking	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Access Deck	BFK	Bicycle Parking	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Access Deck	BFK	Bicycle Parking	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
ACC	Access Deck	BFK	Bicycle Parking	CHS	Circular Hatch System	CPC	Car Park Exhaust	DF	Down Pipe	FCR	Fire Control Room	FW	Fire Wall	HD	Hand Dryer	HD	Hand Dryer	KB	Kitchen Exhaust	MR	Minor	PB	Plasterboard	RTL	Relative Level	SGN	Signage	SSV	SS Stainless Steel	TFW	Timber Floor Waste	UR	Urinal
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Project Title			
Mawson Avenue			
9-11 Mawson Ave Bella Vista NSW 2153 Australia			
Drawing Title			
GA Plans			
Ground Level			
Scale	Project No.	Drawn by	North
1:200 @ A0	25030	HK	
Status	Drawn by	Rev	
For Information	DA-110-006	B	



Project Title			
Mawson Avenue			
9-11 Mawson Ave Bella Vista NSW 2153 Australia			
Drawing Title			
GA Plans			
Level 02			
Scale	Project No.	Drawn by	North
1:200 @ A0	25030	HK	
Status	Orig No.	Rev	
For Information	DA-110-009	B	

AC	Acoustic	BASS	Build/Access Safety System	CFC	Compressed Fire Cement	CP	Car Parking	DG	Drop Garage	F	Fire Services
ACU	Air Conditioning	BGX	Box Gutter	CFF	Concrete Floor Finish	CPC	Concrete Precast	DH	Door Hardware	FCC	Fire Control Level
ACC	Access	BGS	Boom Gate System	CGF	Concrete Grout Finish	CPE	Ceiling Panel	DM	Dummy Joint	FCE	Fire Control Entry
ACC	Access	BH	Bulkhead	CHS	Central Hollow Section	CPE	Car Park Exhaust	DP	Down Pipe	FCR	Fire Control Room
AD	Adaptable	BKP	Bayce Parking	CL	Circle Line	CSF	Centrifugously Screen Finish	DWF	Decorative Wall Finish	FCR	Fan Cool Unit (AC)
AD	Adaptable	BK	Bayce Back	CLD	Cladding	CSF	Concrete Surface Mirror	ES	Excess Panel	FCR	Fire Control Room
AHD	Australian Height Datum	BKS	Bayce Storage	CLK	Cloak Room	CST	Concrete Steel Trowel Finish	EQ	Equal Angle	OZ	No. 01, 02, etc.
AL	Aluminum	BLK	Black	CNR	Cleaner Store	CSF	Concrete Surface Mirror	ES	Excess Panel	FCR	Fire Control Room
AL	Air Lock	BLK	Blackwork	CNR	Cement Render	CTLP	Control Panel	EJ	Expansion Joint	FF	Floor Finish
AMB	Arm	BOH	Boat House	CNR	Corner	CTWP	Ceramic Tile Wall Finish	ELEC	Electrical Services	FF	Finished Floor Level
AMB	Arm	BRK	Brickwork	CNR	Concrete Off-Floor Finish	CW	Ceramic Wall Finish	ELEC	Electrical Services	FF	Finished Floor Level
AV	Articulated Vehicle	BY	Baycon	COR	Column	CSF	Concrete Surface Mirror	EN	Ensuite	FF	Finished Floor Level
AV	Articulated Vehicle	CAN	Canopy	COM	Commercial	CSF	Concrete Surface Mirror	EN	Ensuite	FF	Finished Floor Level
B	Bathroom	CB	Cable System	COMS	Communications Services	D	Dining	EXP	Express Joint	FHR	Fire Hose Reel
BAL	Balustrade	CBS	Cable System	COMS	Communications Services	DB	Distribution Board	EXP	Express Joint	FHR	Fire Hose Reel
BAL	Balustrade	CEA	Concrete Exposed Aggregate Finish	CS	Check on Site	DF	Decorative Finish	EXP	Exposed	FMP	Fire Mince Panel

F	Fire Services	OH	Front of House	GR	Grab Rail	GR	Grab Rail
FCC	Fire Control Centre	GR	Fire Resistance Level	GS	Glass, Translucent	GS	Glass, Translucent
FCE	Fire Control Equipment	FL	Fire, 1st, 2nd, 3rd	GV	Ground Vent	GV	Ground Vent
FCR	Fire Control Room	FW	Fire Waste	H	Hydraulic Services	H	Hydraulic Services
FCS	Fire Control Unit (AC)	GA_01	Gaseous Arrestor No. 01, 02, etc.	HD	Hand Dryer	HD	Hand Dryer
FED	Fire Escape, Passaged	GC	Glass Chute	HV	Heavy Road Vehicle	HV	Heavy Road Vehicle
FEF	Fire Escape, Flat	GBC	Glass Chute	HR	Hand Rail	HR	Hand Rail
FEH	Fire Escape, Horizontal	GC	Glass Chute	HRS	Hand Rail, Stair	HRS	Hand Rail, Stair
FF	Fire Finish	GC	Glass Clear	HWS	Hot Water Service	HWS	Hot Water Service
FFL	Finished Floor Level	GC	Glass, Decorative	HW	Hot Water Unit	HW	Hot Water Unit
FGL	Finished Ground Level	DR	Drain	I	Insulation	I	Insulation
FGR	Fire Grating	GE	Grooved Edge	IA	Integrated Assembly	IA	Integrated Assembly
FH	Fire Hose Reel	GL	Ground Line	I	Invert Level	I	Invert Level
FHP	Fire Hydrant Panel	GP	Ground Pulling	IS	Integrated System	IS	Integrated System
FMR	Fire Mincip Panel	GPT	Ground Protection	(INT)	Integrated Assembly	(INT)	Integrated Assembly

- Kitchen
- Kerb
- Kitchen Exhaust
- Lift No.1, 2, etc.
- Living
- Lower Ground
- Low Point
- Lobby Relief Air
- Lobby Supply Air
- Louvre
- Laundry
- Mechanical Services
- Master Antenna Telev
- Motor Bike Parking
- Mail Box Assembly
- Metal Deck Roofing

MGB	Mobile Garbage Bin
MR	Mirror
MRR	Mirror Reverse
MRV	Medium Rigid Vehicle
MSB	Main Switch Board See
Distribution Board & Frame.	
MTR	Meter
MV	Mechanical Vent
MVJ	Movement Joint
NGL	Natural Ground Level
NOM	Nominal
(O)	Operable
ce (OJ)	Object (Decorative)
OHD	Over Head Door
OSD	On Site Detention Tank
OSR	On Site Retention Tank

Main

Plantry	RL	Relative Level to
Plasterboard	RTL	Retail
Powder Coat Finish	RU	Receptacle Unit
Pivot Door	RWH	Rain Water Head
Powder Room	RWO	Rainwater Outlet
Pelmet	S	Storage
Paint Finish	SA	Supply
Panel Lift Door	SB	Spillback Back
Paving	SCN	Screen
Robe	SCOL	Steel Column
Recessed	SD	Sliding Door
Return Air	SDH	Soap Dish Holder
Roof	SDO	Spoon Drain Outlet
Residential	SDSP	Soap Dispenser
Refrigerator	SEC	Security Services
Rectangular Hollow Section	SFF	Stone Floor Finish

- Signage
- Shelf
- Square Hollow Section
- Speed Hump
- Shower
- Shower Rose
- Shower Seat
- Similar
- Silicon Joint
- Skylight
- Skirting
- Sink
- Set Out Point
- Stair Pressurisation
- Spoon Drain
- Semi Recessed

Small Ridged Vehicle
Stainless Steel
N Shower Screen
Sub-Surface Drainage
Structural Slab Level
01,02... Stair No.1, 2, etc
Steel
Stair Nosing
Study
Stormwater Drain
Stone Wall Finish
Stormwater Pit
Thermal
Terrace
Timber Deck
P Towel Dispenser Unit

TFF	Timber Floor Finish
TFW	Trade Floor Waste
TGSI	Tactile Ground Surface In
TH	Threshold
TOW	Top of Wall
TPS	Tapset
TRS	Tenant Return Air
TSA	Tenant Supply Air
TV	Television
TYP	Typical
U/G	Underground
U/S	Underside
UA	Unequal Angle
UG	Upper Ground
UNO	Unless Noted Otherwise
UT	Utility Space

UR	Urinal
V	Void
VIS	Visitor
VP	Vent Pipe
WC	WC
WC_A	WC - Accessible
WC_F	WC - Female
WC_M	WC - Male
WC_P	WC - Parents
WC_U	WC - Unisex
WF	Wall Finish
WIR	Walk in Robe
WM	Washing Machine
WP	Weather Proof
WPM	Waterproof Membrane System
WS	Wheel Stop

Appendix C - Stormwater Plans

MAWSON AVENUE

9-11 MAWSON AVENUE, BELLA VISTA

LGA: THE HILLS SHIRE COUNCIL

DRG STATUS: ISSUED FOR INFORMATION



LOCALITY PLAN

SCALE 1:2000

SOURCE: NEARMAP

DRAWING INDEX	
DRAWING No.	DRAWING TITLE
CI-0000	COVERSHEET, LOCALITY PLAN AND DRAWING INDEX
CI-0100	EROSION SEDIMENT AND CONTROL PLAN
CI-0140	EROSION SEDIMENT AND CONTROL DETAILS
CI-0300	SITEWORKS PLAN - LOWER GROUND FLOOR
CI-0301	SITEWORKS PLAN - GROUND FLOOR
CI-0460	DRAINAGE DETAILS
CI-0530	DRIVEWAY SECTIONS



REV	DATE	DESCRIPTION	REV	DATE	DESCRIPTION
A	10.04.26	ISSUED FOR INFORMATION	SM		
REV		DATE	REV		DATE
REVISIONS			REVISIONS		

C:\USERS\JEFF\LEARY\GDRIVE - BGE\GDRIVE\TOP\LEARY\WORK\WOODLEY'S SHED\DRAWINGS\25242-DRG-CI-0000 TO 0530\25242-DRG-CI-0000.DWG

10/04/2026 2:17:05 PM



Sydney Office—
L2, 8 Windmill St, Sydney NSW 2000
P / +61 2 9770 3300
E / info@bgeeng.com
bgeeng.com—

