



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	S2B Package 4 MCL Temporary use of parking spaces on The Boulevard at Kathleen Street for possessions and Shutdown 2.
<b>Prepared by:</b>	Jo-Ann Poole - HSEJV
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	SWM23
<b>Status:</b>	Draft
<b>Version:</b>	1.0
<b>Planning approval:</b>	SSI 8256
<b>Date required:</b>	15/12/2021
<b>iCentral number:</b>	SM-21- 00440367
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For information – do not alter:

<b>Applicable to:</b>	Sydney Metro
<b>Document Owner:</b>	Director, Environment, Sustainability & Planning
<b>System Owner:</b>	Deputy Chief Executive, Operations, Customer & Place-making
<b>Status:</b>	Final
<b>Version:</b>	3.0
<b>Date of issue:</b>	27/11/2020
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

## 1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B)  
Mod 1 Revised station design for Bankstown Station

Date of determination:

Infrastructure Approval date 12 December 2018  
Modification 1 Approval date 22 October 2020

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin / Stephen Edwards Joint Venture (HSE JV).

### Station Upgrades

Below is a description of the construction scope for the Lakemba Station as approved in the SPIR:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing.

This Planning Approval Consistency Assessment has been produced to assess potential impacts of temporary car space closures associated with Lakemba station upgrade works to Sydney Metro standards, and to determine whether those impacts can be appropriately managed under the current Conditions of Approval, Revised Environmental Mitigation Measures, management plans, procedures and strategies.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement , dated 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval, dated 12th December 2018
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22nd October 2020

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions and Preferred Infrastructure Report, the Submission Report and the conditions of approval.

## 2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated, or hazardous substances/dangerous goods used.

This Planning Approval Consistency Assessment (PACA) relates to the temporary occupation of approximately 6 car parking spaces on the northern side of The Boulevarde, Lakemba where it intersects with Kathleen Street.

This proposal addresses the proposed temporary use of approximately 6 car parking spaces on the northern side of The Boulevarde, Lakemba where it intersects with Kathleen Street, (see Appendix 1) during possession and shutdown periods.

The car parking spaces will be used for the storage of construction materials, the mobilisation of plant and material laydown and the like, the removal of spoil from within the rail corridor and accessing the rail corridor and works around Lakemba Station. The car parking spaces are located adjacent to the existing rail corridor access gate LA6 (see Appendix 1). Ramps will be placed on the kerbside on The Boulevarde in front of gate LA6 so the trucks have access to the gate without damaging the kerbside.

The parking spaces will be demarcated with temporary barriers placed around them.

The machinery includes but is not limited to:

- Bogie
- Front End Loader
- Tipper Trucks
- Excavator

The proposed area would be used during the WE25 (18/12/2021 to 19/12/2021), WE32 (05/02/2022 to 06/02/2022), WE39 (26/03/2022 to 27/03/2022) possession and Shutdown 2 (26/12/2021 to 09/01/2022) periods associated with the project. The area would be required 2 days prior to commencement (to ensure the parking spaces will be available for use) of these possessions and shutdown, and 2 days after the completion of the possessions and shutdown (to remove -any machinery required for the possessions and shutdown). This land is located outside, but adjacent to the Project Boundary as defined by the EIS/SPiR. The proposed area is on land owned by the Canterbury-Bankstown City Council.

No change to project staffing levels are expected during construction.  
Upon completion of works the proposed area would be reinstated to the public.

### 3. Timeframe

When will the proposed change take place? For how long?

The proposed area will be used for WE25 (18/12/2021 to 19/12/2021), WE32 (05/02/2022 to 06/02/2022), WE39 (26/03/2022 to 27/03/2022) possession and Shutdown 2 (26/12/2021 to 09/01/2022). The area would be required 2 days prior to commencement (to ensure the parking spaces will be available for use) of these possessions and shutdown, and 2 days after the completion of the possessions and shutdown (to remove any machinery required for the possessions and shutdown).

### 4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The proposed area is located within the road reserve on land owned by the Canterbury-Bankstown City Council. Council Work Permit application and ROL is attached in Appendix B. Council approval will be provided once received. As such there are no Lot and Deposited Plan details. Map of located area is located in Appendix A.



## 5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The environment at The Boulevard, Lakemba can be described as typical urban street scape. The car parking spaces are bordered by gutters, a footpath, and private property. A dilapidation report will be prepared by HSEJV to ensure no further damage will be made by the movement of trucks accessing the rail corridor.

Nearby vegetation consists of planted trees and weeds on the rail batter. No vegetation would be impacted as a result of the temporary possession of a number of car parking spaces.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the car parking spaces consists of private property to the south and the railway corridor to the north. The private properties are approximately 20m from the location of where the machinery will be located.

There is no known protected flora or fauna in the vicinity. There are no known other sensitive receivers in the area.

HSE JV will remove the temporary demarcation barriers around the car parking spaces upon completion of each possession and the shutdown.

## 6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

Spoil will be generated during the Lakemba station upgrade works. The most appropriate location for the spoil to be placed is at gate LA6 (See Appendix A), as this is situated away from the essential works that will be taking place within the Lakemba Station boundary. Hydremas will load spoil into tipper trucks and bogies that will be parked within the car parking spaces and progressively remove the spoil. By placing the spoil near gate LA6, this will remove any potential hazard with large truck movements within the confines of the station where the main possession and shutdown works will be undertaken.

The rail corridor adjacent to the station will be used for the access of machinery that is required for the upgrade works within the confines of the station. Placing spoil that will be taken off site in this location would not be viable as large truck movements required for this activity would interfere with the necessary works required during the possessions and shutdown.

## 7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

Parking the machinery within the car parking spaces on the northern side of The Boulevard near gate LA6 will provide better safety for construction personnel to remove the spoil in tipper trucks as there will be more room to manoeuvre the trucks and machinery.

## 8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Works will be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

A site specific ERSED plan will be prepared to include the location of sediment fencing to ensure spoil does not leave the rail corridor, as well the location of sediment controls placed along The Boulevard against the gutter. A street sweeper will be used during the possessions and shutdown. The Lakemba ECM will be updated accordingly to capture the temporary use of the car parking spaces on the northern side of The Boulevard.

