



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	S2B Package 4 MCL Temporary use of parking spaces on The Boulevard at Kathleen Street for possessions and shutdowns.
Prepared by:	Andrew Lynam
Prepared for:	Sydney Metro
Assessment number:	SWM30 SMCSWSW4-HSE-WLS-EM-REP-006286
Status:	Final
Version:	C
Planning approval:	SSI 8256
Date required:	12/08/2022
iCentral number:	SM-21- 00440367
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For information – do not alter:

Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
Status:	Final
Version:	3.0
Date of issue:	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

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

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.

The use of approximately 6 car spaces will be used to park bogie trucks to allow an excavator loader to load spoil into the bogie truck that is located within the rail corridor onto the truck and take to the designated waste facility. The truck will be located within the car spaces for approximately 10 minutes while the spoil is loaded into it, then will head east on The Boulevard to the waste facility.

The car parking spaces are not used for material or equipment laydown.

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

Summary of Proposal

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, see Appendix, A during possessions, shutdown 3 and shutdown periods

Description of Proposal

The car parking spaces will be used for the temporary parking of bogie trucks while they are being loaded with spoil located within the rail corridor and taken to a designated waste facility.

Accessing the rail corridor and works around Lakemba Station may also be from this location. The car parking spaces are located adjacent to the existing rail corridor access gate LA6 (see Appendix A). Ramps will be placed on the kerbside on The Boulevarde in front of gate LA6 so plant have access to the gate without damaging the kerbside.

The parking spaces will be demarcated with temporary barriers placed around them. Traffic control will be located at the area to allow safe passageway for motorists along The Boulevard. The temporary possession of the car parks will not impede on The Boulevard, only within the car spaces.

The machinery includes but is not limited to:

- Bogie
- Front End Loader
- Tipper Trucks
- Excavator.

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

The proposed area may be used during possession and shutdown periods until the end of the project.

The area would be required two (2) days prior to commencement (to ensure the parking spaces will be available for use) of these possessions and shutdown, and two (2) days after the completion of the possessions and shutdown (to remove any machinery required for the possessions and shutdown).

4. Site description

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

5. Site Environmental Characteristics

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 native and exotic 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/shutdown.

6. Justification for the proposed works

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), within the rail corridor 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.

There is ample alternative all-day public parking on the southern side of The Boulevard, as well within Kathleen Street, Alice Street South and Ernest Street, all in close proximity to the 6 car parking spaces Haslin Stephen Edwards Joint Venture will be possessing.

7. Environmental Benefit

NIL

8. Control Measures

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 has been 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 shutdowns.

9. Climate Change Impacts

No likely adverse effects will occur from the impacts of climate change.

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 spoil loading, 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 shutdowns. This is in line with the Construction Soil and Water Management Plan	Y	Y	
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 Out Of Hours Works application.</p> <p>The removal of spoil will be undertaken during day time hours as the allocated waste facility 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>Implementation of control measures as per the CEMP, CNVMP and Out Of Hours Works.</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>Noise monitoring will be undertaken during the possession period.</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
Aboriginal Heritage	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. .	No additional measures required. The site will operate under an unexpected finds protocol should Aboriginal heritage be encountered	Y	Y	
Non-Aboriginal heritage	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. Additionally, the temporary use of this land does not go below the ground surface and therefore no potential to impact Non-Aboriginal archaeology.	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
Community and stakeholder	<p>The proposed temporary possession of car parking spaces on the northern end of The Boulevard is expected to result in only minor traffic impacts as trains will not be operating during the possession and shutdown periods where demand for car parking spaces is low.</p> <p>There is ample alternative all-day public parking on the southern side of The Boulevard, as well within Kathleen Street, Alice Street South and Ernest Street, all in close proximity to the 6 car parking spaces Haslin Stephen Edwards Joint Venture will be possessing.</p> <p>Community notification will be provided via letterbox drop and email prior to the possessions and shutdown.</p> <p>Further, an A1 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 A1 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	

<p>Traffic</p>	<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>There is however ample alternative all-day public parking on the southern side of The Boulevard, as well within Kathleen Street, Alice Street South and Ernest Street, all in close proximity to the 6 car parking spaces Haslin Stephen Edwards Joint Venture will be possessing</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. 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 is attached in Appendix B.</p> <p>A Traffic Control Plan (TCP) (see Appendix B for Work Permit Application) will be in place to manage vehicles (delivery trucks, etc.) entering and exiting from The Boulevard. This will be provided on receipt.</p>	<p>Y</p>	<p>Y</p>	
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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	

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
Other	No change from the EIS and SPIR	No additional measures required.	Y	Y	
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 two (2) days before and two (2) 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

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	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.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	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.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

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:	Andrew Lynam	Signature:	
Title:	Environmental Advisor		
Company:	HSE	Date:	15/08/2022


This section is for Sydney Metro only.

