



NSW GOVERNMENT  
Department of Planning

Contact: Michael Woodland  
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Sarkis Nassif  
General Manager  
Kavlyn Pty Ltd  
19 Victoria Avenue  
CONCORD WEST NSW 2138

Our ref: MP07\_0076  
File: S07/00897-1

Dear Mr Nassif,

**Subject: Director General's Requirements for the Environmental Assessment of a Project Application for mixed use residential, commercial, retail development at 1-7 Elsie Street and 45-49 George Street, Burwood: MP 07\_0076**

I refer to your application to the Department of Planning in relation to the above development.

I have attached a copy of the Director-General's requirements (DGRs) for environmental assessment of the Project Application as detailed in the attached document in accordance with Clause 75F(2) of the Act. These requirements have been prepared in consultation with the relevant government agencies including Council.

It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

I would appreciate it if you would contact the Department before you propose to submit the Environmental Assessment for the project to determine the fees applicable to the application.

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGR's. If the Director-General considers that the Environmental Assessment does not adequately address the DGR's, the Director-General may require the proponent to revise the Environmental Assessment to address the matters notified to the proponent. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

Copies of responses from government agencies to the Department's request for key issues and assessment requirements are also enclosed. Please note that these responses have been provided to you for information only and do not form part of the DGR's for the EA.

If you have any enquiries about these requirements, please contact Michael Woodland, Director, Urban Assessments on 02 9228 6150 or via e-mail at michael.woodland@planning.nsw.gov.au.

Yours sincerely

  
Jason Perica  
Executive Director  
Strategic Sites & Urban Renewals

17/8/07

## Director-General's Requirements

Section 75F of the *Environmental Planning and Assessment Act 1979*

Application number	07_0076
Project	Construction of a mixed use development consisting of 209 residential units and approximately 10,000m <sup>2</sup> of retail and commercial floor space.
Location	1-17 Elise Street and 45-49 George Street, Burwood
Proponent	Kavlyn Pty Ltd
Date issued	17 August, 2007
Expiry date	2 years from date of issue
General requirements	<p>The Environmental Assessment (EA) must include:</p> <ul style="list-style-type: none"> <li>• an executive summary;</li> <li>• description of the site, including cadastre, title details, existing easements (including sewer mains, and/or encumbrances);</li> <li>• details of the proposed layout, land uses, size and scale of the main components of the development, FSR, height (AHD);</li> <li>• details of the methodology used for the calculation of the FSR in accordance with the relevant Environmental Planning Instruments (EPI);</li> <li>• an assessment of the environmental impacts of the project with particular focus on the key assessment requirements specified below;</li> <li>• a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage, and/or monitor the impacts of the project;</li> <li>• demonstration as to how the development, when completed, will achieve the objectives and provisions of the relevant EPI's;</li> <li>• a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures;</li> <li>• a conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest;</li> <li>• a signed statement from the author of the EA certifying that the information contained in the report is not false or misleading;</li> <li>• landowners' consent for the development site; and</li> <li>• a Quantity Surveyor's Certificate of Cost to verify the capital investment value of the project in accordance with Environmental Planning and Assessment Regulation 2000.</li> </ul>
Key issues	<p><b>PART A - Key Issues</b></p> <p>The EA must address the following key issues:</p> <p>Relevant EPI's and Guidelines to be addressed:</p> <ul style="list-style-type: none"> <li>• Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including: <ul style="list-style-type: none"> <li>◦ SEPP No. 65 – Design Quality of Residential Flat Development &amp; Residential Flat Design Code;</li> <li>◦ SEPP (Building Sustainability Index: BASIX) 2004;</li> <li>◦ Draft SEPP No.66 – Integration of Land Use and Transport;</li> <li>◦ Burwood Planning Scheme Ordinance 1979;</li> <li>◦ Draft Burwood Town Centre LEP 2007;</li> <li>◦ Burwood Consolidated Development Control Plan 2006;</li> <li>◦ Draft Town Centre Development Control Plan;</li> </ul> </li> </ul>

- Nature and extent of any non-compliance with relevant environmental planning instruments, plans and guidelines and justification for any non-compliance.

**Design, Visual Impacts and Design Quality Principles**

The EA is to demonstrate that the design and visual impact of the development is consistent with the desired future character of the Burwood Town Centre as described in the relevant planning instruments. The assessment should address the following issues:

1. density;
2. height;
3. building bulk and scale;
4. views;
5. visual impacts upon the public domain; and
6. ecological sustainable development principles.

**Environmental and Residential Amenity**

The EA is to undertake an assessment of the following issues and outline any mitigation measures that may be necessary to a high level of environmental amenity within the site, the adjoining properties and public domain is achieved:

1. Solar access and Overshadowing;
2. Wind impacts – A wind impact assessment is to be submitted;
3. Reflectivity – An external materials and finishes board must be submitted;
4. Noise and Vibration; and
5. Visual Privacy.

**Traffic Impacts**

A traffic impact assessment shall be submitted with the EA that is to include:

1. Details on the adequacy of the existing vehicular access and egress to the site and the adequacy of the current car parking provision (including public car parking) with regards to the proposal;
2. Details on loading and servicing facilities;
3. Details on public transport accessibility;
4. The provision of appropriate pedestrian facilities and links that would serve the site;
5. Details of bicycle facilities to service the proposal;
6. An analysis of the emergency vehicle access arrangements to service the proposal.

A Transport Management Accessibility Plan (TMAP) is to be prepared addressing the requirements (where relevant) covered in the interim TMAP Guidelines.

**Potential On Site Contamination**

The EA must provide an assessment in accordance with SEPP55, which indicates that the site is suitable to accommodate the residential use.

**Railway Impacts**

The EA is to address the potential rail related noise and vibration impacts as well as stray electrical currents from the adjacent rail corridor. This assessment is to have regard for Railcorp's *Interim Guidelines for Applicants*.

