

# APPENDIX A

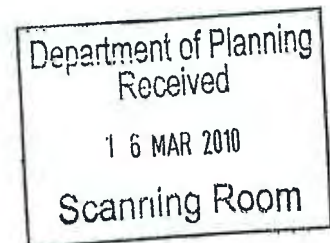
## AUTHORITY LETTERS

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Our Ref: RDC 09M1211 Vol 2 SYD10/00575  
Contact: Iona Cameron T 8849 2525  
Your Ref: MP 10\_0003, MP 10\_0030, MP10\_0031



The Director  
Metropolitan Projects  
Department of Planning  
GPO Box 39  
Sydney NSW 2001



Attention: Mark Brown

**MIXED USE DEVELOPMENT AT DISCOVERY POINT – CONCEPT PLAN AND  
STATE SIGNIFICANT SITE LISTING – DIRECTOR GENERAL’S REQUIREMENTS.**

Dear Sir / Madam,

Reference is made to the Department of Planning's letter dated 1 March 2010 (Ref: MP 10\_0003, MP 10\_0030, MP10\_0031) requesting the Roads and Traffic Authority (RTA) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Director General's Environmental Assessment (EA) requirements.

The RTA would like the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. It is important that the development of Discovery Point takes into consideration, and contributes to the achievement of, transport objectives contained in the Metropolitan Strategy and other high-level NSW Government strategies.

These strategies include the NSW State Plan and draft Subregional Strategy. These policies share the aims of increasing the use of walking, cycling and public transport; appropriately co-locating new urban development with existing and improved transport services; and improving the efficiency of the road network.

By addressing both the supply of transport services and measures to manage demand for car use, the EA report should demonstrate how users of the mixed use development at Discovery Point, will be able to make travel choices that support the achievement of relevant State Plan targets.

2. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).


The key intersections to be examined/modelled include but not be limited to:

Roads and Traffic Authority • Princes Highway/Brodie Spark Drive;

3. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
4. Proposed number of car parking spaces and compliance with the appropriate parking codes.
5. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
6. The RTA requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.
7. The RTA will require in due course the provision of a traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.

Further enquiries on this matter can be directed to Iona Cameron on phone 8849 2525 or facsimile (02) 8849 2918.

Yours sincerely



Gordon Trotter  
A/Senior Land Use Planner  
Transport Planning, Sydney Region

12 March 2010

5<sup>th</sup> March 2010

Michael Woodlands  
Director, Metropolitan Projects  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

Dear Mr Woodlands

**Provisions of Key Issues and Assessment Requirements for a Concept Plan, Stage 1 and Stage 2 Project Application for a Mixed Development at Discovery Point, Wolli Creek. (MP10\_0003, MP10\_0030 and MP10\_0031)**

Thank you for the opportunity to provide key issues and assessment requirements for the Concept Plan, Stage 1 and Stage 2 Project Applications for a Mixed Development at Discovery Point, Wolli Creek.

The State Transit Authority has made an assessment of the proposal and supporting documentation and provides the following preliminary comments below:

State Transit asks that EA include further detail on the operation of bus transport as part of the Traffic and Accessibility Impact Report. Of concern is how buses will operate during the various stages of construction and when the site is completed. Specific investigation should include:

- Potential Impacts on the road network of the traffic generated by the new development.
- The ability of buses to use the road network.
- Currently the road network does not provide for effective bus operation. State Transit asks that the EA include considerations for carriageway improvements on Magdalene Terrace, Brodie Sparks Drive and Sparks Lane to accommodate safe bus movements in either direction that are free from impediments.

This includes sufficient road width, footpath furniture, setbacks from kerb, and landscaping these will need to be addressed in consultation with State Transit.



- The impact of development staging on the road network and bus operations. For example when will the temporary road be replaced, what happens to bus services during construction, and at what stage is the final road environment completed. What impact will these have on the operation of the route 348, Wolli Creek to Bondi Junction?
- Proposed bus terminus locations. Previous discussion with Australand Holdings Ltd, the STA was assured that buses would be included as part of the planning process. As such we ask that a transport diagram be provided showing the proposed route and terminal for buses servicing the train station within the EA.
- Areas to accommodate future growth should also be addressed in the report.

State Transit notes that the proposed concept plan and stage 1 and stage 2 diagram attached, as appendix D of the preliminary EA does not include a transport interchange or facility at Wolli Creek train station. Bus operation must be maintained at the Wolli Creek Train station and we ask that the concept plan include a bus interchange / terminus.

To manage the construction task, we ask that a construction management plan and traffic management plan be required as part of the EA. This should include a management plan for the operation of buses during the construction. These plans will require the approval of State Transit before construction commences.

Due to the potential impact of the development on bus services and the need to integrate bus services at the train station as part of this development, State Transit is happy to work in conjunction with the Department of Planning and the proponent to achieve desirable outcomes for all involved. We would appreciate further inclusion in the planning process and would like to provide comment on the final Environmental Assessment.

Should you require further information please contact Ian Brocklehurst during business hours on 9245 5665 or by e-mail [Ian\\_Brocklehurst@sta.nsw.gov.au](mailto:Ian_Brocklehurst@sta.nsw.gov.au)

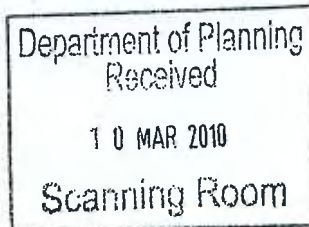
Yours sincerely

Brian Mander  
Manager, Traffic Planning



**Transport &  
Infrastructure**

227 Elizabeth Street, Sydney, NSW 2000  
GPO Box 1620 Sydney NSW 2001  
Telephone 9268 2800 Facsimile 9268 2900  
Internet [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)  
ABN 25 765 807 817



Michael Woodland  
Director, Metropolitan Projects  
Development Assessments & Systems Performance  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attn: Mark Brown

Dear Mr Woodland,

**MIXED USE DEVELOPMENT AT 1 DISCOVERY POINT, WOLLI CREEK – STAGES 1  
AND 2 (MP10\_0003, MP10\_0030 and MP10\_0031)**

I refer to your letter dated 1 March 2010 seeking advice on the project application for the proposed construction of a mixed use development in Wolli Creek. New South Wales Transport and Infrastructure (NSWTI) appreciates this opportunity to provide input to this matter.

NSWTI has reviewed the draft Director General's Requirements (DGRs), together with the Preliminary Environmental Assessment Report, and makes the following suggestions for inclusion in the final DGRs and environmental assessment:

1. Ensure the following are included in the policies, planning instruments and development guidelines to addressed in the environmental assessment:
  - Metropolitan Transport Plan 2010 (available at <http://www.nsw.gov.au/shapeyourstate>);
  - *Integrating Land Use and Transport* policy package;
  - *Development Near Rail Corridors and Busy Roads* – Interim Guideline (supporting State Environmental Planning Policy (Infrastructure) 2007); and
  - *Planning Guidelines for Walking and Cycling*.

