



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Applicable to:	Sydney Metro
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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)

Existing Approved Project
Planning approval reference details (Application/Document No. (including modifications)): SSI-15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham
Date of determination: 09 January 2017
Type of planning approval: Part 5.1 – Critical State Significant infrastructure
<p>The Chatswood to Sydenham 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. Condition A21 required Transport for NSW to investigate alternative locations for the northern services building at Victoria Cross. A modification to relocate the northern services building at Victoria Cross was determined on the 18 October 2017.</p> <p>The relocation of the Victoria Cross Station northern shaft to 50 McLaren Street has resulted in some impacts to access for the adjoining property to the north at 243 Miller Street. The property owners use an existing path through the 50 McLaren Street site for wheelchair access to their dwelling. TfNSW has agreed with the property owner to provide alternate wheelchair access to the dwelling at the rear of the property.</p>
Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA): <ul style="list-style-type: none">• Chatswood to Sydenham Environmental Impact Statement and accompanying technical papers (May, 2016)• Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October, 2016)• Chatswood to Sydenham Conditions of Approval (dated 9 January 2017).• Victoria Cross Station and Artarmon Substation Modification Report (June 2017)• Victoria Cross Station and Artarmon Substation Submissions Report (September 2017)• Victoria Cross Station and Artarmon Substation Modification of Infrastructure Approval (dated 18 October 2017)

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Description of proposed development/activity/works

The proposed works includes the following:

Wheelchair Path

A wheelchair path that follows the existing footpath through the garden to the dwelling will be installed. The gradient of the path will be suitable for the wheelchair and will involve some excavation within the line of the existing footpath. The excavation will be no deeper than 300mm using hand tools and small mechanical equipment. This deepest section of excavation is towards the southeast corner of the garden, which is an area that has previously been filled. The footing for the bottom lift platform is within the footprint of the existing brick footpath and flag stone staircase. Some excavation is required in this previously disturbed ground. Given the solution is following the location of the existing path no trees or shrubs will be removed as a result of these works.

In front of the dwelling, the level of the existing concrete path will be raised and sloped to meet the path through the garden. The path will be poured concrete, using CCS Sundance coloured concrete, which is a close colour match to local sandstone. Flag stones and sandstone rocks from within the garden will be used to decorate the borders of the path so that it blends into the native garden.

Staircase and Lift

The back garden is approximately 2m lower than the driveway. To create wheelchair access (while maintaining access for all residents), a staircase will be installed with a platform lift fixed to the staircase. The new staircase will in the same location as the existing staircase, though increased to 1600mm wide enable a person to walk beside the lift when it is in use (this is a requirement of the Chevaliers as the lift cannot be operated by the wheelchair user).

The new staircase will be constructed from blackbutt hardwood timber and clear-stained so that it is in keeping with the existing timber of the other decking on the property. The overall height of the stairs will be approximately 300mm greater to enable appropriate gradients of the wheelchair path and the top of the stairs will therefore need to shift approximately 400mm towards the garage in order to maintain an appropriate gradient for use. The power supply for the lift will be taken from the house. The contractor will be briefed on how to deal with any finds that may be of archaeological interest.

Carport and Driveway

The existing carport was constructed approximately 10-15 years ago. The current post in the centre of the driveway impedes wheelchair access to the lift while cars are parked in the driveway. The new carport will remove this central post and a beam will be used to support the front of the carport so the post can be relocated to adjacent the stone wall on the far side of the driveway. Painted pine will be used for the posts, beam and rafters and the colour will be matched to the existing carport timbers – a classic cream colour. Colorbond Custom Orb in Pale Eucalypt will be used for the roof material as this matches the existing carport roof. The middle section of the roof will be made of polycarbonate in a colour matched to Pale Eucalypt to allow some natural light through (Appendix A)

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The new roof will be extended approximately 1m towards the Miller Street boundary as the current carport roof does not protect the wheelchair user from rain while she is being loaded into or out of the car. The rear of the carport will be extended approximately 1.5m over the top of the stair lift to provide further weather protection to the wheelchair user as she enters and exits the lift.

A number of options were explored with accessibility specialists, including a travelator along the north boundary of the property from Miller Street to the dwelling, a vertical lift and path through the garden, and the selected option of a platform stair lift with a path through the garden. The travelator was rejected as there is insufficient space between the house and the northern boundary. The vertical lift was rejected as it would involve rebuilding the driveway retaining wall and the lead time for the lift was several months as it would need to be custom-made. The platform stair lift with a path through the garden is the only practical solution and has been selected. Materials and colours are in keeping with the existing building to minimise the heritage impact. The scope of works for the selected solution has been discussed with North Sydney Council (Gavin McConnell).

The proposed works are anticipated to be undertaken over a four (4) week period. Working hours will be Monday to Friday 8am – 4pm. There will typically be three (3) to seven (7) workers onsite. There will be no impact on utilities. No hazardous substances/dangerous waste will be generated from these works.

Refer to Appendix B for plans of the proposed works.

Timeframe

The proposed works are anticipated to be undertaken over a four (4) week period commencing in October, 2017. Working hours will be Monday to Friday 8am – 4pm.

Site description

Lot number 1 DP 561413. 243 Miller Street, North Sydney.

Site Environmental Characteristics

Current land use is residential. The building is of local heritage significance as listed on the North Sydney Local Environment Plan.

Justification for the proposed works

The property owners have unique and specific access needs that must be accommodated before access from 50 Miller Street is removed as a result of the Victoria Cross Station (north) site. North Sydney Council, whose chambers are opposite this site, supports this proactive approach to providing wheelchair access.