	<p><b>Heritage</b> The EA should address:</p> <ul style="list-style-type: none"> <li>• A Heritage Impact Statement should be prepared for the impact of the proposed development on any heritage items within the vicinity of the site and the heritage characteristics within the area bound by George Street, Park Road, Comer Street and Burwood Road.</li> </ul> <p><b>Safety/Public Domain/Pedestrians</b> The EA is to demonstrate how the proposed building design and treatment of the public domain and open spaces will:</p> <ol style="list-style-type: none"> <li>1. Be consistent with 'Safer by Design' principles.</li> <li>2. Maximise safety and security within the public domain, particularly for pedestrians travelling to and from the site and the Burwood railway station.</li> <li>3. Maximise surveillance and activity within the public domain.</li> <li>4. Ensure access for people with disabilities.</li> <li>5. Minimise potential for vehicle and pedestrian conflicts.</li> </ol> <p><b>Social and Economic Impacts</b> The EA is to address the social and economic context of the development in terms of infrastructure requirements, access, community services and facilities; and staging and monitoring of infrastructure works.</p> <p><b>Ecologically Sustainable Development (ESD)</b> The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases.</p> <p><b>Drainage and Flooding</b> The EA is to address drainage/flooding issues associated with the development/site.</p> <p><b>Provision of Public Services and Infrastructure</b> Address provision of public services, public car parking required for the site and infrastructure having regard to the Council's Section 94 Contribution Plan and Draft Town Centre Section 94 Contribution Plan or details of any proposed VPA.</p> <p><b>Utilities</b> In consultation with relevant agencies, address the existing capacity and requirements of the development for water, electricity, waste disposal, telecommunications and gas. Identify staging, if any, of infrastructure works.</p>
<b>Consultation</b>	<p>(a) Agencies or other authorities: You should undertake an appropriate and justified level of consultation with the following parties (where relevant) during the preparation of the EA:</p> <ul style="list-style-type: none"> <li>• Burwood Council;</li> <li>• NSW Roads and Traffic Authority;</li> <li>• NSW Heritage Council; and</li> <li>• Railcorp.</li> </ul> <p>(b) Public: Document all community consultation undertaken to date or discuss the proposed strategy for undertaking community consultation. This should include any contingencies for addressing any issues arising from the community consultation and an effective communications strategy. The consultation process and the issues raised are to be described in the EA.</p>
<b>Deemed refusal period</b>	60 days

## Attachment 1: Plans and Documents to accompany the Application

Plans and Documents of the development	<p>The following plans, architectural drawings and diagrams of your proposal as well as the relevant documents will be required to be submitted for your application:</p> <ol style="list-style-type: none"> <li>1. The <b>existing site survey plan</b> is to be drawn to 1:500 scale (or other appropriate scale) and show: <ul style="list-style-type: none"> <li>• the location of the land, the measurements of the boundaries of the land, the size of the land and north point;</li> <li>• the existing levels of the land in relation to buildings and roads;</li> <li>• location and height of existing structures on the site; and</li> <li>• location and height of adjacent buildings and private open space.</li> <li>• all levels to be to Australian Height Datum.</li> </ul> </li> <li>2. A <b>Site Analysis Plan</b> must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, property dimensions, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways, private open space etc).</li> <li>3. A <b>locality/context plan</b> drawn to 1:500 scale (or other appropriate scale) should be submitted indicating: <ul style="list-style-type: none"> <li>• significant local features such as parks, community facilities and open space and heritage items;</li> <li>• the location and uses of existing buildings, shopping and employment areas;</li> <li>• traffic and road patterns, pedestrian routes and public transport nodes</li> <li>• The existing site plan and locality plan should be supported by a written explanation of the local and site constraints and opportunities revealed through the above documentation.</li> </ul> </li> <li>4. The <b>EA</b> in accordance with the Director-General's EA Requirements as outlined in The Key Issues.</li> <li>5. The <b>Architectural drawings</b> (where relevant) are to be drawn to scale and illustrate the following: <ul style="list-style-type: none"> <li>• the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land;</li> <li>• detailed floor plans of the proposed buildings;</li> <li>• sections and elevations including detailed sections of the proposed building;</li> <li>• the location and size of vertical and horizontal circulation of lifts, stairs and corridors;</li> <li>• fenestrations, balconies and other features;</li> <li>• communal facilities and servicing points;</li> <li>• accessibility requirements of the Building Code of Australia and the Disability Discrimination Act;</li> <li>• the height of the proposed development in relation to the land;</li> <li>• any changes that will be made to the level of the land by excavation, filling or otherwise;</li> <li>• the level of the lowest floor, the level of any unbuilt area and the level of the ground;</li> <li>• parking arrangements, where vehicles will enter and leave the site, and how vehicles will move about the site;</li> </ul> </li> </ol>
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	<ul style="list-style-type: none"> <li>• pedestrian access to, through the retail arcade and within the site.</li> </ul> <p>6. The <b>shadow diagrams</b> showing solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm.</p> <p>7. The <b>Other plans and reports</b> including (where relevant):</p> <ul style="list-style-type: none"> <li>• <b>Stormwater Concept Plan</b> - illustrating the concept for stormwater management from the site to the Council drainage system and include a detailed site survey. Where an on-site detention system is required or being provided, the type and location must be shown and must be integrated with the proposed landscape design. Site discharge calculations should be provided and the must include details of all major overland flow paths;</li> <li>• <b>Noise &amp; Vibration Assessment Report</b> – The assessment must include mitigation measures must be submitted to ensure the proposal will be designed, constructed, operated and maintained so that there is no unacceptable level of noise impacts on the amenity of the occupants on the site or within the locality. The report must also have regard for potential noise and vibration impacts of the adjacent railway corridor.</li> <li>• <b>Stray Current and Electrolysis Report</b> – An appropriately qualified expert is to be engaged to assess the impacts of stray currents and electrolysis from the adjacent rail corridor on the proposed building structure.</li> <li>• <b>Erosion and Sediment Control Plan</b> – plan or drawing that shows the nature and location of all erosion and sedimentation control measures to be utilised on the site;</li> <li>• <b>Geotechnical &amp; Dilapidation Reports</b> – prepared by a recognised professional which assesses the risk of Geotechnical failure on the site and identifies design solutions and works to be carried out to ensure the stability of the land and structures and safety of persons on the site and on adjoining properties;</li> <li>• <b>View Analysis</b> - Visual aids including photomontages must be used to demonstrate visual impacts of the proposed building envelopes in particular having regard to the siting, bulk and scale relationships from the beach and surrounding streets/key areas;</li> <li>• <b>Coloured elevations</b> - of the proposed buildings drawn to the same scale as the architectural drawings. The elevations are to indicate height and key datum lines, building length and articulation, materials and finishes, the composition of the façade and roof design, existing buildings on the site, building entries (pedestrian, vehicular and service), and profile of buildings on adjacent properties;</li> <li>• <b>Construction Management Plan</b> – a draft construction management plan is to be submitted detailing matters including but not limited to construction vehicle access and parking, traffic management, hours of operation, waste management and pedestrian safety.</li> <li>• <b>Waste Management</b>-Address demolition and construction wastes that may be generated - likely quantities, proposed disposal destinations and best practices for safe handling and disposal in accordance with WorkCover's Occupational Health and Safety requirements.</li> <li>• <b>Landscape/Public Domain Concept Plan</b> – plan or drawing that shows the basic detail of public domain works including seating, lighting, paving and any planting design and plant species to be used, listing botanical and common names, mature height and spread, number of plants to be utilised and surface treatments (i.e. pavers, lawn etc).</li> </ul>
Documents to be	<ul style="list-style-type: none"> <li>• 12 hard copies of the EA;</li> <li>• 12 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to</li> </ul>