## 9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

NIL

## 10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	Vegetation would not be required to be removed due to the proposal. No change from approved project as detailed in the EIS and SPIR.	No additional measures required.	Y	Y	
Water	No change from approved project as detailed in the EIS and SPIR.	No additional measures required	Y	Y	
Air quality	There will be minor localised dust impacts from vehicle and material movements as well as from load spoiling, the extent to which is considered to be consistent with the impacts assessed within the EIS and SPIR	A road sweeper will be operating around the Lakemba station premises over the possessions and shutdown.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise vibration	<p>The machinery will be located approximately 20 meters from the nearest receivers. Noise monitoring will be undertaken during the possession and shutdown periods as this is when the truck movements to remove the spoil will be undertaken to ensure compliance with the CNVIS attached to the OOHW application.</p> <p>The removal of spoil will be undertaken during day time hours as the allocated tip is only operational during day time hours.</p> <p>Minimal impacts. Works will be consistent with already approved activities as detailed in the EIS and SPIR.</p> <p>The controls within the Construction Noise and Vibration Management Plan (CNVMP) address removal of spoil from construction works which is considered relevant to the proposal.</p>	<p>Implementation of control measures as per the CEMP, CNVMP and OOHW.</p> <p>Noise monitoring will be undertaken during the possession period.</p>	Y	Y	
Aboriginal Heritage	<p>The temporary use of The Boulevard car parking spaces does not go below the existing ground surface and therefore no potential to impact Aboriginal Heritage.</p> <p>The site will operate under an unexpected finds protocol should indigenous heritage be encountered.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-Aboriginal heritage	<p>A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed, however the temporary use of The Boulevard car parking spaces will not have an impact from the construction machinery to any known heritage items or places.</p> <p>Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact Non-Aboriginal archaeology.</p>	No additional measures required.	Y	Y	
Community and stakeholder	<p>The proposed temporary possession of car parking spaces at the northern end of The Boulevard is expected to result in only minor traffic impacts as trains will be not operating during the possession and shutdown periods where demand for car parking spaces is low.</p> <p>Community notification will be provided via letterbox drop and email prior to the possessions and shutdown.</p> <p>Further, an A2 laminated sign detailing the dates the car parking spaces will be occupied will be placed on fencing closest to the car park spaces.</p> <p>No pedestrian pathways or private property access will be impacted by the proposed possession of the car parking spaces as the machinery will be located within the car parking spaces.</p>	<p>Community notification will be provided via letterbox drop and email prior to the possession and shutdown periods.</p> <p>An A2 laminated sign detailing the dates the car parking spaces will be occupied during the possession and shutdown periods will be placed on fencing closest to the car parking spaces.</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	<p>The use of approximately 6 car parking spaces along the northern end of The Boulevard will not impact local traffic flow as the machinery is located within the car parking spaces and not within the traffic lane of The Boulevard. Full road access will be available.</p> <p>The car parking spaces are approximately 350 meters from Lakemba Station and as such there is ample car parking spaces closer to the station.</p> <p>No private property access will be impacted as the machinery is located 20 meters from the nearest residents located along The Boulevard.</p> <p>A footpath exists adjacent to the car parking spaces along The Boulevard. This will not be impacted by the possession of the car spaces as the machinery is located within the car parking spaces. There will be temporary access impacts on the footpath while the spoil is moved via tipper trucks and bogies from gate LA6. Traffic controllers will ensure pedestrian safety maintained..</p> <p>There will be minor parking impacts using the car parking spaces to place machinery and as a material laydown area. This is consistent with the Approved Project. The CTMP will manage any temporary traffic impacts resulting from the placing of machinery and equipment in this location.</p>	<p>Council approval is required for the possession of the car parking spaces. A Council Work Permit application has been submitted as well as a ROL. This is expected to be approved shortly.</p> <p>A Traffic Control Plan (TCP) (see Appendix D) will be in place to manage vehicles (delivery trucks, etc.) entering and exiting from The Boulevard.</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste	The waste impact in this location is consistent with the approved project. No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Social	As above for Community and Stakeholder.	No additional measures required.	Y	Y	
Economic	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Visual	Visual impacts from the spread of machinery and the like in this location will be temporary. The machinery required and visual impacts of machinery is addressed in the EIS and SPIR, visual aspects are considered to be consistent with the EIS and SPIR.	No additional measures required.	Y	Y	
Urban design	No change from the EIS and SPIR	No additional measures required.	Y	Y	
Geotechnical	No change from the EIS and SPIR	No additional measures required.	Y	Y	
Land use	The temporary change of the car parking spaces to allow the placement of machinery is acknowledged. The temporary car parking spaces proposed to be used are outside, but adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	
Climate Change	No change from the EIS and SPIR	No additional measures required.	Y	Y	
Risk	No change from the EIS and SPIR	No additional measures required.	Y	Y	
Other	No change from the EIS and SPIR	No additional measures required.	Y	Y	



Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	<p>The project Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), and Community Consultation Strategy (CCS) will be updated accordingly to identify the temporary use of the car parking spaces three days before and three days after as well as during possession and shutdown periods.</p> <p>The Lakemba ECM will be updated accordingly to capture the temporary use of the car parking spaces on the northern side of The Boulevard.</p>	No additional measures required.	Y	Y	

## 11. Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR	N/A	Y	Y	
Water	No change from the EIS and SPIR	N/A	Y	Y	
Air quality	No change from the EIS and SPIR	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR	N/A	Y	Y	
Aboriginal heritage	No change from the EIS and SPIR	N/A	Y	Y	
Non-Aboriginal heritage	No change from the EIS and SPIR	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR	N/A	Y	Y	
Traffic	No change from the EIS and SPIR	N/A	Y	Y	
Waste	No change from the EIS and SPIR	N/A	Y	Y	
Social	No change from the EIS and SPIR	N/A	Y	Y	
Economic	No change from the EIS and SPIR	N/A	Y	Y	
Visual	No change from the EIS and SPIR	N/A	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	No change from the EIS and SPIR	N/A	Y	Y	
Geotechnical	No change from the EIS and SPIR	N/A	Y	Y	
Land use	No change from the EIS and SPIR	N/A	Y	Y	
Climate Change	No change from the EIS and SPIR	N/A	Y	Y	
Risk	No change from the EIS and SPIR	N/A	Y	Y	
Other	No change from the EIS and SPIR	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR	N/A	Y	Y	

## 12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There will be short-term and minor potential community impacts with the temporary possession of the car parking spaces along The Boulevard. No new environmental impacts are introduced as part of the proposed use of The Boulevard. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS and construction environmental management plan for the project.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

## 13. Other Environmental Approvals

Identify all other approvals required for the project:

Canterbury-Bankstown City Council landowner consent and the Out Of Hours Works (OOHW) Approvals from Sydney Metro

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Jo-Ann Poole	Signature:	<i>Jo-Ann Poole</i>
Title:	Environmental Advisor		
Company:	HSE JV	Date:	26/11/2021


This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	16/12/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:	<i>Yvette Buchli</i>		

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes  The proposed activity/works are consistent and no further assessment is required.
- No  The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	17/12/2021
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

## Appendix A – Site Layout





## Appendix B – Landowner’s Consent

Provision of ROL is consent from Council

Work Permit Application attached

**About this application**

This application is to be used when applying to carry out construction related activities within road reserve such as temporary full or partial road closure, stand and operate vehicle or plant and establish work zones.

