

## Section 75W to Concept Plan (MP10\_003)



### Discovery Point, Wolli Creek

#### Residential GFA, Above Ground Parking and Design Guideline Amendments

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

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15/05/2014

This has been reviewed by:



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15/05/2014

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## 1.0 Introduction

This 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).

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 Gross Floor Area (GFA) of 132,000m<sup>2</sup>;
- 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; outlines the purpose of the modifications; and provides a detailed assessment of the potential environmental impacts.

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

- Increase in the maximum GFA to 142,000m<sup>2</sup> (comprising an increase of 10,000m<sup>2</sup> additional Residential GFA);
- Increase in the extent of above ground parking and corresponding increase in the maximum area of above ground parking to 13,590m<sup>2</sup> (comprising an increase of 4,390m<sup>2</sup>) and
- Minor amendments to the Discovery Point Development Design Guidelines.

## 2.0 Background to the Original Approval

### 2.1.1 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).

### 2.1.2 Approved Discovery Point 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 and details on the progress of development across the site is illustrated in **Figure 1**.



**Figure 1** – Existing building stages and Concept Plan site



### 2.1.3 Discovery Point Concept Plan Parameters

The Discovery Point Concept Plan Approval included a comprehensive set of parameters designed to guide the future stages of development. These parameters (as amended through previous modification applications) include:

- A maximum of 132,000m<sup>2</sup> total GFA for the mixed use development (excluding car parking GFA, existing approved buildings and heritage buildings);
- A minimum of 9,000m<sup>2</sup> non-residential GFA;
- A maximum of 123,000m<sup>2</sup> residential GFA;
- A maximum of 9,200m<sup>2</sup> above ground car parking GFA (in addition to maximum GFA above);
- A residential unit mix across the site of:
  - Maximum 45% studios and one bedroom apartments;
  - Minimum 45% two bedroom apartments;
  - Minimum 10% three+ bedroom apartments.
- Total parking numbers across Discovery Point (including existing developed stages) to be capped at 2,240 parking spaces.
- Parking rates to be utilised across the Concept Plan site in future applications for development of:
  - Maximum 1 space per studio and one bedroom unit;
  - Minimum 1 space and maximum of 2 spaces per two bedroom unit;
  - 2 spaces per three+ bedroom units;
  - Minimum 1 visitor space per 20 residential units;
  - Minimum 1 space per 50m<sup>2</sup> of non-residential GFA (commercial); and
  - Minimum 1 space per 35m<sup>2</sup> of non-residential GFA (retail).
  - Minimum 1 bicycle space per 15 residential units;
  - Minimum 1 motorcycle space per 15 residential units;
  - Minimum 1 bicycle space/200m<sup>2</sup> non-residential GFA, with 15% accessible by visitors; and
  - Minimum 1 motorcycle space/20 non-residential car spaces.
- New plazas, common open space, Station Park, Waterfront Park and Neighbourhood Park;
- Minimum residential apartment size of:
  - Minimum 40m<sup>2</sup> for studio dwellings
  - Minimum 50m<sup>2</sup> for one bedroom dwellings
  - Minimum 70m<sup>2</sup> for two bedroom/one bathroom dwellings
  - Minimum 80m<sup>2</sup> for two bedroom/two bathroom dwellings
  - Minimum 100m<sup>2</sup> for three bedroom (plus) dwellings
- A network of streets, open space areas and through-site links generally as shown on the Indicative Design Scheme Site Plan, to facilitate reintegration of the site into the wider urban context including upgrade of the access to the Wolli Creek station; and
- Provision of an alternative sewer water treatment facility in the form of a water recycling facility.

## 2.1.4 Concept Plan Modifications

During the design development undertaken at each stage of the Concept Plan, it was identified that various modifications were required to facilitate the achievement of the Concept Plan. A total of three modifications have been approved to the original Concept Plan, as set out below.

### Modified Concept Plan No.1

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.

### Modified Concept Plan No.2

Approval was granted on 13 March 2013 to amend the Concept Plan (MP10\_0003 MOD 2). The modification related to:

- Adjustment of basement extent;
- Amendments to the depth of approved basement extent below Stage 2, Stage 3, and part Stage 5;
- Increasing the area of above ground parking, from 8,000m<sup>2</sup> to 9,200m<sup>2</sup>; and
- Clarifying the intent of the staging condition (Schedule 3 Condition No 20).

### Modified Concept Plan No.3

A third modification was approved on 21 January 2014 (MP10\_0003 MOD 3). This modification included:

- Amendment to Building 8, 9, and 10 envelopes, comprising the lowering of Building 9 and the increase in the maximum height of Buildings 8 and 10 by 2.75 metres; and
- Re-positioning of the vehicle access point serving the ground level above ground parking from Spark Lane to Chisholm Street.

## 3.0 Background to Modification Application

### 3.1 Development Stages Status

Since approval of the Concept Plan in 2011, approvals have been granted for a number of stages across Discovery Point, with development well underway across the site (refer to **Figure 1**) and the first residents expected to move in during 2014. **Table 1** provides a breakdown of approved and current applications across the site, as well as identifying if construction has commenced.

**Table 1** – Status of development stages

Event	Date	Details	Construction Status
Stage 1 (MP10_0030)			
Project Application	19 March 2012	Approval for the construction of Building 1B and 1C including 126 apartments, provision of 2,531m2 of retail space, basement car parking for 261 car spaces and other associated site and landscaping works.	Commenced
MOD 1	28 March 2013	This modification included the following key amendments: <ul style="list-style-type: none"><li>- Increase in the depth of bulk earthworks for Stage 2 to facilitate the creation of an additional basement level;</li><li>- Provision of an additional vehicular access point off Spark Lane at ground level of Building 1B and internal ramping to facilitate first floor parking; and</li><li>- Modify the extent (boundary adjustment) and design of the approved communal open space area on the podium roof level of Building 1B.</li></ul>	
MOD 2	6 February 2013	This modification related to the amendment of the Approval to provide a mechanism for the Director-General of the Department to vary the construction hours and also facilitate the variation of construction hours on 9 and 10 February 2013.	
MOD 3	Under assessment	This modification seeks consent for updated stratum subdivision plans and the expansion of enabling works to include infrastructure associated with the connection of future stages to the approved water recycling facility.	
Stage 2 (DA-2012/410)			
Development Application	17 October 2012	Approval for the construction of a 22 storey mixed use building containing 200 apartments with ground floor retail/business premises, three levels of basement car parking and associated landscaping and public domain works.	Basement Construction commenced
MOD 1	30 July 2013	Approval for the construction of an additional level of basement car parking in the Stage 2 basement.	
Stage 4 (DA-2013/153)			
Development Application	16 April 2013	Approval for construction of residential flat building comprising 70 apartments above approved Building 1B podium and fit out of lobby.	Commenced
Stage 6 (MP10_0031)			
Project Application	18 July 2012	Approval for the construction of a 13 storey building for 88 apartments and basement car parking for 79 residential spaces. The extension of Brodie Spark Drive, extension and augmentation of services and associated landscaping works for Station Park and Discovery Point Park are also part of this application.	Commenced
Stage 7 (DA-2013/34)			
Development Application	15 November 2012	Approval for a 13 storey plus plant residential flat building with 74 apartments, basement car parking for 71 residential spaces, landscaping and public domain works associated with Stage 7 including the completion of Discovery Point Park, the creation of Waterfront Park between Stage 7 and Stage 8 and an accessible ramp through Discovery Point Park.	Commenced

Event	Date	Details	Construction Status
Stages 8-10 (DA-2014/84)			
Development Application	4 April 2014	Approval for two integrated buildings containing 323 apartments, three basement levels for 286 car parking spaces, landscaping and public domain works to the Cooks River foreshore and the construction of Chisholm Street and Spark Lane (part).	Not yet commenced
Stages 3+5 (DA-2014/223)			
Development Application	Under assessment	This DA seeks consent for two separate buildings containing 261 apartments, one basement level for 115 car parking spaces, ground level retail/business premises, landscaping and streetscape works to Magdalene Terrace and Spark Lane, and construction of part Magdalene Terrace/Spark Lane intersection and part Spark Lane surface works. This DA will be determined by the Sydney East JRPP.	Not yet commenced

### 3.2 Evolution of Concept Plan and Design Quality

The approved Concept Plan and associated Development Design Guidelines establish the detailed parameters in which all subsequent development across Discovery Point is required to adhere to.

These parameters and controls have accordingly formed the basis and design brief for each individual development stage.

In realising the vision for Discovery Point, the proponent has appointed a diversity of high calibre architects with extensive experience in delivering high quality residential apartment buildings. **Table 2** below provides an overview of each architect appointed to date for each individual stage, along with a representative image of the project and details of who the consent authority was/is.

Whilst only a snapshot, it is clear from the quality and range of architects and the finished product/image that Discovery Point is on track to becoming an highly accessible mixed use precinct that incorporates high quality urban design and provides for a network of streetscapes and open spaces.

In this regard, each building and stage to date has demonstrated (and been endorsed by the relevant consent authority) it has achieved an appropriate design outcome and meets the design quality principles of *State Environmental Planning Policy No 65—Design Quality of Residential Flat Development*. Each building stands on its own merits.

We further note that each Part 4 DA submitted to Rockdale City Council has undergone an assessment by a panel of experts (Design Review Panel) appointed as required under SEPP 65. In each case, the Design Review Panel has been generally supportive of the DA's with Council recommending approval.

Furthermore, as an Australand development, the end product will be one which meets the expectations of the market and is of a high quality.

Whilst acknowledging that the Concept Plan included an overall maximum GFA cap, which was derived from an indicative design scheme prepared at the time, the design and delivery of individual stages within the confines of an approved envelope is a fluid process that involves a number of facets and considerations. A quality design outcome has been amongst the key drivers however.