2. The *Transport and Accessibility Impact Study* (item 5) should also include the following key matters:
  - An estimate of the trips generated by the proposed development;
  - The consideration of how demand for travel to and from the development will be managed; and
  - Proposed measures to increase use of non-car transport modes to meet that travel demand – consistent with the NSW State Plan.
3. The *Transport and Accessibility Impact Study* should improve access for pedestrians between the site and the bus services on the Princess Highway. Similarly, the Study should address bicycle connections from the site to the surrounding bicycle network and bicycle parking in both residential and commercial/retail portions of the proposed development. Amenities for cyclists should be provided for the commercial component of the development; and
4. Parking provision (the first dot point under item 5) should be addressed in the proposed *Transport and Accessibility Impact Study* as an integral part of the Study. Further, the DGRs should seek “appropriate levels of on-site car parking for the proposed development having regard to local planning controls, RTA guidelines *and the high public transport accessibility of the site*. (**Note:** the Department supports reduced car parking rates.)”.

NSWTI requests that this letter be made available to the proponent and clarification of particular matters should be directed to Eva Cermak on 9268 2251 or [eva.cermak@transport.nsw.gov.au](mailto:eva.cermak@transport.nsw.gov.au).

Yours sincerely,

 02/03/2010

David Hartmann  
**A/ Manager, Transport Planning**  
**Centre for Transport Planning and Product Development**

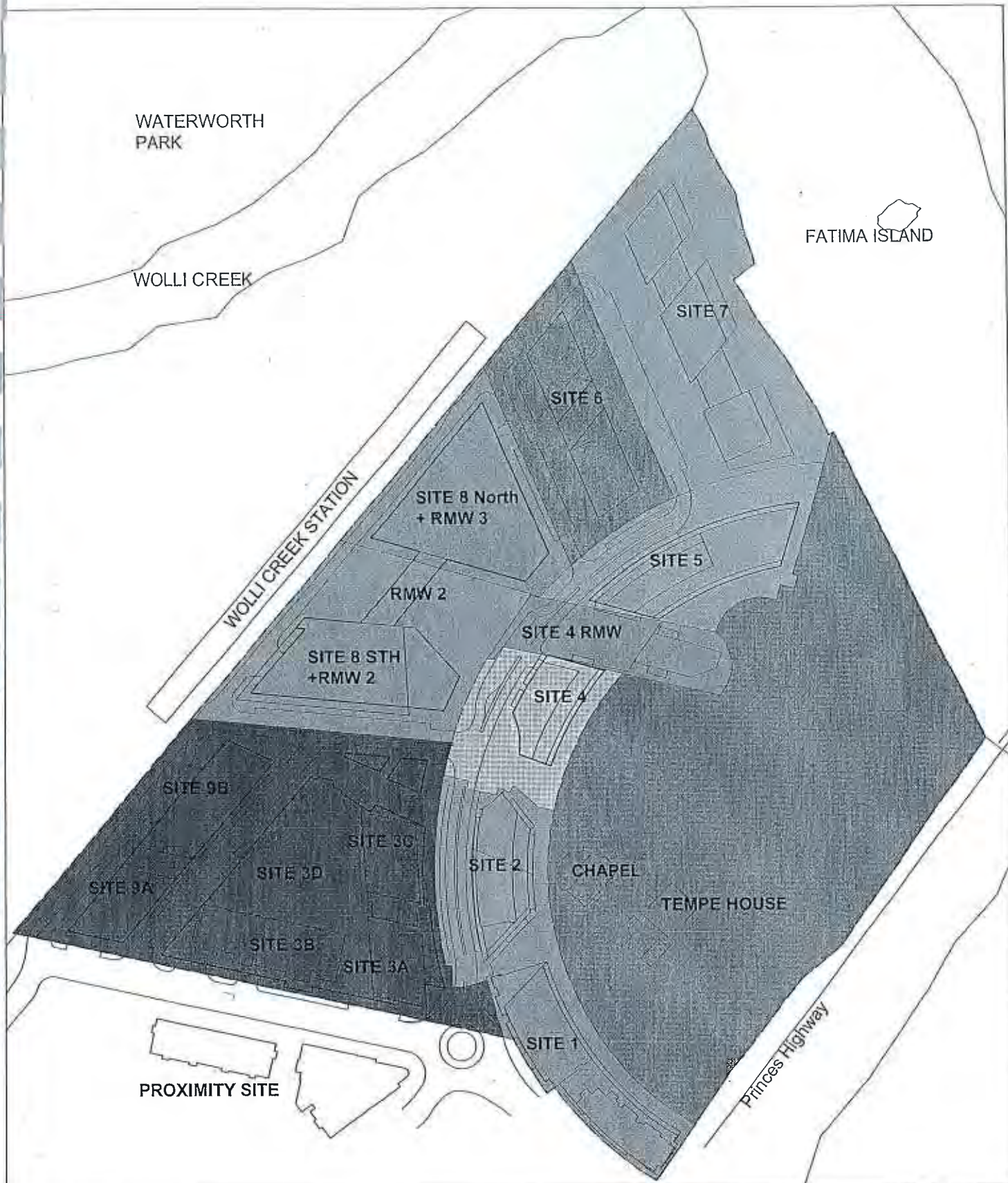
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## **APPENDIX B**

### **EXISTING MASTERPLAN DETAILS**







# LEGEND

- SITE 1 - COMPLETE
- SITE 2 - IN PROGRESS
- SITE 3 - 2007
- SITE 4 - 2007
- SITE 5 - 2010

- SITE 6 - 2012
- SITE 7 - 2011
- SITE 8 STH + RMW 2 - ANYTIME
- SITE 8 NTH + RMW 3 - ANYTIME after SITE 8 STH
- SITE 9 - 2008
- SITE 4 RMW - 2006



Cox Richardson

Level 2, 204 Cassiano Street, Sydney 2000 Australia  
Tel: 612 6267 5000 Fax: 612 6264 5844  
Email: sydney@cox.com.au

