

Discovery Point Stage 1 Mixed Use Development - Response to Submissions

Project Application (MP 10_0030)

Issues Raised		Proponent Response
Department of Planning and Infrastructure		
1.	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 I 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.	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. The proposed finished levels of the retail/residential floor levels range from approximately RL5.05 – RL5.85, resulting in a freeboard of over 1.45m. 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). 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.	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	Upon detailed review of the <i>Road Transport (Safety and Traffic Management) Act 1999</i> and <i>Road Transport (Safety and Traffic Management) Regulation 1999</i> it is evident that both pieces of legislation do not contain any relevant provisions in relation to the design of the interchange. The <i>Road Transport (Safety and Traffic Management) Act 1999</i> for example deals with driving related alcohol and drug use offences and penalties, speeding offences and penalties, vehicle safety and accidents etc. The <i>Road Transport (Safety and Traffic Management) Regulation 1999</i> 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.

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	interchange works satisfy the Act and Regulations and are approved by Transport NSW in consultation with the RTA and Council. The requirement of this Concept Plan condition for the interchange to be designed in accordance with this legislation condition is accordingly not applicable. 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. Notwithstanding the above, correspondence is to be provided to NSW Transport specifically requesting approval for the design of the interchange.
3.	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. Noted. Correspondence is to be provided to Council for endorsement outlining and justifying where variations to the Wolli Creek and Bonar Street Public Domain Plan and Technical Manual are proposed. A draft of the justification statement, prepared by Turf Design Studios, is provided for information purposes at Appendix D. In summary, despite the variations, the proposal is generally consistent with the Public Domain Plan and Technical Manual.
4.	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. Noted. A Preliminary Transport Access Guide (TAG) has accordingly been prepared by Discovery Point Pty Ltd, refer to Appendix E. The TAG details car sharing arrangements to be investigated across Discovery Point. A new Statement of Commitment is also proposed for provision of 1 car share space for Stage 1, to be provided in consultation with residents and commercial operator during early operation of the development.

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5.	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.	Noted. Plans have been amended accordingly (refer to Appendix G) and demonstrate: • The building separation along Discovery Point Place achieves a minimum of 16m in accordance with the conditions of the Concept Plan Approval. • The area and dimensions of all balconies comply with the Concept Plan Approval – i.e. minimum depth of 2m and minimum width of 2m. Studios and one bedroom dwellings provided with a minimum area of 6m², 8m² for two bedroom dwellings and 10m² for three bedroom dwellings. The Development Design Guidelines have also been amended accordingly to include the control that plant rooms and lift overruns on the roof are to be appropriately screened and not to exceed approved building heights. The amended Development Design Guidelines are included at Appendix K.
Rockdale Council		
1.	Active retail spaces are in appropriate locations fronting the public open space and consolidation of the non-active users adjoining the railway line is supported.	Noted.
2.	It would be beneficial if further details on how the retail space will be divided into tenancies was provided (particularly on the supermarket site) to ensure compliance with the master plan intent.	It is not possible to provide this detail at this stage as no retail tenants have committed. Future retail tenancies will be subject to separate DAs for their first use.

