

New Primary School In Googong

Gorman Drive, Googong NSW 2620



CIVIL ENGINEERING SSDA

PREPARED FOR
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Civil Concept Design Report

Revision Schedule

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26.03.21	2	Final	P. Cornish	J. Gilligan
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27.05.21	6	SSDA	P. Cornish	J. Gilligan
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1. Introduction

This Civil Schematic Design Report accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in support of an application for a State Significant Development (SSD-10326042).

The development is for a new primary school located on land bound by Gorman Drive, Aprasia Avenue, Wilkins Way and McPhail Way in Googong.

This report addresses the relevant Secretary’s Environmental Assessment Requirements (SEARs), namely:

SEARs	Report Section
<p>15. Stormwater Drainage</p> <p>A preliminary stormwater management plan for the development that:</p> <ul style="list-style-type: none"> - is prepared by a suitably qualified person in consultation with Council and any other relevant drainage authority - details the proposed drainage design for the site including on-site detention facilities, water quality measures and the nominated discharge point - demonstrates compliance with Council or other drainage authority requirements - stormwater plans detailing the proposed methods of drainage without impacting on the downstream properties <p>Where drainage infrastructure works are required that would be handed over to Council, provide full hydraulic details and detailed plans and specifications of proposed works that have been prepared in consultation with Council and comply with Council’s relevant standards</p> <p>Relevant Policies and Guidelines:</p> <ul style="list-style-type: none"> - Guidelines for developments adjoining land managed by the Office of Environment and Heritage (OEH, 2013)" 	<p>Section 2.4 and Appendix A</p>
<p>16. Flooding</p> <ul style="list-style-type: none"> - Identify any flood risk on-site in consultation with Council and having regard to the most recent flood studies for the development area and the potential effects of climate change, sea level rise and an increase in rainfall intensity - Assess the impacts of the development, including any changes to flood risk on-site or off-site, and detail design solutions to mitigate flood risk where required 	<p>Section 1.6</p>

<p>Relevant Policies and Guidelines:</p> <ul style="list-style-type: none"> - NSW Floodplain Development Manual (DIPNR, 2005)" 	
<p>17. Soil and Water</p> <p>Provide:</p> <ul style="list-style-type: none"> - an assessment of potential impacts on surface and groundwater (quality and quantity), soil, related infrastructure and watercourse(s) where relevant - details of measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles - an assessment of salinity and acid sulphate soil impacts, including a Salinity Management Plan and/or Acid Sulphate Soils Management Plan, where relevant <p>Relevant Policies and Guidelines:</p> <ul style="list-style-type: none"> - - Managing Urban Stormwater - Soils and Construction Volume 1 (Landcom, 2004). - Acid Sulfate Soil Manual, (NSW Acid Sulfate Soil Management Advisory Committee, 1998). - -Acid Sulfate Soils Assessment Guidelines (DoP, 2008). - Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) and Volume 2 (A. Installation of Services; B. Waste Landfills; C. Unsealed Roads; D. Main Roads; E. Mines and Quarries) (DECC, 2008)" 	<p>Section 2.5</p>

1.1 The Proposal

The proposed development is for construction and operation of a new primary school in Googong that will accommodate up to 700 students.

The proposed development is a Core 35 school and includes:

- A collection of 1-2 storey buildings containing 30 home base units, 3 special education learning units, canteen, hall, library and administrative facilities.
- On-site carpark with 60 spaces and on-street kiss-and-ride facilities.
- Outdoor sports court and play area.
- Integrated landscaping, fencing and signage.

The purpose of this report is to explore various civil engineering design elements to inform the concept building design.

The investigations for this report primarily focused on the following objectives:

- Identify site conditions and constraints with respect to Civil Engineering works.
- Identify stormwater requirements for development within the Queanbeyan-Palerang Regional Council Local Government Area.
- Provide preliminary advice on a stormwater strategy for the site.
- Identify other potential opportunities and site constraints associated with civil engineering elements.

Comments provided herein are based on review of the following:

- Engineering Design and Construction Specifications obtained from Queanbeyan-Palerang Regional Council regarding On-site Stormwater Detention (OSD) and Water Quality.
- Proposed Architectural Site Layouts provided by Pedavoli Architects.
- Detailed site survey prepared by Steger & Associates dated 10th May 2020

1.2 Site Description

The site is located at Aprasia Avenue, Googong, and is formally described as Lot 3 DP1179941 (refer to Figure 1). The site is irregular in shape and has an area of 28,118.39m².

The site is located within the Queanbeyan-Palerang Regional Council local government area approximately 10km south of the Queanbeyan Central Business District.

The site is bordered by Aprasia Avenue to the north, Gorman Drive to the southwest, Wilkins way to the east/southeast and McPhail way to the west.

Googong North Village Centre, which contains a child care centre, supermarket, cafes and take-away food outlets, is located approximately 100m west of the site across McPhail Way. The site is otherwise surrounded by low density residential development.

Googong is a recently developed town, with the planning beginning in the early 2000s and the first residents taking up residence in 2014.

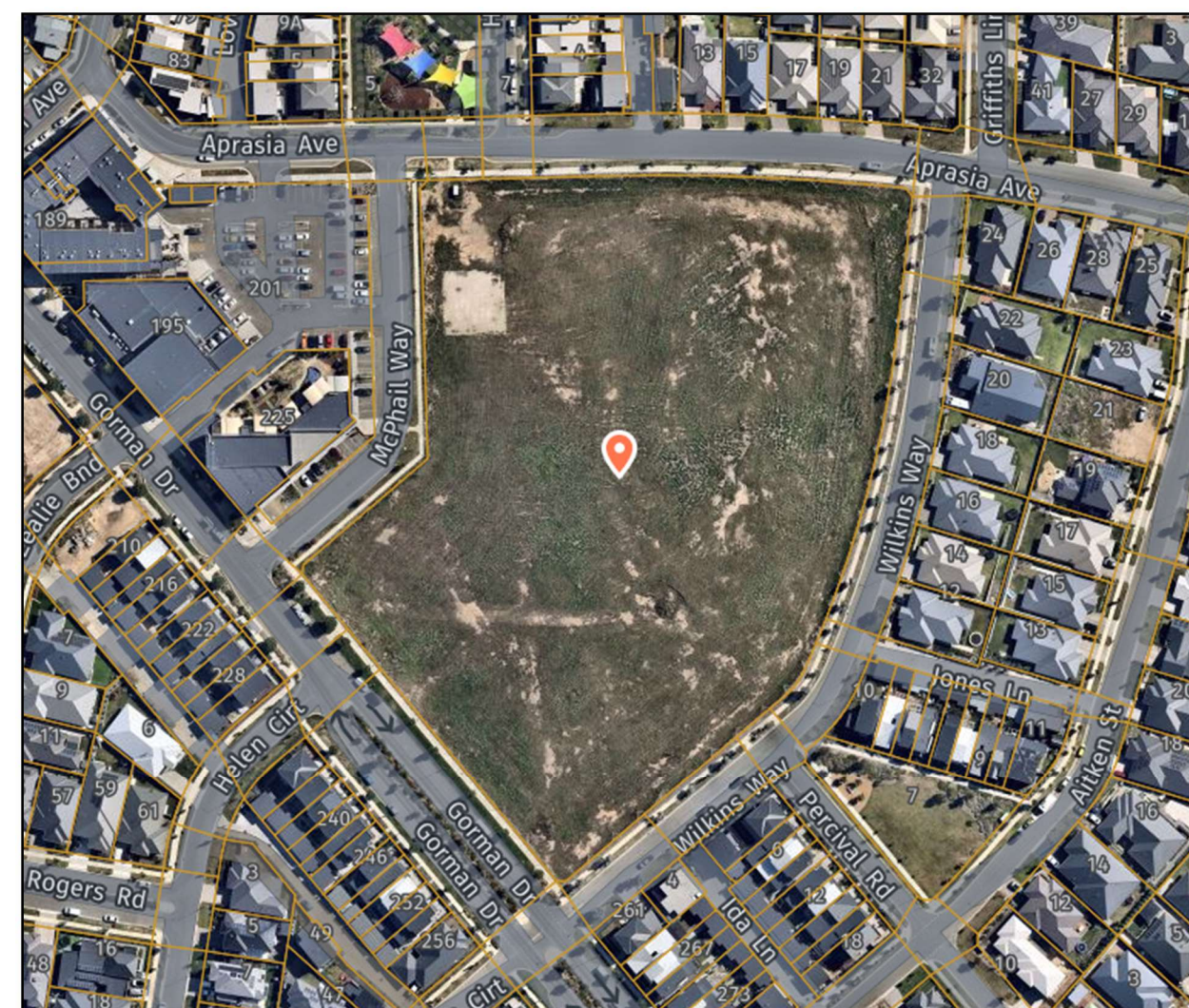


Figure 1 – Site aerial photograph

Source: Nearmap

1.3 Site Topography

Levels in south west are at approx. RL 743.00m AHD near what appears to be an existing basin / depression within the development site. They then gradually rise northward to a crest at RL 745.00m AHD. From the crest, levels then fall to the north and east to approx. RL 736.00m AHD. This corresponds to a 9m level difference from the crest to the north east corner of the development site which will likely be utilised for playing fields and open space.

1.4 Contamination and Geotechnical Conditions

1.4.1 Geotechnical

A detailed geotechnical investigation is to be undertaken for the site to advise on existing ground conditions for the purposes of earthworks and CBR's for road pavement design.

1.4.2 Contamination

A detailed contamination investigation may be required for the proposed site. Based on review of espade, the Land Use (2007) Alum 18-class indicates the land was previously used for grazing and modified pasture which has since been modified for urban and intensive uses which should be further investigated for contamination.

1.5 Existing Infrastructure

Northrop has undertaken a preliminary investigation of existing infrastructure in the vicinity of the proposed development site. Our assessment has been based on limited survey information as well as publicly available information from Queanbeyan-Palerang Regional Council and DBYD.

1.5.1 Existing stormwater infrastructure

There is an existing stormwater pit adjacent to the boundary in the north east which appears to be the legal point of discharge for the proposed development site. A 375mm stormwater pipe extends north across the verge to connect with another grated pit in Aprasia Avenue before being directed across the road and then east in Council owned infrastructure to Aprasia Park which appears to feature a wetland or precinct basin.

There is another existing stormwater pit adjacent to the boundary in the south west which appears to be collecting flows from a depression / basin within the site. A 450mm stormwater pipe extends south across the verge to connect with an existing stormwater pit on the southern side of Gorman Drive. The network then extends east in Council owned infrastructure.

1.6 Flooding

Northrop has made an enquiry to Queanbeyan-Palerang Regional Council with regards to the site being flooded and Council have advised that the 'Googong township is not a flood prone area and does not require additional measure for flood'.

Previous site analysis identified localised nuisance flooding in the southwest and northeast corners of the site due to the site's existing topography (refer to Figure 2). To mitigate this flooding, the proposed site surface has been graded to direct stormwater runoff into a pit and pipe network and an Onsite Detention System. No adverse flooding impacts are anticipated following regrading and installation of the stormwater system.

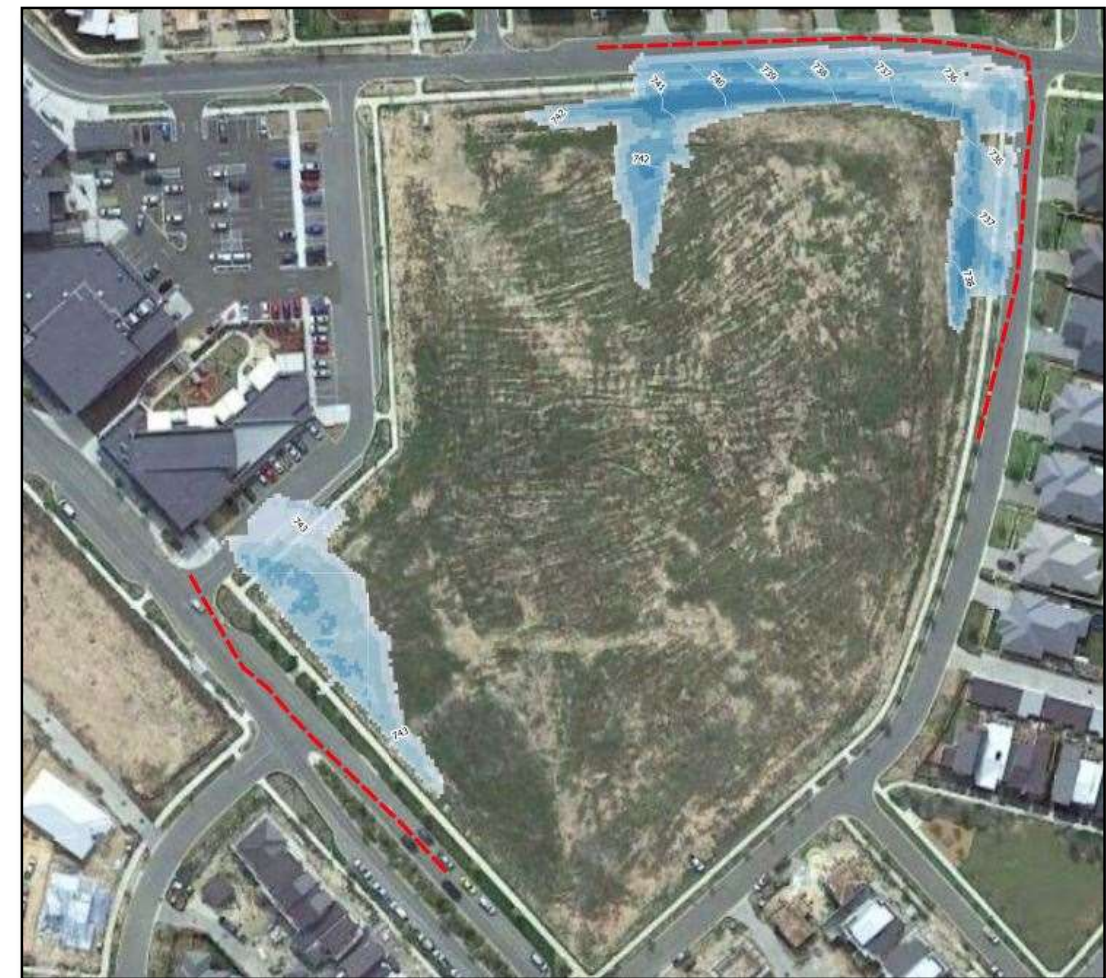


Figure 2 – 1 in 100 AEP Flood Level and Depth (GHD, May 2020)

2. Proposed Civil Works

2.1 Earthworks

A detailed bulk earthworks analysis of the site has been undertaken to assess the opportunity to balance the site and minimise the need for importing/exporting material. Bulk earthworks would involve cut and fill operation to form the platforms for the buildings, play areas, stormwater detention tanks and the car park.

2.2 Construction Sequencing

The sequence of work for the bulk earthworks will generally include:

- Provision of site establishment erosion and sediment control measures typically outlined in this report's section Erosion & Sediment Control.
- Clearing of vegetation from the proposed development site and either removal or mulching.
- Demolition of existing structures and pavements (as required).
- Stripping and stockpiling of topsoil suitable for reuse.
- Inspection of exposed natural material to ensure conformity with design assumptions and requirements.
- Placement of cut to fill layers not greater than 200mm in thickness and compacted to not less than 98% Standard Maximum Dry Density (SMDD) in accordance with the geotechnical report; and
- Spread topsoil to a maximum depth of 200mm and hydroseed or hydro mulch disturbed areas.

2.3 Pavements

For the purposes of the concept design, with consideration to traffic loading specified in the Educational Facilities Guidelines and Standards (5 x 10⁵ ESAs) and an assumed CBR 3, a proposed flexible pavement profile may be as follows:

- 40mm AC10 Wearing Course (Polymer Modified)
- 150mm DGB20 Base Course Material compacted to 98% MMDD
- 330mm DGS40 Subbase Material compacted to 98% MMDD
- Existing Subgrade compacted to 100% SMDD

Should the existing subgrade achieve less than CBR 3, ground improvement may be required such as lime stabilisation or replacement with a select fill layer such as crushed sandstone, subject to further discussion with the project Geotechnical Engineer.

2.4 Stormwater Management Strategy

2.4.1 Stormwater Quantity Management

Northrop has performed a desktop investigation to determine a conceptual stormwater management strategy for the proposed development scenario, and the requirements for the development. This has relied on Queanbeyan-Palerang Council's current stormwater management requirements. It is understood that a Flood Investigation has previously been undertaken to inform elements of the stormwater drainage design.

2.4.1.1 Major / Minor Drainage System

The major/minor approach to stormwater drainage is the recognised drainage concept for urban catchments within the Queanbeyan-Palerang Regional Council Local Government Area

The minor drainage system is comprised of below ground pit and pipe network and is designed to control nuisance flooding and enable effective stormwater management for the site. Council requires the minor drainage system to be designed for the critical 10% Annual Exceedance Probability (AEP) with overland flow safely catering for the 1% AEP.

The major drainage system will be designed to control and convey flows from the critical 1% AEP event. This incorporates suitably designed overland flow paths and drainage to direct flows into the OSD, system for all events up to the critical 1% AEP storm event.

In accordance with Council's requirements, overland flow paths are to be designed to contain a 1% AEP storm flow are to be provided over all pipelines that are not designed to cater for this flow. The design of the overland flowpath must consider the velocity-depth hazard.

Further catchment and pipe network modelling will be required for the site to suitably size the major/minor drainage network during the design phase of the project. Allowance for stormwater pit and pipe network needs to be considered as a permanent feature of the proposed development. Please refer to Appendix A for a proposed concept stormwater layout for the New Primary School in Googong.

2.4.1.2 On-site Stormwater Detention

According to Queanbeyan-Palerang Regional Council's Development Design Specification D5 Stormwater Drainage Design, On-site Stormwater Detention (OSD) is generally required for all types of developments in the Queanbeyan-Palerang Local Government area to limit post development flows to predevelopment rates. This is typically provided on most developments to avoid nuisance flooding of downstream properties.

To control flows generated during storm events, water is stored and released at controlled rate on the development site. Storage is typically provided either of the following:

- below ground in a purpose made holding tanks; or
- above ground in landscaped basins or on the surface of hardstand areas such as car parks.

A below ground OSD tank is considered appropriate in a school environment in order to position the OSD away from the school buildings, to avoid any emergency overland flowpaths and access lids/grate near the students.

Due to site constraints and building levels it is not feasible to have a separate on-site detention tank for the southern portion of the site (to discharge to the stormwater network at Gorman Drive). As such, the proposed concept stormwater drainage layout shown in Appendix A considers the provision of a below ground OSD system which has been designed to capture the entire site drainage in a single tank. The design discharge rate from the proposed tank has been restricted to maintain the pre-developed Permissible Site Discharge (PSD) for the northern catchment for the site to ensure that there are no adverse impacts on the downstream catchments.

A predeveloped and post developed catchments analysis was undertaken in order to develop the PSD and the OSD requirements for the site, these catchments areas shown in Figure 3 and Figure 4.

A DRAINS model has been used to calculate the OSD requirements for the site to ensure the post development flowrates does not exceed the pre-development flowrates for the 20% AEP to 1% AEP. As the OSD tank is proposed within the new staff carpark, a portion of the site bypasses the OSD facility (the proposed grassed play areas to the northeast of the site and the proposed landscaped 'dry creek bed' to the south of Building B). This was taken into consideration when analysing the OSD system. Based on this, the OSD volume required for the development is 493 cubic meters. Refer to *Table 1* for a summary of the results of the OSD DRAINS analysis.

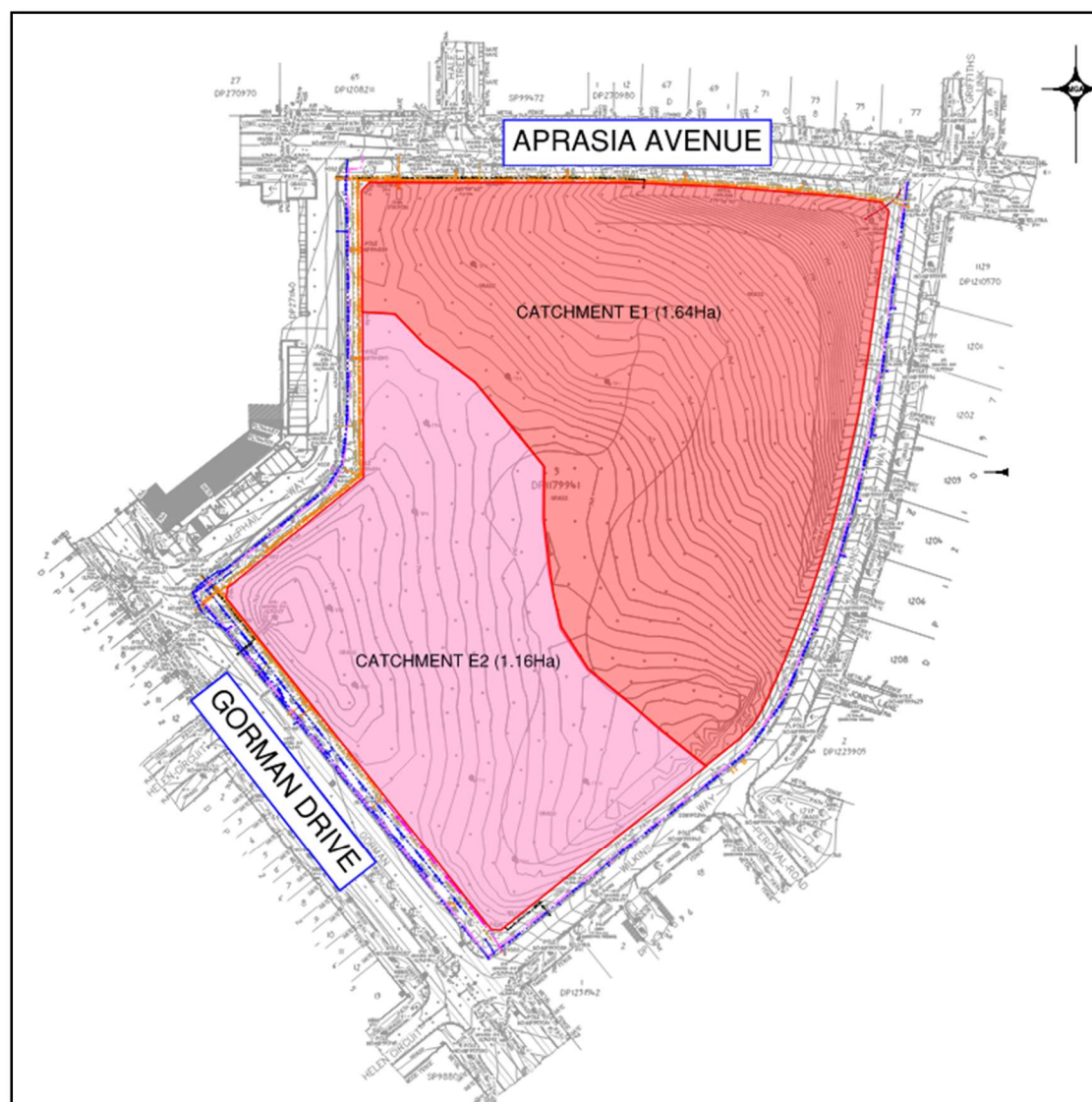


Figure 3 – Existing Catchments

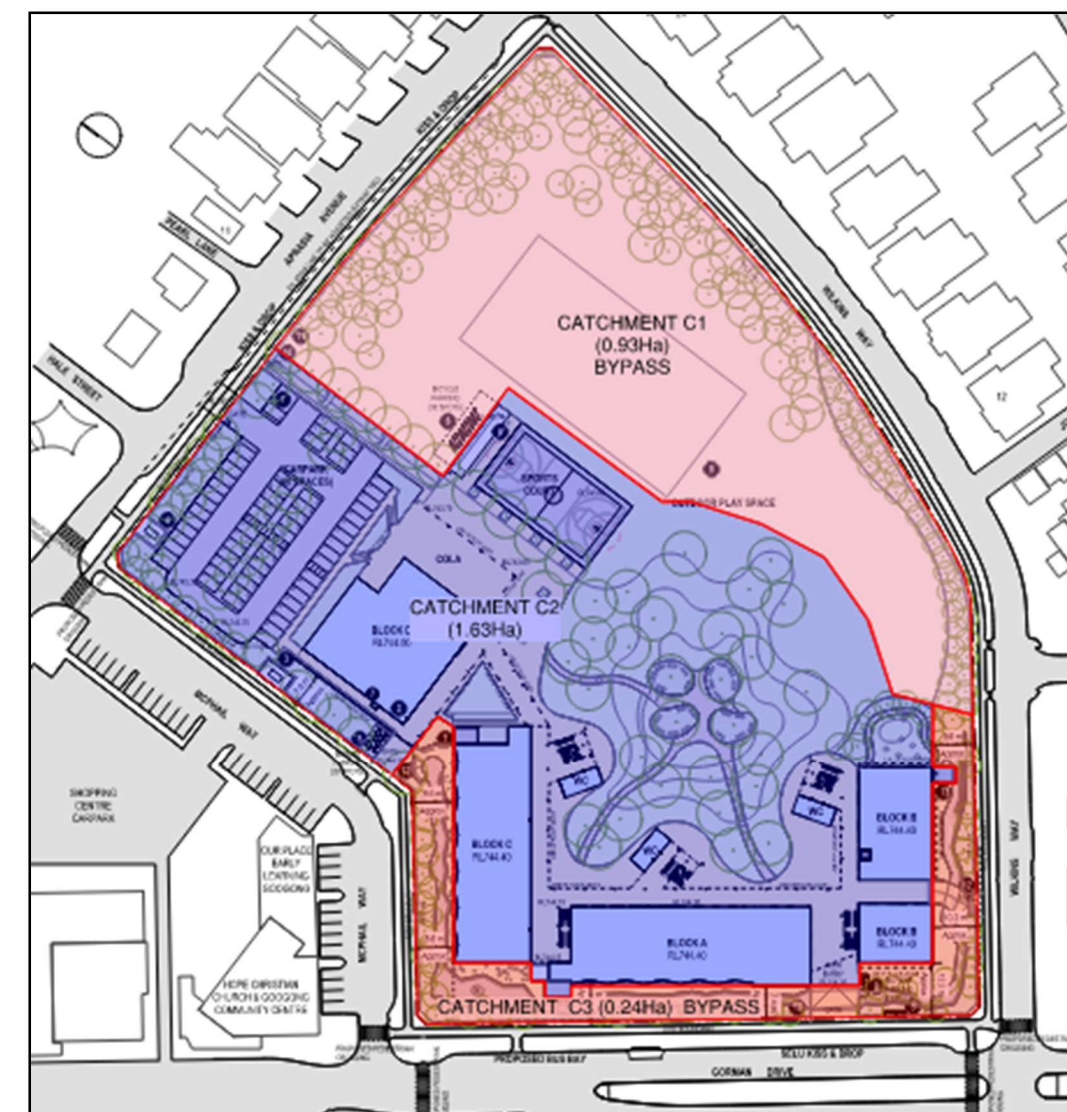


Figure 4 – Proposed Catchments

	Storm Event	Aprasia Road			Gorman Drive
Catchment		E1			E2
Pre-development	1% AEP	0.311 m3/s			0.22 m3/s
	5% AEP	0.051 m3/s			0.036 m3/s
Catchment		C1	C2	Total (C1 + C2)	C3
Post-Development	1% AEP	0.177	0.132	0.309 m3/s	0.087 m3/s
	5% AEP	0.029	0.02	0.049 m3/s	0.02 m3/s

Table 1- DRAINS Results

2.4.1.3 Connection to Councils Drainage System

Typically outflow pipes from stormwater drainage systems connect either directly to Council's stormwater infrastructure or utilise existing site stormwater connections within the site.

Based on review of the Detailed survey prepared by Steger and Associates dated 10th May 2020, there are several Council owned Stormwater Infrastructure Assets in the surrounding road network.

There is an existing stormwater pit adjacent to the boundary in the north east which appears to be the legal point of discharge for the proposed development site. A 375mm stormwater pipe extends north across the verge to connect with another grated pit in Aprasia Avenue before being directed across the road and then east in Council owned infrastructure to Aprasia Park which appears to feature a wetland or precinct basin.

There is another existing stormwater pit adjacent to the boundary in the south west which appears to be collecting flows from a depression / basin within the site. A 450mm stormwater pipe extends south across the verge to connect with an existing stormwater pit on the southern side of Gorman Drive. The network then extends east in Council owned infrastructure.

2.4.2 Stormwater Quality Management

Queanbeyan-Palerang Regional Council's Development Design Specification D7 Erosion Control and Stormwater Management (Version 1 – December 2018) requires developments to treat stormwater to meet the minimum level of pollutant load objectives in accordance with the below.

- 80% reduction in post development mean annual load of Total Suspended Solids (TSS)
- 65% reduction in post development mean annual load of Total Phosphorus (TP)
- 65% reduction in post development mean annual load of Total Nitrogen (TN)
- 100% reduction in post development mean annual load of total gross pollutants (greater than 5mm)

The reduction in pollutant loads can be achieved via a variety (or 'train') of different treatment devices including pit filter baskets, gross-pollutant traps, proprietary filtration devices and/or bioretention areas/basins. Proprietary devices are generally more expensive but can be located underground, saving space in the development.

To demonstrate reductions in pollutant loads, treatment removal loads have been analysed for post development scenarios using MUSIC (Model for Urban Stormwater Improvement Conceptualisation). Refer to Appendix B for the proposed MUSIC catchments for the site.

Achieving compliance with the 65% reduction in post development mean annual load of TN with filter cartridges would not be possible, refer *Graph 1* for percentage reduction versus number of cartridges. To achieve a reduction of 65% a bioretention basin would be required.

With consideration to the nature of the proposed development, a bioretention basin is not ideal due to the large area required, the limited locations on the site that are relatively flat and the basin requiring fencing. A bioretention basin would significantly impact on the area available for outdoor play.

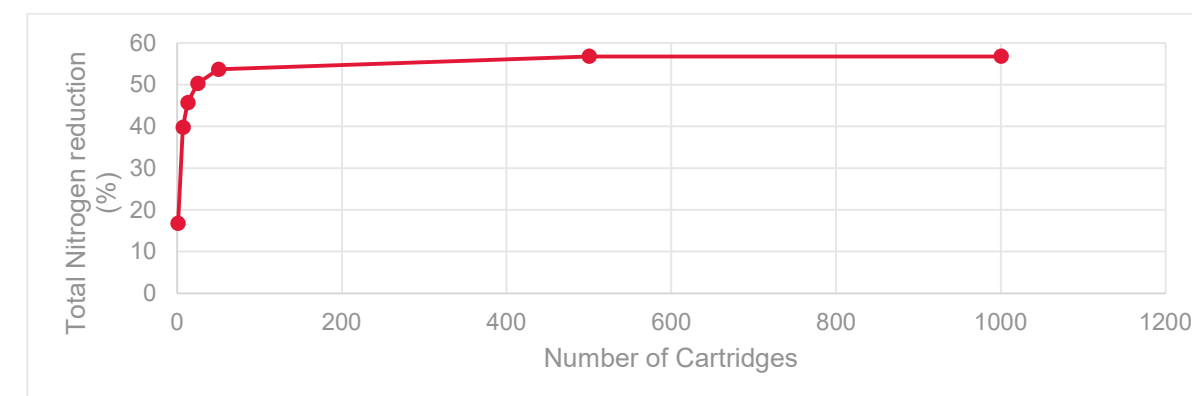
A 45% reduction in post development mean annual load of TN has been proposed which is consistent with the reduction targets set out by many Local Council and State Governments agencies.

