# APPENDIX FOUR STORMWATER DISCHARGE REPORT + PLANS



# SHELLY BAY STORMWATER DESIGN

Stormwater Discharge Report

## **DOCUMENT CONTROL RECORD**

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#### 1.0 INTRODUCTION

This Stormwater Design report has been prepared in support of an application to Greater Wellington Regional Council ("the Regional Council"), for Consent to discharge operational stormwater to land where it may enter water, from a new urban development associated with earthworks exceeding 3,000m<sup>2</sup>. The consent also seeks approval for the stormwater infrastructure including raingardens, tree pits, pipework, and inlets.

The stormwater design detailed in this report has been prepared based on the Masterplan development concept and sufficient information has been included to assess the likely stormwater runoff from the site and to make provision for the infrastructure required to properly manage it.

Water Sensitive Urban Design ("WSUD") measures such as rain gardens and tree pits have been incorporated into the stormwater design for water quality purposes.

The site extends over 12.4 Ha, and its legal description is Lots 1 – 8 DP 515825, Lot 100 DP 515825, Section 3 – 6 SO 339948, Section 10 SO 339948, Section 100 SO 528811, Lot 906 DP 548924, Lots 13 – 24 DP 548924 and Section 1 SO 419545.

The current Stormwater network is aged and of inadequate capacity for its current role, and insufficient in scope to cope with the demands of more intensive development such as that proposed. Currently no treatment is provided and the outfalls do not include adequate protection against erosion.

#### 2.0 PRELIMINARY STORMWATER DESIGN

A stormwater design concept was prepared by Envelope Engineering Limited ("Envelope") and consented as part of the Masterplan Resource Consent for the project. Wellington Water Limited reviewed the design and provided conditions and advice notes that were included in the granted consent.

The design includes a gravity system, incorporating drainage for the wider upland catchment as well as for the development site itself. The stormwater design including the extent of services required and likely runoff rates is based on the Masterplan plans guidelines and the Masterplan resource consent conditions.

As part of the design, the inclusion of WSUD measures has been provided for and these have been included as part of the landscaping design and provisions.

These have been specifically detailed as part of the Public Domain (road and esplanade) area of the project and will be required to be included in the hard stand areas of the development lots (by condition).



Fig 2.1: Development Concept

#### 2.1 OVERALL CONCEPT DETAILS

The overall stormwater concept is summarised in the following points:

- Any areas of existing road (i.e. Shelly Bay Rd between Miramar cutting and main Shelly Bay development area) that are upgraded and/ or provided with a shared pathway will remain as is. That means few catchpits or treatment, and stormwater generally sheds off the road through vegetation, towards the Coastal Management Area (CMA) (including outflows from the catchpits);
- Road runoff within the Shelly Bay Development will drain away from the CMA to raingardens as illustrated on the stormwater plans.
- Treatment is proposed for most trafficable areas, and as much of the non-trafficable areas as is practicable. Given the nature of the non-trafficable areas (being predominantly pedestrian areas), contaminant generation levels will be low and are not considered to generate environmental effects that would necessitate stormwater treatment mitigation.
- No roof materials will be zinc or copper in accordance with the conditions of the Masterplan resource consent conditions and therefore it is not necessary to treat runoff from the buildings;
- The private areas of roadway and hard stand (i.e. those in and around the buildings) will have coarse sediment traps installed (for example 'Litta Traps' or 'Enviropods') within catchpits and, where practicable, the majority of these areas will be treated. Treatment is not likely to be provided for small areas of the laneway because flows are not able to be directed to the roadway without amending the masterplan concept. The specific areas include short sections of laneway between the vehicle crossing and the internal parking zones which are required to be separately drained and not permitted to discharge onto the road (where they would otherwise have been collected by proposed rain garden features). The project engineers are confident that the discharge will not contain more than 15 milligrams per litre of total petroleum hydrocarbons prior to release (refer condition (ii) of Rule R48).
- The carpark areas at South and North Bay which existed but are upgraded will remain gravel and semi permeable. Refer application drawing 1098-01-GW805 that notes that 'flows from carpark will drain towards rocky coastal planting that will act as filter traps for sediment control prior to runoff entering the coastal management area'.
- Upstream surface stormwater flows will be passed through/ between the development out to the CMA in designated overland flowpaths; (generally will be collected into the proposed stormwater system and discharged) and,
- No stormwater detention is proposed due to proximity to the discharge point and that no watercourses will be affected.

#### 2.2 STORMWATER DISCHARGE

Stormwater design has been designed to the Wellington Water "*Regional Standard for Water Services 2019*", with the general design to a 10% AEP rainfall level including 20% increase for climate change. This has resulted in a design rainfall intensity (for Tc=10 minutes) of 84.5 mm/hr, based on HIRDS v4.0, RCP6.0.

There are significant upland catchments in the escarpments above the sites. These in turn however do not result in permanent water flows, but in one gully an intermittent water course has been identified (catchment E2). Refer map of upland catchments in Fig 2.1.1 below.



#### Fig 2.1.1: Upland catchments

Anticipated runoff for the various catchments has been assessed as follows:

- For the upland catchments a HEC-HMS analysis has been undertaken utilising the recommendations of "Reference Guide for Design Storm Hydrology" prepared for Wellington Water by Cardno; 2019. This has included a CN number of 54 applying to the total area, as recommended in the report, and an Initial Abstraction of 21.6mm based on 10% St.
- ii. For the development lots and public realm catchments a Rational Analysis utilising a C value of 0.95 for impermeable areas.

All contributing catchments are currently managed with an outdated stormwater system, that does not fit with the form of the proposed development.

A new network feeding to six outfalls has been proposed, with pipe sizes ranging from 300mm to 675mm diameter as indicated on the plans appended. As the designs for the development lots have not yet been finalised, details relating to private connections (including building and hardstand drainage connections) may vary.

The outfalls discharge at rates ranging from 52.17 L/s to 339.25 L/s (refer appendix) for the 10% AEP Event.



Fig 2.1.2: Proposed Stormwater Drainage Detail

Due to the proximity of the site to the coast, and in accordance with pre-application discussions, hydraulic neutrality has not been adopted.

#### 2.3 EPHEMERAL STREAM OVERFLOW STRUCTURE

The outlet to the ephemeral stream which discharges from catchment E2, incorporates a pipe and headwall with capacity for a 10% AEP storm event (with climate change). Behind this a riser weir with scruffy dome will have a capacity for 1% AEP events to avoid erosion of the stream bank.

The 1% AEP event increases runoff from 217 L/s to 510 L/s. This has resulted in the stormwater line to the outfall increasing in capacity to manage this additional flow.

The scruffy dome intake will be able to cater for this flow with a water level at 50mm above the top of the manhole.

This form of intake minimises the extent of encroachment into the stream bed to no more than 3-5m.

#### 2.4 STORMWATER OUTFALLS

New stormwater lines are to be constructed with coastal outfalls, either replacing existing mains or construction of new lines to accommodate the additional runoff generated. Within the site the construction will be managed by the erosion and sediment control provisions described in the draft Earthworks and Construction Management Plan. Additional measures will be required to accommodate the specific requirements of the outfall structures.

These will be integral with the upgraded seawall structures and therefore will be included in the seawall upgrade resource consent. While these works are not covered in the GWRC discharge permit for operational stormwater, the following information has been provided for reference.

#### 2.4.1 OUTFALL CONSTRUCTION

The current intention is to construct the seawalls as flexible structures, incorporating rip rap, which adjusts to settlement; it also serves to trap sediment and reduce flow velocities.

The nature of the stormwater runoff will include a combination of upland runoff from undeveloped vegetated hills above the site, and to a lesser extent treated stormwater runoff from the development lots and the road below. As a result we can confirm that the nature of the discharge will be in accordance with the Permitted Activity rules.

Riprap aprons should be constructed, where possible, at zero percent grade for the specified length. In general, ungrouted, properly sized riprap provides better assurance of long-term performance. Filter cloth laid between the soil and riprap to minimise the likelihood of soil erosion at the interface.

Construction of the outfall protection must be done at the same time as construction of the pipe outfall itself.

Generally, it is best to construct the outfall unit from the bottom up, to prevent concentrated flows from being discharged into an unstabilised location. Where the outfall is part of a replacement system, the existing outfall may be able to be utilised during the construction phase, If construction of the outfall system is done from the top end first, the entrance to the system should be blocked off to prevent flow from travelling through the pipe until the outfall protection is completed.

It is important that a sequence of construction be established and followed, such as, for example:

1. The foundation area will be cleared of trees, stumps, roots, grass, loose rock, or other unsuitable material.

2. The cross-section will be excavated to design with over-excavated areas backfilled with moist soil compacted to the density of the surrounding material.

3. Abrupt deviations from the design grade or horizontal alignment will be avoided.

4. Filter cloth and riprap will be laid line and grade and, in the manner specified. Sections of fabric should overlap at least 300 mm and extend 300 mm beyond the rock. The filter cloth will be secured at the edges via secure pins or a key trench.

5. The construction operations will be carried out to minimise erosion or water contamination, with all disturbed areas vegetated or otherwise protected against soil erosion. Rip Rap to be clean metal without included silt or clay. Temporary access to the coastal area should be constructed of similar material to avoid silt contamination.

6. Construction will be carried out at periods of low tide with progressive stabilisation at each stage to avoid erosion.



Fig 2.3.1: Typical Coastal Outfall Under Construction.

#### 3.0 WATER SENSITIVE URBAN DESIGN

#### 3.1 GENERAL

The Masterplan identifies the use of WSUD features to be adopted throughout the project.

Specifically, Raingardens and Tree Pits have been proposed for installation within the Public Realm and in the hardstand areas within the Development lots.

Raingarden Design is to be in accordance with "Water Sensitive Design for Stormwater: Treatment Device Design Guidelines", produced by Wellington Water, December 2019. This requires devices with a minimum area of 2% of the impervious area under treatment. The stormwater design proposed provides a treatment area more than this for the publicly trafficked area for the modified Shelly Bay Road, and the concept satisfies the WSUD provisions for the Development Lots despite building design not yet being finalised. This concept for the Development Lots is based on the current proposed building designs and the development and activities identified in the consented Master Plan.

Figure 3.1.1 below is an extract from the stormwater design plans and illustrates surface and piped flows within each of the catchments extending to the WSUD devices.



Fig 3.1.1: Raingarden Locations and Stormwater Flowpaths within the North Bay Public Realm

#### 3.2 WSUD DESIGN PROVISIONS

The nature of the WSUD features has evolved in response to the desire to provide suitable water quality treatment focussing on the removal of contaminants, while responding to the constraints of the site which included:

- Limitations of a brownfield development site.
- Flat contours, including in the road reserve and parking areas where limited drainage gradients were possible.
- A desire to minimise earthworks and retain existing landforms as much as possible.

The flat grades and the intended layout with a carparking area adjacent to the existing road has driven the need to propose small individual devices to fit within the carparks and to be fed from localised minor contouring within the relatively small resulting catchments.

The proposed aggregate area of raingardens (excluding tree pits) within the Public Realm (road and esplanade) is 159m<sup>2</sup> for a hardstand area of 5,909m<sup>2</sup>, giving a treatment area of 2.69%. In one low lying location a proprietary "Stormfilter" has been included due to difficulties in providing a raingarden successfully, and this is sized to treat an area of 929.69m<sup>2</sup>.

In addition to treatment via raingardens, tree pits are also proposed that will bring treatment to approximately 4% of the impervious area. Typical tree-pit details are included in Section 3 of the Stormwater Report.



The treated area is limited to the principal trafficked area (both public and private) and Eastern footpaths but does not include much of the seaward pedestrian areas due to practical limitations of existing contours, which tend to fall to the coast. The drawings submitted with this report include illustrations of the defined individual catchments applying to the respective raingardens (refer to plans 1098-01 GW801 – GW807). In all cases the 2% area is achieved for trafficable areas and in all but a few catchments it is achieved for the full area. It is also noted that in most cases areas of sections of the laneway have been included although as noted previously they are not expected to be approved as draining across the road. Generally the capacity is there should approval be granted.

The Public areas have been designed fully designed and proposed details are attached in the stormwater design plans. The effective treatment area provided by each raingarden is in accordance with the Wellington Water "Water Sensitive Design for Stormwater: Treatment Device Design Guideline", 2019 ("WSD Guideline"). Specific design details of the raingardens now include full depth concrete surrounds to maximise the effective areas where possible.

While it is proposed to comply with the minimum provision of 2% for the private Development lots including the commercial area, as noted these have not yet been confirmed due to the designs still being developed. Therefore, it is proposed that the provision of suitable treatment for the private development lots be a condition of the Resource Consent, in accordance with e options provided in the WSD Guideline.

Currently the tree pit area attached to individual raingardens, has not been included due to there not currently being a provision for their inclusion within the WSD Guideline. Because of this the tree pit areas have not been included in achieving the minimum 2% area required. We do understand however that the beneficial use of tree pits is recognised and that their inclusion will be looked on favourably by WWL and will provide effective treatment for an additional area. They would typically increase the effective treatment area by approximately  $4m^2$  per combination device.

With the proposed layout and extent of the devices we are confident that a significant benefit will be achieved due to the associated contaminant removal.

As the Public area raingardens are also designed to provide primary stormwater drainage for events larger than the Water Quality Flow, a Splay Catchpit has been designed to be included to ensure higher flow rates, that could otherwise cause damage to the raingardens, are diverted away from the raingardens to the stormwater network. The required Water Quality raingarden inflow in this instance will be directed to the device utilising a lower-level apron with erosion protection and ensure that the required 200mm minimum storage is provided before diversion occurs.





Fig 3.2: Raingarden Details

#### 3.3 SUMMARY AND CONCLUSION

In recognition of the importance of improving the quality of stormwater runoff, and with consideration also of the added importance of the receiving coastal environment, the development has embraced the adoption of Water Sensitive Urban Design to contribute to the improvement of the water quality of fresh and coastal waters.

There are often limitations imposed by working within a "brownfields" site however these have been largely overcome to achieve compliance with the Wellington Water WSD Guideline.

The inclusion of specifically designed bioretention devices such as raingardens, and a commitment to avoiding construction materials and forms of cladding that contribute to contamination by metals such as untreated Copper and Zinc will ensure best practice for stormwater management is achieved.

#### 4.0 LIMITATIONS

#### 4.1 GENERAL

This report has been prepared for Shelly Bay Taikuru and Egmont Dixon in respect of the Shelly Bay Development and its extent is limited to the scope of work agreed between the client and Envelope Engineering Limited. No responsibility is accepted by Envelope Engineering Limited or its directors, servants, agents, staff, or employees for the accuracy of information provided by third parties and/or the use of any part of this report in any other context or for any other purposes.



