

# DESIGNING PERMEABLE PAVEMENTS

Water Sensitive SA  
27<sup>th</sup> May 2021

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Civil Engineer



# ABOUT CMAA

The Concrete Masonry Association of Australia  
Peak body representing the concrete masonry manufacturers of Australia.  
These include bricks, blocks, pavers and retaining walls.



## MANUALS, STANDARDS & CODE BOARDS



## RESEARCH



## ADVOCACY & POLICY



# STRATEGIC VISION



WE MAKE IT  
EASIER TO  
BUILD IN BLOCK  
& PAVERS

PROMOTE MEMBERS' PRODUCTS

DEVELOP TALENT IN THE INDUSTRY

FACILITATE IMPORTANT CONVERSATIONS

# FREE RESOURCES AND TECHNICAL HOTLINE



Please visit our website for a comprehensive catalogue of:

- technical manuals
- research papers and
- case studies.

**These resources are available from our website as a free pdf download**

Technical Hotline | **1300 667 617**  
Website | **cmaa.com.au**



# CMAA MEMBERS



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## INTERNATIONAL



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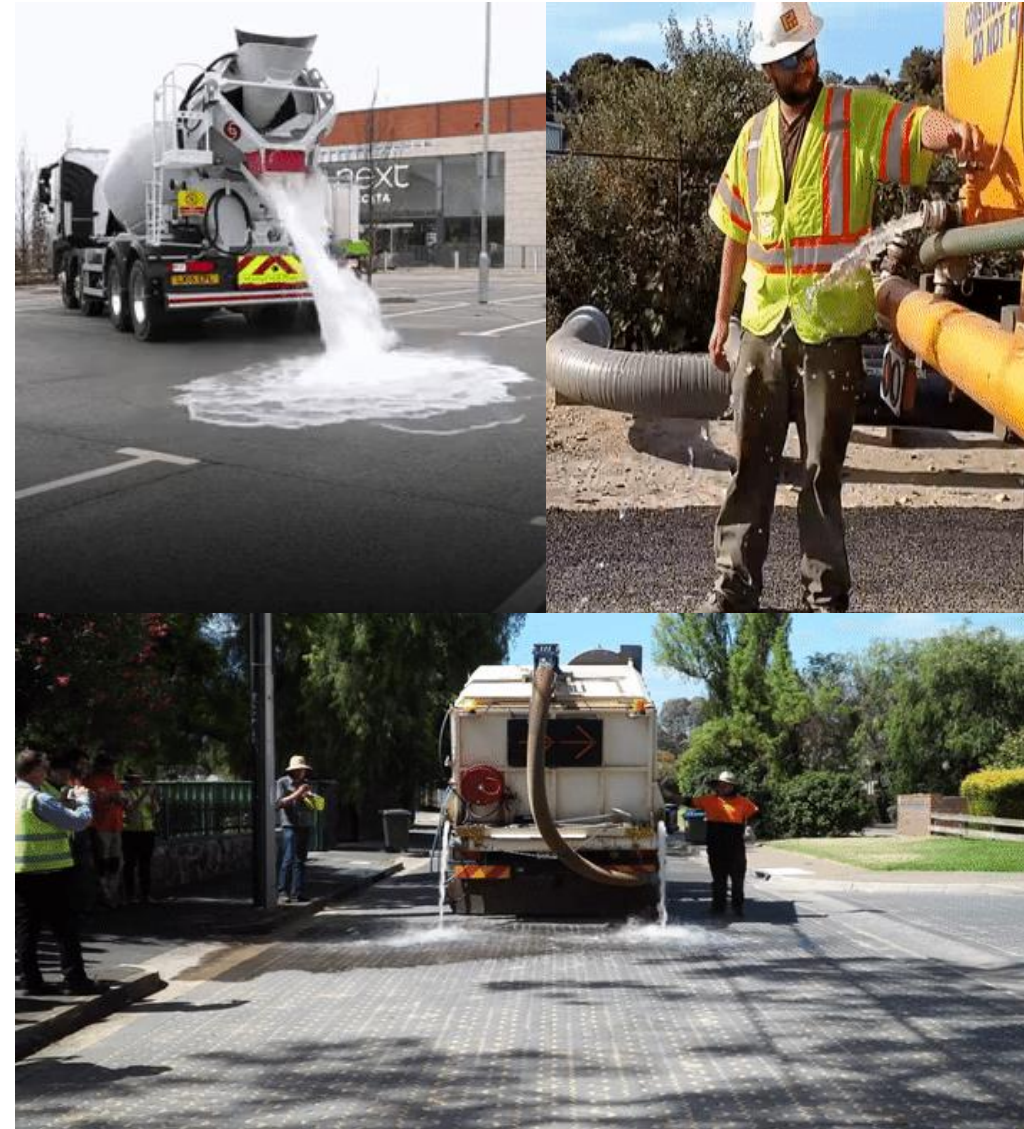
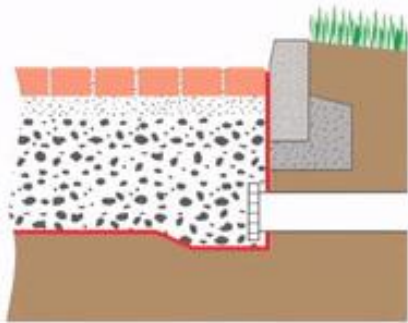
- 1. OVERVIEW**
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# OVERVIEW

A permeable pavement system is a pavement that allows water to infiltrate the surface, where it is stored in the base course.

Trafficked permeable pavements include:

- Open-graded (Porous) Asphalt
- No-fines (Pervious) Concrete
- Permeable Interlocking Concrete Pavers

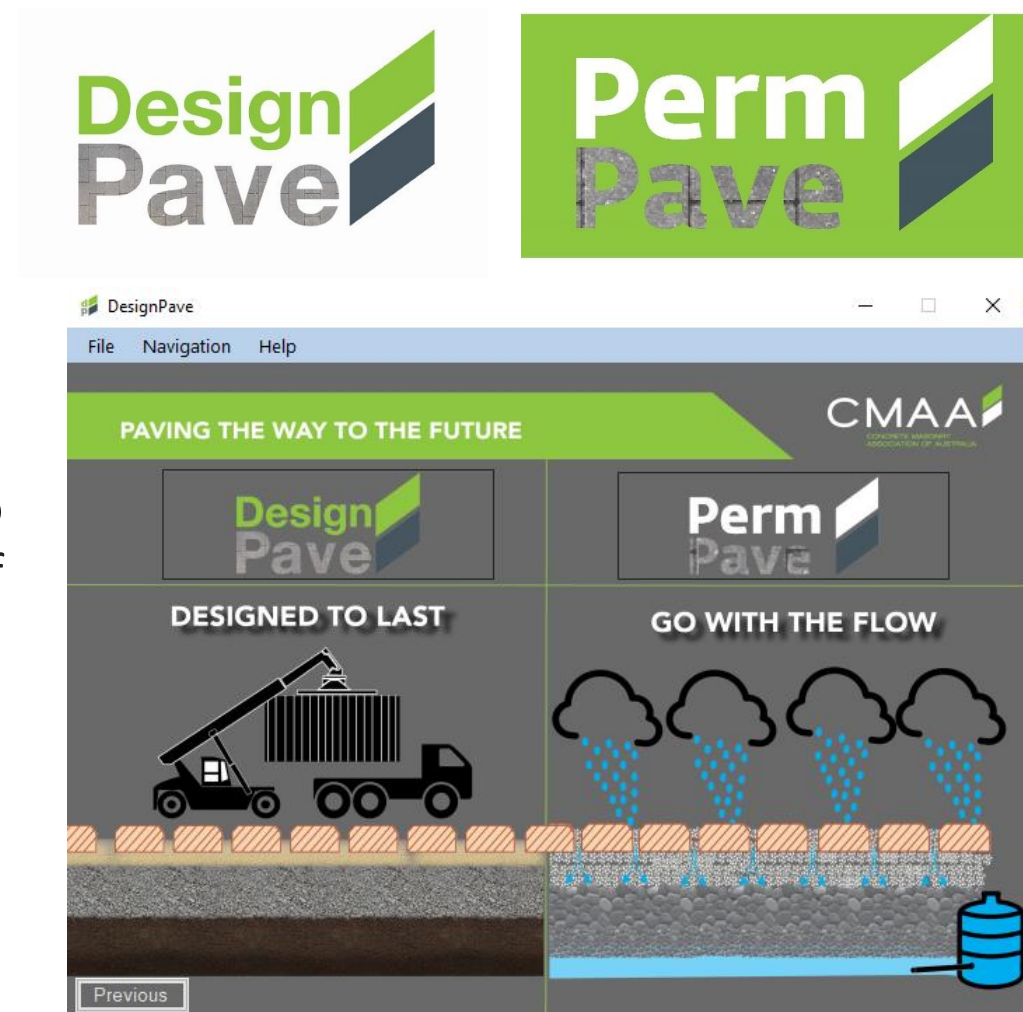


# DESIGNPAVE/PERMPAVE SOFTWARE

CMAA's DesignPave can be used for designing a residential or industrial pavement from scratch, or analyse the design of your industrial pavement.

