

# LINC DISCOVERY POINT PROJECT APPLICATION DESIGN REPORT

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**PROJECT APPLICATION DESIGN REPORT FOR  
DISCOVERY POINT PTY LTD  
DOCUMENT NO. S11191A-R007  
DEPARTMENT OF PLANNING REF. MP10\_0030**

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## **CLIENT.**



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## **PROJECT NUMBER**

S11191.A

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# 1.0 INTRODUCTION

*Our vision is to create a vibrant residential precinct with a permeable network of streets and open space. The design concept extends the public domain with the introduction of a new neighbourhood park linked directly to Wolli Creek Station and Discovery Point Park. Ground floor retail uses activate street front buildings and pedestrian links, creating a legible urban form that will support a high quality residential lifestyle.*

**PROPOSED DEVELOPMENT SUMMARY**

Site location:	Brodie Spark Drive, Wolli Creek
Total Area	13,428m <sup>2</sup> (Standard Instrument GFA)
Retail area	2,197m <sup>2</sup> (Standard Instrument GFA)
Residential area	11,231m <sup>2</sup> (Standard Instrument GFA)
Apartments:	130 units
Mix	1-bed: 42%
	2-bed: 50%
	3-bed: 8%
Car parking:	Retail/Visitor spaces: 133 spaces
	Residential spaces: 113 spaces

This report has been prepared by Bates Smart Pty Ltd on behalf of Discovery Point, a co-venture between Australand Holdings Limited and Landcom. It forms part of the Environmental Assessment Report prepared in respect of Project Application MP10\_0030 for a mixed use development at 1 Princes Highway Wolli Creek.

This scheme is the first of fourteen stages to be developed under the new Discovery Point Concept Plan MP10\_0003 which was approved by the Department of Planning on 5 May 2011..





1.0 INTRODUCTION





# 2.0 CONTEXT

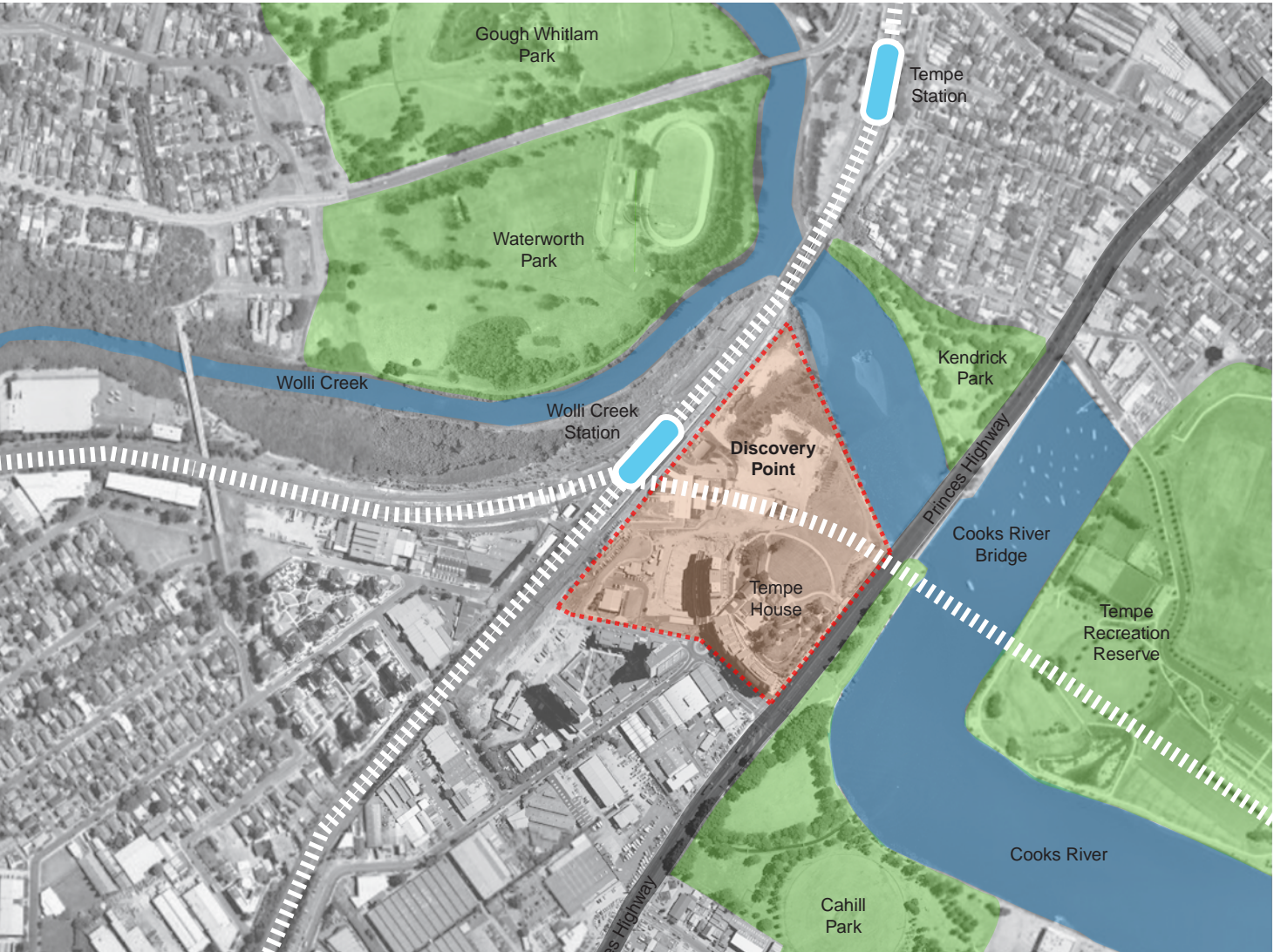
*SEPP65 principle 1, clause 9 states: Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location’s current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area .*



**2.1 REGIONAL CONTEXT**

Eight kilometres south-west of the Sydney CBD, Wolli Creek is a developing suburb surrounded by Arncliffe to the south, Tempe to the north and Cooks Cove and Mascot to the east. It is undergoing transformation from an area of predominantly light industrial use to a high-quality high-density urban environment. Wolli Creek has been identified for high density mixed use development due in part to its excellent transport links. Wolli Creek railway station, within the Discovery Point site and immediately adjacent the project application boundary, provides access to the Eastern Suburbs, Illawarra, Airport and East Hills railway lines. Sydney Buses operate a number of routes to Wolli Creek Station providing connections to Sydney’s southern metropolitan region.

According to Rockdale’s Draft DCP 2011, the “vision for Wolli Creek is to create a high quality, high density urban environment, for living, working and recreation. An activity hub will evolve around Wolli Creek Railway Station ... with ground floor retail, a rail interchange, street dining and cafes. This area will be the focus and heart of Wolli Creek supporting activity day and night.”



**2.2 LOCAL CONTEXT**

The project application is within a larger development site known as Discovery Point, subject to Concept Plan MP10\_0003. The Discovery Point site is bounded by the Illawarra railway to the northwest, Cooks River to the northeast, Princes Highway to the southeast and Magdalene Terrace to the southwest. Wolli Creek Station is centrally located on the site with vehicular and pedestrian access currently from Magdalene Terrace. On the Discovery Point site, several buildings have already been developed under a previous masterplan. These comprise apartment buildings known as Greenbank, Verge and Vine (under construction) which partially define the curved boundary of Discovery Point Park, along with Tempe House and St Magdalen’s Chapel, the restored heritage buildings within the park.

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



## 2.0 CONTEXT

**2.3 DISCOVERY POINT CONCEPT PLAN MP10\_0003**

The Discovery Point Concept Plan MP10\_0003 was approved by the Department of Planning on 5 May 2011. The scheme proposes 14 buildings set around a new network of streets, pedestrian links and public open space. This Project Application is the first detailed submission under the new Concept Plan.

The Concept Plan defines the road network and the building envelopes for each of the future stages. These act as the volumetric context for this Project Application.





3.0 SITE ANALYSIS

# 3.0 SITE ANALYSIS

3.1 PHYSICAL FEATURES

The site of the project application is irregular in shape as it includes much of the road infrastructure to support future stages. The site contains several minor structures including a former sales office and sheds for the construction team. These will be demolished. The site also features two retaining structures. The diaphragm wall installed during construction of Greenbank will remain in place and provides waterproofing to four levels of basement parking under part of the site. The gabion wall in the Northeast corner of the site provided temporary flood protection to the station and it no longer required as recent buildings now provide adequate flood protection to the site. It will be demolished.

LEVELS

Site levels vary markedly, from RL+6.5 as Brodie Spark Drive crosses the railway line, to RL+2.0m on the station concourse, to RL-3.0m at Station platform level, down to RL-6.0m at the bottom of the basement excavation.

ADJOINING BUILDINGS

Wolli Creek Station is immediately to the north of the project application site. Vehicular and pedestrian access to the station is currently across the site from Magdalene Terrace via a temporary cul-de-sac adjacent to the Illawarra and South Coast railway line. Providing access to the station both during construction and on completion has been a key consideration for this project. Existing residential buildings are located to the south and east of the site. To the south, on the opposite side of Magdalene Terrace, is Proximity which consists of a 21-storey tower and adjoining five-storey street edge building. To the east are Greenbank and Verge which form the first two stages of the Discovery Point Precinct. Further north, construction has commenced on Vine, the third building along Brodie Spark Drive.

3.2 ENVIRONMENTAL FEATURES

The site is located on relatively low-lying land but upper floor levels will have key aspects onto Waterworth Park, Wolli Creek, Sydney CBD, Kogarah Golf Course, the Sydney Airport and Botany Bay. From lower levels there are glimpses of Discovery Point Park and Cooks River. There is limited ability to excavate for basement space due to the high water table - a result of the close proximity to Cooks River - and the likely presence of acid sulphate soils. Noise from various transportation modes are present on site. These include traffic noise from the Princes Highway; noise from the overground South Coast and Illawarra Line train including freight trains from time to time; some noise from Wolli Creek station and the airport train line at low level; as well as minimal noise from the airport. Particular consideration has been given to noise from the above ground railway lines which run alongside the northwest boundary. The long northern boundary of the site faces almost due north, providing optimum solar aspect for apartments facing the station.



PHYSICAL FEATURES



ENVIRONMENTAL FEATURES



3.0 SITE ANALYSIS

3.3 CONCEPT PLAN ENVELOPES

The Project Application proposes development within two building envelopes defined by the Concept Plan.

