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SUBDIVISION OF LOT 2023  
IN PROPOSED SUBDIVISION OF  
36 RICKARD ROAD, LEPPINGTON, LOT 44A DP8979  
  
CIVIL WORKS - STAGE 3  
DEVELOPMENT APPLICATION

N

RICKARD ROAD  
HEATH ROAD  
BYRON ROAD  
PLUTO AVENUE  
MILKYWAY STREET  
SITE OF WORKS

(SOURCE: NEARMAP 2019)

LOCALITY PLAN  
NOT TO SCALE

DRAWING No.	DRAWING TITLE	REV.
026-17C-S3-DA-0001	COVER SHEET, LOCALITY PLAN AND INDEX SHEET	A
026-17C-S3-DA-0002	GENERAL NOTES	A
026-17C-S3-DA-0003	LEGENDS AND ABBREVIATIONS	A
026-17C-S3-DA-0101	ROAD AND DRAINAGE PLAN	A
026-17C-S3-DA-0901	SEDIMENT AND EROSION CONTROL PLAN	A
026-17C-S3-DA-0902	SEDIMENT AND EROSION CONTROL DETAILS	A

DEVELOPMENT APPLICATION

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CRAIG & RHODES  
TAKE THE LEAD

Drawing title  
COVER SHEET, LOCALITY PLAN  
AND INDEX SHEET  
C&R Ref.  
026-17  
Drawing Ref.  
026-17C-S3-DA-0001  
Revision  
A

Authorised for issue by:	Principal: 36 RICKARD NLI HOPE DM PTY LTD	Project: SUBDIVISION OF LOT 2023 IN PROPOSED SUBDIVISION OF 36 RICKARD ROAD, LEPPINGTON, LOT 44A D.P.8979
L.G.A: CAMDEN COUNCIL	Scale: AS SHOWN	Datum: AHD
Signature:		

## DEVELOPMENT APPLICATION



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A1

GENERAL NOTES

1.

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH CAMDEN COUNCIL'S STANDARDS AND SPECIFICATIONS AND/OR AS DIRECTED BY THE SUPERINTENDENT.

2.

SERVICES SHOWN ON THESE PLAN ARE NOT GUARANTEED COMPLETE OR CORRECT AND HAVE BEEN LOCATED FROM INFORMATION SUPPLIED BY THE RELEVANT SERVICE PROVIDERS AND FIELD INVESTIGATIONS. THE CONTRACTOR SHALL LOCATE AND LEVEL ALL EXISTING SERVICES PRIOR TO COMMENCING CONSTRUCTION AND SHALL MAKE ALL NECESSARY ARRANGEMENTS WITH THE RELEVANT SERVICE PROVIDERS TO RELOCATE OR ADJUST AS FOUND NECESSARY.


3.

THE CONTRACTOR SHALL NOT ENTER UPON OR DO ANY WORK WITHIN ADJACENT LANDS WITHOUT PRIOR WRITTEN PERMISSION OF THE LAND OWNER

4.

THE CONTRACTOR SHALL MAINTAIN SERVICES AND ALL WEATHER ACCESS AT ALL TIMES TO THE PUBLIC FOOTWAYS, ROAD WAYS AND PROPERTIES ADJACENT TO THE SITE IN A SAFE CONDITION TO THE SATISFACTION OF COUNCIL'S ENGINEER.

5.

THE CONTRACTOR SHALL OBTAIN ALL LEVELS FROM ESTABLISHED BENCH MARKS. SURVEY MARKS SHOWN THUS  SHALL BE MAINTAINED AT ALL TIMES. WHERE RETENTION IS NOT POSSIBLE THE SUPERINTENDENT SHALL BE NOTIFIED AND CONSENT RECEIVED PRIOR TO THEIR REMOVAL.

6.

CONSTRUCTION/CIVIL WORK MAY ONLY BE CARRIED OUT ON THE SITE BETWEEN THE HOURS OF 7.00am TO 5.00pm MONDAY TO SATURDAY. NO WORK PERMITTED TO BE CARRIED OUT ON SUNDAYS OR PUBLIC HOLIDAYS UNLESS OTHERWISE APPROVED BY CAMDEN COUNCIL.

7.

PLANT, GOODS & MATERIALS SHALL NOT BE DELIVERED ON THE SITE OUTSIDE THE APPROVED HOURS OF OPERATION.

8.

THE CONTRACTOR SHALL CLEAR AND DISPOSE OF ONLY THOSE TREES THAT HAVE BEEN APPROVED TO BE REMOVED. COUNCIL'S TREE PRESERVATION ORDER SHALL BE OBSERVED AND NO TREE SHALL BE FELLED, LOPPED OR REMOVED WITHOUT PRIOR APPROVAL FROM CAMDEN COUNCIL. TREES TO BE RETAINED ON SITE SHALL BE PROTECTED BY THE ERECTION OF PROTECTIVE FENCING PRIOR TO COMMENCEMENT OF SITE WORKS.

9.

FELLED TREES SHALL BE SALVAGED FOR REUSE AS WOODCHIP MULCH OR LOG FORM FOR SITE REHABILITATION. NON-SALVAGEABLE MATERIAL SUCH AS STUMPS AND ROOTS SHALL BE DISPOSED OFF SITE AS NOMINATED BY THE SUPERINTENDENT.

10.

SITE SHEDS, STOCKPILES, MATERIALS AND VEHICLE PARKING SHALL BE LOCATED AWAY FROM TREES ON THE SITE TO PREVENT SOIL COMPACTION. STOCKPILING OF MATERIALS SHALL NOT BE PERMITTED WITHIN TREE PROTECTION AREAS. ALL AREAS FOR STOCKPILING SHALL BE APPROVED BY THE SUPERINTENDENT.

11.

ALL SOIL AND WATER MANAGEMENT DEVICES SHALL BE INSTALLED AND APPROVED PRIOR TO WORKS PROCEEDING.

12.

ALL EROSION AND POLLUTION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD WORKING ORDER AND REPAIR THROUGHOUT THE COURSE OF BUILDING CONSTRUCTION OR DEVELOPMENT WORK ON THE SITE AND UNTIL THE WORKS HAVE BEEN COMPLETED TO THE SATISFACTION OF COUNCIL.

13.

TEMPORARY REHABILITATION MUST BE APPLIED AND ESTABLISHED TO DISTURBED AREAS AS SOON AS PRACTICAL AFTER COMPLETION OF EARTHWORKS.

14.

SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED PRIOR TO SOIL DISTURBANCE IN KEEPING WITH LANDCOM'S 'MANAGING URBAN STORMWATER - SOILS & CONSTRUCTION' MANUAL.

15.

TOPSOIL IS TO BE STRIPPED AND STOCKPILED ON THE SITE WITH EROSION CONTROL MEASURES PROVIDED AS DETAILED. UPON COMPLETION OF WORKS, MINIMUM 150mm THICK TOPSOIL SHALL BE SPREAD ON ALL FOOTPATHS, BERMS, BATTERS AND SITE REGRADED AREAS. EXCESS TOPSOIL SHALL BE DISPOSED OF AS DIRECTED BY THE SUPERINTENDENT.

16.

PROVIDE 150mm TOPSOIL WITH TURF OR GRASS SEEDING ON ALL BATTERS & DISTURBED AREAS.

17.

ALL EARTHWORKS TO BE IN ACCORDANCE WITH A.S.3798 & TO BE CARRIED OUT TO THE SATISFACTION OF SUPERINTENDENT. UNSOUND MATERIALS ARE TO BE REMOVED FROM ROADS AND LOTS PRIOR TO FILLING.

18.

SURPLUS EXCAVATED MATERIAL SHALL BE DISPOSED OF IN CONSULTATION WITH SUPERINTENDENT. DOCUMENTATION OF THE DISPOSAL SITE SHALL BE PROVIDED TO COUNCIL PRIOR TO COMMENCEMENT OF WORKS.

