

Tables of Compliance

Table 1 – Discovery Point, Wolli Creek – Conditions of Concept Plan Approval MP10_0003

Concept Plan Conditions of Approval		Stage 1 (Linc) Application Response	
Section	Condition	Proposal	Compliance
SCHEDULE 2 PART A – TERMS OF APPROVAL			
A1 DEVELOPMENT DESCRIPTION	<p>Concept Plan approval is granted to the development as described below:</p> <ul style="list-style-type: none"> (a) Use of the site for a mixed use development with associated public open space; (b) Indicative building envelopes for 14 buildings to a maximum height of 79.65m AHD; (c) Basement level, ground and above ground car parking; (d) Road works to support the development; (e) Public pedestrian and cycle pathway; and (f) Landscaping areas throughout the site. <p>subject to compliance with the modifications of this approval.</p>	<p>The Stage 1 Project Application (as described in Section 3.0 of the EAR) is consistent with the Concept Plan approval.</p> <p>The Project Application seeks consent for part of items (a), (c), (d), (e) and (f) and is consistent with item (b).</p>	Y
A2 DEVELOPMENT IN ACCORDANCE WITH THE PLANS AND DOCUMENTATION	The approval shall be generally in accordance with MP 10_0003 and the Environmental Assessment prepared by JBA Planning dated August 2010, except where amended by the Preferred Project Report prepared by JBA Planning dated December 2010, and approved architectural plans.	The development is consistent with the Concept Plan Environmental Assessment, except where amended by the Preferred Project Report, and approved architectural plans.	Y
A3 DEVELOPMENT SITE AREA	The development site area is the area defined in the Environmental Assessment prepared by JBA Planning, dated August 2010, which excludes the area of Discovery Point that comprising Sites 1, 2 and 4, the restoration works to the heritage buildings and Mt Olympus.	The proposed Stage 1 development site area is within the area defined by the Concept Plan.	Y
A4 MASTERPLAN APPROVAL	The Masterplan approval (DA 500 / 01) granted by Rockdale City Council over the Discovery Point site is superseded by the approval granted under this Concept Plan for the development site area as described in A3 above.	Noted.	Y

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A5 DEVELOPMENT DESIGN GUIDELINES	All future development of the site shall be generally consistent with the Development Design Guidelines and Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual, where amended by the Modifications in Part B and Future Assessment Requirements in Schedule 3.	The proposed development is consistent with the Development Design Guidelines. Some variations to the Rockdale City Council Public Domain Plan and Technical Manual (where amended) are proposed which are documented in the Landscape Design Report accompanying the EAR. The Proponent is having ongoing discussions with Council to seek their approval for the proposed variations to the Wolli Creek and Bonar Street Public Domain Plan and Technical Manual (refer to email from Council at Appendix S). Further details will be provided to DoPI in due course once feedback from council has been received regarding the proposed variations.	N
A6 MAXIMUM GROSS FLOOR AREA	The development of the site for a mixed use development shall have a maximum Gross Floor Area of 132,000m ² , including a minimum of 9,000m ² of non-residential floor space. (Note: Above ground parking area is not included in the total GFA).	The Project Application includes 11,231m ² residential GFA and 2,197m ² non-residential GFA and does not result in the Concept Plan site exceeding the GFA parameters approved within the Concept Plan. No above-ground parking is included as part of the proposed development.	Y
A7 GROUND FLOOR USAGE	Buildings 1, 2, 3, 4, 5 and 14 should include active ground floor non-residential uses such as retail shops, commercial offices, resident's communal facilities and or loading / servicing areas. Residential uses are permitted on the ground floor of all buildings within the Northern Precinct of the site. A restaurant is permitted on the ground floor under Building 7.	Proposed Buildings 1B and 1C include active ground floor uses, including retail shops, residents' communal facilities and loading/servicing areas. No dwellings are proposed on the ground floor of Buildings 1B or 1C.	Y
A8 BUILDING HEIGHT	All future buildings erected on the site shall not exceed the building heights approved by the Concept Plan diagram DA3-001 D, prepared by Bates Smart Architects, dated 23 February 2011. No buildings shall exceed the building heights (inclusive of all lift over-runs, vents, chimneys, aerials (of whatever type), construction cranes, rooftop gardens and trees, etc) approved by the Department of Infrastructure and Transport, dated 15 December 2010 and Sydney Airport Corporation, dated 16 December 2010.	The proposed building heights do not exceed the maximum building heights approved by the Concept Plan (refer to Table 9 of the EAR). Separate approval for crane heights will be sought from SACL.	Y

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A9 BUILDING ENVELOPES AND SEPARATION	Building footprints and setbacks are to be generally consistent with the Concept Plan building envelope parameter diagrams for each site, except where amended by the Department of Planning's Modifications in Part B. Future development should be consistent with the Discovery Point Concept Plan Building Separation Diagram DA3-001 D prepared by Bates Smart Architects, dated 23 February 2011, except where amended by the Department of Planning's Modifications in Part B.	The proposed building envelopes are within the Concept Plan building envelopes, with the exception of minor permitted protrusions for architectural features such as a balcony external spandrel panel and balustrades. No floorspace or balcony areas are proposed outside the Concept Plan building envelopes.	Y
A10 PRIVATE OPEN SPACE	All apartments must be provided with private open space with a minimum depth of 2 metres and minimum width of 2 metres. Private open space shall not be less than 6m ² for studios and one bedroom dwellings, 8m ² for two bedroom dwellings and 10m ² for three bedroom dwellings.	All apartments are provided with private open space that complies with the minimum dimensions and sizes approved within the Concept Plan.	Y
A11 ADAPTABLE UNITS	A total of 2% of all dwellings provided across the site must be adaptable apartments.	Three accessible apartments are provided within the proposal, equating to 2.5% of all dwellings.	Y
A12 APARTMENT MIX	Dwelling mix to be applied across the Discovery Point Concept Plan site area is to be maximum 45% studio and one bedroom apartments, minimum 45% two bedroom apartments and minimum 10% three bedroom apartments.	The proposed dwelling mix generally accords with the dwelling mix to be provided across the Concept Plan site, with 42% of dwellings one bedroom apartments, 50% of dwellings two bedroom apartments and 8% of dwellings three bedroom apartments. It is noted that the set dwelling mix is across the site at completion, and therefore individual stages are not required to specifically comply with each percentage, but a schedule of apartments provided with subsequent applications. Refer to Section 3.7 of the EAR.	Y
A13 APARTMENT SIZES	All development must comply with the minimum apartment sizes of 40m ² for a studio, 50m ² for one bedroom dwelling, 70m ² for two bedroom dwelling with one bathroom, 80m ² for two bedroom dwelling with two bathrooms and 100m ² for three bedroom dwellings.	All proposed dwellings comply with the minimum apartment sizes stipulated within the Concept Plan approval. Minimum dwellings sizes provided in the Stage 1 proposal are 50m ² for one bedroom dwelling; 70m ² for two bedroom, one bathroom dwellings; 80m ² for two bedroom, two bathroom dwellings; and 100m ² for three bedroom dwellings. Refer to Table 1 of the EAR.	Y