PROJECT

MAWSON AVE
9-11 MAWSON AVENUE
BELLA VISTA NSW 2154

STATUS

ISSUED FOR INFORMATION
NOT TO BE USED FOR CONSTRUCTION

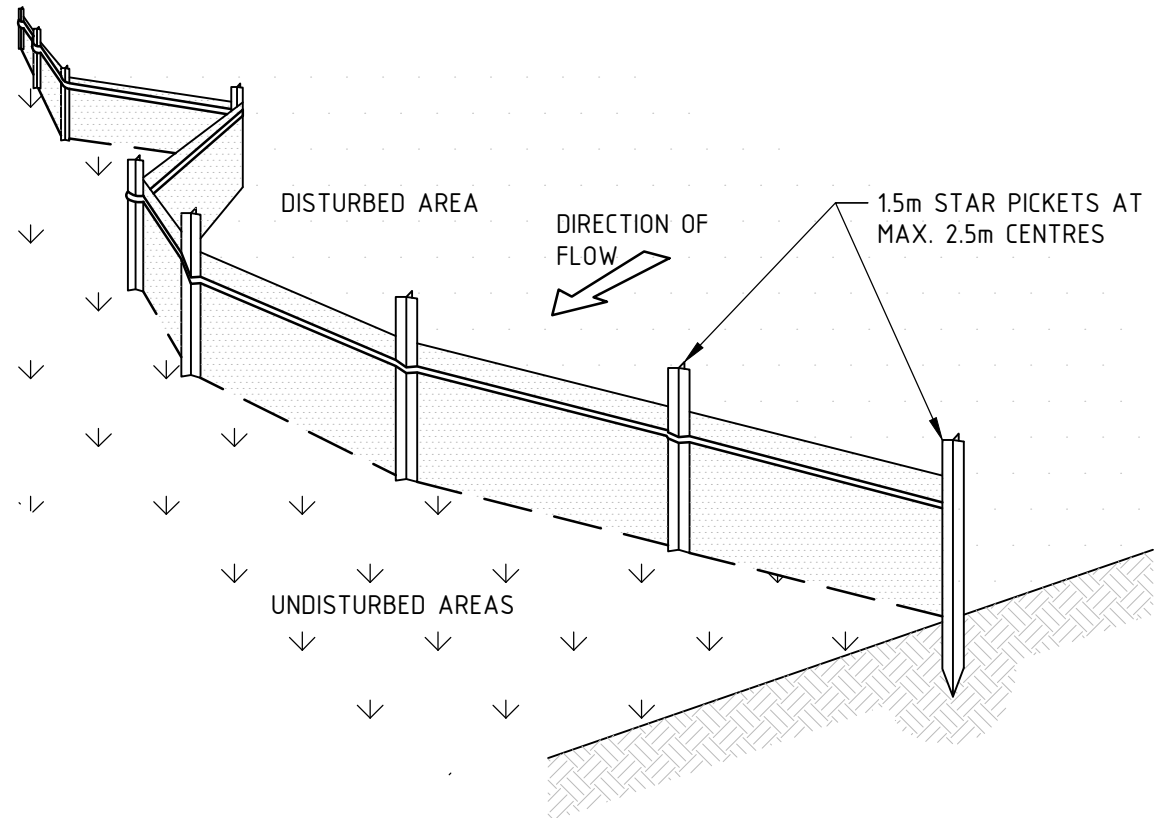
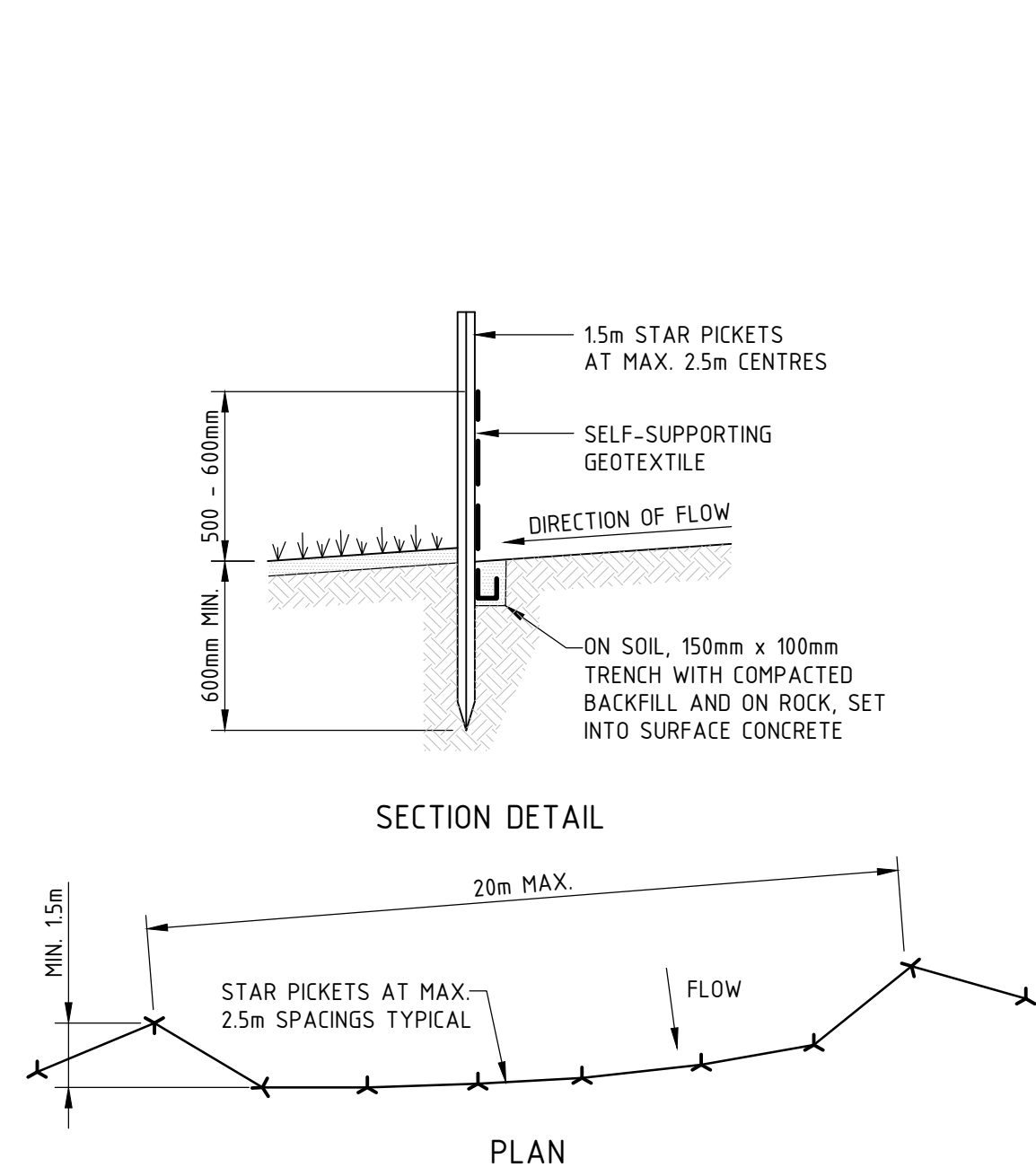
DRAWN	DESIGNED	CHECKED	APPROVED
KSL	SK	SM	SM
DATUM	GRID	SCALE	
AHD	SDA2020-SM	1:2000	

AT A1 SIZE

TITLE

COVERSHEET, LOCALITY PLAN AND DRAWING INDEX

PROJECT No.	DRAWING No.	REV
S25242	CI-0000	A

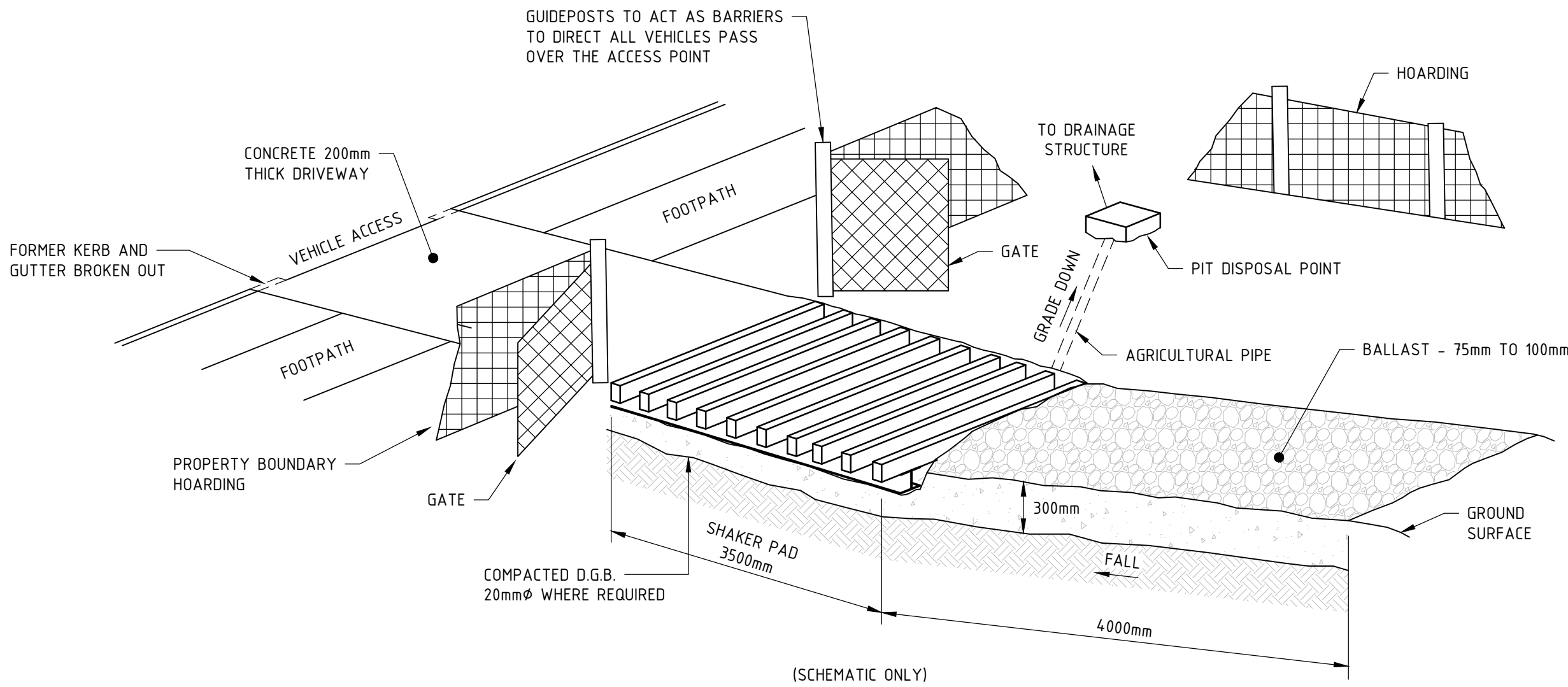


SEDIMENT FENCE CONSTRUCTION NOTES:

- CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 LITRES PER SECOND IN THE DESIGN STORM EVENT, USUALLY THE 10-YEAR EVENT.
- CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
- DRIVE 15m LONG STAR PICKETS INTO GROUND AT 25m INTERVALS (MAX.) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
- FIX SELF-SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
- JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
- BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

