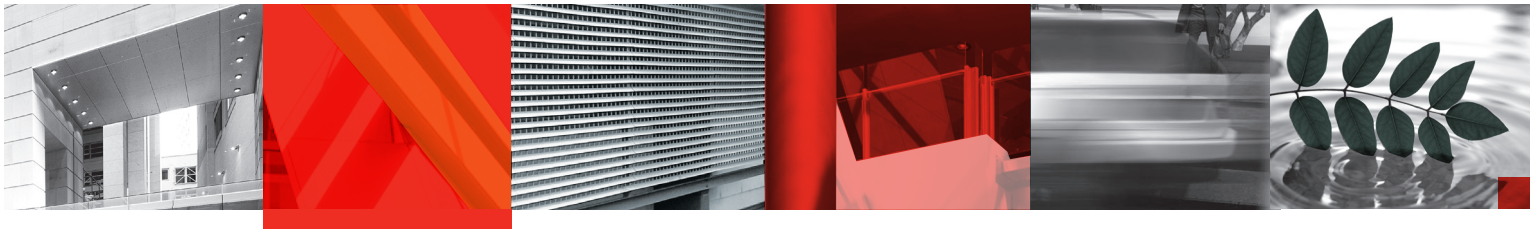


Preferred Project Report



Discovery Point, 1 Princes Highway, Wollongong Stage 1 Mixed Use Development (MP10_0030)

Submitted to Department of Planning & Infrastructure
On Behalf of Discovery Point Pty Ltd

November 2011 ■ 10619

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This report has been prepared by: Alexis Cella

Signature



Date 25/11/11

This report has been reviewed by: Clare Swan

Signature



Date 25/11/11

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Attachments

- A** Detailed Response to Individual Submissions / Issues Raised
JBA Planning
- B** Habitable Floor Level Statement
Bonacci
- C** Traffic, Transport, and Accessibility Statement
Transport and Traffic Planning Associates
- D** Landscape Design Justification
Turf Design Studios
- E** Preliminary Transport Access Guide
Discovery Point Pty Ltd
- F** Revised Concept Plan Architectural Plans and Drawings
Bates Smart
- G** Revised Architectural Plans and Drawings
Bates Smart
- H** Revised Engineering Drawings
Bonacci
- I** Revised Landscape Drawings
Turf Design Studios
- J** Subdivision Plans
Lockley Land Title Solutions
- K** Discovery Point Development Design Guidelines
JBA Planning
- L** Public Art Strategy
Artscape
- M** Roads Design Certification
Transport and Traffic Planning Associates and Bonacci

1.0 Introduction

An Environmental Assessment Report (EAR) for a Project Application for the first stage of the approved Concept Plan development at Discovery Point was publicly exhibited for a period of 6 weeks between 13 July 2011 and 26 August 2011.

In total seven (7) agency submissions were received in response to the public exhibition of the Project Application. The Department of Planning and Infrastructure has also prepared a letter, dated 21 October 2011, setting out additional information or clarification required prior to final assessment of the project. No submissions were received from members of the public.

Submissions were received from:

- Rockdale City Council;
- Transport NSW;
- Roads and Maritime Services (formerly Roads and Traffic Authority);
- Sydney Water;
- Heritage Council;
- RailCorp; and
- Sydney Airport.

The proponent, Discovery Point Pty Ltd, and its specialist consultant team have reviewed and considered the Department's comments, State agency submissions and Council's submission, and in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), has responded to the issues raised (see Section 2.0 and **Appendix A**).

This Preferred Project Report (PPR) sets out the proponent's response to the issues raised, and details the final project including a number of minor revisions to the Project Application (in the main related to design development) and a revised Statement of Commitments for which approval is now sought.

This report should be read in conjunction with the Environmental Assessment Report (EAR) dated June 2011 and forms part of the Project Application.

2.0 Key Issues and Proponent's Response

The following section provides a detailed response to the key issues raised by the Department of Planning and Infrastructure following a detailed review of the EAR.

Appendix A provides detailed responses to all the issues raised during the public exhibition period.

2.1 Floor Levels and Flood Protection

Issue

The Statement of Commitments included with the Concept Plan Application provides that a 2.5m freeboard above PMF levels and climate change levels will be incorporated. This results in a required freeboard level of RL 6.1. While the Civil Engineering Report submitted with the Project Application provides that "The minimum proposed residential / commercial floor level for Stage 1 is RL 6.3" this does not correlate with levels indicated on the sections. To ensure a level of flood protection consistent with the Concept Plan Approval, plans and elevations are requested to be provided which indicate ground floor levels with minimum level of RL 6.1.

Proponent's Response

The Statement of Commitment included within the Concept Plan with respect to freeboard has incorrectly interpreted comments made by Parsons Brinckerhoff within its Flood Assessment.

The Probable Maximum Flood (PMF) has been estimated by Parsons Brinckerhoff to be between 3.6 – 3.8m AHD across the Discovery Point site. Retail space in Building 1B and Building 1C along with Building 1C residential lobby have been designed to ensure they tie in with existing site levels and therefore promote active frontage along Bride Spark Drive and Discovery Point Place. In this regard, the proposed finished levels of the retail/residential floor levels range from approximately RL5.05 – RL5.85. This design level results in a freeboard of over 1.45m (above PMF). This is well in excess of the Concept Plan requirement (condition 11(d)) for habitable floor level and entry to underground areas to be constructed to a minimum of 500mm above the 0.5% Annual Exceedence Probability (AEP) flood (this is confirmed by Bonacci – refer to **Appendix B**).

The application of a freeboard of 2.5m over PMF would result in active ground floor uses being raised (in some spots) over 1m above street levels. This would not achieve a good outcome with respect to supporting active frontages and a high quality public domain. This was not the intent, or required.

Notwithstanding the Statement of Commitment included within the Concept Plan indicates that a minimum 2.5m freeboard would be provided, a more than acceptable outcome is still achieved with respect to flood immunity.

2.2 Transport Interchange Design

Issue

The Concept Plan Approval requires that future applications demonstrate that the transport interchange has been designed in accordance with the Road Transport (Safety and Traffic Management) Act 1999 and Road Transport (Safety and Traffic Management) Regulation 1999 and approved by Transport NSW in consultation with the RTA and Council. It is requested that further details demonstrating that the proposed transport interchange works satisfy the Act and Regulations and are approved by Transport NSW in consultation with the RTA and Council.

Proponent's Response

Upon detailed review of the *Road Transport (Safety and Traffic Management) Act 1999* and *Road Transport (Safety and Traffic Management) Regulation 1999* it is evident that both pieces of legislation do not contain any relevant provisions in relation to the design of the interchange. The *Road Transport (Safety and Traffic Management) Act 1999* for example deals with driving related alcohol and drug use offences and penalties, speeding offences and penalties, vehicle safety and accidents etc. The *Road Transport (Safety and Traffic Management) Regulation 1999* deals with the correct use of vehicles, pay parking schemes, parking permits and mobility parking schemes, alcohol and other drug use, monitoring of heavy vehicles etc.

The requirement of this Concept Plan condition for the interchange to be designed in accordance with this legislation condition is accordingly not applicable. Confirmation from Transport and Traffic Planning Associates (TTPA) has also been obtained supporting this conclusion (refer to **Appendix C**).

With respect to the design of the road system within Discovery Point, the design of the bus interchange itself, and the temporary arrangements for bus access and interchange during the staged construction processes, consultation has previously occurred with the State Transit Authority (as the agency ultimately responsible for ensuring the operation of the road system and bus interchange is acceptable). In summary, and as evident within the correspondence included at **Appendix C**, the STA has no objections to the proposed temporary arrangements and the final arrangements.

It is also noted that no issue has been raised by Transport NSW or the RTA with respect to the design of the interchange within their respective submissions on the Project Application. Those relatively minor comments made by Council have sought to be addressed as part of the revised plans, including improvements made to intersection geometries.

A review of the proposed interchange against the *Guideline for Development of Public Transport Interchange Facilities* has also been undertaken by TTPA (refer to **Appendix C**), as recommended by Transport NSW in its submission. As a result of this review, minor changes have been made to the interchange in order to improve its design, including:

- Provision of three (3) spaces on Discovery Point Place as a taxi zone, with adjoining shelter provided and seating nearby; and
- Provision of seven (7) short stay/kiss 'n' ride spaces (along Broadie Spark Drive) with adjoining shelter provided and seating nearby.

Furthermore and notwithstanding the applicability of the *Road Transport (Safety and Traffic Management) Act 1999* and *Road Transport (Safety and Traffic Management) Regulation 1999*, correspondence is currently being provided to NSW Transport specifically requesting approval for the design of the interchange.

2.3 Consistency with Public Domain Plan and Technical Manual

Issue

The Concept Plan Approval states that all future development should be generally consistent with the Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual. It is requested that further details be submitted demonstrating that the proposal is generally consistent with the Public Domain Plan and Technical Manual in consultation with Council.

Proponent's Response

A detailed assessment of the proposed landscaping design against Council's Public Domain Plan and Technical Manual has been undertaken. As a result of this review, minor changes have been made to the landscape design in order to provide improved consistency with the Public Domain Plan and Technical Manual.

However, the revised landscape plans do include elements which differ from the detailed provisions of the Public Domain Plan and Technical Manual. Discovery Point Pty Ltd is accordingly in the process of seeking endorsement from Council to the proposed variations. This process includes providing Council with detailed justification to the variations (a draft of the justification, prepared by Turf Design Studios, is provided for information purposes at **Appendix D**).

Despite the variations being sought, the proposal is generally consistent with the detailed provisions of the Public Domain Plan and Technical Manual and will importantly support the achievement of the design principles, through:

- Providing views to water from the public domain;
- Incorporating WSUD elements into streets and parks;
- Incorporating physical connections to water within parks (e.g. water feature);
- Providing links and views from parks and streets to heritage items;
- Incorporating artwork in the public domain;
- Inclusion of paved civic spaces that allow for intense use by crowds (e.g. paving provided between Building 1B and 1C);
- Achieving ease of movement between different modes of transport;
- Providing clear and direct access to the train station;
- Provision of comfortable waiting areas, including areas protected from the elements;
- Providing cycle facilities in the public domain (e.g. cycle parking and cycle paths);
- Designing a public domain that is accessible to all;
- Designing a public domain that will have high levels of natural surveillance, lighting, pedestrian activity etc; and
- Providing high quality street furniture, paving and lighting.

2.4 Travel Access Guide

Issue

The Concept Plan Approval requires that future applications shall provide details of any Travel Access Guide / Green Travel plan, including an investigation of car sharing schemes. It is requested that details of any Travel Access Guide / Green Travel plan, including an investigation of car sharing schemes be provided.

Proponent's Response

A preliminary Transport Access Guide (TAG) for Discovery Point has been prepared by Discovery Point Pty Ltd, included at **Appendix E**. This guide will provide residents and workers at Discovery Point invaluable information about alternative modes of transport, and therefore assist with reducing the reliance on private vehicle use.

As outlined within the Concept Plan, a minimum of four (4) car share bays are planned to be established throughout Discovery Point. The indicative location of future car share bays across Discovery Point is reproduced within the TAG. A new Statement of Commitment is proposed for the provision of one (1) car share space for Stage 1, to be provided in consultation with a commercial operator during the early operation of the development. It is noted that a commercial operator is unlikely to enter into the area without a high resident base already established. Accordingly, the timing for implementing the car share bay will be linked to the operational phase of Stage 1.

2.5 Compliance with Concept Plan Approval

Issue

Further clarification is requested to demonstrate compliance with the Concept Plan Approval. Specifically it is requested that:

- *further details and plans be submitted to demonstrate that the development will result in a building separation along the length of Discovery Point Place of a minimum of 16 metres (not including colonnades) in accordance with Modification B1 of the Concept Plan Approval;*
- *dimensions of balconies be indicated on the plans to ensure compliance with Requirement A10 of the Concept Plan Approval; and*
- *clarification be provided that the Development Design Guidelines have been amended to address plant rooms and lift overruns on the roof being appropriately screened and not to exceed approved heights as required by Modification B3 (h) of the Concept Plan Approval.*

Proponent's Response

In accordance with Modification Condition B1 of the Concept Plan Approval, Building 14 has been reduced in width in order to provide a building separation along the entire length of Discovery Point Place of 16m. The revised building envelopes drawing (DA3-001 Rev E) is included at **Appendix F**. As a flow on to updating this plan, the approved Street Setout plan (Drawing DA3-101) has also been amended to ensure building separation distances are correct. This plan has also been updated in order to achieve compliance with AUSTROADS (which is a requirement of the Concept Plan approval). A copy of the revised Drawing DA3-101 (Rev H) is included at **Appendix F**.

All balconies within Stage 1 comply with the minimum size requirements of the Concept Plan Approval. Plans have been updated to illustrate balcony dimensions (refer to revised architectural plans provided at **Appendix G**).

The Development Design Guidelines have been amended to address plant rooms and lift overruns on the roof being screened and not exceeding approved heights. Refer to page 35 of the Development Design Guidelines for inclusion of the new clause. A copy of the amended Development Design Guidelines are enclosed at **Appendix K**. We look forward to receiving formal approval of the Development Design Guidelines in due course, as contemplated by condition B3 of the consent.

2.6 Other Concept Plan Compliance Issues

2.6.1 Public Art Strategy

In accordance with the Concept Plan Statement of Commitments, a public art strategy for the whole site is required to be prepared and submitted to the Department of Planning prior to the determination of the first Project Application. A public art strategy has accordingly been prepared by Artscape and is included at **Appendix L**.

3.0 Preferred Project

As a result of detailed design development and to address some of the issues raised by agencies and Rockdale Council, Discovery Point Pty Ltd have made minor modifications to the Stage 1 Projection Application.

The architectural, landscape, and civil engineering drawings of the revised development have been prepared by Bates Smart, Turf Design Studios, and Bonacci respectively and are provided with lodgement of this PPR.

The key refinements that have been made to the Preferred Project as a result of design development and submissions made during public exhibition include:

- For simpler construction, the basement has been set back further from the Illawarra rail line and no basement will be built under Spark Lane alongside Building 5. This has resulted in minor changes to the services and parking layouts to all basement levels.
- To simplify construction of future building 4, the interface between building 1B and 4 has been amended. The second floor slab and the apartments under the footprint of future building 4 have been omitted from this Project Application. Building 1B has accordingly been reduced to 5 apartments (from 9), with parking numbers reduced by 3 spaces.
- A pedestrian ramp has been provided between buildings 1B and 5 to provide level access between the public domain and the public carpark in the event the retail lift is unavailable. This has resulted in a minor enlargement of the Project Application site area. The ramp has been designed to meet AS1428.1.
- Extension of enabling bulk earthworks north.
- Building 1B first floor has been updated to provide retail WCs and management offices.
- The retail canopy design has been updated to provide a minimum of 2.5m cover to all retail frontages, consistent with the recommendations of the Wind Report submitted with the Project Application.
- Following detailed services coordination the layout of the level 2 podium and level 14 roof garden have been amended to provide better amenity for the residents.
- Following consultation with Ausgrid, the alignment and layout of Discovery Point Place has been adjusted to allow for substations on the southern side of the street, adjacent the taxi waiting area. There is no change to road widths/sections and intersections designs.
- The design of the temporary ramp and stair to the station has been updated following consultation with RailCorp and is designed in accordance with AS1428.2
- The landscape design has been amended to reflect design development, current architectural drawings and provide greater consistency with Rockdale Council's Public Domain Plan. Changes include:
 - Revisions to landscape planter areas between Building 1B and 1C;
 - Amendments to layout and design of rooftop (level 2 podium and level 14 roof garden);
 - Incorporation of bio-filtration to tree pits/ street verge planters as bio-filtration;
 - Update to street tree species;
 - Revision to water feature element; and
 - Additional plant species added for bio-filtration planters.

For completeness, the following section presents a fully updated (where relevant) description of the Preferred Project development for which approval is sought. As illustrated within the list of refinements above, only minor changes to the Project Application are proposed.

Overall, the changes do not give rise to any material alteration to the environmental assessment of the potential impacts considered as part of the exhibited Project Application and do not alter the level of compliance with the Concept Plan and other relevant controls.

3.1 Description of Development Proposal

3.1.1 Overview

The project involves the Stage 1 Mixed Use Development of the Discovery Point site, Wolli Creek. In summary this Project Application seeks approval for:

- Building 1B, including:
 - 5 apartments;
 - retail area of 1506m²;
 - roof top courtyard on the podium including residents gym, community room and pool;
- Building 1C, including:
 - 121 apartments;
 - retail area of 691m²;
- Combined basement of Buildings 1B and 1C;
 - public car park for 133 cars and 7 motorcycles;
 - 11 bicycle spaces on street level;
 - residents car park for 110 cars, 10 motorcycles and 10 bicycles;
 - water recycling facility;
- Neighbourhood Park and temporary park fronting Magdalene Terrace (in the location of the building envelope for future Buildings 3 and 5);
- Temporary access to Wolli Creek Railway Station from Discovery Point Place and Brodie Spark Drive;
- Road infrastructure, including:
 - replacing the existing temporary east-west cul-de-sac running south of Wolli Creek Railway Station with Discovery Point Place;
 - removing the existing temporary bus turning loop south of Wolli Creek Station and construction of a temporary road, bus stop and turning loop to the north-east at Wolli Creek Station;
 - upgrading Brodie Spark Drive and extension of the road to the north towards Cooks River;
 - construction of Spark Lane between Magdalene Terrace and Discovery Point Place; and
 - construction of Discovery Point Place between Spark Lane and Brodie Spark Drive.
- Associated landscaping and infrastructure works;
- Demolition of existing structures, gabion wall and existing road access to Wolli Creek Station (i.e. north-south road from Magdalene Terrace and east-west road south of Wolli Creek Railway Station);

- Construction of a portion of the basement structure for future stages 2, 4, and 14 due to ease of construction methodology. Approval of actual parking numbers would be subject to future application; and
- Stratum subdivision of the buildings.

The following enabling and temporary works are proposed outside the Stage 1 permanent works boundary, including:

- temporary bus turning loop and associated earthworks described in the Civil engineering report;
- excavation and earthworks adjacent the stage 1 boundary to enable construction (mainly on sites 2, 3, 5 and 6) described in civil and structural engineer's drawings;
- underground services described in the services engineers drawings; and
- temporary park to sites 3 and 5.

3.1.2 Dwelling Mix and Size

Buildings 1B and 1C will accommodate 126 apartments in a range of types and sizes. **Table 1** identifies the overall dwelling mix and size of dwellings within both Buildings 1B and 1C.

Table 1 – Dwelling Mix

Type of Dwelling	Dwelling Size	No. of Dwellings	% of Dwellings
1 Bedroom	50m ²	10	41%
	53m ²	6	
	57m ²	10	
	59m ²	9	
	61m ²	10	
	67m ²	6	
	82m ²	1	
	Total	52	
2 Bedroom, 1 Bathroom	70m ²	10	51%
	77m ²	4	
2 Bedroom, 2 Bathrooms	80m ²	22	
	84m ²	7	
	85m ²	13	
	88m ²	3	
	92m ²	4	
	108m ²	1	
	Total	64	
3 + Bedroom	100m ²	2	8%
	110m ²	4	
	111m ²	2	
	120m ²	1	
	124m ²	1	
	Total	10	
Stage 1	TOTAL	126	100%
<i>Adaptable Units</i>	<i>Total</i>	<i>3</i>	<i>2.5%</i>

Table 2 provides a schedule of proposed dwelling mix provided within the Stage 1 Project Application. As shown in **Table 2**, the proposed development generally accords with the Concept Plan dwelling mix, with full compliance achieved through a relevant tally kept in subsequent applications.

Table 2 – Stage 1 Dwelling Mix

Type of Dwelling	No. of Dwellings	% of Dwellings
1 Bedroom		
Total	52	41 %
2 Bedroom		
Total	64	51 %
3+ Bedroom		
Total	10	8 %
TOTAL Dwellings	126	100%

3.1.3 Car Parking

Table 3 identifies the number of car parking spaces within Stage 1.

Table 3 – Stage 1 Car Parking

Location	No. of Car Spaces
On-street	0
Basement B0 – Public Car Spaces	133
Basement B0 – Private Car Spaces	5
Residential B1	45
Residential B2	30
Residential B3	30
Total	243

The application also seeks consent for the construction of a portion of the basement structure for future stages 2, 4, and 14 due to ease of construction methodology. Approval of these actual parking numbers would be subject to future application. The areas of basement constructed for future car parking spaces are identified in Architectural Plans DA2.101-DA2.200.

3.1.4 Subdivision

The application seeks consent for the stratum subdivision of buildings and basements to create up to eight (8) lots. This will allow for future stages and strata subdivision of Stage 1 buildings. The accompanying draft subdivision plans (included at **Appendix J**) prepared by Lockley Land Title Solutions are submitted for approval.

3.1.5 Schedule of GFA and Car Parking

Table 4 identifies the car parking spaces currently approved or constructed on the Discovery Point site which are included in the overall cap, and the remaining GFA and car spaces available to be developed on the site.

Table 4 – Schedule of GFA and Parking to date (Stage 1)

Site	Standard Instrument GFA	Parking Spaces
Greenbank	N/A	147
Verge	<i>(excluded from Concept Plan maximum floor space)</i>	92
Vine		104
Building 1B	994m ² residential 1,506m ² non-residential 0m ² above ground parking	243
Building 1C	9,991m ² residential 691m ² non-residential 0m ² above ground parking	
GFA Parking / Remaining	112,015m ² residential 6,803m ² non-residential (minimum) 8,000m ² above ground parking 118,818m² Total GFA	1,654 car spaces

3.2 Discovery Point Development Design Guidelines

Amended Development Design Guidelines prepared by JBA Planning (November 2011) and submitted for approval (included at **Appendix K**).

3.3 Revised Plans for Approval

The revised architectural, engineering, and landscaping plans for approval under this PPR are included at **Appendix G, H, and I** respectively, and are outlined in the tables below.

Table 5 – Revised architectural plans for approval

Drawing Number	Revision	Consultant	Date
DA1-001	C	Bates Smart	25/06/2011
DA1-002	A	Bates Smart	22/06/2011
DA1-101	D	Bates Smart	15/11/2011
DA2-101	C	Bates Smart	15/11/2011
DA2-102	B	Bates Smart	15/11/2011
DA2-103	B	Bates Smart	15/11/2011
DA2-104	B	Bates Smart	15/11/2011
DA2-200	E	Bates Smart	15/11/2011
DA2-201	C	Bates Smart	15/11/2011
DA2-202	C	Bates Smart	15/11/2011
DA2-203	B	Bates Smart	15/11/2011
DA2-204	D	Bates Smart	15/11/2011
DA2-205	D	Bates Smart	15/11/2011
DA3-100	D	Bates Smart	15/11/2011
DA3-101	D	Bates Smart	15/11/2011
DA8-001	B	Bates Smart	15/11/2011
DA8-002	B	Bates Smart	15/11/2011
DA8-003	B	Bates Smart	15/11/2011
DA8-004	B	Bates Smart	15/11/2011
DA8-101	C	Bates Smart	11/11/2011
DA9-001	A	Bates Smart	22/06/2011
DA9-002	A	Bates Smart	22/06/2011

Table 6 – Revised landscape plans for approval

Drawing Number	Revision	Consultant	Date
L1	F	Turf Design Studios	18/11/2011
L2	D	Turf Design Studios	18/11/2011
L3	D	Turf Design Studios	18/11/2011
L4	D	Turf Design Studios	18/11/2011
L5	C	Turf Design Studios	18/11/2011
L6	C	Turf Design Studios	18/11/2011
L7	D	Turf Design Studios	18/11/2011
L8	C	Turf Design Studios	18/11/2011
L9	C	Turf Design Studios	18/11/2011
L10	C	Turf Design Studios	18/11/2011
L11	C	Turf Design Studios	18/11/2011
L12	C	Turf Design Studios	18/11/2011
L13	C	Turf Design Studios	18/11/2011
L14	C	Turf Design Studios	18/11/2011
L15	C	Turf Design Studios	18/11/2011
L16	A	Turf Design Studios	18/11/2011
L17	A	Turf Design Studios	18/11/2011

Table 7 – Revised engineering plans for approval

Drawing Number	Revision	Consultant	Date
C005 *	06	Bonacci	23/08/2011
C005	04	Bonacci	25/11/2011
C126 ^	03	Bonacci	07/10/2011

* This plan replaces Drawing CSK04 (Rev P5) originally submitted with the Project Application.

^ This plan replaces Drawing CSK05 (Rev P2) originally submitted with the Project Application.

3.4 Additional Plans for Approval

Draft subdivision plans have been prepared by Lockley Land Title Solutions and are included at **Appendix J** of this PPR for approval.

Table 8 – Draft subdivision plans for approval

Drawing Number	Revision	Consultant	Date
Sheet 1	A	Lockley Land Title Solutions	26/09/2011
Sheet 2	A	Lockley Land Title Solutions	26/09/2011
Sheet 3	A	Lockley Land Title Solutions	26/09/2011
Sheet 4	A	Lockley Land Title Solutions	26/09/2011
Sheet 5	A	Lockley Land Title Solutions	26/09/2011
Sheet 6	A	Lockley Land Title Solutions	26/09/2011
Sheet 7	A	Lockley Land Title Solutions	26/09/2011
Sheet 8	A	Lockley Land Title Solutions	26/09/2011
Sheet 9	A	Lockley Land Title Solutions	26/09/2011
Sheet 10	A	Lockley Land Title Solutions	26/09/2011

4.0 Final Statement of Commitments

In accordance with Part 3A of the *Environmental Planning and Assessment Act 1979*, the following are the commitments made by the proponent to manage and minimise potential impacts arising from the proposal. These commitments replace the draft commitments included with the EAR. Revisions made to commitments aim to address issues raised during the public exhibition period. New or amended Statement of Commitments are underlined.

It is worth noting that the majority of environmental commitments for the site are covered by the Statement of Commitments included as part of the Concept Plan. The following are additional commitments made by Discovery Point Pty Ltd to manage and minimise potential impacts arising from the Stage 1 project.

Table 9 – Draft Statement of Commitments

Subject	Commitments	Approved by Whom	Timing
ESD	The Stage 1 Project Application will include those ESD measures identified in the Cundall Design Consultants ESD report (dated February 2011).	Department of Planning.	No Timing. General Statement of Commitment
Non Indigenous Archaeology	The management of the potential archaeological remains of the Gardener's Cottage and Pine House should be in line with the approved Archaeological Management Plan which covered Area 6 (Casey and Lowe 2002). As such, the likely location of these buildings should be determined through triangulation of historic plans and any remains be recorded in detail using archaeological excavation, detailed planning and GIS survey and mapping.	Department of Planning	No Timing. General Statement of Commitment
Electrolysis	The recommendations of the Stage 1 Electrolysis Analysis prepared by CPS and dated January 2011 will be implemented.	Department of Planning	No Timing. General Statement of Commitment
Active Frontages	Active frontages will be provided on both sides of the pedestrian thoroughfare between Buildings 1B and 1C through either specialty shops, cafe dining or clear visual links into a supermarket tenancy.	The relevant consent authority.	On the detailed fit out plans.
Environmental and Construction Management	The following Management Plans will be issued prior to works commencing for each stage: ■ Construction Management Plan ■ Construction Traffic Management Plan ■ Erosion and Sediment Control Plan ■ Waste Management Plan ■ Dust Control Plan. ■ Acid Sulphate Soil Management Plan.	-	Prior to issue of CC

