



**Concept Plan 'Bay Park' residential development  
23 Bennelong Parkway, Homebush Bay**

**Preliminary Environmental Assessment**

**August 2009**

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## 1.0 INTRODUCTION

This Preliminary Environmental Assessment (“PEA”) has been prepared for Henlia No. 3 Pty Limited by City Plan Strategy and Development Pty Ltd in respect of a Project Application to construct a residential flat building on land at Homebush Bay.

The application relates to a site legally described as Lot 3 DP 776611 and Lot 22 DP 1044874, also known as 23 Bennelong Parkway, near its intersection with Hill Road, Homebush Bay.

The proposal is for a residential flat building of four to eight storeys accommodating a mix of 601 one, two and three bedroom apartments and providing basement car parking over two levels for up to 817 cars. The development also involves a new community park and road. The development will be known as “Bay Park.” A more detailed description of the proposal is provided under Section 3.

This PEA accompanies a request for:

- the Minister’s opinion that the proposal, with a capital investment value in excess of \$100 million, is development described in Schedule 1, Clause 13 of SEPP Major Development and is therefore a project to which Part 3A of the *Environmental Planning and Assessment Act 1979* (“the Act”) applies.
- the Minister’s authorisation to apply for approval of a Concept Plan for the proposal under Section 75M of the Act.

If the Minister is of the opinion that the development is a project to which Part 3A applies, the Proponent also requests the Director General to issue environmental assessment requirements pursuant to Section 75F of the Act.

This assessment has been prepared to assist the Director-General in the preparation of the Director-General’s environmental assessment requirements and seeks to address the following issues:

- An overview of the Project Site and the surrounding locality;
- A description of the proposal;
- An outline of the relevant statutory context;
- An overview of the environmental issues (including identification and consideration of the key issues); and
- A conclusion.

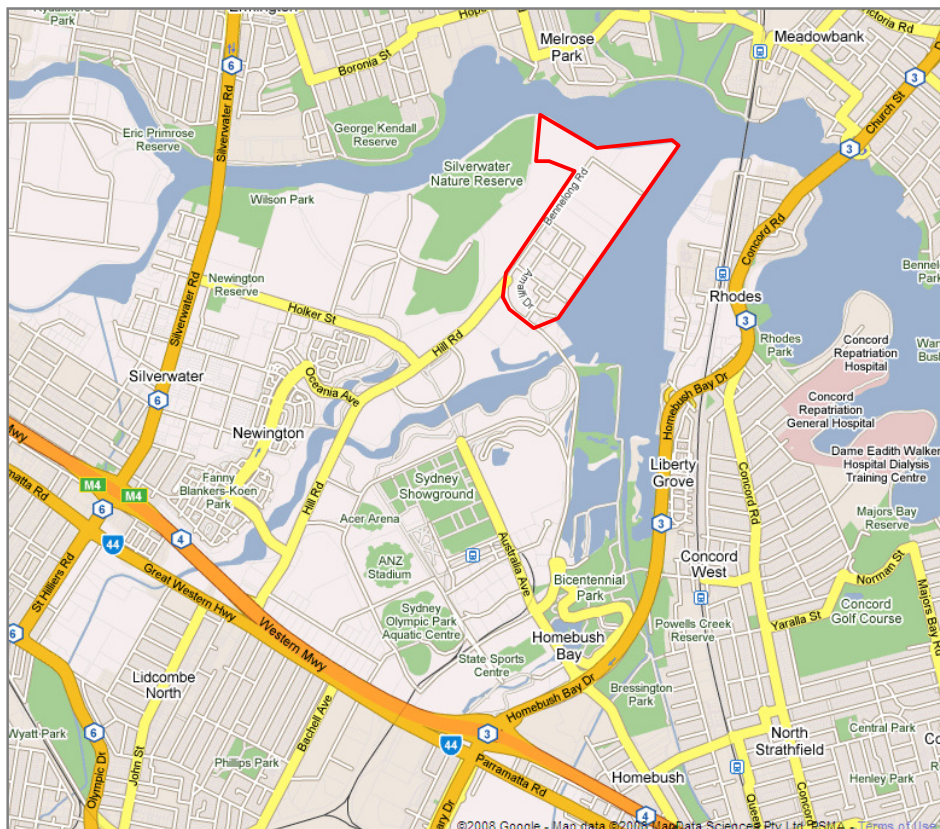
This assessment should be read in conjunction with development plans submitted.

