

7 April 2022

2210241

Mr Michael Cassel
Secretary
NSW Department of Planning and Environment
12 Darcy Street,
Parramatta NSW 2124

Dear Mr Cassel,

**SECTION 4.55(1A) MODIFICATION APPLICATION – MINOR DESIGN MODIFICATIONS
Wilson Park, Sydney Olympic Park**

This application has been prepared by Ethos Urban on behalf of Cricket NSW pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to modify Development Consent SSD-10354 relating to Wilson Park, Sydney Olympic Park (the site).

The modification relates to minor design amendments that are a consequence of ongoing design development. The proposed amendments do not result in a built form outcome that is substantially different from the approved development. It also seeks to modify the required timing for the preparation of the Operational Noise and Vibration Management Plan, so that it is more suitably required prior to the Occupation Certificate being issued, rather than within three months of the approval.

Specifically, the proposed modifications include the following:

- demolition of the existing toilet block and existing kerb layback;
- alteration to the external appearance and internal layout of the approved maintenance building;
- inclusion of a washdown bay to allow for cleaning of maintenance equipment;
- removal of one tree (that was already approved as part of the original Arborist Report supporting SSD-10354);
- alteration of the existing kerb design and removal of two car spaces to help accommodate a new ramp that allows for maintenance equipment such as tractors and mowers to easily access the maintenance building; and
- changing the timing that an Operational Noise and Vibration Management Plan is required to be submitted and approved, so this requirement can be met prior to the Occupation Certificate being issued.

It is noted that Condition A7 of the development consent requires a design review process to be undertaken by the State Design Review Panel or SOPA's Design Review Panel for any changes to 'the building design', which is believed to be referenced to the primary NSW Cricket Centre building. The proposed modification only includes changes to the design of the maintenance building and therefore will not require a design review process to be undertaken.

This application identifies the consent, describes the proposed modifications and provides a planning assessment of the relevant matters contained in section 4.55(1A) of the EP&A Act. This application is accompanied by:

- Amended Architectural Drawings prepared by Cox Architecture (**Attachment A**);
- Ecological Impact Statement prepared by Cumberland Ecology (**Attachment B**); and
- Contamination Statement prepared by Douglas Partners (**Attachment C**).

1.1 Project description

SSD-10354 was granted on 13 August 2020 and related to the construction and operation of the NSW Cricket Centre. Specifically, SSD-10354 was granted approval for:

'Demolition of existing single-storey grandstand and construction and operation a new centre of excellence for Cricket NSW, including:

- *two-storey cricket centre building, including offices, and facilities for the community, sports science, and indoor training*
- *two cricket ovals and associated seating*
- *outdoor practice cricket wickets*
- *associated car parking, storage building, landscaping and public domain works*
- *signage zones.'*

The approved development subject to SSD-10354 is shown in **Figure 1** below.



Figure 1 Approved site layout of the NSW Cricket Centre

Source: COX Architecture

1.2 Site Description

The proposed development is located at Wilson Park, in the suburb of Sydney Olympic Park, within the Parramatta Local Government Area (LGA). Wilson Park is situated at the north western corner of the Sydney Olympic Park (SOP) precinct, approximately 7km east of Parramatta and 20km west of Sydney CBD in an area considered to be the geographic centre of Sydney. The site's locational context is shown in **Figure 2** below.

The site is currently owned by the Sydney Olympic Park Authority (SOPA), and it is legally described as Lot C in DP 421320. SOPA has executed a Deed of Agreement for Lease with CNSW that provides CNSW with a lease to operate the NSWCC for 25 years at Wilson Park. The site is irregular in shape and contains a total area of 121,082m² and a leased area of 65,767m² where development will occur.

The site is located in proximity to a number of regionally significant facilities and amenities including the Olympic Park Railway Station, ANZ Stadium, Qudos Bank Arena and Sydney Showground, which are all approximately 2.5km south east of the site. Further to this, the site is located approximately 2km west of Wentworth Point.

The site is bounded by the Parramatta River to the north, Silverwater Correctional Complex to the east, a busway and industrial lands to the south and Silverwater Road to the west. **Figure 3** illustrates the lease line boundary for the purpose of development in the SSDA and also the overall site area for Wilson Park.

