

Trim File No.: SSWFU05/268-04
Trim Reference No.: SSWD10/14605



The Director
Metropolitan Projects
GPO Box 39
Sydney NSW 2001

Dear Sir/Madam

**Re: Residential Development at 52 – 58 Walker Street, Rhodes MP10_0058
and DA 342/2010**

This response from Sydney South West Area Health Service (SSWAHS) is in relation to the Environmental Assessment Exhibition for the proposed residential development at 52 – 58 Walker Street, Rhodes.

SSWAHS aims to protect and promote the health of the local population. We recognise that many personal, local and global factors affect health and illness. One of our strategic directions for 2007-2012 is to develop our capacity to influence healthy urban design and work with planning agencies to develop healthy urban environments. In recent times we have led and participated in Health Impact Assessments (HIA) of redevelopments and new developments within SSWAHS. We have also recently developed a Healthy Urban Development Checklist to provide guidance to health workers for commenting on development policies, plans and proposals. The Checklist web can be found at: http://www.health.nsw.gov.au/policies/gi/2010/GL2010_001.html

In keeping with the Rhodes West Master Plan 2009 the overall design of the proposed development at 52-58 Walker Street appears to have many features that would create a healthy urban development including access to rail and bus and other facilities, pedestrian and cycling connections, provision of public open space and recreational facilities, energy efficiency, and recycling facilities. We would endorse the existing limits on the number of cars and the provision of bicycle spaces and bicycle route facilities.

We wish to submit the following comments for consideration:

Public Open Space

It is commendable that a large area (4,600 sq. m) of open space has been planned, and that the foreshore area is to be publicly accessible. However, it is not clear that the park will be designed to encourage a range of user groups. Proximity to the units alone may not be enough to encourage or facilitate a range of uses. The park should be designed to maximise usage as this creates opportunities for social interaction and improves safety.

Head Office
Liverpool Hospital (Eastern Campus)
Elizabeth Street Liverpool NSW 2170
Mailing Address
Locked Bag 7017 Liverpool BC 1871
Tel 61 2 9828 5700 Fax 61 2 9828 5769

General Correspondence
Email arearecords@swsahs.nsw.gov.au
Website www.sswhealth.nsw.gov.au

Royal Prince Alfred Hospital
KGV Building Level 11 Missenden Road
Camperdown NSW 2050
Tel 61 2 9515 9600 Fax 61 2 9515 9611

It would also be preferable to incorporate a variety of open spaces of different sizes, in different locations for different purposes to encourage people to use public space. The focus on one large park may not be sufficient for this purpose.

Housing Affordability

The Environmental Assessment Report states that increasing the supply of housing in Rhodes is the most effective way of reducing housing costs. We are not aware of any evidence that supports this view. There needs to be programs introduced that ensure that some housing units are affordable to lower income families and individuals.

Transport

The report states that there will be little impact on trip patterns and travel demands and will not result in any adverse traffic impacts. It is questionable whether this will be the case given the development comprises 583 apartments, with future adjacent developments planned, and the additional traffic particularly at peak times could be significant. The peninsular location of the apartments could exacerbate this potential problem. It is suggested that this issue be re-assessed.

Human Health

The human health risk assessment reports referred to on page 35 make no mention of the findings, and seem to have an emphasis on OH&S risks and no focus on the health of the resident community. Characteristics of urban development which can impact on the health of the community and need to be addressed include access to healthy food, opportunity for physical activity, access to quality employment, community safety and security, and access to services.

While the estimated increase in population associated with this development will not require a specific health facility, it would be expected that residents would be accessing existing health services. It is likely that some health services would be undertaking home visits, and these health staff will require access to short term (1-3 hour) parking within these developments.

Please do not hesitate to contact Peter Sainsbury, Director Population Health regarding the issues raised in this letter on phone: (02) 9612 0706 or by email:

sainsburyp@email.cs.nsw.gov.au

Yours sincerely


for  Mike Wallace
Chief Executive

Date: 19/8/10



Environment,
Climate Change
& Water

SCANNED
17 AUG 2010
DOC NO: ~~58382112~~

DA 342/10

Your reference: MP10_0058 and DA 342/2010
Our reference: DOC10/31219
Contact: Stephanie Yu, 9995-5616

Ms Narelle Butler
Manager Statutory Planning Services
City of Canada Bay
Locked Bag 1470
Drummoyne
NSW 1470

Dear Ms Butler

Major Project Application MP10_0058 and DA 342/2010 – Residential Development at 52-58 Walker Street Rhodes

We refer to your correspondence of 13 July with regard to the Major Project Application MP10_0058 and DA 342/2010 – Residential Development at 52-58 Walker Street Rhodes. We note that this proposal is to amend the development on Lot 101 and 103 at 52-58 Walker Street, increasing the approved building heights to enable construction of 24 and 25 story residential building blocks increasing the numbers of apartments and the density of development on Lots 101 and 102.

The Contaminated Sites Section of the Department of Environment and Climate Change (DECCW) has considered this Major Project Application as it relates to remediation and regulation matters under the *Contaminated Land Management (CLM) Act 1997*. We note that the proposed development site has been remediated to the satisfaction of DECCW and relevant Site Audit Statements have been issued by the Site Auditor confirming the sites suitability for this proposed use. We confirm that there is no regulation by DECCW under the powers of the *CLM Act*.

We provide this response from the perspective of the Contaminated Section of DECCW. Should you have any further questions with regard to this response please contact our staff member Stephanie Yu from this section on 9995-5616.