Designers are able to use the program to:

- Assess structural and traffic loads to determine the required capacity of the pavement;
- Design thickness of each layer; and
- Link with hydrological design

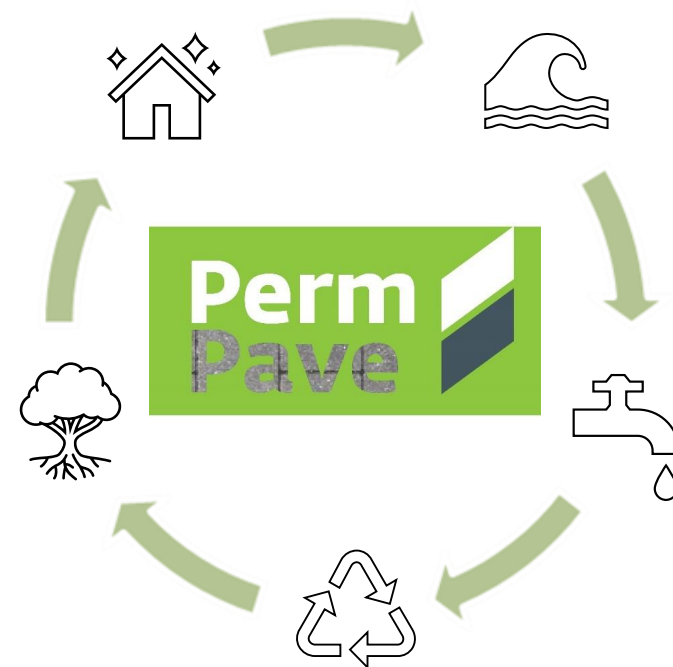


DesignPave is available free to download on CMAA's website:

<http://cmaa.com.au/engineering-pavement-software>

PermPave is used for the hydrological design of your permeable pavement. It contains the following design features:

- Runoff control
- Water harvesting
- Water quality improvement



PermPave has access to both ARR 97 and ARR 2016 data. ARR IFD data was revised in December 2016 to include:

1. Up to 30 years more data available which will make **more reliable estimates**
2. Data available from other water agencies in Australia which **improves the spatial coverage of data**
3. Improved statistical methods for analysis of rainfall data
4. Possible impacts of climate change



# FLOOD CONTROL

## RUNOFF CONTROL

Users can input a location specific Intensity – Frequency – Duration (IFD) relationships to determine design storm events. A hydrograph is generated using 10 storm temporal patterns, where users can choose a storm temporal pattern. Hydraulic design results are generated once a temporal pattern is chosen.

Permpave v2.0

File Navigation Help

**RUNOFF CONTROL: DESIGN**

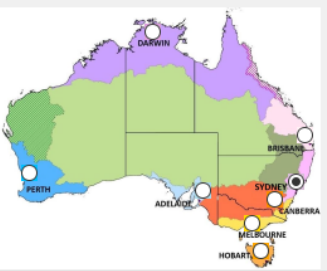
D. method >> D. characteristics >> D. input >> Catchment >> Design >> Cost >> Report

**STEP 1: Select location**

Location:

☒ Capital cities  
☐ Selected other cities  
☐ User specific location

Select location on the map



**STEP 2: Enter outlet flow and rainfall data**

Change AEP or storm duration

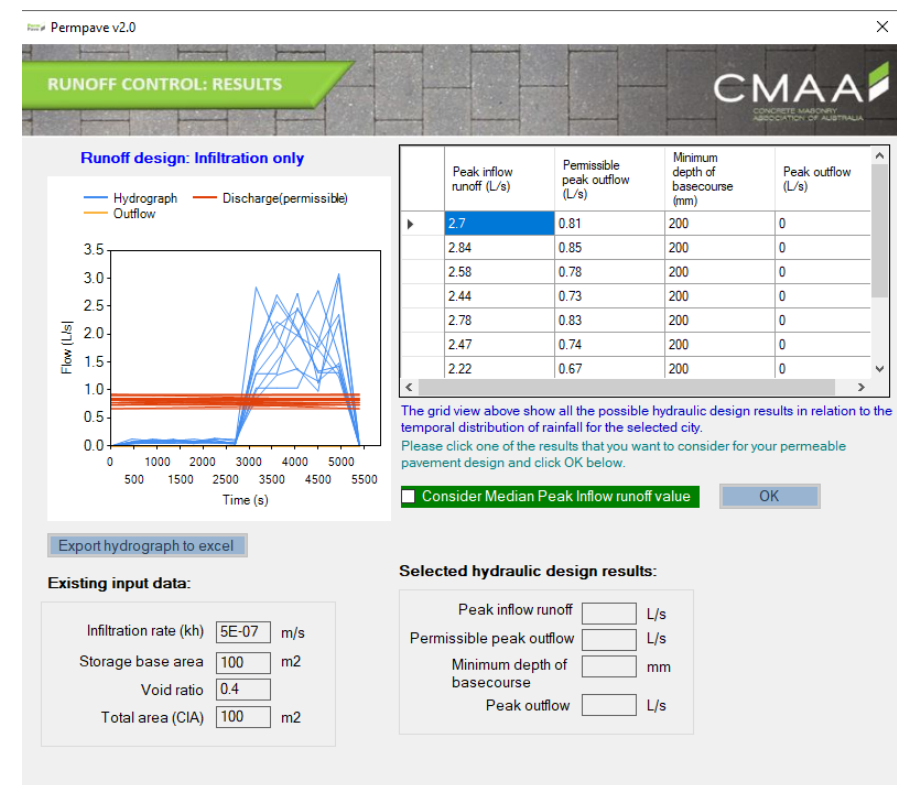
AEP:  %  
Storm duration:  min or hrs  
Pre-burst event:  hour min or hrs  
☐ No Pre-burst

Design for PERMISSIBLE  
Peak outflow  
OR  
Runoff coefficient

☐ Enter target peak outflow  L/s  
☒ Enter target runoff coefficient

☒ Obtain rainfall intensity from program  
Average burst intensity   
Average pre-burst intensity   
☐ Enter rainfall intensity manually  
If your location is in the same region (zone) as a city on the map, you may enter local  
Enter average rainfall intensity  mm/hr

Previous Save Show hydrograph and Results Next



# WATER QUALITY

## REMOVAL OF TSS AND ANY OTHER POLLUTANTS

Users can input pollutant concentration, reduction coefficient and reduction target value  
Reduction coefficient can be software default value or generated using Hydrological effectiveness curve

Permipave v2.0


File Navigation Help

**WATER QUALITY IMPROVEMENT: DESIGN**

D. method >> D. characteristics >> D. input >> Catchment >> Design >> Cost >> Report

**Estimated stormwater quality improvement**

Select location on the map



Average annual rainfall: 1100 mm/yr

Annual rainfall value can be adjusted if the location is near the city and has similar rainfall patterns