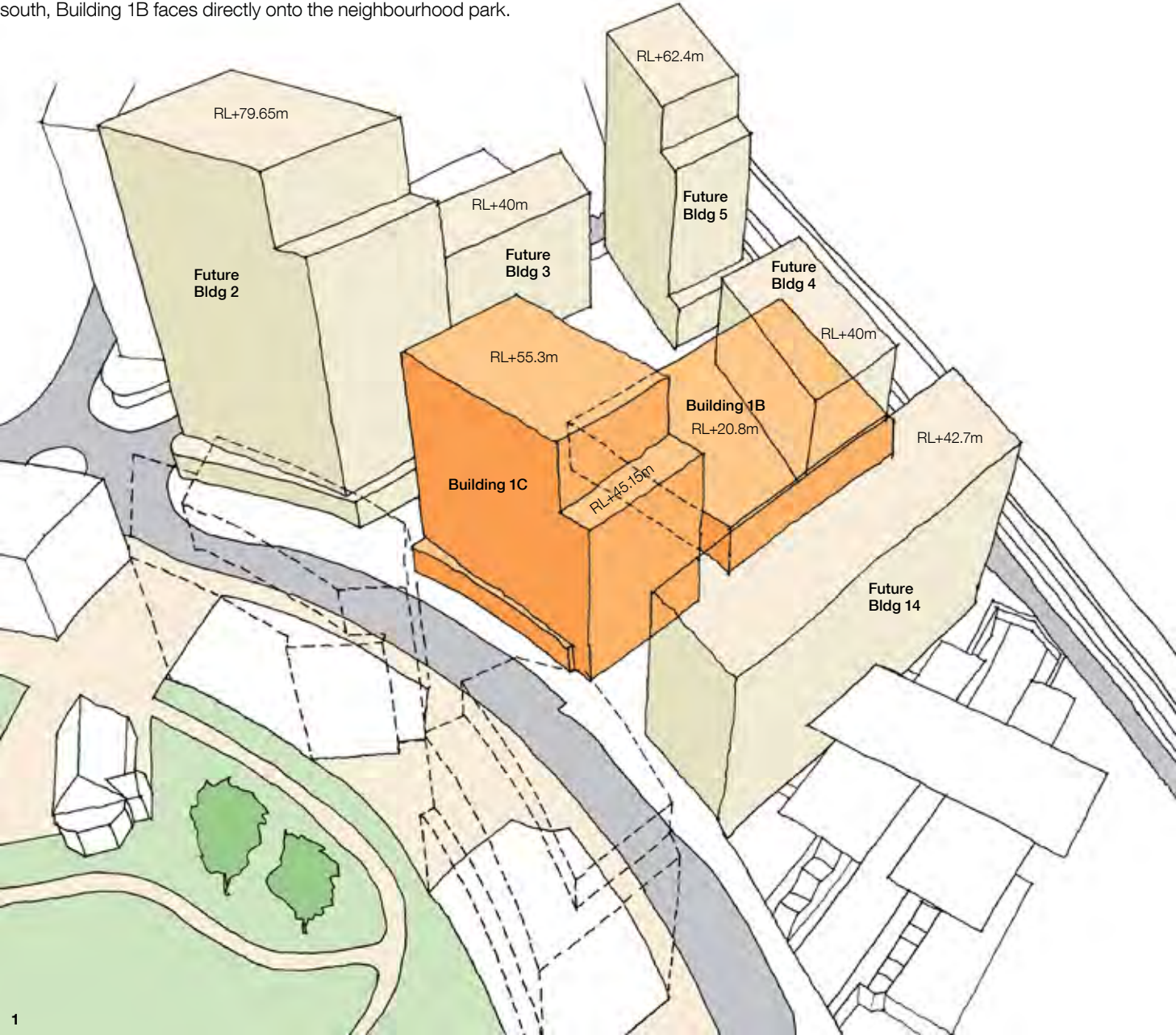
The envelope for Building 1C rises to RL+55.3m, including a setback upper volume above RL+45.2m. It accommodates ground + 13 residential levels. Immediately to the east is Verge - an existing residential building rising to 12 storeys. The Concept Plan proposes future buildings to the south and north, a 21-storey residential building and a commercial building rising up to RL+42.7m respectively. Immediately to the west is Building 1B, described below.

The envelope for Building 1B rises to RL+20.8m (accommodating 3 levels above ground) and acts as a podium for future building 4. It is also bounded to the north by the future commercial building. To the south, Building 1B faces directly onto the neighbourhood park.

3.4 VIEWS

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

Within the Discovery Point Concept Plan area, proposed buildings within the Project Application building envelopes will enjoy immediate views over the Neighbourhood Park directly to the south, and glimpses of Discovery Point Park to the northeast between Verge and Vine.



PICTURED  
1/ Concept Plan Envelopes  
2/ View to City from Proximity  
3/ Distant views from the site





4.0 SCHEME OVERVIEW

# 4.0 SCHEME OVERVIEW

4.1 PUBLIC DOMAIN

The Concept Plan defines a public domain set around a new network of streets and squares. This project application establishes all of the main elements of the southern precinct.

STREETS

Discovery Point Place will be the main transport hub with a bus stop, taxi zone, kiss and ride and pedestrian links, combined with trees, planting and seating to create a high quality public realm at the entrance to Wolli Creek Station

Adjacent to existing buildings Verge and Vine, Brodie Spark Drive will be resurfaced to provide space for new lighting, improved drainage, trees, cyclists and parallel car parking. Existing trees will be removed and replanted above ground level planting.

Along the Illawarra railway line, Spark Lane is envisaged as a service lane to the site. Between the road and the railway boundary, a planted verge provides low height shrubs above ground level planting. An avenue of trees is planted on other of the street with sufficient distance from the rail boundary.



ROAD NETWORK

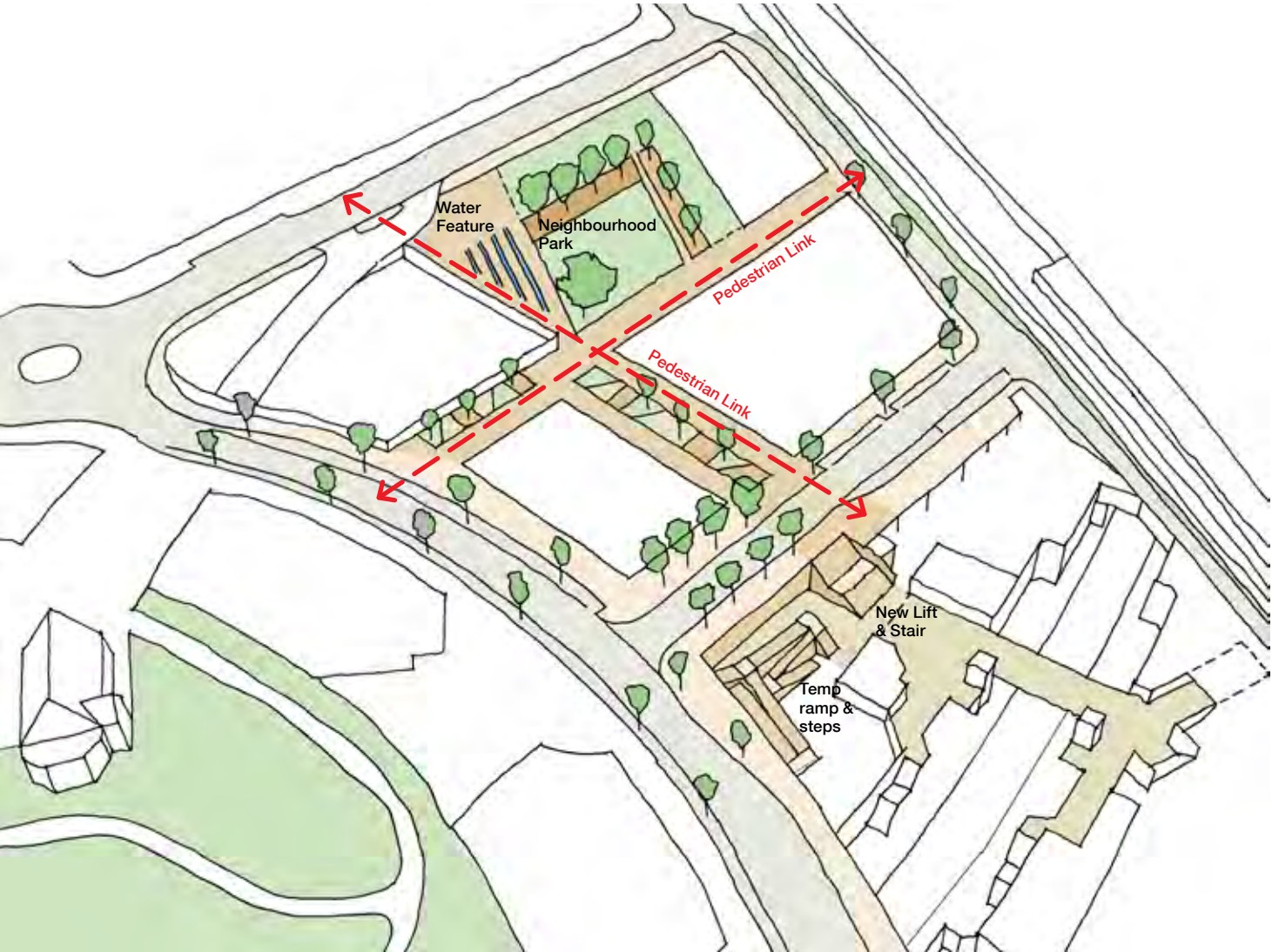
NEIGHBOURHOOD PARK

The new Neighbourhood Park will be delivered under this first stage project application. The park will act as a new village square, connected to surrounding streets with key pedestrian links and flanked by retail, initially, in this stage, to the north and northeast. The site of future Building 3 will be designed as a temporary landscaped area to connect the park to Magdalene Terrace.

The Neighbourhood Park includes a large area of deep soil zone to allow planting of shade trees. Along the main pedestrian axis it features a feature Jacaranda alongside an interactive water feature.

PEDESTRIAN LINKS

The proposal encourages a high level of pedestrian activity by connecting the Park to the surrounding street network with a series of pedestrian links flanked by retail and cafes with outdoor dining. This project application proposes permanent links from the Park to Discovery Point Place, Brodie Spark Drive and Spark Lane; along with the temporary park connecting to Magdalene Terrace.



NEIGHBOURHOOD PARK AND PEDESTRIAN LINKS

WOLLI CREEK TRAIN STATION

On axis, at the northern end of the main pedestrian link, is a new entrance to Wolli Creek Train Station. The proposed scheme provides a generous landscape stair and lift which connect the existing station entrance at RL2.0m with Discovery Point Place at RL6.3m. This will form the main entrance to Wolli Creek Station from the South.

To maintain access to the station during the course of construction, a temporary ramp and stair accessed from Brodie Spark Drive will be installed as advance works. The staging strategy is described in detail at Chapter 10.



4.0 SCHEME OVERVIEW

4.2 GROUND LEVEL USES

Ground level uses have been carefully considered to provide optimal locations for retail, service spaces, residential entrances, (including the future building 4 - above Building 1B) and carpark entrance.

RETAIL

Retail has been located to take advantage of commuter foot traffic, fronting Discovery Point Place, Brodie Spark Drive and the Neighbourhood Park, along with continuous retail along both sides of the pedestrian link located between buildings 1B and 1C. A supermarket will be provided in the large retail floorplate of Bldg 1B.

SERVICE SPACES

The main services spaces - Loading dock, residential waste store and fire control room - are located on Spark Lane adjacent the above-ground Illawarra rail line in order to minimise any impact on residents or shoppers. The retail waste store and retail lifts are located on the southern side of Building 1B, centrally located to service all the retail tenancies in the southern precinct.

RESIDENTIAL ENTRANCES

The aim has been to provide each entrance with its own identity and address.

Building 1C tower has its main address on Brodie Spark Drive, directly visible when arriving at the site by car.