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3.	Generally the units are well designed and efficient, however several units have small private open space areas, and their quality could be improved by increasing the size (particularly the depth) of their private open spaces to make them more useable.	Noted. The minimum dimensions of private open space areas (i.e. balconies) comply with the requirements of the Concept Plan approval, Discovery Point Development Design Guidelines and RFDC. The amended plans (refer to Appendix G) demonstrate compliance of balconies with minimum requirements. In addition to these private open space areas, residents also have access to rooftop communal open space above building 1B and 1C.
4.	The single lobby per floor causes a large number of single aspect units as well as having more units accessed off a single lift core than is ideal. The single lobby will potentially result in many single aspect views facing the railway line.	Noted. Whilst there are a number of single aspect units, importantly there are only two units out of the total 126 proposed (1.5%) that have a single aspect between south-east and south-west. This ensures that a suitable level of solar access and natural light is provided to the majority of units. Views of the railway are inevitable from some units given the nature of this transport oriented development. Notwithstanding, broader views beyond the railway will also be available from these units to Wolli Creek and Waterworth Park. Overall, an acceptable level of amenity will be afforded to future residents.
5.	This single lobby may hinder the proposed access to future building 4 through building 1B. The provision of an additional lift lobby for future building 4 should be investigated and the lifts for this building should travel to the basement levels.	As indicated on the architectural plans prepared by Bates Smart (refer to DA2.101, DA2.200 and DA2.201), provision is made for a future lift lobby accessed off Discovery Point Place for future Building 4. Further, the lift core for Building 4 does travel to the Basement level.
6.	The façade design achieves an interesting and attractive design but it relies on the quality of materials and construction due to a lack of variation and richness.	The Bates Smart Design Report details the elevation approach for proposed buildings (refer to page 17). This approach is reproduced below. Overall, a high quality, rich, and visually interesting façade will be delivered. Building 1C Elevation Approach Regular, repetitive horizontal spandrels act as the primary ordering device while the windows and infills shift and stagger between them. The expressed spandrels unify the overall composition and provide a sense of scale. To break up the composition, a set of large scale gestures break the repetition of the bands: A full height slot which provides light and ventilation to the common areas; the high level popout on the northwest corner provides the western apartments with larger balconies and glimpses of Discovery Point Park; a high-level pop-out on the southeast corner gives several apartments a view back to the Neighbourhood Park. Between these horizontal bands, a family of four elements – balconies, windows, louvered screens and solid panels – provide outdoor space, light and ventilation, shading and

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	protection to the apartments within. The solid panels are proposed in a family of neutral tones with a feature colour, consistent with the existing buildings, used to emphasise the staggering of the infill elements. On the Northern and Southern elevations where the overall massing is subject to large scale gestures, the arrangement of secondary elements is fairly ordered with little differentiation by level. In contrast, the east and west elevations have a simpler massing so the secondary elements shift and stagger responding to the various apartment conditions within. This provides a field effect which allows the building to read as a singular whole at the same time expressing the smaller details of each apartment and individual rooms. Building 1B Elevation Approach The language of strong horizontals is carried through to the lower three-storey building. A thin projecting canopy separates the glazed ground floor from the residential floors above, which are contained by tall spandrels at floor and ceiling level. Between these is a family of elements similar to Building 1C: balconies, windows, louvered screens and solid balustrades. At the western end of the building, where the first floor level will be unoccupied until Building 4 is completed, a temporary cladding system of timber battens on plywood hoarding will ensure a similar approach to infill is completed on all four facades. Materials and colours Materials and colours have been selected to emphasise the aesthetic approach to the design, while the warm palette of natural tones has been chosen to appear harmonious with the surrounding natural landscape. The proposed palette of materials includes: • Crisp concrete spandrels • Aluminium louvers • Mixed grey lightweight panels • Gloss terracotta coloured lightweight panels • Aluminium window system • Metal framed balustrades • Glazed retail frontage • Metalwork retail canopies
7.	Operability of louvres and the diversity of the coloured panels will need to be maintained in the construction documentation and final product. The quality and standard of finishes will be maintained throughout the detailed documentation stage and through to construction. A proportion of louvres will be operable.

