



Integrated  
Management  
System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	BPS Routes to Artarmon and Waterloo SS
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Line-wide Contract
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Form information – do not alter

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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)):

SSI 15\_7400 Sydney Metro City & Southwest – Chatswood to Sydenham, as modified.

Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation

Modification 2 – Central Walk

Modification 3 – Martin Place Metro Station

Modification 4 – Sydenham Station and Sydney Metro Trains Facility South

Modification 5 – Blues Point acoustic shed

Modification 6 – Administrative Changes

Modification 7 – Modify Condition E100

Modification 8 – Blues point Access Site

### Date of determination:

SSI 15\_7400 – 9 January 2017

Mod 1 – 18 October 2017

Mod 2 – 21 December 2017

Mod 3 – 22 March 2018

Mod 4 – 13 December 2017

Mod 5 – 2 November 2018

Mod 6 – 21 February 2019

Mod 7 – 24 June 2020

Mod 8 – 25 November 2020

### Type of planning approval:

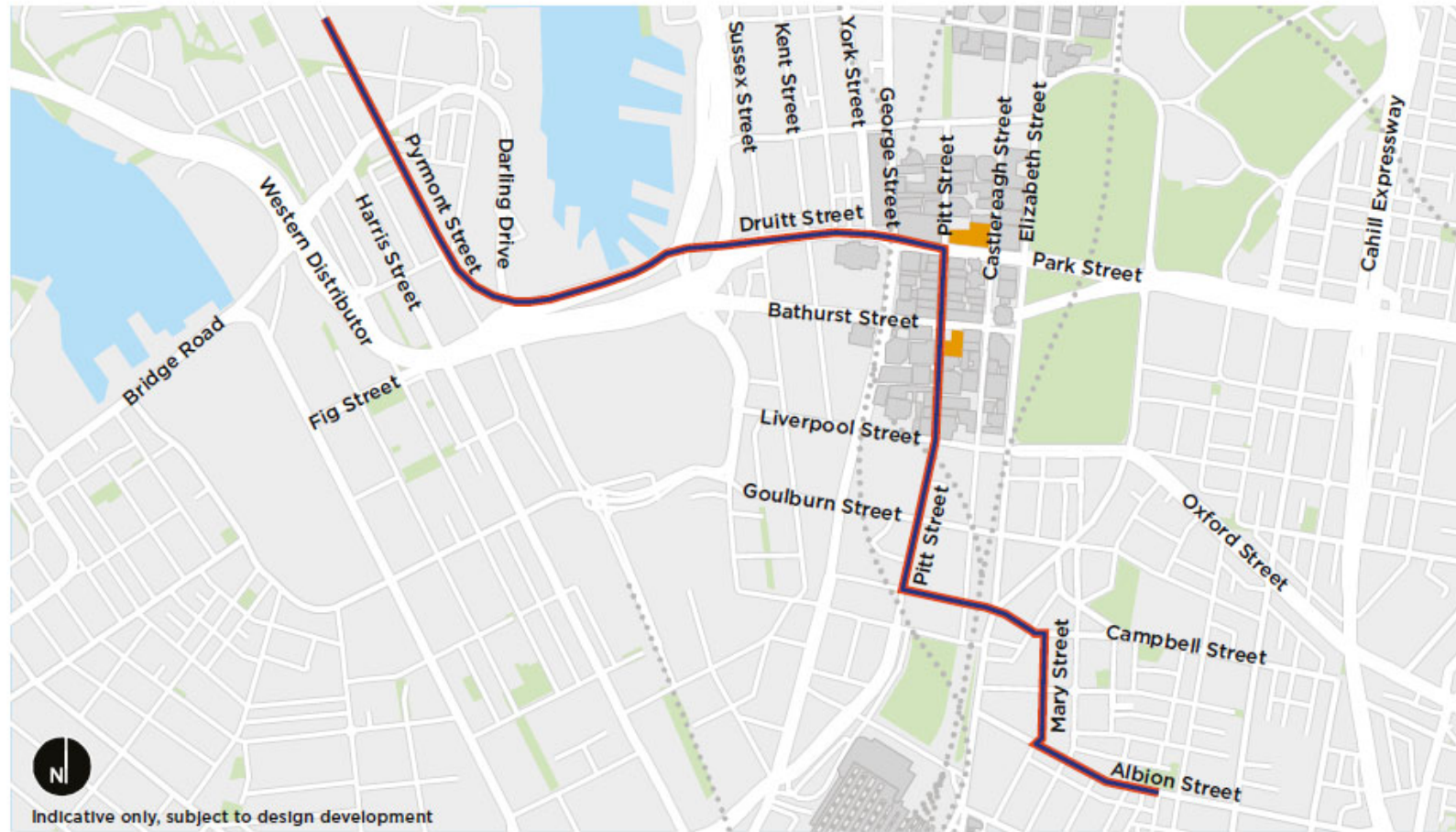
Division 5.2 – Critical State Significant Infrastructure (CSSI)

### Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham (C2S) component of Sydney Metro City & 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.

Sections 6.10.3 and 7.11.5 of the C2S Environmental Impact Statement (EIS) outline the description of the approved traction power supply and substation, and indicated that the supply route for the Pitt Street site would also be used to provide a permanent power supply to the Pitt Street traction substation.

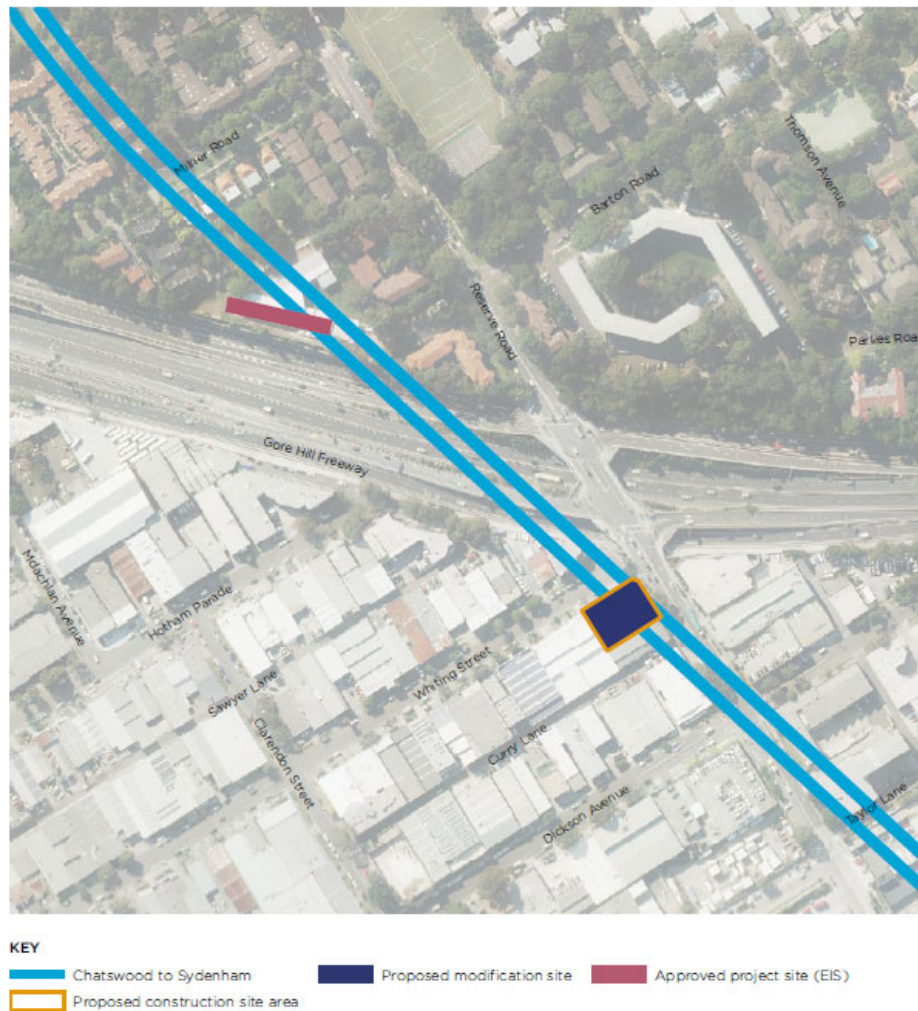
Figure 1 (source:EIS) outlines the approved power supply route from Surry Hills substation to Pitt Street Station:



