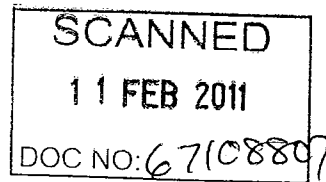


Your Reference: MP10_0105/ DA609/2011
 Our Reference: RDC 10M1950 SYD10/00720
 Contact: Stella Qu
 Telephone: 8849 2520

SRDAC

**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 MP10_0105 AND DA609/2010 - RESIDENTIAL
 DEVELOPMENT AT 40 WALKER STREET, RHODES**

Dear Sir/Madam,

I refer to Council's correspondence dated 15 December 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 12 January 2011 and provides the following comments:

1. The traffic modelling result of the intersections on page 15 within the Transport Impact Assessment Report (Ref: 10-110) is unacceptable. In the report, it shows that all the existing intersections operate above LOS C, which doesn't match with reality where some intersections are now operating at capacity during peak hours. The report also doesn't include some critical intersections such as the Homebush Bay Drive/Concord Road intersection.

In this regard, the traffic model for the following intersections shall be revised via using the traffic survey data in 2011 as the model input data:

- Concord Road/Averill Street
- Concord Road/Mary Street
- Homebush Bay Drive/Oulton Avenue
- Homebush Bay Drive/Concord Road

The transport impact assessment report should be updated with the revised model results and identify any required countermeasures to improve the performance of the intersections. The revised report and the electronic copy of the traffic model should be submitted to the RTA for review and comment.



2. The maximum car parking spaces provided for each unit shall be restricted to average one car parking space for one residential unit.

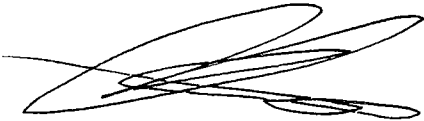
In addition, the RTA provides the following comments to Council for its consideration in the determination of development application:

3. It is strongly recommended that the developer provide any sustainable initiatives and measures such as Travel Access Guide (TAG) which will reduce car dependency and the increased use of sustainable modes of travel including the use of buses; bicycles and walking.
4. It is strongly recommended that Transport NSW and the State Transit Authority (STA) be consulted to determine if additional bus services can be provided or rerouted to this development to achieve a reasonable mode shift to public transport.
5. As stated in the previous meeting with Council with regard to the Master Plan for Rhodes West, Council will further investigate the solutions to improve the intersection of Oulton Avenue and Homebush Bay Drive. The proposed roadwork to reconfigure the intersection could be funded through a Voluntary Planning Agreement (VPA). The RTA suggests the following treatment options to be investigated to improve the operation of the intersection:
 - Full signalisation of Homebush Bay Drive and Oulton Avenue intersection
 - Full signalisation of the intersection of Homebush Bay Drive and Oulton Avenue with triple right turn lanes on Oulton Avenue approach
 - Widening of Oulton Avenue between Rider Boulevard and Homebush Bay Drive on-ramp to allow two through lanes, which encourages motorists to choose an alternative route via Homebush Bay Drive on-ramp
6. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS, AS 2890.1 - 2004 and AS 2890.2 – 2002. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
7. All vehicles are to enter and leave the site in a forward direction.
8. All vehicles should be wholly contained on site before being required to stop.
9. All loading and unloading shall occur on site.
10. The required sight lines to pedestrians and / or other vehicles in or around the entrances are not to be compromised by landscaping, signage, fencing or other materials.
11. AS 2890.1 - 2004, Clause 3.3 (a) for property line / building alignment / pedestrian path, permits a maximum gradient of 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path for at least the first 6 metres into the car park. Council should ensure that the gradients provided for the development complies with AS 2890.1 - 2004.
12. Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park and pedestrians along the frontage road footpath in accordance with Figure 3.3 of AS 2890.1 - 2004 for light vehicles and AS 2890.2 - 2002 for heavy vehicles.

13. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
14. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
15. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
16. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Further enquiries on this matter can be directed to the nominated Land Use & Planning Assessment Planner, Stella Qu on phone 8849 2520 or facsimile (02) 8849 2918.

