



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Prepared by:	Hussain Nilar
Prepared for:	Laing O'Rourke
Assessment number:	CSM11
Status / version:	1 (Rev 2: Changes to duration of occupancy)
Planning approval:	SSI – 15_7400
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

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

Sydney Metro City and Southwest Chatswood to Sydenham Conditions of Approval (SSI 15_7400) as modified.

Modification 1 – Relocation of Victoria Cross northern services building. Additional station entry and relocation of Artarmon Substation (SSI Mod 1).

Modification 2 – Central Walk – Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod 2).

Modification 3 – Martin Place Metro Station – Sydney Metro City and Southwest – Chatswood to Sydenham (SSI Mod 3).

Modification 4 – Sydenham Station and Metro Facility South – Chatswood to Sydenham (SSI Mod 4).

Modification 5 – Blues Point Acoustic Shed (SSI Mod 5).

Modification 6 – Administrative Changes- Modification to Sydney Metro City & Southwest - Chatswood to Sydenham (SSI Mod 6)

Modification 7 – Administrative Changes- Modification to Sydney Metro City & Southwest - Chatswood to Sydenham (SSI Mod 7)

Date of determination:

SSI 15_7400 – 9 January 2017.

SSI Mod 1 – 18 October 2017.

SSI Mod 2 – 21 December 2017.

SSI Mod 3 – 22 March 2017.

SSI Mod 4 – 13 December 2017.

SSI Mod 5 – 2 November 2018

SSI Mod 6 – 21 February 2019

SSI Mod 7 – 29 June 2020

Type of planning approval:

Division 5.2 (cf Part 5.1) - Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

SSI 15_7400: The Chatswood to Sydenham component of Sydney Metro City and Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground metro platforms provided at Central Station.

The Central Station Main (CSM) works are a major element of the Sydney Metro City and Southwest project, which includes the construction of a new metro station underneath Central Station's existing heavy-rail platforms 12, 13, 14 and 15. The works at Central Station include the construction of the Sydney Yard Access Bridge (SYAB). The SYAB project forms part of the Sydney Metro City & Southwest project and is a new permanent road bridge that will provide a connection from Regent Street into the Sydney Yard. The Mortuary Station yard was used for staff amenities and as a laydown and assembly area during the construction of the SYAB to the completion of construction of the staff amenities and as a laydown and assembly area in November / December 2017.

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

- The Sydney Metro City and Southwest – Conditions of Approval – Determination, dated 9th January 2017
- The Sydney Metro City and Southwest - Environmental Impact Statement, dated 3rd May 2016
 - Chapter 9 – Figure 15 – To facilitate the construction of the Sydney Yard Access Bridge Mortuary Station was used as a laydown and assembly area as well as for the placement of a large crane and pad. See **Figure 1** below as extracted from SPIR Chapter 9.

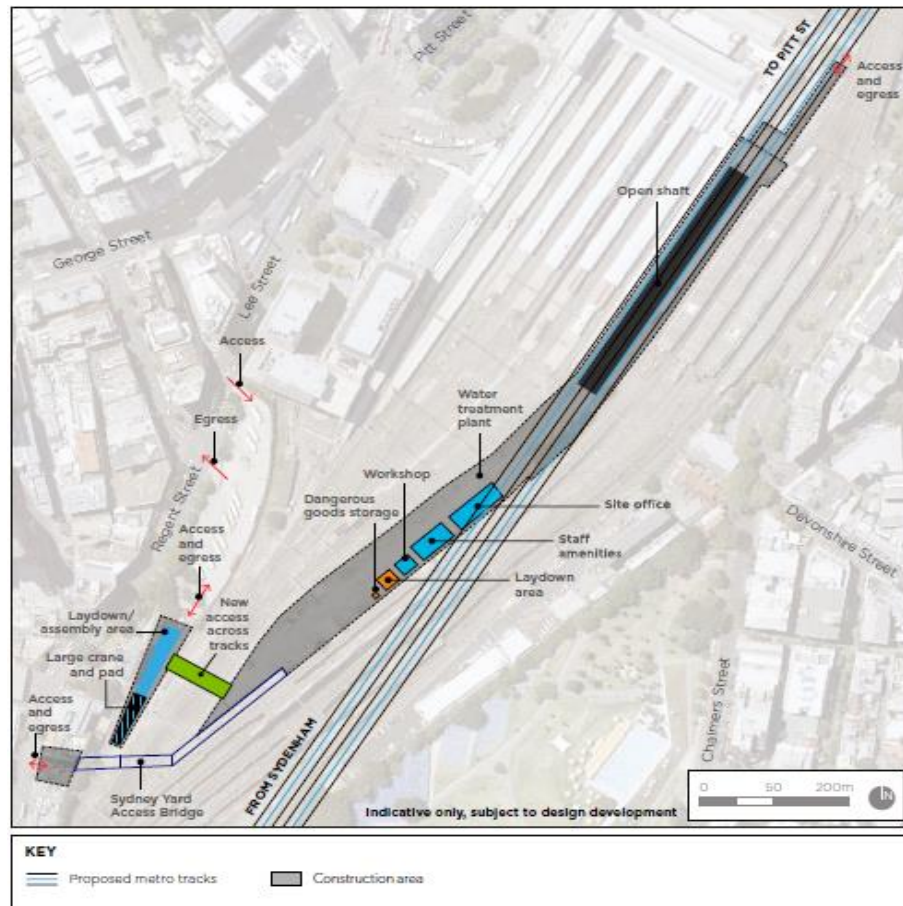


Figure 1 - Inclusion of Mortuary Station for SYAB construction.

