

## 1.0 Ausgrid Referral Response

*Dear Council,*

*with reference to your Notification DA2016/0005 dated 13 & 16 January 2016 the developer is required to make a formal submission to Ausgrid by means of a duly completed Preliminary Enquiry and/ or Connection Application form to allow Ausgrid to assess any impacts on its infrastructure and determine the electrical supply requirements for the development (e.g. whether a substation is required on site).*

*In general, works to be considered by Ausgrid include, but are not limited to, the following:*

- Changes in electrical load requirements*
- Changes to Ausgrid's infrastructure (i.e. asset relocations, decommissioning substations etc.)*
- Works affecting Ausgrid's easements, leases and/ or right of ways*
- Changing the gradients of any roads or paths*
- Changing the level of roads or foot paths*
- Widening or narrowing of roads*
- Closing roads or laneways to vehicles*
- Land subsidence and vibration impact on Ausgrid assets as a result of excavation / reinforcement activities*
- In all cases Ausgrid is to have 24 hour access to all its assets.*

*Any work undertaken near Overhead Power Lines needs to be done in accordance with:*

- Workcover Document ISSC 23 "Working Near Overhead Power Lines"*
- Ausgrid's Network Standards*
- Ausgrid's Electrical Safety Rules.*

*The developer is to ensure that the proposed works do not contravene Ausgrid's Technical Standards and statutory requirements with regards to the safe and reliable operation and maintenance of its network.*

## 2.0 Council's Environmental Health Referral Response

*Please find below comments and recommended conditions in terms of acid sulphate soils for the above proposed development.*

### **Comments**

*The following conditions are recommended based on the findings that the land is Class 5 where works are not proposed within 500m of adjacent Class 1, 2, 3, or 4 land which are likely to lower the water table below 1 meter AHD on adjacent Class 1, 2, 3 or 4 land and recommendations outlined in the submitted Comments on Geotechnical Conditions dated December 2015 prepared by Douglas Partners Project 84804.00*

### **Conditions**

#### **Standard Condition**

DADWB02 Acid Sulphate Soils

**Non Standard Condition**

*All recommendation made in the Comments on Geotechnical Conditions dated December 2015 prepared by Douglas Partners Project 84804.00 must be implemented. Any change made to the site will require a further assessment and is to be provided to Council prior to the commencement of works.*

### 3.0 Council's Sustainability and Health Projects Referral Response

**Recommendation**

*When the PESI has indicated that remedial actions are required therefore a DESI and/or RAP is required:*

*The proposal is unsatisfactory to Health and Building until the following information is provided for further comment and found to be satisfactory: -*

*That a Detailed Environmental Site Investigation (DESI) and/or Remedial Action Plan (RAP) is to be submitted to the Council Officer prepared by a suitably qualified and competent environmental consultant in accordance with the NSW Government Office of Environment and Heritage, Guidelines for Consultants Reporting on Contaminated Sites and Planning NSW Guidelines "Managing Land Contamination Planning Guidelines"*

**Note:** Please note that the RAP may be required to be peer reviewed by a NSW EPA Accredited Site Auditor certifying that the RAP is practical and the site will be suitable after remediation for the proposed use before any consent is granted.

**Please note: the demolition of all buildings and associated structures across the site and remediation works were removed as part of this DA. These works were submitted under a separate DA (DA2016/0271) to council which was approved under delegated authority on 14/10/2016.**

### 4.0 Council's Development Engineer Referral Response

Date: 15 November 2016 File No: DA2016/0005

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**Development Type:**

*Demolition of all structures across the site and construction of basement parking, a four level podium providing commercial and retail tenancies and two residential towers, Tower 1A providing 39 stories with heliostat upon roof and Tower 1B providing 28 stories.*

**Documents subject to this assessment:**

*Stormwater Drainage Concept Plan prepared by WSP Structures, Drawing No C1.01, C1.02, C1.03, C1.04, C1.05, C1.06 & C1.07, Issue C, dated 26.10.2016.  
BASIX certificate from NSW Planning & Environment, Certificate No. 676286M\_05, issued on 02 September 2016. Architectural Drawings prepared by Urbis, Job No. 4420, Drawings No. DA-0101 to DA-3105, Revision 30, dated 02.09.2016.  
Geotechnical advise obtained from Consulting Earth Scientists dated 20 October 2016.*

**Conditions:**

*The following conditions of consent are provided subject to the traffic matters being satisfactory.*

*The following standard Engineering Conditions are applicable.*

*DAPDB02, DAPDB03, DAPDB05, DACC02 (\$100,000), DACCE02, DACCG13, DACCG14, DACCI01, DACCI02, DACCI03, DACCI04, DACCI05, DACCI02, DACCI03, DACCK02, DACCL01, DACCL02, DACCL03, DACCL04, DACCL06, DACCL07, DACCM01, DAPCC01, DAPCC02, DADWA04, DADWB03, DADWB04, DAOCB01, DAOCC01, DAOCC02, DAOCC03, DAOCE01, DAOCE01, DAFOE01, DAFOE02, DAFOE03, DAANN01, DAANN10,*