submitted	<p>scale); and</p> <ul style="list-style-type: none"><li>• 1 copy of the EA and plans on CD-ROM (PDF format), not exceeding 5Mb in size (see below).</li><li>• If the EA is bulky and lengthy in volume, you will be required to package up each EA ready for distribution by the Department to key agencies.</li></ul>
Electronic Documents	<p>Electronic documents presented to the NSW Department of Planning for publication via the Internet must satisfy the following criteria:</p> <ul style="list-style-type: none"><li>• Adobe Acrobat PDF files and Microsoft Word documents must be no bigger than 1.5 Mb. Large files of more than 1.5 Mb will need to be broken down and supplied as different files;</li><li>• File names will need to be logical so that the Department can publish them in the correct order. Avoid sending documents that are broken down in more than 10 files;</li><li>• Image files should not be bigger than 2Mb. The file names will need to be clear and logical so the Department can publish them in the correct order;</li><li>• Graphic images will need to be provided as [.gif] files;</li><li>• Photographic images should be provided as [.jpg] files;</li><li>• Large maps will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each;</li><li>• Images inserted into the document will need to be calibrated to produce files smaller than 1.5Mb. Large images will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each. The file names will need to be clear and logical so the Department can publish them in the correct order.</li></ul> <p>Alternatively, these electronic documents may be placed on your own web site with a link to the Department of Planning's website.</p>

12/08/07

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8/8

NSW GOVERNMENT  
Department of Planning

Contact Brad Vale  
Telephone: 02 9873 8543  
brad.vale@heritage.nsw.gov.au  
File: H99/00186/003  
Our Ref: HRL46562  
Your Ref: MP 07\_0076

Mr Michael Woodland  
Director  
Urban assessments  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

URBAN ASSESSMENT  
RECEIVED

- 8 AUG 2007

Dear Mr Woodland

**PART 3A — REQUEST FOR DETAILS OF KEY ISSUES AND ASSESSMENT  
REQUIREMENTS FOR 1-17 ELSIE STREET, BURWOOD. MP 07\_0076**

I refer to your letter dated 25 July 2007, which was received by this Office on 27 July 2007, referring the above State significant development to the Heritage Office under section 75F (4) of the *Environmental Planning & Assessment Act*.

It is noted that the proposal is for a medium high-rise set of towers on a podium in the Burwood town Centre. This site is adjacent to a local heritage item, Lochiel Terrace at 51-67 George Street, which is listed in the heritage schedule of the Burwood Town Centre Local Environmental Plan 2007.

The Heritage Office notes that the Burwood LEP and DCP have not been finalised. The Heritage Office provided comments on the draft LEP and DCP in its letters dated 5<sup>th</sup> January 2005, 19<sup>th</sup> October 2006 and 7<sup>th</sup> July 2007 in relation to the heritage impacts of the planning policies, and considers that this earlier advice would still be applicable in relation to concerns raised to increased floor space ratios and building heights. As the Town Centre Area has a number of Heritage items including two items which are listed on the State Heritage Register (the former post office and Burwood Railway Station) it is important that controls are made statutory to minimise the impact of site consolidation through changes to the allowable floor space ratios and maximum allowable height in large-scale developments.

It is advised that the Environmental Assessment should address the following issues;

- The heritage significance of the area bound by George Street, Park Road, Comer Street and Burwood Road, and any impacts that the proposed mixed-use commercial and residential development may have upon this significance, using the Heritage Council's publication *Assessing heritage significance*.
- The Heritage Council maintains the *State Heritage Register* which lists items of state significance protected under the Heritage Act 1977. The register can be accessed via the NSW Heritage Office web site [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au). It should also be noted that the legal standing of items listed on the State Heritage Register can also be confirmed by applying for a section 167 Certificate.
- An archaeological assessment should be undertaken for the site. The archaeological survey should include any buildings, works, relics, gardens, landscapes, views, trees or places of heritage significance. A statement of significance and an assessment of the



Heritage Office

*Working with the community to know, value and care for our heritage*

Heritage Office, 3 Marist Place, Parramatta NSW 2150 | Locked Bag 5020, Parramatta NSW 2124 | DX 8225 PARRAMATTA  
Phone 61 2 9873 8500 Fax 61 2 9873 8599 Email [heritageoffice@heritage.nsw.gov.au](mailto:heritageoffice@heritage.nsw.gov.au) Website [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au)

impact of the proposal on the heritage significance of these items should be undertaken. Any policies/measures to conserve their heritage significance should be identified. This assessment should be undertaken in accordance with the guidelines in the NSW Heritage Manual. The field survey and assessment should be undertaken by a qualified practitioner/consultant.


- The relic's provisions in the *Heritage Act* require an extraction permit to be obtained from the Heritage Council, or an exception to be endorsed by the Heritage Council, prior to commencement of works if disturbance to a site with known or potential archaeological relics is proposed. Where possible refer to archaeological zoning plans or archaeological management plans held by Local Councils. If any unexpected archaeological relics are uncovered during the course of work excavation should cease and an excavation permit or an exception notification endorsement obtained.
- A statement of heritage impact should be prepared for the impact of the proposed development on the heritage item at 51-67 George Street and the area bound by George Street, Park Road, Comer Street and Burwood Road.