The selected solution meets the access requirements of the property owners, is the only practical solution and has considered the archaeological and heritage factors in order to minimise the impact.

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Environmental Benefit
N/A
Control Measures
Will a project and site specific EMP be prepared? Yes Are appropriate control measures already identified in an existing EMP? Yes
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.

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No trees or shrubs will be removed as a result of the proposed works.	No additional measures required.	Y	Y	—
Water	No change from approved project.	No additional measures required.	Y	Y	—
Air quality	No change from approved project.	No additional measures required.	Y	Y	—
Noise vibration	The proposed works will be undertaken using hand tools and one (1) mini excavator. Hours of work will be between 8am to 4pm Monday to Friday for a period of four (4) weeks. Likely noise impact is minimal.	The proposed works shall be carried out in accordance with the relevant mitigation measures and Conditions of Approval.	Y	Y	—
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	—

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Non-indigenous heritage	<p>A Heritage Impact Statement undertaken on the proposed works has identified that the insertion of necessary access to the rear building is generally appropriately planned and uses complementary materials and colours for the pathways, the chairlift and steps.</p> <p>Potential adverse impacts associated with the garden landscape have been appropriately mitigated by using (where possible) existing pathways for the accessible route.</p> <p>The proposed modification of the existing carport should be revised. The current design of the carport modifications is intrusive and not in keeping with the listed building. Consideration should be given to providing a more appropriate design following the recommendations of the Former NSW Heritage Office publication "Design in Context".</p> <p>For example the new carport could be a free standing timber framed structure complimenting (rather than copying) the quality of the older house by good design.</p> <p>This assessment does not address the potential archaeological impacts of excavation works and the like, discoveries of significant archaeology shall be treated as "unexpected finds".</p>	<p>The proposed works shall be carried out in accordance with the relevant mitigation measures and Conditions of Approval as well as the Recommendations identified in the Heritage Impact Statement.</p> <p>A revised design for the modification of the carport which is more sympathetic to the heritage item will be provided to the TfNSW heritage advisor for endorsement before works commence on the car port.</p> <p>Potential archaeological impacts will be mitigated through limiting excavations to no greater than 300mm deep, unless it is located within an existing trench line or within previously disturbed ground or a known filled section.</p>	Y	Y	—

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	The proposed works have been agreed with the affected property owner.	No additional measures required.	Y	Y	-
Traffic	The number of vehicles associated with the proposed works will be minor.	No additional measures required.	Y	Y	-
Waste	No change from approved project.	No additional measures required.	Y	Y	-
Social	No change from approved project.	No additional measures required.	Y	Y	-
Economic	No change from approved project.	No additional measures required.	Y	Y	-
Visual	A Heritage Impact Statement undertaken on the proposed works has identified that the insertion of necessary access to the rear building is generally appropriately planned and uses complementary materials and colours for the pathways, the chairlift and steps. The revised design for the modification of the carport will be visually sympathetic to the heritage item.	The revised design for the modification of the carport which is more sympathetic to the heritage item will be provided to the TfNSW heritage advisor for endorsement before works commence on the car port.	Y	Y	-
Urban design	No change from approved project.	No additional measures required.	Y	Y	-
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	-

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use	No change from approved project.	No additional measures required.	Y	Y	
Climate Change	No change from approved project.	No additional measures required.	Y	Y	
Risk	No change from approved project.	No additional measures required.	Y	Y	
Other	No change from approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	—
Water	No change from approved project.	No additional measures required.	Y	Y	—
Air quality	No change from approved project.	No additional measures required.	Y	Y	—
Noise vibration	No change from approved project.	No additional measures required.	Y	Y	—
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	—
Non-indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	—
Community and stakeholder	No change from approved project.	No additional measures required.	Y	Y	—
Traffic	No change from approved project.	No additional measures required.	Y	Y	—
Waste	No change from approved project.	No additional measures required.	Y	Y	—
Social	No change from approved project.	No additional measures required.	Y	Y	—
Economic	No change from approved project.	No additional measures required.	Y	Y	—

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	<p>The proposed access is entirely within 243 Miller Street and provides a shorter and more direct route from the driveway to the dwelling at the rear of the property.</p> <p>A Heritage Impact Statement undertaken on the proposed works has identified that the insertion of necessary access to the rear building is generally appropriately planned and uses complementary materials and colours for the pathways, the chairlift and steps. The revised design for the modification of the carport will be visually sympathetic to the heritage item.</p> <p>Any associated repairs to the garage will be like for like in regard to material and colours.</p>	<p>No additional measures required.</p> <p>A revised design for the modification of the carport which is sympathetic to the heritage item will be provided to the TfNSW heritage advisor for endorsement before works commence on the car port.</p>	Y	Y	—
Urban design	No change from approved project.	No additional measures required.	Y	Y	—
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	—
Land use	No change from approved project.	No additional measures required.	Y	Y	—
Climate Change	No change from approved project.	No additional measures required.	Y	Y	—
Risk	No change from approved project.	No additional measures required.	Y	Y	—
Other	No change from approved project.	No additional measures required.	Y	Y	—

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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	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	No change from approved project.	No additional measures required.	Y	Y	-

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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 between Chatswood and 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 approved works at Victoria Cross Station.
Are there any new environmental impacts as a result of the proposed works/modifications?	The proposed works would result in direct impacts to a local heritage item; however the proposed works would not adversely affect the heritage item. The proposed works are required to ensure ongoing access for the property owners at 243 Miller Street, North Sydney.
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.