**How to complete this application**

1. Ensure that all fields have been filled out correctly (Please note that fields on this form marked with an asterisk\* are mandatory and must be completed before submitting the application).
2. Inadequate information will delay processing of your application.
3. Once completed you can **submit this form by email to [metro@cbc.city.nsw.gov.au](mailto:metro@cbc.city.nsw.gov.au) and pay by credit card.** Once the form is received by Council one of our Customer Service Team members will contact you on the number provided to obtain payment.

**Notes on urgency fee**

1. Installation of a Work Zone and Temporary Full Road Closure require approval of the Local Traffic Committee and the process generally takes four (4) weeks. If they are needed in less than 4 weeks, the applicant will need to make an urgency request, the Urgency Fee will apply to any such requests.
2. Such urgency requests may be completed within 2 weeks of receipt of a completed form and all necessary attachments/additional information. While Council will endeavour to complete the permit within 2 weeks of the payment of the application fee, in certain circumstances, it may not be possible to do so. These circumstances apply to work on State Road, work where a Road Occupancy Licence is required from the Transport Management Centre, where there is a bus stop at the front of the property, or other impediment. The Traffic Engineer will advise if the Application can be made urgently.
3. Minimum of ten (10) working days are required for Council to process Standing & Operating Vehicle or Plant Applications AND Road Lane, Footpath Closure Applications. If possible, urgent Standing Plant & Operating Vehicle Applications will be processed within two (2) working days following complete lodgement of the applications, additional Urgency Fees will apply.

**Part 1: Details of the Applicant**Business/Company Name\* Company's Function (i.e. contractor, sub-contractor) Business Number ACN/ABN\* Contact Name\* Address\* Mobile Number\* Email address\* **Part 2: Location and Details of Proposed Development Work**Street Name\* Between Streets\* Suburb\*

### Part 3: Application Activity Type

- |  |  |
|--|--|
| <input type="checkbox"/> Work Zone (WZ) <sup>^</sup>                               | <input type="checkbox"/> Temporary Full Road Closure <sup>^</sup> (WZ) |
| <input checked="" type="checkbox"/> Stand & Operate Vehicle or Plant (CON)         | <input type="checkbox"/> Road Opening (RO)                             |
| <input type="checkbox"/> Partial Road Closure – Traffic Lane and/or Footpath (RLF) | <b><sup>^</sup> Local Traffic Committee approval is required</b>       |

### Part 4: Supporting Information to be Submitted

#### Work Zone (WZ)

Time Period Required:

Total Number of Months Required\*

Requested Date of Installation\*

#### Stand & Operate Vehicle or Plant (CON)

Please select the involved vehicle or plant to be operating on the road or footpath:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Mobile Crane                        | <input checked="" type="checkbox"/> Concrete Pump or Truck                        |
| <input checked="" type="checkbox"/> Other Work Vehicle, please specify: | <input type="text" value="Excavators, Front End Loader, Tipper Trucks, Bogies,"/> |

Total Number of Days Required\*

Start Date  Finish Date  Times from  to

#### Partial Road Closure – Traffic Lane and/or Footpath (RLF)

Number of Lanes and/ Footpaths to be Closed

- |   |
|---|
| <input type="checkbox"/> One Lane/One Footpath                |
| <input type="checkbox"/> Two Lanes/One Lane plus One Footpath |

Total Number of Days Required\*

Start Date  Finish Date  Times from  to

#### Temporary Full Road Closure (WZ)

Dates of Closure\*  to

Hours of Closure\*  to

Alternative dates in case of inclement weather  to

Reason for temporary road

#### Road Opening (RO)

Purpose of Opening

Proposed commencement date  Proposed completion date

**Part 5: Supporting Information to be Submitted**

**Note** - Electronic copies of documents on USB or CD need be provided with the Work Permit application

- Certificate of Currency for Public Liability Insurance cover of a minimum of \$20,000,000 from the Developer indicating Canterbury Bankstown Council as the Interested Party
- Traffic Control Plan (TCP) in accordance Australian Standards AS1742.3
- Road Occupancy License (ROL) if working within 100m of a State or Regional Road, or within 100m of traffic signals

**Part 6: Fees & Charges**

<b>Work Zone (WZ)</b>		
12 metre length for 6 months period in advance		\$ 5,710
Additional Fee – 6 metre length (initial 6 month minimum period)		\$ 2,287
Additional Fee – 6 metre length per month (after initial 6 month period)		\$ 382
<b>Urgency Fee</b>		
Quick approval (within 2 weeks) additional fee		\$ 539
<b>Stand &amp; Operate Vehicle or Plant (CON)</b>		
Application Administration Fee – Non Refundable	ADM	\$ 105
Crane / Concrete Truck / Other Vehicle Occupy One Lane / One Footpath – Per Day	CR1	\$ 148
Crane / Concrete Truck / Other Vehicle Occupy Two Lanes / One Lane plus One Footpath – Per Day	CR2	\$ 223
Urgent Standing Plant/Crane/Concrete Pump permit approval within two (2) working days	CRURG	\$ 306
<b>Road Lane and / or Footpath Area Closure (Without Plant or Vehicle)</b>		
Road Lane / Footpath Closure - One Lane / One Footpath – Per Day	RLF1	\$ 62
Road Lane / Footpath Closure - Two Lanes / One Lane Plus One Footpath - Per Day	RLF2	\$ 92
<b>Temporary Full Road Closure</b>		
Application Administration Fee including Assessment – Non Refundable		\$ 543
Road Closure Fee Per Day		\$ 420
<b>Public Domain Works Inspection</b>	<b>CWI</b>	<b>\$ 157</b>

**Road Opening Permit**

Administration Fee (Non Refundable)	\$105.00
Minimum Charge	\$656.00
<b>Initial Payment Required</b>	<b>\$761.00</b>

Road Restoration application partial refund may be made if no road opening occurs within the roadway, that is, work is only carried out within the grass nature strip of the footway and restored to the satisfaction of the Restoration Supervisor.

*Restoration Fees*

For public utilities, contractors and development works, an inspection will be carried out by Council's Restoration Supervisor following temporary rectification of the existing work site by the applicant. Applicants may be responsible for the payment of additional fees depending on the size and scope of the restoration works. Details of additional restoration fees listed below as adopted by Council for 2021/2022 financial year.

