

From: [REDACTED]
Sent: Thursday, 30 December 2010 12:25 AM
To: council
Subject: Submission regards on MP10_0105

SCANNED
05 JAN 2011
DOC NO:

Dear Mr./Madam,

My name is Tianyi LU, the address is 95/1 Timbrol Ave, Rhodes, NSW.

The council's reference number is DA 609/2010.

The submission refers to MP10_0105 - Residential Development at Lot 201 DP 1101828, 40 Walker Street, Rhodes.

I strongly object to the proposal and I will explain the reasons as below:

Firstly, Rhodes is a high density suburb already, such a project will bring much more people here and will bring higher crime rate, pollution and etc. No more high density development is welcomed here.

Secondly, this is my personal feeling. I purchased this new apt around the beginning of this year and moved in at late July. Since I moved in, I regret that why I choose to live here all the time. The construction site at 40 Walker st. made terrible noise, pollution and chemical smell everyday, no one can suffer this kind of terrible environment. Me and my wife feel that our health status get worse and worse after we moved in. The most terrible thing is, we have a dog named Happy, he is 3 years old. Before we moved in, he is very health and lively. However, since we moved in, his health status got worse and worse as well, his body is full of grey spot at the moment and this is NEVER happened before! We inquired vet before and he seriously suggest us that this is very likely caused due to the bad environment here as dog is much more sensitive than human. We are so worried about that what if he might die due to the horrible environment! And the next one might be human, and please trust me as I am very serious speaking! Because I lived at Timbrol Ave and this site is very close to the construction site so I know how terrible the environment here! As I explored from official website and internet, the 40 walker street used to have heavy chemical waste and the earth is polluted as well, and I don't know this before I move in at all! If I know, I will not spent so much money on this polluted area. And now I don't want to see anyone waste their money or even risk their family's health status to move here! If one day my family will get disease due to the pollution here I will spent rest of my life to let everyone knows what happened here in any ways that I could do.

If this area has to be developed I will recommend that only 3 or 4 levels are acceptable and this area have to be planted with high density plants in order to absorb the pollution and waste as much as possible, park is the most welcomed development at 40 walker street. Please do seriously consider this suggestion as my proposal come from heart indeed, human health status and rights are the most important thing in this society and I know you could think and make the

decision at tenant point of view.

Your consideration is much appreciated.

Best Wishes

Tianyi LU

To whom it may concern,

RE: MP10_0105 Project Application for construction of six new buildings ranging from 1-25 storeys in height

Appreciate if these three points which is not favourable to the proposed development plan on SITES 2A & 3A, PRECINCT B, 40 WALKER STREET, RHODES would be highly considered and taken into account.

1. Carpark Exhaust Plant Room

Request to relocate the carpark exhaust plant room as it is in close proximity to residential units at the Village Quay Apartment complex. Concerns on the exhaust fumes (carbon monoxide) drawn out would be hazardous to health and the well beings of tenants on Timbrol Avenue. Furthermore noise generated from the carpark exhaust plant room may be unacceptable.

2. Carpark Entry/Exit on Timbrol Avenue

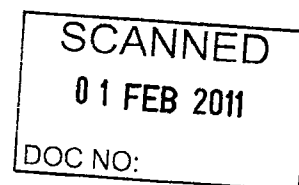
Request to remove the carpark entry/exit on Timbrol Avenue on the basis of glare from headlights and noise generated from both the incoming and outgoing motor vehicles. Given that there are residential units on the ground floor which are directly situated on the same level on Timbrol Avenue.

3. Parking Provision

The total of 733 resident parking, 74 visitor spaces and 27 retail spaces, should be drastically reconsidered. The aim in the allowance of developing high rise multi storey apartments was to ensure, enhance and encourage the use of public transports with the goal of achieving a more sustainable living environment. Given that the proposal which calls for a minimum of 1 parking provision for each of the 733 units of apartment built would be a step backwards towards that goal. With reference from Appendix I – Transport Impact Assessment Part 1.pdf paragraph 8.1.3 the proposed 1 space per two dwellings which would significantly reduce the number of resident parking would prove to be an ideal start in promoting the use of public transports. Furthermore taking reference from the earlier development around the Rhodes shopping centre, an overcrowding of motor vehicles is very much present.

Thank you & best regards,
Tim.

Paul G M Wijngaarden
77 Consett Street
Concord West NSW 2138



28 January 2011

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

Subject site: 40 Walker Street Rhodes

The Inner West Courier article alerted me to that the DA for the 40 Walker Street Rhodes site had been put up for public comment on 15 December with a closing date of 13 January 2011 that has been extended to 11 February 2011. I had a look at the documents at Concord Library..

Over recent years I have been involved with a number of meetings with Council staff about projected developments in the area. I offer the following comments for consideration.

1 General

I understand State Government policies for urban consolidation around transport hubs and Council's desire for greater open space and community amenity than was to be achieved under the previously approved proposal. While these are good outcomes in themselves, I feel, nonetheless, that the towers are an overdevelopment which give me concerns about resident personal security, fire safety and prospects for creation of ghetto communities.

The landscaping on the Foreshore looks great except for the signs of unacceptable behaviour of residents as evidenced by the dumped shopping trolleys.

2 Secure Garages Car and Cycle Parking

3 Quick access to bikes for local shopping

Assuming vehicle garages are of acceptable quality and capable of being securely locked and can hold a household's bikes as well as a car, then the additional bike cages at the base of lift wells should be acceptable to gain access to a residents bike reasonably quickly.

If basic retail at podium level is established providing items such as milk, bread, newspapers, it should be possible to walk to the shops and not need to get a bike out from the basement area to do this shopping. However, it is more than 1 km to Coles at southern end of the development so that if that is where shopping is to be done, quick access to share bikes near the buildings front doors could become a workable solution. I envisage residents having the option of using share bikes and returning them to the same place.

40 Walker Street Rhodes DA Consultation

What I believe is needed is an underpass, Strathfield style, which would provide a pedestrian and cyclist crossing between Walker Street and Blaxland Road **and** ramped access to the platforms. Maybe the underpass should start from west side of Walker Street and lessen impediments to traffic flow.

The cheapest location may be at northern end of the station where the approach gradients are likely to be the most gentle and where they are closest to the population concentration of the 40 Walker Street Towers precinct.

6 Expedite connectivity of shared paths / routes to adjoining areas

An underpass connection between Walker Street and Blaxland Road has the added potential of creating a more direct route for the mooted Regional Rail Trail through to Strathfield and beyond, separate from the Bay to Bay Cycleway referred to in the papers.. This route goes directly south from the Whitton Bridge avoiding the Leeds Avenue / Blaxland Road potential traffic black spot.

At southern end of Blaxland Road at Mary Street, it joins the cycleway on eastern side of the railway up to Homebush Bay Drive where it is **currently Not connected**.

Construction of an underpass of Homebush Bay Drive on eastern side of the railway to the Reserve on southern side of Homebush Bay Drive will create an important connecting link through the Reserve to Killoola St , thence via Queen Street to Concord West Primary School and beyond.

7 Signage recommendations

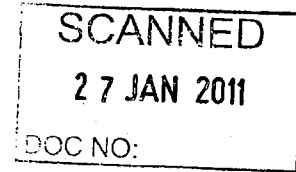
- At foot of Walker Street stairs into Rhodes Station – place a Local Area Map on the fence section
- Blaxland Road Bus Shelter – a suitable place for a Local Area Map; also for a map of bus routes and a Bus timetables
- Blaxland Road East side opposite Station entrance – Below directional sign to the Foreshore, add directional signs for Rhodes Community Centre to the north, the bus stop on Homebush Bay Drive, Kakoda Park and Concord Hospital via the lights at corner of Mary Street and Homebush Bay Drive.
- At Corner of Mary Street and Blaxland Road – Add a warning sign “No through way” “Path Closed at Homebush Bay Drive”.

I look forward to these issues being addressed and to solutions being found to ensure Rhodes West does not develop into an overcrowded ghetto.

Yours faithfully

Paul Wijngaarden

40 Walker Street Rhodes DA Consultation



Name: Mr. Yat Piu Chan and Ms. Fung Ling Grace, Cheung

Council Reference: (DA 609/2010)

The name and address of proposal:

- Major Project Application 10_0105 – Residential Development at Lot 201 DP1101828, 40 Walker Street Rhodes

We have reviewed the document <http://majorprojects.planning.nsw.gov.au/files/67062/Environmental%20Assessment.pdf> and its related appendix. We are **objected** to the captioned project as it will create environmental problems to the surrounding due to the following:

1. Waste pollution affecting the surrounding - The project will build 736 residential units and uncertain number of retailer shops. Although the appendix has mentioned about waste management, their planning is more about within the project rather than how it may impact the surrounding community. As our experience from our own community (VQ), the caretaker usually move out a large amount of rubbish bins outside the building a day before Council collection. It creates a large amount of smell and attracts lots of insects on the street. With the captioned project which is a few multiples of our size, it will surely make the surrounding environment even worse.
2. Natural ventilation issue - The current buildings around Walker Street have maximum 10 levels. Fresh air and sunshine can still be quite comfortably spread around the surrounding areas. However, if we have two more 25 levels buildings on 40 Walker Street. The cool easterly breezes common in the early mornings and the morning summer sun will surely be blocked. It will greatly affect the sunshine and ventilation around this area. Also, those walking on 40 Walker Street will surely feel the strong wind and it will no longer suitable for walk for elderly or families both in the morning and evening. It will seriously change the ecosystems around the areas.
3. Traffic congestion – with additional few more thousand residents moving into the district. There will be heavy burden on the road systems together with the public transportation system. I understand there will be plans to extend the roads and add in at least one more bus line. However, with the limited area plus still a few more new projects around, will it be possible to accommodate the substantial increase in population? Since the project covers substantial retail

shops, it will also attract people out of the area come to shop here. This will increase extra traffic flows to the already busy business park in Rhodes.

4. Existing pollution – being an existing resident, we are really disturbed and frustrated by the large amount of heavy trucks carrying mud from the early morning till to the evening every day, from Monday to Saturday. It creates both noise and air pollution issues which surely are affecting the health of residents live there. Not to mention how the area will be like when more projects are going to taking place at the same time!

The above are our explanations why we object to the captioned project. We hope the Council and the Department of Planning can take serious consideration on its adverse impact to the surrounding community in Rhodes particularly for those who are living next to it.

Finally, I hereby declared we have not provided any political donations and gifts in the previous two years and up until determination of the development.

If you have any queries or updates, please do not hesitate to contact us at ling2000@gmail.com.

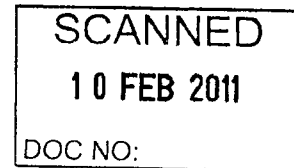
PS. We do not want our names to be made available to the proponent, these public authorities, or on the Council's and Department's website.

Yours faithfully,

Yat Piu Chan

Fung Ling Grace, Cheung

General Mgr
City of Canada Bay City Council
Locked bag 1470
Drummoye NSW 1470



Dear Sir/Madam
Re: Development 40 Walker Street Rhodes

After inspecting the plans for the above development, I would like to recommend the development be passed—subject that the provision schools has been looked into.

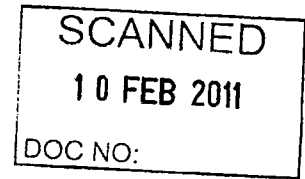
The Council, I believe, by allowing the towers have opened up Sydney Harbour Views to many residents, who would not be able to afford such views.

The design seems to have significant architectural merit, it does not appear to be over crowded, and there is ample provision parks and gardens, the access into Gauthorpe street is definitely the safest.

The architecture is varied, and a welcome relief from the sameness of most development. I like the provision of large balconies and over shadowing appears to have been minimized by the spacing of the towers.

Overall, I believe the development is the best plan in Rhodes.





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

I currently reside in the building next to the proposed development @ 40 Walker Street, Rhodes.

After looking at these plans, I have decided that I will move into 40 Walker Street, Rhodes as soon as, one of the towers are completed.

What an amazing view!

I love the look of the buildings; I like the space between the towers, the generous gardens. I love Rhodes and with the spectacular views that will be enjoyed from these Walker Street buildings. I will have found my little piece of paradise.

Access to trains, the shopping centre, the waterfront and the proposed community centre all in a safe, and new environment.

Thank you, this is Sydney at its best, for me.



General Mgr
City of Canada Bay City Council
Locked bag 1470
Drummoye NSW 1470

SCANNED
10 FEB 2011
DOC NO:

Dear Sir/Madam
Re: Development 40 Walker Street Rhodes

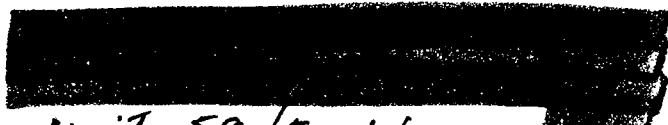
I would like to register my support for the proposed development application for the above project.

It epitomizes, in my opinion, the future of Sydney development, i.e., high density, with corresponding outdoor garden, parks and sporting facilities.

The towers overshadowing will have minimum effect on the other properties,

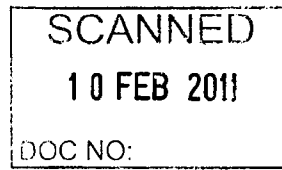
The buildings look stunning, and not "box like" which is typical of many developments.

Basically, a quality development such as this, will benefit the community,



unit 59/50 WALKER ST
RHODES

General Mgr
City of Canada Bay City Council
Locked bag 1470
Drummoye NSW 1470



Dear Sir/Madam

Re: development Application 40 Walker Street Rhodes

Congratulations council At last, some one is thinking, higher buildings mean more open space!

Well done!



07/2/2011

Lulu.dhen66@hotmail.com

General Mgr
City of Canada Bay City Council
Locked bag 1470
Drummoye NSW 1470

SCANNED
10 FEB 2011
DOC NO:

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10 FEB 2011
DOC NO:

Dear Sir/Madam
Re: Development 40 Walker Street Rhodes

As an investor at Rhodes, I am delighted by the proposed plans for the development of 40 Walker Street, Rhodes.

The appeal of the area is only enhanced by the progression of such new developments.

The architects appear to have combined the developers and the community's needs. The height of the buildings is more than compensated by previously unseen level of open spaces.

Personally, I liked the look of the buildings and the height will afford both investor and home seekers alike with substantial views.



unit 7, 50 Walker St Rhodes N.S.W. 2138

-Daniel Cook

From: Jennie & Peter Dixon [REDACTED]
Sent: Friday, 11 February 2011 4:45 PM
To: council
Subject: submission for DA 609/2010 MP 10-0105
Importance: High
Attachments: billbergia submission DA 609-2010,MP 10-0105 P Dixon.PDF

SCANNED
14 FEB 2011
DOC NO:

Please accept my submission for DA 609/2010 MP 10-0105

Cheers

Peter Dixon

Pete M: [REDACTED]

Home: [REDACTED]

Email: [REDACTED]

Attention
The General Manager
City of Canada Bay Council
DA609/2010 –
40 Walker St, Rhodes
Residential Development at Lot 201 DP 1101828
Major Project Application MP 10_0105
11 Feb 2011

Please accept this submission of objection to the above mentioned development.

ICAC have called for planning changes on Part 3A, in their report of December 15,2010. The Independent Commission Against Corruption (ICAC) has recommended changes to how major planning decisions are handled in New South Wales to mitigate potential corruption risks.

Because of the large nature of this development this MPA should be upheld and re applied for when ICAC have instituted their recommendations.

The notification for this exhibit was characterised by differences between the Council and the Department of Planning and should be re exhibited due to the erroneous differences between the two

The development exhibition was unsatisfactory in every way.

It was lacking in precision and attention to detail.

Date the exhibit began was December 15 2010.

However, the letter of notification to residents was not written until December 20, 2010.

Unless clairvoyant we would not have known about it within this 5 day period.

The letter wasn't received until December 24-Christmas Eve.

The letter stated that the MPA could be viewed on both Council and Department of Planning's websites.

Both these websites had adverse information.

The number of buildings and the dates for exhibition were conflicting.

I then spent my time consumed trying to resolve the differences speaking with both Council and The Department of Planning. Unfortunately I had to wait until they returned to work because this was exhibited over a holiday period.

Tuesday, January 4, 2011 was the first working day that would allow me to view the exhibit and discuss it with either of these governing authorities.

The letter stated that the exhibition would be at different locations for viewing.

I found that the exhibit had not been taken to the library. A council worker told me that they had been unaware it was not there and were working under the misapprehension that The Department of Planning had taken it there.

It was delivered shortly after my phone call that morning.

The Council Officer in charge of this matter then took my phone call that afternoon.

He could not tell me why the dates differed or why the letter was not sent out until after the exhibit commencement.

His advice was to contact the Department of Planning, which I did.

The department of Planning were running on skeleton staff due to the holidays and were unaware that there were differences in the information for this MPA.

I alerted them to both their website and the council website which clearly showed discrepancies.

As he needed the appropriate person/s to review this he would get back to me.

I sought clarification through email and phone calls to both places.

Nobody would give me a definitive answer until January 20, which came confirmed in an email from the Department Of Planning after a phone call with an officer of the department.

During this search of 16 very long and confusing days I also came across the fact that another DA was planned for the same address of 40 Walker St Rhodes. We had not been notified of that.

Because this MPA and another 2 DA's were to be exhibited for this same address, we should have been notified in conjunction. However, we were not notified of two DA's that are to be built at the same address that will have direct impact on that address.

This is completely unacceptable. In this instance and for future developments, all DA's pertaining to the same address should be sent to all residents for consideration.

The newspaper advertisements are not a reliable source to consider that Council has had Adequate consultation with residents.

The local paper is delivered haphazardly to our address. We do subscribe to the Herald, but don't have the time or inclination, to search it every day, that by chance Council had advertised a DA:

The process of the DA's for 40 Walker St has not been transparent.