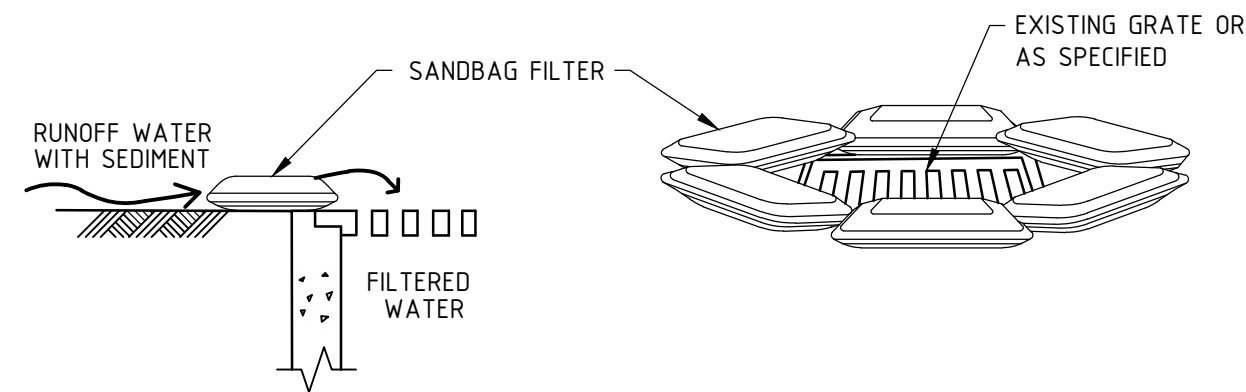
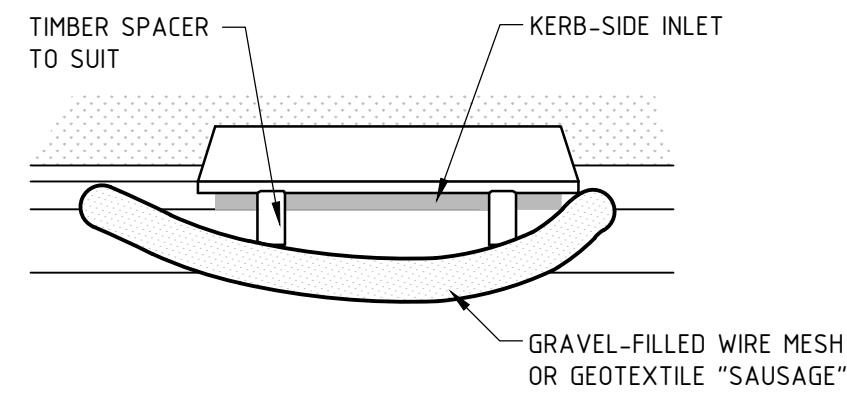
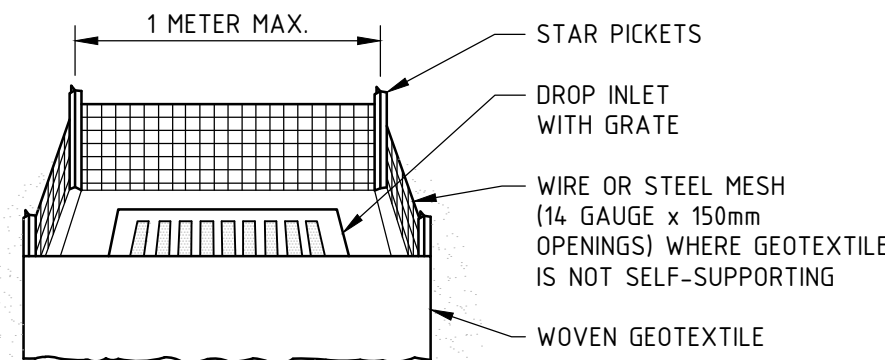
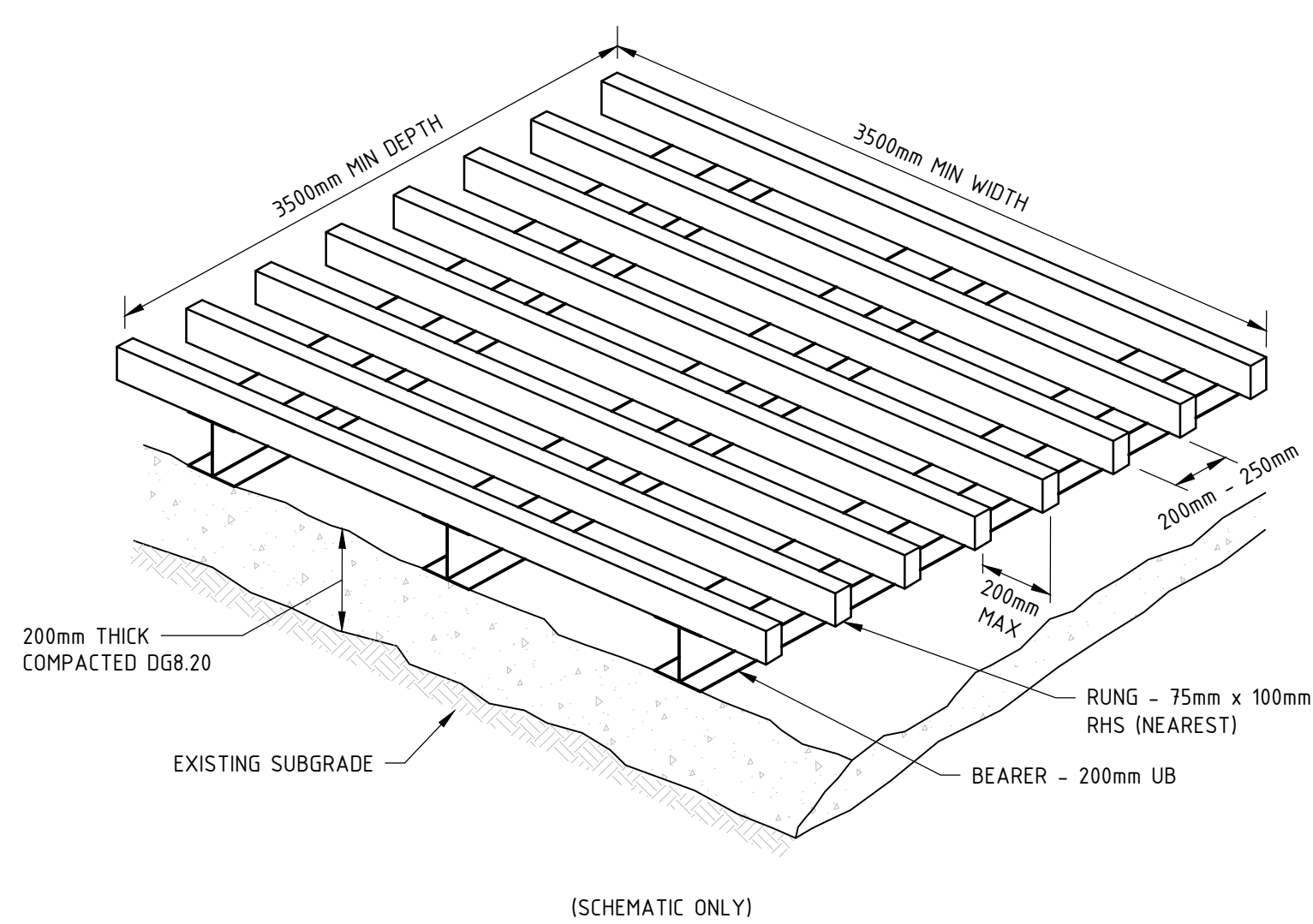
SEDIMENT FENCE

SCALE N.T.S



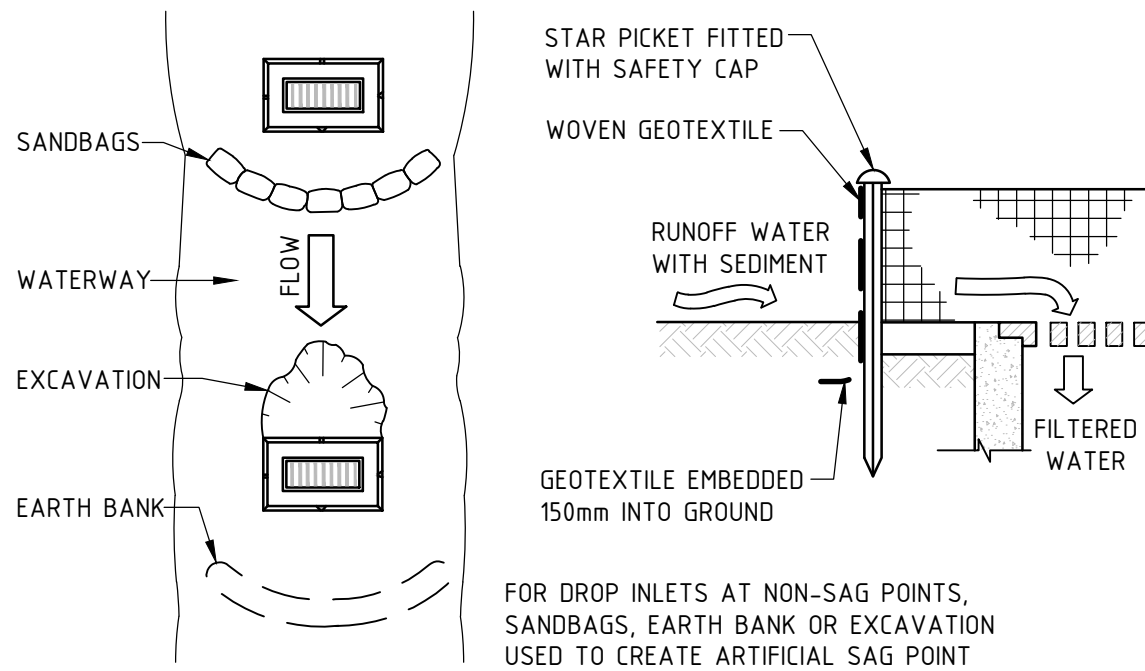
STABILISED SITE ACCESS - SHAKER GRID

SCALE N.T.S



SANDBAG SEDIMENT TRAP

NTS

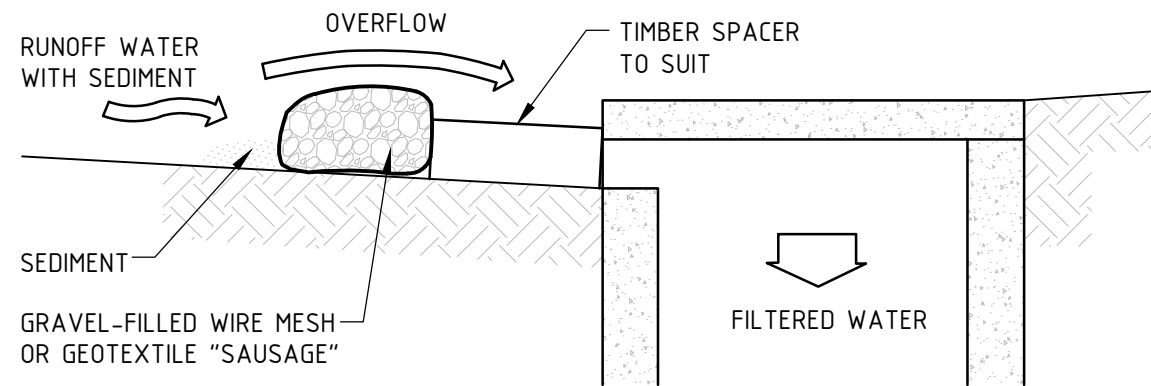


GEOTEXTILE INLET FILTER CONSTRUCTION NOTES:

- FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OR STRAW BALES.
- PICKET SPACING TO BE A MAXIMUM 1.0m CENTRES.
- IN WATERWAYS, ARTIFICIAL SAG POINTS CAN BE CREATED WITH SANDBAGS OR EARTH BANKS AS SHOWN IN THE DRAWING.
- DO NOT COVER THE INLET WITH GEOTEXTILES UNLESS THE DESIGN IS ADEQUATE TO ALLOW FOR ALL WATERS TO BYPASS IT.