Description	Unit Rate	Description	Unit Rate
<b>Asphalt Roadway per m<sup>2</sup></b> (includes saw cutting, tipping, traffic control on minor roads, establishment fee, 150mm depth as per S108)		<b>Kerb &amp; Guttering &amp; Miscellaneous Restoration Charges</b>	
Concrete Base	Quote	Kerb and Gutter or Dish Gutter per lineal metre	
On all classes of base except concrete,		Minimum Fee includes establishment Up to 1 Im	\$656.00
Up to 1m <sup>2</sup> - Minimum Fee	\$656.00	Per lineal metre plus Min Fee 1-50 Im	\$238.00
Over 1m <sup>2</sup> to 20m <sup>2</sup> - Per square meter in addition to minimum fee	\$315.00	Chargeable at actual cost Over 50 Im	Quote
Over 20m <sup>2</sup> to 50m <sup>2</sup> - Per square meter in addition to minimum fee	\$265.00		
Over 50m <sup>2</sup> - Chargeable at actual cost	Quote	<b>Vehicle Crossing per square metre</b>	
Additional traffic control when required Minimum Fee (per traffic controller / per shift)	\$985.00	Minimum Fee includes establishment Up to 1 m <sup>2</sup>	\$656.00
Works outside normal business hours when required	Quote	Light/medium duty vehicle crossing per m <sup>2</sup> plus Min Fee	\$262.00
Unsealed Pavement	\$208.00	Heavy duty vehicle crossing per m <sup>2</sup> plus Min Fee	\$334.00
<b>Footpath Works per m<sup>2</sup> (includes saw cutting fee)</b>		Extra heavy duty vehicle crossing per m <sup>2</sup> plus Min Fee	\$470.00
Concrete Footpath minimum fee includes establishment up to 1.5 m <sup>2</sup>		Dowelling in driveway to join adjacent slabs per dowel	\$30.00
Concrete Up to 1.5m <sup>2</sup> - Minimum Fee	\$656.00	Stamped or coloured concrete vehicle crossing	Quote
Concrete – Over 1.5m <sup>2</sup> up to 20m <sup>2</sup> Per Square Metre in addition to minimum fee	\$262.00		
Concrete – Over 20m <sup>2</sup> up to 50m <sup>2</sup> Per Square Metre in addition to minimum fee	\$217.00	Stormwater Kerb Outlet (each)	\$276.00
Concrete – Over 50m <sup>2</sup> Chargeable at actual cost	Quote	Inlet installation per Im plus cost of lintel	Quote
Restoration – asphalt up to 1m <sup>2</sup> – Minimum Fee	\$656.00		
Restoration – Over 1m <sup>2</sup> up to 20m <sup>2</sup> Per Square Metre in addition to minimum fee	\$230.00	Kerb/pram ramp (standard) each	\$1570.00
Restoration - Over 20m <sup>2</sup> up to 50m <sup>2</sup> Per Square Metre in addition to minimum fee	\$175.00		
Restoration – Over 50m <sup>2</sup> – Chargeable at actual cost	Quote	Street Furniture garbage bins, bus seats (chargeable at actual cost)	Quote
<b>Unpaved Grass Footways</b>		<b>Saw cutting per lineal metre</b>	
Between 0-100 m <sup>2</sup> Minimum Fee	\$896.00	Includes establishment fee & slurry pick up charge	Quote
Area over 100 m <sup>2</sup> cost per m <sup>2</sup> plus Minimum Fee	\$26.00		
<b>Telstra pit replacement</b>		<b>Line marking per lineal metre</b>	
Minimum Fee \$3,100.00	Quote	Site establishment fee	\$346.00
		Installation of linemarking (chargeable at actual cost)	Quote

## Work Permit Application 2021/2022 (For SYDNEY METRO Project)

Under the NSW Road Rules 2014, Roads Act 1993 and Local Government Act 1993  
Application Lodgement Hours 9am-4pm Monday-Friday  
**LODGE WITH COUNCIL AT LEAST 4 WEEKS IN ADVANCE OF REQUIRED DATE**

<i>Decorative Paving per m2</i>			<b>Public Utility Authorities Inspection Fee</b>	
All types minimum charge		\$656.00		
Type 1 large format concrete/granite	Over 1 m2	\$607.00	Minimum Restoration Inspection fee (includes 3 inspections)	\$195.00
Type 2 exposed aggregate in situ concrete	Over 1 m2	\$487.00	Fee for inspection with 48 hours notice in addition to initial inspections. Additional to minimum fee	\$134.00
Type 4 asphalt infill with paver banding	1-10 m2	\$577.00	Fee for inspection with less than 48 hours notice, in addition to initial inspections. Additional to minimum fee	\$195.00
	11-50 m2	\$488.00		
	Over 50 m2	\$390.00		
Small format concrete/clay paving on granular base		\$251.00	Note the above fee does not apply to Utility Authorities or their nominated contractors if Council is engaged to carry out the restoration work, or where there is a Memorandum of Understanding with Council for restorations.	
Terra bond around trees		\$283.00		
Tactile ground surface indicators		\$340.00		

**Part 7: Applicant Checklist and Declaration**

- I have read and understand the Schedule of Conditions.
- I declare that all the information given is true and correct.
- I have attached a copy of a site specific Traffic Control Plan prepared by a TfNSW certified designer.
- I have attached a copy of a Traffic Management Plan for the proposed road closure (use template from TfNSW website) – if applicable.
- I have included a draft copy of the notification letter for a letter box drop.
- I have attached a copy of Public Liability Insurance Certificate, minimum of \$20 Million, Canterbury- Bankstown City Council must be listed as an interested party on the certificate of currency.
- I have applied for a Crane Permit or Road Opening Permit - if applicable.
- I understand that I must pay a Road Closure Fee and all costs associated with notifying the closure, prior to the approval being granted – the fees are detailed in Part 6: “Fees and Charges”.
- I have notified the Police Command about the proposed temporary full road closure – if applicable.

I declare that the information I have provided is true and correct and that I have read and understood the Schedule of Conditions and agree to comply with them.