Architecture Planning Urban design Interior design Sustainability design

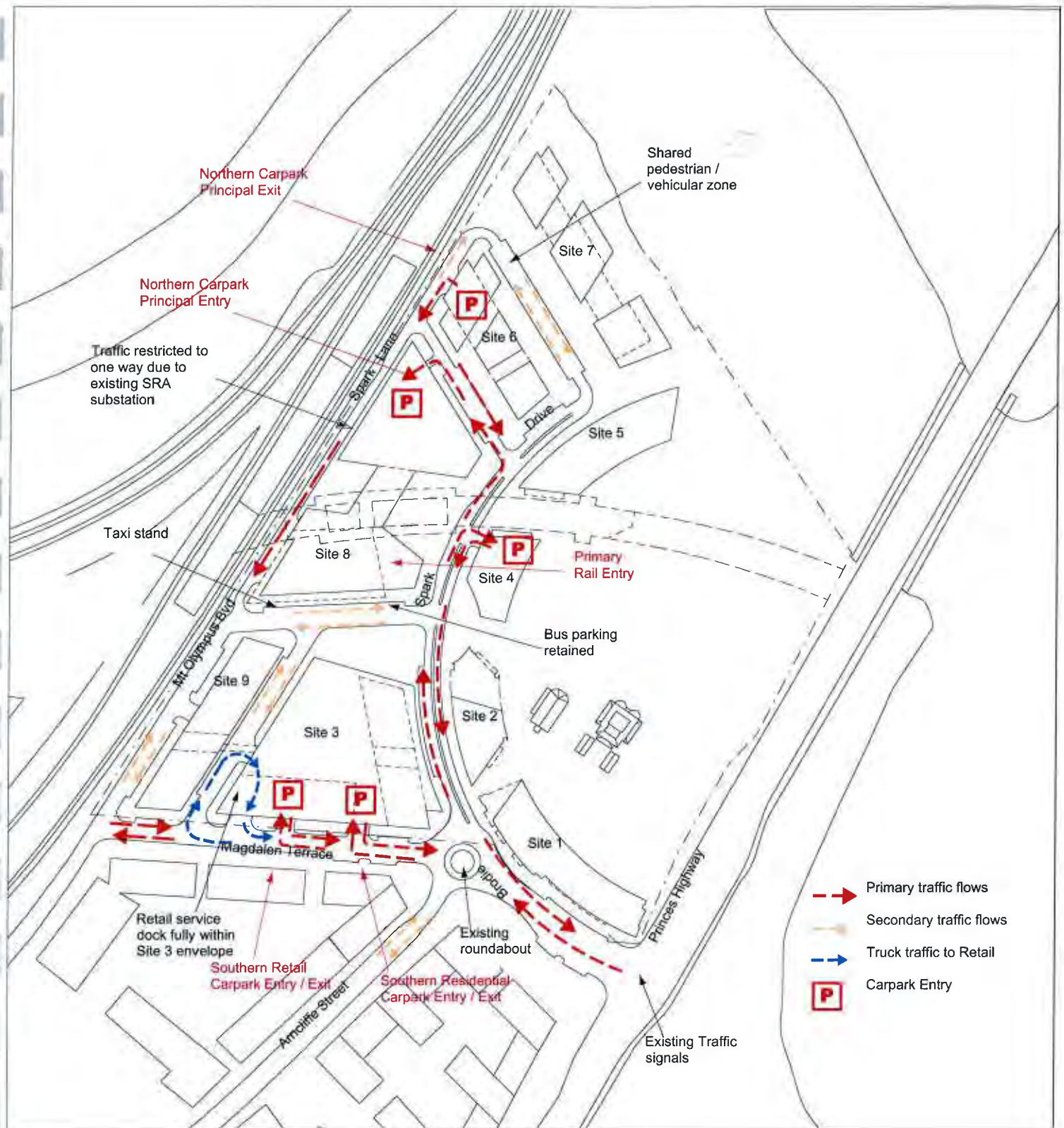
COX

© 2006 COX RICHARDSON

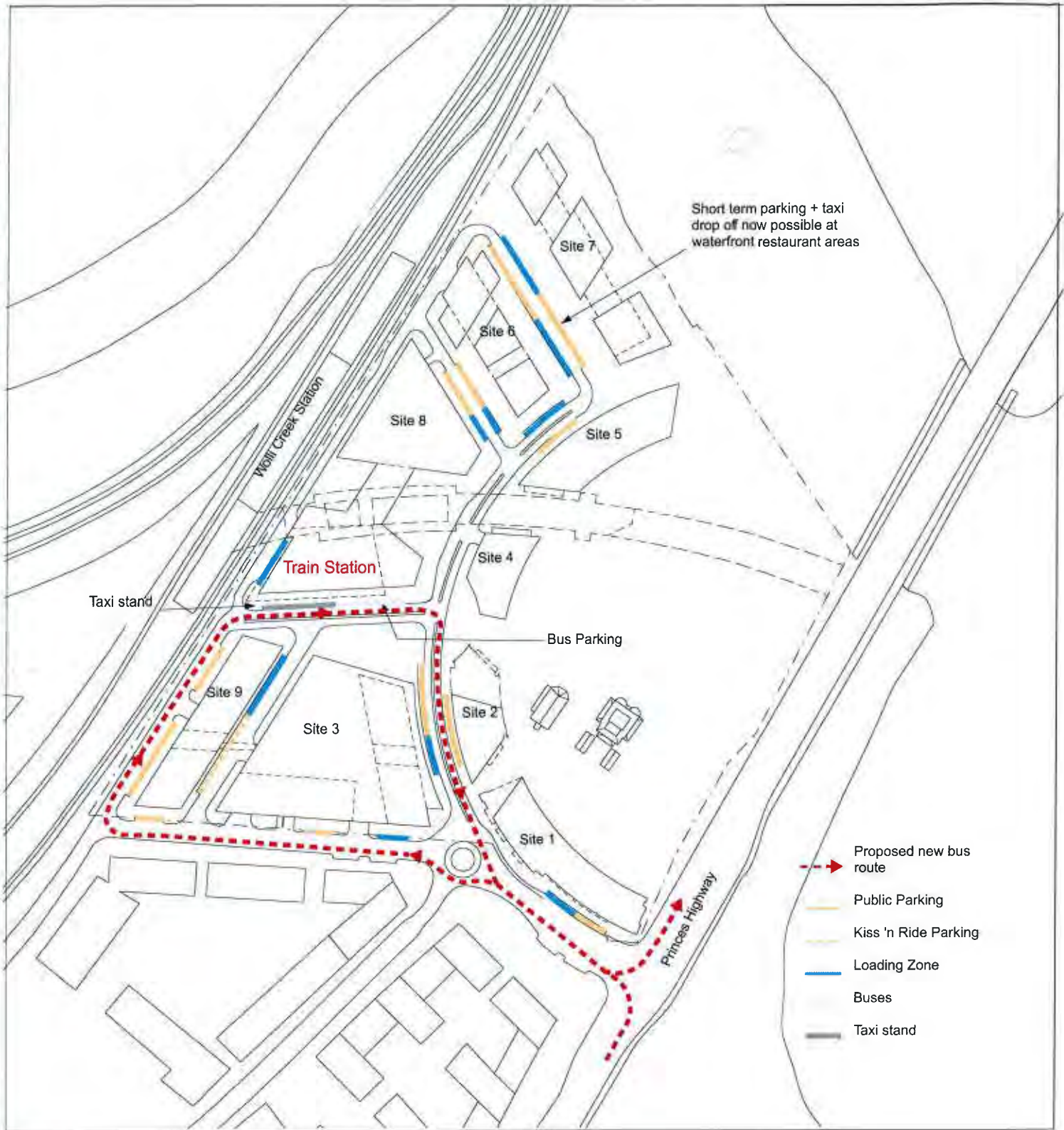
Staging Plan







10m 100m



- Proposed new bus route
- Public Parking
- Kiss 'n Ride Parking
- Loading Zone
- Buses
- Taxi stand



10m 100m

## **APPENDIX C**

### **ARCHITECTURAL PLANS**

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## Discovery Point, Wolli Creek

Concept Plan Design Report - June 2010







**FOR INFORMATION  
NOT FOR APPROVAL**

Discovery Point, Woll Creek  
 10000 Woll Creek Road  
 Woll Creek, NSW 2170  
 Tel: 02 955 5000 Fax: 02 955 5198  
 Email: info@discoverypoint.com.au  
 Website: www.discoverypoint.com.au

Scale	1:5000 @ A1, 1:10000 @ A2
Sheet	DA2-100
Project No.	DA2-100
Date	2011/11/11
Author	PLANNING
Check	PLANNING
Drawn	PLANNING
Project Name	Discovery Point, Woll Creek
Project Location	Woll Creek, NSW 2170
Project Status	Concept Plan

**Discovery Point, Woll Creek  
 Concept Plan  
 Indicative Design Scheme  
 Ground Floor Plan**

100m  
 0 100 200 300 400 500 600 700 800 900 1000  
 North Arrow

- Key**
- Supermarket
  - Cafe/Restaurant
  - Substation
  - Existing Building
  - Residential
  - Residential Lobby
  - Balcony
  - Core
  - Greenbank
  - St. Margaret's Chapel
  - Temple House
  - Discovery Point Park
  - Woll Creek
  - Woll Creek Bridge
  - Woll Creek Road
  - Bicycle Path
  - Walking Path
  - Play Area
  - Golf Course