#### *GCD1 – Approved Stormwater Drainage Design*

*The stormwater drainage system for the proposed development shall be constructed in accordance with the following approved plan and documentation, endorsed with Council's stamp, and Council's "specification for the Management of Stormwater", except where amended by other conditions of consent:*

<i>Drawing No.</i>	<i>Prepared By</i>	<i>Revision</i>	<i>Dated</i>
<i>C1.01, C1.02, C1.03, C1.04, C1.05, C1.06 &amp; C1.07,</i>	<i>WSP Structures</i>	<i>C</i>	<i>26.10.2016.</i>

*and,*

#### *CCG1 – Amendments to Approved Plans*

*The following amendments shall be made to the approved plans prior to the issue of a Construction Certificate:*

*Driveway cross over shall have at least 250mm protection (from the invert of gutter to driveway crest) against runoff along the street gutter entering into the basement. A standard layback crossing with a maximum of 100mm level difference from the invert of gutter to top of layback shall be installed.*

*A comprehensive Geotechnical investigation is required to assess the impact on the underground basement due to ground water seepage. Capacity of basement holding tank and pump out system shall be determined to hold the seepage for a period not less than 5 hours.*

#### *Overall Assessment:*

*The conditions of consent are provided for the above proposal in relation to stormwater disposal.*

*Regards,*

*Mohamed Aliyar  
Design Engineer  
City Assets*

## **5.0 Council's Waste Officer Referral Comments**

*I have real concerns about the current domestic waste collection service being able the service this site. The current service is not really designed to deal with the size of this development.*

#### **Commercial Units:**

*The submitted waste management plan does not address in enough detail how the commercial units will be managed. It has calculated waste and recycling volumes and the total number of bins required but has not addressed who and how these bins will be serviced. It also states that*

*the liquor shop and supermarket will be required to submit their own individual waste management plans.*

*The entire commercial section of this development needs to be assessed as one application. As such;*

*The applicant needs to supply approximate volumes of waste and recycling for all commercial units including the supermarket and liquor shop as there is no way to determine if there is enough storage space for all the bins required until that is done.*

*The applicant needs to research a commercial waste and recycling service and submit details of a service that will work at this site, i.e. 1500ltr bins via an overhead lift would require a much greater clearance height for servicing than the 4.2metres we currently ask for.*

*The applicant needs to ensure that the commercial waste storage area is large enough to accommodate enough bins to ensure a maximum collection frequency of 3 days per week.*

*This site would require a "Centre Management" for the commercial units to manage the waste requirements for all the tenancies. It is my suggestion that any DA Approval have a condition which stipulates that "Centre Management" is responsible for supplying the waste management services to all the commercial tenancies, including the supermarket and liquor shop. This would ensure that there were not 10 different waste collection companies operating out of the site 7 days a week.*

*The applicant needs to supply a draft "Centre Management" plan, clearly stating the Centre Managements responsibilities.*

#### **Domestic Units:**

*The submitted waste management plan is detailed and designed to be (mostly) compatible with the current waste collection service i.e. bin and truck sizes. It does however state that the domestic units' bins would need to be serviced twice weekly. Currently we do not have that service, we could implement it, however need to consider if this is the best solution for this type and size development as the site would require 144 bins just to service the domestic units.*

*Based on the size of this development, the developer in consultation with Council and SUEZ (councils waste collection services provider for the next ten years) should investigate/research an alternative solution to domestic waste removal from this site.*

*The following is a loose example of a service that could be implemented:*

*A stationary compactor which could have storage space for up to 20 tonnes of waste.  
Waste from chutes into bins, bin lifter empties waste into stationary compactor  
Waste removed once weekly  
Entire compactor removed and empty compactor delivered*

*There are a number of options currently in the market place for servicing the types and volumes of waste from developments this size.*

*As well as the above this site should and could have:*

*Cardboard compactor*

*Onsite anaerobic digester/dehydrator for food waste. These on site machines reduce the weight of the organic waste by up to 80%.*

*Clothing charity bins*

*Separated E Waste and Mattresses*

**Please note following this response from Council's Waste Officer, the applicant met the Waste Officer and provided amended plans in accordance with the above comments of Council's DCP.**

## 6.0 Council's Traffic Engineers Referral Comments

FROM: Traffic Engineer  
DATE: 18 October 2016 FILE: DA2016/0005  
SUBJECT: DEVELOPMENT APPLICATION 2016/0005 - 10 WALKER ST, RHODES

Amended plans have been received for an application for construction of mixed use development at the above site.

This report is based on the following plans and documentation:

Traffic and Parking Report by Thompson Stanbury Associates dated September 2016

Architectural plans by SJB dated 1 September 2016

### **Traffic/Parking Comments**

Parking provision -

As per Council's DCP, a maximum 1 space can be provided per dwelling for residents and a maximum 1 space per 20 dwellings for visitors. The development is indicated to comprise of 548 dwellings and as such may provide a maximum 548 resident spaces and 27.4, rounded down to 27, visitor spaces.

