

# 09642 Discovery Point Preferred Project Report Response to Rockdale City Council's Submission

28 January 2011

Council Comment	Proponent Response
<b>1.0 Outstanding issues identified in Council's submission on the Concept Plan</b>	
<b>1.1 Public Domain</b>	
<p>Council's submission identified that the ratio between the width and height of buildings in Discovery Point Place and Chisholm Street would not provide an appropriate 'human scale'. Whilst the use of townhouse building typologies in Chisholm Street will help reduce the scale of buildings, this is not the case in Discovery Point Place where a 13m wide street will be flanked by buildings up to 14 storeys in height. Discovery Point Place is an important street as it will provide train users with their first experience of Wolli Creek.</p> <p><b><i>It is recommended that the width of Discovery Point Place be increased to achieve a more satisfactory relationship with the height of the buildings.</i></b></p>	<ul style="list-style-type: none"> <li>As shown on the Minimum Separation Distance Plan DA3-102, a minimum separation distance of 16m will apply to the majority of buildings fronting Discovery Point Place. The indicative design scheme drawings show the anticipated buildings heights adjoining Discovery Point Place are 2 storeys (Building 1B), 5 storeys (Building 14), 8 storeys (Building 4) and 13 storeys (Building 1C). A minimum separation distance of 13.5m is proposed at the western end of Discovery Point Place between the upper levels of the 8 storey residential Building 4 and the 5 storey commercial Building 14.</li> <li>Discovery Point Place is bordered to the north by Building 14 which will be a five (5) storey commercial office building with ground floor retail. A 4.7m wide footpath is proposed between the street and the colonnade of Building 14. The colonnade offers another 3m setback to the wall of the building. The southern side of Discovery Point Place will have mixed use buildings ranging in height from 2 to 13 storeys. A 3m colonnade, 3.3m footpath plus an additional 1.5m street tree planting area is proposed on the southern side of Discovery Point Place.</li> <li>The significant variation in building heights along Discovery Point Place and the generous width of the public domain fronting Discovery Point Place will ensure that a satisfactory relationship between the built form and public domain is provided.</li> </ul> <p><b>It is recommended that the proposed width of Discovery Point Place is maintained.</b></p>
<p>Rockdale Council has developed a strategy for Wolli Creek to ensure its redevelopment will deliver social, economic and environmental benefits to the City. The strategy revolves around the interrelationship between proposed uses, built form, connectivity and public</p>	<ul style="list-style-type: none"> <li>Council's draft Public Domain plan was placed on exhibition 2 months after the Discovery Point Concept Plan had been lodged and exhibited.</li> <li>Council's Public Domain plan is inconsistent</li> </ul>

domain. The strategy also acknowledges the challenge involved in transforming a degraded industrial area into a high quality urban environment.

Council's submission recommended that the construction of the public domain should be undertaken in accordance with the Draft Wolli Creek and Bonar Street Public Domain Plan and Technical Manual. In response to this recommendation, Australand has prepared the Discovery Point Landscape Design Guidelines to accompany the PPR with a reference to the Plan in the Statement of Commitments. The Guidelines are also cited in the amended Conditions of Consent, rather than Council's PDP.

Council does not endorse the preparation of the Discovery Point Landscape Design Guidelines because:

- The Guidelines do not provide certainty of outcome. This is due to insufficient detail relating to materials and finishes, street design and layout, street tree planting, street furniture and lighting. From the level of information provided in the Guidelines it is not possible to determine the design quality or requirements for each street. It is noted that Council's Draft Wolli Creek and Bonar Street Public Domain Plan and Technical Manual provides highly detailed specifications for all aspects of the streetscape for each street.
- The Guidelines do not provide a consistent approach to the public domain in Wolli Creek. Several key streetscape elements such as the street lighting and litter bins are different to both the existing elements and Council's PDP. There is no rationale provided in the Guidelines regarding the selection of these streetscape elements.
- The Guidelines do not promote Water Sensitive Urban Design initiatives which is a key objective of Council's PDP.

Council believes that the Wolli Creek and Bonar Street Public Domain Plan will achieve a superior and certain design outcome for the public domain in the Discovery Point precinct that will ensure a distinctive character for the area. Prior to the adoption of the PDP, Council is prepared to work with Australand to update the Plan so that it is consistent with the Concept Plan and any outstanding issues are resolved.

***It is recommended that the construction of the public domain should be undertaken in accordance with the Wolli Creek and Bonar Street Public Domain Plan and Technical Manual***

with the Discovery Point Concept Plan.

- Historically the Discovery Point site has been subject to a different DCP to the remainder of Wolli Creek. Furthermore, the Council's existing Streetscape Design Manual does not apply to the Discovery Point site. Whilst the Discovery Point site is shown in the plan conceptually as being part of Wolli Creek there are no specific provisions in this plan which provide for the enhancement and upgrade of roads within the Discovery Point site.
- The Discovery Point site is unique in the Wolli Creek area as the roads, plazas and open space are privately owned and managed.
- Australand prepared the Discovery Point Landscape Design Guidelines/Public Domain Plan to clearly articulate the design assumptions that underpin the Discovery Point Concept Plan.
- This document does not preclude the Council from considering its own public domain plan in assessing subsequent development applications however any future applications must in the first instance be consistent with the Concept Plan. Hence the Landscape Design Guidelines/Public Domain Plan deal predominantly with matters where there is a clear inconsistency between the Concept Plan and Council's Public Domain Plan. The Discovery Point guidelines do not therefore double up on controls such as Water Sensitive Urban Design as it is Australand's intent to address Council's Plan in this regard.
- Council's PDP is very prescriptive to the extent of specifying which suppliers are to be used to provide street furniture and pavers. Council has chosen not to accept dedication of the public domain within Discovery Point and therefore the developer retains the right to create its own high quality streetscape character.
- The proposed streetscape elements to be provided within Discovery Point either seek to match the existing elements within the site or improve such elements with a specific design response appropriate to the site. For instance, the street lighting proposed by Council does not accommodate light poles incorporating banner signage.
- Discovery Point disagrees with Council's conclusion that its plan will achieve a superior design outcome for Discovery Point as the public domain within Discovery Point