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A14 NATURAL CROSS VENTILATION	All future residential buildings must achieve a minimum of 60% natural cross ventilation.	The proposed residential buildings achieve a minimum of 60% cross ventilation. Refer to Table 8 of the EAR.	Y
A15 ROADWAYS	New roads are to be provided in accordance with the Concept Plan Street set out diagram DA3- 101C prepared by Bates Smart Architects, dated 14 December 2010, where amended by the Future Assessment Requirements in Schedule 3.	The road design complies with AUSTROADS.	Y
A16 CAR PARKING	<p>(a) The number of car parking spaces shall be minimised consistent with the sites location adjacent to the Wolli Creek Train Station. The maximum number of car parking spaces shall not exceed 2,240 spaces.</p> <p>(b) Development must comply with the Concept Plan car parking rates identified in the Preferred Project Report prepared by JBA Urban Planning Consultants, dated December 2010. A maximum of 8,000m² above ground parking is permitted across the site. Above ground parking refers to any car park projecting more than 1.2 metres above finished ground level. Visible above ground parking is permitted on laneways and should be screened by appropriate façade treatments or planting to the satisfaction of the consent authority. One car wash facility must be provided for each residential building with more than 20 dwellings.</p>	<p>The Project Application includes 246 car spaces and does not result in the Concept Plan site exceeding the maximum car parking parameters approved within the Concept Plan. Refer to Table 4 of the EAR.</p> <p>The proposed car parking is provided in accordance with the minimum and maximum car parking rates approved within the Concept Plan (permitting a range of 135 – 275 car spaces for the Stage 1 proposal). Refer to Table 10 of the EAR.</p> <p>Car wash facilities are provided as part of the basement car parking.</p> <p>No above ground car parking is provided as part of the Stage 1 proposal.</p>	Y
A17 PUBLIC DOMAIN	All public domain is to be provided with 24 hour, 7 day a week public access. Details of Rights of Ways and Easements providing public access over privately owned publicly accessible land shall be submitted with future applications.	All public domain proposed within the Stage 1 Project Application is to be provided with 24 hour, 7 day a week public access. Details of Rights of Way and Easements will be provided as part of future subdivision approval. This has been incorporated into the draft Statement of Commitments at Section 6.0 of the EAR.	Y
A18 LAPSING OF APPROVAL	Approval of the Discovery Point Concept Plan shall lapse 5 years after the determination date in Part A of Schedule 1, unless an application is submitted to carry out a project or development which concept approval has been given.	Noted.	Y

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A19 INCONSISTENCY BETWEEN DOCUMENTATION	In the event of any inconsistency between modifications of the Concept Plan approval identified in this approval and the drawings / documents including Revised Statement of Commitments referred to above, the modifications of the Concept Plan shall prevail.	Noted.	Y
A20 MEDIATION	Where this Concept Plan requires further approval from Council or State Authorities (prior to the lodgement of a future application), the parties shall not act unreasonably preventing an agreement from being reached. In the event that an agreement is unable to be reached within 2 months or a timeframe otherwise agreed to by the Director-General, the matter is to be referred to the Director-General for resolution. All areas of disagreement and the position of each party are to be clearly stated to facilitate a resolution.	Noted	Y
SCHEDULE 2 PART B - MODIFICATIONS			
B1 BUILDING ENVELOPE AND SEPARATION MODIFICATIONS	<p>The plans as described in A2 shall be modified as follows:</p> <ul style="list-style-type: none"> (a) The building separation along the length of Discovery Point Place is to be a minimum of 16metres (not including colonnades). (b) The building separation between Buildings 6 and 7 is to be increased from 9 metres to a minimum of 12 metres. 	Noted. The proposal is consistent with the amended Concept Plan approved plans.	Y

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B2 SETBACKS FROM COOKS RIVER	<p>(a) The buildings adjacent to the Cooks River (Buildings 8, 10 and the podium between Building 8 and 10) are to be setback no closer than the setbacks provided in the approved Masterplan development (DA 500 / 01).</p> <p>(b) A riparian zone is to be provided along the Cooks River frontage. The width of the riparian zone shall be determined in consultation with NSW Office of Water and Council during applications for development fronting the Cooks River.</p> <p>Any development associated with the proposal (including infrastructure, buildings, paths / cycle ways (with the exception of crossings), water quality treatment structures, roads and the placement of fill, etc) are to be outside the riparian zone. The riparian zone is to be protected and conserved, or revegetated with native plant species endemic to the vegetation community of the local area at a density that would occur naturally.</p>	Noted. The proposal is not located adjacent to Cooks River and this condition is not applicable to the Stage 1 proposal.	Y

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B3 DEVELOPMENT DESIGN GUIDELINES	<p>The Development Design Guidelines shall be modified as follows:</p> <ul style="list-style-type: none"> (a) References to 'conditions of consent' in the document are to be amended to state 'conditions of approval'. (b) References to the Discovery Point - Wolli Creek Landscape Design Guidelines / Public Domain Plan, floor space ratio and minimum site frontage are to be deleted. (c) References to width of roads in Table 1 are to refer to minimum building envelope separations rather than building face to building face distances to provide for the inclusion of colonnades and building articulation. (d) Solar access provided to each building is to comply with the Concept Plan and Preferred Project Report (buildings to achieve 70% of dwellings in accordance with the RFDC requirements, except Building 6 that is to achieve a minimum 60%) and buildings modified accordingly should this not be achieved. (e) Point 4 in Section 5.2 that refers to submission of a daylight access study shall be deleted (f) The reference to the number of lifts accessible from a single corridor shall be deleted. (g) Roof terraces are to be setback a minimum of 1.5 metres from the buildings edge. (h) Plant rooms, lift overruns and mechanical ventilation rooms provided on the roof of a building are to be appropriately screened and not exceed the heights approved by the Concept Plan. (i) The reference to building depth of 24 metres shall be deleted. 	Noted. The proposal has been prepared in accordance with the amended Development Design Guidelines.	Y

