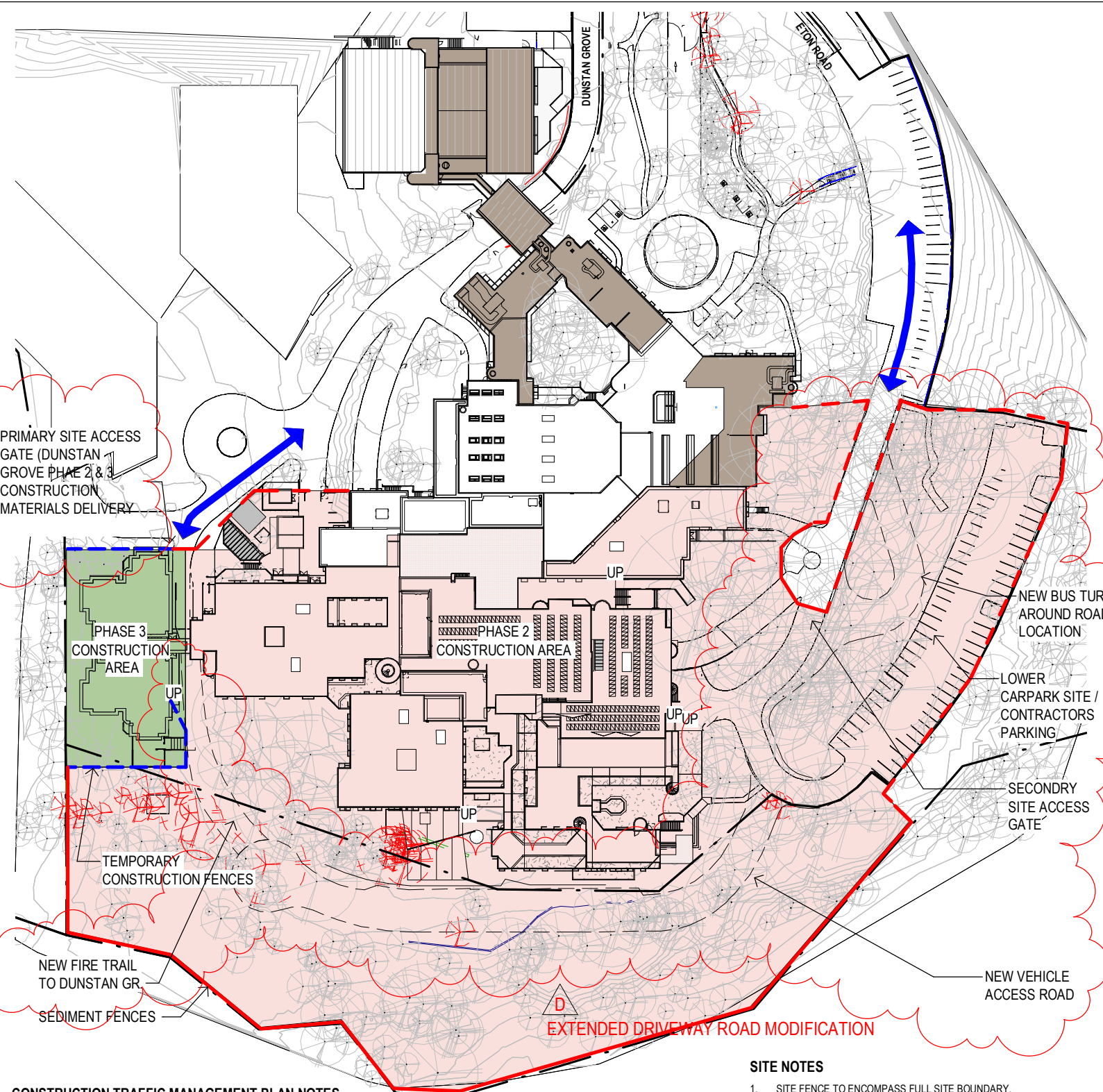


- CONSTRUCTION NOTES**
- STRIP TOPSOIL AND LEVEL SITE
 - COMPACT SUBGRADE
 - COVER AREA WITH NEEDLE-PUNCHED GEOTEXTILE
 - CONSTRUCT 200mm THICK PAD OVER GEOTEXTILE USING ROADBASE OR 30mm AGGREGATE. MINIMUM LENGTH 15 METRES OR TO BUILDING ALIGNMENT. MINIMUM WIDTH 3 METRES.
 - CONSTRUCT HUMP IMMEDIATELY WITHIN BOUNDARY TO DIVERT WATER TO A SEDIMENT FENCE OR OTHER SEDIMENT TRAP.