**Table 2** – Design evolution of Concept Plan

Stage	Design Architect	Design Quality	Consent Authority
Stage 1	Bates Smart		Department of Planning
Stage 2	PTW		Rockdale City Council/JRPP
Stage 3 + 5	Group GSA		Rockdale City Council/ Sydney East JRPP
Stage 4	PTW		Rockdale City Council/ Sydney East JRPP
Stage 6	Bates Smart		Department of Planning

Stage	Design Architect	Design Quality	Consent Authority
Stage 7	Bates Smart		Rockdale City Council/ Sydney East JRPP
Stage 8 – 10	PTW		Rockdale City Council/ Sydney East JRPP



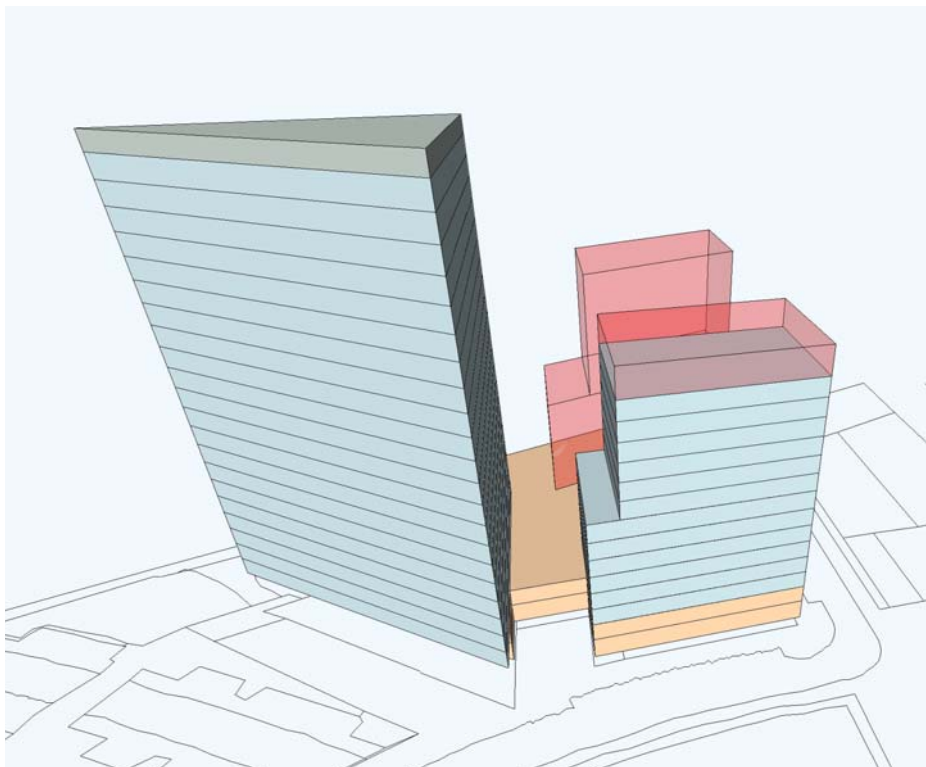
## 4.0 Background to the Proposed Modifications

### 4.1 Floor Space

As illustrated in **Section 3.1**, the staged development of Discovery Point is well progressed and is nearing completion, with only four buildings not yet subject to detailed design out of the total of fourteen buildings. The remaining four buildings comprise:

- Residential Buildings 11, 12 and 13 (which share an integrated podium); and
- Commercial Building 14.

Bates Smart Architects have undertaken a comprehensive review of the remaining residential buildings to be designed in light of the remaining allowable GFA. The analysis undertaken in this review is set out in **Appendix A**. During this review, it has been determined that there is not enough approved residential GFA remaining to achieve the built form approved under the Concept Plan. Within the remaining residential buildings (Buildings 11, 12 and 13), it was determined that the remaining GFA would allow for partially two of the three buildings to be provided (see **Figure 2**). If the allowable GFA was to be maintained, the shared podium and Buildings 11 and 13 would be achieved, but Building 12 would not be completed and a single level of Building 11 would be lost.



**Figure 2** – Built form of Buildings 11, 12 and 13 with remaining allowable GFA (red equals lost development opportunity)

From an urban design perspective, it is considered that the overall aesthetic and harmony of the built form in the precinct would be materially affected by the deletion of Building 12. In other words, it would compromise the Concept Plan vision for Discovery Point.

The proponent also recognises the significant benefits from a housing delivery perspective and alignment with key strategic planning objectives (further discussed at **Section 6.0**) in developing the built form of Stages 11 – 13 as originally envisaged under the Concept Plan. Accordingly, the approved maximum amount of GFA approved under the Concept Plan is proposed to be amended/increased (by 10,000m<sup>2</sup>).

#### 4.1.1 Dwelling Numbers

The original master plan approval on the site envisaged the delivery of some 1,600 apartments. Under this master plan, a total of 311 apartments were provided within the Greenbank, Verge and Vine buildings. The Concept Plan for the site then envisaged that 1,200 to 1,500 additional dwellings would be provided in addition to those already provided under Greenbank, Verge and Vine.

A total of 1,142 dwellings have been approved/proposed within the stages of development which have proceeded under the Concept Plan. Within the original indicative scheme and based on the remaining residential GFA, a total of 390 apartments were to be provided in Stages 11-13. This would result in a total of 1,532 apartments delivered under the Concept Plan.

The addition of 10,000m<sup>2</sup> GFA to Stages 11-13 will enable the provision of approximately 76 more apartments, bringing the total number of apartments in Stages 11-13 to 466. As such, a total of 1,608 dwellings will be achieved under the Concept Plan. **Table 3** sets out the indicative apartment mix for Discovery Point.

**Table 3** – Apartments within Discovery Point

Scheme	Greenbank, Verge and Vine	Discovery Point Concept Plan	Total
Original indicative scheme	311	1,200 to 1,500	1,511 to 1,811
Revised current Concept Plan (existing situation)	311	1,532	1,843
Amended indicative scheme (current s75W)	311	1,608	1,919

It is noted that this total indicative number of apartments is provided as a measure for assessment considerations such as traffic and social/economic impacts. The overall number of apartments delivered under the Concept Plan will be dependent on the detailed design of Stages 11-13 within the GFA parameter of the Concept Plan (as modified).

## 4.2 Above Ground Parking

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 includes a request to increase the area of above ground parking (by 3,590m<sup>2</sup>).



Similar to the staged allocation of floor space across the site, car parking spaces have progressively been approved through each new stage of development. A total cap of 2,240 car parking spaces is permitted under Condition A16 of the Concept Plan Approval. In addition to this, 'basement' and 'above ground parking' extent plans were approved, securing the location of car parking across Discovery Point.

As outlined in **Section 2.1.4**, Modification 2 to the Concept Plan adjusted the basement extent; providing additional depth to the basement extent below Stage 2, Stage 3, and part Stage 5; and increased the above ground parking from 8,000m<sup>2</sup> to 9,200m<sup>2</sup>. This modification was made in light of more detailed investigations into the site and the detailed planning of future stages of development. These investigations identified that additional depth could potentially be feasible across some areas of Discovery Point, whilst the basement extent was restricted from the Eastern Suburbs and Illawarra Line to avoid impacts on the railway.

Importantly, it was illustrated that additional above ground parking could be provided which met the intent of above ground parking design objectives, without impacting on the streetscape in any way. It is noted that whilst Modification 2 to the Concept Plan enabled the potential for additional basement levels to be constructed below Stages 3 and 5, further detailed investigations and feasibility studies revealed that this was not a viable option and accordingly the DA submitted did not pursue basement parking to the amended lower level (i.e. basement parking levels below Stage 3 and 5 are designed to be above the groundwater table).

Similar to Modification 2 to the Concept Plan, it has been identified through further investigations that additional areas of above ground car parking can be accommodated within the proposed development. In their analysis of the future built form of Stages 11, 12 and 13, Bates Smart have determined that additional above ground parking can be included which is not seen from the street, does not alter the bulk and scale of the approved envelopes, and will not result in the exceedance of the maximum of 2,240 car parking spaces. Focusing parking away from basement levels that could potentially impact on the groundwater table is also considered to result in a better environmental outcome.

### 4.3 Discovery Point Development Design Guidelines

Throughout the ongoing development of Discovery Point, minor amendments have been made to the Discovery Point Development Design Guidelines on various occasions. These prior amendments have been made in light of the detailed design of various stages. Part of the amendments proposed to the Discovery Point Development Design Guidelines are a result of the detailed design of Stages 11, 12 and 13, with a better and more realistic understanding of the development which can be achieved (in particular in relation to amenity levels) in these final stages of Discovery Point. An updated copy of the Discovery Point Development Design Guidelines is provided at **Appendix B**.

## 4.4 Consultation

Australand and its project team met with both Rockdale Council and the Department of Planning and Environment on 12 March 2014 and 18 March 2014 respectively. The discussions gave Australand the opportunity to provide an overview of the planned changes to the Concept Plan along with receiving initial thoughts and feedback and identifying aspects that should be addressed as part of the S75W modification application. The comments and feedback provided have accordingly been incorporated and addressed as part of this submission (as appropriate).

## 5.0 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:

- Increase in the maximum GFA to 142,000m<sup>2</sup> comprising an increase of 10,000m<sup>2</sup> additional Residential GFA;
- Increase in the extent of above ground parking and corresponding increase in the maximum area of above ground parking to 13,590m<sup>2</sup> (comprising an increase of 4,390m<sup>2</sup>); and
- Minor amendments to the Discovery Point Development Design Guidelines.

Revised above ground parking parameter plans prepared by Bates Smart are provided at **Appendix C**, with updated Development Design Guidelines included at **Appendix B**. The different components of the proposal are discussed further below.

### 5.1.1 Residential Floor Space Increase

The provision of additional residential floor space within the Discovery Point Concept Plan will facilitate the delivery of Stages 11-13. An additional 10,000m<sup>2</sup> of residential floor space is proposed. This residential floor space is envisaged to provide approximately 76 additional apartments. The approved envelope for Buildings 11, 12 and 13 is not proposed to be amended, as the additional floorspace can be accommodated within the existing approved concept plan envelopes.

### 5.1.2 Above Ground Parking Extent

The extent of above ground parking is proposed to be modified to enable 4,390m<sup>2</sup> additional above ground parking within Stages 11-13. These changes involve the provision of an additional two levels above the existing two levels of above ground parking, as well as a modified extent across all levels within Stages 11-13. All above ground parking to be modified in this application will be contained within the podium and will be appropriately screened/sleeved. The two additional levels of parking are centrally located within the podium to allow for apartments to be located on all frontages of the podium, as shown in the Indicative Design Scheme at **Appendix A**.

### 5.1.3 Update to Discovery Point Development Design Guidelines

The Discovery Point Development Design Guidelines are proposed to be amended to reflect the most up to date vision for the development (refer to **Appendix B**). These amendments relate to communal open space, solar access and the car parking location and design.

## 5.2 Proposed Modifications to the Approval

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

### SCHEDULE 2 – PART A – TERMS OF APPROVAL

#### A2 DEVELOPMENT IN ACCORDANCE WITH THE PLANS AND DOCUMENTATION

The approval shall be generally in accordance with MP 10\_0003 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
- the Section 75W modification (MOD 1) by Australand dated April 2012, and,
- the Section 75W modification (MOD 2) by JBA Planning dated November 2012, and
- the Section 75W modification (Mod 3) by JBA Planning dated June 2013, and
- the addendum the concept plan modification (MOD 3) by JBA Planning dated 12 September 2013;
- **the Section 75W modification (MOD 4) by JBA dated May 2014, and**
- the following drawings and documents:

Architectural Drawings prepared by Bates Smart			
Drawing No	Revision	Name of Plan	Date
DA1-001	A	Location Plan	16.06.2010
DA1-002	D	Site Analysis	16.12.2010
DA3-001	I	Proposed Building Envelopes	28.08.2013
DA3-B01	H	Proposed Basement Extent	16.10.12
DA3-002	C	Building 1B Envelope Parameters	23.02.2011
DA3-003	B	Building 1C Envelope Parameters	10.12.2010
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	G	Building 8 Envelope Parameters	23.08.2013
DA3-011	G	Building 9 Envelope Parameters	23.08.2013
DA3-012	G	Building 10 Envelope Parameters	23.08.2013
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	<del>G</del> H	Extent of Above Ground Parking – Ground Floor Level	<del>05.06.2013</del> 05.03.2014
DA3-201	<del>E</del>	Extent of Above Ground Parking	<del>13.10.12</del>

Architectural Drawings prepared by Bates Smart			
<i>Drawing No</i>	<i>Revision</i>	<i>Name of Plan</i>	<i>Date</i>
	<i>F</i>	<i>– First Floor Level</i>	<i>05.03.2014</i>
<i>DA3-202</i>	<i>A</i>	<i>Extent of Above Ground Parking Second Floor Level</i>	<i>05.03.2014</i>
<i>DA3-203</i>	<i>A</i>	<i>Extent of Above Ground Parking Second Floor Level</i>	<i>05.03.2014</i>
<i>Documents</i>			
<i>Reference</i>	<i>Revision</i>	<i>Title</i>	<i>Date</i>
<i>10710</i>	<i>May <del>2012</del> 2014</i>	<i>Discovery Point Concept Plan Development Design Guidelines</i>	<i><del>24/05/2012</del> 14/05/2014</i>

**Reason:** This condition is proposed to be updated to reflect the additional extent of above ground parking sought under this modification along with updating the Development Design Guidelines.

