

#### DRAWING INDEX

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0001	COVER SHEET	IFC	4
0002-0006	DESIGN PLANS	IFC	4
0007	CARPARK DETAIL	IFC	4
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-  NEW CONCRETE FOOTPATH, 75mm THICK, 25 MPa COMPRESSIVE STRENGTH, 1.5m WIDE U.N.O. PLAIN CONCRETE BROOM FINISH
-  NEW CONCRETE DRIVEWAY, 130mm THICK, 25 MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH 30mm TOP COVER. COVE FINISH PLAIN CONCRETE
-  NEW CONCRETE PRAM RAMP 25 MPa COMPRESSIVE STRENGTH. COVE FINISH DARK TERRACOTTA OXIDE
-  NEW ASPHALT FOOTPATH, VARIABLE THICKNESS MIN 40mm
-  NEW KERB & GUTTER 150mm HIGH

#### CAUTION – SERVICES!!!!



- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.



northern  
beaches  
council





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REFER TO  
CARPARK DETAIL (0007)

TRIM TREE OVERHEAD

REMOVE BUSHES

INFILL 2.1m WIDTH OF DRIVEWAY

PATH 1.5m FROM B.O.K






REMOVE 1.5m WIDE OF BRICKS, INFILL WITH CONCRETE

MATCH INTO TELSTRA PIT

RECONSTRUCT 2.2m WIDTH ACROSS FULL SECTION OF DRIVEWAY IN LINE WITH PATH (MATCH INTO BRICKS)

