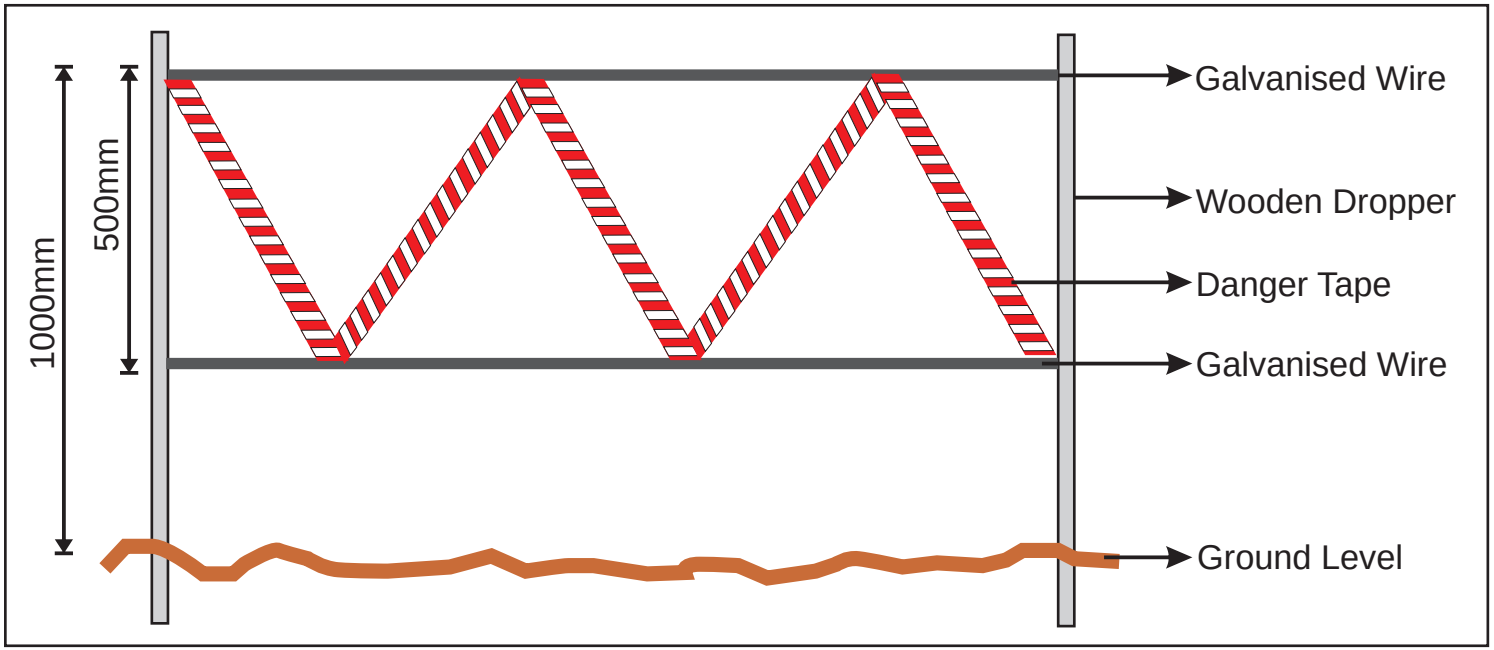

Plate A: Showing a cross section of a typical method of demarcation of no-go areas.

Where demarcation is required on a down slope, it can be more cost effective to include the required silt protection mechanisms on the same support structure as the demarcation. This is detailed in **Plate B** below and must be read in conjunction with the details on erosion control included in the previous diagram.

GENERAL CONSIDERATIONS FOR DEMARCATION OF NO GO AREAS

- The demarcation must include all areas that are going to be disturbed in the total construction (including all service lines)
- The no -go areas may not be accessed by any person (including lunch, tea breaks etc.). Without the explicit written permission from te ECO.
- Maximum fines will be issued for any non compliance with regards to the no go policy.

