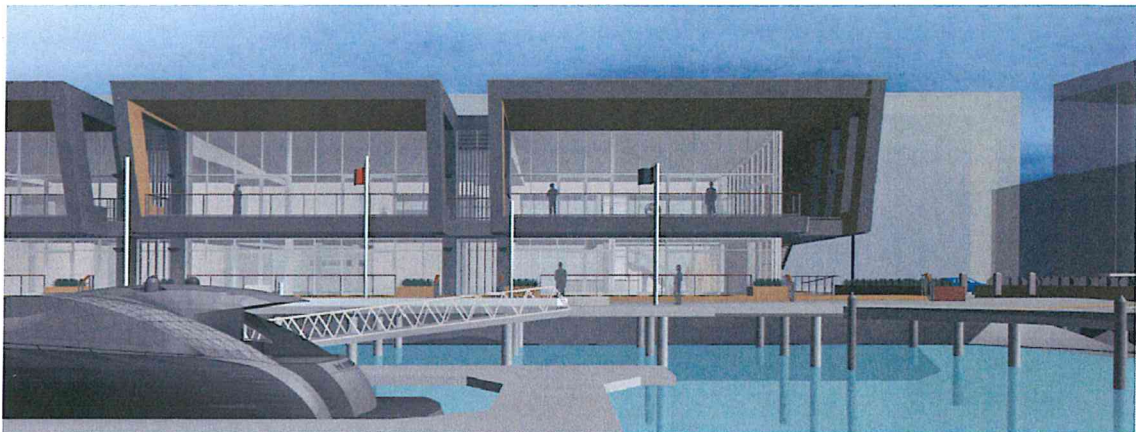




Planning &  
Environment

***MODIFICATION REQUEST:***

***Sydney Super Yacht Marina  
(MP 09\_0165 MOD 2): Modifications to  
Western Building***



Secretary's  
Environmental Assessment Report  
Section 75W of the  
*Environmental Planning and Assessment Act 1979*

May 2015

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# 1. BACKGROUND

The Sydney Super Yacht Marina Pty Ltd (the Proponent), has lodged a section 75W application (MP09\_0165 MOD2) to modify the design of the Western Building approved for construction on the Sydney Super Yacht Marina (SSYM), Rozelle Bay.

## 1.1 The Site

The SSYM is located in Rozelle Bay, Sydney, within Leichhardt local government area and includes both a land-based and water-based (marina) component. The site is located on Maritime Court (the formerly James Craig Road), Rozelle Bay, approximately 3km west of Sydney's CBD as illustrated in **Figure 1**.

The site is bounded by Maritime Court to the north, the NSW Maritime Office to the east, the Sydney Boat House to the west and Rozelle Bay to the south, as illustrated in **Figure 2**. The Anzac Bridge/Western Distributor passes overhead 150m to the north of the site. Much of Rozelle Bay is reclaimed land and a piled wharf extends along the waterfront of the site.

The site (land and water) is owned by RMS (formerly NSW Maritime) and is currently leased to the SSYM.

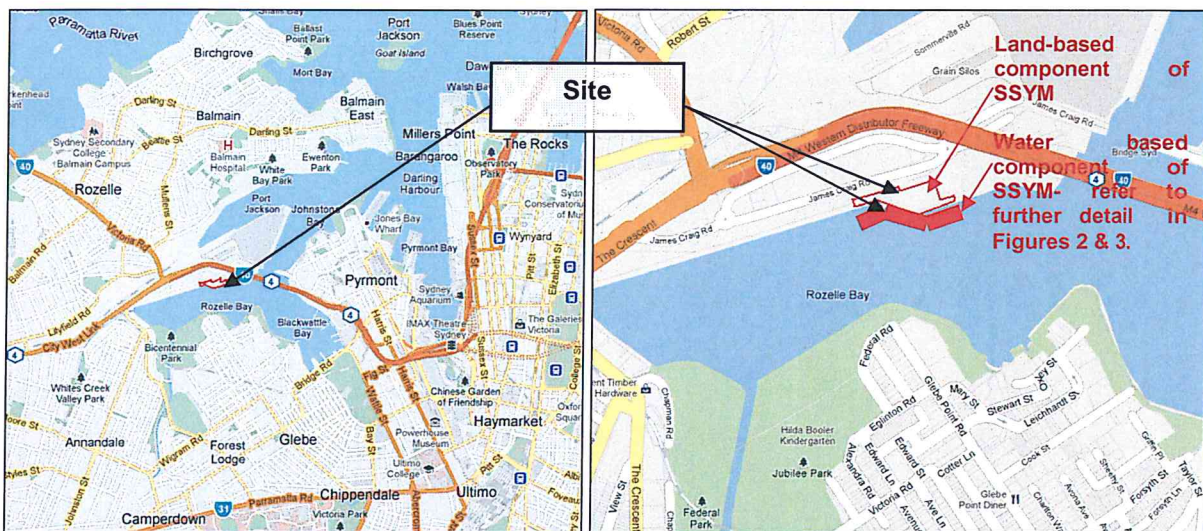


Figure 1: Site location (Source: Google Maps)

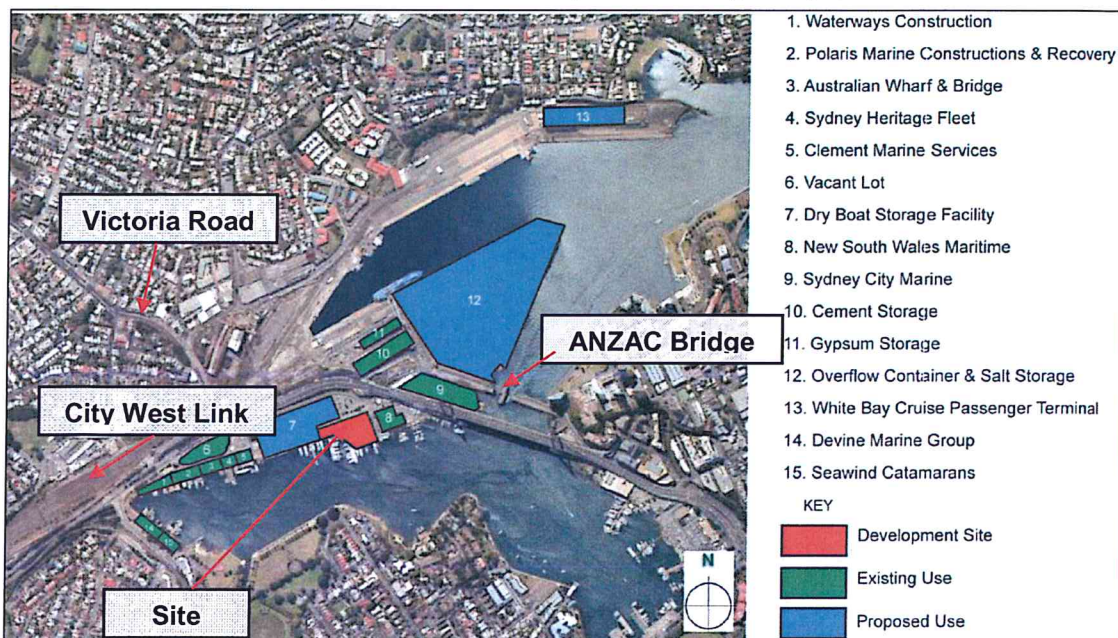


Figure 2: Surrounding land uses (Source: DG's Environmental Assessment Report MP09\_0165)

## 1.2 Approval History

The approval history of the SSYM, as relevant to the current modification application, is detailed below.