As a regular Australian citizen, I enjoyed the Christmas Holiday break with family and friends. I was outraged by Council, receiving this letter on Christmas Eve.
Extremely inappropriate!

The interaction I had over this MPA with the staff entrusted with its governance has been poor.

They have not had the appropriate details at all times. I have had to wait for persons placed in charge of particular issues to return from their holidays to give me answers.

That is why the exhibiting of it over this period has been badly executed, and the administration even worse.

The notification letter stated it was on exhibition. This means that all information regarding it should be readily available to all residents at all times during this period.

They have failed to do this.

Council and The department of Planning have both tried to excuse their incompetence by using the extended exhibition period. They believe because it was exhibited over Christmas/New Year break and received a longer exhibit period that would white wash all their failings.

It does not!

Yes it was given an extended exhibition period because of the holidays.

However, this extension period was not honoured by them.

If all the exhibits had been at the appropriate places, and the information on websites, that residents were directed to, were correct.....? Then the exhibition would have been successful. And the extended period would have been honoured.

If the skeleton staff at both places had been able to answer the queries accurately then it also would have been successful.

As part of the Director Generals Environmental Assessment Requirement the EA needed to be exhibited for a minimum of 30 days.

Because of all the problems and mistakes, this has not occurred. And therefore it should be re exhibited for another period of 30 day minimum.

What they failed to understand is that an exhibition period for an MPA or a DA needs to be correctly carried out. Otherwise they have not fairly consulted with the public, which is the aim of exhibiting in the first instance.

In summary, the administration and exhibition for this MPA should be re exhibited including any /and or all current and/ or future DA's for the address of 40 Walker St Rhodes.

A statement from Angelo Tsirekas the Canada Bay Council Mayor from the Sydney Morning Herald, July 2006.

<http://www.smh.com.au/news/national/shiny-suburb-rises-from-industrial-ashes/2006/07/28/1153816381511.html?page=2>

Inevitably, the suburb has been dubbed the "Colossus of Rhodes", and sold as a "waterfront utopia", offering a sophisticated, European lifestyle reflected in project names such as Meriton's "Sienna by the Bay". Such claims may be premature. Apart from remediation, infrastructure issues are unresolved, says Angelo Tsirekas, the Mayor of City of Canada Bay Council, which relinquished control of the Rhodes development to the State Government. "A large increase in population like this will have a major impact on local services - not just the overloaded roads network, but parks, libraries, swimming pools and social welfare. And then there are ongoing maintenance issues, such as the repair of seawalls," Cr Tsirekas says. "Canada Bay has the longest foreshore - some 35 kilometres - of any Sydney council."

Canada Bay Council Mayor Angelo Tsirekas, states in 2006 that the roads, parks, libraries, swimming pools and social welfare will be overloaded.

Now the proposal is for many more residents than the original. That can only mean that the situation he thought so dire in 2006 is now critical in 2011. He must therefore be against this DA.

? Theiss have informed me that the site has not yet finished remediation of 40 Walker St. An MPA or DA should not be considered for approval. Nor should it be granted before the completion of the remediation process.

? This DA & MPA should be rejected because of the affect of unacceptable population density The number of residents for this building were not in the amended Master Plan but have allowed to increase during the construction phase. I object that this development and similar ones are using MPA'S DA's to manipulate resident numbers from the Rhodes West Master Plan. Otherwise there is no end to the number of residents who may reside on the Rhodes Peninsular.

Canada Bay Council stated that the changes were needed to satisfy development targets set by the State Government. They did not want to spread medium density housing through the area. This may be the case; however, Canada Bay Council should recognise there are other suburbs in their Council Area that are extremely suitable for medium density housing. Rhodes can handle medium density housing but NOT high density housing. The numbers are a target, only.

With the nature of this development there will be unacceptable noise problems that will be created from sound bouncing off large walls such as this DA/MPA's 25 storeys.

At present Rhodes West has towers which are less than half the size. Whenever there is a siren or loud noise it bounces off the existing buildings and is noise pollution.

With the increase of the size of buildings it will magnify this problem. The noise of cars, building works, trains, sirens, babies crying, dogs barking will all be intensified and bounce all over the place. It is worse at night. We are already affected by noise when there is an event at Homebush Stadium. Couple these together and it is completely unliveable.

? The peninsular position of these apartments will exacerbate the overwhelming traffic problems caused by an increase of residents. Significantly affecting the daily commute of drivers from within our suburb and commuters outside our suburb travelling over the Ryde Bridge or to Homebush bay and Concord. There are only two access roads to Rhodes:

1. Homebush Bay Drive coming from the south-west which becomes Concord Rd and continues past the site over Ryde Bridge, and
2. The old Concord Rd (south) which comes northward from Strathfield and joins Homebush Bay Drive near the southern boundary of the development.

All traffic visiting or passing through Rhodes has to travel on part of the Homebush Bay Drive and/or its extension along Concord Rd to Ryde Bridge.

To enter the Rhodes West area there are also only two entry/exit points.

1. The John Whitton Bridge, Leeds St on the East side and Walker St on the western side.
2. The corner Oulton Ave, Rider Boulevard and Homebush Bay Drive.

There are only 2 right hand turn opportunities leaving the Rhodes West Area. One is along Blaxland Road which becomes Mary St at the Southern end entering Concord Road. The other is leaving via the ramps near the Shopping Centre onto Homebush Bay Drive. So the amount of people entering and exiting for various purposes of living, shopping, visiting, socialising, dining out, working and cycling are forced to queue for an unreasonable time. This has a knock on effect to the major carrier roads, being Concord Road, Homebush Bay Drive, Parramatta Road and Victoria Road. Other neighbouring suburbs have large developments which contribute to an unacceptable amount of traffic for our area. In previous letters to council The RTA in 2009 stated that the traffic demand and the performance measures were underestimated in the Traffic Report Rhodes Peninsular. Ken Moon, Chairman of the Sydney Regional Development Advisory Committee sighted critical intersections were already operating under pressure during peak hour, August 2010.

The introduction of the duplication of the Iron Cove Bridge has done nothing to increase the flow of traffic. It has however; according to local residents exacerbated the traffic jams in the feeder streets to Victoria Road. Our Council is in Drummoyne, and according to a gps it is 9.8 km from Rhodes Station . As there is no direct bus route or train route we have to drive, walk or take a combination of public transport methods which take close to an hour, if you can get good connections.

? Inadequate public transport system. This DA is promoting the use of using Public Transport which is a great initiative. Unfortunately we don't have a network which can support the amount of people that it is aimed for. If it were only the people of Rhodes using the Great Northern Line for rail use then perhaps it would be fine. The suburbs along that rail-line now have a substantial amount of development along it. There are major developments planned or being built at the majority of stops. With any increase of passengers you are overloading a system already at capacity. The State Rail Authority has advised that in future, it will be working on the infrastructure of the Northern Sydney Freight Corridor program and will affect the residents in buildings along this corridor with increased noise.

This corridor will become even busier with increased freight trains planned as they are closing down the Sydney wharves and this apart from road transport will be the prime source of transportation.

The orientation of Rhodes station has 3 platforms.

One that is dedicated to the freight transportation.

One heading towards the City and the other towards the North.

This is a newly built station and was built with the original numbers accounted for in the Rhodes West Master Plan. One platform in each direction to hold the amount of residents that are planned and encouraged to use the train as one of their primary transport methods is unsatisfactory and will no doubt end in tragic circumstances.

The trains will operate with the majority of residents standing for the majority of their travel time in both directions. The third platform cannot be used for passenger services because it is a dedicated line for freight only.

New residents of Homebush bay are being encouraged to use the transport services of Rhodes by using a bridge which is at this stage hypothetical. If they too use this station, we will have a situation that occurs in Asia where people are crammed into the trains with chance of injury or damage to your health.

The DA suggests that residents will be encouraged to use the River Cat Ferry Services as an alternate method of transport. whereis .com a website for tracking routes gave the following data.

Start Blaxland Rd, Rhodes Train Station

End Bowden St, Meadowbank, NSW

Distance: 3.2km Time: 39min (approx)

Travel: Foot this is an estimate for walking from Rhodes Station to Meadowbank Wharf at 39 minutes approximately

Start Blaxland Rd, Rhodes, NSW 2138

End Unnamed, Homebush Bay, NSW

Distance: 5.9km Time: 1hr 11min (approx)

Travel: Foot this is an estimate for walking from Rhodes Station to Homebush Bay Ferry Wharf at 1 hr 11 minutes approximately

This is completely unreasonable and is not to be considered in any way, adequate, to be a viable option for a daily commute. You could get the train into the city before you had even walked to the nearest Wharf.

There is a proposal for a bridge across from Rhodes to Homebush Bay, Bennelong Point.

This bridge is not approved so it should have no bearing on our public transport system.

On website <http://www.homebushbaybridge.com.au/> it states that the bridge will connect the emerging communities either side of the Bay to public transport, parklands, shopping, entertainment and other facilities.

As Rhodes has closer link to the majority of the public transport, parklands, shopping and entertainment I suggest it will only increase the amount of people on the peninsula at any one time.

The bus services we have in Rhodes do not connect us with our own Council Area. There is no direct link to Drummoyne from Rhodes. This should be a priority, considering Council wish to promote public transport. The frequency of buses would also have to increase.

These buses would also increase the amount of traffic on the road.

Residents are also encouraged to cycle. The route for the cycleway goes under the John Whitton Bridge. This is a two way blind corner. The Meriton development that was recently approved had used a plan that said there was a fully operating round a bout at the bridge.

This is not the case. I could not find any details of the DA having incorporated the feeder streets between Concord Road and the John Whitton Bridge. Parts of these roads incorporate the cycleway after it has left the newly laid track in Rhodes West at Point Park. I have seen many accidents and near accidents at this dangerous intersection.

Many novice riders including children ride along there at their own peril.

According to statistics the event of injury and death to cyclists has increased. One of the major contributing factors is road rage. By increasing the amount of people in this area you are increasing road rage by a huge magnitude.

Motorists exiting Rhodes west and trying to enter Concord Road to head north are now bypassing the sets of lights that are intended for them.

They are using Cavell Ave and entering Denham St which also connects with Concord Road.

This increase of speeding exiting motorists has seen my pet killed, as motorists blindly race around the corner to try to circumnavigate the lights and the extensive line that snakes right down to the railway bridge. Residents are worried that in their haste, motorists will injure or kill a resident sooner or later. With a nursing home on this corner, and small children we are terrified that they will not have the sense or sensibility to evade speeding motorists trying to get home faster. This MPA and DA encourage the use by residents to use their bikes instead of using cars. The roads are too dangerous because motorists are impatient and illegally cross unbroken lines to overtake slow bikes and/or cars heading into oncoming traffic with little regard for anyone but themselves. With an increase of extra residents this will only grow larger and exacerbate the already dire situation of the road share system in place.

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Peter Dixon,
27 CAVELL AVENUE
RHODES NSW 2138
Peter Dixon

Can you please send us an acknowledgement for receipt of this submission.

Daniel Cook

From: Jennie & Peter Dixon [REDACTED]
Sent: Friday, 11 February 2011 4:41 PM
To: council
Subject: Please accept my submission for DA 609/2010 MP 10-0105
Importance: High
Attachments: billbergia submission DA 609-2010,MP 10-0105 J Dixon.PDF

Jennifer Dixon

SCANNED
14 FEB 2011
DOC NO:

Attention
The General Manager
City of Canada Bay Council
DA609/2010 –
40 Walker St, Rhodes
Residential Development at Lot 201 DP 1101828
Major Project Application MP 10_0105
11 Feb 2011

Please accept this submission of objection to the above mentioned development.

ICAC have called for planning changes on Part 3A, in their report of December 15,2010. The Independent Commission Against Corruption (ICAC) has recommended changes to how major planning decisions are handled in New South Wales to mitigate potential corruption risks.

Because of the large nature of this development this MPA should be upheld and re applied for when ICAC have instituted their recommendations.

The notification for this exhibit was characterised by differences between the Council and the Department of Planning and should be re exhibited due to the erroneous differences between the two

The development exhibition was unsatisfactory in every way.

It was lacking in precision and attention to detail.

Date the exhibit began was December 15 2010.

However, the letter of notification to residents was not written until December 20, 2010.

Unless clairvoyant we would not have known about it within this 5 day period.

The letter wasn't received until December 24-Christmas Eve.

The letter stated that the MPA could be viewed on both Council and Department of Planning's websites.

Both these websites had adverse information.

The number of buildings and the dates for exhibition were conflicting.

I then spent my time consumed trying to resolve the differences speaking with both Council and The Department of Planning. Unfortunately I had to wait until they returned to work because this was exhibited over a holiday period.

Tuesday, January 4, 2011 was the first working day that would allow me to view the exhibit and discuss it with either of these governing authorities.

The letter stated that the exhibition would be at different locations for viewing.

I found that the exhibit had not been taken to the library. A council worker told me that they had been unaware it was not there and were working under the misapprehension that The Department of Planning had taken it there.

It was delivered shortly after my phone call that morning.

The Council Officer in charge of this matter then took my phone call that afternoon.

He could not tell me why the dates differed or why the letter was not sent out until after the exhibit commencement.

His advice was to contact the Department of Planning, which I did.

The department of Planning were running on skeleton staff due to the holidays and were unaware that there were differences in the information for this MPA.

I alerted them to both their website and the council website which clearly showed discrepancies.

As he needed the appropriate person/s to review this he would get back to me.

I sought clarification through email and phone calls to both places.

Nobody would give me a definitive answer until January 20, which came confirmed in an email from the Department Of Planning after a phone call with an officer of the department.

During this search of 16 very long and confusing days I also came across the fact that another DA was planned for the same address of 40 Walker St Rhodes. We had not been notified of that.

Because this MPA and another 2 DA's were to be exhibited for this same address, we should have been notified in conjunction. However, we were not notified of two DA's that are to be built at the same address that will have direct impact on that address.

This is completely unacceptable. In this instance and for future developments, all DA's pertaining to the same address should be sent to all residents for consideration.

The newspaper advertisements are not a reliable source to consider that Council has had Adequate consultation with residents.

The local paper is delivered haphazardly to our address. We do subscribe to the Herald, but don't have the time or inclination, to search it every day, that by chance Council had advertised a DA.

The process of the DA's for 40 Walker St has not been transparent.

As a regular Australian citizen, I enjoyed the Christmas Holiday break with family and friends. I was outraged by Council, receiving this letter on Christmas Eve.
Extremely inappropriate!

The interaction I had over this MPA with the staff entrusted with its governance has been poor.

They have not had the appropriate details at all times. I have had to wait for persons placed in charge of particular issues to return from their holidays to give me answers.

That is why the exhibiting of it over this period has been badly executed, and the administration even worse.

The notification letter stated it was on exhibition. This means that all information regarding to it should be readily available to all residents at all times during this period.

They have failed to do this.

Council and The department of Planning have both tried to excuse their incompetence by using the extended exhibition period. They believe because it was exhibited over Christmas/New Year break and received a longer exhibit period that would white wash all their failings.

It does not!

Yes it was given an extended exhibition period because of the holidays.

However, this extension period was not honoured by them.

If all the exhibits had been at the appropriate places, and the information on websites, that residents were directed to, were correct.....? Then the exhibition would have been successful. And the extended period would have been honoured.

If the skeleton staff at both places had been able to answer the queries accurately then it also would have been successful.

As part of the Director Generals Environmental Assessment Requirement the EA needed to be exhibited for a minimum of 30 days.

Because of all the problems and mistakes, this has not occurred. And therefore it should be re exhibited for another period of 30 day minimum.

What they failed to understand is that an exhibition period for an MPA or a DA needs to be correctly carried out. Otherwise they have not fairly consulted with the public, which is the aim of exhibiting in the first instance.

In summary, the administration and exhibition for this MPA should be re exhibited including any /and or all current and/ or future DA's for the address of 40 Walker St Rhodes.

A statement from Angelo Tsirekas the Canada Bay Council Mayor from the Sydney Morning Herald, July 2006.

<http://www.smh.com.au/news/national/shiny-suburb-rises-from-industrial-ashes/2006/07/28/1153816381511.html?page=2>

Inevitably, the suburb has been dubbed the "Colossus of Rhodes", and sold as a "waterfront utopia", offering a sophisticated, European lifestyle reflected in project names such as Meriton's "Sienna by the Bay". Such claims may be premature. Apart from remediation, infrastructure issues are unresolved, says Angelo Tsirekas, the Mayor of City of Canada Bay Council, which relinquished control of the Rhodes development to the State Government. "A large increase in population like this will have a major impact on local services - not just the overloaded roads network, but parks, libraries, swimming pools and social welfare. And then there are ongoing maintenance issues, such as the repair of seawalls," Cr Tsirekas says. "Canada Bay has the longest foreshore - some 35 kilometres - of any Sydney council."

Canada Bay Council Mayor Angelo Tsirekas, states in 2006 that the roads, parks, libraries, swimming pools and social welfare will be overloaded.

Now the proposal is for many more residents than the original. That can only mean that the situation he thought so dire in 2006 is now critical in 2011. He must therefore be against this DA.

? Theiss have informed me that the site has not yet finished remediation of 40 Walker St. An MPA or DA should not be considered for approval. Nor should it be granted before the completion of the remediation process.

? This DA & MPA should be rejected because of the affect of unacceptable population density The number of residents for this building were not in the amended Master Plan but have allowed to increase during the construction phase. I object that this development and similar ones are using MPA'S DA's to manipulate resident numbers from the Rhodes West Master Plan. Otherwise there is no end to the number of residents who may reside on the Rhodes Peninsular.

