

Amended Section 75W to Concept Plan (MP10_0003)



Discovery Point, Wolli Creek

Submitted to Department of Planning and Infrastructure
On Behalf of Discovery Point Pty Ltd and Discovery Point Devt Pty Ltd

November 2012 ■ 12505

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Date 22/11/2012

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1.0 Introduction

This Amended Environmental Assessment Report (EAR) for modifications to the approved Concept Plan at Discovery Point, Wolli Creek is submitted to the Minister for Planning in accordance with section 75W and Clause 3C of Schedule 6 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This statement supersedes our report and plans dated August 2012.

The Concept Plan Approval (MP10_0030) allows for a mixed use development including:

- Use of the site for a mixed use development with associated public open space;
- Building envelopes for 14 buildings to a maximum height of 79.65m AHD;
- Maximum GFA of 132,000m²;
- Basement level, ground and above ground parking (with a maximum of 2,240 spaces not to be exceeded);
- Road works to support the development;
- Public pedestrian and cycle pathway; and
- Landscaping areas throughout the site.

This report has been prepared by JBA on behalf of Discovery Point Pty Ltd and Discovery Point Devt Pty Ltd (the proponent). The report describes the proposed modifications and outlines the purpose of the modifications.

In summary, this Section 75W application (as amended) seeks the following modifications to the Concept Plan Approval:

- Adjustment of basement extent, shifting the basement away from the Illawarra Railway Corridor and south towards Magdalene Terrace, wholly within the proponents site boundary;
- Amending depth of approved basement extent below Stage 2, Stage 3, and part Stage 5 to provide potential for an additional level of basement in these locations subject to detailed design investigation and feasibility analysis;
- Amending the allowable extent of above ground parking – providing parking at first floor level of Stage 4;
- Amending the maximum allowable extent of above ground parking from 8,000m² to 9,200m²; and
- Clarify the intent of the staging condition (Schedule 3 Condition No 20) within the Concept Plan which was intended to remain responsive to market conditions, and updated with each successive development application as per the Concept Plan Environmental Assessment Report and Statement of Commitments.

1.1 Background to the Original Approval

Previous Master Plan Consent

Rockdale Council granted consent to a Master Plan DA 500/01 on 11 April 2001 for the development of the Discovery Point site. Three building stages have been built under the previously approved master plan consent. These buildings are known as “Greenbank”, “Vine” and “Verge”. All future development on the site will be undertaken in accordance with the approved Concept Plan (MP 10_0003).

Approved Concept Plan

In September 2009, Discovery Point Pty Ltd embarked on a process of a Voluntary Design Competition, with the primary aim of achieving an improved planning and design outcome for the site. A revised scheme and new Concept Plan for the site was considered necessary for Discovery Point given that desirable design and market conditions had changed significantly since the granting of the original Master Plan consent in 2001.

The winning Bates Smart design formed the basis of a Concept Plan application to the Department of Planning under Part 3A of the EP&A Act. The Concept Plan was approved by the Minister for Planning under delegation to the Director General of Planning on 5 May 2011 subject to a number of conditions (MP 10_0003). The area to which the Concept Plan applies is illustrated in **Figure 1**.



Figure 1 – Existing building stages and Concept Plan site

Modified Concept Plan

Approval was granted on 15 June 2012 to amend the Concept Plan (MP10_0003 MOD 1). The modification related to:

- addressing the numerical standard for solar access in relation to Building 6;
- making an administrative amendment to correct the building separation diagram; and
- associated amendments to the Development Design Guidelines.

Concept Plan - Development Stages Status

Since the Concept Plan was approved, two (2) subsequent applications for Stage 1 and Stage 6 have been approved as Part 3A 'transitional projects'. Stage 2 and Stage 7 have also been approved by the Sydney East Joint Regional Planning Panel (JRPP) on 17 October 2012 and 15 November 2012 respectively, following assessment by Rockdale City Council (Council).

1.2 Background to the Modifications

With the staged development of Discovery Point underway, the more detailed design of individual buildings and site wide infrastructure have highlighted some constraints with achieving the allowable number of car parking spaces permitted by the Concept Plan approval (whilst still complying with the approved car parking rates).

In order to facilitate an adequate provision of car parking spaces across the site, cognisant of both the expectations of purchasers/market conditions and the long established cap of 2,240 spaces across the site, this modification and a concurrent modification to the Stage 1 Project Approval (MP10_0030MOD1) are proposed.

Collectively, both modifications seek to contribute towards accommodating additional car parking spaces across the site (whilst ensuring compliance with the overall maximum car parking 'cap' of 2,240 spaces) through:

- Providing above ground parking (first floor level) within future Building 4;
- Providing the potential for an additional level of basement parking below the Stage 2 basement extent; and
- Providing the potential for an additional level of basement parking below the Stage 3 and part Stage 5 basement extent (subject to detailed design investigation and feasibility analysis).

