

## Discovery Point, Wolli Creek

Concept Plan Design Report - August 2010 - Revision A





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Geotechnics	Coffey
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1. Statement of Design Intent

Introduction

This report has been prepared by Bates Smart Pty Ltd on behalf of Discovery Point, a co-venture between Australand Holdings Limited and Landcom. It forms part of the Environmental Assessment Report prepared in respect of the Part 3A Concept Plan for a mixed use development at 1 Princes Highway Wolli Creek. The Discovery Point site is bounded by the Illawarra Railway Line to the west, Princes Highway to the east, Cooks River to the north and Magdalene Terrace to the south. Wolli Creek Station is located within the site.

Vision

Our vision is to create a vibrant residential neighbourhood with a permeable network of streets and courtyards. The design concept extends the public domain with the introduction of a new neighbourhood park and improves connections to existing public open space. Traditional urban typologies of perimeter blocks and pedestrian laneways activated by retail uses create a legible urban form that will support a high quality residential lifestyle.

Key Design Principles

> Context

The proposed Concept Plan responds to the urban design principles established by the first stages of Discovery Point and the neighbouring Proximity development. The existing station infrastructure is retained and integrated into the Concept Plan without over-track development. Retail and commercial uses are carefully located to take advantage of commuter foot traffic.

> Framework

Our aim is to create a legible pattern of streets and blocks that acts as a clear framework for the development of the site. The proposed configuration extends the existing street pattern, enhances pedestrian permeability and improves connections to existing public open space. The framework allows for clear development staging and subdivision whilst maintaining a coherent overall form.

> Public Space

A new neighbourhood park provides a focus for the southern precinct and a landscaped recreation space for residents and commuters. Alongside, a pedestrian street with an active retail frontage provides a clearly defined route to the station. To the north-east of the site the riverfront becomes a landscaped extension to Discovery Point Park.

> Built Form

The massing has been carefully crafted to respond to the existing context, to define public spaces and to create a variety of building scales and heights, whilst maximising views and solar access to apartments and open space. Two 21-storey towers have been carefully sited to minimize overshadowing of surrounding residential buildings and open spaces. The first forms a gateway to the south east corner of the site, while the second creates an urban marker for the station.

> Sustainability

Sustainability initiatives are integrated into the concept design rather than being designed as add-ons. Initiatives include a massing profile designed to maximize solar access to apartments and open space, apartment building typologies that allow natural light to corridors and a high proportion of apartments with cross ventilation. A sewer recycling facility is incorporated into a site wide water management strategy.

Proposed Development Summary

Site location:	1 Princes Highway, Wolli Creek
Maximum Area:	132,000m <sup>2</sup> (Standard Instrument GFA)
Minimum non-residential area:	9,000m <sup>2</sup> (Standard Instrument GFA)
Maximum area of above ground car parking:	14,000m <sup>2</sup> (excluded from maximum area above)
Estimated no of apartments:	1,200 - 1,500 units
Indicative apartment mix:	Studio/1-bed: 50% maximum 2-bed: 40% minimum 3-bed+: 10% minimum
Indicative apartment size:	Studio: 40m <sup>2</sup> minimum 1-bed: 50m <sup>2</sup> minimum 2-bed: 70m <sup>2</sup> minimum 3-bed+: 100m <sup>2</sup> minimum
Car parking:	Commercial: 1 space per 50m <sup>2</sup> (SIGFA) Retail: min. 1 space per 35m <sup>2</sup> (SIGFA) Visitor: min. 1 space per 20 apartments Residential: max. 1 space per studio/1-bed max. 2 space per 2-bed max. 2 spaces per 3-bed+

Below Aerial view showing site boundary





2. Site Location and Context

Regional Context

The site is located in Wolli Creek, eight kilometres south-west of the Sydney CBD. The site is accessed by road from Princes Highway. Wolli Creek railway station is within the site boundary and provides access to the Eastern Suburbs, Illawarra, Airport and East Hills railway lines. Sydney Airport is located two kilometers to the east of the site. Sydney Buses operate a number of routes adjacent to the site, providing connections to Sydney's southern metropolitan region.

The site is located at the confluence of Wolli Creek and Cooks River, which marks the northeastern boundary of the site. The site is two-and-a-half kilometres upstream of Botany Bay.

Local Context

Wolli Creek is a developing suburb surrounded by Arncliffe to the south, Tempe to the north and Cooks Cove and Mascot to the east. It is undergoing transformation from an area of predominantly light industrial use to a high-quality high-density urban environment. Adjoining the site is a mixed use development, 'Proximity', which comprises 290 apartments with a maximum building height of 21-storeys. Stage one of this development has been completed and the ground level retail on Magdalene Terrace provides street level activation. The area is becoming established as the population increases thanks to the completion of nearby residential developments.

The site has excellent access to open space. Discovery Point itself includes a significant area of high quality landscaped open space, fronting Cooks River and accommodating active and passive recreation. Beyond the site, there are many other parks and reserves that also accommodate a diverse range of activities.

The site and surrounding area is in transition phase. Beyond the site boundary there exists a mix of residential and light industrial uses. The site itself includes the first few buildings of the existing Discovery Point Masterplan. These comprise Greenbank, Verge and Vine (under construction) which partially define the curved boundary of Discovery Point Park, along with Tempe House and St Magdalene's Chapel, the restored heritage buildings within the park.

Left Regional context

Below Local context





2. Site Location and Context

**Site Photos**  
Currently, the site is surrounded by emerging residential high density developments and a vacant disused industrial site which is currently subject to a separate Part 3A Concept Plan application for mixed use development, known as the 'NAHAS Constructions' site.

The site itself is in transition: the existing masterplan has been partially implemented with the construction of three buildings along Brodie Spark Drive. The site also includes two heritage buildings within Discovery Point Park: Tempe House and St Magdalen's Chapel, both of which are listed on the State Heritage Register. Wolli Creek train station sits centrally within the site. The remaining lots included in the Discovery Point existing masterplan are vacant.

- Top** View northeast to the city
- Centre left** 'NAHAS' in foreground and 'Proximity' in background
- Centre right** Greenbank, Tempe House & St Magdalen's Chapel
- Bottom** St Magdalen's Chapel and Greenbank





2. Site Location and Context

Views

Located on a peninsula defined by Wolli Creek and Cooks River, the site offers distant views of Botany Bay and an exceptional outlook over the estuarine river system which flows into the bay. Directly to the north, the site affords views onto Waterworth Park and Wolli Creek. To the northeast, the site provides views to Sydney CBD in the distance, with the airport is also visible to the east. Directly south, the site has views of Kogarah Golf Course.

Planning Background

The Discovery Point site was rezoned to permit mixed use development in 2000 under *Rockdale Local Environmental Plan 149* (LEP149). LEP149 amended the Rockdale Planning Scheme Ordinance (RPSO) as land in Wolli Creek was excluded from LEP2000 at that time.

A site specific Development Control Plan known as *DCP45 - Railway Precinct* was prepared around the same time as LEP149 and encouraged a mixture of land uses (such as office, commercial, retail, residential, tourist, and transport), to create a sustainable, vibrant and high-quality precinct that responds to the land's proximity to major transport infrastructure and the Sydney CBD.