- The Sydney Metro City and Southwest Chatswood to Sydenham Submissions and Preferred Infrastructure Report dated October 2016.
- Letter - Endorsement of Laing O' Rourke CEMP, Heritage Management Plan, and Traffic Management Plan for Sydney Metro City
- The Sydney Metro City and Southwest Mod 6 – Ministers Condition of Approval

The proposed works identified in this assessment would be located outside the Project boundary for the Approved project and Modification 2, however would be undertaken in accordance with the mitigation measures identified in this Consistency Assessment and the [Phase B CSR Consistency Assessment](#), as well as the EIS, PIR and the Infrastructure Approval, as modified.

2.0 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 Environmental Consistency Assessment has been prepared to address the establishment of a temporary storage area within a tract of the Darling Harbour Goods Line and Mortuary Station to facilitate the completion of the Combined Services Route in the area (See Approved Consistency Assessment for Phase B CSR:

<https://centralstationmetro.files.wordpress.com/2020/06/2bbac-20191205-csm-12-ca-csr-phase-b-signed-w-appendices.pdf>

Previous version of this Consistency Assessment approved the use of Mortuary Station to undertake Archaeological Sieving of sands and storage, however the space was instead used for the storage of materials for the CSR. Both storage areas will be based outside of the approved project footprint and will now continue through to February 2021. **See Appendix A for a layout and relative location of each proposed activity.**

- **Site A:** Darling Harbour Goods Line (DHGL) Storage Area: Located within the Central Station Heritage Curtilage, the proposed work area would require parts of now redundant DHGL to store a variety of structural fixtures and elements for the Combined Services Route, given the limited amount of space available within the project footprint. Space for storage on site has reduced significantly given the expansion of the CSM works, as well as the large area on site that is permanently occupied by Sydney Trains for storage of their material and goods.
 - o Working hours: Standard Construction hours of Monday – Friday 7am – 6pm, and Saturday 8am – 1pm.
 - o Machinery: No powered equipment will be kept on site. GST, Wenchers, cables, Inert steel, plastic and polymer fittings and fixtures are being stored.
 - o Staffing levels: As it is not an active work area, there will be no staff on site unless unloading or collecting material.
 - o Impacts on utilities and authorities: None – only a storage area.
 - o Waste: General litter to be managed using skips and bins provided.
 - o Hazardous/dangerous substances: None.
- **Site B:** The previous version of this Consistency Assessment approved the use of Mortuary Station for Archaeological sieving and storage, however was instead used to store materials to facilitate the construction of the CSR. This activity would continue adjacent to Mortuary Station within a footprint shown in Appendix A, in an area previously used as the SYAB & Central staff amenities and as a laydown and assembly area. The activities proposed include storage of small temporary stockpiles, and other materials including wenchers, GST, pallets, conduits and other hard fixtures and fittings. Use of Mortuary Station as a storage area for the CSR is essential, given the expansion of the Central Station Metro Works, and the limited working and storage space available within Sydney Yard. Space becomes especially limiting considering the large amount of Sydney Yard which is occupied by Sydney Trains for storage.
 - o Working hours: Standard Construction hours of Monday – Friday 7am – 6pm, and Saturday 8am – 1pm.
 - o Machinery: Occasional powered equipment will be kept on site. Equipment/facilities typically would include: 1x steel skip, 1x site shed, 1x port-a-loo, wenchers, small vehicles, and the occasional small tipper truck. Other plant and vehicles may be required for specific works, but would not necessarily be stored within Mortuary Station (i.e NDD truck).
 - o Staffing levels: A maximum of 14 staff will be on site at any given moment.
 - o Impacts on utilities and authorities: Water and electricity will be sourced locally. A meter will be fixed to account for cost.
 - o Waste: Litter from staff will be disposed into bins provided, and port-a-loo will be regularly maintained.
 - o Hazardous/dangerous substances: None.

3.0 Timeframe

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

Both proposed storage areas will continue until February 2021.

Approved standard working hours for the project are as follows:

- 07:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturdays.
- No works Sundays or public holidays.

All works OOH will occur via the Approved OOHW application process and in accordance with the Government Gazette No. 75.

4.0 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 site is zoned as SP2 – Special Purpose (Infrastructure) and is owned by Sydney Trains.

- The Mortuary Station Storage Area will occupy an area directly opposite and adjacent to Mortuary Station yard.
- The DHGL Storage Area will occupy an area of 244m² within the DHGL. The proposed work area is located between the Bus Depot that is adjacent to Regent Street, and Platform 0 of Central Station.

Both work areas are located on Lot/Section/Plan no: 118//DP1078271, which is where the majority of works for the Sydney Metro - Chatswood to Sydenham - City & Southwest Project will take place.

See Appendix A for a map detailing the locations of proposed ancillary facilities.

5.0 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.