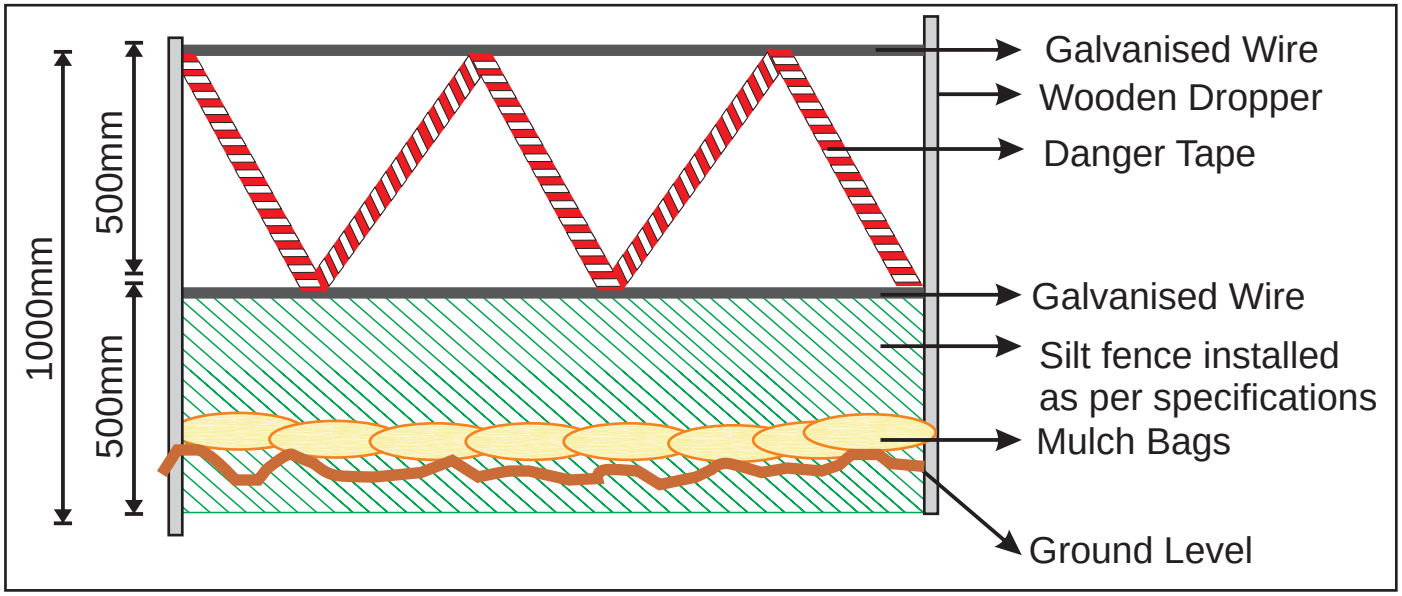

Figure 1: Demarcation of No - Go Areas During Construction

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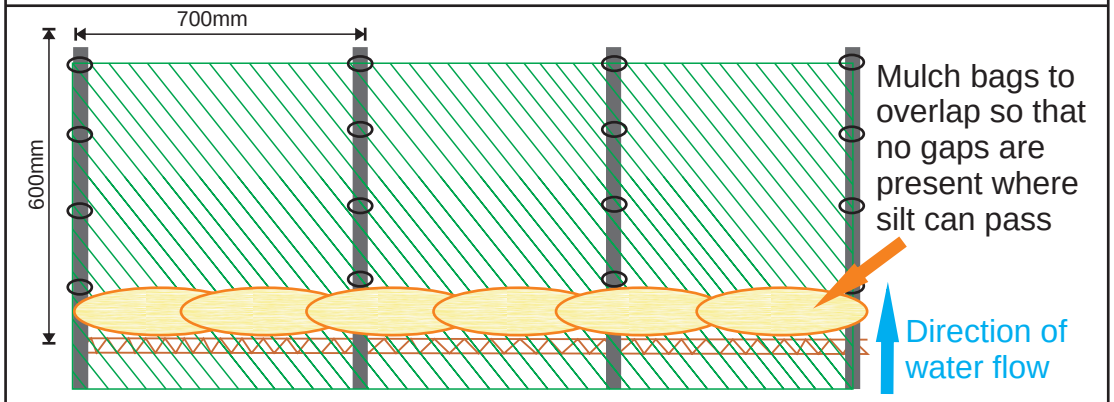
Frontal View



The purpose of a silt fence is to create a temporary barrier to maintain sediment on a construction site in order to prevent soil erosion and pollution through sediment and nutrient loading. Silt fences are designed to detain sediment from the disturbed construction area and also prevent sheet erosion by decreasing the velocity of the run off.