As the proposed development contains a large landscaped pervious area, we seek dispensation from Council of this requirement.

A 97.3% reduction of gross pollutants has been achieved. The shortfall in reduction is due to a small portion of paving bypassing the treatment devices.

Refer to *Figure 5* for the proposed treatment train and results.

It is proposed that treatment device are provided within the OSD tank rather than providing separate structures. This can be further refined as the design is developed.



Graph 1 – Total Nitrogen Reduction versus Number of Cartridges

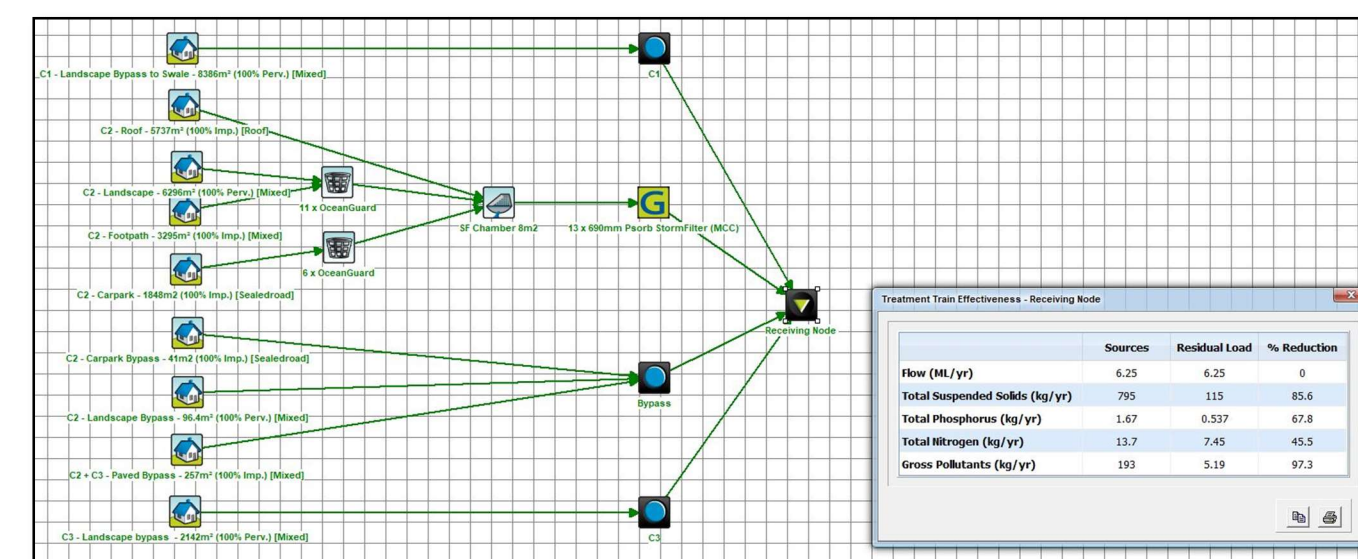


Figure 5 – MUSIC Model Treatment Train and Results

2.4.3 Proposed Treatment

Proposed stormwater quality treatment devices are discussed below.

2.4.3.1 Stormwater Pit Litter Baskets

Stormwater Pit Litter Baskets are an at source primary treatment device to treat stormwater runoff from the development. The stormwater pit insert baskets target pollutants including phosphorus, nitrogen, metals and hydrocarbons. The pit inserts sit beneath the stormwater pit grates and will collect gross pollutants and larger sediments prior to treatment by the StormFilter cartridges.

2.4.3.2 Storm filter cartridges

Filtration cartridges in the form of Storm Filters may be provided as an end of line treatment device to treat stormwater runoff from the proposed development. The StormFilter system targets a range of pollutants including total suspended solids, soluble heavy metals, oil and grease, and total nutrients. Each cartridge has a treatable flow rate of 1~1.6L/s.

2.4.3.3 Grass Lined Swales

Grass Lined Swales will direct the bypass flows to the Council drainage system. The swales will help to reduce the pollutant load (TSS, TP and TN) for the catchments that are bypassing the Storm Filter cartridges.

2.4.3.4 Rainwater Tanks

Rainwater tanks are not proposed as part of the development as it is understood that recycled water is available for the site to provide for the requirements for toilet flushing and irrigation.



Figures 6-7 (from Left to Right) – Stormfilter Cartridge System, Stormwater Pit Litter Basket Insert.

2.5 Sediment and Erosion Control Measures

2.5.1 Sediment and Erosion Control

The objectives of the erosion and sediment control for the development site will be to ensure:

- Adequate erosion and sediment control measures are applied prior to the commencement of construction and are maintained throughout construction; and
- Construction site runoff is appropriately treated in accordance with Queanbeyan-Palerang Regional Council requirements prior to discharge.

As part of the works, the erosion and sedimentation control will need to be provided during the construction phase of the development in accordance with Queanbeyan-Palerang Regional Council's requirements and the NSW Department of Housing Manual, "Managing Urban Stormwater Soil & Construction" 2004 (Blue Book) - prior to any earthworks commencing on site.

2.5.2 Sediment Basin

Due to the size of the proposed development, two temporary sediment basin will be required to capture site runoff during construction. The construction of the basin may be undertaken in stages to enable maximum runoff capture assisted by diversion swales and direct runoff to the basin.

Calculations to determine the required basin size are to be based on available geotechnical information regarding soil types and using the Soils and Construction Volume 1 Manual.

To ensure the sediment basin is working effectively it will need to be maintained throughout the construction works. Maintenance includes ensuring adequate settlement times or flocculation and pumping of clean water to reach the minimum storage volume at the lower level of the settling zone. The settling zone will be identified by pegs to clearly show the level at which design storage capacity is available.

The pumped water from the sediment basin can be reused for dust control during construction.

Overflow weirs are to be provided to control overflows for rainfall events more than the design criteria.

Detailed sediment basin sizing, configuration and location shall form part of the SSD documentation for the proposed development.

2.5.3 Sediment and Erosion Control Measures

Prior to any earthworks commencing on site, sediment and erosion control measure shall be implemented generally in accordance with the engineering drawings and the "Blue Book". The measures are intended to be a minimum treatment only as the contractor will be required to modify and stage the erosion and sedimentation control measures to suit the construction program, sequencing, and techniques. These measures may include:

- A temporary site security/safety fence is to be constructed around the site, the site office area, and the proposed sediment basin.
- Sediment fencing provided downstream of disturbed areas, including any topsoil stockpiles.
- Dust control measures including covering stockpiles, installing fence hessian and watering exposed areas.
- Placement of hay bales or mesh and gravel inlet filters around and along proposed catch drains and around stormwater inlets pits; and
- The construction of a temporary sediment basin as noted above.
- Stabilised site access at the construction vehicle entry/exits.

Any stockpiled material, including topsoil, shall be located as far away as possible from any associated natural watercourses or temporary overland flow paths. Sediment fences shall be installed to the downstream side of

stockpiles and any embankment formation. All stockpiles and embankment formations shall be stabilised by hydroseeding or hydro mulching on formation.



Figure 8 – Sediment Fence

2.6 Other Items

2.6.1 Pedestrian Crossings at Gorman Drive (Public Roads)

For both the below options, lighting analysis should be undertaken and possible additional street lighting required. Kerb blisters required to provide pedestrian zone through parking bay. Both options may result in a possible loss of on-street parking bays.

Option 1 - Across Rain Garden

- Construct a small bridge, this could be from a pre-cast concrete system. A footing will be required each side of the raingarden, balustrade probably required to each side, rock rip rap of similar under the bridge, road line marking and signage. This bridge would be 2.5m wide. Construct new pram ramps either side of the road.
- Construct a culvert crossing using pre-cast concrete culverts, - A footing will be required each side of the raingarden, balustrade probably required to each side, rock rip rap of similar under the bridge, road line marking and signage. This bridge would be 2.5m wide.

Option 2 - Across Road

- Align crossing with existing pram ramps, installation of refuge island in centre of road, "kerb blisters" and new pram ramp where passing through parking bay.

2.6.2 Providing additional parking bays / blisters (Public Road)

Woks and typical issues for Aprasia Avenue and Gorman Drive frontages include the following:

- Adjustment of existing services in particular modification of any surface fittings to suit the extended pavement. Addition of the bays may reduce covered to below ground services to unacceptable levels, services may need to be "lowered", concrete encased or moved into the new verge.
- Relocation of existing light poles
- Relocation of street trees
- Regrading of verge (including reconstruction of footpath) such that verge grades works with new kerb vertical alignment. Introduction of bays is likely to lift the kerb height, thus impacting the overall verge grading.
- Adjustment of stormwater to match new kerb alignment.
- Possible dedication of land to allow minimum verge widths to be maintained.

3. ESD / Civil Considerations

The New Primary School in Googong will be targeting a Four Star Greenstar / Best Endeavours rating through the Green Building Council of Australia (GBCA). Based on previous experience, we understand the following initiatives which affect civil engineering will be explored:

3.1 Greenstar Points

As a minimum, the Civil design will consider targeting Greenstar points:

- Stormwater – minimisation of peak stormwater flows

Based on review of Queanbeyan-Palerang Regional Council's requirements, On-site Stormwater Detention is required for the proposed development. As such the development should meet the requirement to minimise peak stormwater flows.

- Stormwater – Protection of receiving waters from pollutants

By addressing Queanbeyan-Palerang Regional Council's requirements for Water Quality Treatment, it typically achieves partial credit for this Greenstar item. To achieve the full credit for protection of receiving waters from pollutants, water quality treatment is often required over and above local government requirements. Should this be pursued it is recommended that a cost benefit analysis is undertaken by the project Team to assess if achieving this credit in full is feasible.

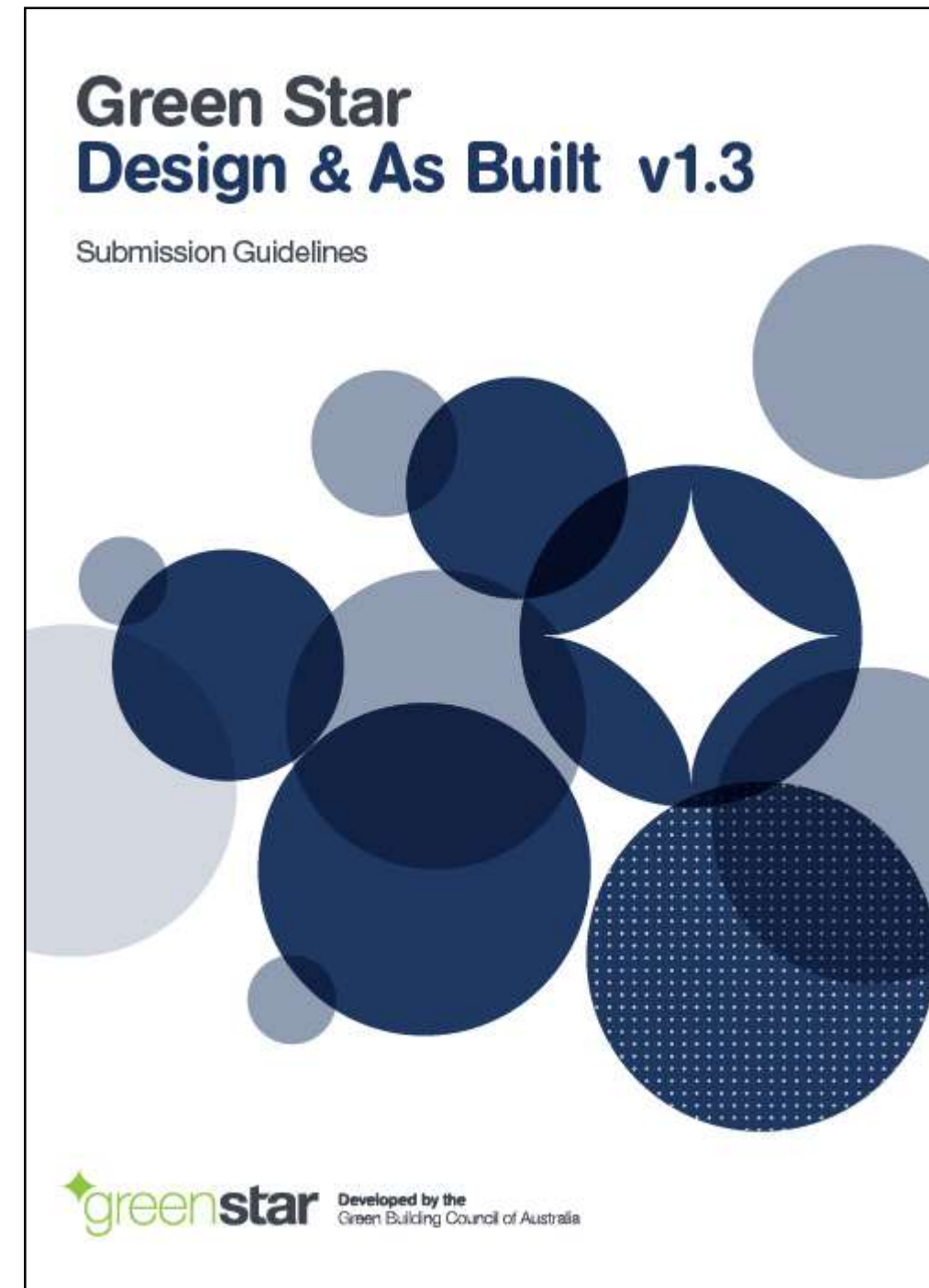


Figure 9 – Greenstar Design & As Built v1.3 Cover

4. Conclusion

In summary, the requirements for the proposed development are as follows:

- Stormwater Infrastructure – Both Onsite Stormwater Detention (OSD) and Water Quality measures will be required for the proposed development subject as per discussion with Queanbeyan-Palerang Regional Council. OSD storage will be a below ground tank due to the nature of the proposed development and ultimate use as a School. Water quality treatment will need to be achieved using a combination of proprietary filter cartridge devices and pit inserts or through bioretention treatment located in the landscaped areas of the site.

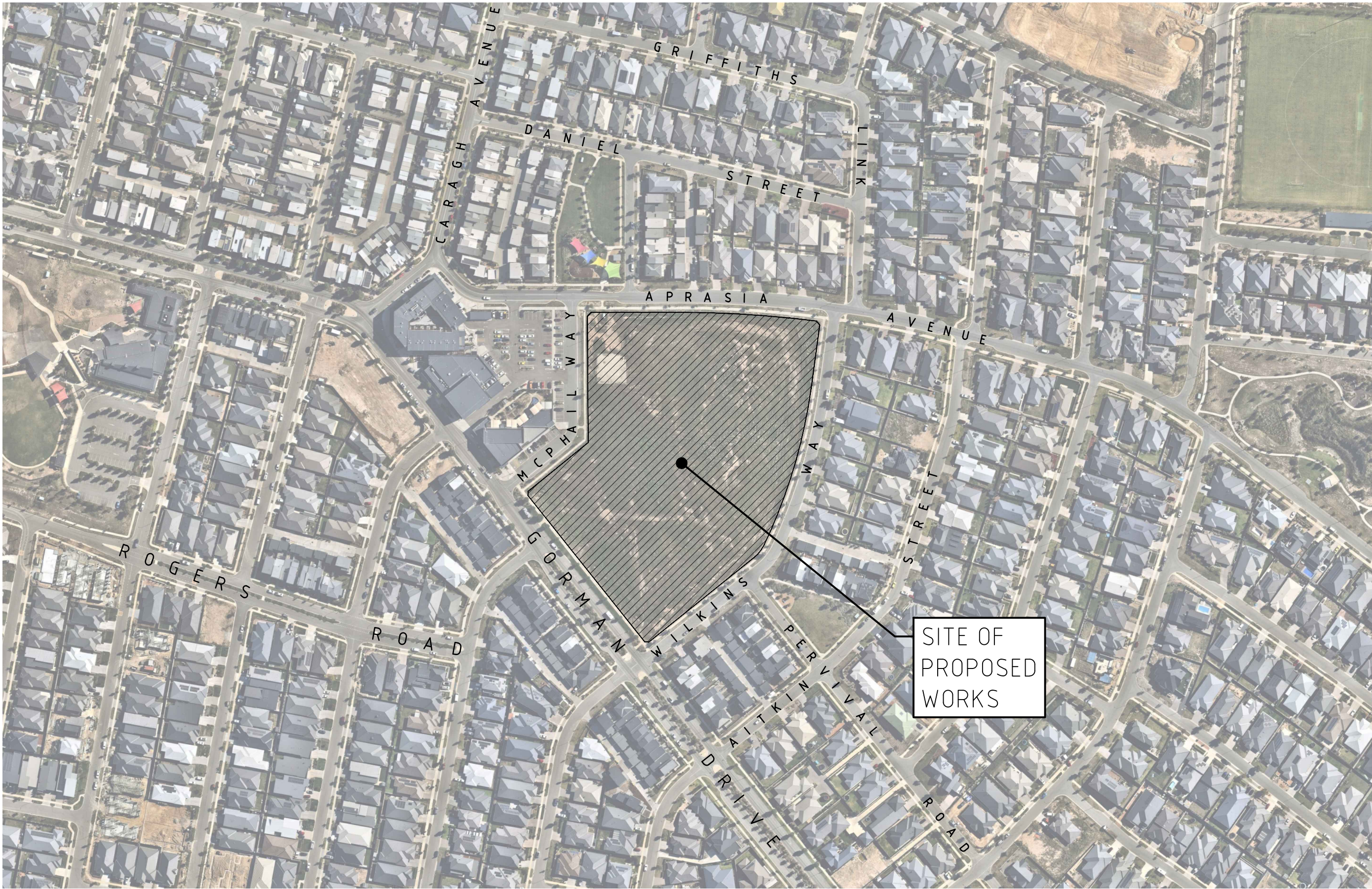
The majority of the development runoff will be distributed to the existing catchment to Aprasia Avenue in the North East. A small portion of the catchment will be drained towards Gorman Drive in south west.

On-going maintenance of water quality and quantity systems will be required for the development regardless of the selected devices. As the design for the proposed development is progressed, information regarding on-going maintenance costs will need to be considered by the Project Team to ensure systems are financially feasible for the operational life of the development.

Appendix A – Civil Engineering Plans

NEW PRIMARY SCHOOL IN GOOGONG

SSDA CIVIL ENGINEERING PACKAGE



LOCALITY PLAN

SOURCE: NEARMAPS 2021

CIVIL DRAWING SCHEDULE

DRG No.	DRAWING TITLE
GOOG-CV-SD-DWG-100.01	COVER SHEET, DRAWING SCHEDULE & LOCALITY PLAN
GOOG-CV-SD-DWG-101.11	SPECIFICATION NOTES - SHEET 01
GOOG-CV-SD-DWG-101.12	SPECIFICATION NOTES - SHEET 02
GOOG-CV-SD-DWG-101.21	GENERAL ARRANGEMENT PLAN
GOOG-CV-SD-DWG-102.01	CONCEPT SEDIMENT & EROSION CONTROL PLAN
GOOG-CV-SD-DWG-102.11	SEDIMENT & EROSION CONTROL DETAILS
GOOG-CV-SD-DWG-103.01	BULK EARTHWORKS CUT & FILL PLAN
GOOG-CV-SD-DWG-104.01	SITWORKS & STORMWATER MANAGEMENT PLAN - SHEET 01
GOOG-CV-SD-DWG-104.02	SITWORKS & STORMWATER MANAGEMENT PLAN - SHEET 02
GOOG-CV-SD-DWG-104.03	SITWORKS & STORMWATER MANAGEMENT PLAN - SHEET 03
GOOG-CV-SD-DWG-104.04	SITWORKS & STORMWATER MANAGEMENT PLAN - SHEET 04
GOOG-CV-SD-DWG-104.50	STORMWATER MANAGEMENT DEVICES
GOOG-CV-SD-DWG-112.01	DETAILS SHEET - SHEET 01
GOOG-CV-SD-DWG-112.02	DETAILS SHEET - SHEET 02
GOOG-CV-SD-DWG-112.03	DETAILS SHEET - SHEET 03
GOOG-CV-SD-DWG-112.04	DETAILS SHEET - SHEET 04

NOT FOR CONSTRUCTION

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	MM	30.04.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
02	MM	14.05.21	ISSUED FOR DRAFT SSDA
03	MM	24.05.21	ISSUED FOR SSDA



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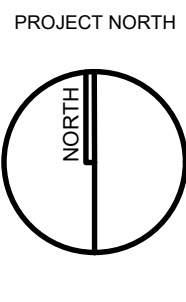
COVER SHEET, DRAWING SCHEDULE & LOCALITY PLAN

PROJECT

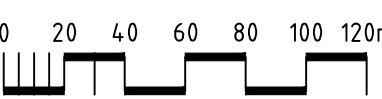
NEW PRIMARY SCHOOL IN GOOGONG

GORMAN DRIVE, GOOGONG

PROJECT NORTH



SCALE 1:2500@A1



MM	PC	DATE	REVISION
DRAWN	CHECKED	VERIFIED	DATE
GOOG-CV-SD-DWG-100.01		24.05.21	

03

NOTE: ALL CIVIL ENGINEERING CONSTRUCTION WORKS TO BE CARRIED OUT IN ACCORDANCE WITH QUEANBEYAN-PALERANG REGIONAL COUNCIL DEVELOPMENT GUIDELINES. READ IN CONJUNCTION WITH THE NOTES PROVIDED BELOW. IF CONFLICT ARISE, QUEANBEYAN-PALERANG REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS TAKE PRECEDENCE. WHERE QUEANBEYAN-PALERANG REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS ARE SILENT, THE SPECIFICATION NOTES BELOW TAKE PRECEDENCE

ACCESS AND SAFETY
1. THE CONTRACTOR SHALL COMPLY WITH ALL STATUTORY AND INDUSTRIAL REQUIREMENTS FOR PROVISION OF A SAFE WORKING ENVIRONMENT INCLUDING TRAFFIC CONTROL.
2. <u>THE CONTRACTOR SHALL PROVIDE TRAFFIC MANAGEMENT PLANS FOR THE PROPOSED WORKS COMPLETED BY A SUITABLY QUALIFIED PERSON AND APPROVED BY COUNCIL / REGULATORY AUTHORITY. WORK IS NOT TO COMMENCE ON SITE PRIOR TO APPROVAL OF TRAFFIC MANAGEMENT SCHEME.</u>
3. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES ACCESS TO BUILDINGS ADJACENT THE WORKS IS NOT DISRUPTED.
4. WHERE NECESSARY THE CONTRACTOR SHALL PROVIDE SAFE PASSAGE OF VEHICLES AND/OR PEDESTRIANS THROUGH OR BY THE SITE.
5. THE CONTRACTOR SHALL ENSURE PUBLIC ACCESS EXTERNAL TO THE SITE IS IN ACCORDANCE WITH COUNCILS REQUIREMENTS.

TREE PROTECTION
1. REFER TO LANDSCAPE / ARCHITECTS PLAN FOR TREES TO BE RETAINED AND PROTECTED.
2. ANY EXISTING TREES WHICH FORM PART OF THE FINAL LANDSCAPING PLAN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES BY: 2.1. PROTECTING THEM WITH BARRIER FENCING OR SIMILAR MATERIALS INSTALLED OUTSIDE THE DRIP LINE 2.2. ENSURING THAT NOTHING IS NAILED TO ANY PART OF THE TREE. 2.3. CARE IS TAKEN NOT TO CUT ROOTS UNNECESSARILY. COUNCILS AND/OR INDEPENDENT ARBORISTS TO BE CONSULTED WHERE TREE ROOTS ARE TO BE REMOVED AND/OR CUT.

SEDIMENT AND SOIL EROSION
1. THE SEDIMENT & EROSION CONTROL PLAN PRESENTS CONCEPTS ONLY. THE CONTRACTOR SHALL AT ALL TIMES BE RESPONSIBLE FOR THE ESTABLISHMENT & MANAGEMENT OF A DETAILED SCHEME MEETING COUNCILS DESIGN, OTHER REGULATORY AUTHORITY REQUIREMENTS AND MAKE GOOD PAYMENT OF ALL FEES.
2. THE CONTRACTOR SHALL INSTIGATE ALL SEDIMENT AND EROSION CONTROL MEASURES IN ACCORDANCE WITH STATUTORY REQUIREMENTS AND IN PARTICULAR THE 'BLUE BOOK' (MANAGING URBAN STORMWATER SOILS AND CONSTRUCTION), PRODUCED BY THE DEPARTMENT OF HOUSING AND COUNCILS POLICIES. THESE MEASURES ARE TO BE INSPECTED AND MAINTAINED ON A DAILY BASIS.
3. THE SITE SUPERINTENDENT SHALL ENSURE THAT ALL SOIL AND WATER MANAGEMENT WORKS ARE LOCATED AS INSTRUCTED IN THE DRAWINGS AND ADHERE TO ALL REGULATORY AUTHORITY REQUIREMENTS.
4. <u>THE CONTRACTOR SHALL INFORM ALL SUB CONTRACTORS OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS.</u>
5. WHERE PRACTICAL, THE SOIL EROSION HAZARD ON THE SITE SHALL BE KEPT AS LOW AS POSSIBLE. TO THIS END, WORKS SHOULD BE UNDERTAKEN IN THE FOLLOWING SEQUENCE; 5.1 <u>CONSTRUCT TEMPORARY STABILISED SITE ACCESS INCLUSIVE OF SHAKE DOWN / WASH PAD.</u> 5.2 <u>INSTALL ALL TEMPORARY SEDIMENT FENCES AND BARRIER FENCES, WHERE FENCES ADJACENT EACH OTHER, THE SEDIMENT FENCE CAN BE INCORPORATED INTO THE BARRIER FENCE.</u> 5.3 <u>INSTALL ALL SEDIMENT CONTROL MEASURES AS OUTLINED ON THE APPROVED PLANS.</u>
6. UNDERTAKE SITE DEVELOPMENT WORKS SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF MINIMUM WORKABLE SIZE.
7. AT ALL TIMES AND IN PARTICULAR DURING WINDY AND DRY WEATHER, LARGE UNPROTECTED AREAS WILL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL ENSURING CONFORMITY TO REGULATORY AUTHORITY REQUIREMENTS.
8. ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE SURFACE) SHALL BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM PLACEMENT.
9. WATER SHALL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS THE CATCHMENT AREA HAS BEEN STABILISED AND/OR ANY LIKELY SEDIMENT BEEN FILTERED OUT.
10. TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES SHALL BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE STABILISED / REHABILITATED.
11. ALLOW FOR GRASS STABILISATION OF EXPOSED AREAS, OPEN CHANNELS AND ROCK BATTERS DURING ALL PHASES OF CONSTRUCTION.
12. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED TO ENSURE THAT THEY OPERATE EFFECTIVELY. REPAIRS AND/OR MAINTENANCE SHALL BE UNDERTAKEN REGULARLY AND AS REQUIRED, PARTICULARLY FOLLOWING RAIN EVENTS.
13. RECEPTORS FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER SHALL BE DISPOSED OF IN ACCORDANCE WITH REGULATORY AUTHORITY REQUIREMENTS. CONTRACTOR TO PAY ALL FEES AND PROVIDE EVIDENCE OF SAFE DISPOSAL.
14. IF A TEMPORARY SEDIMENT BASIN IS REQUIRED, ENSURE SAFE BATTER SLOPES IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. MAINTAIN ADEQUATE STORAGE VOLUME IN ACCORDANCE WITH PLANS. TEMPORARY PUMP 'CLEAN FLOCCULATED' WATER TO COUNCILS STORMWATER SYSTEM. ENSURE WHOLE SITE RUN-OFF IS DIRECTED TO TEMPORARY SEDIMENT BASIN.

EXISTING SERVICES
1. ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIAL BEFORE YOU DIG SEARCHES, THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND CONFIRM THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY. NOTE SERVICE AUTHORITY REQUIREMENTS FOR LOCATING OF SERVICES PRIOR TO COMMENCEMENT OF WORKS.
2. CARE TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES. NO MECHANICAL EXCAVATIONS AREA TO BE UNDERTAKEN OVER COMMUNICATION, GAS OR ELECTRICAL SERVICES. HAND EXCAVATION ONLY IN THESE AREAS.
3. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING SERVICES THAT ARE TO BE RETAINED IN THE VICINITY OF THE PROPOSED WORKS. ANY AND ALL DAMAGE TO THESE SERVICES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR UNDER THE DIRECTION OF THE SUPERINTENDENT <u>AT THE CONTRACTORS EXPENSE.</u>
4. THE CONTRACTOR SHALL ALLOW IN THE PROGRAM FOR THE ADJUSTMENT (IF REQUIRED) OF EXISTING SERVICES IN AREAS AFFECTED BY WORKS.
5. THE CONTRACTOR SHALL ALLOW IN THE PROGRAM FOR THE CAPPING OFF, EXCAVATION AND REMOVAL (IF REQUIRED) OF EXISTING SERVICES IN AREAS AFFECTED BY WORKS UNLESS DIRECTED OTHERWISE ON THE DRAWINGS OR BY THE SUPERINTENDENT.
6. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES SERVICES TO ALL BUILDINGS NOT AFFECTED BY THE WORKS ARE NOT DISRUPTED AND MAINTAINED.
7. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL GAIN APPROVAL OF THE PROGRAM FOR THE RELOCATION AND/OR CONSTRUCTION OF TEMPORARY SERVICES AND FOR ANY ASSOCIATED INTERRUPTION OF SUPPLY.
8. THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE SUPERINTENDENT. ONCE DIVERSION IS COMPLETE AND COMMISSIONED THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT.

