NSW GOVERNMENT | Planning

Berowra Waters Eastside Marina
Kirkpatrick Way, Berowra Waters

Modification DA 150-06-01 MOD 4

Modification of Minister's Approval
Section 96(2) of the
Environmental Planning and Assessment Act 1979

July 2010

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1 INTRODUCTION

This report is an assessment of the proposed modification of Development Consent DA 150-06-01 pursuant to Section 96(2) of the *Environmental Planning and Assessment Act 1979* (the Act). The modification application was lodged by Cameron Brae Pty Ltd.

The site to which this application applies is known as Berowra Waters Eastside Marina and located at Berowra Waters on the eastern bank of Berowra Creek. The site is situated in the Hornsby Shire Council LGA.

Development Application No. 150-06-01 was approved by the former Minister for Planning on 20 December 2001 subject to 39 conditions of consent. The approval gave consent for the expansion, regularisation and upgrading of operations at, and the use of, the Berowra Waters Eastside Marina (refer **Section 2.2**).

The current modification application DA 150-06-01 MOD 4 seeks to amend the approval generally comprising a revised marina pontoon layout (including replacement of the existing mooring piles with new piles) and deletion of the dinghy storage pontoon and relocation of dinghy storage (refer **Section 2.4**).

The modification application was submitted on 17 December 2009, and the following chronology summaries the key dates;

- 04/02/2010 to 18/02/2010 - Exhibited to the public.
- 05/03/2010 to 19/03/2010 - Referred to Agencies.
- 06/04/2010 - DoP received a response to submissions from the Applicant and amended plans.
- 21/04/2010 - DoP received a further amended plan and amended survey from the Applicant.
- 22/04/2010 - DoP received an additional amendment to the previously amended plan.
- 20/05/2010 - DoP received a further response to submissions from Applicant replying to correspondence from the Environmental Defenders Office.
- 01/06/2010 - DoP received a further submission from the Applicant including a legal advice from Marsdens Lawyers.

The Minister for Planning is the consent authority for modifications to development consents granted by the Minister.

The Modification Application was exhibited in accordance with the EP & A Regulations 2000, and 5 individual objections were received and 4 responses from Govt Agencies were received.

The Land and Property Management Authority has given owners consent for the submission of the Modification Application (by letter dated 3 December 2009).

It is recommended that the modification application be approved.

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2 BACKGROUND

2.1 THE SITE

The Berowra Waters Eastside Marina, formerly known as the Cruisecraft Marina, is located at Berowra Waters on Berowra Creek, on the western side of Kirkpatrick Way (refer **Figure 1 and Figure 2** below). The Eastside Marina site is legally described as Lot 468 in DP 729619 (the land component) and Crown Lease Number 1989/3 (the water component). The Marina has occupied the site since it was originally approved in 1975.

Figure 1: Location of Berowra Waters in Sydney (Base map Source: Google Maps, 2010)

Figure 2: Location of the Eastside Marina Site (Base map Source: Google Maps, 2010)

The existing Eastside Marina consists of a northern pontoon and southern pontoon (both 37.8 metres in length, and 3 metres in width) running east-west, with a 8 metre x 3 metre "T" shaped pontoon located at outer end of each pontoon (one of which was approved as a fuel wharf), and an eastern pontoon which runs north-south parallel to the foreshore located adjacent to the marina buildings (refer **Figure 3** below).