Further, the envelope of the proposed extent of basement included in the Concept Plan is required to be shifted away from the main Illawarra Railway Line to address some detailed design issues associated with building immediately adjacent to the rail corridor. The above parking modifications are also responsive to this change which results in a reduction of anticipated parking in the basements near the railway, with this shortfall proposed to be picked up elsewhere in the Southern Precinct.

In addition and in response to Council comments, clarification of the original intent to the staging of development at Discovery Point is also proposed under this application.

Amendments to the Section 75W Modification Application

A Section 75W Modification Application to respond to the parking shortfall was lodged with the Department of Planning and Infrastructure on 30 August 2012 (reference 10_0003 MOD2). Following further consideration of the proposed amendments from a cost, practicality and outcome perspective and after receiving feedback from Council officers, Australand (on behalf of the proponent) has subsequently amended the Modification Application.

The key change to this amended Modification Application from the original Modification Applications is the retention of the Neighbourhood Park in its approved form as a deep soil zone (with parking beneath the park no longer being progressed) and the proposed reduction in the non-residential (commercial) car parking rate no longer being progressed at this stage.

1.3 Responses by Rockdale Council and in relation to former Modification Application

Australand and the project team met Rockdale Council officers on 4 October 2012 to discuss proposed changes to the Section 75W applications. Council was advised that the application would change and therefore the application as submitted would be modified and placed on hold. Due to Department deadlines we understand that Rockdale Council continued to review the originally submitted S75Ws and provided comments to the Department on 17 October 2012.

This includes comments provided by Council in relation to:

- Amending the parking rate for non-residential development (which has been deleted from the application);
- Parking beneath approved Stage 1 Neighbourhood Park (which is no longer proposed and has been deleted from the application);
- Section 75W Traffic Report (which has been deleted from the application as proposed changes to the non-residential parking rate has been deleted); and
- Staging (The Concept Plan documentation makes it clear that staging was only ever indicative and will constantly be subject to change and update as site development progresses).

In relation to Council's comments regarding residential parking rates it should be noted that the Concept Plan did not approve a yield and the final number of apartments to be developed on the site will be governed by the key development parameters such as approved building envelopes, gross floor area, apartment mix and apartment size requirements. The approved residential parking rates include a minimum and maximum range and an overall cap. The development will fully comply with the Concept Plan minimum parking rates for residential development which falls short of the overall cap of 2,240 spaces. This application seeks to enable a balanced provision of parking across the site consistent with the approved range of parking rates.

2.0 Description of Proposed Modifications

The proposed modifications to the approved Concept Plan are described in this section. This Section 75W application seeks the following modifications to the approved Concept Plan:

- Adjustment of basement extent, shifting the basement away from the Illawarra Railway Corridor and south towards Magdalene Terrace, wholly within the proponents site boundary;
- Amending depth of approved basement extent below Stage 2, Stage 3, and part Stage 5 to provide potential for an additional level of basement in these locations subject to detailed design investigation and feasibility analysis;
- Amending the allowable extent of above ground parking – providing parking at first floor level of Stage 4;
- Amending the maximum allowable extent of above ground parking from 8,000m² to 9,200m²; and
- Clarify the intent of the staging condition (Schedule 3 Condition No 20) within the Concept Plan which was intended to remain responsive to market conditions, and updated with each successive development application as per the Concept Plan Environmental Assessment Report and Statement of Commitments.

It is noted that this application only seeks to alter the extent of the basement, whilst the construction and use of this basement will be subject to future applications. The extension of the basement to the south towards Magdalene Terrace will be contained wholly within the site owned by the proponent. Revised Basement Plans prepared by Bates Smart are provided at **Appendix A**.

2.1 Proposed Modifications to the Approval

The above modifications necessitate modifications to the Concept Approval. Words proposed to be deleted are shown in ~~bold strike-through~~ and words to be inserted are shown in ***bold italics***.

Condition A2 – Development in Accordance with Plans and Documentation

The approval shall be generally in accordance with MP 10_1003 and the Environmental Assessment prepared by JBA Planning dated August 2010, except where amended by the Preferred Project Report prepared by JBA Planning dated December 2010 and Section 75W Modification dated April 2012 ~~and the Section 75W Modification by JBA Planning dated November 2012~~, and the following drawings and documents

Architectural Drawings prepared by Bates Smart			
<i>Drawing No</i>	<i>Revision</i>	<i>Name of Plan</i>	<i>Date</i>
DA1-001	A	Location Plan	16.06.2010
DA1-002	D	Site Analysis	16.12.2010
DA3-001	G	Proposed Building Envelopes	30.01.2012
DA3-B01	D <i>H</i>	Proposed Basement Extent	14.12.2010 <i>16.10.12</i>
DA3-002	C	Building 1B Envelope Parameters	23.02.2011
DA3-003	B	Building 1C Envelope Parameters	10.12.2010