Yours sincerely

NJL 12/8/2010

NIALL JOHNSTON
Manager Contaminated Sites Section

PO Box A290 Sydney South NSW 1232
59-61 Goulburn St Sydney NSW 2000
Tel: (02) 9995 5000 Fax: (02) 9995 5999
TTY (02) 9211 4723
ABN 30 841 387 271
www.environment.nsw.gov.au

4

DA342/10

Your Reference: MPI0_0058/ DA342/2010
 Our Reference: ID 10M1449 SYD10/00551
 Contact: Stella Qu
 Telephone: 8849 2520

SRDAC

SCANNED
10 AUG 2010
 DOC NO:

**SYDNEY
 REGIONAL
 DEVELOPMENT
 ADVISORY
 COMMITTEE**

The General Manager
 Canada Bay City Council
 Locked Bag 1470
 Drummoyne NSW 1470

Attention: Shannon Anderson or Sam Lettice

**MAJOR PROJECT APPLICATION MPI0_0058 AND DA342/2010 - RESIDENTIAL
 DEVELOPMENT AT 52-58 WALKER STREET, RHODES**

Dear Sir/Madam,

I refer to Council's correspondence dated 13 July 2010 with regard to the above-mentioned development application, which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Part 3A of the *Environmental Planning and Assessment Act 1979*. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) discussed the proposed development at its meeting held on 28 July 2010 and provides the following comments:

- As stated in the RTA's previous letter dated 25 September 2009 (copy attached) to the Department of Planning, the RTA requested that the maximum number of parking spaces for the residential component be restricted to one space for every two units for a total 393 parking spaces. This was one of the conditions for allowing an increase of an additional 787 units within the Rhodes Peninsula development.

It is noted that this application intends to provide 694 car spaces comprising 630 resident parking spaces, 59 visitor parking spaces, 2 retail parking spaces and 3 childcare parking spaces to cater for 583 units and associated child care centre. While this represents a reduction in car parking to what is currently allowed, a further reduction in line with our previous comments is suggested. Notwithstanding, the RTA would be prepared to accept a car parking rate of 1 space per unit (583) with a reduction in visitor spaces to 17 giving a total parking provision of 600 spaces.

- The traffic modeling of the intersections in the Assessment of Traffic and Parking Implications Report dated May 2010 (Ref No: 10068) is unacceptable. In the report, it shows that all the existing intersections operate above LOS C, which doesn't match with the reality where some intersections are now operating under pressure during peak hours. The report also doesn't include some critical intersections such as the Homebush Bay Drive/Concord Road intersection.

In addition the RTA's previous letter dated 22 June 2009 (copy attached) raised concerns that the traffic demand and the performance measures of the intersections were underestimated in the Traffic Report Rhodes Peninsula – "Traffic and Transport Analysis for Additional

Development prepared by Masson Wilson Twiney dated 13 March 2009". At that time, the RTA requested that a Strategic Traffic Model should be prepared to evaluate a cumulative impact of developments within Rhodes Peninsula on the existing road network. The RTA has not received a revised traffic report or strategic traffic model for their review.

Based on the above comments, a revised traffic impact assessment report shall be submitted to the RTA for review and approval. The report shall evaluate the cumulative traffic impact of the proposed 583 development units, the retail component and the associated child care centre together with the all other developments within the Rhodes Peninsula area by using a Strategic Traffic Model.

Further comments will be provided on the development once the revised report has been reviewed.

Yours faithfully



Ken Moon
Chairman, Sydney Regional Development Advisory Committee

6 August 2010

5

DA342/10

20 August 2010

Narelle Butler
City of Canada Bay
Locked Bag 1470
Drummoyne NSW 1470

SCANNED
24 AUG 2010
DOC NO:

Sydney
WATER

Attention: Sam Lettice

Dear Ms Butler,

Re: MP10_0058 and DA 342/2010 – Residential Development at 52-58 Walker Street, Rhodes

Thank you for your letter of 13 July 2010 regarding the major project application for the residential development at 52-58 Walker Street, Rhodes. Sydney Water has reviewed the Environmental Assessment and considered the impact of the increase in density for Lots 101 and 102.

Sydney Water has a planning strategy for sizing of sewer, potable and recycled water under the existing approved Local Environmental Plan. Allowing for the additional demands described in the Environmental Assessment, the existing servicing strategy is sufficient to serve this amended development.

Sydney Water provides the following additional comments for the City of Canada Bay's consideration.

Sydney Water Servicing

Sydney Water will further assess the impact of the developments when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess if amplification and/or changes to the system are applicable. Sydney Water requests Council continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water.

The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development. The proponent should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au.

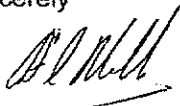
Sydney Water e-planning

Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au. The use of this email will help Sydney Water provide advice on planning projects faster, in line with current planning reforms. It will also reduce the amount of printed material being produced. This email should be used for:

- Section 62 consultations under the *Environmental Planning and Assessment Act 1979*
- consultations where Sydney Water is an adjoining land owner to a proposed development
- Major Project applications under Part 3A of the *Environmental Planning and Assessment Act 1979*
- consultations and referrals required under any Environmental Planning Instrument
- draft LEPs, SEPPs or other planning controls, such as DCPs
- any proposed development or rezoning within a 400m radius of a Sydney Water Sewage Treatment Plant
- any proposed planning reforms or other general planning or development inquiries

If you require any further information, please contact David Demer of the Urban Growth Branch on 02 8849 5241 or e-mail david.demer@sydneywater.com.au

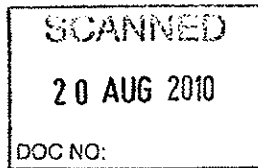
Yours sincerely



Adrian Miller
Manager, Urban Growth Strategy and Planning

6

DA342/10



RailCorp

RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 4062 Fax: (02) 8922 4890
Email: Alexandra.stathakis@railcorp.nsw.gov.au

18 August 2010

The General Manager
City of Canada Bay
Locked Bag 1470
Drummoyne NSW 1470

ATTENTION: Shannon Anderson & Sam Lettice

Dear Sir/Madam,

ENVIRONMENTAL ASSESSMENT EXHIBITION
Major Project Application- MP10_0058 and Development Application- 342/2010
52-58 Walker St, Rhodes

I refer to Council's letter dated 13 July 2010 regarding the Environmental Assessment Exhibition of the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following rail infrastructure projects be taken into consideration.