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Other Environmental Approvals

Identify all other approvals required for the project:


No other environmental approvals are required for the proposed works.

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:	CRAIG TUCKER	Signature:	
Title:	ENV. MANAGER		
Company:	TfNSW	Date:	27/10/2017

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 this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Jo Robertson	Signature:	 Note: The impacts identified in the Heritage Impact Statement (HIS) and proposed to be mitigated through a revised design must result in a satisfactory revised HIS. Please provide copy of the revised HIS to the ER when available.
Title:	Environmental Representative		
Date:	27/10/17		

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	30/10/2017
Title:	Environmental Planning Manager	Comments:	
Signature:			



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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:	30/10/17
Title:	Principal Manager City & Southwest, Sustainability, Environment & Planning	Comments:	
Signature:			

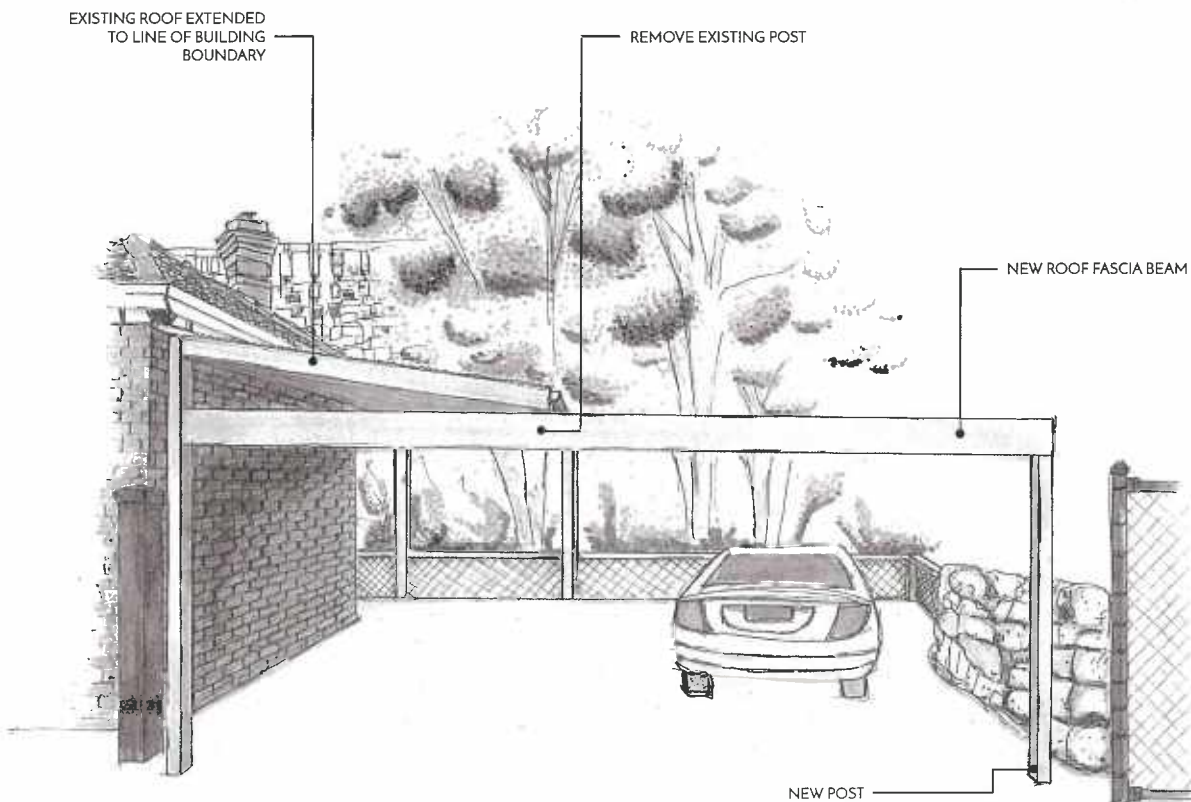
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Appendix A – Miller Street Elevation



think THINK PROJECTS SERVICES PTY LTD
 RIVERSIDE PARK BUILDING
 LEVEL 1
 69 CENTRAL COAST HIGHWAY
 WEST GOSFORD NSW 2250
 PHONE: 0419 473 155

PROJECT
MILLER STREET CARPORT
 EXISTING CARPORT ALTERATIONS

PROJECT LOCATION
 243 MILLER STREET
 NORTH SYDNEY NSW 2060

DRAWING TITLE
MILLER STREET ELEVATION

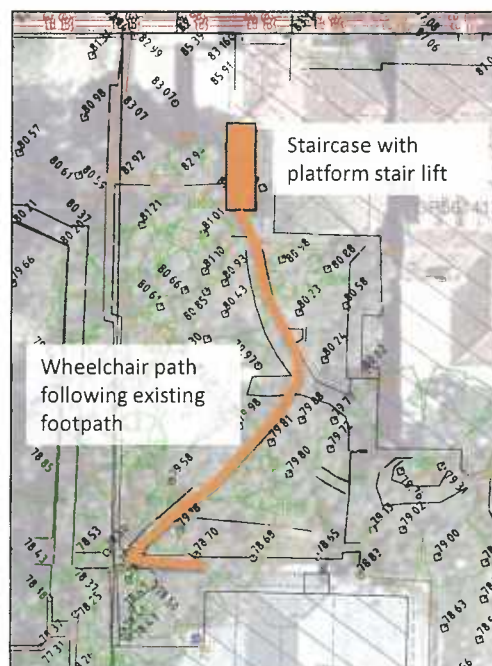
SCALE: N.T.S.
 DATE: 18 OCTOBER 2017
 ISSUE: A
 DRAWN: KC
 CHECKED:

DRAWING NUMBER
01

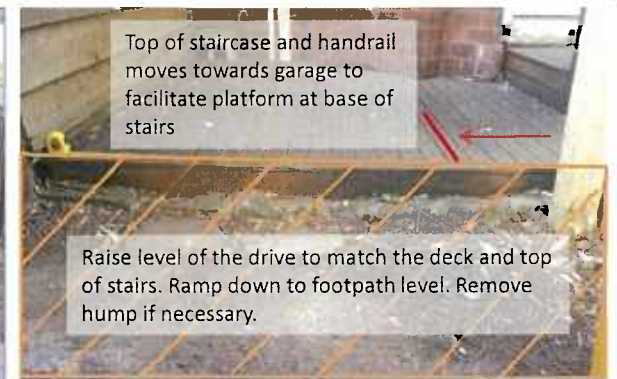
FIGURE DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK

Appendix B – Summary of Scheme

243 Miller Street Wheelchair Access - Summary of Scheme – Page 1 of 2



243 Miller Street Wheelchair Access - Summary of Scheme – Page 2 of 2





Appendix C – Heritage Impact Statement

243 Miller Street North Sydney.
Access Proposal

Statement of Heritage Impact

Prepared by Long Blackledge Architects

for

Sydney Metro- City & Southwest- Technical Services

Issue B Final dated 25 October 2017

Nominated Architect:
William Blackledge ARAIA
NSW Reg 9057

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243 Miller Street North Sydney.
Access Proposal

Statement of Heritage Impact

Prepared by Long Blackledge Architects

for

Sydney Metro- City & Southwest- Technical Services

Issue C Final dated 27 October 2017

Nominated Architect:
William Blackledge ARAIA
NSW Reg 9057

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Document controls

Business Name	Long Blackledge Architects				
Client	Sydney Metro- City & Southwest- Technical Services				
Project/Document Title	243 Miller Street North Sydney Statement of Heritage Impact				
Project No.		Issue	C	Date	27/10/17
Prepared by					
William Blackledge		<i>William Blackledge</i>		27/10/17	
<hr/>		<hr/>		<hr/>	
(Name)		(Signature)		(Date)	

Change history

Issue	To	Change description	Date
A	SM-C&S	Initial draft issue	24/10/17
B	SM-C&S	Final	25/10/17
C	SM-C&S	Final incorporating ER comments	27/10/17

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1. Background

1.1 Preamble

Civil works on an adjacent property (50 McLaren Street) for the purposes of Victoria Cross Station (north) will cut off existing wheelchair access to the dwelling at the rear of 243 Miller Street. In order to maintain access, works are proposed to construct an appropriate wheelchair pathway to the dwelling (former stables) at the rear of 243 Miller St.

Early minor enabling work on the construction of the proposed access way has started, this report assesses the potential heritage impacts of the proposed access works.

1.2 Location

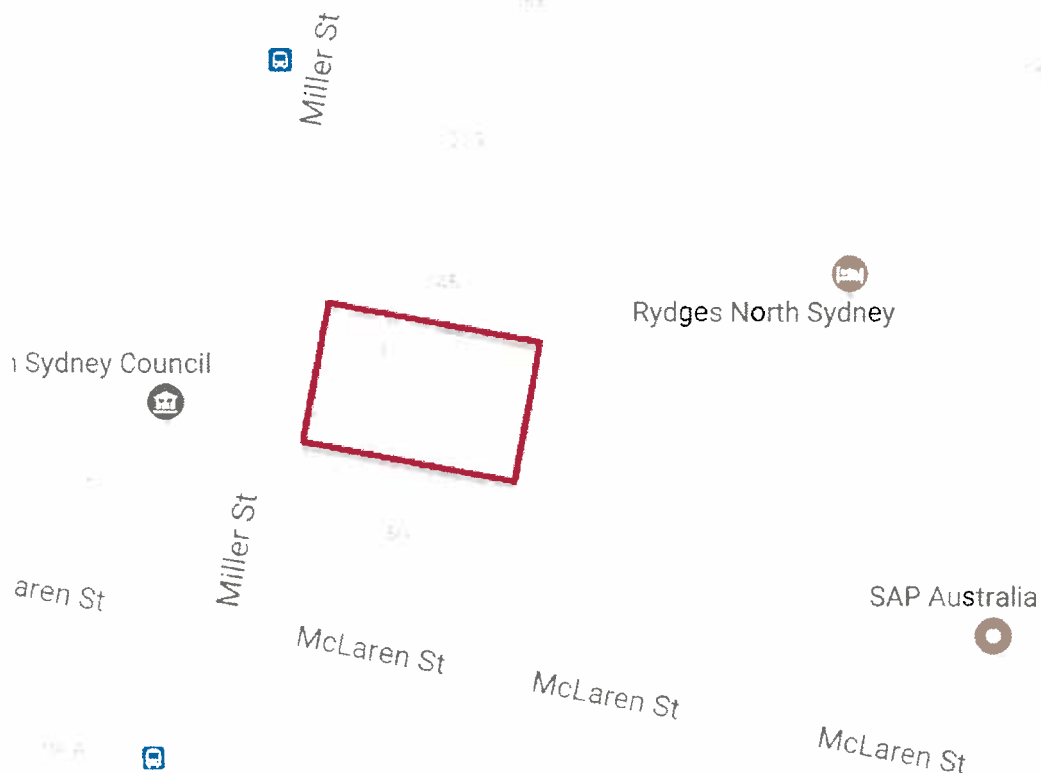


Figure 1. Location Source: Google Maps 2017

The address of the item is 243 Miller Street North Sydney. Lot 1 DP 561413

1.3 Referenced documents

- Memo dated 20 October 2017 prepared by Lani Tan
- Proposed Access Scheme (Annexure A)
- Think Project Service P/L drawings 01A and 02A (Annexure B)
- Listed inventory sheet for 243 Miller Street North Sydney. OE&H heritage database.