19.

ALL SITE FILLING SHALL BE PLACED IN LAYERS NOT EXCEEDING 300mm AND COMPACTED TO 95% STANDARD COMPACTION AND SHALL BE CONTROLLED BY AN APPROVED N.A.T.A. SOILS LABORATORY.

20.

WHERE LOT FILLING IN EXCESS OF 300mm IS PROPOSED, LEVELS ARE TO BE TAKEN ON THE STRIPPED SURFACE PRIOR TO THE COMMENCEMENT OF FILLING AND ON THE FINISHED SURFACE. SUCH LEVELS ARE TO BE SHOWN ON THE WORK-AS-EXECUTED PLAN.

21.

ALL LAND DISTURBED BY EARTHWORKS SHALL BE SPRAY-GRASSED, OR SIMILARLY TREATED TO ESTABLISH GRASS COVER. SEED MIXTURES ARE TO BE APPROVED BY COUNCIL PRIOR TO SPRAYING. ALL GRASSED AREAS SHALL BE REGULARLY WATERED AND MAINTAINED UNTIL EXPIRATION OF THE MAINTENANCE PERIOD.

22.

THE CONTRACTOR SHALL MAINTAIN DUST CONTROL THROUGHOUT THE DURATION OF THE PROJECT.

23.

CATCH DRAINS TO BE CONSTRUCTED AS REQUIRED BY THE SITE SUPERINTENDENT AND/OR COUNCIL'S ENGINEER.

24.

CONDUIT TRENCHES, SUB-SOIL DRAINS AND STORMWATER DRAINAGE LINES TO BE BACKFILLED IN ACCORDANCE WITH CAMDEN COUNCIL CONSTRUCTION SPECIFICATIONS.

25.

SUB-GRADE IN ROCK IS TO BE RIPPED, SCARIFIED, SPREAD AND COMPACTED TO A MINIMUM DEPTH OF 300mm BELOW THE FINISHED SUB-GRADE LEVEL

26.

DETAILS OF ALL SOIL TESTS AND THE PAVEMENT DESIGN ARE TO BE SUBMITTED TO PRINCIPAL CERTIFYING AUTHORITY (PCA) PRIOR TO INSPECTION OF SUBGRADE.

27.

NO BUILDING MATERIALS, MACHINERY OR THE LIKE ARE TO BE STORED ON THE ROAD OR FOOTPATH. THE PATHWAY IS TO BE KEPT IN A CLEAN, TIDY & SAFE CONDITION DURING THE CONSTRUCTION PERIOD.

28.

ALL NEW WORKS SHALL MAKE SMOOTH JUNCTION WITH EXISTING CONDITIONS.

29.

THE SITE IS TO BE SURROUNDED BY A SECURITY FENCE & THE GATE MUST BE LOCKED OUTSIDE THE OPERATING HOURS.

30.

THE CONTRACTOR SHALL PROVIDE A MINIMUM 48 HOURS NOTICE TO SUPERINTENDENT OR COUNCIL'S ENGINEER FOR ALL INSPECTIONS.

31.

THE CONTRACTOR SHALL UNDERTAKE TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH COUNCIL'S TRAFFIC MANAGEMENT POLICY AND SHALL DISPLAY ALL APPROPRIATE WARNING SIGNS THROUGHOUT THE DURATION OF CONSTRUCTION.

32.

ROADS ADJOINING THE SITE MUST BE KEPT CLEAN AND FREE OF ALL EXCAVATED/TRANSPORTED SPOIL MATERIAL.

33.

SITE FILLING AND COMPACTION IS TO BE CARRIED OUT UNDER THE SUPERVISION OF A CHARTERED GEOTECHNICAL ENGINEER AND SHALL BE IN ACCORDANCE WITH CAMDEN COUNCIL'S CURRENT ENGINEERING CONSTRUCTION SPECIFICATIONS.

34.

A ROAD OPENING PERMIT ISSUED BY CAMDEN COUNCIL MUST BE OBTAINED FOR ROAD OPENINGS OR EXCAVATION WITHIN COUNCIL'S ROAD REVERSE.

SEDIMENT AND EROSION CONTROL

1.

THESE NOTES ARE TO BE READ IN CONJUNCTION WITH LANDCOM'S SOILS AND CONSTRUCTION 'MANAGING URBAN STORMWATER'.

2.

THE CONTRACTOR SHALL CONSTRUCT OR INSTALL SOIL AND SEDIMENT CONTROL MEASURES TO THE SATISFACTION OF THE SUPERINTENDENT PRIOR TO ANY DISTURBANCES TO THE SITE. SOIL AND SEDIMENT CONTROL DEVICES SHALL BE AS SHOWN IN THE DRAWINGS. THE CONTRACTOR SHALL REGULARLY MAINTAIN ALL SEDIMENT AND EROSION CONTROL DEVICES AND REMOVE ACCUMULATED SEDIMENT FROM SUCH DEVICES BEFORE 50% CAPACITY IS USED. ALL THE ACCUMULATED SEDIMENT SHALL BE RE-SPREAD OR REMOVED IN ACCORDANCE WITH THE SUPERINTENDENTS INSTRUCTIONS. THE DEVICES SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL SUCH TIME AS THE DISTURBED AREAS HAVE BEEN REHABILITATED TO A CONDITION SATISFACTORY TO THE SUPERINTENDENT.

3.

THE CONTRACTOR SHALL MAINTAIN ALL REVEGETATED AREAS INCLUDING WATERING AND FERTILISING UNTIL SUCH TIME AS THE VEGETATION HAS STABILISED (MINIMUM TIME IS AT LEAST UNTIL THE END OF THE WORKS).

4.

VEHICULAR ACCESS TO THE SITE SHALL BE CONTROLLED THROUGH THE ACCESS POINTS IDENTIFIED ON THE DRAWINGS. VEHICLES NOT REQUIRED IN THE PERFORMANCE OF THE WORKS SHALL BE PARKED OFF SITE AWAY FROM DISTURBED AREAS.

5.

A VEHICLE WASHDOWN BAY INCLUDING A 25mmØ HOSE SHALL BE PROVIDED.

6.

THESE PLANS ARE SUPPLEMENTARY TO THE CONTRACTORS EMP FOR CONSTRUCTION AND SHALL BE READ IN CONJUNCTION WITH THE BUILDING CONTRACTORS E&S&C PLANS

7.

THE CONTRACTOR SHALL ENSURE TEMPORARY CONTROLS DO NOT DAMAGE EXISTING STRUCTURES.

8.

ALL EROSION AND SEDIMENT CONTROL MEASURES TO BE INSTALLED PRIOR TO SITE DISTURBANCE.

9.

ALL SEDIMENT CONTROL STRUCTURES TO BE INSPECTED FOLLOWING EACH RAINFALL EVENT FOR STRUCTURAL DAMAGE AND ALL TRAPPED SEDIMENT TO BE REMOVED TO A NOMINATED SITE.

10.

THE CONTRACTOR SHALL INFORM ALL SUB-CONTRACTORS OF THEIR OBLIGATIONS UNDER THE EROSION AND SEDIMENT CONTROL PLAN

11.

ALL FILLS ARE TO BE LEFT WITH A LIP AT THE TOP OF THE SLOPE AT THE END OF THE DAYS ACTIVITIES.

12.

THE CONTRACTOR MUST ENSURE THE SUITABILITY AND INTEGRITY OF ALL WORKS AT THE END OF EACH DAYS WORK.

13.

NOMINATED UNDISTURBED AREAS SHALL BE BARRICADED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

14.

PUBLIC ROADS ARE TO BE SWEEP FREE OF DEBRIS RESULTING FROM CONSTRUCTION ACTIVITIES. SWEEPING SHALL BE UNDERTAKEN AT A MINIMUM TWICE WEEKLY.

15.