Application supported and submitted by

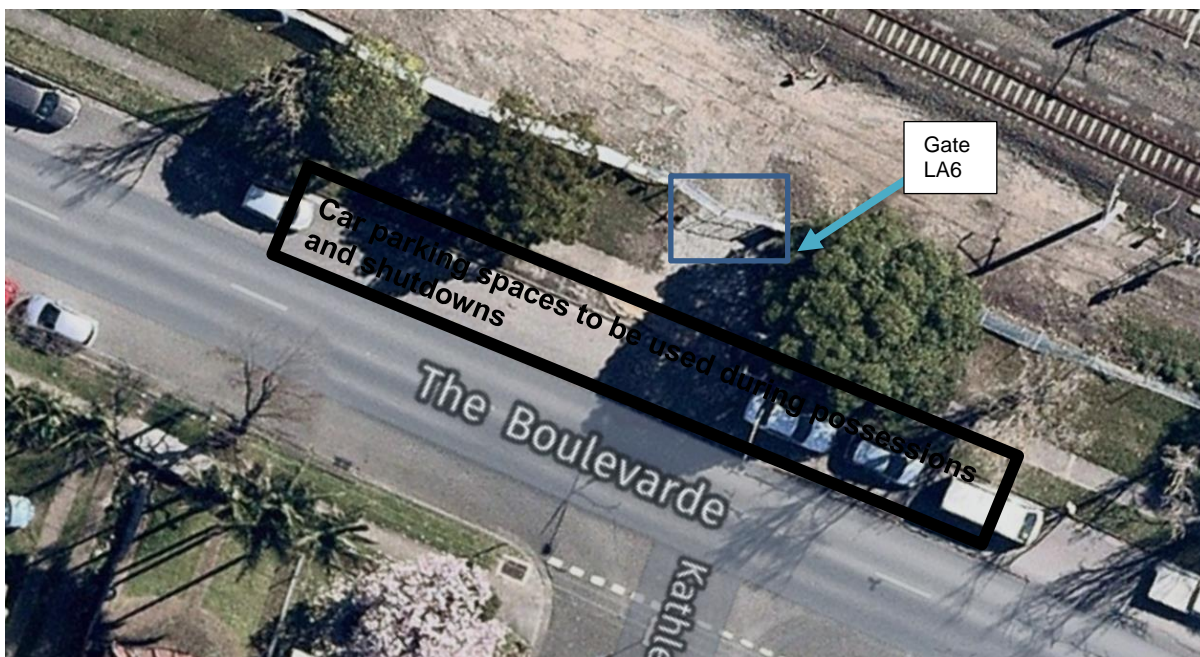
Name:	Yvette Buchli	Date:	16/08/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

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 August 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A – Site Layout



Appendix B – Landowner’s Consent

Work Permit Approval attached.

Appendix C – Erosion and Sediment Control Plan (ESCP)

NOTES – General Construction Notes

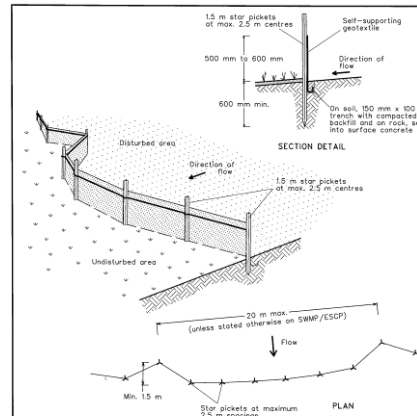
1. This concept plan details the basic concept of erosion and sediment control for the upgrade on the Southwest Metro Package 4 projects and is to be read in conjunction with the project specific CEMP and other relevant procedures.
2. The staging of construction activities will aim to implement final controls where possible to be utilised during construction (i.e. drainage features, detention areas and basins).
3. The staging of activities will minimise exposure of disturbed surfaces at any one time and will implement permanent and temporary soil stabilisation measures (i.e. final landscape and vegetation areas), in minimising the duration of soil disturbance.
4. Local weather stations will be monitored daily (for high rainfall events, high wind periods and fire risk) as part of works planning with construction activities in high risk locations (i.e. drainage lines and riparian areas) scheduled for dry weather periods. Works shall be scheduled to consider predicted weather conditions.
5. The controls depicted are subject to staging and the controls may be progressively implemented or removed according to progression of works.
6. Staging of construction will be coordinated to reduce exposed areas and allow for implementation of erosion and sediment controls prior to significant disturbance activity.
7. Controls identified on the plan are indicative and will be revised for implementation on site as required. Alternative measures may be applied where the control may provide the same functionality for erosion and sediment control.
8. The plan is to be revised as necessary (i.e. progression of works, altered site controls etc.).
9. Temporary controls in addition to those shown may be required where extreme weather events are predicted or for extended site shut down periods (i.e. Christmas)
10. Erosion and sediment controls are to be constructed in accordance with 'Blue Book' specifications and standard drawings as identified in the approved ESCP. Relevant guidelines include:
 - Managing Urban Stormwater: Soils and Construction, 4th Edition, Landcom, 2004;
 - Managing Urban Stormwater: Soils and Construction – Vol 2A Installation of Services, 2008;
 - Managing Urban Stormwater: Soils and Construction – Vol 2D Main Road Construction, 2008
11. Site personnel responsible for implementing erosion and sediment controls are to be appropriately trained in implementation and maintenance of control measures
12. Toolbox talks/ training sessions are to be provided to site personnel on the importance of erosion and sediment control, their individual requirements, specific project site controls to be implemented and required mitigation measures.