Northern Sydney Freight Corridor Program (NSFCP)

The NSFCP includes a number of infrastructure projects to improve freight and passenger rail services along the Main North Line between Sydney and Newcastle. This project will help reduce delays and improve capacity by separating freight and suburban passenger services.

The proponent should be aware that this project will result in more rail freight traffic on the Main North Line. Increasing the capacity of rail freight movements is one of the key transport visions outlined in the Sydney Metropolitan Strategy.

It should be noted that the works and operation of this line may result in noise and vibration increases in the area of the proposal. The proponent has undertaken a noise and vibration assessment on the impacts of the current rail corridor; however, there is potential for increases in these levels in the future. The proponent is advised to take this into consideration.

Thank you for providing RailCorp the opportunity to comment and please contact Nerida Morgan if you have any further enquires on 8922 1459 or email nerida.morgan@railcorp.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to be "Alexandra Stathakis".

Alexandra Stathakis
Assistant Town Planner
RailCorp Property



Transport

Level 21, 227 Elizabeth Street, Sydney, NSW 2000
GPO Box 1620 Sydney NSW 2001

Telephone 9268 2800 Facsimile 9268 2900

Internet www.transport.nsw.gov.au

ABN 25 765 807 817

SCANNED
27 AUG 2010
DOC NO:

Ms Narelle Butler
Manager
Statutory Planning Services
City of Canada Bay
Locked Bag 1470
DRUMMOYNE NSW 1470

Dear Ms Butler,

MAJOR PROJECT APPLICATION 52 WALKER STREET RHODES (MP10_0058)

I refer to your letter dated 13 July 2010 seeking comment on the public exhibition of the Major Project Application for the residential redevelopment of 52 Walker Street, Rhodes. Transport NSW appreciates the opportunity to provide input to this application.

Transport NSW has reviewed the Environmental Assessment report, along with the accompanying assessment of traffic and parking implications and notes the high accessibility of the site to public transport and local facilities such as shops. The provision of one space per unit is noted and should also apply to three bedroom units. Alternatively, some studios could be approved without parking. Consideration should be given to incorporating car share opportunities and the unbundling of parking from specific units which has been recommended for Green Square and the Carlton United Brewery Site.

Transport NSW would support the incorporation of further specific measures aimed at actively promoting public transport use, walking and cycling by future residents of the site. This may include such things as completing a 'green' travel access guide for the site, integrating the internal walking and cycling networks with wider regional networks and allocating conveniently located secure bike parking for both residents and visitors. The Active Transport Planner's Toolkit has been attached for further information on active transport.

I trust that these comments are of assistance. Should you wish to discuss this matter further, please contact Naomi Brissett on 9268 2280 or email naomi.brissett@transport.nsw.gov.au.

Yours sincerely

David Hartmann
A/ Senior Manager
Centre for Transport Planning and Product Development

CD10/05414

Encl.



From: Maryanne Campanelli [Maryanne.Campanelli@maritime.nsw.gov.au]
Sent: Wednesday, 21 July 2010 10:32:11 AM
To: council
Subject: Major Project Application MP10_0058 and DA 342/2010 -Residential Development at 52-58 Walker St, Rhodes

Narelle Butler
Manager Statutory Planning Services,

Thank you for the opportunity to provide comment on the major project and development application for the residential development at 52-58 Walker St, Rhodes.

As an adjoining landowner, NSW Maritime has no specific comment to make at this stage.

Regards,

Maryanne Campanelli

Property, Planning and Infrastructure Division

NSW Maritime

Serving our Boating Community - Safe Waterways and Support for the Maritime Community

T: 02 9563 8824 | F: 02 9563 8566

Locked Bag 5100 | Camperdown NSW 1450
www.maritime.nsw.gov.au

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Views expressed in this message are those of the sender rather than NSW Maritime unless the content of the message indicates to the contrary.

[Redacted]

From: Mark Boyle [Redacted]
Sent: Friday, 23 July 2010 1:20 PM
To: council
Subject: Submission on proposal DA342/2010 and MP10_0058

I wish to issue a submission on proposal DA342/2010 and MP10_0058

My name: Mark Boyle
My address: 5 Denham Street, Rhodes, NSW 2138
Council reference number: DA 342/2010
Name of proposal: MP10_0058
Address of proposal: 52-58 Walker Street, Rhodes

SCANNED
29 JUL 2010
DOC NO:

Statement on whether I support or object to the proposal:
I object to the proposal.

The reasons why I support or object to the proposal:

- I object to the proposal for 2 reasons:**
1. Increasing danger of traffic along residential streets
 2. Insufficient community amenities

1. The project will significantly increase traffic along residential streets
The proposal advises that 694 car spaces will be provided.
This means more traffic along an existing corridor through residential streets.
Drivers who use this corridor often travel at excessive speeds.

2. Insufficient community centre amenity
There is no guarantee that community centre will ever be built.

regards, Mark Boyle

[Redacted]

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10

RECEIVED
05 AUG 2010
DOC NO:

[REDACTED]
From: andrew a [REDACTED]
Sent: Wednesday, 4 August 2010 1:49 AM
To: council
Subject: [REDACTED] 52-58 Walker St Rhodes

Dear Sam Lettice/Shannon Anderson

I'm writing to you in regards to the Lots 101 & 102 52-58 Walker St., Rhodes development and the Rhodes development as a whole.

I have several objections and whilst all do not come under the umbrella of local government but as you are the approving authority I believe you have some responsibility to assure the local amenity does not suffer or deteriorate

It is reported that up to 12000 residents will reside in the new development, apart from the obvious eyesore of a high rise building on the foreshore and this is not a subjective view you just have to visit the foreshore around Milsons Point and the surrounding foreshore suburbs to see past mistakes.

Whilst there is some green space around the development (some may debate whether its sufficient) how child friendly is this green space can they ride bikes and skateboard within this space? The artists impression wouldn't suggest so.