GEOTEXTILE INLET FILTER

SCALE N.T.S

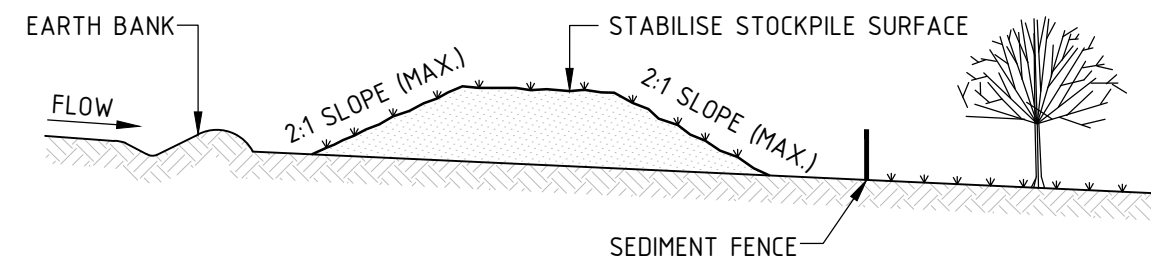


MESH & GRAVEL INLET FILTER CONSTRUCTION NOTES:

- INSTALL FILTERS TO KERB INLETS ONLY AT SAG POINTS.
- FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT AND FILL IT WITH 25mm TO 50mm GRAVEL.
- FORM AN ELLIPTICAL CROSS-SECTION ABOUT 150mm HIGH x 400mm WIDE.
- PLACE THE FILTER AT THE OPENING LEAVING AT LEAST A 100mm SPACE BETWEEN IT AND THE KERB INLET. MAINTAIN THE OPENING WITH SPACER BLOCKS.
- FORM A SEAL WITH THE KERB TO PREVENT SEDIMENT BYPASSING THE FILTER.
- SANDBAGS FILLED WITH GRAVEL CAN SUBSTITUTE FOR THE MESH OR GEOTEXTILE PROVIDING THEY ARE PLACED SO THAT THEY CAN FIRMLY ABUT EACH OTHER AND SEDIMENT-LADEN WATERS CANNOT PASS BETWEEN.

MESH & GRAVEL INLET FILTER

SCALE N.T.S



STOCKPILE CONSTRUCTION NOTES:

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

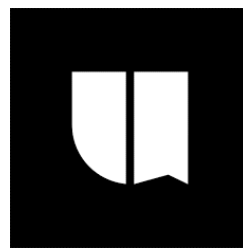
STOCKPILES

SCALE N.T.S

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REVISIONS				REVISIONS			

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CLIENT



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PROJECT

MAWSON AVE
9-11 MAWSON AVENUE
BELLA VISTA NSW 2154

STATUS

ISSUED FOR INFORMATION
NOT TO BE USED FOR CONSTRUCTION

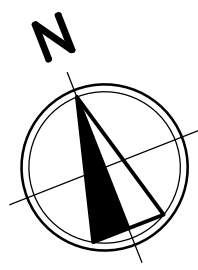
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KSL	SK	SM	SM

DATUM	GRID	SCALE	NTS
AHD	50A2020-SH	NTS	AT A1 SIZE

TITLE

EROSION SEDIMENT AND
CONTROL DETAILS

PROJECT No.	DRAWING No.	REV
S25242	CI-0140	A



CELEBRATION DRIVE

FLOREY AVENUE

UNAIPON AVE

MAWSON AVENUE

LEGEND

- SITE BOUNDARY
- EXISTING BOUNDARY
- ARCHITECTURAL DESIGN
- LANDSCAPE DESIGN
- SURVEY
- EXISTING SURFACE CONTOURS
- PROPOSED CONTOURS MAJOR
- PROPOSED CONTOURS MINOR
- PROPOSED STORMWATER (SIZE AND GRADE)
- EXISTING DRAINAGE PIPE
- PROPOSED GRATED INLET PIT/ PROPOSED KERB INLET PIT
- PROPOSED JUNCTION PIT
- EXISTING INLET PITS
- PROPOSED GRATED DRAIN
- PROPOSED OSD TANK
- PROPOSED VEHICLE CROSSOVER
- OVERLAND FLOW PATH

TIE INTO EXISTING PIT.
GRATE RL: 69.76
PROPOSED IL: 69.20

IL OUT: 70.00m

PROPOSED OSD TANK.
VOLUME PROVIDED 280m³
REFER TO SHEET CI-0460
FOR DETAIL

OSD TANK

FFL: 75.050

10KL RWT AND WATER
QUALITY CHAMBERS
INCOMING PIPE AND TYPE
TO BE SPECIFIED BY THE
HYDROLOGIC ENGINEER

1

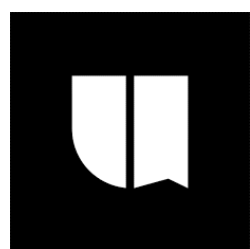
CI-0460

FFL: 75.050

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SCALE 1:250 AT A1 SIZE

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A	10.04.26	ISSUED FOR INFORMATION	SM					
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PROJECT

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BELLA VISTA NSW 2154

STATUS

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NOT TO BE USED FOR CONSTRUCTION

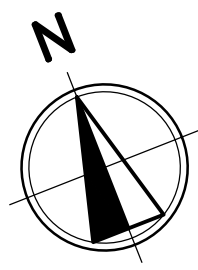
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DATUM	GRID	SCALE	AT	A1 SIZE
AHD	50A2020-SM	1:250		

TITLE

SITEWORKS
PLAN - BASEMENT

PROJECT No.	DRAWING No.	REV.
S25242	CI-0300	A



UNAIPON AVE

VEHICLE CROSSING LHS

VEHICLE CROSSING RHS

TIE INTO EXISTING PIT.
GRATE RL: 69.76
PROPOSED IL: 69.20

CELEBRATION DRIVE

MAWSON AVENUE

FLOREY AVENUE

LEGEND

- SITE BOUNDARY
- EXISTING BOUNDARY
- ARCHITECTURAL DESIGN
- LANDSCAPE DESIGN
- SURVEY
- EXISTING SURFACE CONTOURS
- PROPOSED CONTOURS MAJOR
- PROPOSED CONTOURS MINOR
- PROPOSED STORMWATER (SIZE AND GRADE)
- EXISTING DRAINAGE PIPE
- PROPOSED GRATED INLET PIT/ PROPOSED KERB INLET PIT
- PROPOSED JUNCTION PIT
- EXISTING INLET PITS
- PROPOSED GRATED DRAIN
- PROPOSED OSD TANK
- PROPOSED VEHICLE CROSSOVER
- OVERLAND FLOW PATH

0 2.5 5.0 7.5 10 12.5 15m
SCALE 1:250 AT A1 SIZE

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REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION			RVD
REVISIONS				REVISIONS					



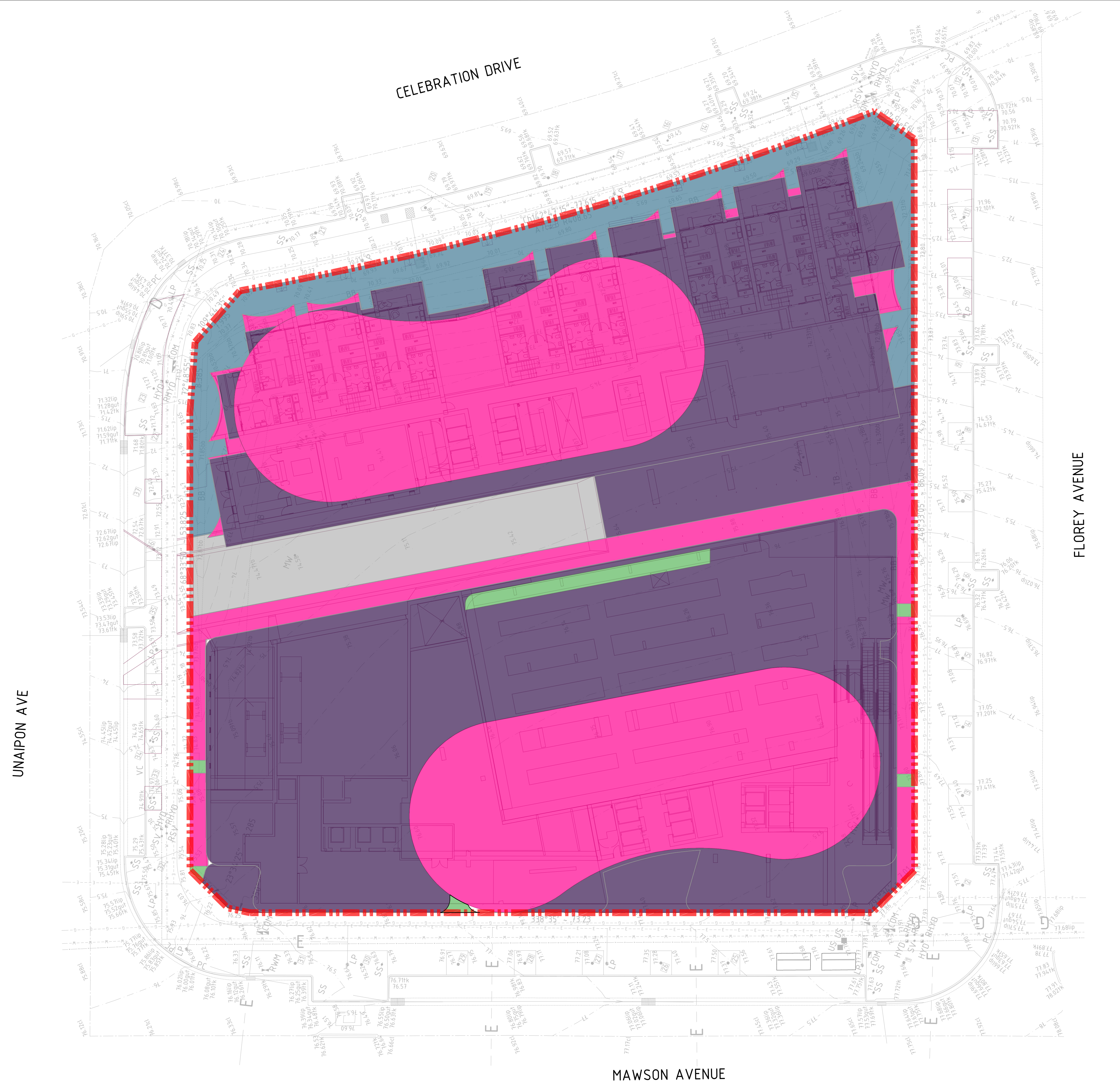
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PROJECT
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STATUS			
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DRAWN KSL	DESIGNED SK	CHECKED SM	APPROVED SM
DATUM AHD	GRID 50A2020-S#	SCALE 1:250	AT A1 SIZE

TITLE		
SITWORKS PLAN - GROUND FLOOR		
PROJECT No. S25242	DRAWING No. CI-0301	REV. A



LEGEND

-
- Legend:
- SITE BOUNDARY (Red dashed line)
 - EXISTING BOUNDARY (Red dashed line)
 - ARCHITECTURAL DESIGN (Pink wavy line)
 - LANDSCAPE DESIGN (Green wavy line)
 - SURVEY (Grey wavy line)
- Area Calculations:
- ROOF = 2,599.42m²
 - LANDSCAPING PERVIOUS = 62.46m²
 - LANDSCAPING IMPERVIOUS = 3,336.75m²
 - BYPASS = 513.41m²
 - CARPARK = 367.51m²
 - TOTAL = 6,879.55m²

WATER QUALITY FOR
DEVELOPMENT

TREATMENT DEVICES:

- WATER QUALITY CHAMBER WITH 10 x 690 PSORB (MCC)
STORMFILTER CARTRIDGES AND 1 OCEAN GUARD PIT INSERT

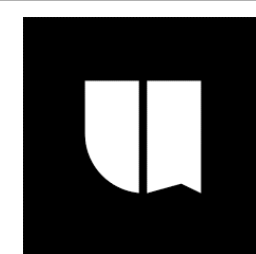
TREATMENT STANDARDS				
POLLUTANT	PRE	POST	REDUCTION (%)	COUNCIL REQUIREMENT (%)
GROSS POLLUTANTS	190	0	100%	90
TOTAL SUSPENDED SOLIDS	1010	132	86.9%	85
TOTAL PHOSPHORUS	2.32	0.442	81%	65
TOTAL NITROGEN	214	7.73	63.8%	45