- WATER SHALL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS IT IS RELATIVELY SEDIMENT-FREE. IF THE CATCHMENT AREA HAS BEEN LANDSCAPED AND/OR ANY LIKELY SEDIMENT HAS BEEN FILTERED THROUGH AN APPROVED STRUCTURE.
- TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES SHALL BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE REHABILITATED.
- THE CONTRACTOR SHALL PROVIDE ACCEPTABLE RECEPTORS FOR CONCRETE & MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER.
- RECEPTORS FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER ARE TO BE EMPTIED AS NECESSARY. DISPOSAL OF WASTE SHALL BE IN A MANNER APPROVED BY THE SITE SUPERINTENDENT.
- EVERY WEEK, FOR THE DURATION OF WORKS THE CONTRACTOR SHALL INSPECT THE SITE FOR THE FOLLOWING ITEMS:
 - ENSURE DRAINS OPERATE EFFECTIVELY, AND INITIATE REPAIR OR MAINTENANCE AS REQUIRED.
 - REMOVE SPILLED SAND (OR OTHER MATERIALS) FROM HAZARD AREAS, INCLUDING LANDS CLOSER THAN 2 METRES FROM AREAS OF CONCENTRATED OR HIGH-VELOCITY FLOWS SUCH AS WATERCOURSES, OVERLAND FLOW PATHS, GUTTERS, PAVED AREAS, DRIVEWAYS AND ROADS.
- CONSTRUCT ADDITIONAL EROSION AND/OR SEDIMENT WORKS IS NECESSARY TO ENSURE THE DESIRED PROTECTION IS GIVEN TO DOWNSLOPE LANDS AND WATERWAYS. MAKE ONGOING CHANGES TO THE PLAN.
- MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN A FUNCTIONING CONDITION UNTIL ALL EARTHWORK ACTIVITIES ARE COMPLETED AND THE SITE REHABILITATED.
- REMOVE TEMPORARY SOIL CONSERVATION STRUCTURES AS A LAST ACTIVITY IN THE REHABILITATION PROGRAM.

EROSION & SEDIMENT CONTROL

- THIS PLAN SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTURAL AND ENGINEERING PLANS AND ANY OTHER PLANS OR WRITTEN INSTRUCTIONS THAT MAY BE ISSUED
- THE CONTRACTOR SHALL ENSURE THAT ALL SOIL AND WATER MANAGEMENT WORKS ARE LOCATED AS SHOWN ON THIS DRAWING.
- PROTECT ALL NEW PITS FROM SEDIMENT INFILTRATION PROGRESSIVELY, AS THEY ARE CONSTRUCTED.
- ALL DOWNSTREAM STORMWATER PITS ARE TO BE PROTECTED FROM SEDIMENT INFILTRATION DURING CONSTRUCTION.
- ALL SUB-CONTRACTORS ON SITE SHALL BE MADE AWARE OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO WATER COURSES AND WHERE PRACTICAL, THE SOIL EROSION HAZARD ON THE SIDE SHALL BE KEPT AS LOW AS POSSIBLE. TO ACHIEVE, WORKS SHOULD BE CARRIED OUT AS FOLLOWS.
- 1) INSTALL ANY NECESSARY SECURITY/BOUNDARY FENCES FOR THE SITE.
2) CONSTRUCT 'SILT' FENCING AS DETAILED ALONG BOTH DOWNSLOPE BOUNDARIES.
- DURING WINDY WEATHER, LARGE UNPROTECTED AREAS SHALL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL.
- FINAL SITE LANDSCAPING SHALL BE UNDERTAKEN AS SOON AS POSSIBLE, AND WITHIN TWENTY WORKING DAYS FROM COMPLETION OF CONSTRUCTION ACTIVITIES.
- SAND USED IN THE CONCRETE CURING PROCESS SHALL BE REMOVED ASAP, AND WITHIN TEN WORKING DAYS FROM PLACEMENT.



CONSTRUCTION TRAFFIC MANAGEMENT PLAN NOTES

- Construction Activity:**
- The key proposed building works involve demolition of internal fixtures and the rebuilding of internal fixtures to the new room layouts. No major external works are proposed.
 - The Contractor's compound will be set up within the existing building.
 - Sections to the southern site areas and lower carpark will be available for site drop off, loading and deliveries.
 - The lower and internal carpark will be available for Contractors onsite parking.
- Access:**
- Site Access: Primary Vehicular Access to and from the site shall be from Dunstan Grove. The site access gate will be set up at the end of Dunstan Grove within the Site. Access to Dunstan Grove and Shout Ridge Road shall be unaffected.
 - Road Access: The main arterial road to the North East of the site is the Pacific Highway and to the South West is Lady Game Drive, with Grosvenor Road used as the main link road between the two. See the Construction traffic vehicle route diagram.
- Traffic Management:**
- Local Impact: The site is accessed by the existing road network and no significant impact to the local traffic or the local environment is envisaged.
 - Traffic Control: Disruption to all road users during the construction period would be kept to a minimum.