Two consents were issued by Rockdale City Council in 2001 for the masterplan and the sub-podium respectively (DA 500/01 and DA 600/01). A third consent relating to the development of Discovery Point Park, Mount Olympus landscaped area and the restoration of Tempe House and St Magdalen's Chapel was issued in 2001.

Discovery Point Pty Ltd Limited purchased the site with the aforementioned consents in place. In August 2006, *Rockdale LEP2000 - Wolli Creek* (RLEP2000) was gazetted which incorporated the provisions applicable to the part of the site zoned Mixed Use 10 (a1) into RLEP2000. The part of the site zoned Heritage Conservation 6(c) remains in the RPSO and is noted as a deferred matter in RLEP2000.

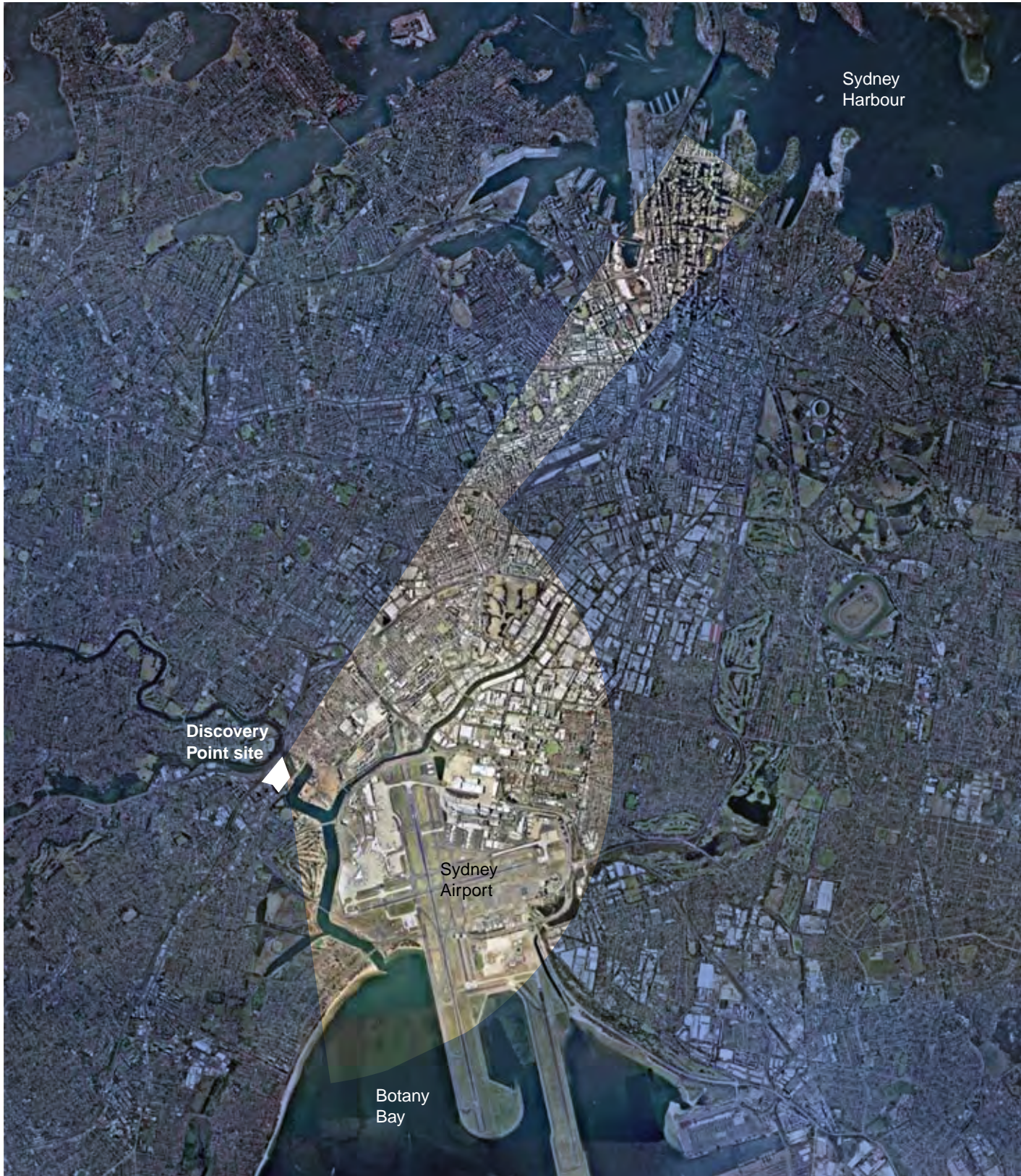
As a result, the Discovery Point site is subject to a range of development controls under Rockdale LEP2000, RPSO and Rockdale DCP45.

All development works located below ground level are still subject to consent DA 600/01. This Concept Plan requests that DA 600/01 ceases to apply to those parts of the site that are not already developed. All future car park works be developed in accordance with this Part 3A Concept Plan Application.

This Concept Plan also requests that DA 500/01 ceases to apply to the parts of the site that are not already developed and that DA 463/01 ceases to apply to the undeveloped portions of Discovery Point Park and foreshore reserves.

On 29 January 2010, the Minister declared the proposal suitable for a Major Project to be considered under Part 3A of the Environmental Planning and Assessment Act of 1979. This Concept Plan constitutes an application to be considered under Part 3A of the Environmental Planning and Assessment Act of 1979.