EROSION AND SEDIMENT CONTROL MEASURES SHALL BE LOCATED ON EXISTING ACCESS TRACKS OR ROADWAYS SO AS NOT TO ENCROACH ON TRAFFIC. ALL EROSION CONTROL MEASURES PLACED SHALL BE CLEARLY IDENTIFIABLE DURING BOTH DAY AND NIGHT. EROSION CONTROL MEASURES SHALL BE COORDINATED WITH THE CONTRACTORS TRAFFIC MANAGEMENT PLANS IN ORDER TO LIMIT 'CLUTTERING' OF THE EXISTING TRAFFICABLE AREAS.

16.

ALL DISTURBED AREAS ARE TO BE HYDRO MULCHED ON COMPLETION OF THE ROAD CONSTRUCTION WORKS.

17.

TURFED AREAS ADJACENT TO CONSTRUCTION AREA ARE TO BE MAINTAINED TO PROVIDE A VEGETATED BUFFER STRIP.

18.

THE CONTRACTOR SHALL STRIP AND STOCKPILE TOPSOIL PRIOR TO EXCAVATION OR FILLING. TOPSOIL SHALL BE RESPREAD ON THE COMPLETION OF EARTHWORKS.

19.

THE CONTRACTOR SHALL STABILISE ALL DISTURBED AREAS AND STOCKPILES WITHIN 14 DAYS

20.

THE CONTRACTOR SHALL TAKE CARE NOT TO DISTURB ANY PORTION OF THE SITE OTHER THAN IN THE IMMEDIATE AREA OF WORKS.

GENERAL NOTES

1.

ALL PIPES TO BE SPIGOT AND SOCKET, RUBBER RING JOINTED.

2.

ALL LONGITUDINAL PIPELINES IN ROADS MUST BE LOCATED UNDER KERB AND GUTTER AND BE BACKFILLED WITH APPROVED GRANULAR MATERIAL UNLESS OTHERWISE APPROVED BY THE COUNCIL ENGINEER.

3.

DRAINAGE LINES MUST BE BACKFILLED WITH APPROVED GRANULAR MATERIAL IN TRAFFICABLE AREAS. THREE (3) METRES OF SUBSOIL DRAINAGE WRAPPED IN GEOTEXTILE STOCKING MUST BE PROVIDED TO ALL DOWNSTREAM PITS.

4.

ALL GULLY PITS TO COUNCIL'S STANDARD AND LINTELS CENTRALLY PLACED AT SAG PITS.

5.

ALL PITS MUST BE BENCHED AND STREAMLINED. PROVIDE SL72 REINFORCEMENT AND GALVANISED STEP IRONS N ALL PITS OVER 1.2 METRES DEEP AS MEASURED FROM THE TOP OF GRATE TO THE INVERT OF THE PIT.

6.

CONCRETE IS TO HAVE MINIMUM COMPRESSIVE STRENGTH OF 32MPa AT 28-DAYS UNLESS OTHERWISE APPROVED BY THE COUNCIL ENGINEER.

7.

ALL INTERALLOTMENT DRAINAGE MUST HAVE A MINIMUM PIPE DIAMETER OF 150mm AND A MINIMUM GRADE OF 1% UNLESS OTHERWISE APPROVED BY THE COUNCIL ENGINEER.

8.

ALL INTERALLOTMENT DRAINAGE LINES MUST BE LAID CENTRALLY WITHIN DRAINAGE EASEMENTS. INSPECTION PITS MUST BE PROVIDED AT ALL CHANGES OF GRADE AND DIRECTION.

9.

INTERALLOTMENT DRAINAGE LINES MUST BE INSTALLED AFTER SYDNEY WATER SEWERAGE LINES HAVE BEEN INSTALLED WHERE SEWER IS PROPOSED ADJACENT TO INTERALLOTMENT DRAINAGE LINES.

10.

1% AEP OVERLAND FLOW PATHS MUST BE FORMED AND SHOWN ON 'WORKS AS EXECUTED' DRAWINGS.

11.

ALL PLANS (BOTH DESIGN AND W&E) ARE TO CLEARLY DELINEATE THE EXTENT/LOCATION OF FLOOD LINES INCLUDING THE 5% AEP, 1% AEP AND PMF.

12.

ADEQUATE PROVISION IS TO BE MADE TO PREVENT SCOURING AND SEDIMENTATION FOR ALL DRAINAGE WORKS IN ACCORDANCE WITH COUNCIL'S REQUIREMENTS.

13.

PIT LINTELS ARE TO BE STENCILED WITH APPLICABLE DISTINCTION STENCIL AVAILABLE FROM COUNCIL.

14.

CATCH DRAINS MUST BE CONSTRUCTED AS REQUIRED BY THE APPROVED PLANS OR THE PRINCIPAL CERTIFYING AUTHORITY.

15.

SOIL AND WATER MANAGEMENT PLANS ARE TO BE PREPARED FOR ALL DISTURBED SITES AND ADHERED TO AT ALL TIMES DURING THE CONSTRUCTION AND MAINTENANCE PERIODS.

GENERAL NOTES - CAMDEN

1.

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CAMDEN CITY COUNCIL'S ENGINEERING DESIGN AND ENGINEERING CONSTRUCTION SPECIFICATIONS AND TO THE REQUIREMENTS OF THE CERTIFYING AUTHORITY.

2.

INSPECTIONS BY CERTIFYING AUTHORITY ARE REQUIRED ANY THE FOLLOWING STAGES AND THE WORKS APPROVED PRIOR TO CONTINUANCE OF ANY FUTURE WORK:

2.1.

FOLLOWING INSTALLATION OF EROSION AND SEDIMENT CONTROL STRUCTURES/MEASURES..

2.2.

PRIOR TO BACKFILLING PIPELINES, SUBSOIL DRAINS AND DAMS.

2.3.

PRIOR TO CASTING OF PITS AND OTHER CONCRETE STRUCTURES, INCLUDING KERB AND GUTTER BUT FOLLOWING PLACEMENT OF FOOTINGS, FORMWORK, AND REINFORCEMENT.

2.4.

PRIOR TO PLACEMENT OF SUB BASE AND ALL SUBSEQUENT PAVEMENT LAYERS. A PROOF ROLLER TEST OF EACH PAVEMENT LAYER IS REQUIRED.

2.5.

FORMWORKS PRIOR TO POURING CONCRETE IN PARKING AREA FOR FOOTPATH CROSSING AND OTHER ASSOCIATED WORK.

2.6.

PRIOR TO BACKFILLING PUBLIC UTILITY CROSSINGS IN ROAD RESERVES.

2.7.

FINAL INSPECTIONS AFTER ALL WORKS ARE COMPLETED AND 'WORKS AS EXECUTED' PLANS HAVE BEEN SUBMITTED TO COUNCIL.

3.

NO TREES ARE TO BE REMOVED UNLESS APPROVAL IS GRANTED BY COUNCIL'S LANDSCAPE COMPLIANCE OFFICER OR AS AUTHORISED BY DEVELOPMENT CONSENT.

4.

MAKE SMOOTH JUNCTIONS WITH EXISTING WORKS.

5.

NO WORK IS TO BE CARRIED OUT ON COUNCIL PROPERTY OR ADJOINING PROPERTIES WITHOUT THE WRITTEN PERMISSION FROM THE OWNER/S.

6.

VEHICULAR ACCESS AND ALL UTILITIES/SERVICES ARE TO BE MAINTAINED AT ALL TIMES TO ADJOINING PROPERTIES AFFECTED BY CONSTRUCTION.

7.

ALL RUBBISH, BUILDINGS, SHEDS AND FENCES TO BE REMOVED TO SATISFACTION OF COUNCIL'S ENGINEER.

8.

COUNCIL ENGINEERS HAVE DISCRETION TO VARY, AS CONSIDERED NECESSARY, THE ENGINEERING REQUIREMENTS IN RESPECT OF A PARTICULAR SUBDIVISION OR DEVELOPMENT HAVING REGARD TO THE SITE CONTEXT.