## APPENDICES

#### APPENDIX 1 CALCULATIONS

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   |  |  |  |  
  | STORMV   | VATER PIP   
   
   | E SIZE CA  | LCUATION  | NS - 1 IN 10 YE  
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| ENVELOPE<br>Stormwater Design Chart -  
   
   | Mannings Formula   | Ι.   | Ū  | (Y   
  | Project I<br>Location  | Name: SHE<br>SHELLY E   
   
   | AY ROAD  | , WELLING   | ITON W   
   |  | IAL  |  |  
  | Project N<br>Date: 20/   | lo: 1098-0<br>/08/21  | 1  |  
   |  |
| DRAN SECTION   
   
   | SUB-CATCHMENT<br>DETAILS   | SUBCATCHMENT<br>AREA (A)   | COEF OF RUNOFF (   | EFFECTIVE AREA (C.   
  | TIME OF CONC (IN   | RANFALL INTENSITY<br>(Including 16% Clima   
   
   | EFFECTIVE AREAS (C   | DESIGN DISCHARG<br>G= 2.78CIA   | TOTAL DISCHARG   
   | <b>HIPE LENGTH</b>   | PIPE CROSS-SECTION<br>AREA   | PPE MATERAL  | 'n' FACTOR   
  | PIPE SIZE  | ACTUAL SLOPE OI<br>SECTION  | VELOCITY   | CAPACITY   
   | SPARE CAPACITY   |
| SW LINE 1<br>To SWMH 1-4   
   
   | Existing Northern SBR  | ha<br>0.0408   | 0.95   | ha<br>0.0388   
  | min<br>10  | mm/hr<br>84.5   
   
   | ha<br>0.0388   | 1/s<br>9.12   | l/s  
   | m  | m  |  |  
  | mm   | %   |  | l/s  
   | l/s  |
| SWMH 1-4 to 1-3  
   
   | RG Catchment A<br>B1<br>B3   | 0.0419<br>0.0098<br>0.0145   | 0.95<br>0.95<br>0.95   | 0.0398<br>0.0093<br>0.0138   
  | 10<br>10<br>10   | 84.5<br>84.5<br>84.5  
   
   | 0.0398<br>0.0093<br>0.0231   | 9.36<br>2.18<br>5.43  | 16.97  
   | 35.8   | 0.071  | RCRRJ  | 0.013  
  | 300  | 1.50  | 2.55   | 118.4  
   | 101.5  |
| SWMH 1-3 to 1-2<br>SWMH 1-2 to OUTLET 1-1  
   
   | Line 2<br>B5   | 0.0280   | 0.52   | 0.0266   
  | 10   | 84.5  
   
   | 0.0266   | 90.87   | 107.83<br>114.08   
   | 10.0   | 0.071  | RCRRJ  | 0.013  
  | 300<br>375   | 2.00  | 2.98   | 136.8<br>214.7   
   | 28.9   |
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  | Project  | Name: SHE   
   
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| Stormwater Design Chart -<br>NOLD3S N<br>V V V   
   
   | Mannings Formula<br>BELVICHMENT<br>DETAILS   | SUBCATCHMENT<br>AREA(A)  | COEFF OF RUNOFF (C)  | EFFECTIVE AREA (CA)  
  | Location (rc) ADML   | RAINFALL NTENSITY<br>() (Including 16%<br>Climate)  
   
   | EFFECTIVE ARE AS<br>(CA)   | DESIGN DISCHARGE  | TOTAL DISCHARGE  
   | PIPE LENGTH  | PIPE CROSS-<br>SECTIONAL AREA  | PIPE MATERAL   | 'n' FACTOR   
  | Date: 20/<br>3ZIS 3did   | ACTUAL SLOPE OF SECTION   | VELOCITY   | CAPACITY   
   | SPARE CAPACITY   |
| SWMH 2-1 to 1-3  
   
   | RG Catchment R<br>RG Catchment S   | ha<br>0.0361<br>0.0283   | 0.95   | ha<br>0.0343<br>0.0269   
  | 10<br>10   | 84.5<br>84.5  
   
   | ha<br>0.0343<br>0.0269   | 8.05<br>6.32  | l/s  
   | m  | m  |  |  
  | mm   | %   |  | l/s  
   | I/s  |
|  
   
   | 82<br>84<br>E1   | 0.0378<br>0.0630<br><b>1.53</b>  | 0.95   | 0.0359<br>0.0599   
  | 10<br>10   | 84.5<br>84.5  
   
   | 0.0359   | 8.43<br>14.06<br>54.00  | 90.87  
   | 16.2   | 0.071  | RCRRJ  | 0.013  
  | 300  | 1.00  | 2.05   | 96.7   
   | 5.8  |
| Values highlighted yellow hav<br>ttchment E11 has been distribute  
   
   | e been determined via i<br>od proportionately amo  | HEC-HMS a<br>ngst E3, E4,  | nalysis<br>E5, E6, E7 and  |  
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| ENVELOPE<br>Stormwater Design Chart -<br>Z   
   
   | Mannings Formula   | ź  | Ŧ (C)  | (CA)   
  | Project  <br>Location  | SHELLY E  
   
   | AY ROAL  |   | |
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| OLD SW LINE 3  
   
   | SUB-CATCHME<br>DETAILS   | Z SUBCATCHMEI<br>AREA (A)  | COEFF OF RUNOF   | 2 BFFECTIVE AREA   
  | TIME OF CONC   | RANFALL INTEN<br>(i) (Including 16'<br>Climate)   
   
   | EFFECTIVE ARE<br>(CA)  | DESIGN DISCHA   |  
   | BIPELENGTH   | B SECTIONAL ARI  | PIPE MATERIA   | 'n' FACTOR   
  | BIPE SIZE  | ACTUAL SLOPE<br>SECTION   | VELOCITY   | CAPACITY   
   | SPARE CAPACI   |
| SWMH 3-8 to 3-7  
   
   | Stream (E2 + E9 + E10)   | 5.8950   | 0.05   | 0.10.44  
  | 10   | 045   
   
   | 0.10.44  | 217.00  | 217.00   
   | 10.0<br>16.6   | 0.110  | RCRRJ  | 0.013  
  | 375  | 7.15  | 6.75   | 468.8  
   | 251.8  |
| SWMH 3-6 to 3-5  
   
   | B6   | 0.0250   | 0.95   | 0.0237   
  | 10   | 84.5  
   
   | 0.0237   | 5.57  | 241.38   
   | 15.5   | 0.110  | RCRRJ  | 0.013  
  | 375<br>375   | 28.81   | 13.98  | 941.1  
   | 693.9  |
| SWMH 3-5 to 3-4<br>SWMH 3-4 to 3-3   
   
   | 88<br>84   | 0.0412   | 0.95   | 0.0391   
  | 10   | 84.5<br>84.5<br>84.5  
   
   | 0.0391   | 9.19  | 256.34<br>270.40   
   | 14.7   | 0.110  | RCRRJ  | 0.013  
  | 375<br>450   | 16.90   | 2.65   | 720.8<br>285.1   
   | 464.4  |
| SWMH 3-3 to 3-2  
   
   | RG Catchment T<br>RG Catchment U   | 0.0233<br>0.0337   | 0.95   | 0.0221<br>0.0320   
  | 10<br>10   | 84.5<br>84.5  
   
   | 0.0221   | 5.20<br>7.52  | 283.12   
   | 22.0   | 0.159  | RCRRJ  | 0.013  
  | 450  | 1.59  | 3.40   | 359.5  
   | 76.4   |
| SWMH 3-2 to OUTLET 3-1   
   
   | RG Catchment B<br>RG Catchment C<br>B5   | 0.0283<br>0.0288<br>0.0280   | 0.95   | 0.0268<br>0.0273<br>0.0266   
  | 10<br>10<br>10   | 84.5<br>84.5<br>84.5  
   
   | 0.0268<br>0.0273<br>0.0266   | 6.30<br>6.42<br>6.25  | |
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   | B/<br>Line 14  | 0.0248   | 0.95   | 0.0236   
  | 10   | 84.5  
   
   | 0.0236   | 5.53<br>31.62   | 339.25   
   | 17.0   | 0.283  | RCRRI  | 0.013  
  | 600  | 0.70  | 2.63   | 513.7  
   | 174.5  |
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| ENVELOPE<br>Stormwater Design Chart -  
   
   | Mannings Formula   | E  | (C)  | CA)  
  | Project I<br>Location  | Name: SHE<br>SHELLY E   
   
   | AY ROAL  | ), WELLING<br>뱅   | |
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| ENVELOPE<br>Stormwater Design Chart -<br>NOLUUS S<br>NOLUUS S<br>NOLU  
   | Mannings Formula<br>INBMHDL VD-805  
  | E SUBCATCHMENT<br>AREA(A)  | COEFF OF RUNOFF (C)  | EFFECTIVE AREA (CA)   | Project 1<br>Location<br>(v) JUNE OF CONC (v)  
   | RAINFALL NTENSITY RAINE RAINFALL NTENSITY RAINFALL NTENSITY Climate)  
   | Effective Areas   
  | DESIGN DISCHARGE  | TON US   | HIPE LENGTH   
  | BIPE CROSS-<br>SECTIONAL AREA  | PIPE MATERAL   | 'n' FACTOR  | Project N<br>Date: 20/<br>37/5<br>37/5<br>37/6   
   | ACTUAL SLOPE OF 80/130  | VELOCITY   | CAPACITY   | SPARE CAPACITY  
  |
| ENVELOPE<br>Stormwater Design Chart -<br>ROUS<br>SW LINE 4<br>To SWMH 4-3  
   
   | Mannings Formula<br>LX89 STVL<br>VY29<br>98<br>RG Catchment Y<br>RG Catchment Z  | a 208CATCHMENT<br>a 208CATCHMENT<br>a 2000 2000 2000 2000 2000 2000 2000 20  | COEFF OF RUNOFF (C)<br>COEFF OF RUNOFF (C)<br>COEFF OF RUNOFF (C)  | effective AREA (CA)  
  | I station<br>Line OF CONC (tc)   | RAINE ALL NTENSITY<br>RAINE ALL NTENSITY<br>RAINE ALL NTENSITY<br>(1) (Includeng 16%<br>mm/hr<br>(1) (Includeng 16%<br>(1) (Includeng 16%<br>(1) (Includeng 16%)<br>(1) (Inc  
   
   | LLY BAY<br>AY ROAL<br>(CV)<br>ELECLINE VIE VS<br>(CV)<br>ha<br>(CV)<br>ha<br>0.0490<br>0.0368  | Design Discharge<br>0-578CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-278CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA<br>0-2778CIA  |  | BIPE LENGTH   
  | PIPE CROSS-<br>SECTIONAL AREA  | PIPE MATERAL   | 'n' FACTOR  | Project N<br>Date: 20/<br>IZI<br>S<br>J<br>J<br>J<br>J<br>M<br>M<br>m<br>m   
   | ACTUAL SLOPE OF   | AFFOCILA   | CAPACITY   |   
  |
| ENVELOPE<br>Stormwater Design Chart -<br>Of Stormwater Design Chart -<br>Of Stormwater Design Chart -<br>SW LINE 4<br>To SW19414-3   
   
   | Mannings Formula<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVLIG<br>STVL   | LING<br>AVE 4(4)<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>1000016<br>100000000  | COEFF OF RUNOFF (C)<br>COEFF OF RUNOFF (C)   | ka<br>ba<br>0.0490<br>0.0359   
  | I stallor<br>I stallor<br>IIIVE OF CONC<br>IIIVE OF CONC<br>III<br>III<br>III<br>III<br>III<br>III<br>III<br>I   | SHELLY E<br>SHELLY E<br>SHELY E<br>SHELLY E<br>SHELY E<br>SHELLY E<br>SHELY   
   | LLY BAY<br>AY ROAL<br>(CV)<br>Ba<br>ba<br>0.0490<br>0.0359  
  | 0, WELLING<br>DESIGN DESIGN DESIG   |  | BIGE LENGTH  | BIPE CROSS-<br>SECTIONAL AREA  
   | PIPE MATERAL   | 'n' FACTOR  | Project N<br>Date: 20/<br>JZIS<br>JJ<br>Ma   | ACTUAL SLOPE OF<br>SECTION  
   | n kerocity   |  | s spare capacity   |
| NVELOPE<br>Bromwater Design Chart -<br>VO<br>Stromwater Design Chart -<br>Stromwater Desi  
   | Mannings Formula<br>UN S S VI<br>VI JO<br>985<br>RG Catchment Y<br>RG Catchment Z<br>BI6<br>E4<br>BI5<br>BI7<br>BI9   
  | LKBWH-DLW 2000<br>ha<br>0.0516<br>0.0388<br>0.0504<br>0.0375<br>0.0375<br>0.0375   | COEH 06 KM NOEH (C)<br>COEH 06 KM NOEH (C)<br>COEH 07 KM NOEH (C)<br>C)<br>COEH 07 KM NOEH (C)<br>C)<br>COEH 07 KM NOEH (C)<br>C)<br>COEH 07 KM NOEH (C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C  | (Y)<br>Y3W<br>34<br>L)<br>34<br>ha<br>ha<br>0.0490<br>0.0368<br>0.0479<br>0.0359<br>0.0372<br>0.0480<br>0.0462  | 1 100000000000000000000000000000000000   
   | Name:         SHELLY I           CSHELLY I         %9 (0) (0) (0) (0) (0) (0) (0) (0) (0) (0)   
   | LLY BAY<br>AY ROAL<br>SV 30 (V)<br>(V)<br>1000<br>0.0359<br>0.0359<br>0.0372<br>0.0372<br>0.0372<br>0.0480<br>0.0262  
  | ), WELLING<br>1997 YOU<br>100 YOU<br>10   | TON  | HLSNBT 384   | a SECTIONAL AREA   | TV891LEW 384  
  | 1, FACTOR   | Project N<br>Date: 20/<br>12/<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>32<br>12<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55  | C: 1098-00<br>/08/21<br>9C:LINY STORE OF<br>%   | AEDOTEA   
  | Crevent<br>1/s   | SPARE CAPACITY   |
| ENVELOPE<br>Bromwater Delign Chart-<br>VU<br>SU<br>SW04143to 43<br>SW04143to 42<br>SW04142to OUTLET41  
   
   | Mannings Formula<br>January Stream Stre   | LING (Y)<br>Ma<br>Ma<br>Ma<br>Ma<br>Ma<br>Ma<br>Ma<br>Ma<br>Ma<br>Ma   | COEL:  | V32<br>V32<br>V32<br>V32<br>V32<br>V32<br>V32<br>V32<br>V32<br>V32  | Project 1<br>Location<br>(c) (c) (c) (c) (c) (c) (c) (c) (c) (c)  
  | Lame: SHE<br>SHELLY F<br>(SHELLY F<br>(SHEL) SHEL<br>(SHEL) SHEL<br>(SHELLY F<br>(SHEL) SHEL<br>(SHEL) S   
  | LLY BAY<br>AY ROAL<br>SY WY (YC)<br>Ha<br>0.0490<br>0.0359<br>0.0479<br>0.0359<br>0.0359<br>0.0262<br>0.0221<br>0.0320   | 0, WELLING<br>00<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10  
   | 570N<br>1755<br>1755<br>49.85<br>76.02   | HLSNGT 384   | BIE CROSS-   | RCRRJ  
   | 1,1 FACTOR  | Project N<br>Date: 20/<br>IZS<br>Jac<br>E<br>mm<br>300   | % VCLINY STORE OF<br>% XCLINY STORE OF<br>% 3.000   | ALIOOTIA   
   | Cerearch   |  |
| Stremwater         Design  
   
   | Manufage Formula<br>Second Second Secon   | LIGHWHCJLW28<br>ha<br>0.0516<br>0.0388<br>0.0504<br>0.0378<br>0.0458<br>0.02458<br>0.0276<br>0.0233<br>0.0337  | CO254 0, 8 GNO 24 (c)<br>CO254 0, 8 GNO 24 0, 0<br>CO254 0, 95<br>CO254 0, 95<br>CO256 0,  | (C)<br>53<br>54<br>54<br>54<br>54<br>54<br>54<br>54<br>54<br>54<br>54   | Location<br>Location<br>(c)<br>(c)<br>(c)<br>(c)<br>(c)<br>(c)<br>(c)<br>(c)<br>(c)<br>(c)   | Climate) 102 Clima   
   
  | LLY BAY<br>AY ROAL<br>SY BAY<br>SY BAY<br>(FC)<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B  | D, WELLING<br>320<br>34770<br>3553<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36<br>36  
   | TON  | HLONG1 344<br>m<br>21.5  | B 25CLIONNT VIEW<br>0.007  | RCRRJ  
   | 1,1 FACTOR  | Project N<br>Date: 20/<br>E05<br>300<br>300<br>600   | Vectors of the second s  | 3.70<br>2.82   | L/s<br>1/s<br>167.5<br>549.2   
   | 273.3  |
| SWELOFE           Bornwater Delign Chart           VG           SWMH 43:0           SWMH 43:0           SWMH 42:0:0UTLET 41           SWMH 42:0:0UTLET 41           SWMELOPE           SWMENDER  
   
   | Mannings Formula<br>50 Stress<br>50 S   | LIX (V) V 28 V<br>ha<br>0.0516<br>0.0556<br>0.0576<br>0.0576<br>0.0577<br>0.0576<br>0.0577<br>0.0576<br>0.0576<br>0.0576<br>0.0576<br>0.0576<br>0.0576<br>0.0556<br>0.0557<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0.0556<br>0. | C084 06 870 064 (C)<br>0 95<br>0 95<br>0<br>0 95<br>0<br>0 95<br>0<br>0 95<br>0<br>0<br>0 95<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | (C)<br>V 24<br>V 24 | Project 1<br>Location<br>(2)<br>(2)<br>(2)<br>(2)<br>(2)<br>(2)<br>(2)<br>(2)<br>(2)<br>(2)  | Lune SHELLY (<br>SHELLY (<br>LUSSEL)   
   
   | LLY BAY ROAL<br>AY ROAL<br>SY ROAL<br>SY ROAL<br>SY ROAL<br>0.0490<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0359<br>0.0490<br>0.0359<br>0.0490<br>0.0359<br>0.0490<br>0.0490<br>0.0359<br>0.0490<br>0.0490<br>0.0490<br>0.0359<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.0490<br>0.04   | ), WELLING<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>10   | TON  
   | HLONGT 344   | а вессиональное система и маке систова.<br>В сессиональное система и маке систова.   | RCRRJ<br>RCRRJ   | VOLDY12, V   
  | Project N 20/  | Kernel Construction     Kernel Construction     Kernel Construction     Kernel Construction     Kernel Construction   | A COORA  | 167.5<br>549.2   
   | 273.3  |
| NVELOPE<br>Bromwater Design Chart-<br>0<br>SW LINE 4<br>To SW104 43 to 42<br>SW104 53<br>SW104 53<br>S   
   | Mannings Formula<br>Mannings Formula<br>STATES<br>BIG Catchment Y<br>BIG Catchment A<br>BIG<br>BIG Catchment G<br>BIG CATC  
  | 848CATCHMBNT 842000 1000000000000000000000000000000000   | ()<br>0.85<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0.95<br>0. | (√)   | Image: Construction  | Aume: SHELLY (1997)<br>SHELLY (1997)<br>August 1997)<br>August 1997<br>August   
   