<p><b><i>and the Statement of Commitments reference the Public Domain Plan and not the Discovery Point Landscape Design Guidelines.</i></b></p>	<p>will also be developed to a high standard.</p> <ul style="list-style-type: none"> <li>■ The Discovery Point Landscape Design Guidelines/Public Domain Plan does not replace Council's draft plan and therefore the two will inevitably co-exist. The Discovery Point plan simply identifies the basis for the Concept Plan to provide some certainty of outcome for the developer in the future, particularly where Council's plan is inconsistent with the Concept Plan.</li> </ul> <p><b>It is recommended that the construction of the public domain should be undertaken in accordance with the Discovery Point Landscape Design Guidelines/Public Domain Plan and reference to these guidelines is retained within the Statement of Commitments.</b></p>
<p><b>1.2 Above Ground Parking</b></p>	
<p>It is noted that the quantum of above ground parking has been significantly reduced to a maximum of 8,000m<sup>2</sup> across the Concept Plan site. The reduction is satisfactory provided that the facades of the above ground parking structures are treated appropriately as per the examples provided in the PPR.</p>	<p>Noted.</p> <p><b>It is recommended that the maximum above ground parking GFA of 8,000m<sup>2</sup> is retained within the Statement of Commitments.</b></p>
<p><b>1.3 Apartment Mix</b></p>	
<p>It is noted that the number of studio and one bedroom apartments has been reduced and the number of 2 bedroom apartments increased. However, Council's preference is for the apartment mix to be provided within the range recommended under Council's draft Development Control Plan 2011.</p> <p><b><i>Apartment mix should comply with the range contained in draft Rockdale DCP 2011.</i></b></p>	<ul style="list-style-type: none"> <li>■ This matter has been addressed in detail in the EA and PPR. The proposed apartment mix is an integral component of the Concept Plan and must be retained.</li> <li>■ We strongly object to the application of Council's proposed apartment mix as it fails to recognise the distinct local conditions and housing affordability need, as assessed in detailed in the assessment commissioned for the project, by Leyshon Consulting.</li> </ul> <p><b>It is recommended that the apartment mix proposed within the Concept Plan PPR is approved :</b></p> <ul style="list-style-type: none"> <li>■ <b>Maximum 45% studio or one bedroom apartments;</b></li> <li>■ <b>Minimum 45% two bedroom apartments;</b></li> <li>■ <b>Minimum 10% three+ bedroom apartments.</b></li> </ul>
<p><b>1.4 Dwelling Sizes</b></p>	
<p>Council's submission recommended that the apartment sizes should be in accordance with the suggested size relevant to the apartment layout table under Part 3 of the Residential Flat Design Code (RFDC) in SEPP 65. The proponent has amended the apartment size to include a large size for the two bedroom with two bathroom apartments.</p> <p>The amended submission also recognises that the proposed apartment sizes do not preclude larger apartment sizes being provided as they</p>	<ul style="list-style-type: none"> <li>■ All dwelling sizes included in the Concept Plan as documented in the PPR are minimums, which provide sufficient flexibility to provide larger apartments in the future should the market demand such a product. Irrespective, the proposed minimum sizes are of a sufficient size to ensure a high residential amenity will be provided while not limiting opportunities for housing affordability.</li> <li>■ Australand objects to Council's proposal to</li> </ul>

<p>are only minimums. However no assurance is given that this will be the case.</p> <p>Council's Residential Amenity Improvement Strategy (RAIS) and Draft DCP 2011 recommend larger apartment sizes than those in the RFDC in most instances, except for the three bedroom apartments (124m<sup>2</sup> in the RFDC as opposed to 115m<sup>2</sup> in RAIS).</p> <p>Based on the comparative dwelling size analysis provided by the proponent in the amended submission, it is recommended that the minimum size for three bedroom apartments be set at 115m<sup>2</sup>, which is consistent with Council's controls. Further there should be better certainty that the precinct will also provide a percentage of larger apartment sizes to achieve the objectives and requirements of the RFDC.</p> <p><b><i>It is recommended that the minimum size for three bedroom apartments be set at 115m<sup>2</sup>.</i></b></p>	<p>increase the minimum size of 3 bedroom apartments from 100m<sup>2</sup> to 115m<sup>2</sup>. From experience this would no doubt have an impact on housing affordability.</p> <ul style="list-style-type: none"> <li>▪ The objectives and requirements of the RFDC will be met by the proposed Concept Plan as already addressed in the EA and PPR.</li> </ul> <p><b>It is recommended that the minimum apartment sizes proposed within the Concept Plan PPR are approved:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Minimum 40m<sup>2</sup> for studio apartments;</b></li> <li>▪ <b>Minimum 50m<sup>2</sup> for one bedroom apartments;</b></li> <li>▪ <b>Minimum 70m<sup>2</sup> for two bedroom, one bathroom apartments;</b></li> <li>▪ <b>Minimum 80m<sup>2</sup> for two bedroom, two bathroom apartments;</b></li> <li>▪ <b>Minimum 100m<sup>2</sup> for three + bedroom apartments.</b></li> </ul>
<p><b>1.5 Reduction in commercial floorspace</b></p>	
<p>The PPR has not addressed Council's concerns regarding the reduction in commercial floorspace. Additionally, the intent of the Discovery Point Concept Plan Development Design Guidelines suggests that, in future development applications, the quantum of retail/commercial floorspace may be even further reduced.</p>	<ul style="list-style-type: none"> <li>▪ The proposed quantum of residential and non-residential floor space has been addressed in detail in the Concept Plan documents. The PPR maintains a minimum non-residential GFA of 9,000m<sup>2</sup> sought in the application. The PPR and the design guidelines do not seek to reduce this. This is confirmed by the Statement of Commitments.</li> </ul> <p><b>It is recommended that the minimum 9,000m<sup>2</sup> non-residential GFA requirement proposed within the Concept Plan PPR be retained and continued to be reference in the Statement of Commitments.</b></p>
<p><b>1.6 Transport Interchange</b></p>	
<p>Council still has concerns in relation to the design of the road system providing access to and from the bus interchange.</p> <p>Previous discussions with Australand have highlighted that the proposed road carriageways have been fixed, and because of the integration of these carriageways to the overall architectural scheme, there is unwillingness to make any adjustments or permit flexibility in the road carriageway widths.</p> <p>The key problem with the width of the proposed road carriageways is that they do not conform with AUSTROADS. The AUSTROADS Guide to Road Design Part 3: Geometric Design states that the width of a traffic lane that accommodates buses must be a minimum of 3.7m wide, excluding any other road widening that is to occur around intersections and in</p>	<ul style="list-style-type: none"> <li>▪ Discovery Point's Traffic Engineer (TPPA) advises that there are numerous documents and a standard dealing with road widths, however, AUSTROADS is not particularly relevant to contemporary residential access roads and that AMCORD is more appropriate.</li> <li>▪ It should be noted that 3.7m in AUSTROADS relates to freeway design, not private residential roads.</li> <li>▪ Our design is based on RTA Guidelines (minimum 3m) and AMCORD (Australian Model Code for Residential development), which is more appropriate for a development of this nature than AUSTROADS. Discovery Point Pty Ltd has not committed to abide to AUSTROADS. The proponent has maintained in discussions with Council that the design is based on AMCORD RTA (3m)</li> </ul>