Canada Bay Council stated that the changes were needed to satisfy development targets set by the State Government. They did not want to spread medium density housing through the area. This may be the case; however, Canada Bay Council should recognise there are other suburbs in their Council Area that are extremely suitable for medium density housing. Rhodes can handle medium density housing but NOT high density housing. The numbers are a target, only.

With the nature of this development there will be unacceptable noise problems that will be created from sound bouncing off large walls such as this DA/MPA's 25 storeys.

At present Rhodes West has towers which are less than half the size. Whenever there is a siren or loud noise it bounces off the existing buildings and is noise pollution.

With the increase of the size of buildings it will magnify this problem. The noise of cars, building works, trains, sirens, babies crying, dogs barking will all be intensified and bounce all over the place. It is worse at night. We are already affected by noise when there is an event at Homebush Stadium. Couple these together and it is completely unliveable.

? The peninsular position of these apartments will exacerbate the overwhelming traffic problems caused by an increase of residents. Significantly affecting the daily commute of drivers from within our suburb and commuters outside our suburb travelling over the Ryde Bridge or to Homebush bay and Concord. There are only two access roads to Rhodes:

1. Homebush Bay Drive coming from the south-west which becomes Concord Rd and continues past the site over Ryde Bridge, and
2. The old Concord Rd (south) which comes northward from Strathfield and joins Homebush Bay Drive near the southern boundary of the development.

All traffic visiting or passing through Rhodes has to travel on part of the Homebush Bay Drive and/or its extension along Concord Rd to Ryde Bridge.

To enter the Rhodes West area there are also only two entry/exit point points.

1. The John Whitton Bridge, Leeds St on the East side and Walker St on the western side.
2. The corner Oulton Ave, Rider Boulevard and Homebush Bay Drive.

There are only 2 right hand turn opportunities leaving the Rhodes West Area. One is along Blaxland Road which becomes Mary St at the Southern end entering Concord Road. The other is leaving via the ramps near the Shopping Centre onto Homebush Bay Drive. So the amount of people entering and exiting for various purposes of living, shopping, visiting, socialising, dining out, working and cycling are forced to queue for an unreasonable time. This has a knock on effect to the major carrier roads, being Concord Road, Homebush Bay Drive, Parramatta Road and Victoria Road. Other neighbouring suburbs have large developments which contribute to an unacceptable amount of traffic for our area. In previous letters to council The RTA in 2009 stated that the traffic demand and the performance measures were underestimated in the Traffic Report Rhodes Peninsular. Ken Moon, Chairman of the Sydney Regional Development Advisory Committee sighted critical intersections were already operating under pressure during peak hour, August 2010.

The introduction of the duplication of the Iron Cove Bridge has done nothing to increase the flow of traffic. It has however; according to local residents exacerbated the traffic jams in the feeder streets to Victoria Road. Our Council is in Drummoyne, and according to a gps it is 9.8 km from Rhodes Station . As there is no direct bus route or train route we have to drive, walk or take a combination of public transport methods which take close to an hour, if you can get good connections.

? Inadequate public transport system. This DA is promoting the use of using Public Transport which is a great initiative. Unfortunately we don't have a network which can support the amount of people that it is aimed for. If it were only the people of Rhodes using the Great Northern Line for rail use then perhaps it would be fine. The suburbs along that rail-line now have a substantial amount of development along it. There are major developments planned or being built at the majority of stops. With any increase of passengers you are overloading a system already at capacity. The State Rail Authority has advised that in future, it will be working on the infrastructure of the Northern Sydney Freight Corridor program and will affect the residents in buildings along this corridor with increased noise.

This corridor will become even busier with increased freight trains planned as they are closing down the Sydney wharves and this apart from road transport will be the prime source of transportation.

The orientation of Rhodes station has 3 platforms.

One that is dedicated to the freight transportation.

One heading towards the City and the other towards the North.

This is a newly built station and was built with the original numbers accounted for in the Rhodes West Master Plan. One platform in each direction to hold the amount of residents that are planned and encouraged to use the train as one of their primary transport methods is unsatisfactory and will no doubt end in tragic circumstances.

The trains will operate with the majority of residents standing for the majority of their travel time in both directions. The third platform cannot be used for passenger services because it is a dedicated line for freight only.

New residents of Homebush bay are being encouraged to use the transport services of Rhodes by using a bridge which is at this stage hypothetical.
If they too use this station, we will have a situation that occurs in Asia where people are crammed into the trains with chance of injury or damage to your health.

The DA suggests that residents will be encouraged to use the River Cat Ferry Services as an alternate method of transport. whereis .com a website for tracking routes gave the following data.

Start Blaxland Rd, Rhodes Train Station

End Bowden St, Meadowbank, NSW

Distance: 3.2km Time: 39min (approx)

Travel: Foot this is an estimate for walking from Rhodes Station to Meadowbank Wharf at 39 minutes approximately

Start Blaxland Rd, Rhodes, NSW 2138

End Unnamed, Homebush Bay, NSW

Distance: 5.9km Time: 1hr 11min (approx)

Travel: Foot this is an estimate for walking from Rhodes Station to Homebush Bay Ferry Wharf at 1 hr 11 minutes approximately

This is completely unreasonable and is not to be considered in any way, adequate, to be a viable option for a daily commute. You could get the train into the city before you had even walked to the nearest Wharf.

There is a proposal for a bridge across from Rhodes to Homebush Bay, Bennelong Point.

This bridge is not approved so it should have no bearing on our public transport system.

On website <http://www.homebushbaybridge.com.au/> it states that the bridge will connect the emerging communities either side of the Bay to public transport, parklands, shopping, entertainment and other facilities.

As Rhodes has closer link to the majority of the public transport, parklands, shopping and entertainment I suggest it will only increase the amount of people on the peninsula at any one time.

The bus services we have in Rhodes do not connect us with our own Council Area. There is no direct link to Drummoyne from Rhodes. This should be a priority, considering Council wish to promote public transport. The frequency of buses would also have to increase.

These buses would also increase the amount of traffic on the road.

Residents are also encouraged to cycle. The route for the cycleway goes under the John Whitton Bridge. This is a two way blind corner. The Meriton development that was recently approved had used a plan that said there was a fully operating round a bout at the bridge.

This is not the case. I could not find any details of the DA having incorporated the feeder streets between Concord Road and the John Whitton Bridge. Parts of these roads incorporate the cycleway after it has left the newly laid track in Rhodes West at Point Park. I have seen many accidents and near accidents at this dangerous intersection.

Many novice riders including children ride along there at their own peril.

According to statistics the event of injury and death to cyclists has increased. One of the major contributing factors is road rage. By increasing the amount of people in this area you are increasing road rage by a huge magnitude.

Motorists exiting Rhodes west and trying to enter Concord Road to head north are now bypassing the sets of lights that are intended for them.

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To: council
Subject: Submission for DA 609-2010 MP 10-0105
Attachments: billbergia submission DA 609-2010,MP 10-0105 J Cheeseman.PDF

Please accept my submission for DA 609-2010, MP 10-0105

Cheers
June Cheeseman

[REDACTED]

SCANNED
14 FEB 2011
DOC NO:

14/02/2011

Attention
The General Manager
City of Canada Bay Council
DA609/2010 –
40 Walker St, Rhodes
Residential Development at Lot 201 DP 1101828
Major Project Application MP 10_0105
11 Feb 2011

Please accept this submission of objection to the above mentioned development.

ICAC have called for planning changes on Part 3A, in their report of December 15,2010. The Independent Commission Against Corruption (ICAC) has recommended changes to how major planning decisions are handled in New South Wales to mitigate potential corruption risks.

Because of the large nature of this development this MPA should be upheld and re applied for when ICAC have instituted their recommendations.

The notification for this exhibit was characterised by differences between the Council and the Department of Planning and should be re exhibited due to the erroneous differences between the two

The development exhibition was unsatisfactory in every way.

It was lacking in precision and attention to detail.

Date the exhibit began was December 15 2010.

However, the letter of notification to residents was not written until December 20, 2010.

Unless clairvoyant we would not have known about it within this 5 day period.

The letter wasn't received until December 24-Christmas Eve.

The letter stated that the MPA could be viewed on both Council and Department of Planning's websites.

Both these websites had adverse information.

The number of buildings and the dates for exhibition were conflicting.

I then spent my time consumed trying to resolve the differences speaking with both Council and The Department of Planning. Unfortunately I had to wait until they returned to work because this was exhibited over a holiday period.

Tuesday, January 4, 2011 was the first working day that would allow me to view the exhibit and discuss it with either of these governing authorities.

The letter stated that the exhibition would be at different locations for viewing.

I found that the exhibit had not been taken to the library. A council worker told me that they had been unaware it was not there and were working under the misapprehension that The Department of Planning had taken it there.

It was delivered shortly after my phone call that morning.

The Council Officer in charge of this matter then took my phone call that afternoon.

He could not tell me why the dates differed or why the letter was not sent out until after the exhibit commencement.

His advice was to contact the Department of Planning, which I did.

The department of Planning were running on skeleton staff due to the holidays and were unaware that there were differences in the information for this MPA.

I alerted them to both their website and the council website which clearly showed discrepancies.

As he needed the appropriate person/s to review this he would get back to me.

I sought clarification through email and phone calls to both places.

Nobody would give me a definitive answer until January 20, which came confirmed in an email from the Department Of Planning after a phone call with an officer of the department.

During this search of 16 very long and confusing days I also came across the fact that another DA was planned for the same address of 40 Walker St Rhodes. We had not been notified of that.

Because this MPA and another 2 DA's were to be exhibited for this same address, we should have been notified in conjunction. However, we were not notified of two DA's that are to be built at the same address that will have direct impact on that address.

This is completely unacceptable. In this instance and for future developments, all DA's pertaining to the same address should be sent to all residents for consideration.

The newspaper advertisements are not a reliable source to consider that Council has had Adequate consultation with residents.

The local paper is delivered haphazardly to our address. We do subscribe to the Herald, but don't have the time or inclination, to search it every day, that by chance Council had advertised a DA.

The process of the DA's for 40 Walker St has not been transparent.

As a regular Australian citizen, I enjoyed the Christmas Holiday break with family and friends. I was outraged by Council, receiving this letter on Christmas Eve.
Extremely inappropriate!

The interaction I had over this MPA with the staff entrusted with its governance has been poor.

They have not had the appropriate details at all times. I have had to wait for persons placed in charge of particular issues to return from their holidays to give me answers.

That is why the exhibiting of it over this period has been badly executed, and the administration even worse.

The notification letter stated it was on exhibition. This means that all information regarding it should be readily available to all residents at all times during this period.

They have failed to do this.

Council and The department of Planning have both tried to excuse their incompetence by using the extended exhibition period. They believe because it was exhibited over Christmas/New Year break and received a longer exhibit period that would white wash all their failings.

It does not!

Yes it was given an extended exhibition period because of the holidays.

However, this extension period was not honoured by them.

If all the exhibits had been at the appropriate places, and the information on websites, that residents were directed to, were correct.....? Then the exhibition would have been successful. And the extended period would have been honoured.

If the skeleton staff at both places had been able to answer the queries accurately then it also would have been successful.

As part of the Director Generals Environmental Assessment Requirement the EA needed to be exhibited for a minimum of 30 days.

Because of all the problems and mistakes, this has not occurred. And therefore it should be re exhibited for another period of 30 day minimum.

What they failed to understand is that an exhibition period for an MPA or a DA needs to be correctly carried out. Otherwise they have not fairly consulted with the public, which is the aim of exhibiting in the first instance.

In summary, the administration and exhibition for this MPA should be re exhibited including any /and or all current and/ or future DA's for the address of 40 Walker St Rhodes.

A statement from Angelo Tsirekas the Canada Bay Council Mayor from the Sydney Morning Herald, July 2006.

<http://www.smh.com.au/news/national/shiny-suburb-rises-from-industrial-ashes/2006/07/28/1153816381511.html?page=2>

Inevitably, the suburb has been dubbed the "Colossus of Rhodes", and sold as a "waterfront utopia", offering a sophisticated, European lifestyle reflected in project names such as Meriton's "Sienna by the Bay". Such claims may be premature. Apart from remediation, infrastructure issues are unresolved, says Angelo Tsirekas, the Mayor of City of Canada Bay Council, which relinquished control of the Rhodes development to the State Government. "A large increase in population like this will have a major impact on local services - not just the overloaded roads network, but parks, libraries, swimming pools and social welfare. And then there are ongoing maintenance issues, such as the repair of seawalls," Cr Tsirekas says. "Canada Bay has the longest foreshore - some 35 kilometres - of any Sydney council."

Canada Bay Council Mayor Angelo Tsirekas, states in 2006 that the roads, parks, libraries, swimming pools and social welfare will be overloaded.

Now the proposal is for many more residents than the original. That can only mean that the situation he thought so dire in 2006 is now critical in 2011. He must therefore be against this DA.

? Theiss have informed me that the site has not yet finished remediation of 40 Walker St. An MPA or DA should not be considered for approval. Nor should it be granted before the completion of the remediation process.

? This DA & MPA should be rejected because of the affect of unacceptable population density The number of residents for this building were not in the amended Master Plan but have allowed to increase during the construction phase. I object that this development and similar ones are using MPA'S DA's to manipulate resident numbers from the Rhodes West Master Plan. Otherwise there is no end to the number of residents who may reside on the Rhodes Peninsular.

Canada Bay Council stated that the changes were needed to satisfy development targets set by the State Government. They did not want to spread medium density housing through the area. This may be the case; however, Canada Bay Council should recognise there are other suburbs in their Council Area that are extremely suitable for medium density housing. Rhodes can handle medium density housing but NOT high density housing. The numbers are a target, only.

With the nature of this development there will be unacceptable noise problems that will be created from sound bouncing off large walls such as this DA/MPA's 25 storeys.

At present Rhodes West has towers which are less than half the size. Whenever there is a siren or loud noise it bounces off the existing buildings and is noise pollution.

With the increase of the size of buildings it will magnify this problem. The noise of cars, building works, trains, sirens, babies crying, dogs barking will all be intensified and bounce all over the place. It is worse at night. We are already affected by noise when there is an event at Homebush Stadium. Couple these together and it is completely unliveable.

? The peninsular position of these apartments will exacerbate the overwhelming traffic problems caused by an increase of residents. Significantly affecting the daily commute of drivers from within our suburb and commuters outside our suburb travelling over the Ryde Bridge or to Homebush bay and Concord. There are only two access roads to Rhodes:

1. Homebush Bay Drive coming from the south-west which becomes Concord Rd and continues past the site over Ryde Bridge, and
2. The old Concord Rd (south) which comes northward from Strathfield and joins Homebush Bay Drive near the southern boundary of the development.

All traffic visiting or passing through Rhodes has to travel on part of the Homebush Bay Drive and/or its extension along Concord Rd to Ryde Bridge.

To enter the Rhodes West area there are also only two entry/exit point points.

1. The John Whitton Bridge, Leeds St on the East side and Walker St on the western side.
2. The corner Oulton Ave, Rider Boulevard and Homebush Bay Drive.

There are only 2 right hand turn opportunities leaving the Rhodes West Area. One is along Blaxland Road which becomes Mary St at the Southern end entering Concord Road. The other is leaving via the ramps near the Shopping Centre onto Homebush Bay Drive. So the amount of people entering and exiting for various purposes of living, shopping, visiting, socialising, dining out, working and cycling are forced to queue for an unreasonable time. This has a knock on effect to the major carrier roads, being Concord Road, Homebush Bay Drive, Parramatta Road and Victoria Road. Other neighbouring suburbs have large developments which contribute to an unacceptable amount of traffic for our area. In previous letters to council The RTA in 2009 stated that the traffic demand and the performance measures were underestimated in the Traffic Report Rhodes Peninsular. Ken Moon, Chairman of the Sydney Regional Development Advisory Committee sighted critical intersections were already operating under pressure during peak hour, August 2010.

The introduction of the duplication of the Iron Cove Bridge has done nothing to increase the flow of traffic. It has however; according to local residents exacerbated the traffic jams in the feeder streets to Victoria Road. Our Council is in Drummoyne, and according to a gps it is 9.8 km from Rhodes Station . As there is no direct bus route or train route we have to drive, walk or take a combination of public transport methods which take close to an hour, if you can get good connections.

? Inadequate public transport system. This DA is promoting the use of using Public Transport which is a great initiative. Unfortunately we don't have a network which can support the amount of people that it is aimed for. If it were only the people of Rhodes using the Great Northern Line for rail use then perhaps it would be fine. The suburbs along that rail-line now have a substantial amount of development along it. There are major developments planned or being built at the majority of stops. With any increase of passengers you are overloading a system already at capacity. The State Rail Authority has advised that in future, it will be working on the infrastructure of the Northern Sydney Freight Corridor program and will affect the residents in buildings along this corridor with increased noise. This corridor will become even busier with increased freight trains planned as they are closing down the Sydney wharves and this apart from road transport will be the prime source of transportation.

The orientation of Rhodes station has 3 platforms.

One that is dedicated to the freight transportation.

One heading towards the City and the other towards the North.

This is a newly built station and was built with the original numbers accounted for in the Rhodes West Master Plan. One platform in each direction to hold the amount of residents that are planned and encouraged to use the train as one of their primary transport methods is unsatisfactory and will no doubt end in tragic circumstances.

The trains will operate with the majority of residents standing for the majority of their travel time in both directions. The third platform cannot be used for passenger services because it is a dedicated line for freight only.

New residents of Homebush bay are being encouraged to use the transport services of Rhodes by using a bridge which is at this stage hypothetical.
If they too use this station, we will have a situation that occurs in Asia where people are crammed into the trains with chance of injury or damage to your health.

The DA suggests that residents will be encouraged to use the River Cat Ferry Services as an alternate method of transport. whereis .com a website for tracking routes gave the following data.