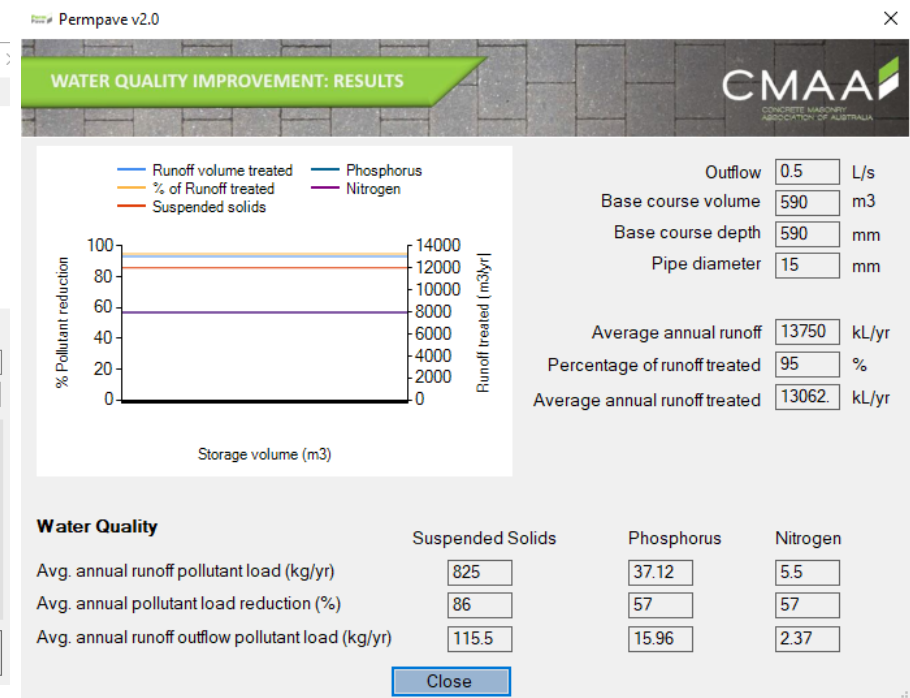
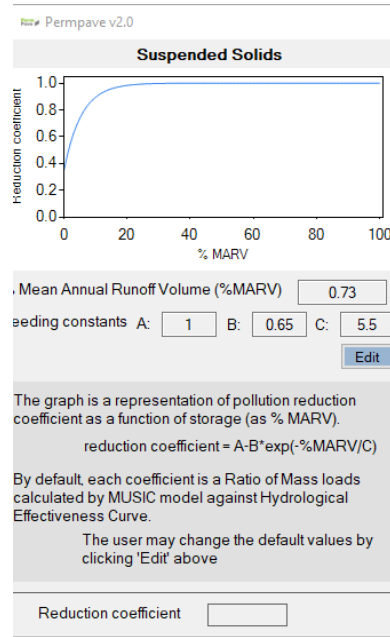
**Existing input data**

Paved area: 2500 m<sup>2</sup>  
Contributing area: 10000 m<sup>2</sup>  
Base course storage void ratio: 40 %  
Infiltration rate: 0.00125 L/s

**Input appropriate water quality data and targets**

Pollutant type	Mean conc. (mg/L)	Reduction coefficient	Reduction target (%)
<input checked="" type="checkbox"/> Suspended Solids	60	0.9 OR Calculate	80
<input checked="" type="checkbox"/> Total Phosphorus	2.7	0.6 OR Calculate	45
<input checked="" type="checkbox"/> Total Nitrogen	0.4	0.6 OR Calculate	40

Previous Save Calculate Next



# WATER STORAGE

## STORAGE OF WATER FOR RE-USE

Users can input rainfall data, water storage requirement and daily constant water demand  
PermPave will determine the thickness of base required to achieve water storage or water demand requirements


PermPave v2.0

File Navigation Help

**WATER HARVEST: DESIGN**

D method >> D characteristics >> D input >> Catchment >> Design >> Cost >> Report

Select location on the map



**Average annual rainfall** 550 mm/yr

Annual rainfall value can be adjusted if the location is near the city and has similar rainfall patterns

**Existing input data**

Paved area 200 m<sup>2</sup>

Contributing area 1000 m<sup>2</sup>

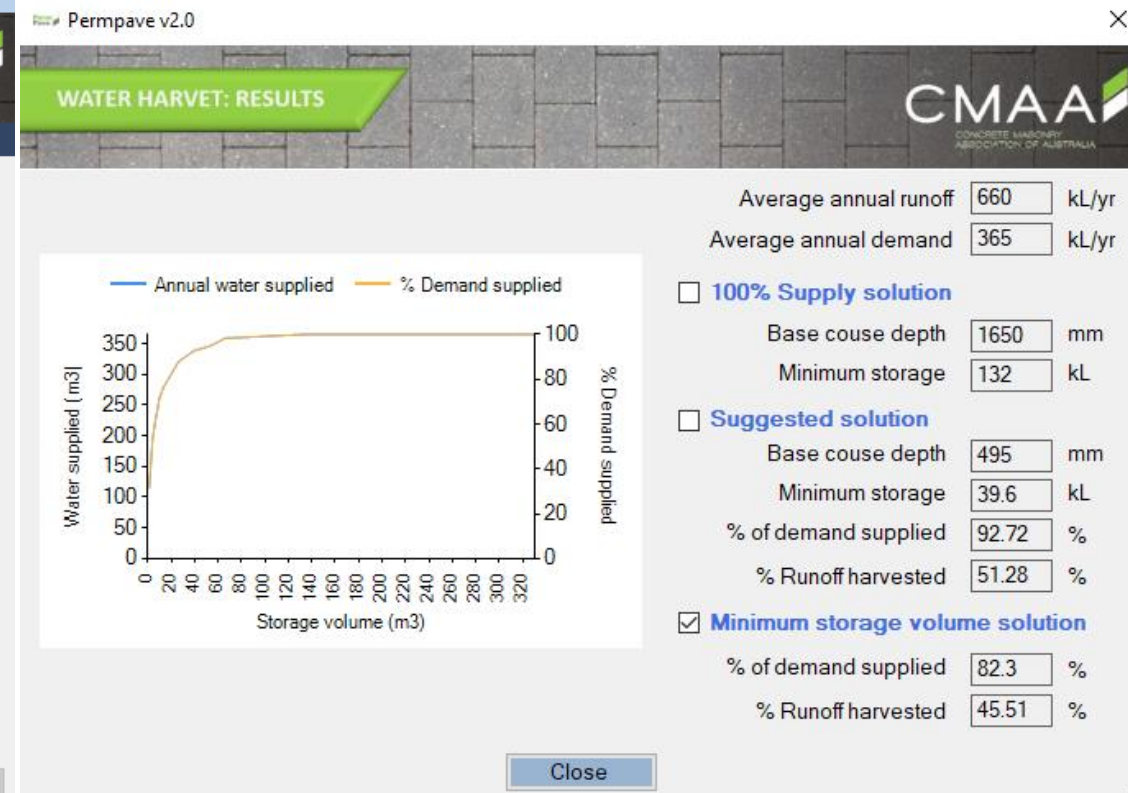
Base course storage void ratio 40 %

**Enter average daily demand**

Daily constant demand 1000 L/day

Minimum storage volume (based on minimum base depth) 20 kL

Previous Save Calculate Next



# DESIGNPAVE/PERMPAVE SOFTWARE

- PermPave exists as a separate design methodology to the original structural design option in DesignPave
- When designing permeable pavements, both the hydrological and structural requirement of the pavement need to be satisfied.