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<td>нцона за на на</td> <td>a         PME CROSS-         0           13         SCCIDNAL, MEK         0           12.00         0         0</td> <td>Incertain and and and and and and and and and an</td> <td>x, tyccos<br/>x, tyccos<br/>x, tyccos<br/>x, tyccos</td> <td>Project N Date 20/<br/>Bate 20/<br/>3000<br/>5000<br/>5000<br/>5000<br/>5000<br/>5000<br/>5000<br/>50</td> <td>c: 1098-0     0</td> <td>1<br/>2.82<br/>2.82<br/>2.82<br/>2.82<br/>2.82</td> <td>ьстрания и полнания и полнани<br/>И полнания и полнания и</td> <td>2738</td>  
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  | a         PME CROSS-         0           13         SCCIDNAL, MEK         0           12.00         0         0  | Incertain and and and and and and and and and an   | x, tyccos<br>x, tyccos<br>x, tyccos<br>x, tyccos  | Project N Date 20/<br>Bate 20/<br>3000<br>5000<br>5000<br>5000<br>5000<br>5000<br>5000<br>50   
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| NVELOPE<br>Bromwater Design Chart -<br>VG<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 5310 52<br>SWMH 5310 52<br>SWMH 5310 52<br>SWMH 5310 52<br>SWMH 5310 52  
   
   | Mannings 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 | Image: Constraint of the second sec   | Project 1           ID         ID  | Junce SHE         Junce SHE           STRELLY I         Non-Source           STRELLY I         Non-Source           STRELLY I         Non-Source           Strength         Non-Source <td>LLY BAY<br/>MY ROAL<br/>597 WOL
(VC)<br/>10.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0359<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559<br/>0.0559</td> <td>→ WELLINCC     399     → VC0000     →     →     →     ×</td> 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| SWELOPE           Bornwater Design Chart           Bornwater Design Chart           SWM0143           To SWM0143           SWM0153           SWM0153 <td>Manihige Formula<br/>Very State<br/>Provide State<br/>RG Catchinent V<br/>RG Catchinent V<br/>RG Catchinent V<br/>RG Catchinent 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<td>10000000000000000000000000000000000000</td> <td>Cost: 0 4 9000 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>C 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4</td> <td>Project 1<br/>Location<br/>20<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0</td> <td>Street SPE           SHELLY         Transaction           SHELLY         Transact</td> <td>LLY BAY<br/>NO 2014<br/>NO 2014<br/>No</td> <td>2) WELLING<br/>305 WT 0000 C 1000 C 1000</td> <td>TON<br/>49.85<br/>49.85<br/>76.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.02<br/>776.</td> <td>нцэнатаан<br/>п<br/>215<br/>18.2<br/>18.2<br/>18.2<br/>18.2<br/>18.2<br/>23.0<br/>24.0<br/>35.0</td> <td>a sectional Alexandree and a sectional Alexandree and a</td> <td>Press was and a construction of the constructi</td> <td>2, 1970 00<br/>2, 1970 000</td> <td>Project N N</td> <td>control and a second a s</td> <td>4<br/>Loogy<br/>3.70<br/>2.82<br/>2.82<br/>2.05<br/>2.05<br/>2.05</td> <td>истороди<br/>1/2<br/>1/2<br/>1/2<br/>1/2<br/>1/2<br/>1/2<br/>1/2<br/>1/2</td> <td>144<br/>150<br/>150<br/>150<br/>150<br/>150<br/>150<br/>150<br/>150</td> | Manihige Formula<br>Very State<br>Provide State<br>RG Catchinent V<br>RG Catchinent V<br>RG Catchinent V<br>RG Catchinent I<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>Bits<br>B | 10000000000000000000000000000000000000  
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  | LLY BAY<br>NO 2014<br>NO  | 2) WELLING<br>305 WT 0000 C 1000  |
TON<br>49.85<br>49.85<br>76.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.02<br>776.   | нцэнатаан<br>п<br>215<br>18.2<br>18.2<br>18.2<br>18.2<br>18.2<br>23.0<br>24.0<br>35.0  | a sectional Alexandree and a   | Press was and a construction of the constructi | 2, 1970 00<br>2, 1970 000 | Project N N  | control and a second a s   | 4<br>Loogy<br>3.70<br>2.82<br>2.82<br>2.05<br>2.05<br>2.05   
   | истороди<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2   | 144<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>150  |
| NVELOPE<br>BROWNWEET Design Chart -<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 4310 42<br>SWMH 5310 52<br>SWMH 54   
   | Mannings Formula<br>S S S S S S S S S S S S S S S S S S S   
  | Light Curves and Curve   | CO24 0 1900<br>0 095<br>0 005<br>0 0   | X         3           3         3           4         3           5         3           5         3           0.0359         0.0359           0.0350         0.0320           0.0320         0.0320           0.0320         0.0320           0.0320         0.0321           0.0320         0.0322           0.0357         0.0357           0.0358         0.0357           0.0359         0.0357           0.0324         0.0326           0.0325         0.0357           0.0326         0.0357           0.0359         0.0357           0.0358         0.0357           0.0358         0.0357           0.0358         0.0357   | Project 1           Jocation   | James SHE         James SHE           SMELLY I         Image: SHELLY I  
   
   | LLY BAY<br>AY ROAL<br>AY ROAL<br>SY BY (YC)<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha  | 2, WELLING<br>2007 10/2<br>2007   | TON<br>30<br>47.85<br>47.85<br>47.85<br>76.92<br>278.40<br>76.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>776.92<br>77   | ноятые<br>м<br>215<br>182<br>182<br>182<br>182<br>182<br>182<br>182<br>182  
  | A PRECIONAL AREA<br>B PRECIONS:<br>B PRECIONAL AREA<br>C 0 0<br>C 0<br>C  | PCERJ<br>PCERJ<br>RCERJ<br>RCERJ<br>RCERJ  | , 449CLOR   | Project N N<br>55 55 55 55 55 55 55 55 55 55 55 55 55   
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| NVELOPE           Bornwater Design Chart           G           SWMH 43 to 42           SWMH 53 to 52           SWMH 54 to 54 to 51           SWMH 54 to 54 to 51   
   
   | Mannings Formula<br>Sec State<br>Sec  | LingerCuryons ha 0.0556 0.00377 0.00377 0.00376 ha 0.00377 0.00077 0.0   | COBE 0: 48000 ± 50000 ± 50000 ± 50000 ± 50000 ± 500000000   | ()<br>3<br>3<br>3<br>3<br>3<br>4<br>4<br>4<br>5<br>5<br>4<br>4<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5   | Project 1<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>1  
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  | Project N N  | correction of the second  | 1<br>200<br>205<br>205<br>205<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4   | 1/2<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2<br>1/2   
   | аме сомада<br>вале   |
| NVELOPE<br>Bromwater Delign Chart -<br>SWMH 43:0: 42<br>SWMH 43:0: 42<br>SWMH 43:0: 42<br>SWMH 43:0: 42<br>SWMH 43:0: 42<br>SWMH 43:0: 42<br>SWMH 53:0: 51<br>SWMH 53:0: 51<br>SWMH 53:0: 52<br>SWMH 54:0: 52  
   | Manning: Formula<br>Status<br>Status<br>Bio Catchament V<br>Bio Catchament V<br>Bio Catchament A<br>Bio S<br>Bio  
  | LightCorrection of the second  | U         45000           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055           0.055         0.055  | Image: Constraint of the second sec   | Project 1           Location           <  | State         State <th< td=""><td>LLY BAY<br/>AY ROAL<br/>978 WAY (S)<br/>100470<br/>000357<br/>000357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>100357<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10057<br/>10</td><td>2. WELLINKC 4<br/>305 WELLINKC 4<br/>305 WELLINKC
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ани по по</td><td>a PPEC CROSS<br/>B PEC CROSS<br/>B SECTIONAL AREA<br/>B S</td><td>YVPELVM 366</td><td>vi HACTOR</td><td>Project N N</td><td>1098-0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0<br/>0</td><td>4 Luoga<br/>3.70<br/>2.05<br/>2.05<br/>2.05<br/>4 Luoga<br/>4 Luog</td><td>Совусаль<br/>1/3<br/>1/3<br/>1/3<br/>1/3<br/>1/3<br/>1/3<br/>1/3<br/>1/3</td><td>2015 2015 2015 2015 2015 2015 2015 2015</td></th<>   | LLY BAY<br>AY ROAL<br>978 WAY
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   | a PPEC CROSS<br>B PEC CROSS<br>B SECTIONAL AREA<br>B S   | YVPELVM 366  | vi HACTOR   | Project N N  | 1098-0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
  | 4 Luoga<br>3.70<br>2.05<br>2.05<br>2.05<br>4 Luoga<br>4 Luog | Совусаль<br>1/3<br>1/3<br>1/3<br>1/3<br>1/3<br>1/3<br>1/3<br>1/3   | 2015 2015 2015 2015 2015 2015 2015 2015  |

ENVELOPE					Project N	lame: SHE	LLY BAY							Project N	lo: 1098-0	1		
Stormwater Design Chart - NOLDOS NOCLOSS NOCLOSS	BETALS DETALS	E SUBCATCHMENT AREA (A)	COEF OF RUNOFF (C)	EFFECTIVE AREA (CA)	LIME OF CONC (tc)	RAINFALL IN TENSITY (i) (Including 16% Climate)	EFFECTIVE AREAS (CA)	DESIGN DISCHARGE	TOTAL DISCHARGE	PPE LENGTH	PIPE CROSS- SECTIONAL AREA	PIPE MATERIAL	'n' FACTOR	Date: 20,	ACTUAL SLOPE OF SECTION	VELOCITY	CAPACITY	SPARE CAPACITY
SWMH 7-6 to 7-5	RG Catchment K B20 B21 B22 P22	0.0930 0.1886 0.0099 0.0755	0.95 0.95 0.95 0.95	0.0883 0.1792 0.0094 0.0717	10 10 10 10	84.5 84.5 84.5 84.5 84.5	0.0883 0.1792 0.0094 0.0717	20.75 42.09 2.21 16.84							20			
SWMH 7-5 to 7-4	E6 B27 RG Catchment I	0.0273	0.95	0.0136	10	84.5	0.0136	8.20 3.20	96.22 99.42	33.5 34.5	0.159	RCRRJ	0.013	450 525	0.50	1.83	201.6	105.4 172.6
SWMH 7-3 to 7-2	RG Catchment M B29	0.0550	0.95	0.0522 0.0344	10 10 10	84.5 84.5	0.0522	34.29 12.27 8.07	146.22 166.57	31.5	0.283	RCRRJ RCRRJ	0.013	600 600	0.30	1.66	336.3 336.3	190.1 169.7
SWMH 7-2 to OUTLET 7-1	RG Catchment N RG Catchment O B31 B33 B36 Line 9	0.0214 0.0369 0.0269 0.0335 0.0168	0.95 0.95 0.95 0.95 0.95 0.95	0.0203 0.0351 0.0255 0.0318 0.0159	10 10 10 10 10	84.5 84.5 84.5 84.5 84.5	0.0203 0.0351 0.0255 0.0318 0.0159	4.77 8.24 6.00 7.48 3.74 59.56	256.37	485	0.358	RCRRI	0.013	675	0.30	179	460.4	204.0
ENVELOPE	Magazine Formula				Project N	ame: SHE	LLY BAY		TON					Project N	lo: 1098-0	1		
	SUB-CATCHMENT DETAILS	r SUBCATCHMENT AREA (A)	COEFF OF RUNOFF (C)	EFFECTIVE AREA (CA)	TIME OF CONC (rc)	RAINFALL INTENSITY () (Including 16% Climate)	EFFECTIVE AREAS (C.A.)	DESIGN DISCHARGE		PIPE LENGTH	PIPE CROSS- SECTIONAL AREA	PIPE MATERIAL	'n' FACTOR	Jace: 20, 3715 3616	ACTUAL SLOPE OF	VELOCITY	CAPACITY	SPARE CAPACITY
SWMH 8-2 to 8-1 SWMH 8-1 to 7-4	B24 B25 E7 RG Catchment AA	0.0100 0.0100 0.0880 0.0551	0.95	0.0095 0.0095 0.0523	10 10	84.5 84.5 84.5	0.0095 0.0095 0.0095 0.0523	2.24 2.23 3.50 12.29	7.97	21.0	0.071	RCRRJ	0.013	300	1.29	2.35	109.8	101.9
	528	0.0629	0.95	0.0597	10	84.5	0.0597	14.03	34.29	232	0.071	NC KKJ	0.013	300	3.50	4.02	180.9	140.0
ENVELOPE Stormwater Design Chart -	Mannings Formula	1	#(C)	(CA)	Project N Location	lame: SHE SHELLY E	AY ROAD	, WELLING 嫫			EA	-		Project N Date: 20,	<mark>/08/21</mark> ඊ	1		È
DRAIN SECTIO	SUB-CATCHME DEFAILS	Z SUBCATCHME AREA (A)	COEFF OF RUNOI	Z EFFECTIVE AREA	TIME OF CONC	RAINFALL INTEN (i) (Including 16 Climate)	EFFECTIVE ARE (CA)	DESIGN DISCHA		BIPELENGTH	BIPE CROSS- SECTIONAL AR	PIPE MATERIA	'h' FACTOR	BIPE SIZE	ACTUAL SLOPE SECTION	VELOCITY	CAPACITY	sPARE CAPAC
SWMH 9-2 to 9-1	RG Catchment AC RG Catchment AD B34 B35	0.0247 0.0278 0.0136 0.0312	0.95 0.95 0.95 0.95	0.0235 0.0264 0.0129 0.0296	10 10 10	84.5 84.5 84.5 84.5	0.0235 0.0264 0.0129 0.0296	5.52 6.21 3.03 6.95	21.72	33.0	0.071	RCRRJ	0.013	300	1.00	2.05	96.7	75.0
SWMH 9-1 to 7-2	RG Catchment AB B30 B32 E8	0.0328 0.0475 0.0503 0.2090	0.95 0.95 0.95	0.0312 0.0451 0.0478	10 10 10	84.5 84.5 84.5	0.0312 0.0451 0.0478	7.33 10.59 11.23 8.70	59.56	23.5	0.071	RCRRJ	0.013	300	4.80	4.75	211.9	152.3
ENVELOPE Stormwater Design Chart -	Mannings Formula	•	1		Project N Location	lame: SHE SHELLY E	LLY BAY	). WELLING			I			Project N	lo: 1098-0 /08/21	1		
DRAINSECTION	SUB-CATCHMENT DETAILS	SUBCATCHMENT AREA (A)	COEFF OF RUNOFF (C)	EFFECTIVE AREA (CA)	TIME OF CONC (tc)	RAINFALL INTENSITY (i) (Including 16% Climate)	EFFECTIVE AREAS (CA)	DESIGN DISCHARGE	TOTAL DISCHARGE	PIPE LENGTH	PIPE CROSS- SECTIONAL AREA	PIPE MATERIAL	'n' FACTOR	PIPE SIZE	<ul> <li>ACTUAL SLOPE OF SECTION</li> </ul>	VELOGITY	CAPACITY	SPARE CAPACITY
SWMH 10-4 to 10-3	RG Catchment P RG Catchment Q B35 B37	0.0320 0.0173 0.0312 0.0083	0.95 0.95 0.95 0.95	0.0304 0.0164 0.0296 0.0078	10 10 10 10	84.5 84.5 84.5 84.5 84.5	0.0304 0.0164 0.0296 0.0078	7.15 3.86 6.95 1.84	19.80	41.5	0.071	RCRRJ	0.013	300	0.50	1.40	68.4	48.6
SWMH 10-3 to 10-2	B38 SBR 1 SBR 2 Line 11	0.0096 0.0511 0.0478	0.95 0.95 0.95	0.0092 0.0486 0.0454	10 10 10	84.5 84.5 84.5	0.0092 0.0486 0.0454	2.15 11.41 10.66 268.00	312.03	46.0	0.283	RCRRJ	0.013	600	0.74	2.71	528.2	216.2
	B40 B41 B42 B43 B44 Line 12	0.0120 0.0128 0.0158 0.0106 0.0114 0.0109	0.95 0.95 0.95 0.95 0.95 0.95	0.0114 0.0121 0.0150 0.0101 0.0108 0.0103	10 10 10 10 10	84.5 84.5 84.5 84.5 84.5 84.5	0.0114 0.0121 0.0150 0.0101 0.0108 0.0103	2.88 2.85 3.52 2.37 2.55 2.43	409.70	0.5	0.259	PC DD 1	0.012	478	100	2.42	840.6	244.9
	Line iZ							100.3/	4¥3./¥	9.0	0.398		0.013	6/0	1.00	3.43	040.0	
ENVELOPE					Project	lame: SHE	LLY BAY		7011					Project N	lo: 1098-0	1		
Stormwater Design Chart - NOLUSS NV 200 SW LINE 11	DELAILS	Z SUBCATCHMENT Z AREA (A)	COEFF OF RUNOFF (C)	Z EFFECTIVE AREA (CA)	B TIME OF CONC (rc)	B RAINFALL INTENSITY	FFECTIVE AREAS (CA)	DESIGN DISCHARGE		BIPELENGTH	PIPE CROSS- SECTIONAL AREA	PIPE MATERIAL	'h' FACTOR	Jate: 20, 3215 3414 mm	ACTUAL SLOPE OF 12/90	VELOCITY	CAPACITY	SPARE CAPACITY
SWMH 11-3 to 11-2 to 11-1 to 10-3	3 E12 E13	4.2200 3.7930						176.00 92.00	268.00	-	0.110 0.159	RCRRJ RCRRJ	0.013	(minimu 375 450	n values) 7.58 3.00	6.96 4.77	482.7 493.8	214.7 225.8