Start Blaxland Rd, Rhodes Train Station

End Bowden St, Meadowbank, NSW

Distance: 3.2km Time: 39min (approx)

Travel: Foot this is an estimate for walking from Rhodes Station to Meadowbank Wharf at 39 minutes approximately

Start Blaxland Rd, Rhodes, NSW 2138

End Unnamed, Homebush Bay, NSW

Distance: 5.9km Time: 1hr 11min (approx)

Travel: Foot this is an estimate for walking from Rhodes Station to Homebush Bay Ferry Wharf at 1 hr 11 minutes approximately

This is completely unreasonable and is not to be considered in any way, adequate, to be a viable option for a daily commute. You could get the train into the city before you had even walked to the nearest Wharf.

There is a proposal for a bridge across from Rhodes to Homebush Bay, Bennelong Point. This bridge is not approved so it should have no bearing on our public transport system. On website <http://www.homebushbaybridge.com.au/> it states that the bridge will connect the emerging communities either side of the Bay to public transport, parklands, shopping, entertainment and other facilities.

As Rhodes has closer link to the majority of the public transport, parklands, shopping and entertainment I suggest it will only increase the amount of people on the peninsula at any one time.

The bus services we have in Rhodes do not connect us with our own Council Area. There is no direct link to Drummoyne from Rhodes. This should be a priority, considering Council wish to promote public transport. The frequency of buses would also have to increase. These buses would also increase the amount of traffic on the road.

Residents are also encouraged to cycle. The route for the cycleway goes under the John Whitton Bridge. This is a two way blind corner. The Meriton development that was recently approved had used a plan that said there was a fully operating round a bout at the bridge. This is not the case. I could not find any details of the DA having incorporated the feeder streets between Concord Road and the John Whitton Bridge. Parts of these roads incorporate the cycleway after it has left the newly laid track in Rhodes West at Point Park. I have seen many accidents and near accidents at this dangerous intersection.

Many novice riders including children ride along there at their own peril.

According to statistics the event of injury and death to cyclists has increased. One of the major contributing factors is road rage. By increasing the amount of people in this area you are increasing road rage by a huge magnitude.

Motorists exiting Rhodes west and trying to enter Concord Road to head north are now bypassing the sets of lights that are intended for them.

They are using Cavell Ave and entering Denham St which also connects with Concord Road.

This increase of speeding exiting motorists has seen my pet killed, as motorists blindly race around the corner to try to circumnavigate the lights and the extensive line that snakes right down to the railway bridge. Residents are worried that in their haste, motorists will injure or kill a resident sooner or later. With a nursing home on this corner, and small children we are terrified that they will not have the sense or sensibility to evade speeding motorists trying to get home faster. This MPA and DA encourage the use by residents to use their bikes instead of using cars. The roads are too dangerous because motorists are impatient and illegally cross unbroken lines to overtake slow bikes and/or cars heading into oncoming traffic with little regard for anyone but themselves. With an increase of extra residents this will only grow larger and exacerbate the already dire situation of the road share system in place.

The DA plans say that the cycleway goes under the Bridge next to the old punt and then continues up the street. This is not in place. It is gravel and rocks under the bridge and not conducive to riding a bike. The fact that the soil and remediation trucks use it as a turning circle also makes it most dangerous and an unpalatable place for safety. There should also be much more signage of shared roads and intervals of availability for water replenishment. ? There is no school in Rhodes. You cannot build apartments without having infrastructure like Schools. The feeder school for Rhodes is Concord West Primary School. The principal has already commented that even with additional works over the last few years that there are not enough places. This DA/MPA will cause major stress on educational facilities. The government has responded with a proposal for a school at Wentworth Point Homebush Bay. This is not even in our council area. There are no guarantees that they will accept children from outside their council area or if they will already be full from all the new residents. This school is only a Hypothetic solution and should not by any means be considered. We cannot increase numbers in our suburb without a school. It is absurd. The DA/MPA should come with a report from the Department of Education and its recommendations. Up until then it should not be considered or approved.

This DA/MPA is for a mixed used. However there is definitely not adequate parking for this intent.

There is the Resident parking of which they will provide each unit with one parking spot.

That is for two and three bedroom units.

They propose that some of the one bedroom units have their spots rescinded.

They will provide the minimum spaces required for visitors.

There is no provision at all for street parking for the business or outlets that will move into these premises.

Therefore if there is a pizza shop or chemist. It would only be to service the people of that building because nobody else from outside the suburb or from the other side of the suburb could find a parking space.

The businesses could have no clients visit their places of work they came by car as there is no provision for them.

There is no way that the new owners of any of these units can be told that they cannot own or drive a car. They may even have two cars in their family.

They may park their second car in the visitors spot? Or perhaps a worker decided that they would drive and park in the visitors spot?

They will park in those spots. There will be extremely low vacancy of visitor's spots. This will limit the visitors to the occupants of the units.

The amount of parking spots for the building would be a little fairer if there were an alternative place to park. Unfortunately there are no public car parks that are available for them. The streets that surround Rhodes are already full. The workers of the current business already park the streets out and constantly illegally park their cars because they are frustrated and late for work.

The only place for any excess person/s to park is the shopping centre.

This will take at least an hour of their intended visit to anyone in this development.

They will need to drive to the centre, find a parking spot and then walk about half a kilometre to get there. So rule out any elderly visits or people who have difficulties or families with children. They will all take a little longer.

Unless Billbergia build a large public car park they definitely should not try to cram extra people into their development site.

The buildings are unattractive. I do not like the way they are set out. There is no spots that will provide escape or seclusion for the residents that don't wish to share their every moment with the other residents in full view day in day out.

I don't think there is enough provision for people with disabilities and/or wheel chair accessible spots. Each of the exit/entry points should allow for a wheel chair bound person or person/s with disability to enter without having to circumvent the easily accessible steps provided for the mobile.

This development should address the responsible part of the Rhodes West Master Plan which directs developers to make sure that Rhodes West is accessible to the disabled.

? This DA will result in massively increased overshadowing of existing developments. There will be loss of privacy for any of the existing unit dwellers. It is a huge impingement on their freedom to move around their own property without fear of invasion of privacy. The towers will overshadow my neighbours and me. The residents at that height will be able to see into my back yard and possibly into my home. That is definitely an infringement on my civil liberties. This is unacceptable and should be refused on this basis.

? The crime rate of Rhodes has increased dramatically. In the last two weeks we have had residents of Rhodes Apartments arrested for drugs and possession of armed weapons and ill gained monies. We have also had a car that was drag ra through our streets and crashed outside a child care facility. Innocent neighbours have been attacked and mugged from the increase of thugs to the area.

According to crime statistics, break and enter of dwellings, malicious damage to properties, and motor car theft have all increased in the Canada Bay Council.

This MPA and DA will only serve to increase the amount of crime in this concentrated area of Rhodes West.

? Dumping and visual pollution have escalated to unacceptable levels. This is all attributed to the non car owning shoppers in the residential units. Mattresses and unwanted furniture are strewn along the roads outside their units. Residents are also leaving abandoned trolleys; I counted 49 on Monday 24 January 2011 while taking a morning walk through

Rhodes West. Complaints to both trolley collector and Rhodes Shopping Centre Management and still the trolleys remained.

? There have been two major sewage spillages. These large pipes that are dug under the ground have failed twice already. They are unable to successfully carry the waste from the existing residents. The Parramatta River and Homebush bay have been polluted twice already. Nobody has taken responsibility for this last spillage. More spillages will happen. I have notified The Hon. Eric Roosendaal's,

Office of this for further investigation.

There is also a very real and dangerous problem lurking beneath the surface. Threat of contaminated sediment entering waterways and drainage systems. With this development and another two on this same site by other developers, an extremely rigid protection plan needs to be in place to prevent any contamination of the waterways.

? The services for Rhodes are nonexistent. We have a voluntary fire brigade to service thousands of residents.

If there were ever a threat such as explosive or dangerous gas there would be no way possible to get all the residents out of Rhodes West.

In case of a bomb, they would not have a safe meeting place in which to congregate. The green spaces are surrounded by the buildings.

? Our nearest Police Station is Burwood.

? In the last two years we have had two occasions where a helicopter was required to land on the peninsular for a rescue. On one occasion it had to land on **Concord Road next to the Ryde Bridge**. This effectively cut all traffic off the North South Corridor for almost an afternoon.

? Rhodes is a peninsular which is surrounded by water. We do not have the luxury of various traffic routes. Emergency Vehicles will get stuck and people will die.

? I could not find any indication of increase in Hospital Beds for our local area. NSW Area Health should be advised. So should Concord Hospital as it will be inundated with thousands of new patients. You cannot possibly approve this without finding out about health services for this area. Any increase is a strain.

? The DA cannot be approved because Rhodes cannot sustain more people. It is unworkable and cannot be justified.

There is no church other than a Coptic Orthodox Cathedral. Where are the plans for further religious services planned for with the increase.

The nearest pool is Cabarita and an extremely long walk. There is no direct connecting bus service from Rhodes to Cabarita.

I also object to the fact that council has lost two of three submissions that we have previously sent in for another DA on this site of 40 Walker St Rhodes.

The Council have also published on their website under submissions Mr Yat Piu Chan and Ms Fung Ling Grace, Cheung who in their letter to council scanned on the 27 January 2011 that they do not wish their names published or made available to the proponent, public authorities or on the Council's and Department's website.

The council have also included two submissions without attributing any names or addresses to them that were scanned on the 10th February 2011.

Council also had 11 positive submissions made and scanned on 10th February 2011. Of all of these submissions none of them actually stated any DA or MPA number. They simply referred to 40 Walker st which has had three separate DA numbers attached to it over the past few weeks.

How does Council know that these are intended for this particular submission. As they all fail the criteria of inclusion of DA and or MPA number I suggest that they are All void and declared invalid submission.

June Cheeseman,
27 CAVELL AVENUE
RHODES NSW 2138

June Cheeseman

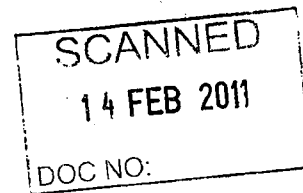
Can you please send us an acknowledgement for receipt of this submission.

Daniel Cook

From: Liz and Ton Akerboom [REDACTED]
Sent: Friday, 11 February 2011 4:25 AM
To: council
Subject: Submission for DA 609/2010
Attachments: Rhodes, submission of Henry Akerboom, 11 February 2011.doc

Please find attached a submission for DA 609/2010.

Henry Akerboom



14/02/2011

William Akerboom
25 Cavell Ave
Rhodes NSW 2138

11 February 2011

Attention: Narelle Butler
Manager Statutory Planning Services
Canada Bay Council
Locked Bag 1470
Drummoyne NSW 1470

Dear Ms Butler

Council's Reference Number: DA 609/2010
Dept of Planning Ref:MP10_0105
Property: 40 Walker St RHODES 2138

I object because it's too big and too wide. We will not have privacy because we play in our backyard and now people will be able to see us.

It will need a lot of fire trucks if it goes on fire and we only have one in Rhodes.

Sincerely

Henry Akerboom

Daniel Cook

From: Liz and Ton Akerboom [REDACTED]
Sent: Friday, 11 February 2011 4:24 AM
To: council
Subject: Submission for DA 609/2010
Attachments: Rhodes, submission of William Akerboom, 11 February 2011.doc

Please find attached a submission for DA 609/2010.

William Akerboom

SCANNED
14 FEB 2011
DOC NO:

William Akerboom
25 Cavell Ave
Rhodes NSW 2138

Attention: Narelle Butler
Manager Statutory Planning Services
Canada Bay Council
Locked Bag 1470
Drummoyne NSW 1470

11 February 2011

Dear Ms Butler

Council's Reference Number: DA 609/2010
Dept of Planning Ref:MP10_0105
Property: 40 Walker St RHODES 2138

I am 11 years old and have lived in Rhodes all my time. The 25 storey buildings are ridiculous because they are so tall. Not only will a lot of the area be covered in shade the buildings will be so tall they will be able to see in our backyards and we will have no privacy.

This many more people will make Rhodes too busy and the traffic will clog up on Concord Road which means I have to leave earlier for school and will arrive later at home.

Sincerely

William Akerboom

Daniel Cook

From: Louise Sidgreaves [REDACTED]
Sent: Friday, 11 February 2011 5:07 PM
To: council
Subject: Submission Objection to DA 609 40 Walker Street Rhodes.
Attachments: DA 609 40 Walker Street-Submission from L.Sidgreaves.pdf

SCANNED
14 FEB 2011
DOC NO:

Attention: General Manager

Dear Sir,
Please find attached my objection;
Major Project Application 10_0105 – Residential Development – Lot 201 DP 1101828
40 Walker Street Rhodes
Council Reference – DA 609/2010

I look forward to receiving confirmation of this objection.
Thank you and kind regards,
Louise

Louise Sidgreaves B.Design (Hons 1) RDI

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14/02/2011

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

11 February 2011
2 Averill Street
Rhodes NSW 2138

Dear Sir,

**RE: Major Project Application 10_0105 – Residential Development – Lot 201 DP 1101828
40 Walker Street Rhodes
Council Reference – DA 609/2010**

I have viewed the documents on your website relating to this development and would like to strongly object to the development based on the detrimental environmental impact that the development will certainly have on the long established community of Rhodes.

There are many environmental reasons for objecting to this proposal with the most serious being detailed below. I 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;

Increase in Previously Approved Apartment Numbers:

Rhodes was previously developed to its maximum population under SREP 29. It cannot sustain any population increase to this approved number. It remains highly contentious as to how Rhodes will cope with the current approved development under SREP 29.

Road access:

This proposal and the Master Plan developed by City of Canada Bay does not provide for adequate or specific enough 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. With seemingly no appropriate solution to the roads problem, approval of additional apartments is completely ridiculous.

Public Transport:

Northern Line trains at peak times through Rhodes are currently standing room only. Once again any increase in population to the current Rhodes West approval under SREP 29 is not sustainable.

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 for 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 as per the current SREP 29.

Other Infrastructure:

As this application is a part of the Rhodes West Master Plan developed by the City of Canada Bay, the 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 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.

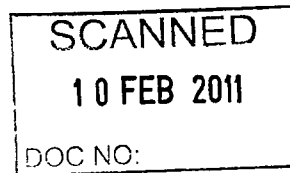
As such, how can approval for one individual development be granted when solutions to the entire Rhodes West Master Plan have not been resolved?

My objections are repetitive to previous objections made to the Rhodes West Master Plan, however at no time have Council or the Minister for Planning adequately addressed these real problems that have already begun to significantly impact on our community.

I appreciate you considering our concerns and hope that Council can balance our interests with its own financial objectives and with the wishes of the large development companies driving this proposal.

Yours faithfully,

Louise Sidgreaves



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

As a resident of Rhodes, we are currently living in the building next to the proposed development @ 40 Walker Street, Rhodes. I wish to express my support to this new development.

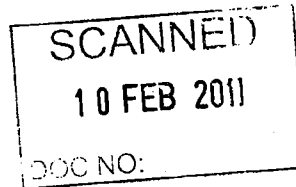
My belief is that this development will increase the value of all Rhodes property. I believe the design is outstanding and will lift the profile and desirability of the suburb as a whole.

I trust you take into consideration the above, which after discussions with my friends seems to be the community's general feeling.

Kind regards,
Mr. N and Mrs. A Sopontammarak
8/1 Timbrol Avenue
RHODES NSW 2138

Nino Caltabiano
Sol Rio Complex
601 'G' Building
10 – 16 Marquet Street
Rhodes 2138

Mobile: 



8th January 2011

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

Dear Mr. Sawyer

Re: DA: 609/2010 Department of Planning Ref: MP 10 0105

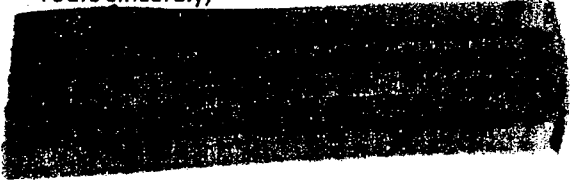
I write in objection to the proposed application from Billbergia Developments Pty Ltd.

The proposed building has a number of issues I would like to address. Firstly it will have the effect of dwarfing surrounding complexes and infrastructures by its sheer height and the number of units offering. Furthermore it has come to my attention that a high percentage of these proposed units will not be allocated parking putting even greater pressure on the already little street parking. Council has also failed to address this issue and the compound of nil visitor parking allocated in complexes. This issue has been worsened by the fact that road planning in Rhodes was clearly not designed to maintain such a large permanent populace.

Another major issue is the extreme privacy issues that this building if the proposed application is allowed will create. The pure height of the building will allow neighboring residents to look directly into my premises including bedrooms and private roof space. I bought Penthouse G601 in The Sol Rio complex next door in 2007 and one of the major influences that swayed me to buy was the privacy it provided, and certainly well before any developer pressures to increase the number of units or configuration change to un-built projects. Furthermore the proposal plans to change the original planning agreement to 18+ story skyscrapers, of which the majority will look directly into my apartment.

What is wrong with the original planning for Rhodes?
Enforce the original planning and don't succumb to developers financial wants.
Respect us owners who bought into Rhodes from day one.
Protect and respect our privacy.
Protect our investments as Rhodes will become a slum of 1 & 2 bedders!

Yours sincerely,



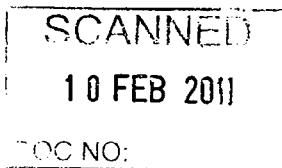
Nino Caltabiano

7th Feb 2011

Sleiman Ibrahim

56-50 WALKER ST

RHODES 2138



To Whom it may Concern,

As a resident here for the past 12 months and in other Billbergia developments in the past, " I support the propose development in the next

Stage at Rhodes. The Supply of this type of property has been very important to me as a resident and quiet possibly as a investor in the future.