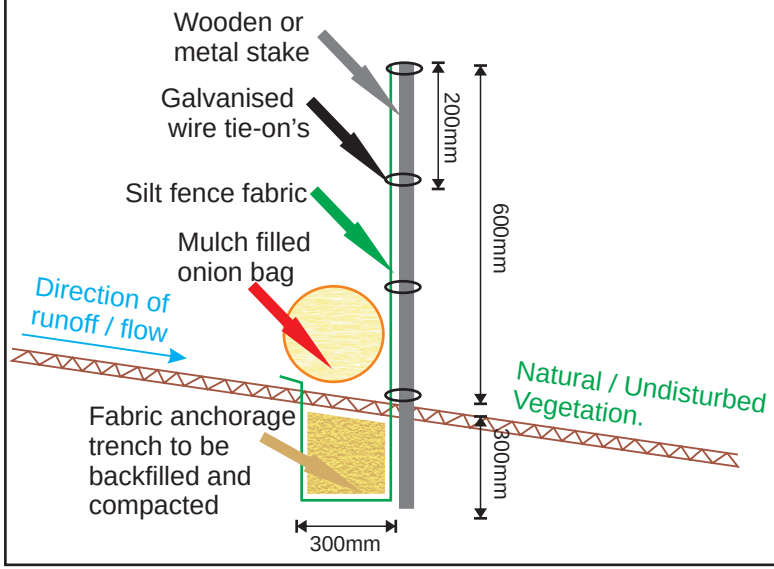
Technical Specifications

- Silt fence fabric to consist out of 50% shade cloth or a geotextile such as biddim (if biddum is used, it is not necessary to place mulch bags).
- Wooden droppers are suitable for the stakes. If the construction program takes place over an extended time frame it may be necessary to use treated droppers or metal stakes.
- The support stakes should not be placed further than 700mm apart on the down slope side of the fabric.
- The fabric should be secured to the stakes using galvanised wire ties not further than 200mm apart.
- The fabric anchorage trench should be at least 300mm deep.

Planning, Placing and Maintenance

- The silt fence is to be installed on all disturbed slopes where sheet erosion may take place.
- This type of silt fence is not suitable for areas where water is concentrated. i.e. gulleys and storm-water outlets.
- The silt fences should be along the contour lines
- The rows of silt fences should be bowed to prevent erosion and loss of silt on the ends of the fence line.
- Silt fences should be inspected weekly and before every forecast rainfall event. Any damage must be repaired immediately.
- Silt deposits should be cleared after each rainfall event. CLEARED SILT MUST NOT BE PLACED DOWN SLOPE OF THE FENCE.