Permpave v2.0

### Comparison of projects

Parameters	Mechanistic design	Permpave v2.0
Estimated ESA	1000000	--
Subgrade CBR (%)	20	20
Paver Thickness	80	80
Bedding Sand Thickness	20	20

*DesignPave project client details:*

NA

Base Course Thickness	200	150
-----------------------	-----	-----

The DesignPave base course design height is higher than Permpave height

Next >

File Navigation Help

**DESIGN**

CMAA  
CONCRETE MASONRY  
ASSOCIATION OF AUSTRALIA

D method >> Road/Indus >> ESA/AADT >> Subgrade >> Layers >> Design >> Cost >> Report

Use this page to calculate the appropriate design thickness for the pavement

Thickness (mm) Modulus (MPa) Poisson's ratio

80	3200	0.30
20	200	0.35
Design thickness	350	0.35
20		0.40

BASE COURSE

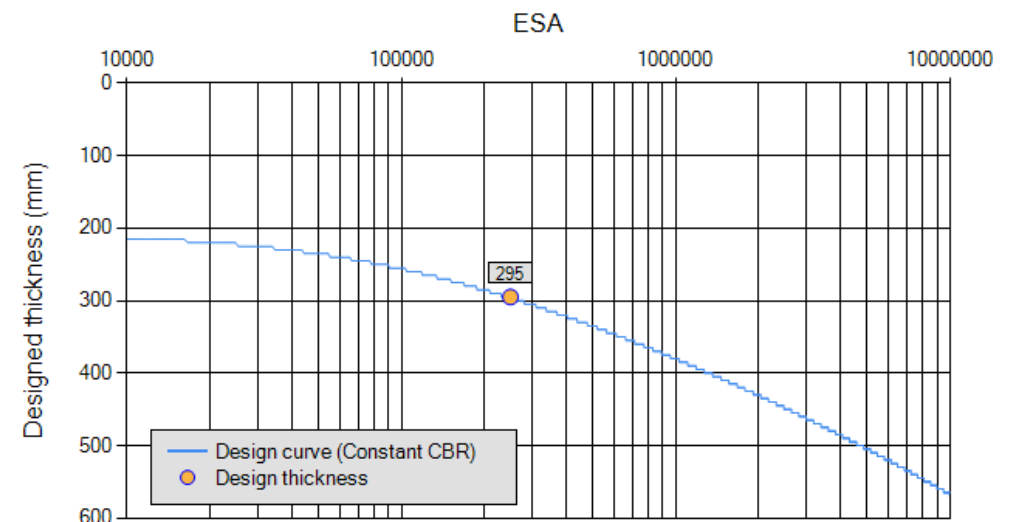
SUBGRADE

Design/Redesign

Design Chart

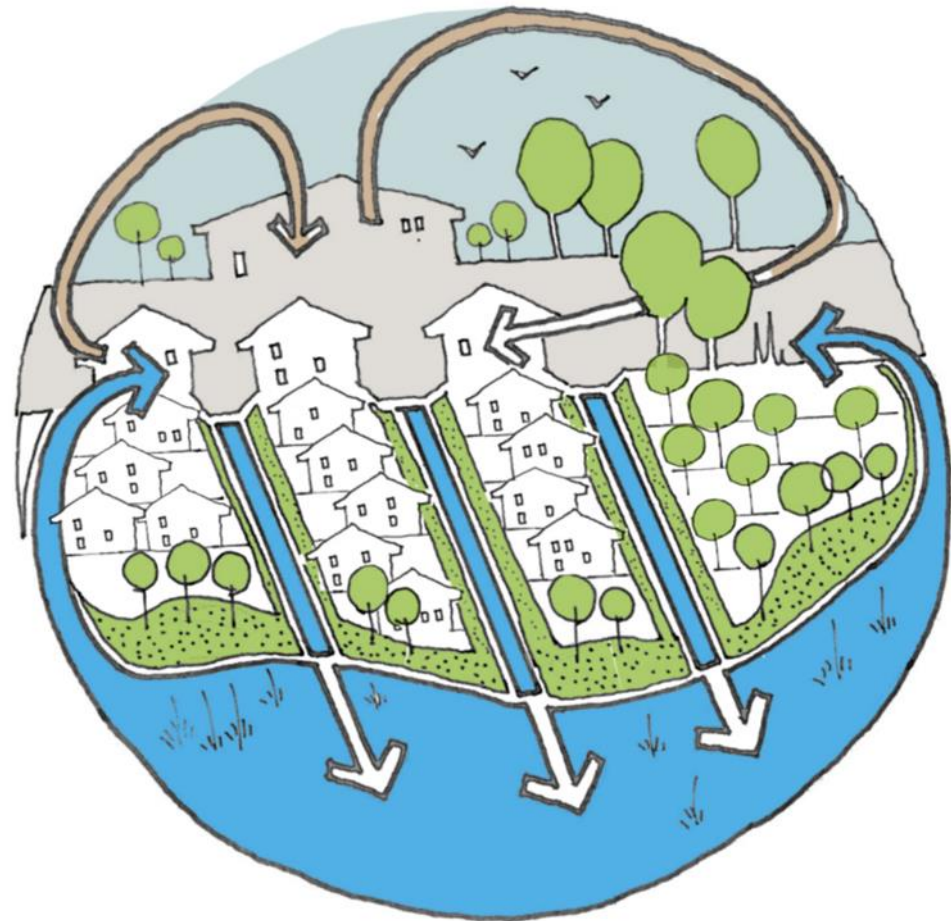
1414 of 1414 simulations

< Previous Save Next >



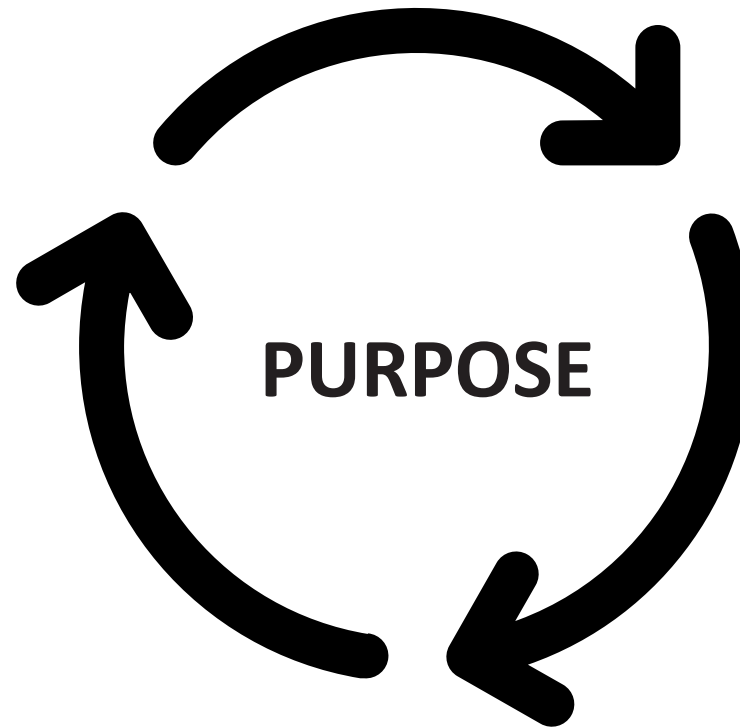
# WHY PERMPAVE?

- The **only** structural and hydrological design software for the Australian climate
- Based on **data** from the **Australian Bureau of Meteorology**
- Advances Australia's permeable paving technology to be in step with the rest of the world
- Culmination of **40 years of hydrological and pavement engineering knowledge**