EARTHWORKS NOTES - CAMDEN

1.

EARTHWORKS ARE TO BE CARRIED OUT TO THE SATISFACTION OF THE COUNCIL. UNSUITABLE MATERIALS ARE TO BE REMOVED FROM ROADS AND LOTS PRIOR TO FILLING. THE CONTRACTOR IS TO ARRANGE AND MAKE AVAILABLE COMPACTION TESTING RESULTS FOR ALL AREAS THAT CONTAIN FILL IN EXCESS OF 200mm.

2.

COMPACTION OF EARTHWORKS SHALL CONTINUE UNTIL A DRY DENSITY RATION OF 95% FOR SITE FILLING AND 100% FOR ROAD PAVEMENT SUBGRADES HAS BEEN ACHIEVED IN ACCORDANCE WITH TEST METHOD AS1289 5.3.1 OR AS.1289.5.1.1. THE CONTROL TESTING OF EARTHWORKS SHALL BE IN ACCORDANCE WITH THE GUIDELINES IN AS3798 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS'. WHERE IT IS PROPOSED TO USE TEST METHOD AS1289 5.8.1 TO DETERMINE THE FIELD DENSITY, A SAND REPLACEMENT METHOD SHALL BE USED TO CONFIRM THE RESULTS.

3.

THE SUITABLE QUALIFIED GEOTECHNICAL ENGINEER, SHALL HAVE A LEVEL 1 RESPONSIBILITY FOR ALL FILLING AS DEFINED IN APPENDIX B AS3798 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS', AND AT THE END OF THE WORKS SHALL CONFIRM THE EARTHWORKS COMPLY WITH THE REQUIREMENTS OF THE SPECIFICATION AND DRAWINGS BY WRITTEN NOTIFICATION.

4.

IN AREAS TO BE FILLED WHERE THE SLOPE OF THE NATURAL SURFACES EXCEEDS 1 VERTICAL TO 4 HORIZONTAL, BENCHES ARE TO BE CUT TO PREVENT SLIPPING OF THE PLACED FILL MATERIAL AS REQUIRED BY THE COUNCIL.

5.

ALL BATTERS ARE TO BE SCARIFIED TO A DEPTH OF 50mm TO ASSIST WITH ADHESION OF TOP SOIL TO BATTER FACE.

6.

PROVIDE MINIMUM 150mm AND MAXIMUM 300mm TOPSOIL WIDTH ON FOOTPATHS, FILLED AREAS AND ALL OTHER AREAS DISTURBED DURING CONSTRUCTION. TOPSOILED AREAS TO BE STABILISED WITH APPROVED VEGETATION A MAXIMUM OF 14 DAYS AFTER TOPSOILING AND ARE TO BE WATERED TO ENSURE GERMINATION.

7.

THE CONTRACTOR SHALL CONTROL SEDIMENTATION, EROSION AND POLLUTION DURING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT EDITION OF 'MANAGING URBAN STORMWATER: SOILS AND CONSTRUCTION' PRODUCED BY LANDCOM.

8.

A MINIMUM 1 METRE WIDE, CONTINUOUS STRIP OF COUCH GRASS SHALL BE PLACED BEHIND THE BACK OF ALL KERBS AND OTHER CONCRETE STRUCTURES IMMEDIATELY AFTER THE COMPLETION OF THE FOOTPATH GRADING OR OTHER ELEMENTS AS APPLICABLE, AND SHALL BE MAINTAINED AND REPLACED AS REQUIRED DURING THE CONSTRUCTION MAINTENANCE PERIOD.

ROADWORKS NOTES - CAMDEN

1.

SUBGRADES AND SUB BASES ARE TO BE COMPACTED IN ACCORDANCE WITH COUNCIL'S CONSTRUCTION SPECIFICATION.

2.

SUBSOIL DRAINS TO BE PROVIDED ON BOTH SIDES OF ROADS (EXCEPT WHERE THERE IS STORMWATER DRAINAGE).

3.

150 X 50 H.D. GALVANISED STEEL KERB OUTLETS TO BE PLACED IN ALL KERB TYPES ON LOW SIDE OF LOTS. PROVIDE SUITABLE ADAPTOR TO ALLOW CONNECTION OF 90mm DIAMETER STORMWATER PIPE.

4.

LIPLESS PERAMBULATOR CROSSINGS ARE TO BE PROVIDED IN ALL KERB RETURNS AND WHERE REQUIRED BY COUNCIL.

5.

SERVICE CONDUITS TO BE PLACED AS DIRECTED BY ALL PUBLIC UTILITY AUTHORITIES INCLUDING INTEGRAL ENERGY, TELSTRA AND SYDNEY WATER.

6.

PROPOSED UTILITIES AND SERVICES CROSSING EXISTING ROADS SHALL BE PROVIDED FOR USING A TRENCHLESS TECHNIQUE SO AS NOT TO DAMAGE THE EXISTING SURFACE. ALL SERVICE CONDUITS UNDER ROADS MUST BE LAID TO A MINIMUM DEPTH OF 750mm.

7.

CONCRETE FOOTPATH CONSTRUCTION IS TO BE BONDED WITH COUNCIL PENDING COMPLETION OF UTILITY/SERVICES AND SURROUNDING DWELLINGS.

8.

ALL TEMPORARY ROADS MUST BE TEMPORARILY SEALED WITH A SINGLE COAT FLUSH SEAL.

9.

ALL PERMANENT ROADS MUST BE SEALED WITH A SINGLE COAT FLUSH SEAL AND 50mm OF AC TO BE APPLIED IN TWO 25mm THICK LAYERS. THE FINAL AC LAYER IS TO BE AC 10 AND IS TO BE BONDED WITH COUNCIL AND PLACED FOLLOWING APPROVAL FROM COUNCIL.

10.

SIGNPOSTING AND LINE MARKING SHALL CONFORM TO AS1742.2 'TRAFFIC CONTROL DEVICES FOR GENERAL USE'. RAISED RETRO-REFLECTIVE PAVEMENT MARKERS TO CONFORM TO AS1906 'RETRO-REFLECTIVE MATERIALS AND DEVICES FOR ROAD TRAFFIC CONTROL PURPOSES'. ALL APRONS AND KERB FACE ON CENTRAL ISLANDS OF ROUNDABOUTS AND ALL OTHER ISLANDS TO BE DELINEATED BY REFLECTIVE WHITE MARKING. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE PLAN APPROVED BY THE LOCAL TRAFFIC COMMITTEE.

11.

ALL LOT AND HOUSE NUMBERS MUST BE STENCILED ON KERB FACE.

12.

STREET SIGNS TO COUNCIL STANDARD MUST BE INSTALLED BY THE CONTRACTOR.

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DATE

AMENDMENT DESCRIPTION

DES.

DRN.

13

600mm

650mm

700mm

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A

REV.

DATE

AMENDMENT DESCRIPTION

DES.

DRN.

14

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DATE

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DES.

DRN.

15

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DATE

AMENDMENT DESCRIPTION

DES.

DRN.

16

750mm

A

REV.

DATE

AMENDMENT DESCRIPTION

DES.

DRN.

APPROVED COMPANY

APPROVED COMPANY

APPROVED COMPANY

DIAL1100 BEFORE YOU DIAL

Authorised for issue by:

Principal:

L.G.A.