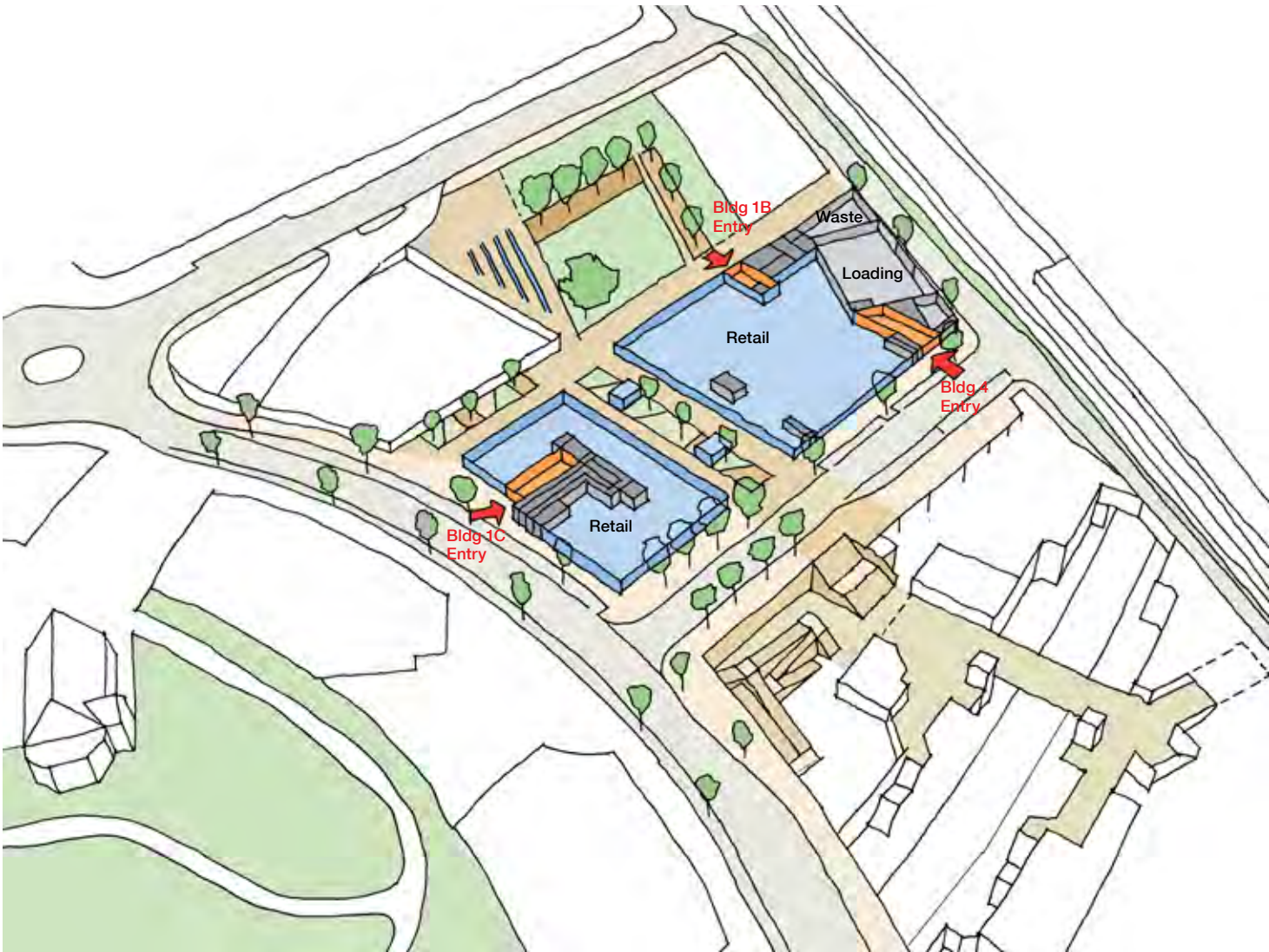
The swimming pool, gym and residents facilities on the podium of Building 1B have a dedicated access in the northwest corner of the Neighbourhood Park. This will be used as a temporary access for the residents of Building 1B until building 4 is completed.

The entrance to future building 4 is designed in the podium of Building 1B. Its main address is on Discovery Point Place, directly visible when arriving at the site by train.

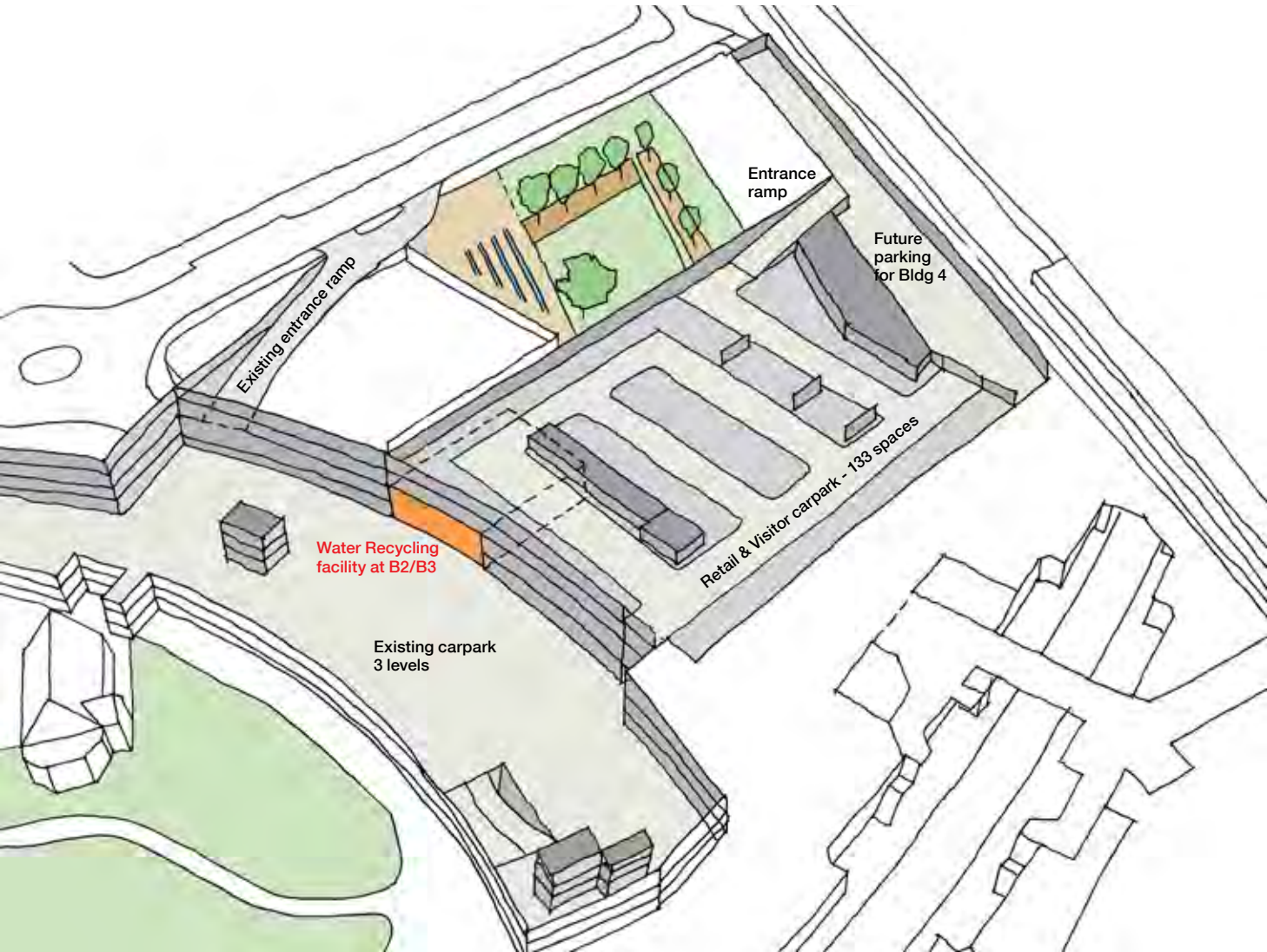
BASEMENT PARKING

A public carpark for retail and visitors is provided at level B0 with independent access from an entrance on Spark Lane. Residential parking is provided on lower levels B1-B3. These levels are accessed via existing entrances on Magdalene Terrace and in the ground floor of Vine.

On the lower levels, the basement of Building 1C also accommodates the sitewide water recycling facility, which will process blackwater for reuse in washing machines, toilets and for irrigation.



GROUND LEVEL USES



BASEMENT LEVELS



4.0 SCHEME OVERVIEW

4.3 RESIDENTIAL FLOORS

The indicative layouts developed at Concept Plan stage have been further refined to optimise mix, layout and amenity for future residents.

BUILDING 1B

Building 1B has a single level of apartments above the supermarket. Located around the perimeter of the building, the apartments are served by a U-shaped corridor looking into a top-lit landscaped courtyard. Most of the first floor apartments under the footprint of future tower 4 will be fitted out when the tower is developed.

Building 1B provides nine apartments comprising four 1-bed and five 2-bed units. One each of the 1-bed and 2-bed is wheelchair adaptable, designed in accordance with AS4299 and AS1428.1:2009.

The 1-bed apartments are all greater than 55sqm with a minimum balcony area of 6sqm. The 2-beds range from 78sqm -108sqm with a minimum balcony area of 8sqm.

BUILDING 1C

The residential tower (level one floorplate shown below left) has a central core giving access to between six and eleven apartments per floor. A slot in the eastern side of the building provides the common areas with natural light and ventilation. Apartments are arranged so that none of the dwellings have a primary aspect facing South.

Building 1C has 121 apartments over 13 residential levels. 51 of these are 1-beds, 60 are 2-beds, and ten are 3-beds. One of the 3-bedroom units on level 11 is wheelchair adaptable.

The 1-bed apartments range in size from 50sqm - 67sqm with a minimum balcony area of 6sqm. The 2-beds range from 70sqm - 92sqm with a minimum balcony area of 8sqm. The 3-beds range from 100sqm - 124sqm. Most of the larger dwellings are on the upper floors, taking advantage of the building setbacks to provide larger terraces, most in excess of 50sqm.





4.0 SCHEME OVERVIEW

4.4 LANDSCAPED ROOFTOPS

Rooftops are designed with generous landscaping for use by the residents of surrounding apartments.

The Building 1B podium is proposed as a shared community space for Discovery Point residents, accessed by the lift at the northwest corner of the Neighbourhood Park. The podium features a Gym, pool and sun deck area, community function space, lawns, garden beds, community garden (edible garden), feature tree plantings, shade structure, seating and BBQ facilities.

The roof garden at level 14 of Building 1C will be served by lift, and is proposed as a 'residents only' green roof, featuring edible gardens, shade structures and BBQ facilities for small group gatherings.

BUILDING 1B PODIUM

A partially raised pool and sun deck surround is proposed to the southern edge of the podium. Stair access is proposed from the podium lift core, a ramped access is proposed from the changeroom facilities along the eastern edge. The pool is overlooks the Neighbourhood Park, creating visual interest from the ground below.

Located in the centre of the podium the outdoor kitchen is proposed as a communal entertainment space. Set below the pool area and surrounded by planting the outdoor kitchen will provide a sheltered and intimate space. High end bbq facilities and a feature wall are proposed against the exhaust tower to integrate the element into the space. A large bench and pergola is proposed in the centre to allow informal gathering and socialising. A kitchen garden will be integrated into the space to provide herbs for cooking.