Other key issues to be addressed include

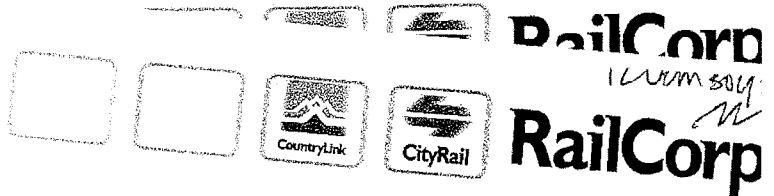
- Ensuring that the development potential of land adjoining or otherwise in the vicinity of heritage items will not lead to development that will damage the setting of these items and hence their heritage significance. This is of particular concern when development of a significantly higher density and scale is proposed. Large-scale development adjoining a heritage item is likely to impact on the visual setting and urban context of the item. Such an outcome could be contrary to the maintenance of the conservation values of the area, but may be prevented or minimised by ensuring that transitional urban forms are required in the vicinity of heritage items.
- Meaningful important views and vistas within the town centre area that may be affected by development on this site should be identified.

The Heritage Office would be happy to review any further documentation that may address any likely heritage impacts. For further information in relation to this matter please contact Jenny Climas on 9873 8588.

Yours sincerely

 7/08/07

**Vincent Sicari**  
**A/Director - Policy and Heritage**  
**Heritage Office**  
**Department of Planning**



2 August 2007

The Director, Urban Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

ATTENTION: Izlem Boylu

RailCorp Property  
GPO Box 47  
Sydney NSW 2000  
DX 390 SYDNEY  
Tel: (02) 9224 3930 Fax: (02) 9224 3962  
Email: andrew.gillies@railcorp.nsw.gov.au

URBAN ASSESSMENTS  
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- 7 AUG 2007

**DEVELOPMENT APPLICATION - MP07\_0076**  
**Address: 1-17 Elsie St, Burwood**

I refer to the Department's letter dated 25 July 2007 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for this proposed development.

**1. Noise and Vibration**

RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, and jeopardise the structural safety of buildings, and should be addressed early in the development process.

RailCorp has published the following documents as part of an initiative aimed at managing rail noise and vibration impacts associated with development near the rail corridor:

- *Interim Guidelines for Councils - consideration of rail noise and vibration in the planning process.* This aims to assist local government in considering and assessing rail noise and vibration as part of their strategic planning and development control functions.
- *Interim Guidelines for Applicants - consideration of rail noise and vibration in the planning process.* This aims to assist those involved in the planning and design of developments near the rail corridor.

These documents are available at:

[http://www.railcorp.info/about\\_railcorp/environmental\\_guidelines](http://www.railcorp.info/about_railcorp/environmental_guidelines)

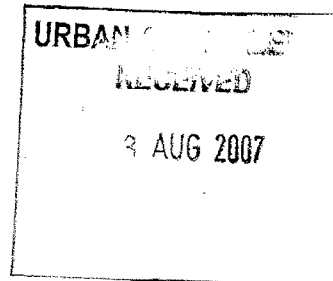
In assessing the application, the Department is encouraged to adopt the recommendations given in Part B - Development Assessment Process of the Guidelines for Councils. Section 11 of the Guidelines for Councils provides recommended conditions of consent for specific development categories such as multi-unit residential within the acoustic assessment area. The Department should extract the relevant conditions from this section and insert in the development consent.



07M2565

Pahee Sellathurai

31 July 2007



The Director  
Urban Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

**Attention: Izlem Boulu****ELSIE STREET BURWOOD PROPOSAL FOR A MIXED USE DEVELOPMENT  
- DIRECTOR GENERAL'S REQUIREMENTS.**

Dear Izlem,

I refer to your letter of 25 July 2007 (Ref: MP 07\_0076) requesting the Roads and Traffic Authority (RTA) to provide details of key issues and assessment requirements regarding the above-mentioned development, which may be included in the Director General's Environmental Assessment requirements.

The RTA would like the following issues to be included in the traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required).

Key Intersections to be examined / modelled include:

- Burwood Road / Parramatta Road;
  - Burwood Road / Wilga Street;
  - Burwood Road / Parks Avenue;
  - Burwood Road / Dean Street;
  - Burwood Road / Railway Parade;
2. Details on the proposed access and the adequacy of the parking provision associated with the proposed development including subsequent compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc) – if provided.
  3. Details on loading and servicing facilities.
  4. Details on public transport accessibility.
  5. The provision of appropriate pedestrian facilities and links that would serve this site.

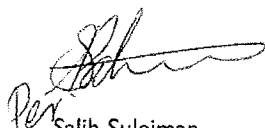
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ABN 64 480 155 255

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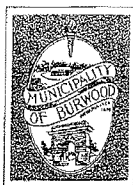
- ✓ 6. The provision of a Traffic Management Plan, for Demolition/Construction, detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control.

Please refer any further queries on this matter to Pahee Sellathurai on (02) 8814 2219.

Yours faithfully



Per Salih Suleiman  
**Senior Land Use Planner**  
**Transport Planning Section, Sydney Region**

**BURWOOD COUNCIL**

heritage ■ progress ■ pride

**PRIVATE & CONFIDENTIAL****BY POST & FACSIMILE: 9228 6540****URBAN ASSESSMENTS  
RECEIVED**

9 AUG 2007

The Director-General  
DEPARTMENT OF PLANNING  
GPO Box 39  
SYDNEY NSW 2001

File No: 077.0001.09.0.0000

3 August, 2007

Attn: Mr. Ben Hayne

Dear Mr Hayne

**REQUEST FOR PROVISION OF DETAILS OF KEY ISSUES & ASSESSMENT  
REQUIREMENTS REGARDING 1-17 ELSIE STREET BURWOOD**

We refer to your letter of 25 July 2007 requesting that Council provide details of Key Issues and assessment requirements which may be included in the Director-General's Environmental Assessment Requirements (**DGRs**).

We have reviewed the draft DGRs provided in your letter and recommend the following additional "Key Issues" and "General requirements" be included in the DGRs.

