

- Installing protection measures for existing vegetation required / intended to remain as part of the project (e.g. on Burroway Road and outside the proposed perimeter road corridor)
- Construction of the temporary road to maintain bus access to the Wentworth Point Ferry Wharf, including decommissioning the existing access road traversing the site
- Re-directing the utilities servicing the Wentworth Point Ferry Wharf, that currently traverse the subject development site
- Site establishment, clearing and grubbing
- Installing and maintaining environmental controls and traffic management provisions
- Site earthworks - including excavating and retaining for proposed basements
- Building construction works, associated landscaping and services installation
- Constructing the final perimeter 'loop' road, including the final provisions for access to the Ferry Wharf

Reference should be made to the principles outlined in the Concept Sediment and Erosion Control Plan and Details prepared by Northrop (Dwg. No. 130648-C2.01 and 2.11, Revision 1) – refer Appendix A.

CONSTRUCTION TRAFFIC MANAGEMENT

Appendix B incorporates a schematic Construction Traffic Management Plan. This has been prepared to depict the following principles for:

Traffic Control

- Access for construction traffic is anticipated off Burroway Road, via the southern corner of the site. This maximises the distance from Hill Road – to reduce construction traffic movements at the intersection, and at the entry to the Ferry Wharf access road.

Site access via the southern corner will necessitate an internal ramp during excavation works, in order to access the lower basement level from Burroway Road (higher).

- Construction deliveries to the site are expected to occur either within the site, or from vantage points along the Burroway Road frontage (i.e. allocations within the existing kerb-side parking lane).

Manual (STOP / GO) traffic controllers may be required to control public traffic - where vehicles accessing the site (or delivering plant / equipment) need to briefly manoeuvre into the travel lanes of Burroway Road.

Pedestrian Control

It is expected pedestrian access will be directed away from the immediate surrounds of the site. This is intended to improve safety and provide clear pedestrian paths – i.e. away from peripheral construction activities.

Pedestrian signage is expected to direct pedestrians:

- a. To the southern side of Burroway Road - away from the Burroway Road frontage, and
- b. To the existing shared cycle-way / pedestrian path (west of the Hill Road extension) – away from the western site boundary and the Ferry Wharf Access Road / carriageway.

Existing vegetation that is intended to remain as part of the project shall be protected from construction activities in accordance with the advice from suitably qualified practitioners. It is anticipated this may include the existing trees directly outside the site's Burroway Road frontage and existing trees directly north and west of the proposed perimeter road corridor.