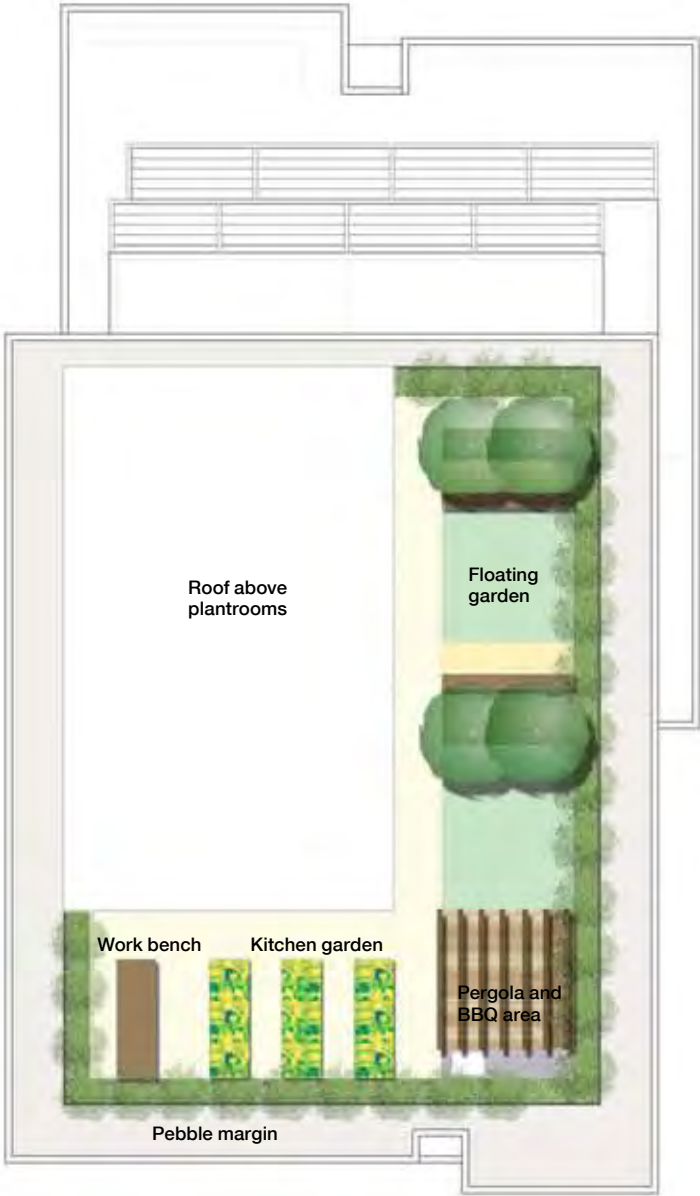
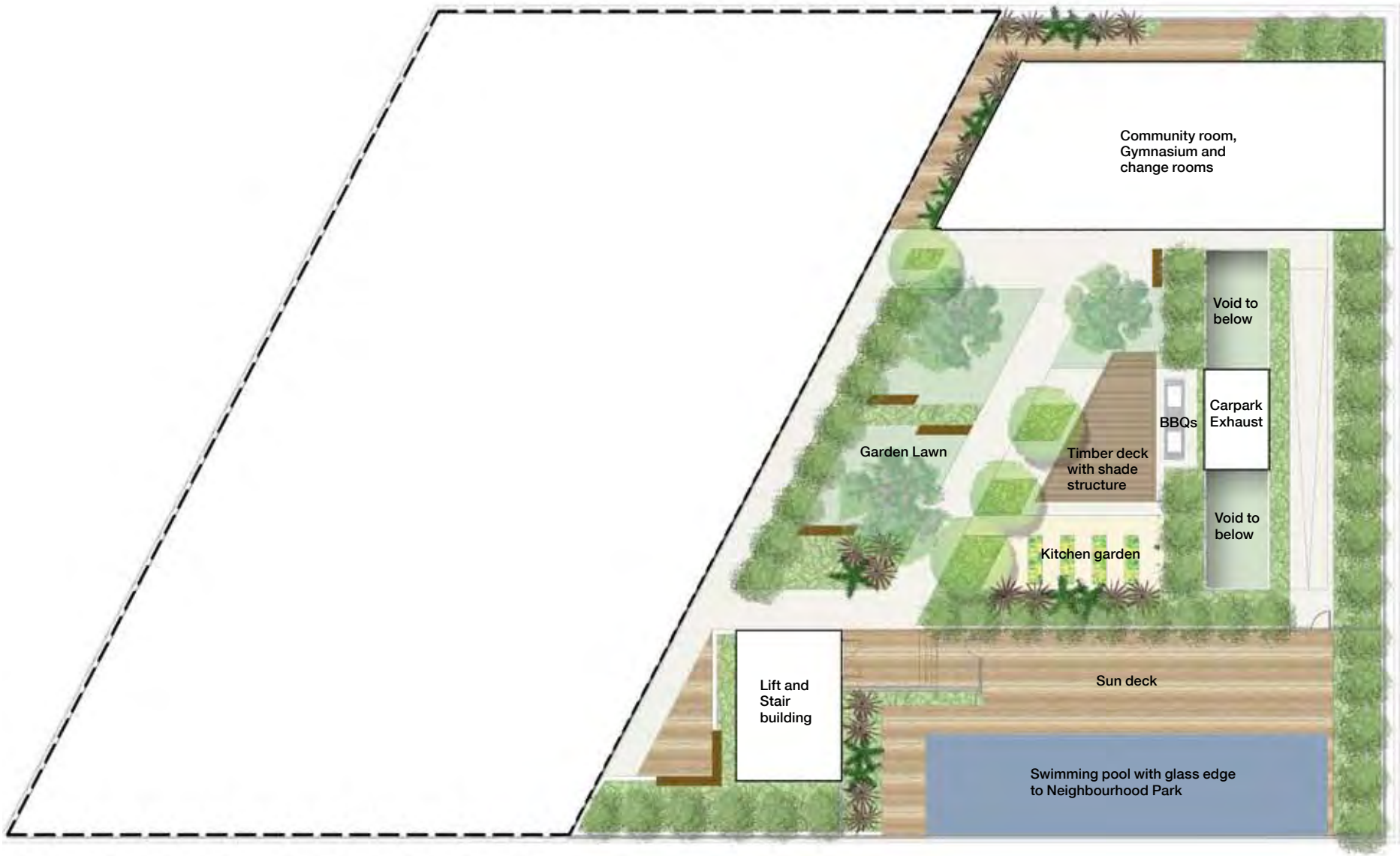
Opposite the outdoor kitchen, a garden lawn will provide visual interest, colour and shade for passive rest / activities. Shallow green roofs are proposed to the roofs of the Gym and Lift core providing additional greenery and insulation.

BUILDING 1C ROOF

A raised garden including planting, feature trees and lawn is proposed along the eastern edge of the podium for passive retreat and rest. The garden will be terraced with a heavily shadowed edge to appear floating over the podium pavement.

At the end of the garden shared BBQ facilities are provided under a pergola. A proposed change of level between the floating garden and bbq area will provide an informal seating edge to the space.

An allotment garden with work bench for potting up and equipment storage is proposed to the southern edge of the podium where residents can interact and grow their own choice of planting.





# 5.0 DESIGN APPROACH

*SEPP65 principle 2 clause 10 states:  
Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.  
Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.*

**5.1 SCALE**

Building heights and massing have been established by the Concept Plan envelopes. The scale of the proposed buildings are broadly in keeping with the bulk and height of existing buildings on the Discovery Point site, the neighbouring Proximity development and the desired future character of the area described in both planning policy and recent development consents.

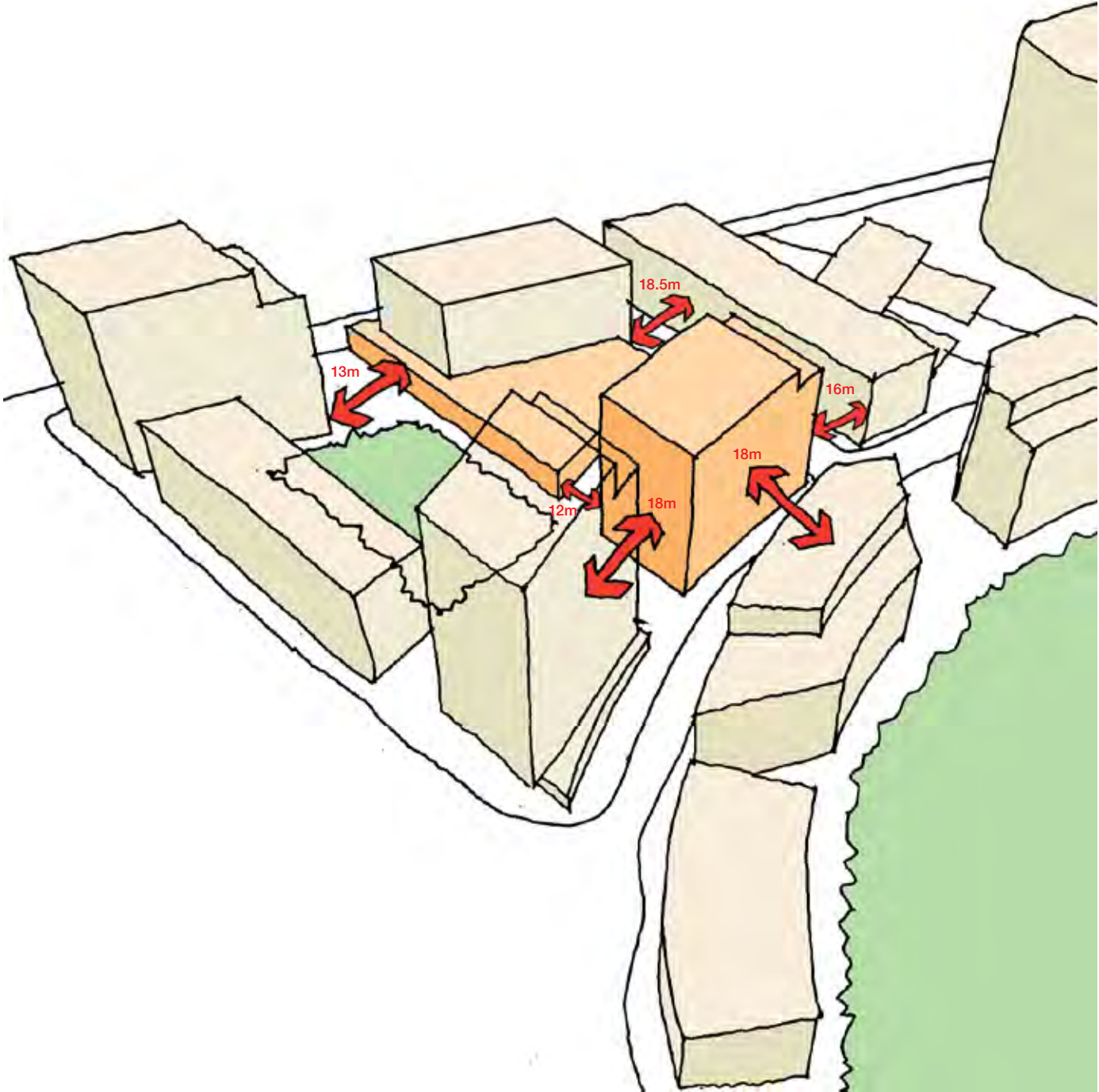
The envelopes provide for the expression of a two-storey podium for Building 1B and a single storey expression for retail space in the ground floor of Building 1C. The envelope for Building 1C is sufficient to accommodate 13 residential floors with a reduction in height of 3 storeys at the northern end nearest the station. This step has been incorporated into the building design by expressing the building as two interlocking objects as shown on the opposite page.

**BUILDING SEPARATION**

Building separation is as follows:

- / Building 1C to Building 1B = 12m
- / Building 1B to future building 14 (Commercial) = 18.5m
- / Building 1B to future building 5 = 13m
- / Building 1C to future building 14 (Commercial) = 16m
- / Building 1C to future building 2 = 18m
- / Building 1C to Verge = 18m

Between Building 1C and future building 2, where building separation is 18m, additional privacy the form of fixed louvered screening has been introduced to minimise any overlooking.