**KEY**

Proposed construction site area
  Power supply route
  Existing suburban rail

**Figure 1: Pitt Street Station – power supply route (source: EIS)**



**Figure 2: Artarmon Substation (source: Modification 1)**

The location of the Artarmon substation was amended through Modification 1 (Mod 1) from Butchers Lane, north of the Gore Hill Freeway, to 98-104 Reserve Road, within the Artarmon industrial area. The form of the substation would be generally consistent with the approved project, and would include an above ground building with an associated shaft to reticulate cables to the tunnels below. Figure 2 from the Modification Report (see left) indicates EIS and the modified site locations.

While there is no power supply route diagram for the Artarmon traction substation – neither in the planning approval nor Mod 1, the EIS indicates that a power connection would be provided directly from the local grid. The nearest Ausgrid substation is at Campbell Street and corner of Clarendon Street, Artarmon, which is located approximately 350m to the south of the modified site.

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

Chatswood to Sydenham Environmental Impact Statement, May 2016

Chatswood to Sydenham Submissions and Preferred Infrastructure Report, October 2016

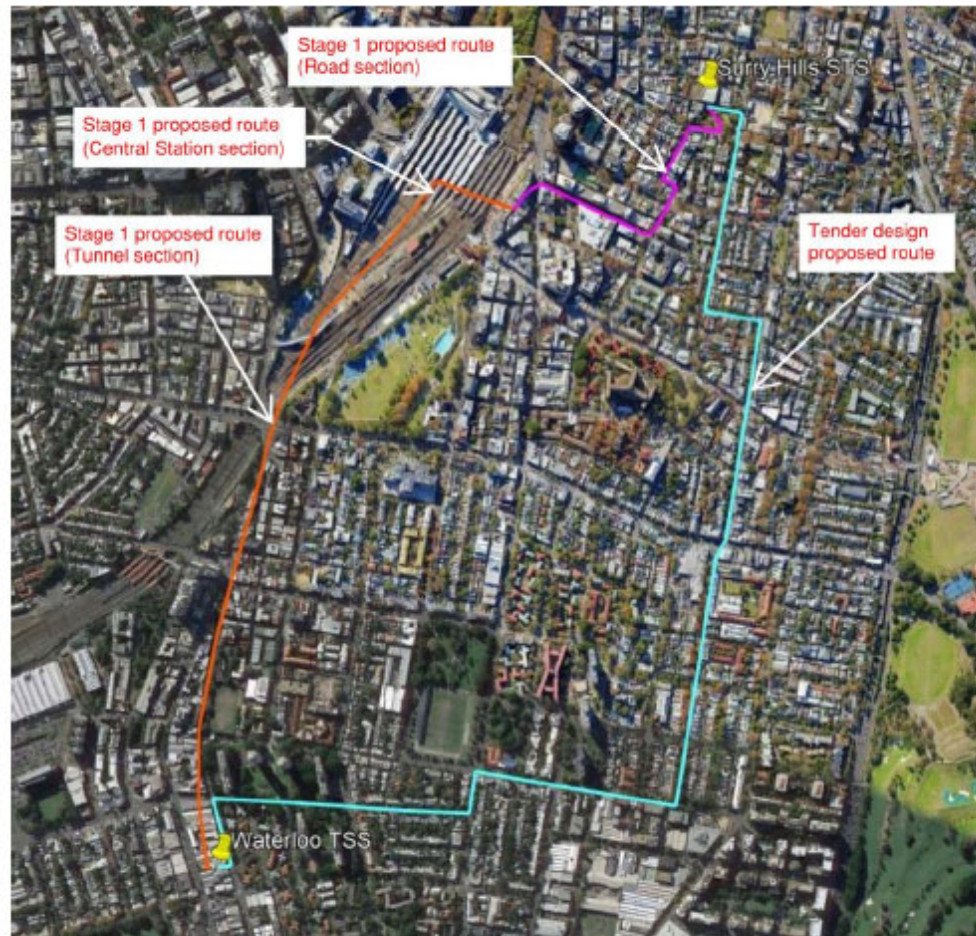
Chatswood to Sydenham Conditions of Approval, 9 January 2017, as modified

Modifications 1-6 Modification Reports and Submission Reports

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, modification reports, submission reports and the Infrastructure Approval, as modified.