## 2.0 THE PROJECT SITE & CONTEXT

### 2.1 The Locality

The Homebush Bay West precinct is located on the peninsula adjoining Sydney Olympic Park and Millennium Parklands. The precinct is bounded by Parramatta River to the north, Homebush Bay to the east, Bennelong Road to the south and Hill Road to the west (refer to Figure 1).

The “Piazza” retail precinct is located to the south east and a number of existing seven storey residential flat buildings adjoin the site to the north east and south east. On the western side of Hill Road is the Millennium Parklands. On the opposite side of Bennelong Road is the Nuwi Wetland and Olympic Archery Centre (refer to Figure 2 and Figure 3). The Project Site is located adjacent to the Sydney Olympic Park precinct, approximately 13km west of the Sydney CBD.

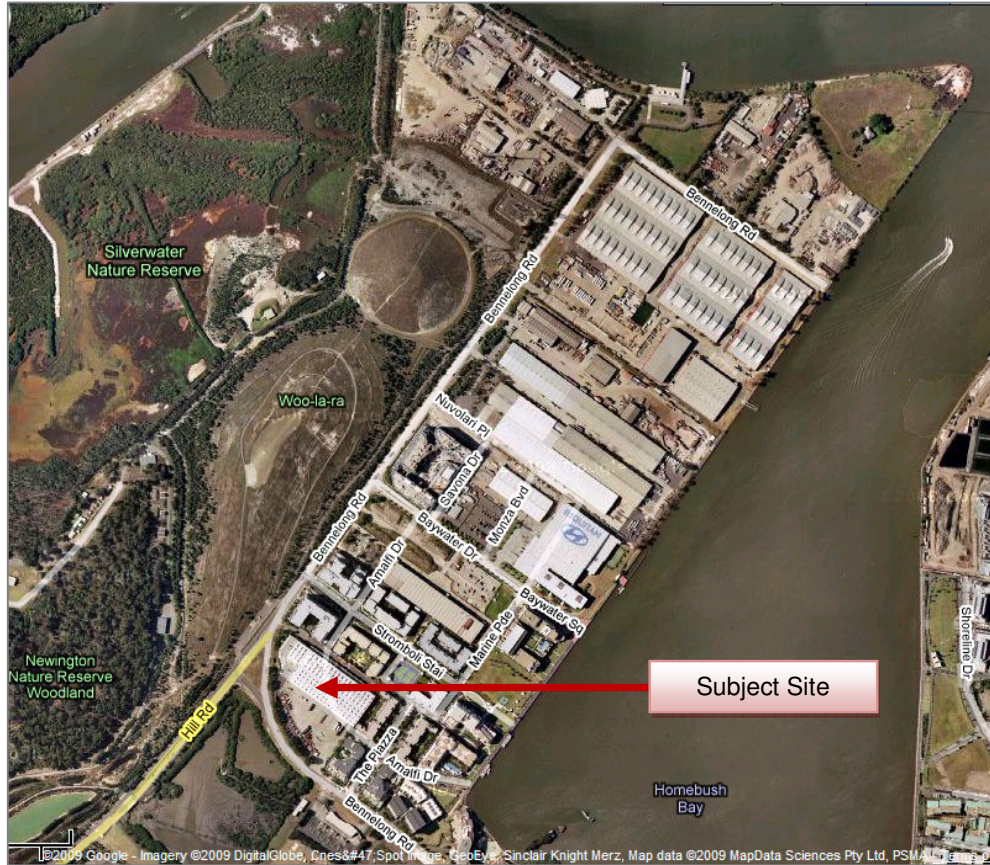


**Figure 1: Local and regional context, Homebush Bay West. Homebush Bay West outlined red.**

### 2.1 The Site

The subject site is a “quarter circle” shaped block located on the south western corner of the Homebush Bay West precinct. The site has an area of 25,570m<sup>2</sup> and

is prominently located at the entrance to the precinct near the intersection of Bennelong Road and Hill Road.