BUILDING SEPARATION DISTANCES



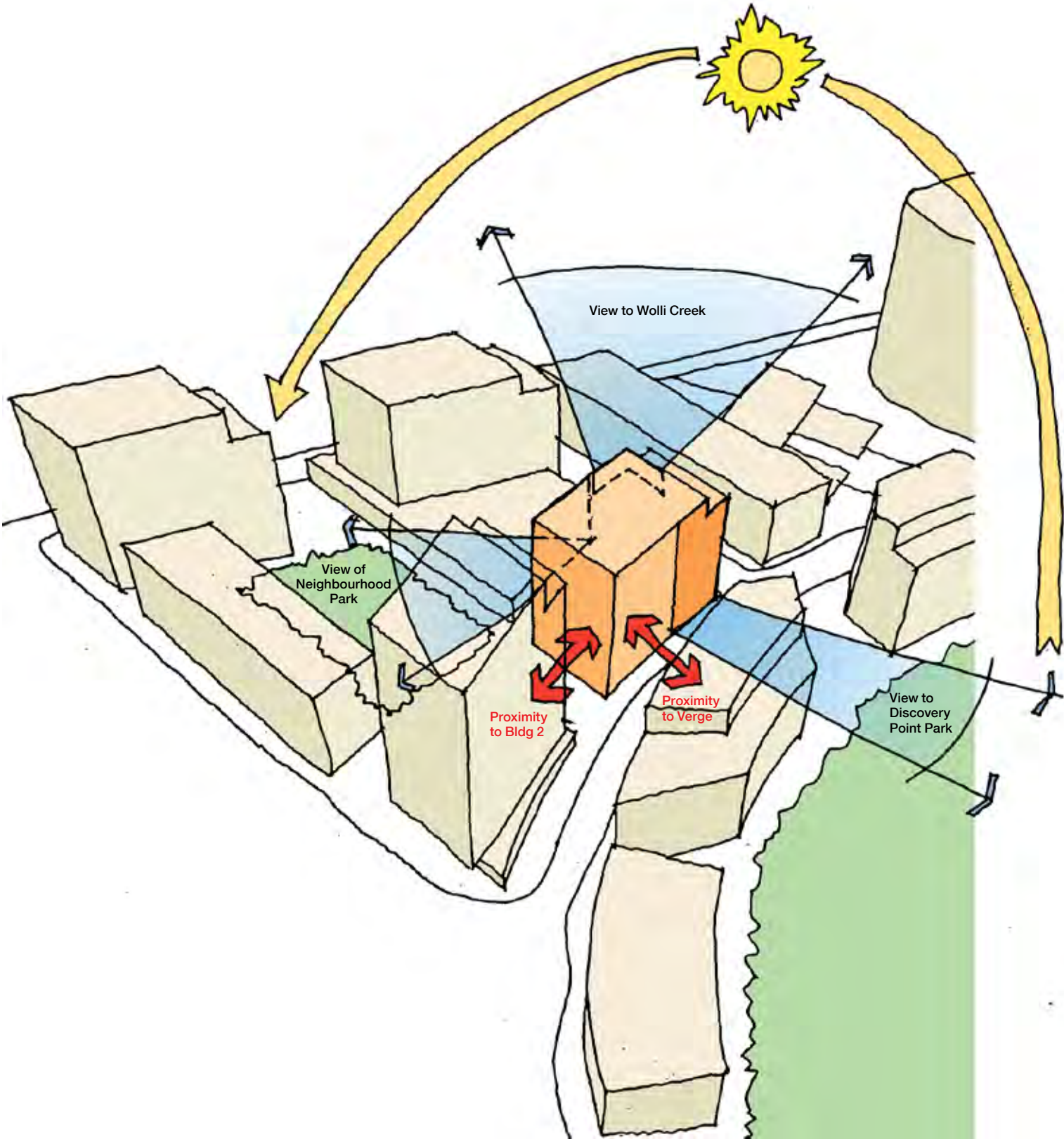
5.0 DESIGN APPROACH

5.2 MASSING APPROACH

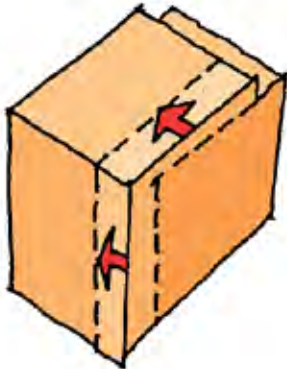
Building 1C has been conceived as two interlocking boxes, prised slightly apart, both to draw closer to the optimum views, and to respond to the proximity of Verge and future building 2.

A light and ventilation slot has been introduced at the intersection of the two masses, to emphasise the impression of one block disengaging from the other.

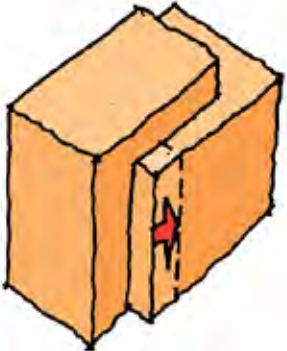
Building 1B has been built to the street edges, filling the envelope on ground and first floor levels. This two storey box creates a base for future Building 4 and several small pavilions, which sit as freestanding objects on the landscaped podium.



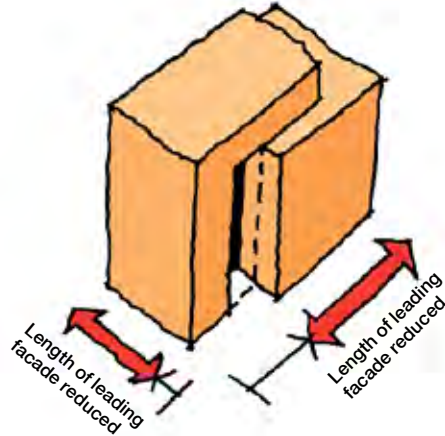
1. REDUCE MASSING TO MINIMISE OVERLOOKING



2. SLIDE LOWER MASS TO REVEAL SLOT



3. INTERLOCKING FORMS APPEAR MORE SLENDER



BUILDING 1C MASSING APPROACH



5.0 DESIGN APPROACH

*SEPP65 principle 3 clause 11 states:  
Good design achieves an appropriate built form  
for a site and the building’s purpose, in terms of  
building alignments, proportions, building type  
and the manipulation of building elements.  
Appropriate built form defines the public domain,  
contributes to the character of streetscapes and  
parks, including their views and vistas, and  
provides internal amenity and outlook.*

5.3 BUILT FORM

Consistent with the aims set out in the Concept Plan, both Buildings 1B and 1C are built to the street edge, enabling the built form to reinforce the network of streets, pedestrian links and parks that define the urban realm. Above ground level, the northern end of Building 1C cantilevers out over Discovery Point Place forming a natural canopy to the street.

The previous section described how the overall form of Building 1C is conceived as two interlocking boxes. This section describes a series of secondary moves have been employed to further articulate the building at increasingly finer scale.

At high level, balconies at the northwest corner and living rooms at the southeast corner of the building cantilever an additional 1.5m beyond the general building line (but within the Concept Plan Envelopes). These two moves serve a triple purpose. Firstly they provide a sense of dynamism and articulation to the facade. Secondly they provide improved views to the apartments - the northwest apartments get views across the north facade to Discovery Point Park and the southeast apartments views across the South facade to the Neighbourhood Park. Thirdly they help to break up the scale of the tall North and South facades.

This approach to massing ensures each of the four facades are broken down into smaller elements, emphasising the vertical proportion of the smaller sub-elements.

The vertical emphasis is overlaid with strong horizontal spandrels, creating a repetitive element which defines each of the storeys, acting as a scaling device. These strong horizontals are increased in height to emphasise the top and bottom of each of the massing sub-elements.

Building 1B uses this taller horizontal spandrel to clearly delineate the different uses on its three levels. A landscaped podium featuring pavilions for gymnasium, community room and access sits above the first floor residential apartments. At ground level, a glazed retail facade wraps around the North, East and Southern elevations.

On both buildings, below the first floor spandrels, a continuous canopy projects over the public domain to provide all weather protection to the retail frontages.

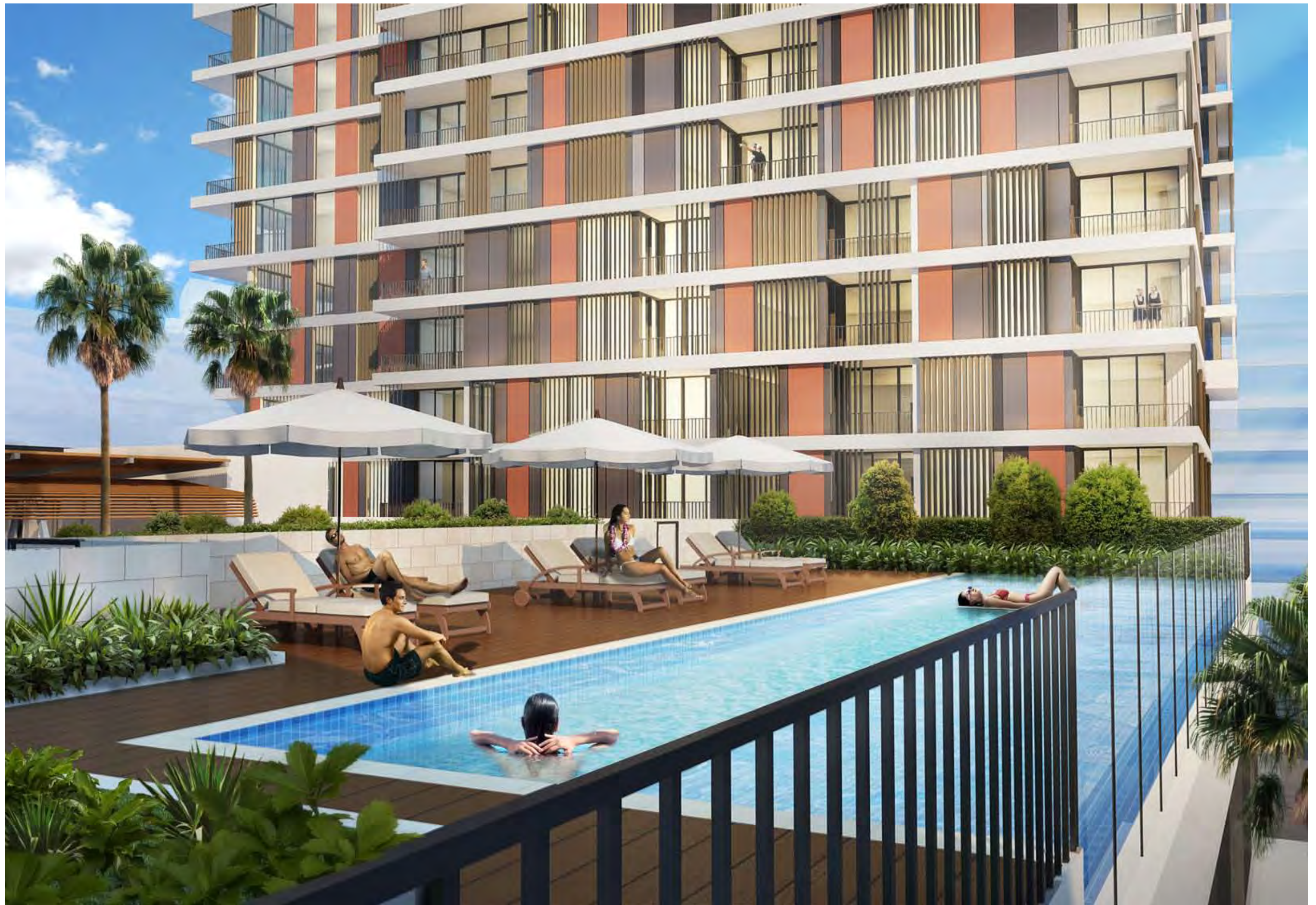


**PICTURED**  
1/ Northwest projection  
2/ Southeast projection  
3/ Three levels of Building 1B











5.0 DESIGN APPROACH

*SEPP65 principle 10 clause 18 states: Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.*

5.4 AESTHETICS

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 pop-out 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 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.

RETAIL FRONTAGES

The residential floors float above a predominantly glazed retail base which in most locations is aligned with the building above.

Between the residential floors and the glazed retail facade is a dark metal canopy. The canopy has a thin leading edge to emphasise its lightness and is made of dark metal to provide a clear break between the retail facades and residential floors above. The canopy is continuous on all retail frontages providing all weather protection for pedestrians.

The glazed retail facade is broken at each structural bay by a full height solid panel and recessed entrance door, breaking down the long expanse of glazing. Providing a entrance door in each structural bay brings two clear benefits: It allows the retail floor level to step down following the fall of the site; and encourages smaller tenancies with multiple entry points.

