Multi-Trades and Digital Technology Hub at TAFE Meadowbank

State Significant Development
SSD 10349

August 2020

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Title: Meadowbank Education and Employment Precinct Multi-Trades and Digital Technology Hub at TAFE Meadowbank

Cover image: Perspective view from See Street towards the Multi-Trades and Digital Technology Hub building (top) and multi-storey car park (bottom) (Source: Applicant's Response to Submissions 2020)

Glossary

Abbreviation	Definition
ACHAR	Aboriginal Cultural Heritage Assessment Report
AIA	Arboricultural Impact Assessment
Applicant	TAFE NSW
BCA	Building Code of Australia
BC Act	*Biodiversity Conservation Act 2016*
BDAR	Biodiversity Development Assessment Report
Car Park	The proposed two storey, three level, car park located on the Southern Site, which is the subject of this application
CIV	Capital Investment Value
Council	City of Ryde
CNVMP	Construction Noise Vibration Management Plan
Contributions Plan	City of Ryde Section 94 Development Contributions Plan 2007
CPTMP	Construction Pedestrian Traffic Management Plan
dB	Decibels
DCP	Development Control Plan
Department / DPIE	Department of Planning, Industry and Environment
Draft GPDG	Draft Greener Places Design Guide 2020
DSCI	Detailed Site Contamination Investigation
Education SEPP	State Environmental Planning Policy (Education Establishments and Child Care Facilities 2017)
EESG	Environment, Energy and Science Group of DPIE
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FEERP	Flood Evacuation and Emergency Response Plan
FIR	Flood Impact Report

FTE	Full time equivalent
GANSW	NSW Government Architect
GFA	Gross floor area
Heritage NSW	Heritage NSW, Department of Premier and Cabinet
HIS	Heritage Impact Statement
HROP	Hermitage Road Owners Precinct
Hub Building	The proposed up to six storey Multi-Trades and Digital Technology Hub building located on the Northern Site, which is the subject of this application
ICNG	Interim Construction Noise Guideline
IEC	Intensive English centre
LGA	Local government area
LoS	Level of Service
Master Plan	Meadowbank Education and Employment Precinct Preliminary Master Plan 2019
Meadowbank School	Meadowbank Education and Employment Precinct School Project (SSD 9343)
MEEP	Meadowbank Education and Employment Precinct
Minister	Minister for Planning and Public Spaces
NML	Noise Management Level
Northern Site	The northern application site within the TAFE Campus containing the proposed Hub Building component of the application
NPI	National Policy for Industry 2017
NSW RNP	NSW Road Noise Policy, DECCW 2011
NVIA	Noise and Vibration Impact Assessment
PMF	Probable Maximum Flood
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
PWES	Pedestrian Wind Environment Statement
RAP	Remediation Action Plan
RBL	Rating background level
RDCP	Ryde Development Control Plan 2014
REF	Review of Environmental Factors
REF Works	The REF site preparation works relating to the Northern and Southern Sites approved by TfNSW in May 2020
Remediation SEPP	Draft Remediation of Land State Environmental Planning Policy
RL	Reduced level

RLEP	Ryde Local Environmental Plan 2014
RMS	TfNSW (Roads and Maritime Services)
RtS	Response to Submissions
SDRP	State Design Review Panel
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No.55 – Remediation of Land
SEPP 64	State Environmental Planning Policy 64 – Advertising Signage
SHR	State Heritage Register
Southern Site	The southern application site within the TAFE Campus containing the proposed car park component of the application
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SRtS	Supplementary Response to Submissions
SSD	State Significant Development
Substation Site	Single storey substation building and open-aired power / transformer yard fronting Macpherson and See Streets to the north of the site
TAFE	Technical and Further Education
TAFE Campus	The NSW TAFE campus at Meadowbank
TAIA	Transport and Accessibility Impact Assessment
TfNSW	Transport for NSW
TP	Travel Plan

Executive Summary

This report provides an assessment of a State significant development (SSD) application for the development of the Multi-Trades and Digital Technology Hub at NSW Technical and Further Education (TAFE) Meadowbank Campus, See Street, Meadowbank (SSD 10349). The application has been lodged by TAFE NSW (the Applicant) and the site is located within the City of Ryde local government area.

Introduction

The TAFE NSW Meadowbank Campus is located within the Meadowbank Education and Employment Precinct (MEEP) and is bounded by See Street to the east, Macpherson and Rhodes Streets to the north, Constitution Street to the south and the T9 Northern Railway Line railway corridor to the west.

This application seeks approval for the construction of an up to six storey Multi-Trades and Digital Technology Hub building (Hub Building) and separate three level car park (Car Park) within the TAFE Meadowbank Campus.

The proposal has a Capital Investment Value (CIV) of $124,661,229 and is predicted to generate up to 226 full time equivalent construction jobs. The proposal is SSD under clause 4.36 State and Environmental Planning Policy (State and Regional Development) 2011, as it is development for the purpose of a tertiary institution with a CIV of more than $30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

Community engagement

The Environmental Impact Statement (EIS) was publicly exhibited between 24 October 2019 and 20 November 2019 (28 days). The Department of Planning, Industry and Environment (the Department) received a total of 17 submissions, including five submissions from public authorities in the form of comments and 12 from the public (including one public interest group) comprising three objections, seven comments and one in support. The City of Ryde Council (Council) did not provide a submission to the EIS exhibition. On 15 June 2020, Department representatives visited the site to inform the assessment of the development.

On 21 May 2020, the Applicant submitted its Response to Submissions (RtS) that amended the original EIS design to include a separate three storey car park and remove a level of parking from the Hub Building as original proposed. The RtS was exhibited between 4 June 2020 and 18 June 2020 and 12 submissions were received including four from public authorities and eight from the public comprising six objections, one comment and one in support. Council confirmed it would not be making a submission on RtS. On 22 July 2020, the Applicant submitted a Supplementary RtS (SRtS) that responded to the comments made in relation to the RtS.

The key issues raised in the public submissions included traffic and parking, design and built form, consultation, environmental impacts and operational noise.

Assessment

The Department is satisfied that the key issues have been appropriately addressed by the Applicant or have been taken into account through recommended conditions of consent. The Department concludes that the proposal is in the public interest and is able to be approved, subject to conditions.

The Department identified traffic, parking and pedestrian access, noise impacts, tree removal and built form as the key issues for assessment. The Department considered the merits of the proposal in accordance with the relevant matters under section 4.15(1) and the objects of the *Environmental Planning and Assessment Act 1979*, the principles of ecological sustainable development, and issues raised in submissions as well as the Applicant's response to these.

The Department's assessment concludes the:

- proposed travel mode share, which seeks to encourage sustainable travel modes (walking, cycling and public transport) and reduce car dependency, is appropriate and the recommended sustainable transport measures and conditions of consent ensure that the proposal would not have significant adverse impacts on the local traffic network.
- car parking provided is sufficient, subject to ongoing management and sustainable travel strategies. The provision of eight on-street pick-up/drop-off spaces would address the TAFE Campus-wide need for such a facility.
- pedestrian access to/from the site is generally convenient, safe and efficient. The Department recommends public domain improvements to See Street to add to the public domain improvements to be undertaken as part of the adjoining Meadowbank Schools development.
- mitigation measures have been proposed to minimise construction impacts on nearby residential properties.
- removal of 114 trees is unavoidable and justified in this instance to facilitate construction and provide for new/improved educational facilities to meet growing enrolment demand. The proposal includes the provision of 27 replacement trees and other landscaping. The Department recommends additional replacement planting to offset the impacts of the proposal.
- proposal would have acceptable amenity impacts regarding operational noise, views, overshadowing and privacy.
- height and design of the Hub Building and Car Park:
    - are appropriate in the site context and would not have a detrimental visual impact on the character of the surrounding area or setting or significance of nearby local heritage items.
    - respond positively to the site and its context, while balancing the need to provide for the demand for new educational facilities.
- site is suitable for the proposed development and would provide high standard, contemporary teaching and learning facilities on site that would improve educational outcomes.

Contents

1 Introduction

This report provides an assessment of a State significant development (SSD) application (SSD 10349) for development of the Multi-Trades and Digital Technology Hub located at NSW Technical and Further Education (TAFE) Meadowbank Campus, See Street, Meadowbank.

The application seeks approval for the construction of a Multi-Trades and Digital Technology Hub building (the Hub Building) and separate multi-storey car park (the Car Park) within the TAFE Campus, including:

- excavation, tree removal and remediation (as necessary).
- construction of the Hub Building comprising:
    - one up to six storey building for tertiary education use.
    - 32 car parking spaces and 30 bicycle parking spaces and end-of-trip facilities.
- construction of the Car Park comprising a two storey (three level) car park providing for 245 car parking spaces.
- landscaping works including hard and soft landscaping, through site link and landscaped laneway.

The application has been lodged by TAFE NSW (the Applicant) under Part 4, Division 4.1 *Environmental Planning and Assessment Act 1979* (EP&A Act). The site is located in the City of Ryde local government area (LGA).

1.1 The Meadowbank Education and Employment Precinct

The site is located in the Meadowbank Education and Employment Precinct (MEEP), as defined by the Greater Sydney Commission, in Ryde and Meadowbank approximately 15 kilometres (km) west of the Sydney Central Business District and 10km east of the Parramatta Central Business District (**Figure 1**).

The core of the precinct covers an area equal to approximately 31.5 hectares (ha) and currently contains TAFE NSW Meadowbank Campus (TAFE Campus), Sydney Water and Ausgrid sites, Meadowbank Station, employment lands and retail accommodation. On 21 May 2020, approval was granted by the Executive Director, Infrastructure Assessments under delegation from the Minister for Planning and Public Spaces for the redevelopment of the north-west corner of the TAFE Campus for co-located primary and secondary schools and an intensive English centre (IEC) (Meadowbank Schools), summarised at **Section 2.5.1**. The MEEP and existing and approved uses are shown at **Figure 2**.

The Greater Sydney Commission prepared the MEEP Preliminary Master Plan 2019 (the Master Plan), the public exhibition of which ended on 20 November 2019. The Master Plan aims to optimise the benefits of the NSW Government investment in the MEEP by enhancing place making, supporting co-location of uses and delivering a community with vibrant amenity, high productivity and fine grained connectivity. Projects within the MEEP are anticipated to be developed in stages over the next 20 years.

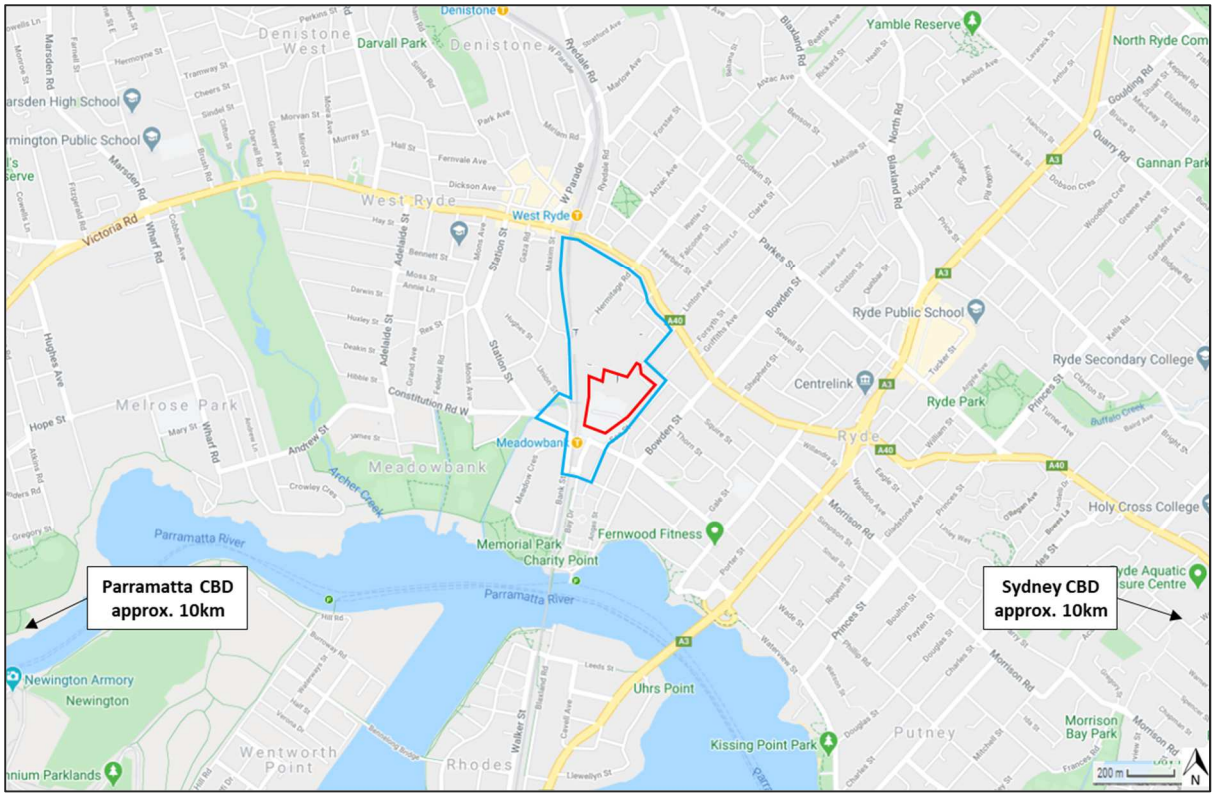


Figure 1 | The MEEP location (outlined in blue), the TAFE Campus (outlined in red) (Base source: Google Maps 2020)

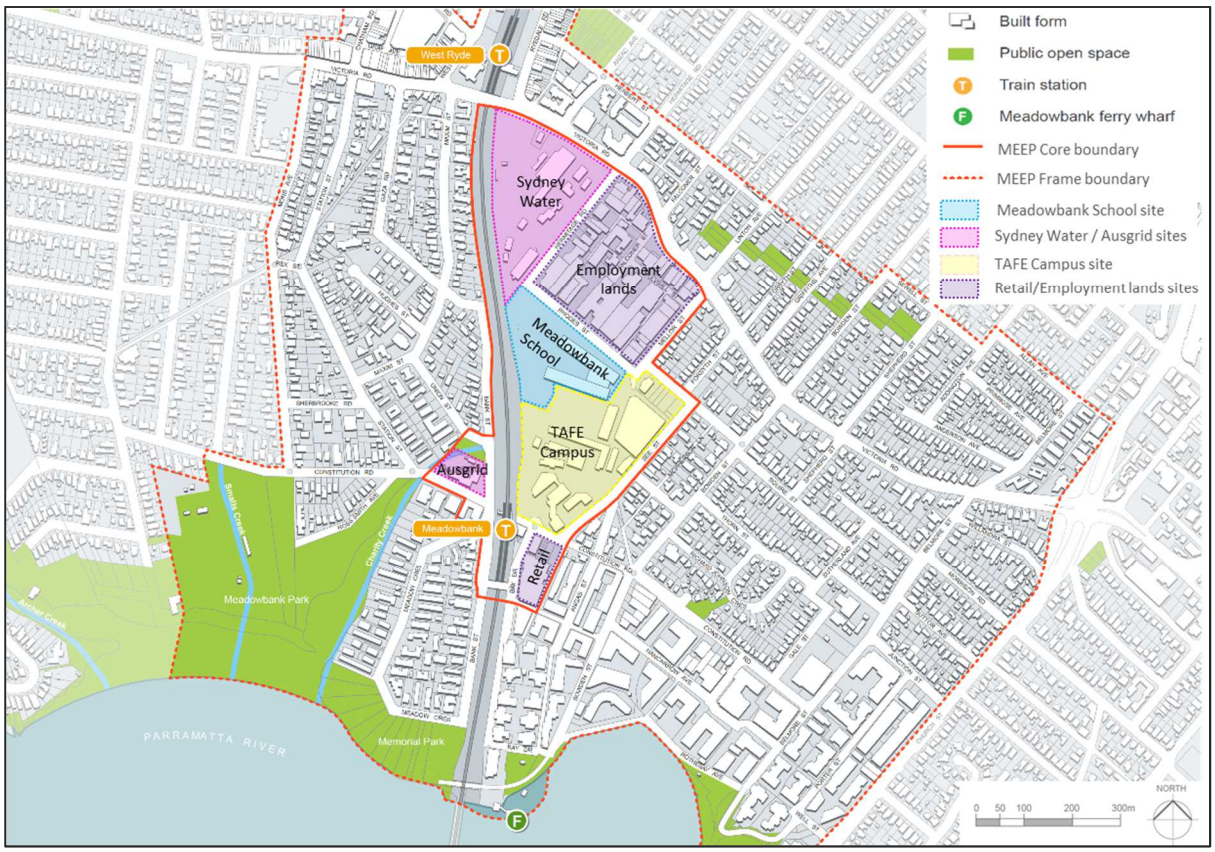


Figure 2 | The MEEP and existing uses and sites (Base source: MEEP Preliminary Master Plan 2019)

The Master Plan has completed public exhibition and the Department of Planning, Industry and Environment (the Department) considers it to be a valid planning consideration in the assessment of the application. The Department considered the proposal against the Master Plan in **Section 3.3**.

1.2 Site description

1.2.1 The TAFE Campus

The TAFE Campus occupies a 5.6ha parcel of land, is irregular in shape and is bounded by See Street to the east, Constitution Road to the south, Rhodes Street, the Meadowbank Schools site and a large substation and transformer yard (Substation Site) to the north and the T9 Northern Railway Line railway corridor to the west (**Figure 3**).

Figure 3 | Aerial view of the site, the TAFE Campus and surrounding context (Base source: Nearmap 2020)

The TAFE Campus contains 12 main buildings, two small buildings and several smaller associated sheds and structures used by TAFE NSW for tertiary education purposes. The buildings are of various ages and designs and range in height between one and six storeys.

A large open space known as TAFE Green is located at the northern boundary of the site (adjoining the Meadowbank Schools site) and comprises a broad open grassed area framed by trees. Smaller areas of open space and landscaping are scattered across the site together with numerous mature trees.

The TAFE Campus contains two main surface car parking areas located at the north-eastern (212 spaces) and south-eastern (77 spaces) corners of the site. In addition, the TAFE Campus recently completed the construction of 90 new car parking spaces located along the western boundary of the site adjoining the railway corridor. In total, the TAFE Campus provides for 379 car parking spaces.

The on-site car parking is provided for use by staff and students, subject to a daily fee for students and annual fee for staff.

The campus is accessed via six main pedestrian access points including three along See Street, two at Constitution Road opposite Meadowbank Station and one at Rhodes Street. A publicly accessible pedestrian route runs through the middle of the TAFE Campus and connects the Rhodes / Mellor / Macpherson Street intersection in the north to Meadowbank Station in the south (**Figure 4**).

The site does not contain any local or State listed heritage items under the Ryde Local Environmental Plan 2014 (RLEP) or the State Heritage Register (SHR). The TAFE Campus is subject to existing stormwater, electricity and right of carriage easements.

The TAFE Campus currently accommodates approximately 13,559 students and employs 595 staff. Official hours of operation are:

- Monday to Thursday 7am to 10:30pm.
- Friday 7am to 7pm.
- Saturday 8am to 5:30pm.

The TAFE Campus buildings and facilities are occasionally available for community use (e.g. art gallery events, election polling and the like). Community use of the TAFE is generally carried out during standard campus operating hours.

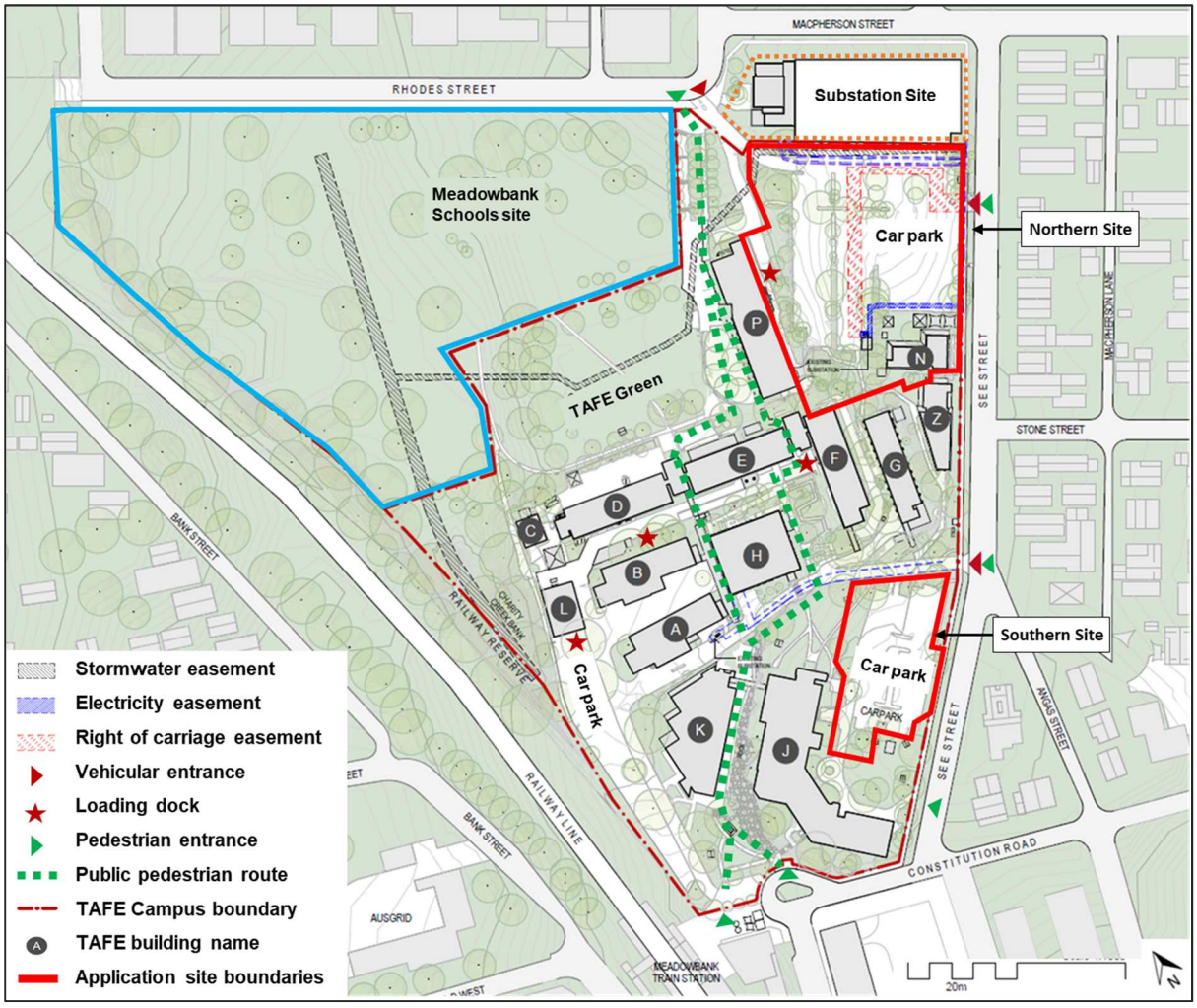


Figure 4 | Location of TAFE buildings, easements, vehicular / pedestrian access and car parking areas (Base source: Applicant's EIS October 2019)

1.2.2 The application sites

This application relates to two sites within the TAFE Campus located at the north-eastern (Northern Site) and south-eastern (Southern Site) corners of the TAFE Campus site (**Figure 4**). The Northern and Southern Sites are described below and shown at **Figure 5**.