**Figure 2: Site location**

The subject site is currently occupied by a TNT Distribution Centre and involves container unloading, detailing, picking and packing, warehousing and transport operations. Site improvements include a large monolithic industrial warehouse building of more the 20,000m<sup>2</sup> setback in a large concrete apron used for heavy and light vehicle parking and manoeuvring.

The site is reclaimed land which is relatively flat and containing no existing vegetation apart from a row of trees along its frontage to Bennelong Road. Vehicular access is gained from Bennelong Road in two places.



**Figure 3: Existing site development.**

### 3.0 PROJECT DESCRIPTION

#### 3.1 Overview

The application is for a residential flat building comprising two 7 - 8 storey buildings (Buildings B and C) configured around two central courtyards over two levels of basement car parking following the sweep of Bennelong Road; and a smaller 4 - 5 storey building (Building A) fronting Amalfi Drive over one level of basement car parking. The proposal also comprises a large community park, the extension of Amalfi Drive and associated facilities.

#### 3.2 Development statistics

The proposal displays the following development parameters, noting that as more detailed design development occurs, these figures may vary to a limited extent in the subsequent detailed applications:

Development Parameter	Proposed (approximates)
Site Area	25,570 m <sup>2</sup>
Gross Floor Area	48,000 m <sup>2</sup>
Floor Space Ratio	1.9:1
Apartments	
• 1 Bedroom	184
• 2 Bedroom	401
• 3 Bedroom	16
• Total	601
Car parking	817
Open Space	
• Park	4,910m <sup>2</sup>
• Communal (excl. Park)	8,078 m <sup>2</sup>
• Total	12,990 m <sup>2</sup>
Deep Soil area	8,318 m <sup>2</sup>
Roads	2,366 m <sup>2</sup>

Source: Turner + Associates

#### 3.3 Development plans

Development, as described above, will be generally in accordance with plans submitted with this assessment.

### **3.4 Capital Investment Value**

The Capital Investment Value of the project is estimated at \$129 Million. This figure is confirmed by the Quantity Surveyor Cost Report attached at **Appendix 1**.

### **3.5 Consultation**

In the formulation of the concept proposal and this Preliminary Environmental Assessment, the proponent and its design team have met with planners at Auburn Council and the Department of Planning. It was generally acknowledged in these discussions that the proposal largely conformed with the relevant DCP guidelines, however that where any variations are proposed it will be necessary to provide relevant justification. These matters will be outlined later in this Assessment.

## 4.0 STATUTORY CONTEXT

### 4.1 Overview

The relevant statutory regime and assessment criteria applicable to the development comprise the following;

- Part 3A of the Environmental Planning & Assessment Act
- State Environmental Planning Policy (Major Development) 2005;
- State Environmental Planning Policy No. 55 - Remediation of Land;
- State Environmental Planning Policy No.65 - Design Quality of Residential Flat Buildings;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- State Environmental Planning Policy (Infrastructure) 2007;
- Sydney Regional Environmental Plan No 24- Homebush Bay Area;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- Homebush Bay West Development Control Plan 2004 (including Vol. 2 Homebush Bay West Public Domain Manual 2005); and
- Auburn Development Contributions Plan 2007.

### 4.2 Part 3A of the Environmental Planning & Assessment Act 1979

This application is made under Part 3A of the Act and seeks the Minister's authorisation to apply for approval of a Concept Plan for the proposal under Section 75M of the Act.

### 4.3 SEPP (Major Development) 2005

Clause 6(1) of SEPP Major Development specifies that:-

*"Development that, in the opinion of the Minister, is development of a kind:*

*(a) that is described in Schedule 1 or 2...is declared to be a project to which Part 3A of the Act applies."*

Schedule 1 of the SEPP sets out a number of "*Part 3A projects – Projects – Classes of Development*". Clause 13 refers to Group 5 Residential, commercial or retail projects, and includes:

*(1) Development for the purpose of residential, commercial or retail projects with a capital investment of more than \$100 million.*

The residential flat building and associated works and improvements will have a capital investment value of more than \$100 million. This application is therefore made in accordance with the provisions of Part 3A of the Act.