Yours faithfully,

Mathew Richards

Principal – Civil Engineer

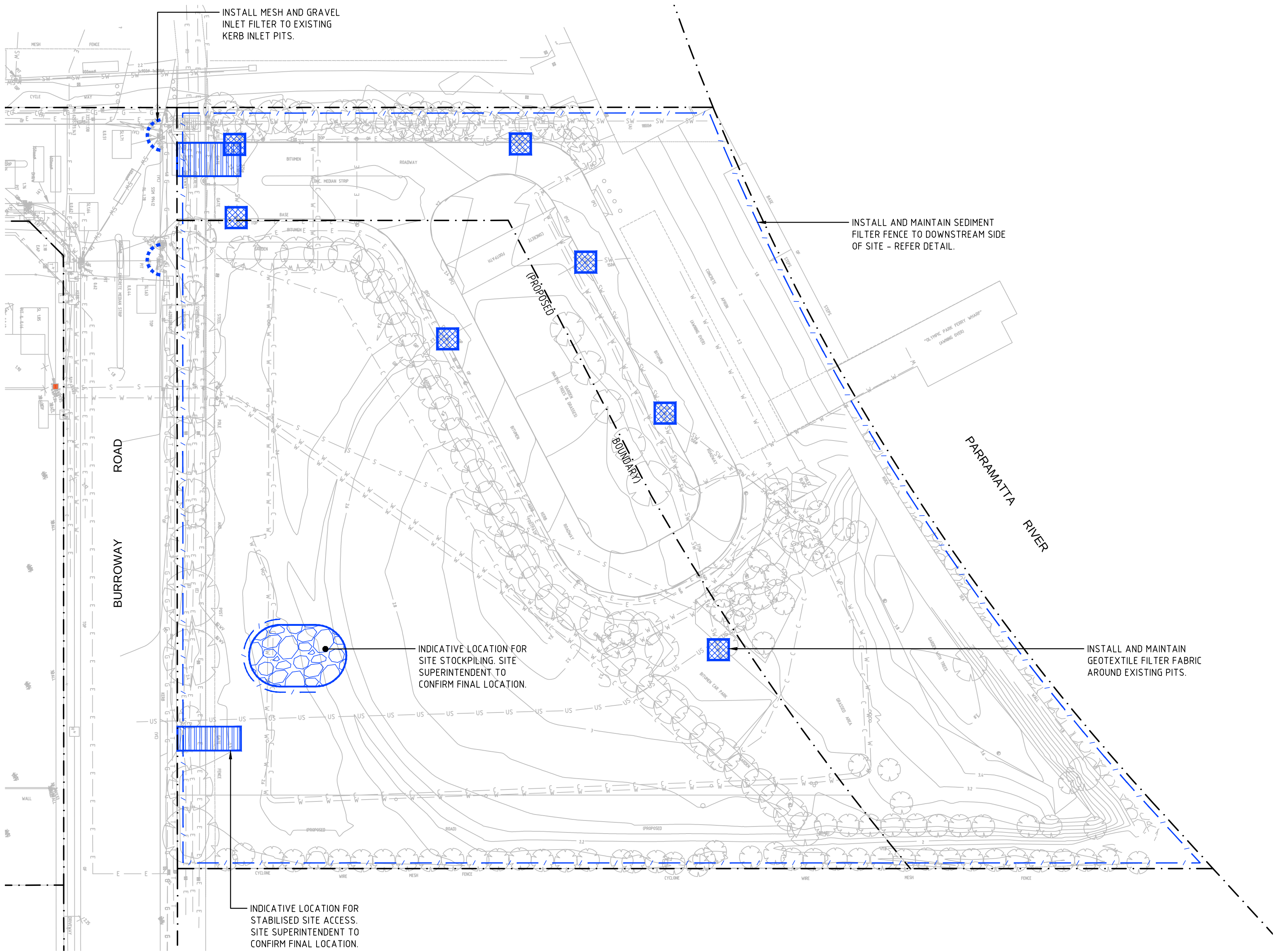
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VERIFIER

JOB MANAGER: ----

DESIGNED: S. NAUMOSKI

DRAWN: R. GRIEVE



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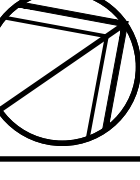
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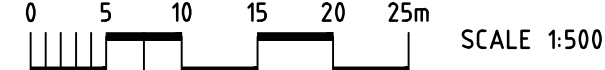
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PROJECT

SOPA FERRY WHARF

DRAWING TITLE

CIVIL DESIGN

CONCEPT SEDIMENT AND EROSION CONTROL PLAN

JOB NUMBER

130648

DRAWING NUMBER

C2.01

REVISION

1

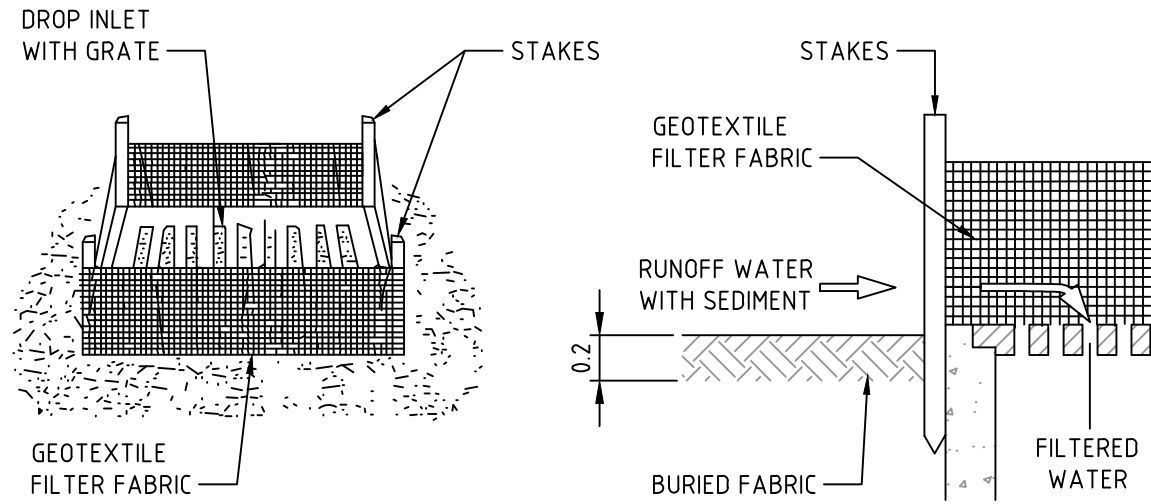
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VERIFIER