STORMWATER DRAINAGE REQUIREMENTS HAVE BEEN CALCULATED IN ACCORDNACE WITH THE HILLS SHIRE COUNCIL DEVELOPMENT CONTROL PLAN

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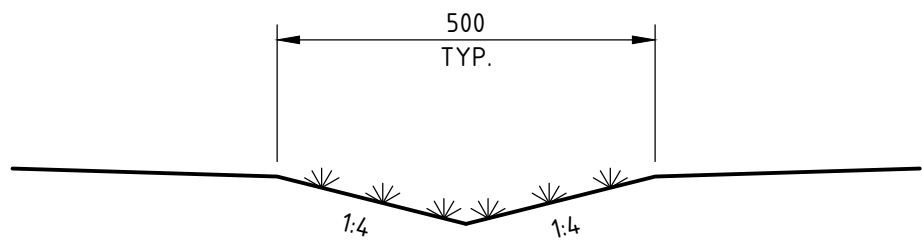
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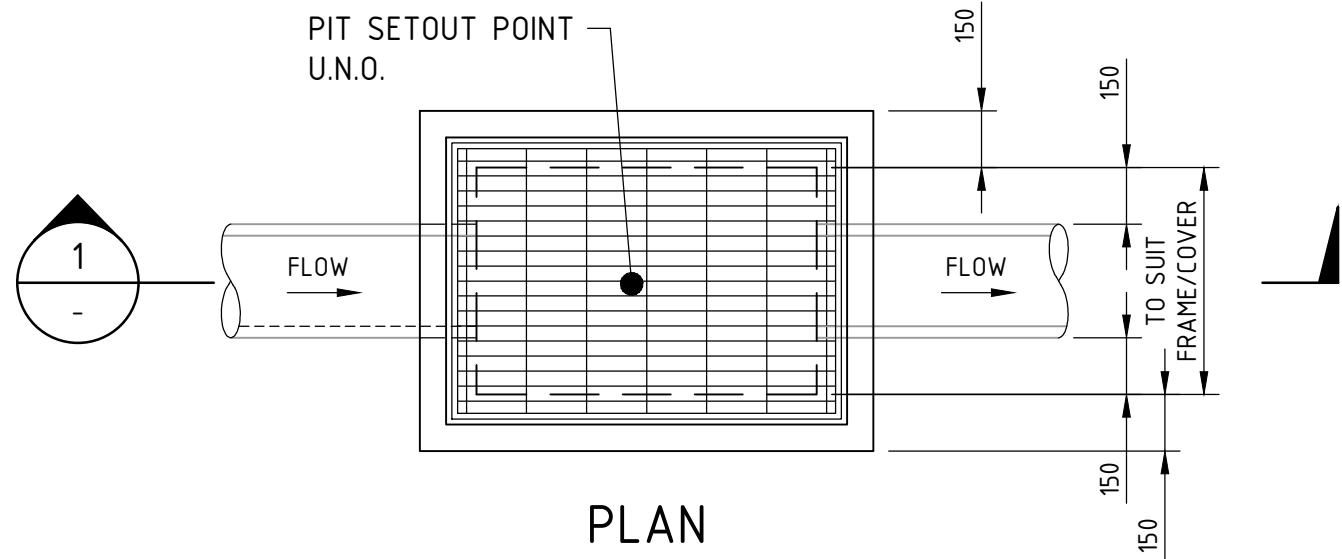
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DATUM	GRID	SCALE		
AHD	GDA2020-5#	NTS	AT	

TITLE
DRAINAGE CATCHMENT
PLAN

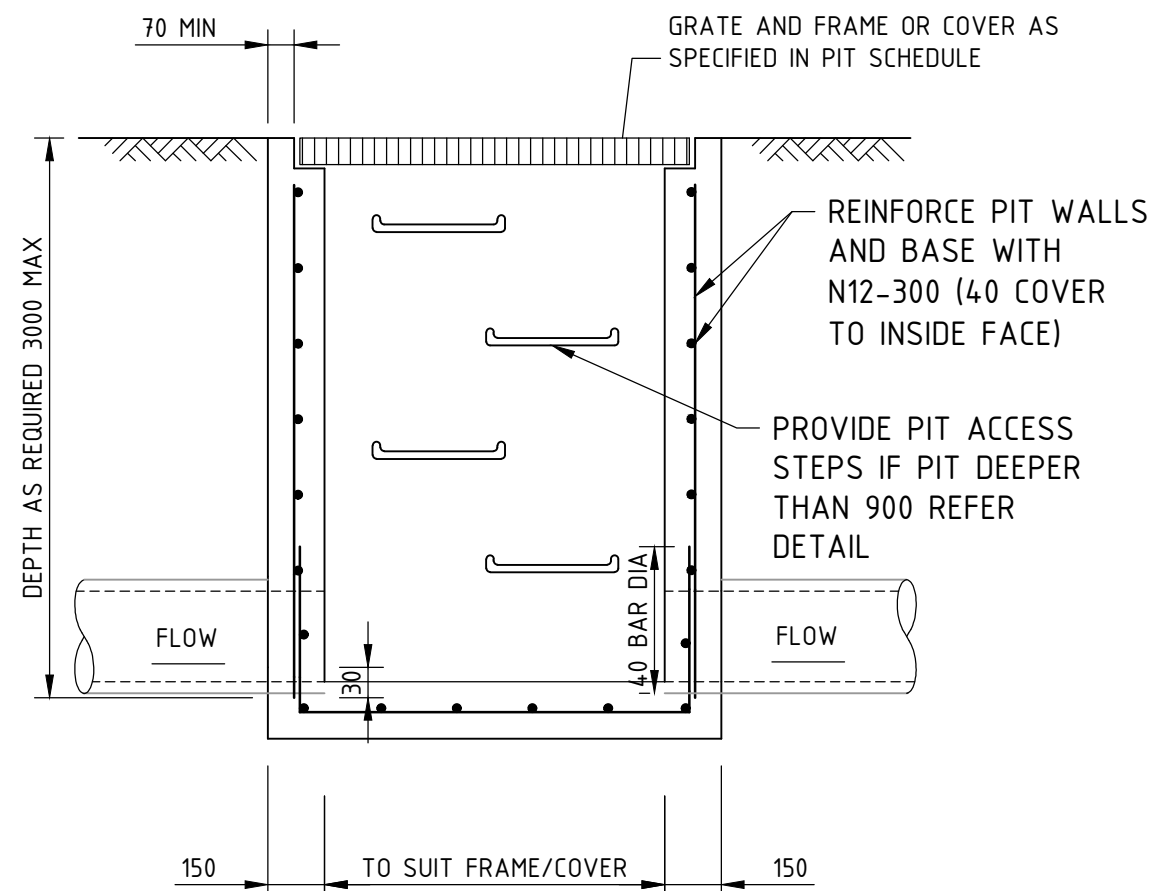
PROJECT No.	DRAWING No.	REV.
S25242	CI-0350	A



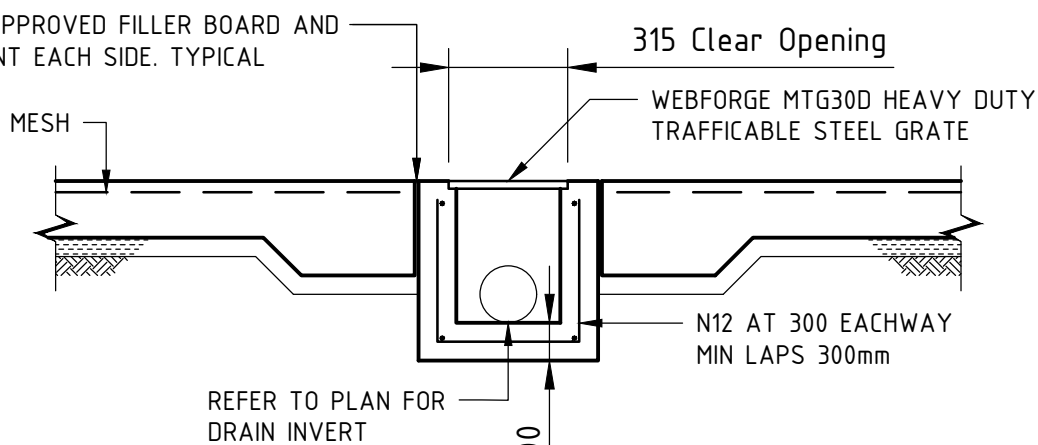
GRASS SWALE
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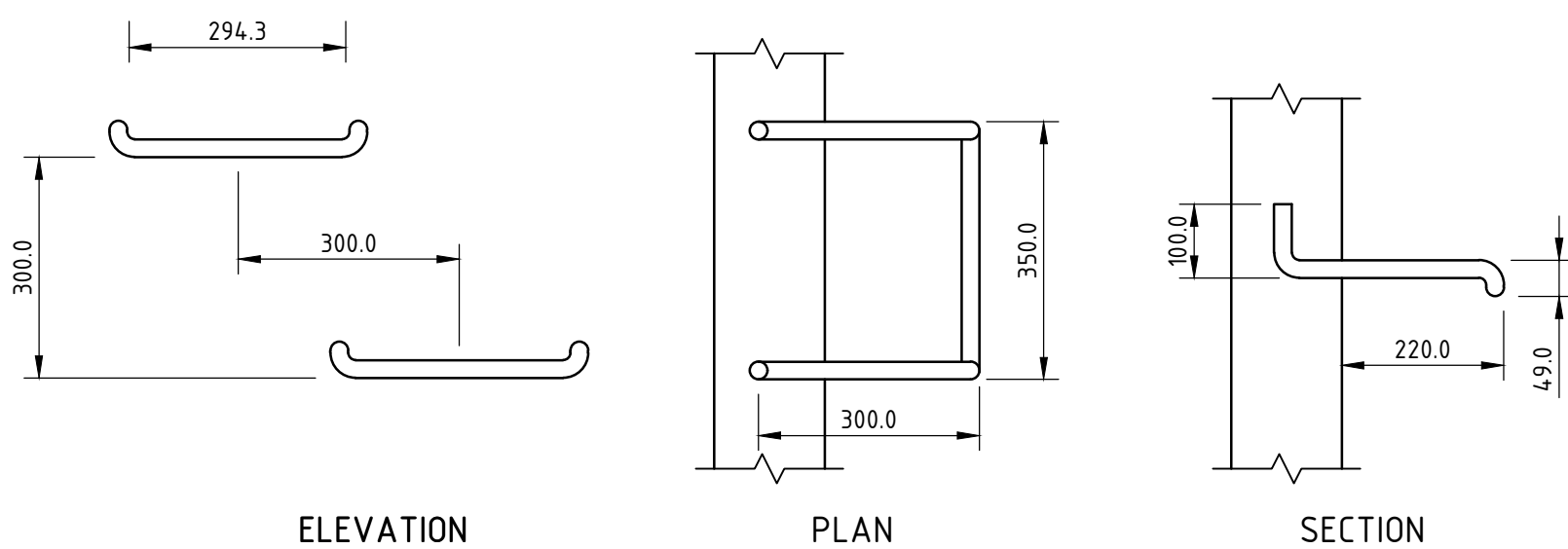
PLAN