EARTHWORKS

1. AT THE COMMENCEMENT OF FILLING OPERATIONS FOR BULK EARTHWORKS A GEOTECHNICAL ENGINEER IS TO VISIT THE SITE & CONFIRM THE SUITABILITY OF THE METHODOLOGY OF ACHIEVING THE REQUIRED COMPACTION REQUIREMENTS.
2. STRIP TOPSOIL, VEGETABLE MATTER AND RUBBLE TO EXPOSE NATURALLY OCCURRING MATERIAL AND STOCKPILE ON SITE AS DIRECTED BY THE SUPERINTENDENT.
3. WHERE FILLING IS REQUIRED TO ACHIEVE DESIGN SUBGRADE, PROOF ROLL EXPOSED NATURAL SURFACE WITH A MINIMUM OF TEN PASSES OF A VIBRATING ROLLER (MINIMUM STATIC WEIGHT OF 10 TONNES) IN THE PRESENCE OF THE SUPERINTENDENT.
4. THE CONTRACTOR IS TO ALLOW FOR A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER TO PROVIDE ADVICE AND CERTIFICATION OF ANY WORKS ASSOCIATED WITH TREATING OR MANAGING UNSUITABLE GROUND CONDITIONS THROUGHOUT THE CONTRACT (e.g. STABILITY OF EXCAVATIONS, POOR SUBGRADE, etc).
5. ALL SOFT, WET OR UNSUITABLE MATERIAL IS TO BE REMOVED AS DIRECTED BY THE SUPERINTENDENT AND REPLACED WITH APPROVED MATERIAL SATISFYING THE REQUIREMENTS BELOW.
6. PROVIDE CERTIFICATES VERIFYING THE QUALITY OF IMPORTED MATERIAL FOR THE SUPERINTENDENTS APPROVAL.
7. ALL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 200mm THICK LAYERS (LOOSE) AND COMPACTED AT OPTIMUM MOISTURE CONTENT (+ OR - 2%) TO ACHIEVE A DRY DENSITY DETERMINED IN ACCORDANCE WITH AS1289 2.1.1, AS1289 5.7.1 AND AS1289 5.8.8 OF NOT LESS THAN THE FOLLOWING STANDARD MINIMUM DRY DENSITY:

LOCATION	COMPACTION REQUIREMENT
LANDSCAPED AREAS	98% SHMD
ROADS	100% SHMD (IN ACCORDANCE WITH COUNCIL SPECIFICATIONS)
PAVED AREAS	100% SHMD (IN ACCORDANCE WITH COUNCIL SPECIFICATIONS)
8. TESTING OF THE SUBGRADE FOR BUILDINGS SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A. REGISTERED LABORATORY.
9. ALLOW THE FOLLOWING COMPACTION TESTING BY N.A.T.A. REGISTERED LABORATORY FOR PLATFORMS AND FILL LAYERS IN ACCORDANCE WITH THE LATEST VERSION OF AS3798. (MINIMUM 3 TESTS PER LAYER) OR 1 TEST PER MATERIAL TYPE PER 2500sq.m OR 1 TEST.
10. WHERE TEST RESULTS ARE BELOW THE SPECIFIED COMPACTION, RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION STANDARDS ARE ACHIEVED, OTHERWISE SUBGRADE REPLACEMENT IS REQUIRED IF COMPACTION STANDARDS ARE NOT ACHIEVED.
11. ALLOW FOR EXCAVATION IN ALL MATERIALS AS FOUND U.N.O. NO ADDITIONAL PAYMENTS WILL BE MADE FOR EXCAVATION IN WET OR HARD GROUND.
12. WHERE THERE IS INSUFFICIENT EXCAVATED MATERIAL SUITABLE FOR FILLING OR SUBGRADE REPLACEMENT, THE CONTRACTOR IS TO ALLOW TO IMPORT FILL. IMPORTED FILL SHALL COMPLY WITH THE FOLLOWING:
 - 12.1. BE OF VIRGIN EXCAVATED NATURAL MATERIAL OR
 - 12.2. CONTRACTOR TO PROVIDE EVIDENCE IMPORT IS SUITABLE USE
 - 12.3. PLASTICITY INDEX BETWEEN 2-15% AND CBR > 8
 - 12.4. FREE FROM ORGANIC AND PERISHABLE MATTER
 - 12.5. MAXIMUM SIZE 50mm, PASSING 75 MICRON SIEVE (<25%)

EARTHWORKS (cont)
13. THE CONTRACTOR SHALL PROGRAM THE EARTHWORKS OPERATION SO THAT THE WORKING AREAS ARE ADEQUATELY DRAINED DURING THE PERIOD OF CONSTRUCTION. THE SURFACE SHALL BE GRADED AND SEALED OFF TO REMOVE DEPRESSIONS, ROLLERS MARKS AND SIMILAR WHICH WOULD ALLOW WATER TO POND AND PENETRATE THE UNDERLYING MATERIAL. ANY DAMAGE RESULTING FROM THE CONTRACTOR NOT OBSERVING THESE REQUIREMENTS SHALL BE RECTIFIED AT THEIR COST.
14. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE AND MAINTAIN THE INTEGRITY OF ALL SERVICES, CONDUITS AND PIPES DURING CONSTRUCTION, SPECIFICALLY DURING THE BACKFILLING AND COMPACTION PROCEDURE. ANY AND ALL DAMAGE TO NEW OR EXISTING SERVICES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
15. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A. REGISTERED LABORATORY AT THE CONTRACTORS EXPENSE.
<u>DEEP EXCAVATIONS</u>
16. <u>PRIOR TO THE COMMENCEMENT OF EXCAVATION WORKS GREATER THAN 15m IN DEPTH, THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER TO DETERMINE THE STABILITY OF A NATURAL MATERIAL AND BENCHING REQUIREMENTS.</u>
17. <u>THE CONTRACTOR MUST PROVIDE THE SUPERINTENDENT AND OR THE DESIGN ENGINEER WITH A COPY OF THE GEOTECHNICAL ENGINEERS REPORT.</u>
18. THE CONTRACTOR IS TO PROVIDE SAFETY BARRIERS / FENCING IN ACCORDANCE WITH OH&S AND REGULATORY AUTHORITY REQUIREMENTS.
<u>SERVICE TRENCHES</u>
19. SAWCUT EXISTING SURFACES PRIOR TO EXCAVATION. BACKFILL ALL TRENCHES UNDER EXISTING ROADS, PAVEMENTS AND PATHS WITH STABILISED SAND 5% CEMENT OR DGS40 MATERIAL (5% CEMENT) COMPACTED IN 200mm THICK LAYERS TO 98% MHDD TO UNDERSIDE OF PAVEMENT.
20. BACKFILL ALL TRENCHES NOT UNDER ROADS, PAVEMENTS, PATHS AND BUILDINGS WITH APPROVED EXCAVATED OR IMPORTED MATERIAL COMPACTED TO 95% SHMD.

SITWORKS
1. ALL WORKS TO BE IN ACCORDANCE WITH RELEVANT LOCAL COUNCIL / REGULATORY AUTHORITIES REQUIREMENTS. ALL SPECIFICATIONS AND AUSTRALIAN STANDARDS <u>CONFLICTS BETWEEN SAID DOCUMENTS SHALL BE REFERRED TO THE SUPERINTENDENT FOR DIRECTION.</u>
2. THE CONTRACTOR IS TO DESIGN, OBTAIN APPROVALS AND CARRY OUT REQUIRED TEMPORARY TRAFFIC CONTROL PROCEDURES DURING CONSTRUCTION IN ACCORDANCE WITH <u>ALL REGULATORY AUTHORITIES</u> , INCLUSIVE OF LOCAL COUNCIL REGULATIONS AND REQUIREMENTS.
3. THE CONTRACTOR IS TO OBTAIN ALL AUTHORITY APPROVALS AS REQUIRED <u>PRIOR TO COMMENCEMENT OF WORKS.</u>
4. RESTORE ALL PAVED, COVERED, GRASSED AND LANDSCAPED AREAS TO THEIR ORIGINAL CONDITION <u>OR AS DIRECTED BY THE SITE SUPERINTENDENT ON COMPLETION OF WORKS.</u> WHERE PLANTING OF NEW GRASS IS NECESSARY REFER TO LANDSCAPE ARCHITECT AND / OR ARCHITECT DOCUMENTATION.
5. ON COMPLETION OF ANY TRENCHING WORKS, ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION <u>OR AS DIRECTED BY THE SITE SUPERINTENDENT</u> , INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL, GRASSED AREAS AND ROAD PAVEMENTS.
6. THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A REGISTERED SURVEYOR <u>PRIOR TO COMMENCEMENT OF WORKS.</u>
7. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING LEVELS ONSITE PRIOR TO LODMENT OF TENDER AND ONSITE WORKS. THE PRICE AS TENDERED SHALL BE INCLUSIVE OF ALL WORKS SHOWN ON THE TENDER PROJECT DRAWINGS. ADDITIONAL PAYMENTS FOR WORKS SHOWN ON THE TENDER PROJECT DRAWINGS WILL NOT BE APPROVED.
8. DO NOT OBTAIN DIMENSIONS BY SCALING DRAWINGS.
9. IN CASE OF DOUBT OR DISCREPANCY REFER TO SUPERINTENDENT FOR CLARIFICATION OR CONFIRMATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
10. WHERE NEW WORKS ABOUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES IS OBTAINED. MAKE SMOOTH TRANSITION TO EXISTING FEATURES AND MAKE GOOD WHERE JOINED.
11. TRENCHES THROUGH EXISTING ROAD AND CONCRETE PAVEMENTS SHALL BE SAWCUT TO FULL DEPTH OF CONCRETE AND A MIN 50mm IN BITUMINOUS PAVING.
12. ALL CIVIL ENGINEERING DESIGN HAS BEEN DOCUMENTED UNDER THE ASSUMPTION THAT ALL NECESSARY SITE CONTAMINATION REMEDIATION WORKS HAVE BEEN SATISFACTORILY COMPLETED (IF APPLICABLE) AND THAT THE SITE IS NOT AFFECTED BY ANY SOIL STRATA OR GROUNDWATER TABLE CONTAMINATION.

STORMWATER DRAINAGE
1. ALL PIPES SHALL BE CLASS 2 RUBBER-RING JOINTED U.N.O. WHERE uPVC PIPES HAVE BEEN SPECIFIED. THE FOLLOWING CLASS PIPEWORK IS TO BE ADOPTED U.N.O. ø100mm OR LESS TO BE CLASS 'SN10' AND ABOVE ø100mm TO BE CLASS 'SN8'.
2. uPVC STORMWATER LINES PASSING UNDER FLOOR SLABS TO BE CONCRETE ENCASED.
3. PIPES EQUAL TO THAT OF THE STEEL REINFORCED CONCRETE PIPE CLASS SPECIFIED ON THE DRAWINGS MAY BE USED SUBJECT TO APPROVAL FROM THE SUPERINTENDENT.
4. ALL PIPE ARE TO BE LAID AT 1.0% MIN GRADE U.N.O.
5. <u>COVERS</u> 5.1. USE NOT DIPPED GALVANISED COVERS AND GRATES COMPLYING WITH RELEVANT COUNCIL AND AUSTRALIAN STANDARDS. 5.2. ALL COVERS AND GRATES TO BE POSITION IN A FRAME AND MANUFACTURED AS A UNIT. 5.3. ALL COVERS AND GRATES TO BE FITTED WITH POSITIVE COVER LIFTING KEYS 5.4. OBTAIN SUPERINTENDENTS APPROVAL FOR THE USE OF CAST IRON SOLID COVERS AND GRATES. CAST IRON SOLID COVERS (IF APPROVED) TO CONSIST OF CROSS-WEBBED, CELLULAR CONSTRUCTION WITH THE RIBS UPPEMOST TO ALLOW INFILLING WITH CONCRETE. INSTALL POSITIVE COVER LIFTING KEYS AND PLASTIC PLUGS. 5.5. UNLESS DETAILED OR SPECIFIED OTHERWISE, COVERS AND GRATES TO BE CLASS 'D' IN VEHICULAR PAVEMENTS AND CLASS 'B' ELSEWHERE. 5.6. ALL GRATED TRENCH DRAINS SHOULD BE 'CLASS D' CAST IRON WITHIN VEHICULAR PAVEMENTS AND CLASS 'B' HEEL SAFE WITHIN PEDESTRIAN PAVEMENTS.
6. ALL PIPE BENDS, JUNCTIONS, ETC ARE TO BE PROVIDED USING PURPOSE MADE FITTINGS OR STORMWATER PITS.
7. ALL CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE MADE IN A TRADESMAN-LIKE MANNER AND CEMENT RENDERED TO ENSURE A SMOOTH FINISH.
8. STORMWATER PIPEWORK TO FINISH FLUSH WITH INTERNAL PIT WALLS AND MUST NOT PROTRUDE. CONNECTION TO BE NEATLY RENDER AND MADE NEAT.
9. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
10. U.N.O. MATERIAL USED FOR BEDDING OF PIPES SHALL BE APPROVED NON-COHESIVE GRANULAR MATERIAL HAVING HIGH PERMEABILITY AND HIGH STABILITY WHEN SATURATED AND FREE OF ORGANIC AND CLAY MATERIAL.
11. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MIN 50mm CONCRETE BED (OR 75mm THICK BED OF 12mm BLUE METAL) UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE ROCK.
12. BEDDING SHALL BE U.N.O TYPE H2 UNDER ROADS AND H2 UNDER GENERAL AREAS IN ACCORDANCE WITH CURRENT RELEVANT INDUSTRY STANDARDS AND GUIDELINES.
13. THE CONTRACTOR SHALL ENSURE AND PROTECT THE INTEGRITY OF ALL STORMWATER PIPES DURING CONSTRUCTION. ANY AND ALL DAMAGE TO THESE PIPES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR UNDER THE DIRECTION OF THE SUPERINTENDENT AND AT NO EXTRA COST.
14. NOTE THAT THE PIT COVER LEVEL NOMINATED IN GUTTERS ARE TO THE INVERT OF THE GUTTER WHICH ARE 40mm LOWER THAN THE PAVEMENT LEVEL AT LIP OF GUTTER. REFER KERB DETAILS FOR CONFIRMATION.
<u>SUBSOIL DRAINAGE</u>
15. ø100mm SUBSOIL DRAINAGE LINES WITH NON-WOVEN GEOTEXTILE FILTER SOCK SURROUND SHALL BE CONNECTED TO A STORMWATER DRAINAGE PIT (AT MIN 1% LONGITUDINAL GRADE) AND PROVIDED IN THE FOLLOWING LOCATIONS; 15.1. THE HIGH SIDE OF PROPOSED TRAFFICKED PAVEMENT AREAS. 15.2. ALL PLANTER AND TREE BEDS PROPOSED ADJACENT TO PAVEMENT AREAS. 15.3. BEHIND RETAINING WALLS (IN ACCORDANCE WITH RETAINING WALL DETAILS). 15.4. ALL OTHER AREAS SHOWN ON DRAWINGS. 15.5. CONTRACTOR IS TO MAKE ALLOWANCE IN BOTH TENDER AND CONSTRUCTION COSTING TO ALLOW FOR SUBSURFACE DRAINAGE BEHIND ALL RETAINING WALLS / ABOVE LOCATIONS AND TO MAKE CONNECTION TO STORMWATER SYSTEM.
16. WHERE SUBSOIL DRAINAGE PASSES BENEATH BUILDINGS / PAVED AREAS AND/OR PAVEMENTS. CONTRACTOR TO ENSURE ø100mm CLASS 'SN10' uPVC DRAINAGE LINE IS USED AND THAT PROPRIETARY FITTINGS ARE USED TO RECONNECT SUBSOIL DRAINAGE LINE.
17. THE CONTRACTOR SHALL INSTALL INSPECTION OPENINGS / CLEAROUTS TO ALL SUBSOIL DRAINAGE LINES AND DOWNPIPE LINES AS SPECIFIED ON DRAWINGS AND IN ACCORDANCE WITH COUNCIL SPECIFICATIONS AT MAXIMUM 30m CENTRE AND AT ALL UPSTREAM ENDPOINTS.
18. PROVIDE 3.0m LENGTH OF ø100 SUBSOIL DRAINAGE LINE WRAPPED IN NON-WOVEN GEOTEXTILE FILTER FABRIC TO THE UPSTREAM SIDE OF STORMWATER PITS, LAID IN STORMWATER PIPE TRENCHES AND CONNECTED TO DRAINAGE PIT.
19. IN AREAS WHERE DUMPED / HAND PLACED ROCK IS USED AS A MEANS OF SCOUR PROTECTION, CONTRACTOR IS TO EXCAVATE A MINIMUM OF 100mm FROM PROPOSED SURFACE, LEVEL AND COMPACT SUBGRADE AS SPECIFIED. ROCK TO THEN BE PLACED ON GEOTEXTILE FILTER FABRIC.

PRECAST STORMWATER PITS
1. THE USE OF PRE-CAST STORMWATER DRAINAGE PITS IS NOT ACCEPTED WITHOUT CONFIRMATION BETWEEN NORTHPROP ENGINEERS AND THE CONTRACTOR REGARDING QUALITY CONTROL AND CERTIFICATION OF FINISHES.
2. REFER MANUFACTURERS SPECIFICATIONS FOR INSTALLATION GUIDELINES.
3. PRECAST PIT TO BE PLACED ON MINIMUM 150mm THICK CONCRETE PAD AND BED MINIMUM 50mm WHILST CONCRETE IS STILL PARTIALLY WET.
4. ENSURE PENETRATION IS CORED THROUGH PIT FACE TO ALLOW CONNECTION.
5. ENSURE A SMOOTH SEALED FINISH AT PIPE CONNECTIONS BY HAND APPLYING CONCRETE AROUND THE PIPE ON THE INTERNAL FACE OF THE PIT TO FILL IN ANY VOIDS CREATED WHEN PENETRATION FOR THE PIPE WAS CORED.
6. ENSURE A SEALED FINISH AT PIPE CONNECTIONS BY HAND-APPLYING MINIMUM 150mm THICK CONCRETE AROUND PIPE AT THE EXTERNAL FACE OF THE PIT. ENSURE CONCRETE DOES NOT AFFECT THE INTEGRITY OF THE SUBSOIL DRAINAGE CONNECTED TO THE PIT.
7. ENSURE PIPEWORK DOES NOT PROTRUDE INTO THE BEYOND THE WALL. PIPEWORK IS TO FINISH FLUSH WITH INTERNAL WALL (UNLESS OTHERWISE NOTED OR DETAILED).
8. ENSURE THE OUTLET PIPE IS CONNECTED AT THE INVERT LEVEL OF THE PIT TO DRAIN. ALTERNATIVELY FILL THE BASE OF THE PIT WITH MASS CONCRETE (MIN 50mm THICK) OR APPROVED GROUTING COMPOUND (LESS THAN 50mm THICK) TO DRAIN.
9. PROVIDE CONCRETE BENCHING TO SIDES OF PIT TO SUIT PIPE DIAMETER. HEIGHT TO MATCH MINIMUM 1/3 PIPE DIAMETER.

RAINWATER REUSE
1. PROVIDE RAINWATER RE-USE SYSTEM TO SUPPLY WATER FOR IRRIGATION.
2. GUTTER GUARD TO BE INSTALLED ON ALL EAVES GUTTERS.
3. PRESSURE PUMP / TAP TO BE PROVIDED FOR THE REUSE OF CAPTURED TANK WATER.
4. A PERMANENT SIGN IS TO BE LOCATED IN THE VICINITY OF THE TANK STATING THE WATER IS 'NON POTABLE WATER' WITH APPROPRIATE HAZARD IDENTIFICATION.
5. ALL RAINWATER SERVICES SHALL BE CLEARLY LABELLED "NON POTABLE WATER" WITH APPROPRIATE HAZARD IDENTIFICATION.
6. PIPEWORK USED FOR RAINWATER SERVICES SHALL BE COLOURED LILAC IN ACCORDANCE WITH AS1345.
7. ALL VALVES AND APERTURES SHALL BE CLEARLY AND PERMANENTLY LABELLED WITH SAFETY SIGNS TO COMPLY WITH AS1319.
8. AN AIR GAP OR RPZD TO ENSURE BACKFLOW PREVENTION (IF MAINS 'TOP UP' / BYPASS UTILISED)
9. RAINWATER TANK RETICULATION SYSTEM AND MAINS WATER BYPASS ARRANGEMENT TO BE INSTALLED IN ACCORDANCE WITH AS/NZS 3500.12-2003 AND THE NSW CODE OF PRACTICE - PLUMBING AND DRAINAGE.
10. A FIRST FLUSH FILTRATION DEVICE IS TO BYPASS THE FIRST 1mm OF RAINWATER.

SIGNAGE AND LINEMARKING
1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS 1742 / RMS STANDARDS AND SPECIFICATIONS.
2. LINE MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS1742.3 AND RMS STANDARDS.
3. PAINT SHALL BE TYPE 3 CLASS 'A' AND THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMEN FROM ROAD SURFACE. ALL PAINT TO BE APPLIED BY MECHANICAL SPRAYER.
4. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING.
5. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm.
6. CARPARK LINEMARKING TO BE 80mm WIDE.

LANDSCAPING
1. REFER TO DRAWINGS BY OTHERS FOR DETAILS OF PROPOSED LANDSCAPING TREATMENT.
2. ALL DISTURBED SURFACE TO BE TEMPORARILY STABILISED WITH HYDROMULCH UPON COMPLETION OF WORKS. A 500mm STRIP OF TURF (CT2 COUCH) IS TO BE PLACED BEHIND ALL NEW KERB AND GUTTER / ROLL KERB.

PAVEMENTS

1. ALL PAVEMENT MATERIALS SHALL COMPLY WITH CURRENT RMS SPECIFICATIONS. PROVIDE MECHANICAL ANALYSIS FOR EACH BATCH OF PAVEMENT MATERIAL TO ENSURE CONFORMITY.
2. COMPACTION STANDARDS

BASE	98% MODIFIED MAXIMUM DRY DENSITY
SUBBASE	98% MODIFIED MAXIMUM DRY DENSITY
SUBGRADE	100% STANDARD MAXIMUM DRY DENSITY
3. THE CONTRACTOR SHALL CONFIRM THE DESIGN CBR WITH A MINIMUM OF 3 TESTS TAKEN AT SUBGRADE LEVEL. WHERE DISCREPANCY IS FOUND, CONTACT THE DESIGN ENGINEER.
4. ALLOW FOR COMPACTION TESTING BY A N.A.T.A. REGISTERED LABORATORY FOR BASE LAYER, SUBBASE LAYER AND SUBGRADE LAYER IN ACCORDANCE WITH THE LATEST VERSION OF AS3798 FOR PAVEMENTS (MINIMUM 2 TESTS PER LAYER). ALLOW FOR AT LEAST TWO SUCCESSFUL COMPACTION TESTS IN EACH LAYER.
5. MATCH NEW PAVEMENTS NEATLY AND FLUSH WITH EXISTING
6. AFTER BASE IS APPROVED, SWEEP CLEAN AND PRIME AT NOMINAL RATE OF 1.0L PER 1.0 sq.m.
7. PAVEMENT HOLD POINTS
 - 7.1. SUB-GRADE PROOF ROLL PRIOR TO SET-UP AND FORM FOR CONCRETE POUR.
 - 7.2. INSPECTION OF FORMWORK / STEEL PRIOR TO CONCRETE POUR.
 - 7.3. SUBMISSION OF SUB-GRADE AND BASE DENSITY TESTS.

ASPHALTIC CONCRETE
1. <u>GENERAL</u> 1.1. ALL ASPHALTIC CONCRETE (AC) WORK TO BE PREPARED AND CARRIED OUT IN ACCORDANCE WITH GOOD ASPHALTIC PAVING PRACTICE AS DESCRIBED IN AS2150-2005 "ASPHALT (HOT-MIXED) PAVING - GUIDE TO GOOD PRACTICE" AND CURRENT RMS SPECIFICATIONS.
2. <u>PAVEMENT PREPARATION</u> 2.1. THE FINISHED PAVEMENT SURFACE TO BE SEALED SHALL BE WITHIN +/- 2% OF THE OPTIMUM AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL FOREIGN MATTER. 2.2. PRIME ALL SURFACES TO BE SEALED. ALLOW PRIME TO SETTLE FOR A MINIMUM OF 3 DAYS BEFORE APPLYING TACK COAT AND ASPHALT. 2.3. SWEEP PRIMED SURFACES BEFORE APPLYING TACK COAT. 2.4. ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT UP TO GENERAL LEVEL OF PAVEMENT WITH ASPHALTIC CONCRETE BEFORE LAYING OF MAIN COURSE. 2.5. ALL DEFECTS IN THE BASE COURSE INCLUDING CRACKS, SURFACE DEFORMATION AND THE LIKE SHALL BE REPAIRED AS DIRECTED BY THE SUPERINTENDENT PRIOR TO PLACEMENT OF TACK COAT AND/OR AC COURSES.
3. <u>PLACEMENTS</u> 3.1. ALL ASPHALT SHALL BE PLACED UTILISING APPROVED MECHANICAL PAVING MACHINES. DO NOT HAND PLACE ASPHALT WITHOUT PRIOR APPROVAL FROM ENGINEER.
4. <u>JOINTS</u> 4.1. THE NUMBER OF JOINTS BOTH LONGITUDINAL AND TRANSVERSE SHALL BE KEPT TO A MINIMUM. 4.2. THE DENSITY AND SURFACE FINISH AT JOINTS SHALL BE SIMILAR TO THOSE OF THE REMAINDER OF THE LAYER.
5. <u>COMPACTION</u> 5.1. ALL COMPACTION SHALL BE UNDERTAKEN USING SELF PROPELLED ROLLERS. 5.2. INITIAL ROLLING SHALL BE COMPLETED BEFORE THE MIX TEMPERATURE FALLS BELOW 105°C USING A STEEL DRUM ROLLER HAVING A MINIMUM WEIGHT OF 8 TONNES AND A MAXIMUM UNIT LOAD ON THE REAR DRUM EQUIVALENT TO 55kN/m WIDTH OF DRUM. 5.3. SECONDARY ROLLING SHALL BE COMPLETED BEFORE THE MIX TEMPERATURE FALLS BELOW 80°C USING A PNEUMATIC TYRED ROLLER OF AT LEAST 10 TONNES MASS. A MINIMUM TYRE PRESSURE OF 550kPa AND A MINIMUM TOTAL LOAD OF 1 TONNE ON EACH TYRE. 5.4. ROLLED SURFACES SHALL BE SMOOTH AND FREE OF UNUNDULATIONS. BONY AND/OR UNEVEN SURFACES WILL BE REJECTED. 5.5. PROVIDE 2 No. MINIMUM COMPACTION TESTS.
6. <u>FINISHED SURFACE PROPERTIES</u> 6.1. FINISHED SURFACES SHALL BE SMOOTH, DENSE AND TRUE OF SHAPE AND SHALL NOT VARY MORE THAN: 6.1.1. 3mm FROM THE SPECIFIED PLAN LEVEL AT ANY POINT. 6.1.2. 3mm FROM THE BOTTOM OF A STRAIGHT EDGE LAID TRANSVERSELY. 6.1.3. 5mm FROM THE BOTTOM OF A STRAIGHT EDGE LAID LONGITUDINALLY. 6.1.4. MINUS 0 TO PLUS 2mm ADJACENT TO OTHER ELEMENTS SUCH AS KERBS AND THE LIKE TO AVOID POOLING OF SURFACE WATER. 6.1.5. MINUS 0 FROM THE SPECIFIED THICKNESS.
7. DO NOT STORE PLANT EQUIPMENT OR TRAFFIC NEWLY LAID ASPHALTIC CONCRETE PAVEMENTS WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
8. DO NOT APPLY MARKING PAINTS UNTIL ASPHALT HAS CURED IN ACCORDANCE WITH PAINT MANUFACTURERS SPECIFICATIONS.

NOT FOR CONSTRUCTION

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	MM	30.04.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
02	MM	14.05.21	ISSUED FOR DRAFT SSDA
03	MM	24.05.21	ISSUED FOR SSDA



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NOMINATED ARCHITECT:
VINCE PEDAVOLI
NSW REG. NO. 5045



DRAWING NAME

SPECIFICATION NOTES - SHEET 01

PROJECT

NEW PRIMARY SCHOOL IN GOOGONG

GORMAN DRIVE, GOOGONG

PROJECT NORTH				
MM	PC	24.05.21		
DRAWN	CHECKED	VERIFIED	DATE	REVISION
GOOG-CV-SD-DWG-101.11				

NOTE: ALL CIVIL ENGINEERING CONSTRUCTION WORKS TO BE CARRIED OUT IN ACCORDANCE WITH QUEANBEYAN-PALERANG REGIONAL COUNCIL DEVELOPMENT GUIDELINES. READ IN CONJUNCTION WITH THE NOTES PROVIDED BELOW. IF CONFLICT ARISE, QUEANBEYAN-PALERANG REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS TAKE PRECEDENCE. WHERE QUEANBEYAN-PALERANG REGIONAL COUNCIL GUIDELINSES AND SPECIFICATIONS ARE SILENT, THE SPECIFICATION NOTES BELOW TAKE PRECEDENCE

PAVEMENT JOINTS

1. PROVIDE 10mm ABLEFLEX BETWEEN NEW CONCRETE WORKS AND EXISTING STRUCTURES.

2. LOCAL AUTHORITY REQUIREMENTS SHALL TAKE PRECEDENCE WITHIN THE PUBLIC ROAD RESERVE.

3. DOWELS TO BE PLACED ON PROPRIETARY CRADLES TO ENSURE CORRECT SPACING AND ALIGNMENT.

4. PEDESTRIAN PAVEMENTS
ALL PEDESTRIAN PAVEMENTS ARE TO BE JOINTED AS FOLLOWS U.N.O. ON THE DESIGN DRAWINGS.

5. EXPANSION JOINTS ARE TO BE LOCATED WHERE POSSIBLE AT TANGENT POINTS OF CURVES AND ELSEWHERE AT MAX. 6.0m CENTRES.

6. WEAKENED PLANE JOINTS (SAWN OR TOOL JOINTS) ARE TO BE LOCATED AT A MAX. SPACING OF 1.5m x WIDTH OF THE PAVEMENT.

7. WHERE POSSIBLE JOINTS SHOULD BE LOCATED TO MATCH KERBING AND OR ADJACENT PAVEMENT JOINTS.

8. TYPICAL PEDESTRIAN PAVEMENT JOINT DETAIL

EJ

SJ

TJ

EJ

SJ

TJ

EJ

SJ

TJ

W

6.0m MAX.

1.5 x W

9. VEHICULAR PAVEMENTS
ALL VEHICULAR PAVEMENTS TO BE JOINTED AS FOLLOWS U.N.O. ON THE DESIGN DRAWINGS.

10. TIED KEYED CONSTRUCTION JOINTS SHOULD GENERALLY BE LOCATED LONGITUDINALLY AT A MAX. OF 6.0m CENTRES.

11. SAWN JOINTS SHOULD GENERALLY BE LOCATED LATERALLY AT A MAX. OF 6.0m CENTRES WITH DOWELED EXPANSION JOINTS AT MAX. 18.0m CENTRES.