Architectural Drawings prepared by Bates Smart			
<i>Drawing No</i>	<i>Revision</i>	<i>Name of Plan</i>	<i>Date</i>
DA3-004	C	Building 2 Envelope Parameters	23.02.2011
DA3-005	B	Building 3 Envelope Parameters	10.12.2010
DA3-006	B	Building 4 Envelope Parameters	10.12.2010
DA3-007	B	Building 5 Envelope Parameters	10.12.2010
DA3-008	B	Building 6 Envelope Parameters	10.12.2010
DA3-009	A	Building 7 Envelope Parameters	16.06.2010
DA3-010	B	Building 8 Envelope Parameters	10.12.2010
DA3-011	B	Building 9 Envelope Parameters	10.12.2010
DA3-012	B	Building 10 Envelope Parameters	10.12.2010
DA3-013	B	Building 11 Envelope Parameters	10.12.2010
DA3-014	B	Building 12 Envelope Parameters	10.12.2010
DA3-015	B	Building 13 Envelope Parameters	23.02.2011
DA3-016	A	Building 14 Envelope Parameters	16.06.2010
DA3-101	C	Street Layout	14.12.2010
DA3-200	G F	Extent of Above Ground Parking – Ground Floor Level	14.12.2010 13.10.12
DA3-201	B E	Extent of Above Ground Parking – First Floor Level	14.12.2010 13.10.12

Reason: This condition has been updated to reflect the revised basement and above ground parking extent.

Condition A16 - Car Parking

- (a) The number of car parking spaces shall be minimised consistent with the sites located adjacent to the Wolli Creek Train Station. The maximum number of car parking spaces shall not exceed 2,240 spaces.
- (b) Development must comply with the Concept Plan car parking rates identified in the Preferred Project Report prepared by JBA Urban Planning Consultants, dated December 2010. A maximum of ~~8,000m²~~ **9,200m²** above ground parking is permitted across the site. Above ground parking refers to any car park projecting more than 1.2 metres above finished ground level. Visible above ground parking is permitted on laneways and should be screened by appropriate façade treatments or planting to the satisfaction of the consent authority. One car wash facility must be provided for each residential building with more than 20 dwellings.

Reason: This condition is updated to reflect the proposed additional above ground parking to be included in the first level of future Building 4.

*Schedule 3 Future Environmental Assessment Requirements**Condition 20 - Staging of Development*

*Details of the intended staging of the development are to be submitted with the first application to ensure the orderly and coordinated development of the site. The first stage ~~initial stages~~ of the development (Stage 1) ~~is~~ **are** to include the construction of **part of** the retail precinct and neighbourhood park within the southern portion of the site. **Development of the site may be undertaken in stages with development in the southern and northern portions of the site occurring concurrently. The indicative staging plan is to be updated and re-submitted with each subsequent application to ensure the documentation outlined in the indicative staging plan remains current as development of the site progresses.***

Reason: This condition is amended in order to provide clarity regarding the originally intended flexible approach to the delivery of development at Discovery Point as outlined in the Concept Plan Environmental Assessment and Statement of Commitments.

*Schedule 4 Final Statement of Commitments***Table 6** – Final Statement of Commitments

Subject	Commitments	Approved by Whom	Timing
Approved Floor Space	<p>The total floor area of the development shall generally be in accordance with the approved Concept Plan and shall not exceed 132,000m². The development shall contain a minimum of 9,000m² non-residential land uses and a maximum 123,000m² residential GFA.</p> <p>In addition to the 132,000m² GFA above, an area of above ground parking will be provided equivalent to a maximum of 8,000m² 9,200m² GFA.</p>	Department of Planning	No timing. General Statement Of Commitment

Reason: This condition is updated to reflect the proposed additional above ground parking to be included in the first level of future Building 4.

3.0 Environmental Assessment

3.1 Traffic and Parking Considerations

The proposed modifications to the below and above ground parking extent do not seek to alter the maximum number of parking spaces (2,240) approved under the Concept Plan. Further, no changes are proposed to the approved parking rates that were established under the Concept Plan and proven following detailed traffic assessments to be appropriate to adequately service the development, while at the same time manage the supply of parking to discourage excessive private car use or undue on-street parking burden.

It is noted that the traffic assessment originally prepared by Transport and Traffic Planning Associates (TTPA) in support of the Concept Plan assessed the traffic impact of the then indicative design scheme which included a maximum of 2,511 car spaces across the Concept Plan site (in addition to the existing 381 spaces already constructed / under construction). In response to concern being raised by Council regarding this upper range of car parking during the assessment of the Concept Plan application, the proponent subsequently agreed to limit the overall site to a maximum of 2,240 car spaces (consistent with the 2001 Masterplan approval). Ultimately, TTPA found that:

'the Concept Plan will have significantly less traffic impacts than the quantum of parking approved under the approved Master Plan (DA 500/01), and this will be reduced further with the maximum number of car spaces capped at 2,240.'