#### **4.4 State Environmental Planning Policy No. 55 - Remediation of Land**

Preliminary contamination assessment indicates that the site is able to support the proposed residential use in the terms of SEPP 55.

A more detailed environmental audit will be submitted for consideration with any subsequent project application involving the construction of any residential buildings.

#### **4.5 State Environmental Planning Policy No. 65- Design Quality of Residential Flat Buildings**

The proposal has been designed by Turner and Associates architects consistent with the 10 design principles contained in SEPP 65 further assessment under SEPP 65 is necessarily restricted to the broader elements of its design, such as the appropriateness of the overall placement and interrelationship of its components on the site, suitability of proposed heights and the like. Whilst it is necessary to ensure that the proposal, if approved, would have the capability of complying with the detailed design principles of the SEPP, these will only be able to be assessed once detailed applications are subsequently submitted for applications.

#### **4.6 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004**

Whilst BASIX certification is not relevant to a concept application where no buildings are able to be constructed without further approvals, nothing associated with the proposal will prevent BASIX certification. Appropriate documentation will be supplied with subsequent detailed assessment.

#### **4.7 State Environmental Planning Policy (Infrastructure) 2007**

Clause 104 of SEPP (Infrastructure) requires that before granting consent to a development for residential flat buildings with 300 or more apartments, the consent authority must refer the application to the Roads and Traffic Authority for comment and must consider the accessibility of the site, traffic and parking issues.

A preliminary traffic and parking assessment has been undertaken with a summary of its findings and conclusions is contained in Section 5.14 of this report.

#### **4.8 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005**

While the site is located within the boundary outlined by the Sydney Harbour Catchment Map it is not located within or in the immediate vicinity of any foreshore and waterway area.

Of relevance at this stage is that the proposal is for residential development complemented by open space with the aim to encourage a vibrant and safe place for people without compromising the protection of the natural assets of Sydney Harbour.

The proposal can therefore demonstrate consistency with the relevant aims and objectives of the SREP (Sydney Harbour Catchment).

#### **4.9 Sydney Regional Environmental Plan No. 24 - Homebush Bay Area**

SREP 24 prescribes the main land use zoning and development standards applicable to the subject site and aims to encourage a co-ordinated approach to development of the Homebush Bay locality within a framework that recognises the environmentally sensitive nature of the area.

Planning objectives for the Homebush Bay Area are outlined in Clause 12 of SREP 24, with relevant objectives generally being to promote:

- a variety of types of development and land uses including residential uses, without compromising the area's recognised role as a centre for hosting regional, State, national and international events;
- co-ordinated and high quality development;
- ecologically sustainable development; and
- development that preserves and improves views from and of the waterfront and to enhance public access to those waterways and waterfront areas, while protecting flora and fauna habitats.

The proposal is for the use of a site that is zoned to accommodate residential development and is consistent with immediately surrounding residential uses. In this sense, any potentially adverse impacts of residential use of the site on the overall area's ability to host large scale events has been assessed and deemed acceptable through its initial and approved zoning.