1.4 Listed Status

The house and grounds are listed as a local item of environmental heritage in North Sydney's Schedule 5 in SLEP 2013 reference 5950

1.5 Limitations

This is a desktop assessment based on the sources noted in 1.3

This assessment does not address the potential archaeological impacts of excavation works and the like, discoveries of significant archaeology shall be treated as "unexpected finds" and managed in accordance with the Sydney Metro Unexpected Finds Procedure.

2. Description of 243 Miller Street

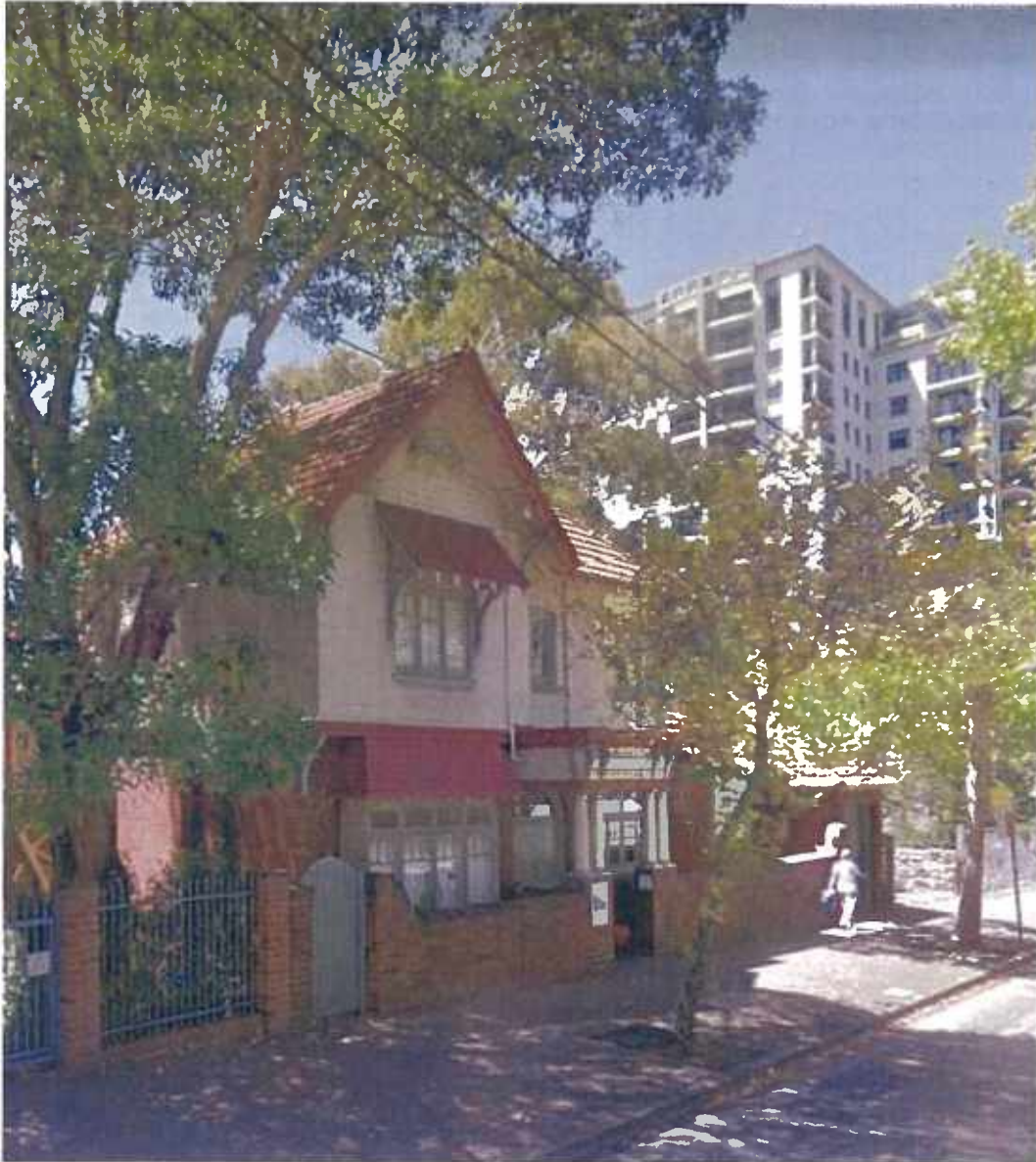


Figure 2. 243 Miller Street. North Sydney. Source: Google Streetview 2017

The house was constructed in c. 1899 to the designs of George M Pitt. The house is designed in the Arts and Crafts style. It is attractively designed with extended and bracketed gables, tiled window canopies and exposed rafter eaves. The external joinery appears original. The building has a terracotta roof.