There is minimal ground cover at both proposed work areas, with the vast majority of land consisting of a thick layer of rail ballast. Flora are sparse and are predominantly noxious species including *Aegeratina adenophora* and *Bidens pilosa*. There are no nearby waterways.

The surrounding land uses are roads including Lee and Regent Streets, the rail corridor and associated infrastructure, commercial and residential buildings as well as educational facilities. The Environmental Control Maps for each proposed ancillary facility in Appendix B and C specify their distances to the nearest sensitive receiver.

The sites are located within the state heritage listed Sydney Terminal and Central Railway Stations Group (01255), on Eddy Avenue, Sydney.

6.0 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.

Both proposed storage areas are required to facilitate the construction of the Combined Services Route around Central Station – essential communication, electrical and utility services which must be diverted around the newly constructed Metro to support Central Station and the new Metro lines. Storage within the proposed areas however, is required due to limited space available at the main construction site as the Central Station Main Works continues its construction.

Although Sydney Yard was intended to provide adequate storage to facilitate the construction of CSM the large area of the site occupied permanently by Sydney Trains for storage of their goods, greatly reduced the potential storage area for the project.

The purpose of this consistency assessment is to relocate activities and storage of goods off site into areas where there would be no environmental impact, so that the construction of CSM is not hindered purely as a function of limited working space. Should either proposed storage areas be denied, construction of CSM would be slowed drastically.

7.0 Environmental Benefit

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

None identified.

8.0 Control Measures

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

The current EMP incorporates the existing measures identified in the EMM, REMM and CoA and does not need further considerations given the small scale of the proposed works.

Site specific Environmental Control Maps and Erosion Sediment Control Plans have been developed for the proposed works as shown in Appendix B – D.

Note: Given that this C.A seeks storage within Mortuary Station and the DHGL, the Phase B CSR ECM will remain relevant and can be viewed within the Phase B CSR C.A - <https://centralstationmetro.files.wordpress.com/2020/06/2bbac-20191205-csm-12-ca-csr-phase-b-signed-w-appendices.pdf>. This ECM has been reviewed and endorsed by the ER and draws reference to additional ERSED plans that are to be developed and reviewed progressively to account for ERSED risks related to the specific activity.

9.0 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?

No. The proposed works will not influence the impacts of Climate Change.

10.0 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	No flora and fauna will be impacted by either proposed activity.	No additional mitigation measures to be implemented.	Y	Y	
Water	Erosion and Sediment (ERSED) controls will be emplaced as detailed in Appendix B – D and the ECM in the Approved Phase B CSR C.A. The impacts of these works will not vary from those described in the EIS.	See Appendix B – D for site specific ERSED Controls that will be emplaced. See also the ECM in the Phase B CSR Consistency Assessment – endorsed by the ER.	Y	Y	
Air quality	There is a potential for dust to be generated from Site B. Soil/stockpiles will be dampened to prevent dust.	See Appendix D for site specific ERSED and dust controls measured. These are no different to those identified in the EMM, REMM or CoA.	Y	Y	
Noise vibration	The noise and vibration assessment in the EIS included the impact to receivers that are located within 200 metres from the nominated construction site. The proposed works will be located more than 50m from any sensitive receivers, and its impacts will not increase the noise and vibration impacts assessed as part of the CNVIS. Site A will store materials, and experience some minor works in relation to the Phase B CSR (See	No additional mitigation measures to be implemented beyond the EMM, REMM or CoA.	Y	Y	

	<p>relevant C.A). Site A will primarily store non-powered equipment and plant, however may store small powered equipment such as a powered hand auger or drill. Site A will typically have up to 14 staff at any one point, with working hours being from 7am till 6pm or subject to a Weekend Possession.</p> <p>Site B will be frequented by vehicles that will pick up or drop off equipment/materials. There will be storage of equipment, but vibration or noise intensive equipment would not be used.</p>				
Indigenous heritage	These works will not impact on Indigenous Heritage described in the EIS.	None required	Y	Y	
Non-indigenous heritage	<p>These works occur within the Central Station s.170 and SHR Curtilage for Non-aboriginal heritage. Although the works are non-intrusive and unlikely to impact heritage structures on site (including sleepers, rail lines etc) – site specific control measures have been developed and are addressed in both this Table, and the Environmental Control maps in Appendix B and C.</p>	<p>Site A: ATF fencing may be installed adjacent the brick wall to shield from potential impact as required.</p> <p>Site B: The work area will have a layer of geofabric followed by 300mm of DGB placed over it to protect the rail infrastructure. ATF fencing will be erected around the entire work area to shield heritage structures/Mortuary station from impact and to limit the bounds of activity. The key protection measure at Site A are alike to those adopted during the SYAB construction.</p> <p>Any construction works (other than storage) relating to the CSR are addressed in the Phase B CSR C.A.</p>	Y	Y	
Community and stakeholder	The impacts of these works will not differ to those described in the EIS.	None required	Y	Y	