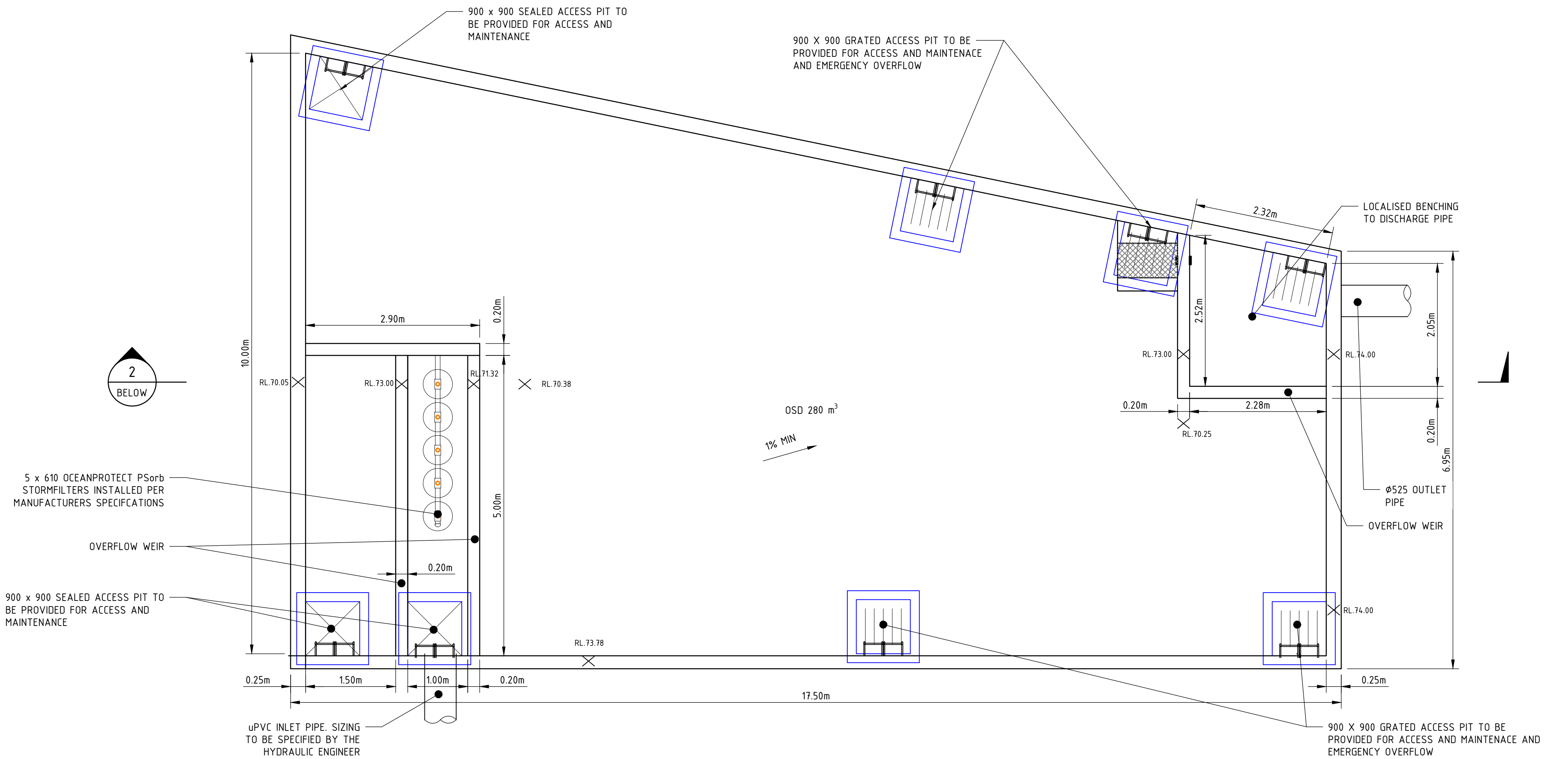
SECTION 1
SCALE 1:20



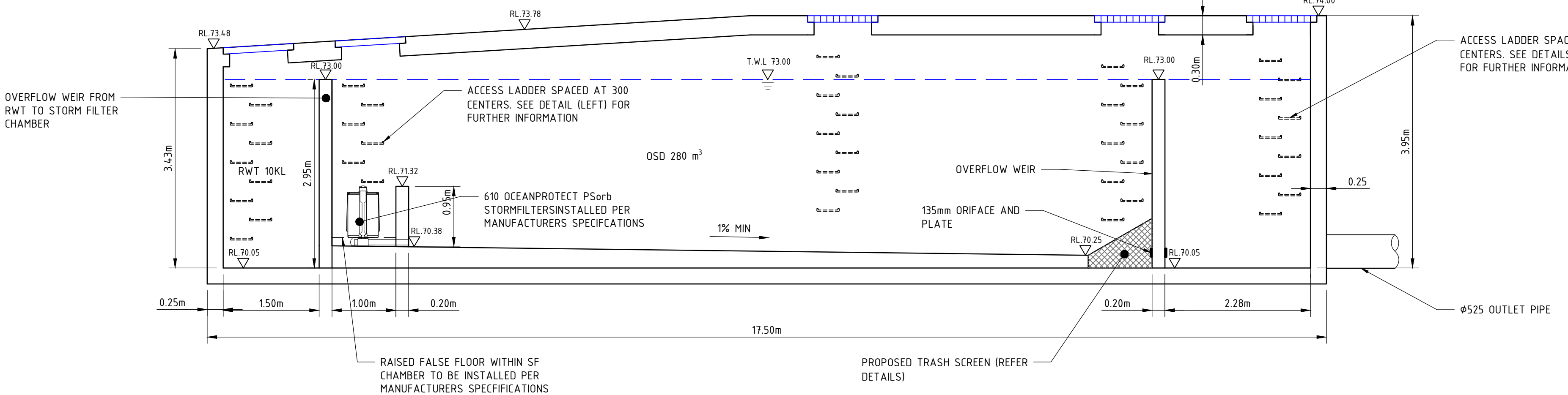
GRADED TRENCH DETAIL
SCALE : N.T.S



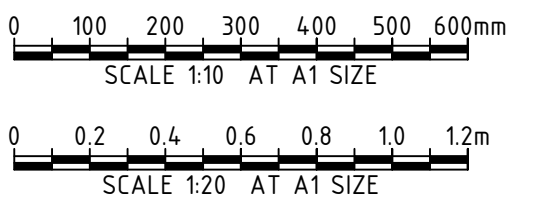
TYPICAL STEP IRON DETAILS
SCALE 1:10



OSD TANK AND QUALITY TREATMENT CHAMBER DETAIL
SCALE 1:50



SECTION 2
SCALE 1:50



REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
A	10.04.26	ISSUED FOR INFORMATION	SM				

REVISIONS



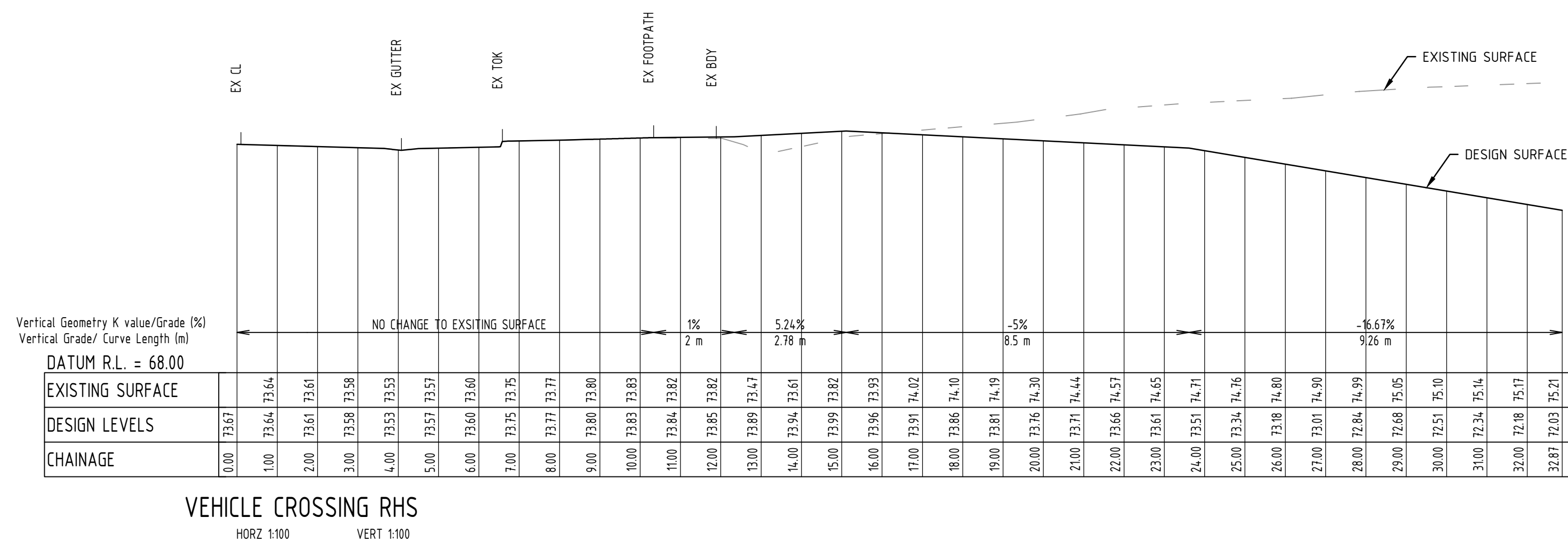
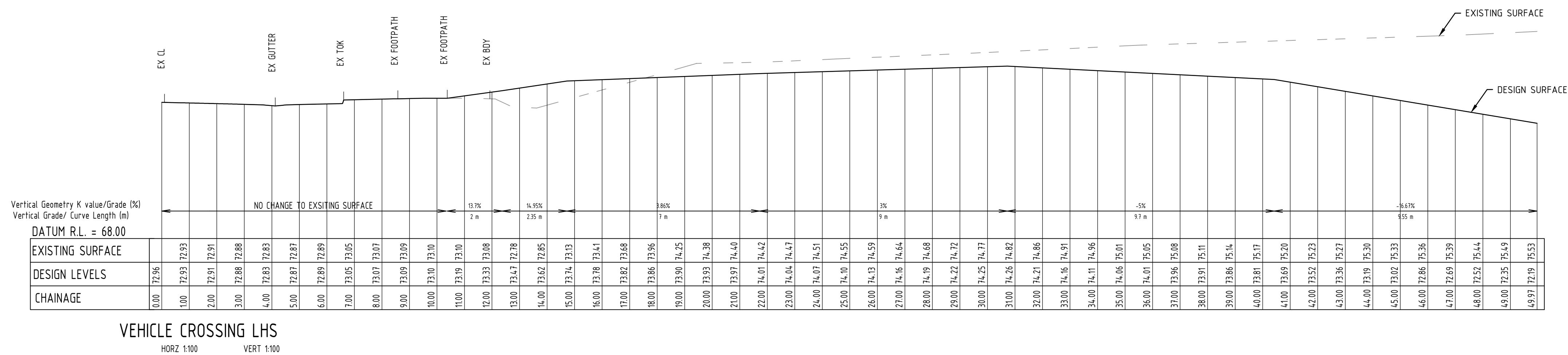
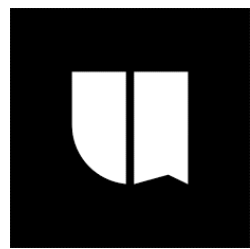
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STATUS			
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DRAWN	DESIGNED	CHECKED	APPROVED
KSL	SK	SM	SM
DATUM	GRID	SCALE	
AHD	50A2020-SH	NTS	

