



Integrated  
Management  
System

## Planning Approval Consistency Assessment Form

### Blues Point Site Utility Augmentation and Modified Site Access Area

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<b>Prepared for:</b>	Sydney Metro Chatswood to Sydenham
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Sydney Metro Integrated Management System (IMS)

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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 Chatswood to Sydenham SSI-7400

Date of determination:

Infrastructure Approval date 09 January 2017

Modification 1\_Victoria Cross and Artarmon (18 October 2017),

Modification 2\_Central Walk (21 December 2017)

Modification 4\_Sydenham Station and Metro Facility South (13 December 2017), and

Modification 3\_Martin Place Metro Station (22 March 2018);

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

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.

### Utilities

The Environmental Impact Statement for the Project identified that utilities would need to be adjusted, relocated and / or protected where there is a possibility they would otherwise be impacted by construction. The EIS noted that further investigation and consultation with service asset owners would be carried out as the design develops to confirm exact locations, heights and depths of the utilities. The EIS noted that access would be maintained to utility assets within or adjacent to the construction footprint when required during construction.

Utility works were not assessed under the EIS for the Blues Point worksite.

### EIS description of Blues Point Temporary Site

The Environmental Impact Statement (EIS) assessed the excavation of a shaft for a temporary site at Blues Point for the retrieval of tunnel boring machines driven components from the Chatswood dive site and the Barangaroo Station construction site. The Blues Point temporary site would cover about 2,100 square metres within Blues Point Reserve, at the end of Blues Point Road. The site contains public open space and a public road.

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

- Chatswood to Sydenham Environmental Impact Statement and accompanying technical papers (May, 2016)
- Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October, 2016)
- Sydney Metro City & South West Chatswood to Sydenham CSSI 15\_7400 Approval (9 January 2017) and associated modifications (MOD1\_Victoria Cross and Artarmon (18 October 2017), MOD2\_Central Walk (21 December 2017), MOD4\_Sydenham Station and Metro Facility South (13 December 2017), and MOD 3\_ Martin Place Metro Station (22 March 2018);

## 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.

### Utilities

The Sydney Metro Chatswood to Sydenham Environmental Impact Statement (EIS) detailed the utility supply and relocation routes as they were known at the time. Detailed design carried out since determination of the EIS has resulted in changes to some of the utility works scope, including altered alignments and requirements for additional services relocation.

The position of site hoarding, and the gantry crane along the western edge of the Blues Point site are in close proximity to the overhead powerlines running parallel to Blues Point Road. Due to the potential safety risk associated with the installation of hoarding, crane and shed panels in close proximity to power lines, these power lines will be relocated underground.

The proposed utilities works includes;

- a line of overhead power lines running down Blues Point Road (on the eastern side of the road) being relocated underground to allow safe erection of the hoarding and gantry crane. This involves trenching across the intersection of Henry Lawson Avenue and Blues Point Road, and along the pedestrian footpath adjacent to the reserve and Blues Point Road. These power lines will be permanently relocated underground.
- a new power supply route will be created, running along the site boundary on the southern side of Henry Lawson Avenue to an electrical substation (as determined by Ausgrid), which will provide a power supply for construction works. This cable will remain in place following the completion of the Project however will be underground. The electrical substation and associated infrastructure will be removed.
- the overhead power lines running across Blues Point Road (at the southern end of the site) being relocated underground. This is associated with the removal of the overhead power lines referenced above;
- there is a possibility that the retained overhead power lines (and associated power poles) on the western side of Blues Point Road will be restrung by Ausgrid at the same time the above works are completed.

Appendix A illustrates the proposed works.

The utilities works will involve:

- trenching - using a road saw to saw cut the pavement, an excavator with hammer attachment to excavate the concrete/road surface followed by an excavator with bucket to excavate the trench. Trenching across Henry Lawson Avenue requires an ROL for works in the road corridor and will only be provided by RMS/SCO during the night period. There is an existing bus service and access to the ferry terminal at the end of Henry Lawson Avenue and these public transport services cannot be disrupted by these works. The remaining utilities works at the Blues Point Worksite are proposed to be undertaken on extended weekend daytime hours (ie 8am to 6pm Saturday and Sunday) based on the ROLs able to be obtained from RMS TMS and in consultation with North Sydney Council. Works are only proposed to be undertaken at night for these remaining works in the instance where the service provider cannot undertake works during daytime hours due to disruption of power supply to residents, or if the traffic and pedestrian impacts end up being too significant and RMS or Council advise that works must be completed at night.
- power pole removal- using a franna crane and likely a chain saw or similar. Note that this work be undertaken by the service provider and the
- use of lighting towers (directed away from residential areas and for night works only (refer below)), light vehicles and other equipment associated with reinstatement of the trenched areas will also be required.