### DA 088-05-08:

On 29 August 2008, the Planning Assessment Manager of the Sydney Harbour Foreshore Authority, as delegate of the then Minister for Planning, approved DA08-05-08 for the upgrade of the Sydney Superyacht Marina including:

- the reconfiguration of the pontoon layout and rearrangement of berths (24 vessels);
- demolition of a fuel facility and conversion to a waste management area;
- refinement of the car parking area (88 parking spaces); and
- improvements to public access and landscaping.

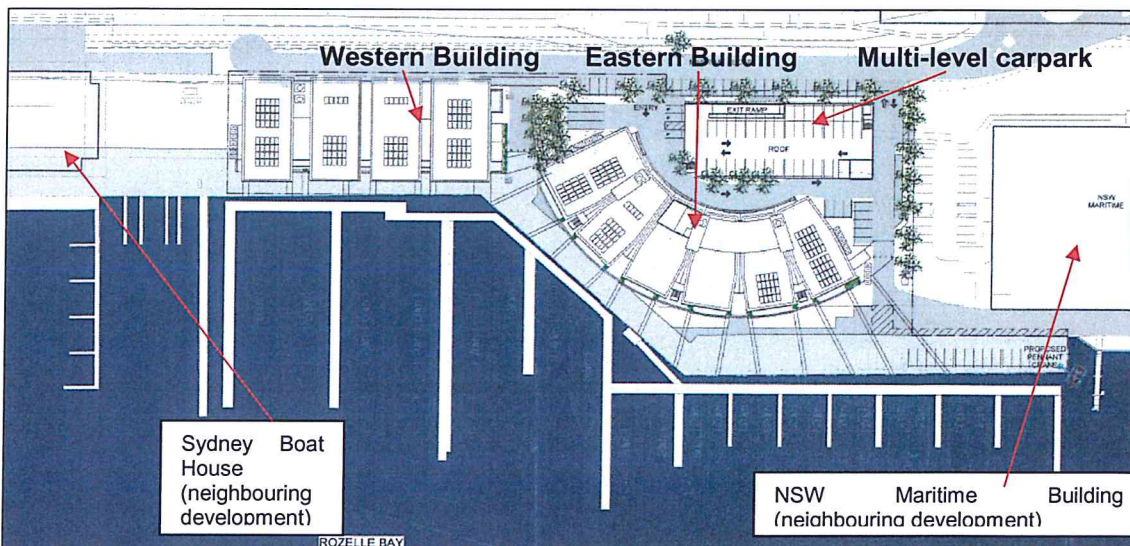
### MP09\_0165:

On 26 November 2012, the NSW Planning Assessment Commission (PAC), as delegate of the then Minister for Planning and Infrastructure, approved MP09\_0165 for the redevelopment of the land-based component of the SSYM. Specifically, it gave approval for the following:

- demolition of existing buildings;
- construction of commercial maritime building with ancillary uses known as the 'Eastern Building' with a maximum parapet height of RL11.9m with GFA of 3,300m<sup>2</sup>;
- construction of a commercial maritime building known as the 'Western Building' with a maximum parapet height of RL12.9m with GFA of 2,990m<sup>2</sup>;
- construction of four-level car parking building with a maximum parapet height of RL11.4m for 140 car spaces, including lift overrun at maximum height of RL19.6m;
- erection of a pennant crane measuring 5.1m above ground level; and
- provision of 79 at-grade car parking spaces and associated landscaping.

**Figure 3** below, illustrates the approved site layout for the SSYM, including the location of the Eastern and Western Buildings. It is noted that the current modification application, MP09\_0162 MOD 2 (MOD2), proposes changes to the design and layout of the Western Building only.

A separate modification application (MP09\_0162 MOD1 (MOD1)) has been lodged with the Department seeking approval to amend the design of the Eastern Building and the multi-level car park building. MOD 1 also seeks approval for modifications to the berthing configuration of the water based component of the SSYM. MOD 1 is currently under assessment by the Department.



**Figure 3:** Approved Site Plan showing neighbouring development (Source: Scott Carver Architects)

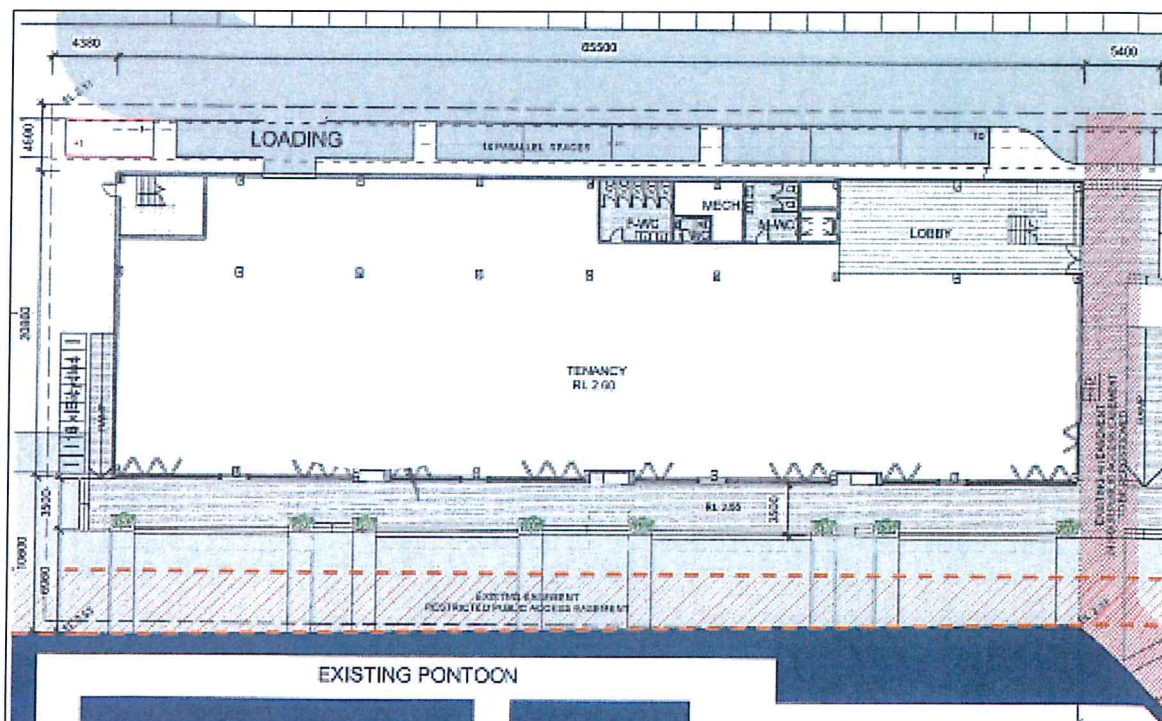
## 2. PROPOSED MODIFICATION

The section 75W modification application, seeks approval to modify MP09\_0165 as a result of the design refinement of the project. The modifications proposed are limited to the Western Building only and are outlined below:

- to modify (and reduce) the width of the balconies and roof overhang by 400mm on the southern elevation of the Western Building to provide for a consistent setback to the wharf edge;
- to amend the location and configuration of the approved land uses on the ground floor level of the Western Building (i.e. marine, yacht club and provedore);
- to construct two external fire stairs on the western elevation;
- to remove the airlocks on the first floor level of the Western Building;
- to remove 13 car parking spaces at the rear of the Western Building; and
- other minor design amendments, including the relocation of lifts.

To give effect to the above modifications, MOD 2 seeks approval to amend a number of conditions of the Project Approval and to modify relevant Statements of Commitment. The modification also seeks to amend the land description to accord with the current land title and property address. The Proponent's modification application, including the amended drawing set illustrating the modifications detailed above, is provided at **Appendix A**.

For comparative purposes, the approved and proposed ground floor and first floor levels for the Western Building are provided at **Figures 4 to 7** below.



**Figure 4:** Approved Ground Floor Plan- Western Building

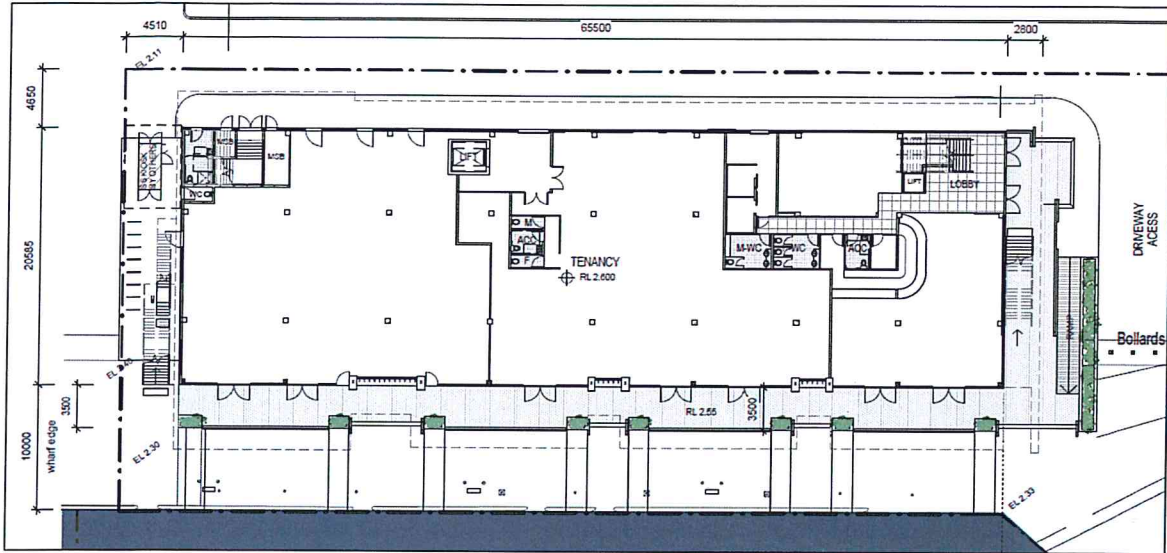


Figure 5: Proposed Ground Floor Plan- Western Building

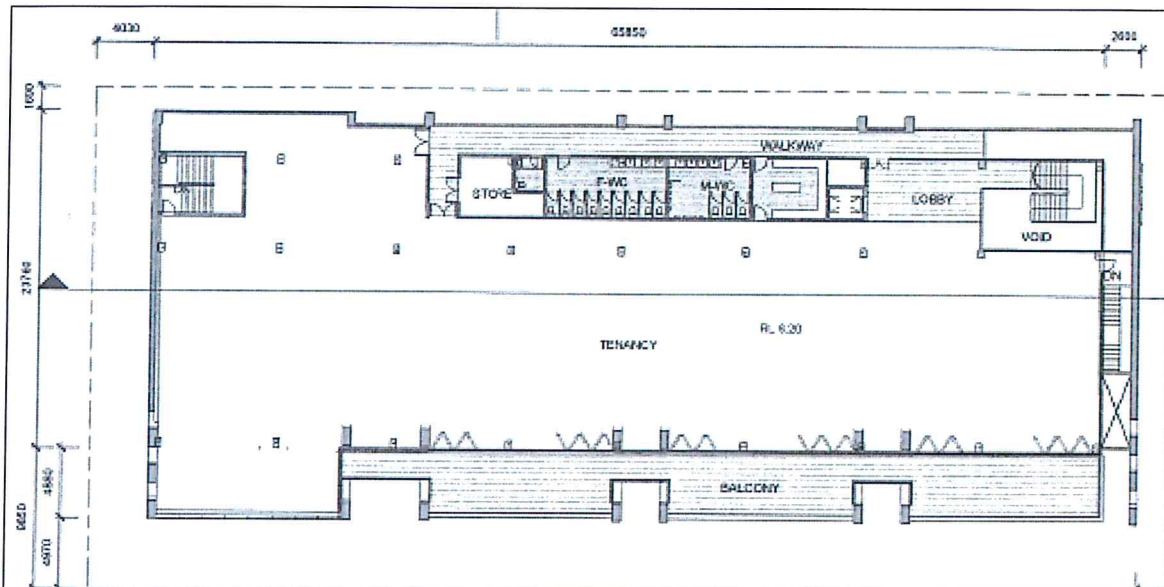


Figure 6: Approved First Floor Level- Western Building

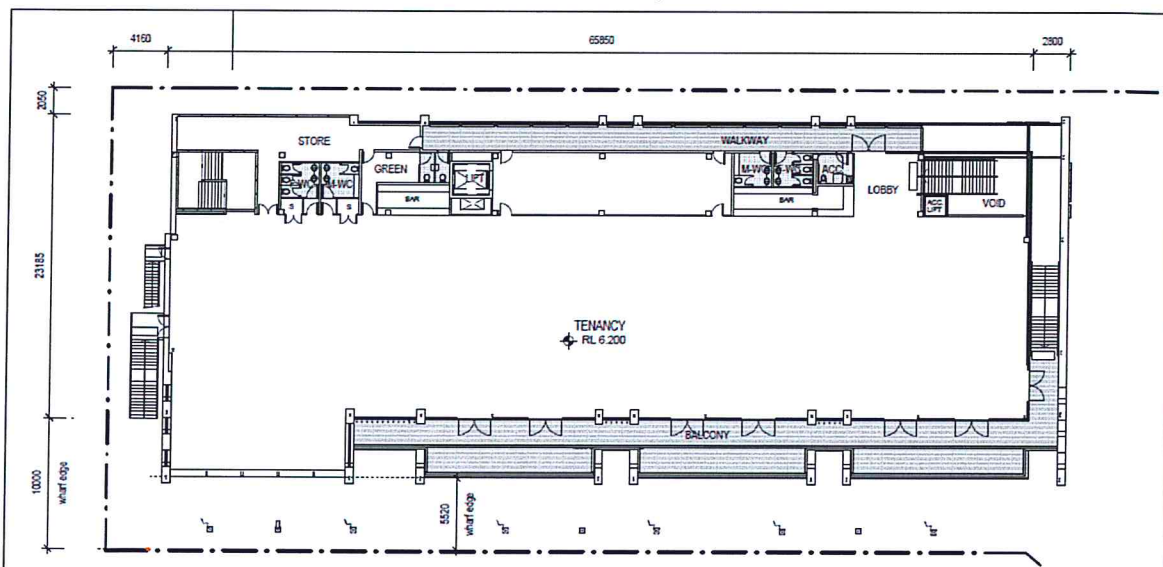


Figure 7: Proposed First Floor Level- Western Building

### 3. STATUTORY CONTEXT

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#### 3.1 Continuing Operation of Part 3A to Modify Project Approvals

Clause 3 of Schedule 6A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), as in force immediately before its repeal on 1 October 2011, and as modified by Schedule 6A, continues to apply to transitional Part 3A projects.

Consequently, this report has been prepared in accordance with the requirements of Part 3A and the associated regulations, and the Minister (or his delegate) may approve or disapprove the modifications under section 75W of the EP&A Act.

#### 3.2 Modification of the Minister's Approval

Section 75W(2) of the EP&A Act provides that a proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval of a modification is not required if the project, as modified, would be consistent with the original approval. As the proposed modification seeks to alter approved drawings, the modification will require the Minister's approval.

#### 3.3 Environmental Assessment Requirements

Section 75W(3) of the EP&A Act provides the Secretary with scope to issue Environmental Assessment Requirements (SEARs) that must be complied with before the matter will be considered by the Minister. Modified SEARs were not issued for the modification application. The Department considers that the Proponent's section 75W report addresses the relevant environmental assessment requirements issued for the original major project application.

#### 3.4 Permissibility

The site is zoned 'waterfront use' within the Bays Precinct under the *Sydney Regional Environmental Plan No.26- City West* (SREP 26). The modified proposal does not seek to amend the approved land uses and the proposal remains permissible in the waterfront uses zone with development approval.

#### 3.5 Environmental Planning Instruments

The following environmental planning instruments (EPIs) apply to the site:

- *State Environmental Planning Policy (Major Development) 2005*;
- *State Environmental Planning Policy (Infrastructure) 2007*;
- *State Environmental Planning Policy No. 55 – Remediation of Land*;
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*; and
- *Sydney Regional Environmental Plan No. 26 – City West*.

The provisions of these EPIs that would (except for the application of Part 3A) substantially govern the carrying out of the project, have been taken into consideration in the assessment of the modification application.

An assessment of compliance with the EPIs was considered in the determination of the original application (MP06\_0165). The Department has considered the modification application against the objectives and aims of these instruments, and is satisfied that the modified proposal continues to be generally consistent with the provisions of these State policies. Where relevant, an assessment against the relevant provisions of the EPI's is provided in **Section 5** below.