TITLE		
DRAINAGE DETAILS		
PROJECT No.	DRAWING No.	REV.
S25242	CI-0460	A

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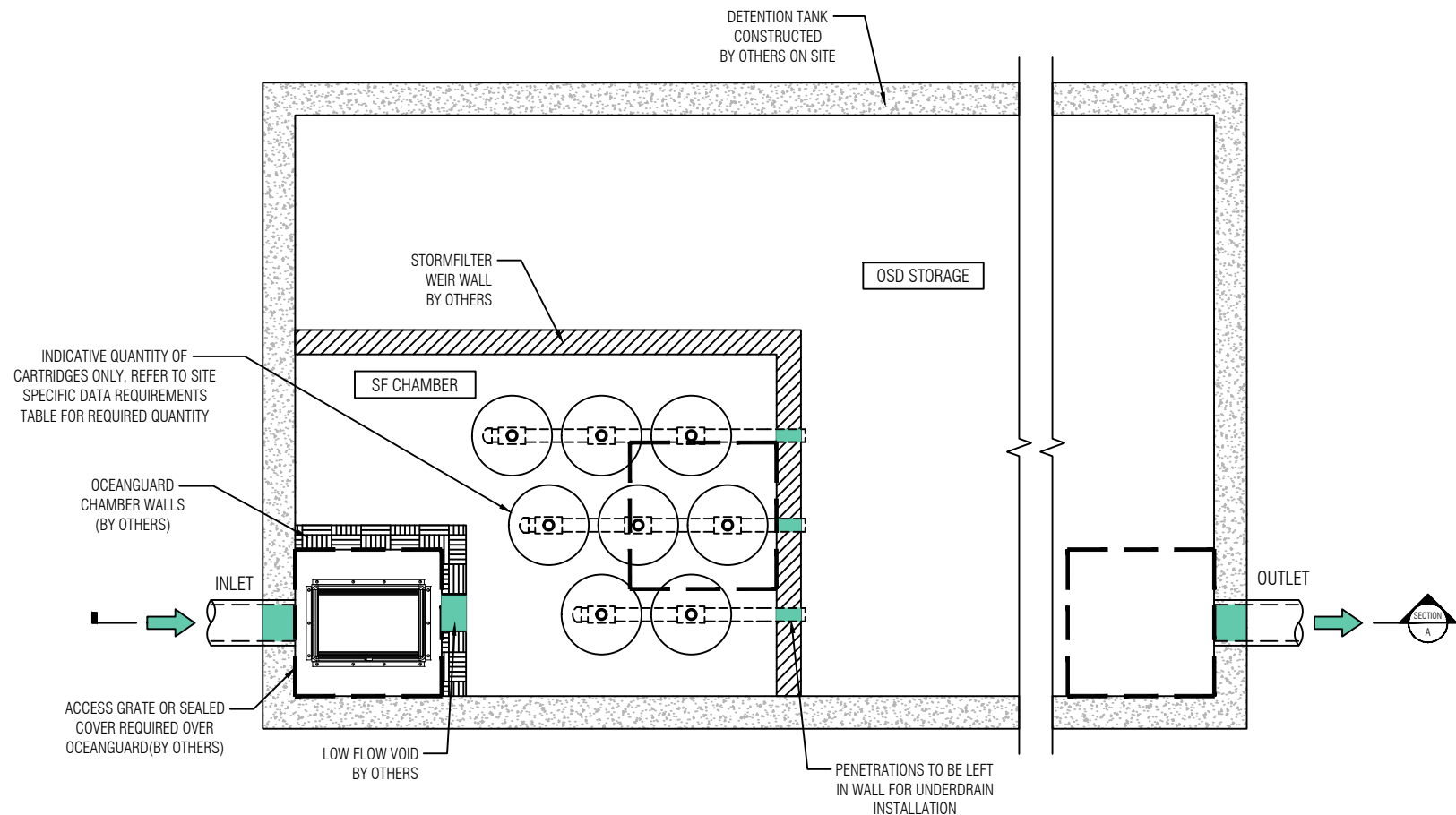
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KSL	SK	SM	SM	
DATUM	GRID	SCALE		
AHD	GDA2020-5#	NTS	AT	A1 SIZE

DRIVEWAY SECTIONS

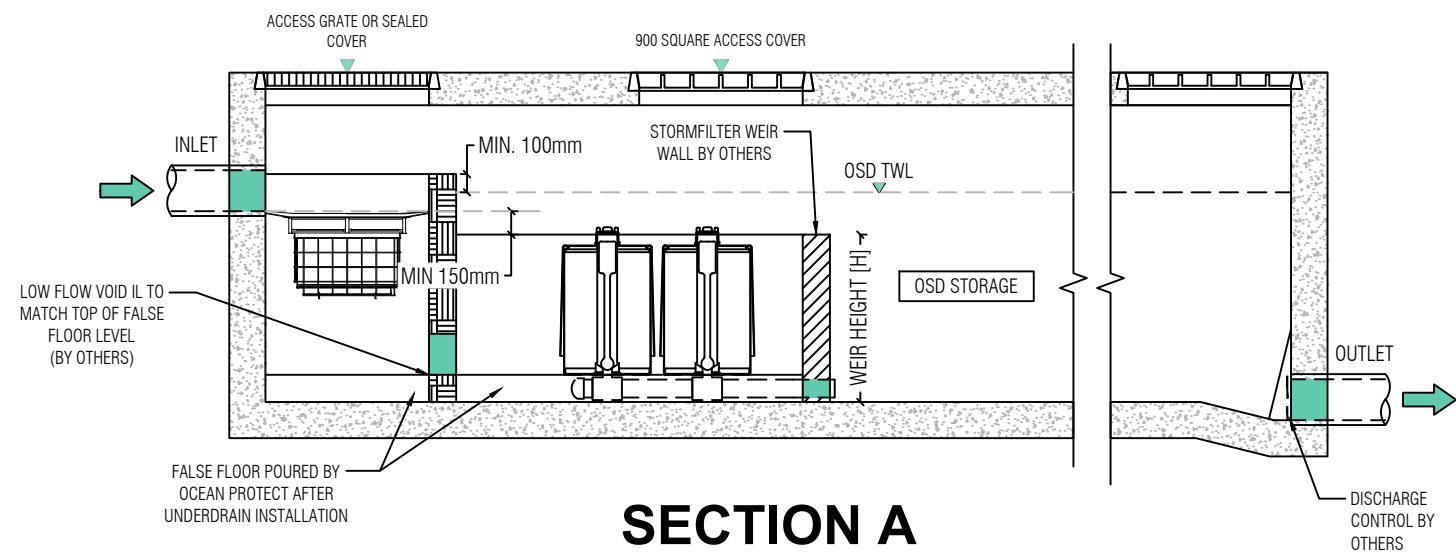
PROJECT No. S25242	DRAWING No. CI-0530	REV. A
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Appendix D - WSUD Details

PLEASE NOTE: IF SITE IS LOCATED WITHIN COUNCILS WITH SPECIFIC OSD REQUIREMENTS (SUCH AS BLACKTOWN, CUMBERLAND, PARRAMATTA...ETC), VARIATION OF ARRANGEMENT WILL APPLY. CONTACT OCEAN PROTECT FOR MORE INFORMATION.



PLAN LAYOUT

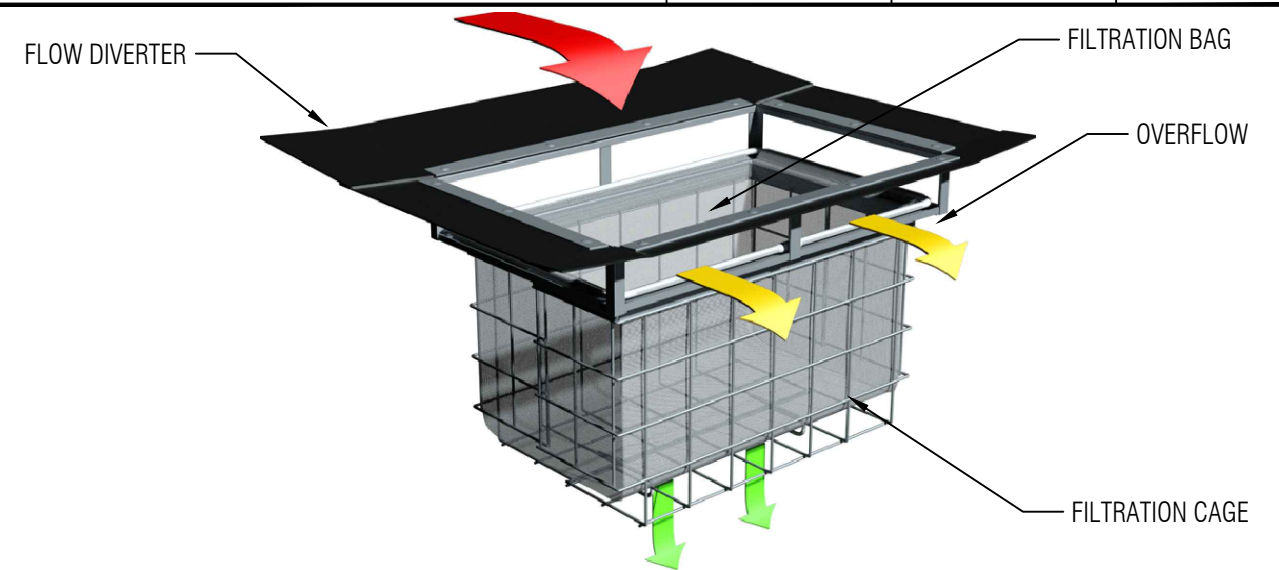


SECTION A

STORMFILTER DESIGN TABLE

- STORMFILTER TREATMENT CAPACITY VARIES BY NUMBER OF FILTER CARTRIDGES INSTALLED.
- THE STANDARD CONFIGURATION IS SHOWN. ACTUAL CONFIGURATION OF THE SPECIFIED STRUCTURE(S) PER CERTIFYING ENGINEER WILL BE SHOWN ON SUBMITTAL DRAWING(S).
- FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF-CLEANING. RADIAL MEDIA DEPTH SHALL BE 178mm.

CARTRIDGE NAME / SIPHON HEIGHT (mm)	690	460	310
CARTRIDGE PHYSICAL HEIGHT (mm)	840	600	600
TYPICAL WEIR HEIGHT [H] (mm)	920	690	540
CARTRIDGE FLOW RATE FOR ZPG MEDIA (L/s)	1.6	1.1	0.7
CARTRIDGE FLOW RATE FOR PSORB MEDIA (L/s)	0.9	0.46	0.39



PLAN ID	MAXIMUM PIT PLAN DIMENSIONS
S	450mm x 450mm
M	600mm x 600mm
L	900mm x 900mm
XL	1200mm x 1200mm

DEPTH ID	BAG DEPTH	OVERALL DEPTH
1	170	270
2	300	450
3	600	700

PLAN ID		DEPTH ID		
		1	2	3
S		■		
M		■	■	
L		■	■	■
XL		■	■	■

GENERAL NOTES

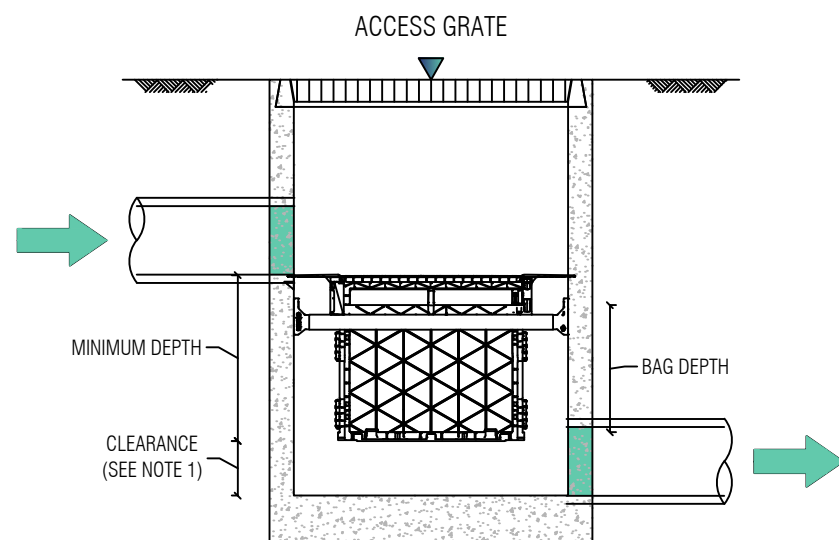
1. THE MINIMUM CLEARANCE DEPENDS ON THE CONFIGURATION (SEE NOTE 2) AND THE LOCAL COUNCIL REQUIREMENTS.
2. CLEARANCE FOR ANY PIT WITHOUT AN INLET PIPE (ONLY USED FOR SURFACE FLOW) CAN BE AS LOW AS 50mm. FOR OTHER PITS, THE RECOMMENDED CLEARANCE SHOULD BE GREATER OR EQUAL TO THE PIPE OBVERT SO AS NOT TO INHIBIT HYDRAULIC CAPACITY.
3. OCEAN PROTECT PROVIDES TWO FILTRATION BAG TYPES:- 200 MICRON BAGS FOR HIGHER WATER QUALITY FILTERING AND A COARSE BAG FOR TARGETING GROSS POLLUTANTS.
4. DRAWINGS NOT TO SCALE.