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	The amended Development Design Guidelines shall be submitted to and approved by the Department prior to determining any future application on the site.		
SCHEDULE 3 – FUTURE ENVIRONMENTAL ASSESSMENT REQUIREMENTS			
1. BUILDING DESIGN	<p>Future applications shall demonstrate compliance with the provisions of the State Environmental Planning Policy 65 - Design Quality of Residential Flat Development (SEPP 65) and the accompanying Residential Flat Design Code 2002, except where modified by this Concept Plan approval.</p> <p>Future buildings located on the site are to demonstrate sufficient building modulation / articulation to provide an acceptable built form.</p> <p>Solar access to future dwellings shall be consistent with the approved Concept Plan.</p>	<p>An assessment of the proposal against SEPP 65 and the RFDC is provided at Section 5.4 of the EAR.</p> <p>The design of Buildings 1B and 1C provides sufficient building modulation/articulation to provide a suitable built form. Detailed description of the proposed building elements providing articulation and modulation is provided at Section 3.10 of the EAR.</p> <p>The proposed complies with the Concept Plan approval requirement for 70% of dwellings to achieve 2 hours sun access during mid-winter. Refer to Table 7 of the EAR.</p>	Y
2. PRIVACY	Future applications shall demonstrate that adequate privacy screening / treatment has been provided to minimise privacy impacts between buildings located on the site and also address privacy concerns of adjoining developments.	Privacy/screening treatments have been incorporated into the design of Building 1C, with fixed louvres and offset balconies located to orientate residents' views away from future adjoining buildings. Living rooms have also been located away from the facades orientated towards neighbouring buildings.	Y

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3. LANDSCAPING	Future applications shall include detailed landscape plans demonstrating consistency with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual, except where amended following further discussion between the Proponent and Council, including that sufficient soil depth can be provided for landscaping, particularly along street frontages.	Landscape plans and report are provided within the <i>Bates Smart Design Report</i> (provided under separate cover). As described in the landscape report (provided under separate cover), the landscape plans have generally been prepared in accordance with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual (where not inconsistent with the Concept Plan approval). Some variations are proposed which have been submitted to Council for their consideration. The proponents participating in ongoing discussions with Rockdale City Council and further details will be provided to DoPI upon receipt of advice from Council on whether the proposed variations are acceptable (refer to email from Council at Appendix S which indicates some acceptance by Council of changes to the Public Domain Plan).	Y
4. CONSTRUCTION AND OPERATIONAL IMPACTS	Any future application shall address any potential contamination on the site and implement the recommendation of the Coffey Environments report, dated June 2010. Details are to be submitted with future applications of the acoustic and vibration treatments to be implemented to address the recommendations of the Acoustic and Vibration Assessment prepared by Heggies, dated June 2010.	Site Audit Statements confirm that the site has been fully remediated. Furthermore, in accordance with the Coffey Environments assessment of the Concept Plan, the fill material to be used within the Neighbourhood Park will be suitable for open space land uses, and if sourced from the site will first be validated to confirm it is of suitable quality. A detailed Acoustic and Vibration Assessment has been prepared for the Stage 1 Project Application (refer to Appendix G) and compliance of the proposal with the recommendations of the Acoustic and Vibration Assessment prepared for the Concept Plan is discussed in Section 5.11 of the EAR.	Y
5. TRAVEL ACCESS GUIDE (TAG) / GREEN TRAVEL PLAN	Future applications shall provide details of any Travel Access Guide (TAG) / Green Travel Plan. This should include an investigation of car sharing schemes.	A Traffic Access Guide is currently being prepared. The Concept Plan includes the dedication of four car spaces to a car share program.	Y

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6. ESD	Future applications shall demonstrate that any future development will incorporate ESD principles in the design, construction and ongoing operation phases of the development, including water sensitive urban design measures, energy efficiency, and recycling and water disposal.	A number of ESD principles have been incorporated into the proposed development. The detailed ESD initiatives to be implemented as part of the proposal are discussed in detail in Section 5.14 of the EAR. An ESD report prepared for the Stage 1 Project Application is also provided at Appendix I).	Y
7. HERITAGE	Future applications shall demonstrate consistency with the recommendations of the European Heritage, Non-Indigenous Archaeology and Indigenous Heritage reports prepared in support of the Concept Plan.	The proposal is consistent with the recommendations of the European Heritage, Non-Indigenous Archaeology and Indigenous Heritage reports prepared in support of the Concept Plan. An assessment of the heritage impacts of the proposal are discussed in detail in Section 5.8 of the EAR and heritage reports specifically relating to the Stage 1 Project Application have been prepared and provided at Appendix J, K and L .	Y
8. SYDNEY AIRPORT	Future applications shall demonstrate all necessary approvals have been obtained from Sydney Airport Corporation Limited and Air services Australia.	No further SACL approvals are required for the proposed development (with the exception of crane heights).	Y
9. CONTRIBUTIONS	Development contributions are to be paid to Council towards the provision or improvement of public amenities and services and will be required as a condition of consent for each detailed stage of the development. The amount of the contribution will be determined in accordance with the requirements of a Planning Agreement or the development contributions plan current at the time of approval for each stage.	The Stage 1 Project Application is subject to Council's Section 94 contribution Plan.	Y

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10. RAILCORP	<p>Future applications shall demonstrate consistency with the following, where relevant:</p> <p>Owners Consent / Rail Development Agreement</p> <p>(a) That the Proponent obtain RailCorp's land owner consent prior to the lodgement of any future Application that affects RailCorp land, and that any encroachment issues must be resolved prior to lodgement of the application.</p> <p>Wolli Creek Station Entrance Design</p> <p>(b) That any relocation of entrances to Wolli Creek Station are to be approved by RailCorp, in consultation with Council, prior to the lodgement of any future application.</p> <p>(c) That the Proponent work with RailCorp regarding the design of the entrances to Wolli Creek Station in accordance with the RDA, and will obtain RailCorp's endorsement to that design prior to the lodgement of any future application.</p> <p>Fencing and Landscaping</p> <p>(d) Prior to the lodgement of any future application that will involve the installation of fencing or landscaping within 20 metres of the rail corridor, the Proponent is to obtain endorsement from RailCorp as to the proposed method of fencing along the rail corridor and obtain species details from RailCorp's Biodiversity Specialist and have these details incorporated in the Application.</p>	Australand is currently liaising with Railcorp regarding the relevant conditions of the Concept Plan approval.	Y