#### 3.6 Delegations

As Leichhardt Council has not objected to the modification application, a political donations disclosure has not been made and no public submissions have been received, the Acting Director, Key Site Assessments is able to exercise the delegations granted by the then Minister for Planning on 16 February 2015 and determine the modification application.

## 4. CONSULTATION AND SUBMISSIONS

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### 4.1 Exhibition

In accordance with section 75X(2)(f) of the EP&A Act, and clause 8G of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), the modification request was made publicly available on the Department's website. In addition, the Department notified Leichhardt Municipal Council (Council) and the Roads and Maritime Services (RMS) and invited comment on the modification application.

The Department received two submissions (Leichhardt Council and RMS) as detailed in **section 4.2** below. No public submissions were received.

### 4.2 Public Authority Submissions

Leichhardt Council (Council): Council raises no objection to the application. It is requested that an acoustic assessment of the removal of the airlocks be undertaken prior to the determination of the application.

#### Roads and Maritime Services (RMS):

- advises that the application encroaches into easements that traverse the site. It is recommended that a condition be imposed to require that no structure on the site adversely impact on any easements for either services or access; and
- notes that the application includes the removal of 13 parking spaces. It is suggested that careful consideration needs to be given to this reduction given the already restricted access to parking within the vicinity of the site.

The Department has fully considered the issues raised in submissions in its assessment of the proposed modification, as detailed **Section 5** of this report.

### 4.3 Proponent's Preferred Project Report

Given the submissions received, the preparation of a Preferred Project Report (PPR) responding to the submissions was not considered to be warranted in this instance. Notwithstanding this, on 18 July 2014, the Department requested that the proponent provide amended plans confirming the changes to building heights, the roof profile, roof levels and site setout. Additionally, the Proponent was requested to provide amended GFA calculations for the project. Amended details addressing these matters were provided to the Department on 22 July 2014 and on 14 April 2015.

In addition to the above, the Department notes that further and ongoing consultation has occurred with the RMS (landowner) in relation to the impact of the northern alignment of the Western Building on a number of easements and rights of access which traverse the northern boundary of the site. This matter is discussed in further detail in **Section 5.5** below.

## 5. ASSESSMENT

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### 5.1 Key and other Issues

The Department considers the key issues associated with MOD 2 to be:

- building design (building height, building siting and setbacks, gross floor area);
- car parking;
- noise impacts;
- easement and rights of access; and
- other matters.

These key issues are considered separately below.

## 5.2 Building Design

The modification application proposes minor changes to the building design and siting as a result of its design refinement and in response to a number of easements which encumber the site. This has resulted in minor changes to the building floorplate, the distribution of floorspace and the building profile (resulting from changes to the location and design of the rooftop plant).

Figures 8 and 9 below illustrate the approved and proposed southern elevations of the Western Building, respectively. Figure 9 illustrates that the design refinement of the Western Building will result in minimal changes to the approved built form when viewed from the waterfront and in this regard, that the modified development will remain substantially the same as the approved development.

The following key elements of the amendment are considered separately below:

- building height;
- building siting and setbacks; and
- gross floor area.