Yours faithfully

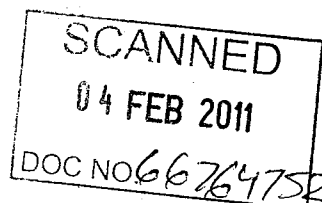


Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

10 February 2011



**Environment,
Climate Change
& Water**



DA609/10

Our reference: DOC11/3061
Contact: Stephanie Yu, 9995-5616

City of Canada Bay
Locked Bag 1470
Drummoyne NSW 1470

Dear Sir/Madam

Application for Development Consent – DA No. 656/2010 – Residential Development at 40 Walker Street, Rhodes

We refer to correspondence from the City of Canada Bay to the Department of Environment, Climate Change and Water (DECCW) dated 6 January 2011 inviting comment on the Development Application from Sweetie Developments Pty Ltd. The DECCW has considered this proposal and provides the following comments.

As you are aware this area (the former Union Carbide site) is currently being remediated. DECCW has a regulatory role under the *Contaminated Land Management (CLM) Act 1997* and the *Protection of the Environment Protection (POEO) Act* for these remediation activities.

Remediation at the former Union Carbide site re-used some untreated contaminated material, replaced at depth on site in accordance with a remediation plan, which was approved by the DECCW and an accredited Contaminated Site Auditor. The final remediation works are the subject of review by the Site Auditor who will prepare a Site Audit Statement confirming the suitability of the site for the proposed use, being: open space, residential development or road construction.

DECCW involvement on this site, as a result of the remediation method, will require ongoing future regulation under Division 3 of the CLM Act, 'Ongoing maintenance of management action', through a s28 (Ongoing Maintenance Order) during the construction phase and a public positive covenant under s88E of the *Conveyancing Act 1919* prior to occupancy. In both cases the details of the owners obligations are contained within a site specific Environmental Management Plan, which is appended to the regulatory instrument.

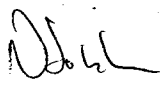
Since a Site Audit Report for the site has not been completed as the remediation is still underway, we note that final remediation levels are unavailable for inclusion in the proposal. Whilst our preference would be that the development not disturb the final remediation levels as designed it is important that should reconfiguration be required the developers would need to gain an additional Site Audit Report, from a contaminated land Site Auditor accredited by DECCW, to ensure that the remediated Lots remain suitable for their new proposed use and configuration. Additionally, we note that there is no acknowledgement of construction and long term management requirements for the site in regards to contamination present at the site.

Further to this, there is no mention nor acknowledgement of the proposed piling requirements, please note that the proponent will need to determine if the required supporting structures are possible in this reconfigured environment and DECCW would also like to insist that driven piles (piles which result in little or no material extracted during their placement) be required across this and any other proposal for the former Union Carbide site.

Prior to approval, if material reconfiguration or materials extracted from beneath the Maintenance Layer is anticipated by the proponent, a detailed Waste Management Plan would be required to determine if any proposed excavated material could safely and legally disposed of in NSW.

Should you have any questions with regard to this response, please contact our staff member Stephanie Yu on 9995-5616.

Yours sincerely



1/2/2011

NIALL JOHNSTON
Manager Contaminated Sites Section



Transport

Mr Gary Sawyer
General Manager
City of Canada Bay Council
Locked Bag 1470
DRUMMOYNE NSW 1470

Attention: Mr Anthony Wynen
Ms Ursula Lang

Dear Mr Sawyer,

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR THE CONCEPT PLAN
AND 20 STOREY RESIDENTIAL DEVELOPMENT
40 WALKER STREET, RHODES**

I refer to your letter dated 6 January 2011 advising of exhibition of the above Development Application. Transport NSW (TNSW) appreciates this opportunity to provide input to the assessment of this application.

TNSW has reviewed the Environmental Assessment and accompanying Transport Impact Assessment for both the concept plan (DA609/2010) and the residential tower (DA656/2010) and is supportive of the proponent's commitment to providing a minimal amount of car parking supported by an extensive 'Green Travel Plan' which will encourage a mode shift to active and public transport.

TNSW also notes that the proposal is generally consistent with the objectives identified in the *Metropolitan Plan for Sydney 2036* and the Integrated Land use and Transport Policy Package in regard to the provision of increased housing.