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	<p>Services Search</p> <p>(e) Prior to the lodgement of any future applications the Proponent shall undertake a services search to establish the existence and location of any rail services / utilities. Persons performing the service search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site the Proponent must obtain approval from RailCorp as to whether these services are to be relocated or incorporated within the development site.</p> <p>Corridor Protection</p> <p>(f) Prior to the lodgement of any future application that will involve excavation or other ground penetration (piles / footings) of greater than 2 metres and within 25 metres of the rail corridor (including excavation for the on-site detention tank under the proposed railway), the Proponent is to prepare the following items for endorsement by Rail Corp:</p> <ul style="list-style-type: none"> a. A Geotechnical and Structural Report, and Excavation and Construction methodology that meets RailCorp's requirements b. Detailed cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor. All distances from the rail corridor and infrastructure are to be confirmed as accurate by a Registered Surveyor. <p>(g) That no future rock anchors will be allowed within RailCorp land or easements other than those already addressed and specifically identified in detail design drawings attached to the existing Deed of Agreement dated 10 September 2009.</p>	As above	Y

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	<p>(h) Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (e.g. roof terraces and external fire escapes) that face the rail corridor, the Proponent is to ensure that all future buildings within 20 metres contain measures (e.g. awning windows, louvers, enclosed balconies, etc) which prevent the throwing of objects onto the rail corridor.</p> <p>Drainage</p> <p>(i) All future applications are to contain a drainage diagram confirming that drainage from the development will be adequately disposed of / managed and not allowed to be discharged into the corridor unless prior approval has been obtained from Rail Corp.</p> <p>(j) All future applications are to ensure that rainwater from any roads within 6 metres of the rail corridor is not be projected and / or falling into the rail corridor and must be piped down the face of the building which faces the rail corridor.</p>	As above	Y

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11. FLOODING	<p>Future applications shall ensure that:</p> <p>(a) A flood evacuation plan is to be prepared for relevant stages. The plan is to include warning alarms and evacuation routes. The approved flood evacuation plan is to be updated every five (5) years and copies are to be provided to Council and the local State Emergency Service (SES).</p> <p>(b) Underground car parking areas are to be flood proofed to a minimum of 3.6 metres AHD upon completion of the development and are to incorporate flood warning alarms and designated evacuation routes. The flood proofing system is to be independent of the stormwater drainage system.</p> <p>(c) The flood protection level currently provided for the Wolli Creek Railway Station (RL 4.3 metres AHD) is not to be reduced, either temporary, or permanently, by construction of the development including the sub-podium, unless otherwise approved by RailCorp.</p> <p>(d) The habitable floor level and entry to the underground areas is to be constructed to a minimum of 500mm above the 0.5% Annual Exceedence Probability (AEP) flood. These levels are to be certified by a registered surveyor prior to pouring of slabs.</p> <p>(e) All local services (power, water, gas, telephone) within the sub-podium levels must be flood protected to the 0.5% AEP level.</p>	<p>A flood assessment was prepared specific to the proposal and is provided at Appendix C. Flooding is also discussed in Section 5.16 of the EAR.</p> <p>A Flood Evacuation Plan is to be provided prior to the issue of an occupation certificate.</p> <p>The proposed underground parking levels, protection to the railway station, habitable floor levels and services comply with the detailed flood conditions.</p>	Y

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12. ACCESS	<p>Future applications shall address the following:</p> <p>(a) Public access shall be provided to Tempe House, St Magdalen's Chapel and Mt Olympus and associated grounds at least twice per year and that at least one of the open days be held on a weekend. Two (2) weeks prior to the public open day, a public announcement will be made in a newspaper circulating in the local area.</p> <p>(b) A positive covenant in favour of Rockdale City Council shall be created providing for full free public access to all plazas and areas of open space (with the exceptions of Mt Olympus and the area between Tempe House, St Magdalen's Chapel and Greenbank), the railway station and public transport facilities.</p> <p>(c) The Management Plan for any future Community Title or co-operative owned land over the site shall provide for the following:</p> <ul style="list-style-type: none"> i. responsibility for the maintenance of all the internal road network infrastructure in perpetuity ii. responsibility for the cleaning of all internal roads and footpaths in perpetuity iii. responsibility for the cleaning of all drainage pipelines, gully pits and gross pollutant traps in perpetuity iv. responsibility for ensuring an adequate standard of maintenance of open space spaces and plazas. 	<p>Noted.</p> <p>Public access will be provided to the public areas constructed as part of the Stage 1 Project Application, details of access arrangements, including covenants to be prepared in favour of Rockdale City Council and Management Plans regarding the public domain, will be prepared as part of the subdivision application.</p> <p>This has been incorporated into the draft Statement of Commitments at Section 6.0 of the EAR.</p>	Y

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13. PUBLIC DOMAIN	<p>Future applications shall address the following:</p> <p>(a) The cost of all street works, including the provision of roads, footpaths, services, traffic management, traffic and parking signage, landscaping, lighting and street furniture within the development and where it connects to adjacent roads shall be provided by the developer at no cost to Council or the Roads and Traffic Authority.</p> <p>(b) The development shall provide pedestrian and cycle linkages through the Precinct in accordance with the approved Concept Plan, including along the Cooks River foreshore suitable for persons with disabilities and in accordance with relevant Australian Standards.</p> <p>(c) All streetscape elements within the public domain including footpaths, pavement materials, street furniture, street lighting and landscaping shall be consistent with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual, except where amended following further discussion between the Proponent and Council.</p>	<p>The proposal includes street works within the site and where adjacent to external roads at Brodie Spark Drive and Magdalene Terrace. The works to Brodie Spark Drive and the construction of Spark Lane will be provided by the proponent at no cost to RTA.</p> <p>The proposal includes a number of pedestrian and cycle links, which are provided in accordance with the Concept Plan. Key links proposed as part of the development include new pathways alongside the new or upgraded roadways – Discovery Point Place, Spark Lane and the extension of Brodie Spark Drive. The proposal also provides north-south and east-west through-site links via the Neighbourhood Park and between Buildings 1B and 1C. The proposed pedestrian and cycle links are discussed in more detail in Section 3.9 of the EAR.</p> <p>The proposed public domain works are provided generally in accordance with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual. Refer to the Landscape Plans (provided under separate cover), except where variations have been sought from Council. Further details will be provided to DoPI once advice from Rockdale Council has been received (refer to evidence of discussions with Council in email from Council at Appendix S).</p>	Y