PATH 0.6m FROM BOUNDARY

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0 10 20 Meters





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REFER LONG SECTION 1  
(0008). THROUGH CENTRELINE  
OF PATH

1.5m FROM B.O.K

0.8m FROM FENCE

RELOCATE SIGN

MATCH INTO PATH

MATCH INTO EXISTING  
AND TRANSITION TO  
B.O.K RADIUS 4.0m

REMOVE PAVERS  
AS NECESSARY

INFILL 1.5m  
WIDE SECTION  
OF DRIVEWAY

REDMAN STREET

MACMILLAN STREET

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8.0m LONG ASPHALT SECTION. NARROW AT TREE AS NECESSARY

REMOVE BUSH

REMOVE TREE

REMOVE PALMS

1.0m WIDE. MATCH INTO EXISTING

INFILL EARTH SECTION WITH CONCRETE

RAMP UP TO MATCH K&G LEVEL






MATCH INTO PIT LID

REMOVE LAYBACK. REPLACE WITH 200mm HIGH K&G TO MATCH EXISTING

INSTALL BOLLARD

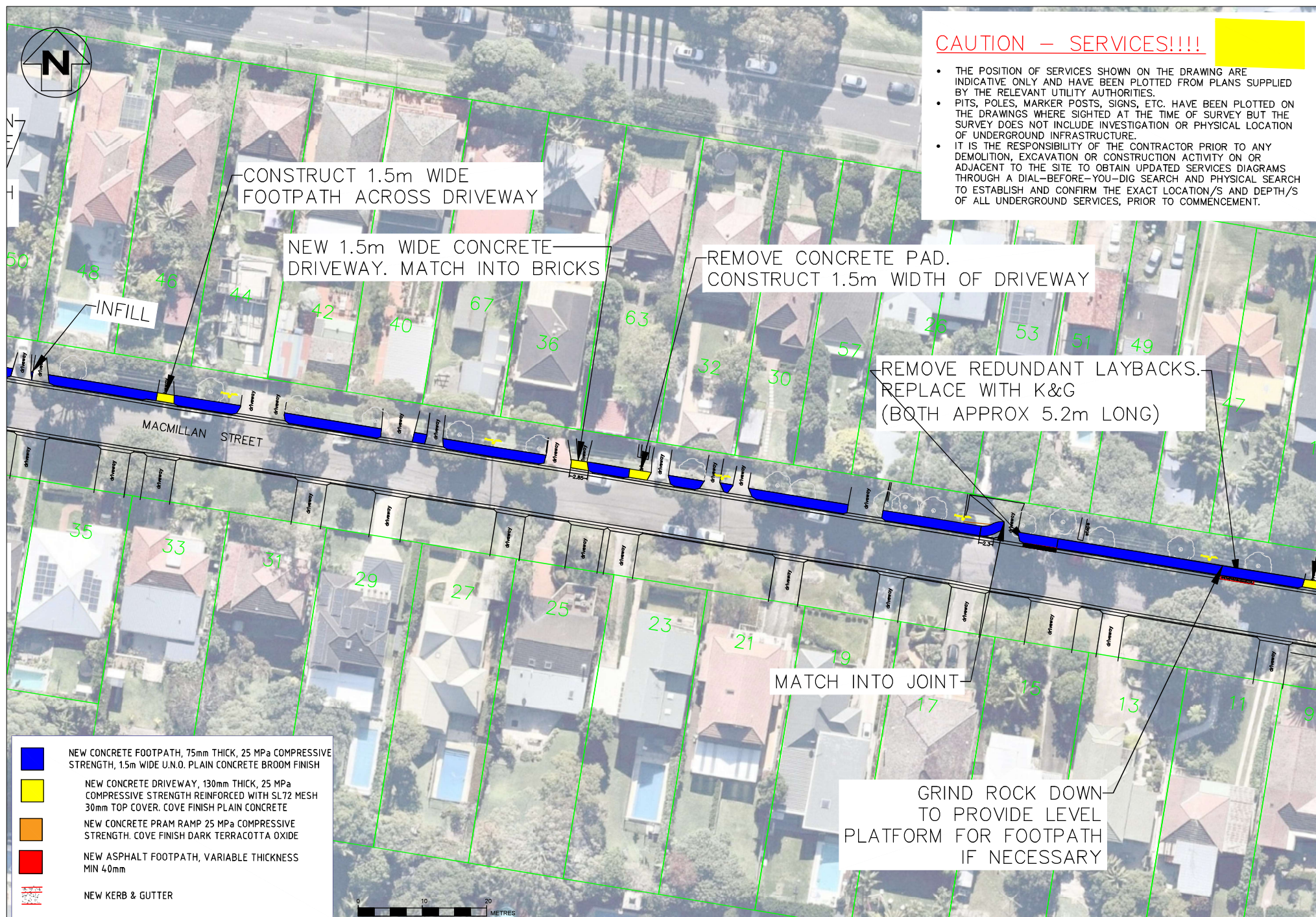
INSTALL BICYCLE RAMP ALONGSIDE STEP. (REFER TO DETAIL)

TRIM BRANCH OVERHEAD TO A HEIGHT OF NOT LESS THAN 3m VERTICALLY

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REMOVE BRICK. INSTALL  
1.5m WIDE SECTION OF  
DRIVEWAY






RECONSTRUCT 1.5m  
OF DRIVEWAY

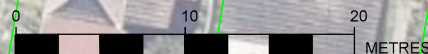
INFILL 1.5m WIDE  
SECTION OF DRIVEWAY

REMOVE SECTION OF LAYBACK.  
REPLACE WITH K&G

PATH 1.5m OFFSET  
FROM B.O.K

MATCH INTO  
EXISTING

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REMOVE EXISTING ASPHALT PATH. REPLACE WITH NEW CONCRETE PATH 1.5m WIDE

SPREAD AND COMPACT GRAVEL. EXTENT AS SHOWN. GENTLY GRADE GRAVEL TO BE LEVEL WITH TOP OF NEW KERB AND GUTTER

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CONSTRUCT NEW 6.0m WIDE LAYBACK

#### SETOUT TABLE

#### POINTS AT KERB INVERT

POINT NO.	NORTHING	EASTING	NOTES
1	6259437.67	337145.32	START OF NEW K&G
2	6259433.25	337144.58	START OF CURVE
3	6259426.63	337148.42	END OF CURVE
4	6259426.13	337149.79	START OF PRAM RAMP
5	6259425.27	337152.13	END OF PRAM RAMP
6	6259424.97	337153.38	START OF LAYBACK
7	6259422.35	337160.09	END OF LAYBACK
8	6259416.48	337175.97	START OF CURVE
9	6259415.98	337177.93	END OF CURVE
10	6259415.59	337180.50	END OF NEW K&G

CONSTRUCT NEW 150mm K&G. TRANSITION OVER 1m INTO EXISTING 200mm HIGH K&G

CONSTRUCT NEW K&G AND FOOTPATH

CONSTRUCT NEW 1.5m WIDE PRAM RAMP ALIGNED WITH OPPOSITE EXISTING

RECONSTRUCT EXISTING PRAM RAMP TO CURRENT STANDARD

LONGSECTION 2: INVERT KERB (0009)

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