**Discovery Point**

**BATESMART.**

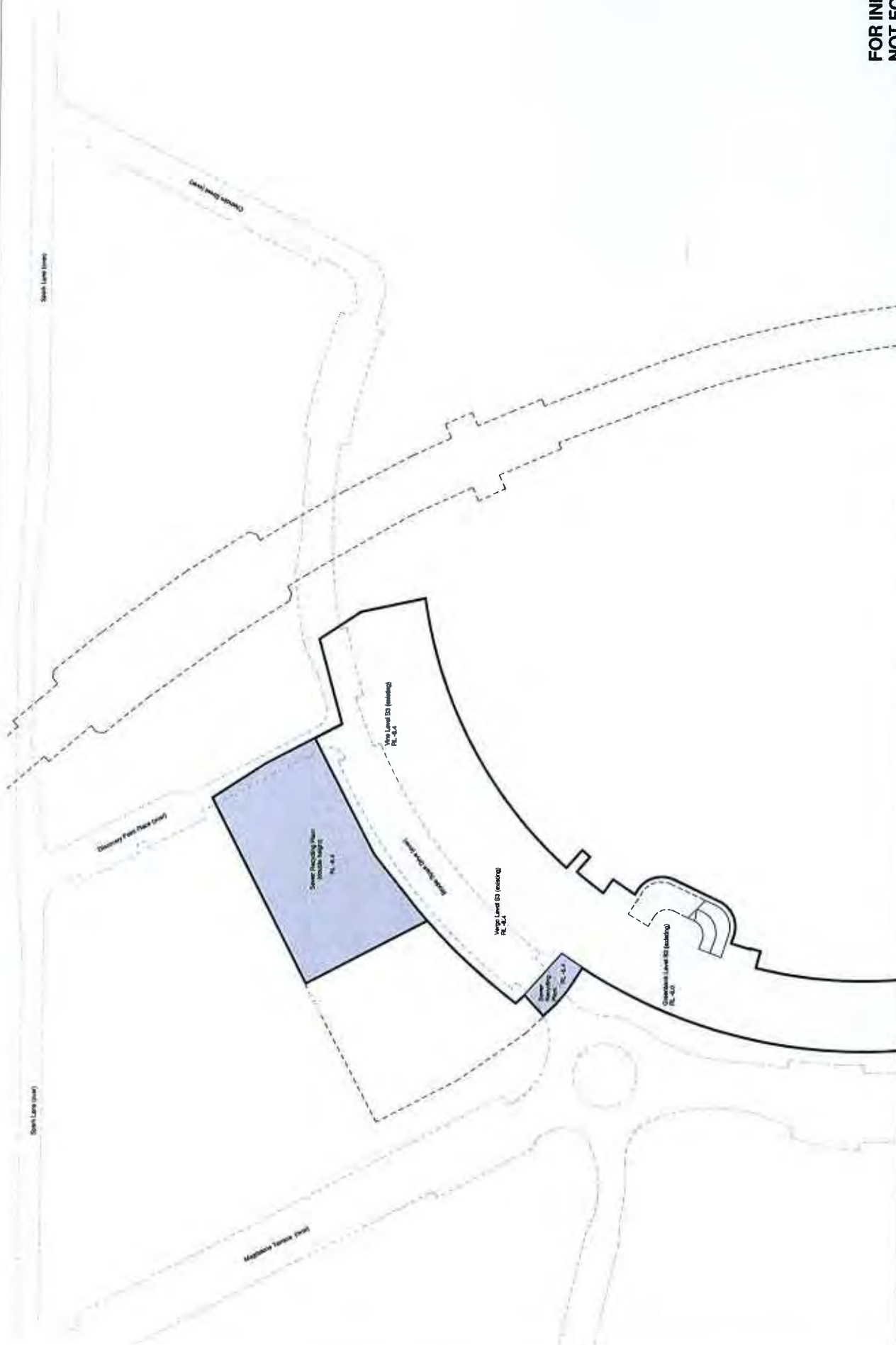














## **APPENDIX D**

### **INTERSECTION PLAN**

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1. This table is SOATS filled.
2. Speed stop sign (R1-202) is placed on post 6 and 7.
3. All Push buttons are Audio-tactile.
4. CCTV Pan and Tilt Camera to be provided on post 9.
5. B-C-O' and 'C' Pedestrian Facility to be removed when pedestrian overbridge is installed.

## MOVEMENTS



## DETECTOR SPECIFICATION

Barcode	Specimen																		
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\* indicates that this call is stored until the WALK for the last PB demand is displayed

## SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

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Note: 1. J. probability for 'X' position		
2. In the part. E, column, probability subject to error		
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C, T, G, C	1	
Total = 2		
Note: 1. J. probability for 'X' position		
2. In the part. E, column, probability subject to error		

## posts

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7	2	4,1	1,0	EXISTING
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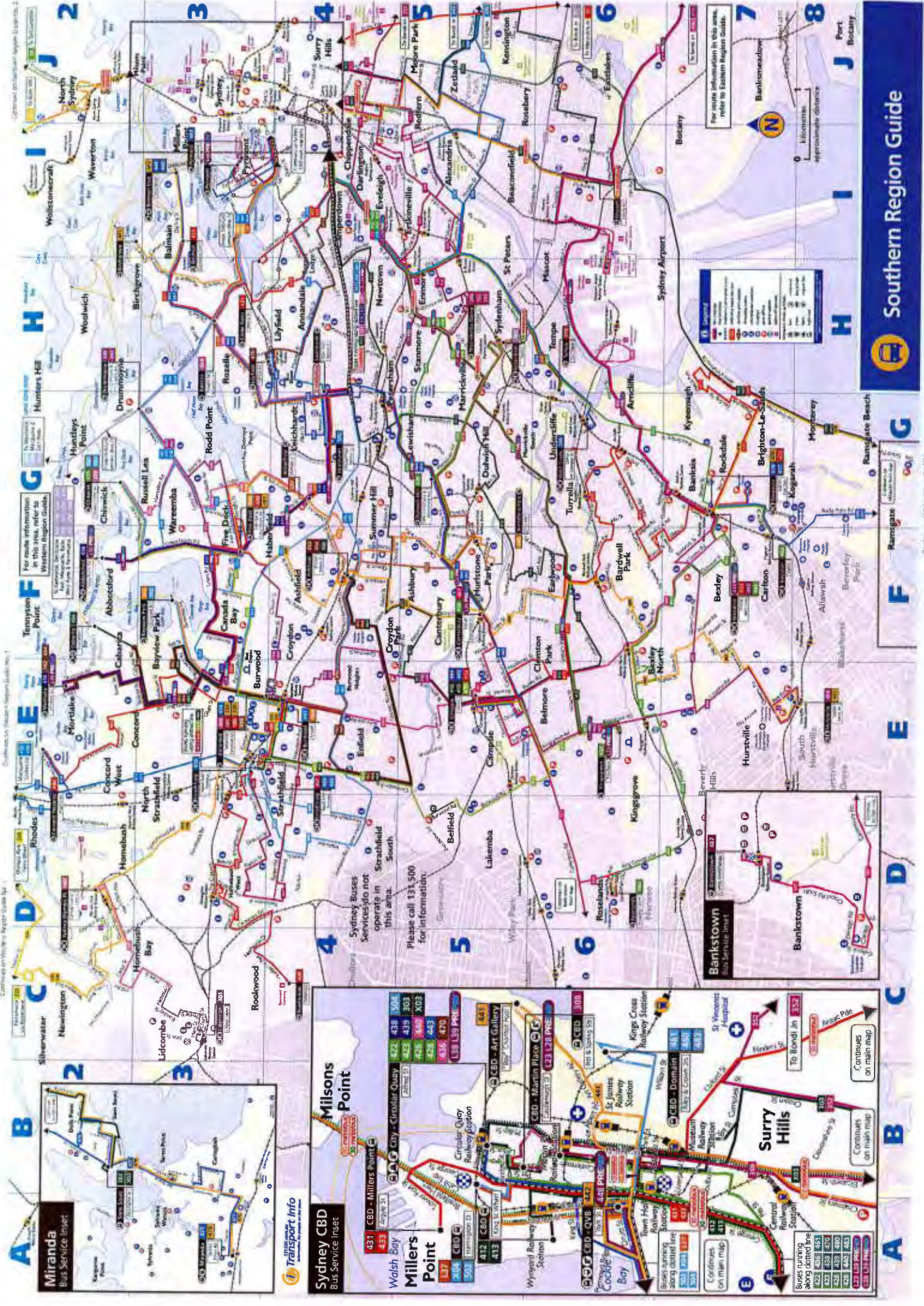
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# APPENDIX E