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14. CAR PARKING	<p>Future applications shall address the following:</p> <p>(a) An updated schedule of parking allocations shall be prepared and submitted with each subsequent application.</p> <p>(b) Parking facilities (public, commercial and bicycle) shall be designed in accordance with relevant Australian Standards.</p> <p>(c) The design of the parking and commercial vehicle facilities shall be designed that all vehicles, including commercial vehicles, enter and exit the facility in a forward direction.</p> <p>(d) All loading and unloading associated with the use of the development shall take place from designated loading bays and on street loading zone provisions as identified in the Concept Plan. Loadings bays shall not be used for storage or any other purpose that would restrict their use for the purposes of loading and unloading.</p> <p>(e) Discovery Point Pty Ltd shall enter into an agreement with Rockdale City Council that will delegate powers to Rockdale City Council to enforce regulatory parking signs within the internal road network.</p>	<p>(a) A schedule of parking allocations is provided at Section 3.16 of the EAR, with 1,651 car spaces remaining to be provided across the Concept Plan site.</p> <p>(b) All parking facilities are designed in accordance with the relevant Australian Standards. Refer to the Assessment of Traffic, Transport and Accessibility Implications prepared for the Stage 1 Project Application provided at Appendix H.</p> <p>(c) & (d) As discussed in detail in Section 5.7 of the EAR (and the Traffic, Transport and Accessibility Report provided at Appendix H), the design of parking facilitates the forward movement of entering and exiting vehicles (including commercial vehicles) and loading areas have been provided within the loading bay for the supermarket in Building 1B and some loading zone provision along Brodie Spark Drive (in accordance with the Concept Plan).</p> <p>(e) The proponent has entered into an agreement with Rockdale City Council to enable Council to enforce regulatory parking signs within the internal road network.</p>	Y

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15. INTERNAL ROADS	<p>Future applications shall address the following:</p> <p>(a) Detailed design plans and works specifications shall be submitted for approval prior to the commencement of each stage of road infrastructure works. The documentation required for approval of each stage shall include:</p> <ul style="list-style-type: none"> i. General arrangement plan(s); ii. Erosion and Sediment Control Plan(s); iii. Stormwater Management Plan(s); iv. Stormwater Management Detail(s); v. Stormwater Management Profile(s); vi. Roadworks Plan(s); vii. Roadwork Vertical Alignment(s); viii. Roadwork Cross Sections; ix. Kerb Return Profiles; x. Electrical Services Plan(s); xi. Street Lighting Plan(s) and Details; xii. Traffic Facilities Plan(s); xiii. Landscaping and Landscape Finishes Plan(s); <p>(b) The design of the streetscape in the internal road network shall comply with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual, except where amended following further discussion between the Proponent and Council.</p> <p>(c) The detailed design for the construction of the road infrastructure shall be detailed in each future application, and will generally comply with all AUSTROADS and RTA Guidelines.</p> <p>(d) The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted which shows that the longest vehicle can access the site via the existing road network.</p>	<p>All relevant road infrastructure design plans and work specifications will be provided prior to the commencement of the Stage 1 Project Application works.</p> <p>As stated in Section 3.8 of the EA, and shown on the Landscape Plans (provided under separate cover), generally provided in accordance with the Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan, with the exception of some variations currently being sought from Council (refer to email from Council at Appendix S).</p> <p>The detailed design of the road infrastructure is in accordance with the relevant RTA and AUSTROADS guidelines.</p> <p>Swept path diagrams are provided in the Assessment of Traffic, Transport and Accessibility Implications Report (provided at Appendix H).</p> <p>Noted, conditions (e), (f) and (g) have been incorporated into the draft Statement of Commitments at Section 6.0.</p>	Y

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	<p>(e) Emergency vehicle access shall be designed in accordance with the NSW Fire Brigade Code of Practice.</p> <p>(f) Traffic Management Plans shall be submitted for any activity that affects traffic or pedestrian movements on public roads or the private internal road network. The plans shall be prepared in accordance with NSW Roads and Traffic Authority guidelines and include details of traffic diversions, timings and the methodology for achieving the activities during the various stages of construction.</p> <p>(g) The road infrastructure, and property containing the road infrastructure, shall be owned by Discovery Point Pty Ltd.</p>		
16. TRANSPORT INTERCHANGE	<p>Future applications shall 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 that approval from Transport NSW, in consultation with the RTA and Council and having regard to the Transport Management Accessibility Plan for Cooks Cove, has been obtained in relation to:</p> <ul style="list-style-type: none"> • The design of the road system which is to be used by 12.5 metre buses. • The design of the bus interchange facility. • The temporary arrangements for bus access and interchange during staged construction processes. 	On-going consultation with the RTA and Council is occurring on this issue, with in principle support received during the Concept Plan assessment period. Final demonstration is required prior to determination of the application.	Y

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17. MAGDALENE TERRACE	<p>Future applications shall address the following:</p> <p>(a) The design of the streetscape in Magdalene Terrace (on the Discovery Point Pty Ltd owned side of the road) shall comply with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual, except where amended following further discussion between the Proponent and Council.</p> <p>(b) The detailed design for the construction of the works in Magdalene Terrace shall be detailed in future applications and will generally comply with all current Australian Standards, current AUSTROADS Guides, and Rockdale City Council's AUS-SPEC 1. The design is also to have regard to the requirements of the Road Transport (Safety and Traffic Management) Act 1999 and Road Transport (Safety and Traffic Management) Regulation 1999.</p>	No permanent works are proposed along Magdalene Terrace in the Stage 1 proposal.	Y