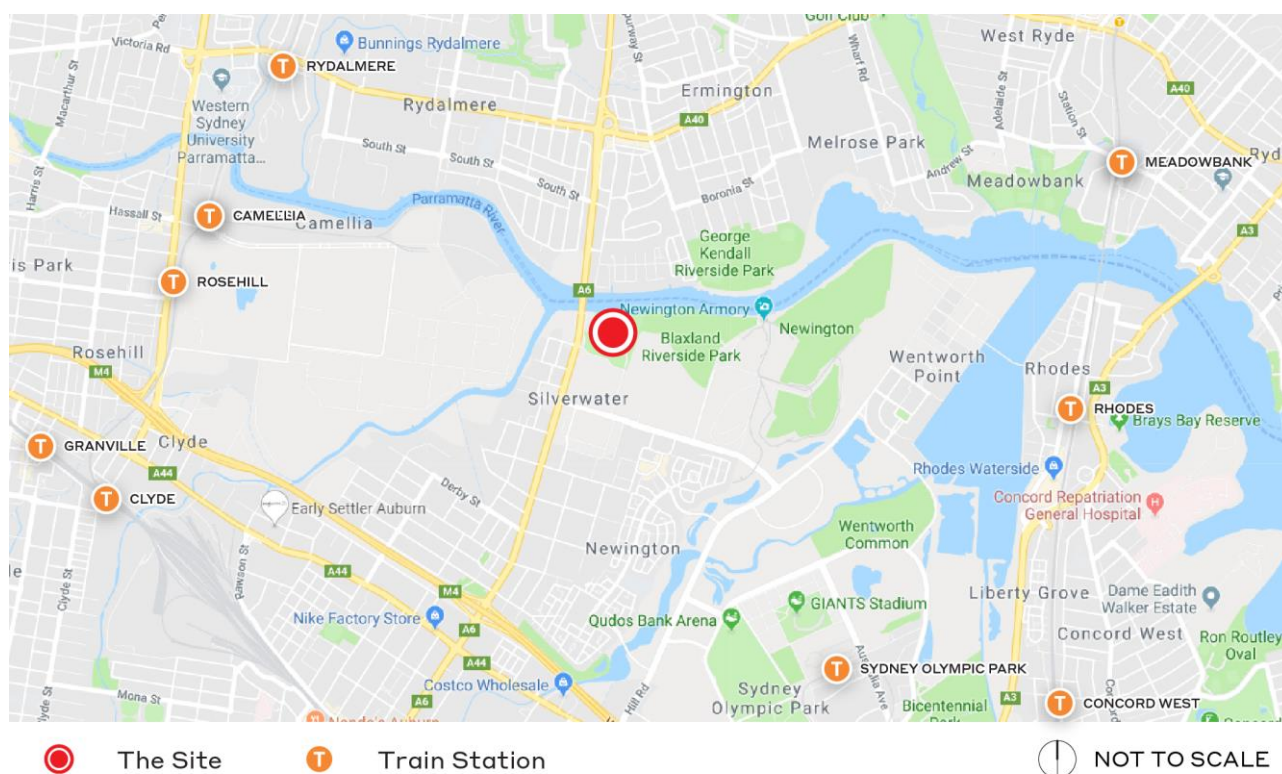


Figure 2 Locational context

Source: Google Maps and Ethos Urban



Figure 3 Site aerial

Source: Nearmap and Ethos Urban

1.3 Proposed amendments

This section 4.55(1A) application seeks minor design modifications including the following:

- demolition of the existing toilet block and existing kerb layback;
- alteration to the external appearance and internal layout of the approved maintenance building;
- inclusion of a washdown bay to allow for cleaning of maintenance equipment;
- removal of one tree (that was already approved as part of the original Arborist Report supporting SSD-10354);
- alteration of the existing kerb design and removal of two car spaces to help accommodate a new ramp that allows for maintenance equipment such as tractors and mowers to easily access the maintenance building; and
- changing the timing that an Operational Noise and Vibration Management Plan is required to be submitted and approved, so this requirement can be satisfied prior to the Occupation Certificate being issued.

The modifications have generally resulted from design development relating to the maintenance building, including the need to improve ground conditions. This necessitates the demolition of the existing toilet block in the centre of the building and the construction of DDA compliant amenities to the south of the building, which also enables the achievement of a more efficient internal fit out. There is also a need for a washbay to clean maintenance equipment and a ramp for maintenance equipment to easily access the maintenance building, hence their inclusion in the modification.

The modification also seeks to amend the timeframe that an Operational Noise and Vibration Management Plan is to be submitted and approved, as the existing timeframe of within three months of lodgement is not achievable as three months has already passed and the condition also requires consultation with EPA, Council and SOPA. As such, it is reasonable and practical that this requirement be amended to require the Operational Noise and Vibration Management Plan be prepared and finalised prior to the issue of an Occupation Certificate. This is consistent with the wording provided in other operational requirements in the development consent including conditions E4, E8, E9, E14, E15, E17, E23, E30, E31, E32 and E34.

This constitutes the first modification to SSD-10354.

Further detail regarding the proposed modifications is provided in **Section 3.0**.

2.0 Strategic context

The Environmental Impact Statement (EIS) submitted with the originally approved EIS addressed the proposal's compliance with the following strategic plans and policies:

- Greater Sydney Region Plan – A Metropolis of Three Cities;
- Central City District Plan;
- NSW State Priorities;
- Future Transport Strategy 2056 and supporting plans;
- NSW State Infrastructure Strategy 2018-2038;
- Better Placed: An integrated design policy for the built environment of NSW;
- Draft Greener Places (NSW Government Architect Green Infrastructure Policy);
- Sydney's Cycling; Walking; Light Rail and Rail Future Guidelines;
- Sydney Olympic Park Masterplan 2030 (2018 Review) and relevant SOPA guidelines;
- Sydney Olympic Park Access Guidelines 2017;
- Sydney Olympic Park Authority's Design Excellence Policy;
- Sydney Olympic Park Major Event Impact Assessment Guidelines 2007;
- Parklands Element Design Manual;
- Sydney Olympic Park Environmental Guidelines 2008;
- Sydney Olympic Park Access Guidelines 2017;
- Sydney Olympic Park Commercial Signage Policy 2018;
- Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy 2016;
- Sydney Olympic Park Biodiversity Management Policy 2019;
- Parklands Plan of Management 2010;
- Parklands 2020 Vision (2002);
- Parklands Future Directions Statement 2030 (draft);
- Development near Rail Corridors and Busy Roads – Interim Guidelines 2008;
- Interim Construction Noise Guideline 2009;
- Crime Prevention Through Environmental Design (CPTED) Principles;
- Managing Land Contamination: Planning Guidelines – SEPP 55 Remediation of Land;
- Guide to Traffic Generating Developments (RMS);
- Parramatta River Masterplan (Parramatta River Catchment Group); and
- Parramatta Bike Plan 2017 (City of Parramatta Council).