The Northern Site includes:

- a surface car park (212 spaces for TAFE students) covering an area of over 7,000 square metres (m^2) with a vehicular entrance from See Street and exit onto Rhodes Street (one-way).
- Building N, a single storey TAFE Campus building and ancillary structures used for a childcare centre.
- a single storey substation building located at the southern boundary of the site between Buildings N and Z.
- 114 existing mature trees.
- easements including (**Figure 4**):
    - stormwater easement along the northern boundary of the site and extending through to TAFE Green.
    - electricity easement along the northern boundary of the site between See Street and the adjoining Substation Site.
    - a right of carriage easement across the car park for access to the on-site substation.

Figure 5 | Northern Site See Street entrance (top left), Rhodes Street exit and existing driveway to Building P (top right) and view south across the car park (bottom) (Source: Department site visit 15 June 2020)

The Southern Site includes:

- a surface car park (77 spaces for TAFE staff) covering an area of approximately 3,400m^2 with a single vehicular entry / exit point onto the existing TAFE east-west road, which connects to See Street.
- 26 existing mature trees.

Figure 6 | Southern vehicular entrance to the TAFE Campus (top left), Southern Site entrance (top right), view south across the car park (bottom left), Building J and open space (bottom right) (Source: Department site visit 15 June 2020)

1.3 Surrounding context

The TAFE Campus is located in an existing suburban setting. The surrounding area has a varied character including low-scale residential dwelling houses to the east and west, light industrial employment lands and residential dwelling houses to the north and high-density mixed-use developments around Meadowbank and West Ryde stations.

The surrounding context includes (**Figure 7** and **Figure 8**):

Northern Site

- adjoining the northern boundary of the site is the Substation Site, which comprises a large single storey substation building and open-aired power / transformer yard fronting Macpherson and See Streets.
- to the north-west, on the opposite side of Rhodes Street, is a light industrial precinct that is bound by Victoria Road, Hermitage Road, Rhodes Street and Mellor Street. Buildings within this precinct comprise one and two storey warehouse and light industrial buildings constructed in the mid-twentieth century.
- to the east, and further north beyond the Substation Site, is low density residential land that generally includes a mixture of one and two storey detached dwellings within the suburbs of

Meadowbank and West Ryde. The closest residential properties to the Northern Site are located 30m away, on the opposite side of See Street.

- to the west is Building P, a six storey TAFE Campus building, beyond which is TAFE Green and the Meadowbank School site.
- to the south is Buildings F, G and Z which comprise one to three storey TAFE Campus buildings. Beyond these buildings is the Southern Site.

Figure 7 | Aerial view of the Northern Site as existing and adjoining TAFE Campus buildings, residential properties and the Substation Site (Base source: Nearmap 2020)

Southern Site

- to the east, on the opposite side of See Street, are 1A Angas Street and 34 See Streets, comprising a dwelling and the Thomas White Memorial Fountain (local heritage items, refer to **Section 1.3.2**). Also located east of the site is the Italian Bilingual School at 30-32 See Street and Little Stars Kindergarten at 2B Angas Street.
- to the south and west is Building J, a five storey TAFE Campus building and grassed open space.
- to the north are Buildings F, G and Z which comprise one to three storey TAFE Campus buildings. Beyond these buildings is the Northern Site.
- beyond the TAFE Campus to the south-west and south-east is Meadowbank Station and a mixture of one and two storey retail shops and shop top housing, warehouses, light industrial buildings and high density apartment buildings forming part of the Shepherds Bay development.

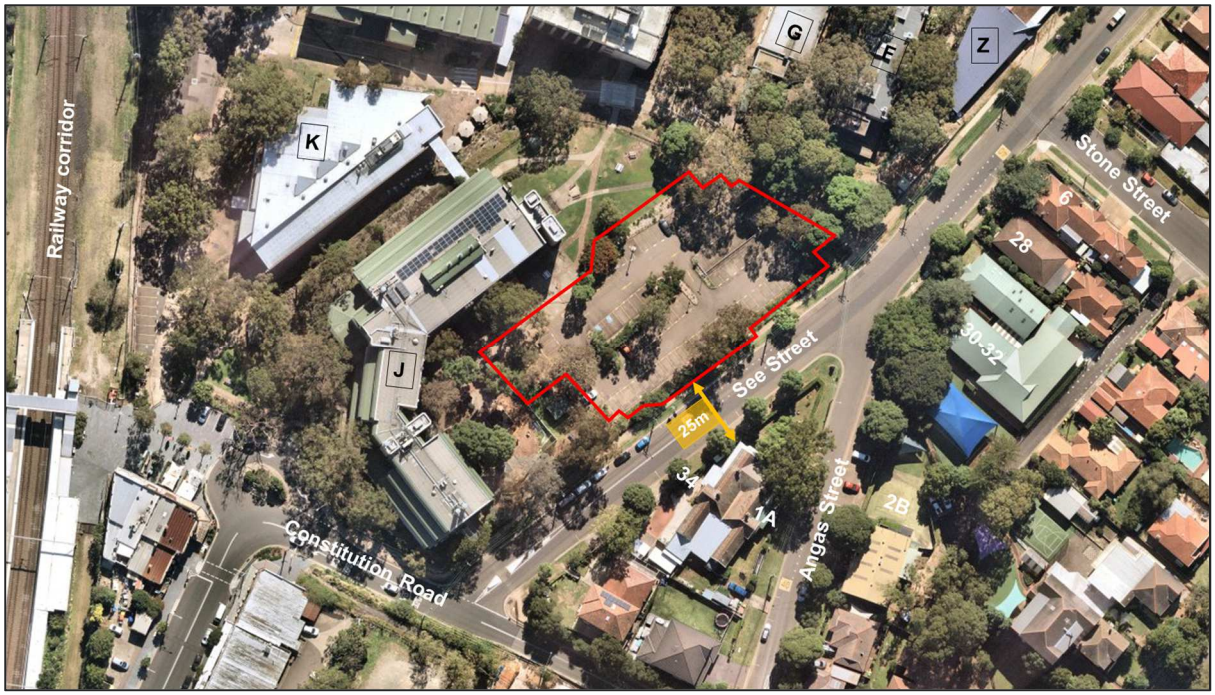


Figure 8 | Aerial view of the Southern Site and adjoining TAFE Campus buildings and residential properties (Base source: Nearmap 2020)

1.3.1 Transport and access

The TAFE Campus has excellent access to public transport services being located immediately opposite Meadowbank Station (**Figure 3**). High-frequency bus routes are located along Victoria Road and local bus routes are also provided along Bowden Street and Constitution Road. On-street cycleways pass along Rhodes and See Streets and other streets further away from the site.

The Victoria Road intersections with Hermitage Road and Bowden Street to the north are both signalised. Three roundabouts are provided along Bowden Street to the east and one on Bay Drive to the south. The surrounding streets provide for a mixture of unrestricted, two hour and 15 minute restricted on-street parking.

Pedestrian access to the TAFE Campus is from the surrounding footpath network which is comprised of full width (approximately 1.2m) footpaths to adjoining and nearby streets (including Constitution Road, See Street and Rhodes Street).

A pedestrian / cycle route previously connected Rhodes Street to Meadowbank Station along the western boundary of the TAFE Campus adjacent to the railway embankment. However, this route is no longer available following the erection of the site hoardings around the Meadowbank Schools site.

1.3.2 Surrounding heritage

A number of buildings nearby the site are listed as local heritage items under the RLEP. The closest locally listed items are located approximately 25m to the east of the Southern Site, on the opposite side of See Street (**Figure 9**), and include:

- 1A Angas Street and 34 See Streets, the former home of Thomas White a manager of the former Meadowbank Manufacturing Company.

- Thomas White Memorial Fountain, a sandstone fountain erected by the Meadowbank Manufacturing Company's employees, in front of the above residence and memorialising Thomas White (1910).

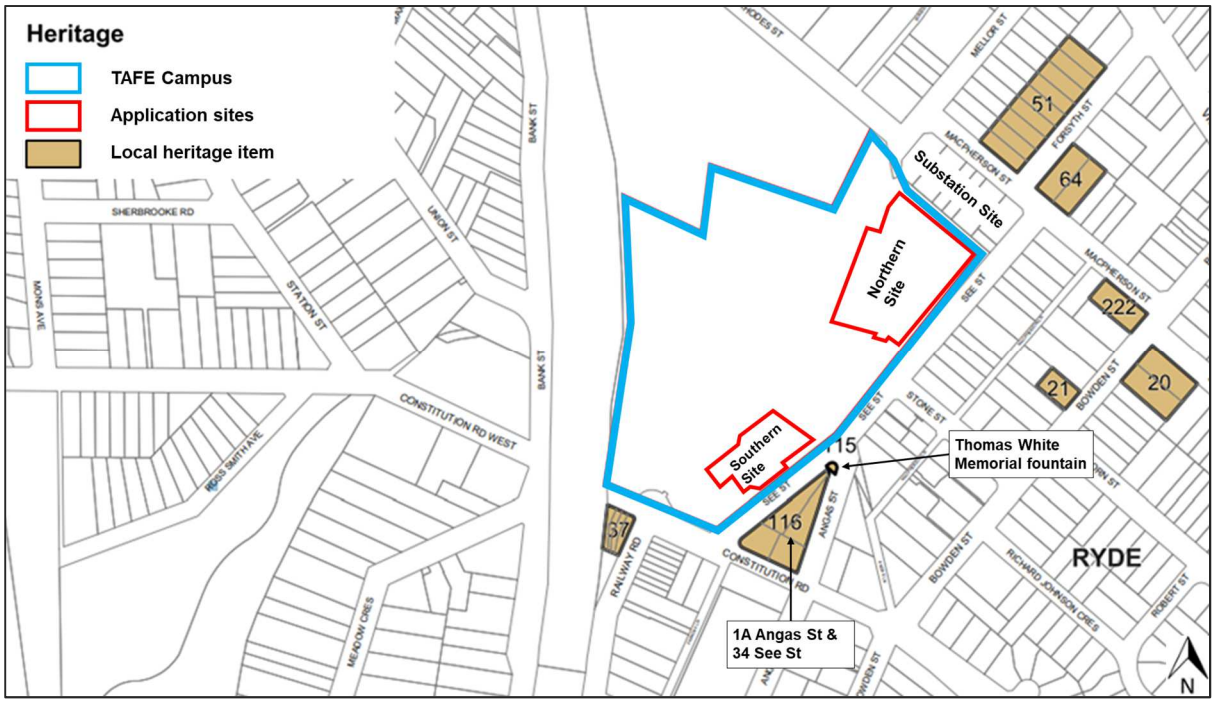


Figure 9 | The location of the Northern and Southern Sites in relation to adjoining and nearby local heritage items (Base source: RLEP)

2 Project

2.1 Key components and features

2.1.1 Description of development

This SSD application seeks approval for the construction of the up to six storey Hub Building and separate three level Car Park within the TAFE Campus.

The key components and features of the proposal (as amended by the Response to Submissions (RtS) and Supplementary Response to Submissions (SRtS)) are summarised at **Table 1**. The EIS, RtS and SRtS is at **Appendix A**.

Table 1 | Main components of the proposal

Component	Description
Northern Site – Hub Building	
Demolition, site preparation and remediation	• No demolition works proposed (demolition of Building N, car park hard stand and associated structures forms part a separate assessment process (see **Section 2.5.2**)). • Remediation works (as necessary).
Built form	• Construction of an up to six storey (maximum reduced level (RL) 40.8m) Hub Building, including: o learning space, seminar, industrial engagement and applied research rooms. o indoor and outdoor workshop and workspace areas for wielding, plumbing, electro-technology, carpentry, construction and other multi-trades.
Gross floor area (GFA) and use	• 13,079.90m^2 GFA for tertiary education use.
Access	• A vehicular entry / exit point at the north-eastern corner of the site from See Street providing access to: o an internal (two-way) vehicular laneway along the northern boundary of the site. o car parking level at Level 02 of the building. o a loading dock at Level 03 of the building. • Two pedestrian access points to the building, one from See Street (Level 04) and the other from the north-south pedestrian link (Level 01).
Parking	• 32 car parking spaces located at Level 02. • conversion of eight on-street car parking bays on the eastern side of See Street into pick-up/drop-off bays (15 minute parking restriction). • provision of a loading dock and vehicular turntable at Level 03 for heavy rigid vehicles up to a 12.5m in length. • 30 secure bicycle parking spaces at Level 02 and associated end-of-trip facilities.
Trees and landscaping	• Removal of 97 existing trees. • Creation of new an east-west pedestrian link between See Street and TAFE Green, through the Hub Building and Building P. • Provision of site-wide landscaping works, including:

Component	Description
	o creation of an activated north-south landscaped (pedestrian) laneway / open space located between the Hub Building and Building P. o 12 replacement trees including: - nine trees (palms) located within the north-south link west of the building between the building and Building P. - three trees (palms) located at the south-eastern corner of the site fronting See Street. o shrub, fern and ground cover planting within garden beds around the site. o various paving types around the site together with timber seating.
Signage	• One free-standing business identification sign located at the See Street entrance. • One free-standing wayfinding digital sign with four LED screens located at the western side of the Hub Building.
Southern Site – car park	
Demolition, site preparation and remediation	• Demolition of car park hard stand, associated structures and removal of 77 existing surface car parking spaces. • Remediation works (as necessary).
Built form	• Construction of an up to two storey (three level) car park (maximum RL 34.35m).
GFA and use	• 6,600m^2 for use as a car park.
Access	• Separate vehicular entry and exit points located at the north-eastern and north-western corners of the site and accessed from existing east-west TAFE Campus internal road from See Street. • Two pedestrian entry / exits on the eastern elevation fronting See Street and one pedestrian entry / exit on the western elevation fronting Building J.
Parking	• Provision of 245 car parking spaces including: o 81 spaces (including six accessible spaces) at ground floor level. o 75 spaces at Level 1. o 89 spaces at Level 2 (roof level).
Trees and landscaping	• Removal of 17 existing trees. • Provision of site-wide landscaping works, including: o 15 replacement trees including: - five trees located along the See Street frontage. - six trees located to the north, adjacent to the Building J grassed open space area. - five trees located to the east, between the entrance and exit to the Car Park. o shrub, fern and ground cover planting within garden beds around the site. o concrete circulation paths.
Overall	
Staging	• Construction would occur in a single stage.

Component	Description
Community use	• The application does not propose community use of the Hub Building, public use of the Car Park or any changes to the existing community use arrangements for the TAFE Campus buildings or facilities.
Jobs	• Generate 226 full time equivalent (FTE) construction jobs. • Support 70 ongoing FTE operational jobs.
CIV	• $124,661,229.

The proposed development is shown in **Figure 10** to **Figure 16**.

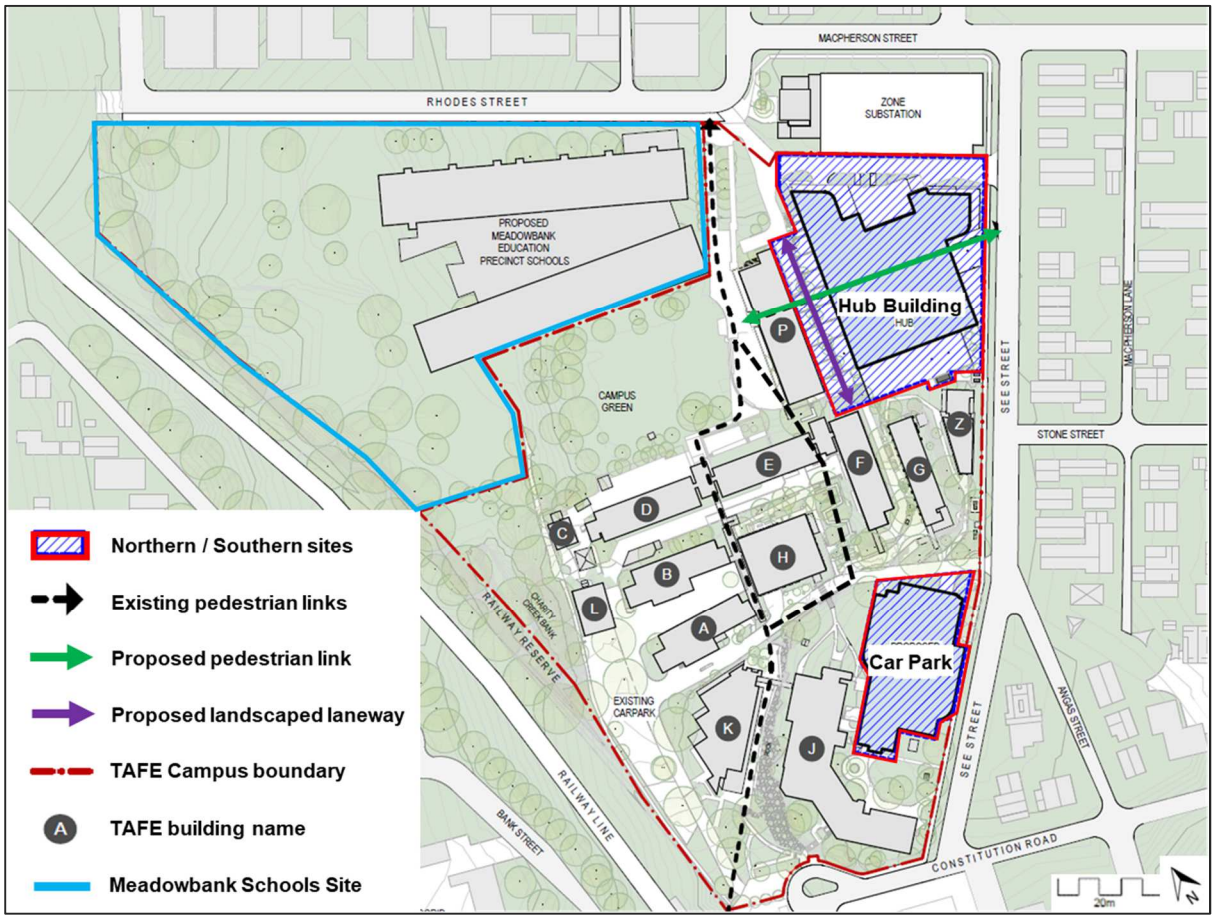


Figure 10 | The location of the Hub Building (Northern Site) and the Car Park (Southern Site) and the surrounding context (Base source: Applicant's RtS 2020)

Figure 11 | Perspective of the eastern elevation of the Hub Building looking north-west along See Street (Source: Applicant's EIS 2019)

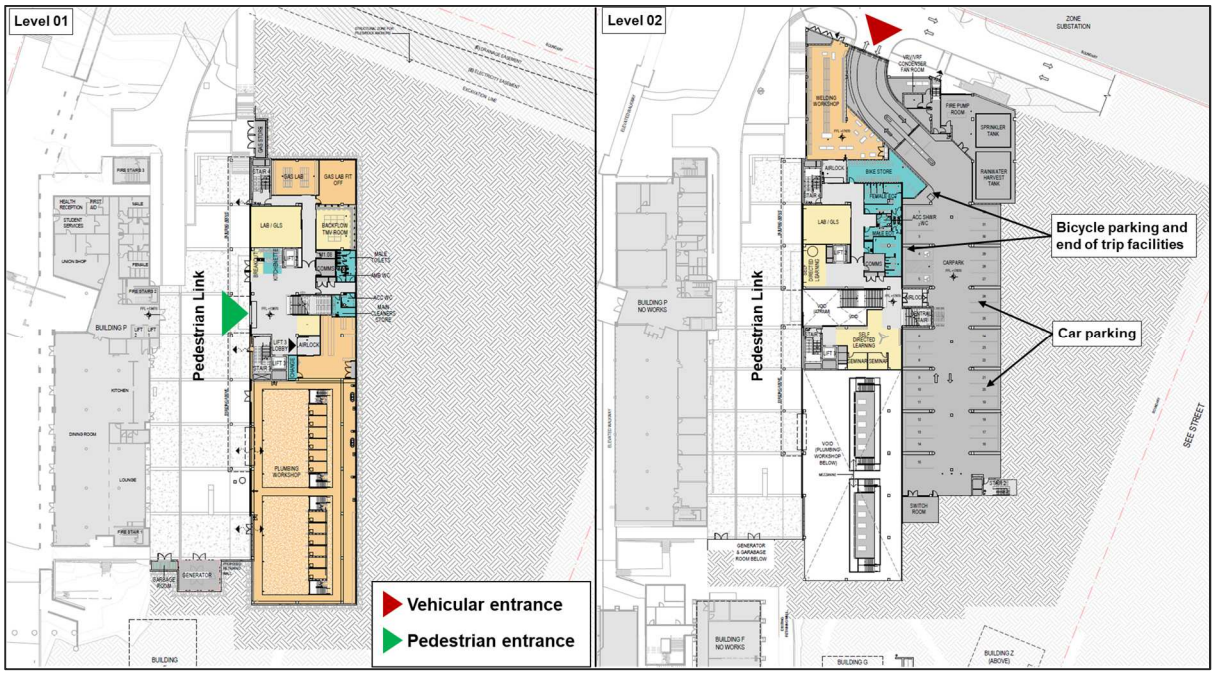


Figure 12 | Proposed Level 01 and 02 of the Hub Building (Base source: Applicant's SRtS 2020)