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18. STORMWATER AND DRAINAGE	<p>Future applications shall address the following:</p> <p>(a) The design of stormwater drainage facilities shall be detailed in future applications and will generally comply with Council technical specifications for the design of stormwater management facilities, and the principles of Water Sensitive Urban Design (WSUD). Water recycling facilities may be considered in lieu of Council's rainwater tank requirements.</p> <p>(b) A stormwater drainage system shall be designed and implemented through the site to the Cooks River for the drainage of Magdalene Terrace, the internal access roads, and Tempe House precinct. The drainage system shall comprise pipe or culvert underground conduits and overland flow paths. The overland flow paths must convey the design flows while maintaining design freeboard at all times.</p> <p>(c) A Positive Covenant is required, binding all present and future owners of the property to the following:</p> <ol style="list-style-type: none"> Submission to Council of a structural check of the pipeline/culvert every ten (10) years; Responsibility for maintenance of the culvert in perpetuity and its replacement when required; Submission to Council of a report every 3 years certifying that the overland flow path through the site remains clear of obstructions. 	<p>(a) The proposed stormwater drainage facilities are shown in the Civil Engineering Plans and Report at Appendix C. The provision of stormwater facilities, rainwater tanks and water recycling facilities is discussed in detail in Sections 3.12, 5.14 and 3.11, respectively.</p> <p>(b) The proposed stormwater drainage system complies with the Conditions of Approval.</p> <p>(c) The proponent will facilitate the preparation of a positive covenant with subdivision and titling of Linc prior to registration.</p>	Y
19. GROUNDWATER	<p>Future applications are to demonstrate that the development does not impact upon the health of the groundwater dependant ecosystems and that where basements intercept groundwater, the basements are to be tanked.</p> <p>Monitoring of ground water levels is to commence prior to basement design and continued through to construction.</p>	A Structural Report has been prepared for the Stage 1 Project Application (Appendix E) which determines that the proposal does not impact on the existing groundwater levels. Refer to Section 5.10 of the EAR.	Y

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20. STAGING OF DEVELOPMENT	Details of the intended staging of the development are to be submitted with the first application to ensure the orderly and coordinated development of the site. The initial stages of the development are to include the construction of the retail precinct and neighbourhood park within the southern portion of the site.	This proposal (the first stage of development) includes the construction of the retail precinct and neighbourhood park. Details of the intended staging of the development was included in the Concept Plan Preferred Project Report (PPR).	Y
SCHEDULE 4 – STATEMENT OF COMMITMENTS			
Approved Project	Development on the site will be implemented generally in accordance with the Discovery Point Concept Plan Design Report and Concept Plan Drawings for approval prepared by Bates Smart Architects dated August 2010, as updated by the Discovery Point Concept Plan drawings prepared by Bates Smart Architects and dated December 2010.	The proposal is consistent with the approved Architectural Plans, updated in accordance with the Concept Plan approval.	Y

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Voluntary Planning Agreement	<p>The proponent offers to enter into a Voluntary Planning Agreement with Rockdale City Council or the Minister for Planning that contemplates:</p> <ul style="list-style-type: none"> ▪ Developer contributions for Discovery Point to be in accordance with the rates specified in the current Rockdale Section 94 Contributions Plan 2004. <ul style="list-style-type: none"> – Studios/1 bedroom dwellings - \$7,563.50 – 2 bedroom dwellings - \$12,032.80 – 3+ bedroom dwellings - \$14,782.90 – Supermarkets - \$344.98/m² gross floor area – Bulky goods retail - \$172.49/m² gross floor area – Other retail - \$246.41/m² gross floor area – Offices and other commercial - \$259.18/m² gross floor ▪ The above rates specified in the VPA being indexed in accordance with the Consumer Price Index ("CPI") or to a maximum of 3.0% p.a. ▪ The exclusion of Sections 94 and 94A to development contemplated in the Concept Plan (except for the first two project applications which will be subject to the applicable Section 94 Plan). 	The first two project applications are excluded from the proposed Voluntary Planning Agreement.	Y

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Development Design Guidelines and Discovery Point-Wolli Creek Landscape Design Guidelines/Public Domain Plan	Future development applications on the site are to demonstrate consistency with the Development Design Guidelines prepared by JBA Planning dated December 2010 and Discovery Point-Wolli Creek Landscape Design Guidelines/Public Domain Plan prepared by Turf Design and dated December 2010, as adopted by the Minister for Planning with the Concept Plan approval.	In accordance with the Concept Plan approval, the proposal is generally consistent with the amended Development Design Guidelines and Rockdale City Council's Wolli Creek and Bonar Street Public Domain Guidelines and Technical Manual, with the exception of some variations documented in the Turf Design Report included at provided under separate cover. The proposed variations have been submitted to Council for consideration and are subject to ongoing discussions with Council staff (refer to email from Council at Appendix S). Further details will be provided to DoPI once advice from Council has been received.	Y
Approved Floor space	<p>The total floor area of the development shall generally be in accordance with the approved Concept Plan and shall not exceed 132,000m². The development contain a minimum 9,000m² non-residential land uses and a maximum 123,000m² residential GFA.</p> <p>In addition to the 132,000m² GFA above, an area of above ground car parking will be provided equivalent to a maximum of 8,000m² GFA.</p>	The Project Application includes 11,231m ² residential GFA and 2,197m ² non-residential GFA and does not result in the Concept Plan site exceeding the GFA parameters approved within the Concept Plan. No above-ground parking is included as part of the proposed development.	Y
Development Staging Plan	<p>An updated Development Staging Plan will be submitted with each subsequent Project Application. The Staging Plan will address:</p> <ul style="list-style-type: none"> – Total GFA approved and outstanding balance. <p>Any minor revisions from the Concept Plan approval or previous staging plan.</p>	<p>A Schedule of GFA is provided at Table 4 of the EAR.</p> <p>No revision to the staging plan included in the Concept Plan PPR are being included in this EAR.</p>	Y

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Apartment Mix	<p>The proponent will ensure that an overall apartment mix across the Discovery Point Concept Plan site consists of:</p> <ul style="list-style-type: none"> – Maximum 45% studios and one bedroom apartments; – Minimum 45% two bedroom apartments; – Minimum 10% three+ bedroom apartments. <p>This mix applies to the overall Discovery Point Concept Plan site and therefore individual Project Applications are not required to comply with this requirement and should respond to individual building location and market conditions.</p> <p>Should market conditions change, an updated demand analysis may be submitted with relevant applications for development outlining the take up of apartments to date and setting out the rationale for a revised unit mix on the site.</p> <p>An updated schedule of apartment mix provided to date will be provided with each subsequent Project Application/Development Applications</p>	<p>The proposed dwelling mix generally accords with the dwelling mix to be provided across the Concept Plan site, with 42% of dwellings one bedroom apartments, 50% of dwellings two bedroom apartments and 8% of dwellings three bedroom apartments. It is noted that the set dwelling mix is across the site at completion, and therefore individual stages are not required to specifically comply with each percentage, but a schedule of apartments provided with subsequent applications. Refer to Section 3.7 of the EAR.</p>	Y