This type of ~~Develop~~ development is logical and sensible. And I'm hoping you agree and happy to provide more feedback wishing you to contact me.

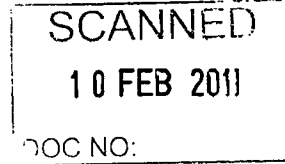


Contact number:



Dorothy Ure
Villa 10/7-11 Cropley Street
RHODES NSW 2138

5 February 2011



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

Dear Sir/Madam,

Re: 40 Walker Street, Rhodes

I am writing to you to express my opinions of the above proposed development. It is a pity that, the whole of Rhodes was not developed on the same lines.

This development caters for children and adults alike with generous amount of outdoor gardens.

If it takes taller buildings to get developers to accommodate more gardens, then I believe this is a positive trend.

My opinion is shared by people I have discussed this with.

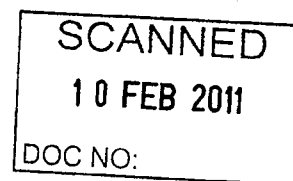
Thank you for your guidance in forcing developers to consider the lifestyle of the neighbourhood.

Yours sincerely,



Dorothy Ure

To the General Manager
City of Canada Bay City Council
Locked Bag 1470
Drummoyne NSW 1470



Dear Sir / Madam

As a resident off 7/50 Walker Street I would like to express my support for the new development at 40 Walker Street.

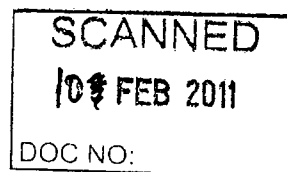
I believe this development will not only enhance the local area it will set the bench mark for future developments in regards to consideration of the layout and appearance of buildings.

For too long the majority of new developments have been the typical box buildings of little character being approved in our suburb of Rhodes including minimum floor space and bland finishes to the exterior.

I believe the developer has given considerable consideration to the proposed development with an outstanding architectural design that will make the building stand out and an asset for us all.

Regards

Hugh P Boylan

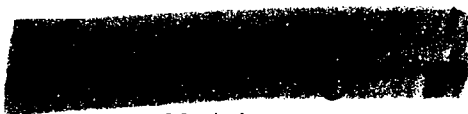


General Manager
City of Canada Bay City Council
Locked Bag 1470
Drummoyne NSW 1470

As a resident of Rhodes, I wish to express my support for the proposed development @ 40 Walker Street, Rhodes.

My belief is that this development will increase the value of all Rhodes property. I believe the design is outstanding and will lift the profile and desirability of the suburb as a whole.

I trust you take into consideration the above, which after discussions with my friends seems to be the communities general feeling.



s. Cumnallaigh

58/60 walker street , Rhodes

SCANNED
10 FEB 2011
DOC NO:

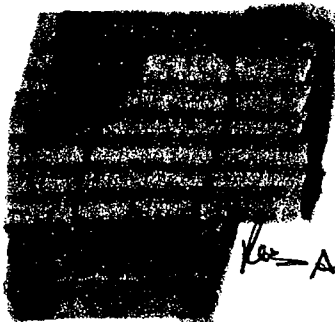
General Manager
City of Canada Bay City Council
Locked Bag 1470
Drummoyne NSW 1470

I have recently viewed the proposed development @ 40 Walker Street Rhodes @ council chambers.

Being a resident/owner @ Rhodes I was concerned at the magnitude of developer on the peninsula.

However, these plans changed my mind entirely. The architecture looks fantastic and the amount of open space should alleviate the over crowdedness of previous developments.

I would to register my whole hearted support for this development, which I believe should be a blueprint for inner city redevelopment.



Ken Arnold

*6/2 NINA GREY AVE
RHODES, NSW
2138.*

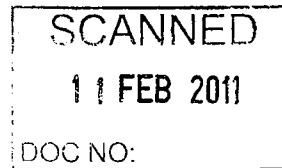
Elizabeth Dowd
25 Cavell Ave
Rhodes NSW 2138

Attention: Narelle Butler
Manager Statutory Planning Services
Canada Bay Council
Locked Bag 1470
Drummoyne NSW 1470

10 February 2011

Dear Ms Butler

Council's Reference Number: DA 609/2010
Dept of Planning Ref:MP10_0105
Property: 40 Walker St RHODES 2138



I object to DA 609/2010 because

- It includes 2 x 25 storey towers and 1 x 20 storey tower. That is too many towers and they are too high.
- The design looks box-like, stodgy and unattractive.
- The two 25 storey towers that face Walker St will create a sound wall that will bounce the noise of the trains, particularly the goods train- 2 am approx, right over Rhodes East and my house.
- There is not enough green space for the number of residents expected.
- While there is good transport facilities they are at capacity and no increase in service has been identified.
- There is not adequate parking for residents and their visitors and no provision for the flow on affect to surrounding residents.
- There is no outline for upgrades to local schools to provide places for resident school age children.
- There is no outline for increases to local Pre-schools for residents who are preschool age.
- There is no outline for increasing resources to the Fire Brigade services who will have to cater for a 16% increase in population in the Canada Bay area and deal with servicing towers whose access and inherent difficulties require greater resources.
- There is no outline for another access point to Rhodes West which will be desperately needed.
- There is no outline for improvement to local roads that will not be able to cope with the additional use.
- There is no plan for alleviating the increase on major feeder roads, Concord Road and Homebush Bay Drive.
- There will be too many people in Rhodes West. The number anticipated will overburden all local resources and cannot be accommodated. Rhodes West is beyond saturation point.
- There is no plan or commitment to build local facilities such as a library, swimming pool or child health centre. These are the community facilities needed NOT a Community Centre.
- There is no plan to increase resources to Police services.

The affects of approving DA 609/2010 for my family will be direct and negative.

- We will have hundreds of people able to look down on our house and our back yard- not very comforting for a parent with young children.
- I am often not able to park in my street, if this DA goes ahead without a realistic parking plan the problem will be critical.
- Already the difficulty in accessing Concord Road from Rhodes West has meant shoppers are using Cavell Ave as a thoroughfare, either to avoid the lights at Averill St or because they are lost. These intersections are dangerous and Cavell Ave is a residential street not an arterial road.
- We rely on public transport and the increase in population without increase in service will mean the trains, buses and ferries will be too full.
- Local schools will be overcrowded, affecting my children's education.
- Noise pollution will increase.
- Pollution from rubbish and trolleys left in our streets will increase. It is unhygienic and in the case of trolleys dangerous.
- These ghetto-like towers ruin the image of our suburb and change the nature of this area from residential to CBD. They will also negatively impact on the value of my property.

The development at Wentworth Point is attractive, well serviced and reasonable- an example of quality living, whilst achieving population growth. Look across the Bay and see how good development should be – why does Rhodes West have to look like the ghetto areas of Glasgow or Paris?

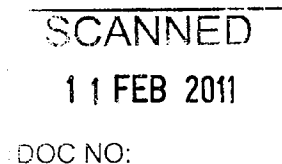
Sincerely

Elizabeth Dowd

44 Queen St
Concord West NSW 2138

11 February 2011

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



Dear Sir:

Re: DA609/2010 (40 Walker St Rhodes)

I am writing to express my concern about the pending approval of the over-development at 40 Walker St Rhodes. I understand that the decision being considered is to allow the building of skyscrapers as a way of gaining some "open space". How ironic it is that the visual vandalism of these Billbergia buildings are a compromise for open space.

Notwithstanding the negligence that has accompanied the over-development of Rhodes (by way poor infrastructure planning) these skyscrapers will be a win for developers and the wealthy few who can afford the units with a view. But this, of course, is at the expense of the majority in the surrounding area who will have their privacy violated by these permanent architectural overlords.

But I digress, in spite of anything I say or anything anyone else says these skyscrapers will go ahead. Why? Because greed reigns supreme. Council will have dirt on its hands for the life of these skyscrapers.

These skyscrapers should not go ahead because of the lack of and poor planning of:

1. traffic control
2. pedestrian amenities
3. bicycle amenities
4. energy efficiency
5. shadowing
6. local job opportunities

Until those items are satisfactorily addressed this over-development should not go ahead.

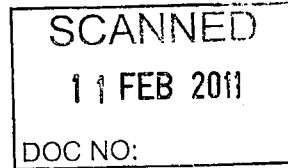
Lastly, it is obvious that the chances of this area turning into a student ghetto are high especially given the number of 1 and 2 bedroom units proposed to be built. The council talks of these skyscrapers helping to house an increasing population, yet it would be clear to the casual observer that these units are likely to be marketed as "investment opportunities" for overseas buyers. Indeed some units at Rhodes are already advertised as "corporate rentals". Therefore the statement by council is disingenuous.

Yours sincerely,



Adam Butler PhD

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



SUBMISSION RE: DAs 609/2010 and 656/2010

Dear Sir,

As a long term resident and home owner in Rhodes, my family and I wish to raise some very serious concerns about the Rhodes West Development Applications, specifically Das 609/2010 and 656/2010.

In addition to the current massive development that is being inflicted on the Rhodes community, this new proposal would result in 736 additional residences, several thousand new residents, a significant increase in residential density and buildings reaching the unbelievable height of 25 storeys. Apart from a few cycle paths and parking spots, one toilet block and a "community centre", the government, developers and Canada Bay Council are not planning to support this enormous development with any improvement to public transport, roads, parking, schools, hospitals and health centres, the environment or general public infrastructure such as emergency services, libraries, sporting facilities, etc. This is a great deal for council who will reap a windfall in rates and development fees without having to provide new facilities. It is a commercial dream for the developers who will profit from building and selling the thousands of new waterside properties. However, it is a nightmare for the existing residents of Rhodes, who are seeing their suburb torn apart while the building works take place over several years, with no prospect of any improvement in facilities, property values or quality of life.

Canada Bay Council recently wrote to Rhodes residents saying that they wish to "Work with the developers ... to deliver benefits to the local community..." While we hope this statement is true, these proposed developments demonstrate to us a complete lack of regard for the interests or well-being of the present citizens and rate payers of Rhodes.

We are vigorously opposed to the Das in their current forms, 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: The proposal does not provide 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 for 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 DA, nor the related Rhodes Master Plan, has not satisfactorily considered or made sufficient provision for additional infrastructure to support the thousands of new residents which will be added to Rhodes if these DAs are approved by Council. 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 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 appreciate you considering our concerns and hope that Council can balance our interests with its own financial objectives and with the wishes of the large development companies driving this applications.

Yours sincerely,

John, Kathleen, Grace and Harry LeMarquand

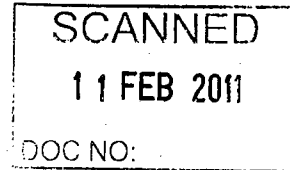
29 Cavell Ave
Rhodes NSW 2138

Tel: 

Submission

Major Project Application 10_0105-Residential Development at Lot 201 DP 1101828

40 Walker Street Rhodes



Name: DI WU
Address: 314/2A MARY ST RHODES 2138
Council's reference number: DA609/2010
Name of the proposal: Major Project Application 10_0105-Residential Development at Lot 201 DP 1101828
Address of the proposal: Lot 201 DP 1101828, 44-46 Walker Street Rhodes
Statement: I **OBJECT** to the proposal.
Reasons:
1. This will significantly increase the population in our suburb, and therefore place extra burden on public facilities;
2. The 25 story buildings will significantly block the views and sunshine for all surrounding residents.

Signature:



Date: 10/2/2011

10 / 2 / 2011

SCANNED
11 FEB 2011
DOC NO:

Submission

Major Project Application 10_0105-Residential Development at Lot 201 DP 1101828 40 Walker Street Rhodes

Name: Hong Shao
Address: 314/2A MARY ST RHODES 2138
Council's reference number: DA609/2010
Name of the proposal: Major Project Application 10_0105-Residential Development at Lot 201
DP 1101828
Address of the proposal: Lot 201 DP 1101828, 44-46 Walker Street Rhodes
Statement: I OBJECT to the proposal.
Reasons:
1. This will significantly increase the population in our suburb, and therefore place extra burden on public facilities;
2. The 25 story buildings will significantly block the views and sunshine for all surrounding residents.

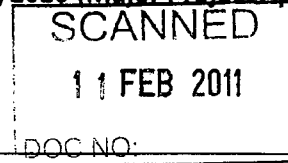
Signature:
Date:



10. Feb. 2011

Submission Relating to Development Application No. 609/2010 (Major Project Application 10_0105)

**40 Walker Street, Rhodes
Billbergia Developments Pty Ltd**



Some of the information contained in this submission was also contained in a submission relating to DA.656/2010 lodged by Sweetie Developments Pty Ltd for a different section of the same site.

It is understood that in the original Master Plan for the Rhodes Peninsular, no high rise buildings anywhere near the levels now contemplated were included. However, as part of our due diligence process prior to purchasing our apartment, we became aware of suggested changes at 40 Walker Street that could result in high rise towers of 20 storeys plus.

Enquiries were made with Canada Bay Council and we met with the Planner, Ursula Lang, responsible for the Rhodes Peninsular, in August 2010. It was stated that although a DA had not been lodged at that stage it was expected, based on preliminary discussions with Council, Planning NSW and applicant representatives that some high rise would be included on the site. The reasons stated for this change were to improve the visual amenity of the northern Rhodes area and to allow for the provision of more community open space.

It was claimed that some thin or "skinny" high rise would visually improve the area which had a "sameness" about it due to similar height buildings. It was also claimed that the current open space areas on the peninsular were insufficient (anecdotal evidence outlined below suggests this is not the case).

An indicative model was sighted that clearly showed four very slim towers on the overall site. The towers fronting Walker Street were east/west facing with the north/south ends of the buildings very narrow, in keeping with the "skinny" towers concept.

It was also stated by the planner that the provision of the highrise buildings allowed the developer to provide the additional open space being sought without reducing the number of apartments on the site. With 736 apartments now proposed this is well beyond the numbers that were originally earmarked for the site.

It was also noted that in the Planning Agreement dated 1-7-10 between Canada Bay Council and Billbergia Developments Pty Ltd a landscape plan was attached that provided for a substantial setback on the corner of Timbrol Avenue and Walker Streets with landscaping in this corner space. It is clear from the DA now being considered that this setback has been ignored. The provision of a setback on this corner would clearly provide a more appealing streetscape, particularly in view of the surrounding buildings being effectively built up to the footpath. This would also assist in addressing privacy issues for all of the existing corner apartments in the building on the other side of Timbrol Avenue.

Our property is on the corner of Walker Street and Timbrol Avenue and therefore would be strongly impacted by the proposed tower on the opposite corner. In view of the suggested shape and width of this building and the proposed corner setback, we were prepared to accept the visual, privacy and noise impact and purchased the property. The shape, bulk and position of this building has now substantially changed and will have an unacceptable level of impact on our apartment.

Based on the bulk of the buildings now proposed for the 40 Walker Street site, we have clearly been misled. The proposed towers are much wider at the north/south ends than the suggested narrow style towers we viewed. There will now be a major visual, privacy and noise impact. There will be two separate sets of balconies on each level on the proposed tower building opposite and overlooking our property. We were seriously misled by Council representatives in this matter.

How could this site development be allowed to grow from similar site and density to surrounding developments through to a development with 736 apartments and three bulky highrise buildings. The actions of Council and Planning NSW must surely be called into question over this whole process.

Our additional concerns that were listed in the submission relating to DA 656/2010 are re-stated below and are relevant to both DAs.

The DA on line information has been reviewed along with the documentation and model available at the Council's Civic Centre. Our further concerns in relation to this proposed development are outlined below:

1. The Rhodes Peninsular Plan did not provide for site density anywhere near the numbers based on the current DA. This is over development on a grand scale.
2. Unacceptable environment for surrounding residents due to overshadowing, lack of privacy and anticipated unacceptable noise levels. The development is out of step with other residential buildings in the area in terms of height and site density.
3. The original development plan for the Rhodes area did not reflect the expectation of catering for so many additional people. There will be a lack of services to support a likely additional population of more than 1,200 residents at least in relation to this development together with a further 300 at least, if the adjoining Sweetie Developments project proceeds. Of particular concern is the following:
 - Insufficient available school places in the area (infants, primary and secondary).
 - Lack of parking. Already the precinct affords no parking during business hours Monday to Friday due to commuter parking. The areas already developed have little or no parking available at all times and these areas have a density far less than proposed on the two sites.

- Peak hour public transport problems with such high density. This problem will be much worse when the proposed bridge from Wentworth Point to Rhodes is completed.
 - Increased traffic problems bearing in mind the limited access to and from the Rhodes Peninsular. The feeder roads are already chaotic in peak times and on weekends.
4. It was suggested by Executive Council Planner, Ursula Lang, that a major consideration in opting for high rise development on the overall site was a trade-off for the provision of additional community open space. It was stated that such additional open space was considered vital. Since taking up residency in mid October 2010 we walk dogs in the whole peninsular area twice a day (every day) at various times. It is clear the current open space all along the foreshore, and leading into Bicentennial Park, is well under used. Even when the further proposed developments are completed there will still be ample open space for all residents. The proposed additional space will be substantially under utilised. In other words, a waste of space. Lower buildings and less wasted open space would be, we are sure, more acceptable to the local residents.

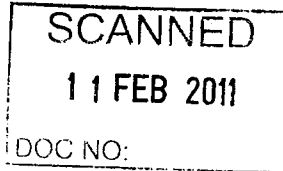
Council should reject the Development Application and advise that amendments will be required that will result in the following:

- Decrease the bulk of the highrise buildings in line with previous Council advice.
- Decrease the number of apartments on the site.
- Reduce the number of levels in the highrise buildings.
- Consider some reduction in open space provision, if necessary, to offset the reductions outlined.