As such, there are no new adverse traffic impacts which will arise as a result of the proposed modifications and no further traffic assessment required beyond that provided with the original Concept Plan documentation.

3.2 Basement Extent

Reconfiguration

The approved basement extent diagram (DA3-B01) included basement parking in close proximity to the Illawarra and South Coast Rail Line. Detailed design development of individual stages has however resulted in a review of the relationship of the basement extent to this adjoining rail corridor.

Accordingly, it has been determined that a more appropriate outcome from both a buildability perspective (in terms of enabling simpler construction of basement structures) and interface perspective (in terms of minimising/avoiding potential impacts on the rail corridor) would be achieved through pulling the basement away from the rail corridor. This proposed change has been discussed with RailCorp as part of the on-going rail interface discussions.

Correspondingly, it is proposed for the basement extent to be pushed south towards Magdalene Terrace within the boundary of land still owned by Discovery Point Pty Ltd.

The result of the proposed reconfiguration to the basement extent is a smaller footprint across the site. This is beneficial in limiting the potential impact on the railway line.

Figure 2 below illustrates the proposed shift/reconfiguration in the basement extent and confirms that the revised basement extent does not encroach into Council owned land along Magdalene Terrace.

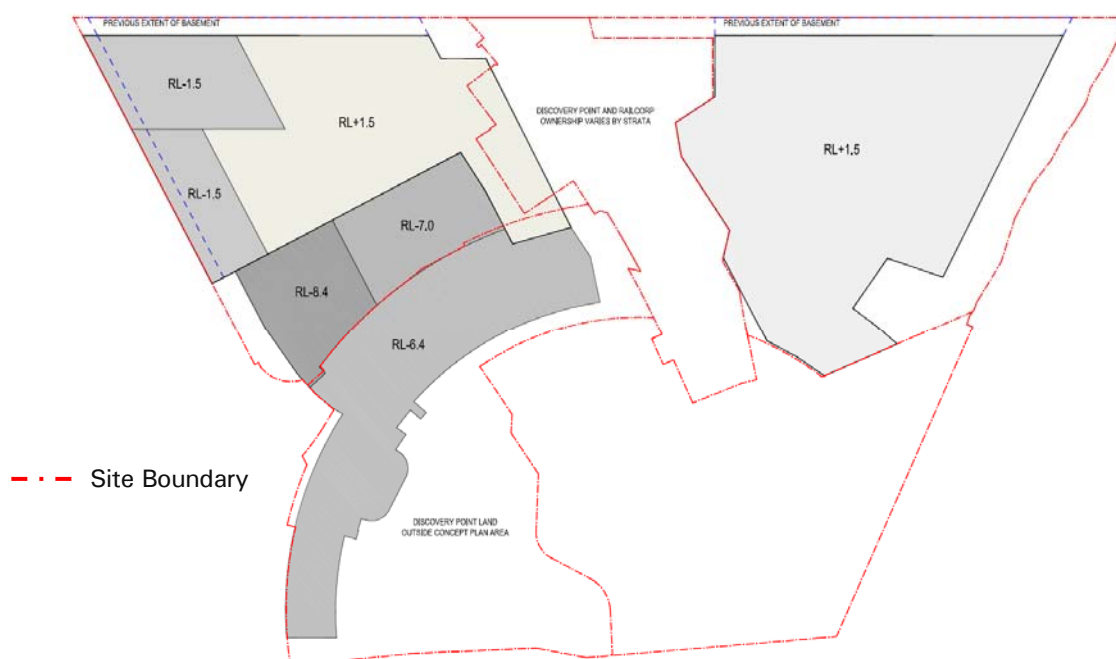


Figure 2 – Comparison of existing and proposed basement extent (northern and southern precinct)

Additional Depth

The proposed modification involves an increase in the depth of the approved basement extent in the southern precinct, more specifically in relation to Stage 2, Stage 3 and part Stage 5. The increase in the basement extent depth is summarised within **Table 1**. The proposed increase in the depth at these locations is in order to facilitate the potential creation of one additional level of basement car parking for future residents beneath Stage 2, Stage 3 and part of Stage 5.

Table 1 – Proposed amended basement depths

Stage	Approved Basement Extent Level	Proposed Basement Extent Level
2	RL -7.0	RL -8.4
3	RL +1.5	RL -1.5
5	RL +1.5	RL -1.5

It is noted that this modification application only seeks to revise the depth of the basement in certain locations, whilst the actual construction and use of these basement areas will be the subject to future applications and the Stage 1 Section 75W modification being considered concurrently.

Further, the resulting car parking spaces will be apportioned to future residential apartments in accordance with the approved Concept Plan parking rates and will importantly not result in the allowable number of parking spaces being exceeded.