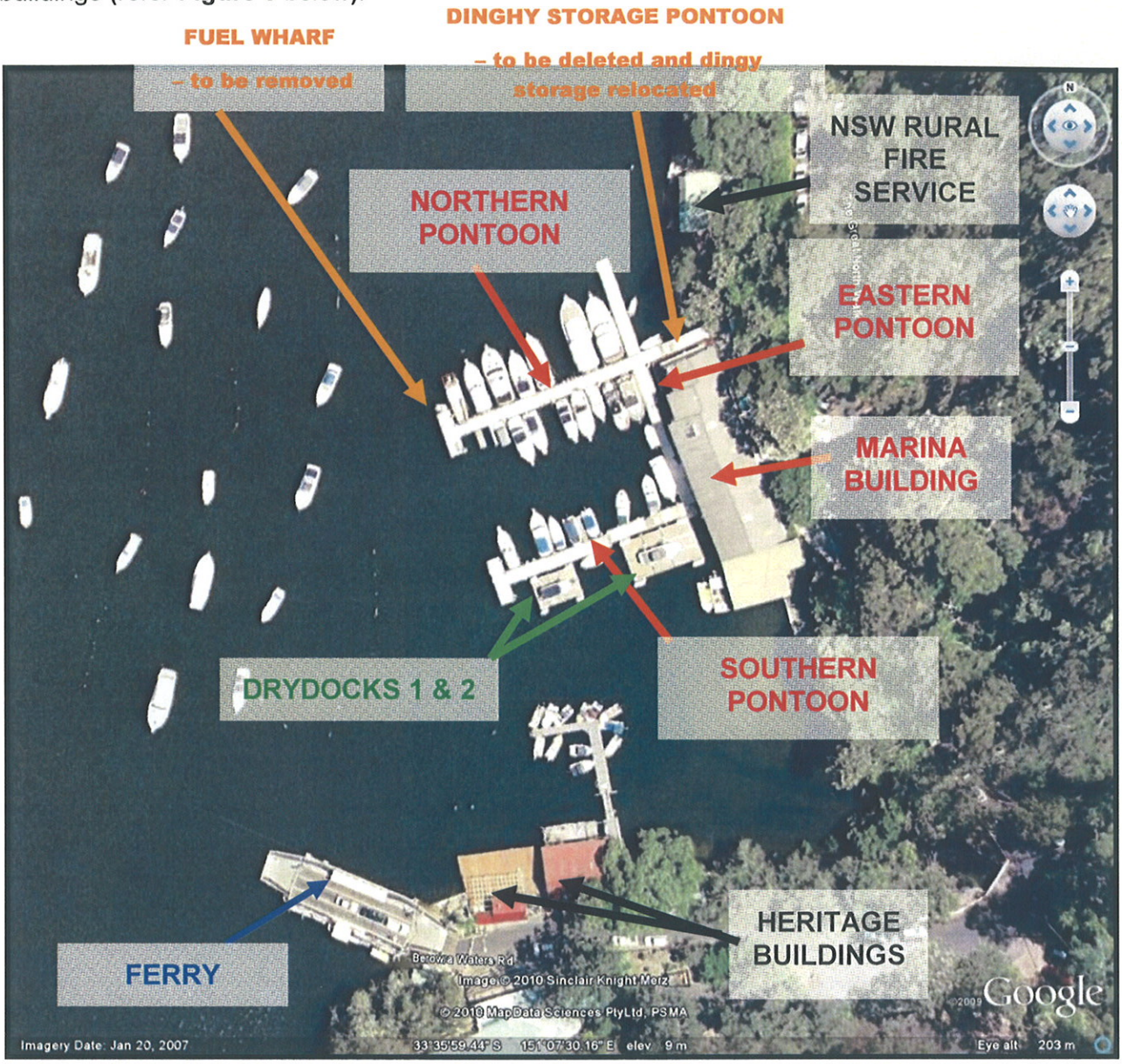

Figure 3: Site Plan of the Eastside Marina (Base map Source: Google Maps, 2010)

A service workshop, office space, storage area and a caretaker's residence occupy the Eastside Marina building. Two dry docks, which are used in association with the service workshop, are located to the south of the Marina alongside the southern pontoon (refer **Figure 4** below).

The Eastside Marina currently accommodates 29 berths.

To the north of the Marina is a cottage (former Ferry Master's Cottage), which is currently used as a Rural Fire Service station, and a pontoon used in association with the station (refer **Figure 3** above).

To the south of the Marina are a couple of locally-listed heritage buildings, comprising the boatshed and kiosk/teahouse located on Berowra Waters Road, which are currently not in use (refer **Figure 3** above).

A 24 hour vehicle and pedestrian ferry operates to the south of the Eastside Marina, connecting Berowra Waters Road to Bay Road on the western side of Berowra Creek. The cable ferry is listed as a heritage item with regional significance.

Berowra Waters Westside Marina, also owned and operated by Cameron Brae, is located opposite to the Eastside Marina on the western side of Berowra Creek.

Figure 4: Site Plan of the Eastside Marina

2.2 RELEVANT APPROVALS/MODIFICATIONS

The original Development Application (DA) No. 150-06-01 was determined by the former Minister for Planning on 20 December 2001 and consent was granted for the following works and activities at the Eastside Marina:

- Installation of a new dry dock (19 metres x 8 metres);
- Use of the new dry dock and the unlawful dry dock (13 metres x 8 metres) for boat maintenance and repair work;
- Replacement and use of the two main marina pontoons, which run east-west from the marina building (37.8 metres x 3 metres) with small pontoons at the western end of each pontoon (8 metres x 3 metres), to berth up to 29 vessels;
- Use of the unlawful dinghy storage pontoon (10 metres x 4 metres) to store dinghies that are used in association with the vessels on swing moorings in the adjoining waterway; and,
- Use of the unlawful pontoon (20 metres x 3 metres) adjacent to the dinghy storage pontoon, to provide "short stay" berths at the marina.