<p>order to comply with AUSTROADS Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. This dimension also excludes the bicycle lane.</p> <p>The proposed 3.1m traffic lane width is considered unsuitable for buses as it does not account for bus clearances to road furniture and vegetation, and therefore is non-compliant with AUSTROADS.</p> <p>It is noted that the developer has committed to abide to AUSTROADS by way of their comments on conditions of consent.</p> <p>If the developer seeks to fix the road design elements in the Concept Plan, then a significant risks exists that the functionality of the bus interchange will be compromised. The developer has so far only discussed bus requirements with Sydney Buses, but Sydney Buses will not be the sole user of the interchange, as the interchange is also planned to be used for bus access into Cooks Cove, as described under the Cooks Cove TMAP, and it is not unreasonable to expect that the interchange will service a number of routes in the future. Council also considers itself a stakeholder in the planning and design of the bus interchange.</p> <p><b><i>It is recommended that the Discovery Point Concept Plan allows for changes to the dimensions of the road carriageways that may arise from the need to comply with AUSTROADS.</i></b></p>	<p>and STA Guidelines.</p> <ul style="list-style-type: none"> <li>■ The proponents response to Council's draft conditions used the word 'generally' in relation with current Australian Standards and AUSTROADS Guides, however, Council has appeared not to acknowledge this particularly in light of the proponent's advice that the road design will be based on AMCORD and RTA (minimum 3m) guidelines rather than AUSTROAD guidelines. We therefore seek that Council's draft condition of consent be changed to state: <p><b><i>"The detailed design for the construction of the road infrastructure shall be detailed in each future application and is to be based on AMCORD, STA and RTA Guidelines (minimum 3m)."</i></b></p> <p>The Statement of Commitments have been updated to clarify this.</p> </li> <li>■ In relation to the issues of bus lanes, the STA has advised that it is comfortable with the Concept Plan road layout and design. We comply with the STA requirements of minimum 3.1m width for a travel lane and 3.0m for a bus stop. This is confirmed in correspondence sent to the Department of Planning on 27 January 2011.</li> <li>■ TTPA advises that it is apparent that the proposed road/lane widths are entirely appropriate and in particular satisfy the requirements of the STA.</li> </ul> <p><b><i>It is recommended that the conditions be amended as below and the Statement of Commitments be updated accordingly (see attached):</i></b></p> <p><b><i>"The detailed design for the construction of the road infrastructure shall be detailed in each future application and is to be based on AMCORD, STA and RTA Guidelines (minimum 3m)."</i></b></p>
<p><b>1.7 Section 94 Contributions</b></p> <p>Council welcomes Australand's acceptance in principle that the full development contributions required under Council's current Section 94 Contributions Plan should be paid.</p> <p>Council is prepared to consider Australand's offer to enter into a Voluntary Planning Agreement (VPA) and has provided a letter in response to their proposal.</p> <p>However, as it would not be possible to resolve this matter in the time available prior to determination of the revised Concept Plan, Council does not wish the approval of the Concept Plan to pre-empt, via the revised Statement of Commitments, the terms of the agreement that might be agreed to in any</p>	<ul style="list-style-type: none"> <li>■ Discovery Point Pty Ltd are willing to accept Council's revised terms in terms of indexing i.e. to be indexed by CPI rather than being capped at 3%.</li> <li>■ Council's correspondence seem to accept the need for certainty of a VPA offer. However, to require that contributions be in accordance with Section 94 Contributions at the time that the VPA is entered into provides little certainty and could even mean a new (as yet unseen) Section 94 plan could be in place at the time. Council's requested amendment do not provide certainty and as such changes to the Council letter are as recommended below.</li> </ul>



<p>future VPA.</p> <p><i>It is recommended that the terms of the Voluntary Planning Agreement, including the proposed indexing mechanism, not be included in the Statement of Commitments.</i></p>	<ul style="list-style-type: none"> <li>■ Discovery Point Pty Ltd will be seeking the following amendments to Rockdale Council's letter dated 14 January 2011: <ul style="list-style-type: none"> <li>- Australand and Council to enter into a VPA (<u>no change</u>);</li> <li>- VPA to be executed prior to the determination of the third application, <b>and no later than December 2011 (new change: sunset clause of December 2011)</b>;</li> <li>- The basis of the VPA will be the developer contributions that would otherwise be required by the Rockdale Section 94 Contributions Plan 2004 <b>being those rates applicable at the time the Concept Plan is determined (Contribution rates are to be in accordance with the current Section 94 Contributions Plan 2004, not any new rates which could potentially apply at the time the VPA is executed )</b>;</li> <li>- The developer contribution rates specified in the VPA will be indexed in accordance with the Consumer Price Index (All Groups Sydney)(CPI)(<b>Indexing at CPI is acceptable</b>); and</li> <li>- VPA offer still forms part of the Statement of Commitments (no change)</li> </ul> </li> </ul> <p>Discovery Point Pty Ltd will be writing to Council seeking amendments to the terms of offer in their letter dated 14 January 2011. It is recommended that the terms of the Voluntary Planning Agreement be included in the Statement of Commitments as is standard practice and has been included in many Part 3A Determinations.</p>
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## 1.8 Conditions of Consent

<p><u>Conditions Generally</u></p> <p>A significant number of recommended conditions to the Concept Plan related to stormwater, traffic and public infrastructure have been sourced from the existing consents. Council believes that the development has been in agreement with these conditions, and the conditions have also been satisfied with Council receiving no negative feedback on the implementation of the conditions.</p>	<p>A thorough review of Rockdale Council's draft conditions of consent was included at Appendix B of the JBA PPR (December 2010). The majority of amendments were included to reference the Discovery Point Concept Plan (including the Discovery Point Landscape Guidelines/Public Domain Plan. These documents clearly articulate the design assumptions that underpin the Discovery Point Concept Plan and therefore should be appropriately referenced in conditions relating to roads, streetscape elements and the like. The requested amendments also provided for Australian Standards to be the most appropriate assessment reference point for a</p>
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	<p>range of technical matters rather than Council's guidelines and also sought that road widths for Discovery Point Place be to STA requested standards. Detailed justification for each amendment is provided in Appendix B of the JBA PPR.</p> <p>The requested amendments to the Rockdale Councils suggested conditions of consent as included at Appendix B of the PPR be included in the Concept Plan determination, as further updated as follows:</p> <p><i>"The detailed design for the construction of the road infrastructure shall be detailed in each future application and is to be based on AMCORD, STA and RTA Guidelines (minimum 3m)."</i></p>
<p><u>References to Council's Technical Documents</u></p> <p>Council has undertaken significant effort to prepare Technical Documents, such as the Technical Specification for Traffic, Parking and Access and AUS_SPEC 1, in order to providing engineering designers with documents that consolidation references to Australian Standards, AUSTROADS, industry specifications and other technical documents. These documents provide for listing of any discretion that is delegated to the local authority (i.e. Rockdale City Council) by the standard or guide, and also any recommended variations, which does include recommendations for amenity improvement but also includes variations that would be in favour of developers.</p> <p><b><i>All references to Council's Technical Documents should be retained.</i></b></p>	<ul style="list-style-type: none"> <li>■ The draft Council technical guidelines exhibited late last year are inconsistent with various elements of the Concept Plan. To provide some clarity of the inconsistencies and some certainty regarding the ability to implement the Concept Plan once approved, any inconsistencies with the technical guidelines are documented in the Discovery Point Concept Plan incorporating the Landscape Guidelines/Public Domain Plan.</li> <li>■ Future applications will be designed to address any relevant components of Council's technical documents (once adopted) provided these guidelines are not inconsistent with the Concept Plan including the Discovery Point Design Guidelines and Landscape Design Guidelines/Public Domain Plan.</li> <li>■ Refer to additional comments under Section 1.6 of this letter.</li> </ul> <p><b>It is recommended that the conditions of consent <u>do not</u> reference Rockdale City Council Technical Documents, particularly as they are in draft form and are inconsistent with the Concept Plan</b></p>
<p><u>References to Council's Public Domain Plan</u></p> <p>Council does not believe that the Discovery Point Concept Plan should be approved with the Discovery Point Public Domain Plan.</p> <p><b><i>The referencing of the Wolli Creek and Bonar Street Public Domain Plan and Technical Manual within conditions regarding public infrastructure should be retained.</i></b></p>	<ul style="list-style-type: none"> <li>■ As previously mentioned Discovery Point is currently subject to an approved master plan and a detailed site specific DCP. Council's current streetscape design manual does not apply to the site. Discovery Point is a unique site distinct from other sites within Wolli Creek. While the development will be compatible with surrounding development its unique character and features adjoining the Cooks River will be maintained. Council's draft plans and technical guidelines undermine the Concept Plan and do not adequately address the unique character of this site. The Discovery Point guidelines</li> </ul>

