



Table 1 Alignment with Movement and Places Framework

PRELIMINARY IDEA	POSSIBLE ACTIONS	PROPOSAL COMMENT
Movement		
<p>M1. Improved regional pedestrian and cycle access</p> <p>Prioritise active transport in order to reduce the reliance on private vehicles and increase overall connectivity across the wider Precinct.</p>	<p>A. Opportunity to upgrade pedestrian/cycle link from Linton Avenue and Mellor Street to the new schools and TAFE by providing:</p> <ul style="list-style-type: none"> ▪ A pedestrian/cycle connection across Victoria Road at Mellor Street ▪ Pedestrian intersection upgrade at Macpherson Street/ Mellor Street and Rhodes Street/ Mellor Street <p>B. Opportunity to upgrade pedestrian/cycle link from See Street TAFE entrance to the east through the current Meadowbank Public School site (after the school has relocated) and across Church Street. This would also involve:</p> <ul style="list-style-type: none"> ▪ Traffic calming to encourage slow speed environment along Thorne Street and Stone Street ▪ Pedestrian intersection upgrade at See Street/ Stone Street ▪ Pedestrian intersection upgrade at Stone Street/ Bowden Street 	<p>It is expected that active transport to the site will be the most popular choice of travel. Primary school students in particular are able to cycle on footpaths, with formal bicycle paths not necessarily required. With future upgrades around the precinct proposed as part of the MEEP master plan and specifically walking and cycling routes to the east including along Thorn Street, Stone Street and Constitution Road, a 10% increase in sustainable travel is being targeted.</p> <p>Further details are provided in Appendix C of the Response to Submissions.</p>

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	<p>C. Opportunity for a slow speed, shared pedestrian/cycle/ vehicular road as either a traffic calmed street (40km/h) or shared street (10km/hr) along Angus Street and down to the ferry wharf.</p>	
	<p>D. New pedestrian/cycle route across Victoria Road linking to West Ryde Station with an exit at Hermitage Road.</p>	
	<p>E. Opportunity for a pedestrian/cycle link through the TAFE site connecting Meadowbank Station to the main entry for the new schools and the new TAFE Multi-Trades Hub and linking to the proposed new east-west connection (see M3).</p>	
	<p>F. Opportunity for a new pedestrian/cycle connection across Victoria Road from West Ryde Station to the Sydney Water site. The connection across Victoria Road would need to be undertaken in collaboration with Transport for NSW.</p> <p>If a new footpath is provided along the south of Victoria Road (as per M2), access could be provided from Victoria Road to this new north south connection.</p>	
	<p>G. Opportunity for a new pedestrian/ cycle route within the Sydney Water site. The connection across the Sydney Water site would need to</p>	

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	<p>be undertaken in collaboration with Sydney Water.</p> <p>An activation strategy would be needed to provide access to and surveillance of new pedestrian/cycle route. The route and activation would need to consider the State Heritage listing of the site.</p> <p>H. Opportunity for a new partially elevated pedestrian/cycle route along the railway embankment adjoining the schools and TAFE linking to proposed new pedestrian connection across railway line.</p> <p>I. Opportunity for a new pedestrian/cycle route linking up existing routes along the Parramatta River and across Parramatta River on the John Witten Bridge.</p> <p>J. Opportunity for a new pedestrian and cycle route from Meadowbank Park to the TAFE and the new school entries. The route could potentially follow Charity Creek and use the new railway crossing (See M3). This would also involve:</p> <ul style="list-style-type: none"> ▪ Pedestrian intersection upgrade across Bank Street ▪ Pedestrian intersection upgrade across Constitution Road W/ Station Street 	