Traffic	The impacts of these works would be negligible. Site A and B can expect to receive a maximum of five truck and small vehicle movements per day. These vehicles will use the bus depot and its designated traffic light to integrate into the local roads, thereby causing a negligible impact to local traffic.	None required. However, a TCP has been developed. See Appendix E.	Y	Y	
Waste	Site B would require storage of spoil stockpiles, however these would be managed as per the ERSED Plan, referred to in the ER Endorsed CSR Phase B ECM. Site B will also produce other anthropogenic wastes including litter and sewerage. Port-a-loos will be maintained as necessary, and litter captured within bins provided on site. All wastes will be managed using existing waste management measures. These impacts to not differ from those identified in the EIS.	Managed as per the EMM, REMM CoA's and the site specific ECM and ESCP.	Y	Y	
Social	The impacts of these works will not influence the wider community.	None required	Y	Y	
Economic	The proposed works will not influence the local or wider economy.	No additional mitigation measures to be implemented.	Y	Y	
Visual	Site A and Site B will be out of sight as they are located within the DHGL or behind Mortuary Station itself.	No additional mitigation measures to be implemented – as per the EMM, REMM and CoA.	Y	Y	

Urban design	The impacts of these works will not contribute to the Urban design.	No additional mitigation measures to be implemented.	Y	Y	
Geotechnical	No geotechnical impacts involved for the proposed works.	No additional mitigation measures to be implemented.	Y	Y	
Land use	The impact of these works not influence future land use.	No additional mitigation measures to be implemented.	Y	Y	
Climate Change	There will be no climate change related impacts.	No additional mitigation measures to be implemented.	Y	Y	
Risk	Environmental risks would be negligible as assessed in this table.	As per the EMM, REMM and CoA.	Y	Y	
Other	The impacts of these works will not differ from those described in the EIS.	As per the EMM, REMM and CoA.	Y	Y	
Management and mitigation measures	No additional management and mitigation required for construction of this change.	As per the EMM, REMM and CoA.	Y	Y	

11.0 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	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Water	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Air quality	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Noise vibration	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Indigenous heritage	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Non-indigenous heritage	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Community and stakeholder	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Traffic	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	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
Waste	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Social	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Economic	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Visual	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Urban design	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Geotechnical	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Land use	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Climate Change	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Risk	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	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
Other	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	
Management and mitigation measures	Both proposed facilities will be removed prior to the operation of the Project. There will be no operational impact.	No additional mitigation measures to be implemented.	Y	Y	

12.0 Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project. The Approved Project would continue to provide a new metro line between Chatswood and Sydenham. The proposed works are adjacent to land upon which the CSSI is being carried out.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would assist the Approved Project to achieve its objectives and functions. Relocating storage of materials outside of Sydney Yard would return much needed storage space for the project. This in turn will allow continued deep excavation of the CSM works, allowing the more efficient construction and workflow of the Approved project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. There are no new environmental impacts as a result of the proposed works. Any apparent impacts are negligible and will be addressed by current mitigation measures of the Approved Project as well as the ECM and ESCP in this C.A and the Approved Phase B CSR C.A cited earlier.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works are consistent with the conditions of approval for the Approved Project and no changes are required to accommodate them.
Are the impacts of the proposed activity/works known and understood?	Yes. All impacts of the proposed works have been assessed and deemed as negligible given the scale of works and the current mitigation measures emplaced.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The relevant conditions of approval, revised environmental management measures and newly developed ECM's and ESCP utilised by the Approved Project would be implemented during construction and operation of the proposed works to ensure they do not have an adverse impact on the surrounding environment.

13.0 Other Environmental Approvals

Identify all other approvals required for the project:

Nil.

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:	Hussain Nilar	Signature:	
Title:	Environmental Advisor		
Company:	Laing O'Rourke	Date:	19/08/2019 Rev2: 26/8/20

Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Michael Woolley	Signature:	
Title:	Environment Representative	Date:	3 September 2020

This section is for Sydney Metro only.


Application supported and submitted by

Name:	Yvette Buchli	Date:	3/09/2020
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:	9 September 2020
Title:	Director Sustainability Environment & Planning, Operations, Customer & Place Making	Comments:	
Signature:			