3.3 Above Ground Parking Extent

The approved Concept Plan presently provides for a total of 8,000m² of above ground parking, earmarked within the northern precinct within the podiums of Buildings 8 – 10 (ground floor level) and Buildings 11 – 13 (ground floor and first floor).

Originally the Concept Plan application proposed to provide above ground parking (first floor level) within the podiums of all residential buildings fronting Spark Lane (i.e. Buildings 4, 5, 10 and 12). The two principal reasons for this response was:

- Given the location, proximity and level of the adjoining above ground railway corridor it was considered better to provide parking rather than residential units fronting this sensitive interface at the lower levels; and
- Given the relationship to and service nature of Spark Lane.

Irrespective that the extent of above ground parking was reduced in the PPR, the original reasons and justification for the inclusion of above ground parking in those locations is considered to remain relevant.

The principle of above ground parking has accordingly been established as appropriate at Discovery Point, with special guidance provided within the approved Discovery Point Development Design Guidelines to ensure that an acceptable outcome is achieved from an urban design perspective.

This Modification Application seeks to re-introduce above ground parking at the first floor level (podium) of future Stage 4. The Modification Application to the Stage 1 Project Approval lodged concurrently with this application includes details regarding future access to this level of above ground parking by amending the approved ground floor layout with a ramp to Level 1 (with the future Stage 4 DA to include specific details regarding car park layout and appropriate façade treatment).

The additional level of parking on the first level/podium of Stage 4 will also require an amendment to the maximum amount of above ground parking approved under the Concept Plan from 8,000m² to 9,200m². This increase in above ground parking extent will equate to approximately 28 car parking spaces.

It is worth noting that the proposed level of above ground parking is to be accommodated at the first floor level of a two storey podium and will therefore not form part of the future Stage 4 residential tower (which starts at the next level above). This context from a design and amenity issue perspective reinforces the suitability of this level to accommodate parking – as opposed to residential.

There are a range of other factors that further support the use of the first floor/podium of Stage 4 for car parking and reinforce that the modification is more than just a response to parking, including:

- Special design treatment considerations required in order to comply with RailCorp requirements for balconies within 20m of a rail corridor. This includes enclosed or screened balconies with limited opportunities for openings and would result in poor amenity for future residents at this first floor level.
- The core location and relationship with existing approved apartments within Building 1B at first floor level results in an inefficient and generally poor apartment layout. This is illustrated within the preliminary sketch prepared by PTW Architects at **Figure 3**, which highlights:
 - A number of single aspect apartments with a depth greater than the RFDC requirement of 8m.

- Floor plate planning results in a large unusable area of 215m².
- Only 2 of the 11 apartments would have dual aspect, the remaining apartments will have single aspect.
- Only 2 of the 11 apartments would achieve natural ventilation.
- Floor plate planning results in a very long single loaded corridor, which will need the introduction of fire doors within the corridor to reduce fire escape travel distances
- The interface issues between potential first floor apartments being located directly above a loading dock (with all its associated potential noise, vibration and odour issues).
- Privacy issues associated with having residential apartments at the direct eye height of pedestrians located on the adjoining railway platform together with noise issues from platform announcements.

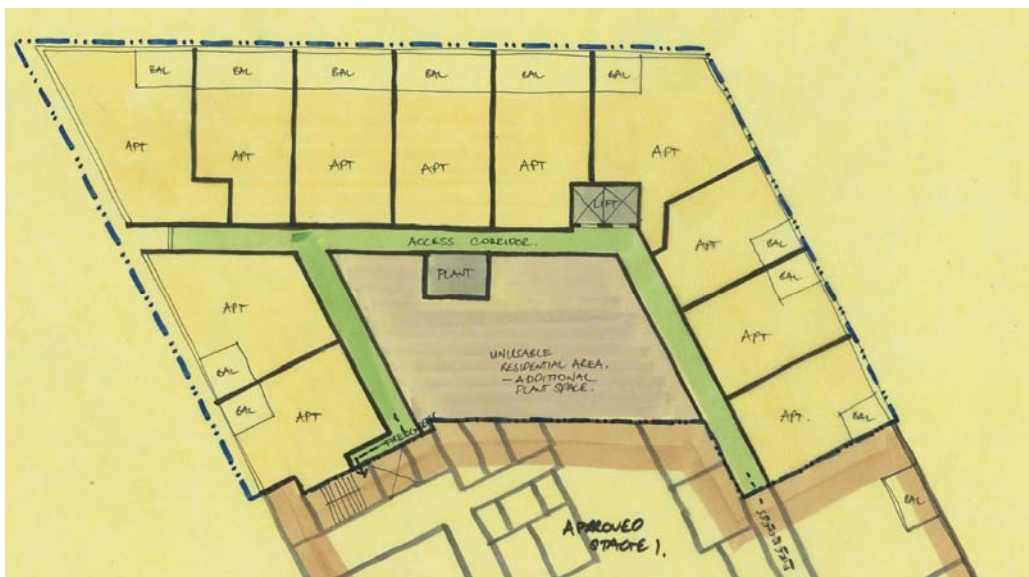
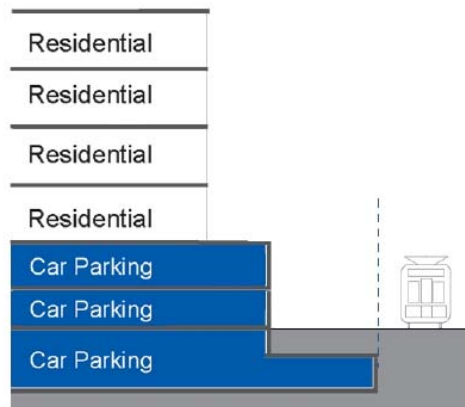