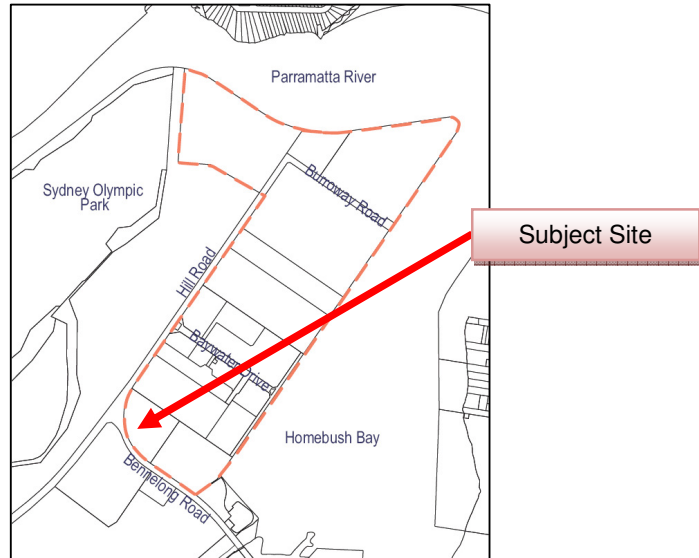
The proposal presents a design that responds well to the size and shape of the site, providing an acceptable balance between residential and open spaces. It will transform the site from its current isolated industrial usage to one that connects physically and characteristically with the surrounding mixed use residential/retail precinct. It will create a highly livable place that aims to provide a high level of amenity for future residents on the site, as well as respecting the amenity of the existing residents of surrounding development.

The proposal is designed to be consistent with the principles of ecologically sustainable development, as addressed in **section 5** of this assessment. The proposal further addresses sustainability principles through its use of land with good accessibility to various public transport options such as the Homebush Bay Ferry Wharf (approximately 1 km away) as well as the existing well integrated pedestrian and cycling networks in the vicinity, thus reducing reliance on private vehicle use for travel.

#### 4.10 Homebush Bay West Development Control Plan

The Homebush Bay West DCP provides more detailed provisions, supplementing the provisions of SREP24. The subject site is located within the south western boundary of the precinct as demonstrated by **Figure 4** below.

**Figure 4: Homebush Bay DCP Precinct Map**



A full assessment of the proposal will be made in the Environmental Assessment for this proposal, however, some of the key issues are identified in Section 5 below.

## 5.0 OVERVIEW OF KEY ISSUES

In addition to the statutory controls addressed in **Section 4** of this report, **Section 5** provides an overview of key potential environmental, social and economic impacts associated with the proposal that will be addressed in the Environmental Assessment for this concept application.

### 5.1 Context and setting

Homebush Bay West is an area in transition. It has seen significant recent transformation since the Sydney Olympics, from an industrial, warehousing, distribution area to a planned urban mixed residential neighbourhood. However, there are still major portions of the peninsular retaining their historical industrial uses, including the subject site.

The most substantial transformation towards its future residential neighbourhood vision has occurred at the southern end of the peninsula, in the form of the Waterfront precinct developed by Payce Properties. The subject site is an anomaly to the image now presented by the Waterfront development.

This proposal therefore represents an important element in the continuing transition of the peninsula to its ultimate planned form. It is particularly important in this regard because it does represent something of a gateway to the peninsula from its 'landward side'.

At a closer level, the site is adjoined by other recently developed residential and mixed use developments with which this proposal will represent a far more compatible neighbour than the current industrial use operating from the site. Whilst the current use is not entirely compatible with the evolving uses and turns its back on its residential neighbours, the proposal has been designed consistent with the controls outlined in the Homebush Bay West DCP to be entirely integrated in terms of street connections, use and the introduction of a significant new community park for the enjoyment of the whole Waterfront community.

The proposal enjoys the benefits to the amenity of its future residents presented by the Millennium Parklands directly opposite, the nearby Bay and foreshores and the major sporting and cultural facilities of Sydney Olympic Park.

As such, it is an entirely appropriate development both for its future occupants and within its physical and social context.

### 5.2 Density

Residential densities in Homebush Bay West are controlled by limits for specific parts of the precinct prescribed in the Homebush Bay West DCP.

The proposal has been designed such that the total residential floor space in the Part F, within which the subject site is situated, will remain within the overall cap prescribed (being 234,642m<sup>2</sup>).

The proposed 601 apartments represent a medium to high density outcome for the site which is appropriate given its high accessibility and suitability for residential development.

### 5.3 Built form

The proposed development has been designed to closely align with the configuration of buildings, open space and streets outlined for the subject site in the Homebush Bay West DCP.

Some variations do arise which are summarised below and will be addressed in more detail in the Environmental Assessment.