The proposal to provide 548 resident spaces (including 100 accessible) satisfies this requirement. The proposed 37 visitor spaces exceeds the maximum requirement however given the scale of the development the oversupply is considered minor by Council's Traffic Engineer.

**Should the application be approved the following conditions shall apply:**

Standard Conditions:

DACCI05, DACCJ02, DACCG10

Special Conditions:

1) Prior to the issue of a construction certificate, the applicant shall submit, for review and approval by Council's Engineers, a detailed Construction Traffic Management Plan (CTMP). The plan shall demonstrate how construction and delivery vehicles will access the development site during the demolition, excavation and construction phase of the development. The plan shall be certified by a suitably qualified and experienced traffic consultant and all traffic associated with the subject development shall comply with the terms of the approved Construction Traffic Management Plan.

The following matters (at a minimum) must be addressed in the CTMP:

A detailed description and route map of the proposed truck/construction vehicle access routes,

The locations of any proposed Construction Works Zones along the site frontage,

Provide a construction schedule,

Tradesperson parking (parking shall be provided on-site where possible),

Provide relevant Traffic Control Plans (certified by an RTA accredited person i.e. red or orange ticket),

Provide relevant Pedestrian Management Plans,

A site plan which indicates site entrances and exits, turning areas within the site for construction and spoil removal vehicles allowing a forward ingress and egress for all construction vehicles on the site (superimposed truck swept path diagrams). Site entrances and exits shall be controlled by a certified traffic controller.

2) Prior to the issue of a construction certificate, the applicant shall consult with Council's Traffic and Design engineers regarding the design of the vehicular access points off Marquet Street. Due to the significant widths of the driveways, Council may request that clear delineation between road and footway at the vehicular entry and exit points be established. This may be achieved by forming the vehicular access points into the site with standard kerb and gutter not layback and concrete driveway type profile. This configuration would feature pram ramps in

*accordance with AS1480 Disabled Access Code on both approaches to the proposed vehicular access points. Driveway plans shall be approved prior to the issue of a construction certificate.*

*3)AS/NZS 2890.6:2009 requires disabled spaces to be 2.4m wide beside a 2.4m wide shared area. A bollard must be installed in the shared area and the shared area diagonally linemarked. The building plans shall demonstrate compliance with this requirement prior to the issue of a construction certificate.*

*4) Visitor parking should include the provision of 1 disabled parking space designed in accordance with AS/NZS 2890.6:2009. Building plans shall demonstrate compliance with this requirement prior to the issue of a construction certificate.*

*5) Prior to the issue of a construction certificate, a separate submission must be made to the Local Traffic Committee via Council's Traffic and Transport Department seeking the Council's approval for any changes to kerb side parking arrangements. There is no guarantee kerb side parking will be changed, or that any change will remain in place for the duration of the development use.*

*It is recommended that the applicant approach Council's Traffic Engineer to discuss the proposal before making a submission. Restrictions may include but are not limited to time restricted on-street parking and 'No Stopping' zones across and extending either side of the driveways to the subject development.*

*The submission must include two plans. One showing the existing kerb side parking restriction signs and stems, the second showing the proposed kerb side parking restriction signs and stems. Both plans must include chainages to all signs and stems from the kerb line of the nearest intersection.*

*All costs associated with the implementation of the approved signage shall be borne by the developer and shall be paid prior to the issue of an occupation certificate.*

*6) It is noted that a number of storage cages are not dissimilar in size to a standard parking space. The use of a storage cage for the parking of a vehicle is however expressly prohibited.*

*7) The southern exit to the public carpark is to be restricted to left turn only onto Marquet Street and the northern exit to the public carpark is to be restricted to right turn only onto Marquet Street. Building plans shall indicate signage and linemarking is to be installed to reinforce this restriction prior to the issue of a construction certificate.*

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BRENDAN MACGILLICUDDY  
TRAFFIC ENGINEER

## 7.0 Sydney Metro Airports

Mr. S Lettice  
Samuel Lettice Coordinator (Fast Track) City of Canada Bay  
29 September 2016  
Via email: Samuel.Lettice@canadabay.nsw.gov.au

Dear Mr Lettice,

**Re: Proposed development — 6-12 Walker St Rhodes NSW**

Bankstown Airport Limited has assessed the proposed property development (**the proposed building**) at 6-12 Walker St Rhodes NSW based on the information supplied by Council and thompson gcs.

The proposed building at an overall height of 156.0 m above Australian Height Datum (**AHD**) would not penetrate the Obstacle Limitation Surfaces (**OLS**) for Bankstown Aerodrome. As such

*the proposed development does not require any further assessment of approvals in relation to aviation safety.*

*This assessment has not considered crane activity required during construction. Any such crane activity that exceeds the height of 156.0m AHD will require a separate assessment.*

*Any future addition to the building's height may impact the OLS and will require a separate assessment.*

*Yours sincerely,*

**Mario Bayndrian**  
**General Manager Aviation**