Left Key distant views from Discovery Point

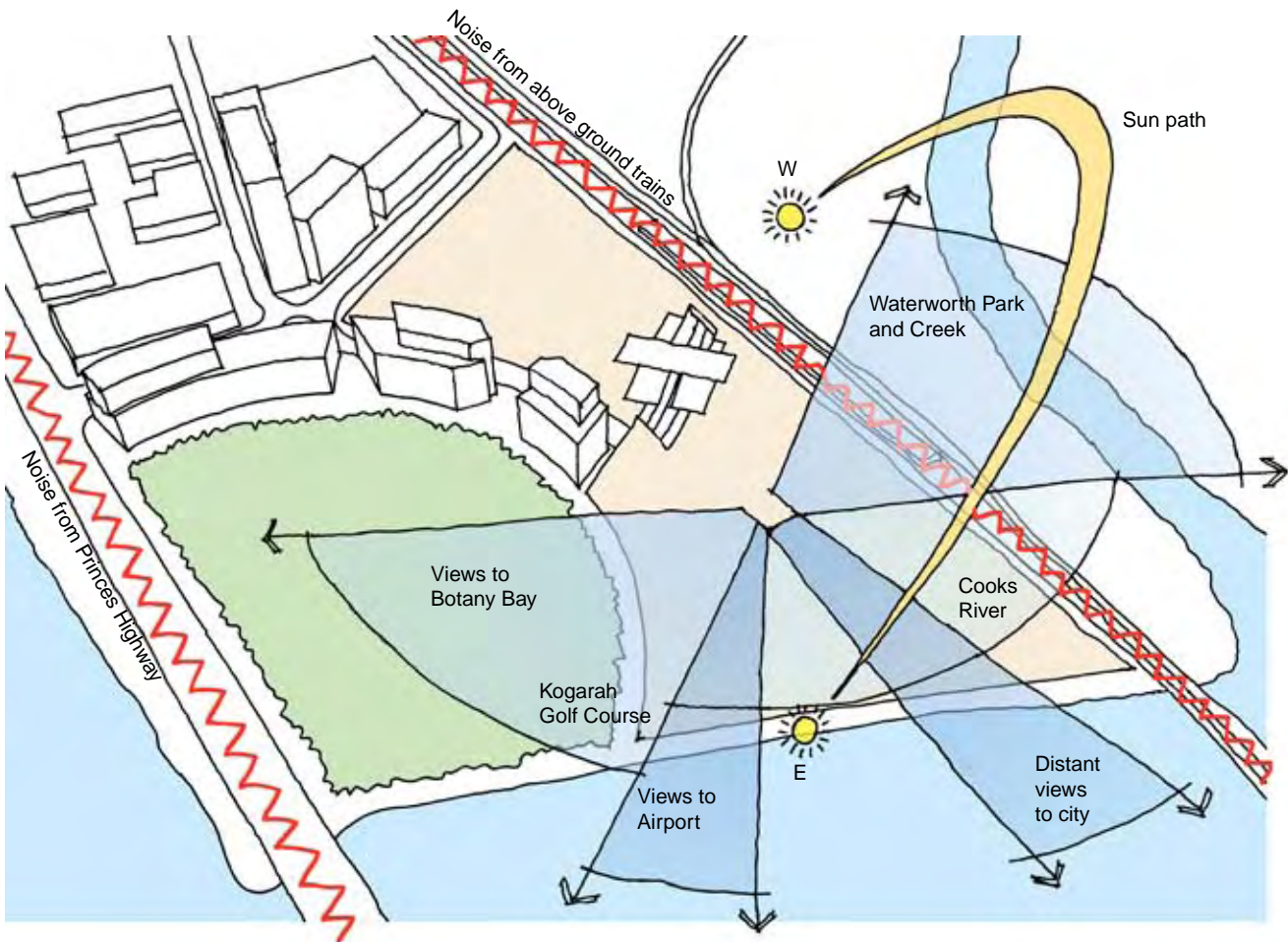






**Physical Features**  
Existing residential buildings are located to the south and east of the site. To the south is Proximity which consists of a 21-storey tower and adjoining five-storey street edge building. To the east are Greenbank and Verge which form the first two stages of the Discovery Point Precinct. Further north, construction has commenced on Vine, the third building along Brodie Spark Drive. Future development gives careful consideration to the environmental impact on these existing residents.

Wolli Creek Station is centrally located on the site with vehicular and pedestrian access off Magdalene Terrace to the south. To the north of the station is an existing substation and switchroom with an associated below ground easement. All are to be retained. The railway line immediately to the east of the station has been bridged by a concrete deck designed to accommodate an extension of Brodie Spark Drive at RL 6.5m.



**Environmental Features**  
The site is located on relatively low-lying land with key aspects onto Waterworth Park and Creek, Sydney CBD, Kogarah Golf Course, the airport and Botany Bay.

Cooks River defines the site's northeastern boundary. The proximity of the river limits the ability to excavate for basement space due to the high water table.

Noise from various transportation modes are present on site. These include traffic noise from the Princes Highway, noise from the overland train which comes into Wolli Creek Station as well as minimal noise from the airport. Particular consideration has been given to noise from the above ground railway lines which run alongside the northwest boundary.

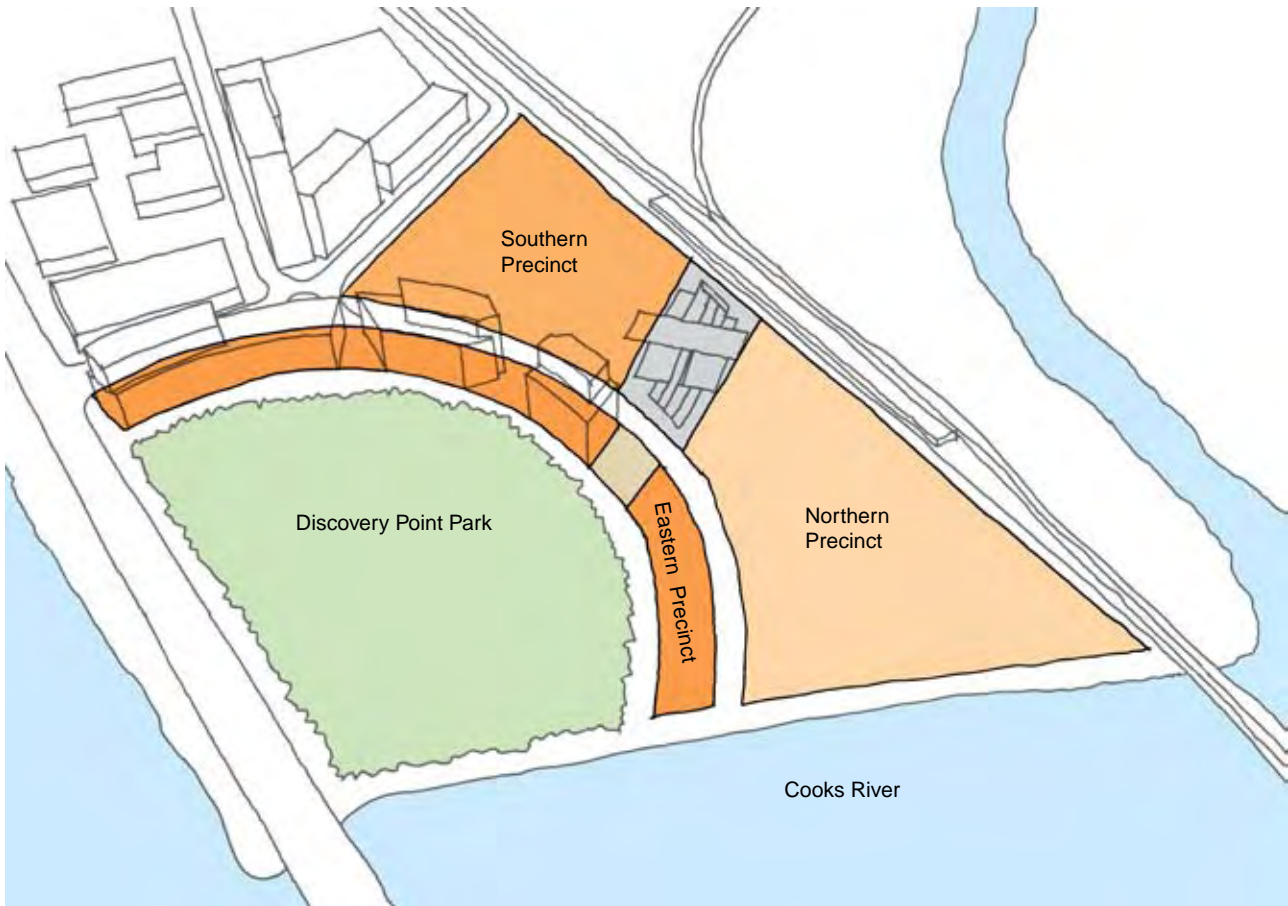
With North at 40 degrees to the long axis of the site, there is good solar provision to the northeast and northwest frontages, which also enjoy good views over Cooks River and surrounding parkland.