# RESIDENTIAL VS COMMERCIAL

Loading requirements 



Water demand



# RESIDENTIAL VS COMMERCIAL

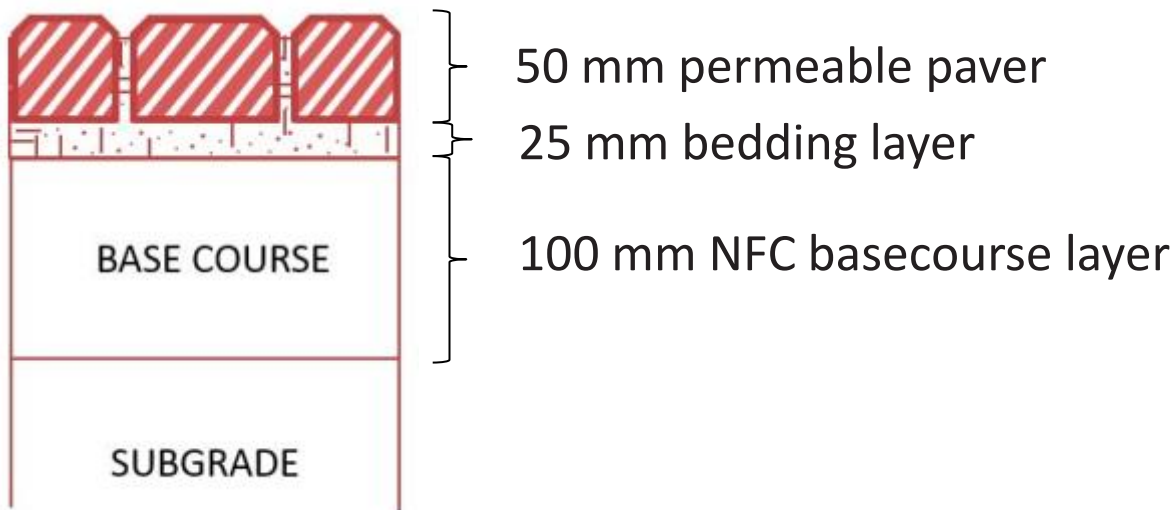
## LOADING REQUIREMENTS

RESIDENTIAL	COMMERCIAL
Driveways	Carparks
Domestic parking	Local access roads
Footpaths	Public footpaths
<b>Design:</b> Low volume (max 10 vehicles/day) Light vehicular traffic	<b>Design:</b> High volume (max 200-500 vehicles/day) Mixed vehicular traffic

# RESIDENTIAL VS COMMERCIAL

## EXAMPLE – RESIDENTIAL DRIVEWAY

- Reduce water pooling
- Reduce excessive water runoff
- Allowed water to filter through the driveway surface and run into the natural water table at the lowest point of the property.

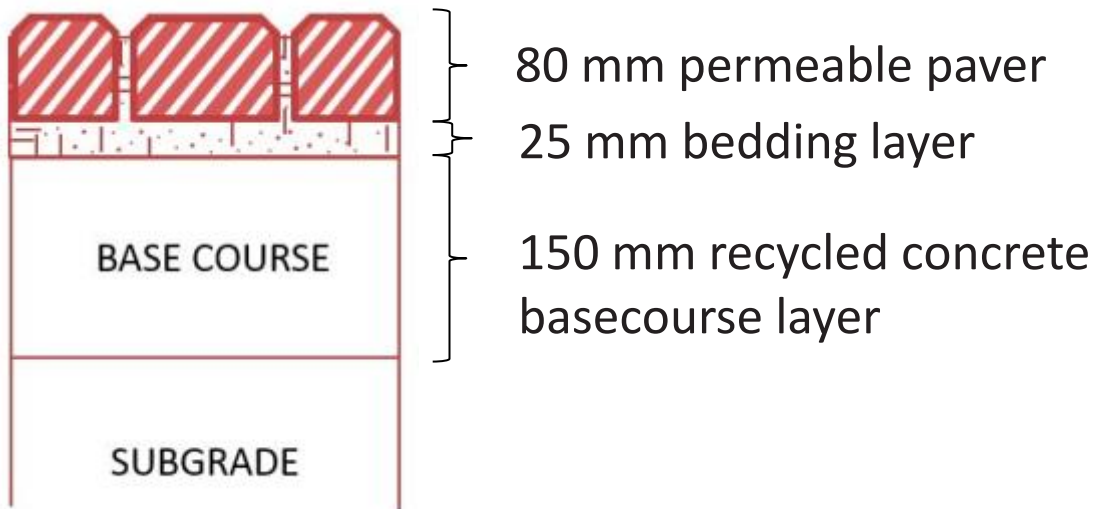


- Light vehicle passes (<10/day)
- Pedestrian

# RESIDENTIAL VS COMMERCIAL

## EXAMPLE – COMMERCIAL BUS STATION

- Reduce stormwater pits for improved pedestrian accessibility
- Provide existing tree protection and sustainability via recharge of local aquifer
- Maintained natural drainage patterns and low capacity of existing old drainage



- Mixed vehicle passes
- Pedestrian (20,000/hour)

# RESIDENTIAL VS COMMERCIAL

## WATER DEMAND

What is the purpose of your permeable pavement?