12. TYPICAL VEHICULAR PAVEMENT JOINT DETAIL.

EJ

SJ

EJ

SJ

EJ

SJ

EJ

SJ

EJ

SJ

EJ

SJ

18.0m MAX.

6.0m MAX.

18.0m MAX.

13. KERB EXPANSION JOINTS SHALL BE FORMED FROM 10mm ABLEFLEX FOR FULL DEPTH OF SECTION.

14. KERB EXPANSION JOINTS TO BE LOCATED AT DRAINAGE PITS, TANGENT POINTS OF CURVES / CORNERS AND AT 12m MAX CENTRES.

15. KERB TOOLED JOINTS TO BE MIN 3mm WIDE AND LOCATED AT MAX 3m CENTRES.

16. INTEGRAL KERB JOINTS SHALL MATCH THE LOCATION OF PAVEMENT JOINTS.

SITEWORKS & STORMWATER LEGEND

SITE BOUNDARY LINE

ADJACENT BOUNDARY LINE

BUILDING LINE

ROOF OVER

EXISTING ELECTRICITY
- HIGH VOLTAGE (UNDERGROUND)

EXISTING ELECTRICITY
- LOW VOLTAGE (UNDERGROUND)

EXISTING GAS

EXISTING WATER

EXISTING TELSTRA

EXISTING NBN

EXISTING WATER

EXISTING STORMWATER

EXISTING SEWER

EXISTING CONTOURS

DESIGN CONTOURS

DESIGN LINEWORK

VEHICULAR CROSSING

K0
KERB ONLY

KG
KERB AND GUTTER

SSW
SANDSTONE LOG WALL

RW
RETAINING WALL

EXISTING STORMWATER

STORMWATER

GRATED INLET PIT - WITH
OCEANGUARD FITLER BASEKET

JUNCTION PIT

KERB INLET PIT - WITH OCEANGUARD
FILTER BASKET

GTD

GRATED TRENCH DRAIN

ON-SITE DETENTION TANK

DRAINAGE SWALE

ROCK HEADWALL

OVERLAND FLOW

BOLLARD

PAVEMENT MARKING

FLEXIBLE PAVEMENT

FOOTPATH

SPORTS COURTS

LANDSCAPE

FIL TERRA BIORETENTION

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
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NSW REG. No. 5045

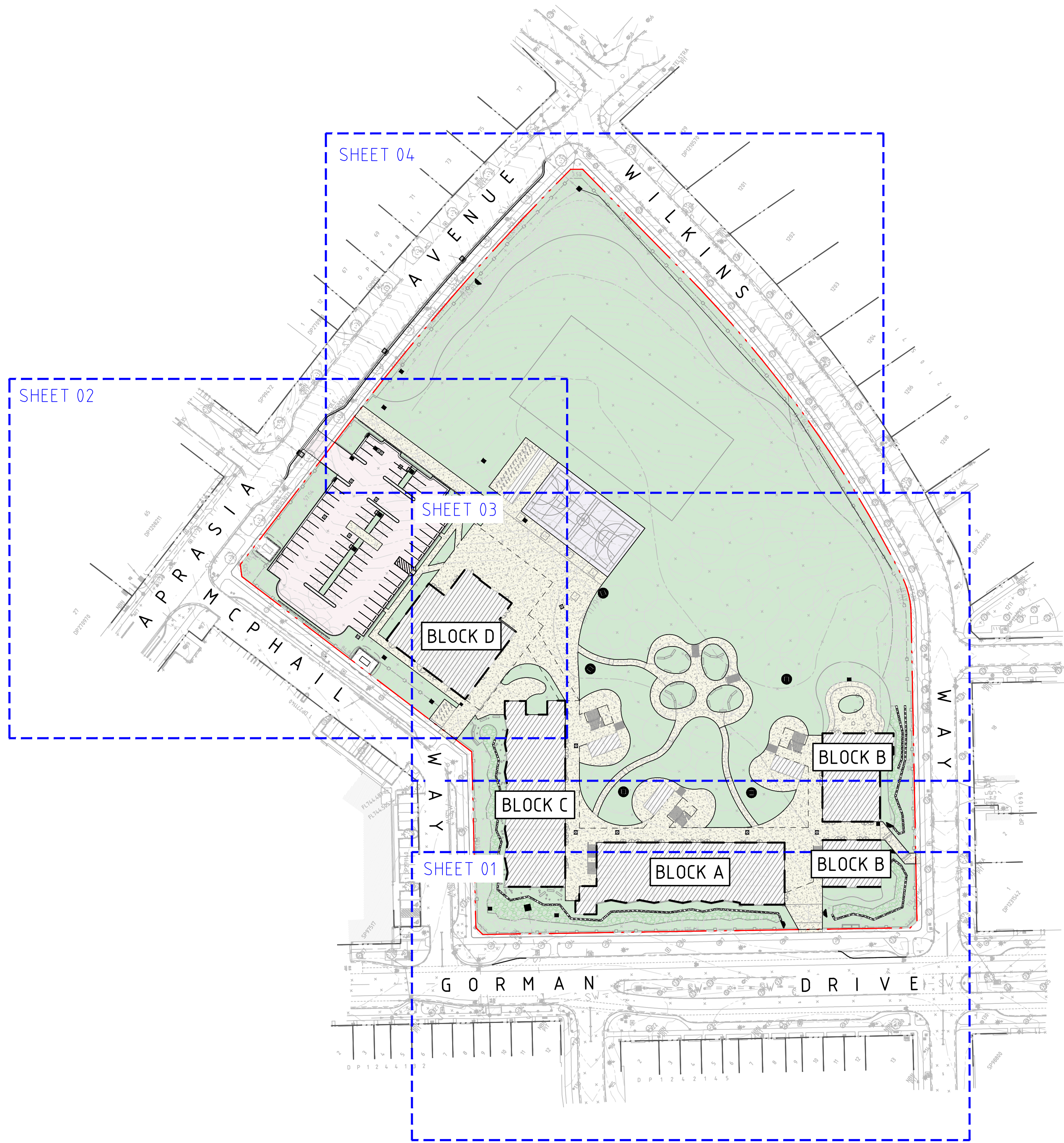
DRAWING NAME
SPECIFICATION NOTES - SHEET 02

PROJECT
NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG

PROJECT NORTH					
MM	PC		24.05.21		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
GOOG-CV-SD-DWG-101.12					03

LEGEND	
	SITE BOUNDARY LINE
	ADJACENT BOUNDARY LINE
	BUILDING LINE
	SHEET LAYOUT

GENERAL NOTES	
1.	SURVEY INFORMATION SUPPLIED BY:
1.1.	NAME: STEGER AND ASSOCIATES
1.2.	DATE: 10.05.21
1.3.	REVISION: C
2.	ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIAL BEFORE YOU DIG SEARCHES, THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND CONFIRM THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY. NOTE SERVICE AUTHORITY REQUIREMENTS FOR LOCATING OF SERVICES PRIOR TO COMMENCEMENT OF WORKS.
3.	NORTHROP TAKE NO RESPONSIBILITY FOR THE ACCURACY AND/OR USE OF THIS SURVEY AND ITS CONTENTS



NOT FOR CONSTRUCTION

AMENDMENTS			
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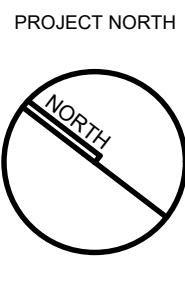
NOMINATED ARCHITECT:
VINCE PEDAVOLI
NSW REG. No. 5045



PEDAVOLI ARCHITECTS

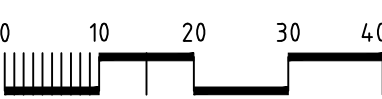
DRAWING NAME
GENERAL ARRANGEMENT PLAN

PROJECT
NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG



PROJECT NORTH

SCALE 1:800@A1

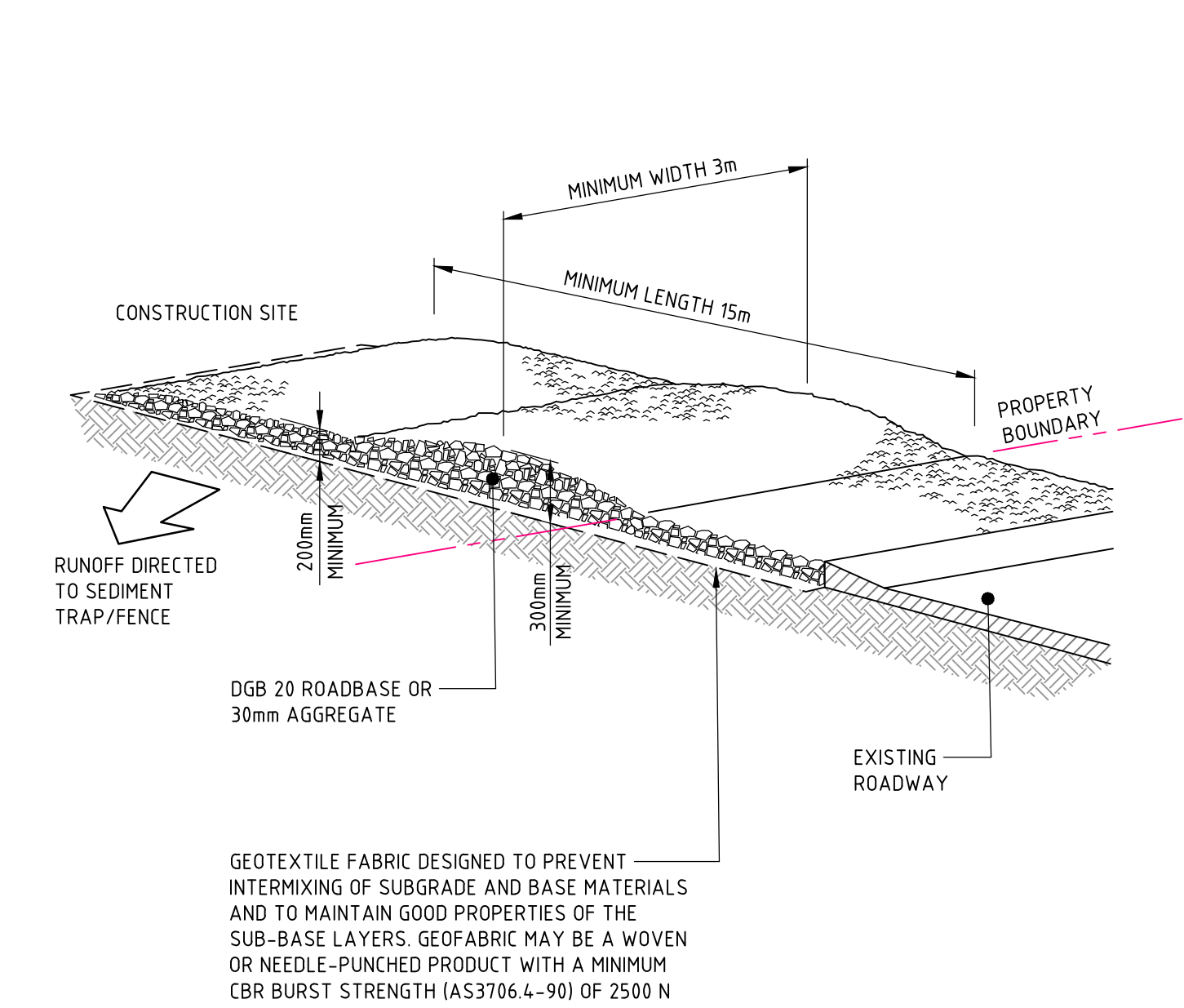


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MM	PC	24.05.21	REVISION
DRAWN	CHECKED	VERIFIED	DATE

GOOG-CV-SD-DWG-101.21

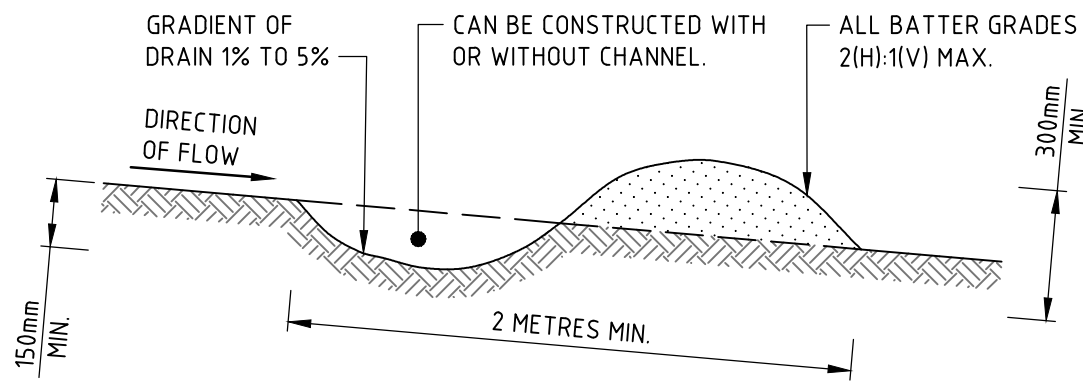
03



CONSTRUCTION NOTES

1. STRIP THE TOPSOIL, LEVEL THE SITE AND COMPACT THE SUBGRADE.
2. COVER THE AREA WITH NEEDLE-PUNCHED GEOTEXTILE.
3. CONSTRUCT A 200mm THICK PAD OVER THE GEOTEXTILE USING ROAD BASE OR 30mm AGGREGATE.
4. ENSURE THE STRUCTURE IS AT LEAST 15 METRES LONG OR TO BUILDING ALIGNMENT AND AT LEAST 3 METRES WIDE.
5. WHERE A SEDIMENT FENCE JOINS ONTO THE STABILISED ACCESS, CONSTRUCT A HUMP IN THE STABILISED ACCESS TO DIVERT WATER TO THE SEDIMENT FENCE.

STABILISED SITE ACCESS

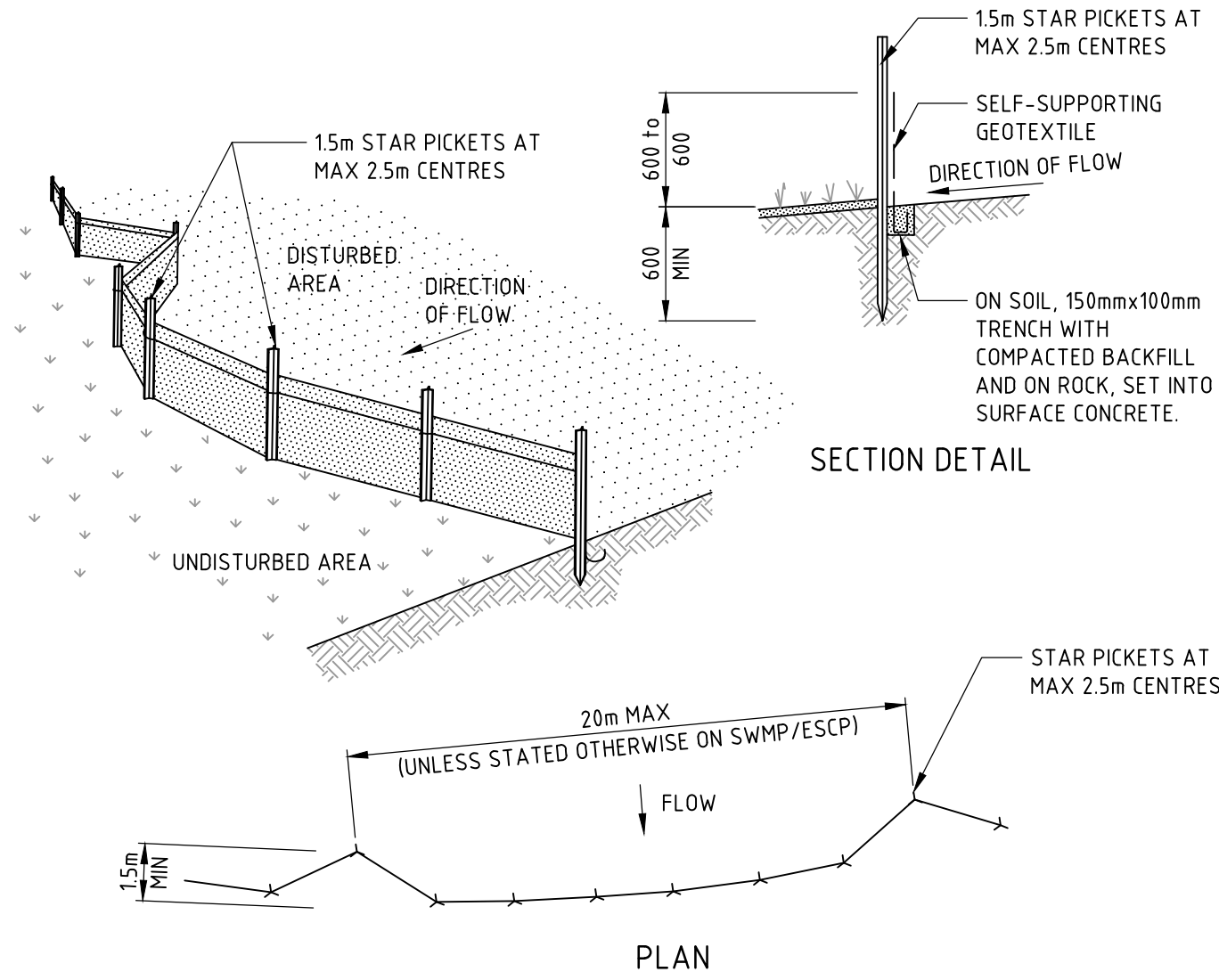


CONSTRUCTION NOTES

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

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

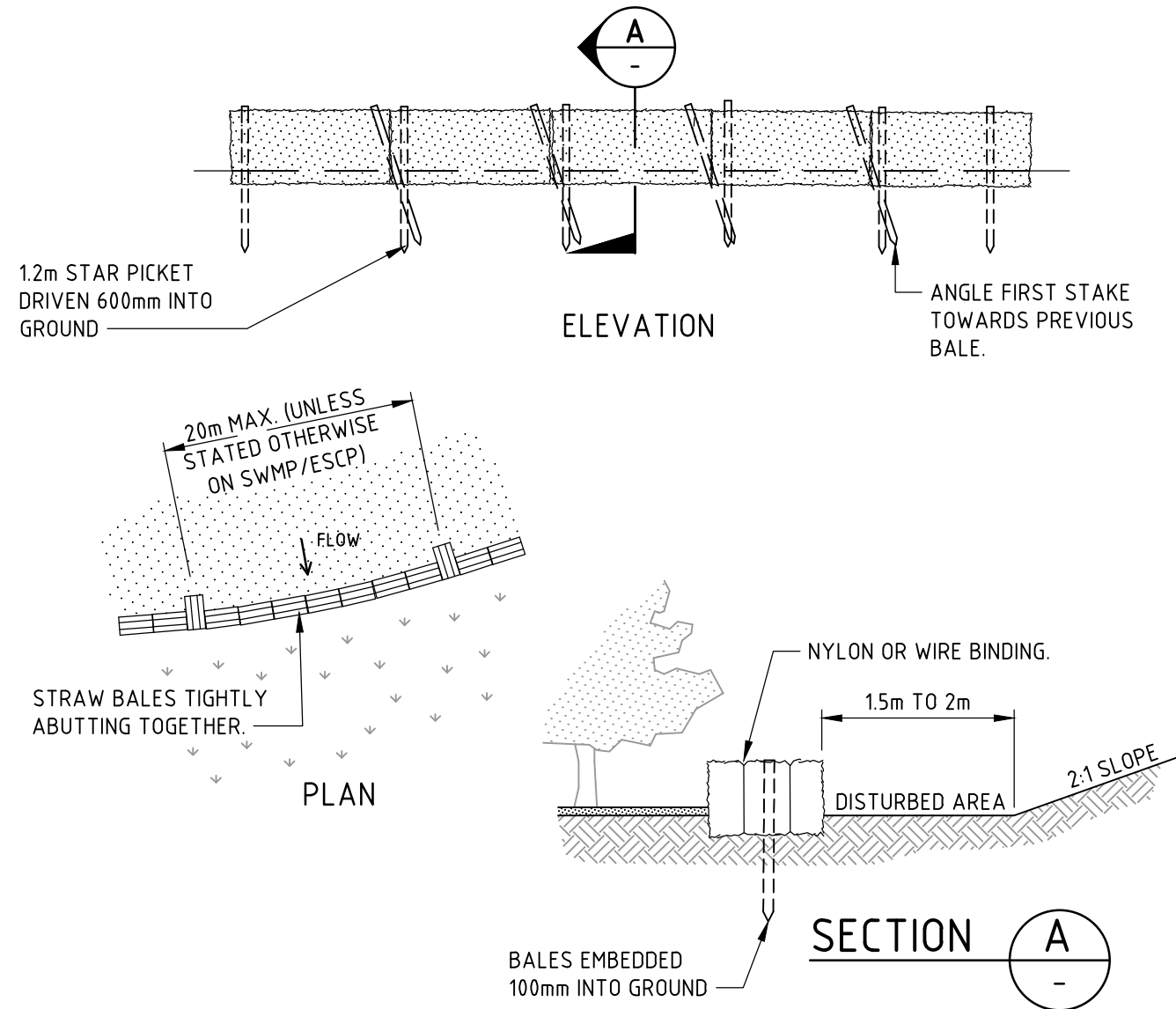
TEMPORARY DRAINAGE SWALE - LOW FLOW



CONSTRUCTION NOTES

1. CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 LITRES PER SECOND IN THE DESIGN STORM EVENT, USUALLY THE 10-YEAR EVENT.
2. CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
3. DRIVE 15 METRE LONG STAR PICKETS INTO GROUND AT 2.5 METRE INTERVALS (MAX) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
4. FIX SELF-SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
5. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
6. BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

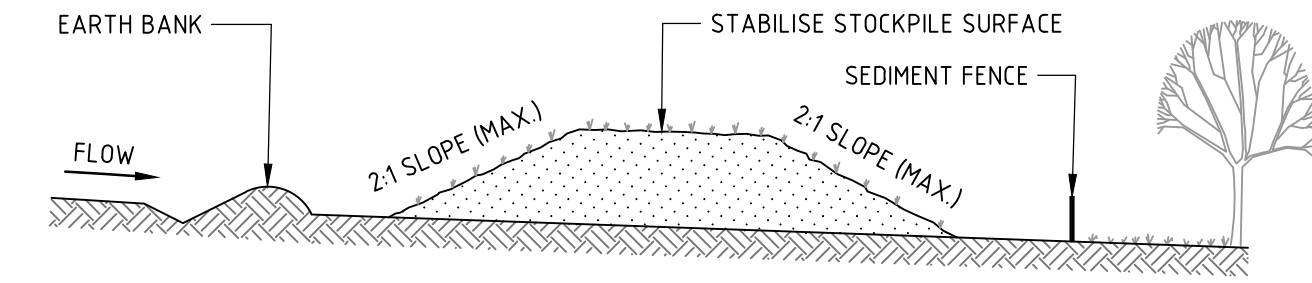
SEDIMENT FENCE



CONSTRUCTION NOTES

1. CONSTRUCT THE STRAW BALE FILTER AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE.
2. PLACE BALES LENGTHWISE IN A ROW WITH ENDS TIGHTLY ABUTTING. USE STRAW TO FILL ANY GAPS BETWEEN BALES. STRAWS ARE TO BE PLACED PARALLEL TO GROUND.
3. ENSURE THAT THE MAXIMUM HEIGHT OF THE FILTER IS ONE BALE.
4. EMBED EACH BALE IN THE GROUND 75mm TO 100mm AND ANCHOR WITH TWO 12 METRE STAR PICKETS OR STAKES. ANGLE THE FIRST STAR PICKET OR STAKE IN EACH BALE TOWARDS THE PREVIOUSLY LAID BALE. DRIVE THEM 600mm INTO THE GROUND AND, IF POSSIBLE, FLUSH WITH THE TOP OF THE BALES. WHERE STAR PICKETS ARE USED AND THEY PROTRUDE ABOVE THE BALES, ENSURE THEY ARE FITTED WITH SAFETY CAPS.
5. WHERE A STRAW BALE FILTER IS CONSTRUCTED DOWNSLOPE FROM A DISTURBED BATTER, ENSURE THE BALES ARE PLACED 1 TO 2 METRES DOWNSLOPE FROM THE TOE.
6. ESTABLISH A MAINTENANCE PROGRAM THAT ENSURES THE INTEGRITY OF THE BALES IS RETAINED - THEY COULD REQUIRE REPLACEMENT EACH TWO TO FOUR MONTHS.

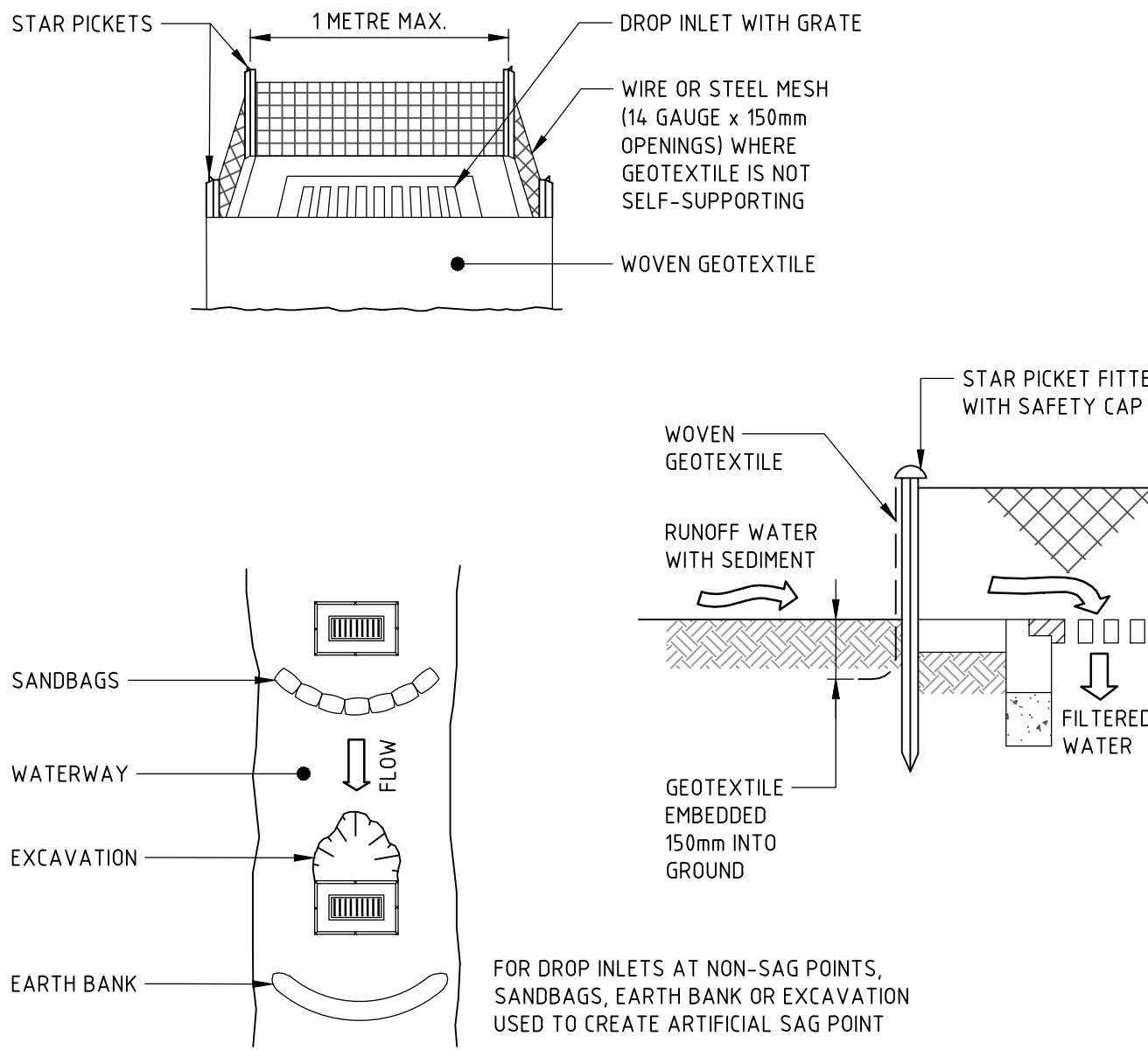
STRAW BALE FILTER



CONSTRUCTION NOTES

1. PLACE STOCKPILES MORE THAN 2m (PREFERABLY 5m) FROM EXISTING VEGETATION, CONCENTRATED WATER FLOW, ROADS AND HAZARD AREAS.
2. CONSTRUCT ON THE CONTOUR AS LOW, FLAT, ELONGATED MOUNDS.
3. WHERE THERE IS SUFFICIENT AREA, TOPSOIL STOCKPILES SHALL BE LESS THAN 2m IN HEIGHT.
4. WHERE THEY ARE TO BE IN PLACE FOR MORE THAN 10 DAYS, STABILISE FOLLOWING THE APPROVED ESCP OR SWMP TO REDUCE THE C-FACTOR TO LESS THAN 0.10.
5. CONSTRUCT EARTH BANKS (STANDARD DRAWING 5-5) ON THE UPSLOPE SIDE TO DIVERT WATER AROUND STOCKPILES AND SEDIMENT FENCES (STANDARD DRAWING 6-8) 1 TO 2m DOWNSLOPE.