**Primary Axes**

Two primary streets are proposed along the long axis of the site. To the southeast of the site the existing arc of Brodie Spark Drive has been extended eastwards towards Cooks River. Along the northwest boundary of the site, Spark Lane is extended to create a second street extending from Magdalene Terrace to Cooks River. The street provides a buffer between the railway line and the proposed development.



**Three Precincts**

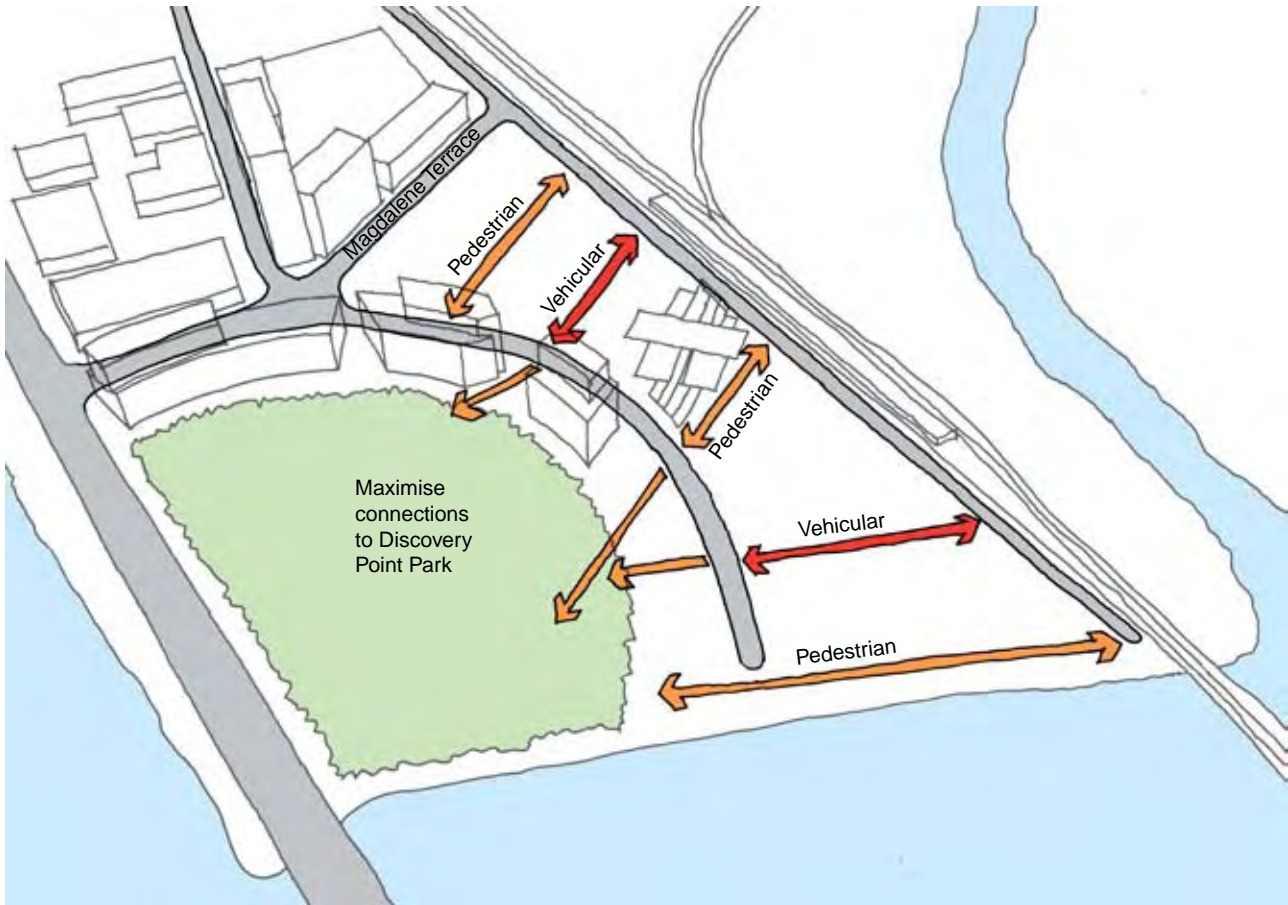
The two primary axes along with Wolli Creek station provide the formal distinction between three proposed precincts: Southern Precinct, Northern Precinct and Eastern Precinct.

The Eastern precinct, 'Dress Circle', is dominated by Discovery Point Park and includes the residential buildings already built under the existing masterplan. The proposal seeks to complete the arc of development from Magdalene Terrace to Cooks River.

The Northern precinct, 'Waterfront', is dominated by the Cook's River, providing opportunity for a range of attractive housing typologies focused on the water.

The Southern precinct, 'Village Square', connects the surrounding area with Wolli Creek Station. High levels of local pedestrian traffic make this the optimum location for commercial and retail uses.