Cross-section View



Top View

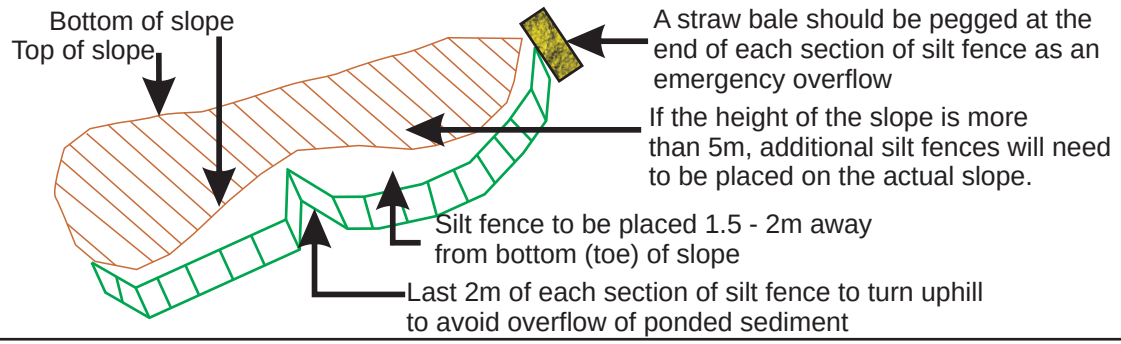


Figure 2: Specifications for Silt Fences

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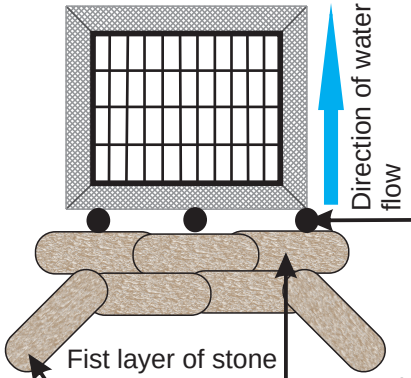
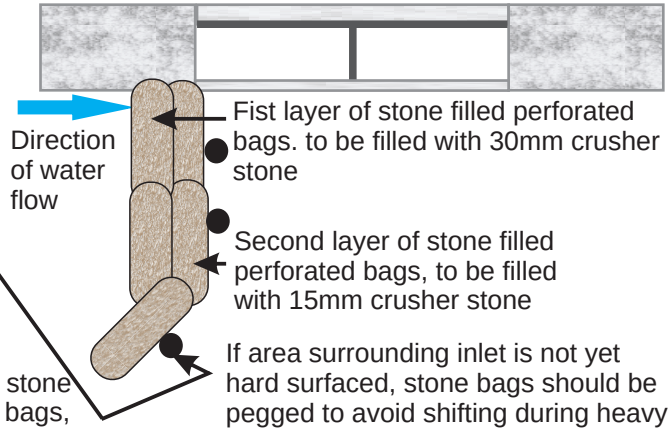
Inlet Protection

Drop Inlets



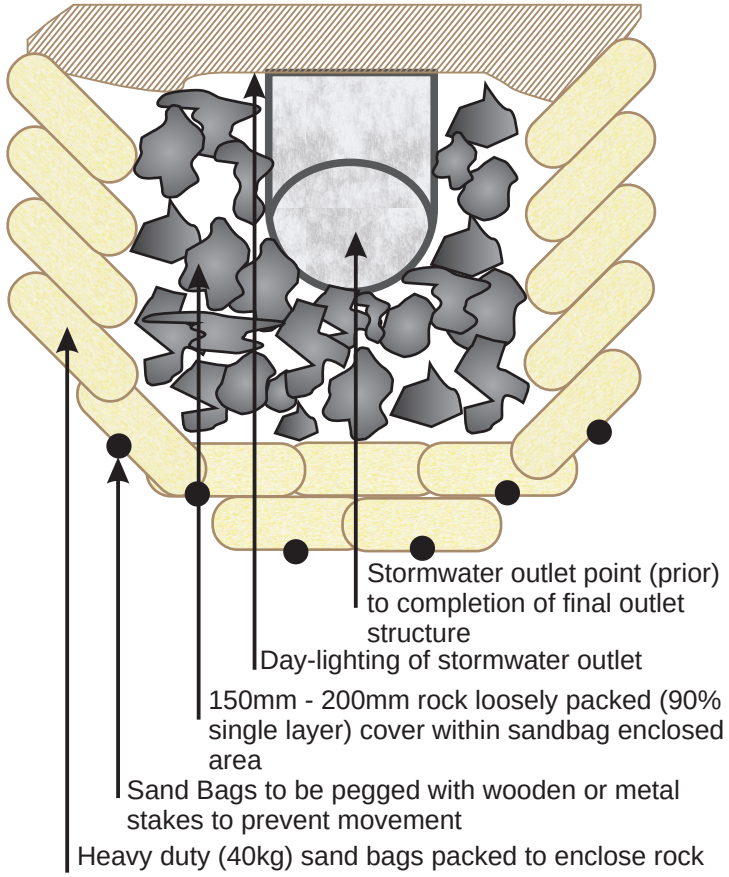
Kerb Inlets



- Should the inlet be positioned at a low point with water entering from a number of sides, a double row of stone bags (as detailed above) should be placed at each side where water enters.

- In low flow, high sediment areas, consideration should be given to cover the inlet structures with biddum (this will only work in low flow areas.)

Outlet Protection



- The methodology referred to above is effective as a temporary measure to be used during construction and is in no way intended to replace the permanent measures that must be installed. These permanent measures must be constructed as per the engineers specifications.
- Stormwater systems should ideally be constructed during low rainfall periods in order to allow for permanent protection measures to be put in place before the rainy season.
- Consideration should be given to encase the outlet structure with a geo-fabric such as biddum. This should first be clarified with the site engineer to ensure compatibility with the stormwater system.