Stockpiling Activities

13. Topsoil will be stripped and stockpiled in accordance with Bluebook standard drawing SD 4-

Monitoring & Reporting and Maintenance

24. Inspections of erosion and sediment controls will occur (and be documented) on a regular basis as detailed in the project CEMP. This will include immediately following rainfall events >20mm, with any necessary repairs implemented as soon as possible.
25. Sediment traps, sumps and filters are to be maintained in effective working order including desilting of sediment controls, stabilisation of drains and diversion structures and appropriate management of basins.
26. Erosion and sediment controls are to be maintained until the Project catchments area is stabilised to achieve soil surface protection factors as per the 'Bluebook' and CEMP requirements. An inspection by the project soil conservationist will be undertaken to verify the stabilisation of the project catchment area prior to removal of controls.

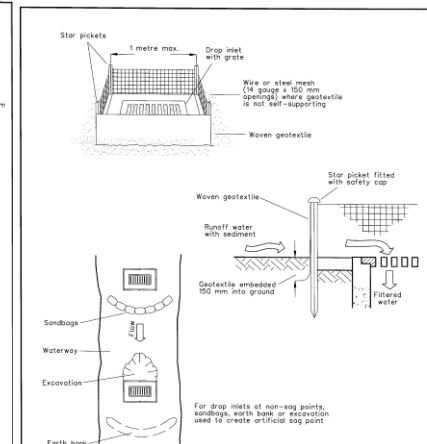


Construction Notes

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 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.
3. Drive 1.5 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 150-mm overlap.
6. Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile.

SEDIMENT FENCE

SD 6-8



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.

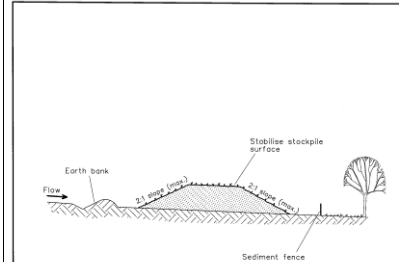
GEOTEXTILE INLET FILTER

SD 6-12

1. Topsoil may be used as direct placement wherever possible and viable.
14. Soils are to be segregated on site (i.e. topsoil, subsoil, contaminated material) to prevent cross contamination and to preserve soil structure and viability of topsoil for site use and management.
15. Stockpiling activities are to be undertaken in designated areas away from concentrated flows and drainage lines. Adequate controls (i.e. upslope diversions and downslope sediment controls) are to be implemented for all stockpile sites. Stockpiles are to be stabilised in accordance with the requirements of the Bluebook and covered in times of high winds.
16. Sediment fence installed on site is to be installed in accordance with standard drawing SD6-8.

Onsite Water Management

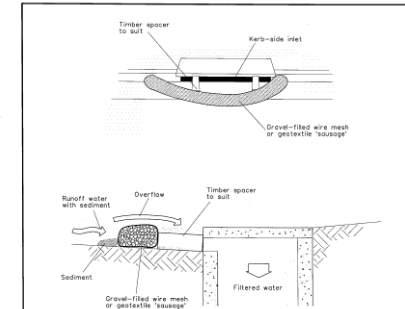
17. Site controls will include the diversion of 'clean' (off site water) away from work areas and minimise external water entering the project area. Where possible, final drainage infrastructure (i.e. stormwater pipes and culverts) will be constructed as early as practical to allow for clean water passage through the Project site.
18. Any water accumulating on site, either in depressions or other controls, will be considered dirty water and will be managed in accordance with the project specific CEMP and the requirements for discharge criteria.
19. Where possible, site water will be reused on site for activities such as dust suppression and soil compaction.
20. Site water discharged from the Project will be compliant with CEMP criteria and will be undertaken at approved locations by appropriately trained site personnel. Water discharge is to be undertaken at non-erosive velocities with adequate diffusers, level spreaders, etc. and will ensure localised flooding does not occur.
21. On site water flows paths will be managed to reduce flow length (less than 80m) and minimise velocities likely to result in scour and erosion impacts. Long slope lengths will be divided with check dams, diversions, drop structures and batter chutes at regular intervals to manage high velocity flows.
22. Diversion drains and inlets are to be stabilised with erosion control products such as jute mesh, rock material, bitumen emulsion or soil binders for improved stabilisation.
23. Stabilisation of areas is to occur progressively in conjunction with the completion of earthworks.



Construction Notes

1. Place stockpiles more than 2 (preferably 5) metres 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 2 metres 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 2 metres downslope.

STOCKPILES SD 4-1



Construction Notes

1. Install filters to kerb inlets only at stop points.
2. Fabricate a sleeve made from geotextile or wire mesh longer than the length of the inlet pit and fill it with 20 mm to 50 mm gravel.
3. Form an elliptical cross-section about 150 mm high x 400 mm wide.
4. Place the filter at the opening leaving at least a 100-mm 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 abut each other and sediment-laden waters cannot pass between.

MESH AND GRAVEL INLET FILTER SD 6-11