Scale:

Datum:

Signature:

36 RICKARD NLI HOPE DM PTY LTD


CAMDEN COUNCIL


AS SHOWN

AHD

Project:

SUBDIVISION OF LOT 2023  
IN PROPOSED SUBDIVISION OF  
36 RICKARD ROAD, LEPPINGTON, LOT 44A D.P.8979





ABN 77 050 209 991 ACN 050 209 991  
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Rhodes, NSW, 2138  
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Drawing title  
GENERAL NOTES

C&R Ref.  
026-17

Drawing Ref.  
026-17C-S3-DA-0002

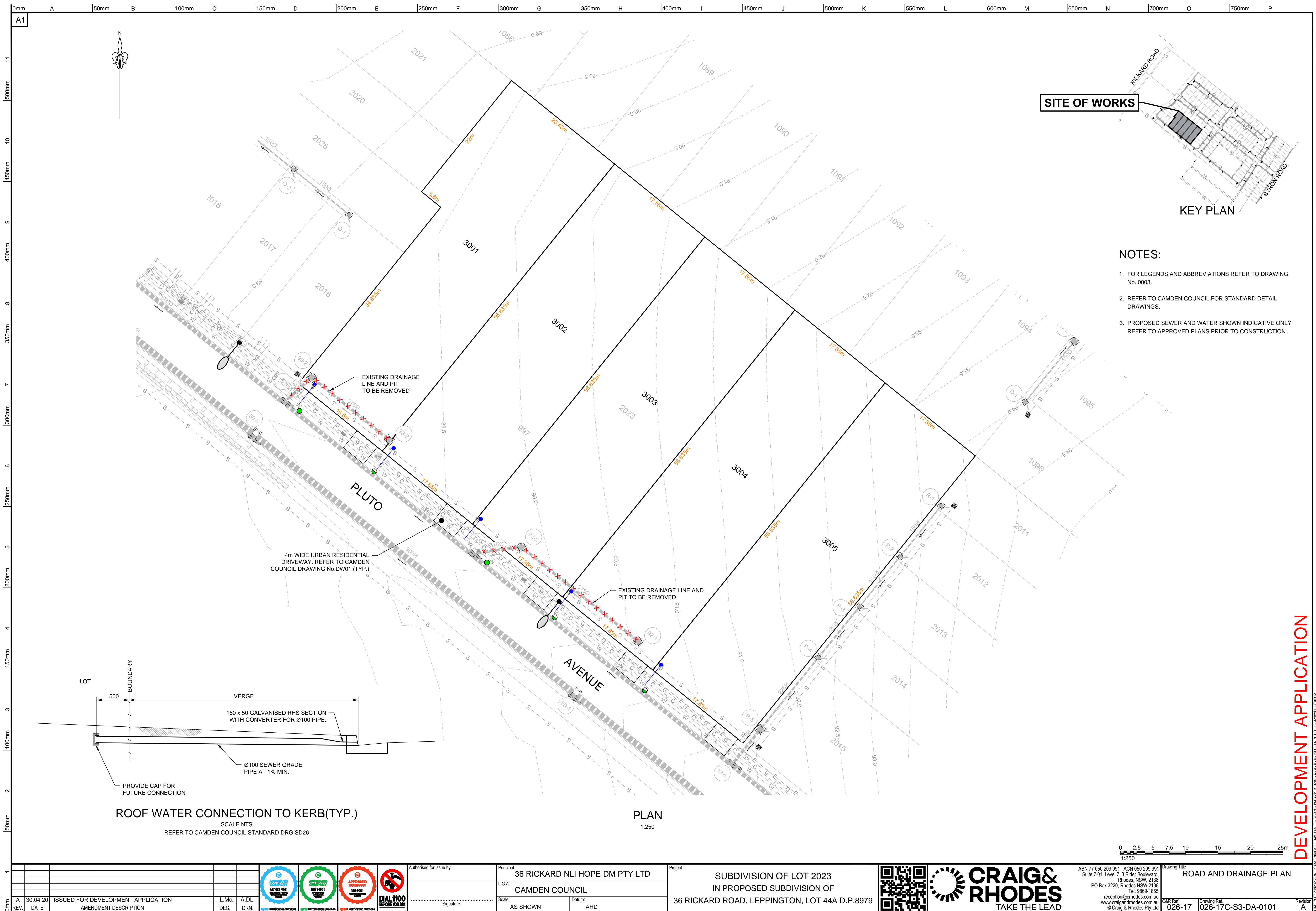
Revision  
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DEVELOPMENT APPLICATION