Figure 3. Garage and carport. Source TfNSW/Google Streetview

A more recent garage has been built to the south of the main house, this structure looks to date from c. 1930. South of the garage is a small, intrusive “lean to” carport.

To the rear of the allotment is the original stable building which presumably linked at one time to a rear lane, this access is now lost.

The substantial allotment of the property (1050m²) has a mature garden to the south.

3. Significance of the building

A very good example of a two storey house in the Federation Arts and Crafts style in a prominent location in area dominated by buildings of the same period. Example of the work of local architect George m. Pitt work. Important stylistic and physical relationship to Council Chambers.

Fine, restrained example of Arts and Crafts style house in prominent location in area dominated by buildings of the same period. Example of local architects work. Important stylistic and physical relationship to Council Chambers and McLaren Street Group¹.

4. Description of the Proposal

It is proposed to adapt the intrusive carport to a wider width to allow stair and a platform wheelchair lift to be constructed adjacent to the garage (the land drops about 1.5m to the garden level from the carport).

¹ OEHL Listed Description

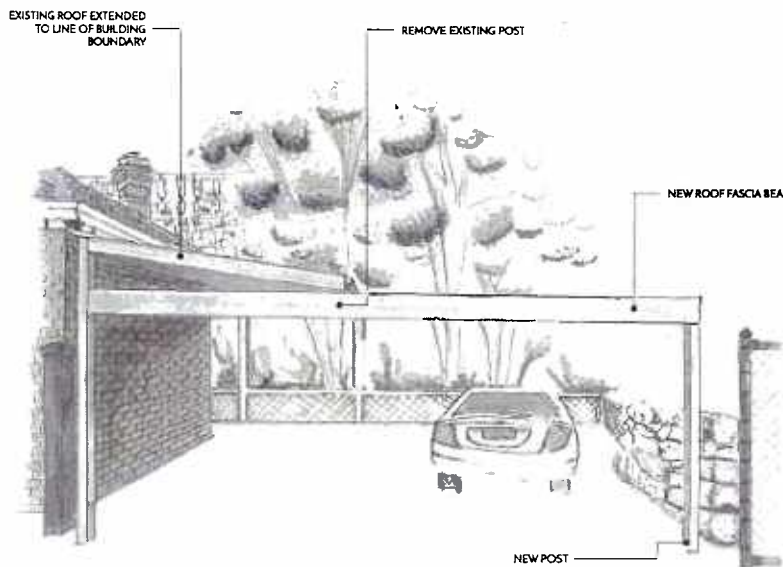


Figure 4. Preliminary Design for Proposed alterations to carport Source: TfNSW Think Project Services P/L

The proposed carport is designed to match the general appearance of the existing structure but with a wider street frontage (to allow space for access to the steps and platform lift). The roof is proposed to be Pale Eucalypt (again to match the existing) with a central section of tinted polycarbonate sheeting. The design is not only structurally optimistic it is also not in keeping with the quality of the listed building or its streetscape.

From the base of the platform lift a new pathway would be installed, generally following the route of existing pathways at its western end and weaving through existing trees to the east and linking to the former stable building. The materials of the platform lift will be recessive and the pathways finished to mimic sandstone.

The carport design requires further development in consultation with a suitably experienced conservation architect.

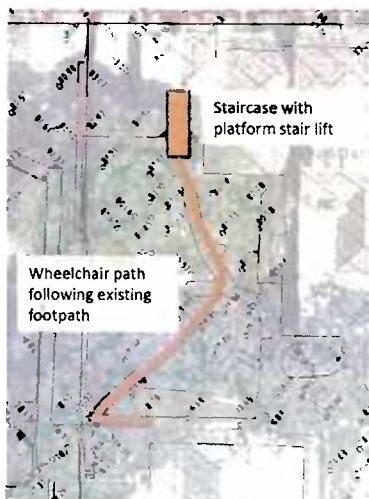


Figure 4 Route of path. Source: TfNSW

5. Assessment of Heritage Impact

The insertion of necessary access to the rear building is generally appropriately planned and uses complementary materials and colours for the pathways, the chair lift and steps. Adverse impacts, for instance the impact on the garden landscape has been appropriately mitigated by using (where possible) existing pathways for the accessible route.

The proposed modification of the existing carport to provide clearances to access the route is less well considered and should be revised. Any new construction, especially one so visible in the streetscape and in such proximity to the listed house requires a more appropriate design, as noted in section 4.

6. Conclusion and Recommendations

6.1 Carport

The proposed design of the carport modifications is intrusive and not in keeping with the listed building. Consideration should be given to providing a more appropriate design following the recommendations of the Former NSW Heritage Office publication "Design in Context". For example the new carport could be a free standing timber framed structure complimenting (rather than copying) the quality of the older house by good design.

Subject to refinement of the carport design, and submission for approval by a conservation architect, the impact would be minimal and therefore an acceptable heritage outcome.