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<p>M2. Enhanced local pedestrian experience</p> <p>Improve the local pedestrian network in order to create a more walkable pedestrian-friendly environment.</p>	<p>A. Opportunity for a new footpath along the south side of Victoria Road and along the western side of Hermitage Road. The pedestrian footpath along the southern side of Victoria Road would need to be undertaken in collaboration with RMS.</p>	<p>School and pedestrian crossings are provided on Rhodes and Macpherson Streets providing connection for pedestrians travelling to/ from the north. Further afield, pedestrian volumes will be more distributed between local roads and as such, pedestrian volumes in other locations will unlikely meet warrants for formal pedestrian crossings.</p> <p>As part of the MEEP master plan, routes along Mellor Street and Hermitage Road are identified as key routes to be improved to provide better connection between the schools and Victoria Road bus stops.</p> <p>Existing footpaths are available on Hermitage Road, Mellor Street and Bowden Street and provide connectivity between the Schools and the bus stops along Victoria Road.</p> <p>SINSW will continue to work with TfNSW and Council on improved pedestrian connectivity.</p>
	<p>B. Opportunity for a new footpath on the eastern side of Bank Street. This could link to the new railway crossing (See M3) and new bus stop (See M4).</p>	
	<p>C. Opportunity for improved pedestrian/cycle access along Railway Road. This could also involve:</p> <ul style="list-style-type: none"> ▪ Traffic calming to encourage slow speed environment along Railway Road ▪ Pedestrian intersection upgrade at Railway Road / Bank Street ▪ New pedestrian footpath on northern side of the Bank Street bridge 	
	<p>D. Opportunity for improved pedestrian/cycle access along the highly trafficked Constitution Road. This would involve:</p> <ul style="list-style-type: none"> ▪ Landscape improvements and widening of footpath (where possible) ▪ Intersection upgrade at Constitution Road/ Bowden Street 	

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	<p>E. Opportunity for improved pedestrian access on the western side of the railway line. This would involve:</p> <ul style="list-style-type: none"> ▪ New pedestrian footpath on the south-western side of Station Street ▪ New pedestrian footpath on the south-eastern side of Maxim Street 	
<p>M3. New East-west active transport connection</p> <p>Create a new pedestrian and bicycle connection across the railway line, near Meadowbank Station, linking the schools and TAFE to the western side of the railway line.</p>		<p>This is not in the scope of the proposed development. SINSW will continue to work with TfNSW and Council on improved transport connectivity.</p>
<p>M4. New westside bus stop</p> <p>Establish a new bus stop near Meadowbank Station, improving public transport access to Meadowbank Station, the schools and TAFE.</p>	<p>A. Opportunity for a new bus stop on Bank Street close to Meadowbank Station. This could be undertaken with the new railway crossing (See M3) and the pedestrian upgrades of Bank Street (see M2). To be part of an integrated solution, this action would also need to consider the following:</p> <ul style="list-style-type: none"> ▪ Identification of a bus route connecting to areas to the west. ▪ Investigate opportunity for a bus turn-around on Bank Street near Meadowbank Station. ▪ Passive surveillance and adequate lighting in the area around the bus stop. 	<p>This is not in the scope of the proposed development. SINSW will continue to work with TfNSW and Council on improved transport connectivity.</p>