	<p>provide additional clarification regarding the design of the site to ensure that all future applications will be consistent with the Concept Plan.</p> <ul style="list-style-type: none"> <li>■ If Council's draft Wolli Creek and Bonar Street Public Domain Plan and Technical Guidelines are adopted by Council it will be able to consider them in future applications for Discovery Point to the extent that such guidelines are not inconsistent with the Concept Plan including the Discovery Point Design Guidelines and Landscape Design Guidelines/Public Domain Plan.</li> </ul> <p><b>It is recommended that the Wolli Creek Public Domain Plan and Technical Manuals should not be specifically referenced in the conditions of consent. This does not preclude Council from considering them in future applications once adopted, to the extent to which they are not inconsistent with the Concept Plan (including the Discovery Point Development Design Guidelines and Landscape Design Guidelines/Public Domain Plan).</b></p>
<p><u>Council's Role in Approval of Public Infrastructure</u></p> <p>Council has had an informal arrangement this far with Australand that has resulted in Council providing a service in respect of the road and road related infrastructure within Discovery point. This service, which is currently provided at no cost to Australand, provides them with an authority that may be used by a Certifying Authority as evidence that conditions have been met regarding design of road and road related infrastructure. The service also satisfies any requirement applicable under the Roads Act 1993, Road Transport (Safety and Traffic Management) Act 1999, and Road Transport (Safety and Traffic Management) Regulation 1999.</p> <p>Council is fully aware of Section 61 of the EP&amp;A Regulation 2000, but nonetheless recommends the wording as recommended be retained. This would allow the developer the flexibility to continue the current arrangements, or utilise Council or an Accredited Certifier as Certifying Authority for the purposes of a Certificate issued pursuant to Part 4 of the EP&amp;A Act.</p> <p>In the case that Australand does not want Council to continue to perform the service, the condition may be changed as proposed. However it must be noted that an Accredited Certifier is not authorised, either directly or by delegation, to satisfy any applicable requirement under the Roads Act 1993, Road</p>	<ul style="list-style-type: none"> <li>■ The dimensions of the road carriageways form an integral part of the Concept Plan. It is not proposed to change the road widths to meet Council's preference for all roads within the Discovery Point site to comply with AUSTROADS.</li> <li>■ The roads are private roads and therefore can be certified by PCA rather than Council. Council has not accepted dedication of the roads. The design of the roads will be to AMCORD, RTA and STA guidelines (rather than AUSTROADS).</li> <li>■ The roads within the Discovery Point site are private roads and it is likely a private certifying authority will be appointed as has been used for all previous development applications.</li> </ul> <p><b>It is recommended that the condition of consent be retained, and refer to "the relevant Certifying Authority" for approval of detailed design plans and works specifications.</b></p>



<p>Transport (Safety and Traffic Management) Act 1999, and Road Transport (Safety and Traffic Management) Regulation 1999. Hence, there may be legal ramifications if this path is pursued.</p> <p><b><i>It is recommended that Council be nominated as the approval authority rather than “the relevant Certifying Authority” for approval of detailed design plans and works specifications.</i></b></p>	
<p><u>Development Contributions</u></p> <p><b><i>Council’s previously recommended consent conditions relating to development contributions should be amended as shown in Attachment 1.</i></b></p>	<ul style="list-style-type: none"> <li>■ Council’s proposed condition of consent relating to Development Contributions refer to potential works in kind that Council would consider as part of the development contributions, including a pedestrian and cycle underpass beneath the Illawarra Railway Line at Cooks River and a pedestrian and cycle bridge</li> <li>■ Australand’s offer relating to development contributions relates to only the payment of development contributions per a Voluntary Planning Agreement, and no additional works in kind. As such, Council’s proposed condition of consent should be amended to remove reference to potential works in kind, particularly those that fall outside the Discovery Point site</li> </ul> <p><b>It is requested that the draft Council condition of consent relating to Development Contributions should be amended to remove references to potential works in kind.</b></p>
<p><b>2.0 Discovery Point Concept Plan Development Design Guidelines</b></p>	
<p>The Discovery Point Concept Plan Development Design Guidelines have been prepared as, and will operate as, a stand alone development control plan, and as such they are not supported by Council.</p> <p>As part of the preparation of draft Rockdale LEP 2011, Council has undertaken a comprehensive review of its current planning controls, including approximately 50 DCPs, codes and policies. Draft Rockdale Development Control Plan 2011 has been prepared to that Rockdale’s future planning framework will have only one DCP which will apply to all development within the City, including major development sites.</p> <p>Part 7.1 of the draft DCP includes precinct specific controls and a holistic vision for Wolli Creek that includes the Discovery Point site. Australand has made a submission on the draft DCP, in which they object to the inclusion of Discovery Point in Section 7.1, because they consider that it has specific development parameters that differ from those on other sites. Council does not agree with this position and considers that the controls in the draft DCP</p>	<ul style="list-style-type: none"> <li>■ The Discovery Point Concept Plan Development Design Guidelines form part of the Concept Plan. They are not a development control plan. To clearly identify the inconsistencies between Council’s draft DCP and the Concept Plan they have however been prepared in a similar format to sections of Council’s draft DCP with use of some text from the DCP with Council’s permission. The purpose of preparing the design guidelines in this format was to provide clarity of where the inconsistencies lie to assist Council in its assessment of future development applications. Furthermore, the format of the design guidelines makes it easy for Council to update its draft DCP to ensure it is consistent with the Discovery Point Concept Plan as previously advised it would.</li> <li>■ Part 7 of the draft DCP for instance could easily be updated by incorporating a specific section on Discovery Point consistent with the Concept Plan.</li> <li>■ Discovery Point has always maintained</li> </ul>