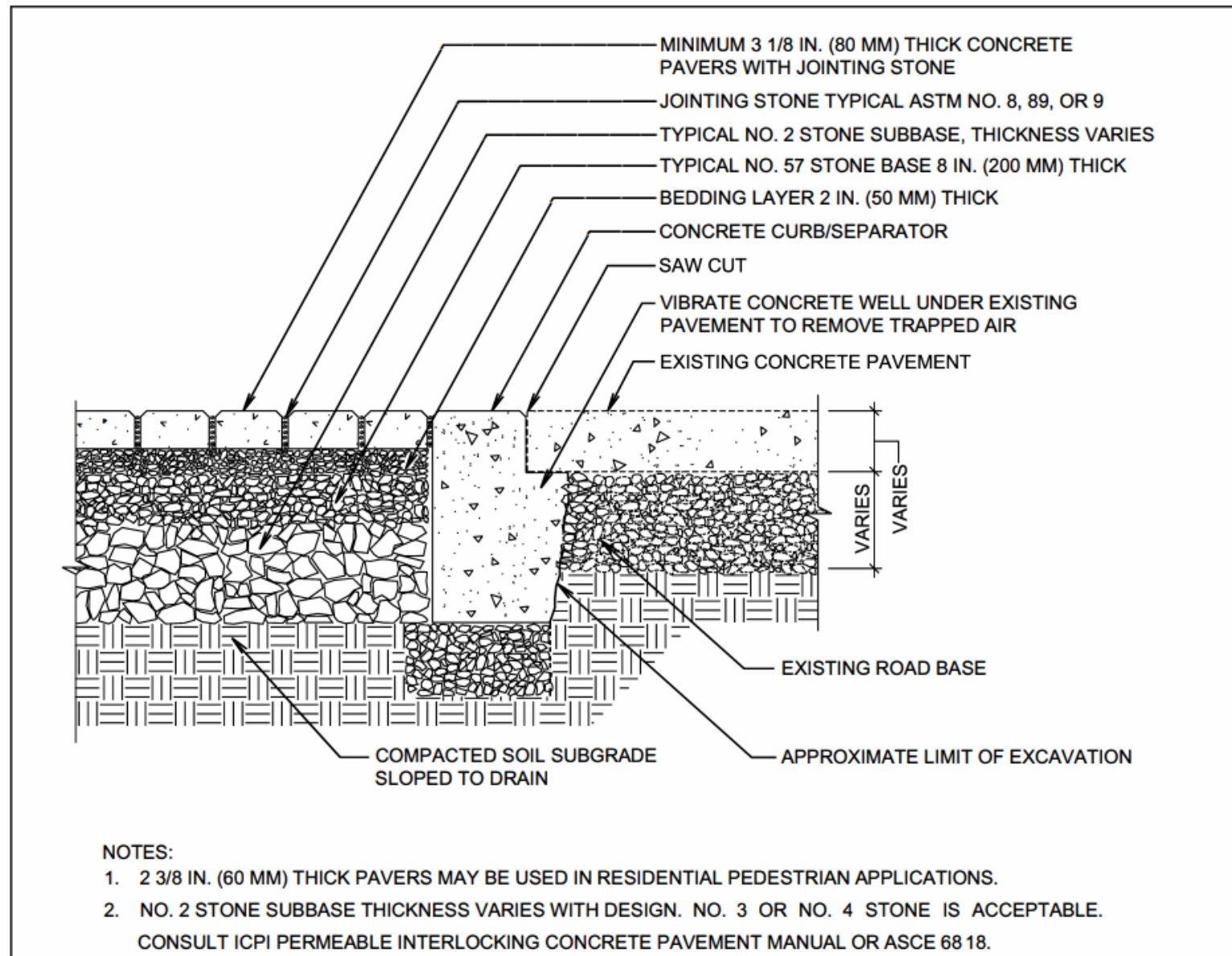


Flood control



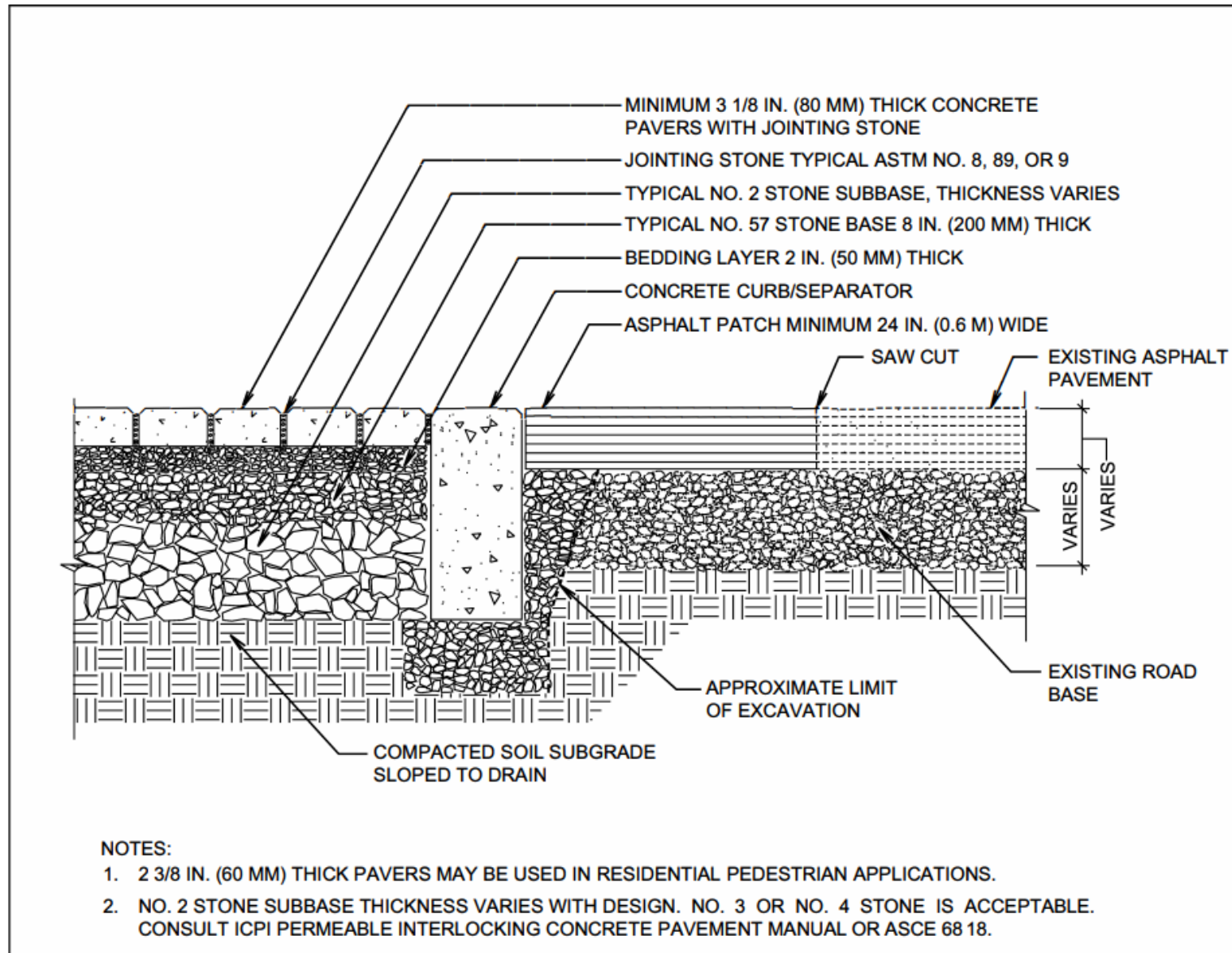
Water harvesting

# PROXIMITY TO STRUCTURES/FOOTINGS



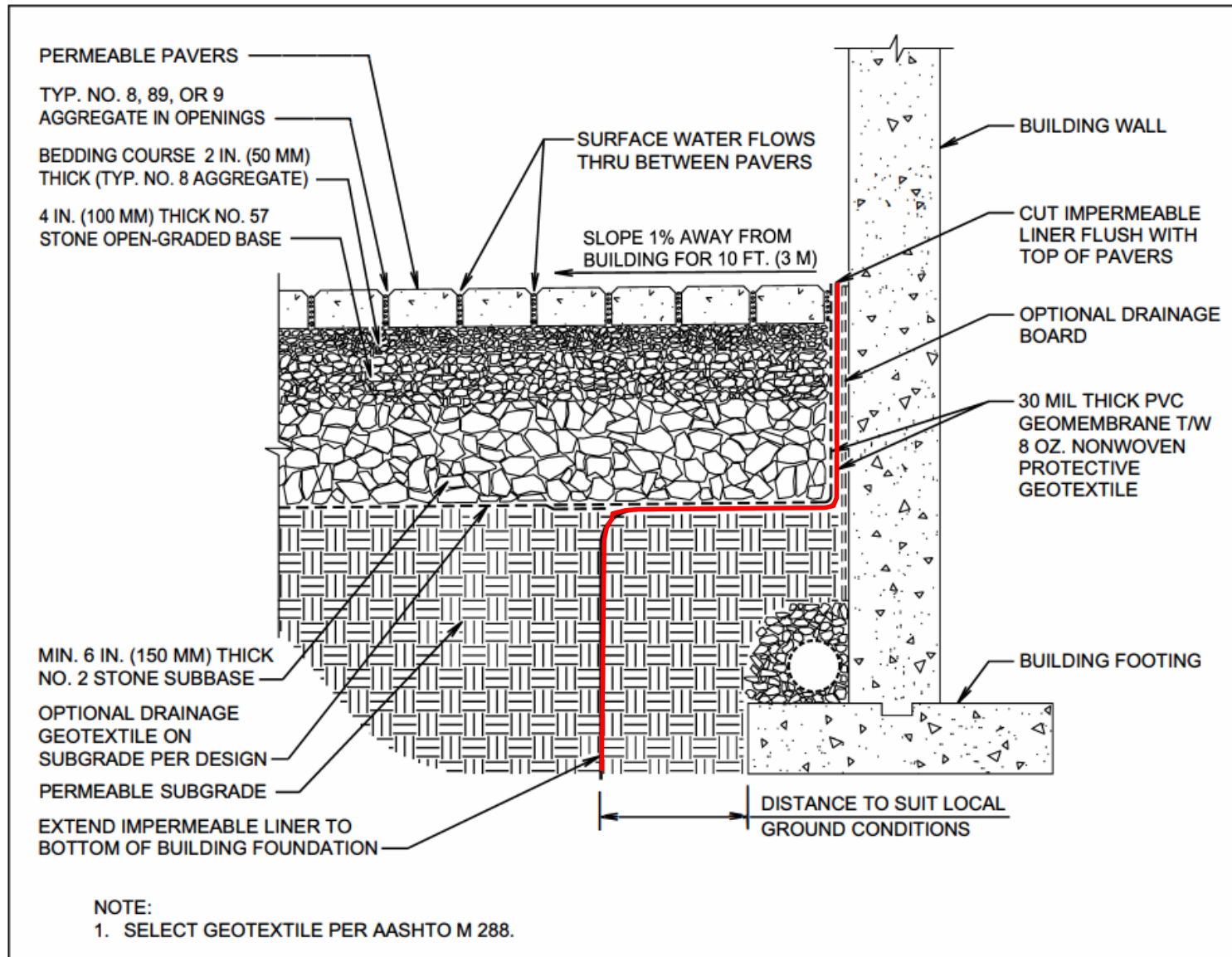
**Pavement transition to concrete (ICPI, 2021)**