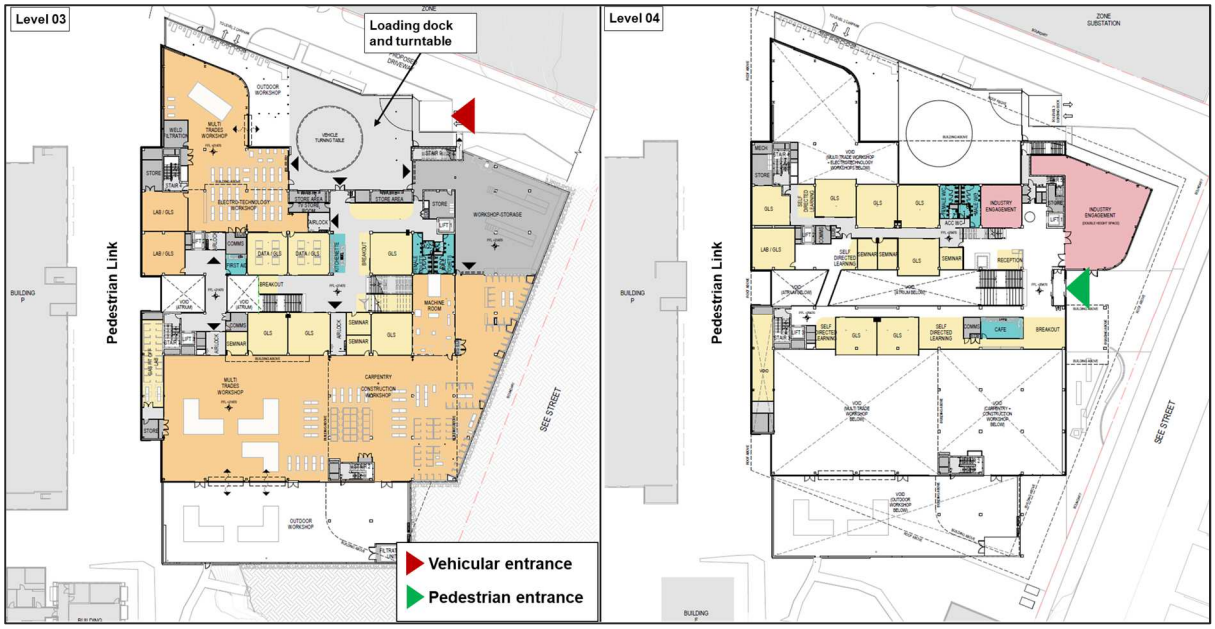


Figure 13 | Proposed Level 03 and 04 of the Hub Building (Base source: Applicant's SRtS 2020)

Figure 14 | East-west section through the Hub Building (Base source: Applicant's SRtS 2020)

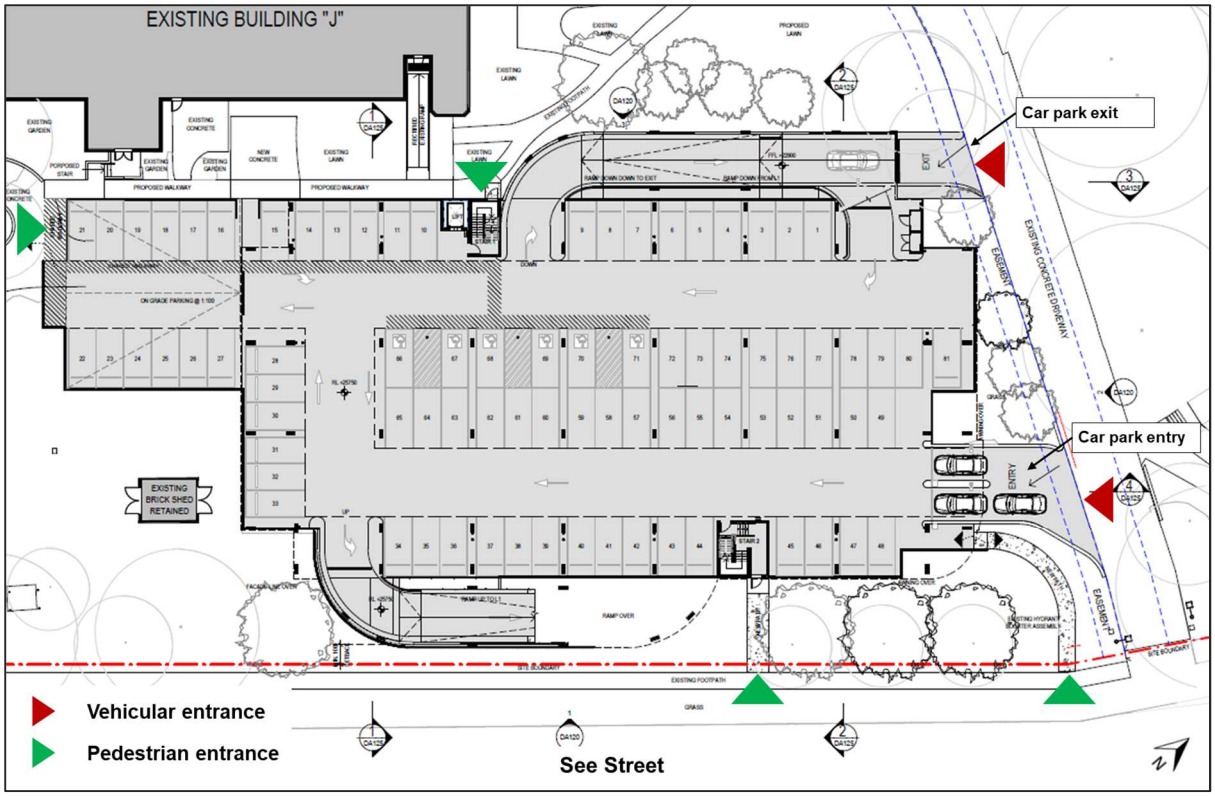


Figure 15 | Ground floor layout of the Southern Site car park (Source: Applicant's Amended Car Park plans submitted on 14 August 2020)

Figure 16 | Perspective of the Southern Site Car Park looking south-west along See Street (Source: Applicant's RtS 2020) (Note: Perspective does not reflect increased building setback and landscaping proposed in amended Car Park plans submitted on 14 August 2020)

2.2 Layout and design

Hub Building

The proposed Hub Building has an irregular / rectangular shaped footprint and has two main pedestrian entrances including one from the See Street frontage and the other from its western elevation, opposite TAFE Campus Building P. A new access road is proposed along the northern

boundary of the site, which would provide access to a loading dock and separate car parking areas (**Figure 12** and **Figure 13**).

Due to the approximately 11m fall of the land from See Street down to the west, the Hub Building would appear as a two storey building at its eastern elevation fronting See Street and would graduate to an approximately six storey building at its western elevation fronting TAFE Campus Building P (**Figure 14**).

The building is of a modern / contemporary design with external materials and finishes that complement the surrounding natural and built environment, as shown at **Figure 11**. Hard and soft landscaping is proposed around the building, including 12 replacement trees.

Car Park

The proposed Car Park is oriented north-south, with its longest side fronting See Street. The building has three car parking levels, however, would appear as a two storey building. Entrance and separate exit are provided at the northern elevation of the building accessed off the existing TAFE east-west road connected to See Street.

The design of the Car Park includes a mixture of materials and combining two principal forms of screen cladding including perforated metal mesh and dark powder coated vertical battens (**Figure 11**). Hard and soft landscaping is proposed around the building, including 15 replacement trees.

2.3 Pedestrian links

As discussed at **Section 1.2.1**, there is a north-south pedestrian route that runs through the middle of the TAFE Campus and connects Rhodes Street to Meadowbank Station. Students, staff and visitors arriving from the south of the site, including from Meadowbank Station, would be able to use this existing through site-link to access the Hub Building, which is likely to be more direct than using surrounding footpaths along Constitution Road and See Street.

Preliminary Ideas M1 and P5 of the Master Plan indicate that the TAFE Campus through site-link could be upgraded in the future to a formal pedestrian/cycle route including plazas and open spaces, however a potential upgrade of the TAFE Campus through site link is not part of this application.

The proposal includes the creation of a new east-west pedestrian link that connects See Street and TAFE Green and would run through the Hub Building. In addition, the proposal provides for a north-south landscaped (pedestrian) laneway located between the Hub Building and Building P.

The Applicant has confirmed the link and laneway would be accessible to the public during the TAFE Campus' standard operating hours. Existing and proposed pedestrian links is shown at **Figure 10**.

2.4 Hours of operation / construction

The proposed Hub Building would be operated in accordance with the standard TAFE Campus hours of operation (**Section 1.2.1**).

Both the proposed Hub Building and the Car Park would be constructed in accordance with City of Ryde Council's (Council) standard hours of construction:

- Monday to Friday - 7am to 7pm.
- Saturday - 8am to 4pm.

- Sunday and public holidays - no work.

2.5 Related development and approvals

2.5.1 Meadowbank Schools SSD application

On 21 May 2020, the Executive Director, Infrastructure Assessments (as delegate of the Minister of Planning and Public Spaces), approved SSD application SSD 9343 for the development of the Meadowbank Schools. The approval is for the construction of new co-located primary and secondary schools and IEC (**Figure 17**) comprising:

- construction of a seven storey building for educational use.
- site landscaping, open space, sports courts/fields, tree removal and planting.
- flooding and stormwater management works.
- 60 staff car parking spaces.

Figure 17 | Meadowbank Schools layout (Source: Department's Meadowbank Schools Assessment Report 2020)

2.5.2 Review of Environmental Factors

Early site preparation works at the Northern Site do not form part of this SSD application and would be undertaken under a Review of Environmental Factors (REF) prepared by the Applicant in accordance with Part 5 EP&A Act. The approved REF works include:

- demolition and removal of all hardstand areas (including 212 car parking spaces) and structures within the existing car park.
- demolition of Building N (former child care centre) and associated structures.
- demolition of awning attached to the northern façade of Building Z.
- demolition of two shelters adjacent to See Street and removal of associated seating.
- demolition of an existing kiosk substation and switchboard room No. 4.

- demolition of selected footpaths and the elevated walkway to Building P.
- make good the façade to Building P once the elevated walkway is removed.
- install temporary catch drain and 60m^3 sediment trap pond.

The REF works do not include the site preparation works associated with the Southern Site, which form part of this application (**Table 1**).

3 Strategic context

3.1 Project need and justification

The Applicant indicated the key drivers for the development of a new Hub Building include the:

- need to provide additional and improved learning and teaching space to meet demand for future TAFE enrolments.
- desire to bring together industry and educational facilities to provide a clear pathway for students to enter careers and more closely align skills with industry requirements.
- need to accommodate increased demand resulting from changes to the delivery of HSC Vocational Education Training Courses between the NSW Department of Education and TAFE NSW.
- opportunity to develop relationships with the private sector and universities to drive expansion of digital technology as part of Vocational Education and Training and skills development in NSW.

3.2 Strategic context

The proposal forms part of the MEEP (**Sections 1.1** and **3.3**), announced by the NSW Government in 2018. Two key elements of the MEEP are the redevelopment of the TAFE Campus and creation of the Meadowbank Schools.

The Department considers that the proposal is appropriate for the site as it is consistent with:

- NSW State Priorities to create jobs, improve economic competitiveness and educational results.
- The Greater Sydney Plan: A Metropolis of Three Cities, as it proposes new TAFE facilities to meet the growing needs of Sydney.
- *State Infrastructure Strategy 2018 – 2038: Building the Momentum*, as it provides direct investment to address increased education enrolment demands, would provide access to modern digitally enabled learning environments for all students.
- *NSW Future Transport Strategy 2056*, as it would provide new educational facilities in an accessible location and provides access to new employment opportunities close to public transport.
- the vision outlined in the Greater Sydney Commission's Central City District Plan, as it would support the provision of services and social infrastructure to meet people's changing needs.
- Sydney's Cycling Future 2013, as it would promote and cater for bicycle use through the provision of bicycle parking and end-of-trip facilities.
- the Hub Building and separate Car Park have a total CIV of $124,661,229 and are predicted to generate approximately 226 FTE construction jobs and support 70 ongoing FTE operational jobs.

3.3 Master Plan

The Master Plan builds upon a number of planned / envisaged projects within the MEEP, which include (**Figure 2**):

- the development of a Multi-Trades and Digital Technology Hub and the Meadowbank Schools on the TAFE Campus (**Section 2.3**).
- potential redevelopment of other sites within the MEEP core (Sydney Water, Ausgrid and employment and retail land sites).
- consideration of the general locality that borders the core component of the MEEP.

The Master Plan establishes a precinct-wide vision for the MEEP including six guiding principles and ten preliminary ideas (i.e. potential projects that are subject to further investigation and funding decisions) (**Figure 18**).

The proposal is consistent with the Master Plan as summarised at **Table 2**.

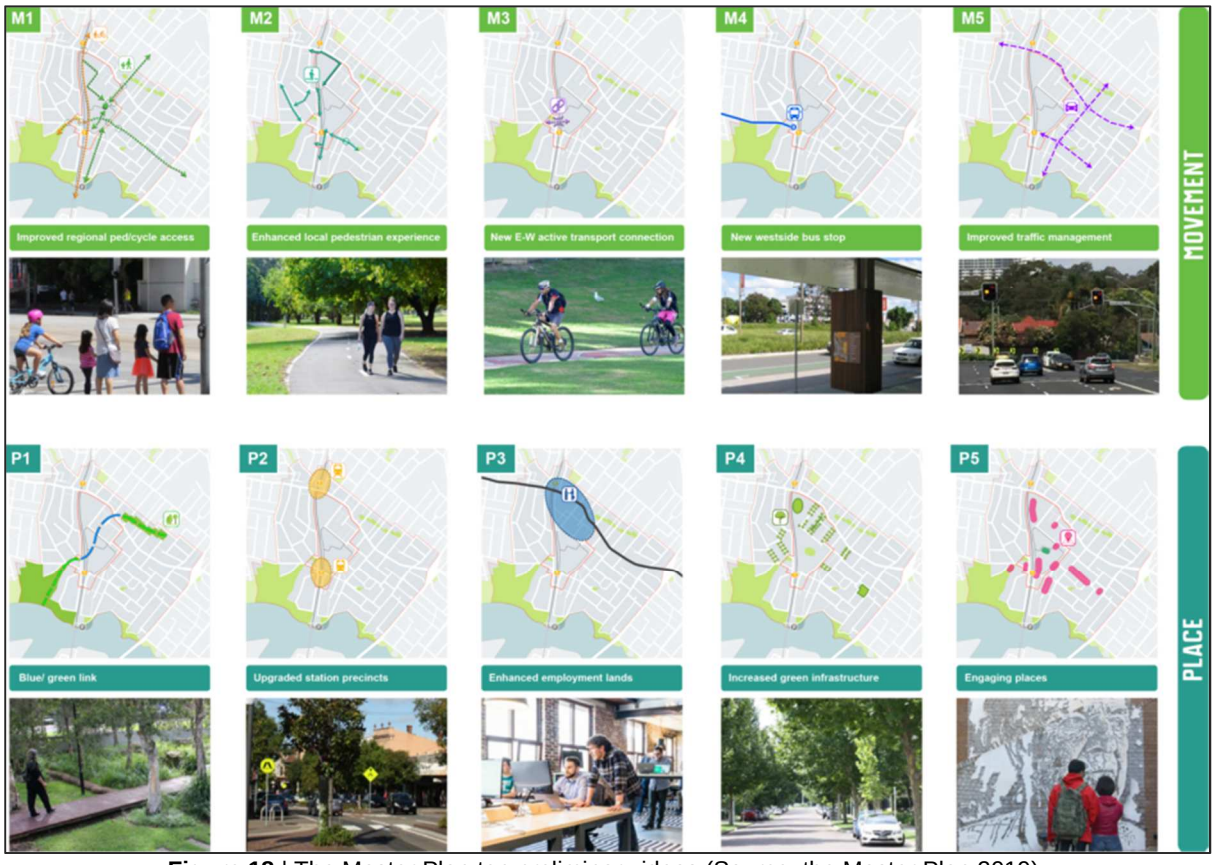


Figure 18 | The Master Plan ten preliminary ideas (Source: the Master Plan 2019)

Table 2 | Proposal's response to the 10 Master Plan Preliminary Ideas

Preliminary Idea	Proposal's response
M1. Improved regional pedestrian / cycle access Prioritise active transport in order to reduce the reliance on private vehicles and increase overall connectivity across the wider Precinct.	The proposal includes mode-shift to walking, cycling and public transport and includes a Travel Plan to encourage sustainable modes of travel (**Section 6.1**).

Preliminary Idea	Proposal's response
M2. Enhanced local pedestrian experience Improve the local pedestrian network in order to create a more pedestrian-friendly environment.	The proposal includes the creation of a new east-west through-site link and also a north-south landscaped laneway. These routes would be publicly accessible during normal TAFE operating hours (**Section 6.1.5**).
M3. New East-west active transport connection	Not applicable.
M4. New westside bus stop	Not applicable.
M5. Improved traffic management Identify pressure points in order to address the through traffic permeating the Precinct.	The proposal is not considered to result in a significant increase in traffic and would not have an adverse impact on the performance of existing intersections nearby the site (**Section 6.1.2)**.
P1. Blue/green link Increase the recognition of the Charity Creek line as an integral part of the Precinct's blue grid and strengthen the image and identity of the local area.	Not applicable.
P2. Upgraded station precincts 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.	The proposal would activate the MEEP and create approximately 226 FTE construction and support 70 FTE ongoing operational jobs.
P3. Enhanced employment lands Strengthen the employment lands and the adjoining Sydney Water site as a mixed-use precinct to support jobs and contribute to activation of the area.	The proposal strengthens the employment lands by providing jobs and people that contribute to the activation of the area.
P4. Increased green infrastructure '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.	The proposal unavoidably results in the removal of 114 existing trees on the site and proposes 27 replacement trees. The Applicant also proposes to plant an addition 39 trees elsewhere on the TAFE Campus as part of separate works not forming part of the SSD application. The Environment, Energy and Science Group of the Department of Planning, Industry and Environment (EESG) has confirmed the proposal is not likely to have any significant impact on biodiversity values. The Department has concluded, on-balance, the removal of the 114 trees is acceptable subject to the planting of additional replacement trees and protection of adjoining trees during construction. (**Section 6.3**).

Preliminary Idea	Proposal's response
P5. Engaging places Encourage social interaction and cohesion within the community through new public art, plazas, spaces and 'living streets' to activate the Precinct.	Refer to the response to Preliminary Idea P4.

4 Statutory Context

4.1 State significance

The proposal is SSD under section 4.36 EP&A Act (development declared SSD) as the development is for the purpose of a tertiary institution and has a CIV greater than $30 million pursuant to clause 15(3) of Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

4.2 Consent Authority

The Minister for Planning and Public Spaces (the Minister) is the consent authority under section 4.5 EP&A Act.

In accordance with the Minister's delegation to determine SSD applications, signed on 9 March 2020, the Executive Director, Infrastructure Assessments may determine this application as:

- the relevant Council has not made an objection.
- there are less than 50 public submissions in the nature of objection.
- a political disclosure statement has not been made.

4.3 Permissibility

The RLEP identifies the site as being located within the SP2 Education Establishment zone. An educational establishment is permissible with consent within the zone.

The site is not subject to any building height, floor space ratio or lot size development standards under the RLEP. Consideration of the proposal against the other requirements of the RLEP is provided at **Appendix B**.

4.4 Secretary's Environmental Assessment Requirements

On 28 August 2019, the Department notified the Applicant of the Planning Secretary's Environmental Assessment Requirements (SEARs). The Department is satisfied that the EIS, RtS and SRtS adequately address the requirements of the SEARs to enable the assessment and determination of the application.

4.5 Biodiversity Conservation Act 2016

Under section 7.9(2) *Biodiversity Conservation Act 2016* (BC Act), SSD applications are to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

On 4 May 2020, EESG determined that the proposed development would not be likely to have any significant impact on biodiversity values and that a biodiversity development assessment report (BDAR) is not required. The Department supported EESG's decision and on 6 May 2020 determined that the application is not required to be accompanied by a BDAR under section 7.9(2) BC Act.

The Department has considered tree removal at **Section 6.3**.

4.6 Mandatory Matters for Consideration

The following are the relevant mandatory matters for consideration:

- the matters in section 4.15(1) EP&A Act.
- relevant Environmental Planning Instruments (EPIs).
- objects of the EP&A Act.
- Ecological Sustainable Development (ESD).
- Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

4.6.1 Section 4.15(1) matters for consideration

Table 3 identifies the matters for consideration under section 4.15(1) EP&A Act that apply to SSD in accordance with section 4.40 EP&A Act. The table represents a summary for which additional information and consideration is provided for in **Section 6** and relevant appendices or other sections of this report and the application, referenced in the table.

Table 3 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided below and in **Appendix B** of this report.
(a)(ii) any proposed instrument	Not applicable.
(a)(iii) any development control plan	Under clause 11 of the SRD SEPP development control plans (DCPs) do not apply to SSD. Notwithstanding this, consideration has been given to the controls under the Ryde Development Control Plan 2014 (RDCP), were relevant, at **Section 6**.
(a)(iiia) any planning agreement	N/A.
(a)(iv) the regulations Refer Division 8 of the EP&A Regulation	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(a)(v) any coastal zone management plan	N/A.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The impacts of the proposal have been appropriately mitigated or conditioned as outlined at **Section 6**.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in **Sections 6**.
(d) any submissions	Consideration has been given to the submissions received during the exhibition of the proposal. Refer to **Sections 3** and **6**.

Section 4.15(1) Evaluation	Consideration
(e) the public interest	The proposal is in the public interest. Refer to **Section 6**.