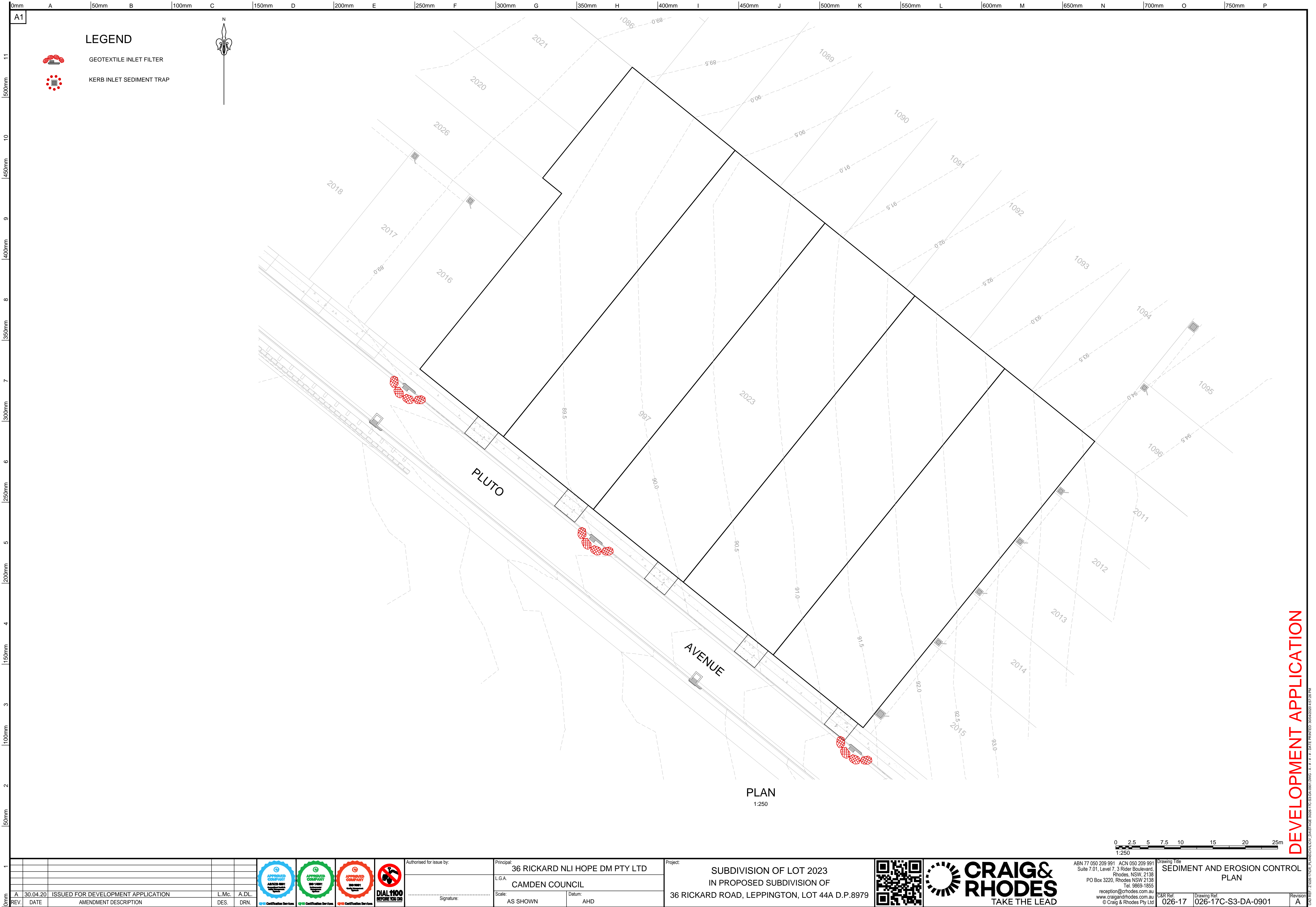












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LEGEND

- GEOTEXTILE INLET FILTER
- KERB INLET SEDIMENT TRAP



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DEVELOPMENT APPLICATION

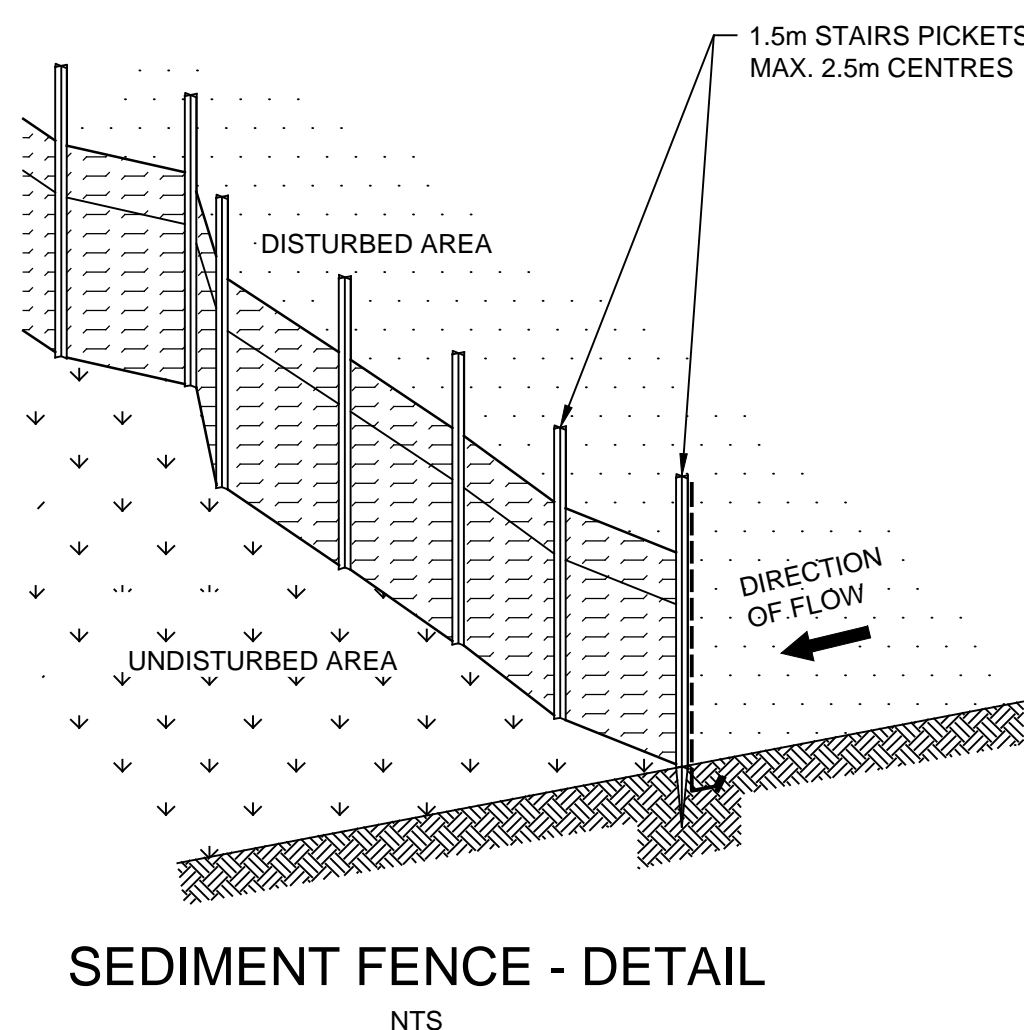




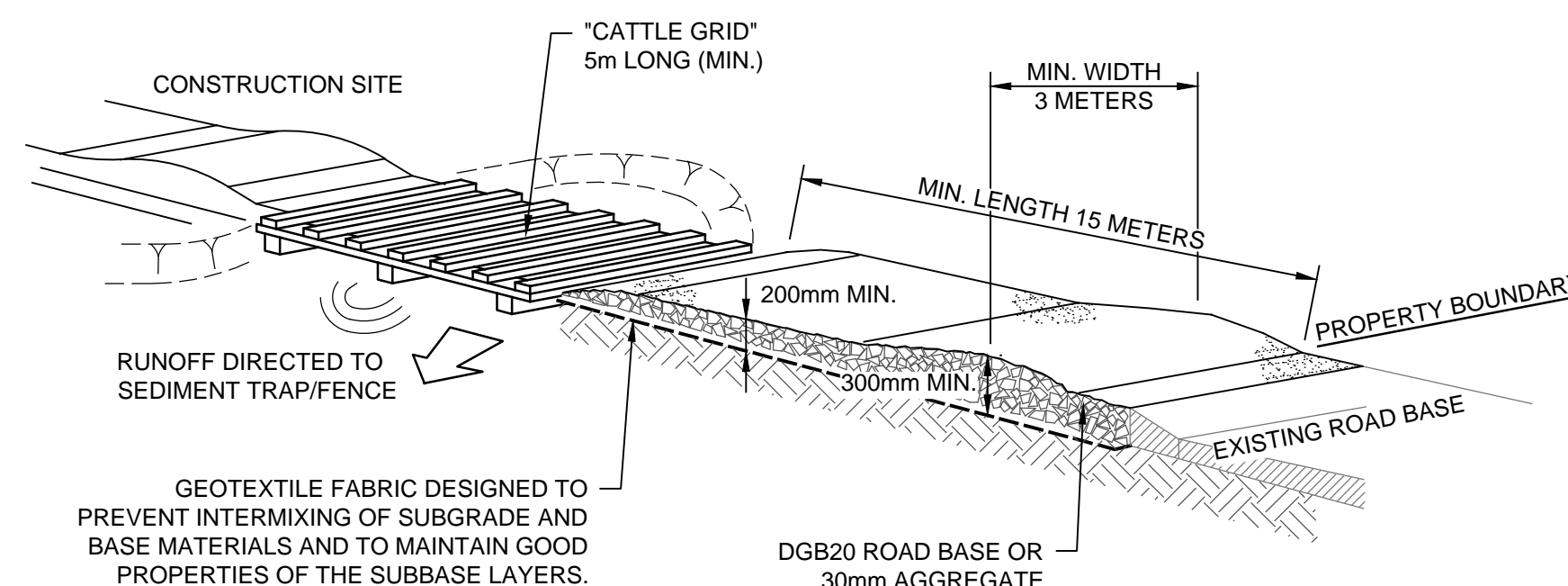
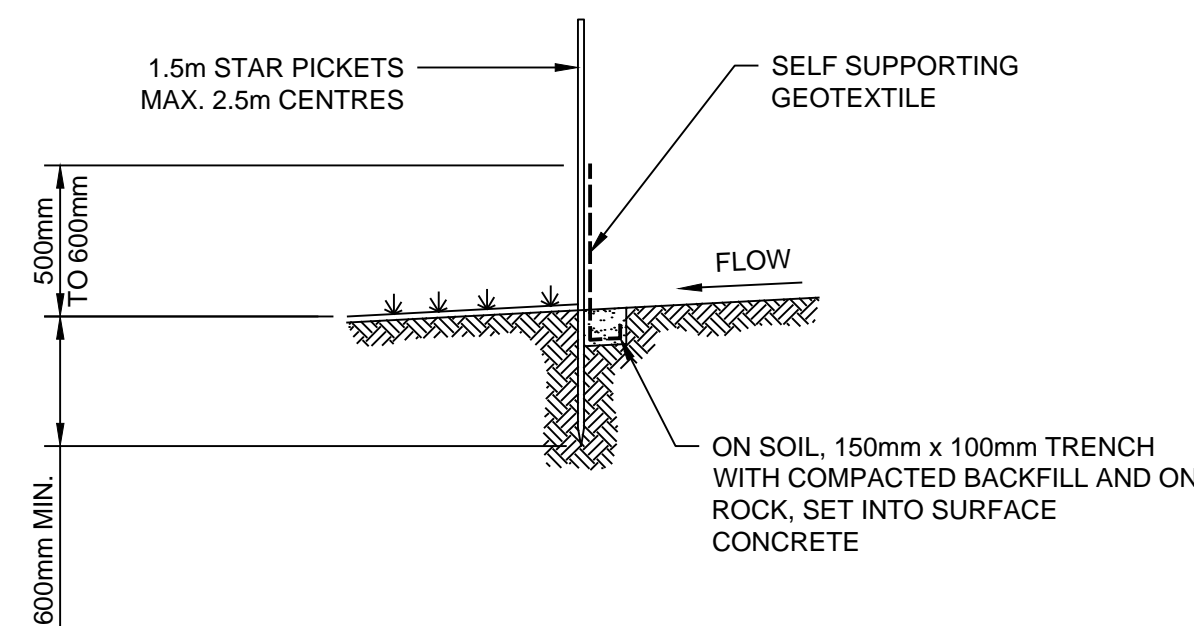
1. MAINTAIN THE TRENCH FREE OF WATER AND RECOMPACT THE MATERIALS WITH EQUIPMENT AS SPECIFIED IN THE SWMP TO 95% STANDARD PROCTOR DENSITY.
2. SELECT FILL FOLLOWING THE SWMP THAT IS FREE OF ROOTS, WOOD, ROCK LARGE STONE OR FOREIGN MATERIAL.
3. SPREAD THE FILL IN 100mm TO 150mm LAYERS AND COMPACT IT AT OPTIMUM MOISTURE CONTENT FOLLOWING THE SWMP.