## 2.0 Description of proposed development/activity/works



**Figure 3: Surry Hills – proposed BSP Route Plan**

### BPS Route from Surry Hills to Waterloo Station

Since the approval of the C2S EIS the design has evolved and a decision was made to abandon the Pitt Street traction substation. Instead, traction power supply to the Sydney Metro network will now be provided from the Waterloo traction substation. As a result, the approved power supply route from Surry Hills substation to Pitt Street Metro Station is no longer required, but instead a bulk power supply (BPS) route is now required to Waterloo Station.

Figure 3 indicates the new proposed BPS route from Surry Hill Zone substation (No 7170) at 37 Ann Street to the Waterloo Station traction substation via Central Station with the proposed BPS route utilising the Sydney Metro infrastructure network for the reticulation works between Central Station and Waterloo Station.

Two options were developed for the section of the proposed route from Surry Hills substation to Central Station, those being Routes 1 and 2. In subsequent design reviews and through consultation with Ausgrid, the route was further refined and Route 2 was selected as the preferred BPS route.

The initial proposal for Route 2 was to exit the Surry Hills substation, cross Frog Hollow Reserve, then proceed along Albion Street – Bellevue Street – Albion Lane – Commonwealth Street – Foveaux Street – Elizabeth Street – Randle Lane and into the new Central Walk entry building at Central Station. Further consultation with Ausgrid has disallowed the section of Route 2 along Commonwealth Street. Two alternative variations of Route 2 are now proposed and are being investigated – one along Belmore Street and the other along Mary Street.

Initial Investigation works (potholing, services location and resistivity testing) are proposed on sections of Belmore Street, Mary Street and Foveaux Street to facilitate the selection of the best alternative and finalisation of the route design. The investigation works will need to be carried out outside of standard working hours.

A section of existing underground sewer pipe located in Randle Lane must be inspected and potentially relined prior to constructing the Randle Lane section of the BPS. The approved project work area will need to be extended to the southern end of Randle Lane to facilitate that work.



The location and status of an existing underground 33 kV Ausgrid cable in Foveaux Street will need to be investigated in order to inform the design and facilitate construction of the BPS route in Foveaux Street. This will require investigation work to be carried out in Foveaux Street between Little Riley and Corben Streets, as shown in Figure 4.

The HV cable installation work area will extend into Ann Street, for the cable pulling activity. From Ann Street the cable will be pulled through the Ausgrid substation building into Frog Hollow Reserve and then through the BPS route to Belmore Street. The approved project work area will need to be extended into Ann Street on the northern side of the Ausgrid substation, as shown in Figure 4 (shown as a green box). The HV cable drum un-coiler unit will be set up in the work area on Ann Street to facilitate the cable hauling through the Ausgrid substation.

See Figure 4 for the proposed route alignment and locations of investigation works. It is proposed to install the BPS feeder between Surry Hills zone substation and Waterloo traction substation as follows:

- Install HV cable on the northern side of the Ausgrid substation, on Ann Street.
- Pull cable from Ann Street through the Surry Hill STS.
- Surry Hill STS south side exit at Little Albion Street and into Frog Hollow Reserve.
- Cross Frog Hollow Reserve through new underground cable route.
- Access Albion Street from southern wall of Frog Hollow Reserve.
- Install cable underground and head west on Albion Street and into Bellevue Street.
- Install underground heading south on Bellevue Street, then turn west into Albion Way.
- Install underground along Albion Way and
  - Alternative 2A – turn south into Belmore Street and install underground south along Belmore Street, OR
  - Alternative 2B – turn south into Mary Street and install underground along Mary Street
- Turn west into Foveaux Street.
- Investigate the location and status of existing 33 kV Ausgrid cable in Foveaux Street to inform design and facilitate construction of BPS route in Foveaux Street
- Install underground west along Foveaux Street and into Elizabeth Street.
- Install underground south along Elizabeth Street and into Randle Lane.
- Inspect and reline existing underground sewer pipe in Randle Lane to enable construction of Randle Lane section of BPS route
- Install underground south along Randle Lane and into new Central Walk entry building cable chamber.
- Install cable through services tunnel, passing through Central Station and into new Sydney Metro tunnel.
- Install cable along tunnel walls and into Waterloo Traction Substation.

BPS construction works on Albion Street, Foveaux Street and Elizabeth Street would need to be undertaken outside of standard working hours. The proposed feeder route is approximately the same length of the route nominated in Tender Design package, however the main advantage of the new route is the reduction in the cable route length to be installed underground within the existing road network. This would potentially minimise the project cost, time and impacts to the environment and community.



Figure 4: Proposed revised BPS route (Route 2), Surry Hills





**Figure 5: Proposed BPS Route, Artarmon**

### Artarmon BPS Route from Ausgrid substation to Sydney Metro traction substation

It is proposed to reticulate the BPS feeders from Ausgrid's Willoughby substation to the Sydney Metro Artarmon traction substation via:

- Cables exit underground through northern boundary of Willoughby substation into Carlotta Street
- North-east along Carlotta Street to Reserve Road
- North-west along Reserve Road
- Enter Artarmon traction substation (33kV switch room) at 98-104 Reserve Road

To facilitate construction of the Artarmon BPS route, an existing set of Ausgrid 33kV cables located in Reserve Road is to be relocated within Reserve Road. The Ausgrid cable relocation works will take place concurrently with the Artarmon BPS construction works.

To facilitate construction of the Artarmon BPS an existing 100mm water main, in reserve Road ( between Dickson Ave and the Traction Sub station will also require some adjustment . This work will also occur concurrently with the Artarmon BPS construction works

Refer to Figure 5 on the left for a diagram of the proposed BPS route.

## 3.0 Timeframe

There is no change to the proposed duration of works for the BPS routes. Works are anticipated to commence early 2020 and would be completed by end 2022, followed by testing and commissioning.

## 4.0 Site description

### 1) BPS Route from Surry Hills to Waterloo Station

The new proposed BPS route would reticulate power from the Surry Hill Zone substation to the Waterloo Station traction substation via Central Station. Between Central Station and Waterloo Station the proposed BPS route would utilise the Sydney Metro infrastructure network for the cable route.

As shown in Figure 4, the BPS route would commence at the Surry Hills substation located at 37 Ann Street. Cables will be installed on the northern side of the Ausgrid Substation, on Ann Street, and pulled through the Ausgrid substation. Cables would exit the southern side of the substation building into Little Albion Street, then traverse Frog Hollow Reserve southwards to Albion Street, cross the footpath and follow Albion Street west towards Bellevue Street. Then turn and head south on Bellevue Street to Albion Way. The route would then turn and head east on Albion Way, and then turn south and run along either Belmore Street or Mary Street. At the intersection of Belmore Street or Mary Street and Foveaux Street the route would turn and run west along Foveaux Street. At the junction of Foveaux Street with Elizabeth Street, the cable route would turn south and run along Elizabeth Street, then turn south-west into Randle Lane.

The cable would enter Central Station via a cable chamber within the new Central Walk pedestrian tunnel entry building, to be located between Randle Lane and Chalmers Street. The cable will continue through a services tunnel incorporated alongside of the Central Walk tunnel, passing through Central Station and into the new Sydney Metro tunnel. From there the cable would be installed along tunnel walls all along into Waterloo Traction Substation.

Surry Hills is an inner city, eastern suburb of Sydney and situated immediately south-east of the Sydney CBD in the local government area of the City of Sydney. Surry Hills is surrounded by the suburbs of Darlinghurst to the north, Chippendale and Haymarket to the west, Moore Park and Paddington to the east and Redfern to the south.