#### *A6 MAXIMUM GROSS FLOOR AREA*

*The development of the site for a mixed use development shall have a maximum Gross Floor Area of ~~132,000m<sup>2</sup>~~ 142,000m<sup>2</sup>, including a minimum of 9,000m<sup>2</sup> of non-residential floor space. (Note: Above ground parking area is not included in the total GFA).*

**Reason:** This condition is proposed to be updated to reflect the additional floor space sought under this modification.

#### *A16 CAR PARKING*

*(a) The number of car parking spaces shall be minimised consistent with the sites location 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 ~~9,200m<sup>2</sup>~~ 13,590m<sup>2</sup> 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 proposed to be updated to reflect the additional above ground parking floor space sought under this modification.

## 5.3 Proposed Modifications to the Statement of Commitments

Modifications are also required to the approved Statement of Commitments. Words proposed to be deleted are shown in ~~**bold italics strike through**~~ and words to be inserted are shown in **bold italics**.

<i>Subject</i>	<i>Commitments</i>	<i>Approved by Whom</i>	<i>Timing</i>
<i>Approved Floor Space</i>	<i>The total floor area of the development shall generally be in accordance with the approved Concept Plan and shall not exceed <del>132,000m<sup>2</sup></del> <b>142,000m<sup>2</sup></b>. The development shall contain a minimum 9,000m<sup>2</sup> non-residential land uses and a maximum <del>123,000m<sup>2</sup></del> <b>133,000m<sup>2</sup></b> residential GFA. In addition to the <del>132,000m<sup>2</sup></del> <b>142,000m<sup>2</sup></b> GFA above, an area of above ground car parking will be provided equivalent to a maximum of <del>9,200m<sup>2</sup></del> <b>13,590m<sup>2</sup></b> GFA.</i>	<i>Department of Planning</i>	<i>No timing. General Statement of Commitment</i>

**Reason:** These commitments are to be updated to reflect the amended GFA provision.

## 5.4 Amendments to the Discovery Point Development Design Guidelines

The proposed amendments are outlined below and further detailed within **Appendix B**.

### Section 4.1 Open Space and Landscaped Design

With the development of Discovery Point well advanced, the original indicative concept landscape design no longer accurately reflects what has been approved and proposed 'on the ground'. Section 4.1 is proposed to be amended in the following manner (proposed to be deleted shown in ~~**bold italics strike through**~~ and words to be inserted are in **bold italics**):

#### Controls

*Landscaped areas should be provided **generally** in accordance with the approved Concept Plan ~~(refer to Landscape Plan at Figure 19)~~.*

**\*delete Figure 19**

### Section 4.3 Communal Open Space

The communal open space control established under Section 4.3 of the Discovery Point Development Design Guidelines is proposed to be amended to provide clearer guidance on the provision of communal facilities across the Discovery Point site. A number of these facilities have either been provided or approved for construction across the site. The remainder of the facilities relate to those which will be delivered as part of future Stages 11-13.

The proposed amendments to Section 4.3 of the Discovery Point Development Design Guidelines include (proposed to be deleted shown in ~~**bold italics strike through**~~ and words to be inserted are in **bold italics**):

#### Controls

~~Communal open space areas are to be provided in the locations identified in the Discovery Point Concept Plan (roof top terraces of podiums identified within Figures 20-22).\*~~

**The following communal open space areas are to be provided within the site for the use of residents of Discovery Point:**

- **Building 1B Podium – outdoor pool, landscaping and BBQ area;**
- **Building 1C Rooftop – landscaping, seating facilities and BBQ area;**
- **Stages 8-10 Podium – passive landscaped garden and indoor pool;**
- **Stages 11-12 Podium – passive landscaped garden;**
- **Stage 13 – indoor pool.**

**In addition, Tempe House is to be provided as a community building for all residents of Discovery Point for the purpose of meetings, functions and other associated resident activities.**

**\*delete Figures 20-22 and corresponding note.**

Specifically, it is clarified within these controls what communal facilities are to be provided as part of Stages 11-13.

## Section 5.2 Solar Access

Additional controls are sought to be provided in Section 5.2 of the Discovery Point Development Design Guidelines relating to solar access provision in Stages 11-13. These controls have been developed following the in-depth investigations into potential designs of Stages 11-13. Section 5.2 is proposed to be amended in the following manner (proposed to be deleted shown in ~~**bold italics strike through**~~ and words to be inserted are in **bold italics**):

#### Controls

- **Development must comply with the building form, separation and site layout within the Concept Plan.**
- **Dwellings within the Concept Plan site should receive a minimum of 2 hours sunlight to living rooms and private open space to 70% of apartments between 9am and 3pm on 21 June, with the exception of Building 6 and Buildings 11, 12 and 13.**
- **Dwellings within Stages 11-13 should receive a minimum of 2 hours sunlight to living rooms and private open space to 60% of apartments between 9am and 3pm on 21 June.**
- **A deviation from these numerical controls may be supported by the consent authority where it is demonstrated that building design maximises solar access and a balance of amenity is achieved in light of site constraints.**

The proposed controls seek to secure a reasonable and realistic development for Stages 11-13, considering both the opportunities and constraints of the site. The rationale behind the achievement of 60% across Stages 11-13 is explored further below in **Section 7.5**.

### Section 7.3 Car Park Location and Design

Section 7.3 of the Discovery Point Development Design Guidelines establishes the square metre extent of above ground parking permitted within Discovery Point. This figure is proposed to be updated to 13,590m<sup>2</sup> to reflect the modified extent of above ground parking. The proposed change to Section 7.3 is set out below (proposed to be deleted shown in ~~***bold italics strike through***~~ and words to be inserted are in ***bold italics***):

#### Controls

- ...
- Above ground car parking to a maximum of ~~***9,200m<sup>2</sup>***~~ ***13,590m<sup>2</sup>*** equivalent GFA across the Concept Plan site is permitted.
- ...



## 6.0 Strategic Justification

The original assessment accompanying the Discovery Point Concept Plan provided a comprehensive review of the proposal's consistency with the relevant strategic policies and plans applying to the site. The underlying intent of the proposed modifications is to fulfil the vision of the original Concept Plan, therefore ensuring that the findings of the original assessment are still relevant, with the proposal continuing to contribute to the achievement of a range of targets and actions established under strategic policies and plans.

Since the approval of the Concept Plan, the strategic planning framework has progressed at both a state and regional level. As such, an updated assessment of the proposal against the current strategic policies and plans is provided below, with an emphasis on the appropriateness of the additional GFA and corresponding apartments.

### 6.1 NSW 2021: A Plan to Make NSW Number One

NSW 2021: A Plan to Make NSW Number One is a long-term plan to deliver services in NSW, and sets clear priorities to guide government decision-making and resource allocation.

NSW 2021 is based around five strategies to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities. NSW 2021 includes numerous goals that are relevant to the proposal and designed to increase the supply of housing in NSW. The proposed modifications, and in particular the delivery of additional housing, are consistent with these goals as it will:

- Contribute to increasing the percentage of the population living within 30 minutes by public transport of Sydney;
- Contribute to providing additional housing which will in turn enhance housing affordability through greater supply; and
- Provide housing stock more appropriate for people's needs.

Under NSW 2021, Regional Action Plans have been developed to provide more focused strategic aims to particular areas. The Discovery Point site is located within the Southern Sydney Regional Action Plan (Southern RAP). This is a region of 400km<sup>2</sup> incorporating the Hurstville City, Kogarah, Rockdale City and Sutherland Shire Local Government Areas. The population is expected to increase by 60,099 people by 2031 and an additional 40,700 dwellings are expected to be required to house the population. Dwelling targets which are to be used to guide the delivery of housing in NSW are more appropriately set out in the Draft Metropolitan Strategy for Sydney to 2031 explored in **Section 6.2.2**.

The overall Discovery Point development, including the additional apartments facilitated as part of this modification, will contribute to the achievement of the regional priorities as the proposal will:

- Deliver a liveable centre with housing located in immediate proximity to public transport, services and recreational facilities;
- Contribute to the protection and regeneration of the Cooks River;
- Provide opportunities for the community to maximise the use of public facilities and other spaces; and
- Contribute to regional cycling networks in proximity to employment centres.

## 6.2 Metropolitan Strategy

### 6.2.1 Metropolitan Plan for Sydney to 2036

The Metropolitan Plan for Sydney aims to provide an integrated planning framework to manage Sydney's growth to 2036. Since its release in December 2010, the strategy has been reviewed and a Draft Metropolitan Strategy for Sydney to 2031 has been released. This Draft Strategy establishes the most up-to-date strategic framework for Sydney, and is addressed further below.

### 6.2.2 Draft Metropolitan Strategy for Sydney to 2031

Since March 2013 a Draft Metropolitan Strategy for Sydney to 2031 (Draft Metro Strategy 2031) has been on public exhibition, with an aim of establishing a framework for Sydney's growth and prosperity to 2031. The Draft Metro Strategy 2031 seeks to prioritise housing and jobs growth across Sydney. Importantly, the Draft Metro Strategy 2031 establishes housing targets for Sydney to 2031, both on a metropolitan and regional level. Five key direction areas are explored in the Draft Metro Strategy 2031 including balanced growth; liveable city; productivity; healthy environment; and accessibility. The directions of balanced growth and liveable city are most relevant to this modification and are explored below.

#### Balanced Growth

The direction of balanced growth seeks to encourage growth throughout Sydney by stimulating housing in infill and greenfield areas in a manner that delivers a range of different housing types close to jobs and services. Under this direction there are three key objectives which include:

- Develop a new land release policy and make new areas available for housing and jobs;
- Strengthen and grow Sydney's centres; and
- Make Sydney connected.

The proposal will directly contribute to the above objectives, as it will focus urban renewal in an area that is close to transport hubs and corridors; use Sydney's land effectively and efficiently in an infill area; and make Sydney easy to travel around. The way in which the proposed modifications will contribute to the achievement of these objectives is set out below.