4.6.2 Environmental Planning Instruments

Under section 4.15 EP&A Act, the consent authority is required to take into consideration any EPI relevant to the development that is the subject of a development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPI(s) that substantially govern the project and that have been taken into account in the assessment of the project.

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

4.6.3 Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects as set out in section 1.3. The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent / approval) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant.

The Department has considered the proposal to be satisfactory with regard to the objects of the EP&A Act as detailed in **Table 4**.

Table 4 | Consideration of the proposal against the objects of section 1.3 the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources	The proposal involves the construction of a Hub Building (and Car Park) to provide new / modern teaching facilities. The proposal is estimated to generate approximately 226 FTE construction jobs and support 70 FTE operational jobs. The site is located within an existing urban area and its redevelopment would have a positive impact the economic welfare of the community and impacts on the natural environment can be mitigated.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ESD (**Section 4.6.4**).
(c) to promote the orderly and economic use and development of land,	The proposal would be an orderly and economic use and development of land as it provides for new modern, fit-for-purpose educational facilities located on a site owned by the Applicant. The merits of the proposal are considered in **Section 6**.

Objects of the EP&A Act	Consideration
(d) to promote the delivery and maintenance of affordable housing,	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The Department has determined that the application is not required to be accompanied by a BDAR in accordance with the BC Act (**Section 4.5**). The application proposes to remove existing trees on both the Northern and Southern Sites and the Department has considered the merits of tree removal at **Section 6.3**.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposal would not have adverse impacts on any heritage items or Aboriginal cultural heritage.
(g) to promote good design and amenity of the built environment,	The proposal is considered to achieve a high standard of design as discussed at **Section 6.4**. The Department has recommended built form conditions.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposal has a modern functional design and would integrate with the surrounding built form, landscaping and public domain.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposed development as outlined in **Section 5**, which included consultation with Council and other public authorities and consideration of their responses.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the application (**Section 5.1**), which included notifying adjoining landowners, placing a notice in newspapers and displaying the proposal on the Department's website and at Council's office during the exhibition period.

4.6.4 Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The development proposes ESD initiatives and sustainability measures, including:

- high performance building fabric using passive design principles (i.e. insulation, glazing, natural ventilation and solar access and shading).

- rooftop photovoltaic array (90 kilowatts peak (kWp)) and small-scale wind turbine (2kWp) to provide renewable energy for the facility.
- metering and monitoring strategies.
- energy efficient lighting, fixtures and controls.
- provision of water cooled heat recovery air conditioning system and mechanical ventilation in accordance with relevant Australian Standard(s).
- water efficient fixtures and fittings and rainwater collection and re-use in irrigation of landscaping and toilet flushing.
- external areas designed in accordance with water sensitive urban design principles.
- sustainable construction material selection such as sustainable timber, recycled concrete content and recycled content (or recyclability) of furnishing.
- preparation of construction and operational waste management plans to minimise the amount of waste generated and maximise reuse.

The Applicant has confirmed the proposal has been designed in accordance with best practice design principles, the National Construction Code 2019 (Section J – Energy Efficiency) and Green Star Design and As-Built Submission Guidelines targeting a minimum 4-star Green Star Rating.

The Department has considered the project in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision making process by a thorough assessment of the environmental impacts of the development. The proposed development is consistent with ESD principles as described in the Applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the EP&A Regulation.

The Department has recommended conditions that require:

- the Applicant to obtain evidence from a suitably qualified Green Star Accredited professional demonstrating that the development achieves all the ESD measures set out in the application, including achieving a minimum 4-star Green Star rating with the Green Building Council Australia, prior to the commencement of buildings works (excluding earthworks).
- development of a rainwater reuse/harvesting system for the site.

Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives would encourage ESD, in accordance with the objects of the EP&A Act.

4.6.5 Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation in this report, the Notification requirements (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 EP&A Act and Part 6, Division 6 of the EP&A Regulation, the Department publicly exhibited the application from 24 October 2019 until 20 November 2019 (28 days). The application was made publicly available on the Department's website, at the NSW Service Centre and at Council's office.

The Department placed a public exhibition notice in the Weekly Times (Gladesville-Ryde) and the Northern District Times on 23 October 2019 and notified landholders, Council and relevant public authorities in writing. On 15 June 2020, Department representatives visited the site to provide an informed assessment of the development. The submissions received in response to exhibition of the EIS are summarised in **Section 5.2** and **Section 5.3**.

In response to the submissions received by the Department in response to the exhibition of the EIS, the Applicant submitted a RtS. The RtS was exhibited between 4 June 2020 and 18 June 2020 and was referred to Council and the relevant public authorities. The submissions received in response to exhibition of the EIS are summarised in **Section 5.4**.

The Department has considered the comments raised in public authority and public submissions during the assessment of the application (**Section 6**) and/or by way of recommended conditions in the instrument of consent at **Appendix D**.

5.2 Summary of submissions

In response to the exhibition of the EIS the Department received a total of 17 submissions, comprising five submissions from public authorities, 12 from the public (including one special interest group). Of the public submissions, three raised objections, eight provided comments and one supported the proposal. Council did not provide a submission on the proposal.

A summary of the submissions is provided at **Table 5** and a summary of the issues raised in the submissions is provided at **Section 5.3**. Copies of the submissions may be viewed at **Appendix A**.

Table 5 | Summary of public authority, Council, community and special interest group submissions

Submitters	Number	Position
Public Authority	**5**	
• Transport for New South Wales (TfNSW), including Roads and Maritime Services (RMS) and Sydney Trains	1	Comment
• Environment Protection Authority (EPA)	1	
• Environment, Energy and Science Group of the Department of Planning, Industry and Environment (EESG)	1	
• Heritage NSW, Department of Premier and Cabinet (Heritage NSW)	1	
• Sydney Water	1	

Submitters	Number	Position
Community	**11**	
• < 5 km	3	Object
	7	Comment
	1	Support
Special Interest Groups	**1**	
• Hermitage Road Owners Precinct (HROP)	1	Comment
TOTAL Submissions	**17**	

5.3 Submissions

5.3.1 Public authority submissions

A summary of the issues raised in public authority submissions is provided at **Table 6**.

Table 6 | Government authority submissions to the exhibition of the proposal

TfNSW (including RMS and Sydney Trains)
TfNSW requested the following matters be addressed in the Applicant's RtS: • provide empirical evidence for the proposed student/staff travel mode share and clarify whether the mode share relates to the whole TAFE Campus or just the application site. • the vehicular accessway along the northern boundary of the site should be time restricted or for emergency vehicles only so to not interfere with the operation and pedestrian safety of the Meadowbank Schools. • further consider the provision of bicycle parking and end of trip facilities for student and staff and the access arrangement for cyclists to the basement area. • consider providing electric charging facilities within parking areas. • provide swept path analysis showing the safe manoeuvrability of service vehicles using the loading dock. • traffic modelling assumptions should be reviewed with regard to the number of inbound/outbound student movements, intersection performance and accuracy of existing road infrastructure layout. • the travel plan should investigate raising student and staff target mode share for public transport / walking / cycling and reduce private vehicle use, including additional end of trip facilities, install next service departure screens for train and bus services and provide a communications strategy / travel access guide. TfNSW recommended conditions requiring preparation of a Loading Dock Management Plan and Travel Plan.
EPA
EPA provided the following comments:

TfNSW (including RMS and Sydney Trains)

- construction hours should be limited to the Interim Construction Noise Guideline (ICNG) standard hours.
- the Noise and Vibration Impact Assessment (NVIA) should be reviewed for accuracy and completeness, including to:
    - incorporate background noise monitoring location(s) that is representative of noise levels experienced by the potentially most affected sensitive receiver(s) (rather than the Substation Site and/or TAFE Campus).
    - clarify the methodology used to assess breakout noise from the carpentry workshop.
    - outline and justify noise levels to nearest residential receiver locations.
    - review the sleep arousal assessment for accuracy.
    - consider the relevant noise trigger levels from the Noise Policy for Industry 2017 (NPI).
    - the contaminated lands reports should be reviewed for accuracy and completeness and to demonstrate the site can be made suitable for the proposed use, including:
        - installation of an additional groundwater monitoring well to determine the direction of groundwater flow and the samples and results should inform the chemical soil and groundwater testing analysis.
        - justification of the number of sampling location points noting the analysis is based on less points than what is recommended by the EPA's sampling guidelines.
        - additional investigation to address data gaps to properly characterise the site, refine management measures and consolidate soil analytical results.
        - updated unexpected finds protocol.
        - site investigations to identify the likelihood of the presence of unexploded ordnance associated with the former use of the site as a military base during the war.

EPA recommended conditions requiring:

- a contaminated land unexpected finds protocol including an unexploded ordnance protocol.
- compliance with appropriate contaminated land legislation and guidance and the engagement of a Site Auditor.
- compliance with standard requirements regarding waste, water and site management during construction.

EESG

EESG provided the following comments:

- a BDAR waiver has been approved for the development.
- the flood impact assessment undertaken by the Applicant is acceptable.

EESG recommended the Aboriginal archaeology mitigation and management conditions contained in the Aboriginal Cultural Heritage Assessment Report (ACHAR) be included as conditions of consent.

Heritage NSW

Heritage NSW advised that it did not have any comments to make in relation to the proposal noting the site is not listed on the SHR or contain any known non-aboriginal archaeological deposits.

TfNSW (including RMS and Sydney Trains)
Sydney Water
Sydney Water provided general information on water, recycled water and wastewater servicing. Sydney Water recommended the Applicant apply for a Section 73 application under the *Sydney Water Act 1994*.

5.3.2 Community submissions

12 public submissions (including one from HROP) were received in response to the public exhibition of the proposal. Submissions comprised three objections, eight comments and one in submission in support. All public submissions were received from people living within 5km or the immediate vicinity of the site. The key issues raised by the community are summarised in **Table 7**.

Table 7 | Public submissions made in response to the EIS exhibition

Issue	Raised in following number of submissions
The surrounding roads should be prevented from being used as a rat-run	10
Adverse increase in traffic	6
Increased pressure on existing on-street parking bays	5
Concerns relating to the design / operation of Meadowbank Schools	5
Traffic survey conducted during TAFE holiday period	2
Parking should be free for TAFE students	2
Appropriate height clearance should be provided for trade vehicles	2
Unachievable travel mode share shift away from cars	2

Other issues raised in public submissions included:

- See Street / Macpherson Street intersection is dangerous.
- inadequate public consultation.
- adverse environmental / biodiversity impact.
- operational noise impact.
- concerns relating to the broader ongoing development of the MEEP Masterplan.

5.4 Response to submissions

Following the exhibition of the proposal, the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions and matters raised following the Department's preliminary review of the EIS.

On 21 May 2020, the Applicant submitted its Response to Submissions (RtS) (**Appendix A**). The RtS provides additional information and clarification in response to the issues raised in submissions. The RtS also included the following amendments to the proposal:

- amendment of the SSD application site boundary including:
    - incorporate the Southern Site within the application site.
    - expansion of the Northern Site boundary to the south to include existing fuel tank and generator service rooms.

- provision of a separate two storey, three level, 245 space car park on the Southern Site, as described at **Section 2**.
- reduction of the size of the basement floorplates (levels 01 and 02) of the Hub Building (Northern Site), including reduction of 180 basement car parking spaces (from 212 to 32 spaces).
- removal of 114 trees to accommodate the Hub Building and Car Park.

The RtS was exhibited between 4 June 2020 and 18 June 2020 and was referred to Council and the relevant public authorities. An additional 12 submissions were received including four from public authorities and eight from the public. The submissions are summarised in **Table 8** and copies of the submissions may be viewed at **Appendix A**.

Table 8 | Summary public authority submissions to the notification of the RtS

TfNSW
TfNSW reviewed the RtS and confirmed it had no further comments to make on the proposal and recommended the Applicant's mitigation measures form part of conditions of consent.
EPA
The EPA reviewed the RtS and recommended: • the following NVIA anomalies should be addressed prior to approval: o review the accuracy of the project noise trigger levels. o clarify the predicted number of vehicle movements during the evening and associated noise impact. o consider further mitigation measures to address potential sleep disturbances. • construction activities should take place during the ICNG recommended hours. However, the Department may consider an extension. The EPA recommended updated contamination conditions regarding site investigation and compliance with appropriate contaminated land legislation and guidance, unexpected finds protocol, validation and engagement of a Site Auditor.
EESG
EESG reviewed the RtS and noted the final version of the ACHAR includes the outcomes of consultation with Aboriginal parties and reiterated that the recommendations contained within the report should form conditions of consent. EESG confirmed it had no further comment on flooding or biodiversity.
Heritage NSW
Heritage NSW stated the Car Park development in the Southern Site may disturb archaeological evidence of a former tramway on the site. Heritage NSW recommended conditions requiring the Applicant to undertake an archaeological monitoring program to enable the archival recording of the location and survivability of the former tramway.

A total of eight public submissions were received in response to the notification of the RtS. Submissions comprised six objections, one comment and one in submission in support. All public submissions were

received from people living within 5km or the immediate vicinity of the site. The key issues raised in the submissions include the:

- adverse environmental impact due to tree removal.
- Car Park has an adverse impact on the character of See Street and should:
    - be no more than a single storey and be setback further from See Street.
    - not include ramps on the See Street elevation.
- Car Park would have an adverse heritage impact.
- Hub Building presents an inappropriate bulk and scale of development.
- Hub Building is not setback a safe distance from the adjoining Substation Site.
- revised proposal would have adverse traffic impacts.

5.5 Supplementary Response to Submissions

On 22 July 2020, the Applicant submitted a Supplementary Response to Submissions (SRtS) that responded to the comments made in submissions to the RtS and the Department's specific questions about car parking, signage and trees (**Appendix A**). The SRtS included the following amendments to the proposal:

- reduction of the GFA of the Hub Building by 851.10m^2 (from 13,930m^2 to 13,076.90m^2).
- inclusion of the Southern Site demolition and site preparation works within this application.
- internal and external changes to the Hub Building including replacement of glazing with solid materials against proposed stairwells and entries and amendments to floor to ceiling heights.
- remove the two totem wayfinding signs and provision of a four sided digital sign near the western entrance to the Hub Building.
- confirmation the proposal includes a total of 27 replacement trees, including 12 within the Northern Site and 15 within the Southern Site. The Applicant also confirmed an additional 39 trees would be planted elsewhere within the TAFE Campus as part of separate works not forming part of the SSD application.
- remove an additional tree within the Southern Site to accommodate the Car Park (an increase from 113 to 114 trees).

On 14 August 2020, the Applicant submitted amended plans showing revisions to the proposed location of the Car Park. The revisions included the set back of the entire Car Park an additional (minimum) 1 metre from the See Street boundary of the site and the provision of landscaping within the expanded setback.

6 Assessment

The Department has considered the Applicant's EIS, RtS and SRtS and the issues raised in submissions in its assessment of the proposal. The Department considers the key assessment issues associated with the proposal are:

- traffic, parking and pedestrian access.
- noise impact.
- tree removal.
- built form.

Each of these issues is discussed in the following sections of this report. Other issues considered are discussed at **Section 6.5**.

6.1 Traffic, parking and pedestrian access

The site is located in a low-density area surrounded by residential, educational and light industrial uses. As summarised at **Section 1.3.1**, the closest classified road to the site is Victoria Road, with access to the site provided along collector and local roads including See, Macpherson, Mellor, Bowden, Forsyth, Angas, Stone, Bowden and Rhodes Streets and Constitution Road. The site has excellent access to existing public transport, including high frequency bus routes along Victoria Road and train services stopping at Meadowbank station. There is an existing north-south pedestrian route through the TAFE Campus connecting Rhodes Street to Meadowbank Station with direct off-street access the station from the campus.

The application is supported by a Transport and Accessibility Impact Assessment (TAIA), which includes a preliminary Construction, Pedestrian Traffic Management Plan (CPTMP) and a Travel Plan (TP), which consider the existing road and pedestrian conditions, predicted construction and operational impacts, transport mode share and sustainable transport measures.

The existing TAFE campus staff and student enrolments are shown at **Table 9**, together with the TAIA estimated numbers following completion of the Hub Building (2022) and ten years after completion (2032).

Table 9 | Existing and estimated TAFE Campus staff numbers and student enrolments

Existing		**2022 Scenario**			**2032 Scenario**		
	TAFE Campus	Overall TAFE Campus	(Within the Hub Building)	Change from existing	Overall TAFE Campus	(Within the Hub Building)	Change from existing
Staff	595	672	(52)	+77	728	(76)	+133
Students	13,599	15,366	(209)	+1,767	16,603	(329)	+3,004

In response to the exhibition of the EIS, public authorities and the public raised concerns about the operational traffic impacts of the proposal. In response, the RtS included an updated TAIA and TP to provide further clarification of impacts and mitigation measures.

The key assessment issues include:

- mode share and travel plan.

- traffic generation.
- on site car parking.
- pick-up/drop-off facilities.
- pedestrian access.
- construction traffic.

6.1.1 Mode share and travel plan

The MEEP Master Plan encourages a mode shift away from private car use and notes that Victoria Road is operating close to capacity for existing traffic conditions and is expected to operate at capacity in the future.

To inform TP for the site, the TAIA included surveys (in October and November 2018) to determine travel modes of students and staff at the TAFE Campus. The results are summarised in **Table 10**.

Table 10 | Existing TAFE Campus staff and student travel mode share

Travel Mode Type	Existing Mode Share (%)	
	Staff	Students
Car	74	42
Dropped off	0	3
Bus	1	4
Train	19	41
Ferry	0	1
Motorcycle	2	1
Cycle	1	0
Walk	3	8

The surveys found that:

- the majority of staff travelled to/from the TAFE Campus by private vehicle (74%), with the second most common form of transport being by train (19%).
- the mode share for students travelling to/from the TAFE Campus was evenly split between private vehicle (42%) and by train (41%).
- all modes of transport (other than private vehicle and train) represent 7% of staff trips and 17% of students trips.
- vehicle occupancy was on average approximately 1.05 people per vehicle.

To improve on the existing mode share and encourage the use of sustainable transport the application included a TP. The TP sets out a sustainable transport management strategy for future students and staff to assist in reducing private vehicle use, car parking demand and traffic congestion. The TP recommends the adoption of mode share reach-targets to change travel behaviour (**Table 11**).

Table 11 | TP recommended mode share reach-targets

Travel Mode Type	Staff Mode Share (%)			Student Mode Share (%)		
	Existing	2032	Difference	Existing	2032	Difference
Car	74	60	-14	42	30	-12
Dropped off	0	5	+5	3	5	+2
Bus	1	4	+3	4	8	+4
Train	19	24	+5	41	45	+4
Ferry	0	0	No change	1	1	No change
Motorcycle	2	2	No change	1	1	No change
Cycle	1	2	+1	0	2	+2
Walk	3	3	No change	8	8	No change

To achieve the mode share reach-target, the TP recommends implementing the following key sustainable transport measures:

- preparation of a car parking management plan to address car parking access and the allocation of parking spaces.
- encourage students to carpool, provide staff with 'Liftango' carpool app and allocate priority carpooling parking spaces to encourage carpooling.
- provide eight pick-up/drop-off spaces on See Street to encourage this mode of transport to/from the campus.
- identify safe walking routes, provide end of trip facilities and establish 'TravelSmart Get to Work' initiatives to encourage walking.
- establish a bicycle users group, provide bicycle and motorcycle parking, end-of-trip facilities and wayfinding signage to encourage cycling.
- preparation of maps with walking / cycling / public transport routes and information.

The Applicant has stated that the TP mode share reach-targets (a shift for staff of 14% and students of 12% away from private car use) is realistic and achievable and also confirmed that new mode share targets would be applied to the whole TAFE Campus (not just the Hub Building). The Applicant has also committed to revisit the targets in consultation with Council and TfNSW and as part of the finalisation of the TP for implementation and ongoing monitoring process.

Concern was raised in the public submissions that the TAIA underestimates traffic impacts and mode share targets would not address impacts. TfNSW did not raise concerns in relation to the proposed mode share targets and recommended that the TP be updated to include showers and change rooms as part of end-of trip-facilities; install public transport 'next service departure' screens in the Hub Building lobby; and develop and deliver a robust communications strategy for the TP. In response to TfNSW's comments, the Applicant amended the proposal to include showers and change rooms and has confirmed it would investigate the inclusion of departure screens and develop a communications strategy.

The Department has considered the TAIA and TP, the concerns raised in the public submissions about traffic impact and TfNSW's comments. The Department notes that the:

- proposed mode share reach-targets indicate a 14% reduction in car use for staff and 12% for students, achieved through increased uptake of alternative sustainable transport options, when compared with the existing TAFE Campus.
- surrounding roads currently experience existing traffic and parking pressures, which supports the Applicant's approach to travel mode share and a move away from private car use.
- the MEEP Master Plan aims that developments promote sustainable transport and reduce car dependency.

The Department supports the preparation and implementation of the TP and considers this is an effective tool to guide the mode share ambition and encourage sustainable modes of transport. The Department considers it important that the TAFE's travel mode share continues to evolve and improve over time to further reduce the number of trips made by private vehicles. Consequently, the Department recommends the TP should be monitored and reviewed annually to drive improvements.

The Department is satisfied that the Applicant's proposed approach is consistent with the car reduction aspirations of the MEEP Masterplan and the mode share targets focussing on walking, cycling and public transport use adopted for the Meadowbank School. The Department considers that the proposed mode share is attainable subject to the implementation and annual monitoring and review of the TP.

The Department considers the provision of bicycle spaces and the implementation of the TP would assist in encouraging active transport modes from the outset of the operation of the Hub Building. Over time, the TP would likely further reduce private vehicle use to the site and reduce the pressure on the operation of the surrounding road network.

The Department concludes that the implementation of the proposed behavioural and travel strategies in a site specific TP would likely achieve the desired mode share and effectively address congestion on the surrounding road network, and has recommended conditions requiring the preparation and implementation of the TP prior to occupation and the ongoing monitoring and annual review of the TP to ensure it improves over time.

6.1.2 Traffic generation

The TAIA included a survey of the existing traffic conditions on the roads surrounding the site and predicts future travel modes and trips generated by the proposal based on the projected number of students and staff. The TAIA confirmed that the anticipated traffic generation of the proposal has been derived from the future mode share analysis summarised at **Table 10**. In addition, modelling has made the following key assumptions:

- trip generation based on the staff and student enrolment numbers summarised at **Table 9**.
- an AM peak hour between 8am to 9am and PM peak hour between 2:30pm to 3:30pm.