Appendix A – Location of Work Sites

Overarching Site Layout

Site A: Darling Harbour Goods Line Storage

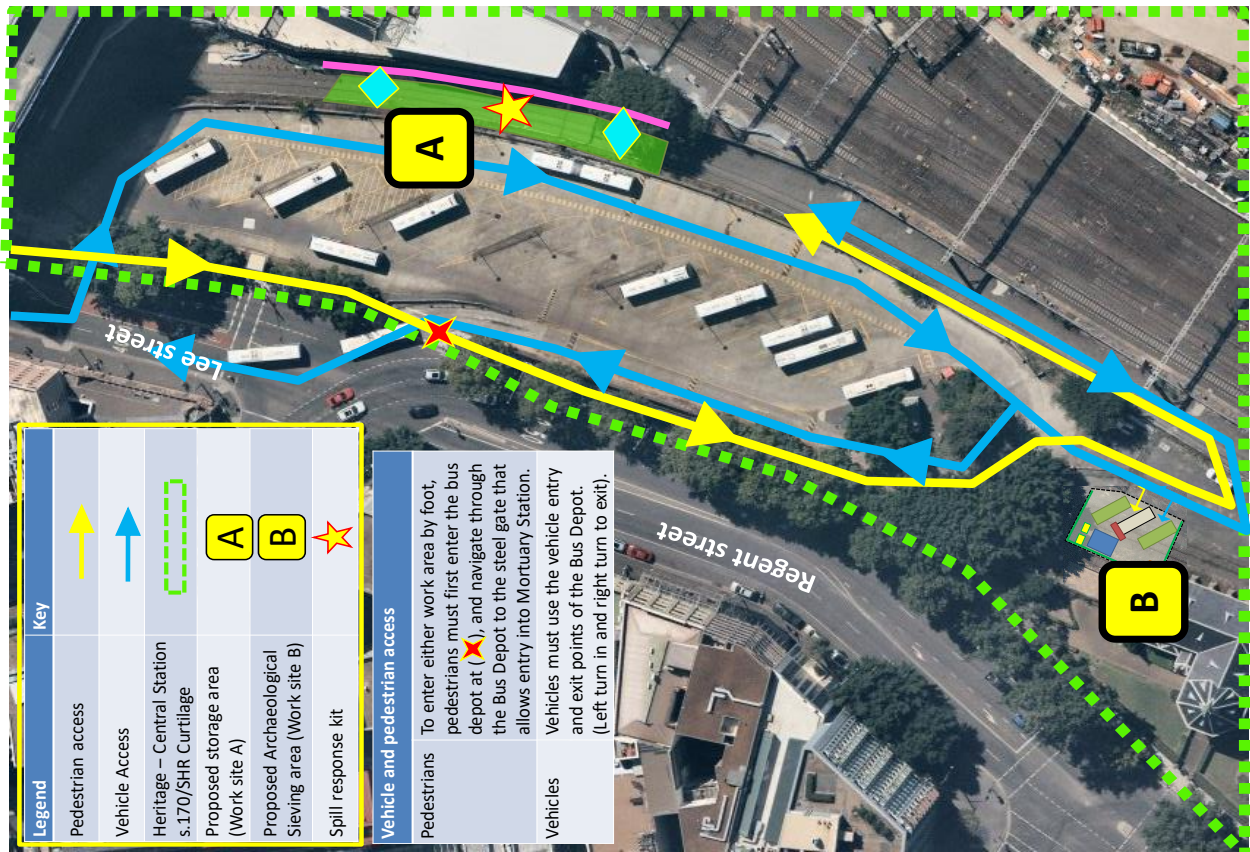
Legend	Key
Pedestrian access	Yellow arrow
Vehicle Access	Blue arrow
Spill response kit	Yellow star
Item storage area	Green rectangle
Boundary fencing (ATF)	Pink line
Unrestricted live drain	Blue diamond



Site B: Archaeological Sieving Area

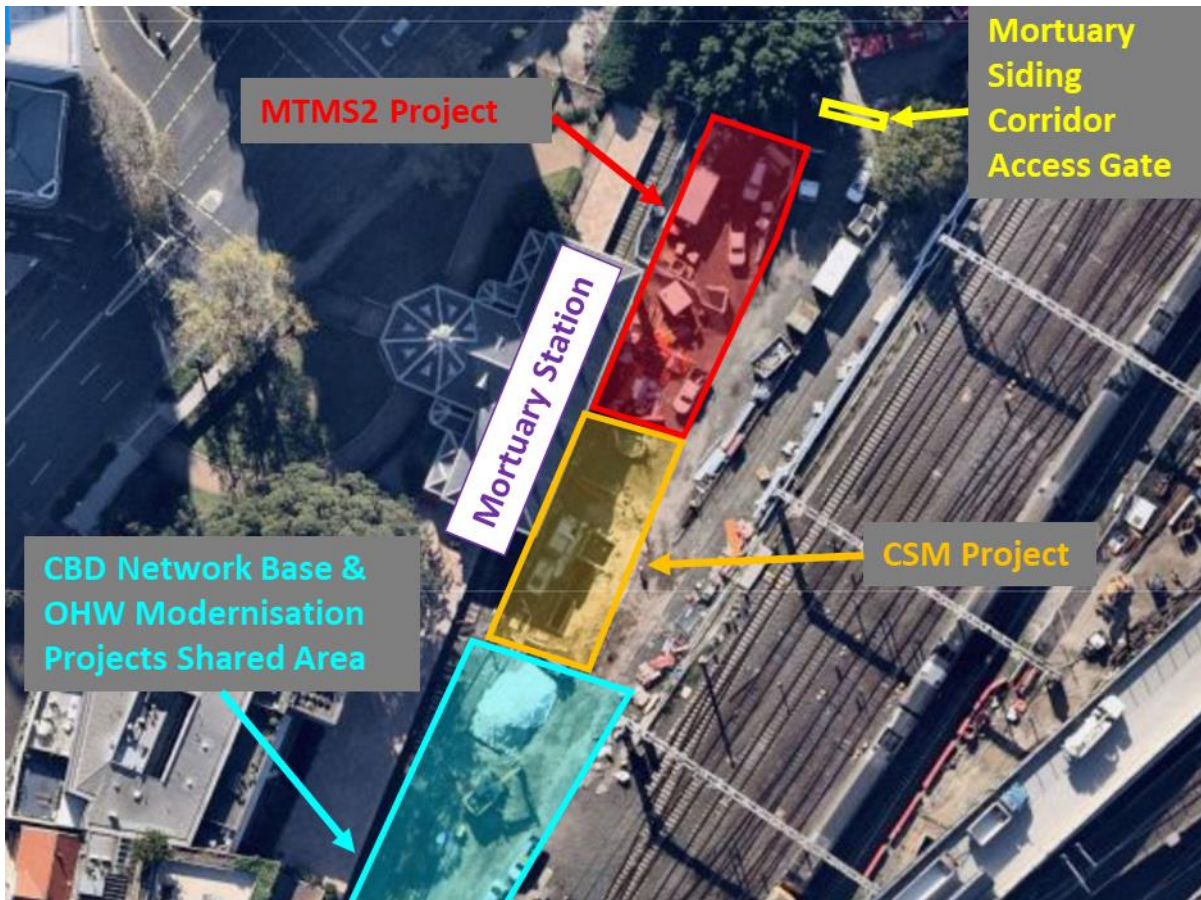
Item	Key
ATF Fencing – with mesh screening	Dashed black line
Ground coverage: Geo-fabric + ballast	Light green rectangle
Geo-fabric encasing sandbag/ballast bund	Dark green line
Mud bin	Light blue rectangle
Sand skip	Dark blue rectangle
Site shed	Red rectangle
Ply board – sand capture	Yellow rectangle
Port-a-loo	Orange rectangle
Protected drain	Yellow arrow
Pedestrian movement	Yellow star
Vehicle movement	Blue arrow