Between each entrance bay, the retail facade incorporates a 600mm signage zone with a 600mm clerestory window above. Lowering the signage zone into the glazing increases the sense of openness of the facade and provides a common background onto which each of the retailers can project their branding.

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



PICTURED  
1/ Building 1C elevation approach  
2/ Retail frontage  
3/ Precedent Images



# 6.0 AMENITY

*SEPP65 principle 7 clause 15 states:  
Good design provides amenity through the physical, spatial and environmental quality of a development.  
Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.*

**6.1 APARTMENT LAYOUTS**

Building 1C's floorplate is arranged around a central core with between six and eleven apartments on each level. The lift core is biased to the southern end so it remains in the centre of the building on the set back upper storeys. Opposite the lifts is a deep recess in the facade, which provides natural light and ventilation to the lift lobby and common areas. The communal corridor gives access to the fire escape stairs, services risers and the waste room. Most of the apartments have their entrance doors in private alcoves rather than on a long corridor wall.

Apartment sizes have been developed in accordance with the 'Discovery Point Concept Plan Urban Design Guidelines'. They range in size as follows:

- / 1-bedroom: 50-57m²
- / 1-bedroom + study: 55-82m²
- / 2-bedroom 1-bathroom: 70-78m²
- / 2-bedroom 2-bathroom: 80-88m²
- / 2-bedroom 2-bathroom + study: 85-108m²
- / 3-bedroom: 100-124m²

The scheme provides three wheelchair adaptable apartments: Building 1B includes a 1-bedroom and a 2-bedroom apartment on its eastern side, while Building 1C includes a 3-bedroom apartment at the northwest corner of on Level 11.

Louvered screening, which is used to mitigate privacy concerns both between adjacent balconies and to surrounding properties, are also employed to limit solar heat gain from the low rising and setting sun.

Within the apartments themselves, rooms have been designed to be rectangular in shape to provide for a range of furniture layouts. Service areas have been designed as efficiently as possible to maximise area available in habitable rooms. Many of the apartments have been provided with small studies - these have the flexibility to accommodate a secluded work space or a media retreat. Living rooms have a minimum dimension of 4m and bedrooms have a minimum dimension of 3m. Kitchens are located not more than 8m from a window.

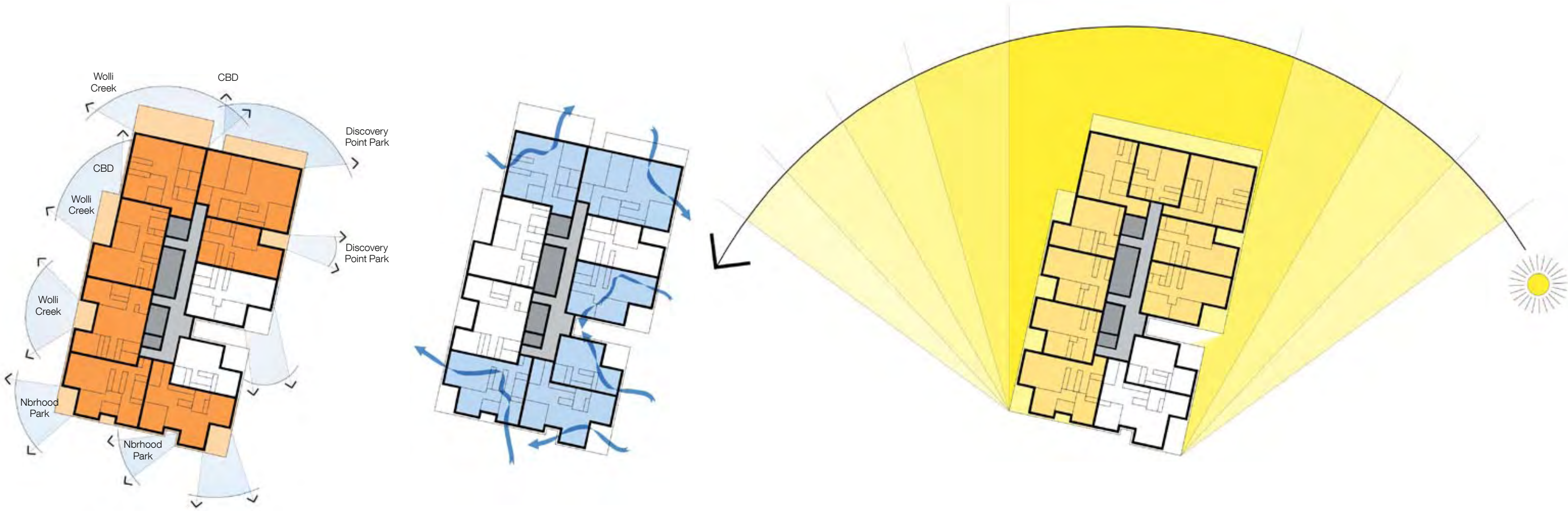
Storage is provided both within each apartment and in dedicated areas of the basement, providing opportunity for residents to store both clean and dirty household items. 1-bed units have at least 6m³ storage, 2-bed units have at least 8m³ storage and 3-bed units have at least 10m³ storage.

Balconies range in size as follows: 1-bed units 6-12m², 2-bed units 8-20m², 3-bed units 25-110m². In addition to the private open space on balconies, residents have access to shared facilities on level two of Building 1B and level fourteen of Building 1C.





6.0 AMENITY



6.2 VIEWS

Building 1C affords a variety of near and distant views of the surrounding area. Apartments at the northeast corner have the best position with respect to views. All levels enjoy views of Discovery Point Park and the Cooks River, viewed through the gap between Verge and Vine. The upper floors, along with those on the northwest corner, enjoy distant views of Sydney's CBD.

All apartments on the western side of Building 1C look out over the South Coast and Illawarra Railway line to Wolli Creek and Waterworth Park beyond. Upper floor apartments on the eastern side of the building look over the top of Verge and out to Botany Bay.

Apartments on the southwest corner of Building 1C, along with all apartments on the southern side of Building 1B, have a clear view onto the Neighbourhood Park.

6.3 NATURAL VENTILATION

62% of apartments (80/130) will have measures to support natural cross ventilation. The majority of these are apartments with a corner aspect, where windows on different facades are subject to different air pressure, thereby encouraging air movement through the apartment. Two apartments on level 13 of Building 1C and three apartments in Building 1B will be provided with a natural ventilation duct from above the kitchen out through the roof or common corridor to support appropriate natural ventilation.

With regard to ventilation of the kitchen, the scheme includes 17 apartments with windows within the kitchen and a further 23 apartments which are naturally ventilated where the airflow path is via the kitchen. In addition, all apartments will be provide with an externally ducted kitchen exhaust.

6.4 DAYLIGHT & SUNLIGHT

ACCESS TO SUNLIGHT

70% of apartments (91/130) will have living rooms and private open space which receive at least 2 hours direct sunlight between 9am and 3pm on the winter solstice. This includes six out of the nine apartments in Building 1B, all of the 74 apartments facing West and North in Building 1C, and 11 out of the 47 apartments facing East in Building 1C.

MINIMISING SOUTH FACING UNITS

Only 2% of apartments (2/130) have a single aspect between SE and SW. Both of these are in Building 1B with a fantastic outlook over the proposed Neighbourhood Park. Facing onto a large open space, the apartments have access to a large area of visible sky, ensuring good daylight levels within the unit.

SUNLIGHT TO NEIGHBOURHOOD PARK

The shadow diagrams included at Appendix A show that while the Neighbourhood Park will be partially overshadowed in the morning, from 11am onwards over three quarters of the park will be in direct sun all year round.



# 7.0 LANDSCAPE + PUBLIC REALM

SEPP65 principle 6 clause 14 states:  
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain  
Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.  
Landscape design should optimize useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long term management.



PROPOSED LANDSCAPE PLAN



7.0 LANDSCAPE+ PUBLIC REALM

7.1 NEIGHBOURHOOD PARK

A new park is proposed to the centre of the retail development (stage 1 and future phases) to act as a green breakout space to the surrounding buildings and as a civic meeting place. A series of pedestrian walks connect the park to the surrounding developments, existing parklands and Railway Station.

High finish landscape elements and materials are proposed with custom design furniture to define a unique landscape character. A deep soil zone enables a variety of shade tree plantings and soft landscape areas. Contrasting pavement tones, textures and patterns are proposed to identify the park area as a special place within its urban context.

The Neighbourhood Park features:

- / A large central lawn with feature tree plantings and surrounding pedestrian walks
- / A 'play' focused water feature with fountain elements set below trafficable grill covers
- / A deck terrace comprised of deciduous trees along the future site 3 building / south edge of park.
- / A seating area on the western edge interspersed by native trees.
- / Internal pedestrian network connections, with feature trees and seating elements

DISCOVERY WALK

Discovery Walk is proposed as the main pedestrian link between Magdalene Terrace and Wolli Creek Station in the Concept Plan. A changing landscape environment is proposed along the length of Discovery Walk opening up to the Neighbourhood Park. Stage 1 of Discovery Walk proposes a green spine between Buildings 1B and 1C. The spine will be activated with pedestrian walkways and seating areas interspersed along its length.

Deciduous trees are proposed to provide shelter and scale to the area as well as adding seasonal colour. Low planting will soften the urban environment whilst maintaining a visual connection through to the Neighbourhood park and Railway Station.

CENTRAL LAWN

A minimalist lawn is proposed to the centre of the Neighbourhood Park to provide a communal green and undefined breakout space. Surrounded by pathways to the north, east and west the lawn is slightly elevated with sloping grass planes on the northern point emphasising a civic place at the convergence of the pathways. An angled wall mediates the levels to the centre of the lawn creating visual interest and an informal seating area.

CAFE TERRACE

A raised terrace is proposed to the southern edge of the Central Lawn and adjacent the future site 3 building. The north facing aspect provides a prime sunny position for the cafe terrace with views across the central lawn. Deciduous trees are proposed to the terrace to provide filtered shade during the summer months and solar access through the winter.

WATER FEATURE

Located to the east of the Central Lawn, the Water Feature is prominently located, visible from Discovery Walk and the Central Lawn / Cafe Terrace. Water jets are proposed below a pedestrian grilled cover, allowing water to be free draining and re-circulating. Water jets are proposed to playfully change in height and timing, encouraging users to interact with the element.

TEMPORARY PARK

The proposed temporary park occupies the future sites 3 and 5 providing additional park amenities until such time as either sites 3 and 5 are developed or adjoining site 2 is developed, whichever occurs earlier. To complement the central lawn design, the temporary park is proposed as a simple lawn. Two main pathways run through the temporary park, connecting Magdalene Terrace with the retail centre and railway station.

7.2 BRODIE SPARK DRIVE

Brodie Spark Drive is the processional thoroughfare commencing at Magdalene Terrace, terminating at the Waterside Park offering expansive views over Cooks River and the city beyond.

The completed section of the Drive will be modified to remove the centre island and locate street lighting to the western kerb side. There is an opportunity to improve the street tree planting in association with these works to achieve a high quality, enduring and cohesive outcome. Additional planting is proposed to the streetscape to enhance the character whilst softening the urban environment.

Brodie Spark Drive is designated as a mixed use street, employing feature avenue planting combining accent palms for height and structure with canopy trees for colour and shading. Large specimen trees (located at public domain interfaces) to provide background planting and additional canopy to the streetscape. Where possible street verges and tree pits are to be planted with groundcovers to soften the urban environment. A new kerb alignment is proposed to the surrounds of the tree positions to increase and improve streetscape planting.

7.3 DISCOVERY POINT PLACE

Discovery Point Place will be a relatively busy urban space functioning as both bus/taxi interchange and shared street. Shade trees, lush understorey plantings, seating and lighting will create a harmonious public environment that facilitates pedestrian movement between transport modes, adjacent retail / residential developments and the neighbourhood park.