Figure 3 – Preliminary sketch of Level 1, Building 4

Overall, by providing above ground parking within the first floor podium level, it greatly improves the separation (both vertically and horizontally) between residential uses and Spark Lane/adjoining railway line which in turn greatly improves the residential amenity for future residents. This design outcome is also embedded within the Development Design Guidelines (refer to **Figure 4**).



Above ground parking used as a buffer to above ground trains in key locations

Figure 4 – Above ground parking design (Spark Lane)

Source: Discovery Point Development Design Guidelines Updated May 2012

How this aboveground parking would present to the public realm was raised by Council during preliminary discussions. This matter is addressed in more detail in Section 3.4 below.

In summary, whilst assisting in accommodating additional parking spaces (which remain consistent with Concept Plan conditions), there is also significant underlying planning merit in terms of appropriately responding to site constraints (e.g. railway line and service lane) for the provision of above ground parking within Stage 4.

3.4 Built Form / Streetscape

This modification seeks to enable parking to be provided on Level 1 of Stage 4. A future application for this building (anticipated to be lodged November 2012) will seek approval for the construction and use of these car parking spaces. The façade treatment of this proposed above ground level of parking and how it presents will be a critical and determining factor, with details and perspectives to be provided in the detailed Stage 4 Development Application. In short, it should read as part of the podium shared by Buildings 1B and 4. The same construction materials will be used and it will ultimately be difficult to discern where the Stage 1 apartments finish and the Building 4, Level 1 parking commences.

Acceptability of location for above ground parking

The principal street frontage for future Stage 4 is Spark Lane. Spark Lane acts as the main servicing road for Discovery Point, providing the principal means of access to basement level car parking (for residential and retail purposes) together with access to the main loading dock servicing the main retail area within Building 1B as well as access to RailCorp services and infrastructure.

Spark Lane is identified as having a 'laneway' street character under the Discovery Point Development Design Guidelines, with uses identified as being acceptable at lower levels including residential, parking or plant (refer to **Figure 5**). Therefore, from a street character and compatibility perspective, the proposed location of above ground parking within Stage 4 is considered acceptable and consistent with the Development Design Guidelines.

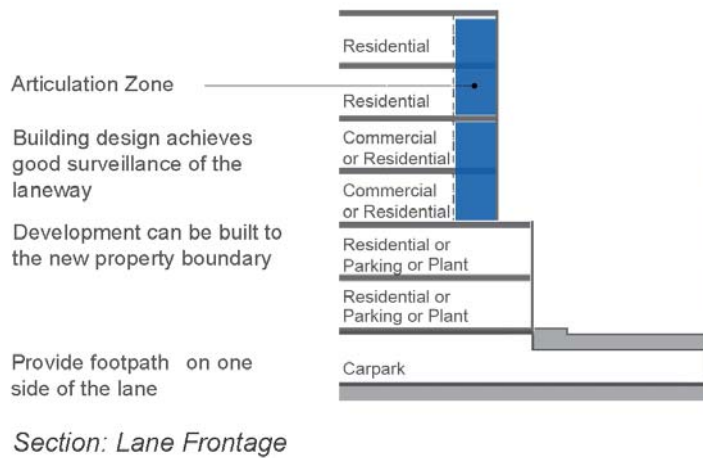


Figure 5 – Lane Frontage Section

Source: Discovery Point Development Design Guidelines Updated May 2012

Presentation

The presentation and appearance of the future Stage 4 building is acknowledged as being an important consideration, especially in terms of its location along the adjoining railway corridor as well as ensuring an appropriate screening treatment to the above ground parking level façade is achieved.

In order to provide comfort and certainty that an acceptable outcome will be achieved in providing above ground parking within the first floor level of Stage 4, a preliminary perspective has been prepared from the key vantage point by PTW (included at **Appendix B** and **Figure 6**). This images and others will be further refined as the design of Stage 4 is finalised, with final images to be submitted in support of the future Stage 4 Development Application.