JOB MANAGER: ----

DESIGNED: S. NAUMOSKI

DRAWN: R. GRIEVE

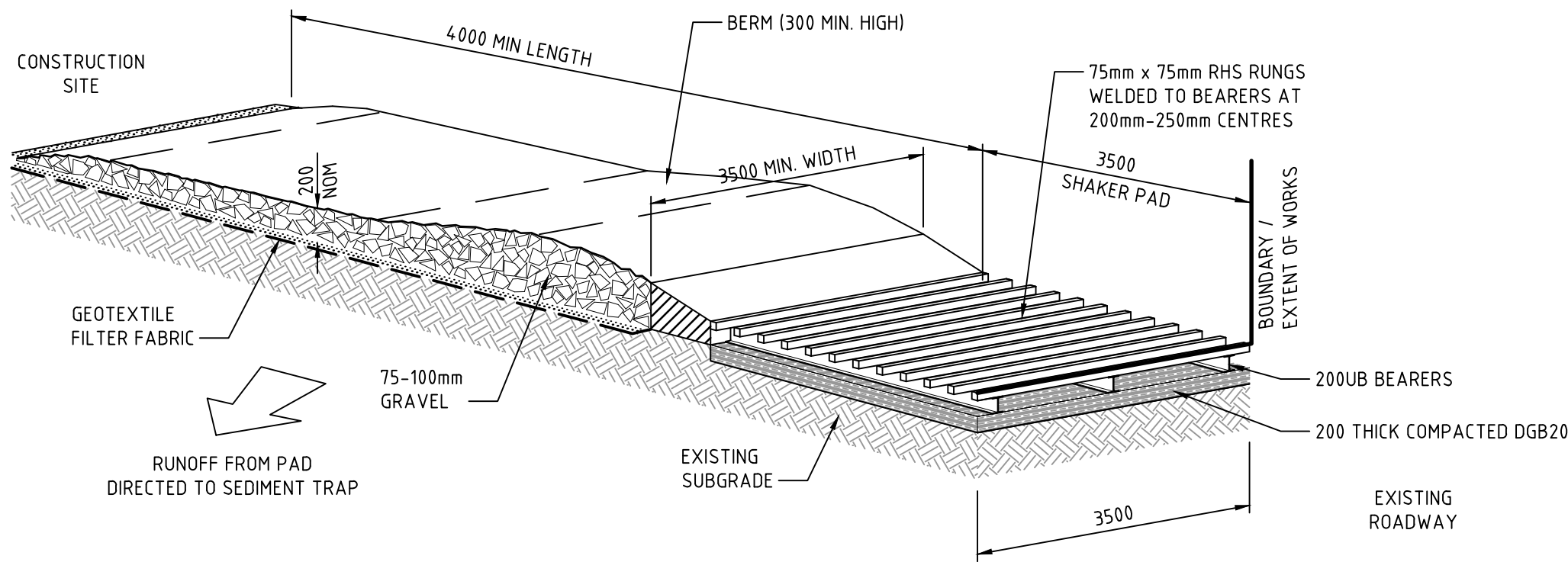


GEOTEXTILE INLET FILTER DROP INLET SEDIMENT TRAP

NOT TO SCALE

NOTES:

- FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OR STRAW BALES.
- CUT A 200mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
- DRIVE 10m LONG STAR PICKETS INTO GROUND AT THE FOUR CORNERS OF PIT WALLS. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
- 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.
- JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
- BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

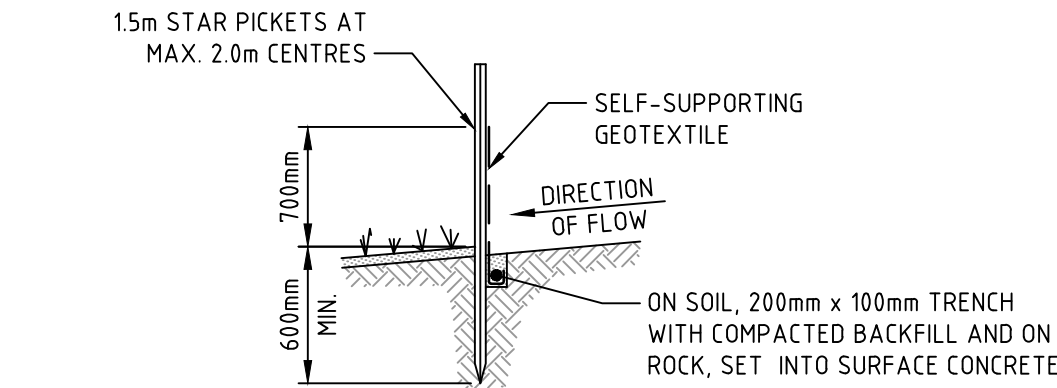


STABILISED SITE ACCESS

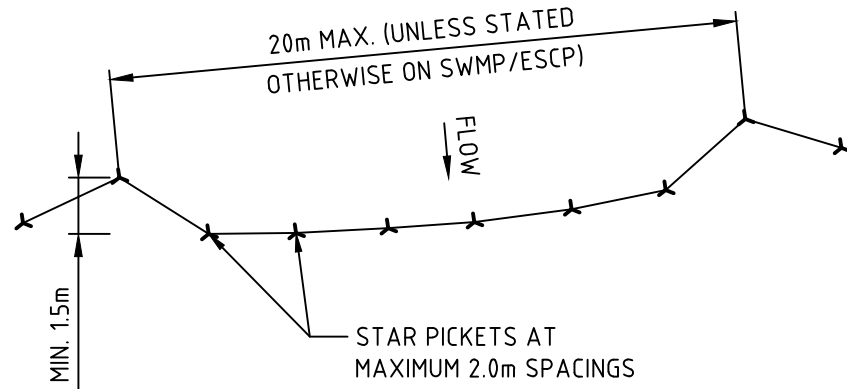
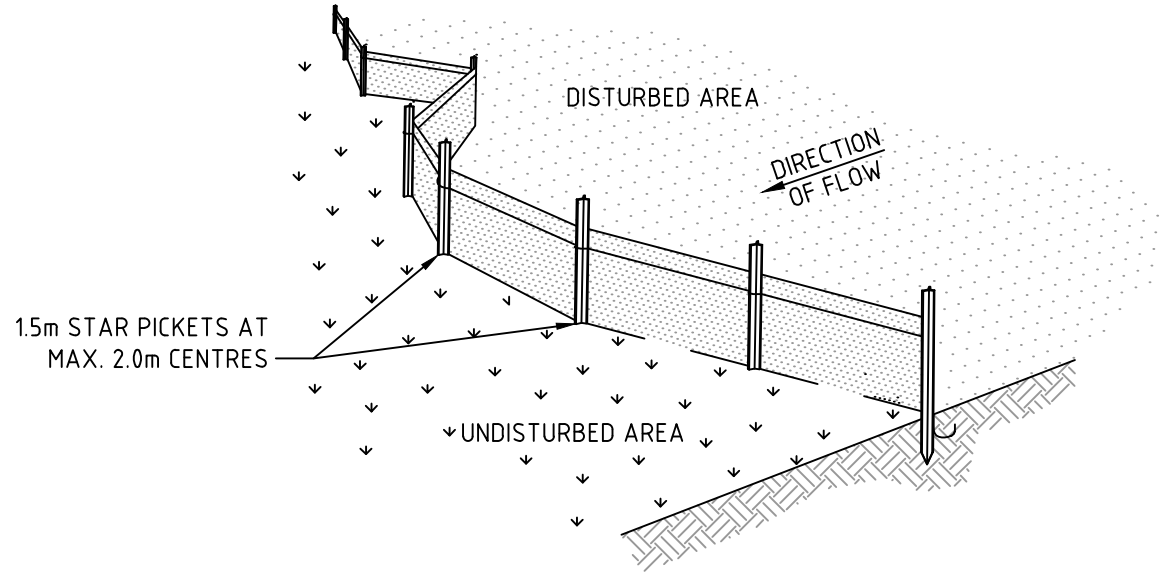
NOT TO SCALE