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   | Stormwater Design Chart -   | Mannings Formula   |  
   |  |  
   | Location   | SHELLY   
   | AY ROAL   | ), WELLING  | ITON                                      |   |   
  |  |                | Date: 20  | /08/21   |  |                            |   
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| NMM10     NMM10     NM   
   
   | DRAIN SECTION   | SUB-CATCHMENT<br>DETAILS   | SUBCATCHMENT<br>AREA (A)   
   | COEFF OF RUNOFF (C)  | EFFECTIVE AREA (CA)  | TIME OF CONC (tc)   
  | RAINFALL INTENSITY<br>(i) (Including 16%<br>Climate)   
   | 0   | DESIGN DISCHARGE<br>Q= 2.78CIA  | TOTAL DISCHARGE                           | <b>PIPE LENGTH</b>                                  | PPE CROSS-<br>SECTIONAL AREA  
  | PIPE MATERIAL  | 'n' FACTOR     | PIPE SIZE   | ACTUAL SLOPE OF<br>SECTION   | VELOCITY                               | CAPACITY                   | SPARE CAPACITY  |
| Sympty Trans     Math     Origination     Originatio   
   
   | SW LINE 12  |  | ha   
   |  | ha   | min   
  | mm/hr  
   | ha  | l/s   | l/s                                       | m   | m  |  
   |                | mm  | %  |  | l/s                        | l/s   |
| Bits         3,790         Corr         100         100,00   
   
   | SWMH 12-2 to 12-1   | B40  | 0.0128   
   | 0.95   | 0.0121   
   | 10   | 84.5     
   | 0.0121  | 2.85  |   |   |   
  |  |                |   |  |  |                            |   
   |
| Non-10 21:0 10:0       Bet       Outs  
   
   |   | E14  | 3.7930   
   |  |  |   
  |  
   |   | 159.00  | 161.85                                    | 12.7  | 0.071  | RCRRJ  
   | 0.013          | 300   | 20.00  | 10.08                                  | 432.5                      | 270.6   |
| NUMB         Number         Number <td>SWMH 12-1 to 10-2</td> <td>B41</td> <td>0.0158</td> <td>0.95</td> <td>0.0150</td> <td>10</td> <td>84.5</td> <td>0.0150</td> <td>3.52</td> <td>165.37</td> <td>22.5</td> <td>0.110</td> <td>RCRRJ</td> <td>0.013</td> <td>375</td> <td>5.00</td> <td>5.58</td> <td>392.1</td> <td>226.7</td>   
   
   | SWMH 12-1 to 10-2   | B41  | 0.0158   
   | 0.95   | 0.0150   | 10  
  | 84.5   
   | 0.0150  | 3.52  | 165.37                                    | 22.5  | 0.110  | RCRRJ  
   | 0.013          | 375   | 5.00   | 5.58                                   | 392.1                      | 226.7   |
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   | stormwater Design Chart -   | Mannings Formula   |  
   | Û  | - F  | Location  
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   | 1              | Date: 20  | /08/21   |  |                            |   |
| SMM18 19     No.     N   
   
   | DRAIN SECTION   | SUB-CATCHMENT<br>DEFAILS   | SUBCATCHMENT<br>AREA (A)   
   | COEFE OF RUNOFF (  | EFFECTIVE AREA (C.   | TIME OF CONC (10  
  | RAINFALL INTENSIT<br>(i) (Including 16%<br>Climate)  
   | 0   | DESIGN DISCHARG<br>G= 2.78CIA   | TOTAL DISCHARG                            | PIPE LENGTH   | PPE CROSS-<br>SECTIONAL AREA  
  | PIPE MATERIAL  | 'n' FACTOR     | PIPE SIZE   | ACTUAL SLOPE OF<br>SECTION   | VELOCITY                               | CAPACITY                   | SPARE CAPACITY  |
| SYMME 13 2 is OUTLET 13 1     845     0.001     0.95     0.004     10     845     0.0014     327     Low   
   
   | SW LINE 13  |  | ha   
   |  | ha   | min   
  | mm/hr  
   | ha  | l/s   | l/s                                       | m   | m   
  |  |                | mm  | %  |  | l/s                        | l/s   |
| 846       0018       0.05       0.010       0.0       84.5       0.010       2.45       0.000       15       0.00       F       0.00       76       1.4       0.20       77.6       1.4       2.20       77.6       1.4       1.20       2.20 <th2.20< th=""> <th2.20< th=""> <th2.20< <="" td=""><td>SWMH 13-2 to OUTLET 13-1</td><td>B45</td><td>0.0151</td><td>0.95</td><td>0.0144</td><td>10</td><td>84.5</td><td>0.0144</td><td>3.37</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th2.20<></th2.20<></th2.20<>   
   
   | SWMH 13-2 to OUTLET 13-1  | B45  | 0.0151   
   | 0.95   | 0.0144   
   | 10   | 84.5     
   | 0.0144  | 3.37  |   |   |   
  |  |                |   |  |  |                            |   
   |
| 38.3         0.007         0.73         0.037         0.03         0.037         9.47         0.007         9.47         0.007         0.03  
   
   |   | B46  | 0.0118   
   | 0.95   | 0.0112   
   | 10   | 84.5     
   | 0.0112  | 2.63  |   | 11.6  | 0.110   
  | 00001  | 0.012          | 675   | 104  | 2.00                                   | 007.0                      | 000 F   
   |
| NULDOE         Project Nume SKELY BAY         Design Chart - Manning Formula         Project Nume SKELY BAY         Design Chart - Manning Formula         Design Chart - Manning Formula <th< td=""><td></td><td>SBK3</td><td>0.0417</td><td>0.95</td><td>0.0396</td><td>10</td><td>84.5</td><td>0.0396</td><td>9.30</td><td>15.30</td><td>11.5</td><td>0.110</td><td>RCRRJ</td><td>0.013</td><td>3/8</td><td>1.04</td><td>3.20</td><td>237.8</td><td>222.0</td></th<>  
   
  |   | SBK3   | 0.0417  
  | 0.95   | 0.0396   | 10   
   | 84.5  
  | 0.0396  | 9.30  | 15.30                                     | 11.5  | 0.110  | RCRRJ   
  | 0.013          | 3/8   | 1.04   | 3.20                                   | 237.8                      | 222.0   |
| NUELOPE         Project Name: SHELY BAY  
   
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| NHLOPE         Project Name: SHELLY BAY         Project Name: SHELLY BAY ROAD, WELLINGTON         Date: 20/08/21           VIEW         VIEW <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>  
   
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| Normatic Design Chart. Manning: Formuta         LocationSHELLY BAY ROAD, WELLINGTON         Date: 20.08/21           Normatic Design Chart. Manning: Formuta         Use and the second s  
   
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   | LLY BAY   |   |   |   |   
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| SWUNE14         ha         ha         ha         m         mm/m         ha         U/s         U/s         U/s         m   
   
   | ENVELOPE<br>Stormwater Design Chart -   | Mannings Formula   |  
   | σ  | 2  
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SHE<br>I:SHELLY I  | LLY BAY<br>AY ROAD  | ), WELLING  |   | 1   | 1   
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   |
| SWMH141:to:32     RG Catchment U     0.0533     0.053     0.053     0.050     10     84.5     0.020 <sup>1</sup> 1.00     1.0   
   
  | NVELOPE<br>itormwater Design Chart -<br>NOLUUS S<br>NIVER   | Mannings Formula<br>DETAILS<br>DETAILS   | SUBCATCHMENT<br>AREA (A)  
  | COEFF OF RUNOFF (C)  | EFFECTIVE AREA (CA)  | TWE OF CONC (tc)   
   | RANFALL INTENSITY<br>(i) (Including 16%<br>Climate)   
  | EFFECTIVE AREAS<br>(CA)<br>(CA)   | DESIGN DISCHARGE  | TOTAL DISCHARGE                           | PIPE LENGTH   | PPE CROSS-<br>SECTIONAL AREA   
   | PIPE MATERIAL  | 'n' FACTOR     | Project I<br>Date: 20   | VOE/21<br>VOE/21<br>VOE/21<br>VOE/21<br>VOE/21<br>VOE/21   | VELOCITY                               | CAPACITY                   | SPARE CAPACITY  |
| NPLOPE         Project Name: SHELLY BAY         Project Name: SHELLY BAY<  
   
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   | COEF OF RUNOFF (C)   | Z EFFECTIVE AREA(CA)   | Project I<br>Location<br>(rc) TWE OF CONC<br>min  
  | RANFALL INTENSITY<br>(i) (Including 16%<br>Climate)  
   | EFFECTIVE AREAS<br>(CA)<br>(CA)   | DESIGN DISCHARGE  | LOTAL DISCHARGE                           | BIPE LENGTH   | PPE CROSS-<br>SECTIONAL AREA   | PIPE MATERIAL  
   | "n" FACTOR     | Project 1<br>Date: 20   | VOB/21<br>VOB/21<br>VOB/21<br>VOB/21<br>VOB/21<br>VOB/21<br>VOB/21<br>VOB/21   | VELOCITY                               |                            |   |
| No. Lactioner W         0.04/4         0.05         0.04/4         0.05         0.04/4         0.05         0.019         10         84.5         0.019         279         51.62         33.6         0.071         RCEP         0.013         50         122         91.2         84.4           99         0.015         97         0.019         0         84.5         0.019         2.79         51.62         33.6         0.071         RCEP         0.013         500         0.89         122         91.2         84.4           Image: Construct Statistics  
   
   | NVELOPE<br>itormwater Design Chart -<br>KOLUS<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI<br>VI   | Mannings Formula<br>INS STITULE<br>STITULE<br>OF STITULE<br>RG Catchment D   | SUBCATCHMENT<br>AREA (A)   
   | COEFF OF RUNOFF (C)  | Effective AREA (CA)  | Project I<br>Location<br>(r)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)<br>)  
  | Name: SHE<br>SHELL INLENSILLA<br>(i) (Incloque 16%<br>(ii) (Incloque 16%<br>Climate)<br>84.5   
   | ELLE CLINE AREAS<br>(CA)<br>(CA)<br>Fa<br>(CA)<br>Fa<br>(CA)  | Design Discharge  | TON<br>TOTAL DISCHARGE                    | a PIPE LENGTH                                       | PPE CROSS-<br>SECTIONAL AREA  
  | PIPE MATERIAL  | 'n' FACTOR     | Project N<br>Date: 20   | VOB/21<br>VOB/21<br>VOLAT STOPE OF<br>SECTION<br>SECTION   | n<br>verociii/                         |                            |   |
| Image: Project Name: SHELLY BAY         Image: Project Name: SHELY BAY         Image: Project Name: SHELY BAY         Image: Project N   
   
   | INVELOPE<br>Itorrmwater Design Chart -<br>NO<br>SV<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V   | RG Catchment D   | a suBCATCHMENT<br>Pa 2000<br>AREA (A)  
   | COEF OF RUNOFF (C)   | a HEFE CTIVE ARE A (CA)  | I traject i<br>Location<br>(c) (c) (c) min<br>min<br>10   
  | Name: SHE<br>SHELLY<br>() [unduction 816%<br>() [unduction 816%<br>() [unduction 816%<br>() [unate)<br>() [unate)<br>() [unate)  
   | Hat CLIAC BARY BAY BAY BAY BAY BAY BAY BAY BAY BAY BA   | 0, WELLING<br>DESIGN DISCHARGE<br>0-5730CA<br>1/:<br>11.90<br>11.90<br>6.35   |   | A PIPE LENGTH                                       | PPE CROSS-<br>SECTIONAL ARE A  | PIPE MATERIAL  
   | 'n' FACTOR     | Project M<br>Date: 20   | No: 1098-0<br>/08/21<br>VCLINYI STOLE OF<br>SECTION<br>%   | A REOCITY                              |                            | SPARE CAPACITY  |
| NVELOPE         Project Name: SHELLY BAY   
   
  | INVELOPE<br>Rormwater Design Chart -<br>Volution<br>Stranding Chart -<br>Volution<br>SW LINE 14<br>SWMH 14-1 to 13-2  | Mannings Formula   | LINUKUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUUU  
  | COEFF OF RUNNOFF (C)<br>0.95<br>0.95<br>0.95   | ette CLIA<br>ette C | Location<br>(cc)<br>(cc)<br>(cc)<br>(cc)<br>(cc)<br>(cc)<br>(cc)<br>(cc   
  | HELESCHER SHEELS   | HAY ROAL<br>AY ROAL<br>(CY)<br>ha<br>ha<br>ha<br>ha<br>0.0507<br>0.0450<br>0.0450<br>0.0119   | D, WELLING<br>BUY
YOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSIG<br>VIOUSSI  | STON<br>BUCKLOSSIC<br>U/s<br>S1.42        | HLENGT add  | PPE CROSS-<br>B SECTIONAL AREA   | TOTAL STATEMENT  | , FACTOR       | Project M<br>Date: 20   
   | V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21<br>V08/21 |  |                            | P SPARE CAPACITY  |
| NVELOPE         Project Name: SHELLY BAY         Project Name: SHELLY BAY         Project No: 1078-01           Sormwater Design Chart: Manning: Formula         Costanon:SHELLY BAY         Date: 20/08/21         Date: 20/08/21           V         U         U         U         U         U         U         U         Date: 20/08/21           V         U  
   
   | NVELOPE<br>tormwater Design Chart -<br>CO<br>SW LINE 14<br>SWMH 14-1 to 13-2  | Mannings Formula<br>Lyan Solution<br>Solution Stress<br>RG Catchment D<br>RG Catchment W<br>B9   | LIN V STAR (V)<br>V STAR V STAR  
   | COEFF OF RUNOFF (C)<br>26.0<br>26.0<br>26.0<br>26.0<br>26.0<br>26.0<br>26.0  | ha<br>ha<br>0.050.0<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>90000<br>9000000  | Image: Concept of the   
   | SHELLY           SHELLY           SHELLY           KAUSE           Structure           Same           Sa  | Hat CLIVE AREAS<br>Hat CLIVE AREAS<br>(CA)<br>Hat CLIVE AREAS<br>Hat CLIVE AREAS  | 0, WELLING<br>04 YHOSEL<br>1/5<br>11.90<br>6.35<br>10.56<br>2.79  
   |   | HLENGT BUG  | BPE CROSS-<br>3 SECTIONAL ARE A  | TOTRE WATTERIAL  |                | Project h<br>Date: 20   | Voc: 1098-0<br>/08/21<br>VCLINT STOLE OL<br>%  
   | ALLOOTIAN                              |                            | 584EE CAPACITY  |
| SW0409E         Frage         Project Name: SHELLY BAY         Frage         Project Name: SHELLY BAY         Project Name: SHELLY BAY         Project Name: SHELY BA  
   
   | INVELOPE<br>Itorriwater Design Chart -  | Mannings Formula<br>Version STRV<br>OVOY 987<br>RG Catchment D<br>RG Catchment W<br>B9   | LINU (V) V300<br>BOBC 41C HWEN<br>0.0533<br>0.0284<br>0.0474<br>0.0125   
   | COEFF OF RUNOFF (C)<br>COEFF OF RUNOFF (C)<br>COEFF OF RUNOFF (C)  | HEECLINE AREA (CA)<br>a HEECLINE AREA (CA)<br>b HEECLINE (CA)<br>b H  | Project I<br>Location<br>(tc)<br>(tc)<br>(tc)<br>(tc)<br>(tc)<br>(tc)<br>(tc)<br>(tc)  
   | SHELLY           SHELLY           SHELLY           SHELLY           SHELLY           Shelly           Image: Shelly           Shelly           Image: Shelly           Image: Shelly           Shelly           Image: Shelly  | LLY BAY<br>AY ROAL<br>SEARCH<br>(CV)<br>ha<br>0.0507<br>0.0270<br>0.0450<br>0.0119   
  | ), WELLING<br>VY+CSEC 7<br>VCSEC 7<br>VSSG 7  |   | MLE FENDING AND | BFE CROSS-<br>B SECTIONAL ARE A  | TV18311VW 34Id   |                | Project h<br>Date: 20   | V0-809-00<br>V0-802-00<br>VCLINT STORE OF<br>VCLINT STORE OF<br>%   
  | 1<br>AUSOBA                            | Copyacity<br>I/s<br>91.2   | 5848E CAPACITY  |
| SWELOPE         Project Name: 5HEU Y AV         SWELVENT         Project Name: 1098-01           Normwater Design Chart. Manning Formula         Uscattor/SHEU Y AV         NOB./VELINOTON         Date 20/06/21           SW         USCATOR/SHEU Y AV         NOB./VELINOTON         Date 20/06/21           SW         USCATOR/SHEUY AV         NOB./VELINOTON         NOB./VELINOTON         Date 20/06/21           SW         USCATOR/SHEUY AV         NOB./VELINOTON         NOB./VELINOTON         NOB./VELINOTON         NOB./VELINOTON           SW         USCATOR/SHEUY AV         NOB./VELINOTON         NOB./VELINOT   
   