See Figure on next page for the proposed storage area within Mortuary Station. ATF will be used to demarcate the work area and the Phase B CSR ECM and associated ERSED plan remain relevant.



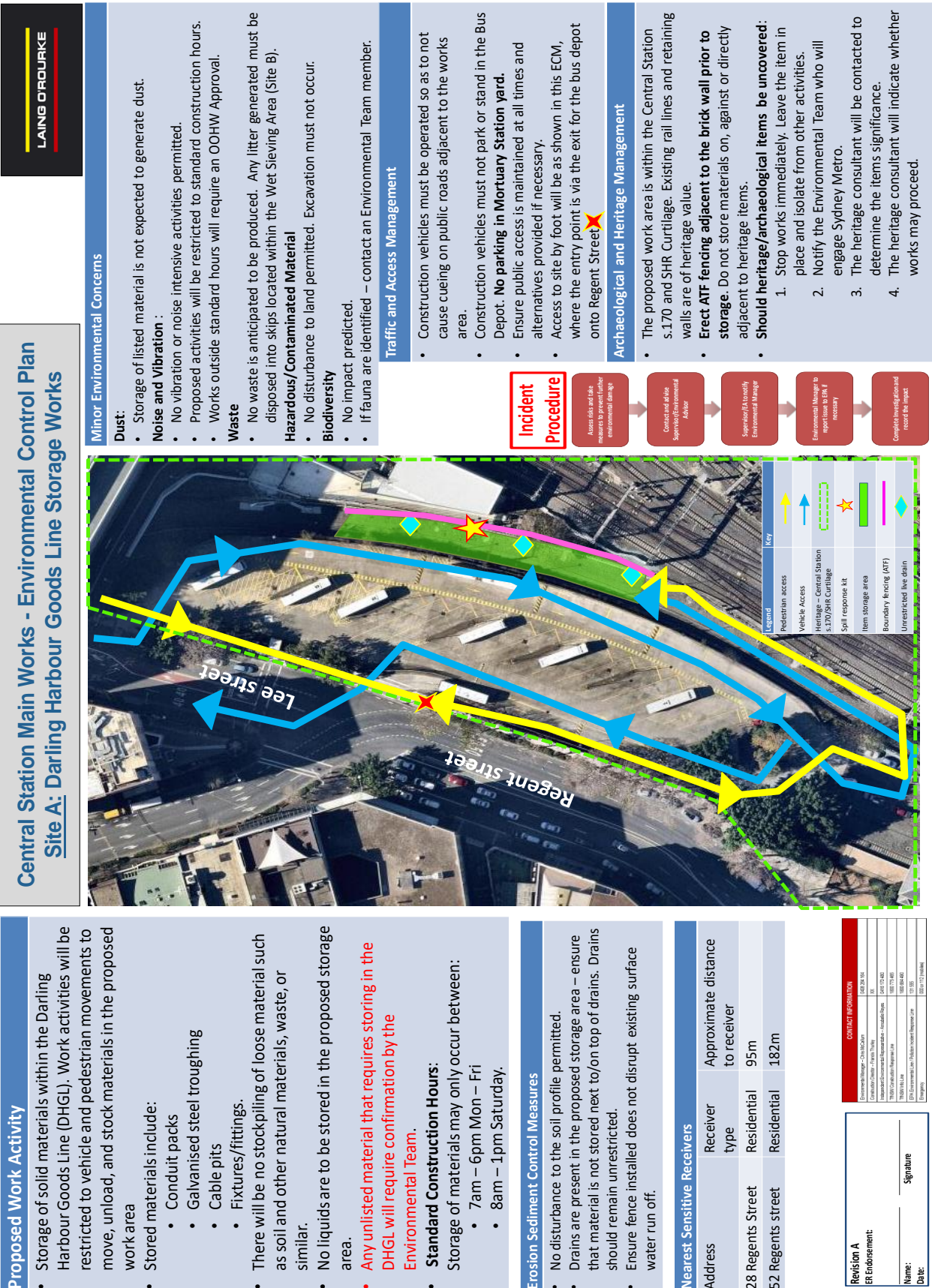
Legend	Key
Pedestrian access	Yellow arrow
Vehicle Access	Blue arrow
Heritage – Central Station s.170/SHR Curtilage	Green dashed line
Proposed storage area (Work site A)	A
Proposed Archaeological Sieving area (Work site B)	B
Spill response kit	Yellow star