Diane and David Wallace
106/50 Walker Street
Rhodes NSW 2138

10th February, 2010

General Manger
City of Canada Bay City Council
Locked Bag 1470
Drummoyne NSW 1470



Dear Sir/Madam

RE: Development 40 Walker Street, Rhodes

As a property investor at Rhodes, I strongly support the proposed Development Application plans for the high rise development at Walker Street, Rhodes. (Precinct B).

The appeal of the area is only enhanced by the progression of such new developments. The tower form will add articulation to the skyline and add an additional dimension of interest to what is already an attractive and well-designed residential building. The views that can be capitalized on by building higher will only add to the value of the properties and make it an even more desirable place to live.

I am really supportive of the additional public open space proposed by the Developer and Canada Bay Council.

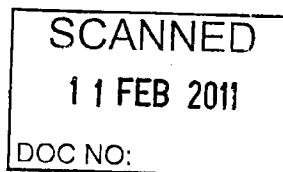
With the amendments to the master plan, I am pleased to provide my support and congratulate the Council on the outcome.

Yours sincerely

Tanya Kodela

Development Submission

In Reference to No: DA 609/2010
40 Walker Street Rhodes NSW 2138



As long term residents of Rhodes we disagree with the development of this structure on the following grounds;

Height of Structure:

The structure does not fit within current agreed height levels for the Rhodes Peninsula set by Canada Bay Council. The proposed building is much taller than any existing structures around it and will visually and aesthetically diminish the attractiveness of the built environment of the peninsula.

Increased Population:

The structure will contribute to an increase in the current population of Rhodes along with other planned residential tower blocks. The suburb is situated on a peninsula that is already fast reaching capacity for both population and general access for shopping, recreation and transport. Increased population will have flow-on effects for local schools, public transport, including Rhodes Railway Station, and roads in the area.

Whilst recognising State Planning goals for increasing the population of the Canada Bay Council area, we note that the time frame for this increase is up until 2031. Not only should the population increase be distributed over this time frame rather than in just 2 to 5 years, but the population should also be distributed throughout the Canada Bay area rather than located in the one suburb.

Transport:

Although Rhodes Railway Station has been upgraded and services have increased, trains are running at capacity in peak hours to and from Rhodes especially with residential developments in adjacent suburbs such as North Strathfield, Concord West and Meadowbank.

Schools:

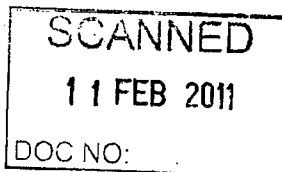
There are currently no plans for providing local schools to accommodate the increased population of the peninsula, although the local primary schools and high schools are all filled to capacity.

Consultation With Rhodes Residents:

Both the timing of the public consultation period and the location of the display of the plans seem calculated to minimise awareness of the process amongst Rhodes residents. This confirms the impression that the council, who meet in Drummoyne, are willing to sacrifice residents in the Rhodes area so that other areas in the municipality, with better political representation, are spared overdevelopment and can benefit from the financial gains the council claim to have negotiated in supporting these plans. Rhodes residents would like to see a written document from the council indicating where developers' money will be spent to benefit current and future Rhodes residents, rather than paying council debts or contributing to general revenue.

Catherine & Michael Lea
19 Croyley St Rhodes 2138.

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



11 February 2011

Dear Sir,

As a long term resident and home owner in Rhodes, my family and I wish to raise some very serious concerns about the DA 609 40 walker street Rhodes .

In addition to the current massive development that is being inflicted on the Rhodes community, this new proposal would result in 736 additional residences, a total of almost ten thousand new residents, a significant increase in residential density and buildings reaching the unbelievable height of 25 stories. Apart from a few cycle paths and parking spots, one toilet block and a "community centre", the government, developers and Canada Bay Council are not planning to support this enormous development with any improvement to public transport, roads, parking, schools, hospitals and health centres, the environment or general public infrastructure such as emergency services, libraries, sporting facilities, etc. This is a great deal for council who will reap a windfall(\$40 million) in rates and development fees without having to provide new facilities. It is a commercial dream for the developers who will profit from building and selling the thousands of new waterside properties. However, it is a nightmare for the existing residents of Rhodes, who are seeing their suburb torn apart while the building works take place over several years, with no prospect of any improvement in facilities, property values or quality of life.

Canada Bay Council recently wrote to Rhodes residents saying that they wish to "Work with the developers ... to deliver benefits to the local community..." While we hope this statement is true, the proposals outlined in the Rhodes West Planning Proposal demonstrate to us a complete lack of regard for the interests or well-being of the present citizens and rate payers of Rhodes.

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: The proposal does not provide 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 for 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 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 appreciate you considering our concerns and hope that Council can balance our interests with its own financial objectives and with the wishes of the large development companies driving this proposal.

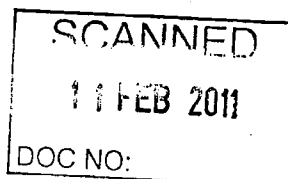
Sincerely yours,

Gerry Hewson



From: Ton Akerboom [Redacted]
Sent: Friday, 11 February 2011 2:39 PM
To: council
Subject: DA609/2010-Objection
Attachments: Rhodes submission of Ton Akerboom 11 February 2010.doc; Rhodes West Masterplan-CnclMtng-191010.docx

Ms Narelle Butler,



Please find attached, my objection For DA 609/2010.

I have also included my address to Council address dated 19th October 2010, and what I send to all councillors after the meeting on the 20th October 2010:

Helen,

To ensure you have the full picture I hereby enclose my speech and still I would like to point your attention to the following;

After my speech I was told by the Mayor and his councillors that the attachments with item 4 Rhodes West Master Plan were available for some time on the website. I received a letter on Friday 15th October notifying me of this meeting in two days time. If you print off all the information that goes with item 4 of the agenda you will fill one lever arch folder completely. In my speech I complained about the short notice given and that this should have been longer therefore asking for deferral of this item on the agenda.

I was told by the Mayor and Councillors in front of the public that the attachments were available on the website. For the right information I give you a list of the attachments with their dates of origin, Attachment 1 – no date, attachment 2 – dated October 2010, attachment 3 – dated 15th October 2010, attachment 4 and 5 - no date, attachment 6 – dated 26th August 2010, attachment 7 – dated 8th Sept 2010, attachment 8 – dated 21st September 2010, attachment 9 – dated 11th October 2010, attachment 10 – dated 3rd August 2010, attachment 11 – dated 9th August 2010, now the best ones: agreements with the four developers, attachment 12 – dated 12th October 2010, attachment 13 – no date, attachment 14 – dated 12th October 2010, attachment 15 – no date. , attachment 16 no date.

So agreements with the developers were finalised on paper on the Tuesday, preceding my notification 2 days later, which I received on Friday 15th October for a meeting on the 19th of October. It depends on what you call "some time".

For me it is clear that we as residents and the greater community have to think very carefully about our votes next year. Canada Bay Council is going to give Sydney , especially Rhodes a legacy of 7 towers of 25 levels, a development going 13 levels to far.

11/02/2011

Ton Akerboom
25 Cavell Ave
Rhodes NSW 2138

Attention: Narelle Butler
Manager Statutory Planning Services
Canada Bay Council
Locked Bag 1470
Drummoyne NSW 1470

11th February 2011

Dear Ms Butler

Council's Reference Number: DA 609/2010
Property: 40 Walker St RHODES 2138
Lot 201 DP 1101828

I object to DA 609/2010.

This development of 2 x 25 storey by Bilbergia Developments is unacceptable. In answer to my objection against DA 656 (Sweetie Developments) you wrote that my comments will be considered in conjunction with Council's Legal Responsibilities, the interests of the community and the reasonable expectations and rights of the applicant.

I would like to balance the above competing interests.

Councils Legal Responsibilities:

Fact: under the VPA's for every previous unit build Council received \$50,000.00 per unit. For this new development Council now gets \$90,000.00 per unit, under the new Rhodes West Masterplan for an extra 600 units, an extra \$54,000,000.00. For what????

It is Councils legal responsibility to create a liveable and sustainable environment within their municipality. It is also Councils responsibility to make a well thought, planned and constructive decision about Development. Five years ago our mayor was against overdevelopment, (Colossus of Rhodes article in SMH) and now hiding behind the 30,000 residency's needed by State Government the real plans come out for 16,000 people at Rhodes, and still counting with numerous DA's to follow.

Precinct D needs to be discussed as well, an overall plan with maximum limits set. Our lovely and well situated area will become a ghetto, it will be fully overloaded with people, residents and cars. No extra green space as promised, but extra long towers.

COUNCIL NEEDS TO GIVE THE COMMUNITY A CLEAR AND TRANSPARANT VIEW OF THE TOTAL OVERDEVELOPMENT OF RHODES AS A WHOLE AND EXPLAIN TO THE COMMUNITY HOW, WHERE , AND WHY, THE VPA'S MONIES ARE SPEND.

In total, if approved, Councils original sum of \$150 Million dollars in VPA's will become \$300 Million dollars, spend where? No consultation, No set of requirements for the developers (as was the case with Liberty Grove), No agreements made (or were there, I refer to Council meeting 19th October 2010).

Interests of the community

The current community facility at Rhodes (the old school) is inadequate according to Council and with this DA, they are planning on building a \$13,000,000.00 Community Centre on the fore shore of Rhodes; is this a Community Centre or a new Hospital ???

There is no information attached to this DA in regards to this building, and as mentioned during the Council Meeting 19th October 2010, plans were absent as they are now.

I encourage you to visit Rhodes West for yourself, look at what is build, inspect the streets, the rubbish everywhere and judge yourself, of what will become of the area if you decide to build 25 storeys towers of a yet unknown total number. Council can't keep up now with keeping the area clean, criminality is rising, shopping trolleys are left, and only half of the future residents have moved in.

The towers will cast long shadows, create more railway noise (especially at night), create privacy impacts on current residents, visually pollute Rhodes Peninsula, because they are completely out of character with the surrounding development (which was a ground rule in the original plans). Rhodes will become known to the world, as became Blues Point. Next to our beautiful harbour bridge.

The current infrastructure is overloaded and this Council just want to create more overload without creating any solutions. I refer to my letter dated 2nd February 2010, DA 656/200 in regards to the existing roads on the peninsula and possible solutions.

A precedent is to be set for the Inner West with this proposal. This development needs careful consideration on your behalf, before any rushed decision is made based on what's put on to Council by government. **Your decision is going to be detrimental for central Sydney.** All other councils have been set the same requirement. Why does Canada Bay City Council chooses for 7 towers of 25 stories high. Hornsby is also on the railway line and they have 8 stories high. No other Council is proposing such a dense populated area.

Reasonable expectations and rights of the applicant.

The applicant knew which limitations were set in 2001, I would think it is very unreasonable to expect that you can build triple the height of what was originally approved, Especially when nothing has been done to improve the current infrastructure.

To refer back to the Council Meeting of 19th October last year; VPA agreements with the developers were finalised on paper on Tuesday 12th October 2010, **I received notification on Friday 15th October** for a meeting on the **19th of October**. Rhodes West Masterplan was approved during this meeting, paving the way for the developers under Part 3a; to date, over the last four years, 668 applications with only 5 rejected applications; is that acceptable???? This community is not against development but we are certainly **AGAINST OVERDEVELOPMENT**.
Regards,

Ton Akerboom

Rhodes West Masterplan, Address to council I oppose this development.

Address Councillors, Mayor: A precedent is to be set for the Inner West with this proposal. This development needs careful consideration on your behalf, before any rushed decision is made based on what's put on to council by government. **Your decision is going to be detrimental for central Sydney.**

All other councils have been set the same requirement. Why does Canada Bay City Council chooses for 7 towers of 25 stories high. Hornsby is also on the railway line and they have 8 stories high. No other Council is proposing such a dense populated area.

If this is allowed, where is the next lot of towers going to be? Rhodes is topographically high already, from Breakfast Point the development is already visible with the current heights.

Council DA system clearly needs to be reviewed. The community has a right a complete transparency of this development. How is that possible receiving a letter on Friday with notification of this meeting today, with attachments only available on the weekend. How can the community respond on such short notice ??? (**show lever arch folder**). Especially on a weekend with the Commonwealth Games ending and the canonisation of Mary McKillop. Development is needed but not overdevelopment. **I propose to have at least a two week notice system for DA's above 4 levels.**

Major is talking about reduced car use in the Local rags, where??? **Certainly not in Rhodes.** Originally 3,000 dwellings, Now with floor space reduced; 4,500 dwellings. New proposal additional 500 dwellings so total 5,000 dwellings. From original 7,500 residents for Precincts A – D , now to 11,000 residents for Precincts A –C.

In regards to the DA system; Also council approved **new Ikea Pick up** in Leeds street, so items bought at shop need to be picked up in northern end of peninsula. **So more car movements again.** At the Northern end John Whitton bridge in-adequate, traffic lights there will completely clog up Rhodes peninsula. Other alternatives need to be sought to improve infrastructure before any additional development is approved or even thought off. The RTA reserves 0.5 M to upgrade the intersection on the Southern end with Homebush Bay Drive. What at the northern end ??? With an accident under the bridge during the community consultation meeting proper traffic solutions are needed. John Whitton Bridge needs to be reviewed. Continue the road further and come back up, close off the bridge so a T intersection will be made. Use the JW-bridge for pedestrians, cyclists.

Off course the original community centre is to small, developers basically doubled the amount of dwellings. **Precinct D is missing** why because no increase there of 7-8% floor space but 30 %. How many stories is that?

There are no set requirements for the developers. When Liberty Grove was build care was taken of schools and long day care. We have gone back in time because nothing is set in stone with this development . **Promises regarding infrastructure were set in 2001 and still haven't been done.**

Councillers, I ask you to look into your hearts, **use your conscience**, and help the residents and the greater community which has put you in your positions and **act on their behalf**. This Plan needs to be deferred. I ask for deferral so we all can join together, set up a community platform have meetings with all parties involved and come up with a proposal that we all, as Australians, can be proud of.

Thank you for your time and attention.

Ton Akerboom

From: Brendan Crawford [brendancrawford@ihug.com.au]
Sent: Tuesday, 11 January 2011 10:15:04 AM
To: council
Subject: DA609/10 - 40 Walker St, Rhodes - Comments regarding large development of towers

Dear Melanie,
 Thank you for getting back to me.
 The development site is in Rhodes – Shoreline drive I think.
 We live in the adjacent area and will be looking at these proposed monster towers for a long time. Originally they were to be big buildings 7 to 8 floors now they are talking 15 or more floors.
 A reoccurrence of the Harry Siedler buildings - an eye sore on the Sydney landscape.

This is outrageous ---
 Thank you for passing my complaint to the mayor – he was on TV last night and seem to think these developments will be good. He is for the development. Has he got rocks in his head.
 We are 100% against the development

Thank you so much

Brendan Crawford

From: council [mailto:council@canadabay.nsw.gov.au]
Sent: Tuesday, 11 January 2011 8:55 AM
To: 'Brendan Crawford'
Subject: RE: the proposed development of the towers at Cannada Bay

Hi Brendan,

Thank you for your email. Can you please provide more details regarding the proposed development, such as a DA number or address? I can then forward your email to the appropriate department for consideration.

Kind Regards,

Melanie Mair

Document Management Officer
 City of Canada Bay

1a Marlborough Street, Drummoyle NSW 2047
 T 02 9911 6555
 F 02 9911 6550
www.canadabay.nsw.gov.au

From: Brendan Crawford [mailto:brendancrawford@ihug.com.au]
Sent: Monday, 10 January 2011 5:48 PM
To: council
Subject: the proposed development of the towers at Cannada Bay

The Mayor

To build towers in this area is really a "namby pamby", "pathetic", "short sighted" and ridiculous.

- upsetting generations of people having to put up with buildings that effect so many people
- reoccurrence of the Harry Siedler buildings - an eye sore on the Sydney landscape.
- I couldn't protest stronger without physically taking myself to site and stopping machinery from entering the property like the old days of protest by the wharfies

Dont wreck our skyline any further for money --- we own our country - not a short term developer chasing a lot of get rich quick dollar

My details are:

Name:brendan Crawford
 Postal Address: 15 dick st Henley
 Phone contact:
 Email:brendancrawford@ihug.com.au

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DA 609/10

Your Reference: MPI0_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

SCANNED
 10 FEB 2011
 DOC NO:

Attention: Shannon Anderson or Sam Lettice

**MAJOR PROJECT APPLICATION MPI0_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

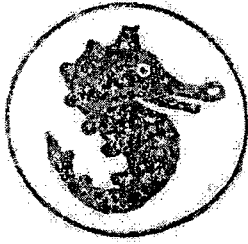


Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

10 February 2011

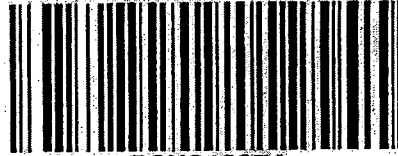
DA609/10

SCANNED
03 FEB 2011
DOC NO:



Hippocampus whitei

SYDNEY HARBOUR ASSOCIATION
PO Box 265 ROSE BAY NSW 2029



Major Projects Assessment
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

MP 10_0105, 40 Walker Street RHODES.

This development is located on a portion of the former Union Carbide site where chemical clean-up has been undertaken. It is now proposed that approximately half of the development site be designated as public open space, providing community facilities which were not envisaged in the 2002 DCP Framework Plan of the Planning Department (see Figure 1).

We support the provision in this present Precinct B proposal of additional community facilities. They will be about a kilometre away from the retail core of Rhodes, more central - and relevant - to the living areas than those at the retail core.

Use of and access to the proposed facilities would be assisted by construction of the pedestrian bridge over Homebush Bay that was designated as a Part 3A Project on 26 October 2010.