Since the determination of the DA on 20 December 2001, a number of minor modification applications for the site have been determined, permitting time extensions to the use of the existing dry dock.

The construction of the new dry dock has now been completed. The main northern and southern pontoon arms (refer **Figure 3** above) have not been replaced.

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2.3 DIRECTOR GENERAL'S REQUIREMENTS

The Director General's Requirements (DGRs) for the application were issued on 3 September 2009. The DGRs outline the general requirements for the Statement of Environmental Effects (SEE) and included 3 key issues to be addressed:

- Navigation and safety;
- The provision of a Construction Management Plan; and,
- The visual impact of the proposal.

The Department is satisfied that the SEE addresses the DGRs.

The DGRs are included in **Appendix A**.

2.4 PROPOSED MODIFICATIONS

Condition 2 of the DA Consent required that the development at the Eastside Marina site be generally in accordance with the approved site plan (*Drawing CB200/1-A, dated 30 September 1999*, see **Appendix B**).

The main modification results in an amended pontoon configuration to that approved, and, also proposes the replacement of the existing timber piles with new timber piles.

The Applicant advises that the facility is in urgent need of upgrading works, and that the existing pontoon structures have been in use for 20-30 years, and parts of the structure are deteriorating with corrosion. Many of the existing timber piles also require replacement.

The Applicant has advised that the 2001 approved configuration of the main pontoons do not comply with current Australian Standards, and the main rationale for the current modification is to allow the replacement pontoon structures (which have been approved) to be installed in a compliant layout.

In detail, the modification application for the Eastside Marina includes the following:

- Relocation of the northern pontoon arm northwards by approximately 8 metres and extension by approximately 9 metres (new dimensions 56.1 metres x 2 metres);
- Extension of the southern pontoon arm westwards by approximately 11 metres (new dimensions 56.1 metres x 2 metres);
- Provision of finger pontoons (7 metres x 1 metre) between dual berths;
- Provision of new service pedestals and associated electrical and plumbing works;
- Reduction of the pontoon arm widths from 3 metres to generally 2 metres;
- Deletion of the dinghy pontoon (10 metres x 4 metres) and the storage of dinghies, on the eastern side of the adjoining north-south pontoon;
- Reduction of the north-south pontoon used for short stay berths by approximately 1 metre (new dimensions 19 metres x 2 metres);
- Removal of the existing 14 timber piles and provision of 12 new timber piles to suit the new configuration; and,
- Deletion of the fuel wharf.

The modified site plan showing the proposed modifications is included in **Appendix C**, and a site plan comparison between the originally approved configuration and the proposed modified configuration is shown in **Figure 5** below.

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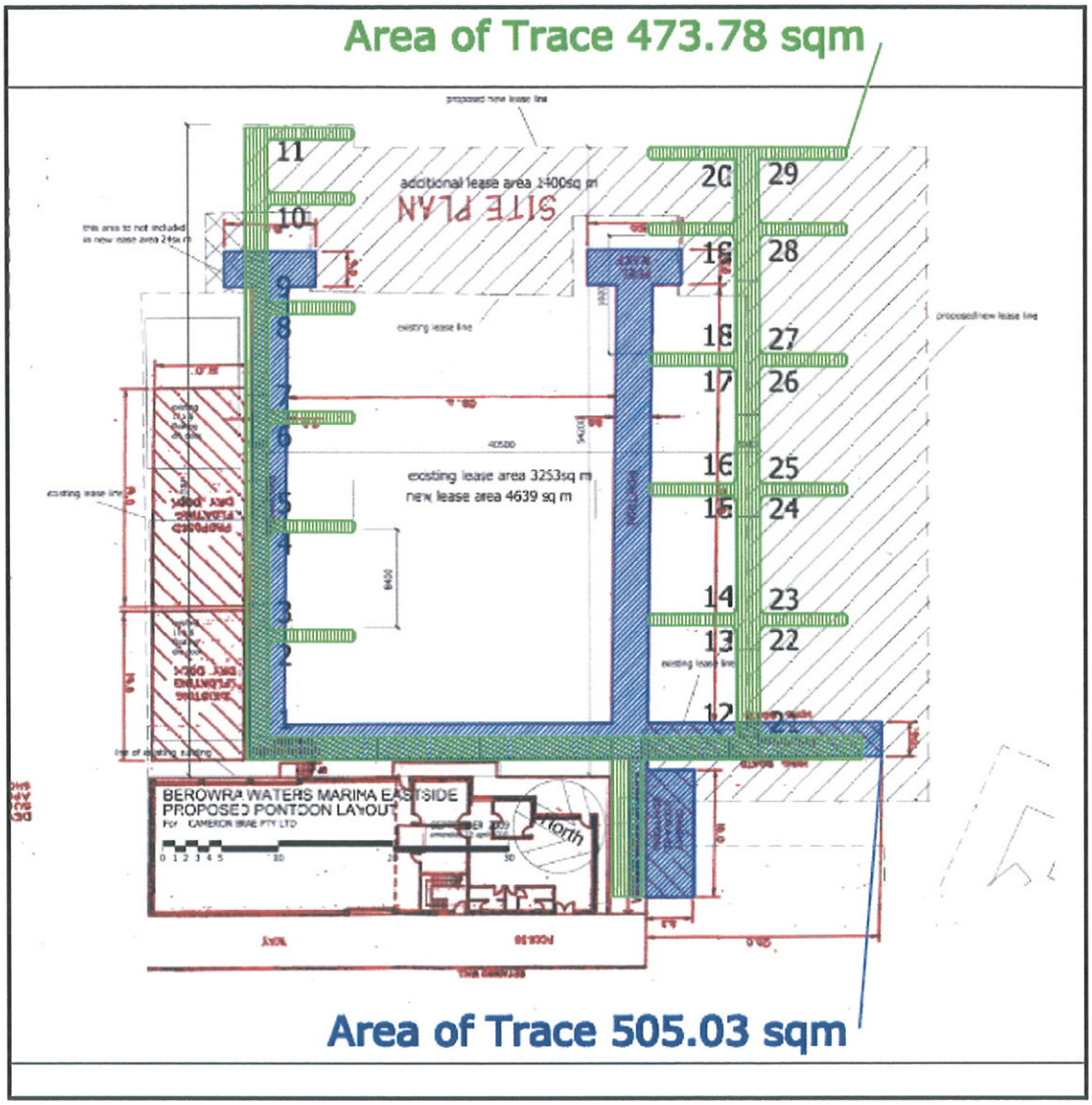