Applicant's Name\* Applicant Signature\* Date\*

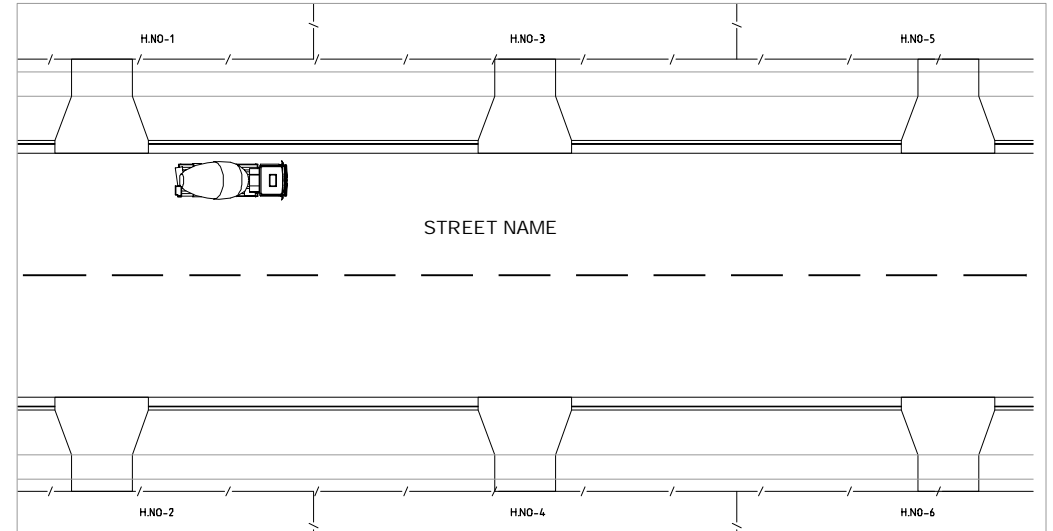
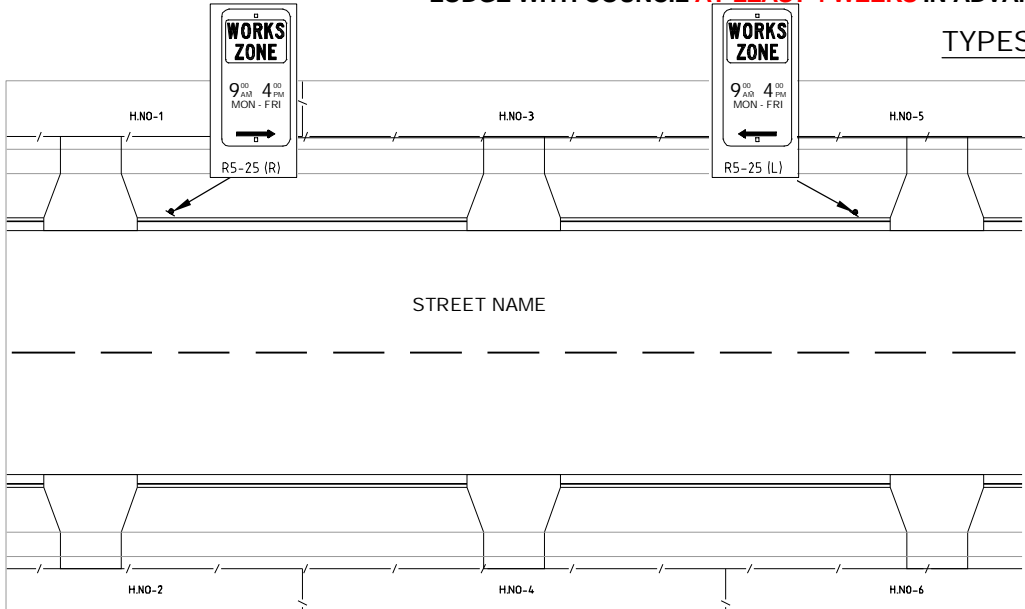
# Work Permit Application 2020/2021

## (For SYDNEY METRO Project)

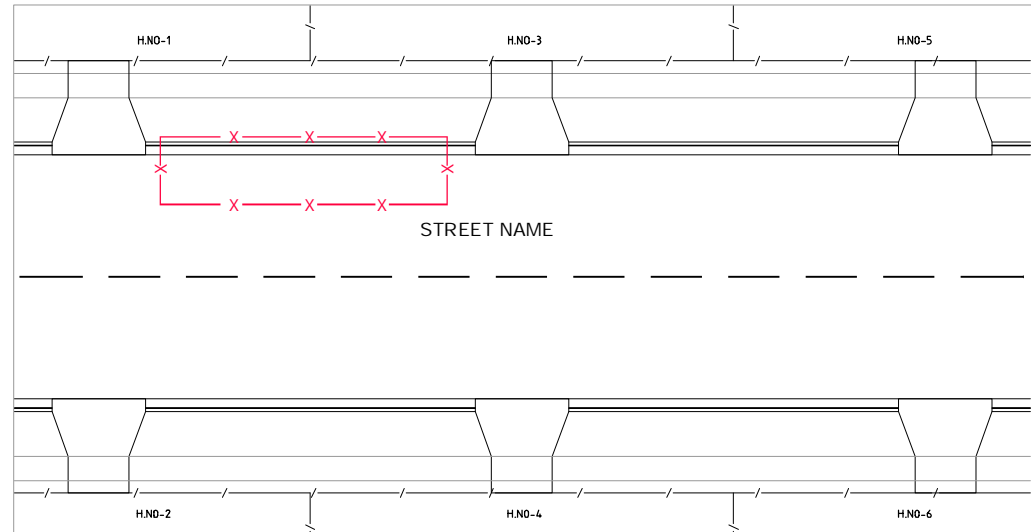
Under the NSW Road Rules 2014, Roads Act 1993 and Local Government Act 1993  
Application Lodgement Hours 9am-4pm Monday-Friday