   | INVELOPE<br>Roomwater Design Chart -<br>OC<br>SV LINE 14<br>SWMH114-1 to 13-2   | Mannings Formula<br>US STIVLE<br>BS STIVLE<br>BS Catchment D<br>RG Catchment W<br>B9   | LIN Y CHAREN (Y) Y BAY<br>DIGC Y   
  | COEH OF RUNOFF (C)<br>COEH OF RUNOFF (C)<br>0.95<br>0.95<br>0.95   | e4 BHECLINE AREA(CA)   | Project I<br>Location<br>(x)<br>CCOVC<br>(k)<br>min<br>10<br>10<br>10<br>10  
   | Multiple and a second a s   | LLY BAY<br>AY ROAL<br>SVECUA<br>(V)<br>Ha<br>0.0507<br>0.0270<br>0.0450<br>0.0119   
                       | 2, WELLING<br>BY YOUSALT<br>VICESALT<br>NOISALT<br>11.90<br>6.35<br>10.58<br>2.79   | STON<br>BUNHOSIG TULOL<br>U/s<br>31.62    | m<br>33.6   | B SECTIONAL ARE A  | POI81LVW 341d  |                | Project h<br>Date: 20  
  | V0-84001<br>V08/21<br>V08/21<br>V08/21<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/20<br>V08/ | AELOCITY                               | U/s                        | 2/1 2548E CAPACITY  |
| Normater Design Chart. Hanning: Formuta         Locations:SHELLY BAY ROAD, WELLINGTON         Date: 20/08/21           V <t< th=""><th>INVELOPE<br/>itormwatar Design Chart -<br/>OL<br/>SW LINE 14<br/>SWMH114-1 to 13-2</th><th>Mannings Formula<br/>Source Statement D<br/>RG Catchment W<br/>B9<br/>B0<br/>Catchment W</th><th>LN 304 CV 2007<br/>ha<br/>0.0533<br/>0.0284<br/>0.0125</th><th>COEH O' BYNOLE (C)<br/>COEH O' BYNOLE (C)<br/>C)<br/>COEH O' BYNOLE (C)<br/>C)<br/>COEH O' BYNOLE (C)<br/>C)<br/>COEH O' BYNOLE (C)<br/>C)<br/>C)<br/>COEH O' BYNOLE (C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C)<br/>C</th><th>erective Asterna (CA)</th><th>Project I<br/>Location<br/>CONC<br/>CCNC<br/>CCNC<br/>CONC<br/>CONC<br/>CONC<br/>CONC<br/>CON</th><th>SHELLS (Independent of the second sec</th><th>LLY BAY<br/>AY ROAL<br/>BEECLIVE AREAS<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha<br/>ha</th><th>2, WELLING<br/>1058<br/>1058<br/>1058<br/>2,79</th><th>STON<br/>BUNHDSGUTUS<br/>U/s<br/>31.62</th><th>m<br/>33.6</th><th>BECTIONAL ARE A</th><th>POI81_EW 341d</th><th>2, tyclow</th><th>Project 1<br/>Date: 20</th><th>9-8901 :ol<br/>108/21<br/>VELINA STORE OF<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9<br/>9</th><th>ALLOO UNA</th><th></th><th>5/1 state catacity</th></t<>   
  | INVELOPE<br>itormwatar Design Chart -<br>OL<br>SW LINE 14<br>SWMH114-1 to 13-2   
  | Mannings Formula<br>Source Statement D<br>RG Catchment W<br>B9<br>B0<br>Catchment W  | LN 304 CV 2007<br>ha<br>0.0533<br>0.0284<br>0.0125  
  | COEH O' BYNOLE (C)<br>COEH O' BYNOLE (C)<br>C)<br>COEH O' BYNOLE (C)<br>C)<br>COEH O' BYNOLE (C)<br>C)<br>COEH O' BYNOLE (C)<br>C)<br>C)<br>COEH O' BYNOLE (C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C)<br>C  | erective Asterna (CA)  | Project I<br>Location<br>CONC<br>CCNC<br>CCNC<br>CONC<br>CONC<br>CONC<br>CONC<br>CON   
   | SHELLS (Independent of the second sec   | LLY BAY<br>AY ROAL<br>BEECLIVE AREAS<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha<br>ha  | 2, WELLING<br>1058<br>1058<br>1058<br>2,79  
   | STON<br>BUNHDSGUTUS<br>U/s<br>31.62       | m<br>33.6   | BECTIONAL ARE A  | POI81_EW 341d  | 2, tyclow      | Project 1<br>Date: 20   | 9-8901 :ol<br>108/21<br>VELINA STORE OF<br>9<br>9<br>9<br>9<br>9<br>9<br>9<br>9<br>9<br>9<br>9<br>9<br>9   
   | ALLOO UNA                              |                            | 5/1 state catacity  |
| No.         No. <td>ENVELOPE<br/>itermwater Design Chart -<br/>OL<br/>SUBJECT<br/>SWHH 14-1 to 13-2<br/>SWHH 14-1 to 13-2<br/>SWHH 14-1 to 13-2<br/>SWHH 14-1 to 13-2</td> <td>Mannings Formula</td> <td>LN 3WH CLEV 2805<br/>ha<br/>0.0533<br/>0.0284<br/>0.0474</td> <td>COEFF OF RUNNOFF(C)<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF OF RUNNOFF<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF OF RUNNOFF<br/>COEFF OF RUNNOFF OF RUNNOFF<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF<br/>COEFF OF RUNNOFF OF RUNNOFF<br/>COEFF OF RUNO</td> <td>EFECTIVE AREA (CA)<br/>eFFECTIVE AREA (CA)<br/>005000<br/>005000<br/>001000<br/>001000</td> <td>Project I<br/>Location<br/>(3)<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>CONCO<br/>C</td> <td>RAME: SHE<br/>SHELLT<br/>() () () () () () () () () () () () () (</td> <td>LLY BAY<br/>AY ROAL<br/>BEECLIVE AREAS<br/>A 1000200<br/>0.00270<br/>0.00450<br/>0.00450<br/>0.00450</td> <td>0, WELLING<br/>200 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y</td> <td></td> <td>m<br/>33.6</td> <td>a SECTIONAL AREA</td> <td>TOTAL TOTAL TOTAL</td> <td>1, FACTOR</td> <td>Project N<br/>Date: 20</td> <td>0-8901 :oli 1098-0<br/>708/21<br/>900 VCLNVI SIONE OL<br/>900 VCLNVI SIONE OL<br/>90</td> <td>ALLOOUTA</td> <td></td> <td>24486 CAPAGITY</td>  
   | ENVELOPE<br>itermwater Design Chart -<br>OL<br>SUBJECT<br>SWHH 14-1 to 13-2<br>SWHH 14-1 to 13-2<br>SWHH 14-1 to 13-2<br>SWHH 14-1 to 13-2  | Mannings Formula   | LN 3WH CLEV 2805<br>ha<br>0.0533<br>0.0284<br>0.0474   
   | COEFF OF RUNNOFF(C)<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF OF RUNNOFF<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF OF RUNNOFF<br>COEFF OF RUNNOFF OF RUNNOFF<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF<br>COEFF OF RUNNOFF OF RUNNOFF<br>COEFF OF RUNO  | EFECTIVE AREA (CA)<br>eFFECTIVE AREA (CA)<br>005000<br>005000<br>001000<br>001000   
  | Project I<br>Location<br>(3)<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>CONCO<br>C   
   | RAME: SHE<br>SHELLT<br>() () () () () () () () () () () () () (  | LLY BAY<br>AY ROAL<br>BEECLIVE AREAS<br>A 1000200<br>0.00270<br>0.00450<br>0.00450<br>0.00450   | 0, WELLING<br>200 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y   |   | m<br>33.6   | a SECTIONAL AREA   
   | TOTAL  | 1, FACTOR      | Project N<br>Date: 20   | 0-8901 :oli 1098-0<br>708/21<br>900 VCLNVI SIONE OL<br>900 VCLNVI SIONE OL<br>90   | ALLOOUTA                               |                            | 24486 CAPAGITY  |
| SWUME IS         ha         ha         min         mm/hr         ha         L/s         L/s         L/s         m <td>ENVELOPE<br/>Stormwater Design Chart -<br/>OC<br/>SW LINE 14<br/>SWHH14-1 to 13.2<br/>ENVELOPE<br/>Stormwater Design Chart -</td> <td>Mannings Formula</td> <td>LI U U U U U U U U U U U U U U U U U U U</td> <td>COEFF OF RUNNOFF (C)</td> <td>r HEECUINE VIEW (CA)</td> <td>topsoft     topsoft     test     t</td> <td>SHELLY I<br/>Cjimatel SHE<br/>SHELLY I<br/>Cjimatel SHE<br/>SHELLY I<br/>SHELLY I<br/>SHELLY I<br/>SHELLY I<br/>SHELLY I</td> <td>LLY BAY<br/>AY ROAL<br/>SV344 (VC)<br/>0.0507<br/>0.0270<br/>0.0450<br/>0.0119</td> <td>0, WELLING<br/>200<br/>1/5<br/>1.90<br/>6.35<br/>10.56<br/>2.79<br/>0, WELLING<br/>0, WELLING<br/>0, WELLING</td> <td>TON<br/>31.62<br/>TON</td> <td>HLSNET BAU</td> <td>a SECTIONAL AREA</td> <td>RCRRJ</td> <td>1, FACTOR</td> <td>Project N<br/>Date: 20<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25<br/>25</td> <td>0.89<br/>0.89<br/>0.89<br/>0.89<br/>0.89<br/>0.89<br/>0.89</td> <td></td> <td></td> <td>2848E CAAOCULX</td>  
   
    | ENVELOPE<br>Stormwater Design Chart -<br>OC<br>SW LINE 14<br>SWHH14-1 to 13.2<br>ENVELOPE<br>Stormwater Design Chart -  | Mannings Formula   | LI U U U U U U U U U U U U U U U U U U U  
  | COEFF OF RUNNOFF (C)   | r HEECUINE VIEW (CA)   | topsoft     topsoft     test     t   
  | SHELLY I<br>Cjimatel SHE<br>SHELLY I<br>Cjimatel SHE<br>SHELLY I<br>SHELLY I<br>SHELLY I<br>SHELLY I<br>SHELLY I   | LLY BAY<br>AY ROAL<br>SV344 (VC)<br>0.0507<br>0.0270<br>0.0450<br>0.0119  
   | 0, WELLING<br>200<br>1/5<br>1.90<br>6.35<br>10.56<br>2.79<br>0, WELLING<br>0, WELLING<br>0, WELLING   | TON<br>31.62<br>TON                       | HLSNET BAU  | a SECTIONAL AREA   | RCRRJ  | 1, FACTOR      | Project N<br>Date: 20<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25  
  | 0.89<br>0.89<br>0.89<br>0.89<br>0.89<br>0.89<br>0.89   |  |                            | 2848E CAAOCULX  |
| SWM+15-16-42         RG Catchment I         0.0270         0.95         0.055         10         8.45         0.025         6.02         1         6.02         1 <th1< th="">         1         1         <!--</td--><td>INVELOPE<br/>Rormwater Design Chart -<br/>OU<br/>SWMH114-1 to 13:2<br/>SWMH114-1 to 13:2<br/>INVELOPE<br/>ROVELOPE<br/>ROVELOPE</td><td>Mannings Formula In Street V RG Catchment V RG Catchment V B9 Mannings Formula In Street V B9 Mannings Formula In Street V B9</td><td>SUBCATCH#ENT<br/>AREA (A)<br/>AREA (A)<br/>AREA (A)</td><td>COEF OF RUNDIF (C) 26.0 26.0 26.0 26.0 26.0 26.0 26.0 26.0</td><td>EXECUTVE ARE A (C.A)           EVECUTVE ARE A (C.A)           EVECUTVE ARE A (C.A)</td><td>Image         Image         <th< td=""><td>RANFALL NTENSITY<br/>RANFALL NTENSITY<br/>(1) (phochadrag 10%)<br/>(1) (pho</td><td>LLY BAY<br/>AY ROAL<br/>SV38V 2000<br/>ha<br/>0.0507<br/>0.0450<br/>0.0119<br/>LLY BAY<br/>AY ROAL<br/>SV38V 2000<br/>0.0119</td><td>), WELLING<br/>1994 V0502 7 8<br/>10.556<br/>10.556<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.7797<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2</td><td>TON 394400589 TVL01</td><td>HLSNB1 BAB</td><td>PIPE CROSS-<br/>SECTIONAL ARE A<br/>3 SECTIONAL ARE A</td><td>PIPE MATERIAL</td><td>1, FACTOR</td><td>Project h</td><td>VCLION STORE OF 100 COLORE OF</td><td></td><td></td><td>SPARE CAPACITY SPARE CAPACITY</td></th<></td></th1<>   
   | INVELOPE<br>Rormwater Design Chart -<br>OU<br>SWMH114-1 to 13:2<br>SWMH114-1 to 13:2<br>INVELOPE<br>ROVELOPE<br>ROVELOPE  | Mannings Formula In Street V RG Catchment V RG Catchment V B9 Mannings Formula In Street V B9 Mannings Formula In Street V B9   
  | SUBCATCH#ENT<br>AREA (A)<br>AREA (A)<br>AREA (A)   | COEF OF RUNDIF (C) 26.0 26.0 26.0 26.0 26.0 26.0 26.0 26.0  
  | EXECUTVE ARE A (C.A)           EVECUTVE ARE A (C.A)           EVECUTVE ARE A (C.A)   | Image         Image <th< td=""><td>RANFALL NTENSITY<br/>RANFALL NTENSITY<br/>(1) (phochadrag 10%)<br/>(1) (pho</td><td>LLY BAY<br/>AY ROAL<br/>SV38V 2000<br/>ha<br/>0.0507<br/>0.0450<br/>0.0119<br/>LLY BAY<br/>AY ROAL<br/>SV38V 2000<br/>0.0119</td><td>), WELLING<br/>1994 V0502 7 8<br/>10.556<br/>10.556<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.7797<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2.779<br/>2</td><td>TON 394400589 TVL01</td><td>HLSNB1 BAB</td><td>PIPE CROSS-<br/>SECTIONAL ARE A<br/>3 SECTIONAL ARE A</td><td>PIPE MATERIAL</td><td>1, FACTOR</td><td>Project h</td><td>VCLION STORE OF 100 COLORE OF</td><td></td><td></td><td>SPARE CAPACITY SPARE CAPACITY</td></th<> | RANFALL NTENSITY<br>RANFALL NTENSITY<br>(1) (phochadrag 10%)<br>(1) (pho   | LLY BAY<br>AY ROAL<br>SV38V 2000<br>ha<br>0.0507<br>0.0450<br>0.0119<br>LLY BAY<br>AY ROAL<br>SV38V 2000<br>0.0119  
   | ), WELLING<br>1994 V0502 7 8<br>10.556<br>10.556<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.7797<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2.779<br>2  | TON 394400589 TVL01                       | HLSNB1 BAB  | PIPE CROSS-<br>SECTIONAL ARE A<br>3 SECTIONAL ARE A  | PIPE MATERIAL  | 1, FACTOR      | Project h                                  
  | VCLION STORE OF 100 COLORE OF  |  |                            | SPARE CAPACITY SPARE CAPACITY   |
| BC Catchment J         0.0587         0.05         0.058         10         84.5         0.058         11.30         etc         l   
   