**General requirements**

1. We note that a description of the site is required to be provided under the "General requirements" in Kavlyn Pty Ltd's (**Kavlyn**) Environmental Assessment (**EA**). The "description of the site" at dot point 2 must include cadastre, title details, existing easements (including sewer mains/or encumbrances). For clarity, Council recommends that the description of the site should be broadened also to include Council's proprietary or contractual interest in the site. This interest derives from Contract for Sale between Council and Cadmous Pty Limited ABN 38 122 662 211 dated 9 March 2007, pursuant to which Cadmous is required to grant to Council the following:

- title to 205 car parking spaces on levels 1 and 2 of the basement of the development;
- easements and covenants including easements for support and shelter necessary for the benefit of the car parking spaces;
- title to a first class commercial office and retail space on the ground floor and first floor of the development not less than 600 square metres in area; and
- title to 12 car parking spaces for the commercial office and retail space on levels 1 and 2 in addition to the 205 spaces mentioned above.

Kavlyn has guaranteed Cadmous' obligations to Council under the Contract for Sale.

2 Conder Street Burwood NSW 2134 PO Box 240 Burwood NSW 1805  
phone: 9911 9911 facsimile: 9911 9900 tty: 9744 7251 email: council@burwood.nsw.gov.au  
website: www.burwood.nsw.gov.au

Mr. B. Hayes

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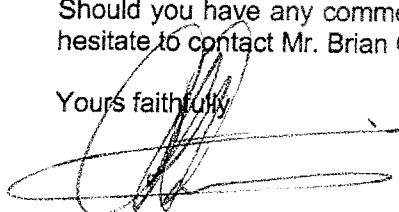
2. Council submits that a new dot point be added under dot point 2 requiring Kavlyn to describe in its EA how it has complied with the nature of the proprietary or contractual interests affecting the site mentioned above.
3. A new dot point should also be added requesting that the EA describe the nature and extent of any non-compliance with the contractual and property interests affecting the site.

**Key Issues**

4. Under the key issues the EA is required to address, Council submits that the following additional EPIs and Guidelines be included:
  - 4.1 In addition to the Town Centre DCP being considered and ~~Public Domain Plan~~, Council recommends that the Draft Town Centre Development Control Plan be included in the list of EPIs and Guidelines to be addressed on pages 1 and 2. ✓
  - 4.2 At page 3 and 4 of the Draft DGRs, reference is made to the EA being required to address the "provision of public services and infrastructure having regard to Council's Section 94 Contribution Plan or details of the proposed VPA". We recommend that this sentence be amended to include Council's Draft Town Centre Section 94 Plan. Council notes that this is not inconsistent with the approach already taken with respect to draft policies, as evidenced by the Department of Planning having included the draft Burwood Town Centre LEP as one of the "Key Issues" to be addressed. ✓
  - 4.3 We note that the Burwood Consolidated Development Control Plan 2006 is required to be addressed by Kavlyn's EA. We recommend that the DGRs also require the EA to address specifically how the development complies with the public car parking policies contained in the Burwood Consolidated Development Control Plan 2006.

Should you have any comments or questions regarding Council's submissions, please do not hesitate to contact Mr. Brian Olsen on 9911 9911, Manager, Building & Development.

Yours faithfully



PAT ROMANO  
General Manager

2 August 2007

The Director  
Urban Assessments  
Mr Michael Woodland  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr Woodland,

Attn: Mr Izlem Boylu

**Re: Provision of Details – Project Application – 1-17 Elsie St, Burwood MP07\_0076**

I refer to your correspondence dated 25 July 2007, regarding the provision of key issues and assessment requirements for the Director-General's Environmental Assessment Requirements for 1-17 Elsie Street, Burwood. Sydney Water provides the following comments for the Draft Director-General's Requirements.

**PART A: KEY ISSUES**

**Drainage and Flooding**

The site drains into St Lukes Park channel (SW\_090). Though not directly connected to the Sydney Water channel, Sydney Water recommends consideration be taken to monitor and manage the downstream impacts of stormwater flowing from the site to Sydney Water's infrastructure. Sydney Water is developing Stormwater Quality Policies and Guidelines, and in the interim encourages best practice urban stormwater management using WSUD as summarised below:

1. Treat stormwater runoff to NSW EPA draft best practice treatment objectives;
  - 80% reduction in Total Suspended Solids
  - 45% reduction in Total Phosphorus
  - 45% reduction in Total Nitrogen; and
2. Maximise stormwater reuse through integrated water cycle management, which can reduce potable water demand and assist in achieving the above pollutant load reduction objectives.

**Utilities**

Sydney Water is satisfied with the Key Issues addressing the existing capacity of utilities, however additional provisions should take into consideration the potential requirement for the amplification of trunk mains for increased reticulated water supply and sewage.

**Water Conservation Measures**

Under BASIX all residential developments must reduce potable water consumption by forty per cent. This can be done through a combination of:

- connection to a recycled water supply (if available)
- installing AAA (or higher) rated water conservation devices e.g. dual flush toilets, showerhead fittings and tap fittings
- installing rainwater tanks or an equivalent communal system (with a minimum specified volume) for toilet flushing, cold water supply to washing machines and irrigation

Whilst there are no specific requirements under BASIX the proponent should consider water conservation measures for the commercial land uses contained within the proposed development.

If you have any queries or require further information, please contact Devin Gibson of the Procurement and Urban Growth Branch on 02 9350 6207 or email [devin.gibson@sydneywater.com.au](mailto:devin.gibson@sydneywater.com.au).

Yours sincerely,

Sharon Davies  
Manager, Urban Growth Strategy and Procurement



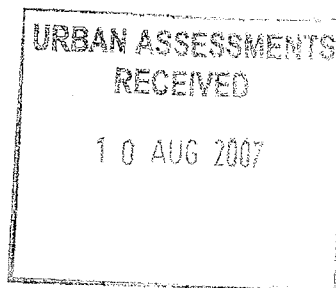
## MINISTRY OF TRANSPORT

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

Telephone 9268 2800 Facsimile 9268 2900

Internet [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

ABN 25 765 807 817



12/08/07  
M  
13/8  
PLEASE  
DISCUSS REWARD  
FINANCING DEC.

Mr Michael Woodland  
Director - Urban Assessments  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Your Ref: MP07\_0076  
Our Ref: TP07-04004  
9 August 2007

Attention: Ben Haynes

Dear Mr Woodland,

**Director General's Requirements  
Mixed Use Development at 1-17 Elsie St, Burwood (MP07\_0076)**

I refer to your letter dated the 7 July 2007 regarding the project application for mixed residential and commercial development 1-17 Elsie Street, Burwood. The Ministry appreciates this opportunity to provide input to the Director General's requirements for environmental assessment of this application.