LOGDE WITH COUNCIL **AT LEAST 4 WEEKS** IN ADVANCE OF REQUIRED DATE

### TYPES OF PERMIT

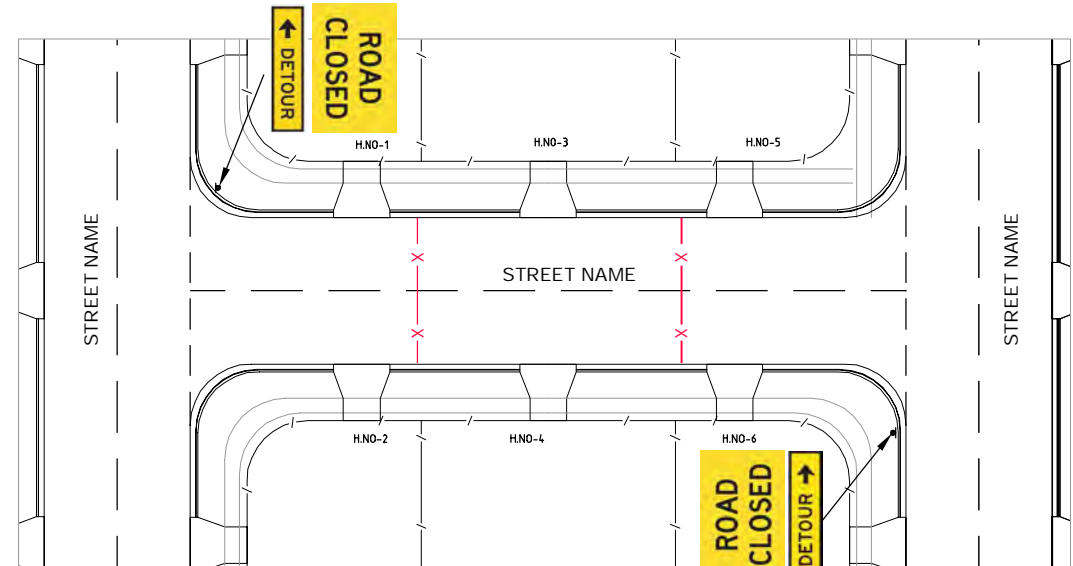


### WORK ZONE



CONSTRUCTION FENCE / BARRIER  
PARTIAL ROAD CLOSURE

### WORK VEHICLE / STANDING PLANT STAND OR OPERATE VEHICLE



BARRIER  
TEMPORARY FULL ROAD CLOSURE



**Supplementary Information**

Activity Requirements	Work Zone	Stand & Operate	Partial Road Closure	Temporary Full Road Closure
Permitted area must be retained in a clean and tidy condition to the satisfaction of Council.	√	√	√	√
Use of the permitted area must not interfere with or compromise the safety of pedestrians, cyclists or motorists.	√	√	√	√
Alternative pedestrian access routes must be safe, clearly visible, appropriately delineated/ barricaded and sign posted at all times.	√	√	√	√
Road Occupancy Licence (ROL) from TfNSW is required if working within 100m of a State or Regional Road or within 100m of traffic signals.	√	√	√	√
Must notify the Transport for NSW Transport Management Centre.				√
All affected residents, businesses must be notified at least one week prior to implementing the permit. Any issues that arise must be resolved to the satisfaction of Council.	√	√	√	√
Roads must be closed in accordance with AS1742.3 and the approved Traffic Management Plan.				√
4 metre wide emergency vehicle access must be maintained at all times.	√	√	√	√
If maintaining the emergency access is not possible the applicant must liaise with emergency services and provide alternative access.				√
If required, a Police Permit must be obtained from the Local Police Station. Present Council approval letter to the Police when applying for a permit.		√	√	
Must advise emergency services of the road closure.				√
Must provide and maintain adequate traffic measures for the safe movement of vehicles and pedestrians in accordance with an approved Traffic Control Plan.		√	√	√
Must indemnify the Council against all claims for damage or injury that may result from the activity or occupation.	√	√	√	√
Must provide documentary evidence of public risk insurance cover indemnifying Council for a minimum of \$20,000,000.	√	√	√	√
Must reimburse the Council for the cost of repair to any damage caused to the road or footpath as a result of their activities.	√	√	√	√
Must comply with any reasonable directive of the Council Rangers, Police or Transport for NSW.	√	√	√	√
Must comply with the Councils Code of Practice for Construction Hours and Noise.	√	√	√	√
Must ensure a suitable Work Health & Safety Plan is in place for all personnel working at the site.	√	√	√	√
All Traffic Controllers must be TfNSW accredited.	√	√	√	√
Must where practical make alternate parking arrangements for affected residents during the event.			√	√
Must have a Risk Management Plan for the road closure.				√
If the work is on a bus route, the applicant must notify the relevant bus operators before work and pay any associated costs for rerouting services and/or moving bus stops during the occupation.				√
A minimum 3 metre traffic lane width must be maintained at all time.	√	√	√	
A copy of Council Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officer or Police.		√	√	√
The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.	√	√	√	√
Council reserves the right to revoke the approval at any time without any compensation to the applicant.	√	√	√	√
Any variation on the approved date and conditions of approval must be submitted to Council for resolution.	√	√	√	√
Must meet all costs associated with the permit and shall pay all fees in accordance with the Council's current Fees and Charges.	√	√	√	√

## Appendix C – Erosion and Sediment Control Plan (ESCP)

To be provided following approval of this Planning Approval Consistency Assessment



## Appendix D – Traffic Control Plan (TCP)

## TGS VERIFICATION CHECKLIST

1	Have the below items been addressed on the TGS for this location?	Yes	No
1.1	Traffic Volumes <input checked="" type="checkbox"/> <input type="checkbox"/> Predicted queue length <input checked="" type="checkbox"/> <input type="checkbox"/> Shoulder widths <input checked="" type="checkbox"/> <input type="checkbox"/> Sight distances <input checked="" type="checkbox"/> <input type="checkbox"/> Existing infrastructure <input checked="" type="checkbox"/> <input type="checkbox"/> Transport services (i.e. bus stops) <input checked="" type="checkbox"/> <input type="checkbox"/> Pedestrian generators <input checked="" type="checkbox"/> <input type="checkbox"/> Appropriate site access <input checked="" type="checkbox"/> <input type="checkbox"/> Appropriate escape route for traffic controllers <input checked="" type="checkbox"/> <input type="checkbox"/>		
2	Confirmation	Yes	No
2.1	Does the TGS require adjustments within tolerances? <input type="checkbox"/> <input type="checkbox"/> Does the TGS require any additional modifications? <input type="checkbox"/> <input type="checkbox"/> Is the TGS appropriate for use for works? <input type="checkbox"/> <input type="checkbox"/> Have key risk been addressed on site? <input type="checkbox"/> <input type="checkbox"/>		