Is the community centre compatible with this type of recreation? What is being done about providing playing fields for the increased population, there is already a short fall within the council area. These issues are important for social cohesion and harmony.

The energy efficiency report in the DA for building A & B was very disappointing a 4kW solar panel/s and a 12000 litre water tank could not even be classified as a token effort. This would be considered a good effort (not excellent) for a standard 4 bedroom house. Building C & D at least made improvement with solar panels at 22kW but the water tank is still remarkably small at 12000 litres, surely council can require the development to improve on this. With such small water tanks the development should be required to recycle waste water. While the addition of a drying room within the apartment is a welcome addition is it such that this cannot be utilised for anything else.

If the current developments are to encourage the use of mass transit by only providing one car space per apartment. What policing regime will council demand from the developers to guarantee residents will not park an additional car in a visitors spot and will council guarantee there will be no permit parking system on the street to stop on street parking by residents?

What guarantees does council have from the NSW state government to deal with the increased population. Will they provide the appropriate services and infrastructure in such areas as schools, hospitals, public transport. The DA reports the train frequency is currently at 4 trains per hour at peak times, this hardly seems acceptable with this current (future) development, especially since car use is not to be encouraged. This level of service will only force people into their vehicles. The bus service will remain far less popular given the traffic congestion on the arterial roads.

Will Sydney Ferries build a ferry wharf at Rhodes with such population density?

I trust council will address these issues.

Regards
Joe Divola

4/08/2010

11

[REDACTED]

From: jiajia [REDACTED]
Sent: Monday, 26 July 2010 10:58 PM
To: council
Subject: submissions

SCANNED
29 JUL 2010
DOC NO:

Dear Canada Bay Council Management

This is Jia Liu
Address: 520/89 Shoreline Drive, Rhodes, NSW
Council's reference number: DA342/2010
Name and address of proposal: Project MP10_0058, 52-58 Walker street, rhodes
Meriton Apartments

I behalf all the members who living in 520/89 Shoreline Drive, Rhodes object the proposal.

One of the most important reason is there will be huge increase of population in our suburn.
and all the current facility will be not enough. including the traffic system, parking space, child
care, school. There will be huge effect for the environment.
So we object the proposal.

Regards
Jia

搜索本应是彩色的, 快来体验新一代搜索引擎-必应, 精美图片每天换哦! [立即试用!](#)

SCANNED
17 AUG 2010
DOC NO:

28 Llewellyn Street,
RHODES NSW 2138
11th August, 2010

The General Manager,
City of Canada Bay Council
Locked Bag 1470
DRUMMMOYNE NSW 1470

Dear Sir,

**Major Project Application 10-0058
52-58 Walker Street, Rhodes**

It is good to see the additional open space around these buildings, but the buildings themselves are not pleasing to the eye thereby detracting from the overall attractiveness of the area.

It is my belief that buildings over a certain height have to conform to a standard of excellence in design, however the drawings supplied show buildings of bland design with no character or striking features.

If we have to have such tall buildings in this area, I would like the proponent to submit plans showing buildings worth having.

Yours faithfully,



Carol Kendall

City of Ryde

ABN 81 621 292 610
Civic Centre

1 Devlin Street Ryde
Locked Bag 2069
North Ryde NSW 1670
DX 8403 Ryde

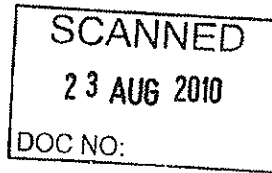
cityofryde@ryde.nsw.gov.au

www.ryde.nsw.gov.au

TTY (02) 9952 8470

Facsimile (02) 9952 8070

Telephone (02) 9952 8222



The General Manager
City of Canada Bay Council
Locked Bag 1470
Drummoyne NSW 2047

19 August 2010

Dear Sir,

I refer to the Major Project Application (MP10_0058 and DA342/2010) for residential development with retail tenancy and a child care centre at 52-58 Walker Street, Rhodes.

I thank you for the opportunity to comment on the proposal. It is noted that the proposal is currently being assessed by Canada Bay Council and is on exhibition until the 20th of August 2010.

Given that the proposal will be assessed by Canada Bay Council, I respectfully decline to make comment on the basis that Canada Bay Council will ensure that any proposal will be suitable for the subject site and will appropriately respond to the applicable planning controls.

Once again I thank you for the opportunity to comment on the proposal and should you have any further queries regarding the above please do not hesitate to contact me on 9952 8238.

Yours faithfully

A handwritten signature in black ink, appearing to read "Adrian Melo".

Adrian Melo
Client Manager
City of Ryde Council

14

Dianne Colley

From: Ton Akerboom [ton.akerboom@stateasphalts.com.au]
Sent: Friday, 20 August 2010 4:34 PM
To: council
Cc: drummoyne@parliament.nsw.gov.au; information@planning.nsw.gov.au
Subject: DA 342/2010, Dept of Planning Ref Number: MP_10_0058
Attachments: Rhodes DA342-2010.pdf

To the General Manager of Canada Bay Council,

Dear Sir,

Please find attached my objections to the above DA.

Regards,

Ton Akerboom
State Asphalt Services Pty Ltd
Ph: +61 2 9607 1910

Business Development & Contracts Manager
PO Box 156 Hoxton Park NSW 2171
Fx: +61 2 9607 1920

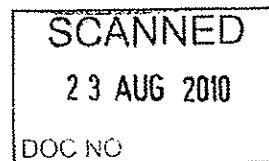
Mob: 0407 216 695.
Sydney, AUSTRALIA

KYPREOS Group of Companies.

Ton Akerboom
25 Cavell Ave
Rhodes NSW 2138

20 August 2010

The General Manager
City of Canada Bay Council
Locked Bag 1470
Drummoyne, NSW 1470



Council's Reference Number: DA 342/2010

Dept of Planning Ref Number: MP_10_0058

Lots 101, 102 and Part of Lot 107, DP 1134195, 52-58 Walker Street, Rhodes

Dear Sir,

This development proposed by Meriton Apartments is completely out of character for the local and surrounding area.