The proposed modifications are of a minor nature, generally relating to the maintenance building and also includes the removal of one tree, and as such will not impact the development's consistency with these plans and policies.

3.0 Description of amendments

3.1 Modification to development

The proposed amendments have resulted from design development and primarily relate to the maintenance building. A summary of the design changes are provided in the Amended Architectural Drawings included at **Attachment A**.

The key modifications relate to:

- demolition, removal of two car spaces and tree removal;
- alterations to maintenance building layout and external design;
- alterations to the existing kerb and removal of two car spaces to accommodate the new ramp; and
- an administrative modification to change the timing of the requirement to submit an Operational Noise and Vibration Management Plan, so that it is required prior to the issue of an Occupation Certificate, rather than within three months of the original approval.

3.1.1 Demolition and tree removal

The proposed modifications include minor demolition works including the demolition of the existing toilet block. It also includes demolition of the existing layback and removal of two car spaces to accommodate for the addition of a new kerb. It also proposes to remove one of the existing trees, which was approved for removal by the arborist as part of the original Arboricultural Impact Assessment prepared by New Leaf Arboriculture. The proposed demolition, removal of two car spaces and tree removal are shown in **Figure 4**.

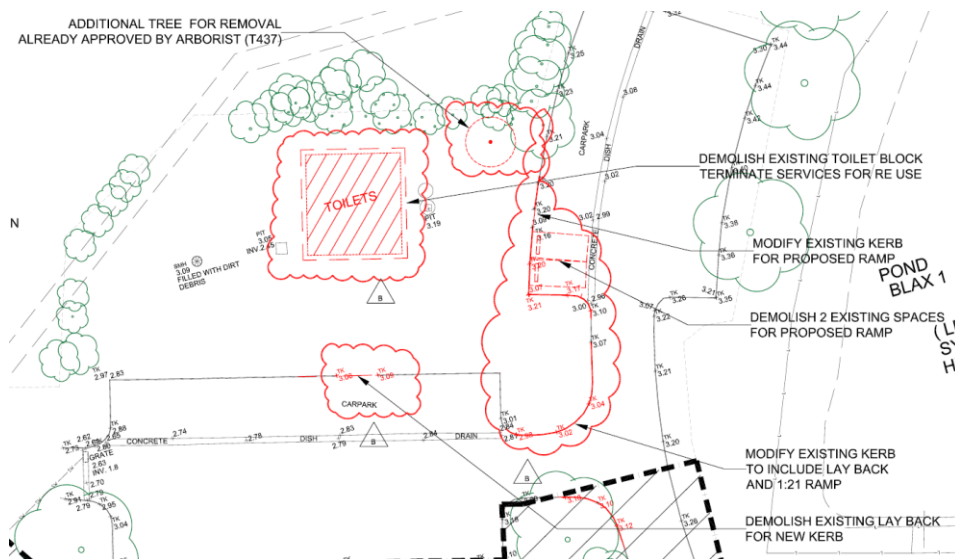


Figure 4 Proposed demolition and tree removal

Source: Cox Architecture

3.1.2 Alteration to maintenance building layout and external design

External built form appearance

The proposed modification includes a change to the overall design and appearance of the maintenance building, while retaining the existing building footprint. The alteration to the building design involves a minor increase of 0.67m to the building height from RL 7.950 to RL 8.620. This involves a 200mm increase in the slab level to accommodate services and the beam design, while the actual building height has only increased by 0.47m from 4.75m to 5.22m.

The external design generally contains the same materiality apart from the omission of the wire fence and gate, and the addition of polycarbonate roof skylights, however it has changed in configuration, as illustrated in the comparison images of the approved and proposed modified maintenance building at **Figures 5 – 10**.