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8.	Concern is raised with respect to non-compliance with unit mix approved under the Masterplan, as future sites may be developed by different entities which may not guarantee achievement of the unit mix. As such, achieving only 8% three bedroom dwellings is not supported.	It is noted that the Masterplan approval has been rescinded with the approval of the Concept Plan for Discovery Point. The Concept Plan approval includes a condition (A12) setting the dwelling mix to be achieved. It is important to note that the set dwelling mix is to be achieved at the completion of all development across the Discovery Point Concept Plan site area with a progressive tally to be submitted with each DA irrespective of site ownership. Focusing in isolation each stage for compliance with the dwelling mix may not prove accurate, as one stage may provide under 10% of three bedroom apartments, while a later stage will provide over 10% of three bedroom apartments.
9.	Landscape proposals are only portrayed through conceptual plans. In accordance with item 3 in Schedule 3 of the Masterplan consent, detailed landscape plans need to be submitted. These must address the proposed material and furniture paving palette, including lighting, levels, planter heights and types, drainage, irrigation, seating and also soft works such as planting, mulching and soils.	It is noted that the Masterplan approval has been rescinded with the approval of the Concept Plan for Discovery Point. The level of detail provided within the Landscape Plans prepared by Turf Design is considered to be appropriate at this Project Application stage. Notwithstanding, the revised Landscape Plans included at Appendix I are more advanced and include further design details. Further detailed landscape plans will be provided at the detailed development stage (i.e. Construction Certificate) as is ordinarily a requirement of the consent. Importantly, the revised Landscape Plans submitted demonstrate that an acceptable outcome will be achieved that aims to comply with relevant Council requirements and will be consistent with the PA landscape documentation.
10.	Proposed landscaping and public domain works are to conform with the Wolli Creek and Bonar Precinct Public Domain Plan (PDP), particularly the Technical Manual as required by several conditions of the Masterplan consent. The email (Appendix S) does not constitute an agreement to modify the PDP.	Noted. Correspondence is to be provided to Council for endorsement outlining and justifying where variations to the Wolli Creek and Bonar Street Public Domain Plan and Technical Manual are proposed. A draft of the justification statement, prepared by Turf Design Studios, is provided for information purposes at Appendix D . In summary, despite the variations, the proposal is generally consistent with the Public Domain Plan and Technical Manual.
11.	As required by the Masterplan consent (condition B3), the development design guidelines should be approved by the Department prior to determination of any future application on the site.	Noted. The Development Design Guidelines, including modifications required under condition B3 of the Concept Plan, are attached at Appendix H for approval by the Department of Planning and Infrastructure.
12.	The application does not provide a breakdown	Noted. Both the EAR (Section 3.16) and the Bates Smart Design Report (Section 11) provide a

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	of GFA for non-residential uses in building 1B. A condition should be imposed requiring a separate approval for the fit out and use of this component of the development. This would allow for a proper assessment in regards to the Rockdale S94 Contribution Plan.	breakdown of the GFA for both retail and residential uses within proposed Buildings 1B and 1C. If considered necessary, no objection is raised to the inclusion of a condition requiring a separate approval for the fit out and use of non-residential uses (first use only as later fit-outs could be subject to complying development). The requirement for separate development approval for fit out and use is not however considered to be necessary in order to calculate s94 Contributions.
13.	A detailed flood evacuation management plan, with warning alarms and evacuation routes for Stage 1 is required to be prepared in accordance with Condition 11(a) of approval MP 10_0003. This must be developed with consideration to the worst case flooding scenario identified with climate change factors, the continuing flood events up to and including the PMF and the State Emergency Service.	Noted. As detailed in the Concept Plan Tables of Compliance (refer to Appendix R of EAR), a Flood Evacuation Plan will be provided prior to the issue of an occupation certificate.
14.	The detailed design of stormwater drainage shall be undertaken to account for changes to catchment hydrology using the recommended increases to rainfall intensifies in hydrologic models. Also the detailed design of stormwater drainage shall be undertaken to account for changes in the downstream boundary condition using the recommended increases to be applied to sea levels.	Modelling has been undertaken by Bonacci to check the impacts of climate change. Bonacci advise: <i>The existing intensity 100yr ARI event is conveyed by pipe with the boundary condition using increased sea level (of 900mm) and an increase in rainfall intensity of 20%. Increasing the rainfall intensity results in the capacity of the pipe and pit network being exceeded (in the 100 year ARI). The overland flow for this situation is considered acceptable. We believe it is unreasonable to expect that a pit and pipe network to be designed to capture and convey the increased intensity of the 100 year ARI event with adjusted boundary conditions (incorporating increased sea level and a 20% increase in intensity). However, the 20 year ARI (with increased intensity) is still able to be captured and conveyed by the pit and pipe network.</i>
15.	The DGRs for Stage 1 required WSUD to be addressed and the Concept Plan approval contains condition 18(a), which reiterates the need for WSUD features to be used in the development. The application does not address water sensitive urban design, and	The incorporation of WSUD measures in the proposal have been investigated in detail. The WSUD strategy proposed for the Stage 1 works aim to improve and reduce storm water (SW) runoff rates from site. Features of the WSUD strategy include: Where possible all stormwater runoff from pedestrian pavements to fall towards planter areas to reduce run off rates and promote passive irrigation to planter areas.