TNSW notes advice received from the Sydney Regional Development Advisory Committee (SRDAC) and in particular the recommendation that TNSW and the State Transit Authority be consulted to determine if additional bus services can be provided to the proposed development to achieve a reasonable mode shift to public transport. TNSW would welcome the opportunity to meet with relevant parties to discuss potential opportunities to improve bus servicing on the Peninsula.

TNSW requests that the following measures be included in final conditions of consent for the proposed concept plan applications:

Concept Plan Application (DA656/2010)

- Location and quantum of car share spaces; and
- Provision of a Transport Access Guide (TAG) consistent with the RTA's guidelines (located at www.rta.nsw.gov.au).

Residential Tower Application (DA609/2010)

- Identification of the location and quantum of car share spaces as well as the location of bicycle parking; and
- Provision of a specific Travel Plan relating to the proposed building that includes a Travel Access Guide for residents and visitors to the site as well as other measures identified in the Green Travel Plan such as the establishment of car share and car pooling schemes. More information on Travel Access Guides is available at www.rta.nsw.gov.au.

If you would like to discuss this matter further, please contact David Hartmann on 8202 2288 or email david.hartmann@transport.nsw.gov.au.

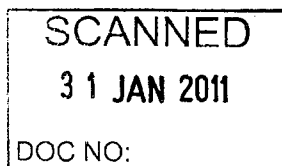
Yours sincerely,



15/02/11

David Hartmann
A/Senior Manager
Centre for Transport Planning
CC: Chris Goudanis, NSW Roads and Traffic Authority

CD10/10007



25 January 2011

Ms Narelle Butler
Manager
Statutory Planning Services
Canada Bay Civic Centre
1a Marlborough Street,
Drummoyne NSW 2047

Re: MP 10_0105 & DA 609/2010 Residential Development at 40 Walker Street Rhodes

Attention: Shannon Anderson

Dear Ms Butler,

Thank you for your letter of 14 December 2010 about the proposed residential development at 40 Walker Street, Rhodes. Sydney Water has reviewed the proposal and provides the following comments for the Council's consideration.

Water

The existing drinking water network has sufficient capacity to service the proposed development. The developer will need to connect to the 300 mm main available on the western side of Shoreline Drive or the 250 mm main available on the western side of Walker Street.

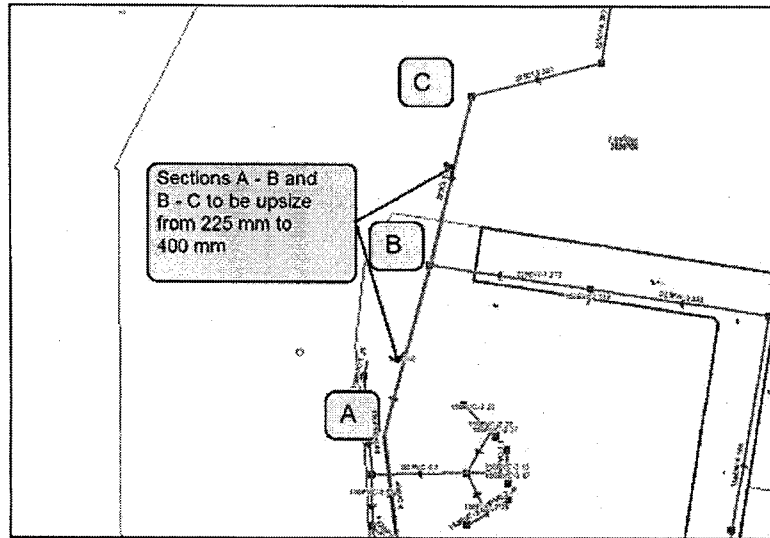
The connection will need to be sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002). Evidence of Code compliance should be attached with the extension design.

Wastewater

The existing wastewater network does not have sufficient capacity to service the proposed development. A full system study to define the amplifications needed to service the proposed development will need to be undertaken at the developer's expense. All amplifications to the existing network will need to be funded by the developer.

The extensions will need to be sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002). Evidence of Code compliance should be attached with the extension design.

According to engineering analysis methods consistent with the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002), the minimum sized wastewater main required is a 400 mm main. The approximate location can be seen on the plan below.



