APPENDIX B

DRAWINGS SHOWING DETAILS OF STORMWATER DETENTION BASIN
CONSTRUCTED AS PART OF HIGHWAY UPGRADE AT LAWSON
APPENDIX C

TABLE SUMMARISING ESTIMATED AVERAGE ANNUAL SOIL LOSS FROM HIGHWAY CORRIDOR
### TABLE C1

**ESTIMATED AVERAGE ANNUAL SOIL LOSS FROM HIGHWAY CORRIDOR**

<table>
<thead>
<tr>
<th>LESCA No.</th>
<th>Slope Length (m)</th>
<th>Gradient (%)</th>
<th>LS Factor</th>
<th>Sediment Load (tonnes/ha/yr)</th>
<th>Area Contributing to On-site Water (ha)</th>
<th>Sediment Load (m³/yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>15</td>
<td>6.0</td>
<td>0.64</td>
<td>58.9</td>
<td>0.165</td>
<td>6.5</td>
</tr>
<tr>
<td>2</td>
<td>60</td>
<td>3.0</td>
<td>0.57</td>
<td>52.5</td>
<td>0.036</td>
<td>1.3</td>
</tr>
<tr>
<td>3</td>
<td>180</td>
<td>6.2</td>
<td>2.54</td>
<td>234</td>
<td>0.408</td>
<td>63.6</td>
</tr>
<tr>
<td>4</td>
<td>100</td>
<td>7.0</td>
<td>2.37</td>
<td>218</td>
<td>0.112</td>
<td>16.3</td>
</tr>
<tr>
<td>5</td>
<td>250</td>
<td>6.0</td>
<td>2.91</td>
<td>268</td>
<td>0.714</td>
<td>128</td>
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<tr>
<td>6</td>
<td>20</td>
<td>4.5</td>
<td>0.54</td>
<td>49.7</td>
<td>0.026</td>
<td>0.9</td>
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<tr>
<td>7</td>
<td>30</td>
<td>13.0</td>
<td>2.26</td>
<td>208</td>
<td>0.104</td>
<td>14.4</td>
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<tr>
<td>8</td>
<td>140</td>
<td>8.0</td>
<td>3.07</td>
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<td>0.296</td>
<td>55.8</td>
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<tr>
<td>9</td>
<td>90</td>
<td>5.0</td>
<td>1.27</td>
<td>117</td>
<td>0.222</td>
<td>17.3</td>
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<td>10</td>
<td>400</td>
<td>2.5</td>
<td>1.50</td>
<td>138</td>
<td>0.917</td>
<td>84.4</td>
</tr>
</tbody>
</table>
CONSTRUCT NEW 440 cu m (APPROX) STORMWATER DETENTION BASIN IN LOT 3 IN DP 654035

CONSTRUCT 4 m INDEVELOPMENT, ACCESS ROAD TO NEW BASIN.

SURVEY REQUIRED TO CONFIRM DETAILS OF EXISTING PIPED DRAINAGE SYSTEM (OUTSIDE FRAME OF HIGHWAY, INCLUDING PIPED CROSSING OF RAIL LINE) IN ORDER TO QUANTIFY IMPACTS AT RAIL CORRIDOR.

LOT 145 IN DP 872202

UPGRADE CROSS DRAINAGE STRUCTURE TO 1 OFF 1000 RCP, AND INCORPORATE APPROPRIATE ENERGY DISSIPATION AND SCOUR PROTECTION MEASURES AT OUTLET.

EXISTING PIPED DRAINAGE TO BE DEMOLISHED AND REMOVED

INLET PIT AT EACH DRIVEWAY CROSSING (EXP.)

CONNECT NEW PIPED DRAINAGE INTO EXISTING CROSS DRAINAGE Structure

EXHAUST PRESSURE

EXHAUST PRESSURE

CONCEPT DRAINAGE STRATEGY

MOUNT VICTORIA VILLAGE SAFETY UPGRADE
DRAINAGE INVESTIGATION

Figure 5.2
SECTION 2 WORKS

DRAINAGE ELEMENTS COMPRISING CONCEPT DRAINAGE SYSTEM

PITS
- SO0 PIT
- S01 PIT
- SAS PIT
- SPECIAL
- HEADWALL

PIPECURRENT PIPE
- NEW PIPE
- (SIZE TBC)

KERB AND CHANNELS
- A TYPE KERB
- B TYPE KERB
- CATCHDIVERSION DRAIN

EXTENT OF PROPOSED HIGHWAY UPGRADE WORKS

EXISTING PIPE DRAINAGE SYSTEM
(TO BE RETAINED UNLESS NOTED OTHERWISE)

DIRECTION OF FLOW

PEAK FLOW LOCATION IDENTIFIER

CROSS DRAINAGE IDENTIFIER

LEGEND

Scale: 1:500

0 15 0 15 30 45 m