The design approach adopted by PTW has been to continue the horizontal rhythm of articulation and materials from the approved Building 1B residential first floor level. This aims to firstly screen the above ground parking use of this floor level whilst giving the impression of the continuation of an active use (i.e. it will have a similar architectural language and appearance as residential apartments within Stage 1). The image prepared by PTW demonstrates that the first floor podium level of Building 4 integrates well with the upper residential levels together with presenting a strong and interesting façade to the street.



Figure 6 – Indicative perspective of above ground parking within future Building 4

Source: PTW

Other examples of above ground parking

Whilst noting that the principle of above ground parking has been established at Discovery Point as acceptable and appropriate, there are many examples within Sydney of above ground parking which has been appropriately treated and provides an optimum urban design outcome. A selection of examples is provided in **Figures 7-12** below.

Bennelong Parkway (Wentworth Point)

Provided above ground parking due to water table issues. Above ground parking is flanked by residential uses or appropriately treated/screened where fronting a street.



Figure 7 – Wentworth Point section showing above ground parking



Figure 8 – Wentworth Point above ground parking treatment

Source: Turner and Associates

Moore Park Gardens

This development provides a notable and award winning example of a development with above ground parking. The above ground parking is screened with mounded landscaping, walls with landscaping in front or active uses as skin. The development has received the following awards.

- 1999 Australian Institute of Architects President's Award
- 1999 Property Council of Australia Leading Urban Design Award
- 1998 Urban Design Institute of Australia Urban Redevelopment Award.



Figure 9 – Moore Park above ground parking

Source: AJ + C Architects

Cosmopolitan Centre / Sir Stamford, Double Bay

In this instance, Woollahra Council accepted above ground car parking given acid sulphate soils and groundwater site constraints within the Double Bay Town Centre.

The development retained active uses on the ground floor surrounding the above ground parking and used screening to improve visual amenity of parking on Levels 1 and 2. The development was nominated at the UDIA Awards for Excellence 2010.



Figure 10 – Knox Street Double Bay, above ground parking screens at first floor level

Source: Kann Finch Architects

East Quarter Hurstville

Developments such as the East Quarter, Hurstville include areas of car parking at ground and first floor level behind retail and louvres and provide landscape podiums /pools above car park structures.



Figure 11 – Marigold Building, East Quarter Hurstville

Source: www.eastquarter.com.au

Altair, Kings Cross

The Australand developed Altair includes podium parking to the street with treated elevations. This development won the World Architecture award 2002 for 'Best Building in the Australasia/Oceania region'.



Figure 12 – Australand 'Altair' with above ground podium parking

Source: Australand

3.5 Groundwater/Geotechnical Issues

A number of geotechnical investigations have previously been completed by Coffey Geosciences as part of the original Concept Plan documentation and these reports describe the ground conditions, the geotechnical issues associated with excavation and the groundwater issues.

In their investigations Coffey Geosciences determined that groundwater across the site was generally found at RL1.5 AHD. Further investigations undertaken by Douglas Partners for Stage 1 determined that groundwater was generally reached at RL0.6 AHD and that an allowance of one metre should be considered to account for any rises in groundwater over time. Therefore it should be considered that the groundwater table would be intercepted at RL1.6 AHD.

With this in mind, any proposed extension of the depth of the basement level below Stage 3 and part Stage 5 has the potential to intercept the groundwater table. Bonacci advise (refer to **Appendix C**) that from a structural perspective, there are no negative issues associated with such a proposal. Bonacci further note that as excavation will occur below the water table, de-watering will be required in the temporary construction phase whilst a hydrostatic waterproof slab, with tension piles to rock, will be required for the permanent buildings.

The details and specific requirements of the dewatering necessary for these basement levels will be provided in the relevant applications for the use and construction of these additional basements as part of the relevant development application submissions.

The provision of an additional basement level below the approved Stage 2 envelope will not result in the interception of the groundwater table due to the existing diaphragm wall. This proposed extension is not expected to give rise to any material alteration to the environmental assessment of the potential impacts considered as part of the original Stage 1 Project Application, which included the excavation works for Stage 2.

3.6 Heritage / Archaeology

Heritage Reports relating to European Heritage, Indigenous Archaeology and Non-Indigenous Archaeology were prepared by Tanner Architects, Jo McDonald Cultural Heritage Management Pty Ltd and Casey and Lowe Pty Ltd, respectively, during the Concept Plan process.

The approved Concept Plan included provision of a basement across the Southern Precinct to an approved depth of RL + 1.5 (excluding the basement extent within the existing diaphragm wall and the existing basement levels serving existing buildings: Verge, Vine and Greenbank). Through the proposed increased depth of the basement in Stage 3 and part Stage 5, it will correspondingly result in further excavation occurring (to be detailed with future applications) in these locations over and above that considered as part of the Concept Plan. Notwithstanding, as the disturbance of ground to a level of RL + 1.5 has also already been approved and considered appropriate from a heritage/archaeology perspective, the further/deeper disturbance to RL -1.5 is not likely to result in any additional impacts from a heritage/archaeology perspective nor alter the assessment of the potential impacts considered as part of the original Concept Plan application.