Vehicle and pedestrian access
Pedestrians
To enter either work area by foot, pedestrians must first enter the bus depot at (X), and navigate through the Bus Depot to the steel gate that allows entry into Mortuary Station.
Vehicles
Vehicles must use the vehicle entry and exit points of the Bus Depot. (Left turn in and right turn to exit).

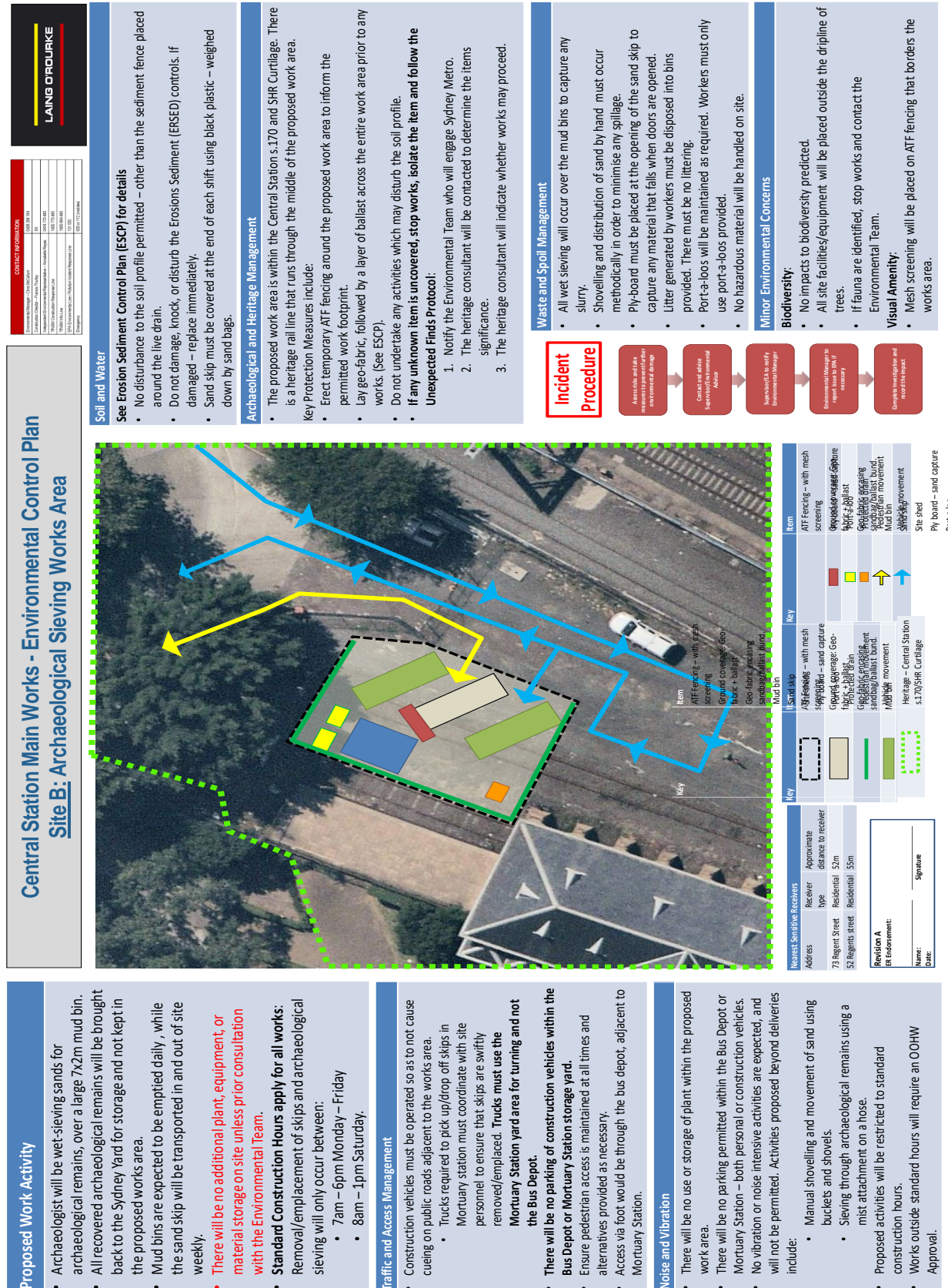


Revised: Note the new storage location within Mortuary Station pictured above. Storage location has been shifted south due to the MTMS2 Project.