Frog Hollow Reserve at 303-307 Riley Street, on the corner of Albion Street, Surry Hills, is a local park that is popular with dog owners and local groups for fitness exercise.

Central is a locality in the north-west of the suburb around Central station where a new Sydney Metro Station is currently under construction.

### 2) Artarmon BPS Route from Ausgrid substation to Sydney Metro traction substation

It is proposed to reticulate the BPS feeders from Ausgrid's Willoughby substation to the Sydney Metro Artarmon traction substation via Carlotta Street north-east towards Reserve Road. The cable route will then follow Reserve Road to the north-west all the way to the Sydney Metro Artarmon traction substation at 98-104 Reserve Road.

The section of existing Ausgrid 33kV cabling to be relocated is located entirely within Reserve Road, as shown in Figure 5.

Artarmon is a suburb on the lower North Shore of Sydney, in the state of New South Wales, Australia, 9 kilometres north-west of the Sydney central business district, in the local government area of the City of Willoughby.

Artarmon has a mix of residential, commercial and industrial areas. High-rise buildings are located to the west of the railway line and houses to the east. There is also an industrial area south of the Gore Hill Freeway, although the suburb retains a rather leafy feel. A long row of shops is located beside the railway station on Hampden Road and a number of restaurants in Wilkes Avenue on the eastern side of the station. Artarmon Public Library is one of the branch libraries in the City of Willoughby.

## 5.0 Site Environmental Characteristics

### 1) Surry Hills to Waterloo Station

The environmental features of the Surry Hills to Central BPS route section are characterised by a range of aspects, including public recreational open space, mixed retail and commercial zones, but mostly medium and high density residential areas.

As described above, the proposed alignment of the BPS route would traverse the Frog Hollow Reserve, a park of approximately 2400 square meters which is zoned RE1 under the Sydney Local Environmental Plan 2012 (Sydney LEP). The O'Hears Stairs and handrail which lead into Frog Hollow Reserve are listed in Schedule 5 of the Sydney LEP (I1596). Most of Surry Hills fall into an LEP Conservation Area and contains various heritage listed buildings.

Surry Hills is characterised by mixed development of low to medium density residential houses often with commercial or hospitality businesses on ground level. Most streets are lined with trees, giving the entire neighbourhood in combination with many heritage listed buildings a very established appearance.

The Central Station District has seen many transformations over the last two centuries and its characterising feature is the third Sydney Terminus, known as Central Station, which was opened in 1906. The station is the largest and busiest railway station in New South Wales and serves as a major transport interchange for NSW TrainLink inter-city rail services, Sydney Trains commuter rail services, Sydney light rail services, State Transit bus services, and private coach transport services. The surrounding area around the Station is a bustling neighbourhood with a combination of high-rise office buildings, commercial and medium density residential buildings.

The proposed BPS route would generally follow the alignment of formed residential carriageways or footpath with minimal need to permanently remove or modify existing vegetation with the exemption of Frog Hollow Reserve, where existing turf cover would need to be reinstated after trenching.

### 2) Artarmon

The site environmental features of the Artarmon BPS route are characterised by predominantly mixed commercial aspects with a range of automotive repair and service, bulk building material supply, homemaker retail and hospitality businesses. The nearest residential receiver is more than 150m away on the northern side of Gore Hill Freeway. The Artarmon traction substation is located adjacent to the M2 freeway.

The proposed BPS route would primarily follow the alignment of formed carriageways or footpaths with no need to permanently remove or modify existing vegetation.

## 6.0 Justification for the proposed works

Bulk power supply is required to operate the Sydney Metro train service between Chatswood and Sydenham, which involves the reticulation of electricity from the nearest substation to a traction substation within the Sydney Metro rail corridor. Ausgrid's substations in Surry Hill and Artarmon have been identified as the most appropriate sources of bulk power based on a range of criteria including proximity to the project, available capacity, community and environmental considerations.

A number of reticulation routes have been investigated for both sites, Surry Hill and Artarmon, however the preferred options have been identified to provide the best overall system resilience, has the least environmental impact and is also the most cost effective solution.