   | ENVELOPE<br>itermwater Design Chart -<br>OU-<br>SU<br>SU<br>SU<br>SU<br>SU<br>SU<br>SU<br>SU<br>SU<br>SU  | Mannings Formula<br>Jag STIVERG<br>STIVERG<br>RG Catchment D<br>RG Catchment V<br>RG CAT | T         SUBCATCH-MENT           R         SUBCATCH-MENT           R         SUBCATCH-MENT           R         SUBCATCH-MENT  
   | COEFF OF RUNDIFF (C) 546 0 546   | R BFECTIVE AREA (CA)   | Logenter      Logenter    
Logenter        | RANKAAL INTEKSITY<br>RANKAAL INTEKSITY<br>(1) (Intervention (2) (September 2)<br>(2) (September 2) (September 2)<br>(3) (September 2) (September 2) (September 2)<br>(3) (September 2)  | LLY BAY ROAL           AY ROAL           AY ROAL           AY ROAL           BELECLINE VERYS           Batterine           La           0.0507           0.0270 <t< td=""><td>2, WELLING<br/>10, WELLING<br/>10, 20, 20, 20, 20, 20, 20, 20, 20, 20, 2</td><td></td><td>HLDNDI BAA E E 333.6</td><td>a PIPE CROSS-<br/>20 B SECTIONAL ARE A SECTIONAL ARE A</td><td>TRATEM and RCRR]</td><td>ni FACTOR</td><td>Project h<br/>Date: 20<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B</td><td>VCLINY STORE OF     VCLINY STORE OF</td><td></td><td></td><td></td></t<>   
  | 2, WELLING<br>10, WELLING<br>10, 20, 20, 20, 20, 20, 20, 20, 20, 20, 2  |   | HLDNDI BAA E E 333.6                                | a PIPE CROSS-<br>20 B SECTIONAL ARE A SECTIONAL ARE A  | TRATEM and RCRR]   | ni FACTOR      | Project h<br>Date: 20<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B  
   | VCLINY STORE OF  |  |                            |   |
| Bit     0.0500     UVS0     0.0420     100     84.5     0.0309     12.7 <td>ENVELOPE<br/>itormwater Design Chart -<br/>OL<br/>SWH114-1 to 13-2<br/>ENVELOPE<br/>ENVELOPE<br/>ENVELOPE<br/>ENVELOPE<br/>SWH114-1 to 13-2<br/>ENVELOPE<br/>SWH114-1 to 13-2<br/>ENVELOPE<br/>SWH115-1 to 4-2</td> <td>Mannings Formula<br/>STY<br/>STY<br/>STY<br/>STY<br/>STY<br/>STY<br/>STY<br/>STY</td> <td>at         SUBCATCHARKIT           SUBCATCHARKIT         SIZ1000           B1         NB2000           SIZ1000         at           SIZ2000         <t< td=""><td>COBE C/ SUNOFF(C)<br/>COBE C/ SUNOFF(C)<br/>C/ SUNOFF(C)<br/>C/</td><td>and the set of the set</td><td>Interest concentration     Interest concentration</td><td>SHELLY IN COMPARE SHELLY SHELLY SHELLY SHELLY IN COMPARE SHELLY IN COMPARE SHELLY SHE</td><td>LLY BAY WOAT<br/>AY ROAT<br/>AY ROAT<br/>(CY)<br/>AY ROAT<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A</td><td>) WELLING<br/>BOWY COSIGN AND AND AND AND AND AND AND AND AND AN</td><td></td><td>HLDNDT JAGE FRICH</td><td>B PIPE CROSS-<br/>SECTIONAL AREA</td><td>INE WY LEVAL</td><td>n: FACTOR</td><td>Project 1<br/>Date: 20<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B</td><td>CLINY SIDE 05     YOLINY SIDE 05</td><td></td><td></td><td>SAME CUANTIY</td></t<></td>  | ENVELOPE<br>itormwater Design Chart -<br>OL<br>SWH114-1 to 13-2<br>ENVELOPE<br>ENVELOPE<br>ENVELOPE<br>ENVELOPE<br>SWH114-1 to 13-2<br>ENVELOPE<br>SWH114-1 to 13-2<br>ENVELOPE<br>SWH115-1 to 4-2  | Mannings Formula<br>STY<br>STY<br>STY<br>STY<br>STY<br>STY<br>STY<br>STY   | at         SUBCATCHARKIT           SUBCATCHARKIT         SIZ1000           B1         NB2000           SIZ1000         at           SIZ2000         at           SIZ2000 <t< td=""><td>COBE C/ SUNOFF(C)<br/>COBE C/ SUNOFF(C)<br/>C/ SUNOFF(C)<br/>C/</td><td>and the set of the set</td><td>Interest concentration     Interest concentration</td><td>SHELLY IN COMPARE SHELLY SHELLY SHELLY SHELLY IN COMPARE SHELLY IN COMPARE SHELLY SHE</td><td>LLY BAY WOAT<br/>AY ROAT<br/>AY ROAT<br/>(CY)<br/>AY ROAT<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A<br/>A</td><td>) WELLING<br/>BOWY COSIGN AND AND AND AND AND AND AND AND AND AN</td><td></td><td>HLDNDT JAGE FRICH</td><td>B PIPE CROSS-<br/>SECTIONAL AREA</td><td>INE WY LEVAL</td><td>n: FACTOR</td><td>Project 1<br/>Date: 20<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B<br/>B</td><td>CLINY SIDE 05     YOLINY SIDE 05</td><td></td><td></td><td>SAME CUANTIY</td></t<> | COBE C/ SUNOFF(C)<br>COBE C/ SUNOFF(C)<br>C/   | and the set of the set   | Interest concentration     Interest concentration  | SHELLY IN COMPARE SHELLY SHELLY SHELLY SHELLY IN COMPARE SHELLY IN COMPARE SHELLY SHE   | LLY BAY WOAT<br>AY ROAT<br>AY ROAT<br>(CY)<br>AY ROAT<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A  | ) WELLING<br>BOWY COSIGN AND AND AND AND AND AND AND AND AND AN   |   | HLDNDT JAGE FRICH                                   | B PIPE CROSS-<br>SECTIONAL AREA  | INE WY LEVAL   | n: FACTOR      | Project 1<br>Date: 20<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B<br>B  | CLINY SIDE 05     YOLINY SIDE 05  |  |                            | SAME CUANTIY  |
| Bi9         0.0276         0.95         0.0262         10         B45         0.0362         6.16         e<   
   
   | ENVELOPE<br>Tormwater Design Chart -<br>OU<br>SWIMH 14-1 to 13-2<br>SWIMH 14-1 to 13-2<br>ENVELOPE<br>ENVELOPE<br>SWIMH 15-1 to 4-2   | Mannings Formula STV   | a 208CVLCHeBNI<br>a S18CVLCHeBNI<br>a 208CVLCHeBNI<br>a 208CVLCHEBNI   
   | COBF OF RUNDFF(C)<br>5560<br>5560<br>5560  | 日本<br>日本<br>日本<br>日本<br>日本<br>日本<br>日本<br>日本<br>日本<br>日本   | Line Construction   
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  | >, WELLING           1/2  | TON 3000000000000000000000000000000000000 | HLDNET BAG E  | PIE CROSS-<br>20 13 SECTIONAL ARE A<br>21 20 3 SECTIONAL ARE A   | NOTIFICATION AND A REAL AND A REA | 1, 144CLO8     | Project 1<br>Date: 20<br>E<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F<br>F  | C: 1098-0-0     C: 1098-0-0     C: 1098-0-0     C: 1098-0-0     S: 1098-0  |  |    
                       |   |
| E5         0.23991         10.00         52.17         25.1         0.10         RCRJ         0.013         375         1.00         2.36         175.3         123.2           I </td <td>INVELOPE<br/>Tormwater Design Chart -<br/>OU<br/>SW LINE 14<br/>SWMH 14-1 to 13-2<br/>SWMH 14-1 to 14-2<br/>SWMH 14-1 to 4-2</td> <td>Mannings Formula<br/>Bannings Formula<br/>STVEBG<br/>STVEBG<br/>RG Catchment D<br/>RG Catchment V<br/>RG Catchment V<br/>RG Catchment V<br/>RG Catchment V<br/>RG Catchment M<br/>RG CatChme</td> <td>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1CH-MENU<br/>ABRCV1</td> <td>COBH CK MADD H (C)<br/>260 0<br/>260 0<br/>260</td> <td>стура и стура и с<br/>С стура и с</td> <td>Image: Construction         Image: Construction</td> <td>Aume: SHELLY<br/>System: Shell System: Shell Sy</td> <td>LLY BAY KOAL<br/>SY384 (YC)<br/>LU2 HB<br/>La<br/>0.0597 7<br/>0.0279<br/>0.0119<br/>L2 HB<br/>La<br/>0.0597 (YC)<br/>1.02 HB<br/>1.02 HC<br/>1.02 HC<br/>1.02</td> <td>WELLING         Bay YOR 7 - 0           WALLING         Bay YOR 7 - 0           <t< td=""><td>TON 3000000000000000000000000000000000000</td><td>E BEETRACLH</td><td>BPE CROSS-<br/>3 SECTIONAL AREA</td><td>WORLEW and RCRFJ</td><td>7: FACTOR</td><td>Project P</td><td>Comparing the second seco</td><td></td><td></td><td>State Curvativ</td></t<></td> | INVELOPE<br>Tormwater Design Chart -<br>OU<br>SW LINE 14<br>SWMH 14-1 to 13-2<br>SWMH 14-1 to 14-2<br>SWMH 14-1 to 4-2  | Mannings Formula<br>Bannings Formula<br>STVEBG<br>STVEBG<br>RG Catchment D<br>RG Catchment V<br>RG Catchment V<br>RG Catchment V<br>RG Catchment V<br>RG Catchment M<br>RG CatChme | ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1CH-MENU<br>ABRCV1   | COBH CK MADD H (C)<br>260 0<br>260 | стура и с<br>С стура и с   | Image: Construction  | Aume: SHELLY<br>System: Shell System: Shell Sy   | LLY BAY KOAL<br>SY384 (YC)<br>LU2 HB<br>La<br>0.0597 7<br>0.0279<br>0.0119<br>L2 HB<br>La<br>0.0597 (YC)<br>1.02 HB<br>1.02 HC<br>1.02   | WELLING         Bay YOR 7 - 0           WALLING         Bay YOR 7 - 0 <t< td=""><td>TON 3000000000000000000000000000000000000</td><td>E BEETRACLH</td><td>BPE CROSS-<br/>3 SECTIONAL AREA</td><td>WORLEW and RCRFJ</td><td>7: FACTOR</td><td>Project P</td><td>Comparing the second seco</td><td></td><td></td><td>State Curvativ</td></t<> | TON 3000000000000000000000000000000000000 | E BEETRACLH   | BPE CROSS-<br>3 SECTIONAL AREA   | WORLEW and RCRFJ   | 7: FACTOR      | Project P   | Comparing the second seco  |  |                            | State Curvativ  |
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   | INVELOPE<br>Tormwater Design Chart -<br>OU<br>SUPERING AND  | Mannings Formula<br>January Street<br>RG Catchment D<br>RG Catchment V<br>RG Catchment V<br>RG Catchment V<br>RG Catchment J<br>RG RG R   | A 200587 10 000587 4 00000 10 00000 10 00000 10 000000 10 000000  
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   | Problem add  | in FACTOR      | Project 1<br>Date: 20<br>Date: 20<br>Date: 20<br>Project 1<br>Date: 20<br>Date: 20<br>D | 00:1098-0-000 000 000 000 000 000 000 000 000  |  |                            | state cutatity 58 are cutatit |
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   | ENVELOPE<br>Terrinwater Design Chart -<br>OL<br>SWIMH 14-1 to 13-2<br>SWIMH 15-1 to 4-2<br>SWIMH 15-1 to 4-2  | Mannings Formula   | Lange Control (1997) 1997 1997 1997 1997 1997 1997 1997  
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Destant Marrie CUPULY DAY

Desta et blas 1000, 01

ARI	AEP	10m	20m
1.58	0.633	48.8	33.5
2	0.500	53.8	36,9
5	0.200	71.2	48.7
10	0.100	84.5	57.7
20	0.050	98.5	67.1
30	0.033	107	72.9
40	0.025	113	77.0
50	0.020	118	80.4
60	0.017	122	83.1
80	0.012	129	87.5
100	0.010	134	90.9
250	0.004	155	105





# DRAWINGS

#### **APPENDIX 2 DRAWINGS**

# ENVELOPE

LAND STRUCTURE MANAGE

CLIENT: THE WELLINGTON COMPANY

PROJECT: SHELLY BAY SHELLY BAY ROAD WELLINGTON

PALN SET: CIVIL ENGINEERING DRAWINGS

ISSUE: GWRC CONSENT ISSUE

DATE: 6th SEPTEMBER 2021

reference: 1098-01



LOCATION PLAN SCALE A1 - 1:5000, A3 - 1:10000

L1, 125 VINCENT STREET AUCKLAND CITY 1010 PO BOX 68946 NEWTON 1141 ENVELOPE ENGINEERING



# ENVELOPE

### LAND STRUCTURE MANAGE

CLIENT: THE WELLINGTON COMPANY

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ISSUE: GWRC CONSENT ISSUE

date: 6th SEPTEMBER 2021

reference: 1098-01

L1, 125 VINCENT STREET AUCKLAND CITY 1010 PO BOX 68946 NEWTON 1141 ENVELOPE ENGINEERING

DRAWING         NAME           1098-01-200         EXISTING CONTOUR PLAN - SHEET 1 OF 3           1098-01-201         EXISTING CONTOUR PLAN - SHEET 2 OF 3           1098-01-202         EXISTING CONTOUR PLAN - SHEET 3 OF 3           1098-01-210         PROPOSED CONTOUR PLAN - SHEET 1 OF 3           1098-01-211         PROPOSED CONTOUR PLAN - SHEET 1 OF 3           1098-01-212         PROPOSED CONTOUR PLAN - SHEET 1 OF 3           1098-01-213         PROPOSED CUT/FILL PLAN - SHEET 1 OF 3           1098-01-220         PROPOSED CUT/FILL PLAN - SHEET 1 OF 3           1098-01-221         PROPOSED CUT/FILL PLAN - SHEET 1 OF 3           1098-01-222         PROPOSED CUT/FILL PLAN - SHEET 1 OF 3           1098-01-223         PROPOSED EROSION AND SEDIMENT CONTROL PLAN - SHEET 1 OF 3           1098-01-231         PROPOSED EROSION AND SEDIMENT CONTROL PLAN - SHEET 1 OF 3           1098-01-232         PROPOSED EROSION AND SEDIMENT CONTROL PLAN - SHEET 1 OF 3           1098-01-233         PROPOSED EROSION AND SEDIMENT CONTROL PLAN - SHEET 2 OF 3           1098-01-234         PROPOSED EROSION AND SEDIMENT CONTROL PLAN - SHEET 3 OF 3           1098-01-235         EROSION AND SEDIMENT CONTROL DETALS - SHEET 3 OF 3           1098-01-236         EROSION AND SEDIMENT CONTROL DETALS - SHEET 3 OF 3           1098-01-400         PROPOSED PUBLIC DRAINAGE PLANS - SUET 1 OF 3 <th></th> <th colspan="9">DRAWING INDEX</th>		DRAWING INDEX								
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1098-01-424PROPOSED STORMWATER LONG-SECTIONS - SHEET 5 OF 51098-01-490WASTEWATER PUMP STATION DETAILS - SHEET 1 OF 41098-01-491WASTEWATER PUMP STATION DETAILS - SHEET 2 OF 41098-01-492WASTEWATER PUMP STATION DETAILS - SHEET 3 OF 41098-01-493WASTEWATER PUMP STATION DETAILS - SHEET 4 OF 41098-01-494STORMWATER OUTLET DETAILS1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-423	PROPOSED STORMWATER LONG-SECTIONS - SHEET 4 OF 5								
1098-01-490WASTEWATER PUMP STATION DETAILS - SHEET 1 OF 41098-01-491WASTEWATER PUMP STATION DETAILS - SHEET 2 OF 41098-01-492WASTEWATER PUMP STATION DETAILS - SHEET 3 OF 41098-01-493WASTEWATER PUMP STATION DETAILS - SHEET 4 OF 41098-01-494STORMWATER OUTLET DETAILS1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-424	PROPOSED STORMWATER LONG-SECTIONS - SHEET 5 OF 5								
1098-01-491WASTEWATER PUMP STATION DETAILS - SHEET 2 OF 41098-01-492WASTEWATER PUMP STATION DETAILS - SHEET 3 OF 41098-01-493WASTEWATER PUMP STATION DETAILS - SHEET 4 OF 41098-01-494STORMWATER OUTLET DETAILS1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-490	WASTEWATER PUMP STATION DETAILS - SHEET 1 OF 4								
1098-01-492WASTEWATER PUMP STATION DETAILS - SHEET 3 OF 41098-01-493WASTEWATER PUMP STATION DETAILS - SHEET 4 OF 41098-01-494STORMWATER OUTLET DETAILS1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-491	WASTEWATER PUMP STATION DETAILS - SHEET 2 OF 4								
1098-01-493WASTEWATER PUMP STATION DETAILS - SHEET 4 OF 41098-01-494STORMWATER OUTLET DETAILS1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-492	WASTEWATER PUMP STATION DETAILS - SHEET 3 OF 4								
1098-01-494STORMWATER OUTLET DETAILS1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-493	WASTEWATER PUMP STATION DETAILS - SHEET 4 OF 4								
1098-01-495STORMWATER INLET DETAILS1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-494	STORMWATER OUTLET DETAILS								
1098-01-496MANHOLE AND SPLAY CATCHPIT DETAILS1098-01-497PIPE BEDDING AND TRENCHING DETAILS1098-01-498STORMWATER 360 - STORMFILTER DETAILS1098-01-499RAINGARDEN DETAILS	1098-01-495	STORMWATER INLET DETAILS								
1098-01-497         PIPE BEDDING AND TRENCHING DETAILS           1098-01-498         STORMWATER 360 - STORMFILTER DETAILS           1098-01-499         RAINGARDEN DETAILS	1098-01-496	MANHOLE AND SPLAY CATCHPIT DETAILS								
1098-01-498         STORMWATER 360 - STORMFILTER DETAILS           1098-01-499         RAINGARDEN DETAILS	1098-01-497	PIPE BEDDING AND TRENCHING DETAILS								
1098-01-499 RAINGARDEN DETAILS	1098-01-498	STORMWATER 360 - STORMFILTER DETAILS								
	1098-01-499	RAINGARDEN DETAILS								

