

Discovery Point – Detailed Response to Submissions Table

October 2014



Issue	Response
Department of Planning and Environment	
Built Form and Residential Amenity	
<p>Any additional GFA should be able to provide a reasonable level of amenity to future residents.</p>	<p>It is acknowledged that an appropriate level of amenity is required to support the increase in GFA. In this regard, the additional GFA will provide an acceptable level of amenity to future residents. Further discussion is provided in the Response to Submissions Report. The future DA/s for Stages 11 – 13 will further detail and demonstrate that an appropriate level of amenity will be achieved.</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications for stages 11 – 13 shall demonstrate an appropriate level of amenity is provided to future residents generally in accordance with the requirements and framework established under the approved Concept Plan and Development Design Guidelines.</i></p>
<p>The proposed 10,000m² of additional GFA is based on an indicative design scheme which utilises the maximum approved floor plates and envelopes under the Concept Plan. Noting these are maximum building envelopes and the proposal does not comply with solar access requirements as approved under the Concept Plan, a revised indicative design scheme providing residential amenity in accordance with the existing Concept Plan approval to substantiate the additional GFA should be considered.</p>	<p>A revised indicative design scheme has been prepared by Group GSA. An overview of the amenity received by this scheme is provided in the Response to Submissions Report. The Concept Plan framework allows for amenity to be considered holistically, allowing for flexibility in the achievement of solar access where it can be demonstrated that a high level of amenity is provided overall.</p>

Issue	Response
Landscaping and communal open space	
<p>In addition to the recommended list of communal open spaces, the diagrams within the Discovery Point Development Design Guidelines be updated (rather than deleted) to reflect approved and future proposed communal open spaces. Updated figures should ensure communal spaces as originally 'approved' are retained. In addition, consideration should be made to Council's request for an additional requirement for further assessment and provision of communal open space as required for various stages.</p>	<p>The diagrams within the Discovery Point Development Design Guidelines have been updated to reflect the intended location of communal open spaces. Additional communal facilities such as a community room, BBQ facility, gym and pool will be provided within and on the podium of Stage 11 - 13. These additional facilities are provided in response to Council's comments.</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications for stages 11 – 13 shall provide both passive and active/intimate communal open space and facilities for future residents in accordance with the approved Development Design Guidelines.</i></p>
Car parking	
<p>The proposed car parking area shall be reduced in accordance with any revised indicative design scheme as required above.</p>	<p>The proponent has made a commitment to reduce the overall maximum parking cap of 2,240 to 2,100. This figure aligns with the number of car parking spaces realistically to be achieved across the site. The remainder of spaces to be provided with Stages 11-13 will be within the range of the minimum and maximum rates approved under the Concept Plan.</p> <p><u>Amended Statement of Commitment proposed:</u></p> <p>...</p> <p>The total number of car parking spaces to be provided on the Discovery Point site is to be capped at 2,240 2,100 car spaces (including existing spaces).</p>
Additional Information	
<p>A table showing the approved and future proposed GFA, car parking, and dwelling numbers including dwelling typologies for all buildings within the Concept Plan is required. This shall also include a comparison of GFA, car parking and dwellings number as originally envisaged under the Concept Plan.</p>	<p>A table as requested is provided in the Response to Submissions Report.</p>

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Rockdale City Council Submission	
Additional GFA ad implications	
<p>Approach to recessed balconies reflects the building envelopes being overfilled, which limits options for façade modelling as well as opportunities for units to have a desired outlook.</p>	<p>Recessed/inboard balconies have been a design approach on each stage of Discovery Point and in many other new developments in Sydney. This design approach does not represent an overfilling of the envelopes, rather it presents a situation where the highest level of amenity can be achieved through a merging of indoor and outdoor living, as well as maximising daylight into apartments. A key driver for this apartment type has been the Residential Flat Design Code. Sufficient scope is available for façade modelling and the capturing of views and positive outlook as evidenced across previous approved stages at Discovery Point and the design concept prepared by Group GSA for Stage 11 – 13.</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications for stages 11 – 13 shall demonstrate an appropriate response and detail to the podium and streetscape (particularly Brodie Spark Drive and Chisolm Street) and tower to ensure a high quality built form outcome and aesthetic is achieved.</i></p>
<p>Proposed additional GFA is a round-up figure.</p>	<p>The required amount of GFA to facilitate the delivery of buildings 11 – 13 in accordance with the parameters of the approved Concept Plan is 10,685m². This figure has increased by 685m since the exhibition modification application due to a reconciliation of the actual approved residential GFA on the site. The additional GFA proposed now reflects the updated indicative design scheme prepared by Group GSA. Further discussion on the additional GFA sought is provided in the Response to Submissions Report.</p>
<p>Whether the proposed floor space will allow sufficient building separations as required by Part 5.6 of the Development Design Guidelines is also questionable. As shown on the plans and sections contained in Appendix A, the required upper setbacks for Building 11 from its southern boundary, which allow a 20m building separation, have not been provided and the required 18m separation</p>	<p>Setbacks will be provided in accordance with the approved Concept Plan envelopes and Condition A9 of the Concept Plan Approval.</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications shall ensure compliance with the Discovery Point Concept Plan Building Separation Diagram DA3-001 I prepared by Bates Smart Architects, dated 28 August 2013.</i></p>