## 7.0 Environmental Benefit

The preferred route options for both sites - in Surry Hills and Artarmon - are significantly shorter than the initial routes assessed in the EIS, and therefore reducing the overall impact on the environment, in particular noise impact on sensitive receivers.



## 8.0 Control Measures

*Will a project and site specific EMP be prepared?* Yes

*Are appropriate control measures already identified in an existing EMP?* Yes.

The Line-wide Works contractor would be responsible for the proposed works and would ensure appropriate control measures are included in their environmental management documents. The CEMP and sub-plans have been prepared and approved by DPIE.

## 9.0 Climate Change Impacts

*Is the site likely to be adversely affected by the impacts of climate change?* No

*If yes, what adaptation/mitigation measures will be incorporated into the design?* Not applicable

## 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	The proposal would be achieved with minor impact on flora and fauna. Given the minor and temporary nature of the impact, with vegetation being reinstated after trenching, the changes would not affect the overall impact assessed for the Approved Project, therefore the changes are consistent with the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	The proposed trenching works would generate minor, short term noise impacts associated with the use of plant. The proposal would be undertaken in accordance with existing noise and vibration mitigation measures and the Construction Noise and Vibration Strategy. While it is acknowledged that some sensitive receivers would be different to those identified in the Approved Project, the overall noise and vibration impact on the community would be lesser due to a shorter route alignment and therefore consistent with the approved project.	No additional measures required.	Y	Y	

(Uncontrolled when printed)

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
Indigenous heritage	The proposed works would be undertaken in developed and previously disturbed areas of Surry Hills and Artarmon. As such, the potential of encountering areas of Aboriginal significance is low and consistent with the Approved Project	No additional measures required.	Y	Y	
Non-indigenous heritage	<p>The proposed works would be undertaken in developed and previously disturbed areas of Surry Hills and Artarmon. As such, the potential of encountering areas of archaeological significance is low.</p> <p>The cable entry to Central Station will be via the new Central Walk entry building, and will not impact upon the heritage fabric of Central Station, therefore consistent with the Approved Project.</p>	<p>Identify all listed heritage buildings/features along the proposed BPS route and ensure that they are identified in Site Environment Plans and adequately protected to avoid accidental damage.</p> <p>The approved Heritage Management Sub-Plan – C2B and Aboriginal and Historic Heritage Unexpected Finds Protocol C2B will adequately address the non-indigenous heritage risks for the adjusted route.</p>	Y	Y	
Community and stakeholder	Residents and businesses along the proposed BPS routes may be temporarily disrupted as a result of the proposed works through noise/vibration and/or the use of pedestrian diversion routes and/or temporary lane closures. However, access to residences, businesses and the Frog Hollow Reserve would be managed and maintained during the proposed works in consultation with residences, businesses and relevant Local Councils. These impacts are consistent with the Approved Project.	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
Traffic	There may be minor temporary impacts to the traffic network as a result of the proposed works as temporary lane closure may be required. Access to residences, businesses and the Frog Hollow Reserve would be maintained. TMPs will be developed for the works in accordance with CoA E46-E51. Works would also be managed in consultation with all stakeholders in accordance with the approved CCS (Part B) and CoA E37.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	The proposed works would result in the temporary visual impact to the streetscape along the proposed BPS route as cable trenches would need to be excavated.  This impact would be short-term in nature. All disturbed areas would be reinstated and made good. Temporary changes would be consistent with the Approved Project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	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	No change from the approved project.	No additional measures required.	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	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	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	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures required.	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 is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a new metro rail line from Chatswood to Sydenham.
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 proposed works would be consistent with the objectives and functions of the construction elements of the approved project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No new environmental impacts are expected as a result of the proposed works.
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.

## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:

Not applicable

## 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:	Mathew Billings	Signature:	
Title:	Environment & Sustainability Manager		
Company:	Systems Connect	Date:	17/06/2022

## 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:	Swathi Gowda	Signature:	
Title:	Environmental Representative	Date:	

This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	22/06/2022
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:	
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			