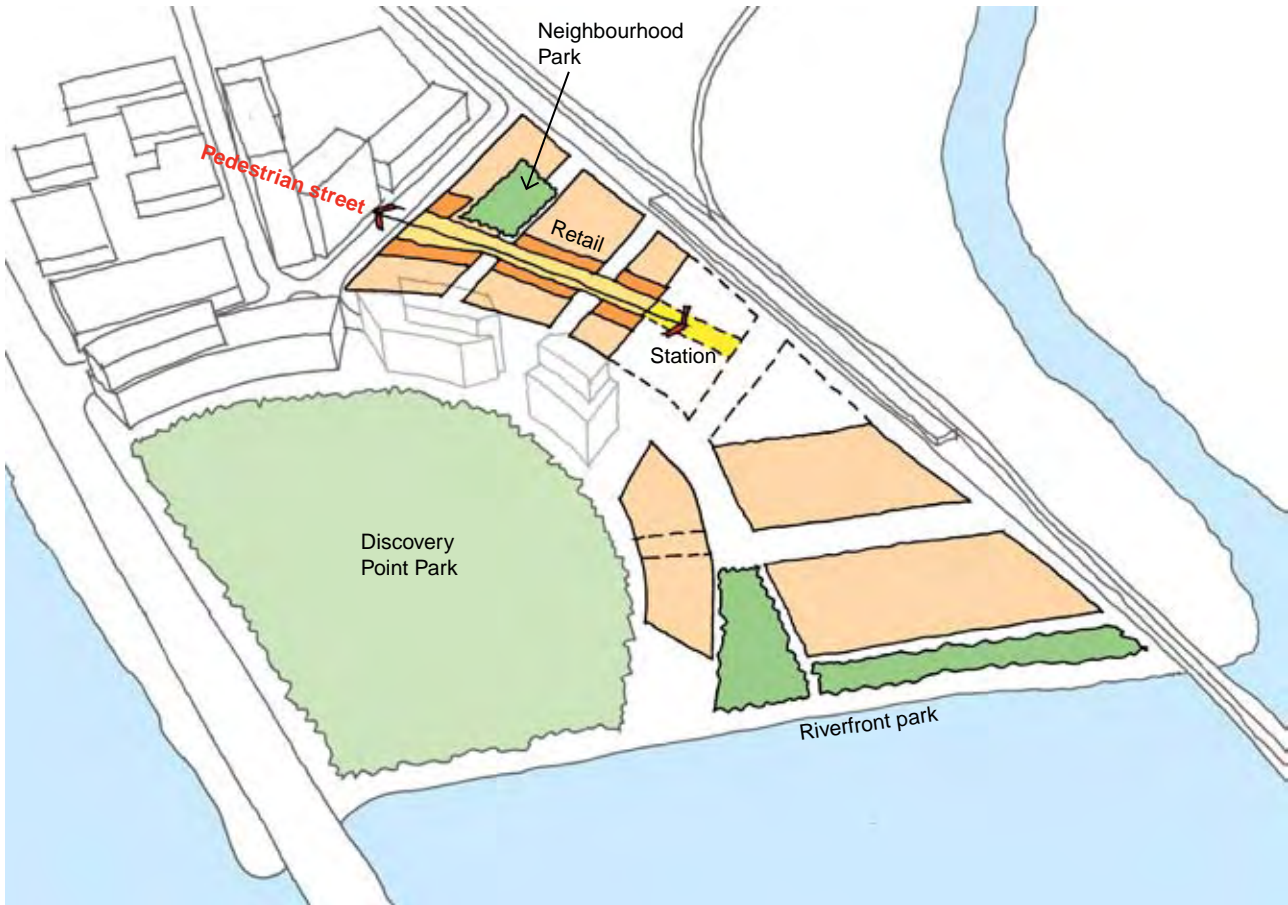


**Secondary Streets & Through Site Links**  
Between the two primary streets, an alternating pattern of pedestrian and vehicular links increases permeability, provides station access and breaks the blocks into smaller development parcels. These secondary streets and pedestrian links have been aligned to maximise physical and visual connections into the existing Discovery Point Park.



**Development Blocks**  
The proposed street pattern results in six discrete development parcels, each with good vehicular and pedestrian access and of appropriate depth and width for residential development. The development blocks are further divided into developable land parcels in line with the proposed staging program.

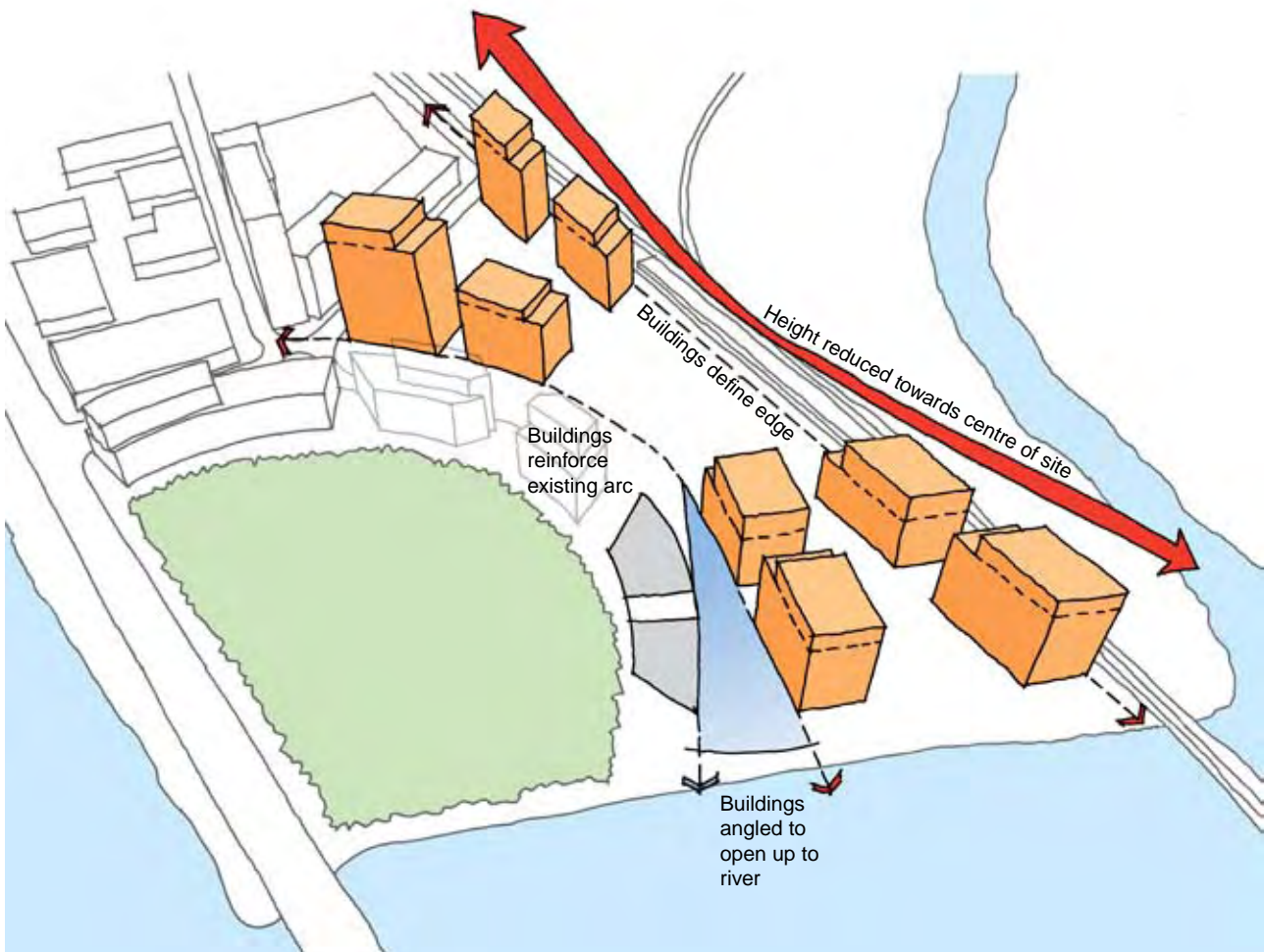




**Parks and Public Spaces**  
A new pedestrian street is proposed running parallel to Brodie Spark Drive, directly connecting Magdalene Terrace with the existing entrance to Wolli Creek Station. Retail space is located along the pedestrian street flanking a new neighbourhood park.

To the north, Brodie Spark Drive terminates with a landscaped space stepping down to meet Cooks River. This space connects Discovery Point Park with the riverfront park on the northeastern edge of the site.