Figure 5: Comparison between location of existing pontoons (shown in blue) and proposed pontoons (shown in green) (Source: Provided by the Applicant, 19 May 2010)

A summary of the Department's response to the requested modifications is summarised in **Table 1** below.

Table 1: Summary of Modifications

REQUESTED MODIFICATION	DEPARTMENT'S RESPONSE	SUPPORTED
Structural Amendments		
Relocation of the northern pontoon arm northwards (approximately 8 metres)	The new configuration of the pontoons, with a greater separation between the north and south pontoon arms, will comply with *AS 3692-1991 Guidelines for Design of Marinas.* The relocation of the pontoon arm will not cause any navigation issues.	**YES**

Extension of the northern pontoon arm westwards (approximately 9 metres)	The extension of the northern and southern pontoon arms are required to accommodate for the addition of finger pontoons between dual berths. NSW Maritime confirmed that these extensions will not cause any navigation issues.	**YES**
Extension of the southern pontoon arm westwards (approximately 11 metres)		**YES**
Provision of finger pontoons (7 metres x 1 metre) between dual berths	The inclusion of finger pontoons between dual berths is consistent with the design of other contemporary pontoons.	**YES**
Deletion of dinghy pontoon (10 metres x 4 metres) on the eastern side of the adjoining north-south pontoon	A small number of dinghies are currently stored elsewhere on the site. The provision of dinghy storage facilities will not be removed from the Marina, but relocated to other parts of the site, and a condition linking the provision of dinghy storage facilities with the operation of swing moorings in the adjacent waterways has been included in the approval.	**YES**
Reduction of the north-south pontoon used for short stay berths (approximately 1 metre)	The reduction of the north-south pontoon is necessary to ensure that the waterway between the Marina and the neighbouring RFS pontoon is maintained for safe navigation, despite the relocation of the northern pontoon northwards. Since facilities such as the fuel wharf and shop have been moved to the Westside Marina, the demand for short stay berths has declined and the reduction in length of the pontoon is anticipated to have minimal impact.	**YES**
Associated Servicing and Operational Matters		
Provision of new service pedestals and associated electrical and plumbing works	Minor adjustments required to service the new configuration of pontoons.	**YES**
Reduction of pontoon arm width from 3 metres to generally 2 metres	The dimension of the new pontoons will differ from those proposed in the original consent. The new pontoons are narrower than those described in the original consent. The description of the pontoons will need to be amended to reflect the site plan.	**YES**
Removal of 14 existing piles and provision of 12 new timber piles to suit new configuration	The existing piles require replacement, due to corrosion and the configuration of the new pontoons, which is different. The new configuration requires 2 less piles than the current configuration.	**YES**
Deletion of fuel wharf	The fuel wharf at the Eastside Marina is no longer required as the fuelling facilities are now provided at the Westside Marina on the opposite shore of Berowra Creek.	**YES**