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Apartment Sizes	<p>The proponent will comply with the following minimum apartment sizes:</p> <ul style="list-style-type: none"> – Minimum 40m² for studio dwellings – Minimum 50m² for one bedroom dwellings – Minimum 70m² for two bedroom/one bathroom dwellings – Minimum 80m² for two bedroom/two bathroom dwellings – Minimum 100m² for three bedroom (plus) dwellings <p>Minor variations to the set of apartment sizes will be considered where a better outcome can be demonstrated in relation to apartment efficiency, functionality, amenity and outlook.</p>	<p>All proposed dwellings comply with the minimum apartment sizes stipulated within the Concept Plan approval. Minimum dwellings sizes provided in the Stage 1 proposal are 50m² for one bedroom dwelling; 70m² for two bedroom, one bathroom dwellings; 80m² for two bedroom, two bathroom dwellings; and 100m² for three bedroom dwellings. Refer to Table 1 of the EAR.</p>	Y
Public/Retail/Commercial Parking Charges	<p>The maximum charges for parking within the public/retail/commercial car park between 6am and 6pm are to be as follows:</p> <ul style="list-style-type: none"> – Less than 3 hours Free – More than 3 hours Market rates. 	<p>Parking within the public/retail/commercial car park provided in the proposal will be charged in accordance with the approved rates.</p>	Y

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Parking Rates	<p>Parking rates to be utilised across the development in subsequent Project Applications/Development Applications are:</p> <ul style="list-style-type: none"> – Maximum 1 space per studio and one bedroom units; – Minimum 1 space and maximum of 2 spaces per two bedroom units; – 2 spaces per three+ bedroom units; – Minimum 1 visitor space per 20 residential units; – Minimum 1 space per 50m² of non-residential GFA (commercial); – Minimum 1 space per 35m² of non-residential GFA (retail). – Minimum 1 bicycle space per 15 residential units; – Minimum 1 motorcycle space per 15 residential units; – Minimum 1 bicycle space/200m² non-residential GFA, with 15% accessible by visitors; – Minimum 1 motorcycle space/20 non-residential car spaces. <p>The total number of car parking spaces to be provided on the Discovery Point site is to be capped at 2,240 car spaces (including existing developed spaces).</p> <p>An updated schedule of parking spaces provided is to be submitted with each subsequent Project/Development application.</p>	<p>The Project Application includes 246 car spaces and does not result in the Concept Plan site exceeding the maximum car parking parameters approved within the Concept Plan. Refer to Table 4 of the EAR.</p> <p>The proposed car, motorcycle and bicycle parking is provided in accordance with the minimum and maximum car parking rates approved within the Concept Plan. Refer to Table 10 of the EAR.</p>	Y

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Road Access and Traffic	<p>The following road access and traffic recommendations will be implemented:</p> <ul style="list-style-type: none"> – The cost of all street works within the Discovery Point site, including the provision of roads, footpaths, services, traffic management, traffic and parking signage, landscaping, lighting and street furniture within the development and where it connects to adjacent roads shall be provided by the developer at no cost to Council or the Roads and Traffic Authority. – Emergency vehicle access will be designed in accordance with the New South Wales Fire Brigades Code of Practice. – The detailed design of access points will comply with the design criteria of AS2890.1 and 2890.2. – The detailed design for the construction of the road infrastructure shall be detailed in each future application and is to be based on AMCORD (Australian Model Code for Residential Development), STA and RTA Guidelines (3m). 	<p>In accordance with the Concept Plan approval, all street works will be provided by the developer and at no cost to Council or the RTA.</p> <p>Furthermore, all relevant road access and traffic recommendations of the Concept Plan will be implemented through the proposal. Further discussion regarding compliance with the relevant guidelines and Concept Plan approval requirements is included at Section 5.7 and Appendix H.</p>	Y
Railcorp Requirements	<p>The conditions of the existing Rail Development Agreement will be amended to apply to the Concept Plan in accordance with the advice letter prepared by Minter Ellison dated 6 December 2010.</p> <p>Any reasonable changes to the existing Railcorp easements that are required will be detailed and approved in subsequent project/development applications.</p>	<p>A Structural Report and Geotechnical Report (Appendix E) has been prepared for the proposed development which indicate the impact of the proposed development on the rail corridors within and adjacent to the Stage 1 Project Application site.</p> <p>Australand is currently liaising with Railcorp regarding the relevant conditions of the Concept Plan approval.</p>	Y

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	<p>Technical details regarding the protection of the substation and cables on the site will be provided in relevant project/development applications prior to any construction commencing.</p> <p>Any impacts to existing utilities and services identified at the detailed design stages will be addressed in subsequent project/development applications.</p> <p>Any necessary measures to protect electricity transmission and distribution networks will be detailed in subsequent project/development applications.</p> <p>Window openings for Buildings 6 and 13 will be restricted to a maximum of 120mm consistent with the BCA.</p> <p>Revised Geotechnical and Structural reports will be prepared during the detailed Project Application stage to address the impact of the final designs on the rail corridor.</p> <p>Any required easements or rights-of-way for the Station Access will be determined in consultation with Railcorp during the Project/Development Application stage.</p>		
Flooding and Sea Level Rise	<p>In accordance with the Flooding Assessment Report (June 2010), the following will be implemented:</p> <ul style="list-style-type: none"> – a 2.5m freeboard will be incorporated into the design of each building to ensure floor levels are above PMF levels and climate change flood levels. 	A 2.5m freeboard has been incorporated into the design of Buildings 1B and 1C.	Y
European Heritage	Future applications will address the recommendations of the Statement of European Heritage Impacts prepared by Tanner Architects and dated June 2010.	The recommendations of the Concept Plan Statement of European Heritage are addressed in Section 5.8 of the EAR and the European Heritage Report prepared for the Stage 1 Project Application (Appendix J).	Y