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<p>M5. Improved traffic management</p> <p>Identify pressure points in order to address the through traffic permeating the Precinct.</p>	<p>A. Investigate road widening along Victoria Road including the carriageway below the railway bridge at West Ryde.</p> <p>B. Investigate upgrades to intersections at Bowden Street/Victoria Road, Bowden Street/Constitution Road and Bowden/ Thorn Street.</p> <p>C. Investigate measures to reduce the attractiveness of “rat runs” through the Precinct for traffic that does not have a destination within the Precinct including use of Constitution Road and Bowden Street.</p>	<p>There are no simple intersection upgrades that can deliver additional capacity at the Victoria Road/ Hermitage Road and Victoria Road/ Bowden Street intersections. The future of Victoria Road is best addressed through the MEEP master plan and existing TfNSW corridor improvement programs.</p> <p>SINNSW will continue to work with TfNSW and complete post-opening road network monitoring in order to identify any operational issues and potential management solutions (in the absence of any strategic corridor upgrade proposals).</p>
Place		
<p>P1. Blue/green link</p> <p>Increase the recognition of the Charity Creek creek line as an integral part of the Precinct’s blue grid and strengthen the image and identity of the local area.</p>	<p>A. Opportunity to connect the 'Charity Creek Cascades' park to Meadowbank Park via an expanded blue/ green link along the local valley floor. This would also involve:</p> <ul style="list-style-type: none"> ▪ Exploring the opportunity to extend the open space to 899- 903 Victoria Road (currently an Avis Car Rental site). This opportunity is also shown in the Structure Plan for West Ryde Town Centre (Source: City of Ryde, 2019) <p>B. Opportunity to explore flood mitigation through increased open space, reduced overland flows and increased stormwater harvesting through the employment lands.</p>	<p>The stormwater system proposed for the site will discharge into Charity Creek culvert drainage. The development will achieve the pollution reduction targets by utilising WSUD treatment targets.</p> <p>The combination of vegetated buffer, bioretention swales, vegetated swales, and filtration devices will be used through a treatment train approach to improve water quality before stormwater discharges from the site. These elements of the Stormwater Quality Management Strategy for the proposed development will achieve all the pollution reduction targets.</p>

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	<p>C. Opportunity to recognise, celebrate and, where possible naturalise the Charity Creek drainage corridor across the schools and TAFE sites.</p> <p>D. Opportunity to expand and, if possible naturalise the Charity Creek drainage corridor into the Ausgrid site.</p> <p>E. Opportunity to expand and, if possible naturalise more of the Charity Creek drainage corridor in Meadowbank Park.</p>	
<p>P2. Upgraded station precincts</p> <p>Improve the safety, accessibility and amenity of the areas around Meadowbank and West Ryde Stations to increase public transport usage and provide social opportunities and activation of the Precinct.</p>	<p>A. Opportunity to improve the streetscape quality, activation and connectivity around West Ryde Station and create a new north-south pedestrian/cycle link within the Precinct across Victoria Road (See M1). Collaboration with Transport for NSW required to align project timeline with upgrade of Victoria Road.</p> <p>Explore opportunities for improved wayfinding and signage to enhance the pedestrian experience towards the schools and TAFE.</p> <p>B. Opportunity to improve the public domain around Meadowbank Station by creating a slow-speed zone along Railway Road with new pedestrian crossings, increase landscape treatments, especially at intersections (i.e. via kerb blisters), additional street tree planting, new street furniture,</p>	<p>The school will activate the precinct and create construction and ongoing operational jobs.</p>

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	<p>lighting, public art and increased bicycle parking.</p> <ul style="list-style-type: none"> ▪ Opportunity for retention and celebration of heritage features, upgrades to the plaza and improved wayfinding signage to enhance the local village character. ▪ Opportunity to enhance the amenity and retail offer at the local retail and services village adjoining Meadowbank Station and along Railway Road. This would require collaboration with multiple landowners and would provide an opportunity to allow some redevelopment potential to support upgrade of the building stock. ▪ Opportunity to introduce additional jobs within the emerging mixed-use area around the Meadowbank Station. 	
<p>P3. Enhanced employment lands</p> <p>Strengthen the employment lands and the adjoining Sydney Water site as a mixed-use precinct to support jobs and contribute to the activation of the area.</p>	<p>A. Opportunity to prepare a Structure Plan that identifies future development on the employment lands and Sydney Water site in coordination with the TAFE. This would require collaboration with multiple land owners and would provide an opportunity to:</p> <ul style="list-style-type: none"> ▪ Maximize visual, physical and virtual interactions between the employment lands and TAFE. ▪ Improve the opportunity of the area to support employment uses and, while this excludes 	<p>The proposal strengthens the employment lands by providing jobs and people that contribute to the activation of the area.</p>