The TAIA has calculated the peak hour trip generation (**Table 12**) and includes an assessment of the performance of 12 signalised and non-signalised intersections around the site as at the time of Hub Building opening (2022) and as predicted at 10 years into operation (2032) (**Table 13**). In addition, the future TAIA scenarios include the potential cumulative traffic impacts associated with the operation of the Meadowbank Schools site.

Table 12 | Peak hour additional vehicle trip generation (Source: Applicant's RtS 2020)

Travel Mode	2022 Scenario			2032 Scenario		
	AM Peak	PM Peak	Daily Trips	AM Peak	PM Peak	Daily Trips
Staff	16	15	70	27	24	107
Students	45	40	192	76	67	305
Total	**61**	**55**	**262**	**103**	**91**	**412**

Table 13 | Intersection performance Level of Service (LoS) (Source: Applicant's RtS 2020)

Intersection	Control	Base (2022)		Base With Proposal (2022)		Future Base (2032)		Future Base With Proposal (2032)	
		AM	PM	AM	PM	AM	PM	AM	PM
Macpherson / Mellor Streets	Priority	A	A	A	A	A	A	A	A
Macpherson / See Streets	Priority	A	A	A	A	A	A	A	A
Macpherson / Bowden Streets	Priority	A	A	B	A	B	A	B	B
Bowden / Squire Streets	Roundabout	A	A	A	A	A	A	B	A
Constitution Road / Bowden Street	Signals	B	B	B	B	B	B	B	B
Victoria Road / Bowden Street	Signals	D	B	D	B	E	C	**F**	C
Victoria Road / Hermitage Road	Signals	D	D	E	D	**F**	**F**	**F**	**F**
Bowden / Stone Streets	Priority	D	E	C	D	A	A	A	A
Constitution Road / Belmore Street	Signals	B	B	B	B	B	C	B	D
Church Street / Morrison Road	Signals	B	B	B	B	B	B	B	B
Banks Street / Bay Drive / Railway Road	Roundabout	A	A	A	A	A	A	A	A
See / Angas Streets	Priority	A	A	A	A	A	A	A	A

The assessment found that all intersections would operate at satisfactory levels (below or at capacity (LoS A to E)) at opening (2022) and in ten years (2032), except for the intersections of Victoria Road and Bowden Street and Victoria Road and Hermitage Road, which would operate at level at an unsatisfactory level (LoS F) in 2032.

Public submissions raised concern about potential traffic impacts of the development and that traffic surveys were conducted during the TAFE holiday period and are therefore not representative of existing TAFE traffic movements. Submissions also recommended the surrounding roads should be prevented from being used as 'rat-runs'.

Following consideration of the Applicant's RtS, TfNSW did not raise any concern regarding traffic generation or intersection performances near the site.

The Applicant stated that the intersection modelling has demonstrated that the traffic generated at the time of the opening of the development can be accommodated within the existing road network and traffic surveys were undertaken on 22 August 2019, while the TAFE was operational. Further, in response to concerns about 'rat-running', the Applicant noted the TAIA indicates the development would not change the existing travel patterns for staff and students.

Based on the information provided within the TAIA, the Department considers that the proposal would not have an significant impact on the operation of the surrounding road network and intersections

when it opens (approximately 2022). The Department notes that after 10 years of operation the intersections at Victoria Road / Bowden Street and Victoria Road / Heritage Road are predicted to experience additional delays. However, this is unavoidable given that at present, Victoria Road has little spare capacity and noting those intersections would also experience delays in a scenario where the proposal was not built.

In addition, the Department notes that Victoria Road is a major arterial road, and a principal route for high volumes of through-traffic. In this regard, TfNSW monitors, reviews and upgrades key road infrastructure over time to ensure the efficient movement of traffic. The Department therefore considers that improvements/future upgrades to Victoria Road are best addressed through the implementation of the Master Plan vision for the upgrade of road infrastructure and via TfNSW road corridor improvement programs.

The Department recommends the Applicant work with TfNSW to monitor post-construction road network conditions, to identify any operational issues and potential management solutions.

The Department notes the TAIA indicates that the proposal would not have an adverse traffic impact on the surrounding local road network and does not consider it reasonable or appropriate that the development should be required to address existing (or perceived) problems of vehicles using the surrounding streets as a 'rat-run'.

The Department concludes that the traffic generated by the development is acceptable and, subject to the implementation of the TP and TfNSW's future review of Victoria Road as outlined in the MEEP masterplan, the traffic impacts of the proposal can be managed and potentially mitigated over time. Furthermore, as the TP applies to the broader TAFE Campus (not just the proposed Hub Building), there is the potential that vehicle movements to/from the TAFE Campus would be reduced in the future.

6.1.3 On site car parking

The Northern and Southern Sites currently provide for a total 289 surface car parking spaces. These spaces have either been approved, or are proposed for removal including:

- 212 car parking spaces approved for removal by the REF Works (Northern Site, **Section 2.5.2**)
- 77 car parking spaces proposed for removal as part of site prepartion works (Southern Site).

The application includes the provision of:

- 277 car parking spaces, including 32 spaces at Level 02 of the Hub Building and 245 spaces within the three level Car Park on the Southern Site (**Figure 12** and **Figure 15**).
- a loading/unloading dock (one bay with turntable) for a 12.5m long vehicle within Level 03 of the Hub Building (**Figure 13**).

The Applicant confirmed that 90 new car parking spaces have recently been constructed on the TAFE Campus site, which are located at the western boundary of the site adjacent to the railway corridor and now available for the general use of staff and students (**Figure 4**).

The changes to car parking (above) result in a net increase of 78 car parking spaces across the TAFE Campus site and provide for a total of 367 car parking spaces for the use of staff and students.

The car parking requirements for the increase in staff and students on the site under the RDCP are summarised at **Table 14**.

Table 14 | RDCP car parking rate and proposed parking (Source: Applicant's RtS 2020)

Use	RDCP parking rate	No. staff / students		RDCP parking requirement		Proposed parking
		2020	2032	2020	2032	
Educational Establishment (other than schools)	1 per 2 staff	52	76	26	38	78
	1 per 5 students	209	329	42	66	
Total				**68**	**104**	**78**

Concern was raised in public submissions that parking should be free for TAFE students and the development should be designed to allow for appropriate height clearance for trade vehicles. Following consideration of the RtS, TfNSW did not raise any concerns with the proposed car parking provision, subject to the implementation of the TP.

The Applicant stated that the 78 additional car parking spaces is sufficient for the development at opening and into the future. In addition the Hub Building and Car Park would have sufficient clearance to accommodate student's trades vehicles.

The Applicant has confirmed that fees are charged for the use of the existing car parks (students $4-8 per day and staff $25 per year) and these fees discourage private car use. The TAIA confirms on site car parks are generally full by 9am, the Applicant therefore asserts removing fees would encourage students to drive to the TAFE Campus and result in higher on-street parking demand when the on site car parks are full.

The Department notes that the proposal would exceed car parking requirements at opening by 10 spaces (2022). However, it would provide 26 fewer spaces than required in the future scenario (2032). In addition, existing traffic on-street parking demand is such that there is no spare capacity to accommodate additional on-street parking demand.

The Department considers the proposed on site car parking provision is acceptable, noting that:

- the predicted future (2032) shortfall of 26 car parking spaces is minor in the context of the total parking provided across the TAFE Campus site (367 spaces).
- the site has excellent access to public transport including high-frequency bus services along Victoria Road and convenient walking distance to Meadowbank train station.
- the TP mode share reach-targets and travel initiatives for the site (and broader TAFE Campus) make sustainable travel modes (i.e. other than private vehicles) a more attractive and accessible option for commuting to and from the site (**Section 6.1.1**).
- limiting on site car parking would influence / limit demand and would encourage staff and students to find other modes of transport to/from the site.
- the Department has recommended:
    - the TP be monitored and reviewed annually to ensure the mode share improves over time and trips by car are reduced over time and thereby further reduce demand for car parking.
    - the provision of bicycle parking and end-of-trip facilities to encourage cycling and walking.

The Department agrees with the Applicant that removing fees charged for the use of the car parking areas may result in an increase in staff and students choosing to drive to the TAFE Campus. This would undermine the TAFE Campus' mode shift ambition and could also place additional pressure on on-street parking in the event that the car parking facilities full (which the TAIA confirms currently occurs by 9am each day).

Given the above, the Department is satisfied the proposal would provide for adequate parking when it opens (2022) and concludes that the impact of providing 26 car parking spaces fewer than what is recommended by the RDCP (in the 2032 scenario) can be managed and/or mitigated through the implementation of the TP. The Department concludes the proposal would not have a significant detrimental impact on the locality in terms of traffic generation or the use of existing on-street car parking spaces.

6.1.4 Drop-off/pick-up facilities

The application includes the provision of eight pick-up/drop-off bays on See Street located outside the Hub Building providing for a formal pick-up and set-down facility for the whole TAFE Campus. The spaces would be created from the conversion of:

- four existing pick-up/drop-off bays associated with the former childcare centre (Block N).
- four (unrestricted) car parking spaces.

Public submissions raised concerns that the proposal would place additional demand on existing on-street car parking bays. TfNSW did not provide any comment on the proposed pick-up/drop-off arrangements. The Applicant stated that the TAFE Campus currently does not have any pick-up/drop-off facilities and the proposal seeks to address the demand for such facilities.

The Department acknowledges that the proposal would result in the reduction of four existing unrestricted on-street car parking spaces. In addition, the TAIA has confirmed that there is high demand for on-street car parking on See Street and surrounding roads with limited availability throughout the day. However, the Department considers the proposal is acceptable on-balance, as:

- the provision of pick-up/drop-off facilities would encourage this mode of transport and the implementation of the TP and mode shift away from private car use would ensure TAFE staff and students would not need to rely on on-street car parking.
- the new facility would provide a formal location for pick-up/drop-off currently informally occurring around the site.
- there is adequate separation between the proposed pick-up/drop-off facilities and those proposed as part of the Meadowbank Schools Site (on Rhodes Street), ensuring the cumulative impact between the two proposals is minimised.
- the reduction of four on-street car parking spaces is minor in the context of the total number of spaces within the surrounding streets.
- the provision of the facilities on See Street would be readily identifiable and allow for efficient, convenient and easy access.

The Department is satisfied that on-balance the pick-up/drop-off facilities would not result in adverse impacts on the local road network and parking provision. The Department recommends a condition requiring the Applicant seek Council's approval for alterations to existing on-street parking restrictions to facilitate the eight pick-up/drop-off car parking spaces.

6.1.5 Pedestrian access

Existing pedestrian infrastructure surrounding the site includes footpaths along both sides of See, Rhodes, Mellor, Stone and Bowden Streets, Constitution Road and a footpath along the southern side of Macpherson Street and eastern side of Heritage Road. These footpaths provide pedestrian connections between the TAFE Campus and bus stops along Victoria Road and into the surrounding

area (**Figure 19**). As discussed at **Section 2.3**, there is a pedestrian route through the adjoining TAFE Campus connecting the site to Meadowbank Station and the MEEP Master Plan advocates for this to be upgraded in future to a formal pedestrian/cyclist route.

The proposal includes the creation of a new east-west pedestrian link that connects See Street and TAFE Green and would run through the Hub Building. In addition, the proposal provides for a north-south landscaped (pedestrian) laneway located between the Hub Building and Building P.

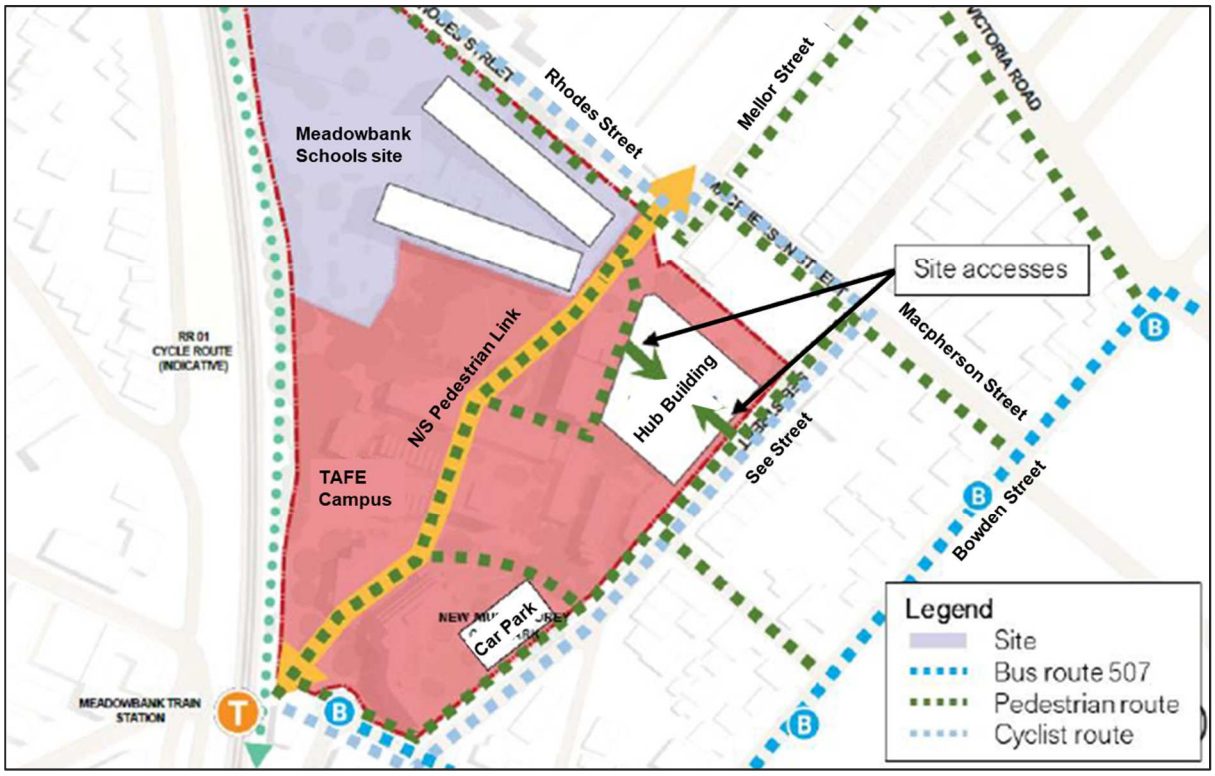


Figure 19 | Key pedestrian access routes to the site (Base source: Applicant's RtS 2020)

Concerns were raised in the public submissions that the See / Macpherson Street intersection is dangerous and would be unsafe for pedestrians.

The TAIA has considered the potential pedestrian movements associated with the proposal and the proposed mode share (**Section 6.1.1**) and predicts the majority of pedestrian walking trips to/from the site would be via the south. The maximum movement (75 pedestrians) would be during the AM peak, which equates to approximately one additional pedestrian per minute (**Table 15**).

Table 15 | Peak addition pedestrian movements by direction (Source: Applicant's RtS 2020)

Pedestrian Movement	To/From North of TAFE Campus		To/From South of TAFE Campus	
	AM	PM	AM	PM
Walk only	7	6	7	6
Train and walk	0	0	68	60
Bus and walk	7	6	0	0
Total	**14**	**12**	**75**	**66**

The TAIA concludes the additional pedestrian movements are minimal and could be accommodated within the existing surrounding pedestrian infrastructure. In addition, potential future upgrades to the

existing north-south TAFE Campus through-site link (not part of this application) would further alleviate pedestrian movements along See Street.

The Department notes the separate Meadowbank Schools consent includes a requirement for the applicant of that development to (**Figure 20**):

- prepare a public domain enhancement strategy including the provision of 2.5m Shared User Paths (unless otherwise agreed) along Rhodes, Bowden, Squire and Macpherson Streets and Hermitage Road.
- install pedestrian crossing points at the following intersections: Macpherson / Mellor Streets, Macpherson / See Streets, Mellor / Victoria Streets, and upgrade the Bowden Street pedestrian refuge to a pedestrian crossing.

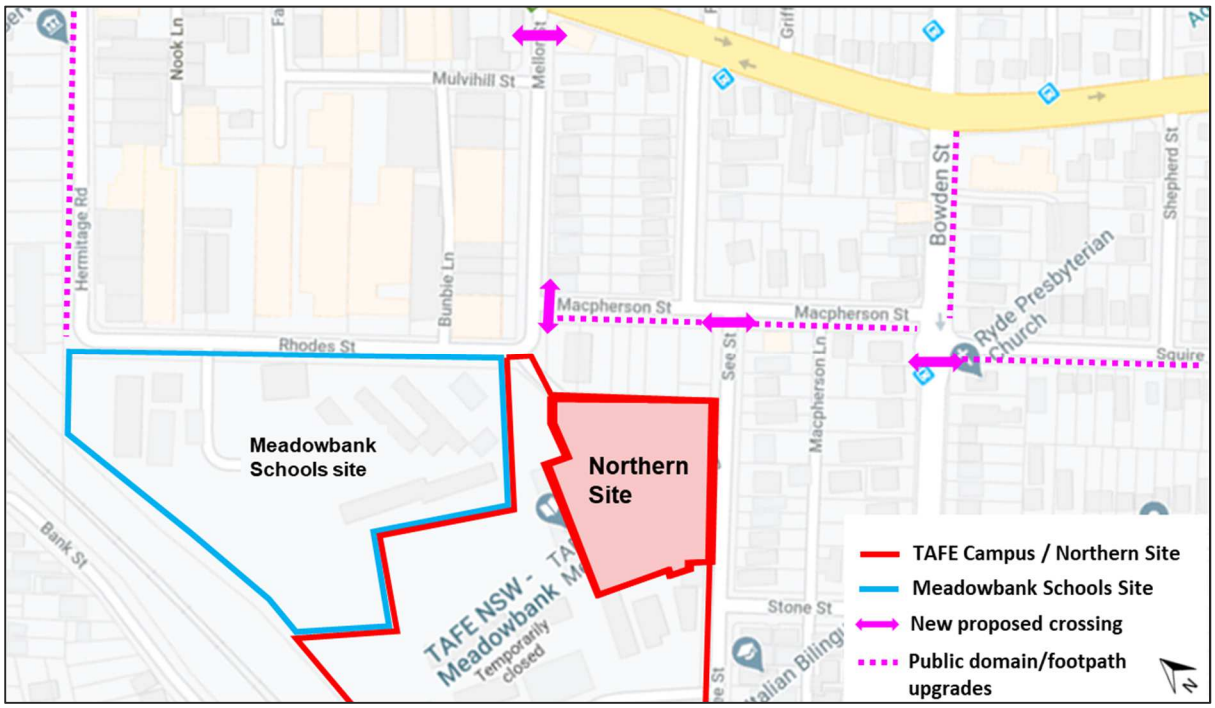


Figure 20 | Pedestrian infrastructure improvements arising from the Meadowbank Schools approval (Base source: Nearmap 2020)

The Department has reviewed the application and considers that pedestrian routes to/from the site are generally convenient, safe and efficient. In particular:

- noting the TAIA's predicted pedestrian movements, the Department considers that the proposal would result in only a minor overall increase in pedestrian movements to/from the TAFE Campus and agrees with the Applicant that these can be accommodated within existing pedestrian infrastructure.
- students and staff arriving by train (the majority of all pedestrian trips) would not have to cross any road intersections.
- the provision of the east-west through-site link and north-south laneway within the Northern Site (Hub Building) significantly increases site permeability.
- the public domain upgrades and pedestrian crossings required in support of the Meadowbank Schools development would also benefit TAFE students and staff arriving from the north. In addition, these works include the provision of a pedestrian crossing at the Macpherson / See Street intersection, which would improve pedestrian safety at this intersection.

- there is no timeline for the potential upgrade of the existing publicly accessible pedestrian route through the TAFE Campus from Meadowbank station. Department representatives visited the site and walked the existing pedestrian route through the TAFE Campus.

The Department is satisfied that the existing route is open, well lit, has adequate levels of passive surveillance and includes a variety of possible pathways between the Hub Building and the station. The Department is satisfied that for the interim period until the pedestrian route is upgraded, the route provides for an acceptable and safe alternative pedestrian route than the longer route via existing footpaths (along Constitution Road and See Street).

The Department notes that See Street is a primary pedestrian route to/from the TAFE Campus (north and south) and the public domain improvements to be delivered as part of the Meadowbank Schools consent are limited to the infrastructure north of the TAFE Campus and exclude See Street. The Department considers it is appropriate that the Applicant prepare a public domain enhancement strategy including the provision of 2.5m a Shared User Path (unless otherwise agreed with Council) along See Street from Macpherson Street to the southern end of the Hub Building to the to ensure the standard of this primary route is appropriate for the development.

6.1.6 Construction traffic

The TAIA includes a preliminary Construction Traffic and Pedestrian Management Plan (CTPMP), which details construction vehicle movements, routes of travel, parking and access arrangements, pedestrian management and measures to address potential impacts. The TAIA predicts the proposed construction works would take approximately 20 months and generate up to 160 truck movements per day. TAIA confirms that as these vehicle movements are less than the operational vehicle movements assessed in the TAIA (**Section 6.1.2**), they would not have an adverse impact on the surrounding road network or intersection performance.

Construction vehicles are predicted to come from the north and west of the site and vehicle routes would be selected to minimise the use of local roads and use arterial roads where possible. The construction vehicle entry point to both sites would be from See Street. 12.5m heavy rigid vehicles and 19m articulated vehicles are proposed to service the construction sites with all loading/unloading to occur within the boundaries of the Southern Site and within an on-street works zone on See Street for the Northern Site (subject to Council approval). The CTPMP predicts the peak number of workers during the construction works would be between 100-200 workers per day and there would be limited opportunity for on site construction car parking spaces to be made available.

The Department accepts the conclusions of the Applicant's assessment of construction traffic and notes that local traffic network and Victoria Road would be able to accommodate the heavy vehicle movements expected to be generated during construction works.

Based on the above assessment, the Department has recommended a condition requiring the implementation of a final CTPMP to ensure truck access routes and establishment of work zones are addresses.