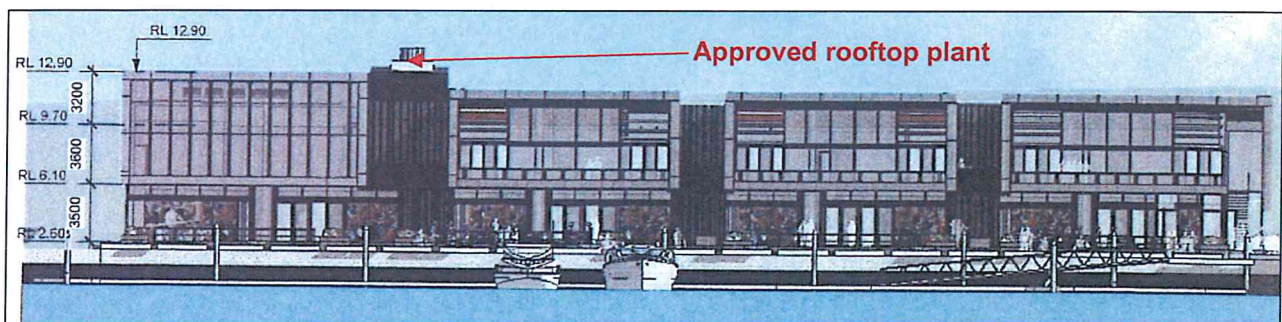


Figure 8: Approved Southern Elevation- Western Building

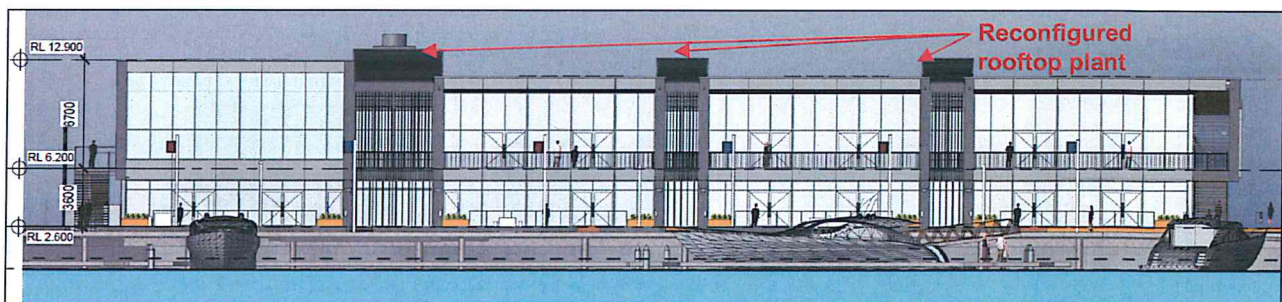


Figure 9: Proposed Southern Elevation- Western Building

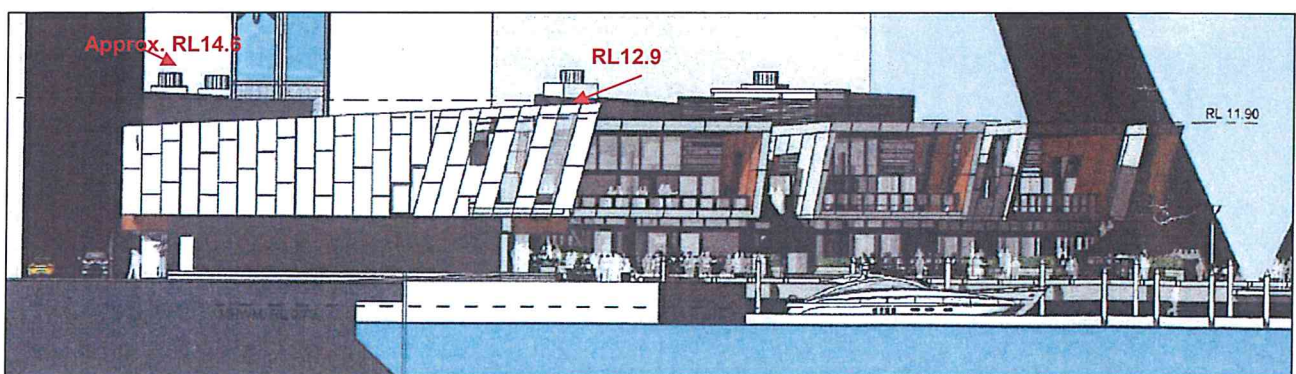
### Building Height

A height limit of 8 metres is nominated for the SSYM site in the built form provisions contained in the *Rozelle and Blackwattle Bays Precinct Master Plan 2002*. The approved project has a maximum height of RL 12.9 for the Western Building (as defined in Condition E8) equivalent to a height of 10.3m or a height non-compliance of 2.3m. In the determination of the MP09\_0165, the PAC determined that the proposed building heights were acceptable given the prevailing height of neighbouring buildings, including the neighbouring development immediately to the west (Dry Boat Store) which has an approved height of RL 25.2 or some 13m higher than the western building. Furthermore, it was determined that the additional building height and urban form would not have an adverse impact on the waterfront setting.

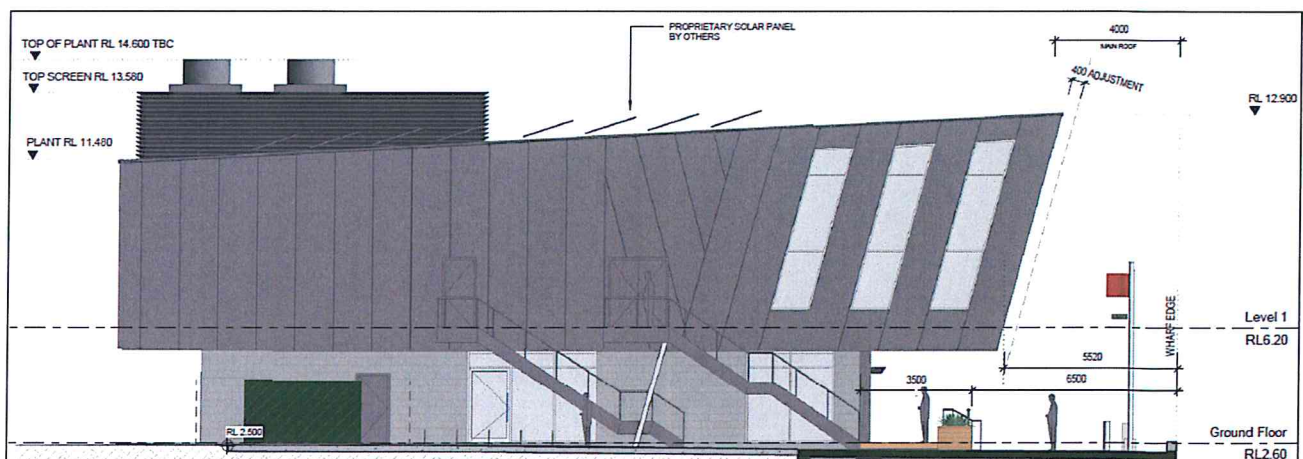
MOD 2 proposes minor changes to the roof form and the rooftop plant as illustrated in Figure 9 above. The overall height of the roof (when measured to the southern edge of the

roof parapet) retains a maximum height to RL12.9 (noting that it includes components at RL11.90) and therefore, remains generally consistent with the current approval.