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	<p>residential uses, changes to floor space ratio (FSR) and building heights, additional employment uses and some local retail uses may be possible.</p> <ul style="list-style-type: none"> ▪ Create a higher employment intensity. ▪ Support local business development linked to TAFE digital, trade and other courses. ▪ Support retention of valuable specialist businesses and services in the Meadowbank retail centre and industrial zone. 	
<p>P4. Increased green infrastructure</p> <p>'Green' the area with new street trees along key pedestrian routes and new and upgraded open spaces to provide increased amenity for the local community.</p>	<p>A. Opportunity for a new public open space at the Sydney Water site that would connect to the potential future pedestrian and cycle connection across Victoria Road (See M1). This would be subject to heritage assessment of the state significant items on this site.</p> <p>B. Opportunity for a new public open space at the current Meadowbank Public School, once students have relocated to the new school site.</p> <p>C. Opportunity to improve the street environment at Stone Street by planting new street trees and creating a slow-speed pedestrian friendly environment with a possible shared pedestrian and vehicular zone.</p>	<p>SINSW supports green infrastructure and the proposal has been designed to preserve as many trees on site as possible. A key design feature is connecting the existing trees and playground environment in an engaging and playful way.</p> <p>A key design idea is to treat the entire school as a giant tree house, that enhances the connections with nature and maximizes outdoor learning and play opportunities.</p>

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	<p>D. Opportunity to improve the street environment at Bowden Street between Victoria Road and Macpherson Street by planting new street trees on both sides of the road.</p> <p>E. Opportunity to improve the street environment within the employment lands by planting new street trees along Hermitage Road, Falconer Street and Mellor Street along with new green spaces connecting to the 'Charity Creek Cascades' (see P1).</p> <p>F. Opportunity to improve the street environment on the western side of the railway line along Station Street, Union Street and Maxim Street.</p>	
<p>P5. Engaging places</p> <p>Encourage social interaction and cohesion within the community through new public art, plazas, spaces and 'living streets' to activate the Precinct.</p>	<p>A. Opportunity to create a series of plazas and open spaces within the TAFE site along the new pedestrian and cycle route that serve as pedestrian 'pause points' and encourage social interaction.</p> <p>B. Opportunity for a new local 'destination' at the end of the new N-S pedestrian/cycle connection (see M1) with a potential for retail activation similar to the Grounds of Alexandria.</p> <p>C. Opportunity for an upgraded active street edge along Bank Street with potential for increased retail uses to serve new bus stop</p>	<p>The development of the site has been based on planning it as a precinct, rather than just a school. The intent of this is to create a co-located education precinct that is accessible for both students and the wider community. When complete, MEEP is set to become a new community hub that will house students of all ages.</p> <p>The communal hall is located within the Primary School wing and has been specifically sited to front Rhodes Street. This is a self-contained hall element that will be able to accommodate school performances and assemblies. Outside of school</p>

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	(See M4) and new east-west pedestrian/cycle connection (See M3).	hours the hall will be able to be accessed by the community, and managed by the Schools. Potential access will also be provided to the indoor Gymnasium located within the High School wing.
<p>D. Opportunity to create a 'gateway' to Meadowbank Park by improving the pedestrian environment through raised pedestrian crossings at the roundabout, new street furniture and installation of public art which would link into the naturalisation of Charity Creek (See P1).</p>		
<p>E. Opportunity to create 'Living Streets' or shared pedestrian and vehicular streets with slow speed limits (10km/hr), wide verges and improved street lighting. This would encourage active transport use, create a safer environment especially for children and encourage engagement within the community.</p>		
<p>F. Opportunity for activation within the employment lands by creating new retail and commercial spaces along with street upgrades, tree planting and public open space.</p>		
<p>G. Opportunity for new community uses along with a public open space at the current Meadowbank Public School, once students have relocated to the new school site.</p>		

Source: [Insert source]