#### Blues Point Temporary Site

The site area for the Blues Point Site is proposed to be modified as illustrated in Appendix B.

- The cadastral boundary of Lot 1 DP902933 does not extend to the edge of the 'grassed area on the western side of the site (ie adjacent to the footpath/carparks along Blues Point Road). In addition, the 'TSE Site Area within Lot 7048 DP1077149 does not extend to the edge of the grass area. These small areas are shown in green outline in Appendix B. The configuration of the site to accommodate the shaft and gantry crane extends into this area. In addition, the bottom part of the site (ie Lot 7048 DP1077149) will be used for the access into the site and will be need to be a trafficable surface.
- The cadastral boundary of Lot 1 DP902933 and Lot 2 DP230594 extends on the northern side of the site to include the bus stop and the footpath/road reserve. This area is shown in red outline in Appendix B. This area is not required for the TSE Works and has been removed from the site area to ensure that the bus stop is maintained on Henry Lawson Avenue and there is no footpath impact to residents in this area.

There is no additional impact from this modified site access area (except a reduction in maintenance of the minor grass area where the site has been extended).

### 3.0 Timeframe

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

There will be no change to the project program as a result of this assessment. Utilities works are expected to occur between approx. July 2018 and September/October 2018. The Blues Point site area will be utilised from July 2018 until 2020 on completion of the works.

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

Some out of hours works may be required due to impacts on the road network and will be undertaken in accordance with the Project Planning Approval Conditions and Environmental Protection Licence 20971. These works are detailed in Section 2.0 above.

## 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 existing Blues Point worksite covers an area of approximately 2 100 square metres within Henry Lawson Reserve, at the end of Blues Point Road. This site is currently public open space owned by North Sydney Council. Under the TSE Deed, TfNSW has obtained access for the TSE Works effective 1 June 2018 (this includes the modified site area as detailed in Appendix B). The cadastral boundaries of the worksite are described in Appendix B and Section 2.0 above.

The proposed utilities work will be carried out adjacent to the TSE site access area and also extend to the footpaths adjacent to the site on Blues Point Road and Henry Lawson Avenue, and a small portion of road occupancy on Blues Point Road and Henry Lawson Avenue (as shown in Appendix A).

## 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.

It is important to note that the site characteristics for the utilities works is limited to road pavement and concreted footpath areas however for completeness the site characteristics for the Blues Point worksite have been detailed herein.

The Blues Point worksite is bounded to the west by Blues Point Road, to the north by Henry Lawson Avenue and to the south by Sydney Harbour. This worksite is within the North Sydney Council Local Government Area (LGA). The work will be carried out in the area zoned as RE1- Public Recreation under the Local Environment Plan 2013, (LEP). Residential areas are located to the north and west of the site and include a mix of areas zoned as R4 High Density Residential, and R3 Medium Density Residential dwellings. Noise sensitive receivers located adjacent to the site are all classified as residential.

All bordering streets are classified as local roads. The proposed areas for the utility works are adjacent to several parking spaces on the eastern side of Blues Point Road. Henry Lawson Avenue and Blues Point Road are used by Sydney buses on a route connecting North Sydney with the McMahons Point Ferry Wharf.

The main worksite area is clear of native vegetation and is turfed. The *Atlas of NSW Wildlife* identifies two fauna species classified as vulnerable or protected potentially located within the vicinity of the site:

- Powerful Owl (*Ninox strenua*) has been sighted twice over the harbour, within 500m of the Site within the last ten years.
- Little penguins (*Eudyptula minor*) have been sighted swimming in the water at the peninsula.

Nonetheless, the nature of the site results in the likelihood of species occurring on site as low. The large fig tree at the eastern end of Henry Lawson Reserve identified in the Project's Planning Approval (E7) is adjacent to the proposed worksite and will not be impacted.

Historically, the configuration of the site in the early 19<sup>th</sup> and 20<sup>th</sup> century is unknown, it can be assumed that it may have contained simple wharves and associated structures. The site has been identified as having the potential for archaeological remains. A significant program of archaeological clearance works is planned for the site and is not the subject of this assessment.

The site is within the buffer zone for the Sydney Opera House. While the project would not directly impact on the fabric of the Sydney Opera House, construction activities within the Sydney Opera House Buffer Zone have the potential to temporarily impact on this World Heritage property's setting in a 'remarkable waterscape'. The utilities works will have no impact on the Sydney Opera House Buffer Zone. The site also impacts, directly or indirectly, on several listed heritage items and heritage conservation areas with a Local Heritage significance including:

- Blues Point Waterfront Group (I0423)- which includes the Foreshore shelf; Former tram turning circle and McMahons Point ferry wharf; Ferry access steps; Vehicular ferry dock remains; Former Holmes residence and slipway; Stone retaining wall; Bollards; WW2 observation post and steps; Excavation and Steps and Bollards.
- North Sydney bus Shelter
- McMahons Point South Conservation Area (CA14)
- Blues Point Tower (I0408)
- House along Warung Street (Heritage ID- I0515, I0516)

The additional land for the site access will not provide any further impact to the environmental characteristics of the site.

