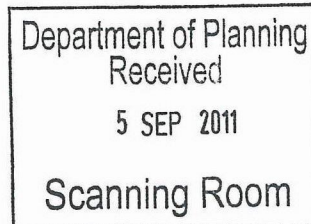




Michael Woodland
Director, Metropolitan & Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001



Attention: Scott Schimanski

Dear Mr Woodland

**Environmental Assessment Exhibition – Mixed Use Residential Development at
Discovery Point, 1 Princess Highway, Wolli Creek (MP10_0030)**

Thank you for your letter dated 12 July 2011 seeking comments on the above
Environmental Assessment.

The DoT has reviewed the Environmental Assessment (EA) report and requests that the
following matters be addressed and included in the final Statement of Commitments
and/or conditions of consent:

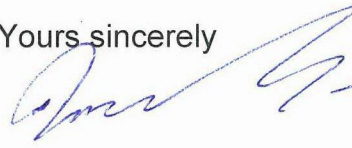
- The DoT noted that the EA report did not address the DGR “to consider the potential
for implementing a location specific sustainable travel plan” and “Future EA
Requirement 5” seeking provision of details of any Travel Access Guide / Green
Travel Plan (prior to the occupation of the buildings) including an investigation of car
sharing schemes. Please note that guidance for how to prepare a workplace travel
plan for future staff and a transport access guide for future customers exists and is
available at
http://www.pcal.nsw.gov.au/data/assets/pdf_file/0015/100527/Brochure_FINAL_23.08.10.pdf and at
<http://www.rta.nsw.gov.au/usingroads/traveldemandmanagement/transportaccessguides/index.html>;
- Consolidation of all resident bicycle parking at level B0 and identification of bicycle
parking locations on the relevant basement level plan;
- Provision of additional bicycle parking spaces and end-of-trip facilities for staff of the
retail premises.

The DoT also makes the following comments:

- It is noted that the combined widths of car parking and cycle lanes along the Brodie Spark Drive (as shown on the street set out diagram DA3-101 prepared by Bates) are only 3.6 m (2.5m car parking and 1.2 m bicycle). This is less than the Austroads desirable minimum of 4.0m as well as the acceptable minimum of 3.7m. The set out of Brodie Spark Drive should be revised to ensure the compliance;
- Bicycle parking rates identified in the State of Commitment appear low in view of the standard recommended in the NSW Planning Guidelines for Walking & Cycling; provision for cycling should be maximised at this site which has advantageous location in relation to the regional cycle network, e.g. Bay to Bay Cycleway;
- The EA does not contain any trip analysis to support the conclusion that the proposed development will comply with Rockdale Council's objectives of a 50% mode split to non-car transport modes for work related trips; and
- The *Guidelines for the Development of Public Transport Interchange Facilities* (MoT, 2008) should have been referred to together with the legislation under Future EA Requirement 16 Transport Interchange.

Should you wish to discuss this matter further, please contact Eva Cermak on 8022 2525 or email eva.cermak@transport.nsw.gov.au.

Yours sincerely



30/8/11

James Li
**A/ Principal Manager, Statutory Planning
Centre for Transport Planning**

CD11/08980