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	defers any construction of water sensitive urban design features to later stages. The application should address water sensitive urban design and include details of water sensitive urban design features and use computer modelling. Development must meet the pollution reduction targets of the Botany Bay Water Quality Improvement Plan.	- Planter areas between Building 1B and Building 1C proposed as bio-filtration with SW pits located within planter areas, reducing water run off rates and improving water quality. - Bio-filtration zones are proposed to street tree pits and footpath planters, to catch SW runoffs from adjacent road and footpath surfaces. Soil profile to bio-filtration zones to include: 1200mm filter media, 100mm washed glass sand transition layer, 150mm drainage gravel layer, and 50mm drainage cell layer with filter fabric. Hardy, low maintenance groundcover species are proposed to bio-filtration zones. Species selection includes: - Dianella sp - Lomandra sp - Isolepis nodosa - Poa labillardieri - Westringia fruticosa The WSUD measures proposed to be adopted are considered acceptable and will be supplemented by further measures to be integrated into the design of the broader Discovery Point site.
16.	The design of the drainage system servicing the roads, public domain and building sites shall be undertaken in accordance with AUSTROADS Guide to Road Design Part 5: Drainage Design.	Noted, minimum requirements are met.
17.	Consideration should be given to how additional buses could be accommodated in close proximity to the interchange with potential bus growth in mind and the potential for the 'layover' function of the interchange.	Noted. The bus stop presently allows for two buses. Further, STA have also approved the design.
18.	Further consideration should be placed on where to locate taxis and kiss and ride facilities in the temporary arrangement, considering the cul-de-sac closure and buses stopping in Brodie Spark Drive.	Facilities are located on Brodie Spark Drive, the closest location to the temporary stair/ramp.
19.	Geometry should be reevaluated for access into the western-most bus stop bay, as it appears to be insufficient width for a bus to enter and	Noted. The turning path assessment has confirmed the ability for buses to satisfactorily access bus stop bays (refer to Appendix C). Further, STA have advised to commence with the detailed design.

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	be aligned with the kerb. Buses will therefore protrude into traffic.	
20.	Consideration should be given to additional kiss and ride and taxi bay provision in Discovery Point Place, possibly through parking lanes east of the pedestrian crossing.	Noted. Additional facilities would however interfere with/reduce the area where pedestrians are able to cross.
21.	The geometry of the intersection of Spark Lane and Magdalene Terrace should be reviewed to accommodate bus turning movements, stop line requirements, intersection geometry and priority controls.	Noted. The geometry of the intersection of Spark Lane and Magdalene Terrace has accordingly been reviewed, with minor adjustments made to ensure an acceptable design solution is achieved. TTPA confirm that arrangements at the intersection of Magdalene Terrace and Spark Lane are suitable for buses and for clarity of intersection control (refer to Appendix C).
22.	Increasing the width of Spark Lane to 8.4m to accommodate cycle lanes in the cross section should be considered.	Noted. The parallel cycle lanes on Brodie Spark Drive are considered to be a far more amenable environment.
23.	Consideration to given to accommodating 12.5 metre long vehicles in the loading dock rather than only an 8.8 metre vehicles.	Accommodating a 12.5m long vehicle is not possible, nor desired by retail tenants. Turning paths are designed for 10.2m truck. There is no requirement for a 12.5m truck with the relatively small retail elements.
24.	With the exception of Spark Lane, the cross-sections proposed for other roads are appropriate and in accordance with AUSTROADS guidelines.	All proposed roads generally comply with AUSTROADS guidelines (refer to updated road sections plan included at Appendix F). Confirmation and certification that road design meets Australian Standards and AUSTROADS has been provided by TTPA and Bonacci (refer to Appendix C and M).
25.	More detail needed on how pedestrians are proposed to be managed across Discovery Point Place to the Station (zebra crossings, raised platform and any other measures).	Council have advised that they cannot approve any marked foot-crossing at this stage until the RTA's "warrant" can be satisfied. The pavement in Discovery Point is raised with a contrasting surface.
26.	Basement parking appears to comply with AS2890.1; however the plans are too small to make a definitive determination.	The proposed carpark, loading dock and vehicle access arrangements comply with requirements of AS2890.1, 2 and 6 (refer to Appendix C).
27.	The 'rear laneway' environment of Spark Lane is not conducive to facilitating or promoting increased pedestrian and cyclist access and it is not clear if Spark Lane is in accordance with CPTED principles.	The positioning and function of Park Lane is in accordance with the Concept Plan. Spark Lane is not intended to be used as a main pedestrian or cycle route. CPTED principles will be incorporated into the design of Spark Lane and surrounding built environment. For example, natural surveillance of Spark Lane will be provided from the