Deciduous Avenues are proposed along Discovery Point Place (mixed use street) to characterise the central public domain.

Where possible trees are to be planted closely together to create a more intimate streetscape scale.

Streetlights with banner fixings are proposed to Discovery Point Place to add visual interest and scale to the street.

7.4 SPARK LANE

A new lane is proposed adjacent the rail corridor, landscape works are proposed to screen and buffer the railway corridor interface and soften the proposed building facades.

Street trees are proposed to the development side of Spark Lane to screen the built facade and provide filtered views out of apartment blocks. Low ground cover planting is proposed beneath street trees to delineate the pedestrian path from the road.

Tree planting to Spark lane is restricted by the rail corridor offset zone (6m from railway). To buffer the streetscape from the railway corridor, screening shrubs and groundcovers are proposed.

7.5 RESIDENTIAL PODIUMS

The Building 1B podium is proposed as a shared community space for Discovery Point residents. The podium features a Gym, pool and sundeck area, community function space, lawns, garden beds, community garden (edible garden), feature tree plantings, shade structure, seating and BBQ facilities.

The pool and sun deck are proposed to the southern side of the rooftop overlooking the neighbourhood park. A dense hedge is proposed to the eastern side of the pool to screen views and noise from the adjacent Building 1C. A secure fence will enclose the pool and sun deck from the surrounding shared gardens.

A community space is proposed to the centre of the rooftop including seating and BBQ facilities. A pergola will provide shade and shelter to the Lush planters will surround the space adding colour, texture and scent to the garden.

Building 1C is proposed as a 'residents only' green roof, featuring edible gardens, shade structures and BBQ facilities for small group gatherings

*SEPP65 principle 8 clause 16 states:  
Good design optimises safety and security, both internal to the development and for the public domain.  
This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.*

7.6 SAFETY & SECURITY

The proposed scheme has been designed to minimise the opportunity for crime in accordance with the four CPTED principles of surveillance, access control, territorial reinforcement, and space management.

The proposal will significantly improve safety and security in the local area, particularly around Wolli Creek Station, by providing at ground level a mix of active retail frontages and residential entrances, which will combine to increase pedestrian activity both day and night. The residential apartment buildings have living rooms and balconies located on all facades. These provide passive surveillance of the existing train station, proposed bus stop, surrounding streets, and the proposed Neighbourhood Park.

Spark Lane, conceived primarily as a traffic and services route, is passively surveilled from the adjacent station platform, the bus loop and apartments above. Access into service areas such as the carparks and loading dock will have appropriate access control.

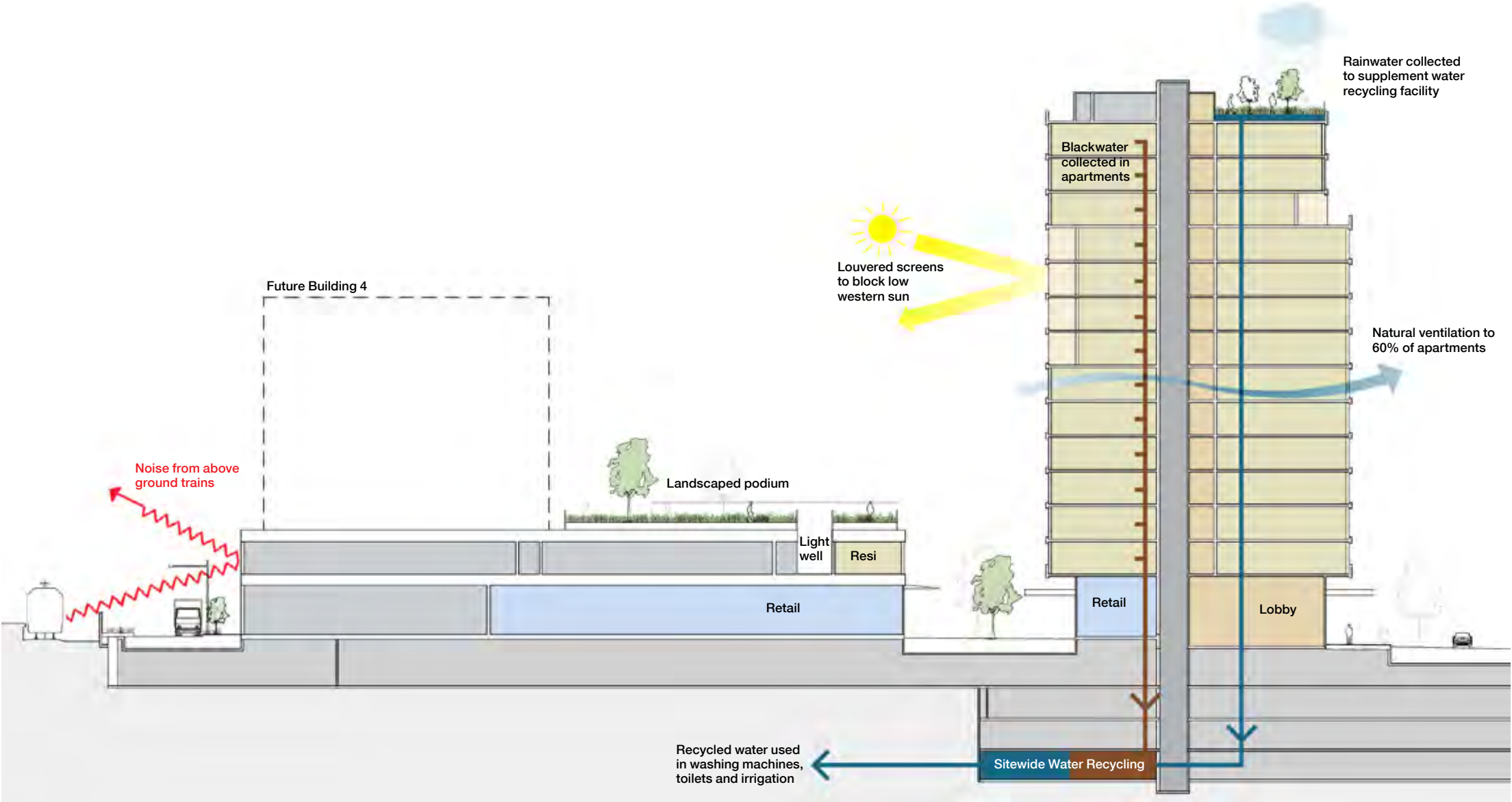
The channelling of the vehicular traffic to three main streets – Brodie Spark Drive, Spark Lane, Discovery Point Place – ensures pedestrian amenity and safety is maximised. Walking and cycling paths along Brodie Spark Drive will connect to the Cooks River as Brodie Spark Drive continues northwards in future stages.

Both of the primary landscaped areas are designed to encourage community ownership. The Neighbourhood Park is flanked by retail on the northern edge and in the northeast corner, while future stages will add additional retail activation to the east, west and southern sides. A water feature in the south east corner of the park will provide an interactive feature in the centre of the open space.

The landscaped podium offers a range of activities for private use by residents including swimming pool, barbecue facilities, gymnasium and a community room. Both spaces will be managed and maintained by the Discovery Point residents' association.



# 8.0 SUSTAINABILITY



*SEPP65 principle 5 clause 13 states: Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.*

**8.1 WATER**  
A key component of the sustainability strategy for Discovery Point is the site wide water recycling facility, which is to be installed as part of this Project Application. Serving this as all future stages under the Concept Plan, it will provide the facility to process blackwater generated by the development. Rainwater will be collected to supplement the system as required. Non-potable water provided by the system will be used for toilet flushing, in laundries and for irrigation of common area landscaping.  
Water efficient fixtures and fittings will be incorporated into all the apartments. These include 3 star WELS shower heads, 4 star WELS toilets, 4 star WELS kitchen taps and 4 star WELS bathroom taps.  
The deep soil zone in the Neighbourhood Park enables rainwater and overland flow to enter the ground and replenish the water table.

**8.2 ENERGY**  
The majority of apartments have dual orientation, maximising opportunities for natural cross ventilation. The light and ventilation slot provides improved ventilation to adjacent apartments, and allows lift lobbies and communal corridors be partially naturally lit. Wherever possible, low-energy lighting operating on motion sensors and energy efficient fixtures will be incorporated into apartments and common areas.  
Building form and facade design have been carefully considered to balance solar heat gains, daylight, glare and views to outside. Passive design strategies such as external shading, well insulated walls and ceilings, and performance glazing are used to reduced the need for airconditioning, which will have day/night zoning.  
Gas bayonets in living areas help to reduce energy used for heating, while energy efficient dishwashers and clothes dryers will be installed by the developer ensuring reduced energy consumption by future residents.

**8.3 ECOLOGY**  
A variety of landscaped areas in the proposed development provide a natural environment which can be enjoyed by residents and the public and greater biodiversity is encouraged. These include the Neighbourhood Park, temporary park, pedestrian links, street planting, landscaped podium, green roofs and rooftop garden. These are planted with a range of trees, shrubs, grasses and herbs to offer a variety of spaces with significant visual and physical amenity for residents and help to reduce heat gain at podium and roof level.



# 9.0 TRANSPORT

## 9.1 WOLLI CREEK TRAIN STATION

The Project application will enhance Wolli Creek’s function as a multi-modal and accessible public transport hub. Wolli Creek station is already a transfer station for three lines: the Eastern Suburbs and Illawarra line; the Airport and East Hills line; and the South Coast Line. It comprises two platforms served by an elevated concourse. A public lift and stairs will redefine the main entrance to the station at street level on Discovery Point Place.

## 9.2 BUS & TAXI SERVICES

Bus services comprise bus service 348 from Bondi Junction to Wolli Creek and bus service 422 from Sydney CBD to Kogarah train station. Buses will stop on Discovery Point Place, adjacent to Wolli Creek Station. Two bays are also provided for taxi pick-up and drop-off on the other side of the road.

## 9.3 CAR PARKING

Below ground parking will be provided in the basements of the residential buildings and under suspended roads. While the majority of parking will be for residents, B0 level provides 133 spaces in a public carpark for shoppers and visitors.

Two short stay spaces on Discovery Point place provide a convenient location for commuter drop-off, and a dedicated space for a car share vehicle will be provided in close proximity to the station on Brodie Spark Drive.