Recycled Water

The existing recycled water network has capacity to service the proposed development. The developer will need to connect to the 250 mm main available on the eastern side of Shoreline Drive or the 150 mm main available on the eastern side of Marquet Street.

Sydney Water Servicing

Sydney Water will further assess the impact of the development 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. 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. The Water Servicing Coordinator will ensure submitted infrastructure designs are sized & configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002) and the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002).

Sydney Water requests the Council to continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water. 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

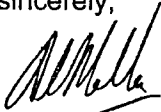
Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au. The use of this email will help Sydney Water provide advice on planning projects faster, in line with current 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 Wastewater Treatment Plant
- any proposed planning reforms or other general planning or development inquiries

If you require any further information, please contact Sonia Jacenko of the Urban Growth Branch on 02 8849 4004 or e-mail sonia.jacenko@sydneywater.com.au

Yours sincerely,



Adrian Miller
Manager of Urban Growth Strategy and Planning

File TRIM No.: SSWFU11/802
TRIM Reference No.: SSWD11/2146



Health
Sydney
Local Health Network



PCU019507

Mr Michael Woodlands
The Director
Metropolitan Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2000

Department of Planning
Received
15 FEB 2011
Scanning Room

Dear Mr Woodlands

**Re: Residential and Retail Development at Site 2A and 3A 40 Walker Street,
Rhodes (MP – 10-0105 and DA 609/2010)**

Thank you for the opportunity to comment on the Environmental Assessment Exhibition for the proposed residential and retail development site 2A and 3A (Precinct B) at 40 Walker Street, Rhodes.

Health services aim 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 south western Sydney. 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 can be found at:
http://www.health.nsw.gov.au/pubs/2010/hud_checklist.html

The overall design of the proposed development at 40 Walker Street is consistent with the principles outlined in the Rhodes West Master Plan 2009, and includes several features that would create a healthy urban development. We wish to submit the following comments for consideration:

Public open space

We commend the proposal to include a large public open space (11,530m³) for diverse recreational purposes. We would like to be involved in the design and embellishment of the public open space (Part 4 Development Application) so that it encourages usage by a wide range of potential user groups and that it creates opportunities for recreational activities and for social interaction.

Sydney Local Health Network
ABN 17 520 269 052

Level 11 KGV Building
Missenden Rd Camperdown NSW 2050
Locked Bag 7017 Liverpool BC 1871
Tel 02 9828 5700 Fax 02 9828 5769
Website www.health.nsw.gov.au/sydlhn/

Social infrastructure

The proposed development plans for an additional 736 residential units on the Rhodes peninsular. Although the impact from various Rhodes West developments on public transport demand and local vehicular traffic flows have been assessed, there is a lack of assessment of the impact that the additional demands will have on existing and proposed social infrastructure in the local and immediate areas. The proposal could be strengthened by providing an assessment of the impact that the future population will have on key social infrastructure, including health services (such as hospitals, community health centres, general practitioners, and allied health professionals), aged care services, welfare services, childcare services, and educational facilities. This will need to consider the demographic profile of the prospective residents and the current and likely future needs of the community.

Transport

We commend the proposal to develop a site specific Green Travel Plan to encourage more sustainable travel modes, such as walking, cycling, car pooling and public transport. To support sustainable travel behaviours, the proposed development has adequate pedestrian and bicycle accessibility and connectivity throughout the site with safe lighting for pedestrian and cyclist safety. However, the number of bicycle parking spaces being proposed is considerably lower than that required by the Rhodes West DCP. We suggest that the number of bicycle parking spaces be increased or areas reserved for future bicycle parking spaces, should future demand exceed those being proposed. Bicycle parking spaces could be increased without requiring additional floor space, using space efficient designs. In addition, bicycle parking facilities should ideally be located with good surveillance to deter theft.

Adaptable Housing

The proposed plan meets the Canada Bay Council requirement for 15% adaptable housing. With the ageing of the population in Sydney, all new developments need to anticipate and respond to the changing needs of residents as they age and/or their mobility is reduced. We suggest that these changing needs be considered in the ongoing development of this site. The principles for effective design are outlined in the Australian Government Liveable Housing Design Guidelines and are of equal value to families with young children.

I trust this information is of assistance. Should you require any further information, 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



Dr Greg Stewart

Director of Population Health, Planning and Performance

11/2/11