1098-01-GW800	INTERNAL STORMWATER CATCHMENTS - OVERALL LAYOUT
1098-01-GW801	INTERNAL STORMWATER CATCHMENTS - SHEET 1 OF 7
1098-01-GW802	INTERNAL STORMWATER CATCHMENTS - SHEET 2 OF 7
1098-01-GW803	INTERNAL STORMWATER CATCHMENTS - SHEET 3 OF 7
1098-01-GW804	INTERNAL STORMWATER CATCHMENTS - SHEET 4 OF 7
1098-01-GW805	INTERNAL STORMWATER CATCHMENTS - SHEET 5 OF 7
1098-01-GW806	INTERNAL STORMWATER CATCHMENTS - SHEET 6 OF 7
1098-01-GW807	INTERNAL STORMWATER CATCHMENTS - SHEET 7 OF 7
1098-01-900	EXTERNAL STORMWATER CATCHMENTS

- 1. CONTOURS SHOWN ARE PROPOSED FINISHED GROUND LEVELS AND ARE SHOWN AT 0.5m INTERVALS.
- 2. LEVELS ARE IN TERMS OF WELLINGTON VERTICAL DATUM 1953 ORIGIN RM II SO 31470 RL 3.05m.
- 3. ALL WORKS TO COMPLY WITH THE WELLINGTON CITY COUNCIL CODE OF LAND DEVELOPMENT EXCEPT WHERE ALTERNATIVE SOLUTIONS ARE SPECIFICALLY DESIGNED AND APPROVED.
- 4. ALL PUBLIC DRAINAGE DESIGN IS IN ACCORDANCE WITH WELLINGTON WATER REGIONAL STANDARDS FOR WATER SERVICES. DETAILS SHOWN ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT AND FINAL APPROVALS FROM WELLINGTON WATER AND WCC.
- 5. ALL PRIVATE DRAINAGE INCLUDING RAINGARDENS WITHIN THE PRIVATE ACCESSWAY WILL BE COVERED UNDER A SEPARATE BUILDING CONSENT APPLICATION.
- 6. ALL STORMWATER AND WASTEWATER CONNECTIONS ARE SHOWN INDICATIVELY. THE LOCATION, DIMENSIONS AND NUMBER OF CONNECTIONS WILL BE CONFIRMED AT THE BUILDING CONSENT STAGE FOR EACH SUPERLOT.
- 7. ALL STORMWATER PIPES TO BE RCRRJ CLASS 2 UNLESS SHOWN OTHERWISE.
- 8. ALL MANHOLES TO BE 1050mmØ UNLESS SHOWN OTHERWISE. REFER TO 1098-01-420 TO 434.
- 9. ALL STORMWATER SINGLE SUMP LEADS TO BE RCRRJ CLASS 4 DN 225.
- 10. ALL STORMWATER DOUBLE SUMP LEADS TO BE RCRIJ CLASS 4 DN 300.
- 11. ALL WASTEWATER PIPE TO BE PE100 (HPPE SDR 17.6) UNLESS OTHERWISE SHOWN.
- 12. RISING MAIN INSTALLATION TO INCLUDE AIR RELEASE VALVES, ODOUR FILTERS AND ISOLATION VALVES IN ACCORDANCE WITH REQUIREMENTS OF WELLINGTON WATER.



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KE VI:	SIONS:		
REV	NOTES	BY	DATE
R1	RESOURCE CONSENT ISSUE	PJ	13-09-2016
R2	FOR DEVELOPMENT AGREEMENT (INTERNAL)	JW	30/06/2021
R3	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021
E1	FOR ENGINEERING APPROVAL	JW	03/09/21

PROJECT:

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

PUBLIC DRAINAGE PLANS OVERALL LAYOUT



REVISION:

E1

 DESIGNED:
 PJ
 DRAWN:
 JW

 CHECKED:
 DM
 DATE:
 8-Sep-2021

 SCALE AI:
 1:1250
 SCALE AI:
 1:2500

 STATUS:
 ENGINEERING APPROVAL
 FOOJECT NO:
 DRAWING NO:

 1098-01
 400
 A00
 A00



1098-01 401

E1



- SEE SHEET 1098-01-400 FOR FULL LIST OF NOTES AND LEGEND.
- 2. SEE SHEETS 1098-01-420 TO 424 FOR STORMWATER LONG SECTIONS.
- 3. SEE SHEETS 1098-01-430 TO 434 FOR WASTEWATER LONG SECTIONS.
- SEE SHEETS 1098-01-490 TO 499 FOR DRAINAGE DETAILS.

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REVIS	ions:		
REV	NOTES	BY	DATE
R1	RESOURCE CONSENT ISSUE	PJ	13-09-2016
R2	FOR DEVELOPMENT AGREEMENT (INTERNAL)	JW	30/06/21
R3	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021
E1	FOR ENGINEERING APPROVAL	JW	03/09/21

PROJECT:

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

PUBLIC DRAINAGE PLANS SOUTH BAY



DESIGNED: PJ DRAWN: JW DATE: 8-Sep-2021 CHECKED: DM SCALE AI: 1:500 SCALE A3: 1:1000 STATUS: ENGINEERING APPROVAL PROJECT No: DRAWING No: REVISION: 1098-01 402 E1







- 1. SEE SHEET 1098-01-400 FOR FULL LIST OF NOTES AND LEGEND.
- 2. SEE SHEETS 1098-01-420 TO 424 FOR STORMWATER LONG SECTIONS.
- 3. SEE SHEETS 1098-01-430 TO 434 FOR WASTEWATER LONG SECTIONS.
- 4. SEE SHEETS 1098-01-490 TO 499 FOR DRAINAGE DETAILS.



 DESIGNED:
 PJ
 DRAWN:
 JW

 CHECKED:
 DM
 DATE:
 8-Sep-2021

 SCALE AI:
 1;125
 SCALE A3:
 1;250

 STATUS:
 ENGINEERING APPROVAL
 REVISION:
 REVISION:

 1098-01
 406
 E1



TITLE: PUBLIC DRAINAGE PLANS SHEET 4 OF 13

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

PROJECT:

REVIS	SIONS:		
REV	NOTES	BY	DATE
R1	RESOURCE CONSENT ISSUE	PJ	13-09-2016
R2	FOR DEVELOPMENT AGREEMENT (INTERNAL)	JW	30/06/2021
R3	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021
E1	FOR ENGINEERING APPROVAL	JW	03/09/21

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OUTLET 3-1

#### NOTES:

- 1. SEE SHEET 1098-01-400 FOR FULL LIST OF NOTES AND LEGEND.
- 2. SEE SHEETS 1098-01-420 TO 424 FOR STORMWATER LONG SECTIONS.
- 3. SEE SHEETS 1098-01-430 TO 434 FOR WASTEWATER LONG SECTIONS.
- 4. SEE SHEETS 1098-01-490 TO 499 FOR DRAINAGE DETAILS.





- 1. SEE SHEET 1098-01-400 FOR FULL LIST OF NOTES AND LEGEND.
- 2. SEE SHEETS 1098-01-420 TO 424 FOR STORMWATER LONG SECTIONS.
- 3. SEE SHEETS 1098-01-430 TO 434 FOR WASTEWATER LONG SECTIONS.
- 4. SEE SHEETS 1098-01-490 TO 499 FOR DRAINAGE DETAILS.

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REVIS	SIONS:		
REV	NOTES	BY	DATE
E1	FOR ENGINEERING APPROVAL	JW	03/09/21
PRO	JECT:		

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

PUBLIC DRAINAGE PLANS SHEET 6 OF 13



**REVISION:** 

E1

 DESIGNED:
 PJ
 DRAWN:
 JW

 CHECKED:
 DM
 DATE:
 8-Sep-2021

 SCALE AI:
 1;125
 SCALE AI:
 1:250

 STATUS:
 ENGINEERING APPROVAL
 FROJECT No:
 DRAWING No:

 1098-01
 408
 408
 408

















<b>E</b>	NVEL	.OPE
LEVEL 1, 68 D	XON STREET, TE ARO	, WELLINGTON 601
WWW.E	NVELOPE-E	NG.CO.NZ
DESIGNED: PJ	DRAWN:	JW
CHECKED: DM	DATE:	8-Sep-2021
SCALE AI: 1:125	SCALE A3:	1:250
STATUS: ENG	NEERING APPROVAL	
PROJECT No:	DRAWING No:	REVISION:
1098-01	414	E1

TITLE: PUBLIC DRAINAGE PLANS SHEET 12 OF 13

PROJECT: SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

REVIS	ions:		
REV	NOTES	BY	DATE
E1	FOR ENGINEERING APPROVAL	JW	03/09/21

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🖪 EN	IVEL	OPE
LEVEL 1, 68 DIXO W W W . E N	N STREET, TE ARO, ' V E L O P E - E N	WELLINGTON 6011
DESIGNED: PJ	DRAWN: J	w
CHECKED: DM	DATE: 8	-Sep-2021
SCALE AI: 1:125	SCALE A3: ]:	250
STATUS: ENGINE	ERING APPROVAL	
PROJECT No:	DRAWING No:	REVISION:
1098-01	415	E1

WELLINGTON TITLE: PUBLIC DRAINAGE PLANS SHEET 13 OF 13

SHELLY BAY TAIKURU LIMITED SHELLY BAY

PROJECT:

REVIS	NONS:		
REV	NOTES	BY	DATE
El	FOR ENGINEERING APPROVAL	JW	27/08/21

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- INDICATES PROPOSED FINISHED GROUND LEVEL 1. —
- 2. — INDICATES EXISTING GROUND LEVEL (PRE EARTHWORKS)
- 3. LONG-SECTIONS ARE SHOWN WITH A 5x VERTICAL EXAGGERATION.
- 4. PIPE SIZES, INVERTS & GRADES AND MANHOLE DEPTHS ARE PRELIMINARY DESIGN AND WILL BE CONFIRMED AT DETAILED DESIGN/ENGINEERING APPROVAL STAGE.
- 5. LEVELS ARE IN TERMS OF WELLINGTON VERTICAL DATUM 1953 ORIGIN RM II SO 31470 - RL 3.05.
- 6. ALL WORKS TO COMPLY WITH THE WELLINGTON CITY COUNCIL CODE OF LAND DEVELOPMENT.
- 7. ALL STORMWATER PIPE TO BE RCRIJ CLASS 2 UNLESS SHOWN OTHERWISE.
- 8. ALL MANHOLES TO BE DN 1050 UNLESS SHOWN OTHERWISE.
- 9. CONTRACTOR TO CHECK ALL INVERTS AGAINST PIPE CLASHES BEFORE LAYING. ADJUSTMENT OF ANY INVERT LEVELS IS AT THE CONTRACTORS OWN RISK DUE TO TIGHT TOLERANCES.
- 10. PIPE LENGTH SHOWN IS THE LENGTH OF PIPE BETWEEN CENTRE OF MANHOLES.
- HARDFILL BACKFILL ALL TRENCHES BELOW CARRIAGEWAY AND 1m EITHER SIDE OF PIPE CROSSOVERS. 11.

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REVIS	ions:		
REV	NOTES	BY	DATE
RI	RESOURCE CONSENT ISSUE	PJ	13-09-2016
R2	FOR DEVELOPMENT AGREEMENT	JW	21/06/21
E1	FOR ENGINEERING APPROVAL	JW	27/08/21

PROJECT:

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

#### STORMWATER LONG SECTIONS SHEET 1 OF 5



DESIGNED: PJ DRAWN: JW CHECKED: DM DATE: 7-Sep-2021 SCALE AI: 1:250 Horz, 1:50 Vert SCALE A3: 1:500 Horz, 1:100 Vert STATUS: ENGINEERING APPROVAL PROJECT No: DRAWING No: REVISION: 1098-01 420 E1

SW OUTLET 4-1 600 SERIES WINGWALL	SHELL WWW LINE	ZWH 4-2	D PRIVATE ACCESSWAY
DEPTH TO INVERT		530	
INVERT I EVEL	· · · · · · · · · · · · · · · · · · ·	30 20	
	°	0	66 
	0.80%	3.C	ri 300%
GRADIENT & PIPE SIZE	DN 600 Class 2		DN 300 Class 2
PIPE LENGTH & MH No.	18.2m	SWMH 4-2	21.5m



SW LINE 04

SHELLY BAY ROAD PRIVATE ACCESSWAY 5-3 SWMH SWMH 4-2 DN 1500 5-1 5-2 MΗ ₹ WW LINE WW LINE Datum R.L. -2.00 DEPTH TO INVERT INVERT LEVEL LID LEVEL 1.00% DN 450 Class 2 1.00% DN 300 Class 2 1.00% DN 300 Class 2 GRADIENT & PIPE SIZE WMH 5-2 PIPE LENGTH & MH No. 35.0m 24.0m 23.0m SW LINE 05

#### NOTES:

- 1. INDICATES PROPOSED FINISHED GROUND LEVEL
- 2. — INDICATES EXISTING GROUND LEVEL (PRE EARTHWORKS)
- 3. LONG-SECTIONS ARE SHOWN WITH A 5x VERTICAL EXAGGERATION.
- PIPE SIZES, INVERTS & GRADES AND MANHOLE DEPTHS ARE PRELIMINARY DESIGN AND WILL BE CONFIRMED AT DETAILED DESIGN/ENGINEERING APPROVAL STAGE.
- 5. LEVELS ARE IN TERMS OF WELLINGTON VERTICAL DATUM 1953 ORIGIN RM II SO 31470 - RL 3.05.
- 6. ALL WORKS TO COMPLY WITH THE WELLINGTON CITY COUNCIL CODE OF LAND DEVELOPMENT.
- 7. ALL STORMWATER PIPE TO BE RCRIJ CLASS 2 UNLESS SHOWN OTHERWISE.
- 8. ALL MANHOLES TO BE DN 1050 UNLESS SHOWN OTHERWISE.
- 9. CONTRACTOR TO CHECK ALL INVERTS AGAINST PIPE CLASHES BEFORE LAYING. ADJUSTMENT OF ANY INVERT LEVELS IS AT THE CONTRACTORS OWN RISK DUE TO TIGHT TOLERANCES.
- 10. PIPE LENGTH SHOWN IS THE LENGTH OF PIPE BETWEEN CENTRE OF MANHOLES.
- 11. HARDFILL BACKFILL ALL TRENCHES BELOW CARRIAGEWAY AND 1m EITHER SIDE OF PIPE CROSSOVERS.