## TRANSPORT SERVICES

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For more information in this area, refer to Eastern Region Guide.

**Legend**

- Major Road
- Minor Road
- Public Transport Route
- Bus Stop
- Train Station
- Light Rail Station
- ferry
- airport
- park
- school
- hospital
- shopping centre
- public library
- public office
- public building
- public square
- public park
- public beach
- public wharf
- public pier
- public jetty
- public mooring
- public dock
- public wharf
- public pier
- public jetty
- public mooring
- public dock

# Southern Region Guide



Cartography by Mapbox, Imagery by Mapbox

**Miranda**  
Bus Service Inset

Map showing bus routes in the Miranda area, including stops like Miranda, Miranda East, and Miranda West.



**Sydney CBD**  
Bus Service Inset

**Milsons Point**  
Bus Service Inset

**Surry Hills**  
Bus Service Inset

Map showing bus routes in the Sydney CBD, Milsons Point, and Surry Hills areas, including stops like Sydney CBD, Milsons Point, and Surry Hills.







# Bondi Junction to Wollri Creek via UNSW



**Legend**

- bus routes
- diversion / extended route
- section point
- terminating point
- indicates route number
- rail line with station
- shopping centre
- educational institute
- hospital

**transport mode symbols:**

- bus
- train
- ferry
- light rail
- monorail
- light rail
- airport line



## PREPAY

PrePay and save! Buying your ticket before you ride speeds up passenger boarding at bus stops and help improve the on-time reliability of bus services.

PrePay multi-ride tickets such as Travellers save 20% or more on your fare compared to Single Ride Tickets.

PrePay tickets are available at shops or outlets displaying the purple PrePay flag or sign.

Please visit [www.sydneybuses.info](http://www.sydneybuses.info) for a list of ticket resellers in the City and other suburbs in the Sydney Buses network.

Services continue on main map







## APPENDIX F

### **S94 ROAD AND TRAFFIC WORKS**





**TABLE A s94 funded roads, traffic management and parking facilities**

Ref No	Location	Description of proposed works
RT1	New link road from Princes Highway (opposite Gertrude Street) to Arncliffe Street	Land acquisition and road construction
RT1A	Intersection improvements at Princes Highway and Gertrude Street	Amplify traffic signals
RT1B	Intersection improvements at Gertrude Street (west extension) and Arncliffe Street	Install traffic signals
RT1C	Widening of Gertrude Street, northern side between Princes Highway and Levey Street	Land acquisition and road construction
RT2	New link road from Levey Street (opposite Gertrude Street) to Marsh Street	Land acquisition and road construction
RT2A	Intersection improvements at Gertrude Street (east extension) and Marsh Street	Install traffic signals
RT3	New link road from Lusty Street to Guess Avenue	Land acquisition and road construction
RT4	Widening and reconstruction of Lusty Street, west of Arncliffe Street	Land acquisition on southern side and road construction
RT5	Widening of Brodie Spark Drive between Lusty Street and Princes Highway	Land acquisition on both sides and road construction
RT6	Widening of Arncliffe Street between Lusty Street and SWSOOS	Land acquisition on both sides and road construction
RT9	Improvements to Lusty Street on west side of the Illawarra Railway Line	Construct turning bays at west and east ends
RT10	Widening of Princes Highway, west side between Burrows Street and Brodie Spark Drive	Land acquisition and road construction
RT11	Intersection improvements at Princes Highway and Brodie Spark Drive	Widening of east side of highway, reconstruct intersection to include turning lanes and installation of traffic signals
RT12	Intersection improvements at Lusty Street, Arncliffe Street and Brodie Spark Drive	Installation of roundabout
RT13	Upgrading of intersection at Princes Highway, West Botany Street and future link road (RT14)	Modify intersection for improved traffic facilities
RT14	Future link road from Princes Highway (opposite West Botany Street) to new mid-block access road	Land acquisition and road construction
RT15	Intersection improvements at Arncliffe Street, Allen Street and Wollongong Road	Modify intersection for improved traffic facilities
RT16	Other traffic management facilities in the area	Includes supplementary management devices and signage
RT17A	Safety improvements to Wollongong Road railway underpass	Reduction of road width, construction of new footpath and straighten/realign intersection
RT17B	Safety improvements to Guess Avenue railway underpass	Construct new pavement, kerb and gutter and footpath, provide signage
RT18	Traffic management facilities in Wollongong Road system	Includes management devices and signage
RT19	On street parking management facilities on roads within and adjacent to area	Signage
RT20	Intersection improvements at Bonar Street and Guess Avenue	Construct median islands and roundabout
PT1	Public transport improvements on roads within area	Bus shelters and signage, bus lanes within carriageways

## **APPENDIX G**

### **ROAD NETWORK DETAILS**

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FOR APPROVAL

Discovery Point, Woll Creek  
 Concept Plan  
 Proposed Building Envelopes

Scale	1:500 @ A1 1:1000 @ A3
Author	APW
Client	MA
Project No.	ST1131
Phase	PLANNING
Site No.	9602010-1-0000-000
Project No.	9602010-1-0000-000
Project Name	Discovery Point, Woll Creek
Project Address	Discovery Point, Woll Creek
Project City	Woll Creek
Project State	MA
Project Country	Australia

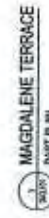


DA3-001 A

1. All buildings, sun control devices, architectural design features and the like are permitted to encroach beyond the building envelopes.
2. Where approved building separation distances are below RDC Rules of thumb, suitable design measures to ensure privacy (e.g. dwelling orientation, privacy screens, light windows and the like) must be demonstrated in detailed project applications.



BATESSMART



### Street Setup

Date	1-20-00 @ A1-1400 @ A3
Station	APW
Project No.	MA
Sheet No.	S11151
Scale	Planning
Map Code	10000000000000000000
File No.	10000000000000000000
Project Name	APW

DA3-101

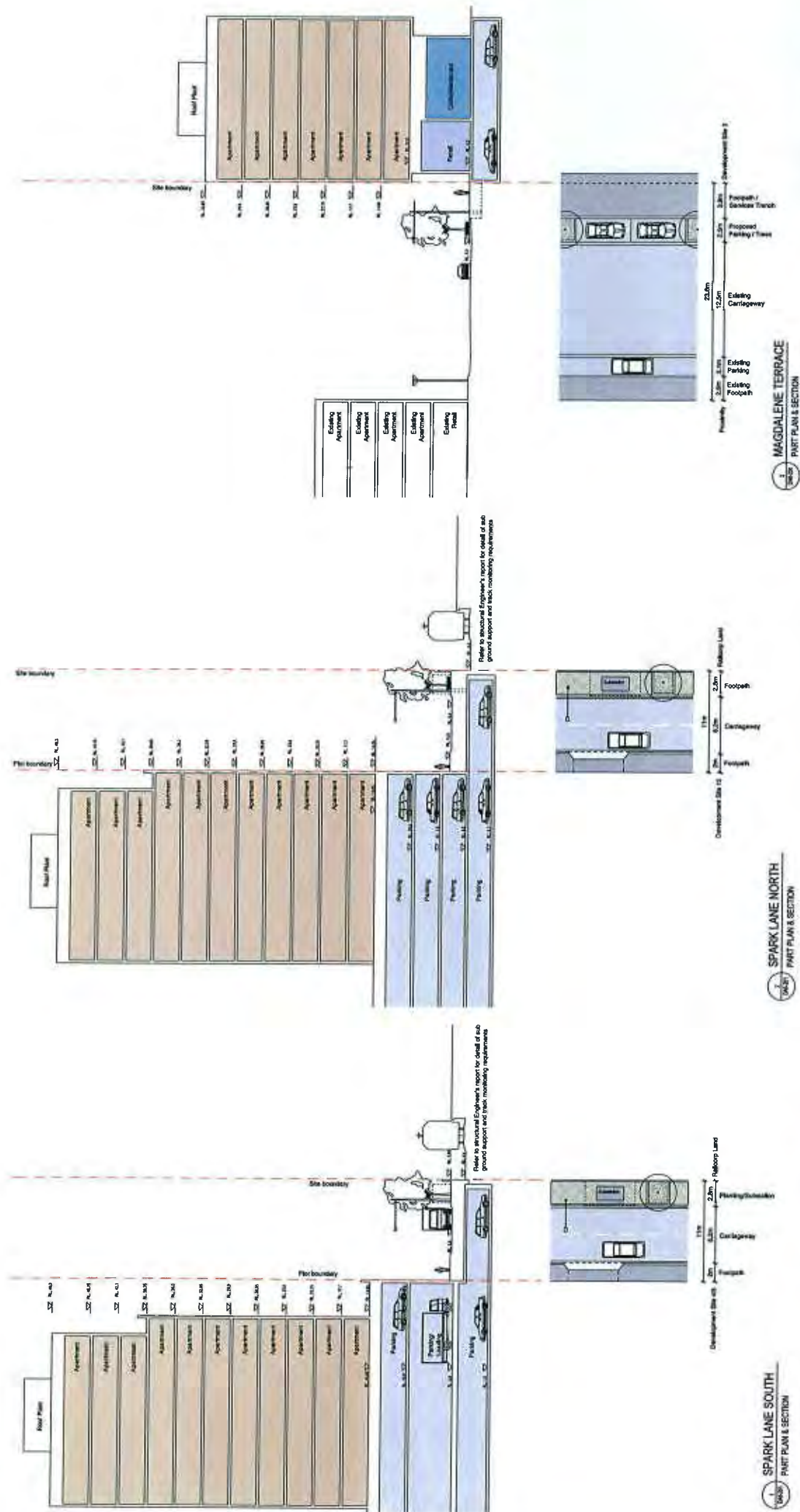
Source: U.S. Department of the Interior, Bureau of Land Management, 1997. All locations are located in the western United States, except for the California and Nevada locations which are located in the southwestern United States. The California and Nevada locations are located in the southwestern United States.

[illegible]

FOR APPROVAL

BATES SMART<sup>™</sup>





FOR INFORMATION  
NOT FOR APPROVAL

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

Scale	1:200 @ A1, 1:400 @ A3
Drawn	ALP
Checked	ALP
Project No.	511191
Date	24/09/2018
Revision	01/02/2018 24/09/2018
Client	DA6-201
Project Name	DA6-201
Project Location	DA6-201
Project Description	DA6-201
Project Status	DA6-201

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

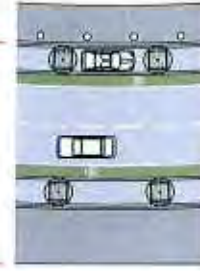
Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Street Sections  
Spark Lane and Magdalene Terrace

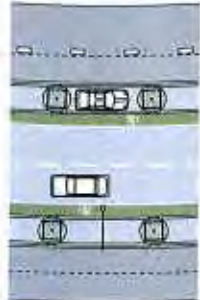
BATESSMART







**BRODIE SPARK DRIVE NORTH**  
PART PLAN & SECTION



**BRODIE SPARK DRIVE SOUTH**  
PART PLAN & SECTION

FOR INFORMATION  
NOT FOR APPROVAL

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Brodie Spark Drive

Site	1-200 @ A1, 1-400 @ A3
APR	1/1/2018
Project No.	25-1191
Client	PLANNING
Project Name	100-2010-2215-01-01
Project No.	100-2010-2215-01-01
Project Name	100-2010-2215-01-01
Project No.	100-2010-2215-01-01
Project Name	100-2010-2215-01-01

BATESSMART

Discovery Point, Woll Creek  
Concept Plan  
Indicative Design Scheme  
Brodie Spark Drive

1. This plan is a conceptual design and is not intended to be used for any other purpose.  
2. This plan is a conceptual design and is not intended to be used for any other purpose.

1. This plan is a conceptual design and is not intended to be used for any other purpose.  
2. This plan is a conceptual design and is not intended to be used for any other purpose.

1. This plan is a conceptual design and is not intended to be used for any other purpose.  
2. This plan is a conceptual design and is not intended to be used for any other purpose.

1. This plan is a conceptual design and is not intended to be used for any other purpose.  
2. This plan is a conceptual design and is not intended to be used for any other purpose.