The Department supports the provision of limited on site construction car parking for workers, noting the site has good access to public transport options. The Department recommends a condition requiring the Applicant prepare a Construction Worker Transportation Strategy, which considers travel arrangements for construction workers in order to reduce pressure on available on-street parking spaces during the construction phase.

The Department has reviewed the information provided in the EIS and RtS and considers that subject to the implementation of the recommended conditions, construction traffic impacts can be appropriately managed.

6.2 Noise impact

Noise associated with the construction and operation of the Hub Building and Car Park has the potential to impact on the amenity of adjoining properties. The application includes a Noise and Vibration Impact Assessment (NVIA), which assessed the potential construction noise / vibration impacts and operational noise on the nearest sensitive receivers.

Attended and unattended noise monitoring was undertaken to quantify the existing acoustic environment at the site and nearby sensitive receivers. The NVIA identifies the nearest sensitive receivers as the residential properties on See Street and education uses in the TAFE Campus, on See Street and at the future Meadowbank Schools site (**Figure 21**).

Figure 21 | Nearest receivers identified in the Noise Report (Base source: Applicant's RtS 2020)

The predominant noise source impacting the site is low-level noise from traffic movements along See Street and surrounding roads. The closest residential receivers are located 30m east of the Hub Building and 25m east of the Car Park (**Section 1.3**).

The Department has considered operational construction noise impacts in the following sections.

6.2.1 Operational noise

The National Policy for Industry 2017 (NPI) provides a framework and criteria for assessment and control of operational noise from major development proposals. The NVIA considers the operational noise arising from the use of the development would be associated with noise from the Hub Building internal/external workshops, loading dock, vehicle movements, mechanical plant and public address system (PA).

The NVIA considered the NPI's operational noise requirement of background +5 decibels (dB(A)) at

nearby sensitive receivers and confirms that the operational noise associated with the:

- use of tools within the three external workshops may result in minor exceedances of between 2dB(A) and 5dB(A).
- vehicle movements associated with the Car Park would result in a minor exceedance of 1dB(A). Vehicle movements associated with the Hub Building would not result in noise exceedances.
- use of hand/power tools within internal workshops, operation of the loading dock, would not result in noise exceedances.
- mechanical plant and PA systems cannot be determined at this stage as the equipment has not yet been selected and therefore specifications are not yet known.

To address operational noise, the NVIA recommends the following mitigation measures:

- power tools / construction plant to be used in the outdoor workshops only between 7am to 6pm weekdays.
- mechanical plant and PA noise associated with the operation of the Hub Building be selected to ensure external noise emissions are not intrusive and do not impact on the amenity of neighbouring receivers. A detailed assessment should be carried out once the mechanical plant has been selected.
- waste collection and external loading dock movements to occur during the day-time period.

Concerns were raised in a public submission from a resident on Forsyth Street about the potential operational noise impact. The EPA recommended the NVIA submitted with the EIS and the RtS should be reviewed for accuracy, further consider NSW Road Noise Policy (NSW RNP) and NPI particularly relating to potential for sleep disturbance.

In response to the EPA's comments, the Applicant provided an updated NVIA in the SRtS.

The Department acknowledges that the Hub Building and Car Park would generate some level of noise from their operation. However, the Department considers that the operational noise generated by the proposal is acceptable, noting that the noise would not be excessive or sustained over prolonged periods during the day and the identified noise exceedances are minor. In addition, the application does not propose out of hours community use of the outdoor workshops/facilities.

The Department considers the noise impacts from the PA system, internal workshops and mechanical plant would be reasonable provided they do not exceed the background + 5dB(A) levels. The Department considers the noise impact of additional traffic to be minor and the 1dB(A) exceedance is unlikely to be noticeable.

The Department considers the NVIA includes satisfactory measures to reduce adverse noise impacts on nearby sensitive receivers. The Department recommends conditions requiring that the NVIA noise management and mitigation measures be implemented and adhered to, and concludes, subject to the above, the proposal would not have an adverse operational noise impact on nearby sensitive receivers.

6.2.2 Construction noise

The Interim Construction Noise Guideline (ICNG) includes noise management level (NML) guidelines and standard hours of construction which apply to NSW. The ICNG confirms that as local Councils are the regulatory authority for noise from construction in their area, they are able to establish their

own noise policy. In this instance, Council has its own recommended hours of construction for sites (contained within the RDCP). The ICNG and Council's recommended hours of construction are summarised at (**Table 16**).

The ICNG specifies the NML above existing rating background level (RBL) at sensitive receivers during construction as:

- within ICNG standard hours: RBL +10dB(A).
- outside ICNG standard hours: RBL +5dB(A).

The NVIA confirms that monitoring was undertaken to determine the existing relevant RBLs. The RBLs and NMLs for surrounding sensitive receivers are summarised at **Table 17**. The NVIA's assessment recognised the potential cumulative construction noise impacts associated with the approved adjoining Meadowbank Schools development.

The ICNG also confirms impacts above 75dB(A) represents a point where sensitive receivers are likely to be 'highly noise affected'. The NML for educational establishments is 45dB(A).

The proposal seeks approval for hours of construction work in accordance with Council's recommended hours, which exceed the ICNG standard hours (**Table 16**).

Table 16 | Comparison between the Council and ICNG hours of construction

Day	ICNG Hours of Construction	Council's Hours of construction	Difference +/-
Monday to Friday	7am to 6pm	7am to 7pm	+1hr (pm)
Saturday	8am to 1pm	8am to 4pm	+3hr (pm)
Sunday and Public Holidays	No work	No work	No change

The NVIA confirmed the predicted noise levels for 'typical construction' works (**Table 17**).

Table 17 | RBL and NML at sensitive (residential) receivers (Source: NVIA 2019)

Residential Receiver	RBL (dBA)	NML (dBA)	Hub Building NML (dBA)	Car Park NML (dBA)	Typical Construction Impact (dBA)
See St – residential	42	52	55 – 74	62 - 75	+3 to +22
See St, TAFE Campus, Meadowbank Schools - education	44 - 49	45	55 – 74	62 – 75	+10 to +29

The NVIA states that based on the results of its preliminary assessment, the noise associated with normal construction works is expected to exceed the NMLs for residential and educational sensitive receivers. However, predicted construction noise would not exceed the ICNG's 75dB(A) highly noise affected threshold. The NVIA recommends the preparation of a Construction Noise and Vibration Management Plan (CVNMP) including the following construction noise mitigation measures to protect the amenity of nearby receivers:

- using quieter plant, equipment and techniques for noisy activities (e.g. rock breaking, concrete sawing, pneumatic tools).
- location of noise generating equipment/activities away from nearby residential properties, avoid reversing beeping alarms and use noise barriers.
- provide respite periods, schedule noisy work during non-sensitive hours, manage delivery times and operations.
- undertake consultation, notification and complaints handling procedures.

The EPA initially recommended that the proposed hours of construction should not extend beyond the ICNG standard hours of construction. However, following consideration of the RtS the EPA confirmed the Department may consider an extension to those construction hours. No objections were raised in the public submissions about potential construction impacts.

In response to the EPA's comments about hours of construction, the Applicant stated it would accept a condition requiring construction work occurring beyond the ICNG hours (i.e. between 6pm-7pm weekdays and 1pm-4pm on Saturdays) to be subject to the ICNG noise trigger level of 'background +5dB(A)'. The Applicant noted the above proposed construction hours would be the same as the approved construction hours for the Meadowbank Schools development that adjoins the western boundary of the site.

The Department has considered the EPA's comments and the information provided by the Applicant including the NVIA. The Department notes that the closest residential receivers are located approximately 30m away from the Hub Building and 25m away from the Car Park on the opposite side of See Street and both sites are adjacent to educational buildings within the TAFE Campus.

As the development is located in an established urban environment and would result in construction noise impacts, the Department considers that all reasonable measures should be implemented to minimise these impacts. The Department considers that the Applicant's recommendations for the preparation of a CVNMP to set out proposed mitigation measures and for works would assist in mitigating the impacts of the proposed works.

The Department considers the proposed extended hours of construction (i.e. Council's recommended hours) are acceptable, subject to noise emissions outside the ICNG standard being limited and the implementation of the NVIA's recommended mitigation measures. The Department has recommended conditions accordingly.

To further mitigate impacts, the Department recommends the following additional measures to minimise and manage impacts:

- a requirement to comply with the ICNG NMLs where feasible and reasonable.
- implementation of respite periods for excavation and construction works where works generate particularly annoying or intrusive noise.
- all construction vehicles only to arrive to the work site within the permitted hours of construction.
- all construction activities comply with best practice vibration management criteria to ensure no adverse impact to existing buildings or structures.
- any noise generated during construction should not be 'offensive noise' within the meaning of the *Protection of the Environment Operations Act 1997*.

The Department acknowledges the proposed construction works may have additional impacts in terms of traffic, waste, sediment, erosion, and air and water quality. To address these potential impacts, the Department has recommended the preparation of a Construction Environmental Management Plan, together with other environmental management and mitigation measures.

6.3 Tree removal

The application included an Arboricultural Impact Assessment (AIA), which surveyed the 140 existing trees on the Northern Site (114 trees) and Southern Site (26 trees) and identified that 114 of the 140 trees would need to be removed across both sites to facilitate the construction of the buildings (**Figure 22**):

- Northern Site – removal of 97 trees (56 with high retention value) and retention of 17 trees.
- Southern Site – removal of 17 trees (13 with high retention value) and retention of 9 trees.

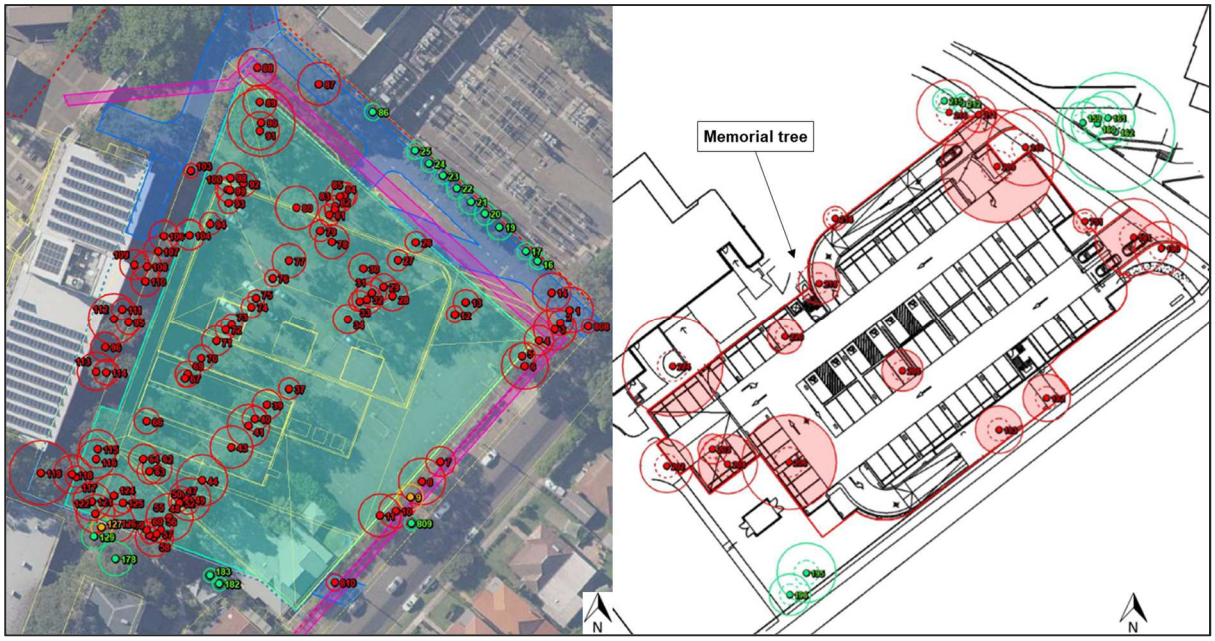


Figure 22 | Tree removal (red) and retention (green) on the Northern Site (left) and Southern Site (right) (Base source: Applicant's RtS and SRtS 2020)

The Applicant has confirmed in its SRtS that one of the trees to be removed on the Southern Site is a memorial tree (**Figure 22**).

The AIA concludes that there is no feasible option to retain the trees given their position within the site and the extent of the development proposed. The proposal includes the planting of 27 new trees and other forms of soft landscaping around the Hub Building and Car Park to compensate for the trees removed. The Applicant has also confirmed that as part of separate works associated with the TAFE an additional 39 trees are planned to be planted elsewhere on the TAFE Campus.

The Council's Urban Forest Technical Manual 2012 suggests a site tree canopy coverage target of 40%. The NSW Government's draft Greener Places Design Guide 2020 (draft GPDG) suggests a tree coverage target of 25% in urban residential areas (medium to high density and light commercial).

Concerns were raised in a public submission about the environmental and biodiversity impacts of the removal of trees. EESG did not raise any objection to the proposed tree removal or impact on biodiversity and confirmed the removal of trees did not warrant a BDAR.

The Applicant's SRtS included a tree canopy assessment that identifies that the TAFE Campus currently has a tree canopy coverage of 24,068m^2 (39%) and the proposed tree removal would reduce the on site tree canopy cover by 6,514m^2 (to 27%). However, this would be partly offset by the planting of 27 new trees on the site (and 39 trees elsewhere in the TAFE Campus), which would result in an overall tree canopy coverage of 19,420m^2 (31%) when the replacement trees are mature.

The Department has taken into consideration the submissions by the public and EESG and the information contained within the Applicant's EIS, RtS and SRtS. The Department notes that:

- due to the location of trees interspersed throughout the existing car parking areas, tree removal to facilitate the redevelopment of these sites is unavoidable.
- the proposed site tree coverage (31%) would result in the TAFE Campus providing less than the Council's 40% target, but more than the draft GPDG target (25%).
- the landscaping proposed around both buildings is of a high standard that would complement the design of the development.

The Department acknowledges that many of the trees to be removed (61%) are of high retention value. However, given the circumstances of the sites noted above and the benefit arising from the provision of new TAFE educational facilities, the removal is considered on-balance to be justified.

The memorial tree is located within the disturbance footprint of the Car Park and its removal is unavoidable. However, the Applicant has committed to work with the key stakeholders to identify an alternative location for a replacement memorial tree within the TAFE Campus.

The Department supports the Applicant's recommended tree retention and proposed landscaping and recommends conditions to secure these commitments accordingly. To further mitigate the impacts of the proposed tree removal, the Department has also recommended conditions that require the Applicant to identify and undertake additional replacement tree planting to achieve an overall ratio of one tree planted for each tree removed. Planting may be undertaken on the TAFE Campus or off site within the Meadowbank locality subject to Council approval.

In addition, the Department has recommended conditions requiring the provision of a replacement memorial tree, protection of all trees proposed to be retained on and adjoining the site (including street trees), together with other management and mitigation measures contained within the AIA. Recommended conditions would ensure that there is no further tree loss as a result of construction works to facilitate the proposal.

The Department concludes that subject to the above conditions regarding tree retention, replacement and protection, the proposed tree removal is, on-balance, acceptable.

6.4 Built form

6.4.1 Building height

The site is not subject to a building height development standard under the RLEP (**Figure 23**). The heights of the proposed buildings are summarised below:

- the Hub Building would be approximately two storeys to the east fronting See Street (and due to the fall of the land) six storeys to the west fronting Building P (RL 40.8m to maximum height of rooftop plant enclosure) (**Figure 24**).
- the Car Park would be approximately two storeys (maximum height of RL 34.35m) (**Figure 25**).

As summarised at **Section 1.3**, both sites are currently used as surface car parks and the surrounding light industrial and residential areas generally comprise one and two storey buildings. The adjoining TAFE Campus contains buildings that range in height from one to six storeys and the closest TAFE building to the:

- Hub Building is Building P, which is located to the west and is six storeys in height.
- Car Park is Building J, which is located to the west and south and is five storeys in height.

Concerns were raised in public submissions about the height of the Car Park and recommended the building be reduced to a single storey. The Government Architect NSW (GANSW) considered the proposal and did not raise any objection to the proposed building heights. In addition, the proposal underwent several reviews by the State Design Review Panel (SDRP), convened by GANSW, where it confirmed it supported the direction of the design development of the proposal.

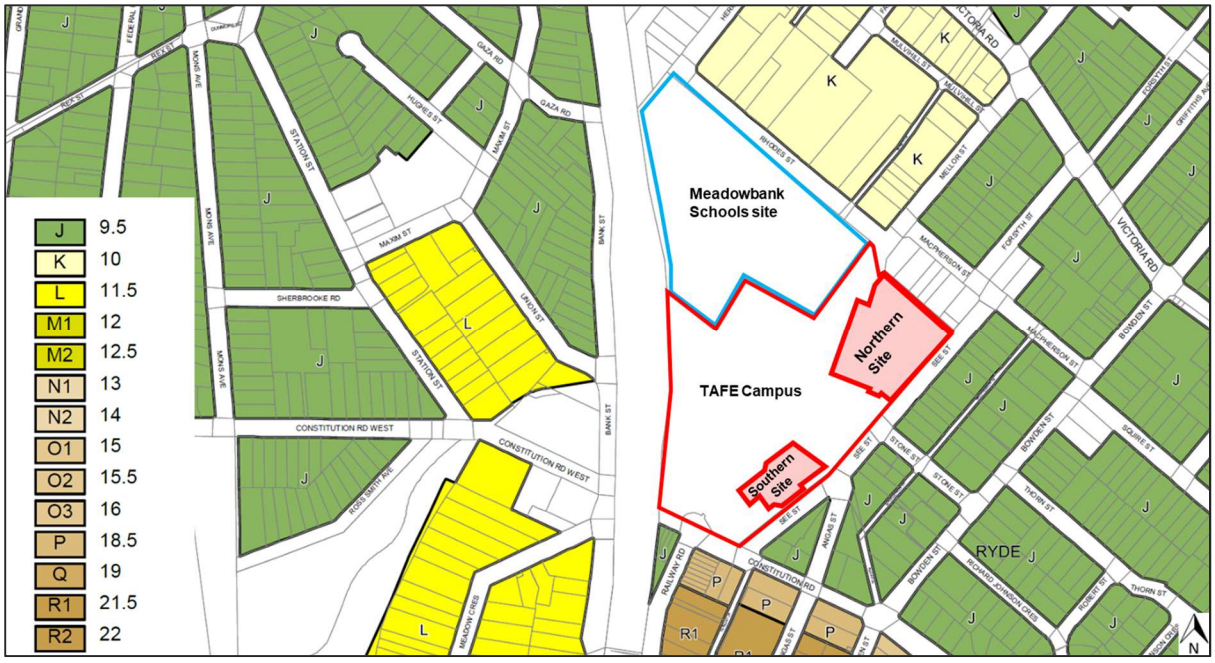


Figure 23 | RLEP Height of Buildings Map, including the TAFE Campus and Northern / Southern Sites outlined in red and the Meadowbank Schools Site outlined in blue (Base source: RLEP)

Figure 24 | Eastern (See Street) (top) and Western (Building J) (bottom) elevations of the Hub Building (Source: Applicant's SRtS 2020)

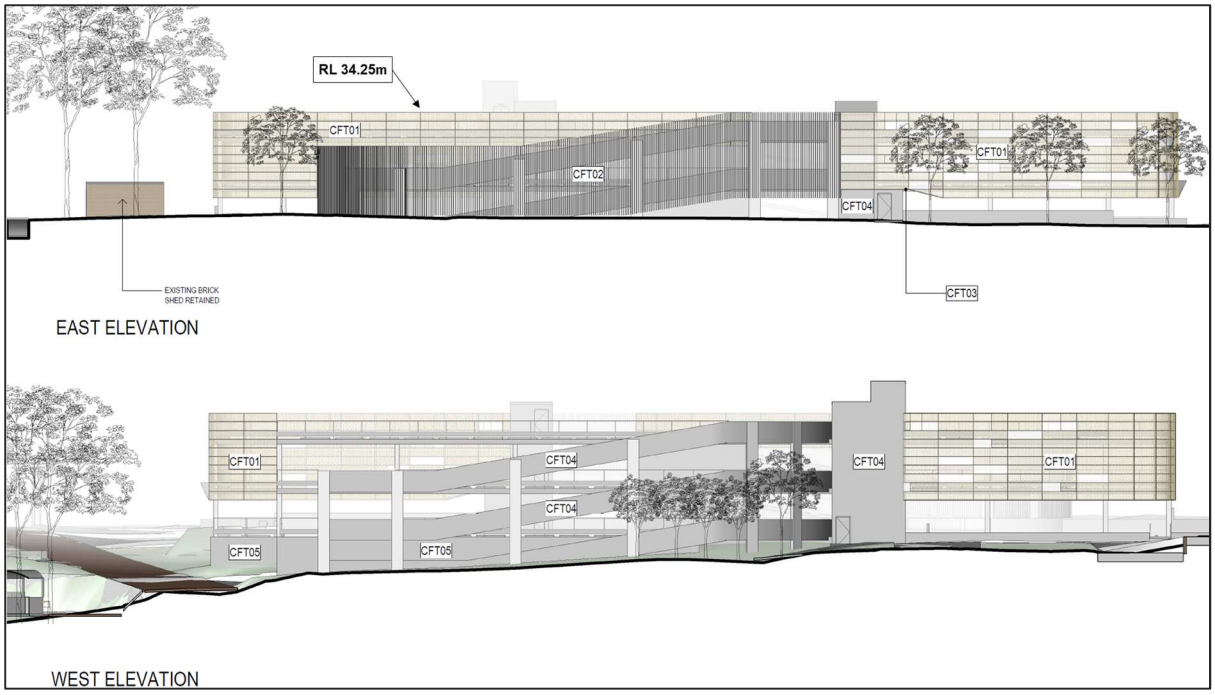


Figure 25 | Eastern (See Street) (top) and Western (Building J) (bottom) elevations of the Car Park (Source: Applicant's RtS 2020)

The Department has considered the proposed building height against the objectives outlined in clause 4.3 RLEP and is satisfied that the proposed building heights would not have a detrimental impact as:

- the buildings are of similar heights to buildings within the TAFE Campus and the proposed heights fit within the established and emerging character of the evolving MEEP.
- the buildings have been sensitively designed to respond to the See Street streetscene as they present as approximately two storeys fronting See Street, opposite existing one and two storey residential properties.
- the Car Park has an un-enclosed / open rooftop parking arrangement and this approach has ensured the overall height of the building has been minimised.
- the proposal has balanced the reasonable developable potential of the site and the need to cater for the increasing demand for TAFE enrolments in the area.
- the proposal would not have adverse heritage or amenity impacts as discussed at **Section 6.5**.