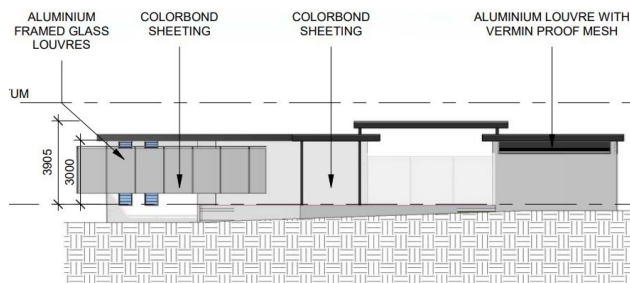


Figure 5 Approved west elevation

Source: Cox Architecture

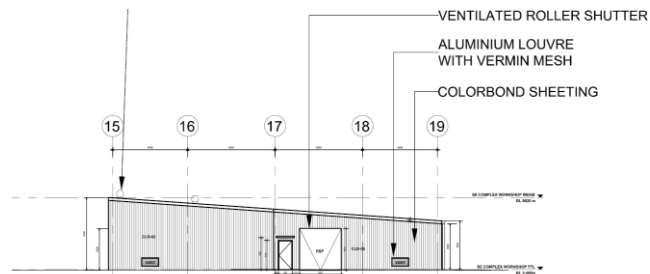


Figure 6 Proposed modified west elevation

Source: Cox Architecture

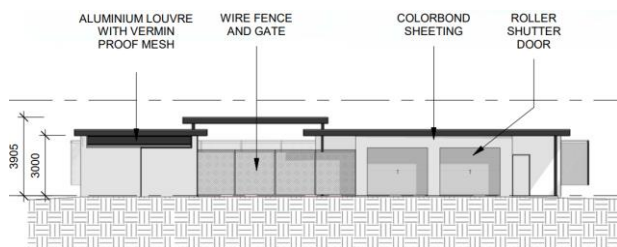


Figure 7 Approved east elevation

Source: Cox Architecture

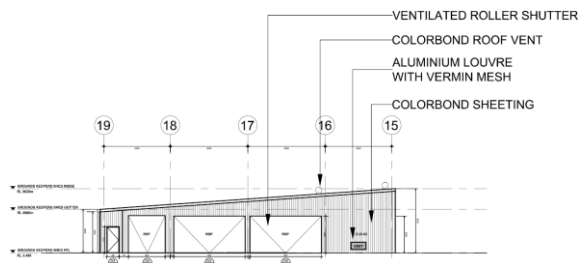


Figure 8 Proposed modified east elevation

Source: Cox Architecture

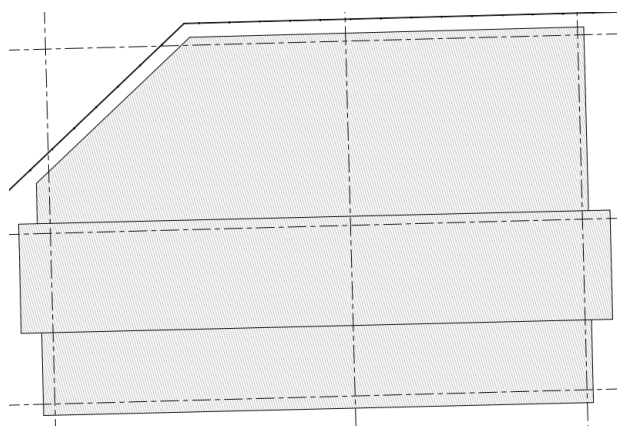


Figure 9 Approved roof plan

Source: Cox Architecture

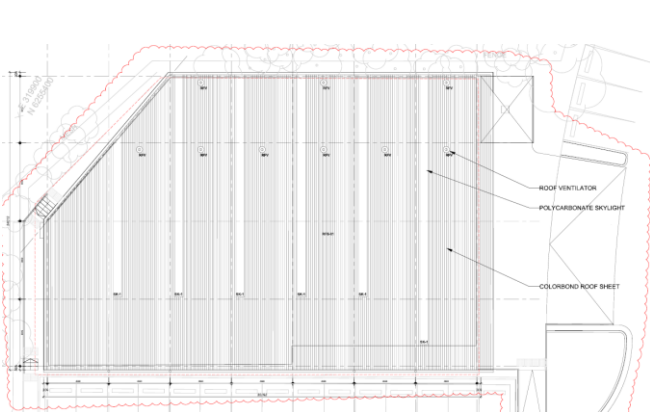


Figure 10 Proposed modified roof plan

Source: Cox Architecture

Additionally, a washdown bay is proposed to be included to the north east of the maintenance building, as shown in **Figure 11**. The washdown bay will allow for the cleaning of lawnmowers and other maintenance equipment as required. It has been conveniently located adjacent to the maintenance building's roller shutter doors to allow for easy access to clean maintenance equipment.