The site analysis submitted with the application - Dwg 4410-A0102 A - does not show the view to the Millennium Marker as indicated in the Public Domain section of the 2002 DCP. We think that view is important. It is compromised by the proposal. Annotated copies of the relevant section are attached at Figure 2 (a - g).

The design of the high-rise towers raises concern as to the architectural treatment of their western exposure. The provision of adjustable sliding screens to the balconies to reduce the heat load appears desirable. Figure 3 illustrates our approach.

Please call me at 02 9337 5058 if you require clarification of this submission.

Michael Rolfe
President

30 January 2011

Department of Planning
Received
31 JAN 2011
Scanning Room

33

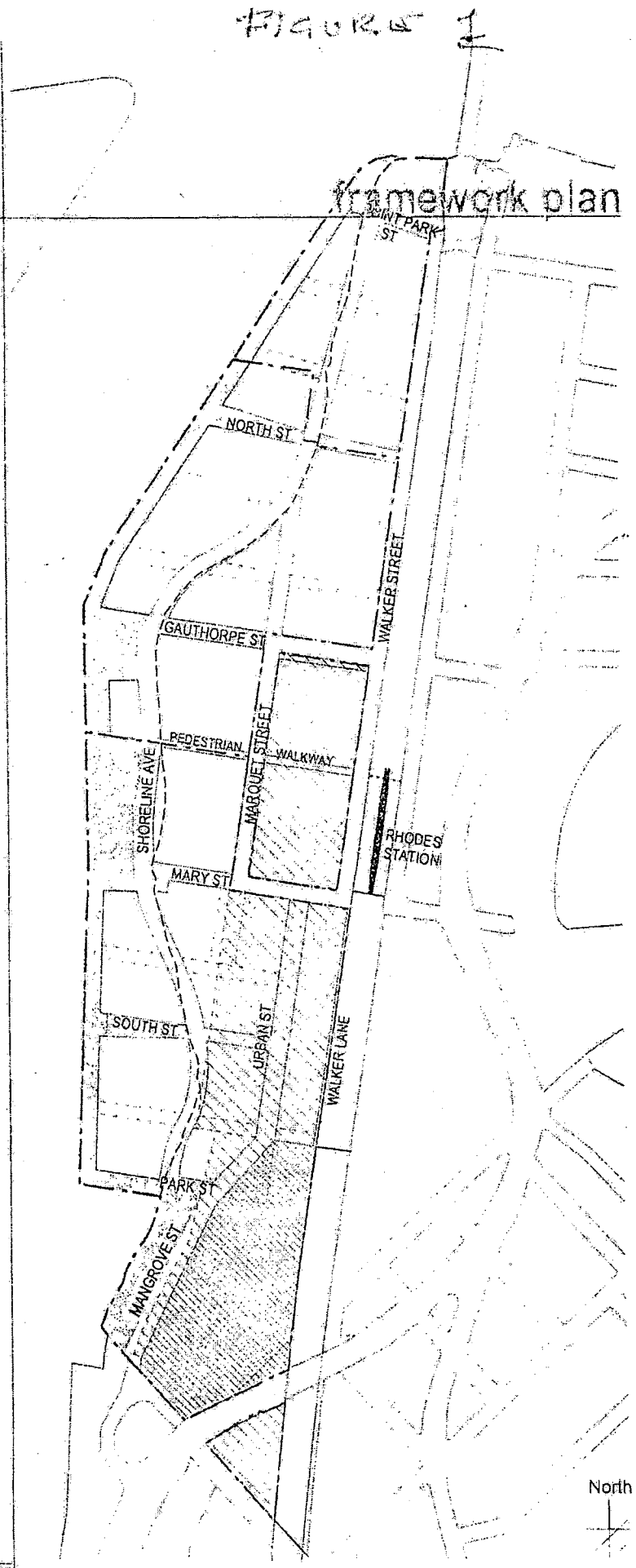
Rhodes Peninsula development control plan

framework plan

3.3 Framework plan

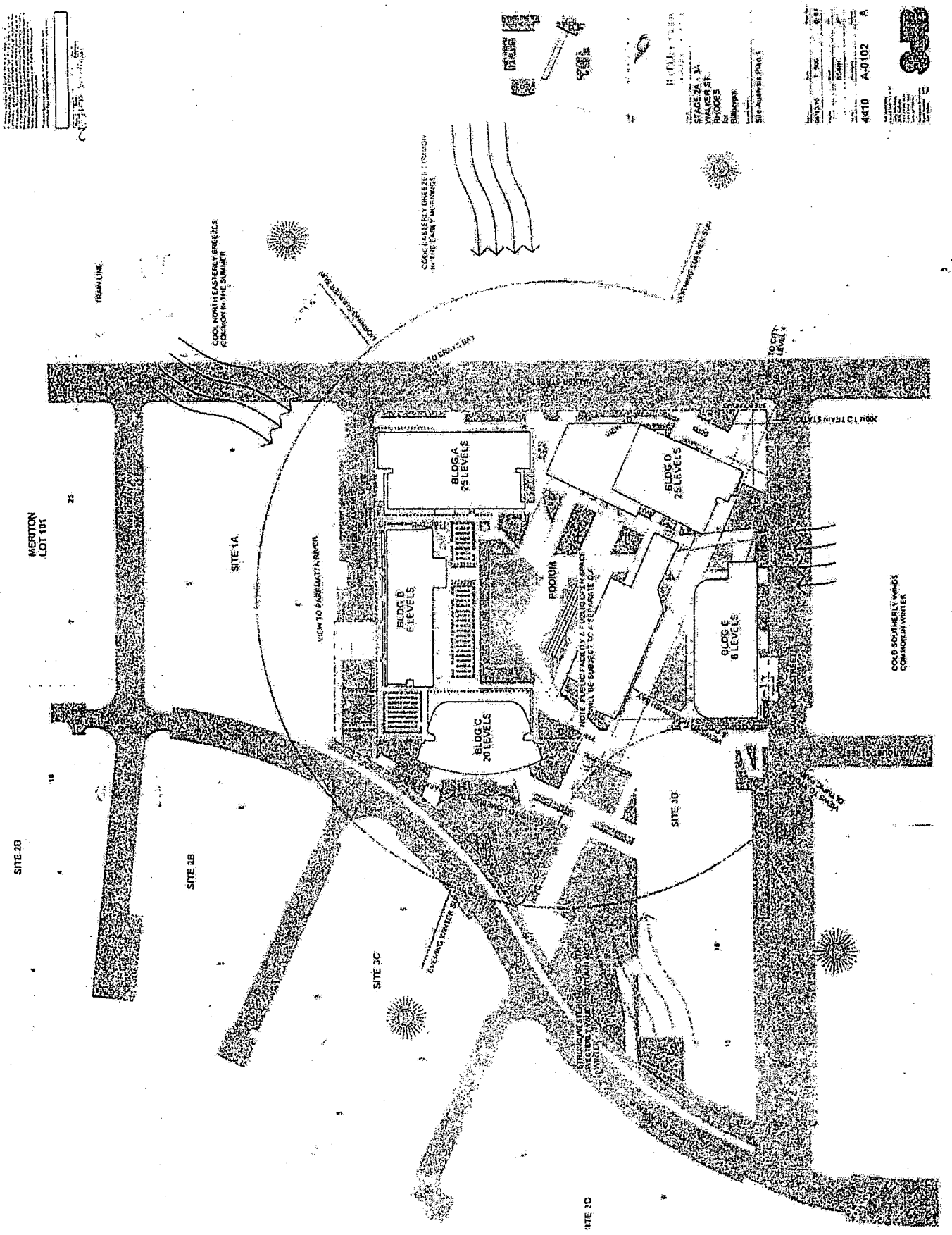
The Framework Plan is a synthesis of the DCP objectives. It strengthens the existing site character and creates the public domain environment within which development of the site can occur, establishing a robust and site specific layout of streets, blocks and open spaces.

- SREP 29 precinct boundaries
- Pre-reclamation shoreline from cadastral data
- Primary streets
- Secondary streets
- Public open space
- Publicly accessible open space
- SREP 29 mixed use zone
- Retail centre site
- View corridor to Millennium Marker
- View corridor to sky



SITE ANALYSIS FROM M.P. 10-0105
 AS SUBMITTED FOR TO WILKINSON ST ATTACHED.

FIGURE 2

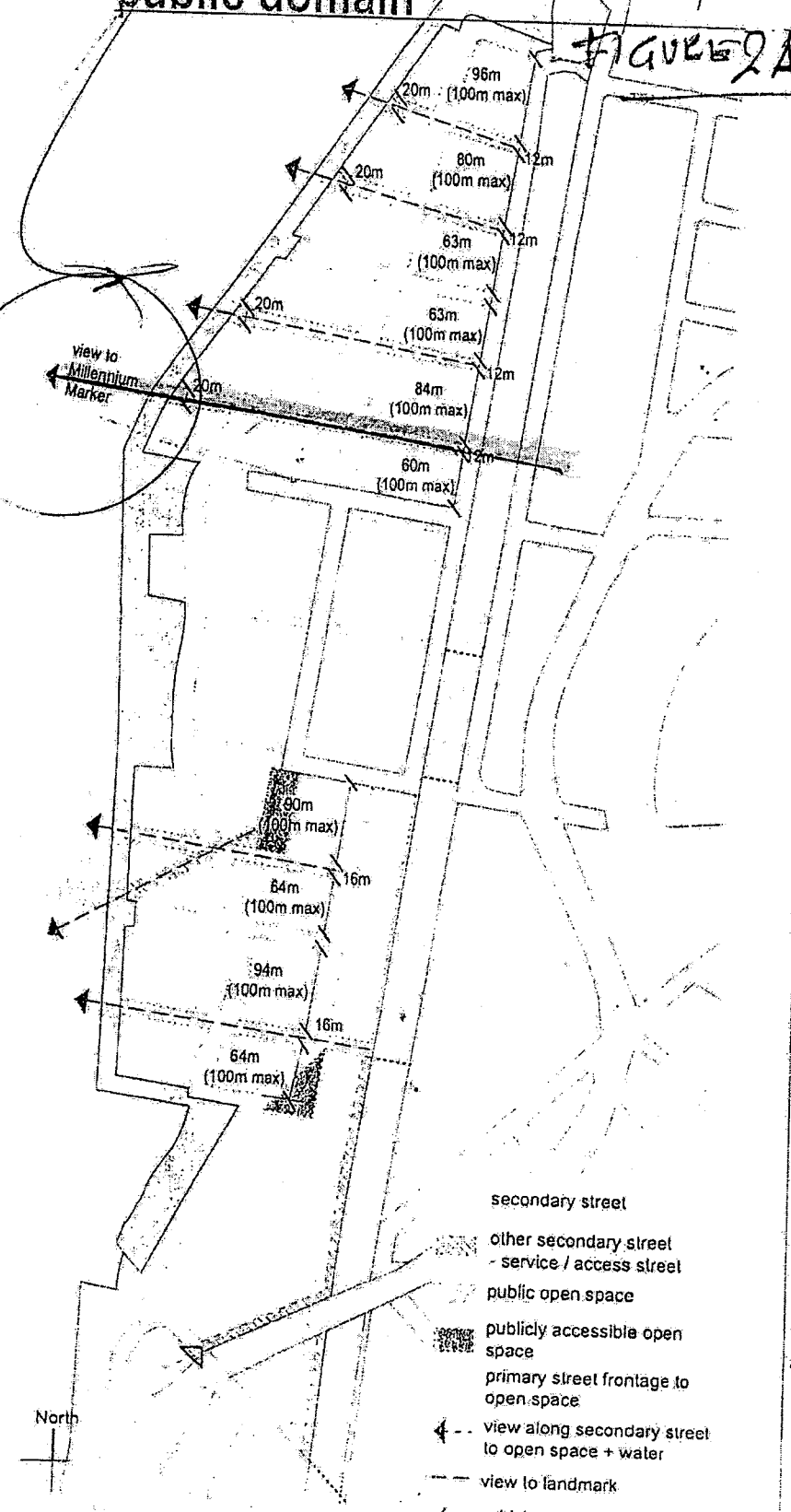


VIEWS TO AND FROM MARKER OMITTED FROM SITE ANALYSIS DRG 4410-A 0102 A. TO WALKER ST PHOENIX

public domain

Rhodes Peninsula development control plan

4



4.3 SECONDARY STREETS

STREET CHARACTER TYPE - RESIDENTIAL Urban Layout Strategy

Secondary streets extend from Walker and Urban Streets along the ridge to the foreshore reserve, defining east-west view corridors and increasing pedestrian permeability. Secondary streets integrate public pedestrian through access, vehicular access to residential parking, and landscape strip, creating green east west 'fingers'.

Controls

Width

12 to 20m with a publicly accessible footpath that has a minimum aggregate width of 2.5m, paved to achieve a public character and well lit at night for safety.

Alignment

East west alignment generally perpendicular to Walker Street or rail line, with straight or splaying geometry, to achieve a clear view from ridge to bay in every secondary street.

A gently splaying geometry is appropriate north of Gaulhorpe Street.

Locate secondary streets to create maximum north south block dimensions of 100m.

An alternate secondary street can be located within the view corridor from the knoll to Millennium Marker.

Street Definition

Consistent 5m preferred (3m minimum) street setback with landscaped front gardens encouraged to create landscaped 'fingers' from bay to ridge, and facilitate solar access to north facing buildings.

OTHER SECONDARY STREETS

Urban Layout Strategy

Other secondary streets include the access ramps to Homebush Bay Drive and the service street extending along the rail line from Walker Lane to Oulton Avenue.

Controls

Width

The service street must incorporate a 3m wide external cycle way.

Alignment

Locate the service street adjacent Homebush Bay Drive and with the cycle way adjoining the rail line.

Street Definition

The service street may be internalised, but should avoid blank walls to the external cycle way and rail line.

4.3.1.i Secondary Streets

Note: This condition has been imposed to ensure that development occurs in the location and at the height approved under this consent. This is critical to ensure that buildings are constructed to minimum heights for flood protection and maximum heights to protect views and the amenity of neighbours.

Standard Condition: E20

E.18 Placement and use of Skip Bins

The *principal contractor* or *owner builder* must ensure that all waste storage containers, including but not limited to skip bins, must be stored within the site unless:

- a) Activity Approval has been issued by Council under section 94 of the *Local Government Act 1993* to place the waste storage container in a public place, and
- b) Where located on the road it is located only in a position where a vehicle may lawfully park in accordance with the Australian Road Rules to the extent they are adopted under the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*.

Note: Waste storage containers must not be located on the footpath without a site specific activity approval. Where such site specific activity approval is granted a 1.5m wide clear path of travel is maintained free of any trip hazards.

Standard Condition: E21

E.19 Prohibition of burning

There must be no burning of any waste or other materials. The burning of CCA (copper chrome arsenate) or PCP (pentachlorophenol) treated timber is prohibited in all parts of NSW. All burning is prohibited in the Woollahra local government area.

Note: Pursuant to the *Protection of the Environment Operations (Control of Burning) Regulation 2000* all burning (including burning of vegetation and domestic waste) is prohibited except with approval. No approval is granted under this consent for any burning.

Standard Condition: E22

E.20 Compliance with Council's Specification for Roadworks, Drainage and Miscellaneous Works Road works and work within the Road and Footway

All work carried out on assets which are under Council ownership or will revert to the ownership, care, control or management of Council in connection with the *development* to which this consent relates must comply with Council's *Specification for Roadworks, Drainage and Miscellaneous Works* dated January 2003.

The *owner, principal contractor* or *owner builder* must meet all costs associated with such works.

This condition does not set aside the need to obtain relevant approvals under the *Roads Act 1993* or *Local Government Act 1993* for works within Roads and other public places.

Note: A copy of Council's "*Specification for Roadworks, Drainage and Miscellaneous Works*" can be downloaded free of charge from Council's website www.woollahra.nsw.gov.au

Standard Condition: E24

FIGURE 2 B,

3

Rhodes Peninsula
development control plan

framework plan

3.2.2 Urban geometry and views

Significant views from the public domain contribute strongly to the identity of the place, assist with orientation and will provide visual relief to the future high density residential development.

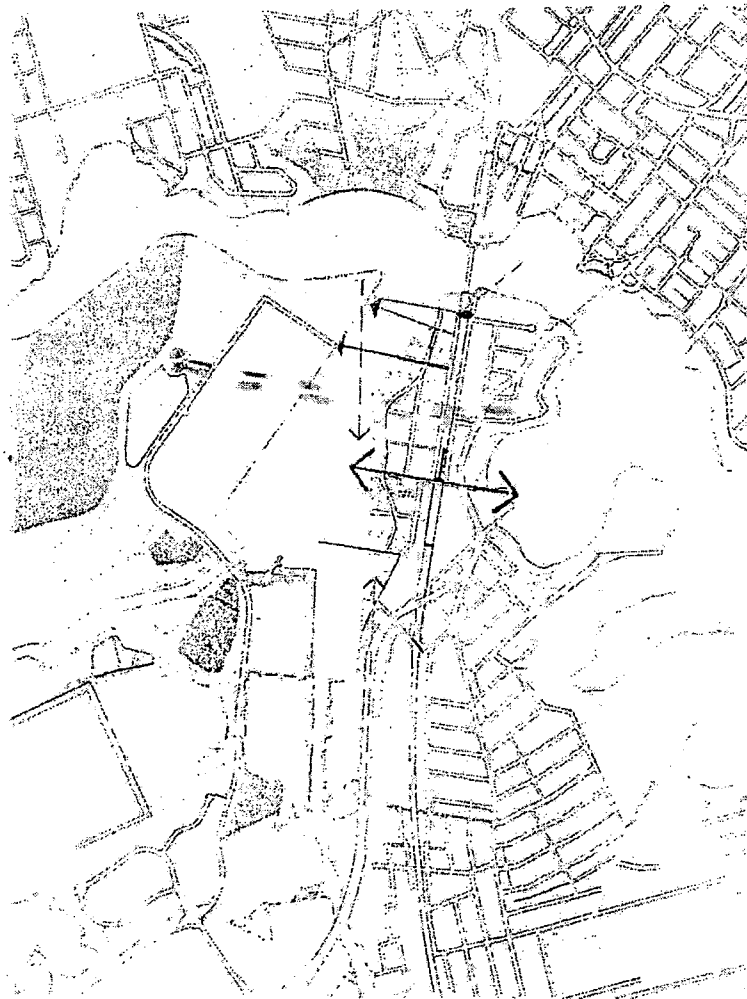


Fig. 3.2.2 Urban geometry and views

FIGURE 2C

background

Rhodes Peninsula
development control plan

2

2.4.3 Public facilities

Rhodes has good access to major education and health facilities, and sporting facilities at Homebush that are of national importance. However, there are relatively few local public or community facilities in the nearby area.