**Linear Edge Buildings**

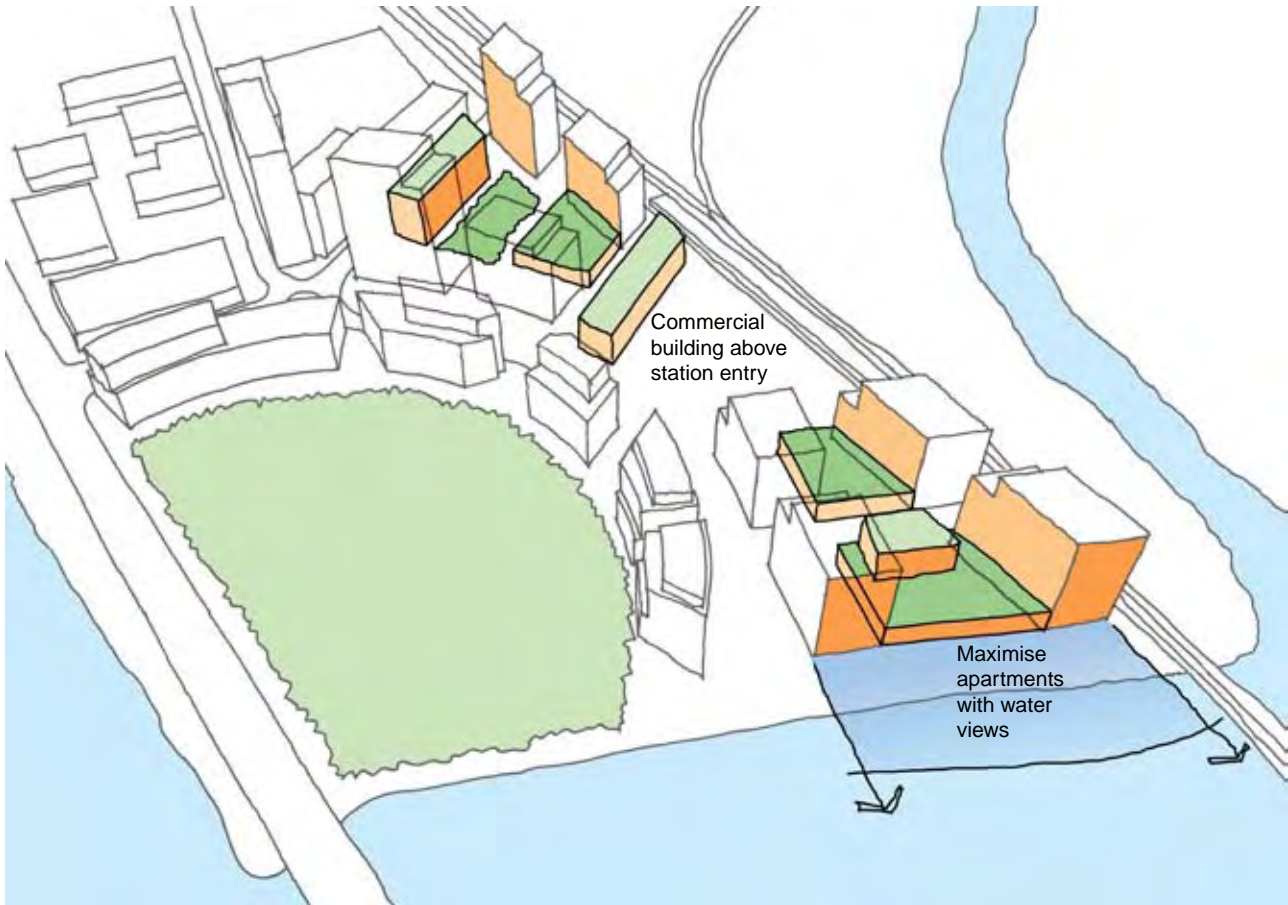
A series of linear residential buildings define the edge to the two primary street frontages. New buildings along the southern side of Brodie Spark Drive are aligned to reinforce the sweeping arc of the existing buildings. On the northern side, the proposed buildings are angled to open the street up to the river and provide a visual connection from the station to the water. While taller buildings are located at the four corners of the site, towards the station buildings step down, providing variation in building heights and improved solar access to the proposed open spaces. The massing arrangement provides good building separation, solar access and views to future apartments.



**Respecting Heritage**

Tempe House, St Magdalen's Chapel and the open space of Discovery Point Park are heritage items which provide the historic and cultural setting for the Concept Plan. As a response to the open space, the existing masterplan initiated an arc-shaped street which curves around Discovery Point Park to provide clear delineation of old and new. Greenbank and Verge are the built response to the heritage component and Vine proposes to continue the pattern. The Concept Plan proposes to complete the arc with two additional residential buildings along Brodie Spark Drive, linking the park to the river in a bold urban gesture.





**Landscape Courtyards & Podiums**  
Located between the linear edge buildings are a series of landscaped parks, communal courtyards and low-rise residential buildings. At the southern edge of the site, a new residential building defines the street edge to Magdalene Terrace. Along the northern edge an low-rise building is setback from the river and overlooks a landscaped courtyard thereby increasing the number of apartments that enjoy water views. A commercial building redefines the station entrance with commuters entering under the building.



**Landmark Towers**  
Two 21-storey landmark buildings are strategically located on the site. Together with Proximity, the tower located in the southern corner of the site forms a gateway to Wolli Creek. The building is orientated along the north south axis to minimise overshadowing to Proximity and the open space proposed on the southeast corner of Arncliffe Street and Brodie Spark Drive. In the centre of the site a second tower provides an urban marker for the existing station. The building is orientated to maximise solar access and views of the city and surrounding parkland whilst limiting overshadowing to the public areas of the station.



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**Masterplan**  
The urban form is defined by three distinct precincts set in and around a variety of private and public open spaces, taking advantage of the close proximity to Cooks River.

Between Discovery Point Park and the northward extension of Brodie Spark Drive, the eastern precinct proposes two new buildings completing the *Dress Circle* of apartments previously established with Greenbank, Verge and Vine.

The southern precinct proposes linear edge buildings along Spark Lane and Brodie Spark Drive, set around a new *Village Square* comprising the Neighbourhood Park flanked by retail space, cafes and restaurants. At the northern and southern edges of the precinct, on Discovery Point Place and Magdalene Terrace respectively, low rise buildings ensure good daylight penetration to the public spaces.

The northern precinct - *Waterfront* - also provides linear edge buildings which define a tapered interior to the urban block. In this case, however, instead of containing a new public space, the interior is opened up to the river to maximise the number of apartments with water views. Adjacent Wolli Creek Station, an iconic tower acts as an urban marker for the station.





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**Ground Floor**  
The Ground Floor Plan shows the distinction and interaction between public and private realms throughout the masterplan.

The southern precinct is characterised by ground level retail set around a network of streets and squares. Fronting the new pedestrian link, which connects the train station to the Magdalene Terrace and the surrounding suburb, is a proposed supermarket and a range of specialty retail. At Discovery Point Place, where the pedestrian link meets the station, a shared surface provides multi modal transport interchange between train, bus, taxi and private car drop-off.

In the Eastern Precinct, the proposed residential buildings will complete the heritage arc and the ground floor of Building 7 offers street level activation with cafe or restaurants enjoying panoramic views of river and parkland.

The ground level in the northern precinct is characterised by quiet residential streets lined with townhouses and duplex apartments with direct access to the street. These uses conceal a parking podium accessed from Spark Lane. The northern entrance to the station accommodates secure parking for bicycles and motorcycles.