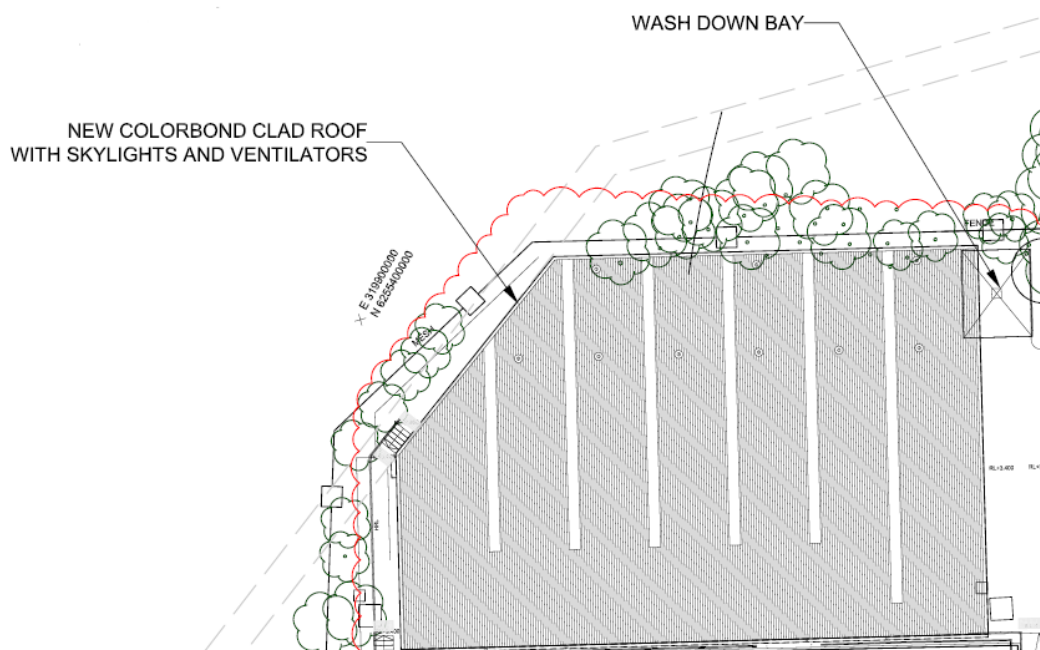


Figure 11 Proposed location of the washdown bay to the north east of the maintenance building

Source: Cox Architecture

Internal building layout

The proposed modifications include alterations to the internal layout of the building to allow for a more efficient fit out. This involves the following:

- demolition of the existing toilet block which occupies substantial space, and construction of DDA compliant amenities to the south of the building, allowing for a more efficient internal fit out;
- relocation of most storage from the south of the building to the north, with some storage retained in the south western corner of the building;
- relocation of the management office to the southern portion of the building;
- inclusion of a laundry at the southern part of the building envelope, to the east of the bathroom;

The proposed modifications to the internal layout of the maintenance building are illustrated in **Figure 12** and **Figure 13** below.

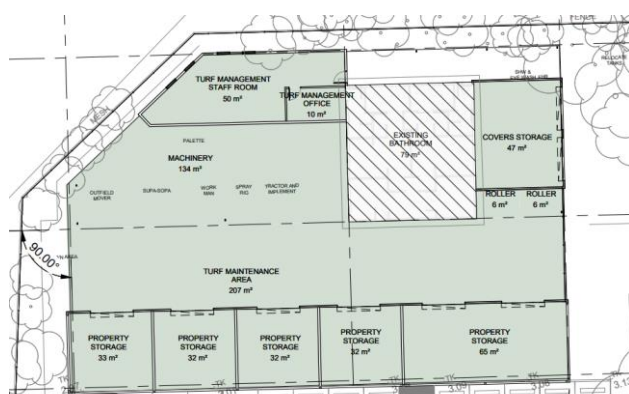


Figure 12 Approved general arrangement plan

Source: Cox Architecture

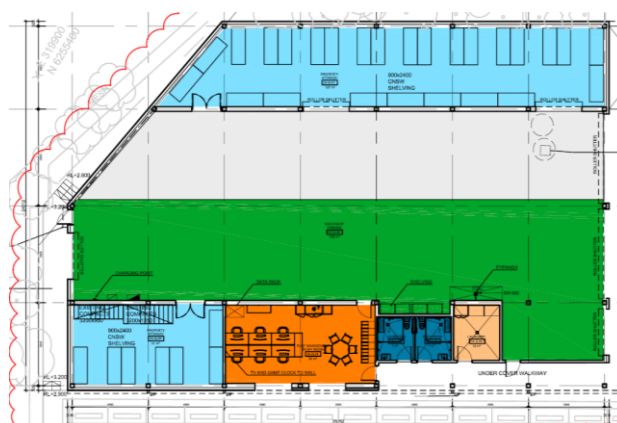


Figure 13 Proposed modified general arrangement plan

Source: Cox Architecture

3.1.3 Removal of two car spaces and inclusion of a new ramp, kerb and handrails

The proposed modifications include removal of two car spaces and alterations to the existing kerb to allow for the accommodation of a new ramp that will provide easier access for maintenance equipment to enter and exit the maintenance building. A 1:14 ramp and handrail has also been included for pedestrian access to and from the building. Additional stairs are also included to the west of the building to account for the slight level change of 200mm. All these changes are illustrated in **Figure 14** below.