#### ***Objective 2: Strengthen and grow Sydney's centres***

This objective seeks to focus a portion of new housing growth in existing and new centres located with good connections to public transport and infrastructure. Discovery Point is one such existing centre, located in the strategic position of the intersection between two separate railway lines on the Sydney Train Network; the 'Airport, Inner West and South Line' and the 'Eastern Suburbs and Illawarra Line'. Wolli Creek Railway Station is located within the Discovery Point site, providing direct access to these two railway lines.

Under this objective, the focus of medium and high density housing is proposed to be in existing strategic centres such as Discovery Point. The proposed modifications to the approved Concept Plan will enable around 76 additional dwellings on the site, directly strengthening and growing an identified centre in Sydney with access to existing infrastructure. This approach of focusing housing in an existing and well-connected centre is one supported by Council, as emphasised in their submission on the Draft Metro Strategy 2031:

*Council believes it is important to provide for growth in centres that are accessible by public and active transport, and offer a wide variety of services for residents.*

### ***Objective 3: Make Sydney connected***

The Draft Metro Strategy 2031 stresses balanced growth will only be achieved if growth and good transport connections are integrated. Reference is made in the Draft Metro Strategy 2031 to integrating land use and transport better to achieve several aims of the *NSW 2021: A Plan to Make NSW Number One* plan such as reducing travel times and growing patronage on public transport.

The completion of Discovery Point will contribute to the achievement of these aims through providing higher density housing around an existing transport interchange. Discovery Point is highly accessible by public transport. Wolli Creek Railway Station is located centrally within the site, providing direct access to the 'Airport, Inner West and South Line' and the 'Eastern Suburbs and Illawarra Line'. In addition, Sydney Buses routes 348 and 422 provide public transport linkages to the surrounding local suburbs, Bondi Junction, Kogarah and the Sydney CBD.

The addition of approximately 76 additional dwellings on the site as part of this modification will constitute a logical integration of land use planning with transport infrastructure. With more people living at Discovery Point, it can be expected that patronage will increase on public transport. Discovery Point is also located within 30 minutes from the Sydney CBD and other major centres (Hurstville and Sydney Airport and environs), ensuring that more people will have reduced travel times.

Council emphasised in their submission on the Draft Metro Strategy 2031 that growth in existing centres in proximity to good transport infrastructure was the best option for new housing. Council stated in their submission:

*Rockdale City Council remains committed to a centres approach to accommodating growth. Council believes it is important to provide for growth in centres that are accessible by public and active transport, and offer a wide variety of services for residents.*

Discovery Point is one such centre, with access to public transport and active transport such as pedestrian and cycle routes, as well as access to a range of facilities and services. The proposed modification will enable Discovery Point to accommodate more housing growth in such a well-positioned centre.

### **Liveable City**

The Draft Metro Strategy 2031 seeks to create liveable communities which are supported by transport networks and social infrastructure. A range of housing types are to be delivered, catering to the growing population of Sydney. The proposed modification to the Discovery Point Concept Plan will contribute to the achievement of several objectives under the 'Liveable City' direction. In particular, the opportunity for around 76 new additional dwellings at Discovery Point will assist in:

- Delivering new housing to meet Sydney's growth;
- Building confidence in an existing centre to attract investment, through good design and urban renewal;
- Creating a socially inclusive place that encourages people to come together formally and informally and stimulate cultural and recreational activities; and
- Delivering an accessible and adaptable recreation and open spaces that everyone can enjoy.

The way in which the proposed modification, and Discovery Point as a whole, will contribute to the achievement of the aims under the 'Liveable City' direction is set out below.

### ***Objective 5: Deliver new housing to meet Sydney's growth***

A key objective to creating a liveable city is delivering new housing to satisfy the rising demand in Sydney. It is noted in the Draft Metro Strategy 2031 that housing approvals and delivery have improved in recent years, but due to poor past performance, there is still a need to boost housing to meet the envisaged growth of Sydney.

A clear measurement of achieving this objective will be the dwelling targets established for Sydney and each subregion. Overall, the Draft Metro Strategy 2031 establishes a target of 273,000 new homes by 2021 and 545,000 new homes by 2031. These overall targets have been divided between the six subregions, with each provided with a minimum target to be achieved by 2021 and 2031.

Discovery Point is located within the South Subregion, which has been prescribed a minimum target of 22,000 new homes by 2021 and 42,000 new homes by 2031. These targets are an increase from the targets established in the Metropolitan Plan for Sydney to 2036. The progress of Rockdale Council against the targets of Metropolitan Plan for Sydney to 2036 are explored below in **Section 6.4**.

The proposed modification to the Discovery Point Concept Plan directly contributes to the achievement of these aims, offering additional floor space to provide around 76 dwellings above the existing forecast. The proposal is consistent with the policy aims established under this objective, primarily as it will encourage new housing in an area close to existing infrastructure in an infill area and it is an economically feasible area to deliver housing growth.

### ***Objective 6: Deliver a mix of well-designed housing that meets the needs of Sydney's population***

The Draft Metro Strategy 2031 recognises that a mixture of housing types are required to meet the needs of the housing market. The provision of different housing types is to be underpinned by good design. With the provision of additional housing, in a range of different types and sizes, it is expected that the overall supply of housing will be boosted and housing affordability will be improved.

Discovery Point is a prime example of well-designed housing in an accessible location. The offering of housing types and sizes is extensive at Discovery Point, with a prescribed mix of apartment types contained in the Concept Plan. The Concept Plan requires a maximum of 45% of studio/one bedroom apartments, a minimum 45% of two bedroom apartments and a minimum 10% of three bedroom apartments. Minimum apartment sizes are also stipulated in the Concept Plan.

The approved and proposed stages of development at Discovery Point demonstrate a variety of housing types are being delivered on the site, consistent with the maximum and minimum parameters established under the Concept Plan. As well as a range of apartment types and sizes being delivered within Discovery Point, the style of apartments has also varied considerably. A diverse offering of styles have been provided so far, including:

- Standard apartments with balconies accessed from an internal corridor;
- Maisonette style apartments split over two levels;
- Single level ground floor apartments accessed directly from the street;
- Two storey terrace style apartments accessed directly from the street; and
- Ground level apartments with courtyards and podium level apartments with courtyard terraces.

The additional apartments to be included in Stages 11-13 of Discovery Point with the increased floor space will continue the delivery of varying apartment types, sizes and styles. These additional apartments will contribute to boosting Sydney's overall supply of housing and will ensure that different price points in the current market are met.

***Objective 7: Deliver well-designed and active centres that attract investment and growth***

Liveable cities are well-designed places where the environment encourages a higher quality of life and enhances the wellbeing of residents. A well-designed environment will contain several qualities, such as a main attractor, a high quality built form and good public places. A key attractor discussed in the Draft Metro Strategy 2031 is the rejuvenation of heritage assets.

Discovery Point possesses all of these qualities and is underpinned by the restoration and reuse of Tempe House and St Magdalen's Chapel, State heritage listed items within the Discovery Point site. These items and their surrounding landscape setting has been restored in the early stages of the redevelopment of the site, and is now available for use by residents for activities such as meetings and functions. These heritage items and their surrounding landscaped setting play a critical role in creating a strong character for Discovery Point. The landscaped setting of these items extends into the wide open space of Discovery Point Park, which is also included in the site. Discovery Point Park is a publically accessible space, not only catering to the demands of existing and future residents, but also the wider community.

The built form of Discovery Point has been crafted around these restored heritage items and the open space of Discovery Point Park. In order to achieve a high quality built form, a rich diversity of architecturally designed buildings will be delivered through the use of various architectural firms. Four architectural practices have been used across the site to date, including Cox Richardson, Bates Smart, PTW and Group GSA. The use of various firms enables individual expression to be achieved for each building whilst consistent principles are maintained to provide a site-wide recognition in the built form. The result is a well-designed and integrated built form, which fulfils the vision of new housing prescribed in the Draft Metro Strategy 2031.

The additional floor space sought as part of this modification will facilitate the completion of Discovery Point, ensuring that the envisaged built form is achieved. The achievement of this built form will secure Discovery Point as a well-designed and active centre, supporting the regeneration and ongoing use of important heritage items and offering recreational opportunities to the wider community.

***Objective 8: Create socially inclusive places that promote social, cultural and recreational opportunities***

The creation of socially inclusive places is an important element in liveable cities. The Draft Metro Strategy 2031 has outlined that in order to create socially inclusive places, planning must break down barriers to services, facilities and transport infrastructure. This can be achieved through the delivery of new infrastructure, or through housing which makes use of existing opportunities.

Discovery Point will be a socially inclusive community, promoting social, cultural and recreation opportunities and values. The site is located in a highly accessible location, capitalising on existing transport infrastructure and positioning future residents in close proximity to Sydney's CBD. An array of non-residential uses will be provided in Discovery Point, whilst other retail and service spaces are provided in the surrounding locality. This will ensure that future residents have easy access to services, facilities and good public transport.

European cultural heritage is emphasised through the restoration and use of Tempe House and St Madgalen's Chapel. Active and passive recreational opportunities are also presented in the form of Discovery Point Park; the new Neighbourhood Park and Waterfront Park; various gyms and pools located in new buildings and the use of different landscaped podiums for relaxation and gathering spaces.

The provision of additional floor space sought in this modification, and subsequent apartment increase, will ensure that more people have the opportunity to live in Discovery Point and take advantage of the high accessibility to services, facilities and existing transport infrastructure.

***Objective 9: Deliver accessible and adaptable recreation and open space***

Access to open space and recreational opportunities is identified as a key priority to achieving a liveable city. As outlined above, Discovery Point offers significant recreational opportunities and immediate access to a large expanse of open space. The new Neighbourhood Park and Waterfront Park will offer more passive opportunities for recreation, whilst Discovery Point Park presents a wider area of open space which can be utilised for more active recreational pursuits.

Another key component of the Discovery Point open space offering is the Cooks River foreshore which will be regenerated as part of the redevelopment of the site. This regeneration will involve restoring the foreshore, providing a riparian zone and a landscaped zone. Passive recreational pursuits will be best suited to this space.

These areas of open space will be available for general public access, whilst other recreational facilities, such as the new gyms and pools, will be for the exclusive use of residents within Discovery Point. The provision of the additional apartments to be facilitated through this modification will ensure that more people have the opportunity to be located in close proximity to accessible and adaptable recreation and open spaces.

## 6.3 Housing Delivery

One consistent element underpins each of the above strategies, constituting a shared goal which each strategy strives to achieve. This goal is the delivery of more housing, both in existing urban areas and on greenfield sites. In March 2013, the NSW Government released a structure around increasing housing supply, identifying various methods which will be used to achieve a target of 545,000 new homes across Sydney by 2031. Those methods most relevant to the proposal are explored below.

### 6.3.1 Urban Activation Precincts

One of the new initiatives developed by the NSW Government to increase the supply of housing is the 'Urban Activation Precincts' (UAP) program. The UAP program is designed to identify areas where more housing can be delivered with access to infrastructure, transport, services and jobs. The UAP process involves the nomination of a precinct, followed by an assessment of the area against certain criteria. If the precinct is deemed appropriate, an investigation is carried out into ways in which development could be facilitated through zoning and the planning parameters.