With the current approvals Rhodes West Development is overdeveloped already. There is no community consultation held for this DA and the effects of this detrimental DA are unknown.

For ten years, when the Rhodes development started, the current infrastructure is being ignored and not improved. Various residents had various solutions but no one took them serious.

Now, with the shopping centre build and with IKEA being a major attraction to people from the Greater Sydney Area including Wollongong and Newcastle; Rhodes Peninsula is bogged down during weekends, creeping into weekdays. With all these people attracted to Rhodes West you attract: traffic; lots of cars and congestion to all roads surrounding Rhodes Peninsula; criminality etc, in short an unsustainable and unliveable area for the current residents.

To top this off, Canada Bay Council recently approved (February this year) a new IKEA pick up centre at the dead end street in Leeds Street. Council seems to think that this is not a problem, the increased traffic on streets that are dangerous and in disrepair and without consultation with the community. It is unbelievable to suggest that this will not have an impact on traffic in the area. Where is the logic? We have a Rhodes West Control Plan promoting the reduction of cars and car movements on the peninsula, limiting car parking spots, and creating a sustainable environment. Then a DA is approved which will triple car movements on the north of the peninsula. DA 342/2010 will increase that number again.

There used to be a pick up point in Blacktown for IKEA and cars were lined up for hundreds and hundreds of metres in Blacktown. If this happens in Rhodes, at Leeds Street, and the line up is 400 metres long, the John Whitton Bridge Underpass will be blocked off by traffic and the only way out then, is past the shops; Rider Boulevard.

The current road system is completely inadequate, unsafe and dangerous (John Whitton Bridge).

Next to nothing is done to improve the infrastructure, and with this as a fact, any more development would be a catastrophe. To suggest that another 10-15% more units could be built on top of the current approved DA is unacceptable. Council is using the 2031 deadline as an excuse to achieve short term solutions with long term negative consequences. Is this sustainable development????

Council should look after it's community, explore other options, think outside the box, set up a community platform, and stop any further development for the following reasons:

1. There is no current / updated Traffic Management Plan. The plan available send to us by Caroline Bond (council's strategic planner) refers to 3,000 units to be built as per original plans (DA approval 2001).
2. In 2001 monies were set aside and were designated to improve the local infrastructure. Nothing was spend on the local roads on Rhodes Peninsula (\$\$ to Cabarita Pool & Library). The current infrastructure foundations with only two access roads to Rhodes West; Rider Boulevard and Averill Street, are just coping with the traffic, with only 65% of the residents moved in.
3. The local community, with the current approved development is already bursting at its seams. There is no place at local schools, the rail services are inadequate, inadequate emergency services, inadequate police stations, etc. (refer to letter from Coffill Family).
4. The towers to be built under the proposed DA, with a population density greater than Hong Kong, will create a "ghetto" in the middle of our beautiful suburb.

I am calling on you, the General Manager and all councillors to stop any further development.

Councillors, realise that this DA proposes to double and triple the currently approved heights, DOUBLE AND TRIPPLE THE HEIGHT | Next time when you are on a ferry, look at the well known Blues Point Tower, an apartment block located at McMahons Point, close to North Sydney.

This tower is 83m tall with 24 levels. It is often regarded as one of the ugliest buildings in Sydney.

This proposed DA, with 2 towers of 25 levels, is the wrong choice for our beautiful green council and Rhodes. Rhodes, because of it's location on a hill top, will outstrip Blues Point Tower of it's title and become an example of worst development practises if this DA is approved.

There are no public benefits for the current residents and local community. The benefits will be for the new residents and the developers, including Council, only.

The current community consultation, is inadequate and needs further input. The community realises that you can't stop development, but it needs to be well sustained development and well thought out and consulted, instead of running along with the developers.

I propose to put all DA's on hold, set up a community platform, have meetings with all parties involved together; Department of Planning, State Government, Local MP, Canada Bay Council, Local Community and residents and come up with a sustainable development. Then this proposal should be put forward to the developers via Council.

Rhodes West should be a development that we, as Australians, can be proud of.

Regards



20/2/11 4.25 PM

Ton Akerboom

[Redacted]

From: Louise Sidgreaves [Redacted]
Sent: Sunday, 22 August 2010 4:55 PM
To: information@planning.nsw.gov.au
Cc: council; Gerry Hewson
Subject: Objection to DA number 342/2010, 52-58 Walker St Rhodes (Meriton Apartments)
Attachments: 100820-Hewson-Meriton Appartments Objection.pdf

Attention: Mr Tom Gellibrand

Good afternoon Tom,

Please find attached our objection to the Meriton Apartment DA 342/2010.

We are aware that our submission was due by close of business on Friday afternoon, however we trust that you will accept and fully consider our objection as we are extremely concerned residents who will be enormously effected by the entire Rhodes West development.

We look forward to your response.
Kind regards,
Louise

LOUISE (SIDGREAVES) HEWSON

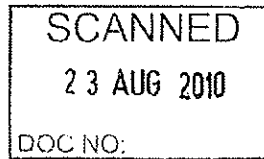
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HEWSON

20 August 2010

NSW Planning Minister
Attention: Mr Tom Gellibrand



Gerry & Louise Hewson
2 Averill Street
RHODES NSW 2138

Dear Sir,

RE: DA number 342/2010, 52-58 Walker St Rhodes (Meriton Apartments)

On behalf of my husband and three young children, I would like for you to note our extreme objection to the development proposal for Meriton Apartments and the inherent changes to the Rhodes West PLAN. We also wish to raise some very serious concerns about the proposal that we believe will have an extremely negative impact on our family and our neighbourhood.

We understand that the development as proposed by the State Government will have an impact on our community and although we as residents strongly objected to the size and density of the proposal many years ago, we are now outraged that Council and on a separate DA, Meriton Apartments is making significant additions to the current massive development.