For further information see Arup Traffic and Transport Assessment dated August 2019 - Construction Traffic Management Plan.

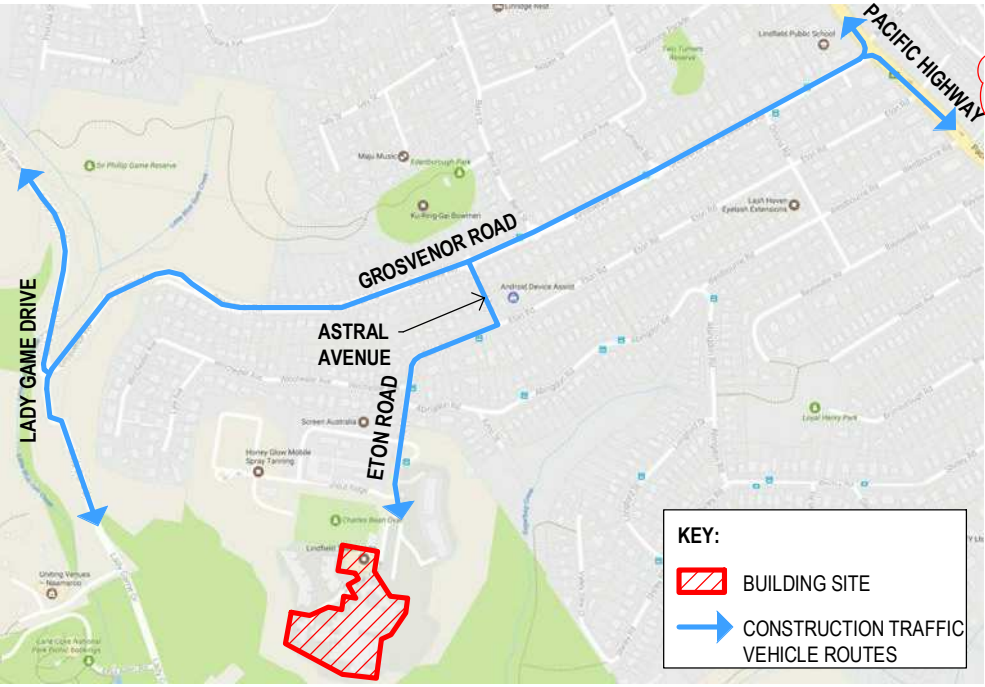
SITE NOTES

- SITE FENCE TO ENCOMPASS FULL SITE BOUNDARY.
- ALL ACCOMMODATION / CRANEAGE TO BE CONTAINED WITHIN THE SITE.
- TRAFFIC CONTROLS IN PLACE FOR TRUCKS ENTERING / EXITING THE SITE.
- SPECIFIC TP2/ MEASURES TO BE IDENTIFIED FOR TREES TO BE RETAINED.

LEGEND

- TEMPORARY SITE FENCE PHASE 2
- TEMPORARY SITE FENCE PHASE 3
- ← SITE ACCESS
- PHASE 2 CONSTRUCTION AREA
- PHASE 3 CONSTRUCTION AREA
- REPURPOSING OF PHASE 1 CONSTRUCTION AREA

NOTE:
DRAWING TO BE PRINTED IN COLOUR



LOCATION PLAN & CONSTRUCTION VEHICLE ROUTES

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Report any discrepancies to the Architect for decision before proceeding with the work.

Nominated Architects
Anthony Quan 5421 | Sandeep Amin 7337 | Ian Armstrong 7260 | Richard Does 8126

No	DATE	REVISIONS	BY
A	12/06/2019	PRELIMINARY DA	AH
B	17/06/2019	PRELIMINARY - FOR REVIEW	PA
C	28/08/2019	SSDA ISSUE	TG
D	17/04/2020	SSD REVISION	PA

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SCHOOL INFRASTRUCTURE NSW

PROJECT
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TITLE
INDICATIVE CONSTRUCTION MANAGEMENT PLAN

DRAWN BY TG, CS, HC, RK
SCALES NTS @A3
PLOT DATE 29/03/2017

PROJECT N°	P19-006	REVISION	D
DRAWING N°	DA-2-101		
DRAWING STATUS FOR APPROVAL	REVIEWED BY RG	SIGNATURE	DATE

Completion of the Drawing Status is evidence the design has been verified as conforming to the requirements of the Project M.S. Plan. Initiating the 'Clean By' box confirms that this drawing has been prepared in conformity with Designinc Sydney M.S. procedures.

DEVELOPMENT APPLICATION