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		upper floor levels of apartments within future Building 4. Durable and high quality materials will also be used to ensure that minimal maintenance is required, thereby ensuring that vandalism is strongly discouraged.
28.	An additional temporary bus stop may be needed along the western kerb in Brodie Spark Drive to the south of Discovery Point Place.	The design of the temporary bus zone provision has been developed in consultation with STA. In this regard, the STA has no objections to the proposed temporary arrangements and the final bus zone arrangements (refer to Appendix C).
29.	Recommend that bicycle lanes on Brodie Spark Drive be delineated to guide traffic on preferred traffic paths.	Noted and achieved.
Heritage Council of New South Wales		
1.	The heritage significance of Tempe House and Magdalene's Chapel should be managed appropriately.	Noted and achieved. The sites are located outside of the Stage 1 boundary.
2.	The 2011 investigation of potential relics has not been updated. The low likelihood of relics has not been verified by archaeological testing.	Archaeological testing in the area of the Pine House did not discover any archaeological remains relating to the Spark period of site ownership. Testing of the Gardener's Cottage is to take place once roadway closed.
3.	The Statement of Commitments does not include the detail provided in the Archaeological Management Plan regarding excavation methodology.	Archaeological testing is to follow the methodology already used on site and as recommended in the Archaeological Management Plan as follows: • namely location of the area through triangulation of historic plans by a surveyor; • exposure of as wide an area as possible; • use of mechanical excavator with flat bucket to remove fill down to old ground level; and • investigation and recording of any potential nineteenth-century remains.
4.	Before the commencement of works, the applicant will nominate an excavation director approved by the heritage Branch. Details must be submitted to the Heritage Branch, and must meet the NSW Heritage Council endorsed Excavation Director Criteria and how their work will conform with the Archaeological Management Plan for the site.	All archaeological work will be directed and undertaken by Tony Lowe, Casey & Lowe Pty Ltd in accordance with the Archaeological Management Plan.

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5.	Construction contractors, subcontractors and personal are to be briefed on their obligations and requirements in regard to historical archaeological sites and relics by the excavation director.	Noted. This is a standard requirement for onsite construction.
6.	Before construction commences, all historical archaeological relics and/or deposits of local and state significance must be excavated and recorded in accordance with the Archaeological Management Plan.	Noted.
7.	If substantial intact archaeological deposits or features not already identified are discovered, work must stop and the Heritage Branch contacted. Additional assessment and approval may be required prior to works continuing.	Noted.
8.	If Aboriginal objects are uncovered during work, excavation or disturbance of the area, work must stop immediately. The Environmental Protection and Regulation Group of the Office of the Environment and Heritage is to be contacted.	Noted.
9.	Aboriginal archaeological excavation must be co-ordinated with any proposed investigation of non-indigenous material.	Noted. Coordination with respect to investigations will be undertaken between Casey & Lowe Pty Ltd (non-indigenous) and Jo McDonald Cultural Heritage Management Pty Ltd (indigenous).
10.	After archaeological works have been undertaken, a copy of the final excavation report must be lodged with the Heritage Council of NSW and Rockdale Council. This report must include: ▪ An executive summary ▪ Due credit to the client paying for the excavation ▪ Accurate site location and site plan ▪ Historical research, references and bibliography	Noted. Appropriate reporting of investigations to occur in accordance with requirements.

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	- Information on the excavation including the aim, context, procedures, treatment of artefacts and analysis of information retrieved - Nominated repository for the salvaged relics - Response to research questions - Conclusions from the archaeological programme. Revisit the prior assessment - Details how information was publicly exhibited, providing copies of such releases - Other reporting requirements specified in the Archaeological Management Plan of 2002	
11.	On completion of archaeological works, the interpretation of results should be in accordance with “Interpreting Heritage Places and Items Guidelines” and the Archaeological Management Plan, to help the public understand the history and significance of the site. Details on this must be provided to the Heritage Council of NSW for written approval within three months completion of works.	Noted. The interpretation of results from investigation will be provided accordingly following completion of works.
Sydney Water		
1.	Sydney Water has no objection to the proposed ring main connecting the 300mm drinking water main in Brodie Spark Drive to the 200mm drinking water main in Magdalene Terrace.	Noted.
2.	The proposed development conflicts with the location of the 225mm wastewater main traversing the property. A wastewater deviation may be required.	It is assumed that reference is being made to the 225mm wastewater pipe traversing along Magdalene Terrace. No deviation is required to this pipe for Stage 1. There could potentially be a requirement for this pipe to be relocated/realigned as part of future stages.