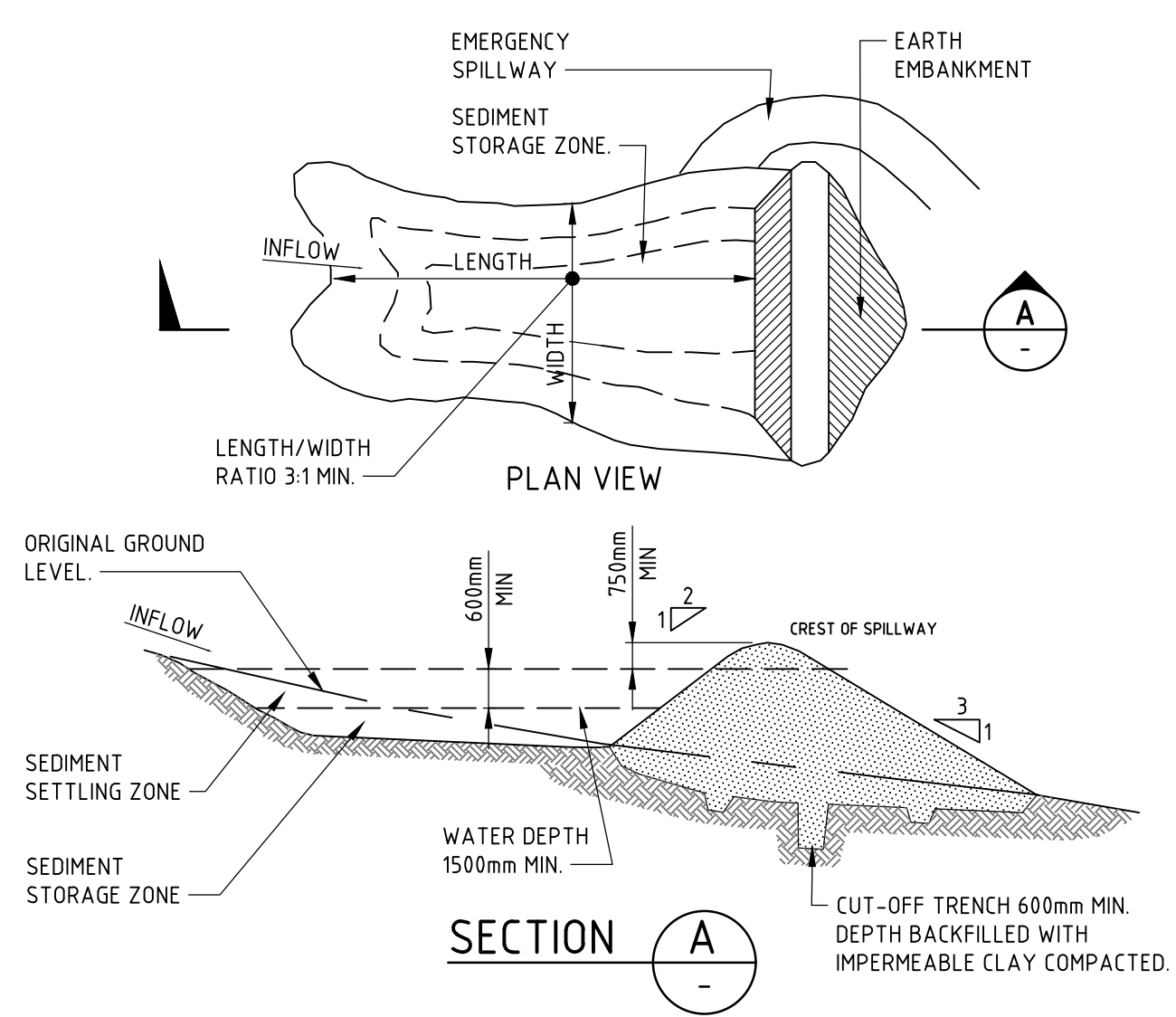
STOCKPILE



CONSTRUCTION NOTES

1. FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OR STRAW BALES.
2. FOLLOW STANDARD DRAWING 6-7 AND STANDARD DRAWING 6-8 FOR INSTALLATION PROCEDURES FOR THE STRAW BALES OR GEOTEXTILE. REDUCE THE PICKET SPACING TO 1 METRE CENTRES.
3. IN WATERWAYS, ARTIFICIAL SAG POINTS CAN BE CREATED WITH SANDBAGS OR EARTH BANKS AS SHOWN IN THE DRAWING.
4. DO NOT COVER THE INLET WITH GEOTEXTILE UNLESS THE DESIGN IS ADEQUATE TO ALLOW FOR ALL WATERS TO BYPASS IT.

GEOTEXTILE INLET FILTER TRAPS

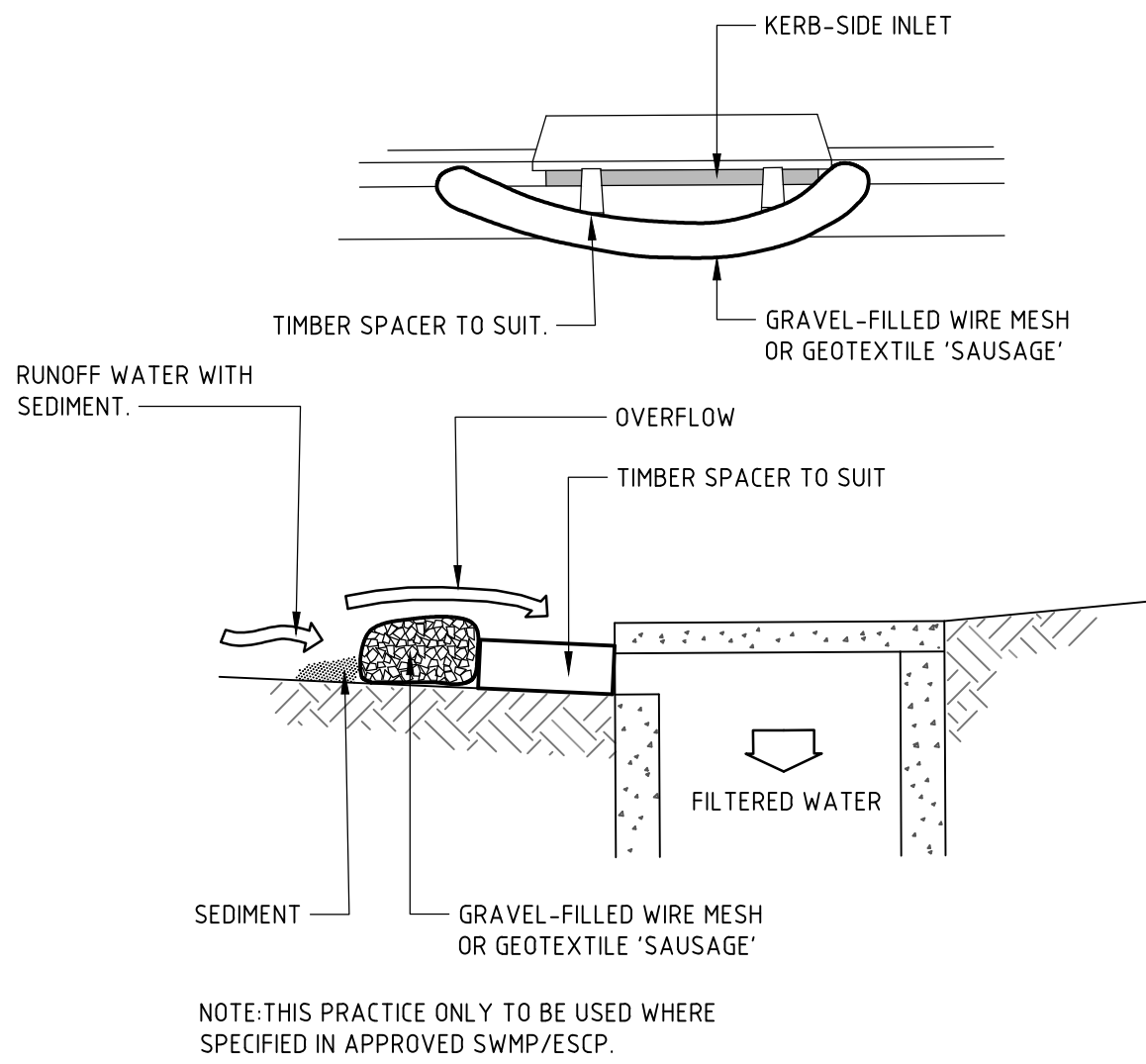


CONSTRUCTION NOTES

1. REMOVE ALL VEGETATION AND TOPSOIL FROM UNDER THE DAM WALL AND FROM WITHIN THE STORAGE AREA.
2. CONSTRUCT A CUT-OFF TRENCH 500mm DEEP AND 1200mm WIDE ALONG THE CENTRELIN OF THE EMBANKMENT EXTENDING TO A POINT ON THE GULLY WALL LEVEL WITH THE RISER CREST.
3. MAINTAIN THE TRENCH FREE OF WATER AND RECOMPACT THE MATERIALS WITH EQUIPMENT AS SPECIFIED IN THE SWMP TO 95 PER CENT STANDARD PROCTOR DENSITY.
4. SELECT FILL FOLLOWING THE SWMP THAT IS FREE OF ROOTS, WOOD, ROCK, LARGE STONE OR FOREIGN MATERIAL.
5. PREPARE THE SITE UNDER THE EMBANKMENT BY RIPPING TO AT LEAST 100mm TO HELP BOND COMPACTED FILL TO THE EXISTING SUBSTRATE.
6. SPREAD THE FILL IN 100mm TO 150mm LAYERS AND COMPACT IT AT OPTIMUM MOISTURE CONTENT FOLLOWING THE SWMP.
7. CONSTRUCT THE EMERGENCY SPILLWAY.
8. REHABILITATE THE STRUCTURE FOLLOWING THE SWMP.

(APPLIES TO 'TYPE D' AND 'TYPE F' SOILS ONLY)

SEDIMENT BASIN - WET



CONSTRUCTION NOTES

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

WIRE MESH AND GRAVEL SEDIMENT FILTER

NOT FOR CONSTRUCTION

AMENDMENTS			
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01	MM	30.01.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
02	MM	14.05.21	ISSUED FOR DRAFT SSDA
03	MM	24.05.21	ISSUED FOR SSDA



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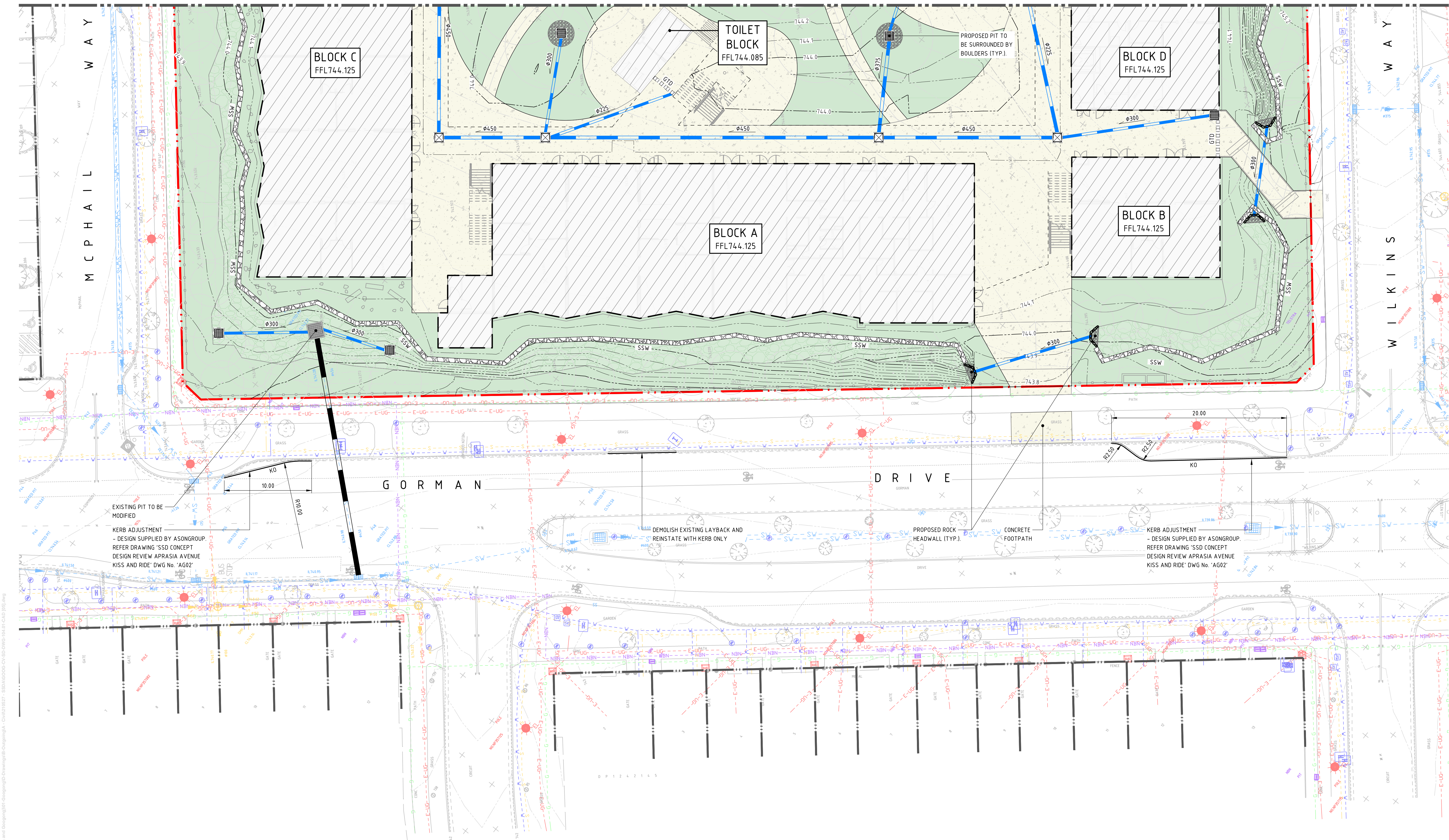
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WEB: www.ppa.com.au
NOMINATED ARCHITECT:
VINCE PEDAVOLI
NSW REG. No. 5045



DRAWING NAME
**SEDIMENT & EROSION CONTROL
DETAILS**

PROJECT
**NEW PRIMARY SCHOOL IN
GOOGONG**
GORMAN DRIVE, GOOGONG

PROJECT NORTH					
SCALE VARIES					
MM	PC		24.05.21		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
GOOG-CV-SD-DWG-102.11					



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04	MM	24.05.21	ISSUED FOR SSDA
05	MM	27.05.21	ISSUED FOR SSDA



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DRAWING NAME

SITWORKS & STORMWATER
MANAGEMENT PLAN - SHEET 01

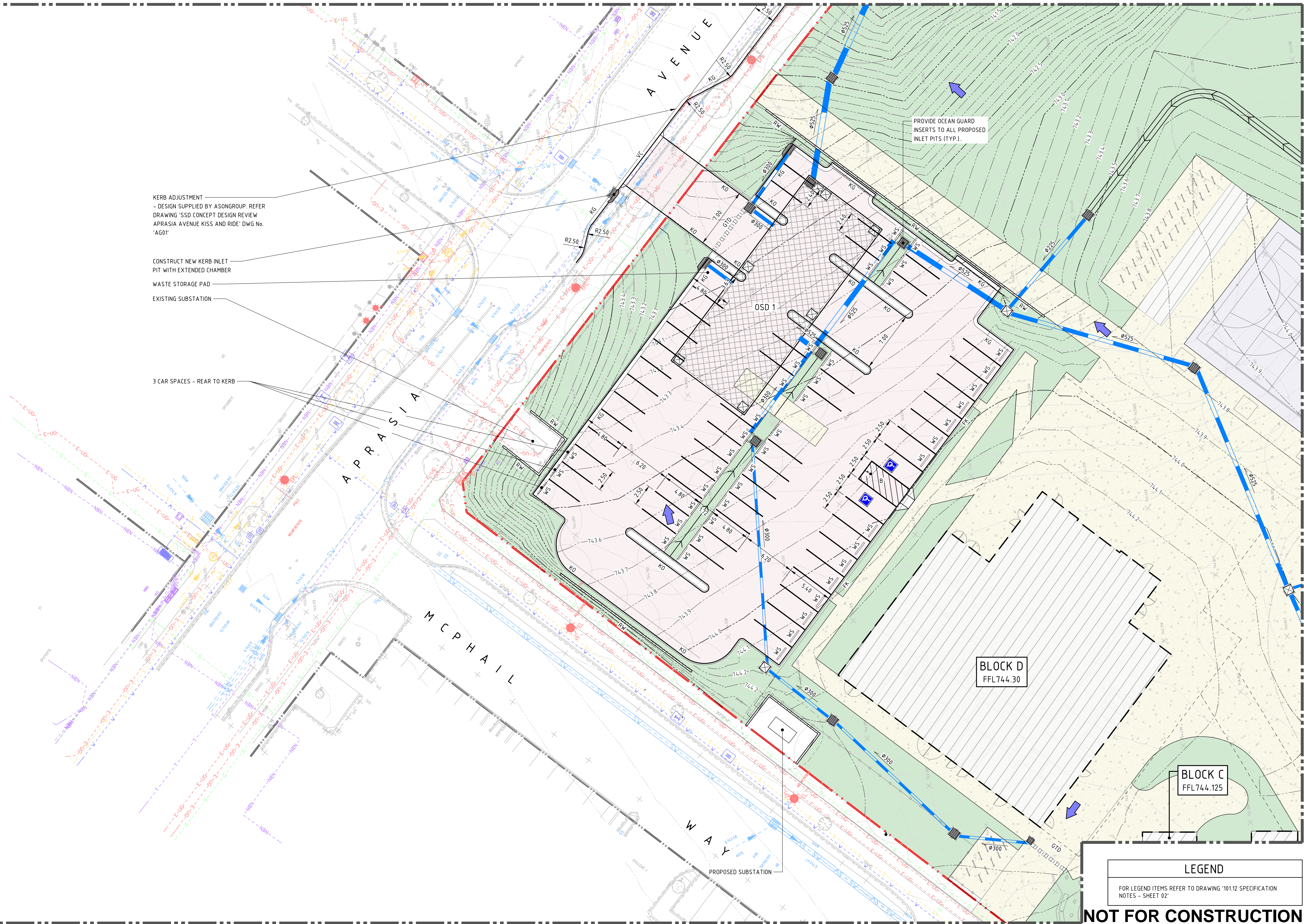
PROJECT

NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG

LEGEND	
FOR LEGEND ITEMS REFER TO DRAWING '101.12 SPECIFICATION NOTES - SHEET 02'	

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PROJECT NORTH		SCALE 1:200@A1		0 2 4 6 8 10m	
NORTH		MM	PC	24.05.21	
DRAWN	CHECKED	VERIFIED	DATE	REVISION	
GOOG-CV-SD-DWG-104.01				05	



FOR CONTINUATION REFER TO SHEET 104.03

FOR CONTINUATION REFER TO SHEET 104.01

AMENDMENTS			
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01	MM	30.04.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
02	MM	04.05.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
03	MM	14.05.21	ISSUED FOR DRAFT SSDA
04	MM	17.05.21	ISSUED FOR SSDA
05	MM	24.05.21	ISSUED FOR SSDA
06	MM	27.05.21	ISSUED FOR SSDA



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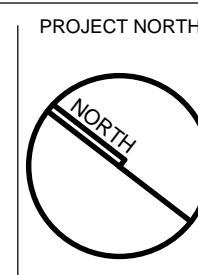


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DRAWING NAME
**SITWORKS & STORMWATER
MANAGEMENT PLAN - SHEET 02**


PROJECT
**NEW PRIMARY SCHOOL IN
GOOGONG**
GORMAN DRIVE, GOOGONG



SCALE 1:200@A1		0 2 4 6 8 10m	
MM	PC	24.05.21	
DRAWN	CHECKED	VERIFIED	DATE
GOOG-CV-SD-DWG-104.01			REVISION



AMENDMENTS		DATE	DESCRIPTION
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02	MM	04.05.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
03	MM	14.05.21	ISSUED FOR DRAFT SSDA
04	MM	17.05.21	ISSUED FOR DRAFT SSDA
05	MM	24.05.21	ISSUED FOR SSDA

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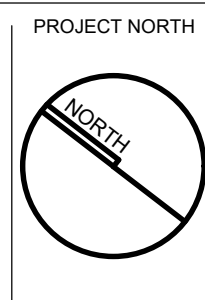
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DRAWING NAME
**SITeworks & STORMwater
MANAGEMENT PLAN - SHEET 03**

PROJECT
**NEW PRIMARY SCHOOL IN
GOOGONG**
GORMAN DRIVE, GOOGONG

**PROJECT NORTH**

SCALE 1:200@A1
0 2 4 6 8 10m

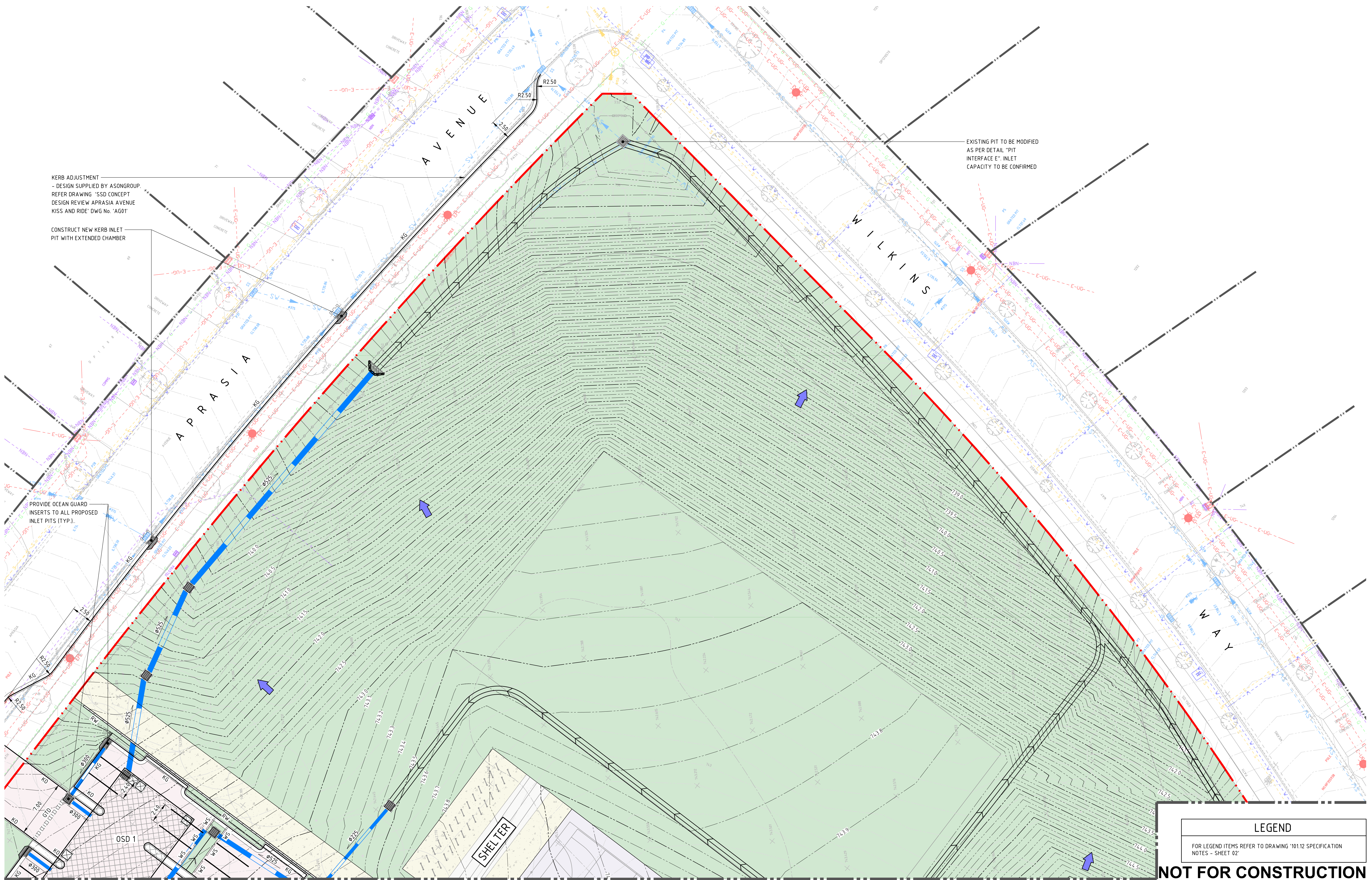
MM	PC	24.05.21
DRAWN	CHECKED	VERIFIED
DATE	REVISION	

GOOG-CV-SD-DWG-104.03

05

LEGEND
FOR LEGEND ITEMS REFER TO DRAWING '101.12 SPECIFICATION
NOTES - SHEET 02'

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FOR CONTINUATION REFER TO SHEET 104.02

FOR CONTINUATION REFER TO SHEET 104.03

AMENDMENTS				DESCRIPTION
REV	BY	DATE		
01	MM	30.04.21		ISSUED FOR DRAFT SCHEMATIC DESIGN
02	MM	04.05.21		ISSUED FOR DRAFT SCHEMATIC DESIGN
03	MM	14.05.21		ISSUED FOR DRAFT SSDA
04	MM	24.05.21		ISSUED FOR SSDA



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DRAWING NAME
**SITWORKS & STORMWATER
MANAGEMENT PLAN - SHEET 04**

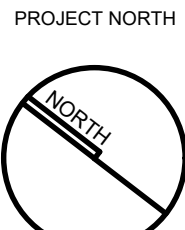
PROJECT
**NEW PRIMARY SCHOOL IN
GOOGONG**
GORMAN DRIVE, GOOGONG

LEGEND

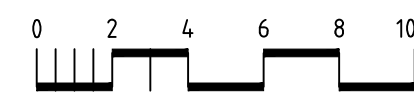
FOR LEGEND ITEMS REFER TO DRAWING '101.12 SPECIFICATION NOTES - SHEET 02'

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PROJECT NORTH



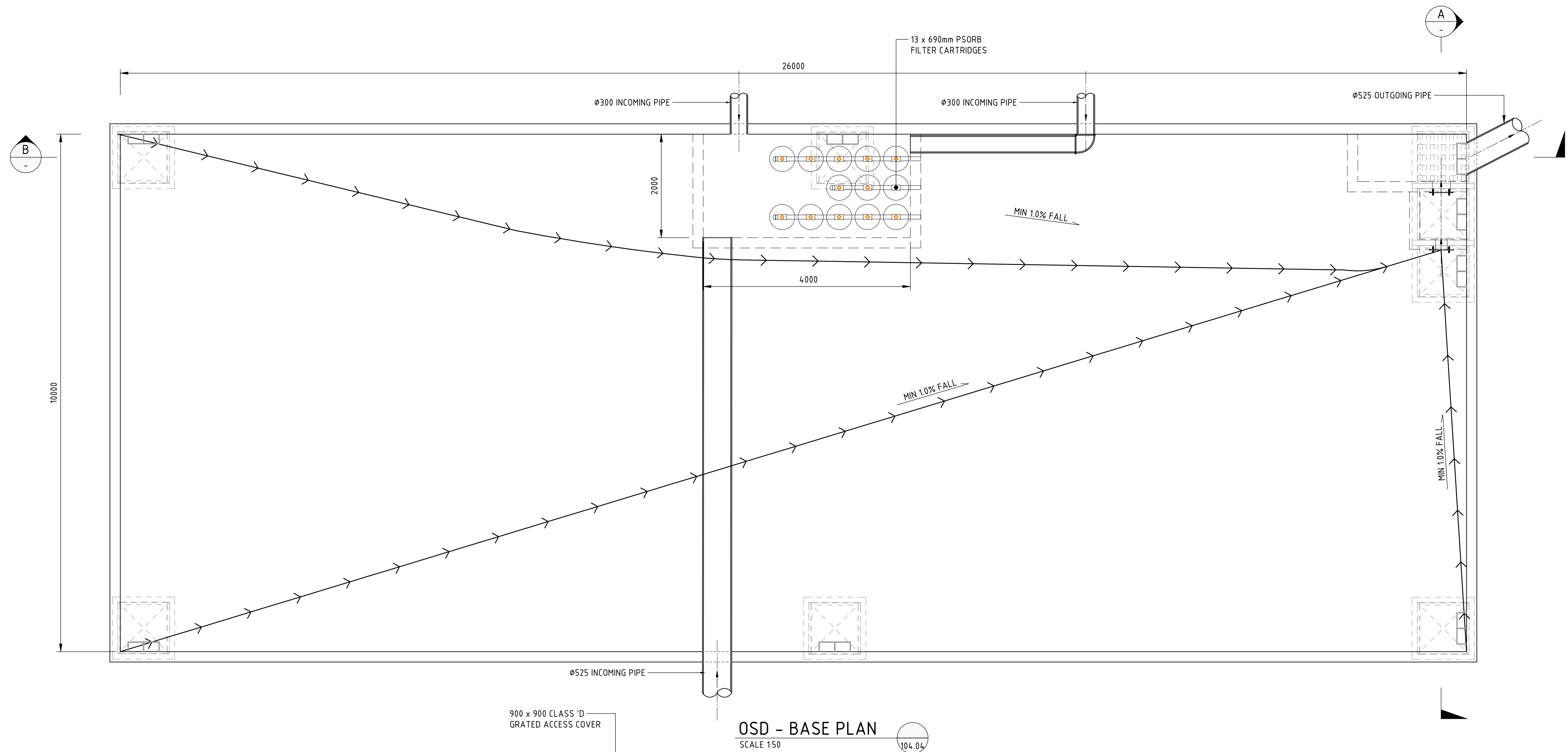
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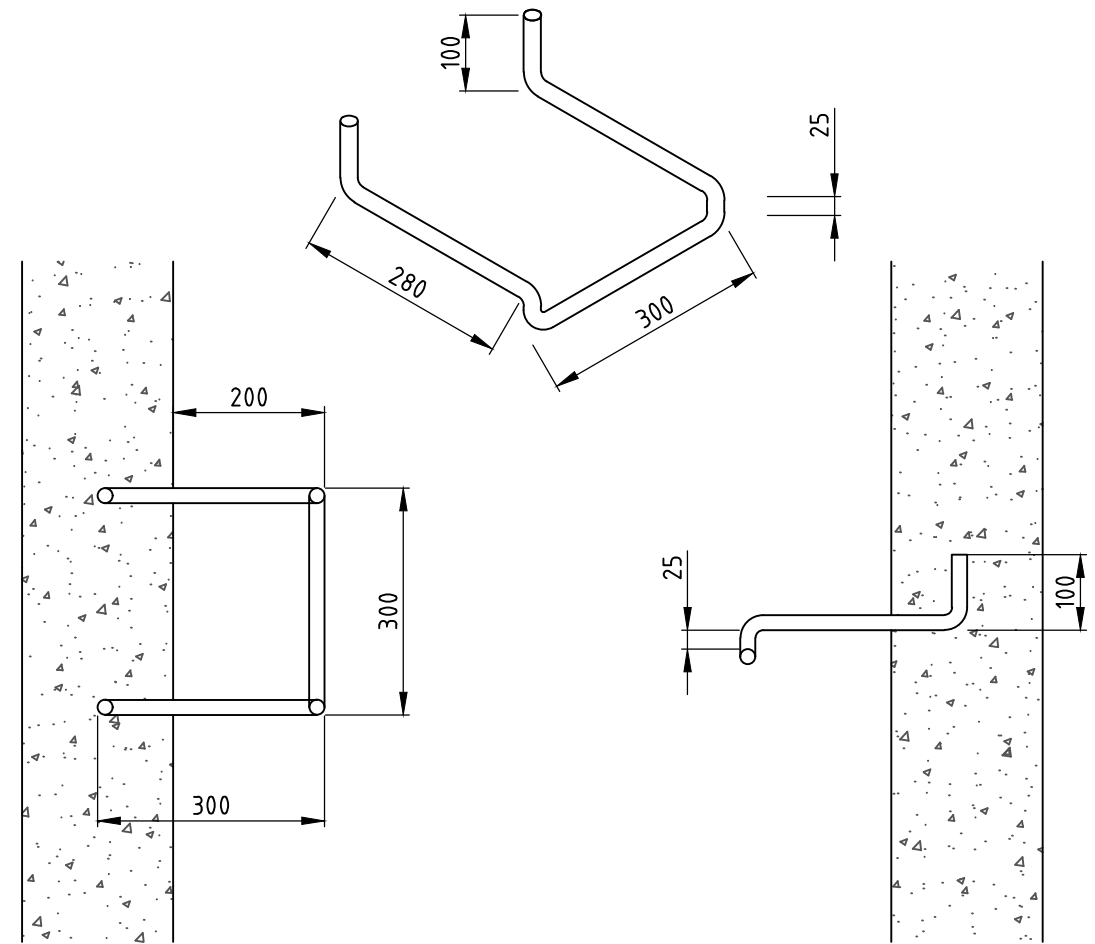
MM	PC	24.05.21	REVISION
DRAWN	CHECKED	VERIFIED	DATE