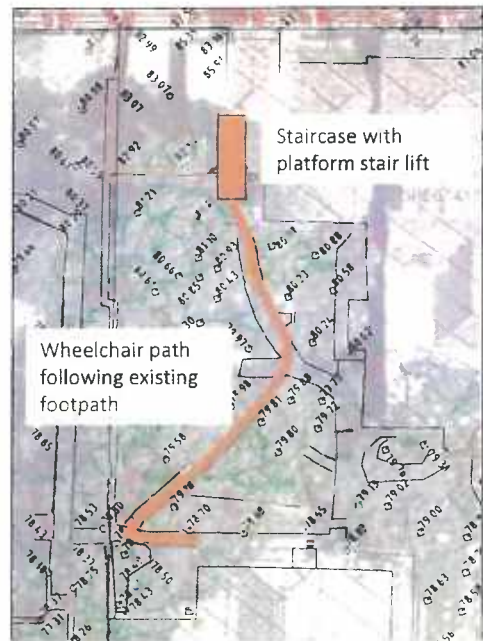
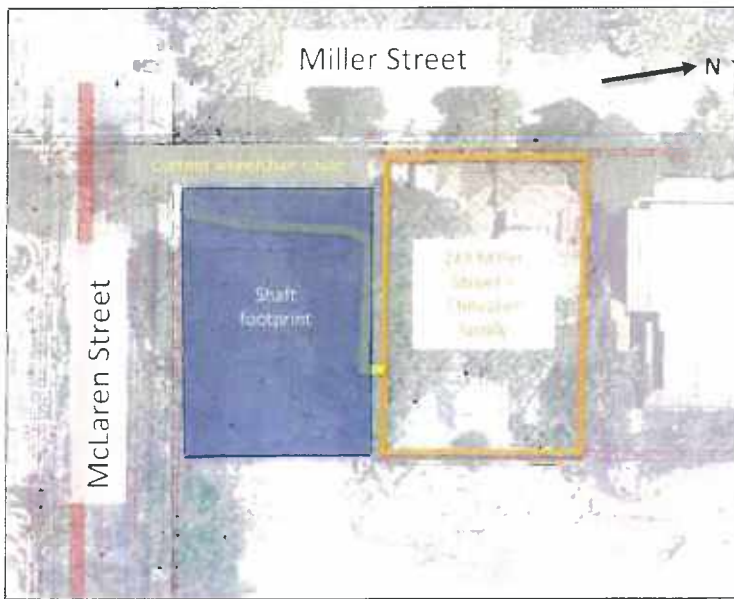
6.2 Pathways, lift and stairs

The proposed chair lift and steps are acceptable as the least intrusive means of achieving essential access to the lower garden levels.

The proposed pathway route and finishes limit change to the garden while providing an appropriate and compatible finish.

ANNEXURE A Proposed Access Scheme

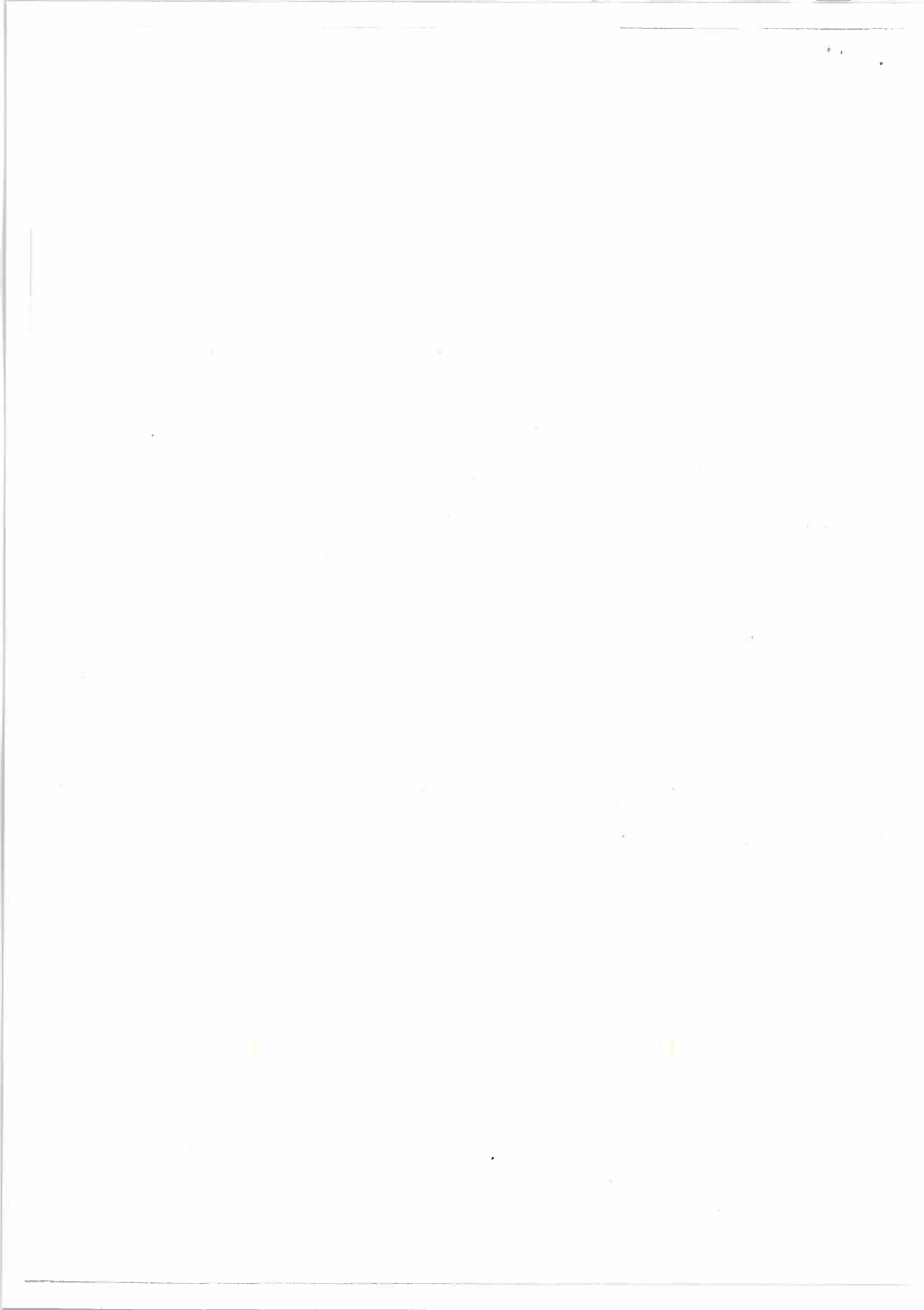
243 Miller Street Wheelchair Access - Summary of Scheme – Page 1 of 2