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3.	If trade wastewater is produced an application for permission to discharge trade wastewater to the sewage system must be made before business activities commence.	Noted.
4.	An application for a Section 73 Certificate must be made to assess the impact of the development on the current system and what future works may need to be carried out.	Noted.
Roads and Traffic Authority (RTA)		
1.	Garbage collection should be outside peak traffic periods on Spark Lane.	Noted.
2.	Road noise from the Princes Highway must be mitigated by durable materials and comply with the requirements of Clause 102 of <i>State Environmental Planning Policy (Infrastructure) 2007</i> .	As confirmed in the Acoustic and Vibration Assessment report prepared SLR Consulting, the development has been designed to comply with 'Development near rail corridors and busy roads: interim guideline.
3.	A Road Occupancy License must be obtained for any works that may impact on traffic flows on Princes Highway during construction activities.	Noted.
4.	Off-street car parking, bicycle storage and loading facilities should be provided to Council's satisfaction.	Noted. Off street parking, bike storage and loading facilities are provided in accordance with the Concept Plan requirements and are satisfactory.
5.	Car parking areas and access driveway associated with the subject development should be in accordance with AS2890.1-2004	Noted. The proposed carpark, loading dock, and vehicle access arrangements comply with the requirements of AS2890.1, 2, and 6 (refer to Appendix C).
6.	The 'manoeuvring space' should not be used for a delivery area and signage should restrict this.	Noted.
7.	Driveways should be designed and constructed to Council's satisfaction.	Noted.
8.	The parking areas layouts should be in accordance with AS 2890.1-2004 and AS 2890.2-2002 for heavy vehicle usage.	The proposed carpark, loading dock, and vehicle access arrangements comply with the requirements of AS2890.1, 2, and 6 (refer to Appendix C). In terms of heavy vehicles, the loading dock has been designed to meet AS 2890.2-2002

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		design loading requirements.
9.	All vehicles must enter and exit the site in a forward direction.	Noted.
10.	All works must be done at no cost to the RTA.	Noted.
RailCorp		
1.	Before issuing a Construction Certificate (CC) for any works within 25m of the rail corridor, the following documentation must be received and endorsed by RailCorp: ▪ Geotechnical and Structural Reports ▪ Construction methodology and drawings ▪ Structural support during excavation If necessary after reviewing this documentation, RailCorp may also need: ▪ Track monitoring requirements ▪ A rail safety plan ▪ Any other matter in order to protect the rail corridor	Noted. • Geotechnical and Structural Reports were included in the original EAR documentation sent to RailCorp and later on 1 August 2011. • Details pertaining to construction methodology will be provided to RailCorp at CC stage, with drawings already provided (i.e. within the EAR and later on 17 August 2011). • Remaining documentation to be provided prior to CC stage.
2.	Prior to the issue of a CC, a services search must be undertaken to establish the existence and location of any rail services. If found, the proponent must discuss with RailCorp these services relocation or incorporation into the development site.	Noted. This has been completed and was provided to RailCorp on 1 August 2011 and 17 August 2011.
3.	Prior to the commencement of works and issue of an Occupation Certificate (OC), a joint inspection of the rail infrastructure and property in the vicinity of the project is to be undertaken by the proponent and RailCorp.	Noted.
4.	An acoustic assessment complying with the 'Development Near Rail Corridors and Busy Roads – Interim Guidelines' is required prior to the issue of a CC.	Acoustic assessment has been prepared in support of the PA and issued to RailCorp on 16 August 2011.
5.	Prior to the issue of a CC, an Electrolysis	An Electrolysis assessment has been prepared and accompanies the EAR (refer to Appendix