<p>are sufficiently robust to achieve an appropriate development outcome on the Discovery Point site. Further, the development of Discovery Point is integral to the achievement of Council's vision for the precinct as a high quality, high density urban environment with an activity hub evolving around the railway station. Its exclusion from Part 7 would continue the fragmented approach that is evidenced in the current planning framework for Wolli Creek.</p> <p>The Discovery Point Concept Plan Development Design Guidelines have been assessed against the relevant controls in draft Rockdale DCP which is included at Attachment 2. The following conclusions can be made:</p> <ul style="list-style-type: none"> <li>■ The vast majority of the objectives and controls in the Guidelines have been taken directly from Council's draft DCP. This suggests that the draft DCP is an appropriate vehicle for achieving suitable development on the Discovery Point site.</li> <li>■ Discovery Point's vision for the site as a "vibrant residential neighbourhood" is inconsistent with the Council's vision and indeed, the Discovery Point Concept Plan. It is noted that the Guidelines allow fully residential uses across the whole site.</li> <li>■ Numerous amendments will need to be made to the draft DCP if the Department of Planning approves the Discovery Point Concept Plan. To ensure consistency with the Concept Plan the following elements of the draft DCP will need to be changed including: <ul style="list-style-type: none"> <li>○ Land use strategy;</li> <li>○ Road network and vehicular access;</li> <li>○ Open space and movement;</li> <li>○ Building heights; and</li> <li>○ Street character.</li> </ul> </li> <li>■ Many of the key development requirements, such as apartment mix, apartment sizes, capped number of car parking spaces etc. are duplicated in the Guidelines and the Statement of Commitments. Council's approach to its planning framework, is to avoid duplication of controls across the various planning documents. The inclusion of these requirements in the Statement of Commitments is therefore sufficient.</li> </ul> <p>Part 7.1 of the draft DCP includes a statement that an approved Masterplan applies to the Discovery Point site, and as such, development within Discovery Point must comply with the Masterplan and the DCP. However, in the event that there is any inconsistency between the</p>	<p>different development parameters to the remainder of Wolli Creek evidenced by its exclusion from Council's current DCP 62 – Wolli Creek.</p> <ul style="list-style-type: none"> <li>■ Council's vision for the site as documented in its draft DCP differs from the Concept Plan. Discovery Point will be a high quality residential neighbourhood with a neighbourhood village centre on the southern side of the site, which is consistent with the draft Sydney South Subregional strategy. It will not be a regional town centre as proposed by Council's DCP.</li> <li>■ Unlike the draft DCP, the Concept Plan and the design guidelines permit residential uses to be developed on the ground floor of buildings throughout the site which is consistent with the existing approved masterplan. Retail areas will also be provided on the ground floors of most buildings within the southern precinct of the site to facilitate a vibrant retail village heart which is sustainable.</li> <li>■ Council advised at our meeting on 30 November 2010 that many of the inconsistencies were the product of the DCP being prepared months prior to its exhibition which had not incorporated the Concept Plan. Council advised they would update the DCP upon approval of the Concept Plan to ensure the DCP was consistent with any approval. Council has been aware since it placed its draft DCP on exhibition that its plan was inconsistent with the Concept Plan and would ideally need to be revised.</li> </ul> <ul style="list-style-type: none"> <li>• The PPR raises the inconsistencies with Council's exhibited DCP and Public Domain Plan and technical documents as a significant issue which would restrict the ability for Australand to actually develop the site in accordance with the Concept Plan in the future. Hence the design assumptions which underpin the Concept Plan have been clearly articulated in a set of design guidelines to provide clarity of the key inconsistencies with Council's proposed controls and certainty that the Concept Plan can be realised.</li> <li>■ We welcome Council's suggestion of changing the word "masterplan" to "concept plan" in Section 7.1 of the DCP however without understanding the design details underpinning the Concept Plan it would be very difficult for Council to determine where an inconsistency occurs.</li> <li>■ The inclusion of the Discovery Point Concept</li> </ul>
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<p>Masterplan and the DCP, the draft DCP states that the Masterplan shall prevail. This statement, plus Council's commitment to ensure that there is consistency between the DCP and the Concept Plan should provide Australand with the assurance that Council's DCP is an appropriate tool to facilitate development of the Discovery Point site.</p> <p><b><i>It is recommended that reference to the Discovery Point Concept Plan Development Design Guidelines be deleted from the Statement of Commitments.</i></b></p>	<p>Plan Design guidelines is an integral component of the Concept Plan and in light of Council's DCP which articulates a different vision from this site it is necessary that these guidelines form part of the approval. Alternatively the Department of Planning could choose to exclude the DCP from any future application however we did not think this was the most appropriate path as there are still other elements of the DCP such as equitable access, energy efficiency etc that we are able to meet.</p> <p><b>It is recommended that the reference to the Discovery Point Development Design Guidelines be retained in the Statement of Commitment.s</b></p>
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## Attachment 2 - Key differences between Discovery Point Design Guidelines and draft Rockdale DCP

Page	Discovery Point Design Guidelines	Draft Rockdale DCP 2011	Council Comment	Proponent Response
2	Fig 1 only shows the extent of the Concept Plan site.	Wolli Creek Redevelopment Area Map identifies all of Discovery Point site as being part of approved Masterplan.	Draft DCP to be changed.	Noted
4	Structure Plan shows Discovery Point site as either high density residential or as mixed use with residential flat buildings being permissible development.	Structure Plan shows Discovery Point site as part of a new town centre.	Draft DCP to be changed so that area to the north of the railway station and the eastern side of Brodie Spark Drive up to Discovery Point Place as high density residential. The remainder of the Discovery Point precinct will be "Town Centre".	We object to any part of the site being designated as town centre within the DCP as the DCP promotes the development of the town centre for commercial development. The southern precinct of Discovery Point will comprise retail shopping village on the ground floor of up to 6 buildings and one 5 storey commercial development however the majority of GFA will comprise residential development. It is therefore more appropriate from a land use perspective that this area be identified as "mixed use" rather than "town centre".
4	Vision is to create a vibrant residential neighbourhood on the Discovery Point site.	Vision - Draft DCP identifies that an activity hub will evolve around the railway station (Discovery Point site) and along Brodie Spark Drive with ground floor retail, a rail interchange, street dining and cafes.	The Guidelines are completely inconsistent with Council's vision for Wolli Creek, therefore no changes to draft DCP.	Council's vision for Discovery Point identified in the draft DCP is inconsistent with the Concept Plan. The vibrant residential neighbourhood to be created at Discovery Point will be supported by a new activity hub on the southern side of

				the site in the form of a retail village centre.
5	Land use strategy emphasises residential uses over retail and employment uses.	Draft DCP emphasises the need to create a heart and focus for Wolli Creek around the station that is, within the Discovery Point site.	Draft DCP to be changed so the Cooks River Foreshore is not included as part of the Activity hub.	The activity hub will be concentrated on the southern side of the site as per the Concept Plan.
6	Land Use Controls allow residential flat buildings throughout the Discovery Point site, thereby negating any requirement for retail at ground level.	Draft DCP and LEP only allow residential flat building in the mixed use zone in the "deferred" area which is outside of the Discovery Point site.	No changes to draft DCP	The Concept Plan is consistent with the current LEP and approved master plan which permits residential flat buildings on the site without ground floor retail under every building. The DCP is therefore inconsistent with the concept Plan in this regard. The Concept Plan requires a minimum of 9,000m <sup>2</sup> non-residential to be provided on the site which will largely be provided in the form of a retail village centre and a 5 storey commercial building on the southern side of the site.
7	Fig 4 Road access and vehicular access shows road layout as per Concept Plan includes Table 1 Roads and Road widths and modified vehicle access.	Draft DCP shows road layout as per approved masterplan.	Draft DCP to be changed.	Noted
8	Fig 5 Street hierarchy is a modification of Fig 1.4 in the Wolli Creek Public Domain Plan. Its inclusion is the guidelines is illogical as there are no controls that	N/A	No changes to draft DCP.	Section 3.1.3 of the draft DCP does not contain any controls that relate to Figure 1.4. The street hierarchy is however used to inform streetscape design strategies contained in the



	relate to it.			Council's draft Public Domain Plan. Similarly the street hierarchy plan contained in the Discovery Point Design Guidelines is repeated in the Discovery Point Public Domain Plan alongside street sections and a planting strategy for each proposed street.
9	Fig 6 Open Space and Cycle Network shows cycleway network as per Concept Plan.	Draft DCP shows cycleways as per approved masterplan.	Draft DCP to be changed.	Noted
10	Fig 8 Parks and Open Space shows new neighbourhood park on Discovery Point site.	Draft DCP shows parks as per approved masterplan.	Draft DCP to be changed.	Noted
11	Fig 9 Building height diagram shows building heights as per Concept Plan.	Draft DCP shows parks as per approved masterplan.	Draft DCP to be changed.	Noted
12	Development is to comply with Discovery Point Landscape Design Guidelines/Public Domain Plan.	Draft DCP requires compliance with the Wolli Creek and Bonar Street Public Domain Plan.	No changes to draft DCP.	The draft Wolli Creek and Bonar Street Public Domain Plan is inconsistent with the Concept Plan. To ensure some certainty is provided in relation to the design principles of the concept Plan it is imperative that the Discovery Point Landscape Design Guidelines/Public Domain Plan form part of a Concept Plan approval. This does not preclude Council from applying its public domain plan to future development applications however the Concept Plan will prevail to the extent