Figure 3: Specifications for Temporary Stormwater Management During Construction

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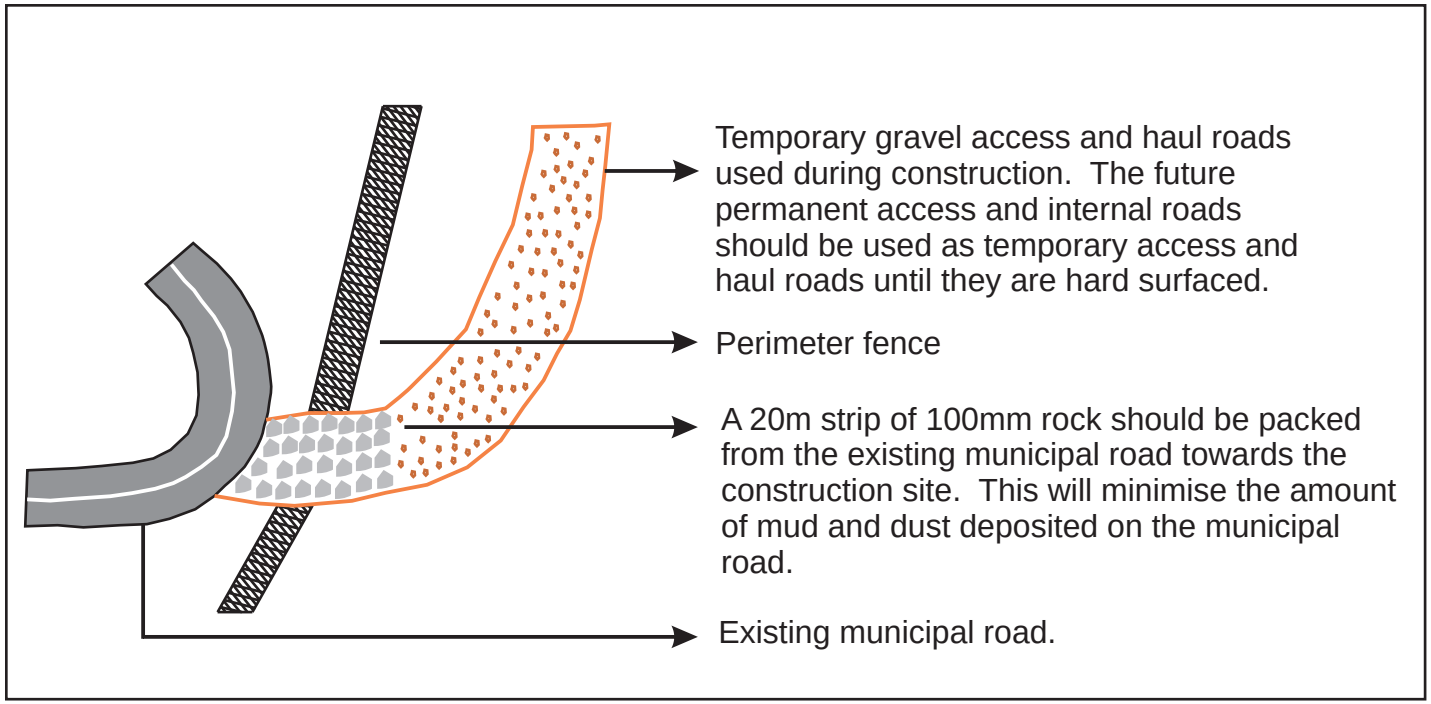
Key Environmental Considerations for Haul Roads

The most important environmental factor to be considered regarding access and haul roads, is the location thereof. Haul roads should be designed to make use of future permanent internal roads and access points.

The haul roads should never be construction in areas that will not be permanently transformed with the development. Nor should they be constructed in any sensitive area.

Another safety and environmental hazard caused by haul road surface is dust problems. Roads should be designed with enough fines to act as binders for the larger particles. However, an excess of fines will result in these particles being released to the atmosphere when repeated stress is applied by the equipment tires. All haul roads that do not have a "sealed" surface, will create dust. The dust problem is mainly dealt with by application of water.



Minimisation of Dust on Haul Roads

- Every effort to minimize dust pollution on the site must be undertaken.

- Construction vehicles must adhere to speed limits and minimization of haul roads must be implemented. During dry, dusty periods haul roads should be kept dampened to prevent excess dust.

- No potable water may be used for damping haul roads.

- As an alternative, products such as road environment dust suppressants (Reds) would be recommended in order to minimize the use of water for controlling dust pollution. This is to be determined by the ECO during construction as required.

Figure 4: Management of Haul and Access Control During Construction

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