GOOG-CV-SD-DWG-104.04

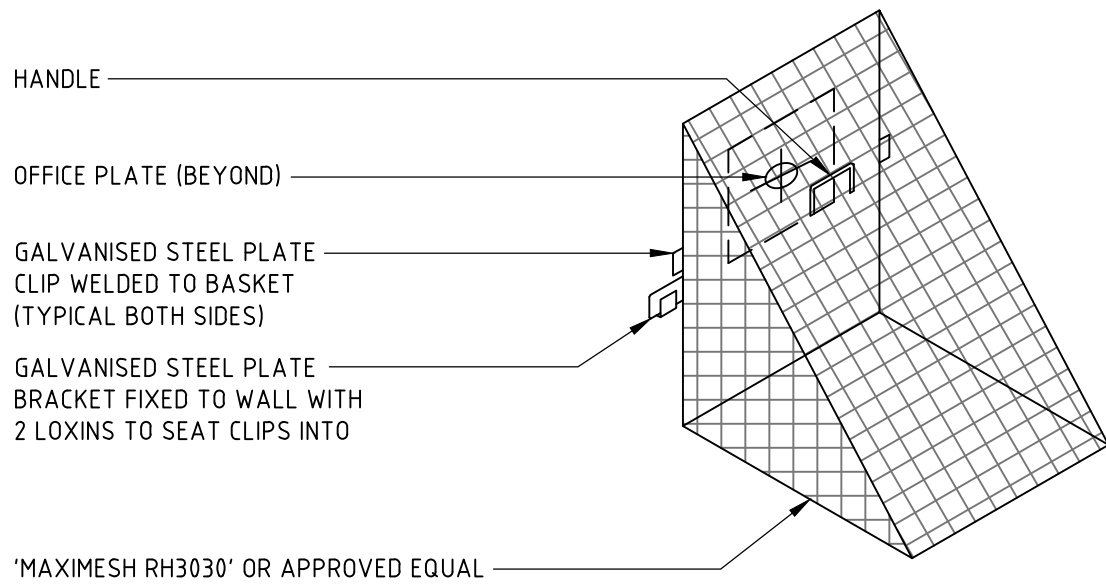
04



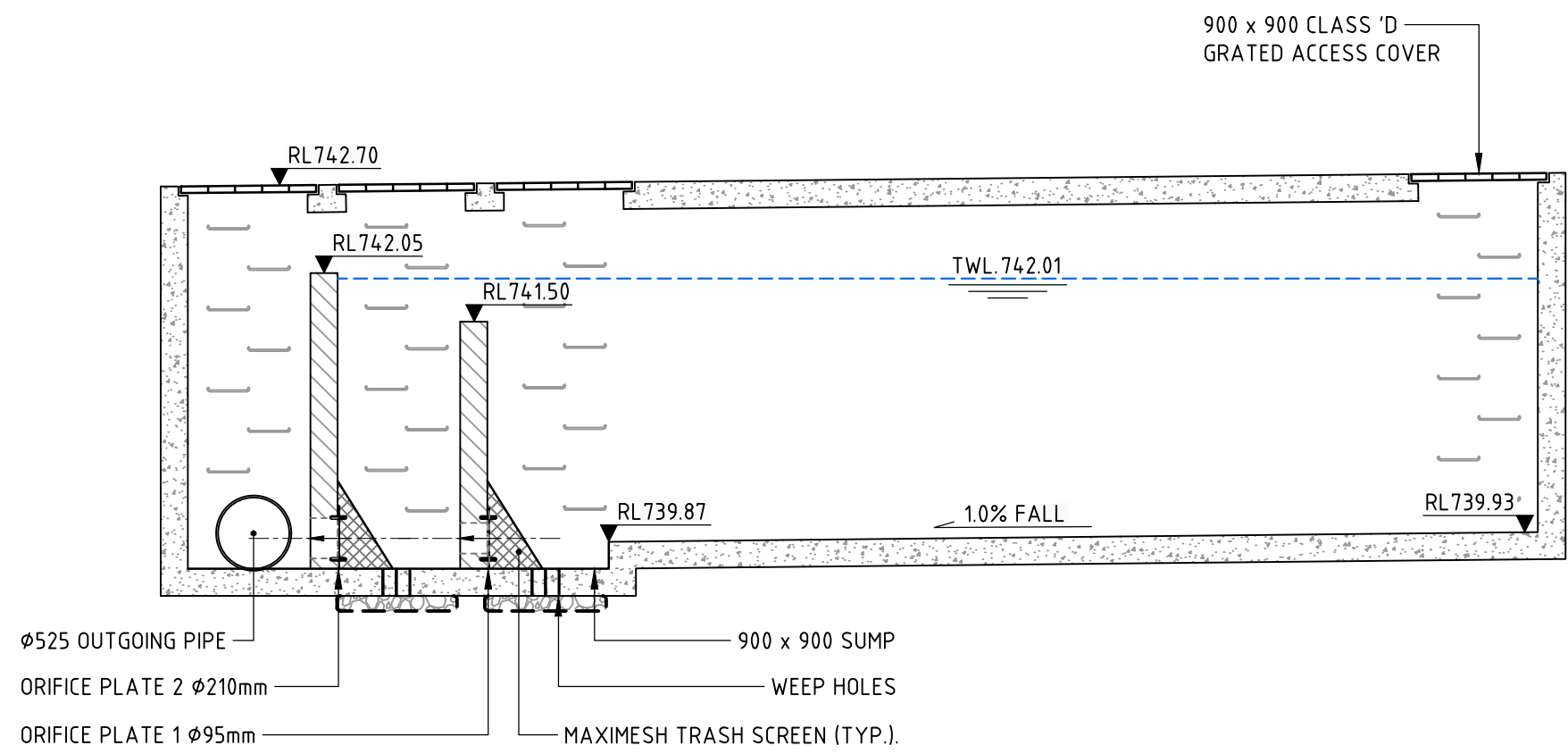
OSD - BASE PLAN
SCALE 1:50



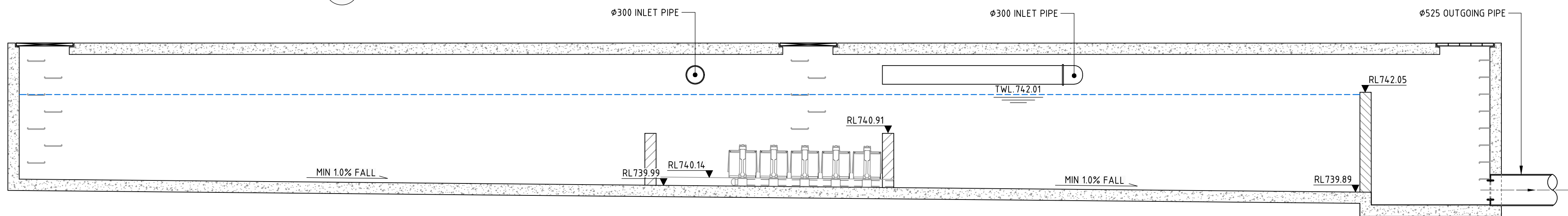
STEP IRON DETAIL
STEP IRON OF 20mm GALVANISED STEEL MADE TO SHAPE AND DIMENSIONS AS SHOWN, PLACED AT 300 CENTRES AND STAGGERED HORIZONTALLY FOR ALL PITS DEEPER THAN 1.0m. THE USE OF PROPRIETARY STEP IRONS ARE ACCEPTABLE PROVIDED THE PRODUCT IS IN ACCORDANCE WITH AUSTRALIAN STANDARDS



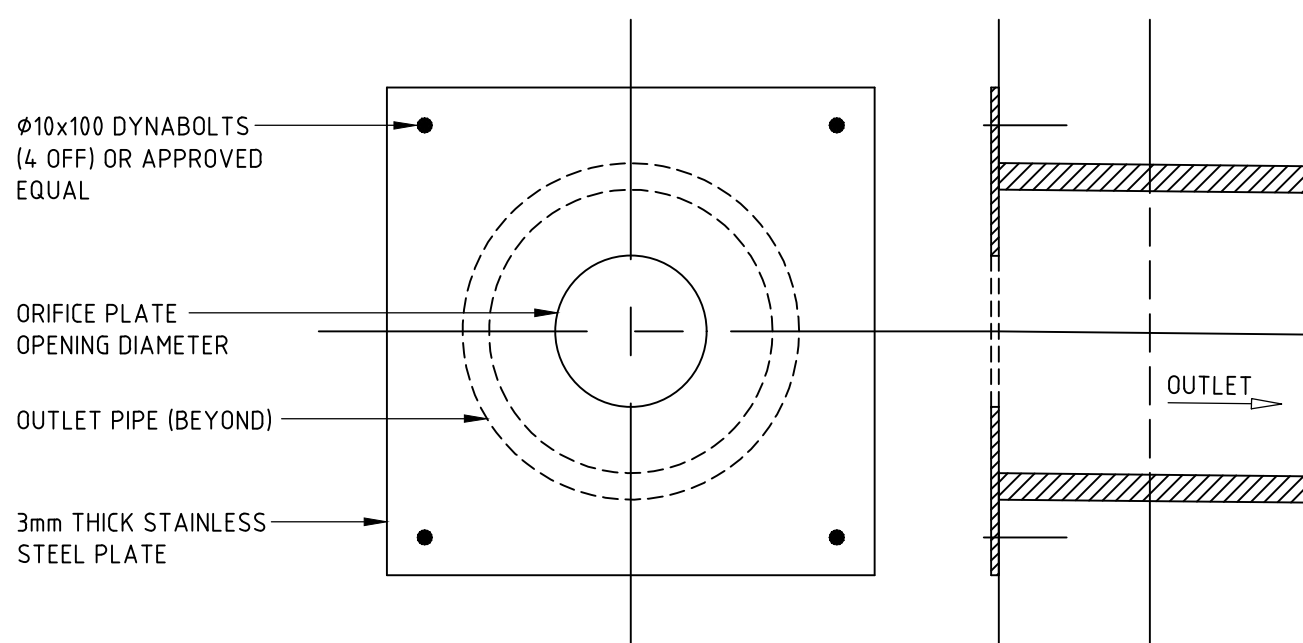
TRASH SCREEN DETAIL



SECTION A
SCALE 1:50



SECTION B
SCALE 1:50



ORIFICE PLATE DETAIL

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AMENDMENTS			
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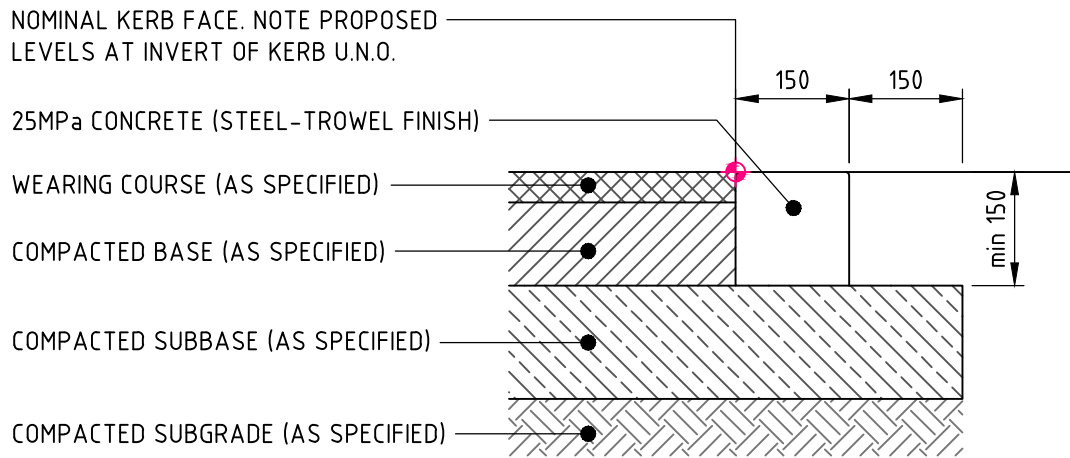
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STORMWATER MANAGEMENT DEVICES

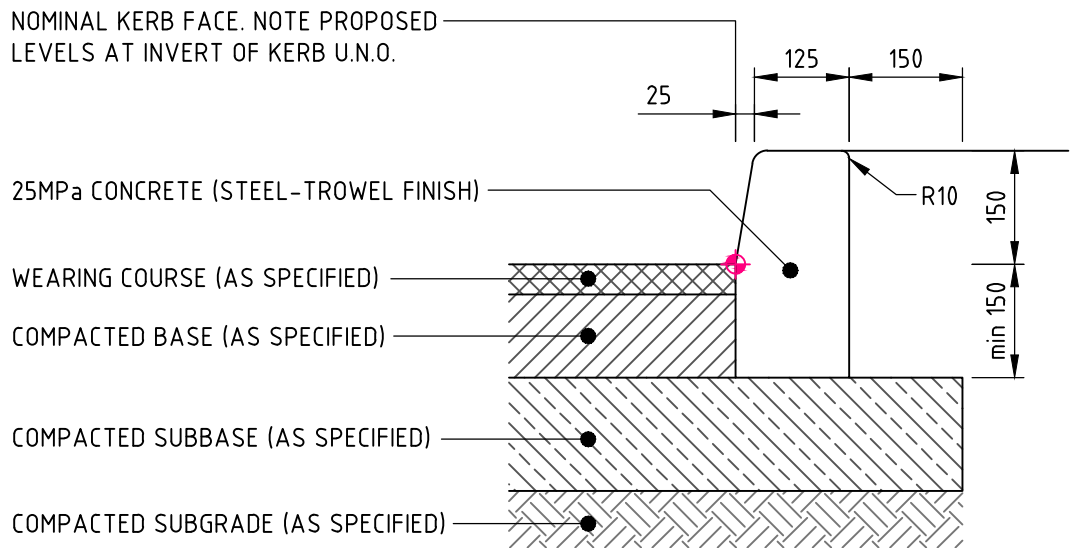
PROJECT
NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG

PROJECT NORTH		SCALE 1:10 @ A1		0.0 0.1 0.2 0.3 0.4 0.5m	
		SCALE 1:50 @ A1		0.0 0.5 1.0 1.5 2.0 2.5m	
MM	PC	24.05.21			
DRAWN	CHECKED	VERIFIED	DATE	REVISION	
GOOG-CV-SD-DWG-104.50					



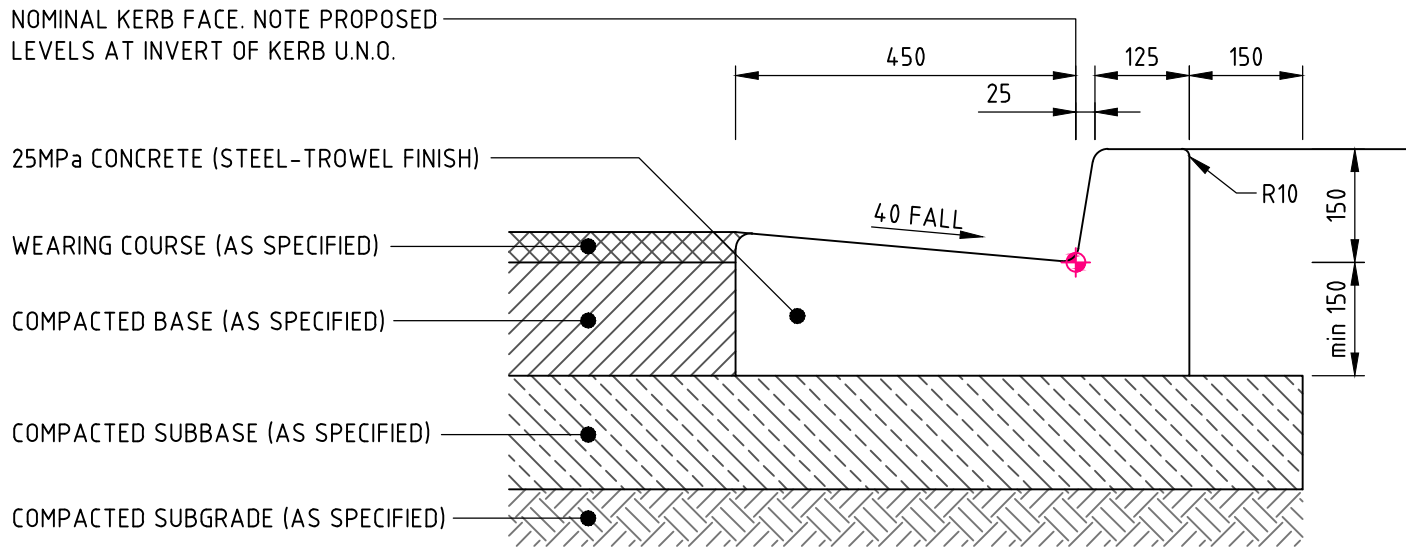
FLUSH KERB 'FK'

EXPANSION JOINTS @ MAX 12m CTRS / TOOL JOINTS @ MAX 3m CTRS
ALL RADII TO BE 5mm U.N.O.
SCALE 1:10



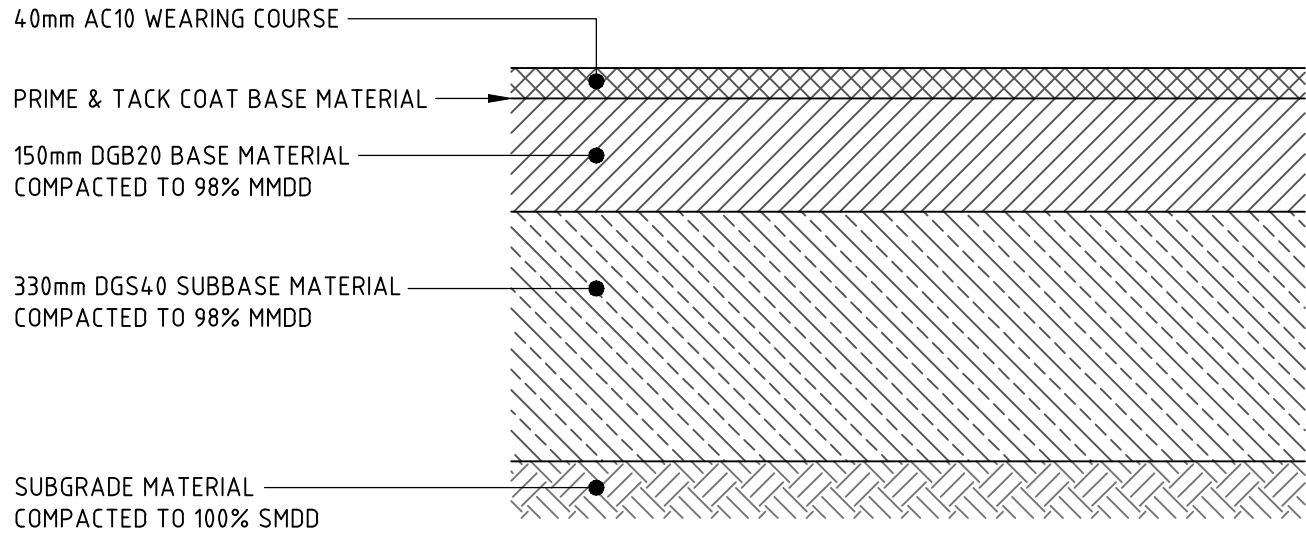
KERB ONLY 'KO'

EXPANSION JOINTS @ MAX 12m CTRS / TOOL JOINTS @ MAX 3m CTRS
ALL RADII TO BE 20mm U.N.O.
SCALE 1:10



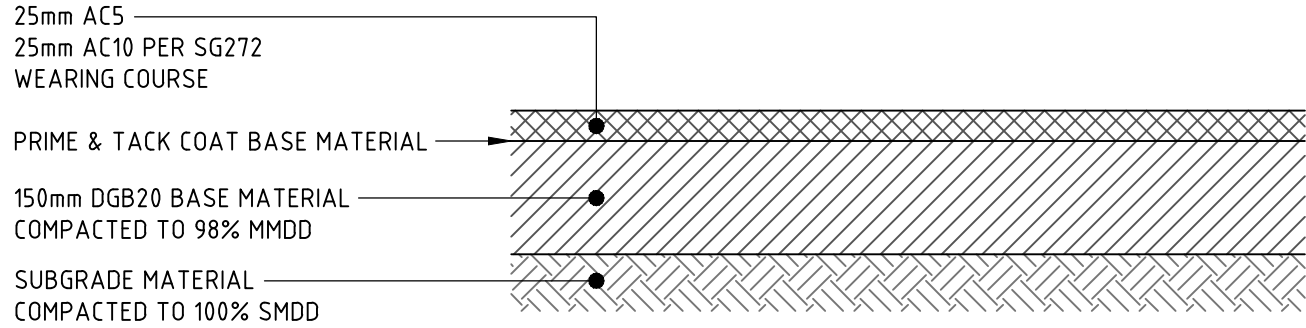
KERB & GUTTER 'KG'

EXPANSION JOINTS @ MAX 12m CTRS / TOOL JOINTS @ MAX 3m CTRS
ALL RADII TO BE 20mm U.N.O.
SCALE 1:10



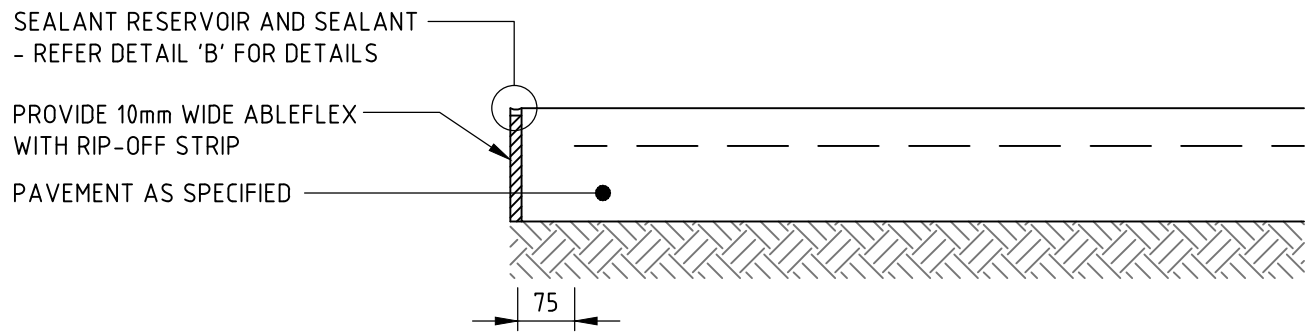
PAVEMENT TYPE '1'

MIN CBR 3% (CONTRACTOR TO CONFIRM ONSITE) DESIGN
LOADING IN ACCORDANCE WITH 'EFGS' SPECIFICATIONS



PAVEMENT TYPE '2'

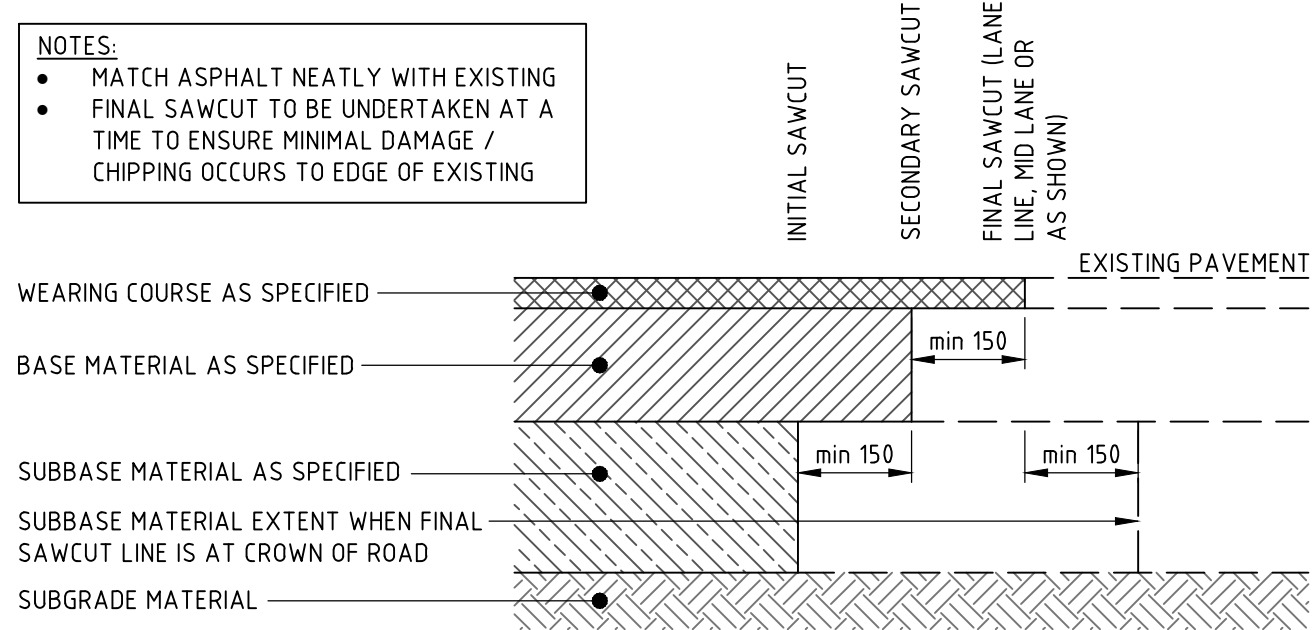
MIN CBR 3% (CONTRACTOR TO CONFIRM ONSITE) DESIGN
LOADING IN ACCORDANCE WITH 'EFGS' SPECIFICATIONS



ISOLATION JOINT 'IJ'

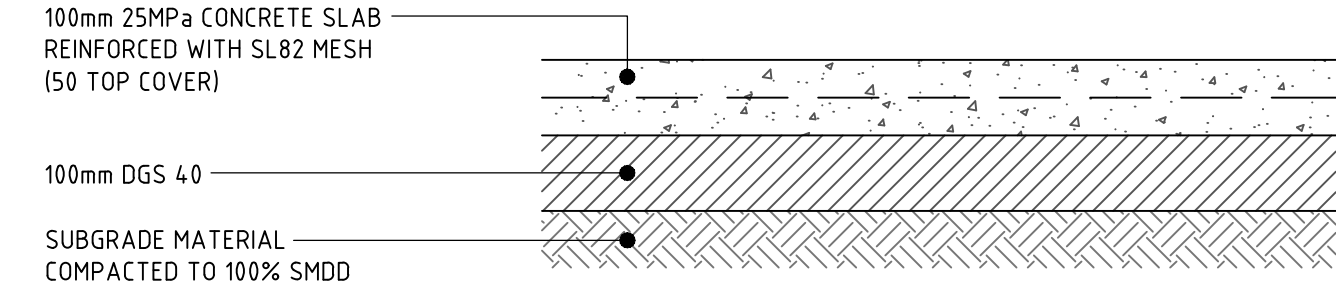
- PROVIDE JOINT BETWEEN ALL NEW CONCRETE AND EXISTING STRUCTURES
- JOINT TO BE USED AGAINST ALL WALLS, FOOTINGS, COLUMNS, BACK OF KERB, SERVICE PITS, DRAINAGE PITS AND ALL SLAB PENETRATIONS

SCALE 1:10



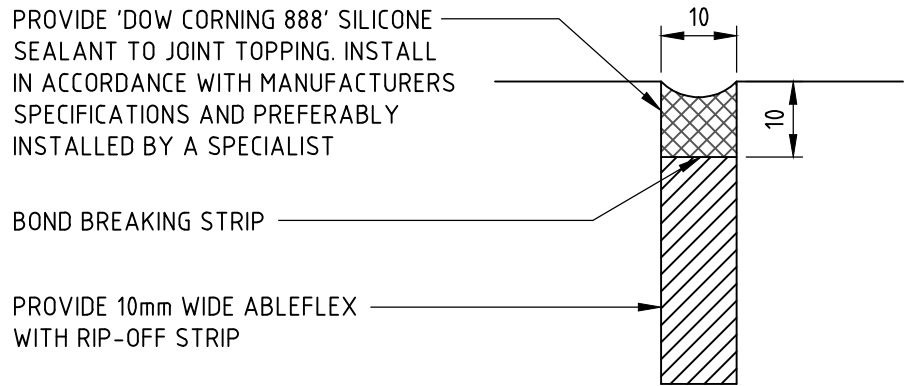
PAVEMENT INTERFACE 'INT'

SCALE 1:10



PAVEMENT TYPE '3'

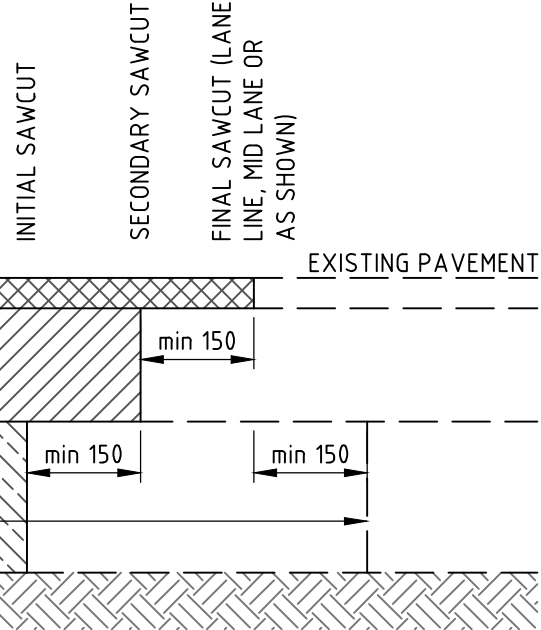
MIN CBR 3% (CONTRACTOR TO CONFIRM ONSITE).
CONTRACTOR TO ALLOW FOR JOINTS - REFER JOINT DETAILS



DETAIL 'B'