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REVE	ions:		
REV	NOTES	BY	DATE
R1	RESOURCE CONSENT ISSUE	PJ	13-09-2016
R2	FOR DEVELOPMENT AGREEMENT	JW	21/06/21
E1	FOR ENGINEERING APPROVAL	JW	27/08/21

PROJECT:

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

#### TITLE:

#### STORMWATER LONG SECTIONS SHEET 2 OF 5



 DESIGNED:
 PJ
 DRAWN:
 JW

 CHECKED:
 DM
 DATE:
 7-Sep-2021

 SCALE AI:
 1:250 Horz, 1:50 Vert
 SCALE A3:
 1:500 Horz, 1:100 Vert

 STATUS:
 ENGINEERING APPROVAL
 FREVISION:
 REVISION:

 1098-01
 421
 E1

			H <b>a</b>			SI	HELLY BAY ROAD
	11 INGWALL		SWMH 7-2		2/1200	VMH 7-4 11200	
	Sw outlet 7						
							WW LINE
Datum R.L	2.00 ¥		2.61		5.2	214	
INVERT LEVEL	<u>s</u> to		0.30		0.44 0.47	0.56	
LID LEVEL			2.87		WZ	2.67	
GRADIENT & PIPE SIZE		0.30% DN 675 Class 2	/	0.30% DN 600 Class 2	0.30% DN 600 Class 2		0.40% DN 525 Class 2
PIPE LENGTH & MH No.	W OUTLET 7-	48.5m /	SWMH 7-2	19.2m	? 된 31.5m	SWMH 7-4	34.5m
	PRIVATE	ACCESSWAY	SWMH 8-2			NOTES	S:
Datum R.L. (						1 2 3. LONG 4. PIPE S DESIG APPR	INDICATES PROPOSED FINISHED GROUND LEVEL INDICATES EXISTING GROUND LEVEL (PRE EARTI S-SECTIONS ARE SHOWN WITH A 5x VERTICAL EXAGGERA IZES, INVERTS & GRADES AND MANHOLE DEPTHS ARE PREL SN AND WILL BE CONFIRMED AT DETAILED DESIGN/ENGINE OVAL STAGE.
DEPTH TO INVERT	로 7	10 <sup>1</sup>	1.48			5. LEVE ORIG	.S ARE IN TERMS OF WELLINGTON VERTICAL DATUM 1953 IN RM II SO 31470 - RL 3.05.
INVERT LEVEL	00	181 1.00	2.17			6. ALL \ OF LA	VORKS TO COMPLY WITH THE WELLINGTON CITY COUNC IND DEVELOPMENT.
LID LEVEL	2.67	345	3.62			7. ALLS OTHE	I ORMIWA LEK FIFE TO BE KUKKI ULASS 2 UNLESS SHOWN RWISE.
GRADIENT & PIPE SIZE	3.50% DN 300 Class 2	1.29% DN 300 Class 2				8. ALL 9. CON LAYII	TRANTIOLES TO BE DN 1050 UNLESS SHOWN OTHERWISE. TRACTOR TO CHECK ALL INVERTS AGAINST PIPE CLASHES IG. ADJUSTMENT OF ANY INVERT LEVELS IS AT THE CONTI UNEX DUE TO DELY TO THE ADJECT.
PIPE LENGTH & MH No.	77 23.2m	1-8 HW 21.0m	SWMH 8-2			OWN 10. PIPE L MAN	INDE TO TIGHT TOLERANCES. ENGTH SHOWN IS THE LENGTH OF PIPE BETWEEN CENTRE HOLES.
SW LINE 08						11. HARD	PILL BACKFILL ALL TRENCHES BELOW CARRIAGEWAY AND

DN 1050	          
	1.57
0.93	1.10
	2.64
0.50% DN 450 Class 2	
33.5m	SWMH 7-6
	994 

REVISION:

E1

REVISIONS: 
 REV
 NOTES

 RI
 RESOURCE CONSENT ISSUE

 R2
 FOR DEVELOPMENT AGREEMENT

 E1
 FOR ENGINEERING APPROVAL

 BY
 DATE

 PJ
 13-09-2016

 JW
 21/06/21

 JW
 27/08/21

SHELLY BAY TAIKURU LIMITED

STORMWATER LONG SECTIONS

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PROJECT:

TITLE:

SHELLY BAY WELLINGTON

SHEET 3 OF 5

DESIGNED: PJ

CHECKED: DM

PROJECT No:

1098-01

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ATION.

LIMINARY EERING

CIL CODE

S BEFORE

OF

D 1m



SCALE AI: 1:250 Horz, 1:50 Vert SCALE A3: 1:500 Horz, 1:100 Vert

DRAWING No:

422

STATUS: ENGINEERING APPROVAL

DRAWN: JW

DATE: 7-Sep-2021



#### SW LINE 09



SW LINE 10

#### NOTES:

- 1. INDICATES PROPOSED FINISHED GROUND LEVEL
- 2. — INDICATES EXISTING GROUND LEVEL (PRE EARTHWORKS)
- 3. LONG-SECTIONS ARE SHOWN WITH A 5x VERTICAL EXAGGERATION.
- PIPE SIZES, INVERTS & GRADES AND MANHOLE DEPTHS ARE PRELIMINARY DESIGN AND WILL BE CONFIRMED AT DETAILED DESIGN/ENGINEERING APPROVAL STAGE.
- 5. LEVELS ARE IN TERMS OF WELLINGTON VERTICAL DATUM 1953 ORIGIN RM II SO 31470 - RL 3.05.
- 6. ALL WORKS TO COMPLY WITH THE WELLINGTON CITY COUNCIL CODE OF LAND DEVELOPMENT.
- 7. ALL STORMWATER PIPE TO BE RCRIJ CLASS 2 UNLESS SHOWN OTHERWISE.
- 8. ALL MANHOLES TO BE DN 1050 UNLESS SHOWN OTHERWISE.
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- 10. PIPE LENGTH SHOWN IS THE LENGTH OF PIPE BETWEEN CENTRE OF MANHOLES.
- 11. HARDFILL BACKFILL ALL TRENCHES BELOW CARRIAGEWAY AND 1m EITHER SIDE OF PIPE CROSSOVERS.

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REVE	ions:		
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E1	FOR ENGINEERING APPROVAL	JW	27/08/21

PROJECT:

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

#### TITLE:

STORMWATER LONG SECTIONS SHEET 4 OF 5



# DESIGNED: PJ DRAWN: JW CHECKED: DM DATE: 7-Sep-2021 SCALE AI: 1:250 Horz, 1:50 Vert SCALE A3: 1:500 Horz, 1:100 Vert STATUS: ENGINEERING APPROVAL REVISION: REVISION: 1098-01 423 E1











- 1. INDICATES PROPOSED FINISHED GROUND LEVEL
- 2. — INDICATES EXISTING GROUND LEVEL (PRE EARTHWORKS)
- 3. LONG-SECTIONS ARE SHOWN WITH A 5x VERTICAL EXAGGERATION.
- PIPE SIZES, INVERTS & GRADES AND MANHOLE DEPTHS ARE PRELIMINARY DESIGN AND WILL BE CONFIRMED AT DETAILED DESIGN/ENGINEERING APPROVAL STAGE.
- 5. LEVELS ARE IN TERMS OF WELLINGTON VERTICAL DATUM 1953 ORIGIN RM II SO 31470 - RL 3.05.
- 6. ALL WORKS TO COMPLY WITH THE WELLINGTON CITY COUNCIL CODE OF LAND DEVELOPMENT.
- 7. ALL STORMWATER PIPE TO BE RCRRJ CLASS 2 UNLESS SHOWN OTHERWISE.
- 8. ALL MANHOLES TO BE DN 1050 UNLESS SHOWN OTHERWISE.
- 9. CONTRACTOR TO CHECK ALL INVERTS AGAINST PIPE CLASHES BEFORE LAYING. ADJUSTMENT OF ANY INVERT LEVELS IS AT THE CONTRACTORS OWN RISK DUE TO TIGHT TOLERANCES.
- 10. PIPE LENGTH SHOWN IS THE LENGTH OF PIPE BETWEEN CENTRE OF MANHOLES.
- 11. HARDFILL BACKFILL ALL TRENCHES BELOW CARRIAGEWAY AND 1m EITHER SIDE OF PIPE CROSSOVERS.

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REVE	ions:		
REV	NOTES	BY	DATE
R1	RESOURCE CONSENT ISSUE	PJ	13-09-2016
R2	FOR DEVELOPMENT AGREEMENT	JW	21/06/21
E1	FOR ENGINEERING APPROVAL	JW	27/08/21
-			

PROJECT:

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

STORMWATER LONG SECTIONS SHEET 5 OF 5



 DESIGNED:
 PJ
 DRAWN:
 JW

 CHECKED:
 DM
 DATE:
 7-Sep-2021

 SCALE A1:
 1:250 Horz, 1:50 Vert
 SCALE A3:
 1:500 Horz, 1:100 Vert

 STATUS:
 ENGINEERING APPROVAL
 FROJECT No:
 DRAWING No:
 REVISION:

 1098-01
 424
 E1
 E1



VALVE CHAMBER FLOOR

#### NOTES:

- 1. NOT PART OF THE CURRENT CONSENT APPLICATION.
- 2. DETAILS ARE PRELIMINARY AND BASED ON PROPRIETARY SUPPLIER SCHEMATIC. FINAL DESIGN IS SUBJECT TO A DESIGN BUILD TENDER.

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REV	NOTES	BY	DATE
R1	FOR DEVELOPMENT AGREEMENT (INTERNAL)	Mf	21/06/2021
R2	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021
E1	FOR ENGINEERING APPROVAL	JW	27/08/21

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE

WASTEWATER PUMP STATION DETAILS SHEET 1 OF 4



DESIGNED: -DRAWN: JW CHECKED: DM DATE: 6-Sep-2021 SCALE AI: NTS SCALE A3: NTS STATUS: ENGINEERING APPROVAL PROJECT No: DRAWING No: REVISION: 1098-01 490 E1





SECTION C-C

- 1. NOT PART OF THE CURRENT CONSENT APPLICATION.
- DETAILS ARE PRELIMINARY AND BASED ON PROPRIETARY SUPPLIER SCHEMATIC. FINAL DESIGN IS SUBJECT TO A DESIGN BUILD TENDER.

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INC VIS	NEVISIONS.			
REV	NOTES	BY	DATE	
R1	FOR DEVELOPMENT AGREEMENT (INTERNAL)	JW	21/06/2021	
R2	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021	
E1	FOR ENGINEERING APPROVAL	JW	27/08/21	

PROJECT:

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

CHECKED: DM

SCALE AI: NTS

PROJECT No:

1098-01

STATUS: ENGINEERING APPROVAL

WASTEWATER PUMP STATION DETAILS SHEET 2 OF 4



DRAWING No:

491

DATE: 6-Sep-2021

REVISION:

E1

SCALE A3: NTS



- 1. NOT PART OF THE CURRENT CONSENT APPLICATION.
- 2. DETAILS ARE PRELIMINARY AND BASED ON PROPRIETARY SUPPLIER SCHEMATIC. FINAL DESIGN IS SUBJECT TO A DESIGN BUILD TENDER.

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DE VIS	Net Islond.			
REV	NOTES	BY	DATE	
R1	FOR DEVELOPMENT AGREEMENT (INTERNAL)	JW	21/06/2021	
R2	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021	
E1	FOR ENGINEERING APPROVAL	JW	27/08/21	

PROJECT:

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

WASTEWATER PUMP STATION DETAILS SHEET 3 OF 4



 DESIGNED:
 DRAWN:
 JW

 CHECKED:
 DM
 DATE:
 6-Sep-2021

 SCALE AI:
 NTS
 SCALE A3:
 NTS

 STATUS:
 ENGINEERING APPROVAL
 REVISION:
 REVISION:

 PROJECT No:
 DRAWING NO:
 REVISION:
 REVISION:



- 1. NOT PART OF THE CURRENT CONSENT APPLICATION.
- 2. DETAILS ARE PRELIMINARY AND BASED ON PROPRIETARY SUPPLIER SCHEMATIC. FINAL DESIGN IS SUBJECT TO A DESIGN BUILD TENDER.

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REVIS	SIONS:			
REV	NOTES	BY	DATE	
R1	FOR DEVELOPMENT AGREEMENT (INTERNAL)	JW	21/06/2021	
R2	FOR DEVELOPMENT AGREEMENT	JW	09/07/2021	
E1	FOR ENGINEERING APPROVAL	JW	27/08/21	
PPO	PPO JECT:			

#### SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

WASTEWATER PUMP STATION DETAILS SHEET 4 OF 4



	DESIGNED:	-	DRAWN:	JW	
	CHECKED:	DM	DATE:	6-Sep-2021	
	SCALE AI:	NTS	SCALE A3:	NTS	
	STATUS:	ENGINEERING A	PPROVAL		
	PROJECT No	:	DRAWING No:		REVISION:
1098-01		493		F1	
		01	-70		

1050 series Concrete Wingwall		
Dimension	Length (mm)	
A	VARIES*	
В	2200	
С	2200	
D	VARIES**	
E	VARIES***	
G	200	
*Varies due to pipe sizing		

\*\*Varies due to Site Topography \*\*\*Varies due to sub-surface ground profile. 300mm minimum embedment depth required



SW OUTLET

#### NOTES:

DESIGN LAYOUT IS INDICATIVE ONLY AND IS SUBJECT TO FINAL DESIGN BY MCMILLEN JACOBS ASSOCIATES.

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REVIS	NONS:			
REV	NOTES	BY	DATE	
RI	FOR DEVELOPMENT AGREEMENT	JW	23/06/21	
El	FOR ENGINEERING APPROVAL	JW	27/08/21	
PRO	PROJECT:			

SHELLY BAY TAIKURU LIMITED SHELLY BAY

WELLINGTON

TITLE:

STORMWATER OUTLET DETAILS



DESIGNED: JW DRAWN: JW CHECKED: DM DATE: 6-Sep-2021 SCALE AI: 1:50 SCALE A3: 1:100 STATUS: ENGINEERING APPROVAL PROJECT No: DRAWING No: REVISION: 1098-01 494 E1



<u>SW INLET</u> <u>PLAN VIEW</u>

LEVEL 1, 68 DIXON W W W . E N V	N STREET, TE ARO, W	CPE VELLINGTON 6011 G.CO.NZ
DESIGNED: JW	DRAWN: JW	
CHECKED: DM	DATE: 31-	Aug-2021
SCALE A1: 1:20	SCALE A3: ];4	40
STATUS: ENGINEE	RING APPROVAL	
PROJECT No:	DRAWING No:	REVISION:
1098-01	495	E1

### STORMWATER INLET DETAILS

TITLE:

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

PROJECT:

REVISIONS:

REV	NOTES	BY	DATE
R1	FOR DEVELOPMENT AGREEMENT	JW	23/06/21
E1	FOR ENGINEERING APPROVAL	JW	27/08/21

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1. DETAILS AS PER WELLINGTON WATER'S REGIONAL STANDARDS FOR WATER SERVICES

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NE VI.	50N3.		
REV	NOTES	BY	DATE
R1	FOR DEVELOPMENT AGREEMENT	JW	23/06/21
E1	FOR ENGINEERING APPROVAL	JW	27/08/21

PROJECT:

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

PROJECT No:

1098-01

MANHOLE AND SPLAY CATCHPIT DETAILS



DRAWING No:

496

REVISION:

E1





NOTES:
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1. DETAILS AS PER WELLINGTON WATER'S REGIONAL STANDARDS FOR WATER SERVICES

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BY DATE JW 23/06/21

REVISIONS:

REV NOTES RI FOR DEVELOPMENT AGREEMEN E1 FOR ENGINEERING APPROVAL JW 27/08/21

PROJECT: SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON TITLE: PIPE BEDDING AND TRENCH DETAILS



DESIGNED: JW DRAWN: JW DATE: 31-Aug-2021 CHECKED: DM SCALE AI: NTS SCALE A3: NTS STATUS: ENGINEERING APPROVAL PROJECT No: DRAWING No: **REVISION:** 497 E1 1098-01





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BY DATE

JW 23/06/21

JW 27/08/21

REVISIONS:

REV NOTES RI FOR DEVELOPMENT AGREEMENT

E1 FOR ENGINEERING APPROVAL







- 1. REFER TO WAAL/LANDSCAPE ARCHITECTS FOR LANDSCAPE AND RAINGARDEN DETAILS. SUBJECT TO APPROVAL BY WELLINGTON WATER/REGIONAL COUNCIL.
- 2. RAINGARDEN MEDIA AS PER WELLINGTON WATER WSD SPECIFICATIONS AND LANDSCAPE ARCHITECTS ADDITIONAL DETAILS.
- MODIFIED LID WITH 30mm SET DOWN FOR ASPHALT (NO STEEL FORMED EDGE) TO BE USED.
- 4. 150mm PRECAST/CAST IN PLACE BOX REINFORCED WITH HD12 AT 300mm c/s EACH WAY TO BE USED WHERE REQUIRED.

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REVIS	REVISIONS:				
REV	NOTES	BY	DATE		
E1	FOR ENGINEERING APPROVAL	JW	03/09/21		
PDO JEOT					

PROJECT:

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

TITLE:

RAINGARDEN DETAILS



DESIGNED:	JW	DRAWN:	JW	
CHECKED:	DM	DATE:	6-Sep-2021	
SCALE AI:	NTS	SCALE A3:	NTS	
STATUS:	ENGINEERING AP	PROVAL		
PROJECT No	DR	AWING No:		REVISION:
1098-01		99		E1



KE VISIONS.						
REV	NOTES	BY	DATE			
P1	COUNCIL CONSENT ISSUE	JW	24/06/21			
P2	REDRAWN - CATCHMENT FLOWPATHS SHOWN	JW	02/08/21			
E1	FOR ENGINEERING APPROVAL	JW	27/08/21			



















EXTERNAL ST	ORMWATER	
CATCH	IMENTS	
CATCHMENT	AREA (m <sup>2</sup> )	
Г1	15.2.45.41	
E1 F2	19596.03	
F3	7503 29	
E4	2457.67	
E5	2399.08	
<u>E6</u>	2005.81	
E/	880.06	
E0 FQ	2090.49	
E10	26621.58	
E11	58247.22	
E12	42188.18	
E13	21897.28	
E14	3/929.72	
//		

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REVIS	ions:		
REV	NOTES	BY	DATE
R1	RESOURCE CONSENT ISSUE	PJ	13-09-2016
E1	ENGINEERING APPROVAL	JW	27-08-2021
PRO	JECT:		

SHELLY BAY TAIKURU LIMITED SHELLY BAY WELLINGTON

9

TITLE: STORMWATER CATCHMENTS EXTERNAL

PROJECT No:

1098-01



DRAWING No:

900

REVISION:

E1