MAINTENANCE

- THE TEMPORARY ACCESS SHALL BE MAINTAINED IN A CONDITION THAT PREVENTS TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY.
- THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL GRAVEL AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS OF WAY MUST BE REMOVED IMMEDIATELY.
- INSTALL BARRIER ON EITHER SIDE OF SHAKER PAD TO ENSURE VEHICLES ARE GUIDED ON TO THE PAD.
- INVERT OF SHAKER PAD TO BE DRAINED VIA AGRICULTURAL PIPE WRAPPED IN GEOTEXTILE FABRIC.



SECTION DETAIL



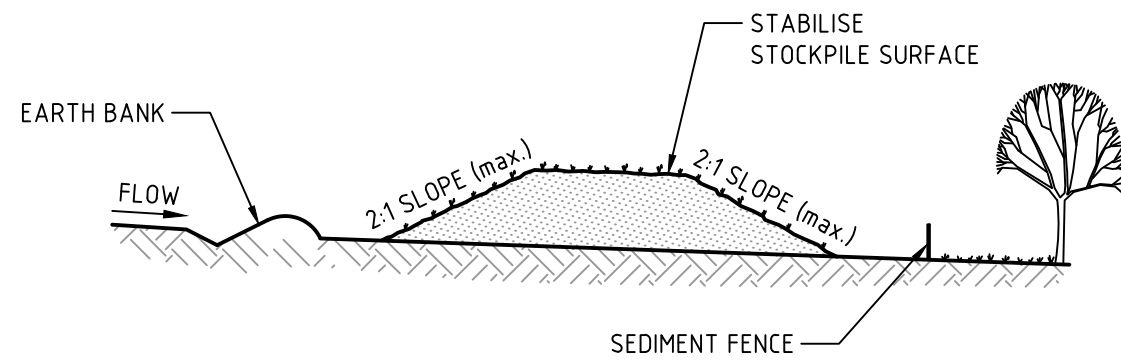
PLAN

SEDIMENT FENCE

NOT TO SCALE

NOTES:

- 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 50L/s IN THE DESIGN STORM EVENT, USUALLY THE 10-YEAR EVENT.
- CUT A 200mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
- DRIVE 15m LONG STAR PICKETS INTO GROUND AT 2.0m INTERVALS (MAX) AT THE DOWNSLOPE. EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
- 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.
- JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
- BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