The Department notes that the height of the rooftop plant was not nominated on the approved drawings. Notwithstanding this, the Department is satisfied that the proposed plant height is generally consistent with the approved development, as illustrated in **Figures 10** and **11** below. The amended drawings confirm that the building plant will achieve a maximum height of RL14.6m or approximately 12.0m. This represents a 4m height non-compliance with the height limit in *Rozelle and Blackwattle Bays Precinct Master Plan 2002*. Whilst the configuration of the roof top plant is proposed to be amended (i.e. it is proposed in 3 location on the rooftop, rather than being consolidated in one location), it remains located at the northern end of the building, is suitably screened and integrated into the building design and will not be visible from the waterfront promenade. For these reasons and given the proposed height remains consistent with the height of the approved building, the Department raises no objection to this aspect of the proposal.



**Figure 10:** Approved building heights- Western Building



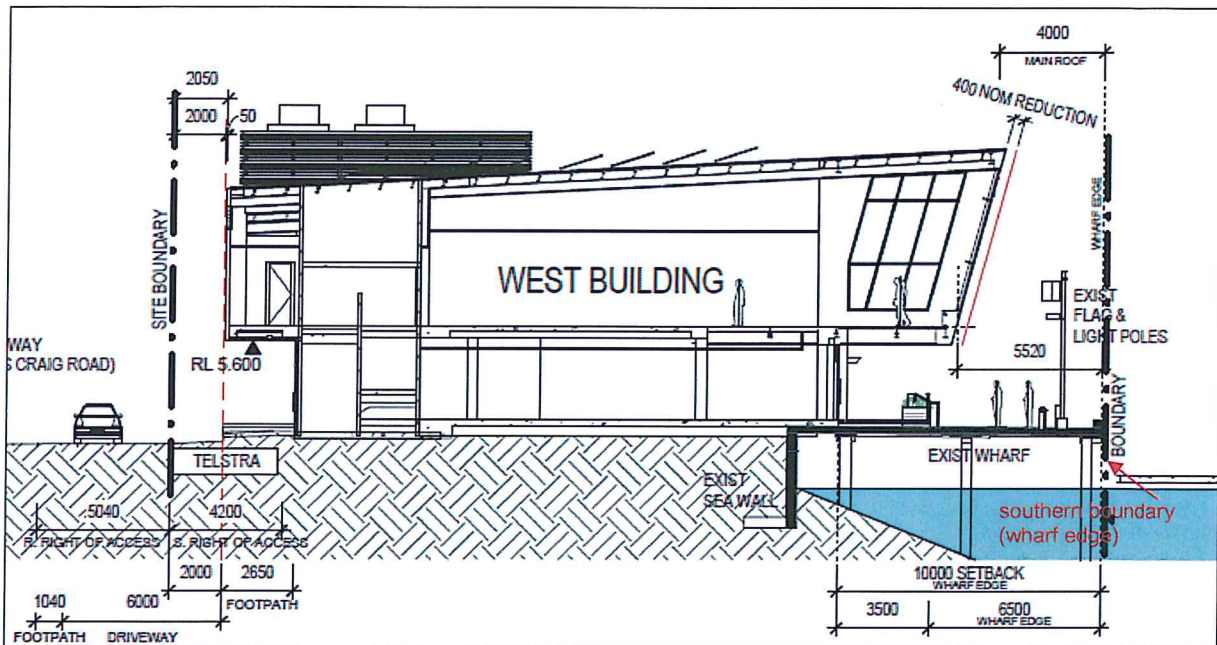
**Figure 11:** Proposed building heights- Western Building

### Building siting and setbacks

The application proposes minor changes to the building siting to accommodate an Ausgrid kiosk proposed near the western boundary of the site. This has resulted in minor changes to the building setbacks and siting. Minor reductions in the building width and length, in the order of 275mm and 575mm are also proposed. The Proponent has also refined the design of the Western Building and in particular, the design of the roof parapet above first floor level and balcony to provide a consistent setback to the wharf edge (southern boundary). This amendment is in direct response to concerns raised by the Department in relation to a number of setback anomalies in the approved development plans.

In summary, the amended plans submitted with MOD 2 propose the following setbacks, as illustrated in **Figure 12**:

- the southern edge of the roof parapet is setback a minimum of 4m from the wharf edge (an increase of approximately, 400mm);
- the southern edge of the first floor level of the building is setback approximately 5.52m from the wharf edge;
- the southern edge of the ground floor level of the building is setback generally 10m from the wharf edge with 3.5m adjacent to the building comprising an outdoor deck (consistent with the existing project approval); and
- the setback to the northern boundary has increased by 0.60m and 0.360m to 4.65m 2.05m and in respect to the ground floor and first floor levels of the building.



**Figure 12:** Cross Section through Western Building (Source: Scott Carver)

As detailed above, the ground floor level setback when measured from the southern elevation of the Western Building to the wharf edge (southern boundary) is proposed at 10m and would comply with the 10m setback nominated in the *Rozelle and Blackwattle Bays Precinct Master Plan 2002*. However, the setback to the wharf edge at Level 1 and in respect to the roof parapet would remain non-compliant (as is the case with the approved project), albeit that the setback has increased by 400mm under MOD 2 and represents an overall design improvement.

The Department notes that all other setbacks remain compliant with the *Rozelle and Blackwattle Bays Precinct Master Plan 2002* and that the changes are largely inconsequential. Impacts in relation to the northern building alignment on the easements and rights of access are discussed in further detail in **Section 5.5** of the report.

The Department considers that the amended plans have satisfactorily addressed and resolved previous concerns raised in relation to the building setbacks to the wharf edge and in this regard, provide certainty with respect to the set-out of the public domain, including public access along the waterfront (which is defined by a 4.0m wide public easement).

A condition is recommended to ensure that the constructed building is certified as complying with the setbacks to the southern boundary (wharf edge).