Issue	Response
between the lower levels of Buildings 11 and 6 has also not been addressed.	
The remaining residential floor space can be evenly distributed between Buildings 11 and 12 following the completion of Building 13. A reduction in scale for Buildings 11 and 12 would result in a significant improvement to the Concept Plan, not only from a built form perspective, but also for the overall amenity to residents within the precinct. By creating a greater contrast in height, it would help to define the landmark statement for Building 13. A reduction in height for Building 11 will allow sunlight to more units and/or for a longer period of the day at Building 13 and Building 6 (the latter of which has the least satisfactory outcomes in terms of solar access). Similarly, a reduction in height for Building 12 will also improve the solar access to the communal open space at the podium level and to Buildings 11 and 13.	These comments are addressed in detail in the Response to Submissions Report. The proposed modification application does not seek to amend the built form of the approved Concept Plan. The amenity of surrounding buildings has been determined during previous assessments. Furthermore, Buildings 11-13 will receive suitable amenity, as detailed in the Response to Submissions Report and to be detailed further in the future Development Application(s).
Consideration should be given to proposing a more slender building for Building 11, despite the current 23m building envelope width in the approved Concept Plan. A maximum building depth of 18m which is consistent with the RFDC is more suitable. Consideration should also be given to increasing the separation between Buildings 11 and 13.	The proposed modification application does not seek to amend the built form as approved under the Concept Plan. Building depths and separation was determined under the Concept Plan.
It is recommended that the proposed additional residential GFA not be approved and the applicant explore the opportunity within the current allowable GFA to improve the overall design outcomes for the precinct, particularly for Buildings 11 and 12 with respect to the desirable depth and separations with nearby buildings as well as the	The additional GFA will result in the fulfilment of the original Concept Plan. The approved building envelopes are not proposed to be amended. These envelopes were assessed and determined appropriate in regards to building depth and separation to surrounding buildings. A high quality design outcome will be achieved for Stages 11-13, similar to the previous approved stages of Discovery Point which are nearing completion. Australand's commitment to achieving a quality design is evidenced in the undertaking of a design competition to identify an

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provisions of solar access.	architect for Stages 11-13. The achievement of a positive design outcome and appropriate amenity within the building envelopes is explored further in the Response to Submissions Report.
<p>If the Department has a different view and recommends approval of any increase in GFA, it is recommend that</p> <ul style="list-style-type: none"> the amount of additional GFA needs to be rigorously re-assessed to ensure quality designed buildings with high levels of residential amenity can occur within the approved envelopes of Buildings 11, 12 and 13; and Condition A9 be amended to specify that no encroachments are permitted to Buildings 11, 12 and 13. 	<p>The required amount of GFA to facilitate the delivery of buildings 11 – 13 in accordance with the parameters of the approved Concept Plan is 10,685m². This figure now more closely reflects the updated indicative design scheme prepared by Group GSA.</p> <p>It is not considered appropriate to amend Condition A9 of the Concept Plan. This condition allows for minor variations to support further articulation of the buildings. Condition A9 has been used in past applications for minor variations which have been supported by Council. It is at Council's discretion whether variations to the envelope are minor and supportable. On past occasions Council has been of this opinion, it is not understood why the current framework should be amended.</p>
Above ground parking	
Proposed additional number of above ground parking spaces does not correspond with proposed additional number of dwellings. It is unclear if the applicant is proposing to provide additional parking for dwellings already approved under other stages.	<p>No additional parking is proposed to be provided to the approved stages of the development. The maximum number of car parking spaces has been revised to accurately reflect the proposed maximum GFA (2,100 spaces).</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications for stages 11 – 13 shall demonstrate that parking spaces provided will only serve residents within those three buildings, and not be allocated to residents of any other stage/building.</i></p>
The amenity of Chisholm Street will be undermined as a result of the proposal.	The amenity of Chisholm Street will not be affected by the proposal. The treatment of Chisholm Street on its southern alignment will be consistent with the northern alignment which consists of Stages 8-10. The scale of Chisholm Street will be controlled through architectural detailing, as well as consistent street planting. The photomontages prepared by Group GSA and provided in the Response to Submissions Report illustrate that a quality outcome will be achieved on Chisholm Street.