By way of background, the Ministry has commented on various matters for Burwood City Council, most recently the Burwood Town Centre Local Environmental Plan (LEP) and Development Control Plan (DCP). This previous correspondence is attached for your information.

The Ministry has reviewed the preliminary concept plans and recommends that the following matters are included in the Director General's requirements:

1. The requirement to prepare a Transport Management Accessibility Plan (TMAP) for the proposed development. The TMAP should address the following requirements as covered in the draft Interim TMAP Guidelines which are available at [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au):
  - The TMAP needs to substantiate how the proposal can meet the objectives of recent State policy in particular the Metropolitan Strategy, State Plan and the Urban Transport Statement;
  - Consistency of the proposal against the objectives and requirements of Draft SEPP 66 - *Integrating Land Use and Transport* should also be demonstrated;

- Based on a community profile, determine the likely transport needs of future residents and capacity of existing services to meet these demands. Subsequently, identify what level of additional infrastructure will be required to satisfy such demands and the likely cost to Government;
- Identify and resolve barriers to safe and efficient pedestrian and cycle access;
- Analyze the likely pedestrian desire lines from the subject site and the volumes of pedestrian traffic at key intersections. This analysis will help determine the infrastructure needs of pedestrians and cyclists in terms of paths, signage and access designs;
- The identification of pedestrian and cycle routes between the subject site and the Burwood Town Centre should be presented in a plan;
- Identify traffic demand management approaches which can achieve reductions in private vehicle use by residents, employees and future customers to the subject site;
- Ensure the proposal facilitates efficient bus access in a safe and efficient manner having regard to safer by design and bus planning service guidelines;
- Achieve minimum standards for pedestrian and cycle access. The publication entitled Planning Guidelines for Walking and Cycling (NSW Government, 2004) is a useful toolkit that can help identify necessary walking and cycling infrastructure;
- Provide adequate detail concerning the removal of waste and management of deliveries to the subject site. Ensure that provision for waste and deliveries by heavy vehicles does not impede safe and efficient movement of pedestrians and cyclist to the subject site; and
- Undertake transport modeling of adjacent intersections to ensure peak hour vehicle movements can be accommodated and bus travel times are not significantly impacted.

2. The requirement to consider the provision of private and public parking within a strategic context. In this regard, the Ministry is particularly concerned about the provision of parking within the subject site. The Ministry notes that there is a clear nexus between the amount of car parking provided in a locality and the attractiveness of public transport. It is strongly recommended that consent be conditional on achieving the following outcomes for parking:

- A reduction in parking which exceeds the current requirements for Council and is consistent with the Draft Metropolitan Parking Strategy and objectives contained in the Metropolitan Strategy and draft Sub-Regional Strategy;
- The over supply in private parking be dedicated to Council for public use;

- Employees to the subject site have access to showering facilities to enable bicycle transport; and
- Public parking within the subject site is appropriately priced to reflect the objectives of State policy to achieve a reduction in private vehicle use.

3. The requirement to consider how developer contributions (through a planning agreement) can support improvements to local and regional public transport together with walking and cycling networks. The Ministry would appreciate an opportunity to comment on any planning agreement which may accompany this major project application. A planning agreement should include, as a minimum, contributions toward the following initiatives:

Consider  
comment

- Potential upgrade of access for Burwood Station as identified in *Action Stations*;
- Development of a new interchange in Marmaduke Street adjacent to Burwood Station, as identified in the draft Burwood Town Centre Section 94 Contributions Plan; and
- Provision of bus priority measures and services within Strategic Bus Corridor 39 which connects Burwood with Macquarie along Burwood Road.

I trust this information is of assistance. If you require any additional information, please contact Senior Transport Planner, Mr David Hartmann on 9268 2228 or email [david.hartmann@transport.nsw.gov.au](mailto:david.hartmann@transport.nsw.gov.au).

Yours sincerely



Brendan Bruce  
Director, Transport Planning

Mr Charles Raneri  
Senior Manager – Strategic Planning  
Burwood Council  
PO Box 240  
BURWOOD NSW 1805

Your ref: T1771.000  
Our ref: TP07/01227

Dear Mr Raneri,

**PUBLIC EXHIBITION:  
DRAFT BURWOOD TOWN CENTRE LOCAL ENVIRONMENTAL PLAN,  
DRAFT DEVELOPMENT CONTROL PLAN PART 36 (BURWOOD TOWN CENTRE),  
DRAFT SECTION 94 PLAN.**

I refer to your letter dated 6 March 2007 in relation to the draft Burwood Town Centre Local Environmental Plan (LEP), draft Development Control Plan (DCP) 36 (Burwood Town Centre), draft Section 94 Plan and other supporting documentation. The Ministry of Transport (MoT) has reviewed the document and wishes to present a number of comments. These are included in the attached appendix and address the following matters:

- the transport planning context in relation to the Burwood Town Centre;
- road transport issues in relation to providing suitable bus access and circulation arrangements;
- traffic management measures to allow for bus priority; and
- rail transport issues in relation to the integration of the station with public transport services and nearby developments, and ensuring suitable design criteria in buildings near the rail corridor to mitigate noise and vibration impacts.

The Ministry of Transport supports the general principles in relation to the draft Burwood Town Centre plans. However, it is recommended that Burwood Council continue to discuss the abovementioned issues with the Ministry of Transport to ensure that the proposed residential, retail and commercial development at Burwood Town Centre can be adequately supported by quality public transport infrastructure and services.

If you would like to discuss this further, please do not hesitate to contact Juliet Grant A/Director Transport Planning, on 9268 2241 or email [juliet.grant@transport.nsw.gov.au](mailto:juliet.grant@transport.nsw.gov.au)

Yours sincerely

**Liz McNamara**  
Deputy Director General

**APPENDIX:****MOT comments on Draft Burwood Town Centre Plans****1. Transport Planning Context**

The Ministry of Transport's primary focus is to ensure that the provisions identified within the draft LEP and draft DCP support the implementation of the *Metropolitan Strategy* and are consistent with the objectives of Section 117 Direction #17 - *Integrating Land Use and Transport*. Taking both initiatives into account, our objectives are to:

- improve access to housing, jobs and services by walking, cycling and public transport;
- increase the choice of available public transport and reducing dependence on cars;
- reduce the number of trips and distances travelled by car; and
- support the efficient and viable operation of public transport services.