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	Expert is to assess the Electrolysis Risk and measures for mitigation and protection must be incorporated into the development.	O).
6.	If track possessions and power outages are needed, a deed must be entered into with RailCorp. The proponent should be referred to the Rail Corridor Management Group for further details.	Noted. A Deed is currently being negotiated between RailCorp and ALZ.
7.	The design, installation and use of lights, signs and reflective materials must limit glare and reflectivity to the satisfaction of RailCorp. No CC should be issued until confirmed by RailCorp.	Noted.
8.	Prior to the issue of a CC, a Risk Assessment/Management Plan and detailed Safe Work Method Statements are to be submitted to RailCorp for review and comment. No CC is to be issued until confirmed by RailCorp.	Noted.
9.	No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment.	Noted. This is a requirement for future contractors/builders to adopt.
10.	Prior to the issue of a CC a plan showing all craneage and other aerial operations complying with RailCorps requirements must be confirmed by RailCorp.	Noted.
11.	During all stages, environmental legislation and regulations must be complied with.	Noted.
12.	During all stages, extreme care shall be taken to prevent environmental harm within the rail corridor.	Noted.
13.	During all stages, extreme care shall be taken to prevent any form of pollution entering the railway corridor.	Noted.
14.	Drainage from the development and proposed	Noted. Drainage has been designed to ensure it does not discharge into the railway corridor.

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	new roadway must be adequately disposed of/managed and not allowed to be discharged into the railway corridor.	
15.	No work is permitted in the railway corridor or its easements at any time unless prior approval or an agreement has been entered into with RailCorp.	Noted. The agreement negotiation is currently ongoing, and the existing Rail Deed covers early works.
16.	Written confirmation must be provided by RailCorp before a CC is issued if the proponent wishes to enter the railway corridor.	Noted.
17.	Landscaping and fencing should be designed to screen views of the rail tracks and reduce exposure of passing trains. This plan and the erection of the fencing must meet RailCorp's satisfaction.	Noted. Fencing and planting details have been discussed and already agreed with by RailCorp.
18.	Prior to issuing a CC, RailCorp's requirements for crash barriers to prevent vehicles entering the rail corridor must be obtained. These must be implemented prior to an OC being issued.	Not Applicable. There is an upstand wall; adjacent to the rail corridor in Stage 1 between the road and railway.
19.	No scaffolding is to be used within 6 horizontal metres of the rail corridor unless prior approval has been given by RailCorp. To obtain this approval, the details will need to be submitted to RailCorp, including the type of screening to prevent materials to fall onto the rail corridor.	Noted.
20.	Provide a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The maintenance plan is to be submitted and prepared to the satisfaction of RailCorp prior to the issue of the OC.	Noted.
21.	Provide details of any encroachment into Railcorp's easement or Railcorp owned lands for review and approval prior to commencement of works.	Noted.
22.	RailCorp infrastructure is to be protected	Noted.

Issues Raised		Proponent Response
	during construction and excavation works.	
23.	No future rock anchors to be in RailCorp land or easements other than those already included in the existing Deed of Agreement dated 10 September 2009.	Noted. No further rock anchors anticipated.
24.	Provision shall be made for ample and ongoing access by RailCorp vehicles, plant and equipment to support maintenance and emergency activities.	Noted. RailCorp access will be provided at all times.
25.	An agreement with RailCorp defining the controls to be implemented in managing the access required and/or the potential impacts of the development on RailCorp and the involvement of RailCorp staff in ensuring appropriate safety and technical standards must occur.	Noted.
26.	Provide a bond for all the temporary works on RailCorp's land, forming a part of the deed/agreement.	Noted, forms part of the existing deed.
27.	RailCorp will have the final approval for the provision of the temporary ramp and stairs.	Noted.
28.	The final location and specifications of the ramp and stairs will comply with RailCorp's Standards.	Noted. The design demonstrates compliance.
29.	The temporary ramp shall be constructed prior to the commencement of any works that will impact, in RailCorp's opinion, on the current access to Wolli Creek Station.	Noted.
30.	The temporary bus turning loop road and station access shall be constructed prior to the removal of the current bus turning loop.	Noted.
31.	The stairs and lift shall be constructed and fit for purpose in accordance with RailCorp's land owner's consent.	Noted.
32.	Temporary access ramp shall be removed within 2 months of final endorsement by	Noted.