### 5.4 Height

The height of the buildings remains below RL 29 metres, prescribed as the height limit by the Homebush Bay West DCP, at all points, which is the bench mark derived from the height of the nearby Millennium Marker.

The height of the proposal as it fronts Bennelong Road complies with the Homebush Bay West DCP guidelines on the number of storeys in buildings.

With regards to the proposal's frontage to the extended Amalfi Drive, the prescribed number of storeys for this area in the DCP is for an additional 2 storeys above a 'base' level of 4 storeys aimed at enabling some modulation of the skyline and design flexibility.

The height of building A is comprised of 4 full habitable floors with a minor fifth floor. Building A would otherwise appear to comply with the flexible height arrangement prescribed by the DCP except that the basement car park protrudes more than 1.2 metres above the finished footpath level and the combined 4<sup>th</sup> and 5<sup>th</sup> levels are more than 10% (approximately 19%) of Building A's GFA. The protrusion of the basement levels more than 1.2 metres above ground level is a consequence of the constraint on basement excavation of more than 1.5 metres imposed by the high water table.

The proposed height of the rear of the Buildings B and C, ie. as they the front the extension of Amalfi Drive, is 7 storeys above the finished footpath level.

As a consequence, the height of buildings fronting the Amalfi Drive extension technically exceeds the Homebush Bay West DCP guidelines on the number of storeys in buildings. The Environmental Assessment will address these variations. On our preliminary assessment it appears the variation can be addressed and assessed as acceptable.

### 5.5 Design quality

As indicated in **Section 4** of this report, the development has been designed in consideration of the design principles in SEPP 65 - Design Quality of Residential Flat Buildings.

As also indicated, this is not a fully developed design and is necessarily only in 'block form.' The Environmental Assessment will address the ten principles in SEPP 65 to confirm that subsequent, more detailed applications are capable of meeting these principles.

#### **5.6 Internal residential amenity**

The shape and orientation of the site create challenges in avoiding a certain level of internal overshadowing of private open spaces and residences in the southern parts of the site.

Shadow diagrams have been prepared and will be assessed in the Environmental Assessment to confirm the adequacy of solar access to all apartments.

The structure of the proposal allows all units to have the capability to be appropriately sized, with cross ventilation, having adequate storage and other amenities and generally have the capacity to be compliant with the rules of thumb under SEPP 65.

#### **5.7 Public domain**

The development incorporates a large proportion of what can be described as public domain works, notwithstanding they will be principally retained in private ownership. The public domain includes the proposed new community park, the extension of Amalfi Drive and the associated footpaths.

Whilst the detailed design of the public domain will be subject to future staged applications, the size, location and distribution of the public domain features of the site are capable of providing a high quality public domain consistent with the Homebush Bay West Public Domain Manual.

#### **5.8 Neighbourhood amenity**

The relationship between the proposed development in the existing context of surrounding development will be addressed in the Environmental Assessment. Preliminary assessment is that the proposed development will provide significantly improved amenity to neighbouring residential development in terms of design and operation, particularly in consideration of the level of heavy vehicle generation related to the existing distribution activity on the site.

#### **5.9 Natural environment**

The site is currently fully developed for industrial activity, with the vast majority hard surfaced coverage and only a narrow landscaped setback containing some existing trees along the Bennelong Road frontage. The Environmental Assessment will assess tree retention on the site, proposed impacts on the natural environment and its relationship to the Millennium Parklands and Nuwi Wetlands opposite the site.

#### **5.10 Water management**

Appropriate water management principles are to be incorporated in the proposed development.

The relatively high water table in the locality limits the extent of potential basement excavation however any future application will demonstrate that finished basement levels will avoid interference with the water table.

At this stage, it is considered that the development can demonstrate the ability to adequately deal with water quantity and quality issues, having no adverse impacts on the adjacent wetlands, adjoining properties or Homebush Bay. This ability will be further demonstrated in any future application.