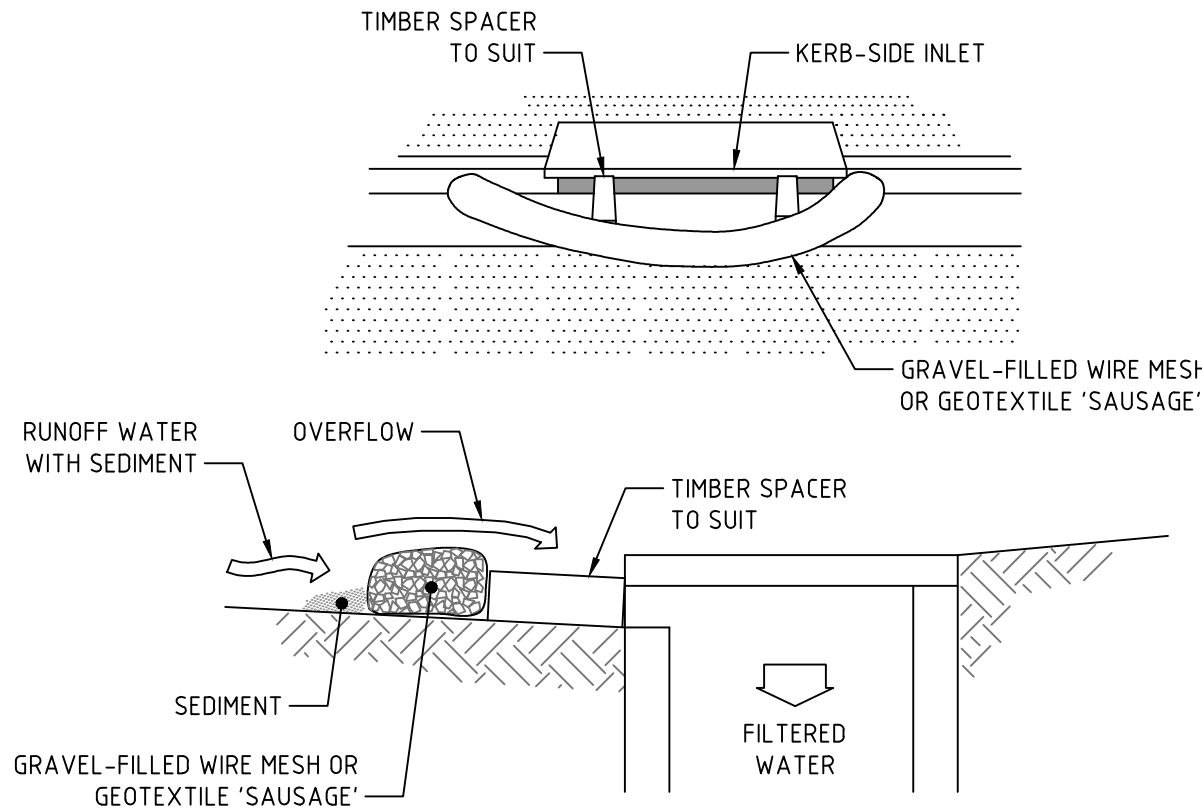


STOCKPILE

NOT TO SCALE

NOTES:

- PLACE STOCKPILES MORE THAN 2 (PREFERABLY 5) METRES FROM EXISTING VEGETATION, CONCENTRATED WATER FLOW, ROADS AND HAZARD AREAS.
- CONSTRUCT ON THE CONTOUR AS LOW, FLAT, ELONGATED MOUNDS.
- 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.
- CONSTRUCT EARTH BANKS ON THE UPSLOPE SIDE TO DIVERT WATER AROUND STOCKPILES AND SEDIMENT FENCES 1 TO 2 METRES DOWNSLOPE.



MESH AND GRAVEL INLET FILTER

NOT TO SCALE

NOTES:

- THIS PRACTICE ONLY TO BE USED WHERE SPECIFIED IN AN APPROVED SWMP/ESCP.
- INSTALL FILTERS TO KERB INLETS ONLY AT SAG POINTS.
- FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT AND FILL IT WITH 25mm TO 50mm GRAVEL.
- FORM AN ELLIPTICAL CROSS-SECTION ABOUT 150mm HIGH x 400mm WIDE.
- PLACE THE FILTER AT THE OPENING LEAVING AT LEAST A 100-mm SPACE BETWEEN IT AND THE KERB INLET. MAINTAIN THE OPENING WITH SPACE BLOCKS.
- FORM A SEAL WITH THE KERB TO PREVENT SEDIMENT BYPASSING THE FILTER.
- SANDBAGS FILLED WITH GRAVEL CAN SUBSTITUTE FOR THE MESH OR GEOTEXTILE PROVIDING THEY ARE PLACED SO THAT THEY FIRMLY ABUT EACH OTHER AND SEDIMENT-LADEN WATERS CANNOT PASS BETWEEN.

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