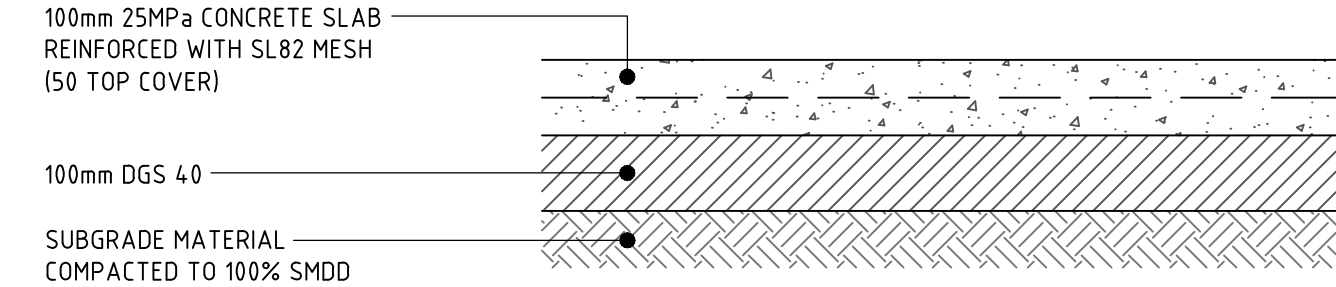
SCALE 1:10

- NOTES:
- MATCH ASPHALT NEATLY WITH EXISTING
 - FINAL SAWCUT TO BE UNDERTAKEN AT A TIME TO ENSURE MINIMAL DAMAGE / CHIPPING OCCURS TO EDGE OF EXISTING



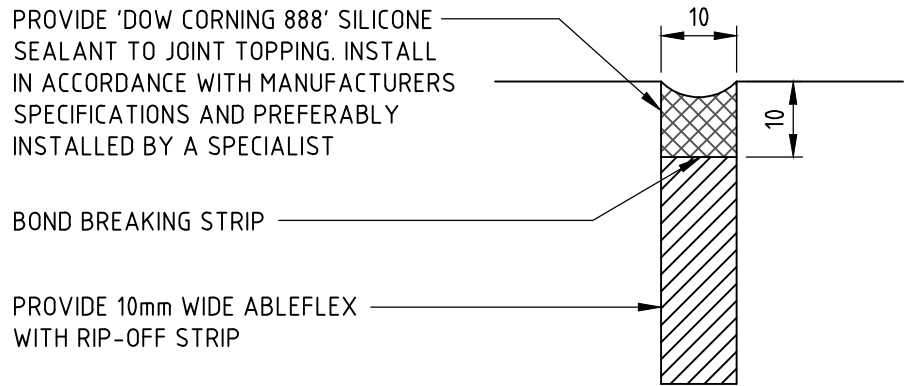
PAVEMENT INTERFACE 'INT'

SCALE 1:10



PAVEMENT TYPE '3'

MIN CBR 3% (CONTRACTOR TO CONFIRM ONSITE).
CONTRACTOR TO ALLOW FOR JOINTS - REFER JOINT DETAILS



DETAIL 'B'

SCALE 1:10

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AMENDMENTS		DATE	DESCRIPTION
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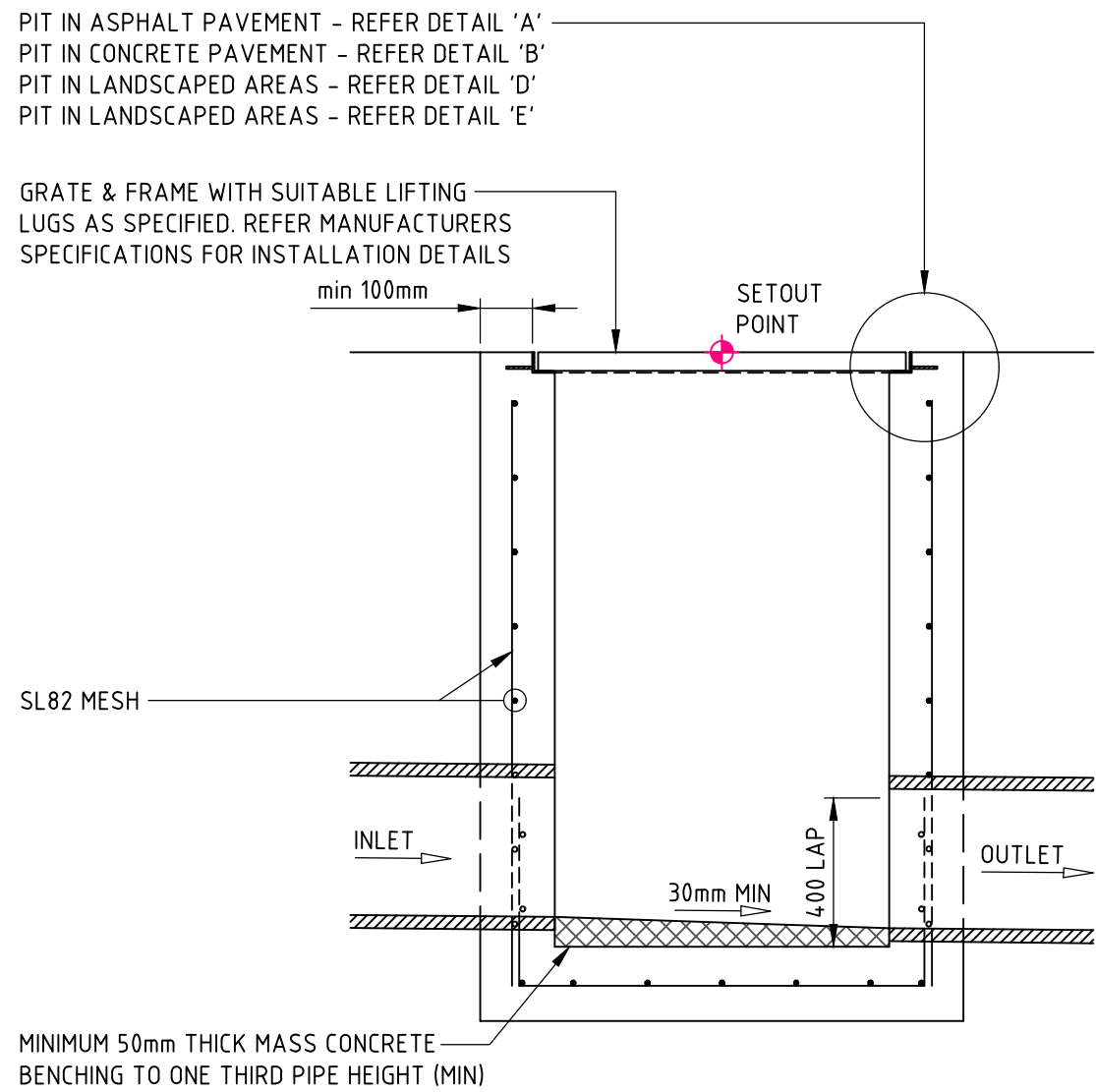
NOMINATED ARCHITECT:
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NSW REG. NO. 5045

PEDAVOLI ARCHITECTS

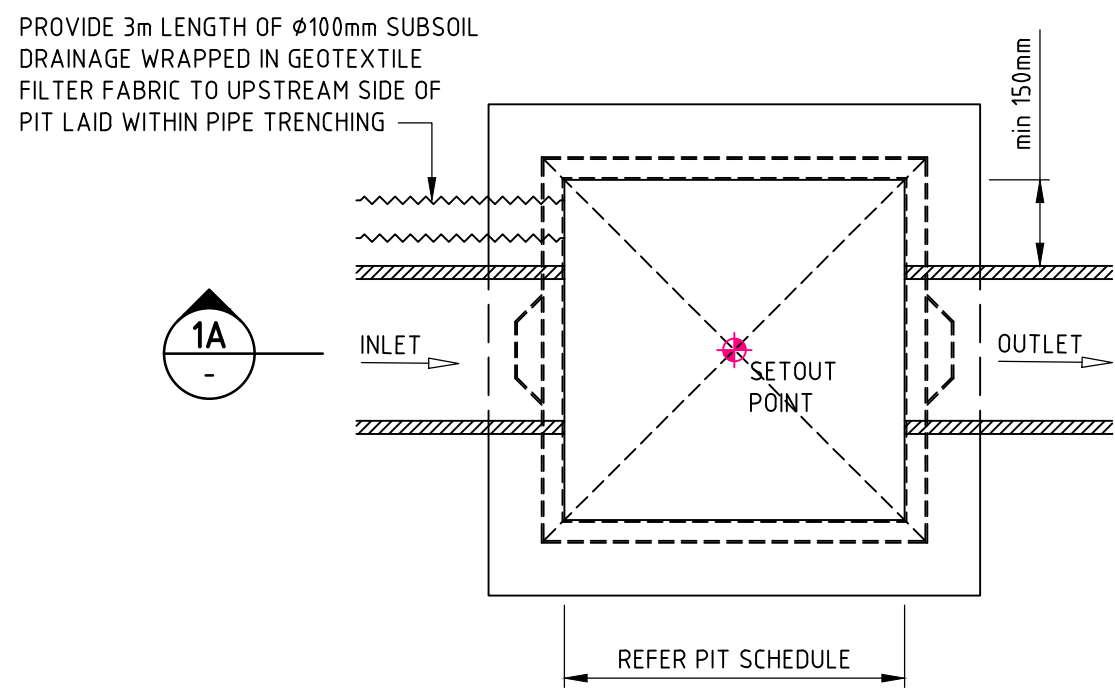
DRAWING NAME
DETAILS SHEET - SHEET 01

PROJECT
NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG

PROJECT NORTH		SCALE 1:10 @ A1		0.0 0.1 0.2 0.3 0.4 0.5m	
MM	PC		24.05.21		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
GOOG-CV-SD-DWG-112.01					03



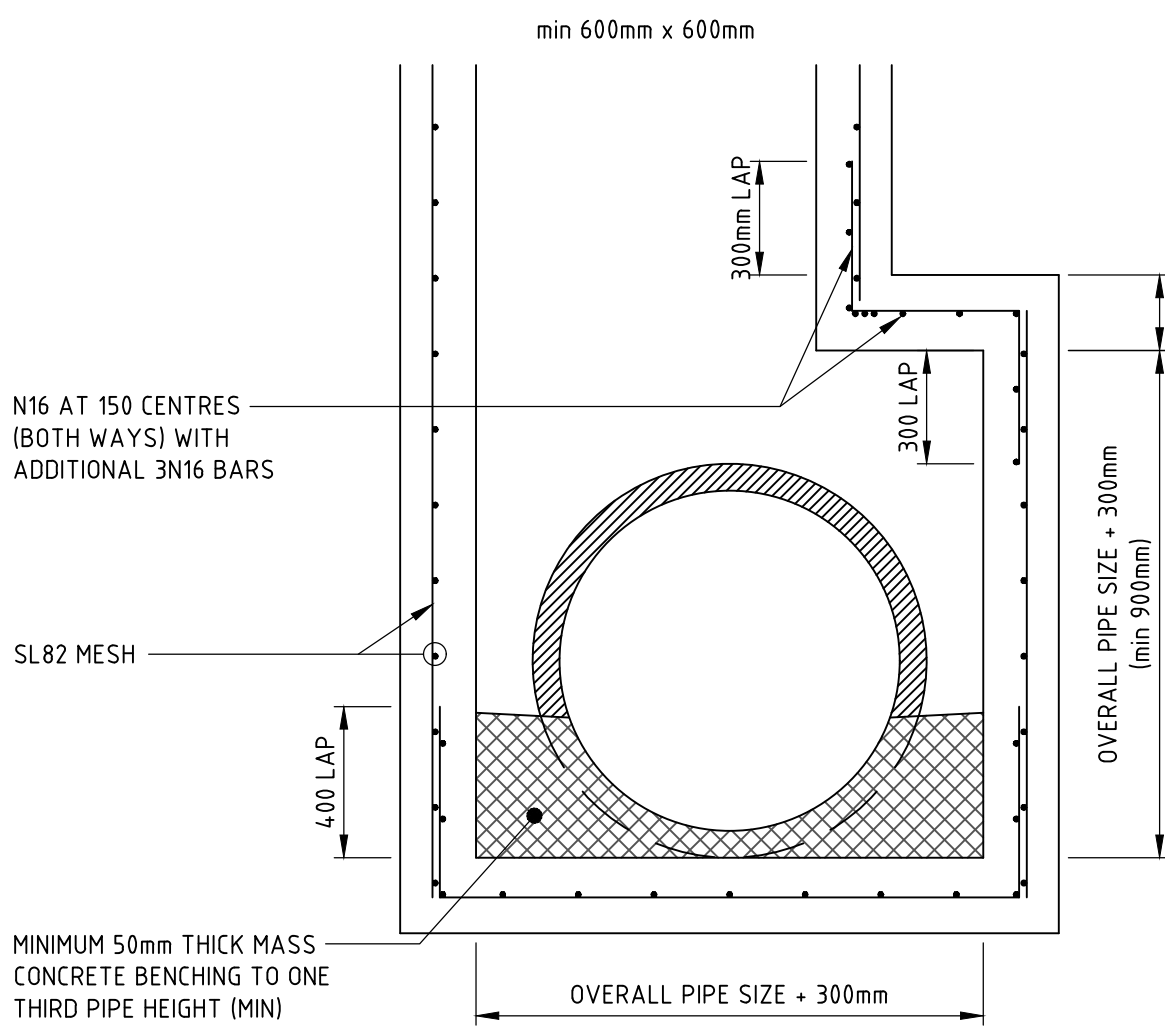
SECTION 1A
SCALE 1:20



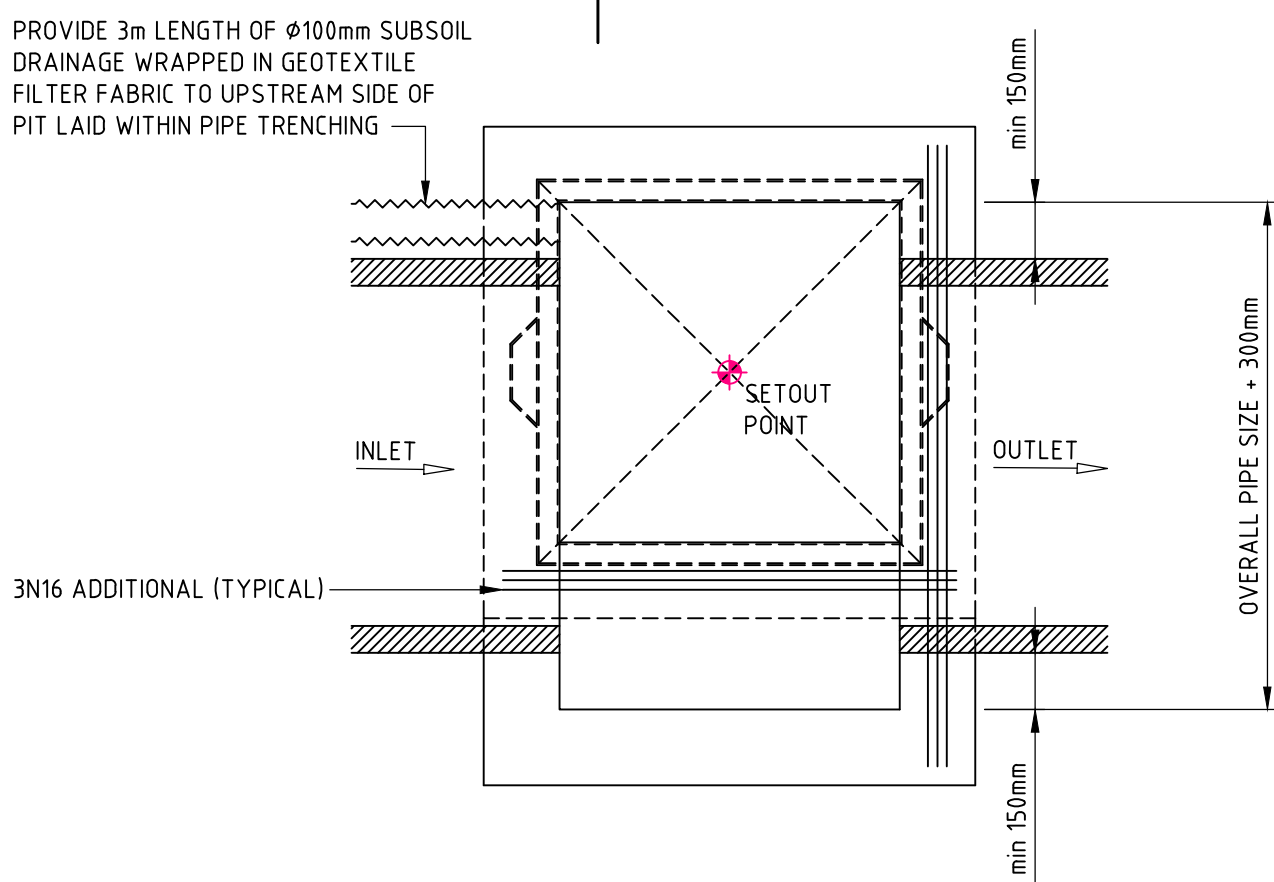
PLAN SURFACE INLET 'SIP' / JUNCTION PIT 'JP'

PIT STRUCTURE TO BE 200mm THICK UNLESS SHOWN OTHERWISE. DRILL AND EPOXY PLASTIC PROPRIETARY STEP IRONS IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND MANUFACTURERS SPECIFICATIONS (PITS > 1000mm DEPTH).
REFER PIT INTERFACE DETAIL 'F' FOR CORNER REINFORCEMENT

SCALE 1:20



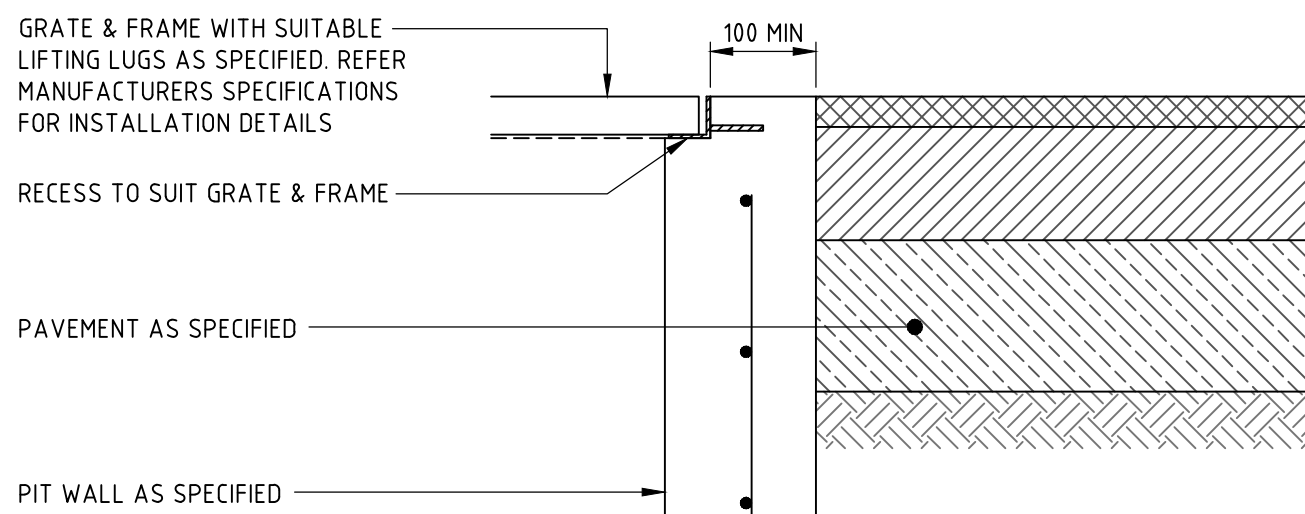
SECTION 1B
SCALE 1:20



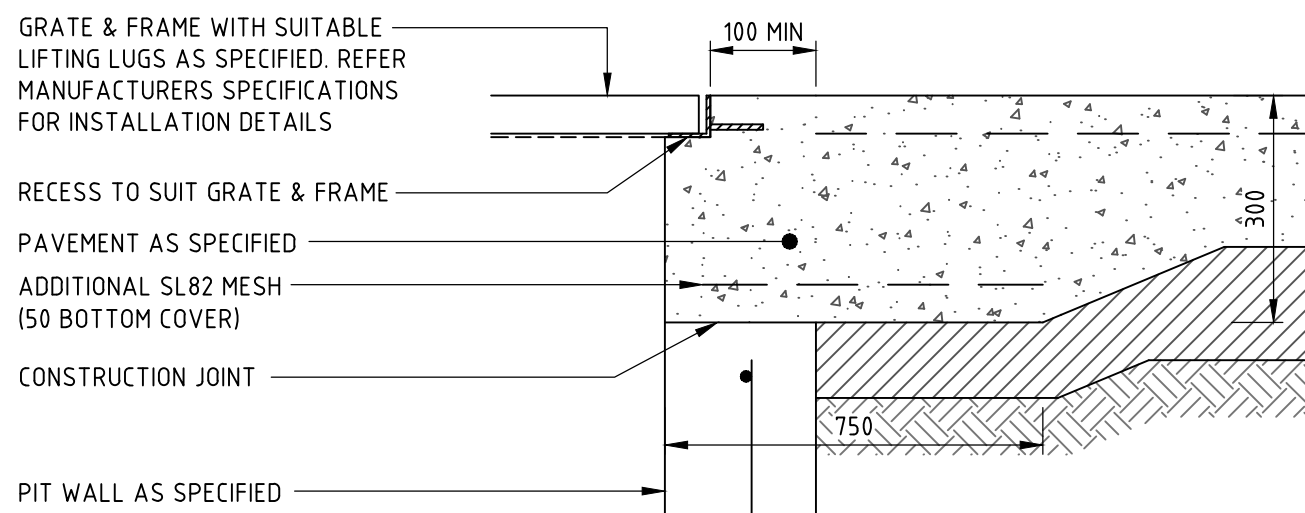
PLAN DRAINAGE PIT - EXTENDED CHAMBER

PIT STRUCTURE TO BE 200mm THICK UNLESS SHOWN OTHERWISE. DRILL AND EPOXY PLASTIC PROPRIETARY STEP IRONS IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND MANUFACTURERS SPECIFICATIONS (PITS > 1000mm DEPTH).
REFER PIT INTERFACE DETAIL 'F' FOR CORNER REINFORCEMENT

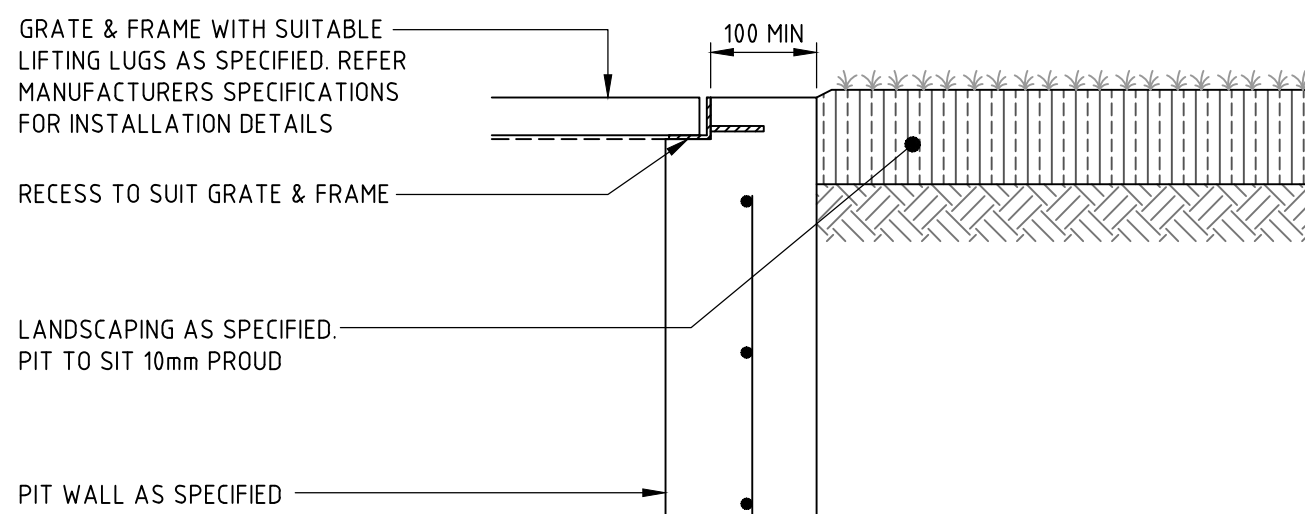
SCALE 1:20



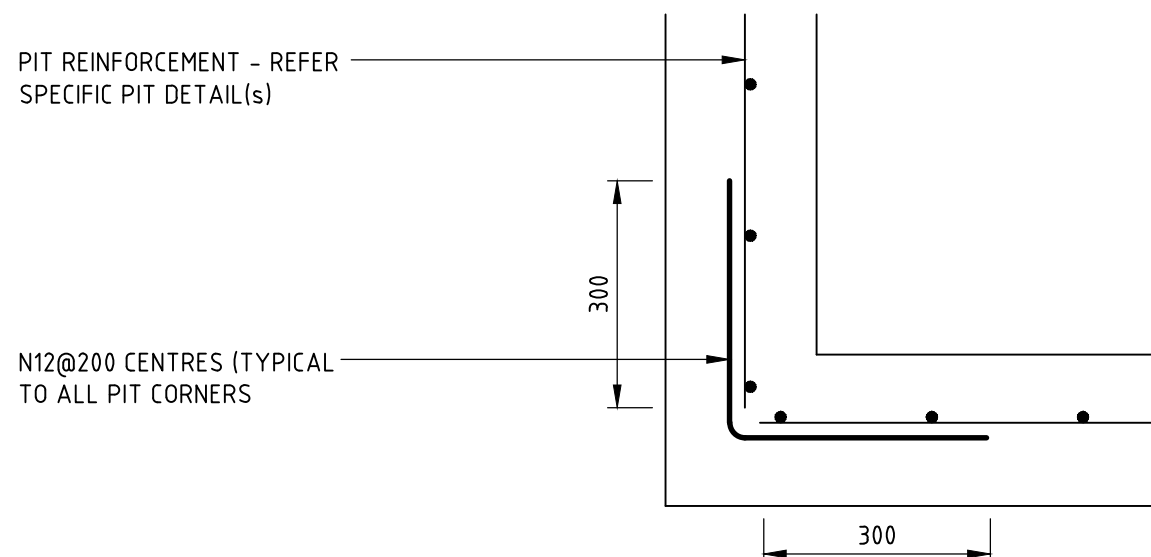
PIT INTERFACE - DETAIL 'A'
SCALE 1:10



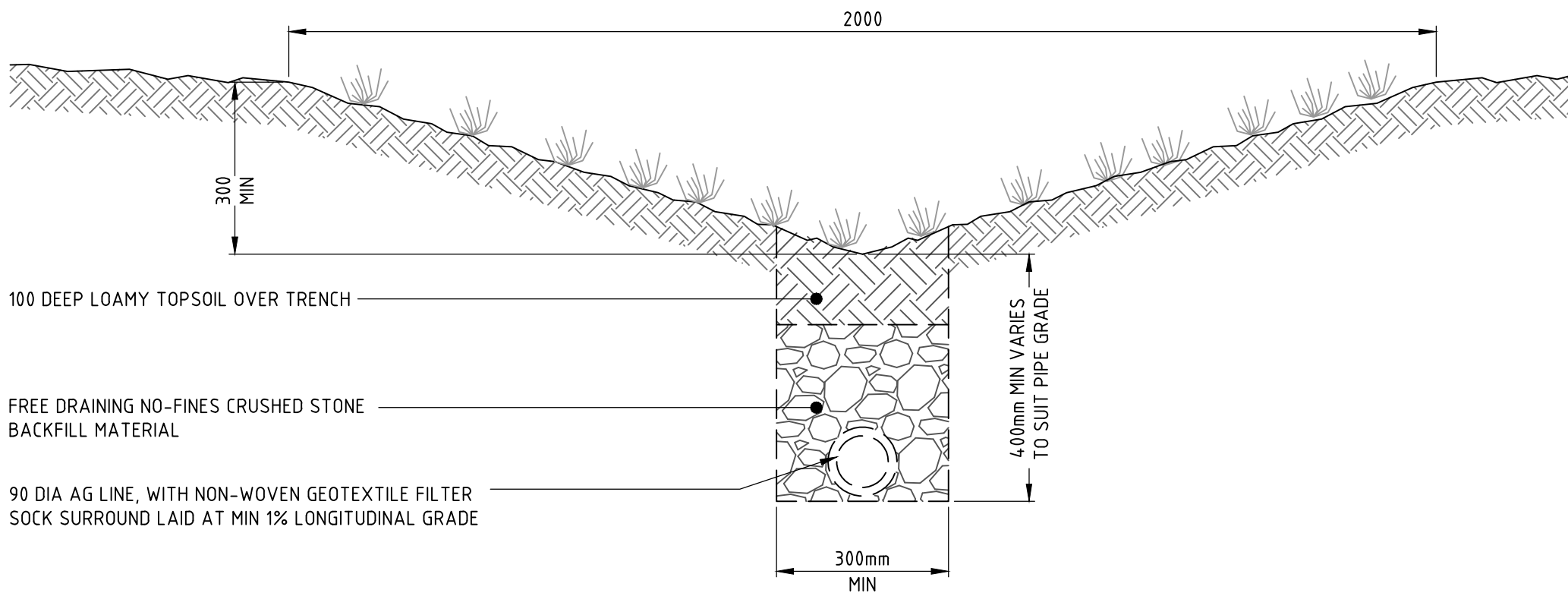
PIT INTERFACE - DETAIL 'B'
SCALE 1:10



PIT INTERFACE - DETAIL 'D'
SCALE 1:10



PIT INTERFACE (PLAN VIEW)- DETAIL 'F'
APPLICABLE TO ALL STORMWATER DRAINAGE STRUCTURES
SCALE 1:10



TYPICAL SWALE DETAIL (2000 WIDE) WITH SUBSOIL DRAIN

NOTE: USED SEALED uPVC PIPE WHERE SUBSOIL DRAINAGE LINES CROSS BENEATH PAVEMENT AREAS

SCALE 1:10

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
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NOMINATED ARCHITECT:
VINCE PEDAVOLI
NSW REG. No. 5045