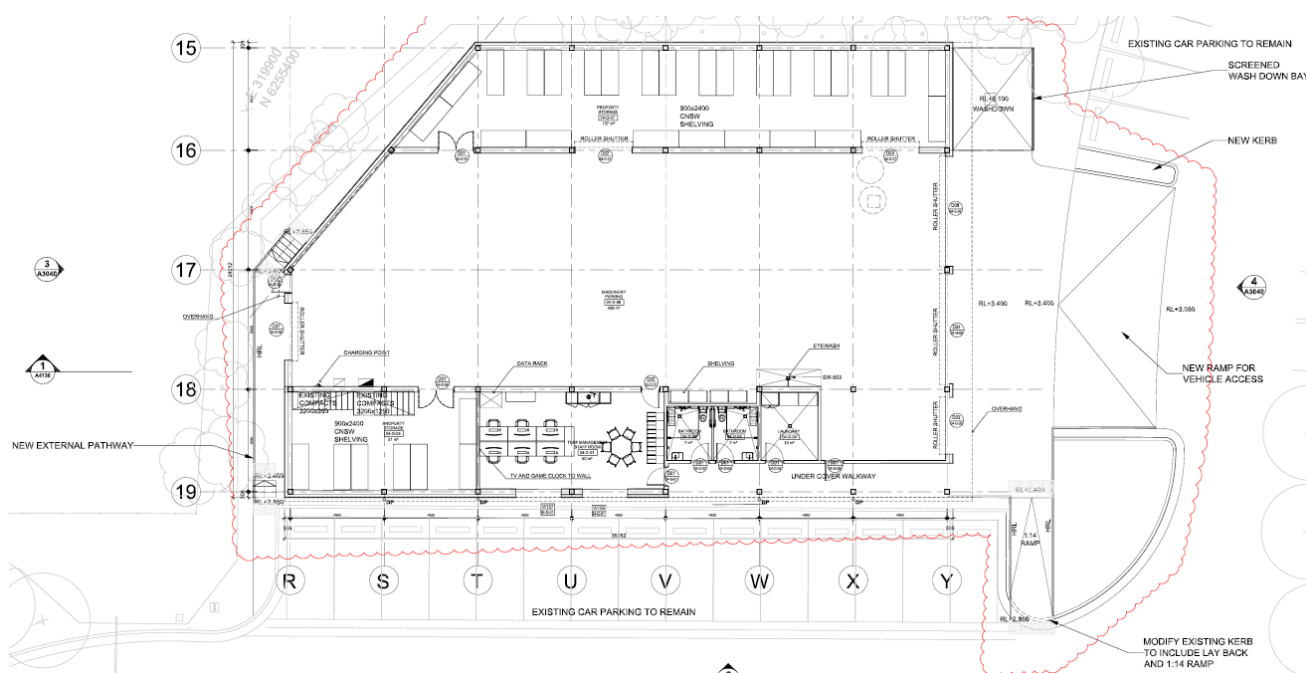


Figure 14 Proposed modified kerb and new ramp

Source: Cox Architecture

3.1.4 Timeframe to submit the Operational Noise and Vibration Management Plan

The proposed modification seeks to modify the development consent to change the timeframe in which the Operational Noise and Vibration Management Plan (ONVMP) is required. The existing timeframe of within three months of lodgement is not achievable as three months has already passed and the condition also requires consultation with EPA, Council and SOPA. Therefore, the modification seeks to amend the timeframe so that the ONVMP is required prior to the issue of an Occupation Certificate, which is deemed to be a reasonable and practical timeframe for such a requirement. This is consistent with the wording of other operational requirements in the development consent including conditions E4, E8, E9, E14, E15, E17, E23, E30, E31, E32 and E34.

3.2 Description overview

Table 1 provides an amended description overview which allows for a comparison between the development as approved and as proposed to be modified.

Table 1 Numerical Overview

Element	Approved Development	Proposed Development
Site Area	- Lease boundary site area – 65,767m² - Total Area – 121,082m²	- Lease boundary site area – 65,767m² - Total Area – 121,082m²
GFA	8,018.986m ²	7,994.986m ²
Site coverage	9.9%	9.9%
Floor space ratio (FSR)	0.122:1 (Boundary lease line) 0.06:1 (Total Area)	0.122:1 (Boundary lease line) 0.06:1 (Total Area)

Element	Approved Development	Proposed Development
Maximum height	10.7m (RL 15.95)	10.7m (RL 15.95)
Car parking spaces	221 car parking spaces	219 car parking spaces
Trees	304 trees removed. 263 trees retained. 310 trees proposed to be replanted.	305 trees removed. 263 trees retained. 310 trees proposed to be replanted.

3.3 Modifications to conditions

The proposed modifications described above necessitate amendments to the consent conditions identified below. Proposed deleted words are shown in **~~bold strikethrough~~** and words to be inserted are shown in ***bold italics***.

TERMS OF CONSENT

A2. The development may only be carried out:

- in compliance with the conditions of this consent;
- in accordance with all written directions of the Planning Secretary;
- in accordance with the EIS and Response to Submissions and additional information;
- in accordance with the management and mitigation measures; and
- in accordance with the approved plans in the table below.

Architectural Drawings prepared by Cox Architecture			
Drawing No.	Revision	Name of Plan	Date
A0204	<i>B</i>	<i>Site Demolition Plan 4 of 5</i>	<i>15/03/2022</i>
A0100	7 <i>B</i>	Site Plan	26/03/2020 <i>15/03/2022</i>
A0140	1 <i>B</i>	Site Plan Detail 4 of 5	26/03/2020 <i>15/03/2022</i>
A1160	7 <i>C</i>	East Nets and Grounds Maintenance General Arrangement Plan	26/03/2020 <i>15/03/2022</i>
A2106	1 <i>D</i>	GA Ground Floor – Zone F	26/03/2020 <i>15/03/2022</i>
A2126	1 <i>C</i>	GA Roof Plan – Zone F	26/03/2020 <i>15/03/2022</i>
A3040	5 <i>C</i>	Maintenance Building Elevations	26/03/2020 <i>15/03/2022</i>
A4130	5 <i>C</i>	Section Maintenance Building	26/03/2020 <i>15/03/2022</i>

Reason: The Architectural Drawings are proposed to be amended to reflect the design modifications that are included in the proposed modification.