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Modification of Conditions		
Amend Schedule 1 of the development consent	The description of the proposed development needs to be updated to reflect the modifications.	**YES**
Amend Condition 2 – Terms of Approval of the development consent	The condition needs to be updated to include most recent SEE and site plan.	**YES**
Amend Condition 11 – Limits on Operations of the development consent	The condition needs to be updated to reflect the modifications.	**YES**
Include 2 additional conditions	Conditions relating to the construction of the pontoons and environmental impact management (noise and acid sulphate soils) are to be included, as requested by Council.	**YES**

The new pontoons for the Eastside Marina will be manufactured and assembled off site, and then towed and floated from the Westside Marina boat ramp (on the opposite side of Berowra Creek) to the Eastside Marina to be fixed into place. The existing timber piles will also be removed and new timber piles installed.

The modifications will require a larger lease area with the extension of the northern and southern pontoons, and the relocation of the northern pontoon northwards. The required lease area increases by 1376sqm from 3,263sqm to 4,639 sqm. However, the Applicant has stated that the footprint of the proposed new pontoons will be slightly smaller due to the narrower pontoons (refer **Figure 5** above and **Appendix C)**.

The new configuration will continue to accommodate 29 berths, as it currently does.

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3 STATUTORY CONTEXT

3.1 SECTION 96(2) CONSIDERATIONS

The relevant provisions of Section 96(2) of the Act are addressed separately below.

3.2 SECTION 96(2) (A) – SUBSTANTIALLY THE SAME DEVELOPMENT

Section 96 of the Act provides for the modification of development for which consent has previously been granted. A key statutory consideration which must be taken into consideration when assessing applications to modify consent is set out in section 96(2)(a), and requires that the consent authority can only approve a modification application if the development as modified would be "*substantially the same*" as the development originally approved.

The modification sought under the current modification application involves the revision of the main northern and southern pontoons to change their originally approved size and layout to a slightly larger size and slightly amended layout to meet the current Australian Standards for marina design. The basic configuration of a northern pontoon and a southern pontoon extending perpendicular to the foreshore (eastern) pontoon remains unchanged. In addition, 14 existing timber piles are to be removed, and replaced with 12 new timber piles (a reduction of 2 piles), and while the locations are different, the function and ancillary nature of these piles to the marina use is unchanged. The resulting change to the required lease area and the reduction to the footprint area of the modified pontoons retains the essential form, nature and layout of the currently approved marina use.

Compared to the development as originally approved, there is no material change to the visual appearance or operational capacity (29 berths) of the marina as a result of the proposed modifications. Further, the removal of the dinghy storage pontoon and the relocation of storage to other parts of the site do not change the current function or operation of the approved marina. Accordingly, removal and relocation of the dinghy storage pontoon does not result in a development which is not "*substantially the same*" as that currently approved.

Section 96(3) of the Act also requires that the "*consent authority must take into consideration such of the matters referred to in Section 79C(1) as are of relevance to the development*" the subject of the modification application. In this regard, it is evident that the external implications of the modified proposal are unlikely to result in any adverse impact upon any adjoining property, or the locality generally. It is considered that this is a further indication that the modified development is *"substantially the same"* as the originally approved.

Having assessed the effect of the modifications sought on the development as originally approved, it is considered that there are clear reasons, outlined above, to conclude that the modification application satisfies the *"substantially the same"* requirement in section 96(2)(a).

3.3 SECTION 96(2) (C) & (D) – NOTIFICATION AND CONSIDERATION OF SUBMISSIONS

The modification application was notified in accordance with the Environmental Planning and *Assessment Regulation 2000* (EP&A Regulation 2000) under S.96(2)(c)(i) and (ii), and the submissions received have been considered pursuant to S.96(2)(d) as discussed in **Part 5** below.

3.4 SECTION 96(3) – CONSIDERATION OF RELEVANT MATTERS UNDER SECTION 79C(1) OF THE ACT

- **Statutory & Policy Controls**
  The modifications do not vary significantly from the nature of the original development, and the modification application remains compliant to the applicable statutory provisions. Sydney Regional Environmental Plan (SREP) No.20 provisions were considered in detail in the original

Director General's Assessment Report. The proposed modification is considered to be consistent with the provisions of this SREP No.20.

- **Environmental Impacts**
  The modifications are unlikely to result in any adverse impact on the environment or locality in general. The modifications will have minimal additional visual impact on the Berowra Waters landscape.

- **Suitability of the Site**
  The effect of the modifications on the environment is considered to be negligible. A marina has been located on the site for 35 years, with the existing marina originally approved in 1975. The extension of the marina pontoons will result in a larger lease area, however the capacity of the Eastside Marina will remain at 29 berths.