Issues Raised		Proponent Response
	RailCorp that the stairs are acceptable and fit for purpose to provide access to Wolli Creek Station.	
33.	Timing provided in 29-32 can be varied if agreed by RailCorp.	Noted.
34.	If required by RailCorp, a Station Construction Liaison Group comprising of representatives of the proponent and RailCorp is to be established. It will meet prior to construction and at required intervals during the construction. This will ensure there is an appropriate interface to manage RailCorp's customer and operational requirements.	Noted.
Sydney Airport		
1.	The proposal, at a maximum building height of 54.7m AHD is covered in the department of Infrastructure and Transport approval letter and Sydney Airport's approval.	Noted.
Transport NSW		
1.	The DoT noted that the EA report did not address the DGR 'to consider the potential for implementing a location specific sustainable travel plan' and "Future EA Requirement 5" seeking provision of details of an Travel Access Guide / Green Travel Plan (prior to the occupation of the buildings) including an investigation of car sharing schemes.	Noted. A Preliminary Transport Access Guide (TAG) has accordingly been prepared by Discovery Point Pty Ltd, refer to Appendix E . The TAG details car sharing arrangements to be investigated across Discovery Point. A new Statement of Commitment is also proposed for provision of 1 car share space for Stage 1, to be provided in consultation with residents and commercial operator during early operation of the development.
2.	Consolidation of all resident bicycle parking at level B0 and identification of bicycle parking locations on the relevant basement level plan.	B0 is primarily a retail car park level. Consolidated parking of bicycles is not considered necessary. The proposed approach is appropriate and ensures sufficient spaces are provided that are accessible and convenient to users.
3.	Provision of additional bicycle parking spaces and end-of-trip facilities for staff of the retail premise.	Provision of bicycle parking is provided in accordance with Statement of Commitments. Additional parking is not considered warranted, especially in the context of Discovery Point being a transit oriented development (i.e. focussed around rail). Future retail tenants will have the opportunity to provide end of trip facilities if required.

Issues Raised		Proponent Response
4.	It is noted that the combined widths of car parking and cycle lanes along the Brodie Spark Drive as shown on the street set out diagram DA3-101 prepared by Bates) are only 3.6 m (2.5m car parking and 1.2m bicycle). This is less than the Austroads desirable minimum of 4.0m as well as the acceptable minimum of 3.7m. The set out of Brodie Spark drive should be revised to ensure the compliance.	All proposed roads generally comply with AUSTROADS guidelines (refer to updated road sections plan included at Appendix F). Confirmation and certification that road design meets Australian Standards and AUSTROADS has been provided by TTPA and Bonacci (refer to Appendix C and M).
5.	Bicycle parking rates identified in the State of Commitment appear low in view of the standard recommended in the NSW Planning Guidelines for Walking & Cycling; provision for cycling should be maximised at this site which has advantageous location in relation to the regional cycle network, e.g. Bay to Bay Cycleway.	Noted. Refer to response provided above at item 3.
6.	The EA does not contain any trip analysis to support the conclusion that the proposed development will comply with Rockdale Council's objectives of a 50% mode split to non-car transport modes for work related trips.	The proposed parking rates are in accordance with the Concept Plan approval, which recognised the sites location adjacent to Wolli Creek train station. It is also worth noting that the Concept Plan approval will result in significantly less traffic impacts than the quantum of parking approved under the approved Master Plan.
7.	The Guidelines for the Development of Public Transport Interchange Facilities (MoT, 2008) should have been referred to together with the legislation under Future EA Requirement 16 Transport Interchange.	Noted. A review of the proposed interchange design against the <i>Guideline for Development of Public Transport Interchange Facilities</i> has been undertaken by TTPA, with recommendations made to achieve greater compliance. These recommendations have been adopted and incorporated into the amended plans (refer to Appendix G). Proposed changes to improve the design of the interchange include: • 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 with adjoining shelter provided and seating nearby. The provision of 7 combined short stay/kiss 'n' ride spaces provides flexibility for either commuter pick-up, retail loading or short stay visitor parking, as well as commuter drop-off.

Issues Raised		Proponent Response
		In addition, as required under the Concept Plan Approval (Future Environmental Assessment Requirement No 16) correspondence is to be provided to NSW Transport specifically requesting approval for the design of the interchange.