## 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.

### Utilities

Utilities are required to be relocated where they would otherwise be impacted by construction for the approved Sydney Metro Chatswood to Sydenham State Significant Infrastructure. The routes for the utility adjustments were not known at the time of writing the EIS and have since been determined

through detailed design. Relocation of utilities is required to ensure safe erection of the site hoarding and gantry crane and to provide construction power supply to the site. This also provides an opportunity to underground the power lines adjacent to the site which provides a longer term community benefit.

#### **Blues Point Temporary Site**

A detailed survey of the site as part of the design development revealed that the location of the shaft (dictated by the tunnel alignment) and the need for a gantry crane to be located on the site to lift the large TBM components would not fit within the existing site access areas. As such, the area has required modification to include the area shown in green in Appendix B. In addition, in consideration of the impact to the bus stop and footpath area (which were located inside the TSE site access area at the time of contract award), the area shown in red in Appendix B was confirmed to not be required so as to maintain the bus stop on Henry Lawson Drive and not impact residents in this area unnecessarily.

### **7.0 Environmental Benefit**

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

The environmental benefit of this utility works includes the provision of essential services to the construction worksite and continuation of existing services through relocation and protection works. More specifically, the connection of electricity services reduces emissions from diesel powered generators which would otherwise be required for construction. Permanent relocation of overhead powerlines to underground will improve the visual amenity of the area.

There is no change to the environmental benefit associated with the modified site access area.

### **8.0 Control Measures**

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

A site-specific EMP will not be prepared for this scope, as the proposed works will be managed in accordance with the TSE Works Construction Environmental Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002010) and the Project Planning Approval Conditions.

### **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?

This scope will not directly be impacted by 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	The ecological impact associated with the proposed works and modified site access area are consistent with those assessed in the EIS and Submissions and Preferred Infrastructure Report (SPIR)	Implementation of the Construction Flora and Fauna Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002016)	Y	Y	-
Water	No change from EIS and Modification Assessment impact	Implementation of the Construction Soil Water and Groundwater Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002014)	Y	Y	-
Air quality	No change from EIS and Modification Assessment impact	Implementation of the Construction Air Quality Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002018)	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
Noise vibration	<p>The proposed work would have a noise and vibration impact that extends beyond that assessed in the EIS. A noise and vibration assessment has been carried out for these works (see Construction Noise and Vibration Impact Statement (CNVIS): Local Area &amp; Utility Works – Blues Point). Expected noise and vibration levels have been predicted and highest noise and vibration impacts are predicted to occur when rock hammering and road saws are utilised in proximity to sensitive receivers. Noise mitigation and management measures have been prescribed in the CNVIS. Please refer to Section 2.0 which provides an overview of the expected hours of works.</p> <p>There is no change from EIS and Modification Assessment impact for the modified site access area.</p>	<p>The potential noise and vibration impacts associated with the proposed work would be managed in accordance with existing Project Planning Approval Conditions.</p> <p>Noise and vibration mitigation and management measures identified in the CNVIS will be implemented.</p>	Y	Y	-
Indigenous heritage	No change from EIS and Modification Assessment impact	Implementation of the Unexpected Finds Protocol	Y	Y	-
Non-indigenous heritage	The heritage impact associated with the proposed works and modified site access area are consistent with those assessed in the EIS and Submissions and Preferred Infrastructure Report (SPIR).	The proposed works would be managed in accordance with existing mitigation measures and conditions of approval. The heritage significance of adjacent heritage items will not be affected. The TSE Works Unexpected Heritage Finds Protocol will be implemented.	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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	<p>Potential impact on community from traffic changes, noise and vibration and pedestrian access. Any impact would be minor and short-term from the utilities works.</p> <p>The permanent relocation of overhead powerlines to underground will improve visual amenity post construction, resulting in a positive impact for Community and Stakeholders.</p> <p>The modified site access area ensures that the bus stop and footpath area along Henry Lawson Avenue will not impact the local community so is an improved situation from the EIS/PIR.</p>	<p>Affected community and appropriate mitigation measures are identified in the CNVIS.</p> <p>Traffic, including pedestrian access, will be managed in accordance with the Site-Specific Construction Traffic Management Plans, see below</p>	Y	Y	-
Traffic	<p>Localised impacts during utility relocation include footpath closures, lane closures and occupancy of parking spaces on Blues Point Road (adjacent to the site area). These will be short term and the hours of work will be as dictated by RMS and SCO to minimise traffic impacts and public transport impacts.</p> <p>Works will be staggered to ensure any impact will be minimal, minor and short-term</p>	<p>The proposed works would be managed in accordance with the existing Project Planning Approval conditions. Where permits/licences are required, these would be obtained prior to commencement of works, in accordance with the Construction Traffic Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002013).</p>	Y	Y	-
Waste	<p>Excavation spoil from utilities trenching works would be reused. Small quantities of overburden spoil would be produced resulting in a minor increase in spoil generated.</p> <p>There is no change from EIS and Modification Assessment impact for the modified site access</p>	<p>All waste generated will be classified and disposed of in accordance with the Construction Waste and Recycling Management Plan (SMCSWTSE-JCG-TPW-EM-PLN-002022).</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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Social	No change from EIS and Modification Assessment impact	N/A	Y	Y	-
Economic	Relocation of overhead powerline underground will reduce maintenance cost post construction.	N/A	Y	Y	-
Visual	There will be minor visual impacts associated with the utilities works. These will be temporary, and disturbed areas will be restored to pre-existing conditions in consultation with North Sydney Council. The permanent relocation of overhead powerlines to underground will improve visual assessment post construction. There is no change from EIS and Modification Assessment impact for the modified site access	N/A	Y	Y	-
Urban design	No change from EIS and Modification Assessment impact	N/A	Y	Y	-
Geotechnical	No change from EIS and Modification Assessment impact	N/A	Y	Y	-
Land use	No change from EIS and Modification Assessment impact for the utilities works. There is a very minor change to land use for the modified site access area. This is a positive change as the bus stop and footpath along Henry Lawson Avenue are no longer impacted once the utilities works are complete.	N/A	Y	Y	-
Climate Change	No change from EIS and Modification Assessment impact	N/A	Y	Y	-