- **Submissions**
  All of the submissions received by the Department have been carefully considered (refer **Section 4**). The issues raised have been taken into consideration during the assessment of the application.

- **The Public Interest**
  The modifications to the approved development are not considered to have any additional adverse impacts on surrounding residents and will comply with the relevant development controls. It is considered that the modifications will be in the public interest, as an upgrade of the facility is urgently required to ensure that the marina remains safe to use and that the facility complies with Australian Standards.

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4 CONSULTATION AND EXHIBITION

The DA, plans and Statement of Environmental Effects for the modification application were publicly exhibited for 15 days from the 4 February 2010 until 18 February 2010 at the Department of Planning Information Centre, Hornsby Council, and the Berowra Branch Library. The application documents and associated plans were also publicly available to view online on the Department's website. Hornsby Shire Council, Rural Fire Service (RFS), NSW Office of Water, and NSW Maritime were formally notified of the modification and invited to comment. Surrounding landowners of the Eastside Marina site were formally notified of the modification application.

A total of **9** submissions were received. **Four** submissions were received from public authorities, including one from Hornsby Shire Council, and **5** submissions objecting to the proposal were received from the public, including one from the Environmental Defenders Office (EDO) written on behalf of the Association for Berowra Creek Inc ("ABC").

Hornsby Shire Council

Council raised the following concerns:

- The close proximity of the extended north-south pontoon to the neighbouring RFS pontoon may cause navigation issues for RFS vessels;
- It is not known whether the expansion of the Eastside Marina will increase the number of berths;
- The deletion of the dinghy storage area will impact on access to vessels stationed at the neighbouring swing moorings; and,
- Consideration should be given to SREP No.20.

Department's Comment

The Department acknowledges the issues raised by Council. These matters have been addressed in **Section 5** of this report. SREP No.20 is addressed in **Section 3.4** of this report. Council also requested that a number of conditions be imposed on the approval of the application, which have been included in the modified consent.

Rural Fire Service

The RFS have no objection to the application, however were concerned that the extension of the north-south pontoon would create navigation issues and the distance between the facilities for safe manoeuvrability be carefully considered.