# PROXIMITY TO STRUCTURES/FOOTINGS



**Pavement transition to asphalt (ICPI, 2021)**

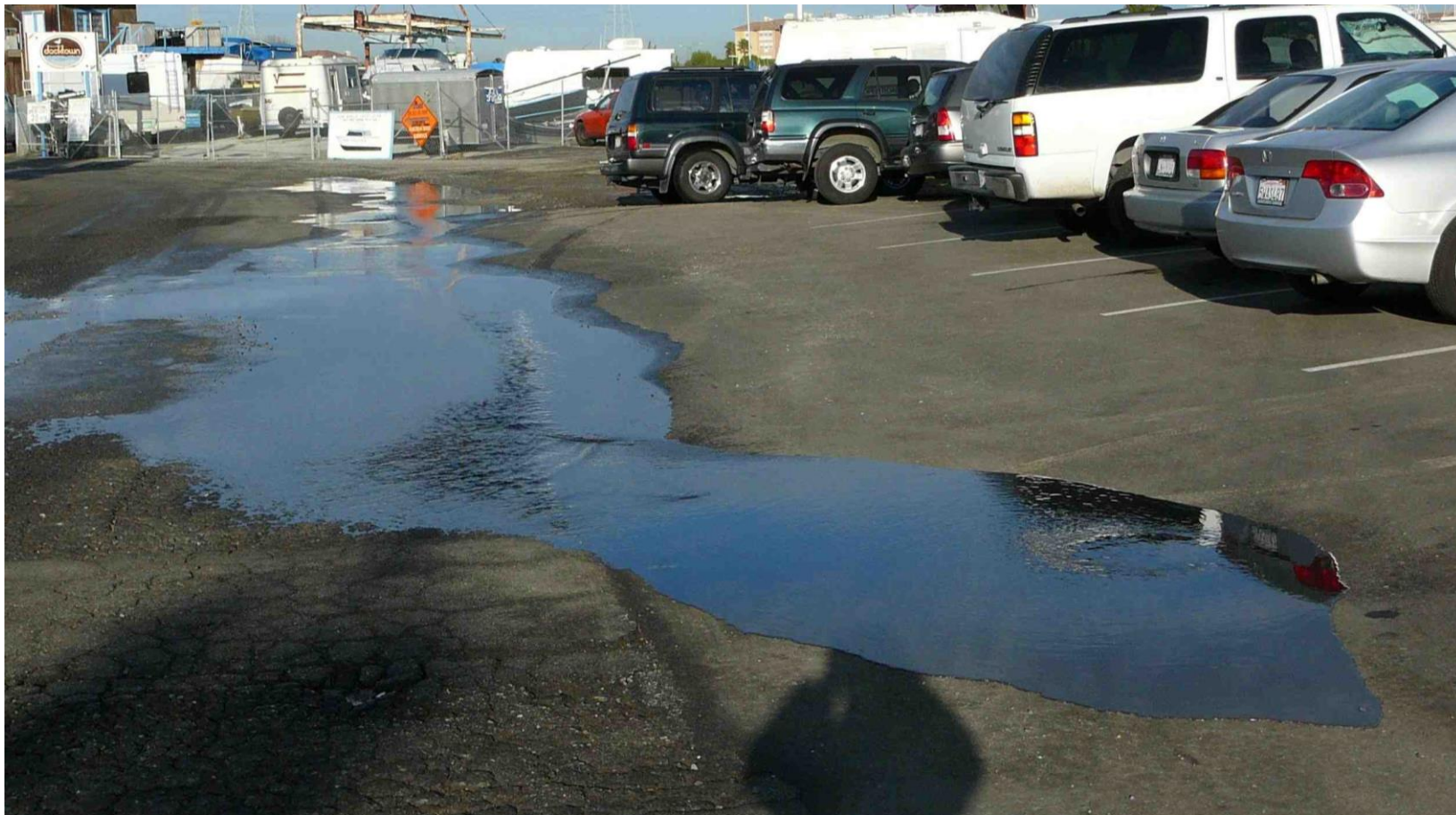
# PROXIMITY TO STRUCTURES/FOOTINGS



**PICP adjacent to building structure (ICPI, 2021)**

# COMMERCIAL CARPARKS

Many carparks experience ponding due to pavement settlement and rutting, which can cause accessibility issues after a rainfall event.



# COMMERCIAL CARPARKS

It is not uncommon for PICPs to be used only in parking bays. Properly designed carparks can meet pollution reduction targets and peak flow volume targets.