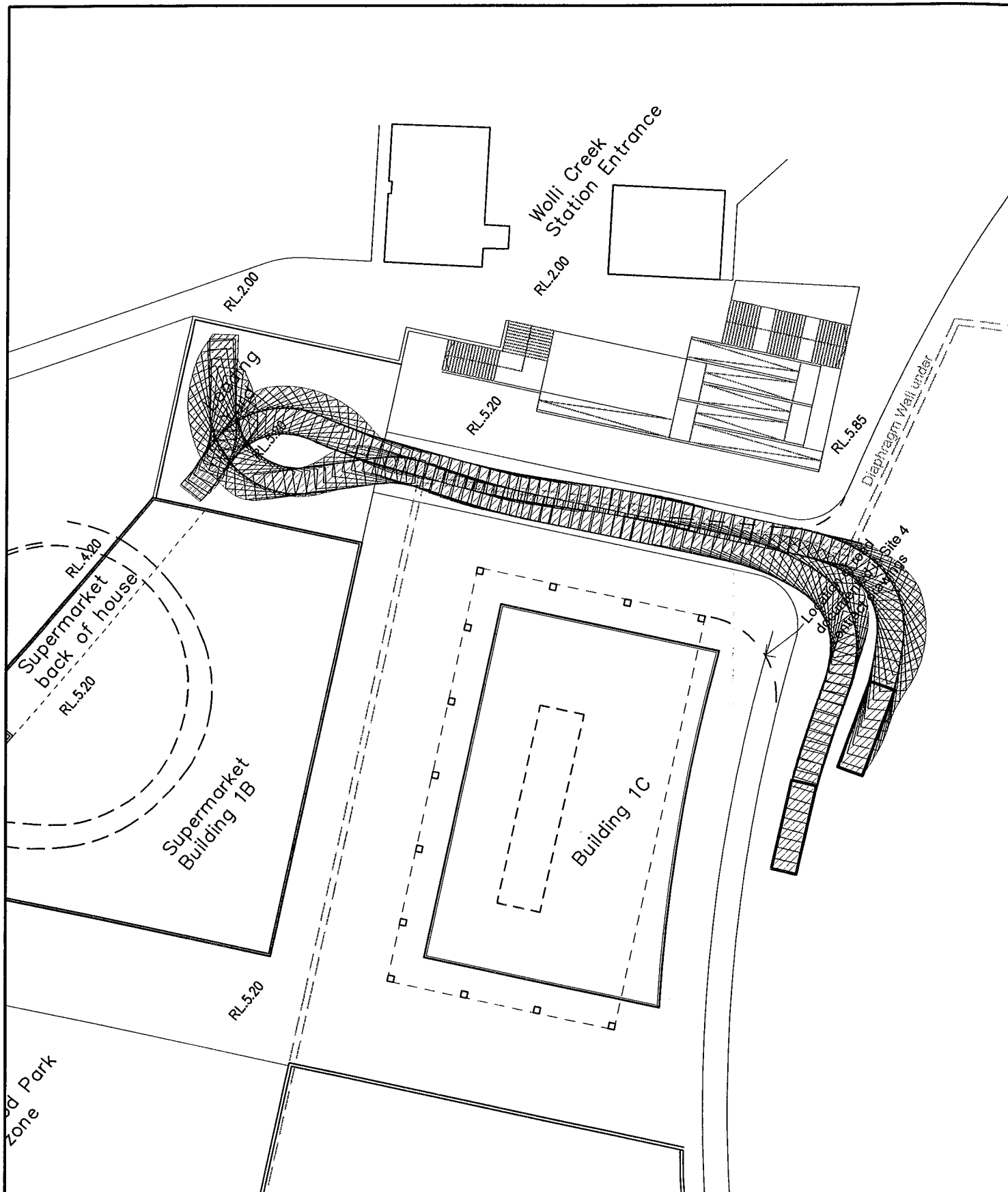
1. This plan is a conceptual design and is not intended to be used for any other purpose.  
2. This plan is a conceptual design and is not intended to be used for any other purpose.

## APPENDIX H

### TURNING PATH ASSESSMENT

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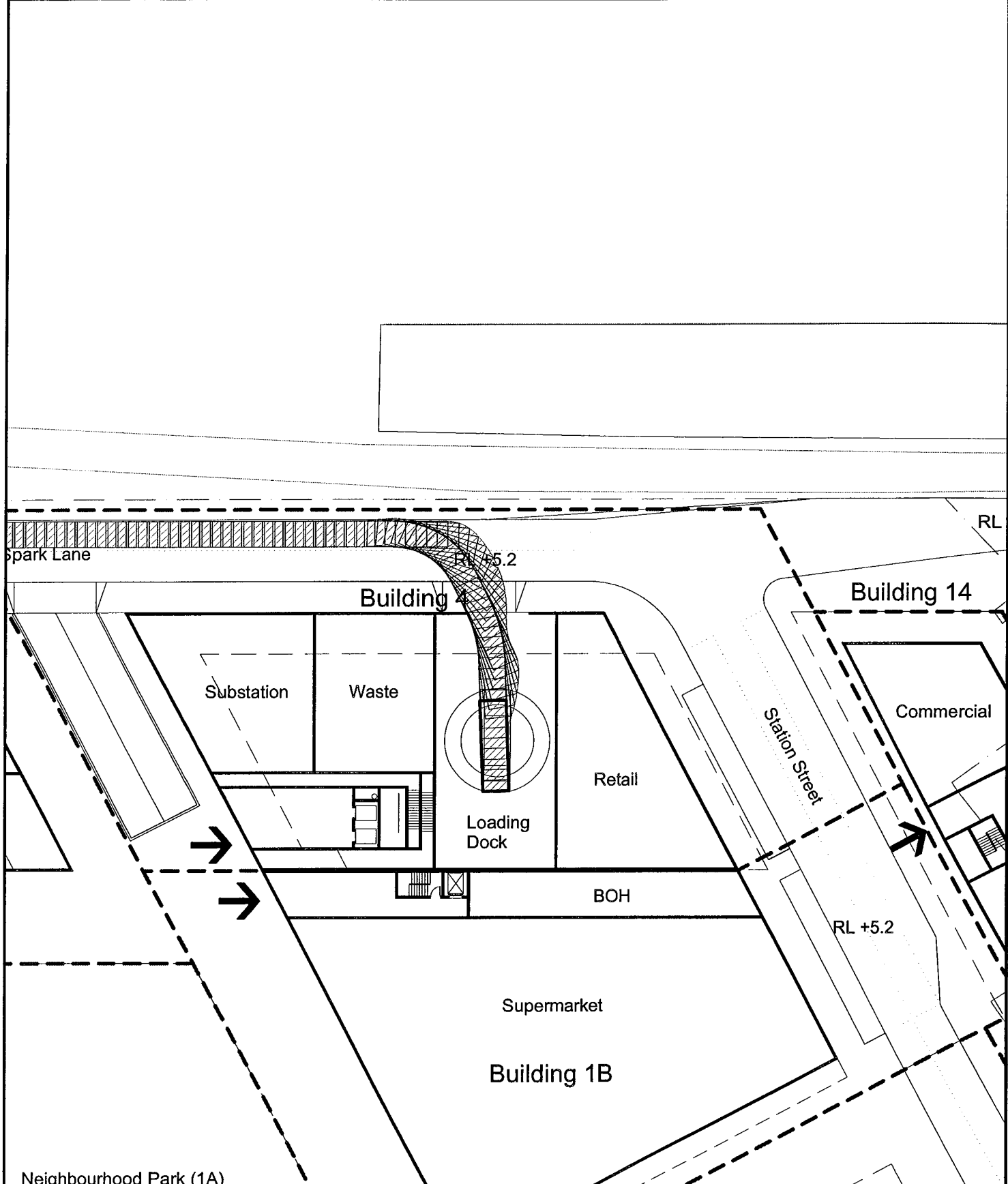
## LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE ENTERING AND  
EXITING THE SITE**