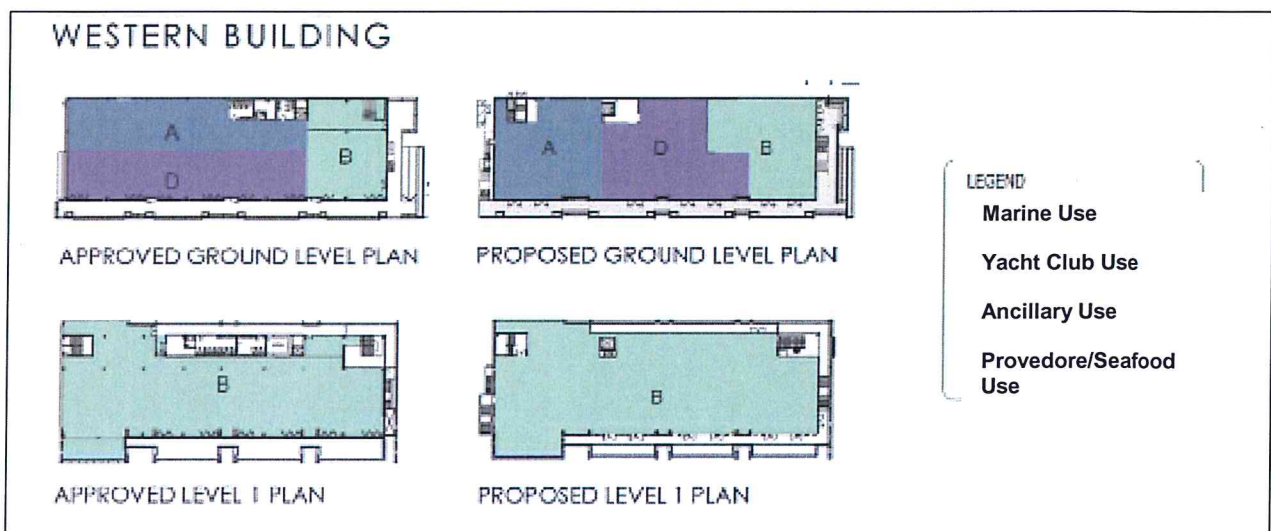
### Gross Floor Area

MOD 2 proposes a minor decrease in the quantum of GFA allocated to the Western Building as result of minor changes to the floorplate configuration and the internal configuration of the land uses. The total GFA for the Western Building is proposed to reduce by 255m<sup>2</sup> to a total of 2,645m<sup>2</sup>, resulting in the overall GFA for the development being reduced to 5,945m<sup>2</sup>. The proposed changes in the GFA is detailed in **Table 1**.

**Table 1:** Approved and proposed distribution of GFA

Land Use	Approved GFA Western Building	GFA as a % of total approved	Proposed GFA distribution (MOD 2)	Proposed GFA distribution as a % of total GFA (MOD 2)
Yacht Club 1 <sup>st</sup> Floor	1565m <sup>2</sup>		1412m <sup>2</sup> (-153)	
Yacht Club Ground Floor	367m <sup>2</sup>		367m <sup>2</sup>	
Marine Use Ground Floor	517m <sup>2</sup>	8.3%	430m <sup>2</sup> (-87)	7.2%
Providore Ground Floor	451m <sup>2</sup>	7.3%	436m <sup>2</sup> (-15)	7.3%
<b>TOTAL GFA Western Building</b>	<b>2900m<sup>2</sup></b>	<b>46.77%</b>	<b>2645m<sup>2</sup></b>	<b>44.49%</b>
<b>TOTAL GFA Eastern Building</b>	<b>3300m<sup>2</sup></b>	<b>53.33%</b>	<b>3300m<sup>2</sup></b>	<b>55.51%</b>
<b>TOTAL GFA</b>	<b>6200m<sup>2</sup></b>		<b>5945m<sup>2</sup> (-255m<sup>2</sup>)</b>	

The Department notes that the proposed changes to the GFA including the distribution of uses within the Western Building remain generally consistent with the objectives for the 'waterfront use' zoning which applies to the site pursuant to SREP 26. The changes to the GFA allocated to each land use is illustrated graphically in **Figure 13** below.



**Figure 13:** Approved and proposed plans showing distribution of floor space.

Conditions A6 and E8 were imposed on the Project Approval to restrict the overall quantum of GFA allocated to ancillary uses and to ensure that maritime uses remain the dominant land use within the development (and that this would not be eroded over time). The Department notes that the current proposal does not exceed the GFA allocated to ancillary uses of 1,417m<sup>2</sup> or 22.9% currently nominated in Condition A6 and E8, as 1,402m<sup>2</sup> or

23.58% of the total GFA for the project is now proposed. To ensure that the GFA distribution accurately reflects the proposed changes, the Department recommends that Conditions A6 and E8 be amended accordingly.

Subject to the above amendments, the Department raises no objection to this element of the proposal.

### 5.3 Car parking

A total of 219 car parking spaces are currently approved for the SSYM development comprising 79 at-grade spaces and 140 spaces within a new multi-level car parking building. The Department notes that the current approved parking spaces represent a shortfall of 24 spaces when assessed against the minimum car parking provisions in Leichhardt DCP. In order to address this shortfall, Condition E2 of the Project Approval requires that the proponent prepare a Car Parking Management Plan outlining car space sharing arrangements for the development prior to the issue of the final Occupation Certificate for the last building.

The application proposes the deletion of 13 at-grade car parking spaces at the rear of Western Building as a result of the refinement of the proposal and in order to comply with a 4.2m easement for access.

A summary of the approved and proposed car parking and an assessment against the minimum car parking requirements in Leichhardt DCP is provided in **Table 2** below.

**Table 2:** Approved and proposed car parking spaces

Consideration	Approved	Proposed
Car Parking Provision	219 spaces	206 spaces
Leichardt DCP (min. parking requirement)	243 spaces	239 spaces
Shortfall	24 spaces	33 spaces

As illustrated in **Table 2**, the proposal would reduce the overall number of car parking spaces approved on the site from 219 spaces to 206 spaces and would result in a shortfall of 33 spaces when assessed against the minimum car parking provisions in Leichhardt DCP. Notwithstanding the shortfall in car parking spaces, the Department considers the extent of the car parking non-compliance to be minor (i.e. 16%) and is satisfied that the requirements of Condition E2 remain adequate in terms of the resolving the future management and allocation of the car parking spaces. The Department also notes that MOD 1, which is currently under assessment by the Department, seeks approval to increase the number of parking spaces in the multi-level car parking building to 307 spaces. The management and allocation of car parking will therefore be given further detailed considered in the assessment of MOD 1.

Having regard to the above, the Department recommends that Condition A7 of the Project Approval be amended to reflect the reduced number of car parking spaces.

### 5.4 Noise Impacts (removal of airlocks)

The design modifications proposed for the Western Building include the removal of the airlocks on the first floor level of the building in order to maximise the useable floor space allocated to the yacht club (which occupies the entire level of the building).

The modification application is supported by advice from Acoustic Logic which advises that airlock doors are not required to achieve the nominated sound level ratings. The advice concludes that the use of 10.38mm laminated glazing in addition to the installation of

acoustic seals to the openable areas of the façade will be acoustically acceptable and satisfy the project requirements.