We believe that it is extremely short-sighted that "community benefits", such as a cycle-way, pedestrian pathway, a toilet block and a "community centre" are presented to us as trade-off for the horrendous development proposed. We do not see these as benefits that can be offered in return for 25 storey towers and thousands of additional residents. We request that you do not short sell us and think that by providing a few small items (that Council should be providing to our community regardless of the development) that we will agree to this over-development that will cause both immediate and long term problems for our neighbourhood.

As a community we have grave concerns for the proposed development and although we have tried on many occasions to have our voice heard by our Council, we do not feel that any of our concerns have been addressed in the current proposal. We feel that Council constantly dismisses our concerns as they have an alternative agenda.

In an attempt to gauge community concern and to ensure that our concerns are both heard and addressed we have had neighbourhood meetings to determine the issues that are our major points of concern. We are vigorously opposed to the proposal in its current form, and strongly urge Canada Bay Council and the NSW Department of Planning to consider and act upon the following points before approving further development of the Rhodes peninsula:

Road access: We are residents of Averill Street and therefore everyday witness the growing traffic demands of our street. In addition it is a dangerous street and the right-hand turn off Concord Road into Averill Street is treacherous. There will be a fatal accident at this intersection if traffic is not limited or the right-hand turn reduced from two lanes to one.

In recent weeks we have also been made aware that an IKEA Pick-up Depot is being built in Leeds Street. This addition to Leeds Street will undoubtedly add to the major traffic issues and concerns of the Leeds, Blaxland, Cavell and Rhodes Streets that act as one of only two exits out of Rhodes. The residents of Rhodes agree that this as an enormous concern and should be considered in relation to any increase in the West Rhodes development.

In the proposal there is no provision for any improvements to roads, despite the huge population increase. There are currently only two entry and exit points for the entire commercial, retail and residential development on the western peninsula. The southern entry point off Homebush Bay Drive is already at or near capacity. The northern entry point is via a narrow, tight, blind bend under the railway line into Walker Street; it is also a pedestrian and cycle way and is an extremely dangerous section of road. There are no plans to extend or widen

the entry under the railway line or increase the turning angle off Blaxland Rd. Further, the feeders to this corner are either a tight "U-turn" from Blaxland Rd or entry via Averill St, where the dual turning lane from Concord Rd must merge within 30 metres of turning into a single-carriageway suburban residential street, currently in a decrepit state of repair. When the Rhodes shopping centre was proposed, the NSW government and the RTA stated roundabouts were planned for these areas. The proposal now shows no plans to upgrade these roads. Mary Street would provide the most direct and safe entry point to Rhodes West with a traffic tunnel under the rail line from the existing traffic lights on Concord Rd. This would avoid residential streets and eliminate many traffic and pedestrian danger spots and bottlenecks. This optimum solution has not been explored as it is too expensive for the developers and government.

Public Transport: Northern Line trains at peak times through Rhodes are currently standing room only. The total increase in rail passengers through Rhodes as a consequence of this proposal would be around 30%! It is not feasible to state that this can be accommodated without an increase in trains to Rhodes, something the plan needs to address. There has also been no consideration of a wharf to enable utilization of the Parramatta River ferry service which passes through the precinct.

Parking: Rail parking also needs to be addressed, as all residential streets west of Concord Rd are totally parked out by 10am each weekday. Many of these older houses do not have any, or only one, off-street parking space (driveway). This means residents are often unable to park near their own home during the day. The recent approval of commercial properties at Rhodes Corporate Park without employee car park spaces means this problem is continuing to worsen. The provision of car spaces for the proposed new residences is manifestly insufficient and combined with the current parking shortage in Rhodes is a totally unacceptable design.

Visual impact: A twenty five storey building is not in keeping with the suburb's skyline or architecture. This will be an ugly eyesore for Rhodes residents and visitors, and for users of the Parramatta River and Homebush Bay waterways. The recent approval of 8, 10 and 12 storeys at Rhodes has brought major changes to this predominately single and double storey dwelling suburb. Most Rhodes residents now have high rise apartments visible from their home windows. Not only will the proposed tripling of this building height destroy any remaining vistas, it will also shadow large areas of the suburb. During winter, these shadows will fall across our houses for most of the afternoon; no private house would be permitted to cause such shadowing and nor should this development. The nearest tall building is at Liberty Grove, which is capped at 12 storeys and was built as a complete greenfields project, not on top of an existing residential area. The Rhodes West Plan refers to high rise at Sydney Olympic Park. However, the two tall buildings there are only 24 and 18 storeys, approximately 27 metres below those proposed for Rhodes. These buildings are both located on Australia Ave, in a non-residential area and neither casts any shadow on residential properties. The closest 25 storey buildings are in the City, Chatswood and St Leonards, all CBD locations and vastly different demographically to Rhodes. Twenty five storey buildings are not appropriate, necessary or acceptable on the Rhodes peninsula and any future development in Rhodes should be limited to ten storeys.

Other infrastructure: The Master Plan has not satisfactorily considered or made sufficient provision for additional infrastructure to support either the 7,500 new residents currently being added to Rhodes, or for the additional 2,000 proposed under this new draft plan. There are no schools in the suburb and most surrounding schools are at or near capacity with little real estate available to allow for any expansion, even if it were to be planned. There is no mention of improvement in libraries, hospitals, medical centres and other health care services, sporting clubs, grounds or facilities, additional preschools and childcare centres, emergency services, waste transfer, boat ramps, playgrounds, swimming pools and government services and agencies. These services and many more will be in high demand by the planned and proposed population increase, yet no plans have been made to provide them.

We trust that you will consider our objections fully and honestly and that you will respond in the best interest of the residents of Rhodes. We look forward to hearing a response to our concerns.