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<p>Should the Department support this request, the following areas of concerns must be carefully considered:</p> <ul style="list-style-type: none"> ▪ The aesthetic outcome of the proposed four levels of above ground parking component between Buildings 11 and 13 when viewed from Brodie Spark Drive and the new Station Park; and ▪ The additional above ground parking must not impact on the ability to provide communal facilities on the podium within the building envelopes. 	<p>The aesthetic outcome of the podium, which includes the above ground parking sleeved by residential apartments, will be detailed in the Development Application (DA) for the detailed stages of development. The appropriate time to assess the aesthetic quality of this outcome is during the detailed DA stage. Despite this, Group GSA has prepared preliminary photomontages to assist in outlining the vision for the podium. These montages are provided in the Response to Submissions Report. It can be seen that a high quality outcome is achieved, with residential apartments sleeving the above ground parking. Where apartments are unable to be located, appropriate measures can be taken to sleeve the parking and create visual interest at the ground plane. Communal facilities including a gym, pool and community room will be provided within the podium and a communal open space (including BBQ facilities) will continue to be provided on the roof of the podium.</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications for stages 11 – 13 shall demonstrate an appropriate response and detail to the podium and streetscape (particularly Brodie Spark Drive and Chisolm Street) and tower to ensure a high quality built form outcome and aesthetic is achieved.</i></p>
<p>It is recommended that the approved parking cap be reviewed by the Department and if necessary reduced, to correspond with the total number of dwelling anticipated. Given that most buildings have been approved, the applicant should be able to provide a more accurate estimate of the additional parking required based on the additional GFA required for Buildings 11 to 14.</p>	<p>The proponent has made a commitment to reduce the overall maximum parking cap of 2,240 to 2,100. This figure aligns with the number of car parking spaces realistically to be achieved across the site. The remainder of spaces to be provided with Stages 11-13 will be within the range of the minimum and maximum rates approved under the Concept Plan.</p> <p><u>Amended Statement of Commitment proposed:</u></p> <p>...</p> <p>The total number of car parking spaces to be provided on the Discovery Point site is to be capped at <i>2,240 2,100</i> car spaces (including existing spaces).</p>

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Landscaping and communal open space	
<p>Proposed amendments which will only achieve a landscaped garden on the podium of buildings 11 – 13 are not satisfactory.</p>	<p>The provision of a landscaped open space on the podium of Buildings 11-13 will result in a high quality outcome for the development. It has been detailed comprehensively that other communal facilities such as a pool and gym will be located in more appropriate locations. The communal open space on the podium will largely be restricted to passive recreation in response to consumer feedback which has raised concern over noise problems associated with active uses on the podium. A portion of space on the podium will be for active uses where BBQ facilities will be provided and residents can congregate in small groups/intimate settings.</p> <p><u>New Statement of Commitment proposed:</u></p> <p><i>Future development applications for stages 11 – 13 shall provide both passive and active/intimate communal open space and facilities for future residents in accordance with the approved Development Design Guidelines.</i></p>
<p>Council recommends the following:</p> <ol style="list-style-type: none"> 1. Amend the control in Section 4.3 as follows: <i>Communal open space areas are to be provided in the locations identified in the Discovery Point Concept Plan and as required by a detailed assessment of each application.</i> 2. Retain Figures 19-22 in sections 4.1 and 4.3 of the Development Design Guidelines. 	<p>Figures 19-22 have been updated in the Development Design Guidelines to reflect the intended distribution of communal open spaces across the remaining stages of Discovery Point. Other minor changes to reflect the range of communal facilities to be provided have been included in the amended Development Design Guidelines. No further amendment to the Development Design Guidelines is considered necessary.</p>

Issue	Response
Solar access	
The applicant in the assessment report of the original concept plan confirmed that all buildings (except building 6) would achieve 70% solar access.	It has been acknowledged in previous applications that the original assessment which determined all buildings would achieve 70% was made in error. This acknowledgement is evidenced in the now Concept Plan framework which allows the consent authority discretion to determine amenity holistically, taking into account all aspects such as views, cross ventilation, solar access, access to services/facilities, access to open space, apartment layouts and design of the development. The strategy for holistically assessing amenity has been adopted in previous applications and is not proposed to be amended as part of this modification.
Buildings 11 – 13 have very limited outlook as there are no little or no view opportunities.	Buildings 11, 12 and 13 have a good level of outlook and there are significant opportunities for views. The view analysis prepared by Group GSA and included within the Response to Submission (refer to Table of Contents) demonstrates views available from these buildings. It is noted that view corridors have been enhanced through the removal of Building 9, allowing for views between Buildings 8 and 10.
Retain the current controls in Section 5.2 Solar Access of the Development Design Guidelines.	Noted. These controls are proposed to be retained.
Traffic	
It is considered that there is capacity to accommodate additional traffic generated by the proposed modifications to the approved Concept Plan.	Noted.
Transport for New South Wales	
Car parking at Discovery Point should be capped to be similar to the maximum number of car parking spaces to be provided at Green Square. This will encourage the use of public transport and promote active transport (cycling and walking).	The maximum number of car parking spaces has been reduced to 2,100 to more accurately reflect the envisaged number of dwellings to be delivered. The approved car parking rates under the Concept Plan are not proposed to be amended. These rates were established in light of the surrounding context, including the factor of immediate access to Wolli Creek Railway station. The approved Concept Plan, including the parking rates, was deemed to encourage the use of public transport and active transport.
Roads and Maritime Services	
No objection is raised.	Noted.