Rockdale City Council has nominated the 'Wolli Creek and Bonar Street' area as a potential UAP. In considering the appropriateness of the area as a potential UAP, Council noted the locational opportunities of the site:

*There are plenty of opportunities. Wolli Creek Village is 10 km from the Sydney CBD, 6 km from Sydney Airport and 10 km from Port Botany and it has close proximity to Cooks Cove. The Village is bounded by Wolli Creek and Cooks River to the north and is intersected by the Princes Highway and the Illawarra rail line with Wolli Creek rail station providing direct rail links to the Eastern Suburbs/Illawarra and Airport/East Hills lines.*

A decision on the Wolli Creek UAP nomination has not yet occurred. Despite this, it is evident that Rockdale Council perceive Wolli Creek as a well located existing centre which has the capacity to deliver housing which will contribute to the targets set in the Draft Metropolitan Strategy for Sydney to 2031. The proposed modification is consistent with the intent shown by Council to concentrate development within the Wolli Creek locality. The additional GFA sought as part of this modification will facilitate the delivery of more housing in an identified location which is well serviced by existing infrastructure.

## 6.4 Housing Targets and Rockdale

### Housing Targets

As set out above, Rockdale is within the South Subregion which has been prescribed a target of 22,000 new homes by 2021 and 42,000 new homes by 2031. No specific target has been provided to each Local Government Area (LGA) within the South Subregion.

The new targets established under the Draft Metro Strategy 2031 are an increase from the targets established in the Metropolitan Plan for Sydney to 2036. A number of targets for the south subregion were established in the Metropolitan Plan for Sydney to 2036, with initial targets set in 2007, followed by revised targets in 2010. In the initial 2007 targets, Rockdale was set to provide 20% of the overall dwellings for the South Subregion.



Importantly, from the Metropolitan Plan for Sydney to 2036 to the new Draft Metro Strategy 2031, the boundaries of the South Subregion have been altered. This results in no clear guidance on the increase in dwelling targets which have occurred for the Rockdale LGA. Nonetheless, **Table 4** illustrates the overall targets established for Rockdale in each metropolitan strategy, the proportion of this target in the South Subregion, and the annual dwelling target.

The proportion of dwellings for Rockdale in the revised Metropolitan Plan for Sydney to 2036 has been maintained as the '20%' attributed to Rockdale under the original strategy. The proportion under the new Draft Metro Strategy 2031 has been determined by distributing the previous target for Marrickville between the other LGAs in the subregion, and identifying the percentage of dwellings which would be expected to be provided in the Rockdale LGA.

**Table 4** – Progression of Rockdale Dwelling Targets

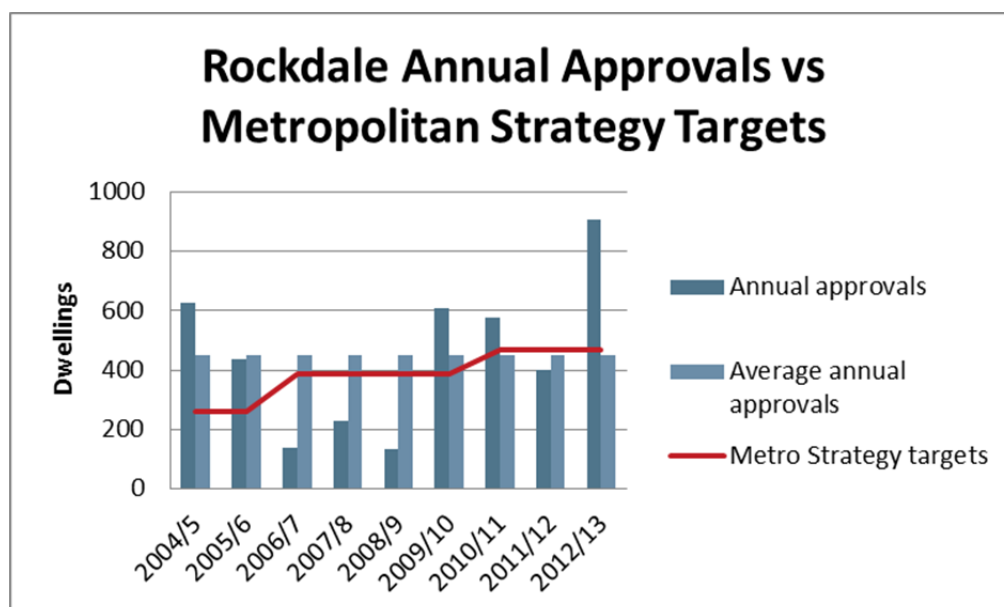
	Metropolitan Plan for Sydney to 2036		Draft Metropolitan Strategy for Sydney to 2031
LGAs within the South Subregion	<ul style="list-style-type: none"> <li>- Canterbury</li> <li>- Hurstville</li> <li>- Kogarah</li> <li>- Marrickville</li> <li>- Rockdale</li> <li>- Sutherland</li> </ul>		<ul style="list-style-type: none"> <li>- Canterbury</li> <li>- Hurstville</li> <li>- Kogarah</li> <li>- Rockdale</li> <li>- Sutherland</li> </ul>
Target Year Span	2004-2031	2006-2036	2011-2031
Overall Target			
- Subregion	- 35,000	- 58,000	- 42,000
- Rockdale Proportion	- 20%	- 20% (assumed)	- 22.4% (assumed) <sup>1</sup>
- Rockdale	- 7,000	- 11,600	- 9,408
Annual Target	- 259	- 387	- 471

As evidenced in **Table 4**, the Rockdale dwelling targets have continually been increased with each metropolitan strategy review or reiteration. An analysis of the dwelling approvals and dwelling completions in Rockdale has been undertaken to determine how the LGA is tracking against the target established under the metropolitan strategies.

**Figure 3** below illustrates the dwelling approvals in the Rockdale LGA compared to the dwelling target established under the metropolitan strategies.

<sup>1</sup> This proportion has been adapted from the 2007 targets to reflect the removal of Marrickville from the South Subregion. The methodology has involved distributing Marrickville's dwellings to the other five LGAs, increasing Rockdale's target to 7,830 out of 35,000 (22.4%).

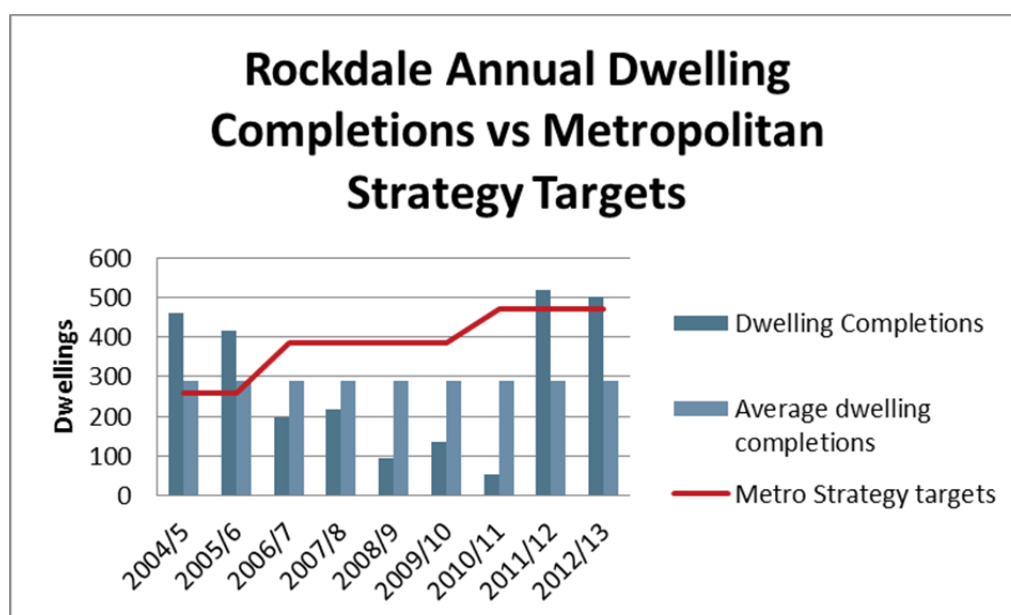




**Figure 3** – Rockdale Dwelling Approvals and Target

Source: JBA adapted from Australian Bureau of Statistics

**Figure 4** below illustrates the dwelling completions in the Rockdale LGA compared to the dwelling target established under the metropolitan strategies.



**Figure 4** – Rockdale Dwelling Completions and Target

Source: JBA adapted from Australian Bureau of Statistics

As evidenced in the above figures, dwelling approvals and completions in the Rockdale LGA have been variable, with some years in excess of the annual dwelling target, and other years falling below the annual target.

On average, the annual dwelling approvals in the Rockdale LGA are at 452, slightly below the annual target of 471 established in the Draft Metro Strategy 2031. The annual dwelling completions are further below the annual dwelling target at 288 completions per year on average.

As such, the Rockdale LGA is tracking closely to the prescribed target in terms of approvals, but falling short in regard to dwelling completions. The addition of around 76 additional new dwellings at Discovery Point facilitated through the proposed modification will contribute to the Rockdale LGA achieving the prescribed annual dwelling target. It must be noted that this target has been prescribed as a minimum total which must be achieved to house Sydney's growing population. There is nothing which precludes a dwelling target from being exceeded in any LGA.

Furthermore, it should be encouraged that the highest number of dwellings are provided in locations which can accommodate growth and are well supported by existing and planned infrastructure, such as Discovery Point. With the provision of additional dwellings over and above the minimum targets, it can be expected that Sydney will not only have a sufficient supply of housing for the population, the housing market will also become more affordable through increased competition.

The ideal of providing a more affordable housing market is supported in Discovery Point through the provision of a range of housing types, mixes and styles, allowing different price points in the current market to be met. The diverse mix of housing products provided in Discovery Point will facilitate greater opportunities for people to enter the housing market. This diversity will be further enriched by the provision of the additional dwellings to be facilitated through this modification.

## 6.5 Summary of Strategic Justification

In summary, the proposed modification to the Discovery Point Concept Plan will facilitate around 76 additional new dwellings above the existing forecast, contributing to rectifying the shortfall of dwellings in Sydney and the desire to provide housing in close proximity to public transport, services and facilities. The provision of additional dwellings at Discovery Point is consistent with all the relevant strategic planning documents established to guide the growth of Sydney, including the NSW 2021: A Plan to Make NSW Number One and the Draft Metropolitan Strategy for Sydney to 2031. The proposal has significant planning merit and is consistent with these strategies as it will:

- Contribute to the delivery of a liveable centre through integrating land use planning with transport infrastructure. Discovery Point is highly accessible as it is located at the junction of two railway lines on the Sydney Trains network and is benefited by two bus lines providing connections to the key destinations such as the Sydney CBD. The delivery of the Concept Plan will enhance connections to local and regional pedestrian and cycle routes. The provision of additional dwellings at the site will allow more people to live in such a highly accessible location, contributing to making Sydney connected through reducing travel times, growing patronage on public transport and providing people with easy access to alternative modes of transport.
- Contribute to providing new housing to meet Sydney's growth, in particular the achievement of the dwelling targets specified for the South Subregion. Using the pro-rated rates of the previous Metropolitan Strategy 2036, it can be extrapolated that 9,408 dwellings are to be provided in the Rockdale LGA by 2031 under the Draft Metro Strategy 2031. This equates to 471 dwellings per year. Currently dwelling approvals in Rockdale are below this target at 452 dwellings approved on average per year since 2004/5. The provision of around 76 additional dwellings at Discovery Point will contribute to the achievement of the target specified for the Rockdale LGA.
- Continue to deliver a mix of well-designed housing that meets the needs of Sydney's growing population. The addition of 76 additional new dwellings will add further diversity to the size, mix and style of dwellings. In turn, this will provide greater opportunities for more people to enter the housing market.