				of any inconsistency with this plan.
12	Fig 11 Street character diagram shows variety of street frontage treatments within Discovery Point site.	Draft DCP shows all streets in Discovery Point as retail frontages.	Draft DCP to be changed so the it includes residential, mixed use, retail and laneway street frontages.	We would like to assume the DCP will be changed to reflect the street character diagram in Figure 11 of the Discovery Point Design Guidelines but have no certainty in this regard.
13-17	Street frontage types includes requirement that setbacks be consistent with Concept Plan.	Draft DCP includes no specific controls to Discovery Point.	Draft DCP to be changed.	The draft DCP does include Discovery Point within the street character diagram and therefore Council's street frontage diagrams would also apply to Discovery Point. These diagrams are applied generically based on street character type and therefore include setbacks controls inconsistent with the Concept Plan.
18	Provides water conservation requirements specific to Discovery Point.	Draft DCP includes no specific controls to Discovery Point.	Draft DCP to be changed.	Noted
23	Private open space (balcony) requirements with min depth and width of 2m.	Draft DCP with minimum depth and width requirements of 3m.	Draft DCP to be changed.	Noted
23	Communal areas should have a min area of 40% that has sunlight at 1pm on 21 June.	Communal areas should have a min area of 50% that has sunlight at 1pm on 21 June.	Draft DCP to be changed.	Noted
25	Solar access controls require 2 hours of sunlight to living rooms and private open space to 70% of apartments in winter solstice.	Solar access controls require 3 hours of sunlight to habitable rooms and at least 50% of private open space in winter solstice.	Draft DCP to be changed.	Noted
26	First floor of a mixed use building	First floor of a mixed use building	No changes to draft DCP.	The 2.7m proposed in the Concept Plan

	to be a minimum height of 2.7m.	to be a minimum height of 3.3m		is considered appropriate given the proposed residential usage of first floors.
26	Max internal plan depth of a residential apartment building should be 24m.	Max internal plan depth of a residential apartment building should be 18m (as per RFDC).	No changes to draft DCP.	This requirement of the DCP should not apply to the Discovery Point site once the Discovery Point Concept Plan is approved.
27	Roof terraces must be setback 1m from edge of building.	Roof terraces must be setback 1.5m from edge of building.	No changes to draft DCP.	Discovery Point is able to comply with Council's 1.5m control in this regard.
27	Development to comply with minimum acoustic requirements of BCA and BASIX.	Development must have Acoustical Star rating of 5 in accordance with AAAC.	To be investigated.	Compliance will be in accordance with BAISX and BCA as per existing approval and DCP.
28	Building separation as per approved Concept Plan.	Includes minimum building separation requirements as per RFDC.	No changes to draft DCP.	This requirement of the DCP should not apply to the Discovery Point site once a Concept Plan is approved.
29	Development to be consistent with recommendation of Wind Tunnel Study referenced in Table of commitments.	Requires wind tunnel testing for buildings of 5 storeys or more.	No changes to draft DCP.	Noted
29	Street lighting requirements.	Street lighting requirements are included in Wolli Creek Public Domain Manual.	No changes to draft DCP.	Council's draft Public Domain Plan is inconsistent with the Concept Plan in terms of street lighting requirements. Discovery Point requires street lights incorporating banner signage as per the discovery Point Public Domain Plan.
30	2% of all dwellings are to be adaptable units.	10% of all dwellings are to be adaptable units.	No changes to draft DCP	The 2% requirement is based on Council's existing DCP which is maintained as part of the Concept Plan application.

30	Dwelling mix allows for 45% to be one bedrooms.	Dwelling mix allows for 30% to be one bedroom.	No changes to draft DCP.	This requirement of the DCP should not apply to the Discovery Point site once a Concept Plan is approved.
30	Minimum apartment sizes required.	Minimum apartment sizes encouraged.	Draft DCP to be changed.	This requirement of the DCP should not apply to the Discovery Point site once a Concept Plan is approved.
31	Minimum room size requirements.	Minimum room size requirements.	To be investigated.	This requirement of the DCP should not apply to the Discovery Point site once a Concept Plan is approved.
31	Storage requirements as per RFDC.	Storage requirement of 12m3 for all dwellings.	Draft DCP to be changed.	Noted
32	Minimum and maximum car parking requirements.	Minimum car parking requirements - slightly more generous for visitor parking retail and bikes.	To be investigated.	This requirement of the DCP should not apply to the Discovery Point site once a Concept Plan is approved.
32	Maximum basement level car parking projection to be 1.5m.	Maximum basement level car parking projection to be 1m.	Draft DCP to be changed.	Noted. The Concept Plan also includes above ground parking above 1.5m.
36	Lifts - Number of units accessible from a single lift is 12.	Lifts - Number of units accessible from a single lift is 8 (as per RFDC).	No changes to draft DCP.	This requirement of the DCP should not apply to the Discovery Point site once a Concept Plan is approved.
36	Common corridors are to have a minimum width of 1.6m.	Common corridors are to have a minimum width of 2m.	To be investigated.	The 1.6m width meets DDA, BCA and Australian Standards.
37	Mixed Use - residential uses are permitted on the ground floor of buildings.	Draft LEP and DCP do not permit residential uses on the ground floor within the Discovery Point site.	No changes to draft DCP.	Council's response to this item is inconsistent with their previous comments in relation to residential buildings. The draft DCP should be changed to reflect that residential flat buildings (i.e no

				<p>mixed use component on ground floor) are permitted throughout the site consistent with the existing LEP and approved masterplan. The Concept Plan requires a minimum 9,000m<sup>2</sup> non-residential GFA be provided which is anticipated to be located within the southern precinct as shown in the indicative design scheme.</p>
37	Control to provide a minimum of 9,000m <sup>2</sup> of non residential uses in Discovery Point site.	No controls included in draft DCP.	No changes to draft DCP - referenced in Statement of Commitments, so not necessary in DCP.	Noted



## Final Statement of Commitments

In accordance with Part 3A of the EP&A Act, the following are the commitments made by Discovery Point Pty Ltd to manage and minimise potential impacts arising from the proposal. These commitments replace the draft commitments within the EAR.

Key changes from the initial draft Statement of Commitments are provided in **bold underline** below. The Statement of Commitments has been simplified to refer to compliance with relevant specialist reports submitted with the Concept Plan.