Unclassified

**Unclassified**

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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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Risk	Relocation of overhead powerline underground will reduce risk of contact with powerlines during and post construction	N/A	Y	Y	-
Other	N/A	N/A	Y	Y	-
Management and mitigation measures	No change from EIS and Modification Assessment impact		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	N/A	N/A		Y	-
Water	N/A	N/A		Y	-
Air quality	N/A	N/A		Y	-
Noise vibration	N/A	N/A		Y	-
Indigenous heritage	N/A	N/A		Y	-
Non-indigenous heritage	N/A	N/A		Y	-
Community and stakeholder	N/A	N/A		Y	-
Traffic	N/A	N/A		Y	-
Waste	N/A	N/A		Y	-
Social	N/A	N/A		Y	-
Economic	N/A	N/A		Y	-

**Unclassified**

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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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	N/A	N/A		Y	—
Urban design	N/A	N/A		Y	—
Geotechnical	N/A	N/A		Y	—
Land use	N/A	N/A		Y	—
Climate Change	N/A	N/A		Y	—
Risk	N/A	N/A		Y	—
Other	N/A	N/A		Y	—
Management and mitigation measures	N/A	N/A		Y	—

## 12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No new environmental risks are outstanding. All risks would be adequately addressed through the application of the mitigation measures in the above tables.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed to avoid an adverse impact.</p>



## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:

No additional environmental approvals are required.



## 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.

<b>Author</b>			
Name:	Stuart Anstee	Signature:	
Title:	Senior Environmental Advisor		
Company:	JHCPBG	Date:	25/05/2018
JHCPBG Certification			
Name:	Anne Andersen	Signature:	
Title:	Manager- Environment, Approvals, Sustainability & Interface		
Company:	JHCPBG	Date:	17/07/2018

## 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:	Jo Robertson	Signature:	
Title:	Environmental Representative		
		Date:	18 July 2018

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	18/7/18
Title:	Environmental Planning Manager	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 CRONE	Date:	18/7/18
Title:	<del>Principal Manager</del> DIRECTOR Northwest/City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

### Appendix A- Map of proposed utility works



**Legend**

	Indicative Site Boundary	<b>Methodology</b>
	H. V. Power Supply Poles -conduct install	<b>Trenching</b>
	Overhead Power Supply -to be removed	Void
	Overhead Power lines -to be installed	Power Poles -to be removed
		Power Poles -to be maintained

**SYDNEY METRO CITY & SOUTHWEST -TSE WORKS**  
**Utility Works- Consistency Assessment**  
 Elues Point Work site



## Appendix B- Modified Blues Point Site Access Area



Additional area is noted in green above (ie extension of Lot 1 DP902933 and Lot 7048 DP1077149)

Area handed back / no longer required is noted in red above (to minimise community impact to the bus stop and footpath area).