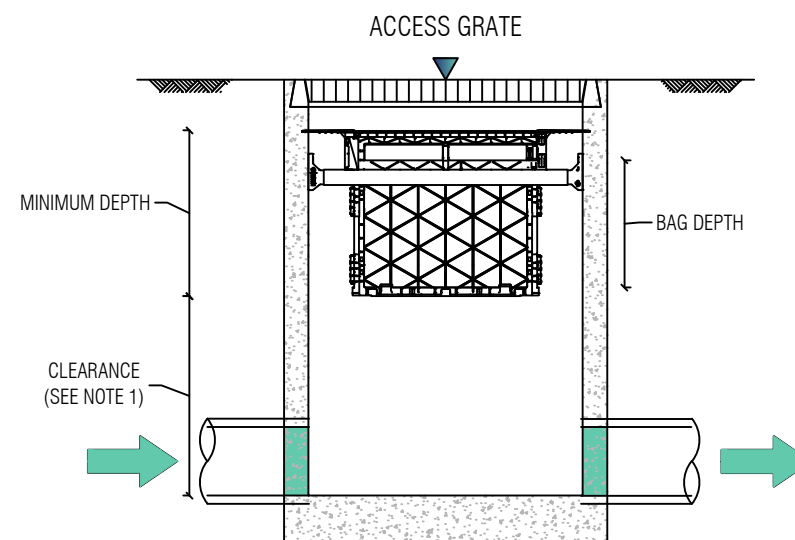
PHONE: 1300 354 722

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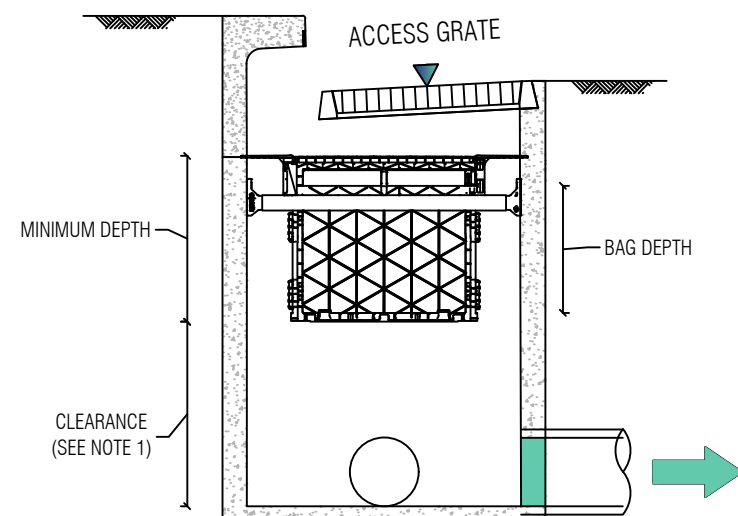
OCEAN PROTECT
OCEANGUARD & STORMFILTER CHAMBER SYSTEM
DETENTION TANK ARRANGEMENT
SPECIFICATION DRAWING



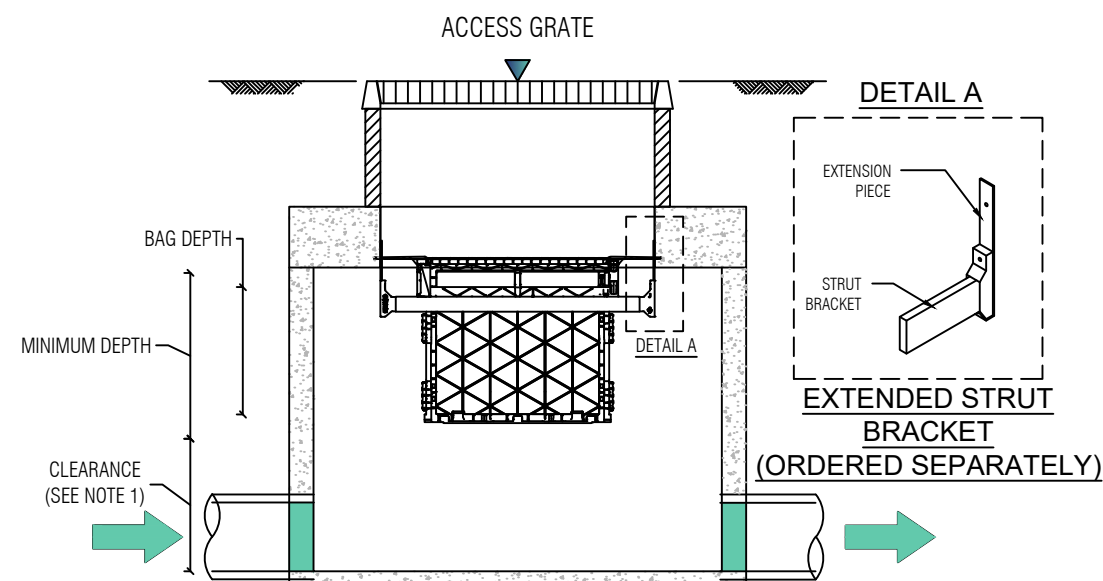
PIPE FLOW CONFIGURATION



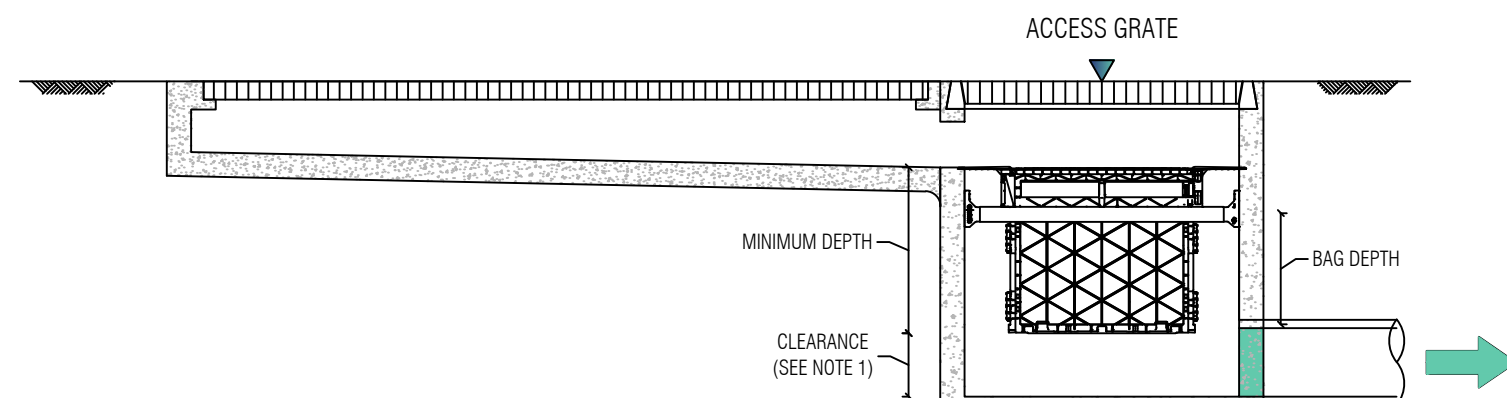
SURFACE FLOW CONFIGURATION



SURFACE FLOW CONFIGURATION



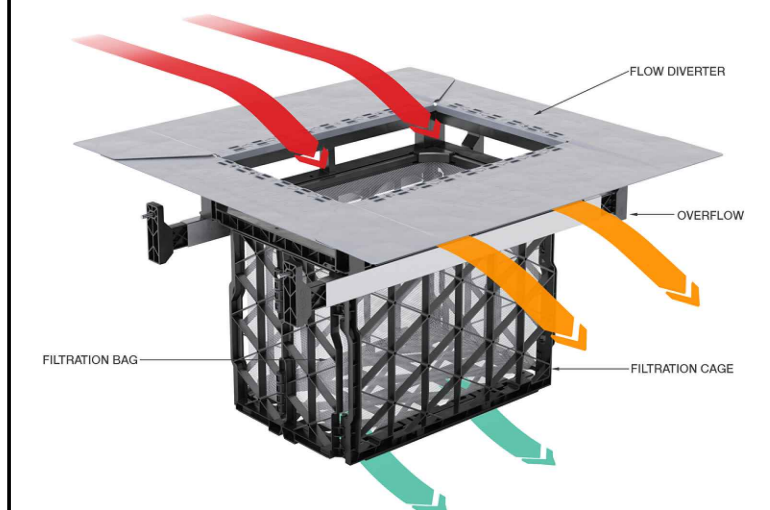
DROP BRACKET CONFIGURATION



GRATED STRIP DRAIN CONFIGURATION

OCEANGUARD

PRODUCT ID	MAX. PIT DIMENSIONS (mm × mm)	MINIMUM DEPTH (mm)	BAG DEPTH (mm)
OG4	450 × 450	300	200
OG6-S	600 × 600	300	200
OG6-D	600 × 600	420	300
OG9-S	600 × 900	420	300
OG9-S	900 × 900	420	300
OG9-D	900 × 900	600	500
OG12-S	1200 × 1200	420	300
OG12-D	1200 × 1200	600	500



GENERAL NOTES

- CLEARANCE FOR ANY PIT WITHOUT AN INLET PIPE (ONLY USED FOR SURFACE FLOW) CAN BE AS LOW AS 50mm. FOR OTHER PITS, THE RECOMMENDED CLEARANCE SHOULD BE GREATER OR EQUAL TO THE PIPE OBVERT SO AS NOT TO INHIBIT HYDRAULIC CAPACITY.
- OCEAN PROTECT PROVIDES TWO FILTRATION BAG TYPES:
 - 200 MICRON BAGS FOR HIGHER WATER QUALITY FILTERING
 - COARSE BAG FOR TARGETING GROSS POLLUTANTS.
- DRAWINGS NOT TO SCALE.



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OCEAN PROTECT
OCEANGUARD
TYPICAL ARRANGEMENTS
SPECIFICATION DRAWING

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We collaborate with leading contractors, developers, architects, planners, financiers and government agencies, to create projects for today and future generations.

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