Subject	Commitments	Approved by Whom	Timing
Approved Project	Development on the site will be implemented generally in accordance with the <b><u>Discovery Point Concept Plan Design Report and Concept Plan Drawings for approval prepared by Bates Smart Architects dated August 2010, as updated by the Discovery Point Concept Plan drawings prepared by Bates Smart Architects and dated December 2010.</u></b>	Department of Planning	No timing. General Statement of Commitment
<b><u>Voluntary Planning Agreement</u></b>	<p>The proponent offers to enter into a <b><u>Voluntary Planning Agreement with Rockdale City Council or the Minister for Planning that contemplates:</u></b></p> <ul style="list-style-type: none"> <li>▪ <b><u>Developer contributions for Discovery Point to be in accordance with the rates specified in the current Rockdale Section 94 Contributions Plan 2004 at the time the Concept Plan is approved. The following current rates are sourced from the Rockdale Council Section 94 Contributions Plan 2004.</u></b> <ul style="list-style-type: none"> <li>– <b><u>Studios/1 bedroom dwellings - \$7,563.50</u></b></li> <li>– <b><u>2 bedroom dwellings - \$12,032.80</u></b></li> <li>– <b><u>3+ bedroom dwellings - \$14,782.90</u></b></li> <li>– <b><u>Supermarkets - \$344.98/m<sup>2</sup> gross floor area</u></b></li> <li>– <b><u>Bulky goods retail - \$172.49/m<sup>2</sup> gross floor area</u></b></li> <li>– <b><u>Other retail - \$246.41/m<sup>2</sup> gross floor area</u></b></li> <li>– <b><u>Offices and other commercial - \$259.18/m<sup>2</sup> gross floor</u></b></li> </ul> </li> <li>▪ <b><u>The above rates specified in the VPA being indexed in accordance with the Consumer Price Index ("CPI").</u></b></li> <li>▪ <b><u>The exclusion of Sections 94 and 94A to development contemplated</u></b></li> </ul>	<b><u>Rockdale Council or Minister for Planning</u></b>	<b><u>Prior to the determination of the third Project Application or Development Application for the Concept Plan site and no later than December 2011.</u></b>

	<u>in the Concept Plan (except for the first two project applications which will be subject to the applicable Section 94 Plan).</u>		
<u>Development Design Guidelines and Discovery Point-Wolli Creek Landscape Design Guidelines/Public Domain Plan</u>	<u>Future development applications on the site are to demonstrate consistency with the Development Design Guidelines prepared by JBA Planning dated December 2010 and Discovery Point-Wolli Creek Landscape Design Guidelines/Public Domain Plan prepared by Turf Design and dated December 2010, as adopted by the Minister for Planning with the Concept Plan approval.</u>	<u>Department of Planning</u>	<u>Approved prior to determination of the Concept Plan</u>
Approved Floor Space	<p>The total floor area of the development shall generally be in accordance with the approved Concept Plan and shall not exceed 132,000m<sup>2</sup>. The development shall contain a minimum 9,000m<sup>2</sup> non-residential land uses and a maximum 123,000m<sup>2</sup> residential GFA.</p> <p>In addition to the 132,00m<sup>2</sup> GFA above, an area of above ground car parking will be provided equivalent to a maximum of <b>8,000m<sup>2</sup> GFA</b>.</p>	Department of Planning	No timing. General Statement of Commitment
Development Staging Plan	<p>An updated Development Staging Plan will be submitted with each subsequent Project Application. The Staging Plan will address:</p> <ul style="list-style-type: none"> <li>– Total GFA approved and outstanding balance.</li> <li>– Any minor revisions from the Concept Plan approval or previous staging plan.</li> </ul>	The relevant consent authority	Addressed as part of the relevant Project Application or Development Application.
Apartment Mix	<p>The proponent will ensure that an overall apartment mix across the Discovery Point Concept Plan site consists of:</p> <ul style="list-style-type: none"> <li>– <b><u>Maximum 45% studios and one bedroom apartments;</u></b></li> <li>– <b><u>Minimum 45% two bedroom apartments;</u></b></li> <li>– <b><u>Minimum 10% three + bedroom apartments.</u></b></li> </ul> <p>This mix applies to the overall Discovery Point Concept Plan site and therefore individual Project Applications are not required to comply with this requirement and should respond to individual building location and market</p>	Minister for Planning or delegate	No timing. General Statement Of Commitment

	conditions.		
	Should market conditions change, an updated demand analysis may be submitted with relevant applications for development outlining the take up of apartments to date and setting out the rationale for a revised unit mix on the site.	The relevant consent authority.	Addressed as part of the relevant Project Application or Development Application.
	An updated schedule of apartment mix provided to date will be provided with each subsequent Project Application/Development Applications	The relevant consent authority	Addressed as part of the relevant Project Application or Development Application.
Apartment Sizes	<p>The proponent will comply with the following minimum apartment sizes:</p> <ul style="list-style-type: none"> <li>– <u>Minimum 40m<sup>2</sup> for studio dwellings</u></li> <li>– <u>Minimum 50m<sup>2</sup> for one bedroom dwellings</u></li> <li>– <u>Minimum 70m<sup>2</sup> for two bedroom/one bathroom dwellings</u></li> <li>– <u>Minimum 80m<sup>2</sup> for two bedroom/two bathroom dwellings</u></li> <li>– <u>Minimum 100m<sup>2</sup> for three bedroom (plus) dwellings</u></li> </ul> <p>Minor variations to the set of apartment sizes will be considered where a better outcome can be demonstrated in relation to apartment efficiency, functionality, amenity and outlook.</p>	Department of Planning	No timing. General Statement Of Commitment
Public/Retail/ Commercial Parking Charges	<p>The maximum charges for parking within the public/retail/ commercial car park between 6am and 6pm are to be as follows:</p> <ul style="list-style-type: none"> <li>– Less than 3 hours Free</li> <li>– More than 3 hours Market rates.</li> </ul>	Department of Planning	No timing. General Statement Of Commitment
Parking Rates	<p>Parking rates to be utilised across the development in subsequent Project Applications/Development Applications are:</p> <ul style="list-style-type: none"> <li>– Maximum 1 space per studio and one bedroom units;</li> <li>– Minimum 1 space and maximum of 2 spaces per two bedroom units;</li> <li>– 2 spaces per three+ bedroom</li> </ul>	Department of Planning	No timing. General Statement Of Commitment

	<p>units;</p> <ul style="list-style-type: none"> <li>– Minimum 1 visitor space per 20 residential units;</li> <li>– Minimum 1 space per 50m<sup>2</sup> of non-residential GFA (commercial);</li> <li>– Minimum 1 space per 35m<sup>2</sup> of non-residential GFA (retail).</li> <li>– <u>Minimum 1 bicycle space per 15 residential units;</u></li> <li>– <u>Minimum 1 motorcycle space per 15 residential units;</u></li> <li>– <u>Minimum 1 bicycle space/200m<sup>2</sup> non-residential GFA, with 15% accessible by visitors;</u></li> <li>– <u>Minimum 1 motorcycle space/20 non-residential car spaces.</u></li> </ul>		
	<p><u>The total number of car parking spaces to be provided on the Discovery Point site is to be capped at 2,240 car spaces (including existing developed spaces).</u></p>	Department of Planning	No timing.
	<p><u>An updated schedule of parking spaces provided is to be submitted with each subsequent Project/Development application.</u></p>	<p><u>The relevant consent authority at the relevant stage</u></p>	<p><u>With the relevant Project Application or Development Application</u></p>
Road Access and Traffic	<p>The following road access and traffic recommendations will be implemented:</p> <ul style="list-style-type: none"> <li>– The cost of all street works within the Discovery Point site, including the provision of roads, footpaths, services, traffic management, traffic and parking signage, landscaping, lighting and street furniture within the development and where it connects to adjacent roads shall be provided by the developer at no cost to Council or the Roads and Traffic Authority.</li> <li>– Emergency vehicle access will be designed in accordance with the New South Wales Fire Brigades Code of Practice.</li> <li>– The detailed design of access points will comply with the design criteria of AS2890.1 and 2890.2.</li> <li>– The detailed design for the construction of the road infrastructure shall be detailed in each future application and is to be based on AMCORD (Australian Model Code for Residential Development), STA and RTA</li> </ul>	Department of Planning	No timing. General Statement Of Commitment