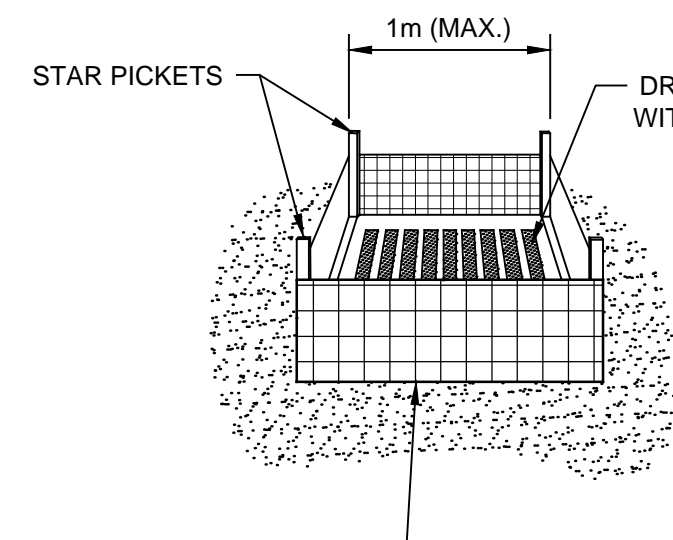
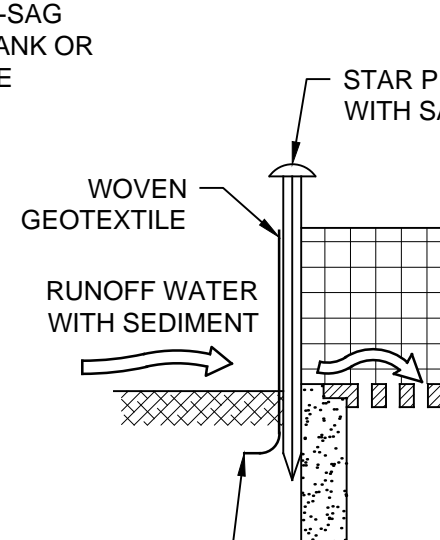
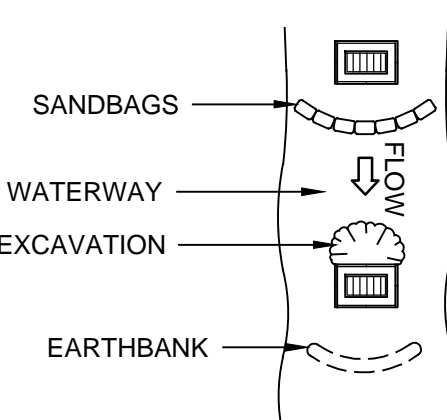
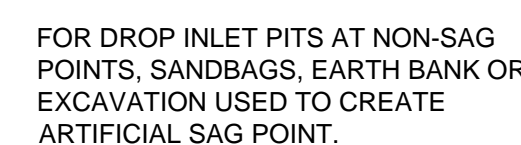
1. REFER TO APPROVED PLANS FOR LOCATION AND INSTALLATION DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, DIMENSIONS, OR METHOD OF INSTALLATION, CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.
2. ENSURE THAT THE INSTALLATION OF THE SEDIMENT TRAP WILL NOT CAUSE UNDESIRABLE SAFETY OR FLOODING ISSUES.
3. INSTALL SEDIMENT TRAP IN ACCORDANCE WITH STANDARD DRAWING SUPPLIED WITH THE APPROVED PLAN, OR AS DIRECTED BY THE SITE SUPERVISOR.
4. ENSURE THE SEDIMENT TRAP IS CONSTRUCTED UP-SLOPE OF AN ON-GRADE KERB INLET. THE SEDIMENT TRAP MUST NOT SURROUND THE KERB INLET UNLESS SPECIFICALLY DIRECTED BY THE SITE SUPERVISOR.
5. ENSURE THE SEDIMENT TRAP FULLY ENCLOSES THE KERB INLET. USE APPROPRIATE SPACERS TO ENSURE THE SEDIMENT TRAP DOES NOT BLOCK THE SIDE-ENTRY INLET.
6. TAKE ALL NECESSARY MEASURE TO MINIMISE THE SAFETY RISK CAUSED BY THE STRUCTURE



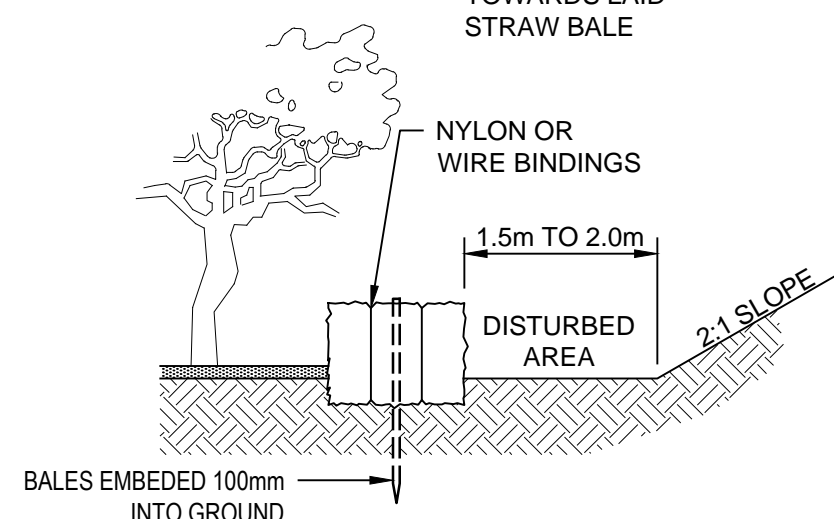
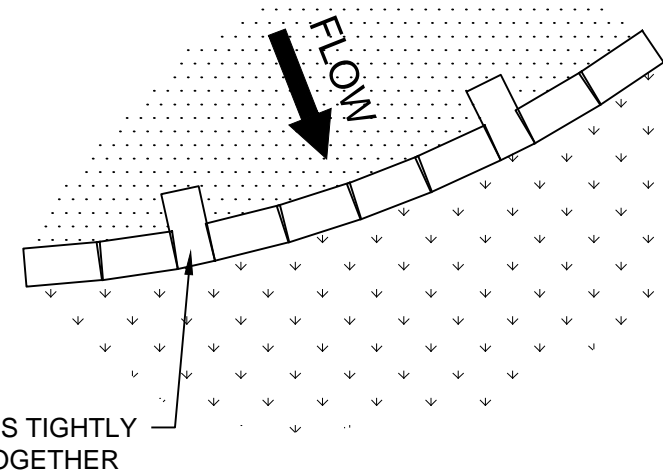
1. CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BE PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING, TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 litres/sec IN THE DESIGN STORM EVENT, USUALLY THE 10 YEAR EVENT.
2. CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
3. DRIVE 1.5 METER LONG STAR PICKETS INTO GROUND AT 2.5 METER INTERVALS (MAX.) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
4. 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.
5. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
6. BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.