The commentary provided by Burwood Council in relation to traffic and transport considerations for the Burwood Town Centre identified in the draft LEP and supporting documentation are noted. The Ministry supports the draft designations of Zone B4 (Mixed Use) for the majority of lands identified as part of the Burwood Town Centre. The area currently has high levels of public transport accessibility through frequent bus and rail services. It is important that future employment and residential areas not only meet NSW Government land use planning targets identified for the local government area but also maximise the use of existing and proposed public transport, walking and cycling infrastructure. This requires a consistent commitment and ongoing discussions between Burwood Council, landholders and the Ministry of Transport.

The commentary provided by Burwood Council in relation to traffic and transport consideration for the Burwood Town Centre identified in the draft DCP and supporting documentation are noted. The objectives and provisions in the draft DCP for public transport, walking and cycling are supported. The Ministry commends the provision for travel demand management initiatives (TravelSmart) to be included in development applications for developments over 10 residential dwellings or 1,000 square metres of commercial floor space. These provisions will assist landholders in encouraging the use of public transport, walking and cycling and support the objectives of Burwood Council in this regard.

The service planning guidelines developed by the Ministry (Ministry of Transport, 2005) support a maximum walking distance of 400 metres to a bus or rail route during the daytime and 800 metres to a bus or rail route during the night. The Burwood Town Centre is within a 400 metre walking distance to a number of existing regional, district and local bus services as well as direct rail services to the regional centres of Sydney CBD/North Sydney, Parramatta and Chatswood. It is important that the use of these public transport services is encouraged by Burwood Council to minimise the number of car trips generated by future development in the Burwood Town Centre.

**2. Road Transport Issues**

The Ministry of Transport has carefully reviewed the road transport matters outlined in the documentation provided for comment. The key priorities for the Ministry in relation to road transport are identifying and supporting strategic bus corridors and associated bus routes; providing suitable access and circulation arrangements for bus services at Burwood Town

**APPENDIX:****MOT comments on Draft Burwood Town Centre Plans**

Centre; as well as ensuring appropriate traffic management measures that support bus priority and pedestrian movements.

The lands identified under the draft LEP and draft DCP for the Burwood Town Centre fall within the Region 6 and 13 bus contract areas. A number of strategic corridors traverse through these regions from various regional centres to provide fast, frequent and direct bus services across metropolitan Sydney to the Burwood Town Centre. These corridors include:

- Parramatta – Burwood (13) bus corridor;
- Hurstville – Burwood (27) bus corridor;
- Bankstown – Burwood via Campsie (28) bus corridor;
- Bondi Junction – Burwood (29) bus corridor;
- Bankstown – Burwood via Chullora (35) bus corridor;
- Burwood – Sydney CBD (37) bus corridor;
- Burwood – Chatswood (38) bus corridor; and
- Burwood – Macquarie (39) bus corridor.

The bus services for Region 13 were reviewed and new bus servicing arrangements within this area were introduced in September 2006. The new bus servicing arrangements for this contract area have reinforced the benefits of existing bus services and improved connectivity to local and regional centres from Burwood. This has included the introduction of a bus service (Route 900) along the Bankstown – Burwood strategic corridor to provide fast, frequent services between Bankstown and Liverpool.

A review of bus services is planned for the Region 6 contract area in 2007/2008. This review will facilitate the location and frequency of strategic bus corridors, as well as district and local bus routes. This review, which is undertaken by the Ministry of Transport and the bus operator in the contract area, is another opportunity to identify options to better service commercial, employment and residential areas within the Burwood Town Centre.

The Ministry of Transport has also undertaken detailed planning to assess the impact of the Draft Local Environment Plan on future bus movements in the Burwood Town Centre, in relation to future strategic corridors and local bus routes. The MoT has determined a future network with buses using Burwood Road as a "north-south" spine accessing the key destinations of Burwood Station, Burwood Westfield, and Burwood Plaza. Services from the north will travel south down Burwood Road pass Westfield and the Station, turn right at Railway Parade and past Burwood Plaza, where provision for layover space is required. Services from the south and west will travel north along Burwood past Burwood Plaza and the Station, turn right at Victoria Street and past Westfield, where provision for layover space is required.

The proposed Transport Interchange on both sides of Railway Parade is supported. The indented bus bays will be used for bus stops and for the provision of layover space on a permanent basis. As such, these bays should be at a minimum 3.5 metres wide, and be signposted Bus Zone. The bay to the west of the junction of Wynne Avenue will be required, as future bus demand will see an increase in the number of bus layover spaces required.

**APPENDIX:****MOT comments on Draft Burwood Town Centre Plans**

Future bus planning has identified a need for layover spaces along the northern kerbline of Victoria Street between Burwood Road and Shaftsbury Road, and on the western kerbline of Shaftsbury Road between Burwood Road and Wilga Street. The future need is an extension of the existing bus zones at these locations. It is recommended that this area is shown as a Transport Interchange on the Public Transport Plan for the Burwood Town Centre.

The Ministry supports the use of the proposed Transport Interchange at Marmaduke Street / George Street to be designated as a combined taxi and "kiss and ride" location. This would allow the extension of the bus zone on Victoria Street as the existing taxi zone would be relocated into the new interchange. A "kiss and ride" location would allow commuters vehicular access to the Burwood Station that is away from Burwood Road, reducing congestion along this corridor.

On a related matter for the proposed Transport Interchange at Marmaduke Street, the Infrastructure Demand and Funding Plan – Public Domain states that Sydney Buses routes 458 and 409 will circulate through the proposed terminus. This proposal is not supported by the MoT. The use of the Marmaduke Interchange by buses is not supported at this time, given the key patronage generators front Burwood Road (Burwood Plaza, Burwood Station and Burwood Westfield). The size of the interchange is insufficient to cater for all future layover requirements needed. The Ministry would review this if future development was to occur which altered the focus away from Burwood Road. As such, provision should be made for bus turning movements into the interchange (for 14.5 metre buses) so as to not preclude future bus movements.