Council has requested that an acoustic assessment of the removal of the airlocks be undertaken prior to the determination of the application. The Department notes that potential impacts on the surrounding residential premises as a result of the operation of the premise was a key consideration in the determination of the original application. Consequentially, specific conditions were included in Schedule F of the project approval to require the following:

- Condition F1- to restrict the hours of operation of the Yacht Club to 7am- 12 midnight, Monday Sunday. In addition, the condition requires that from 10pm daily, balconies must not be used and doors and windows must be closed;
- Condition F5- to include restrictions on the noise emanating from the SSYM on the nearest residential receiver (501 Glebe Point Road) for the daytime, evening and night periods to accord with the NSW Industrial Noise Policy;
- Condition F6- to specify that amplified equipment is not permitted outside or on external balconies and amplified sound is not to be directed outside or onto any external balconies;
- Condition F7- to establish requirements for the use of amplified equipment and specifically the use of noise limiters; and
- Condition F8- to sets out the requirement for any noise complaints to be substantiated by the Department and for the use of the area of concern to cease operation until the 'attenuation works' are carried out to the Secretary's satisfaction.

Having regard to the above, the Department is satisfied that the Project Approval provides adequate and relevant conditions to address noise impacts resulting from the operation of the Yacht Club. In this regard, should the removal of the airlocks result in noise impacts to surrounding residential premises, the Proponent would be in breach of Condition F8 and attenuation works would need to be undertaken to the satisfaction of the Secretary. Furthermore, the Department is satisfied that collectively, the conditions in Schedule F of the Project Approval, will provide suitable operational management restrictions and certainty that the potential for noise impacts will be minimised. On this basis, the Department does not consider that a further acoustic assessment (as recommended by Council) is warranted and is satisfied, that subject to compliance with the construction recommendations of Acoustic Logic, that this aspect of the modification application can be supported.

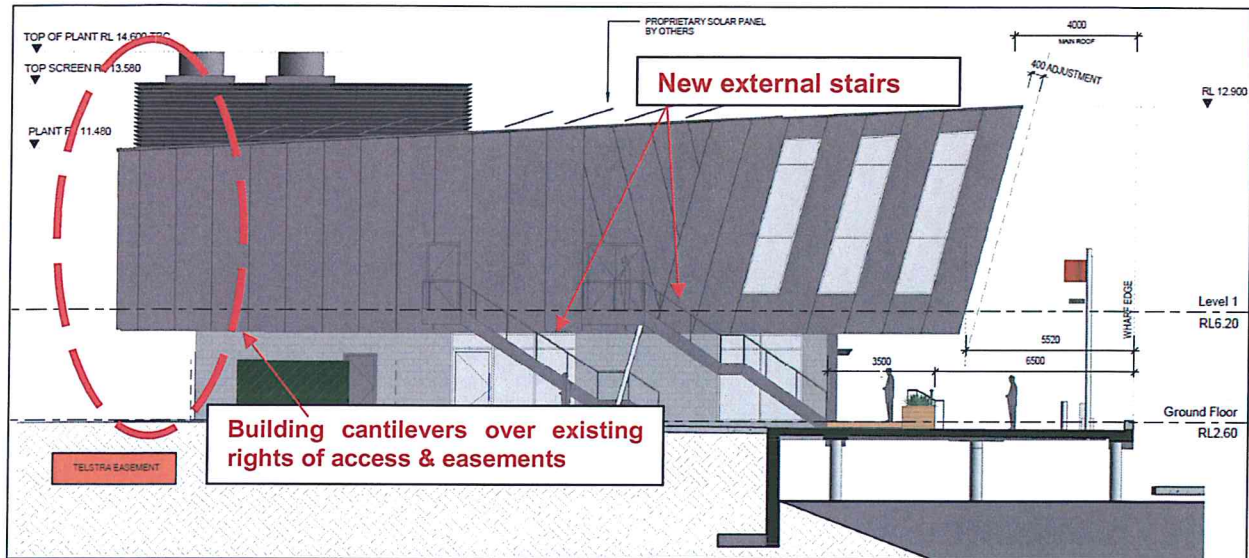
Accordingly, new Condition C8 has been recommended to address compliance with the construction recommendations of Acoustic Logic.

### **5.5 Easements and rights of access**

The RMS has advised that the approved and proposed Western Building (and multi-level car park) siting encroaches on a number of easements and rights of access which encumber the subject site. The building encroachment relates to the first floor level of the building which cantilevers over these easements and rights of access as illustrated in **Figure 14** below. The relevant easements and rights of access are listed below:

- (K) - grants access rights to Telstra Corporation Limited to make necessary excavations to repair telecommunication equipment;
- (KK) - grants access rights to Telstra Corporation Limited to make necessary excavations to repair telecommunication equipment;
- (S) - grants rights of access to the benefit of NSW Maritime and Authorised User of Lots 29/30 (i.e. SSYM); and
- (R) – grants rights of access to the benefit of NSW Maritime and Authorised User of Lots 29/30 (i.e. SSYM).

The Department notes that despite the building cantilevering over the Telstra easement, as illustrated in **Figure 14**, access to the telecommunication equipment for repair and maintenance is not impeded.



**Figure 14:** Proposed building heights- Western Building

The proponent has submitted a copy of the Draft Section 88B Instrument pursuant to the *Conveyancing Act 1919* and the accompanying Draft Deposited Plan which proposes to release the existing relevant easements and rights of access which are impacted by the development and to create new easements and rights of access. Correspondence has also been provided from the RMS confirming that no objection is raised to the terms of the Draft Section 88B Instrument and the Draft Deposited Plan.

Having regard to the above, the Department is reasonably satisfied that the proposal can be determined and furthermore, that design amendments to the Western Building are not required to remove the encroachments.

## 5.6 Other matters

### External Stairs

The modification application proposes the installation of two external stairs on the western elevation of the building, as illustrated in **Figure 14**. The Proponent has advised that the stairs are required to meet the requirements of the Building Code of Australia.

The Department has considered the design and location of the stairs and raises no objection to this element of the modification application.

## 6. CONCLUSION

The Department has assessed the merits of the proposed modification and is satisfied that modification will result in minimal environmental impacts and improvements to the design of the Western Building.

The Department's assessment further concludes that matters related to the impacts of the modified Western Building form on site easements and rights of access are suitably progressed to enable the determination of the application.

Having regard to the above, the Department recommends that the section 75W application be approved, subject to the recommended modifications detailed in this report and as set out in the attached Instrument of Modification.

## 7. RECOMMENDATION

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It is recommended that the Acting Director, Key Site Assessments:

- (a) **consider** the findings and recommendations of this report;
- (b) **determine** that the proposed modification falls within the scope of section 75W of the EP&A Act;
- (c) **approve** the modification under section 75W of the EP&A Act; and
- (d) **sign** the attached Instrument of Modification.

Prepared by: Sara Roach  
Contract Planner

Endorsed by:



26/5/15

Cameron Sargent  
**Team Leader**  
**Key Site Assessments**

Approved by:



Ben Lusher  
**Acting Director**  
**Key Site Assessments**

**APPENDIX A: SECTION 75W MODIFICATION APPLICATION (MOD 2)**

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[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6369](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6369)

## **APPENDIX B: SUBMISSIONS**

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[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6369](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6369)

**APPENDIX C: MODIFIED INSTRUMENT OF APPROVAL**

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