Appendix B: Environmental Control Map DHGL Storage



Appendix C: Environmental Control Map – Archaeological Sieving Area



Appendix D: Erosion Sediment Control Plan - Site B



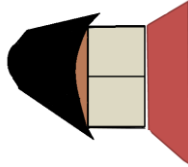
Developed by: Hussain Nilar – Environmental Advisor
Approved: Environmental Manager

Name: _____
Date: _____

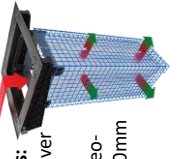
Signature _____

Daily/Pre-rain shut down:
At the end of each day and prior to any rain events:

- Skip doors must be shut.
- Skip must be covered in black plastic and weighed down.

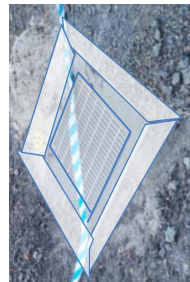


Key	Item
	ATF Fencing – with mesh screening
	Ground coverage: Geo-fabric + ballast
	Geo-fabric encasing sandbag/ballast bund.
	Mud bin
	Sand skip
	Site shed
	Ply board – sand capture
	Port-a-loo
	Protected drain
	Pedestrian movement
	Vehicle movement



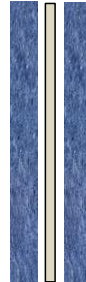
Drain protection measures:

- Geo-fabric wrapped over the grill of the drain.
- Bund around drain (geo-fabric encasing fine 20mm ballast or sandbags)
- Install geo-pod (right)



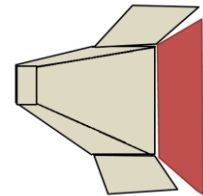
Ground coverage:

1. New layer of ballast.
2. Layer of geo-fabric
3. Existing ballast

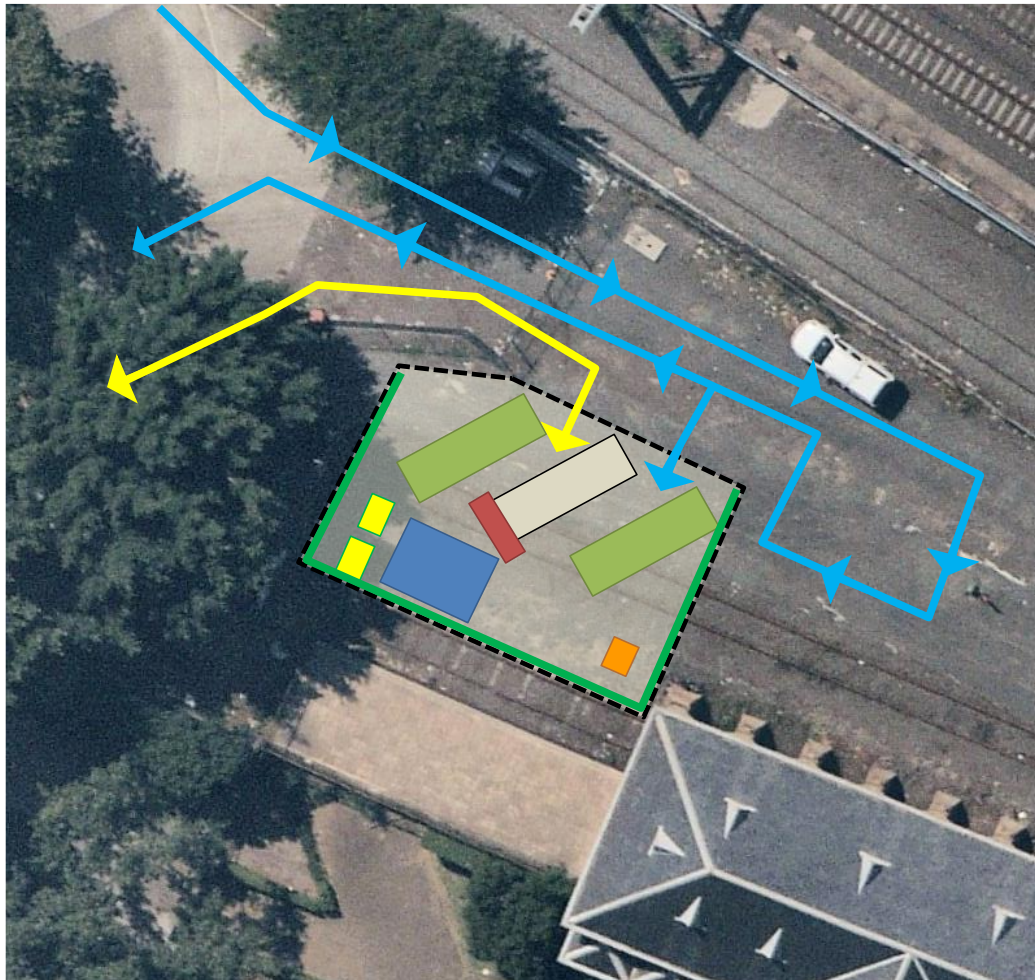


Sand skip & Ply board:

Ply board the width of the sand skip must be laid on the ground to capture any material that may fall when the doors are opened. This ensures the longevity of the ballast and geo-fabric.



Site B: Archaeological Sieving Work Area: Erosion and Sediment Control Plan



Appendix E – Traffic Control Plan