The proposed Public Transport Plan indicates that there is a proposal to replace the Conder Street / Railway Parade roundabout with traffic signals. This will reduce the ability of bus services to turn around on Railway Parade when commencing a new route. The preference of the Ministry is to maintain the ability to perform this U-Turn in the new signal arrangement. If this is not possible, then a turn back loop is required along Wynne Avenue, Belmore Street and Conder Street. It is noted that the proposed Public Open Space and Streets Plan includes possible kerb extensions along the turn back loop. These widenings should not interfere with the movement of 14.5 metre buses.

The Burwood Town Centre Draft Local Environment Plan 2007, Exempt Development Schedule 2 lists Bus Shelter and associated facilities as an exempt development. The Ministry supports this and recommends that the Exempt Development criteria be amended to ensure that the height of a standard bus J-Pole (2.8 metres) falls within these provisions.

MoT supports the future road network arrangement for Burwood Town Centre as proposed in the proposed Traffic and Parking Plan. An analysis of travel times along Burwood Road indicate that the future one way road network will deliver significant travel time savings for future bus movements compared to the base case "do nothing" scenario. The Ministry recommends that proposals to improve travel times occur as soon as possible. A high priority would be the scramble pedestrian crossing at the Railway Parade / Burwood Road junction, with the proposed right turn restriction classified as Buses Excepted.

**APPENDIX:****MOT comments on Draft Burwood Town Centre Plans**

The Ministry also requests that bus priority measures are given consideration in the future Traffic and Parking Plan. These include bus priority at the Railway Parade / Burwood Road junction to allow buses to remain in the kerbside lane along Burwood Road and turn right, and bus priority at the Burwood Road / Victoria Street junction to allow buses to remain in the kerbside lane along Burwood Road to turn right. These proposals have been assessed by the Ministry and demonstrated that these measures would have limited impact on the road network along Burwood Road. The Ministry would be pleased to discuss further details of the proposals with Burwood Council.

**3. Rail Transport Issues**

The key issues for the Ministry in relation to rail transport are integrating the current and proposed station development layout with land use and public transport services, as well as mitigating noise and vibration impacts from the rail line through design criteria for adjacent land use development.

Planning is underway to upgrade Burwood Station with Easy Access facilities, including lifts, to make travelling to and from the station easier, safer and more convenient. It is important that the planned improvements identified by Burwood Council for a transport interchange to the north of the station are compatible with the preferred design of the Burwood Station upgrade and is integrated with the residential, retail and commercial development of the Town Centre. It is requested that Burwood Council continues to closely liaise with the Ministry of Transport and RailCorp to ensure that an integrated transport outcome can be achieved to maximise the use of public transport, walking and cycling at Burwood Town Centre.

Elements of the Burwood Town Centre are also within 60 metres of the rail corridor, which is serviced by passenger train services for a number of lines. The Ministry supports the provisions included within the draft LEP and draft DCP regarding noise and vibration issues for areas in close proximity of the rail corridor. It is important that any development applications within this area are carefully considered by Burwood Council to ensure that appropriate mitigation measures are in place for sensitive land uses.

**Supporting information**

I draw your attention to the following documents which are of relevance to this planning task:

- *State Plan, 2006;*
- *Urban Transport Statement, 2006;*
- *Planning Guidelines for Walking and Cycling (NSW Government, 2004);*
- *Service Planning Guidelines (Ministry of Transport, 2005);*
- *Best Practice Guidelines for NSW Public Transport Signage and Information Displays, (Transport NSW, 2002);*
- *Disability Standards for Accessible Public Transport (Commonwealth Legislation, 2002);* and
- *Interim Guidelines for Councils: Consideration of Rail Noise and Vibration in the Planning Process (Rail Infrastructure Corporation / State Rail Authority, 2003).*

**RailCorp**

Alternately, the Department could impose the following condition of consent:

- *An acoustic assessment is to be submitted to the Department prior to the issue of a construction certificate demonstrating how the proposed development will comply with RailCorp's Interim Guidelines for Applicants in the consideration of rail noise and vibration from the adjacent rail corridor.*

## **2. Stray Currents and Electrolysis from Rail Operations**

Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that the Department impose the following condition of consent.

- *The Applicant is to procure a report on the Electrolysis Risk to the development from stray currents, and the measures that will be taken to control that risk. The Applicant is advised to consult an Electrolysis expert. The expert's report must be submitted to RailCorp for review by the Senior Electrolysis Engineer or nominated Electrolysis Section personnel.*

## **3. Car Parking**

RailCorp notes that the proposed development will provide 205 public car parking spaces. As the existing car park is currently used for commuter car parking, RailCorp requests that the proposed public spaces be unrestricted in time to enable their use by commuters.

Finally, it is asked that the Department forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the applicant's compliance with rail related conditions of consent.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

Yours sincerely,

Andrew Gillies  
Assistant Town Planner  
RailCorp Property

**RailCorp**

RailCorp Property  
GPO Box 47  
Sydney NSW 2000  
DX 390 SYDNEY  
Tel: (02) 9224 3930 Fax: (02) 9224 3962  
Email: andrew.gillies@railcorp.nsw.gov.au

2 August 2007

The Director, Urban Assessments  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

**ATTENTION: izlem Boylu**

URBAN ASSESSMENTS  
RECEIVED

- 7 AUG 2007

**DEVELOPMENT APPLICATION – MP07\_0076**  
**Address: 1-17 Elsie St, Burwood**

I refer to the Department's letter dated 25 July 2007 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for this proposed development.

**1. Noise and Vibration**

RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, and jeopardise the structural safety of buildings, and should be addressed early in the development process.

RailCorp has published the following documents as part of an initiative aimed at managing rail noise and vibration impacts associated with development near the rail corridor:

- *Interim Guidelines for Councils – consideration of rail noise and vibration in the planning process.* This aims to assist local government in considering and assessing rail noise and vibration as part of their strategic planning and development control functions.
- *Interim Guidelines for Applicants – consideration of rail noise and vibration in the planning process.* This aims to assist those involved in the planning and design of developments near the rail corridor.

These documents are available at:

[http://www.railcorp.info/about\\_railcorp/environmental\\_guidelines](http://www.railcorp.info/about_railcorp/environmental_guidelines)

In assessing the application, the Department is encouraged to adopt the recommendations given in Part B – Development Assessment Process of the Guidelines for Councils. Section 11 of the Guidelines for Councils provides recommended conditions of consent for specific development categories such as multi-unit residential within the acoustic assessment area. The Department should extract the relevant conditions from this section and insert in the development consent.