#### **5.11 Wind impacts**

Preliminary analysis of the wind environment impact in relation to the proposed development has been undertaken with the conclusion that wind conditions within and around the various outdoor areas of the site will be acceptable for their intended uses provided various recommendations are incorporated into the design. The proposal is capable of incorporating such mitigation measures, the details of which will be provided in any future application.

#### **5.12 Environmentally sustainable development**

The details of environmentally sustainable development initiatives to be incorporated into the development will be contained in any subsequent project application. At this stage, general ESD principles upon which the concept is based will include:

- Use of multiple cores enabling 60% of apartments being cross-ventilated with good natural daylight and solar access into primary living spaces and external living areas
- Energy efficient appliances and water efficient devices will be used.
- Tanks for stormwater retention and reuse.
- Substantial deep soil areas for significant planting
- BASIX certification

#### **5.13 Access, parking and transport**

A traffic and parking assessment has already been undertaken by Varga Traffic Planning Pty Limited. A summary of its findings and conclusions is as follows:

##### **5.13.1 Existing road and transport conditions**

*“Hill Road performs the function of a collector road, providing access from the Homebush Bay peninsula to the higher order arterial route network. It is line-marked as a four-lane route (ie two lanes in each direction) with kerbside parking generally prohibited along its length by NO STANDING restrictions. A grade-separated interchange with west-facing ramps is located at the M4 Motorway/Hill Road intersection.*

*Bennelong Road (ie between Hill Road and Australia Avenue) performs the function of a local access road by providing vehicular access to frontage properties. The line-marking on this section of Bennelong Road comprises a centre-line marking only, catering for a single lane (plus bike lane) in each direction. A central turning lane has been provided where necessary to facilitate access to frontage properties.*

*Regular public transport services are provided along Hill Road by the 401 and 525 bus routes.*

*The 401 bus operates 7 days per week, providing a link between the Sydney Olympic Park Wharf and Lidcombe Station. The 525 bus also operates 7 days per week, providing a link between Parramatta and Burwood via Homebush Bay.*

*The ferry service available at the Homebush Bay Wharf operates between Parramatta and Circular Quay.*

*Extensive intra-urban and inter-urban train services are available at Strathfield Station. In addition, regular train services are also available at the Olympic Park Railway Station, via Lidcombe.*

*Provision has also been made for the introduction of an additional bus service to serve the Homebush Bay peninsula. The bus service would travel via Baywater Drive, a local northsouth road link and Burroway Road as suggested by the Homebush Bay West Structural Design Framework.”*

Full details of this report will be contained in the Environmental Assessment.

#### **5.13.2 Proposed road and traffic conditions**

The proposed site development is entirely consistent with the street configuration, parking and access requirements outlined in the Homebush Bay West DCP.

It completes the through-street pattern established on the existing adjoining sites.

Varga has assessed the traffic implications of the proposal and details of this assessment will be contained in the Environmental Assessment.

#### **5.13.3 Car parking**

Car parking for the proposal has been assessed and full details will be provided in the Environmental Assessment.

### **5.14 Social Impact in the locality**

The proposal provides an additional supply of 601 dwellings into the local housing market, consistent with Metropolitan and Subregional Strategies which promote the supply of a significant majority of the region’s housing demand in accessible established areas.

The area is a highly desirable location given its accessibility to public transport, retail, sporting and community facilities, open space and the Harbour. Higher density housing in such a location optimises the number of people able to take advantage of such a desirable location and reduces the demand for housing in far less accessible fringe areas of the Metropolitan Area.

The proposal involves a mix of apartment sizes, including 1, 2 and 3 bedrooms which provides for housing choice and optimises affordability.

The proposal incorporates a new community park providing good amenity to the future residents of this site and the existing residents of adjoining sites.

#### **5.15 Safety, security and crime prevention**

Whilst detailed design incorporated in any subsequent project application will elucidate on this consideration, the open design of the development with clear addresses, passive surveillance of public spaces and the like, provides the basis of a safe and secure development.

#### **5.16 Economic impact in the locality**

This is an important gateway site currently not developed consistent with the longer term planning vision for the peninsula. The proposed development on this prominent site will improve the image of the whole peninsula as an attractive residential neighbourhood, also improving its economic viability. The economic development of the Homebush Bay West peninsula is important to the strategic development of the sub region.