OPERATIONAL NOISE AND VIBRATION MANAGEMENT PLAN

E6. ***Prior to the issue of an Occupation Certificate*** ~~Within three months of the date of this consent~~, an Operational Noise and Vibration Management Plan (ONVMP) prepared by a suitably qualified person shall be submitted to and approved by the Planning Secretary. The ONVMP must be prepared in consultation with Council, SOPA and the EPA. The ONVMP shall (including but not limited to):

- be prepared in accordance with the EPA's Noise Policy for Industry;
- identify nearby sensitive receivers and land uses;
- identify the noise limits applying to the development;
- identify all key sources of operational noise and vibration;
- provide details of all reasonable and feasible management and mitigation measures to be implemented to minimise noise and vibration;
- be consistent with and incorporate all relevant recommendations and mitigation measures outlined in the 'Cricket NSW Centre of Excellence, Sydney Olympic Park Acoustic Assessment' Rev 5, prepared by Acoustic Logic, dated 16 January 2020;

- g) address community consultation and complaint management; and
- h) include a suitable proactive noise and vibration monitoring program (including a reporting at a minimum of half-yearly intervals) which aims to ensure the noise and vibration criteria in this approval are not exceeded.

A copy of the approved ONVMP must be submitted to Council and the EPA.

Reason: The preparation of and approval of an Operational Noise and Vibration Management Plan prior to the issue of an Occupation Certificate is considered a reasonable and practical timeframe to satisfy this condition.

4.0 Statutory context

4.1 Substantially the same development

Section 4.55(1A) of the EP&A Act states that a consent authority may modify a development consent if *'it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all)'*.

The development, as proposed to be modified, is substantially the same development as that originally approved in that:

- it retains the same land use as the approved development;
- it maintains the existing building footprint and involves a minor change in the building envelope, namely resulting in a 24m² reduction in GFA;
- it maintains a similar external built form appearance, with slight changes to the materiality of the development, albeit retaining the general character of the existing approved maintenance building;
- it continues to provide adequate car parking despite the removal of two car parking spaces to accommodate the new ramp;
- it does not alter the development's compliance with the relevant statutory planning instruments, nor its consistency with strategic plans; and
- the environmental impacts of the modified development are substantially the same as the approved development.

4.2 Compliance with legislation and environmental planning instruments

The Environmental Impact Statement (EIS) submitted with the original SSD addressed the proposal's compliance with the following environmental instruments:

- | | |
|---|---|
| • <i>EP&A Act;</i> | • <i>Sydney Regional Environmental Plan No.24 (Homebush Bay Area);</i> |
| • <i>EP&A Regulation;</i> | • <i>Draft State Environmental Planning Policy – Environment;</i> |
| • <i>Biodiversity Conservation Act 2016;</i> | • <i>State Environmental Planning Policy No. 55 – Remediation of Land;</i> |
| • <i>Sydney Olympic Park Authority Act 2001;</i> | • <i>Draft State Environmental Planning Policy (Remediation of Land);</i> |
| • <i>State Environmental Planning Policy (State & Regional Development) 2011;</i> | • <i>State Environmental Planning Policy (Vegetation in NonRural Areas) 2017;</i> |
| • <i>State Environmental Planning Policy (State Significant Precincts) 2005;</i> | • <i>State Environmental Planning Policy (Coastal Management) 2018;</i> |
| • <i>State Environmental Planning Policy (Infrastructure 2007);</i> | • <i>Auburn Local Environmental Plan 2010; and</i> |
| • <i>State Environmental Planning Policy No.64 – Advertising and Signage;</i> | • <i>Parramatta Local Environment Plan 2011.</i> |
| • <i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;</i> | |

The proposed modification does not impact the development's compliance with these statutory instruments that were considered as part of the EIS submitted with SSD-10354. While some of the above State Environmental Planning Policies have been consolidated and changed in name, the content remains the same, and does not impact the development's compliance with any of these environmental planning instruments.

5.0 Assessment of Impacts

Section 4.55(1A) of the EP&A Act states that a consent authority may modify a development consent if 'it is satisfied that the proposed modification is of minimal environmental impact'. Under section 4.55(3) the consent Authority must also take into consideration the relevant matters to the application referred to in section 4.15(1) of the EP&A Act and the reasons given by the consent authority for the grant of the original consent.

The EIS submitted with the originally approved SSD assessed the following environmental impacts of the proposed development:

- visual impacts;
- geotechnical investigations;
- environmental amenity;
- ecologically sustainable development;
- noise and vibration;
- crime prevention through environmental design;
- public domain and landscaping;
- heritage;
- water, drainage and flooding;
- tree removal;
- utilities and services;
- air quality and odour;
- waste management;
- sediment, erosion and dust controls;
- BCA compliance;
- access;
- social and economic impacts;
- construction management; and
- event management.

The planning assessment of the proposed modified development remains generally unchanged with respect to the above matters. The following matters however warrant further assessment.