Car Parking Along Kerrabee Ave



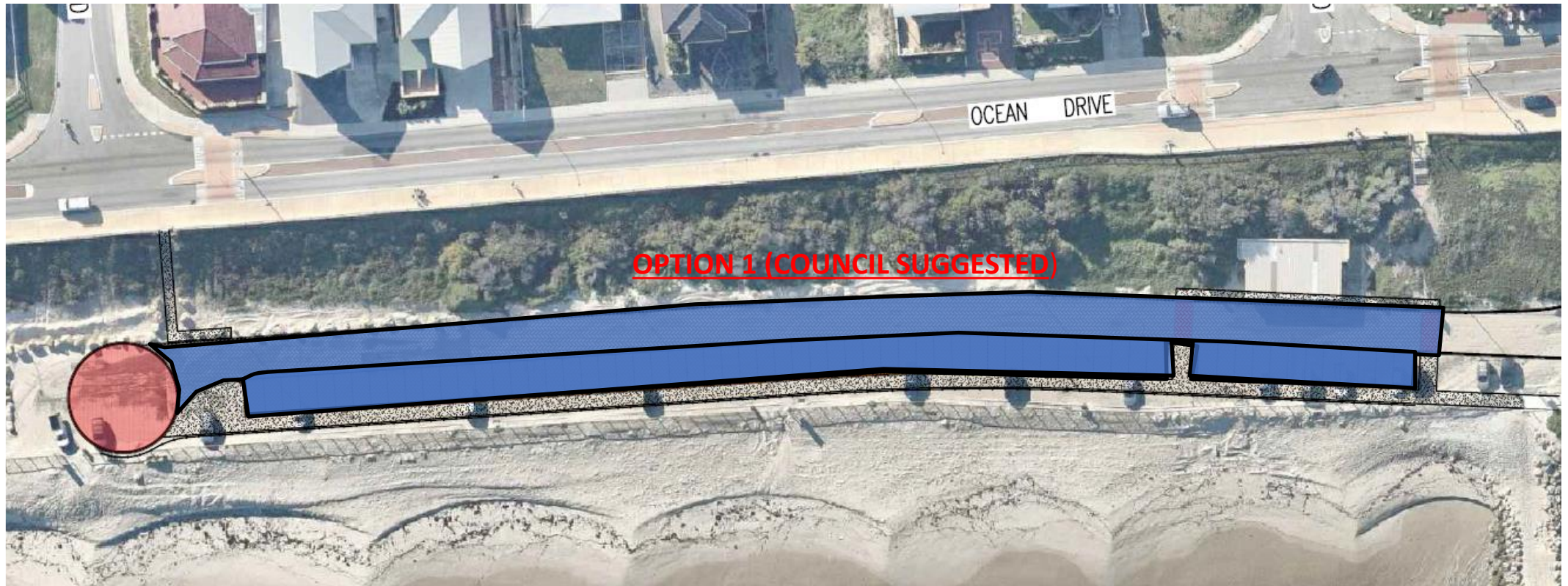
North Haven Football Club

# COMMERCIAL CARPARKS



# CASE STUDY – COMMERCIAL CARPARK

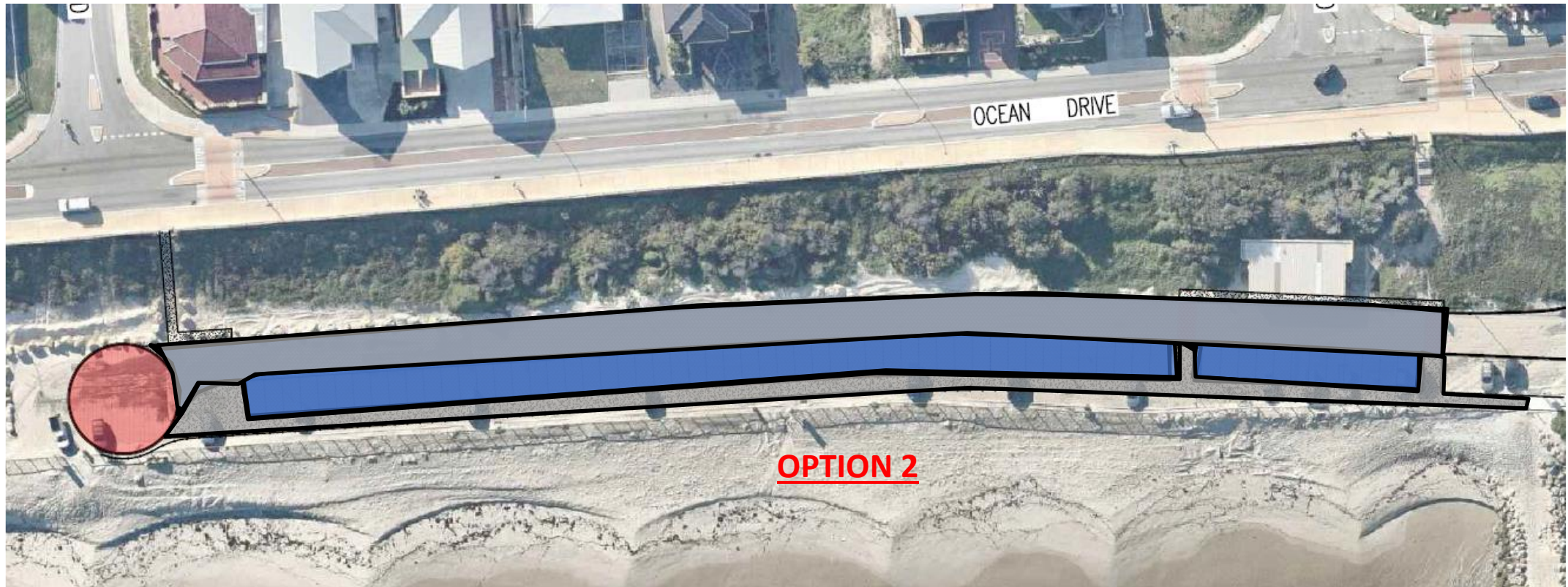
## QUINNS BEACH CARPARK PROJECT CONCEPT



*City of Wanneroo*

# CASE STUDY – COMMERCIAL CARPARK

## QUINNS BEACH CARPARK PROJECT CONCEPT



*City of Wanneroo*

# CASE STUDY – COMMERCIAL CARPARK

## QUINNS BEACH CARPARK ANALYSIS

### OPTION 1 (COUNCIL SUGGESTED)

Entire carpark

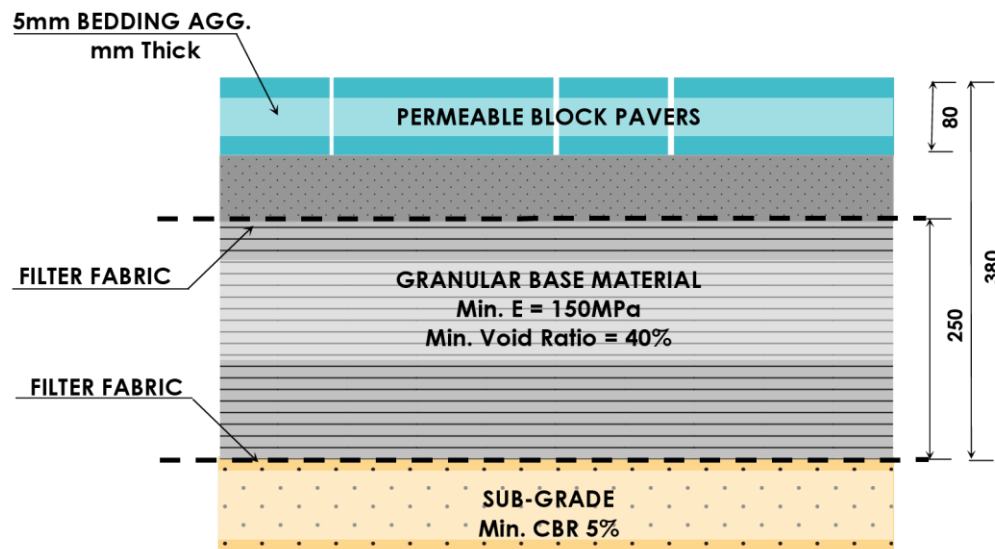


FIGURE 1: PERMEABLE PAVEMENT DESIGN SECTION  
NOT FOR CONSTRUCTION

### OPTION 2

Parking bays only

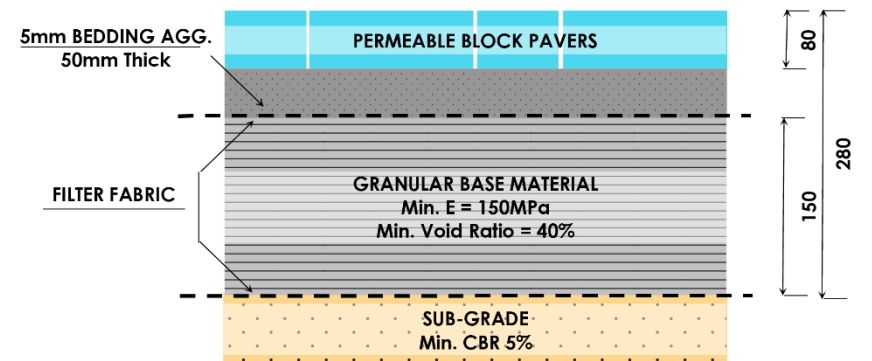


FIGURE 1: PERMEABLE PAVEMENT DESIGN SECTION  
NOT FOR CONSTRUCTION

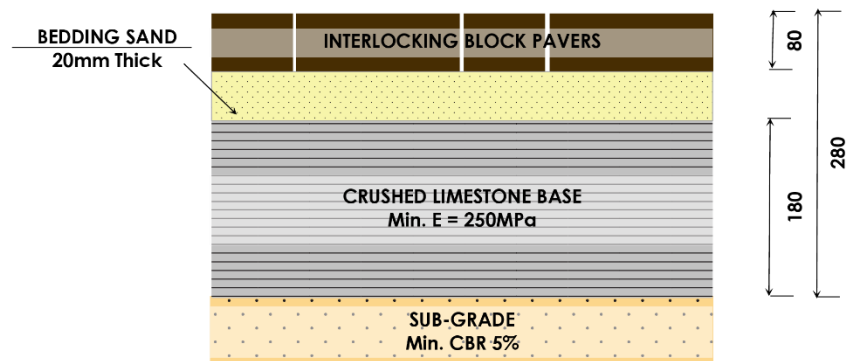


FIGURE 2: PAVEMENT DESIGN SECTION  
NOT FOR CONSTRUCTION

# CASE STUDY – COMMERCIAL CARPARK

## QUINNS BEACH CARPARK SUMMARY

Benefit	Option 1 (Entire Carpark)	Option 2 (Parking Bays Only)
Water Outflow	0L/s	0L/s
Water Quality (TSS)	82% Reduction	62% Reduction
Water Storage	210kL	66kL
Aesthetics	✓	✓
Maintenance	✓	✓
Traffic Load	10,000ESA - GOVERNS	10,000ESA
Urban Heat Island Effect	Better	Good
Total Cost	\$90/m <sup>2</sup>	\$69/m <sup>2</sup>

# APPROVED INSTALLER PROGRAM



The CMAA delivers the Approved Installer Program to councils and paver contractors to ensure pavements are being designed and installed to current industry best practice standards

We are launching the first CMAA Approved Installer Program for 2021!

**Where:** City of Adelaide

**When:** 12<sup>th</sup> August 2021



THANK YOU

REGISTER FOR DESIGNPAVE NOW



[www.cmaa.com.au/engineering-pavement-software](http://www.cmaa.com.au/engineering-pavement-software)