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Non-Indigenous Archaeology	Future applications will address the recommendations of the Non Indigenous Archaeological Investigation Statement of Heritage Impacts prepared by Casey and Lowe and dated June 2010.	The recommendations of the Concept Plan Non-Indigenous Archaeological Investigation are addressed in Section 5.8 of the EAR and the Non-Indigenous Archaeological Report prepared for the Stage 1 Project Application (Appendix K).	Y
Indigenous Heritage	Future applications will address the recommendations of the Aboriginal Heritage Statement of Impacts prepared by Jo McDonald Cultural Heritage Management and dated June 2010.	The recommendations of the Concept Plan Statement of Aboriginal Archaeological Report are addressed in Section 5.8 of the EAR and the European Heritage Report prepared for the Stage 1 Project Application (Appendix L).	Y
Soil and Water Management	Future applications will address the recommendations of the Soil and Water Management Plan prepared by Smart Civil and dated July 2010.	The recommendations of the Concept Plan Soil and Water Management Plan are addressed in Section 5.18 of the EAR and the Civil Report prepared for the Stage 1 Project Application (Appendix C).	Y
Contamination	Future applications will address the recommendations of the Contamination Report prepared by Coffey Environments and dated June 2010.	The recommendations of the Concept Plan Contamination Report are addressed in Section 5.17 of the EAR.	Y
Landscaping	<p>A Landscape Plan will be prepared and submitted with proposals containing landscape and public domain works.</p> <p>Future DA/PAs on the site are to comply with the Discovery Point-Wolli Creek Landscape Design Guidelines/Public Domain Plan prepared by Turf Design, dated December 2010.</p> <p>The landscaping is to be designed so that the view corridor between Tempe House and Cooks River is maintained.</p>	<p>Landscape plans and report are provided within the <i>Bates Smart Design Report</i> (provided under separate cover).</p> <p>As described in the landscape report, the landscape plans have been prepared generally in accordance with Rockdale City Council's Wolli Creek and Bonar Street Public Domain Plan and Technical Manual (where not inconsistent with the Concept Plan approval). The proponent is currently part of ongoing negotiations with Rockdale City Council for some amendments to the Public Domain Plan, refer to an email from Council (provided at Appendix S).</p>	Y
Acoustic, Noise and Vibration	Future applications will address the recommendations of the Acoustic and Vibration Assessment prepared by Heggies and dated June 2010.	A detailed Acoustic and Vibration Assessment has been prepared for the Stage 1 Project Application (refer to Appendix G) and compliance of the proposal with the recommendations of the Acoustic and Vibration Assessment prepared for the Concept Plan is discussed in Section 5.11 of the EAR.	Y

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Wind	Future applications will address the recommendations of the Wind Tunnel Study prepared by Heggies and dated July 2010.	The recommendations of the Concept Plan Wind Tunnel Study are addressed in Section 5.12 of the EAR and the Wind Tunnel Study prepared for the Stage 1 Project Application (Appendix N).	Y
Environmentally Sustainable Development	Future applications will address the recommendations of the Environmentally Sustainable Development Report prepared by Cundell Design Consultants and dated June 2010.	The recommendations of the Concept Plan ESD Report are addressed in Section 5.14 of the EAR and the Wind Tunnel Study prepared for the Stage 1 Project Application (Appendix I).	Y
Infrastructure and Services	Future development on the site will include upgrades to energy, water, sewer and telecommunications infrastructure in accordance with service provider authority requirements.	The infrastructure works included in the proposed development are outlined in Section 3.12 of the EAR and the Infrastructure and Services Report at Appendix D .	Y
Crime Prevention through Environmental Design (CPTED)	Safety Management Strategy will be prepared and provide guidelines for the application of CPTED principles and Safer by Design best practice models.	The <i>Project Application Design Report</i> (provided under separate cover) includes a safety and security audit of the proposal, refer to Section 5.6 of the EAR.	Y
Public Art	A public art strategy for the whole site will be prepared.	A public art strategy will be prepared and submitted in accordance with the Concept Plan conditions.	Y

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Accessibility	<p>The detailed project application stage for each building will address:</p> <ul style="list-style-type: none"> – 1 adaptable unit car bay for each adaptable unit; – an accessible toilet with every bank of male and female toilets in retail and commercial area. The accessible toilet to have internal dimensions in accordance with AS1428.1:2008; and – retail accessible car bays will be 2% of total retail car bays and commercial accessible car bays will be 1% of total commercial car bays. <p>2% adaptable units will be provided across the Discovery Point Concept Plan site upon completion of development.</p>	An Access Review has been prepared for the Stage 1 Project Application (Appendix M) and is discussed in detail in Section 5.9 of the EAR. The proposal complies with the recommendations of the Concept Plan Accessibility Report and Statement of Commitments.	Y
Waste	Allowance will be made for the future collection of waste by waste contractors in accordance with all relevant regulatory requirements.	Noted. The proposal does not preclude the future collection of waste by waste collectors.	Y
Structural	<p>Temporary and permanent retention systems for basement excavations will be required at locations indicated within diagrams within the PRD Structural Report (June 2010). These retention systems will be designed in accordance with <i>'Development Near Rail Corridors and Busy Roads – Interim Guidelines'</i>.</p> <p>Details of derailment protection measures, track monitoring requirements and a Rail Safety Plan will be submitted to Railcorp prior to the issue of a construction certificate.</p>	<p>A Structural Report was prepared for the Stage 1 Project Application (Appendix E) that includes an assessment of the temporary and permanent retention systems for basement excavation. In accordance with the Concept Plan approval, these systems have been designed in accordance with <i>'Development Near Rail Corridors and Busy Roads – Interim Guidelines'</i>.</p> <p>Noted. Details will be provided to Railcorp prior to the issue of a construction certificate.</p>	Y
Electrolysis	Compliance with the measures recommended within the Electrolysis Analysis prepared by Cathodic Protection Services dated May 2010.	The proposal complies with the requirements of the Concept Plan Electrolysis Report. Details are provided in Section 5.13 of the EAR and the Electrolysis Report prepared for the Stage 1 Project Application (Appendix O).	Y

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Groundwater	<p>The impacts of the groundwater rise as a result of the one in one hundred year flood event are to be taken into account in the detailed design of the basement slabs and walls.</p> <p>The monitoring of groundwater levels during construction are also recommended to check design parameters.</p>	Noted. The impact of groundwater rise has been incorporated into the design of the proposed development. Details are provided in Section 5.10 of the EAR and the Structural Report at Appendix E .	Y
Excavation near rail corridors	A geotechnical professional will be commissioned to review basement and service trench shoring or excavation design and observe excavations within 25 metres of the rail corridor.	A Structural Report was prepared for the Stage 1 Project Application (Appendix E) that includes an assessment of the proposed excavation near the rail corridor - and is discussed in detail in Section 5.10 of the EAR.	Y
Construction, Waste and Traffic Impacts	<p>The following Management Plans will be prepared and approved prior to works commencing for each stage:</p> <ul style="list-style-type: none"> – Construction Management Plan – Construction Traffic Management Plan – Erosion and Sediment Control Plan – Waste Management Plan – Dust Control Plan. 	Noted. The relevant Management Plans will be prepared prior to the issue of a Construction Certificate.	Y