	Guidelines (3m).		
<u>Railcorp Requirements</u>	<p><u>The conditions of the existing Rail Development Agreement will be amended to apply to the Concept Plan in accordance with the advice letter prepare by Minter Ellison dated 6 December 2010.</u></p> <p><u>Any reasonable changes to the existing Railcorp easements that are required will be detailed and approved in subsequent project/development applications.</u></p> <p><u>Technical details regarding the protection of the substation and cables on the site will be provided in relevant project/development applications prior to any construction commencing.</u></p> <p><u>Any impacts to existing utilities and services identified at the detailed design stages will be addressed in subsequent project/development applications.</u></p> <p><u>Any necessary measures to protect electricity transmission and distribution networks will be detailed in subsequent project/development applications.</u></p> <p><u>Window openings for Buildings 6 and 13 shall be designed in accordance with the Railcorp Guideline "A Guide to working in an around Rail Corridors" (November 2005).</u></p> <p><u>Revised Geotechnical and Structural reports will be prepared during the detailed Project Application stage to address the impact of the final designs on the rail corridor.</u></p> <p><u>Any required easements or rights-of-way for the Station Access will be determined in consultation with Railcorp during the Project/Development Application stage.</u></p>	<u>Railcorp</u>	<u>With the relevant Project Application or Development Application</u>
Flooding and Sea Level Rise	<p>In accordance with the Flooding Assessment Report (June 2010), the following will be implemented:</p> <ul style="list-style-type: none"> <li>– a 2.5 metre freeboard will be incorporated into the design of each building to ensure floor levels are above PMF levels and climate change flood levels.</li> </ul>	Department of Planning	No timing. General Statement of Commitment
European Heritage	<u>Future applications will address the recommendations of the Statement of European Heritage Impacts prepared by Tanner Architects and dated June 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed with the relevant Project Application or Development Application.</u>



Non-Indigenous Archaeology	<u>Future applications will address the recommendations of the Non Indigenous Archaeological Investigation Statement of Heritage Impacts prepared by Casey and Lowe and dated June 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed with the relevant Project Application or Development Application.</u>
Indigenous Heritage	<u>Future applications will address the recommendations of the Aboriginal Heritage Statement of Impacts prepared by Jo McDonald Cultural Heritage Management and dated June 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed with the relevant Project Application or Development Application.</u>
Soil and Water Management	<u>Future applications will address the recommendations of the Soil and Water Management Plan prepared by Smart Civil and dated July 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed as part of the relevant Project Application or Development Application.</u>
Contamination	<u>Future applications will address the recommendations of the Contamination Report prepared by Coffey Environments and dated June 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed as part of the relevant Project Application or Development Application.</u>
Landscaping	<u>A Landscape Plan will be prepared and submitted with proposals containing landscape and public domain works.</u>  <u>Future DA/PAs on the site are to comply with the Discovery Point-Wolli Creek Landscape Design Guidelines/Public Domain Plan prepared by Turf Design, dated December 2010.</u>  <u>The landscaping is to be designed so that the view corridor between Tempe House and Cooks River is maintained.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed as part of the relevant Project Application or Development Application.</u>
Acoustic, Noise and Vibration	<u>Future applications will address the recommendations of the Acoustic and Vibration Assessment prepared by Heggies and dated June 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed as part of the relevant Project Application or Development Application.</u>
Wind	<u>Future applications will address the recommendations of the Wind Tunnel Study prepared by Heggies and dated July 2010.</u>	<u>The consent authority at the relevant stage</u>	<u>Addressed as part of the relevant Project Application or Development Application.</u>

Environmentally Sustainable Development	<u>Future applications will address the recommendations of the Environmentally Sustainable Development Report prepared by Cundell Design Consultants and dated June 2010.</u>	<u>The relevant consent authority at the relevant stage</u>	<u>Addressed as part of the relevant Project Application or Development Application.</u>
Infrastructure and Services	Future development on the site will include upgrades to energy, water, sewer and telecommunications infrastructure in accordance with service provider authority requirements.	The relevant consent authority at the relevant stage	Addressed as part of the relevant Project Application or Development Application.
Crime Prevention through Environmental Design (CPTED)	A Safety Management Strategy will be prepared and provide guidelines for the application of CPTED principles and Safer by Design best practice models.	The relevant consent authority at the relevant stage	Addressed as part of the relevant Project Application or Development Application.
Public Art	A public art strategy for the whole site will be prepared.	<u>Department of Planning</u>	The strategy will be submitted <u>prior to the determination of the first Project Application</u>
Accessibility	<p><u>The detailed project application stage for each building will address:</u></p> <ul style="list-style-type: none"> <li>– <u>1 adaptable unit car bay for each adaptable unit;</u></li> <li>– <u>an accessible toilet with every bank of male and female toilets in retail and commercial area. The accessible toilet to have internal dimensions in accordance with AS1428.1:2008; and</u></li> <li>– <u>retail accessible car bays will be 2% of total retail car bays and commercial accessible car bays will be 1% of total commercial car bays.</u></li> </ul> <p><u>2% adaptable units will be provided across the Discovery Point Concept Plan site upon completion of development.</u></p>	The relevant consent authority at the relevant stage	Addressed as part of the relevant Project Application or Development Application.
Waste	Allowance will be made for the future collection of waste by waste contractors in accordance with all relevant regulatory requirements.	Council	During construction of each stage.
Structural	Temporary and permanent retention systems for basement excavations will be required at locations	The relevant consent authority at the relevant	Addressed as part of the relevant

	<p>indicated within diagrams within the PRD Structural Report (June 2010). These retention systems will be designed in accordance with <i>'Development Near Rail Corridors and Busy Roads – Interim Guidelines'</i>.</p> <p>Details of derailment protection measures, track monitoring requirements and a Rail Safety Plan will be submitted to Railcorp prior to the issue of a construction certificate.</p>	stage	Project Application or Development Application.
Electrolysis	Compliance with the measures recommended within the Electrolysis Analysis prepared by Cathodic Protection Services dated May 2010.	The relevant consent authority at the relevant stage	Addressed as part of the relevant Project Application or Development Application.
Groundwater	The impacts of the groundwater rise as a result of the one in one hundred year flood event are to be taken into account in the detailed design of the basement slabs and walls.	The relevant consent authority at the relevant stage	Addressed as part of each Project Applications
	The monitoring of groundwater levels during construction are also recommended to check design parameters.	The relevant consent authority at the relevant stage	During construction
Excavation near rail corridors	A geotechnical professional will be commissioned to review basement and service trench shoring or excavation design and observe excavations within 25 metres of the rail corridor.	The relevant consent authority at the relevant stage	Addressed as part of the relevant Project Application or Development Application.
Construction, Waste and Traffic Impacts	<p>The following Management Plans will be prepared and approved prior to works commencing for each stage:</p> <ul style="list-style-type: none"> <li>– Construction Management Plan</li> <li>– Construction Traffic Management Plan</li> <li>– Erosion and Sediment Control Plan</li> <li>– Waste Management Plan</li> <li>– Dust Control Plan.</li> </ul>	Relevant Certifier Authority	Prior to issue of relevant CC's for each stage