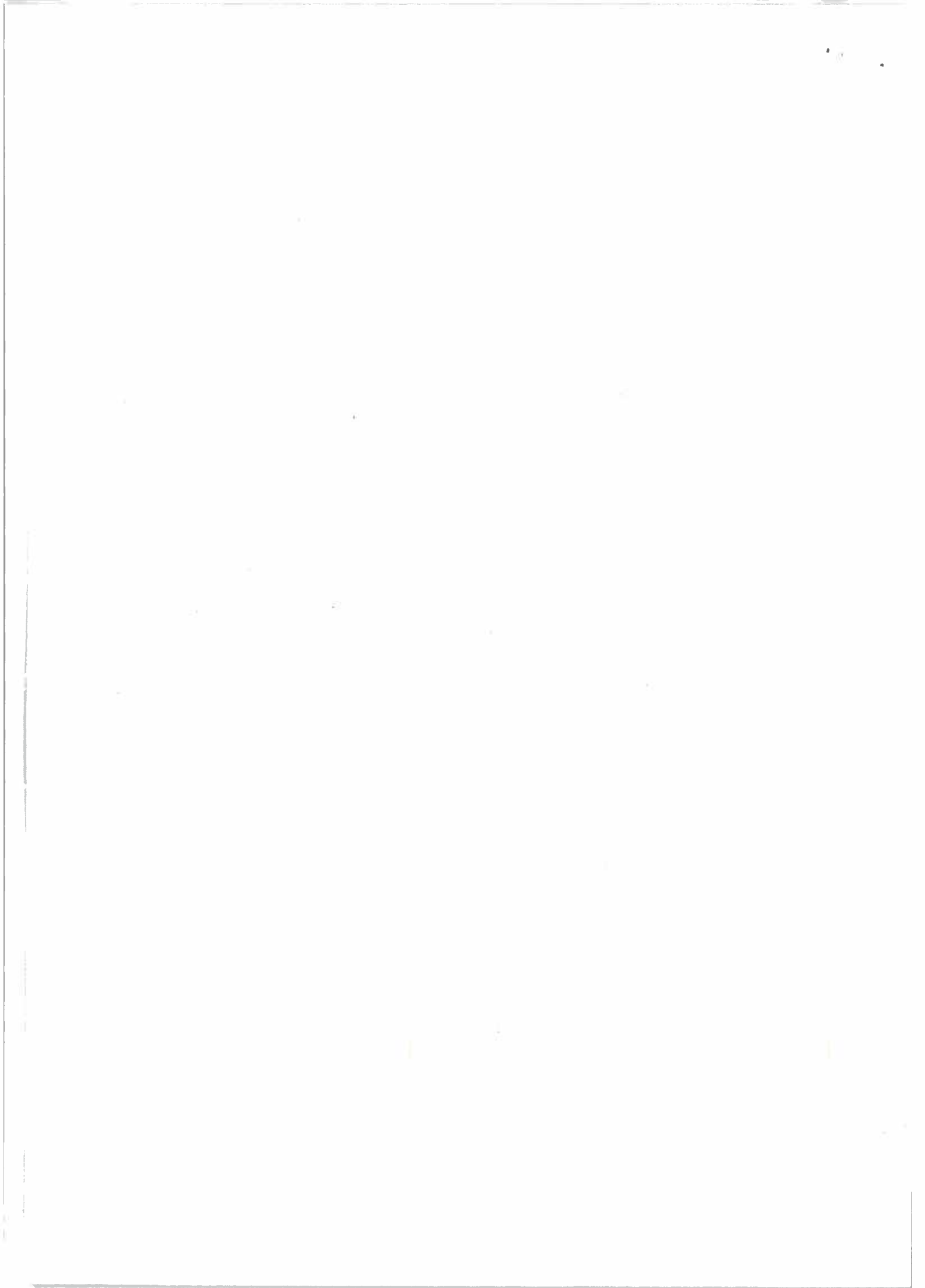
243 Miller Street Wheelchair Access - Summary of Scheme – Page 2 of 2





ANNEXURE B Think Project Service P/L drawings

01A and 02A





think THINK PROJECTS
SERVICES PTY LTD
RIVERSIDE PARK BUILDING
LEVEL 1
69 CENTRAL COAST HIGHWAY
WEST GOSFORD NSW 2250
PHONE 0419 473 155

PROJECT
**MILLER STREET CARPORT
EXISTING CARPORT ALTERATIONS**

PROJECT LOCATION
**243 MILLER STREET
NORTH SYDNEY NSW 2060**

DRAWING TITLE
LOCATION PLAN

SCALE	N.T.S.
DATE	18 OCTOBER 2017
ISSUE	A
DRAWN	KC
CHECKED	

DRAWING NUMBER
02

FIGURE DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING THE CONTRACTOR SHALL CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK