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**Podium**  
In key locations two floors of above-ground parking are proposed. Along Spark Lane this will act as a buffer to the noise from above-ground trains on the Illawarra and South Coast Line.

In the southern precinct, above ground parking is limited to the footprints of Buildings 4 and 5. In the northern precinct, the parking, accessed from Spark Lane, defines a two storey podium to each of the urban blocks. As shown on the ground floor plan, residential frontages ensure street activation.

The parking podiums, combined with the roof of the supermarket, provide generous private open space for the shared use of the residents. The indicative design scheme shows each of these may provide a pool, barbecue area, gym facilities, and community or edible gardens.





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**Tower**  
The Concept Plan has been carefully composed to provide strong edges to urban perimeter blocks, while providing sufficient building separation to ensure good amenity for future residents. Buildings are proposed at a variety of heights with reduced footprints on the upper floors in order to optimise sunlight penetration and to provide a varied urban form.

Three types of residential tower typology are proposed to take advantage of the environmental conditions of the site: a multi-core low-rise block; a side-core high-rise tower and a central-core high-rise tower. The tower typology is thus adapted to provide a floor plate that simultaneously maximises views, encourages passive ventilation and optimises solar access for apartments.

Maximising views from the towers is a key driver for the organisation of the Concept Plan. The towers enjoy good views in all directions. Those on the western boundary of the site benefit from views over Waterworth Park; the northern precinct benefit most from the northern views of Cooks River in the foreground and Sydney CBD further to northeast; while those apartments facing east will enjoy views of Botany Bay and Kogarah Golf Course.





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**Basement**  
The Concept Plan proposes two contiguous basements, one on each side the station. Having only two basements minimises the number of entries and ramps disrupting the ground floor street-scape. Notwithstanding this, the basement is designed to be built in stages as each residential stage is developed.

The basements are one/two levels deep in order to sit above the water table, with the exception of the south east portion of the site which makes use of the depth of the existing diaphragm wall to accommodate additional levels. There is no basement parking to be constructed under the neighbourhood park or waterfront park which will remain as deep soil zones. The northern basement is setback from the station to allow the existing substation/switchroom and electrical easement to remain.

The majority of carpark entrances are located along Spark Lane. A retail carpark for visitors and shoppers is provided in the southern precinct and is independently accessible. Separate resident parking is located in the basements of the residential buildings. A sewer recycling plant, located in the basement of Building 1, will be visible from the public car park as a demonstration of water recycling initiatives implemented as part of the development.





The Concept Plan proposes a range of residential typologies to promote housing choice:

- > High rise apartments with magnificent distant views
- > Two storey townhouses lining a new residential street
- > Low rise apartments looking over generous public open space
- > Duplex apartments with prime river frontage

**Below** Chisholm Street artist's impression





7. Residential Typologies

**Apartment Typologies**  
Floor plates are sized to ensure flexibility in terms of apartment planning and the efficient utilisation of space. Floorplate sizes range from 600 - 800m<sup>2</sup> per building. The indicative design drawings show one option of how appropriate apartment development could occur within the proposed envelopes. The indicative layouts show core locations which would allow for flexibility of dwelling mix.

The indicative building plans demonstrate that circulation corridors can be naturally lit and ventilated. Future floorplates will be regular and repetitive with a combination of façade modulation and steps in the envelope used to achieve articulation.

The aim has been to define envelopes which will maximise the value of the apartments through not only premium views but also a high level of amenity.

**Upper left** Indicative multi-core building typology

**Centre** Indicative side core building typology

**Bottom left** Indicative central core building typology





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**Townhouse Typologies**  
The indicative design proposes townhouses in the northern precinct which is characterised by a human-scaled residential streetscape. The traditional townhouse typology exists in the podium of residential buildings and comprise two storeys. Front doors would be accessed directly from the street, with entrances raised slightly above street level.

The indicative scheme also proposes a similar typology in the podium fronting the Cooks River. The main entrance to these dwellings is accessed internally through the common lobby space. From the pedestrian path which runs parallel the Cooks River bank, secondary entrances, via a private terrace, would provide activation and human-scaled frontages in a pedestrian and cycle friendly public environment.

**Below** Indicative elevation of townhouse typology





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**Village Square**  
The indicative design scheme includes a supermarket, ground level retail, restaurants/cafes opening on to landscaped public open space and commercial uses adjacent to Wolli Creek train station. The majority of these uses are set around the Neighbourhood Park and the pedestrian link between Magdalene Terrace and Wolli Creek Station.

**Below** Neighbourhood Park artist's impression





## Waterfront restaurant/cafe

In addition to the retail space set around the Village Square, in the northern precinct, the indicative design proposes a restaurant and cafe in the podium of building 7. This slightly elevated location benefits from commanding views of the river and its parkland foreshore.

**Below** Waterfront Park artist's impression





9. Street Character

Street character is influenced by scale, planting, building use, transport modes and traffic levels. The Concept Plan proposes four main streets, each with particular characteristics.