Figure 6: Site Plan of the Eastside Marina

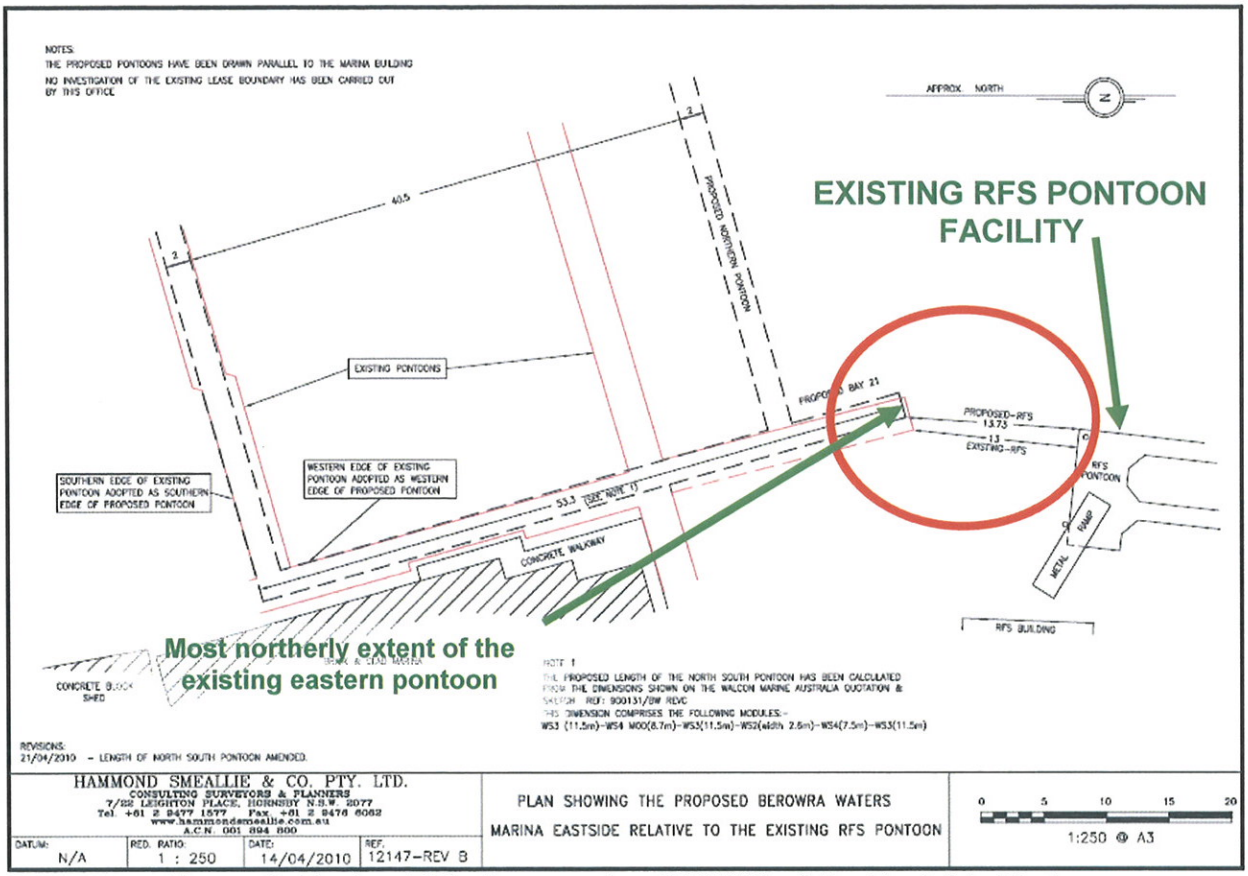

Figure 6: Revised Site Survey plan (22/4/10) of the Eastside Marina

Department's Comment

On 22 April 2010, the Applicant submitted a revised site survey plan (refer **Figure 6** above) that reduces the length of the north-south eastern foreshore pontoon to less than the length of the existing pontoon, thus increasing the separation with the RFS pontoon. A corresponding amended modification plan, dated 22/4/10 was also submitted (refer **Appendix C**).

The distance between the Eastside Marina pontoon and the neighbouring RFS pontoon is therefore increased. As a result the proposal will not create additional navigation issues, but rather improve the current situation

NSW Maritime Submission

NSW Maritime raised no navigational objection to the proposal.

NSW Office of Water

The NSW Office of Water raised no objection to the proposal, however have indicated that it is likely the proposal will be Integrated Development for the Department of Industry and Investment (Fisheries).

Department's Comment

The Department previously considered whether or not the original proposal should be assessed as Integrated Development and was satisfied that the relevant provisions of the Regulations would not be triggered. The proposed modification is therefore not considered to be Integrated Development.

Public Submissions

In summary, the public submissions received raised the following issues:

- Insufficient provision of car parking;
- Increased pollution and the effects on waterway quality;
- Navigation and access impacts for the Rural Fire Brigade;
- The berthing of larger vessels at the Marina;
- Deletion of the dinghy storage area;
- Proposal should be considered Designated Development; and,
- Other issues such as the adequacy of notification/exhibition and operational concerns were also raised.

A submission was received from the EDO on behalf of the ABC, dated 1 April 2010, which questioned whether the application should be classified as Designated Development. The submission also raised concerns relating to the assessment of the application.

Department's Comment
The issues raised in the public submissions are addressed in **Section 5** of this report. The Department considers the consultation carried out was appropriate, and operational issues have been addressed by the conditions of consent.

The Department acknowledges the concerns raised by the EDO and is satisfied that the application falls under Section 96(2) of the Act based on the determination of the original consent. In addition, the Applicant prepared a response to the EDO's submission which addresses the concerns raised.

Applicant's Response to Submissions

The submissions received by the Department were forwarded to the Applicant for consideration.

The Applicant responded to the submissions on 06/04/2010 and submitted an amended plan, and submitted further amendments and an amended survey plan on 21/04/2010 and 22/04/2010. Further, the Applicant submitted a response to the EDO's submission on 01/06/2010 and included a legal advice from Marsdens Lawyers.

The further amended plan reduces the length of the north-south (eastern) foreshore pontoon by approximately 1 metre and is consistent with the location of the existing pontoon and satisfies the concern raised by the RFS. The correct dimensions have been verified by an amended the amended site survey plan.

All submissions have been carefully considered including the revised plans for the application. The issues raised in the submissions are discussed in detail in **Section 5**.

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5 ASSESSMENT OF PROPOSED MODIFICATIONS

5.1 NAVIGATION AND ACCESS

Concerns were raised over the possible obstruction of the access way for the RFS station by the 8 metre relocation of northern pontoon northwards from the Eastside Marina. There is a possibility that the navigation of RFS vessels in the narrower access way would become dangerous as the north-south pontoon, as modified, would extend further north. These concerns were raised in submissions received from the RFS, Council and the public.

Department's Comment:
On 31 March 2010, the Department received a response from NSW Maritime, the navigation authority for Berowra Waters, stating that the proposed development was considered, and that NSW Maritime had no navigation concerns.