5.1 Built form and urban design

Amendments to the maintenance building

The proposed modification includes the alteration to the maintenance building's layout and design. The amended building remains in the same building footprint, and largely retains the same materiality apart from the omission of the wire fence and gate and the addition of polycarbonate roof skylights. It also involves a minor building height increase of 0.67m, to a height of 5.22m (RL 8620). This is partly a consequence of an increase in the slab height of 200mm to accommodate services and the beam design, with the remaining 0.47m height increase being a result of the proposed changes to the design of the building. Notably, the increased height is to the northern side of the building, which is immediately facing a vegetated bio-remediation pond and has no public interface. As such, the proposed modified building maintains a similar built form appearance to that which is approved and will not result in any impacts to neighbouring development.

The internal layout of the building is also proposed to be modified as part of ongoing design development to ameliorate the ground condition of the building which is in need of improvement. Accordingly, this has enabled the layout of the building to be enhanced, with a more efficient internal fit out achieved, as is illustrated in **Figure 12** and **Figure 13**. The changes to the internal layout do not result in any adverse impacts.

Addition of a new ramp and kerb

The proposed modification includes the removal of two car parking spaces and amendments to the existing kerb to the east of the maintenance building in order to accommodate a new ramp. The ramp will allow for easy access to and from the maintenance building for maintenance equipment, including tractors and lawnmowers.

5.2 Car parking

The proposed modification involves the removal of two car parking spaces to accommodate the new ramp (as outlined in **Section 5.1** above), which results in a reduction in car parking spaces from 221 to 219 spaces. Notably,

this will not impact the development's ability to deliver the required number of car parking spaces on weekdays, weekends and occasional special events. It is noted that on occasional special events, the approved development will use Oval 2 and the Clyde Street carpark to provide informal parking for 250 and 89 vehicles respectively. The proposed modified development will continue to comply with the car parking requirements, as summarised in **Table 2** below which is derived from the Department's assessment report for SSD-10354, with updates that reflect the proposed modified car parking, namely the removal of only two car parking spaces.

Table 2 Summary of proposed car parking provision and spare capacity

Operational use parking	Total spaces required	Total spaces approved	Total spaces proposed	Spare capacity
Weekday core operations (typical business day)	175	221	219	44
Weekend peak demand (junior game days)	118	221	219	101
Occasional special event (fan days/match days)	500	560	558	58

5.3 Biodiversity

An Ecological Impact Statement has been prepared by Cumberland Ecology, assessing the impact of the proposed modifications on existing ecology on the site (**Attachment B**). Cumberland Ecology confirm that the proposed modifications are not anticipated to have any adverse effect on local native bird or arboreal mammal populations.

5.4 Contamination

A Contamination Statement has been prepared by Douglas Partners to assess the impact of the proposed modification on the contamination outcomes on site (**Attachment C**). Douglas Partners confirm that the proposed modification does not result in any change to the remediation requirements for building footprints outlined in the Contamination Management Plan prepared by Douglas Partners to support SSD-10354.

5.5 Reasons for granting consent

The following reasons listed in **Table 3** were provided for the granting of consent to the development:

Table 3 Reasons for granting consent

Reason for Decision	Consistency
Benefits – the project would provide a range of benefits for the region and the State as a whole, including \$49.6 million total capital investment, 143 operational jobs and 110–120 construction jobs.	The proposal remains consistent with this statement. The project will continue to deliver an investment to the region as well as construction jobs.
Consistent with NSW Government Policy – the project is permissible with development consent and is consistent with NSW Government policies including the Greater Sydney Region Plan, Central City District Plan and other relevant policies.	The proposed modification remains permissible with development consent and does not impact the development's consistency with NSW Government policies including the Greater Sydney Region Plan, Central City District Plan and other relevant policies.
Impacts can be managed – the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards.	The proposed modified development remains consistent with this statement. The impacts on community and environment can be appropriately minimised, managed or offset to an acceptable level.
Community views considered – the issues raised by the community during consultation and in submissions were considered and adequately addressed through changes to the project and the recommended conditions of consent.	The proposed modification involves minor design changes that will affect only the maintenance building, and therefore will have a negligible impact on the community.
Public interest – Weighing all relevant considerations, the project is in the public interest.	The proposed modified development remains in the public interest.

6.0 Justification of the amended project

The proposed modifications seek a range of modifications that have resulted from design development generally related to the maintenance building. The proposed amendments do not result in a built form outcome that is substantially different from the approved development.

In accordance with section 4.55(1A) of the EP&A Act, the Department may modify the consent as:

- the proposed modification is of minimal environmental impact; and
- the proposed modified development is substantially the same development as the development for which the consent was originally granted, as:
 - it retains the same land use as the approved development;
 - it maintains the existing building footprint and involves a minor change in the building envelope, namely resulting in a 24m² reduction in GFA;
 - it maintains a similar external built form appearance, with slight changes to the materiality of the development, albeit retaining the general character of the existing approved maintenance building;
 - it continues to provide adequate car parking despite the removal of two car parking spaces to accommodate the new ramp;
 - it does not alter the development's compliance with the relevant statutory planning instruments, nor its consistency with strategic plans; and
 - the environmental impacts of the modified development are substantially the same as the approved development.

In light of the above, we therefore recommend that the proposed modification is supported by the Department of Planning and Environment.

We trust that this information is sufficient to enable a prompt assessment of the proposed modification request.

Yours sincerely,



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