Yours faithfully,

Louise Hewson

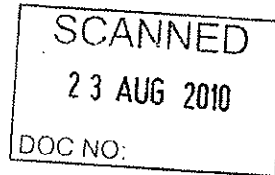
LOUISE HEWSON B.Design (Hons 1) RDI

On behalf of Gerry, Thomas [REDACTED], Noah [REDACTED] and Henry Hewson [REDACTED]

Elizabeth Dowd
25 Cavell Ave
Rhodes NSW 2138

Attention: Gary Sawyer
General Manager
Canada Bay Council
Locked Bag 1470
Drummoyne NSW 1470

20 August 2010



Dear Mr Sawyer

Council's Reference Number: DA 342/2010
Dept of Planning Ref Number: MP_0058
Lots 101, 102 and Part of Lot 107, DP 1134195, 52-58 Walker Street, Rhodes

I object to the Rhodes West DA 342/2010 for the following reasons:

1. Height of Towers The DA 342/2010 proposes to build two towers of 25 stories high. In the presentation made to the Rhodes West Community Consultation Group the consultants said they wanted to ensure that the towers didn't look like a wall down Walker St. Although the DA 342/2010 has been legally submitted as a separate DA it cannot be considered in isolation and should have been rejected as a separate DA. The overall visual effect of this DA and the Control Plan will be a wall, a 25 storey wall in Rhodes West. Even though one 25 storey is proposed to be built back from Walker St this will have no effect when seen from a distance. Not even Sydney City CBD has seven buildings of 25 stories on one street on a stretch of 500 metres, with five in a 200 metre distance! Rhodes West is not a CBD. It's building heights should vary and should be restricted to 16 stories maximum. 52-52 Walker Street is one of the highest points on the peninsula, to build two 25 stories here would ruin any links with the natural topography and be a complete eye sore. That was one of the requirements of the original SREP 29 and this DA and the Rhodes West Control Plan have not met these requirements. The 2031 deadlines are no excuse for poor planning and the creation of a built legacy which is a disaster for the future.

2. Density. I objected when the Masterplan raised the population to 11,500 people. The RWDDCP adds 1,500 more. Precinct D adds a further 1,500. 14,500 people on 2% of the land available to Canada Bay Council. It is madness to suggest, reflects poor judgement and poor planning. There are links with good infrastructure but the current population levels have ensured these infrastructures are at saturation point or already over burdened. There is not a scarcity of land in Canada Bay, **there is no justification for this level of population density and no support from the current or proposed infrastructure.**

3. Infrastructure.

Entry Points. Those proposed to live at 52-58 Walker Street will either have to travel south via the shopping centre onto Homebush Bay Drive or north under John Whitton Bridge to exit Rhodes West. It is understood all apartments will have a car, otherwise they wouldn't be guaranteed at least one car space, so it must also be understood they will drive their cars. This will put another 500 cars on local roads which are already dangerous and inadequate. **Something needs to be done about the roads.** How amused Council staff were when they joked the

Professor didn't show on the night of the presentation to the Rhodes Community Consultation Group because he was stuck in traffic!!!! Everyone agrees Concord Road and Homebush Bay Drive are overburdened so why put more cars on them? Council staff know the roads are inadequate, Councillors know they are dangerous, why is any plan being considered which doesn't incorporate an adequate upgrade to local roads including another entry point into Rhodes West. Mary Street provides the perfect solution to another entry point. It has a right, left turn onto Concord Rd, it goes straight across to Mary Street in Rhodes West, and it has minimal impact on residents because of its location. This solution needs to be investigated. It is affordable and workable.

Roads. No one at Council denies the streets of Rhodes are appalling yet nothing has been done. Why? The Council would have us believe that limiting car spaces at Rhodes West will assist the traffic congestion, but you approve and IKEA pick up in a dead end street which will triple the traffic on Walker, Leeds, Cavell and Averill Streets. Solutions need to be found NOW. Build the underpass or rail crossing at Mary Street, use the existing road under John Whitton Bridge on the peninsula to have two one-way traffic paths, put in round-a-bouts on the corners of Cavell and Averill and Cavell and Leeds and do it NOW. Lives are more important than being able to play basketball in a Community Centre, and the priority must be given to protecting the drivers and passengers who currently use Rhodes streets as well as the ones who will live here in the future.

Parking. Where will visitors to the 500 new apartments in DA 342/2010 park? Are there restrictions on the number of friends they can have as well as on the number of cars? Did I leave Australia and arrive at a communist state where governments are going to dictate to the population about their lifestyle choices? There is no available parking in Rhodes West now, but there is in Rhodes East. It is fast disappearing, Cavell, Leeds, Averill and Blaxland are always parked out even though this was brought to the attention of Council in January 2009 nothing has been done and no concrete assurances have been given in any Rhodes West correspondence that our streets will be protected from the overflow of Rhodes West. Restricted Parking in Rhodes East must be implemented now.

Preschools, Primary and High Schools

Council knows, and you told me yourself, that all local schools are full. This DA 342/2010 puts another 1500 people on the Peninsula. How many will need schools/preschools and where are they going to find them. It is not good enough to say it is already inadequate, what's a few hundred more. You cannot make a decision of this kind without providing or ensuring the provision of basic, essential infrastructure like schools. Education may not be your responsibility but approving a population level which deprives someone of an education is **IRRESPONSIBLE GOVERNMENT**.

Preschools are within Council's governance and I notice there is no forward planning in this area either. They are also full in this area. It should be part of any major increase in the population that adequate services are provided, it should be the first step, not required by the general population to bring it to your attention.

Other local infrastructure

1500 additional people will overburden other infrastructure like: local Libraries; Fire Brigade; GP's; Concord Hospital; other Health Care providers; Sporting clubs, grounds and facilities; Childcare Centres, Long Day Care Centres, Before and After School Care Facilities; Australia Post; Family and Baby Health Care Centres; or, the Police and Ambulance Service.

All will be affected by any population increase but no provisions have been made to accommodate the extra burden on resources.