## 9.4 SERVICE VEHICLES

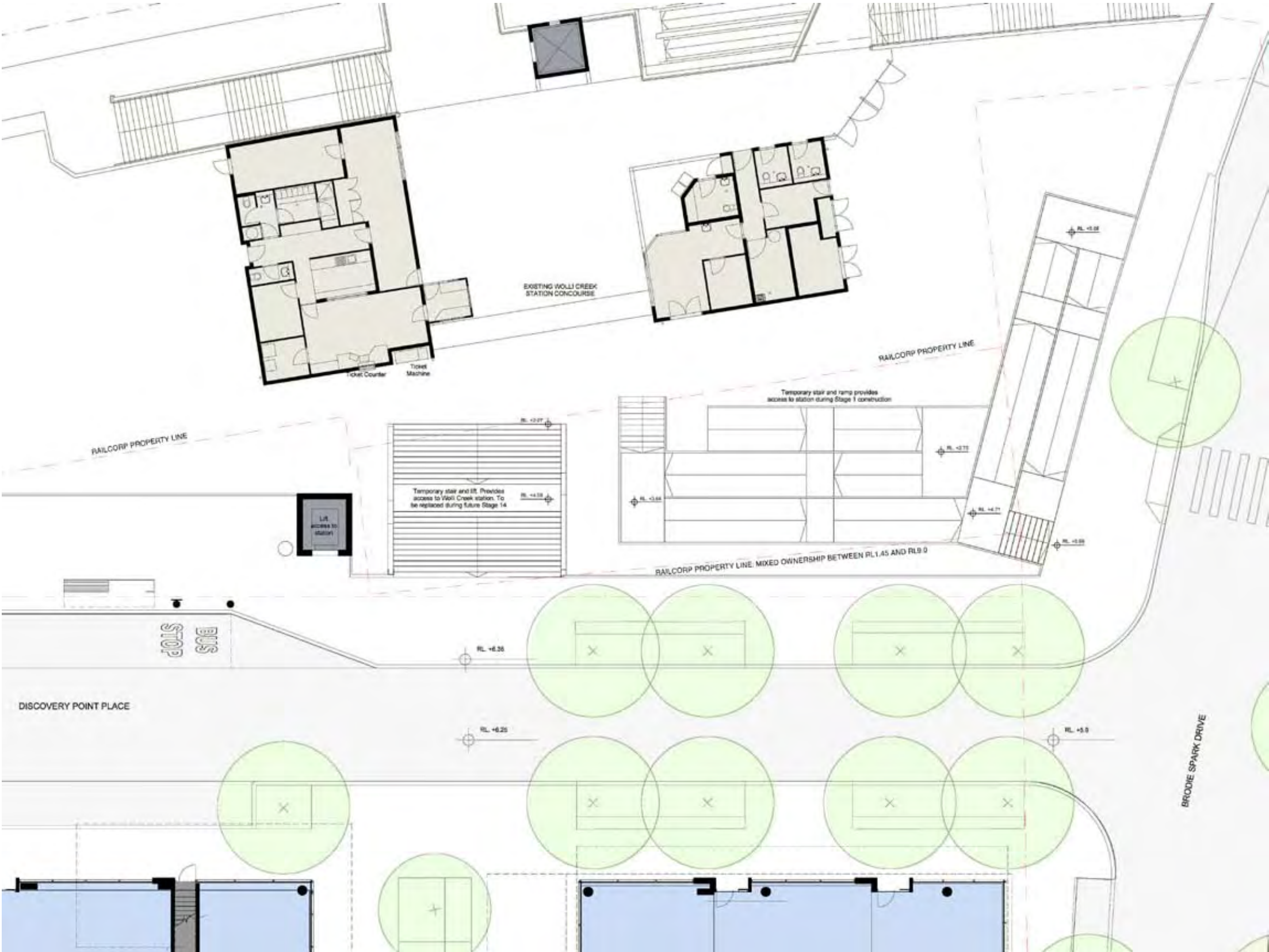
The refuse and recycling strategy for the southern precinct involves the collection of waste from storage rooms in the basement of each building and transfer to a centralised store in the ground floor of Building 1B. Adjacent to the central waste store is a loading dock which will accommodate waste collection vehicles in addition to deliveries vehicles for retail and commercial tenants.

Emergency vehicles will gain access to all buildings and open spaces directly from the proposed street network.

## 9.5 CYCLES

Brodie Spark Drive will be resurfaced to accommodate dedicated cycle lanes in both directions. In future stages these will continue to the Cooks River and connect into the wider regional cycle network.

Bicycle racks are provided at the top of the stairs leading to Wolli Creek Train station and adjacent to the entrance to Building 1C. Secure bicycle and motorcycle parking is provided for residents in the basement carpark.





# 10.0 STAGING

Currently, pedestrian and vehicle access to Wolli Creek Station is from Magdalene Terrace via a temporary service road which bisects the Project application site. This route will be extinguished by the proposed works. Consequently, a package of enabling works will be undertaken prior to the demolition of the existing access route.

**TEMPORARY BUS TURNING LOOP**

A temporary turning loop will be created on the North side of the station. This has been located to be clear of the first few stages of development in the northern precinct. A service road will connect the bus loop to the existing road along the Illawarra Line boundary. This connects to the service yard at the northern entrance to the station which will provide parking for station staff.

**TEMPORARY BUS STOP**

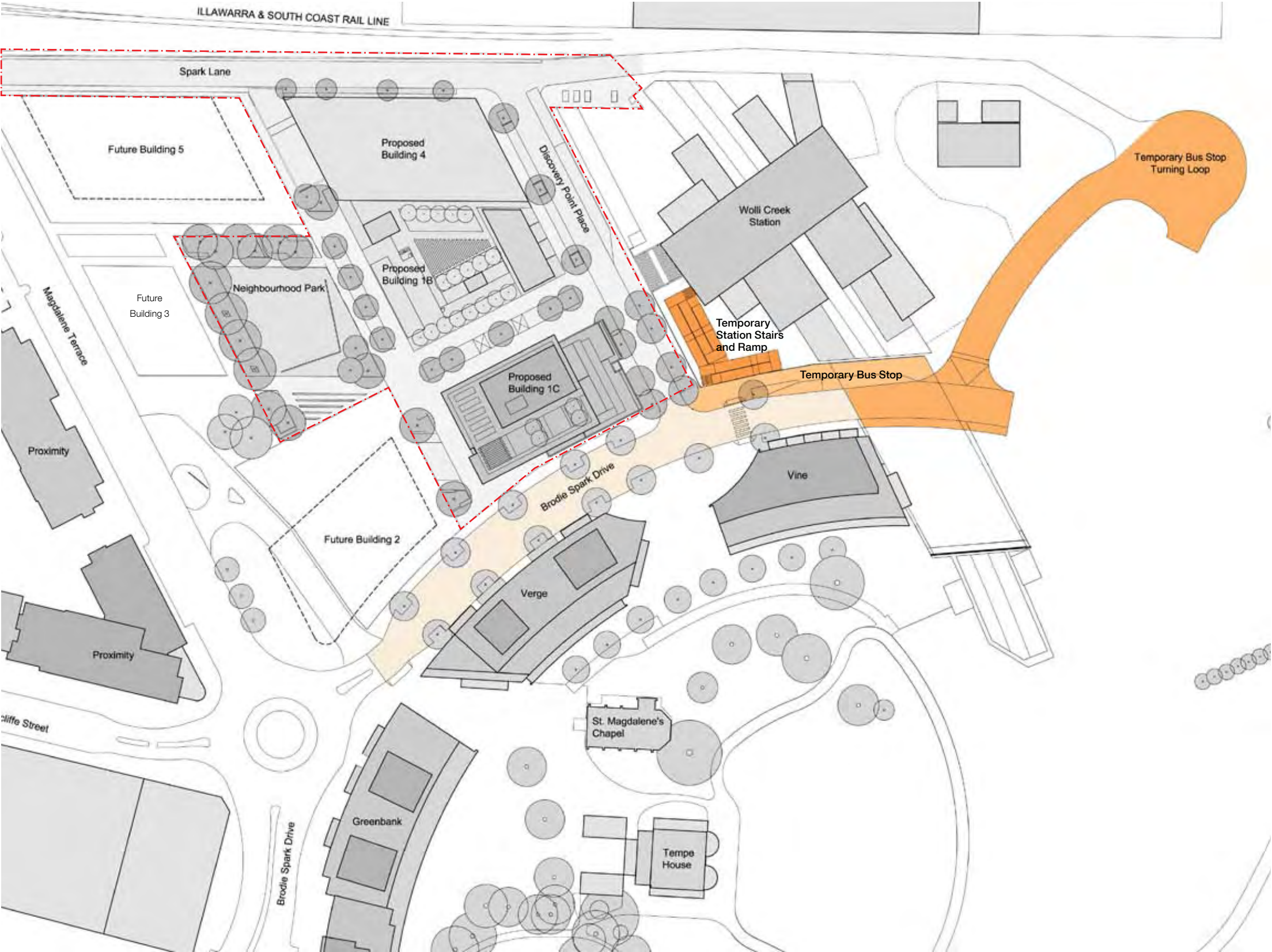
A temporary bus stop will be built on the bridge over the railway. This provides a single bus stop with shelter in advance of the permanent double bus stop to be built on Discovery Point Place as part of this Project Application.

**TEMPORARY ACCESS STAIRS AND RAMP TO STATION**

At the southern end of the temporary bus stop is a stair and ramp, giving level access to the station from Brodie Spark Drive. This access will be used for the duration of the construction period of the Stage 1 works.

**RESURFACING BRODIE SPARK DRIVE**

Brodie Spark Drive will be resurfaced to remove the median islands with central street lighting and improve the planting scheme. The revised street design will include kerb side parallel parking, cycle lanes running North and South, and a two way street sufficient to accommodate bus traffic in both directions.



PROPOSED EARLY WORKS



11.0  
AREA

SEPP65 principle 4 clause 12 states:  
Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).  
Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.

SEPP65 principle 9 clause 17 states:  
Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.  
New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community. New developments should address housing affordability by optimising the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.

BUILDING 1B								RETAIL	RESI.	TOTAL
	1B	1B+S	2B1	2B2	2B+S	3B				
Internal area m²	50-57	55-82	70-78	80-88	85-108	100-124		SIGFA m²	SIGFA m²	SIGFA m²
Balcony area m²	6-12	6-12	8	8-18	8-20	25-110	Aptmnts			
2	-	-	-	-	-	-	0	-	175	175
1	-	4	1	-	4	-	9	-	959	959
G	-	-	-	-	-	-	0	1,506	106	1,612
SUBTOTAL	0	4	1	0	4	0	9	1,506	1,240	2,746
BUILDING 1C								RETAIL	RESI.	TOTAL
	1B	1B+S	2B1	2B2	2B+S	3B				
Internal area m²	50-57	55-82	70-78	80-88	85-108	100-124		SIGFA m²	SIGFA	SIGFA
Balcony area m²	6-12	6-12	8	8-18	8-20	25-110	Aptmnts			
14	-	-	-	-	-	-	0	-	108	108
13	-	-	-	2	2	2	6	-	616	616
12	-	-	-	2	2	2	6	-	616	616
11	1	-	-	2	2	2	7	-	706	706
10	1	1	1	3	2	1	9	-	791	791
9	1	1	1	3	2	1	9	-	791	791
8	1	1	1	3	2	1	9	-	791	791
7	1	1	1	3	2	1	9	-	791	791
6	4	3	1	3	-	-	11	-	792	792
5	4	3	1	3	-	-	11	-	792	792
4	4	3	2	2	-	-	11	-	784	784
3	4	3	2	2	-	-	11	-	784	784
2	4	3	2	2	-	-	11	-	784	784
1	4	3	2	2	-	-	11	-	784	784
G	-	-	-	-	-	-	0	691	61	752
SUBTOTAL	29	22	14	32	14	10	121	691	9,991	10,682
TOTAL NO.	29	26	15	32	18	10	130	2,197	11,231	13,428

11.1 DENSITY

Concept Plan MP10\_0003 promotes a high-density mixed use development consistent with the urban consolidation strategy built on the site's proximity to transport, access to green space and heritage amenities for workers, residents and the public. The Concept Plan sets out target densities for each development stage. Stage 1 proposes 130 apartments in 11,231m² of residential floorspace, 2,197m² sqm of retail floorspace, basement parking and associated services.  
Floor Space Area (FSA): 13,428m² (Standard Instrument GFA)  
Project Application Area: 9,716m²  
Floor Space Ration (FSR): 1.38

11.2 SOCIAL DIMENSIONS & HOUSING AFFORDABILITY

The Project Application will provide an increase in residential housing available in the local area, consistent with the Concept Plan and the draft south sub-regional strategy. By providing a range of apartment sizes, the proposal seeks to meet Rockdale Council's vision for a diverse and vibrant community. The proposal contains a unit mix and apartment sizes that are carefully considered with affordability targets in mind. Apartments range in size from 50-124m², with types including 1-bedroom, 1-bedroom + study, 2-bedroom 1-bathroom, 2-bedroom 2-bathroom, 2-bedroom + study, and larger 3-bedroom units.  
The development proposes a range of resident's communal facilities to encourage social inclusion. These include barbecue area, pool and gym, community space and kitchen gardens on the podium of Building 1B and the roof of Building 1C.