Additional comments

## RISK ASSESSMENT

3	Does the TGS Involve Detours of traffic?	Yes	No	Risk	Risk rating
3.1	Are Detour routes suitable for all vehicle classes being detoured? <input type="checkbox"/> <input type="checkbox"/> Is access to residential properties and businesses maintained? <input type="checkbox"/> <input type="checkbox"/> Are detour signs located at decision points? <input type="checkbox"/> <input type="checkbox"/> Can roads and intersections used as detour routes accommodate the volumes? <input type="checkbox"/> <input type="checkbox"/> Is the same level of safety maintained for turn movements? <input type="checkbox"/> <input type="checkbox"/>				
4	Does the TGS involve Stop/slow arrangements?	Yes	No	Risk	Risk rating
4.1	Are escape routes defined on the TGS, clear and safe to use? <input checked="" type="checkbox"/> <input type="checkbox"/> Is a PTCO used in place of a Traffic Controller where speed >45kmh? <input checked="" type="checkbox"/> <input type="checkbox"/> Is the speed of the road >=60km/h where TC or PTCO are in use? <input checked="" type="checkbox"/> <input type="checkbox"/> Are 4x traffic cones placed on the edge or centre line, approaching TC or PTCO? <input checked="" type="checkbox"/> <input type="checkbox"/> Is Prepare to stop and Traffic control or PTCO symbolic sign installed? <input checked="" type="checkbox"/> <input type="checkbox"/> Do TC and PTCO positions have adequate lighting during low light conditions? <input checked="" type="checkbox"/> <input type="checkbox"/> Does sight distance of at least 1.5D exist on approach to TC or PTCO? <input checked="" type="checkbox"/> <input type="checkbox"/>				
5	General	Yes	No	Risk	Risk rating
5.1	Does the TGS define minimum clearances required of workers to live traffic? <input checked="" type="checkbox"/> <input type="checkbox"/> Are distances compliant? <input checked="" type="checkbox"/> <input type="checkbox"/> Are worker symbolic signs shown in advance of workers that are visible to traffic? <input checked="" type="checkbox"/> <input type="checkbox"/> Are all signs placed at correct distances? i.e. D for multiple or 2D for single sign? <input checked="" type="checkbox"/> <input type="checkbox"/> Are taper lengths compliant and not placed in areas with poor sight distance? <input checked="" type="checkbox"/> <input type="checkbox"/> Are lane status signs to be placed in advance of a lane merge? <input checked="" type="checkbox"/> <input type="checkbox"/> Are the correct tapers being used? i.e. Merge, Traffic Control, Lateral shift? <input checked="" type="checkbox"/> <input type="checkbox"/> Does the TGS clearly define transition zones between tapers on Multi-lane roads? <input checked="" type="checkbox"/> <input type="checkbox"/> Are they compliant? <input checked="" type="checkbox"/> <input type="checkbox"/> Does the TGS clearly define buffer areas and are they at least 30m in length? <input checked="" type="checkbox"/> <input type="checkbox"/> Does the TGS clearly define site access and egress for work vehicles? <input checked="" type="checkbox"/> <input type="checkbox"/> Are any impacts on traffic managed? <input checked="" type="checkbox"/> <input type="checkbox"/> Does the TGS clearly define pedestrian routes, and are they suitable? <input checked="" type="checkbox"/> <input type="checkbox"/> Does the TGS consider cyclists and can they traverse site safely? <input checked="" type="checkbox"/> <input type="checkbox"/>				

### RISK EVALUATION MATRIX

Risk Ratings Very High – VH High – H Medium – M Low – L		Consequence					
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
Likelihood	Almost certain L1	M	H	H	VH	VH	VH
	Very likely L2	M	M	H	H	VH	VH
	Likely L3	L	M	M	H	H	VH
	Unlikely L4	L	L	M	M	H	H
	Very unlikely L5	L	L	L	M	M	H
	Almost unprecedented L6	L	L	L	L	M	M

### RISK MANAGEMENT

\* If 'No' selected for any question in items 3, 4 or 5 in the RISK ASSESSMENT above a control needs to be assigned in the table below to mitigate any additional risk. Where blank refer Risk Assessment included as part of TMP.

Item	Control Measures	Residual Risk

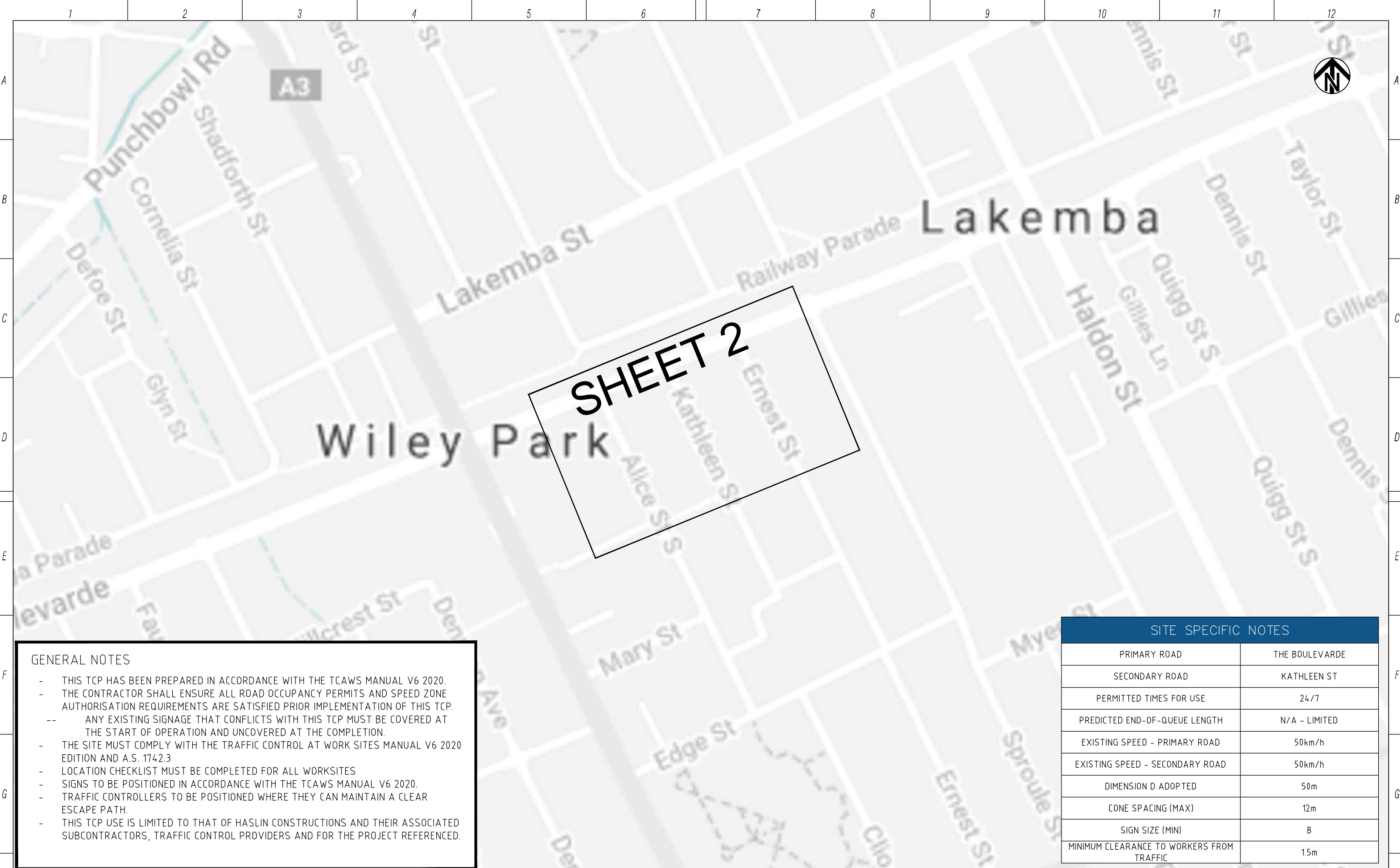
### SIGNED – DESIGNER AND VERIFICATION (PWZTMP OR ITCP)

Name: Alex Gosper Sign: Date: 27.10.2021 Card No: TCT0002693 (PWZ)

Name: \_\_\_\_\_ Sign: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Card No: \_\_\_\_\_