The introduction of 601 new dwellings on the site presents the adjoining commercial premises on the Piazza with a significant number of additional potential customers which should assist their commercial viability and longevity.

#### **5.17 Site Suitability**

The site is located in the Homebush Bay West precinct, which, since its disposal by the State government in the 1980's has been designated as a strategic site for urban development in the region.

The transformation of the area from industrial to residential/mixed use has commenced in this southern part of the precinct and this proposal represents another important step in that planned transformation.

The site is highly accessible and suitably zoned for the proposed purposes in the strategic and statutory.

Preliminary investigations into the physical suitability of the site for the proposed development have identified no encumbrances to that development.

The DCP notes that most of the Homebush Bay West peninsula is on reclaimed land and as such is subject to particular geotechnical constraints which affect the siting and massing of buildings, particularly in regard to basement car parking.

Geotechnical analysis of the adjoining site was undertaken by GHD LongMac in 2002. That report concluded that the basic stratigraphy over the site comprised a layer of ripped rock fill underlain by soft estuarine clay deposits and stiff clays over weathered shale and sandstone bedrock. It is expected that similar conditions will apply to the

subject site. As with adjoining sites that have been developed in the Waterfront estate, it is reasonable to assume that subject to recommendations on appropriate foundation systems, that geotechnical conditions will not preclude the proposed development.

As indicated earlier, the preliminary environmental audit of the site has indicated that whilst there is potential contamination associated with its historical industrial use, it can be remediated to a level suitable for its proposed residential use, consistent with other recently approved development in the locality.

It is expected that utility services are available to the site and will be adequate to meet the demand requirements of the proposed development. Details will be provided at the relevant time in any future applications.

The site is not subject to any other known physical constraints to the proposed development. More detailed assessment of the issues listed above can and will be undertaken for any subsequent project application.

#### **5.18 Impact of radio antennae**

Clause 4.1.9 of the Homebush Bay West DCP on Electro-magnetic radiation states that *“applicants are required to demonstrate that development proposals have carefully considered potential health and interference impacts from the AM radio towers.”*

The Sydney Olympic Park Authority Website posts a bulletin which confirms that no health impacts arise from the antennae.

## 6.0 CONCLUSION


The proposed “Bay Park” development at 23 Bennelong Parkway, Homebush Bay will introduce 601 residential units and associated car parking together with a major community park and associated facilities on a site currently used for industrial activities.

This assessment is preliminary in an effort to inform the Minister’s opinion, pursuant to Clause 6(1) of SEPP Major Development that the development is a project to which Part 3A of the Act applies. The assessment also seeks to assist the Director General with issuance of environmental assessment requirements pursuant to Section 75F of the Act.

The preliminary assessment in this report concludes that the site is appropriately zoned and highly suitable for the development, subject to certain technical and design considerations. These include the need to limit the extent of excavation and to remediate the site, which have been either incorporated in the design or will be undertaken prior to the site’s development.

This assessment also concludes that the development has the capacity to conform with relevant planning controls, most particularly in the SREP No. 24 and the Homebush Bay West DCP. The main area of non-compliance relates to the height of the buildings fronting the proposed extension of Amalfi Drive however the limited extent of any variation indicates potential for this to be justified in the Environmental Assessment.

Having regard to the above and in accordance with provisions in Part 3A of Act, it is requested that the Minister’s authorise an application for approval of a Concept Plan for the proposal under Section 75M of the Act and that the Director General issue the environmental assessment requirements for the Concept Plan Application.

Job No/ Document No	Description of Issue	Prepared By/ Date	Reviewed by Project /Director	Approved by Project Manager/Director
29073	Draft	JM 30/07/09	DR	 David Ryan, Executive Director
29073	Final	JM 13/08/09	DR	
<b>Note:</b> This document is preliminary unless it is approved by a Project Manager or Director of City Plan S & D				

## **Appendix One – Quantity Surveyor Cost Report**