## STABILISED SITE ACCESS DETAIL

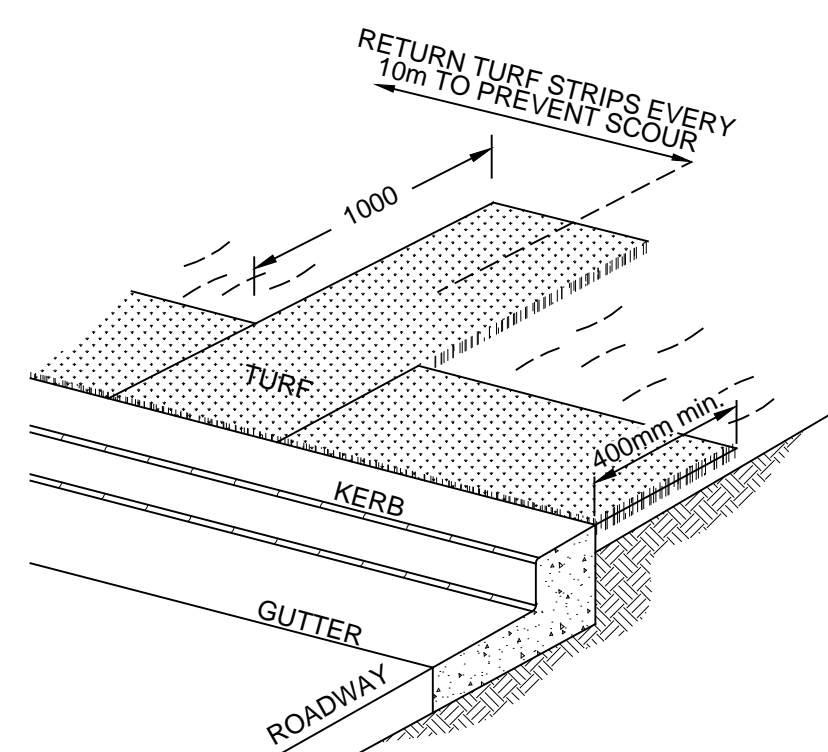


1. FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OF STRAW BALES.
2. FOLLOW STANDARD DRAWINGS OF STRAW BALE FILTERS AND SEDIMENT FENCES FOR INSTALLATION PROCEDURES FOR THE STRAW BALES OR GEOFABRIC. REDUCE THE PICKET SPACING TO 1m CENTERS.
3. IN WATERWAYS, ARTIFICIAL SAG POINTS CAN BE CREATED WITH SANDBAGS OR EARTH BANKS AS SHOWN IN THE DRAWING.
4. DO NOT COVER THE INLET WITH GEOTEXTILE UNLESS THE DESIGN IS ADEQUATE TO ALLOW FOR ALL WATERS TO BYPASS IT.

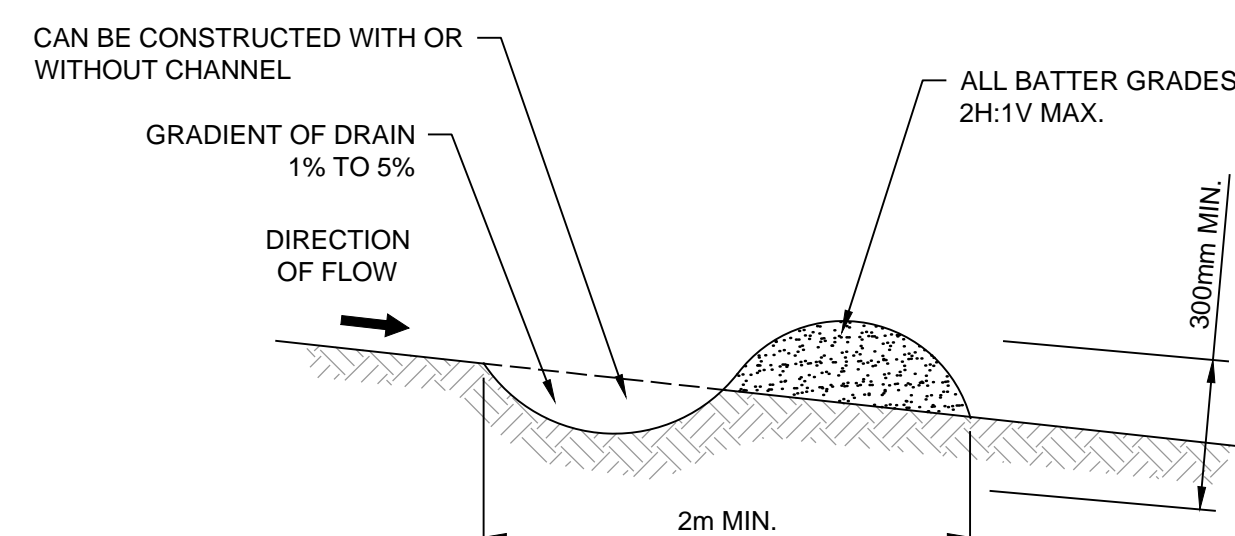


## NTS

1. CONSTRUCT THE STRAW BALE FILTER AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DIAGRAM TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION.
2. PLACE BALES LENGTHWISE IN A ROW WITH ENDS TIGHTLY ABUTTING. USE STRAW TO FILL ANY GAPS BETWEEN THE BALES. THE STRAWS IN EACH BALE ARE TO BE ALIGNED PARALLEL TO THE GROUND.
3. ENSURE THAT THE MAXIMUM HEIGHT OF THE FILTER IS ONE BALE.
4. EMBED EACH BALE IN THE GROUND 75mm TO 100mm AND ANCHOR WITH 1.2m STAR PICKETS OR STAKES. ANGLE THE FIRST STAR PICKET OR STAKE IN EACH BALE TOWARDS THE PREVIOUSLY LAID BALE. DRIVE THEM 600mm INTO THE GROUND AND, IF POSSIBLE, FLUSH WITH THE TOP OF THE BALES. WHERE STAR PICKETS ARE USED AND THEY PROTRUDE ABOVE THE BALES, ENSURE THEY ARE FITTED WITH SAFETY CAPS.
5. WHERE A STRAW BALE FILTER IS CONSTRUCTED DOWNSLOPE FROM A DISTURBED BATTER, ENSURE BALES ARE PLACED 1m TO 2m DOWNSLOPE FROM THE TOE.
6. ESTABLISH A MAINTENANCE PROGRAM THAT ENSURES THE INTEGRITY OF THE BALES IS RETAINED - THEY COULD REQUIRE REPLACEMENT EACH TWO TO FOUR MONTHS.



1. INSTALL A 400mm MINIMUM WIDE ROLL OF TURF ON THE FOOTPATH NEXT TO THE KERB AND AT THE SAME LEVEL AS THE TOP OF THE KERB.
2. LAY 1.4m LONG TURF STRIPS NORMAL TO THE KERB EVERY 10m.
3. REHABILITATE DISTURBED SOIL BEHIND THE TURF STRIP FOLLOWING THE ESCP/SWMP.



NOTE: ONLY TO BE USED AS TEMPORARY BANK  
WHERE MAXIMUM UPSLOPE LENGTH IS 80 METRES

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

[illegible]

# DEVELOPMENT APPLICATION