DRAWING NAME

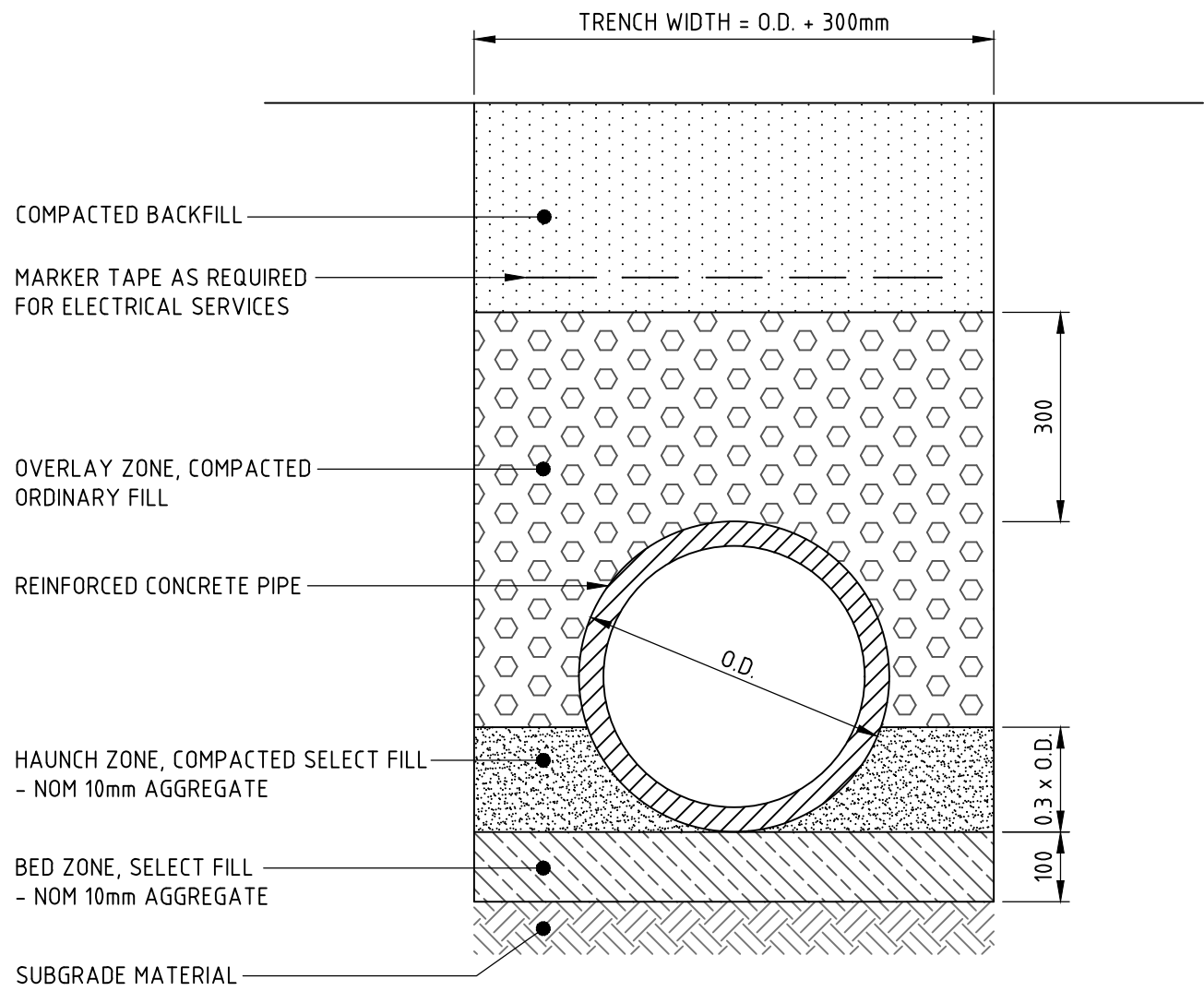
DETAILS SHEET - SHEET 02

PROJECT

NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG

PROJECT NORTH

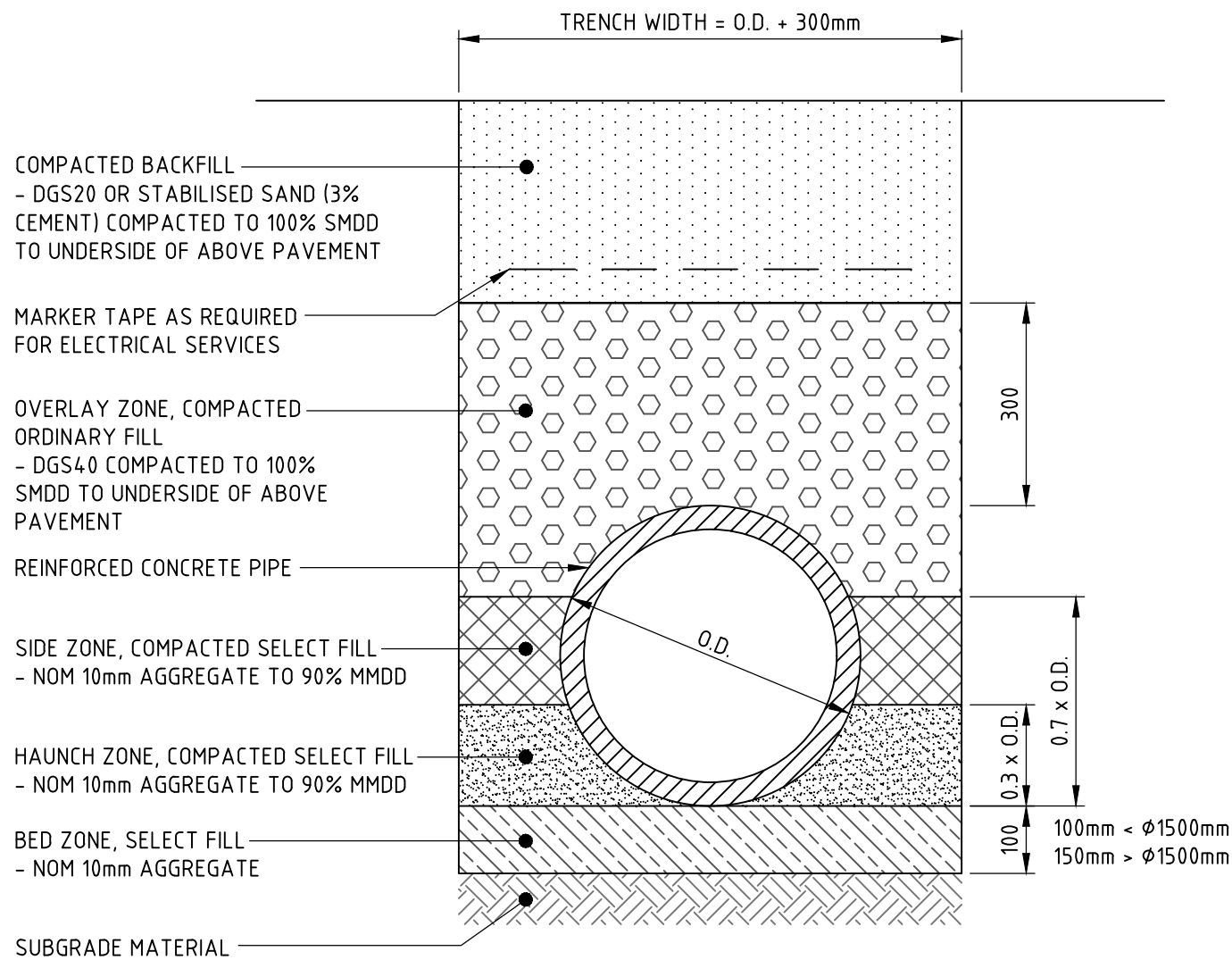
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MM	PC		24.05.21				
DRAWN	CHECKED	VERIFIED	DATE				REVISION
GOOG-CV-SD-DWG-112.02							



TYPICAL PIPE TRENCH - GENERAL AREAS

- 1. TRENCH WIDTH MAY NEED TO BE INCREASED SUBJECT TO ACHIEVING COMPACTION. ENSURE MINIMUM 300mm CLEARANCE BETWEEN, WHEN USING MULTIPLE PIPES TO ACHIEVE ADEQUATE COMPACTION.
- 2. MINIMUM PIPE COVER NOT UNDER ROADS TO BE 300mm U.N.O.
- 3. THE CONTRACTOR SHALL ENSURE THAT SHORING OF TRENCHES IS INSTALLED AS REQUIRED BY STATUTORY REQUIREMENTS.
- 4. ENSURE BACKFILLING COMPACTION MEETS THE FOLLOWING STANDARDS;
 - 4.1. TRENCHES UNDER PAVED AREAS / BUILDING - 100% SMDD
 - 4.2. TRENCHES NOT UNDER PAVEMENTS - 95% SMDD

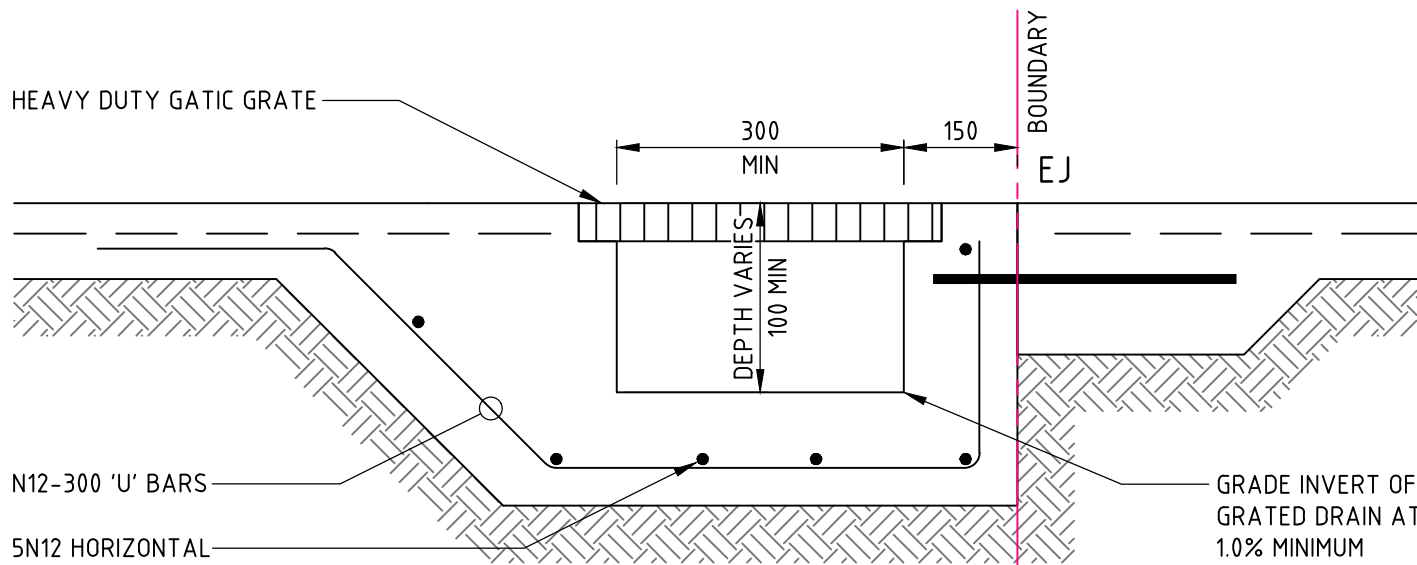
SCALE 1:10



TYPICAL PIPE TRENCH - UNDER ROADS

- 1. TRENCH WIDTH MAY NEED TO BE INCREASED SUBJECT TO ACHIEVING COMPACTION. ENSURE MINIMUM 300mm CLEARANCE BETWEEN, WHEN USING MULTIPLE PIPES TO ACHIEVE ADEQUATE COMPACTION.
- 2. MINIMUM PIPE COVER UNDER ROADS TO BE 600mm U.N.O. FOR CLASS '2' PIPES.
- 3. THE CONTRACTOR SHALL ENSURE THAT SHORING OF TRENCHES IS INSTALLED AS REQUIRED BY STATUTORY REQUIREMENTS.
- 4. ENSURE BACKFILLING COMPACTION MEETS THE FOLLOWING STANDARDS;
 - 4.1. TRENCHES UNDER PAVED AREAS / BUILDING - 100% SMDD

SCALE 1:10



GRATED TRENCH DRAIN 'GTD'

GRATED TRENCH DRAIN TO HAVE MINIMUM 150mm CLEARANCE AND 1% LONGITUDINAL FALL.
GRATE CLASS TO BE CLASS 'B' HEELSAFE IN PEDESTRIAN AREAS AND CLASS 'D' IN TRAFFICKED AREAS UNLESS NOTED OTHERWISE ON PLAN

SCALE 1:10

NOT FOR CONSTRUCTION

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	MM	30.04.21	ISSUED FOR DRAFT SCHEMATIC DESIGN
02	MM	14.05.21	ISSUED FOR DRAFT SSDA
03	MM	24.05.21	ISSUED FOR SSDA



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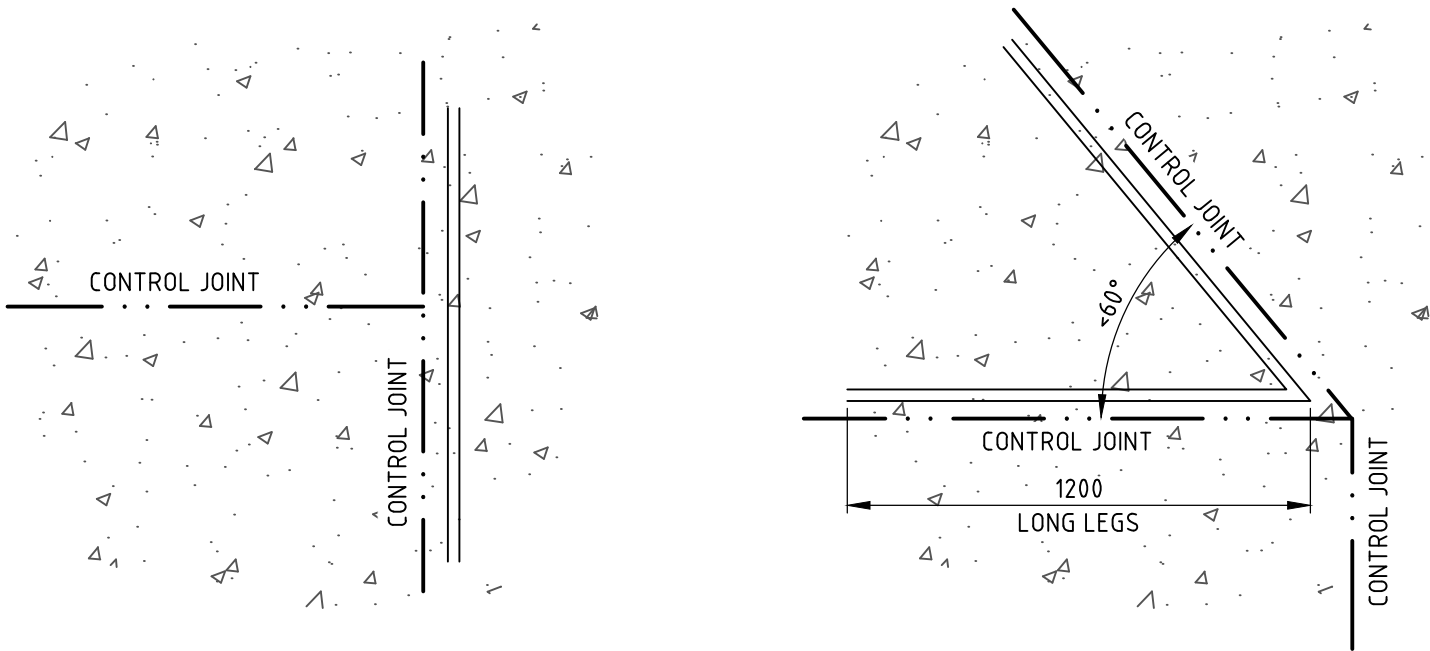
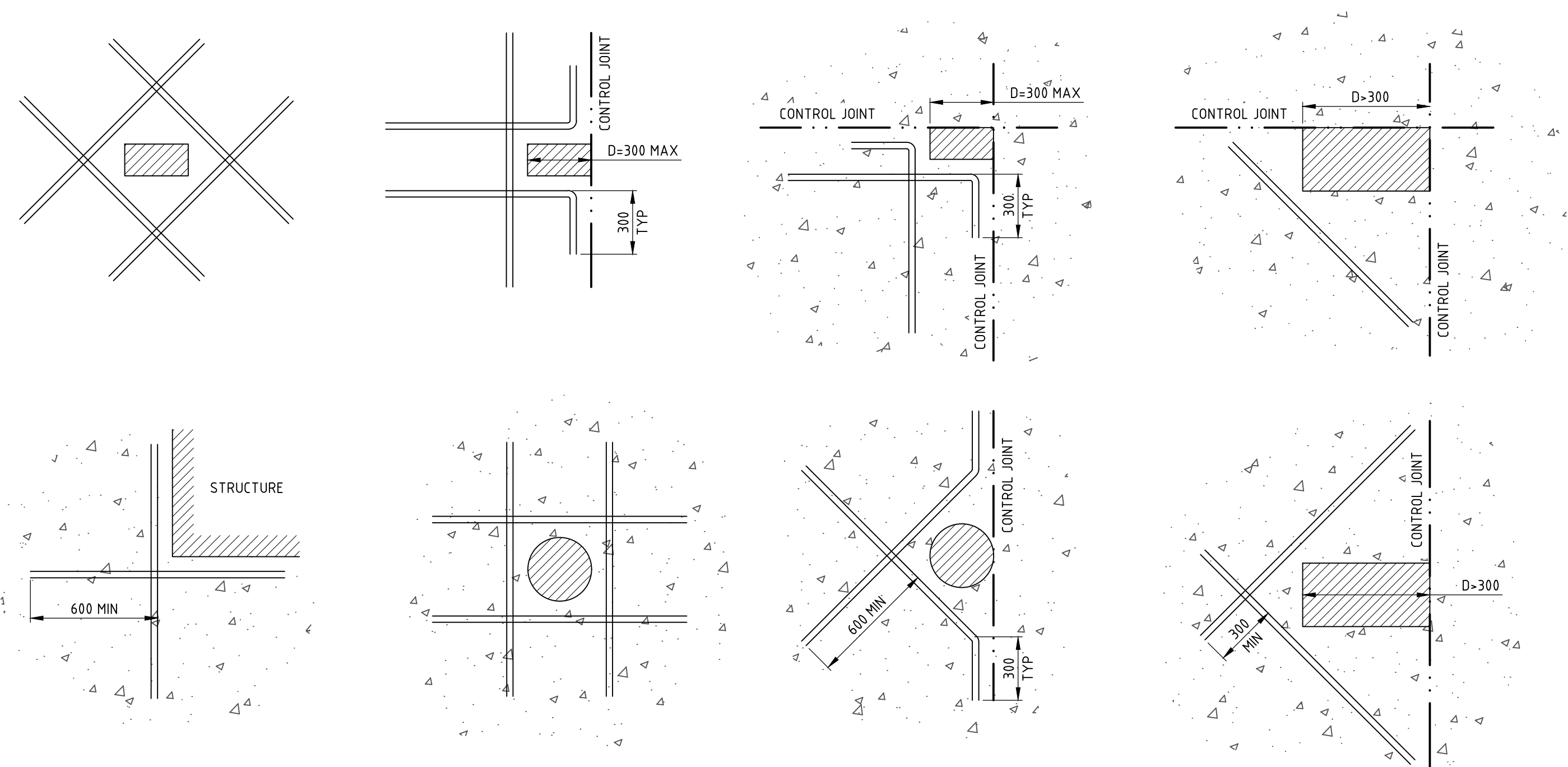
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DRAWING NAME
DETAILS SHEET - SHEET 03

PROJECT
NEW PRIMARY SCHOOL IN
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GORMAN DRIVE, GOOGONG

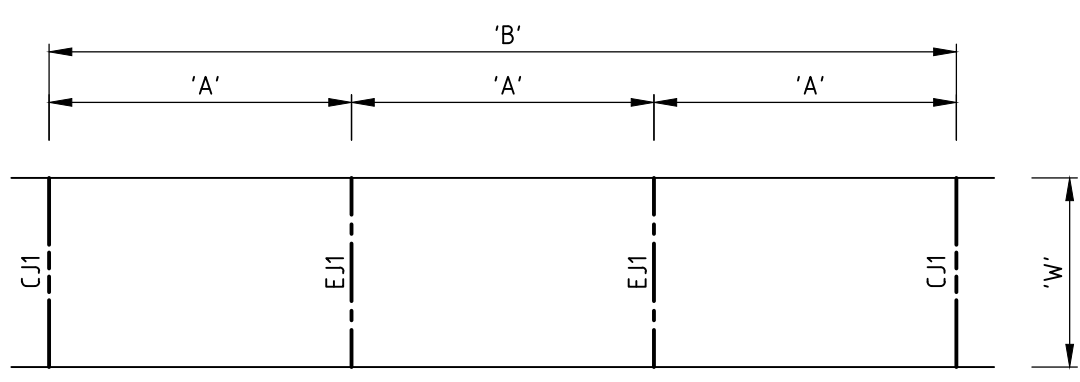
PROJECT NORTH					
SCALE 1:10 @ A1					
MM	PC		24.05.21		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
GOOG-CV-SD-DWG-112.03					03



TYPICAL TRIMMER BAR DETAILS (TB)

- NOTE:
- PROVIDE 2/N12 TRIMMER BARS MINIMUM 1200mm LONG UNLESS NOTED OTHERWISE AT ALL PITS, COLUMNS, INSPECTION OPENINGS, DOWNPIPES ETC THAT CAUSE A PENETRATION THROUGH THE SLAB.
 - ALL TRIMMER BARS MUST MAINTAIN A MINIMUM 70mm COVER FROM PENETRATION & CONTROL JOINTS.
 - UNLESS NOTED OTHERWISE PROVIDE ISOLATION JOINT (IJ) AT ALL PAVEMENT INTERFACES WITH STRUCTURE / PITS.
 - APPLIES TO ALL DRAINAGE/SEWER PITS, SERVICE PITS, COLUMNS & SLAB PENETRATIONS.

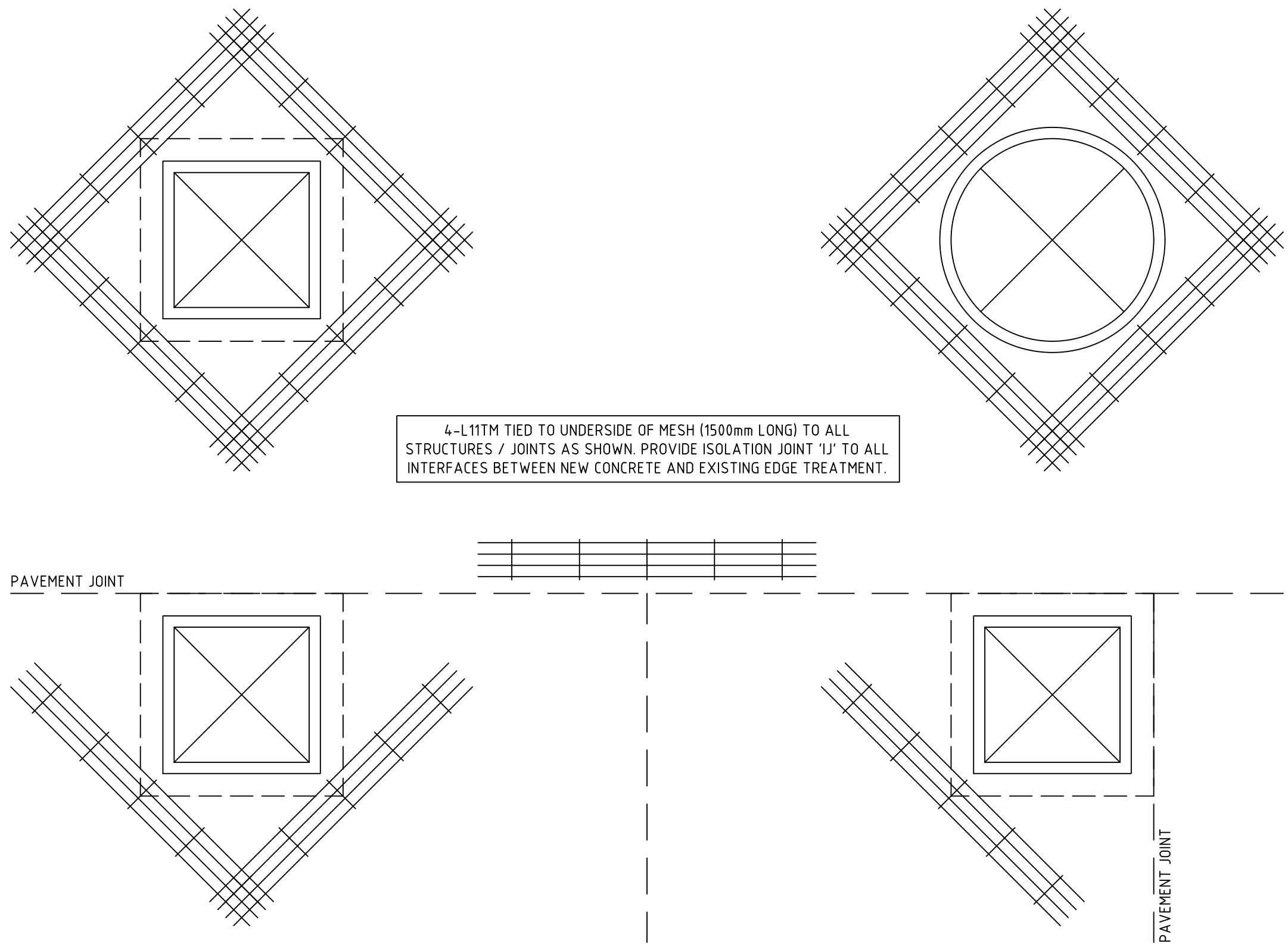
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FOOTPATH/CYCLEWAY PAVEMENT TYPICAL JOINT LAYOUT

PAVEMENT JOINT SPACING

'W'	1.2m	2.4m
'A'	2.0m	3.5m
'B'	6.0m	10.5m



4-L11TM TIED TO UNDERSIDE OF MESH (1500mm LONG) TO ALL STRUCTURES / JOINTS AS SHOWN. PROVIDE ISOLATION JOINT 'IJ' TO ALL INTERFACES BETWEEN NEW CONCRETE AND EXISTING EDGE TREATMENT.

TRIMMER BAR ARRANGEMENTS 'TB'

THE ABOVE SHOWN DESIGN INTENT APPLIES TO ALL DRAINAGE / SEWER PITS, SERVICE PITS, COLUMNS AND SLAB PENETRATIONS

NOT FOR CONSTRUCTION

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
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02	MM	14.05.21	ISSUED FOR DRAFT SSDA
03	MM	24.05.21	ISSUED FOR SSDA

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HANSEN YUNCKEN
NSW GOVERNMENT Education

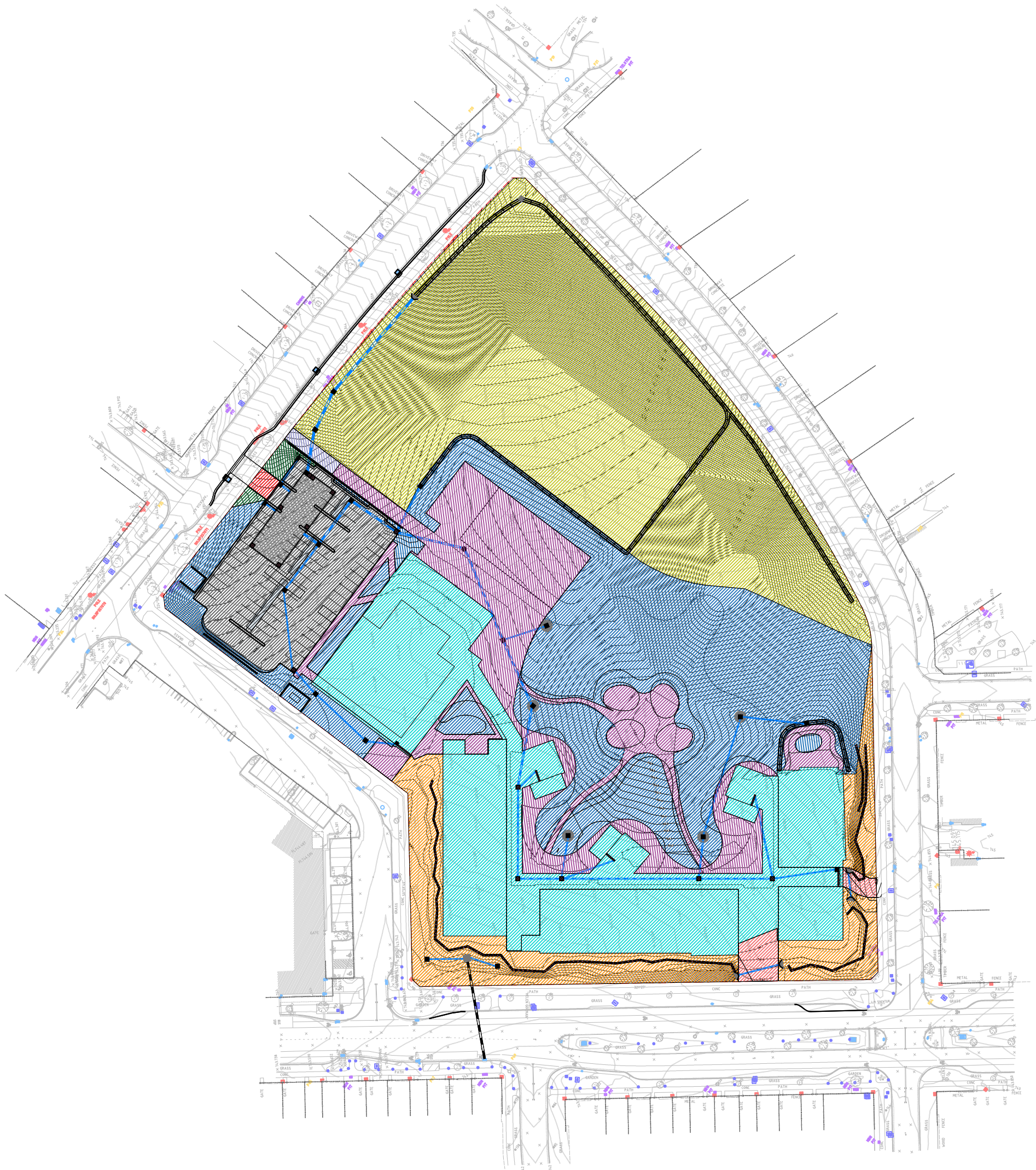
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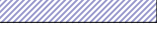


DRAWING NAME
DETAILS SHEET - SHEET 04

PROJECT
NEW PRIMARY SCHOOL IN
GOOGONG
GORMAN DRIVE, GOOGONG

PROJECT NORTH
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MM PC 24.05.21
DRAWN CHECKED VERIFIED DATE REVISION
GOOG-CV-SD-DWG-112.04
03

Appendix B – MUSIC Catchments



LEGEND	
	C1 LANDSCAPE - 8386m ²
	C2 ROOF - 5737m ²
	C2 LANDSCAPE - 6296m ²
	C2 CARPARK - 1848m ²
	C2 FOOTPATH- 3295m ²
	C2 LANDSCAPE BYPASS - 96.4m ²
	C2 CARPARK BYPASS - 41m ²
	C2 FOOTPATH BYPASS - 64m ²
	C3 FOOTPATH - 193m ²
	C3 LANDSCAPE - 2142m ²

CONCEPT MUSIC
CATCHMENT PLAN