- Strengthen the delivery of Discovery Point as a well-designed and active centre. Discovery Point has significant attractors in terms of the restored Tempe House and St Magdalen's Chapel, as well as the regenerated Cooks River. The provision of additional dwellings in such a location will increase the number of people with access to these high quality facilities and natural amenity and assist in supporting the new retail village centre.
- Contribute to the creation of a socially inclusive place that promotes social, cultural and recreational opportunities. Discovery Point is benefited with a range of passive and active recreational opportunities, including Discovery Point Park, the new Neighbourhood Park and Waterfront Park, indoor gyms and pools, BBQ facilities, and landscaped podiums for passive recreation. The provision of around 76 new apartments will increase the number of people located within close proximity to such opportunities, as well as access to high quality public transport, services and facilities.

## 7.0 Environmental Assessment

This chapter contains an assessment of the environmental effects of the proposed development as described in the preceding chapters of this report. The additional floor space sought as part of this application will be limited to the approved envelopes, therefore not resulting in any additional view or overshadowing impacts not already assessed in the original Concept Plan. Those matters which require further assessment are outlined below.

### 7.1 Urban Design

The proposed modifications to the Concept Plan sought under this application primarily relate to administrative matters regarding the allowable quantum of floor space. This additional floor space is sought to directly ensure that the envisaged built form of the original Concept Plan can be fulfilled.

The completion of the Concept Plan under the current floor space parameters is considered to result in a substandard built form and would comprise the Concept Plan vision. The remaining floor space available within the Concept Plan parameters will result in the loss of a whole building. This will have adverse impacts on the original vision which sought to provide a comprehensive master planned redevelopment of the site.

Buildings 11, 12 and 13 are each important in their own right, and the loss of any of these buildings will disrupt the balance of development across the site. A modified built form across the final stage of Discovery Point will also not accord with its surrounds which have been strategically designed to present a unified redevelopment.

The provision of the additional floor space will not result in any modification to the built form as envisaged under the Concept Plan. Furthermore, it will have significant benefit in assisting the achievement of the original vision.

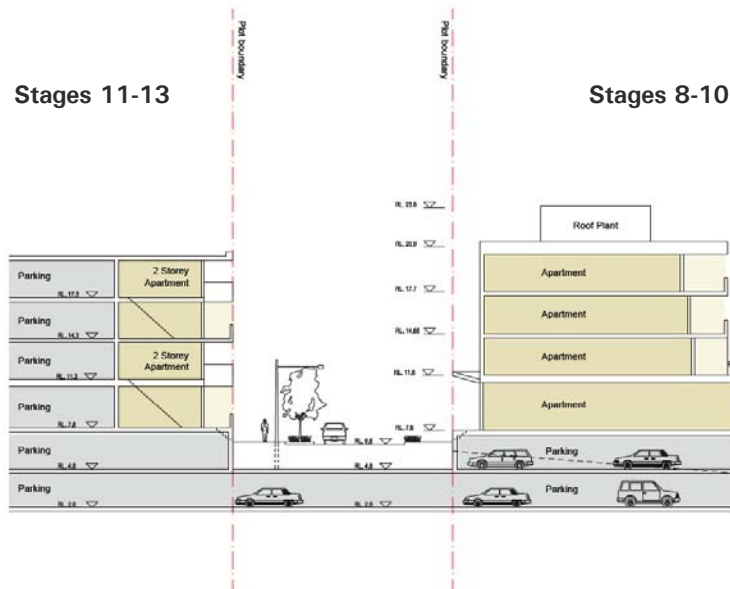
### 7.2 Above Ground Parking

The approved Concept Plan presently provides for a total of 9,200m<sup>2</sup> of above ground parking, allocated within Building 4 (first floor), Buildings 8 – 10 (ground floor level) and Buildings 11 – 13 (ground floor and first floor).

The approval of above ground parking under the Concept Plan was based firmly on the premise that such parking along residential streets would not be visible from outside the building. The principle of above ground parking was originally accepted in the Concept Plan due to the high water table on the site and the constraints of significant excavations for basement car parking along with providing an appropriate interface to the Illawarra Railway line. As reflected within the Discovery Point Development Design Guidelines, acceptable above ground parking on the site is to be principally achieved through wrapping the above ground parking in retail or residential development.

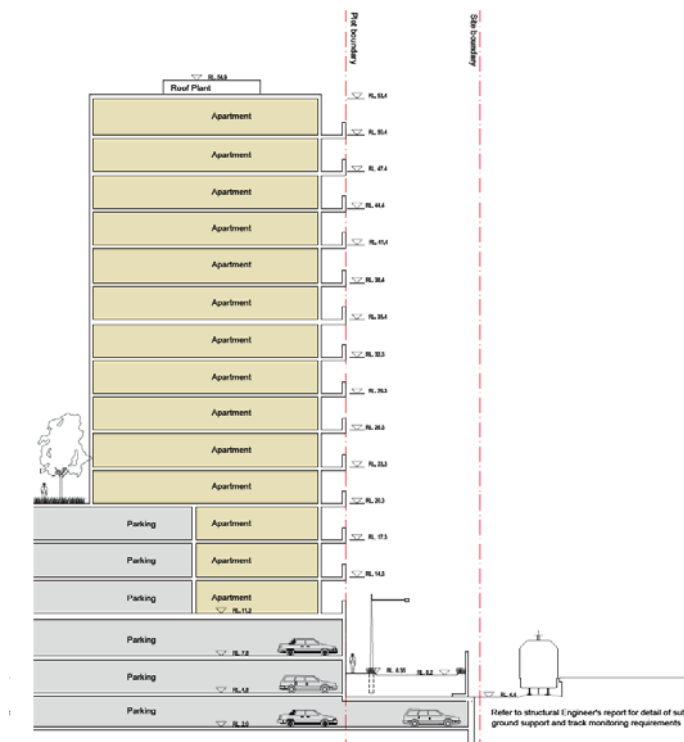
This modification application includes the provision of a further two (2) levels of above ground parking within the approved podium envelopes of Buildings 11 – 13, requiring an increase in the area of above ground parking by 4,390m<sup>2</sup> (bringing the proposed amended total to 13,590m<sup>2</sup>). This increase in above ground parking extent will equate to approximately 111 car parking spaces.

Generally consistent with the design approach to above ground parking currently approved under the Concept Plan for Stage 11 – 13, it is proposed for the additional levels of above ground parking to be set well within the podium and away from the street frontages and to be wrapped/sleeved by residential apartments (refer to **Figures 5 – 7** below and also **Appendix A**). This design approach is consistent with the above ground parking controls included within the Development Design Guidelines (refer to **Figure 8**).



**Figure 5** – Updated indicative design scheme (section) for Chisholm Street

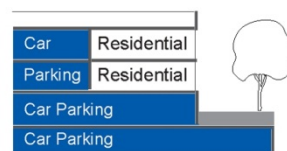
*Source: Bates Smart*



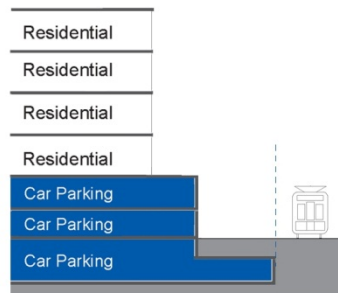


**Figure 7** – Stages 11-13 indicative design scheme for Level 4

Source: *Bates Smart*



*Above ground parking with active frontage to the street*



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

**Figure 8** - Above ground parking design

Source: *Discovery Point Development Design Guidelines Updated May 2014*

The design response to providing additional above ground parking within the podium is also considered to positively respond to the unusually large and deep podium of Stages 11 – 13 and overcome potential design and amenity issues in having to design this space/area for residential development.

Overall, whilst assisting in accommodating additional parking spaces (the overall number of which will remain consistent with Concept Plan conditions), the extent of additional above ground parking will not be discernable from the public realm nor will it have any material adverse impact on the built form or future design quality of the buildings.

## Precedents of Above Ground Parking

There are a number of precedents across Sydney which include above ground parking and where other uses have been used to 'sleeve' the parking. A selection of these precedents were provided in the Preferred Project Report of the original Concept Plan. An updated list of precedents is provided below, highlighting the growing and now more common acceptance of above ground parking when screened by active uses.

### **Moore Park Gardens**

Moore Park Gardens provide 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, or active uses (see **Figure 9**). 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***

The Cosmopolitan Centre / Sir Stamford in Double Bay included above ground parking due to acid sulphate soils and groundwater site constraints. Woollahra Council accepted the screening of this parking. 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. **Figure 10** provides examples of the development when viewed from the street.



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

*Source: Kann Finch Architects*



### ***Altair, Kings Cross***

A previous development by Australand was Altair which included podium parking to the street with treated elevations (see 1). This development won the World Architecture award 2002 for 'Best Building in the Australasia/Oceania region' and 'Best Housing Scheme in the World'.

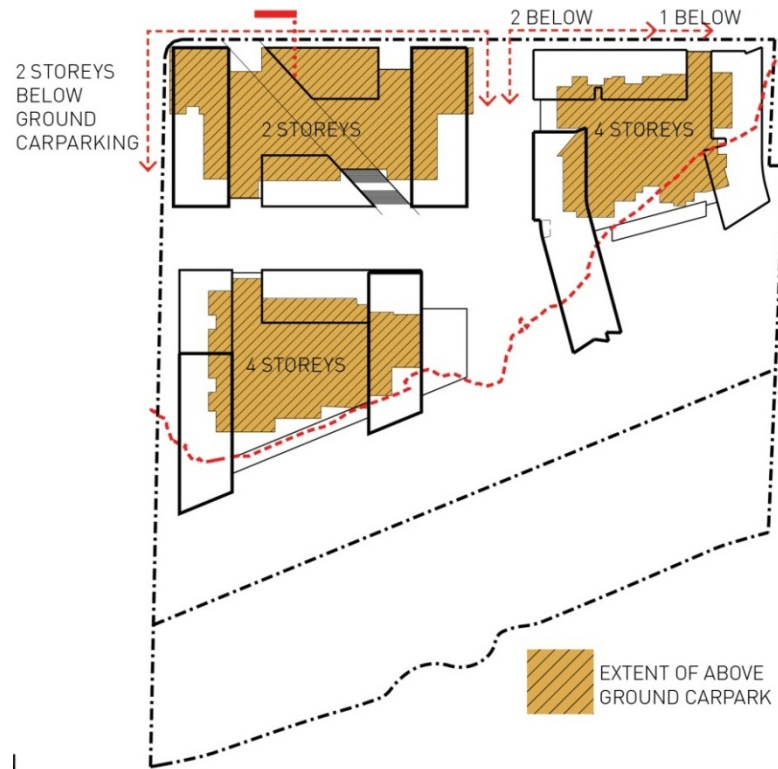


**Figure 11** – Australand 'Altair' with above ground podium parking

*Source: Australand*

### ***Morton Street Parramatta***

Parramatta City Council has approved a Stage 1 DA for the redevelopment of a site at Morton Street, Parramatta. The building envelopes approved within this DA included two to four levels of above ground parking (see **Figure 12**). Parramatta City Council accepted that the above ground parking could adequately be screened by separate uses.