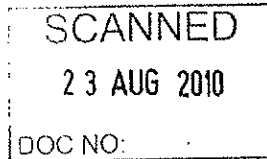
The separate application of this DA is a disgrace, an insult to the intelligence of the residences and reflects poorly on the attitude of the developers and Councillors/Council Staff who are willing to support it. Not to mention your claim that this DA would be put out later this year for it to arrive in the post 4 days after our conversation.... very shoddy. Council needs to develop an Action Plan now which shows strategies for appropriate infrastructure for Rhodes West. There is enough money; priority needs to be given to appropriate/essential infrastructure. That is responsible government.

Sincerely

Elizabeth Dowd

20 August 2010

Coffill Family
PO Box 3020
Rhodes 2138



General Manager
City of Canada Bay Council
Locked Bag 1470
Drummoyne 1470

2 pages by facsimile to:
9911 6550

Dear Sir,

**ENVIRONMENTAL ASSESSMENT EXHIBITION: MAJOR PROJECT MP10_0058
LOTS 101, 102 AND PART 107, DP1134195 - 52-58 WALKER STREET, RHODES
COUNCIL REFERENCE NUMBER DA 342/2010**

Thank you for Council's letter of 20 July 2010.

My family objects to the proposal. As such, and having regard to the behaviour exhibited by representatives of one or more developers at a community meeting convened by Angela D'Amore earlier this year, we would prefer that our name be withheld from public display. It is stressed that this antagonistic behaviour was by someone claiming to represent a developer, and I am unsure which one, hence it is not claimed to be connected with Meriton Apartments Pty Ltd. The developer(s) in question is/are unknown.

I have recently set out for Council the longstanding nature of my immediate and extended families' occupation of properties in Rhodes. This included the deterioration of amenity in Cavell Avenue caused by the presence of the Coptic Orthodox Church, and the broader problems caused by 'hurried' development in Rhodes West - meaning that a 'build now, worry later' mentality must have prevailed in some cases for certain developments to have been completed under Sydney Regional Environmental Plan 29 while other developers are seeking permission to build apartment blocks more than double the number of storeys provided for in SREP 29.

This Major Project Application is another example of self-interest wherein Council is reviewing a Planning Proposal and draft Development Control Plan based in part upon the Rhodes West Draft Master Plan 2009, yet a developer is seeking an express path to Ministerial Approval having regard only to its own objectives.

My family accepts the controls established in SREP 29. We remain opposed to development which includes buildings of more than 12 storeys above ground level. The issues that we have addressed previously, including:

- Traffic congestion;
- Impairment of rapid access for emergency services;
- Insufficiency of parking spaces;

2.

- Dangerous driving practices which have increased as development has proceeded;
- Dangers in riding bicycles around Rhodes;
- Further demand for already insufficient public transport seating;
- Lack of schooling facility vacancies although this has been well established; and
- Overshadowing of existing residences.

still stand. As reported to Councillors this week, we can now add aggravated assault and robbery to the list of reasons why expanded development needs to be constrained. The social impacts of 'squeezing that little bit extra in' beyond SREP 29 controls requires real consideration, lest we end up with slum-like conditions in Rhodes West.

Additional open space will do nothing but enable developers to charge a premium price for the apartments to be created. The adjustment of floor space ratios and building heights above 12 storeys simply mean that the higher an apartment is, the better the view will become, the ambient noise will reduce, and developers can charge inflated prices to purchasers of the resultant residences. That a pittance of this Council-facilitated bonanza will be provided back to Council in cash, or in kind, at the expense of existing residents' amenity, is woeful.

Australand, as an example, has created residential developments at Woll Creek and St Leonards. These are close to public transport, yet it is evident that profitable returns can be made from residential apartments with building heights of not greater than 12 storeys. It should also be noted that Shepherds Bay, across the Parramatta River to the north of the subject address, does not appear to have a multi-million dollar community centre. It is adjacent to the expansive Meadowbank Park, just as Rhodes West is adjacent to Bicentennial Parklands. The need for so much 'open space' is questionable, other than the effect that this will have on the prices that developers will charge for the resultant apartments.

My family remains vehemently opposed to the further overdevelopment described in the subject Major Project Application and we implore Council to objectively and adequately convey the existing community's concerns to the Department of Planning.

Would you kindly acknowledge receipt of this letter.

Yours faithfully,



G R Coffill & Family



Transport

Level 21, 227 Elizabeth Street, Sydney, NSW 2000
GPO Box 1620 Sydney NSW 2001

Telephone 9268 2800 Facsimilie 9268 2900
Internet www.transport.nsw.gov.au

ABN 25 765 807 817

Ms Narelle Butler
Manager
Statutory Planning Services
City of Canada Bay
Locked Bag 1470
DRUMMOYNE NSW 1470

Dear Ms Butler,

MAJOR PROJECT APPLICATION 52 WALKER STREET RHODES (MP10_0058)

I refer to your letter dated 13 July 2010 seeking comment on the public exhibition of the Major Project Application for the residential redevelopment of 52 Walker Street, Rhodes. Transport NSW appreciates the opportunity to provide input to this application.

Transport NSW has reviewed the Environmental Assessment report, along with the accompanying assessment of traffic and parking implications and notes the high accessibility of the site to public transport and local facilities such as shops. The provision of one space per unit is noted and should also apply to three bedroom units. Alternatively, some studios could be approved without parking. Consideration should be given to incorporating car share opportunities and the unbundling of parking from specific units which has been recommended for Green Square and the Carlton United Brewery Site.

Transport NSW would support the incorporation of further specific measures aimed at actively promoting public transport use, walking and cycling by future residents of the site. This may include such things as completing a 'green' travel access guide for the site, integrating the internal walking and cycling networks with wider regional networks and allocating conveniently located secure bike parking for both residents and visitors. The Active Transport Planner's Toolkit has been attached for further information on active transport.

I trust that these comments are of assistance. Should you wish to discuss this matter further, please contact Naomi Brissett on 9268 2280 or email naomi.brissett@transport.nsw.gov.au.

Yours sincerely

David Hartmann
A/ Senior Manager
Centre for Transport Planning and Product Development

CD10/05414

Encl.