The Department concludes that the proposed building height is appropriate within the site context and would not have a detrimental visual impact on the surrounding area, and supports the height of the building.

6.4.2 Building design

Hub Building

The design of the Hub Building is highly articulated including window bays punctuated by a series of rectangular metal panels with a barcode-like detailing. The building also includes a large feature canopy at the See Street elevation that announces the main entrance to the building and establishes an appropriate arrival point for the development (**Figure 11** and **Figure 26**).

Proposed materials include metal cladding, metal screens, clear and coloured glazing. The material colour palette provides a combination of natural earthy and grey colours to complete the composition.

Figure 26 | Perspective looking south-west along See Street towards the eastern elevation of the Hub Building (Source: Applicant's EIS 2019). Note, this image shows the original EIS canopy thickness, which has since been amended/reduced by the RtS

Concern was raised in a public submission that the Hub Building's canopy presents an inappropriate bulk and scale of development to See Street.

The GANSW recommended the Hub Building be amended to reduce the thickness of the See Street canopy and include a skylight and amendments to the western pedestrian entrance and workshops. The GANSW supported the removal of basement car parking from the Hub Building noting this change had no visual impact on the design of the building.

In response to the concerns raised, the Applicant reduced the thickness of the canopy by 400mm and amended the building to address the GANSW's comments. The GANSW confirmed the changes addressed its initial comments.

The Department has considered the design of the Hub Building and:

- supports the reduction in the thickness of the See Street canopy.
- considers the building's See Street setbacks (between 2.5m and 17m) ensure that the proposal would not have an overbearing impact on the street frontage.
- considers the proposed design, materials and colour palette are contextually appropriate.

Noting the above design approach, the Department concludes the Hub Building would make a positive contribution to the See Street streetscene and is acceptable.

Car Park

The three level (two storey) Car Park has a simple modern/contemporary design comprising two principal forms of elevational screen cladding including perforated metal mesh and dark powder coated vertical battens (**Figure 16** and **Figure 27**).

Figure 27 | Perspective looking north-west along See Street to the eastern elevation of the Car Park (Source: Applicant's RtS 2020) (Note: Perspective does not reflect increased building setback and landscaping proposed in amended Car Park plans submitted on 14 August 2020)

Concern was raised in public submissions that the Car Park as proposed in the RtS would have an adverse impact on the character of See Street. In addition, it was recommended in submissions that the proposal should be amended to remove the vehicular ramp from the See Street to provide a greater setback and include screening planting. While the RtS design had the building setback approximately 6m from the See Street frontage, a part of the vehicular ramp up to upper levels projected forward of the principal Car Park façade to have no setback from the See Street site boundary.

Following submission of the SRtS, the Applicant lodged amended plans that set the Car Park building further back from the See Street frontage, providing a minimum 1 metre setback from the section of ramp previously located on the See Street boundary (**Figure 28**).

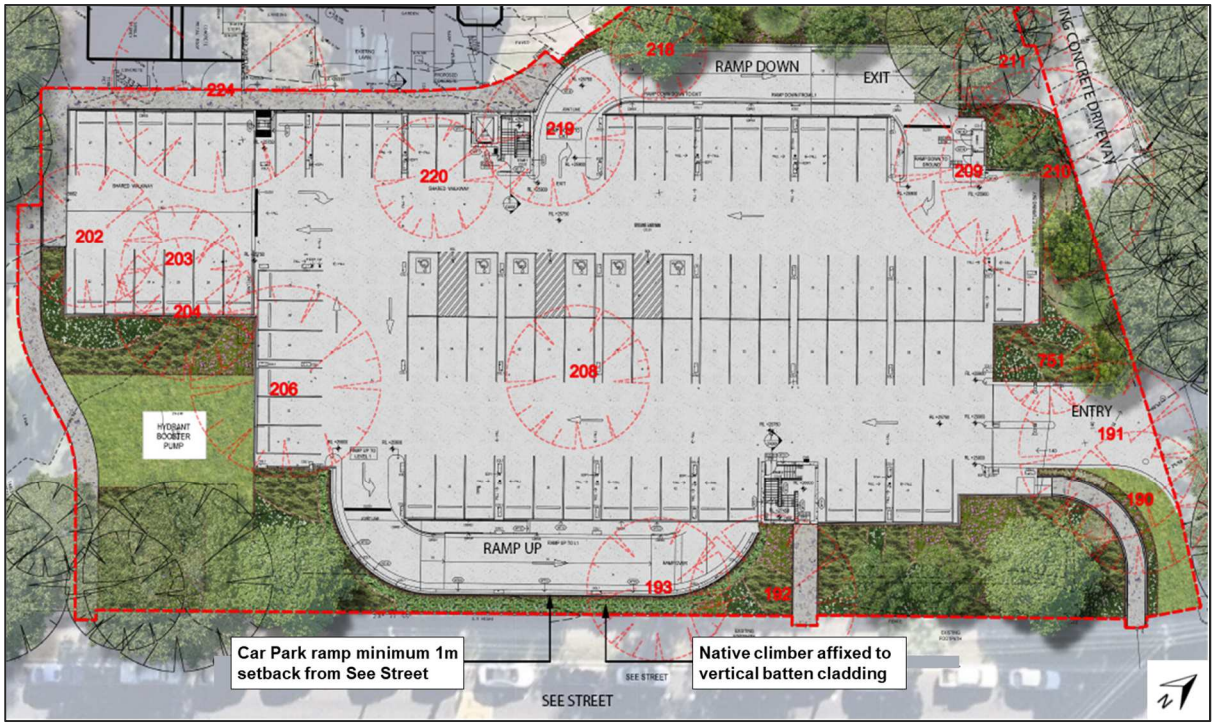


Figure 28 | Car Park landscaping plan and See Street setbacks (Source: Applicant's Amended Car Park plans submitted on 14 August 2020).

The GANSW did not provide comment on the design quality of the Car Park, however, it confirmed its general support for the proposed Car Park screening method.

The Department considers the design of the Car Park responds appropriately to its setting, noting the:

- broader TAFE Campus site has an institutional / educational character and includes a wide variety of building types, heights, scales, designs and ages. The Department considers the Car Park would be visually interpreted as forming part of this TAFE context rather than the domestic / residential character on the opposite side of See Street.
- application proposes high quality/finish and durable cladding materials that would screen the car parking levels from See Street.
- landscaping has been provided around the Car Park building, which would soften and partly screen the overall Car Park built form.

The Department acknowledges the concerns raised in the public submissions regarding the need for appropriate setbacks from See Street. The Department notes that the amended Car Park design increases the setback of the Car Park ramp to the See Street frontage which would reduce the visual prominence of the building. In addition, the increased setback allows for landscaping along the site frontage which would further soften the appearance of the building.

The Department has recommended a condition requiring the submission of an amended landscape plan showing additional landscaping in the front setback along the full length of the vehicular ramp See Street elevation. The Department considers, once established, the landscaping would create a visually appealing green buffer that would screen the Car Park and add to its visual interest and improve its integration into the See Street streetscene.

The Department concludes that the Car Park, as proposed in the amended plans and with appropriate landscaping, would have an acceptable design and appearance and would not have an adverse impact on the broader character of See Street.

6.5 Other issues

The Department considered other issues in **Table 18**.

Table 18 | Department's consideration of other issues

Issue	Consideration	Recommended condition(s)
Flooding	• A Flood Impact Report (FIR) was included with the EIS and updated by the RtS. The FIR considers the existing and proposed flood drainage management and flood risk associated with the Northern and Southern Site. Northern Site – Hub Building • The northern portion of the Northern Site is currently subject to minor inundation during the 1 in 100 year flood event (RL 7.5m) and from overland flow events from See Street. The western portion of the site is affected by the Probable Maximum Flood (PMF) (RL 16.25m).	The Department has recommended conditions requiring compliance with the FIR management and mitigation measures and implementation of a FEERP.

Issue	Consideration	Recommended condition(s)
	• The FIR indicates overall flood risk for the Hub Building is low and that (**Figure 29**): o the re-grading of the site would direct See Street overland flows along the northern vehicle accessway and the PMF waters along the north-south laneway. o all sensitive uses within the building would have a finished floor level above RL 13.47m, which is above the 1 in 100 year flood levels (RL 7.5m). o the Level 01 plumbing workshops (RL 13.47m) would be located 2.78m below the PMF level (RL 16.25m). o the project design is not anticipated to increase flooding impacts, levels or velocities at adjoining dwellings.	

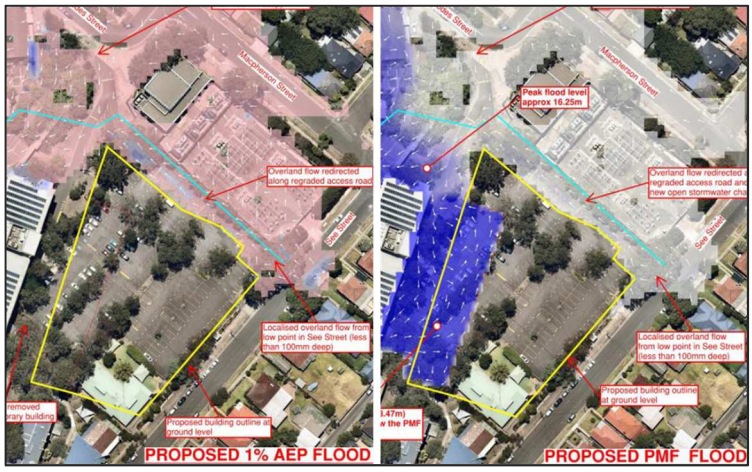


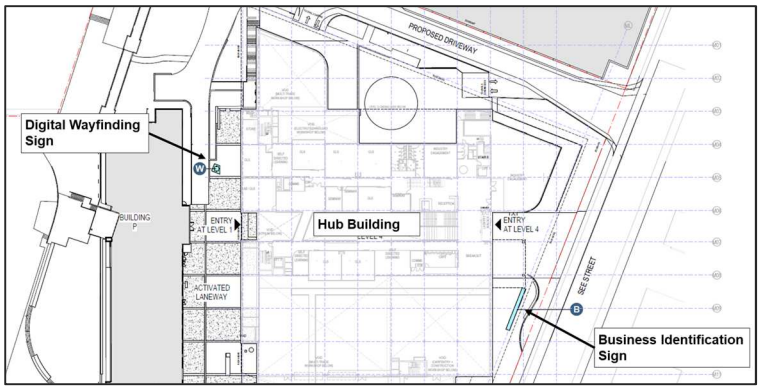
Figure 29 | 1 in 100 year flood (left) and PMF (right) events following regrading of the site (Source: Applicant's RtS 2020)

- To ensure that there are no detrimental flood related impacts and that the proposed development can withstand flood related impacts, the FIR recommends flood risk management procedures, education, evacuation drills and the preparation of a Flood Evacuation and Emergency Response Plan (FEERP).
- EESG confirmed it was satisfied the Applicant has provided sufficient details on flooding impacts and management.
- Regardless of the low flood risk, the Department supports the implementation of flooding management and mitigation measures and the preparation of a FEERP.
- The Department considers the application has appropriately addressed flooding impacts, in particular:
  - the grading of the site directs minor overland flows from See Street along the vehicle access to the north and away from the building.
  - an appropriate finish floor level (13.47m Australian Height Datum) has been provided for the ground floor level of the building with all sensitive facilities (excluding workshops) located above this level.
  - the impact of rare PMF flood events on Level 01 (workshops) can be managed and mitigated subject to the FEERP.

Issue	Consideration	Recommended condition(s)
	• The Department considers these measures ensure that flood impacts would not pose a risk to the safety of the occupants of the Hub Building. Southern Site – Car Park • The FIR confirms the Southern Site and proposed Car Park are located outside the extent of the 1 in 100 year flood and PMF events. The ground floor Car Park level (RL 25.75m) is 9.5m above the PMF level. • The Department considers the Car Park would not be affected by flooding.	
Stormwater	• Stormwater runoff from roof and hardscape areas of both the Hub Building and Car Park would be collected by hydraulic systems and conveyed into local stormwater infrastructure. The proposal also includes a system of pits and pipes to collect runoff from surface level around the buildings. • Prior to any stormwater being discharged, the flows would pass through a silt arrestor and gross pollutant trap systems. • The Department considers that the proposed stormwater provisions would be sufficient for the proposed development.	The Department has recommended conditions requiring the development comply with the stormwater design and relevant Australian Standards and industry best practice guidelines.
Site contamination	• The application included Detailed Site Contamination Investigation reports (DSCI) for the Northern and Southern Sites and a Remediation Action Plan (RAP). • The DSCI indicates that since the late 1800s, the site has been subject to uncontrolled demolition and filling, chemical storage, manufacturing (railway and agricultural) and more recently workshop uses and uses associated with the TAFE operation. Furthermore, the DSCI indicates that the site may have been used as a military base during the second world war. • The DSCI included a review of historical data, aerial imagery, previous site investigations, site walkover and undertook soil sampling investigations. The DSCI included a review of available background information, field investigation of soil samples and geotechnical boreholes along with laboratory testing and data analysis and reporting. Northern Site – Hub Building • The DSCI considered the most significant potential contamination risks were associated with previous military use, chemical storage, historical filling and manufacturing. Potential contaminants of concern were identified as metals, hydrocarbons, pesticides, solvents, volatile compounds and asbestos. • The DSCI and RAP note that as the REF Works to remove existing hardstand and structures (including Block N) has not yet been undertaken, full access to the substrate of the Northern Site	The Department has recommended the imposition of the EPA's contaminated land conditions, including: • implementation of the RAP and an unexpected finds protocol. • appointment of a Site Auditor and preparation of a Site Audit Statement prior to operation.

Issue	Consideration	Recommended condition(s)
	is not possible. It was concluded that additional soil sampling and testing should be conducted once the site is more easily accessible to confirm the waste classification of soils prior to off-site disposal. As part of the waste classification process, the existing asphalt surfacing and underlying road base should be considered and assessed against appropriate Resource Recovery Orders (as issued by EPA), which may allow off-site reuse. Alternatively, the waste classification is to consider these materials separately. • To address the potential risks associated with contaminants, the DCSI and RAP recommend a remediation strategy consisting of: o completion and finding of the data gaps analysis and appropriate management of off-site disposal of fill/soil. o materials survey and waste classification. o monitoring and validation by a suitably experienced environmental consultant. o further testing and validation sampling being undertaken prior to bulk excavation and removal of material from the site. o preparation and implementation of unexpected finds protocol, which would be updated following additional investigations. o if remediation is required due to unexpected contamination finds, the Applicant would engage a Site Auditor to consider the nature and extent of contamination, the appropriateness of the RAP and any additional measures to ensure that the site is suitable for the proposed use. • The Applicant confirmed an unexploded ordnance search was undertaken, which concluded there was no potential for unexploded ordnance on the TAFE Campus. • The EPA considered the proposal and recommended conditions requiring the Applicant: o engage an EPA accredited Site Auditor throughout the duration of works, to verify the RAP is appropriate and to confirm satisfactory completion of each stage of work. o adhere to the remediation and management measures accepted by the Site Auditor. o ensures the proposal does not result in a change in risk to any pre-existing site contamination. o follows the processes under the State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55). o notify the EPA where contamination meets relevant triggers and certified consultants are engaged. • The Applicant has confirmed its agreement to the EPA's recommended conditions. Southern Site – Car Park • The DSCI confirmed the contaminants of concern within the Southern Site were below reporting limits and concluded that there are not likely to be any significant contamination risks to human health or the ecology associated with the site. The site is	

Issue	Consideration	Recommended condition(s)
	therefore suitable, from a contamination perspective, for the proposed development. • The Department is satisfied that the site is suitable for the intended use, subject to the EPA's recommended conditions.	
Wind impact	• The application includes a Pedestrian Wind Environment Statement (PWES), which undertook a desktop study to determine the likely wind conditions affecting areas within and around the Hub Building. The PWES did not include a wind tunnel assessment. • The PWES concludes that the wind conditions to the trafficable areas around and within the Hub Building would be comfortable for their intended use subject to the implementation of the proposed building design and landscaping works. The PWES also confirmed the existing vegetation surrounding the Hub Building would help mitigate the direct southerly and northerly winds that can affect the site. • To further improve the wind environment, the PWES recommends additional mitigation measures to the Hub Building comprising the inclusion of: o additional tree planting at the north-western corner of the Hub Building adjacent to the car park entrance. o densely foliating 1m high (minimum) evergreen hedges/bushes along the eastern elevation fronting See Street adjacent to the entrance. o a 2m high impermeable screen at the western end of the Level 06 rooftop outdoor workshop area. o a 1.2m high planter box, with densely foliating planting located along the perimeter of Level 1 southern terraces. • The Applicant has confirmed that consideration would be given to implementing the PWES additional mitigation measures, subject to wind tunnel testing during the detailed design stage of the development. • The Department notes the PWES' conclusions and recommendations are based on a desktop study and assumptions. The Department therefore considers it appropriate that wind tunnel testing be undertaken to confirm/inform the final appropriate wind mitigation measures for the development. The Department recommends a condition accordingly.	The Department has recommended a condition requiring a wind tunnel test be undertaken to inform appropriate wind mitigation measures to be implemented.
Bicycle and end-of-trip facilities	• The proposal includes 30 secure bicycle parking spaces, six showers and change rooms at Level 02 of the Hub Building (**Figure 12**). • The Department notes the Ryde Development Control Plan 2014 (RDCP) requires the provision of bicycle parking at a rate of 10% of the total number of car parking spaces required, which in this case equates to 11 bicycle spaces.	The Department has recommended a condition requiring the appropriate provision of bicycle end-of-trip facilities.

Issue	Consideration	Recommended condition(s)
	• The Department supports the provision of bicycle parking and end-of-trip facilities, noting: o the provision of bicycle facilities forms part of the sustainable transport measures facilitating the mode share shift away from private car use. o the proposal provides almost triple the amount of bicycle parking spaces recommended by the RDCP. o end-of-trip facilities are adequate and conveniently located to the secure bicycle parking area. • The Department recommends a condition requiring the provision of the bicycle parking and end-of-trip facilities.	
Signage	• The application includes the following proposed signage relating to the Hub Building: o one free-standing business identification sign located within the landscaped area fronting See Street. The sign comprises up-lit metal lettering (spelling 'TAFE NSW') on a plinth measuring 1.9m tall and 5.8m wide. o a four sided digital wayfinding sign located at the western side of the Hub Building. The sign would include LED displays, would not be otherwise lit, and measures 3.4m tall and 1m wide.  **Figure 30** | Location of proposed signage (Source: Applicant's SRtS 2020) • No signage is proposed relating to the Car Park. • An assessment against the provisions of State Environmental Planning Policy 64 – Advertising Signage is provided at **Appendix B**. • The Department notes the proposed signage on See Street would be located opposite existing residential properties. The Department is satisfied the signage would not have adverse light spill impacts as it would be: o located more than 20m away from those properties. o illuminated by up-lighting that would be directed away from neighbouring properties. • The digital sign would not be visible from outside the TAFE Campus due to its location, the height and the location of existing buildings and the proposed Hub Building. Therefore the LED	The Department has recommended a condition requiring signage illumination to be in accordance with the relevant Australian Standards and directed away from adjoining residential properties.

Issue	Consideration	Recommended condition(s)
	displays would not result in any adverse glare or disturbance to the surrounding area. • The Department notes the digital sign includes speakers. To ensure the use of any audio function does not have an adverse impact on the surrounding area the Department recommends the preparation of a Signage Audio Management Plan. • The Department considers the proposed signage to be appropriate in terms of its location, dimensions and proposed illumination and recommends conditions to ensure lighting is in accordance with the relevant Australian Standards and directed away from adjoining residential properties.	
Archaeology and Aboriginal Cultural Heritage	• The application includes an Aboriginal Cultural Heritage Assessment Report (ACHAR) and a Heritage Impact Statement (HIS). These reports consider the site's potential to contain archaeological remains. • The ACHAR concludes that due to the amount of site disturbance there is a low potential for intact in-situ Aboriginal archaeological deposits and the proposal would not impact Aboriginal cultural heritage values. • The ACHAR recommends an unexpected finds protocol to manage archaeological finds, proposed landscaping include native planting and a plaque be installed acknowledging the Traditional Owners of the land. • The HIS confirms the construction of the Car Park may disturb the archaeological evidence of the former tramway associated with the former use of the site as Mellor's Meadowbank Manufacturing Company. • EESG recommended ACHAR Aboriginal archaeology management recommendations be included as conditions of consent. Heritage NSW recommended conditions requiring archival recording of the location and survivability of the former tramway. • The Department notes the proposed landscaping includes native tree species and therefore considers the proposal has addressed ACHAR recommendation to provide such plantings. • The Department agrees with EESG and Heritage NSW and considers it appropriate to impose the recommended Aboriginal and non-Aboriginal archaeological monitoring/management conditions.	The Department has recommended EESG and Heritage NSW's Aboriginal and non-Aboriginal archaeological conditions.
Heritage	• The Southern Site is located on the opposite side of See Street (25m away) from a dwelling at 1A Angas Street and 34 See Street and the Thomas White Memorial Fountain, which are local heritage items on the RLEP local list (**Section 1.3.2**).	No additional conditions or amendments are necessary.