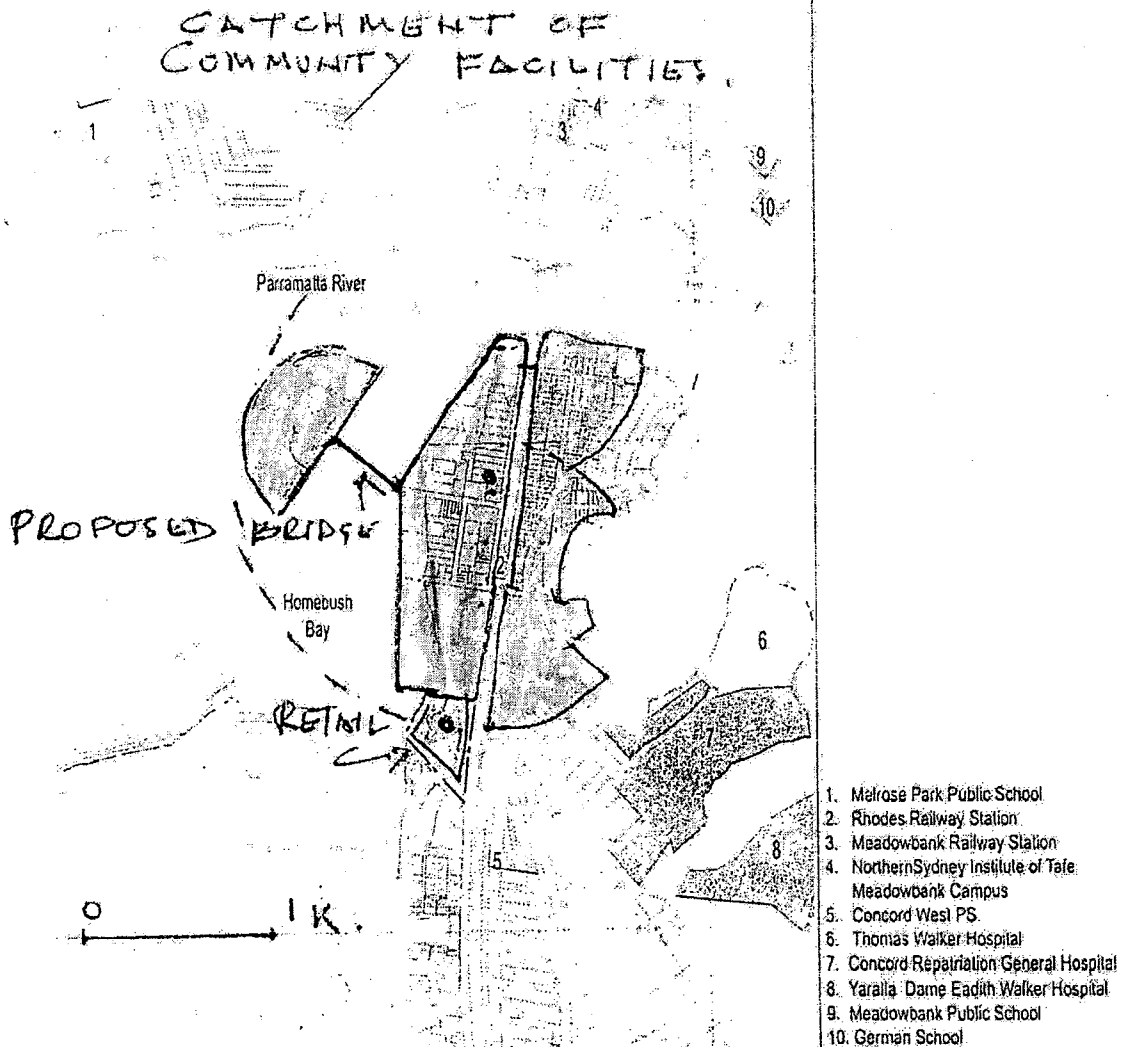
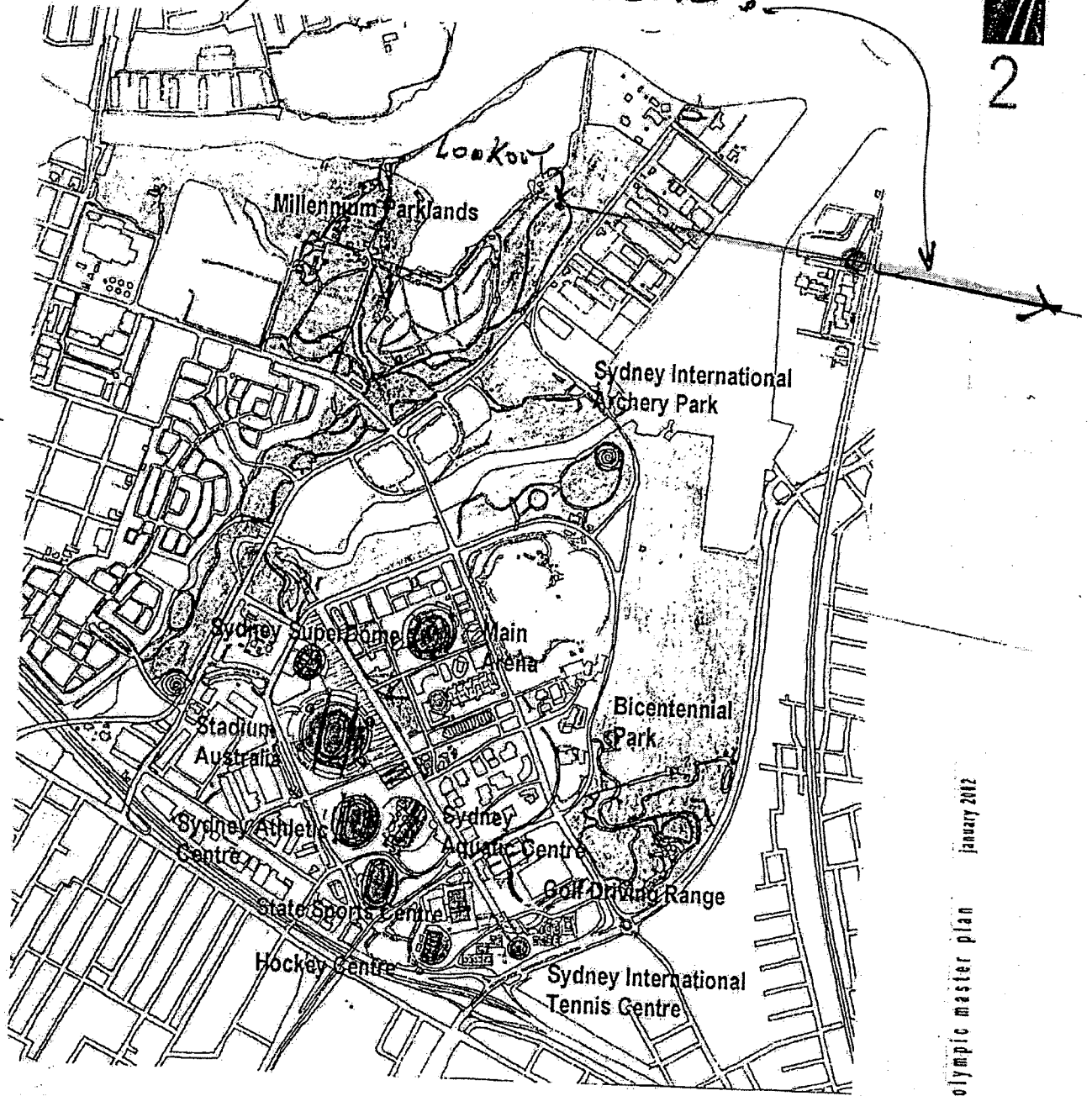


Fig. 2.4.3.i Public facilities



DCP boundary shown dashed

FIGURE 2. D

VIEW FROM MILLENNIUM MARKER LOOKOUT TO SYDNEY HARBOUR BRIDGE



CONTEXT. 40 WALKER ST, RHODES.
IMPACT ON VIEWS FROM MILLENNIUM MARKER
RECREATION AREAS - PLEASE INVESTIGATE.

-  Informal Recreation
-  Formal Recreation / Sporting Facilities



sydney olympic park post olympic master plan january 2002

FIGURE 2, F & A

LINE OF VISION TO HARBOUR BRIDGE FROM MILLENNIUM MARKER LOOKOUT,

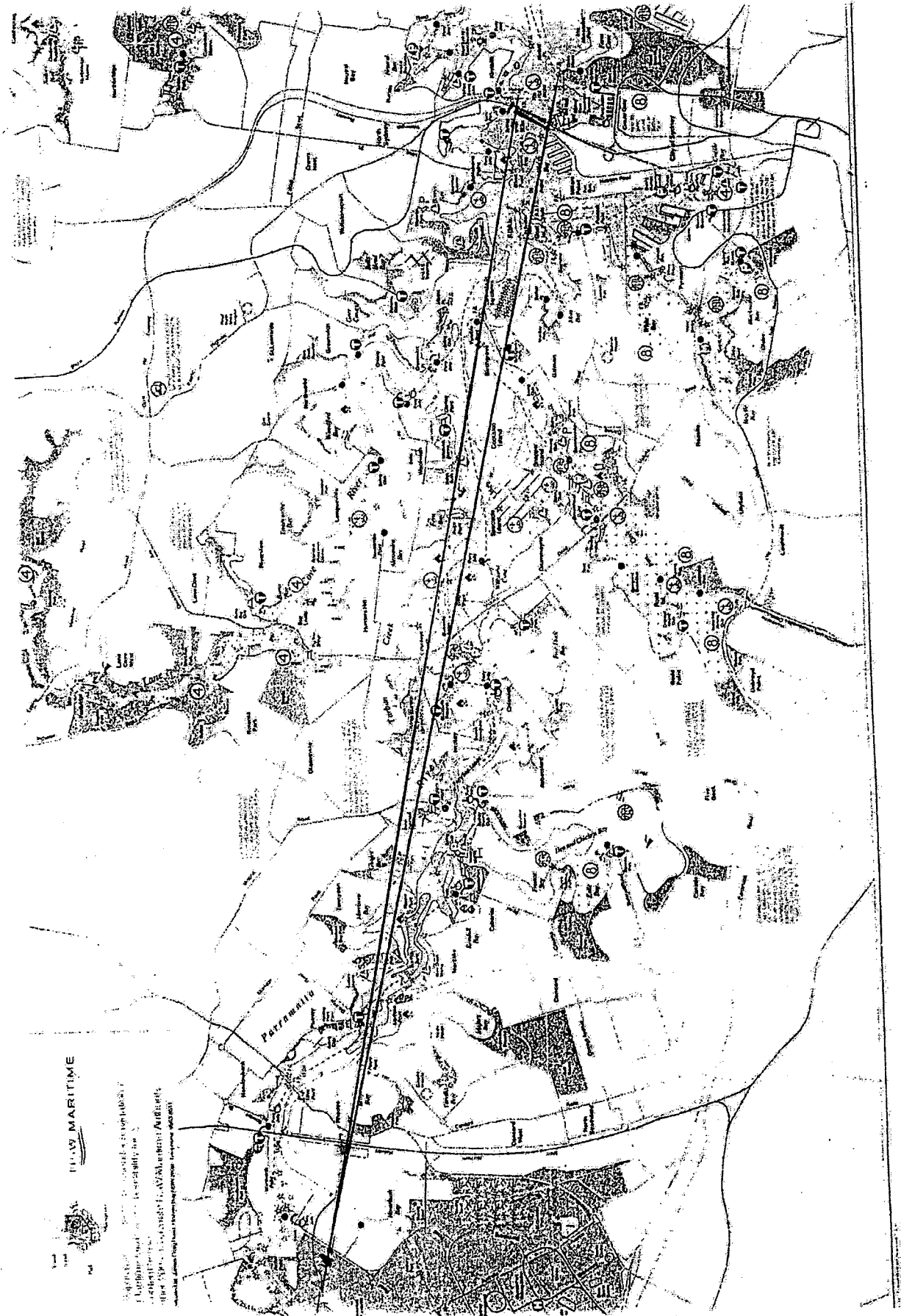


FIGURE 29

public domain

4

Rhodes Peninsula development control plan

4.4.3.1 FORESHORE PARK

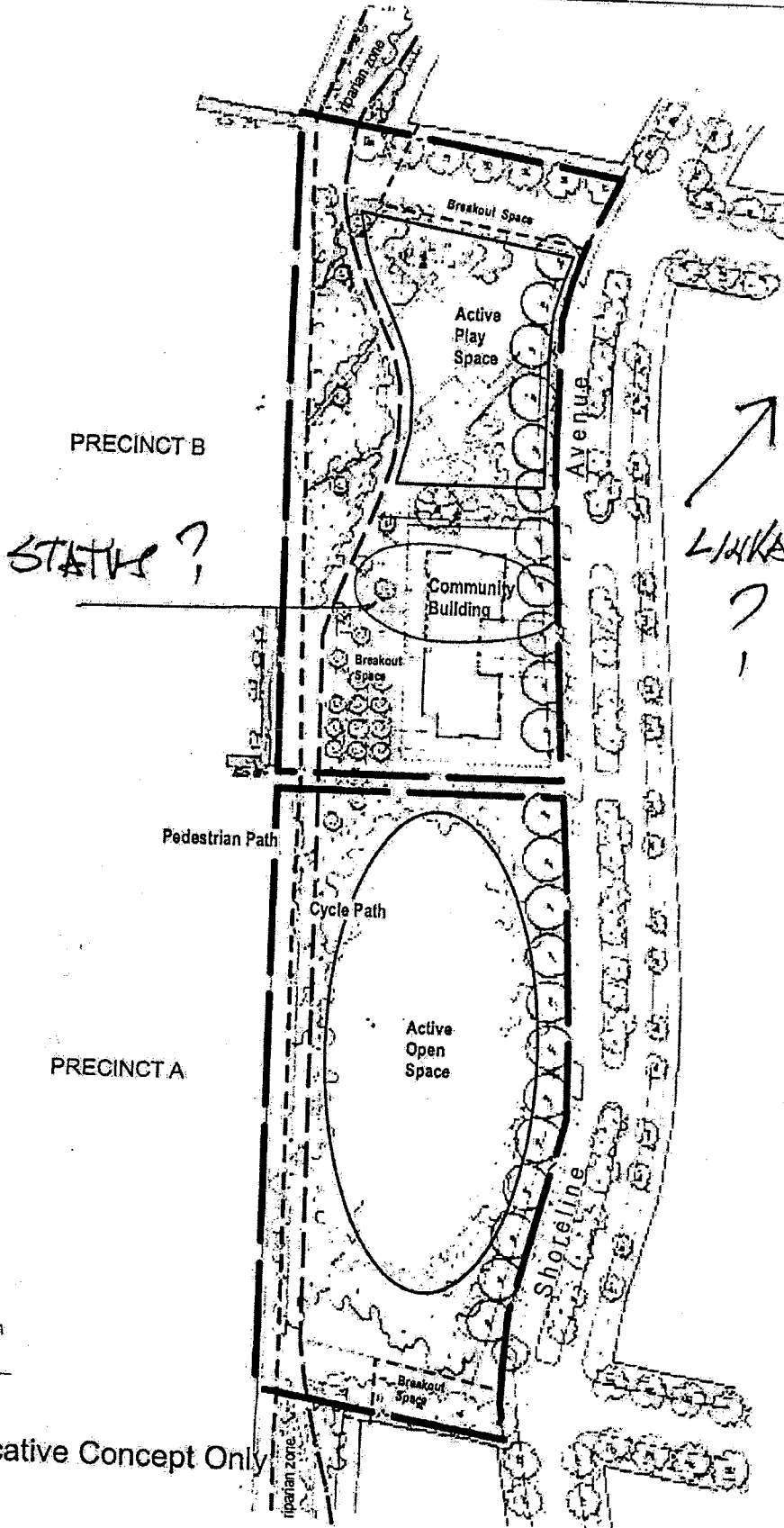
character

This park forms a spatial break in the Foreshore Reserve and caters for informal active recreation. Riparian zone planting should continue along the foreshore strip with gaps for views through to the water and Homebush.

The park is to be a well vegetated, predominantly 'soft' green space, with potential for play facilities for youth and children.

controls

- Provide a minimum of 0.8 ha of publically accessible open space for Precinct A and 1.18ha for Precinct B.
- Provide cycle and pedestrian links to track along Foreshore Reserve.
- Ensure accessibility to/from Shoreline Avenue.
- Use a variety of surface materials for varied recreation possibilities.
- Provide public wharf/jetty access.
- Retain views from the public domain and built edges.
- Provide external break out space associated with commercial uses at edges of park.
- Provide shaded seating/ viewing areas with facilities for outdoor eating.
- Provide facilities for disabled users.



North

Indicative Concept Only