Brodie Spark Drive

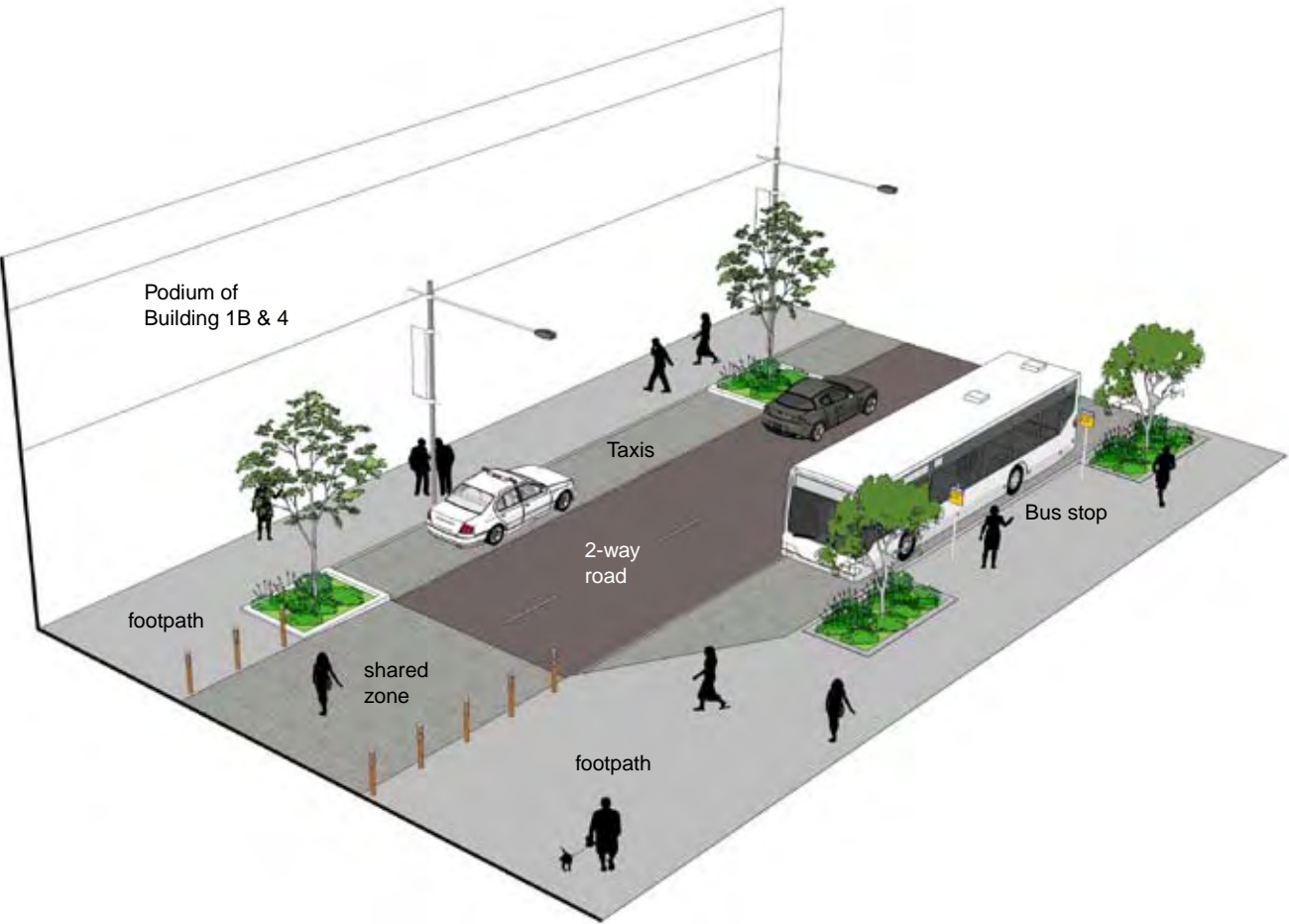
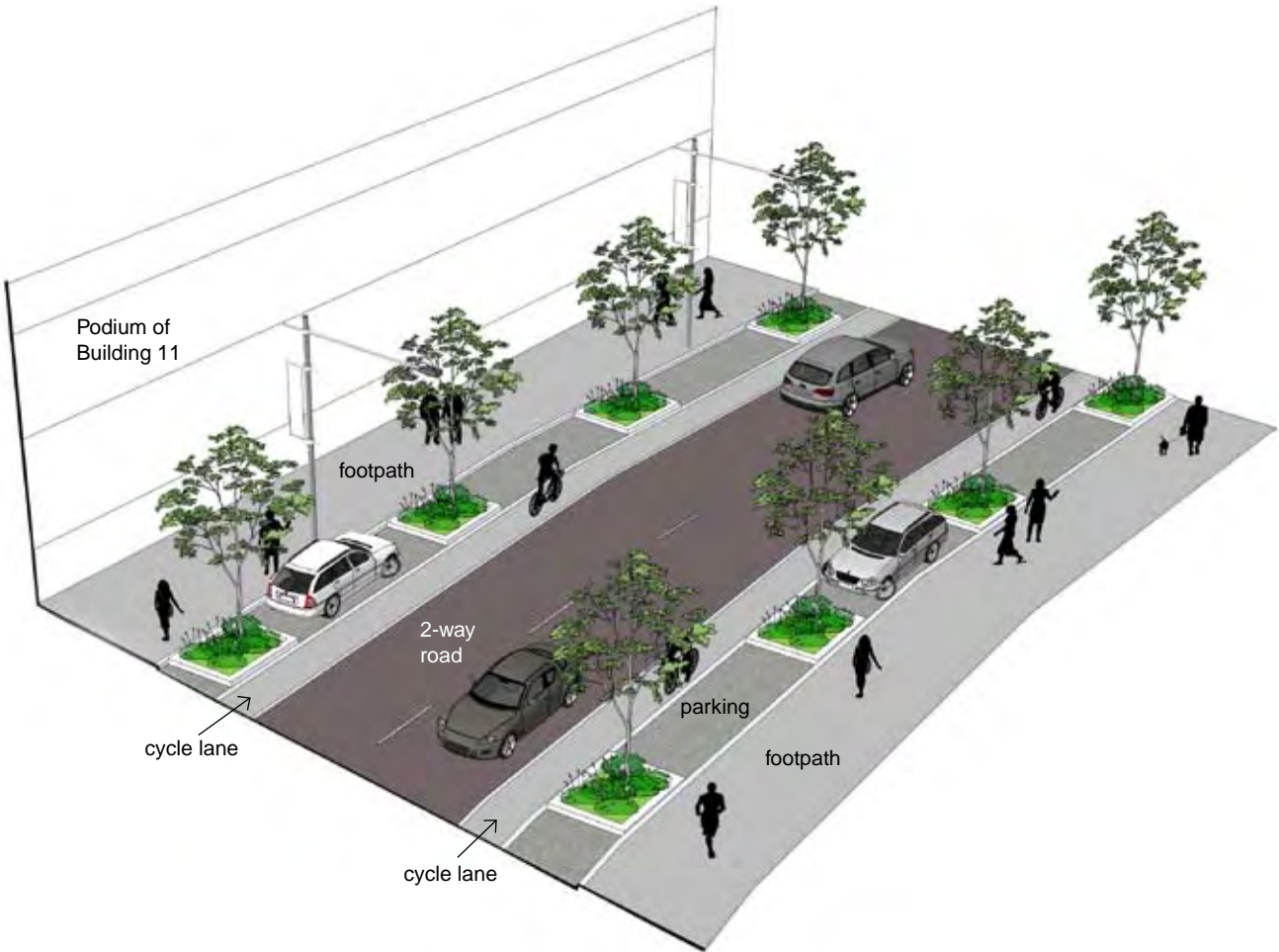
This partially constructed road is conceived as a formal tree-lined boulevard flanked with residential buildings on either side of its curved trajectory. The existing road with central median will be redesigned to provide space for trees, cyclists and parallel car parking. Brodie Spark Drive widens as it approaches Cooks River and terminates at Waterfront Park, a generous public space that cascades down to the river edge.

Discovery Point Place

This street is designed as the main transport hub for the development featuring a shared surface for cars, buses, taxis and pedestrians. It features on one side retail space with residential uses above and on the other commercial use adjoining and above the train station entrance. It will be generously landscaped with trees, planting and seating to create a high quality public realm at the entrance to Wolli Creek Station.

Left Brodie Spark Drive

Below Discovery Point Place





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**Chisholm Street**  
The indicative design proposes that Chisholm Street is characterised by the smaller scale of the townhouses which line both sides of the street. Front doors to the townhouses and communal entrance lobbies to four of the apartment buildings provide activation and natural surveillance, while trees and parking on the southern side ensure a small scale street with a strong residential character.

**Spark Lane**  
Flanking the Illawarra railway line, Spark Lane provides the primary vehicular access point and the main services hub to the site. The indicative design proposes a podium fronting the street which is occupied by two storeys of parking, buffering the rest of the accommodation from the train noise. The residential uses above the parking are set back to further protect them from noise pollution. Between the road and the railway boundary, a generous planting buffer provides an avenue of trees above ground level planting, along with several pad mount substations.

Left Chisholm Street

Below Spark Lane