Further to this, on 21 April 2010 the Applicant submitted amended plans to the Department to modify the length of the north-south pontoon. As amended, the length of the north-south pontoon is approximately 1 metre shorter than the existing pontoon and generally in the same position.

The Department has concluded that the proposed modifications will not cause any navigation issues, particularly for the RFS, on the basis that the new north-south pontoon shall not extend beyond the location of the existing north-south pontoon.

5.2 DELETION OF DINGHY STORAGE

Council and a local resident raised concerns over the deletion of the dinghy storage pontoon at the Eastside Marina. The dinghy storage pontoon and the storage of dinghies on the site are used to service the adjacent swing moorings operated by the Applicant.

Submissions received raised concerns that with the deletion of the dinghy storage facilities, the means of accessing vessels at the swing moorings would be permanently removed.

Department's Comment:
The relationship between the use of the dinghy storage pontoon and the swing moorings is an operational issue that the Applicant must consider. The original consent relates the use of the dinghy storage pontoon and the storage of dinghies at the Eastside Marina with the operation of the swing moorings on the adjacent waterway.

The Applicant has advised the Department, in their response to submissions, that the dinghy storage facilities will not been removed but relocated within the site to other locations. It is noted that the dinghy storage only serves 7 swing moorings. The Department is therefore satisfied that no adverse impacts would result from this particular modification, and has imposed a condition of consent requiring dinghy storage facilities be maintained on site/within the lease area while the swing moorings are maintained by the Marina.

5.3 POLLUTION / EFFECTS ON WATERWAY QUALITY

Concerns were raised in 3 submissions from the public that further development in the Berowra Creek area will lead to the risk of contamination and pollution of the waterway. These concerns are related to the larger footprint of the Marina and the belief that the facility would have the capacity to berth larger vessels as well as increase activities.

Department's Comment:
The modifications are not classified as further development of the site. It is recognised that the lease area of the Marina will be larger as a result of the modifications however the overall footprint of the Marina will be smaller (refer **Figure 5** above).

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There will be no expansion of the Marina in relation to activities and intensity of use, and the number of berths will remain the same, with the size of berths to be generally the same as those currently available.

An additional condition has also been included relating to potential noise impacts from the installation of the new timber piles.

The environmental impact of the modifications is therefore considered to be minimal.

5.4 CAR PARKING

Concerns were raised in two submissions from the public over the lack of available car parking facilities at the Eastside Marina. The lack of sufficient car parking at the site has been an on-going issue and there are concerns that the modifications would attract more cars to the site and cause additional strain on the current car parking available.

Department's Comment:
There will be no additional strain on car parking facilities as a result of the modifications, as the capacity of the Eastside Marina is to remain unchanged. The Marina is not expanding activities or intensity of use and the number of berths will remain at 29.

6 CONCLUSION

In summary, it is considered that the modified development is substantially the same development as that approved.

Further, the nature of the proposed modification and resultant development is not such that, upon review of the Development Application, overall, the Consent Authority would have done otherwise than to grant a consent.

The combined effect of the changes, being amendments which maintain the integrity of the original design concept, do not impose any greater visual or amenity concern for the Consent Authority, and such a modification is within the power and discretion of Section 96 of the Act.

Further, the assessment of the modified proposal pursuant to the relevant Section 79C (1) Evaluation Criteria does not reveal any aspect of the amended development which is likely to detrimentally impact on any adjoining property or the locality generally having regard to the level of amenity established as reasonable pursuant to the current development consent.

The relevant issues identified under the current approval have been addressed and reveal that the assessment against the Evaluation Criteria would not warrant a refusal of the modification application, and it follows that the application should therefore be approved.

As a result, the Department recommends that the proposed modifications should be approved.

7 DELEGATION

The Minister for Planning is consent authority for modifications to consents granted by the Minister. Under the instrument of delegation dated 25 January 2010, the Minister has delegated his functions under Section 96 of the Act relating to the determination of modification applications to the Director, Metropolitan Projects, where there have been less than 10 public submissions objecting to the development application received. A total of 5 submissions objecting to the modification were received (5 x public).

8 RECOMMENDATION

It is recommended that the Director, Metropolitan Projects, as delegate of the Minister for Planning:

a) **approve** the modification, subject to conditions, under Section 96(2) of the *Environmental Planning and Assessment Act 1979*;
b) **sign** the attached Instrument of Modification (**Tag D**); and,
c) **sign** the attached letter to inform the applicant accordingly (**Tag E**).

Prepared by:

Andrew Smith
Team Leader
Metropolitan Projects

Approved by:

28/7/2010

Michael Woodland
Director
Metropolitan Projects

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