Subject	Commitments	Approved by Whom	Timing
Railcorp requirements	The preparation of the required procedures, safety plans, methodologies and assessment reports required by Railcorp will be submitted prior to those specific works commencing.	Railcorp	Prior to construction commencing
Contamination	The fill material for the neighbourhood park is to be suitable for open space land uses in accordance with relevant guidelines. If it were proposed to use soils sourced from the site these would need to be validated to confirm they are of suitable quality.	Relevant Certifying Authority	Prior to works commencing
Indigenous Archaeology	Further archaeological investigation is required in the Zone 2 area of the Stage 1 development area. This part of the Precinct has not been investigated previously. Prior to commencement of construction works in this area a test excavation programme should be carried out by a suitably qualified archaeologist to ascertain whether intact archaeological material is present here.	-	During construction
Excavation	Excavation method statements are to be prepared by the excavation contractor.	Relevant Certifying Authority	Prior to issue of CC
Accessibility	Ensure an accessible path of travel to and within common-use facilities in line with DDA Premises Standards and AS1428.1:2009. Ensure the designs of the three adaptable units are compliant with AS4299 and AS1428.1:2009.	Relevant Certifying Authority	Prior to issue of CC
Infrastructure and Services	■ New communications fibre or copper services are to be installed in accordance with Telstra, NBN and the Australian Communications Authority Requirements; and ■ The external roadway and public lighting will be installed in accordance with AS1158. ■ Street fire hydrants are to be provided on the Authorities water main, in accordance with Sydney Water requirements. ■ Fire hydrants and fire sprinklers are to be provided as required by the BCA and relevant Australian Standards (all as confirmed with the NSW Fire Brigades); ■ Supplementary hydrants and hose reels will be installed to provide sufficient coverage to all areas as required by the relevant Australian Standards; and ■ Each building will have a fire control centre to comply with BCA.	Relevant Certifying Authority	Prior to issue of CC

Subject	Commitments	Approved by Whom	Timing
Stormwater	Additional stormwater sumps and grates will be constructed to limit surface stormwater depths.	Relevant Certifying Authority	Prior to issue of CC
Acoustic and Vibration	The following measures are required to mitigate noise impacts from road and aircraft noise: ■ laminated glazing will be appropriate for rooms where the majority of the facade is glazed; and ■ Lower specification glazing is suitable for rooms with small windows. Mechanical plant noise is to be mitigated through standard use of attenuators, acoustic louvres, barriers, enclosures, and the appropriate location and orientation of air inlets / outlets and items of plant.	Relevant Certifying Authority	Prior to issue of CC
Public Domain	Details of Rights of Way and Easements will be provided as part of future subdivision applications.	The relevant consent authority	With future application.
<u>Car Share</u>	<u>Provision of one on-street car share space for Stage 1, in consultation with residents and commercial operator.</u>	=	<u>During early operation of the development.</u>

5.0 Conclusion

During the six week long public exhibition of the Project Application for Stage 1 mixed use development at Discovery Point, seven (7) submissions were received. All submissions received were from Council/agencies. No submissions were received from any surrounding residents.

Discovery Point Pty Ltd have considered the issues raised by DoPI, Council, and State agencies and have made minor changes to the exhibited Project Application to address these issues along with making minor changes to reflect design development. Overall, the Preferred Project will result in an improved outcome, especially in terms of landscaping, pedestrian and future resident amenity, and accommodating infrastructure requirements of State agencies.

The Project Application seeks approval for Buildings 1B and 1C and associated landscaping, car parking, infrastructure works and new roads. The proposed Project Application will commence the first stage of the Discovery Point Concept Plan and with it will bring significant public benefit in the form of providing the new Neighborhood Park as well as providing a component of the Concept Plan non-residential floor space in the form of a supermarket and specialty retail framing the Neighbourhood Park. The Neighbourhood Park will act as a 'village centre', attracting residents of Discovery Point and Wolli Creek to shop, meet and relax in the public space and improve linkages within the site, to the developments to the south along Magdalene Terrace and to the railway station.

With previous residential stages at Discovery Point having strong pre-sales, this further development stage will continue to meet Sydney's demand for high quality, affordable, and highly accessible residential dwellings.

The proposal will result in positive economic, environmental, and public benefit in the form of:

- Creating a high quality public domain that will be accessible to the surrounding Wolli Creek community;
- The creation of construction and operational jobs;
- Providing employment opportunities in an area with high levels of public transport accessibility;
- Providing a high quality urban environment, with apartments enjoying significant amenity, outlook views, and access to significant open spaces, transport, local services and the Cooks river; and
- Supporting improved public access to the Cooks River foreshore for both pedestrians and cyclists.

We trust that the information included within the preceding sections and attached, sufficiently responds to the issues raised within the submissions and appropriately sets out the preferred project for Stage 1 mixed use development at Discovery Point to enable the Project Application to be approved.