Further, the future detailed applications that will seek approval for the excavation and construction of the deeper basements will outline appropriate measures to ensure any archaeological heritage found on site is appropriately managed. This is consistent with the Concept Plan approval (conditions and statement of commitments) which requires future applications to demonstrate consistency/address the recommendations of the European Heritage, Indigenous Archaeology and Non-Indigenous Archaeology reports prepared in support of the Concept Plan.

3.7 Indicative Staging Strategy

Condition 20 (Schedule 3) of the Concept Approval discussed the staging of the Discovery Point development and required that details of the intended staging be submitted in the first application for development on the site.

It is noted that the first stage of development will consist of the Building 1B and Building 1C, as well as the Neighbourhood Park and access to Wolli Creek Railway Station. This is consistent with and therefore satisfies the requirement and intent of Condition 20 of the Concept Approval (i.e. the initial stages of development at Discovery Point include retail and the neighbourhood park within the southern precinct). Following this the staging will generally involve development of the Southern and Northern Precincts in an orderly and incremental manner.

Due to the scale of the project, the staging of development across the site is open to review and amendment based on construction staging capital requirements and market demand. It is highly unusual and impractical on such a large urban renewal project to lock down the exact order of future stages which may change due to construction methodologies, market conditions etc.

This principle has been acknowledged since the time of the assessment of the initial Concept Plan, with the JBA EAR stating:

It is noted however that the actual staging of the entire project may vary due to market forces and that some stages may occur concurrently. An updated Development Staging Plan will be submitted with each subsequent Project Application should market conditions change.

This was also acknowledged in the approved Concept Plan Statement of Commitments which requires:

An updated Staging Plan will be submitted with each subsequent project application. The staging plan will address:

- *Total GFA approved and outstanding balance.*
- *Any minor revisions from the Concept Plan approval or previous staging plan.*

The indicative staging of development across the site has sought to ensure that there is a proportionate provision of residential in both the Northern and Southern Precincts and including development of key aspects of the retail around the neighbourhood park. The project has met the requirements of Condition 20 already, as evidenced by the lodgement and approval of Stage 1 and Stage 2 (southern precinct) and the soon to be lodged Stage 4 (Southern Precinct) which is a further stage that will complement and frame the neighbourhood park. The appropriate balance of development in the Northern and Southern Precincts has been evidenced by the lodgement and approval of Stages 6 and 7 (northern precinct).

However, for the avoidance of doubt in future applications that staging will be fluid and subject to change in order to respond to construction efficiencies and market conditions, it is proposed to amend Condition 20 to be consistent with the Statement of Commitments (i.e. require an updated Staging Plan to be submitted with each subsequent application).

This proposed amendment to the staging of development condition (refer below) has been widely adopted in a range of large scale urban renewal projects (e.g. Central Park, Broadway), and recognises that it is appropriate at each stage that the staging plan is re-forecasted taking in a range of factors.

Proposed amendment to Condition 20 wording:

Condition 20 - Staging of Development

*Details of the intended staging of the development are to be submitted with the first application to ensure the orderly and coordinated development of the site. The **first stage initial stages** of the development (**Stage 1**) ~~is~~ **are** to include the construction of **part of** the retail precinct and neighbourhood park within the southern portion of the site.*

Development of the site may be undertaken in stages with development in the southern and northern portions of the site occurring concurrently. The indicative staging plan is to be updated and re-submitted with each subsequent application to ensure the documentation outlined in the indicative staging plan remains current as development of the site progresses.

4.0 Conclusion

With the Concept Plan traffic modelling based on 2,240 spaces (or even more) it is appropriate to retain this long standing quantum on site and avoid on street parking problems. As outlined in the introduction, this requires a revisit of the basement and above ground parking designs/extent as the detailed parking strategy for the site shows a shortfall in spaces to meet desired residential parking provision.

This Section 75W modification accordingly seeks approval for the potential to develop an additional level of basement parking below Stage 2, Stage 3 and part Stage 5 (subject to detailed design investigation and feasibility analysis) and one level of above ground parking in Stage 4.

It is highlighted that the maximum number of car parking spaces on the site are not proposed to be altered and no modification is proposed to the approved parking rates.

The proposed reconfiguration of the basement extent will result in an improved interface with the adjoining Rail Line and will enable a minimised footprint for the overall basement on the site.

The assessment contained within this report has identified that there will not be any adverse environmental impacts resulting from the proposed modifications. It is noted that further details will be provided on each element of the proposed modifications in future applications which seek the construction and use of the basement and above ground parking levels.

The proposed modifications to Condition A2, Condition A16, Schedule 3 Condition 20 and Schedule 4 - Statement of Commitments (Approved Floor Space) are therefore warranted in this instance.