Issue	Consideration	Recommended condition(s)
	• Concern was raised in public submissions that the Car Park would have an adverse heritage impact on the dwelling at 1A Angas Street and 34 See Street. • The HIS notes the two locally listed heritage items have been subject to existing cumulative visual impacts by adjoining developments and in this context the Car Park would have only a minor impact on the heritage significance or setting of those items. • The Department notes the height and appearance of the Car Park has been sympathetically designed to fit within the existing scale and character of existing TAFE Campus buildings. In addition, the Car Park would be located 25m away from the heritage items and the Department has recommended an amendment requiring the planting of a green wall to the See Street elevation of the Car Park. • The Department concludes the proposal would not have an adverse impact on the heritage significance of the two heritage items on the RLEP local list.	
Development contributions	• The City of Ryde Section 94 Development Contributions Plan 2007 (Contributions Plan) applies to development within the Ryde LGA. The purpose of the Contributions Plan is to raise funds for public facilities and infrastructure. The Contributions Plan does not specifically exclude educational establishments from the payment of section 94A contributions. • The Applicant seeks an exemption from the Contributions Plan stating that as the proposed development relates to social infrastructure provided by a public authority it should not be subject to the levying of contributions. • The Department notes that the provision of new TAFE facilities is a significant public benefit. In addition, the provision of educational facilities is a type of infrastructure that Council typically would seek a levy for. • Noting the purpose of the Contributions Plan, the Department considers that the proposed development does not require the payment of developer contributions under section 7.12 of the EP&A Act.	No additional conditions or amendments are necessary.
Setback from the Substation Site	• Concern was raised in a public submission that the Hub Building does not include a sufficiently safe setback from the Substation Site. • The Applicant has confirmed the Hub Building has been designed in consultation with Ausgrid and in accordance with statutory requirements. • The Department notes Ausgrid was consulted (as an adjoining landowner) and did not make a submission on the application.	No additional conditions or amendments are necessary.

Issue	Consideration	Recommended condition(s)
	• The Department notes the Applicant's comments and is satisfied adequate consideration has been given to the relationship of the building to the neighbouring Substation Site.	
Neighbouring residential amenity	• The closest residential properties to the Hub Building and Car Park are located on the opposite side of See Street (**Figure 7** and **Figure 8**). • No objections were received from the public relating to overshadowing, overlooking or loss of private views. • The Department considers that the proposal would not have an adverse impact on neighbouring residential amenity, in terms of overshadowing, overlooking and private views, as: o the proposed buildings are approximately two storeys in height (fronting See Street), located between 25m and 30m away from adjoining residential properties and would therefore would not result in any additional overshadowing or overlooking. o no nearby residential properties have significant private views across the site.	No additional conditions or amendments are necessary.
MEEP Master Plan and the Meadowbank Schools Site	• Concerns were raised in public submissions about the: o proposed MEEP Master Plan vision for sites surrounding the TAFE Campus. o design and operation of the separate Meadowbank Schools redevelopment to the west of the Northern Site. • The Master Plan is being prepared separately by Greater Sydney Commission and exhibition of the draft Master Plan ended on 20 November 2019 (**Section 1.1**). • The Meadowbank Schools development was approved on 21 May 2020 following the consideration of a separate SSD application (**Section 2.5.1**). • As the concerns raised about the Master Plan and Meadowbank Schools do not relate to the proposal, they have not formed part of the Department's assessment of the application.	No additional conditions or amendments are necessary.
Public consultation	• Concern was raised in the public submissions about the extent of community consultation undertaken. • The Applicant confirmed, prior to lodging the application, it consulted with key stakeholders as summarised below: o consultation with key stakeholders, including the local community, TAFE, NSW Government agencies, Council and utilities commencing June 2019. o consultation and workshops with the State Design Review Panel (SDRP) between July and September 2019. o community newsletter and 'postcard' delivered to approximately 500 properties in July and October 2019. o two TAFE staff information and feedback sessions in August and October 2019 and staff focus group meetings held fortnightly beginning on 10 July 2019. o two local community information and feedback sessions in August and October 2019.	No additional conditions or amendments are necessary.

Issue	Consideration	Recommended condition(s)
	o TAFE student pop-up information session in August 2019. o community drop in sessions and digital research survey. o creation of the following three informational websites: - TAFE NSW Meadowbank project website (live 1 October 2019). - Have Your Say NSW Government Website (live 2 October 2019). - Meadowbank Education and Employment Precinct website (live 30 September 2019). • The Department appropriately exhibited the EIS in accordance with the requirements of the EP&A Act (**Section 5**) and exhibited the Applicant's RtS which incorporated a revised design. • The Department is satisfied that sufficient consultation has been undertaken to allow for the assessment and determination of the application.	

6.6 Public interest

The Department is satisfied that the proposal would be in the public interest. The proposal would benefit the community as it would provide for new TAFE facilities including contemporary teaching and learning facilities with adaptable and collaborative learning spaces that would improve educational outcomes. The proposal would result in direct investment in the area of $124,661,229 and is predicted to generate 226 FTE construction jobs and support 70 ongoing FTE operational jobs.

Overall, it is considered that the proposal would have acceptable environmental impacts subject to the recommended conditions of consent.

7 Evaluation

The Department has reviewed the EIS, RtS and SRtS and assessed the merits of the proposal, taking into consideration advice from the public authorities. Issues raised in public submissions have been considered and all environmental issues associated with the proposal have been assessed.

The Department considers that the proposal should be approved as it would provide benefit for the community by delivering contemporary TAFE teaching and learning facilities, and is predicted to generate 226 FTE construction jobs. Overall, the Department concludes the impacts of the development are acceptable and can be appropriately managed or mitigated through the implementation of the recommended conditions of consent. Consequently, the Department considers the development is in the public interest and should be approved, subject to conditions.

The Department considers the key issues to be traffic, parking, pedestrian access, noise impacts, tree removal and built form.

Overall, the proposal would not have an significant adverse impact on the local traffic network or surrounding key intersections when it opens (approximately 2022). Delays may be experienced in the future, however, road infrastructure would be subject to TfNSW's review in accordance with its improvement programs and as discussed in the MEEP Masterplan. The Applicant has demonstrated that the proposed travel mode share is attainable subject to the implementation of the recommended sustainable transport measures and the Department's recommended conditions.

Noting the mode share shift away from private car use, and subject to the Travel Plan sufficient staff car parking would be provided on the site. Existing pedestrian routes to/from the site are considered to be convenient, safe and efficient. The Department recommends public domain improvements to See Street to add to the public domain improvements to be undertaken as part of the adjoining Meadowbank Schools development.

The operation of the Hub Building would have minimal operational noise impacts on nearby residential properties. The Department has recommended operational noise conditions requiring the Applicant's noise management and mitigation measures be implemented. The proposal would not have any other substantial amenity impacts in term of overshadowing, overlooking or loss of views.

The Department considers that the proposed extended hours of construction (in accordance with Council's recommended hours) are acceptable subject to a condition limiting noise emissions. The proposal includes appropriate management and mitigation measures that would ensure construction impacts on surrounding residential properties and the TAFE Campus are minimised.

The proposal demonstrated that the removal of 114 trees is unavoidable and justified in this instance. In addition, the Department concluded, subject to conditions regarding tree retention, replacement and protection, the overall proposal's biodiversity and tree strategy for the site is, on-balance, acceptable.

The height of both buildings appropriately respond to the existing heights of buildings within the TAFE Campus and also along See Street. The design of the Hub Building would make a positive contribution to the See Street streetscene and is acceptable. The design and appearance of the Car Park is appropriate subject to the amendment of the Car Park See Street façade to incorporate a green wall to screen the vehicular ramp.

8 Recommendation

It is recommended that the Executive Director, Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report.
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of the Meadowbank Education and Employment Precinct, Multi Trades and Digital Technology Hub project (SSD 10349) subject to the conditions in the attached development consent.
- **signs** the attached development consent.

Recommended by:

Jason Maslen
Team Leader
School Infrastructure Assessments

9 Determination

The recommendation is **Adopted** by:

25 August 2020

David Gainsford
Executive Director
Infrastructure Assessments

Appendices

Appendix A – Relevant Supporting Information

Appendix B – Consideration of Environmental Planning Instruments

Appendix C – Community Views for Draft Notice of Decision

Appendix D – Recommended Conditions of Consent

Appendix A – Relevant Supporting Information

The following supporting documents and supporting information to this assessment report can be found on the Department's website as follows.

1. Environmental Impact Statement

   https://www.planningportal.nsw.gov.au/major-projects/project/14386

2. Submissions

   https://www.planningportal.nsw.gov.au/major-projects/project/14386

3. Response to Submissions

   https://www.planningportal.nsw.gov.au/major-projects/project/14386

4. Supplementary Response to Submissions

   https://www.planningportal.nsw.gov.au/major-projects/project/14386

Appendix B – Consideration of Environmental Planning Instruments

To satisfy the requirements of section 4.15(a)(i) EP&A Act, this report includes references to the provisions of the Environmental Planning Instruments (EPI) that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)
- Ryde Local Environmental Plan 2014 (RLEP).

State Environmental Planning Policy (State and Regional Development) 2011

The aims of the SRD SEPP are to identify SSD, State significant infrastructure (SSI), critical SSI and to confer functions on regional planning panels to determine development applications.

The proposal is SSD as summarised at **Table B1**.

Table B1 | SRD SEPP compliance table

Relevant Sections	Department's consideration	Compliance
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development,	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: (a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and (b) the development is specified in Schedule 1 or 2.	The proposal is SSD under section 4.36 (development declared SSD) EP&A Act as the development is for the purpose of a tertiary institution with a CIV greater than $30 million pursuant to clause 15(3) of Schedule 1 SRD SEPP.	Yes

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

The Education SEPP aims to simplify and standardise the approval process for schools, TAFEs, universities and child care centres, while minimising impacts on surrounding areas and improving the quality of facilities. The Education SEPP includes planning rules for where these developments can be built, which development standards can apply and construction requirements. The application has been assessed against the relevant provisions of the Education SEPP.

Part 6 of the Education SEPP sets out the specific development controls relating to TAFE establishments and clause 52 includes requirements for TAFE developments permitted with consent. An assessment of the development against clause 52 is provided at **Table B2**.

Table B2 | Consideration of the Education SEPP TAFE development controls (clause 52)

Requirement	Department's consideration
(1) Development for the purpose of a TAFE establishment may be carried out by any person with development consent on land in a prescribed zone.	The TAFE Campus is located on land zoned SP2 Infrastructure, which is a prescribed zone.
(2) Development for a purpose specified in clause 56(1) may be carried out by any person with development consent on land within the boundaries of an existing TAFE establishment.	Not Applicable. The development is not to be carried out as 'complying development'.
(3) Development for the purpose of a TAFE establishment may be carried out by any person with development consent on land that is not in a prescribed zone if it is carried out on land within the boundaries of an existing TAFE establishment.	Not applicable – refer to response to clause 52(1).
(4) A TAFE establishment (including any part of its site and any of its facilities) may be used, with development consent, for the physical, social, cultural or intellectual development or welfare of the community, whether or not it is a commercial use of the establishment.	The Applicant has confirmed it notes clause 52(4). However, it does not propose the Hub Building to available for community use. In addition, the Car Park would not be available for public use.
(5) Subclause (3) does not require development consent to carry out development on land if that development could, but for this Policy, be carried out on that land without development consent.	Not applicable – clause 52(3) does not apply.
(6) Development for the purpose of a centre-based child care facility may be carried out by any person with development consent on land within the boundaries of an existing TAFE establishment.	Not applicable – the proposal does not seek approval for a childcare facility.
(7) Development for the purpose of residential accommodation for students that is associated with a TAFE establishment may be carried out by any person with development consent on land within the boundaries of an existing TAFE establishment.	Not applicable – the proposal does not seek approval for a student accommodation.

State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.

As detailed at **Section 6.5**, the Department is satisfied that the Applicant has adequately demonstrated that the site is suitable, subject to remediation, for the use as an educational establishment as required by SEPP 55.

Draft Remediation of Land State Environmental Planning Policy

The Department is reviewing all State Environmental Planning Policies to ensure they remain effective and relevant and SEPP 55 has been reviewed as part of that program. The Department has

published the draft Remediation of Land State Environmental Planning Policy (Remediation SEPP), which was exhibited until April 2018.

Once adopted, the Remediation SEPP will retain elements of SEPP 55, and add the following provisions to establish a modern approach to the management of contaminated land:

- require all remediation work that is to carried out without development consent, to be reviewed and certified by a certified contaminated land consultant.
- categorise remediation work based on the scale, risk and complexity of the work.
- require environmental management plans relating to post-remediation management or ongoing management of on site to be provided to Council.

The new SEPP will not include any strategic planning objectives or provisions. Strategic planning matters will instead be dealt with through a direction under section 117 EP&A Act.

As detailed at **Section 6.5**, the Department is satisfied that the Applicant has adequately demonstrated that the site is suitable, subject to remediation, for the use as an educational establishment as required by SEPP 55.

State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public space or public reserve.

The development includes the provision of one business identification sign and a digital way finding sign. Under clause 8 of SEPP 64, consent must not be granted for any signage application unless the proposal is consistent with the objectives of the SEPP and with the assessment criteria that are contained in Schedule 1. The Department has considered the proposal against SEP 64 assessment criteria at **Table 19**.

Table 19 | SEPP 64 compliance table

Assessment Criteria	Department's consideration	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposal is compatible with the existing character of the area and is not expected to have any adverse impacts.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There are no relevant themes for outdoor advertising in the area.	Yes
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The site is not located within an environmentally sensitive area and does not contain a heritage item. The signs would not detract from the amenity or visual quality of the surrounding area.	Yes
3 Views and vistas		
Does the proposal obscure or compromise important views?	The signs are proposed to be free-standing and set within the proposed	Yes

Assessment Criteria	Department's consideration	Compliance
	landscaped areas. The proposal would not obscure or compromise any important views.	
Does the proposal dominate the skyline and reduce the quality of vistas?	The signs would not dominate the skyline or reduce the quality of vistas.	Yes
Does the proposal respect the viewing rights of other advertisers?	The signs are not proposed in proximity to any other advertisements and would therefore not impact on the viewing rights of other advertisers.	Yes
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signs are modest for the size of the site and would not detract from the character of the streetscape or setting.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signs would be of a high quality and would complement the built form.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The signs are simple in design and would not result in visual clutter.	Not applicable.
Does the proposal screen unsightliness?	Not applicable.	Not applicable.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signs are free-standing and would not protrude above any buildings, structures or tree canopies.	Yes
Does the proposal require ongoing vegetation management?	No ongoing vegetation management is needed.	Yes
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The signs are compatible with the scale and proportion of the proposed development.	Yes
Does the proposal respect important features of the site or building, or both?	The proposed size of the signs is modest and respect design of the building.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The purpose of the signs is to identify the site/building and assist with way finding. Both signs are visually interesting.	Yes
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Lighting is designed as an integral part of both signs. No logos are proposed.	Yes

Assessment Criteria	Department's consideration	Compliance
7 Illumination		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	The business identification sign fronting See Street would be up-lit. The lighting would be directed to ensure there will be no adverse impacts on the nearby residential area. The digital sign would include four LED screens, which would emit light (no externally lighting proposed). Due to the sign's location it would not be visible from the surrounding area.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	No.	Yes
Can the intensity of the illumination be adjusted, if necessary?	The intensity of the digital sign can be adjusted if required.	Yes
Is the illumination subject to a curfew?	No. The Department does not consider a curfew is necessary given the uplighting of the business identification sign would not have adverse amenity impacts and the digital sign would not be visible from the surrounding area.	No
8 Safety		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The signage is located wholly within the site and would not reduce safety or obscure sightlines from public areas.	Yes
Would the proposal reduce safety for any public road?	The proposed signage is set back from the roadway and would not reduce road safety.	Yes

Ryde Local Environmental Plan 2014

The RLEP aims to encourage the development of housing, employment, infrastructure and community services to meet the needs of existing and future residents of the City of Ryde LGA. The RLEP also aims to foster economic, environmental and social well-being and promote development that is appropriate to its context and enhances the amenity of the Ryde community and environment.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the RLEP. The Department concludes that the development is consistent with the relevant provisions of the RLEP. Consideration of the relevant clauses of the RLEP is provided at **Table B4**.

Table B4 | Consideration of the RLEP

RLEP clause	Department's consideration
Clause 2.3 - Zone objectives and Land Use Table	The proposed Educational Establishment use is permissible with development consent in the SP2 Educational Establishment zone.
Clause 4.3 - Height of buildings	There is no height of building development standard that applies to the site.
Clause 4.4 – Floor space ratio	There is no floor space ratio development standard that applies to the site.
Clause 5.10 Heritage conservation	The site does not contain any State or locally listed heritage items and there is only a low potential to impact on Aboriginal archaeological relics (**Section 6.5**). The development of the Car Park may disturb archaeological evidence of the former tramway on the site. The Department has recommended conditions requiring archival recording of the location and survivability of the former tramway (**Section 6.5**). The Department has considered the proposal's impact on nearby heritage items at **Section 6.5** and concludes the proposal would not have an adverse impact on the heritage significance of nearby heritage items.
Clause 6.1 – Acid sulfate soils	The Northern and Southern Sites are located on land classified as Class 5 Acid Sulfate Soil. The site is located more than 500m from the closest adjacent Class 2 land (west of the site) and therefore does not trigger the requirement of planning consent for the carrying out of works under this clause.
Clause 6.2 – Flood planning	The Northern and Southern Sites are identified as being subject to varying degrees of flooding. The Department has considered flooding at **Section 6.5** and concludes flooding and flooding risk can be appropriately managed and mitigated, subject to conditions.
Clause 6.3 – Stormwater management	The Department has considered drainage at **Section 6.5** and concludes the proposal has been designed to minimise the impacts on urban stormwater infrastructure and flows and that stormwater can be appropriately managed and mitigated, subject to conditions.

Development control plans

In accordance with Clause 11 of the SRD SEPP, development control plans do not apply to SSD. Notwithstanding this, the objectives of relevant controls under the RDCP, where relevant, have been considered in **Section 6** of this report.

Appendix C – Community Views for Draft Notice of Decision

The Department's reasons for the determination and consideration of how community views were considered during the assessment of the case is provided at **Table C1**.

Table C1 | Department's reasons for determination and consideration of community views

Issue	Consideration
Traffic and car parking	*Assessment* • The application proposes a travel mode share shift towards sustainable travel behaviours to reduce trips to/from the TAFE by private car use. The mode share would be facilitated by the Travel Plan (TP). The Department recommends the TP be monitored and reviewed annually to ensure the mode share improves over time. • The proposal would not have an adverse impact on the road network or intersection performance when it opens (approximately 2022) and future predicted impacts (2032) can be managed / mitigated. It is recommended TfNSW review the performance of Victoria Road as part of its road corridor improvement program in the future. • Subject to the implementation of the sustainable strategies within the TP the provision of 277 on site car parking spaces is considered adequate for the development and acceptable. • The provision of pick-up/drop-off facilities would encourage this mode of transport and the implementation of the TP and mode shift away from private car use would ensure TAFE staff and students would not need to rely on on-street car parking. • Existing pedestrian routes to/from the site are considered to be convenient, safe and efficient. Additional improvements are to be made to See Street footpaths to add to the public domain improvements (including pedestrian crossings) that would be undertaken as part of the adjoining Meadowbank Schools development. • Parking fees for staff and students using the car parking facilities would be maintained. This is considered appropriate as the removal of fees may result in an increase in students and staff choosing to drive to the TAFE Campus. This would undermine the TAFE Campus' mode shift ambition and could also place additional pressure on on-street parking when car parking facilities are full. • Appropriate height clearances are provided for access to the Hub Building and Car Park for trades vehicles. • As the proposal would not have an adverse traffic impact on surrounding streets, the Department does not consider it reasonable or appropriate that the development should be required to address existing problems of vehicles using the surrounding streets as a short cut / 'rat-run'. *Recommended Conditions* • The Applicant to work with TfNSW and Council to monitor the surrounding road network and identify any operational issues and potential management solutions. • Preparation and implementation of the TP, which would be monitored and reviewed annually. • Preparation and implementation of public domain improvement strategy for See Street. • Obtain Council's approval for the provision of the eight See Street pick-up/drop-off bays.
Environmental impact	*Assessment* • Due to the location of trees interspersed throughout the existing surface car parking areas, tree removal to facilitate the development is unavoidable.

Issue	Consideration
	• The proposal includes mitigation measures to address the removal of 114 trees, including provision of replacement trees, extensive landscaping throughout the site. • The TAFE Campus would maintain 31% tree canopy cover, which is exceeds the draft Greener Places Design Guide recommended target. • The memorial tree to be removed would be replaced in consultation with key stakeholders. *Recommended Conditions* • Protection of retained trees on the site and trees adjoining the site during construction phase. • Implementation of the Arboricultural Impact Assessment management and mitigation measures. • Provision of 27 replacement trees and provision of a replacement memorial tree in consultation with key stakeholders. • Provision of additional replacement planting to achieve an overall replacement rate of one tree planted for each tree removed.
Operational noise impact	*Assessment* • The use of outdoor workshops would generate some level of noise. However, this is acceptable given it would not be sustained over prolonged periods and is generally minor in nature. • The public address system, internal spaces and mechanical plant would not exceed the background + 5dB(A) levels. *Recommended Conditions* • Implementation of Noise Report and EPA noise mitigation and management conditions.
The MEEP Master Plan and the Meadowbank Schools Site	*Assessment* • The Master Plan is being prepared separately by Greater Sydney Commission and exhibition of the draft Master Plan ended on 20 November 2019. • The Meadowbank Schools development was approved on 21 May 2020 following the consideration of a separate SSD application. • As the concerns raised about the Master Plan and Meadowbanks Schools Site do not relate to the proposal, they have not formed part of the Department's assessment of the application.
Adequacy of public consultation	*Assessment* • The Applicant consulted with stakeholders, local residents and existing school communities prior to lodging the application. • The Department appropriately exhibited the application in accordance with the EP&A Act. • The Department is satisfied that sufficient consultation has been undertaken to allow for the assessment and determination of the application.
Appearance of Car Park on See Street	*Assessment* • The Applicant amended the design of the proposed Car Park to provide an increased setback from the site frontage and allow for landscaping to soften the visual impact of the proposed Car Park. • The Department considers, once established, the landscaping would create a visually appealing green buffer that would screen the Car Park and add to its visual interest and improve its integration into the See Street streetscene.

Appendix D – Recommended Instrument of Consent

The recommended instrument of consent can be found on the Department's website as follows.

https://www.planningportal.nsw.gov.au/major-projects/project/14386