**SP 1**



## LEGEND

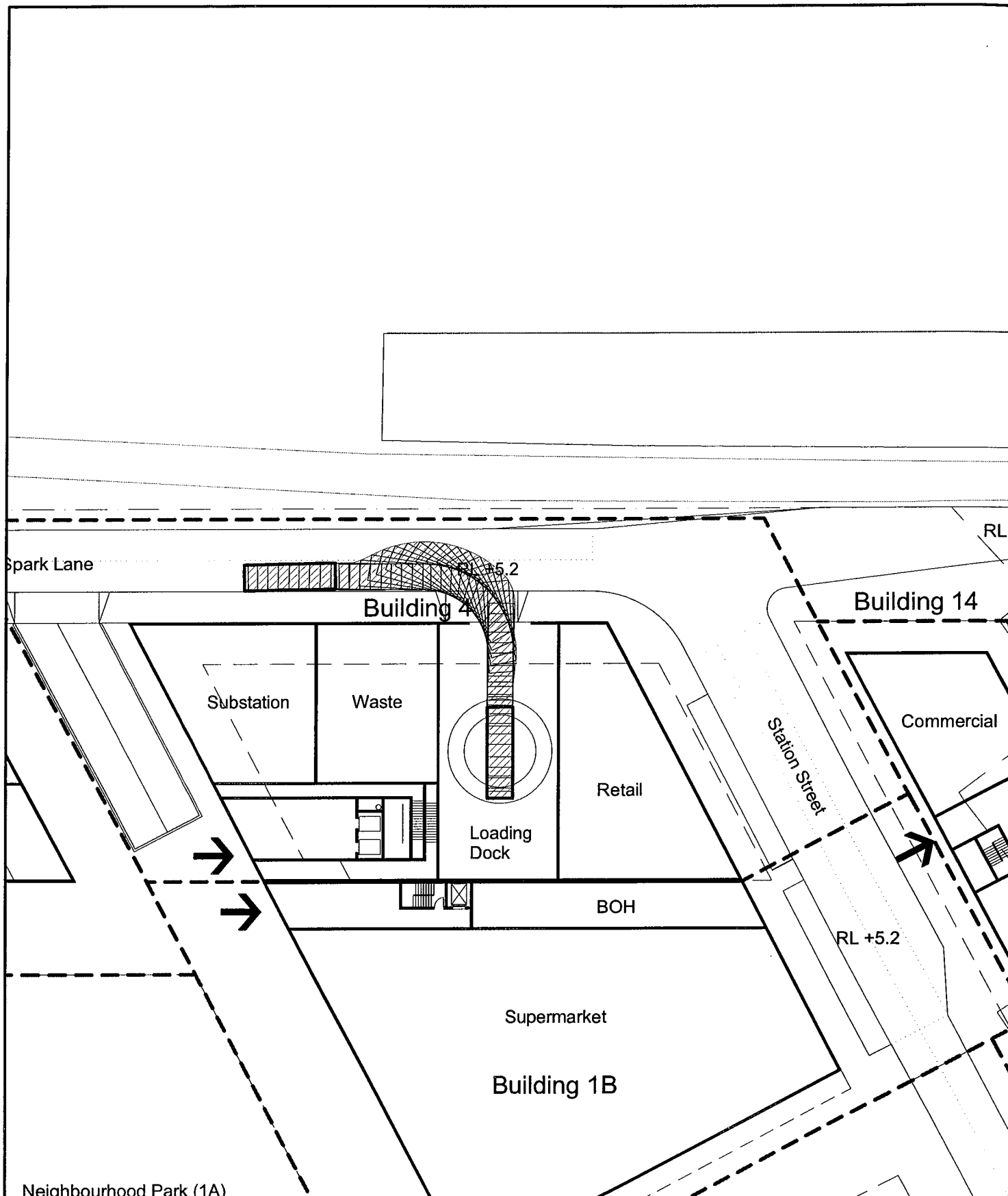
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE ENTERING THE SITE**

**SP 2**





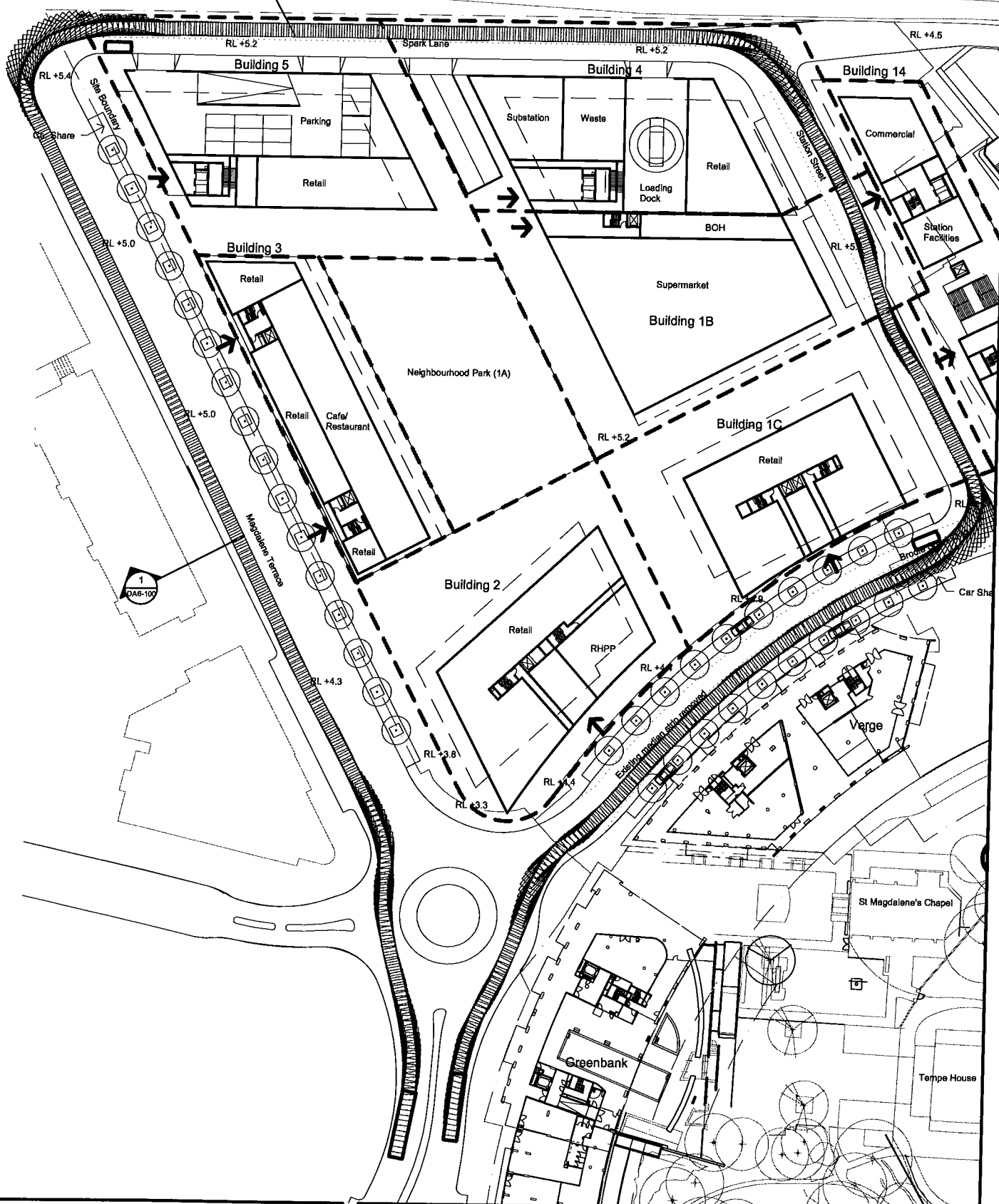
## LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



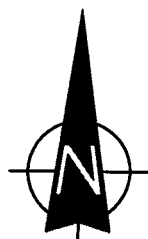
**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE EXITING THE SITE**

**SP 3**



## LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



## SWEPT PATH ANALYSIS OF A 12.5m BUS

SP 4