**Figure 12** – Morton Street, Parramatta above ground parking

*Source: Smart Design Studio*

***Woollooware Bay Town Centre (Cronulla Sharks Redevelopment)***

The residential component of the Woollooware Bay Town Centre development includes a two storey podium car park screened by active uses and residential towers above. The Concept Plan (MP10\_0229) was approved by the Department on the basis that active uses would screen this above ground parking and a high quality streetscape would be achieved.

The first Development Application for residential development under the Concept Plan was approved by Sutherland Shire Council with two levels of above ground parking screened by commercial tenancies, a residential lobby, residential apartments and communal amenities. **Figure 13** illustrates the outcome of screening the above ground parking.

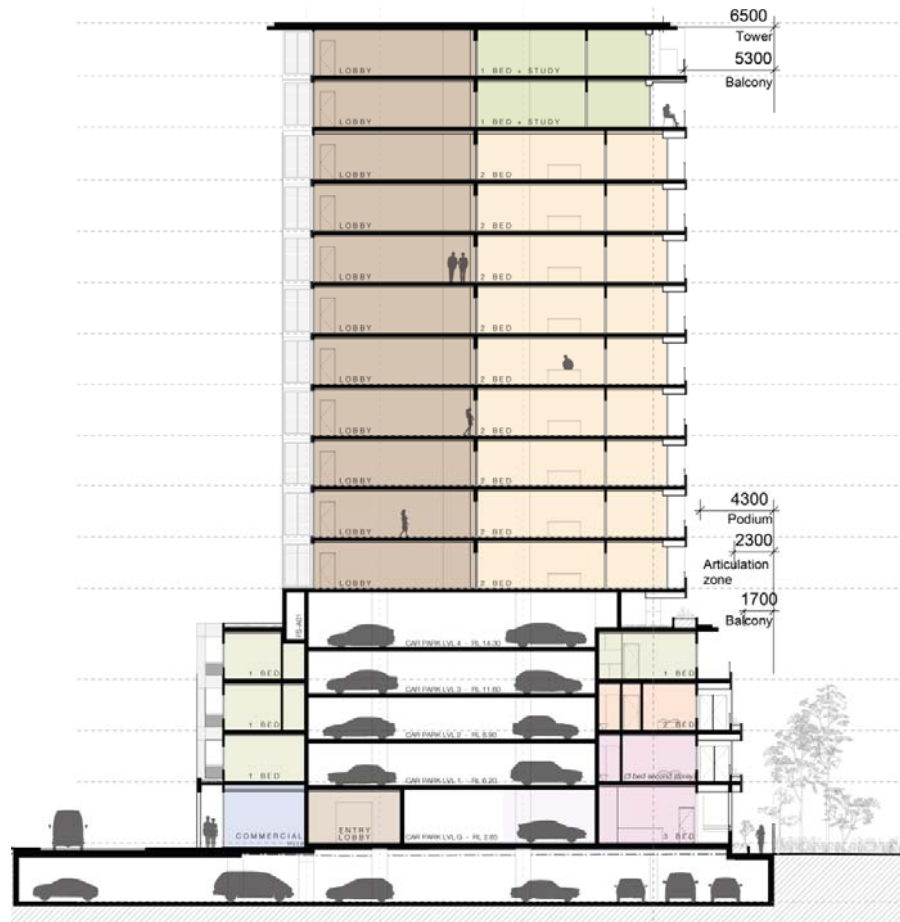


**Figure 13** – Woollooware Bay Town Centre Stage 1 Residential

*Source: Turner*

### ***Southbank (20 Levey Street, Wolli Creek)***

Rockdale Council recently approved a Development Application for the first component of 'Southbank', which is the redevelopment of the Mercure Hotel site. This development includes up to five levels of above ground parking sleeved by residential and commercial uses. **Figure 14** illustrates a section through Building C of the Southbank development, demonstrating how the above ground parking has been screened.



**Figure 14** – Section of Building C in Southbank

*Source: Spence Pearson Architects*

### **Summary**

The above list of precedents is a short snapshot of developments where above ground parking has been approved due to an acceptance of the notion that a quality outcome can still be achieved through screening or 'sleeving' other uses around the parking. The provision of two additional levels of parking within stages 11-13 will not have any adverse impact on the streetscape. These additional parking levels constitute a common solution which is accepted in a significant number of high quality developments in both Rockdale and more broadly across Sydney.

## 7.3 Traffic and Transport

Transport and Traffic Planning Associates (TTPA) prepared an Assessment of Traffic and Parking Implications (Appendix F of the original Environmental Assessment Report). This assessment determined an appropriate car parking rate for the site, and undertook an analysis of the potential traffic impacts of the redevelopment. Following the public exhibition of the Concept Plan and as part of the Preferred Project Report, it was accepted by the proponent that a limit of 2,240 car parking spaces would be provided within the Concept Plan. This cap was translated into Condition A16, which limits the maximum number of car parking spaces to 2,240.

TTPA has undertaken a review of the proposal (refer to **Appendix D**), considering the potential implications of the additional residential floor space and additional extent of above ground parking to be provided within the Concept Plan.

The assessment by TTPA in relation to the S75W application concludes that development under the revised Concept Plan will:

- not have any adverse traffic implications and will in fact have a traffic generation outcome which is significantly less than that with development under the previous planning and approvals due to the revisions to the RMS Development Guideline criteria;
- comply with the objective of providing sufficient parking to adequately service the development while at the same time managing the supply of parking to discourage excessive private car usage;
- comply with the objective of providing for and facilitating pedestrian and cyclist movements and end of trip facilities;
- have suitable and appropriate vehicle access, internal circulation and servicing arrangements for the term of the development; and
- provide vehicle free pedestrian corridors.

The updated Car Park Masterplan Strategy (included at **Appendix E**) provides details regarding the current and proposed allocation and extent of car parking across the Discovery Point. As evident, even with the inclusion of the proposed additional area of above ground parking, the precinct will remain significantly below the approved maximum parking cap of 2,240 (by some 185 spaces).

## 7.4 Economic, Social and Environmental Considerations

### 7.4.1 Economic and Social Impacts

As part of the original Concept Plan, an Economic and Social Assessment was prepared by Leyshon Consulting (Appendix P of the original Environmental Assessment Report). Importantly, this assessment examined the social implications of the development and the effect that the new population would have on the existing community. As part of this modification application, Leyshon Consulting has prepared an updated Economic and Social Assessment which considers the new floor space sought to be included in the Concept Plan (refer to **Appendix F**).

Specifically, an assessment of the potential social impact of additional apartments at Discovery Point has been undertaken. This assessment has involved examining the current demographic structure of Wolli Creek and evaluating the expected population increase and what effect this may have.

Based on the envisaged increase of 76 apartments, Leyshon has estimated a population increase of around 172 people. This has taken into account the average household size in Wolli Creek, which is 2.26 persons per dwelling. The existing population at Wolli Creek is considered to be atypical, with the majority of residents aged between 20-39 years. The dominant household composition in Wolli Creek is couple households without children, followed by lone person households.

A higher than average number of residents in Wolli Creek are employed in professional occupations, whilst there is a lower than average percentage of residents employed in unskilled occupations. The rate of unemployment in Wolli Creek is also lower than that of the Sydney region. Residents of Wolli Creek also have above average household income, and the area is ethnically diverse. Residents within the area are well connected, with 96% of households having access to the internet.

The above facts provide an impression of Wolli Creek residents, presenting a population which is young and professional, earning above average incomes, and is well connected. Leyshon has also considered the surrounding area and the benefits this provides existing and future residents, such as availability of public transport and the proximity of many centres such as Sydney CBD, Kingsford Smith Airport, Mascot/Green Square and employment centres at Kogarah and Hurstville.

In summary, Leyshon concludes that:

- An on-site population increase of 172 persons (in the order of 4.5% to 5.4% over and above that which might occur under the approved Concept Plan) is minor in nature and should not have any measurable impact on planned services in the Wolli Creek area;
- The increase in population is unlikely to give rise to adverse social impacts, with there likely to be positive impacts in terms of:
  - Enabling a greater number of people to live in a transport-oriented residential environment in close proximity to major work centres including the Airport, Mascot, Port Botany, the Sydney CBD and Hurstville;
  - Underwriting the provision of services—both retail and non-retail—to existing and future residents and assist in providing a greater critical mass of population which will underwrite the provision of entertainment and leisure-oriented facilities including restaurants, cafés and the like;
- If the future additional residents of Discovery Point are similar to existing residents, then such residents are likely to be very well equipped to make their own provision for services they require in addition to the services and facilities which Council will provide under their Section 94 Constructions Plan;
- In light of the proposed number of additional dwellings not being substantially higher than that approved under the Concept Plan, the provision of additional residential floor space will not distort the local residential market; and
- The additional population at Discovery Point is unlikely to place any strain on the existing and future planned provision of communal facilities, open space, roads, and pedestrian and cyclist facilities (refer below for further discussion in relation to this point).



## 7.4.2 Communal Services and Facilities

The provision of communal services and facilities were holistically approved as part of the original Concept Plan for the site. A diverse and unique range of facilities were approved indicatively across the site. The progressive stages of development have then sought detailed approval for these facilities. It is noted that the restoration of Tempe House and St Magdalen's Chapel was undertaken as part of the earlier developments on the site under the previous master plan.

Overall, the following facilities will be/have been provided across Discovery Point:

- Resident's community centre (restored Tempe House and St Magdalene's Chapel);
- Pools (Greenbank, Stage 1B podium, ground floor Stage 8 - 10 – approved/existing, Stage 13 – to be proposed);
- Gyms;
- Community rooms;
- Covered entertaining and BBQ areas;
- Extensive open spaces;
- Active and passive recreational areas;
- Interactive public art/water features; and
- Landscaped gardens.

In planning and implementing these facilities, reference has been made to Section 5.2 of Council's Development Control Plan, which includes the following objective in relation to Residential Flat Buildings:

*'To encourage the design of housing with spaces for the "community" of residents as well as individual living units.'*

In terms of Discovery Point, the 'community of residents' is broader than just one singular building, hence the site wide approach to communal facilities. Social interaction and engagement is to be achieved through the provision of a diverse range of facilities that are strategically clustered to enable convenient and direct access by all residents.

The facilities on the site (excluding the Greenbank gym and pool) form part of a 'Co-operative Title' whereby residents will pay levies towards the maintenance of these facilities and will therefore have the right to use the facilities in perpetuity. The structure and responsibility of the co-operative and how this relates to site-wide amenities is explored further below.

In addition to the above facilities, Australand will be constructing all roads, services, stormwater infrastructure and parkland upgrades as part of the development. This will constitute a significant capital investment by Australand in the development. On top of this significant investment, Australand will be required to pay standard Section 94 levies, with no dispensation granted for the infrastructure works undertaken. As such, the overall Australand capital investment in the development will be significant and comparably greater than other major developments where dispensations are provided from section 94 payments where works in kind are provided.

## Discovery Point Co-Operative

As set out above, the majority of facilities within Discovery Point will be held under Co-operative Title. The co-operative includes all buildings within Discovery Point and will have the responsibility of owning and managing facilities within the site. The range of facilities the co-operative is responsible for include:

- The heritage buildings and Mount Olympus Heritage Garden;
- Three hectares of landscaped parks and riverfront areas consisting of:
  - Neighbourhood Park,
  - Discovery Point Park,
  - Station Park, and
  - Waterfront Park
- Swimming pools, gymnasiums and community rooms;
- Walking and cycling tracks;
- Internal roads comprising:
  - Brodie Spark Drive,
  - Spark Lane,
  - Discovery Point Place, and
  - Chisholm Street
- Public/retail car park located below Linc;
- Black water treatment plant;
- Public art; and
- Storm water mains and street lighting.

In light of the above range of facilities and required maintenance costs, the average levy for apartments within Discovery Point is at the higher end of expected levies in comparable developments. The average levies within Discovery Point are expected to be between \$1,212 and \$1,348 per quarter. When compared to similar developments, these levies are at the upper end of the residential market, and reflect the significant cost of maintaining the range of facilities provided within Discovery Point. Any additional facilities, over and above, those already envisaged to be provided will further increase these levies, detrimentally affecting the affordability of Discovery Point.

## Community Development Program

To further facilitate social and community engagement across Discovery Point, Australand are in the process of investigating the establishment of a Community Development Program. Australand have partnered with Connections Community Development, an organisation who specialise in developing strong communities with a focus on achieving a better quality of life for new residents. This potential Program is expected to contribute to the social sustainability of this new and evolving community by:

- fostering a sense of belonging for new residents;
- promoting a culture of welcome and hospitality; and
- helping new residents settle in to the life of the local and broader community.



Aspects of the potential Program under investigation include:

- a point of contact for residents;
- relevant information about the local area and the services, facilities and programs available; and
- opportunities for residents to meet other community members and develop friendships and networks.

Community interaction is already being fostered in Discovery Point through the release of a seasonal newsletter, 'The Discovery Point Grapevine', which focuses on past and upcoming events, the status of the overall redevelopment, and any other news to keep existing residents informed. Already within Discovery Point a number of community events have been held to encourage residents to meet, interact and develop a sense of community. Key events which have been held include Christmas parties, Australia Day celebrations and Chinese New Year celebrations.

Furthermore, a community portal has been established and access is available to all residents of Discovery Point ([www.discoverypointcommunity.com.au](http://www.discoverypointcommunity.com.au)). This portal provides residents with useful information on life within Discovery Point, such as the availability of open space and facilities, access to transport and schools, local business information and a community notice board which outlines news and events occurring within and around the site.

In light of the above, it is clear that Australand are seeking to foster a strong sense of community within Discovery Point. It is acknowledged by Australand that communal facilities and services are a critical element in achieving this aim, and as such, a wide variety of facilities will be provided under the Concept Plan. These facilities are considered more than sufficient to accommodate the needs of the future population. Over and above providing these facilities, Australand is making a concerted effort to establish a framework for community interaction and provides residents with as much assistance as possible to develop strong ties to the new community.

### Comparison to Similar Developments

A comparison to other major urban renewal projects across the Sydney Metropolitan Area illustrates the appropriateness of the communal facilities to be provided within Discovery Point. Some comparable urban renewal projects are not benefited with the wide variety of facilities to be provided in Discovery Point, such as pools and gyms.

For example, comparable urban renewal projects include:

- Central Park, Broadway – redevelopment of the former Carlton United Brewery site, providing 255,500m<sup>2</sup> of residential, commercial and retail floorspace. The GFA for residential land uses on the site is limited to 70% of the total GFA. Whilst some buildings have communal facilities, these are generally communal outdoor spaces / terraces, rather than meeting rooms, gyms or pools. The primary communal/meeting room spaces (of 440m<sup>2</sup>) are located within the heritage listed Brewery Yard Precinct.
- Harold Park, Forest Lodge – redevelopment of the former Harold Park Paceway, providing approximately 1,250 new dwellings. Provision to be made for a central community facility (of 500m<sup>2</sup>) within the heritage Tram Sheds. Mixed approach to communal open space, where some precincts having direct access to 'private' communal open space whilst others only having access to the broader surrounding public open spaces.

- North Penrith – redevelopment of surplus Department of Defence land at North Penrith for mixed use residential, commercial and industrial development. Provides for around 1,000 dwellings in a range of price points and dwelling types. A range of communal facilities are provided on a site wide basis to cater for the demands of the new development and population.

As evidenced by the above examples, Discovery Point is unique as it provides a significant range of communal facilities for residents across the whole of Discovery Point, as well as facilities for the exclusive use of particular stages. The current Stages 11-13 design is likely to provide approximately 76 additional apartments above what is currently forecast to be developed under the approved Concept Plan. As confirmed by Leyshon Consulting, this does not constitute a significant increase in new residents and therefore does not necessitate any additional communal facilities.

### 7.4.3 Environmental Benefits

As part of the Stage 7 (DA-2013/34) and Stages 8-10 (DA-2014/84) significant embellishment and restoration works to the Cooks River have been approved. These works will involve:

- Retention and protection of the existing mangroves and saltmarsh;
- Provision of a core riparian zone with a mixture of native riparian plants to support the functioning and growth of the existing mangroves and saltmarsh;
- Provision of a terrestrial landscape zone containing various low scale planting and scattered trees;
- Provision of recreational and passive opportunities including a shared cycle/pedestrian pathway, bench seating and interpretative signage; and
- Further landscaping embellishment and beautification works to enhance the setting of the foreshore zone.

In addition to the above works, a site-wide Water Sensitive Urban Design (WSUD) strategy is being implemented progressively in the landscaping scheme for each stage. This strategy will improve the quality of water runoff across the site, providing significant environmental benefits.

The above foreshore embellishment and restoration works are being undertaken at the cost of Australand. These works will cost over approximately \$830,000, constituting a significant investment by Australand to not only provide residents with an attractive, useable and connected foreshore, but enhance the local environment. The enhancement of the local environment through these foreshore works will not provide any material benefit to the sale of residential dwellings at Discovery Point, but constitutes a concerted effort on Australand's behalf to provide local benefits in excess of what a normal redevelopment would provide.

## 7.5 Solar Access

An amendment to Section 5.2 of the Discovery Point Design Guidelines is proposed to provide a clear target for solar access in stages 11-13. This target has been devised following an in-depth analysis of the achievable level of solar access to dwellings within the final buildings of Discovery Point (refer to **Appendix G**).

An analysis of the indicative scheme prepared by Bates Smart for Stages 11-13 has demonstrated that approximately 60% of apartments across these 3 stages will receive two hours of solar access on 21 June between 9:00am and 3:00pm. Whilst it is accepted that this scheme is indicative, the general number of apartments within Stages 11-13 is not expected to alter significantly and the indicative scheme has been designed in accordance with the approved mix and apartment sizes.

**Table 5** establishes the level of solar access to Buildings 11, 12 and 13, highlighting the percentage of apartments receiving solar access within each tower and the shared podium between the buildings.

**Table 5** – Stages 11-13 solar access breakdown

Building	Tower Solar Access	Podium Solar Access	Overall Tower Solar Access	Overall
11	61%	44%	64%	60%
12	56%			
13	67%			

An analysis of **Table 5** shows that the shared podium and each building tower are particularly different in terms of solar access. The shared podium element is compromised in regard to solar access due to the nature of the site as a higher density master planned development. The presence of previously approved buildings causes difficulties in solar access penetration to the lower levels of the future Stages 11-13 buildings.

Despite these difficulties, the achievement of solar access to 60% of apartments across Stages 11-13 will result in a balanced level of amenity. The siting of each building within the Concept Plan has ensured that view sharing is available for all buildings. The orientation and height of Buildings 11, 12 and 13 will enable attractive views to be obtained in each direction. Furthermore, the site-wide amenity factors outlined in **Section 7.4.2** ensure that future residents will have a good level of amenity.

The difficulties of achieving solar access to 70% of apartments is a common issue in master planned communities, and it is widely acknowledged that where other amenity factors can be achieved, an acceptable outcome is produced. The value placed on solar access should be consistent with the importance of all other amenity considerations.

The desire for all amenity factors to be considered in the future assessment of Stages 11-13 is reflected in the additional control within Section 5.2 of the Discovery Point Design Guidelines. This control will ensure that the assessment authority has a clear pathway to consider any variation to the numerical solar access requirements, granted that it is demonstrated that a good level of amenity is achieved on balance. This approach has been adopted by Council in the past assessment of DAs where a slight variation to the numerical solar access has been sought.

## 8.0 Conclusion

This Section 75W modification seeks approval for amendments to the Discovery Point Concept Plan, namely the provision of additional floor space; the amendment of the above ground parking extent; and changes to the Discovery Point Development Design Guidelines.

These amendments are proposed in light of the ongoing development and delivery of separate stages in the Concept Plan. Following the delivery of the majority of stages within the Concept Plan, it has been identified that there is insufficient floor space to provide the built form as envisaged under the Concept Plan. Furthermore, limitations have been discovered in the extent of car parking approved under the original Concept Plan, therefore an increased extent has been sought.

The assessment contained within this report has resolved that there will not be any adverse environmental impacts resulting from the proposed modifications. It is emphasised that no change to the built form is proposed as part of this application, and the proposed modifications will facilitate the final stages of development within the Discovery Point Concept Plan. The proposal has significant planning merit as it will:

- facilitate the completion of the Discovery Point Concept Plan in its entirety, achieving the built form envisaged under the approved Concept Plan;
- contribute to securing Discovery Point as one of Sydney's most successful transport orientated developments through the provision of approximately 76 additional apartments;
- directly contribute to resolving the critical shortfall of housing in Sydney through the provision of approximately 76 additional apartments in one of the most highly accessible locations within Sydney;
- encourage sustainable living practices by providing around 76 additional apartments with direct access to various modes of public transport, regional cycle and pedestrian links, and in close proximity to the Sydney CBD, Sydney Airport and other existing/future centres; and
- offer around 76 additional apartments in a location afforded with significant amenity, including direct access to natural amenities such as the Cooks River foreshore, Discovery Point Park, the new Neighbourhood Park and Waterfront Park; and access to active and passive recreational opportunities such as the restored Tempe House and St Madgalen's Chapel, various gyms and pools located in new buildings and the use of different landscaped podiums.

Due to the significant merit of the proposed modifications and the lack of any adverse environment, social and economic impacts or impacts on the amenity of existing residents at Discovery Point, the modifications are appropriate and supportable.