DRAWN BY: AG	DESIGNER	CLIENT	HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE	DRAWING No: HAS-LAK-40039-P1
DRW CHECK: AG	 		THE BOULEVARDE STORAGE AREA - KATHLEEN ST CARPARK OCCUPATION AND STOP/SLOW W/ BOOM GATES RISK ASSESSMENT & TGS VERIFICATION	SHEET 1 OF 3
APPROVED: LP				REVISION P1
IND REVIEW: N/A	COORDINATE SYSTEM:	HEIGHT DATUM:	SCALE:	

Plot Date: 3 November 2021 - 5:23 PM | Cad File No: C:\Users\Alex\OneDrive - USQ\00\_Civlink Consulting\07\_Projects\20200612 - Wahroonga Station Bridge\10\_TCP\HAS-LAK-40039-P1.dwg

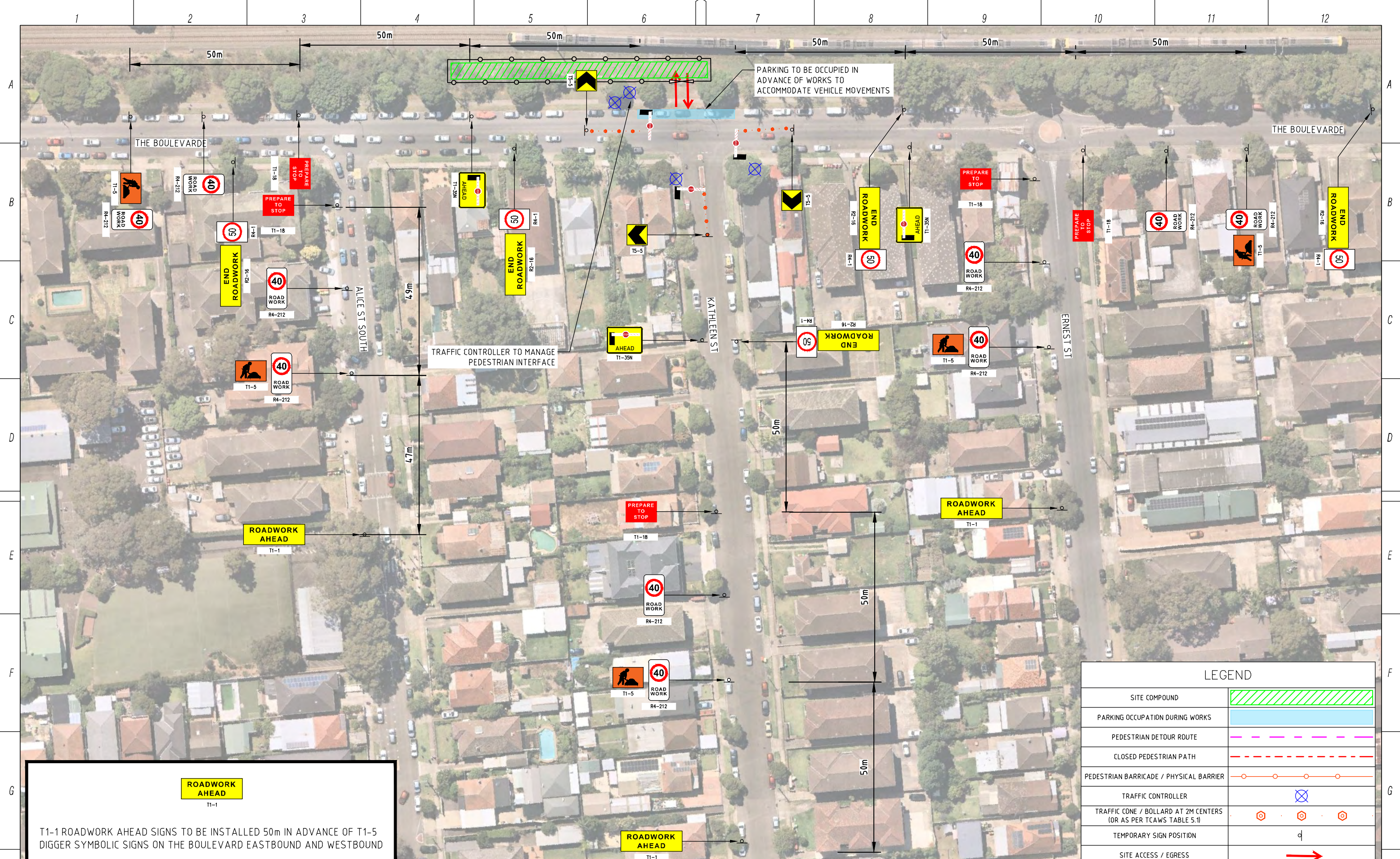


**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

SITE SPECIFIC NOTES	
PRIMARY ROAD	THE BOULEVARDE
SECONDARY ROAD	KATHLEEN ST
PERMITTED TIMES FOR USE	24/7
PREDICTED END-OF-QUEUE LENGTH	N/A - LIMITED
EXISTING SPEED - PRIMARY ROAD	50km/h
EXISTING SPEED - SECONDARY ROAD	50km/h
DIMENSION D ADOPTED	50m
CONE SPACING (MAX)	12m
SIGN SIZE (MIN)	B
MINIMUM CLEARANCE TO WORKERS FROM TRAFFIC	1.5m

DRAWN BY: AG				HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE		DRAWING No: HAS-LAK-40039-P1	
DRW CHECK: AG				THE BOULEVARDE STORAGE AREA - KATHLEEN ST CARPARK OCCUPATION AND STOP/SLOW W/ BOOM GATES LOCALITY PLAN		SHEET 2 OF 3	
APPROVED: LP				REVISION P1			
IND REVIEW: N/A							
COORDINATE SYSTEM:	HEIGHT DATUM:	SCALE:					



**ROADWORK AHEAD**  
T1-1

T1-1 ROADWORK AHEAD SIGNS TO BE INSTALLED 50m IN ADVANCE OF T1-5 DIGGER SYMBOLIC SIGNS ON THE BOULEVARD EASTBOUND AND WESTBOUND

LEGEND	
SITE COMPOUND	
PARKING OCCUPATION DURING WORKS	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD AT 2M CENTERS (OR AS PER TCAWS TABLE 5.1)	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

DESIGNED BY:	AG
DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	LP
IND REVIEW:	N/A

DESIGNER	
CLIENT	

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

THE BOULEVARDE STORAGE AREA - KATHLEEN ST  
CARPARK OCCUPATION AND STOP/SLOW W/ BOOM GATES  
TRAFFIC GUIDANCE SCHEME

DRAWING No:	HAS-LAK-40039-P1
SHEET	3 OF 3
REVISION	P1