

**MERIDEN SCHOOL**

**RESPONSE TO  
SUBMISSIONS**

**URBIS**

PREPARED FOR MERIDEN SCHOOL

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# 1. INTRODUCTION

This Response to Submissions Report (RtS) has been prepared in response to the community and agency submissions received during the public exhibition of the Environmental Impact Statement (EIS) for the alterations and additions to Meriden School (the Proposal). The EIS accompanied a State Significant Development Application SSD-9692 for the future development of the Meriden School, Strathfield. The SSD relates to all three campuses, which are:

- Senior School Campus: 3-13 Margaret Street & 10-28 Redmyre Road
- Junior Campus: 36-38 Redmyre Road; and
- Lingwood Campus: 16B – 16 Margaret Street

The Proposal was exhibited from 24 July 2019 to 20 August 2019. Six community submissions from surrounding land owners were received (two of which are from the same land owner). The items raised in the submissions have been addressed through the provision of the further information contained in this response report, which relates to traffic, construction impact, building design, amenity impact, heritage, acoustic and student number.

The Department of Planning, Industry and Environment (DPIE) requested the following additional information to be submitted to support the application:

- Traffic and Parking Management Plan; and
- Additional detail on the acoustic wall and associated updated plans.

The following agency submissions were also received:

- Transport for New South Wales (TfNSW) and Roads and Maritime Services (RMS) recommending conditions of consent and requesting for the following information:
  - A Construction Traffic Management Plan
  - A Traffic and Parking Management Plan
- Sydney Water recommending conditions of consent;
- The Environment, Energy and Science Group has no comments on the proposal with respect to biodiversity and floodplain risk management;
- Heritage Council has no further heritage comments;
- Environmental Planning Authority (EPA) confirmed that the proposal does not require an Environment Protection Licence and the EPA has no further interest in the proposal and no further consultation is required;
- Ausgrid has no further comments.

All agency responses received to date were supportive of the development on the basis of further information being provided or as detailed in the recommended conditions of consent.

This response follows the following format:

- Transport, Traffic and Parking;
- Acoustic Impact;
- Community Submissions;
- Clarification of student number; and
- Proposed Conditions of Consent – Agencies.

## 2. TRANSPORT, TRAFFIC AND PARKING

Submissions received by TfNSW, RMS and DPIE requested further clarification regarding traffic and parking management. Appendix E

Table 1 provides a summary of these requests. Ason Traffic Consultants has provided further assessment and clarification in the following documentation enclosed:

- A Traffic and Parking Management Plan – Appendix A
- Updated Transport Assessment Report - Appendix B
- Construction Traffic Management Plan – Appendix E

Table 1 – Traffic, Parking and Bicycle Facilities

Agency	Item Requested	Response
TfNSW and RMS	A Traffic and Parking Management Plan (TPMP) is to be prepared.	Refer to Section 2.1 and Appendix A.  It is respectfully requested that the Traffic and Parking Management Plan be approved as part of this consent.
	Construction Traffic Management Plan (CTMP).	Refer to Section 2.2 and Appendix E.  A Draft CTMP was prepared and had already being submitted as part of the SSDA which provided high level principles of truck routes, lengths, access arrangements and timeframes. This will be developed further in consultation with Council, prior to the issue of a Construction Certificate.
	Confirmation that all buildings and structures, together with any improvements integral to the future use of the site are to be wholly within the freehold property (unlimited in height or depth), along the Redmyre Road boundary.  Confirmation that all demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Redmyre Road.	All buildings and associated works which relate to this SSDA are contained wholly within the freehold property along the Redmyre Road boundary.  A construction zone is not required on Redmyre Road for the future work. Construction would be subject to a Construction Traffic Management Plan (CTMP) which would ensure appropriate management measure are implemented.
DPIE	A Traffic and Parking Management Plan (TPMP) is required.	A preliminary TPMP has being prepared. Refer to Section 2.1 and Appendix A.

## 2.1. TRAFFIC AND PARKING MANAGEMENT PLAN

DPIE, RMS and TfNSW requested that a Traffic and Parking Management Plan (TPMP) be provided to support the SSDA which addresses:

- vehicle pick-up/drop-off management and orderly vehicle queuing;
- maintaining bus accessibility and student waiting areas;
- safe parent and student behaviour during pick-up/drop-off; and
- safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.

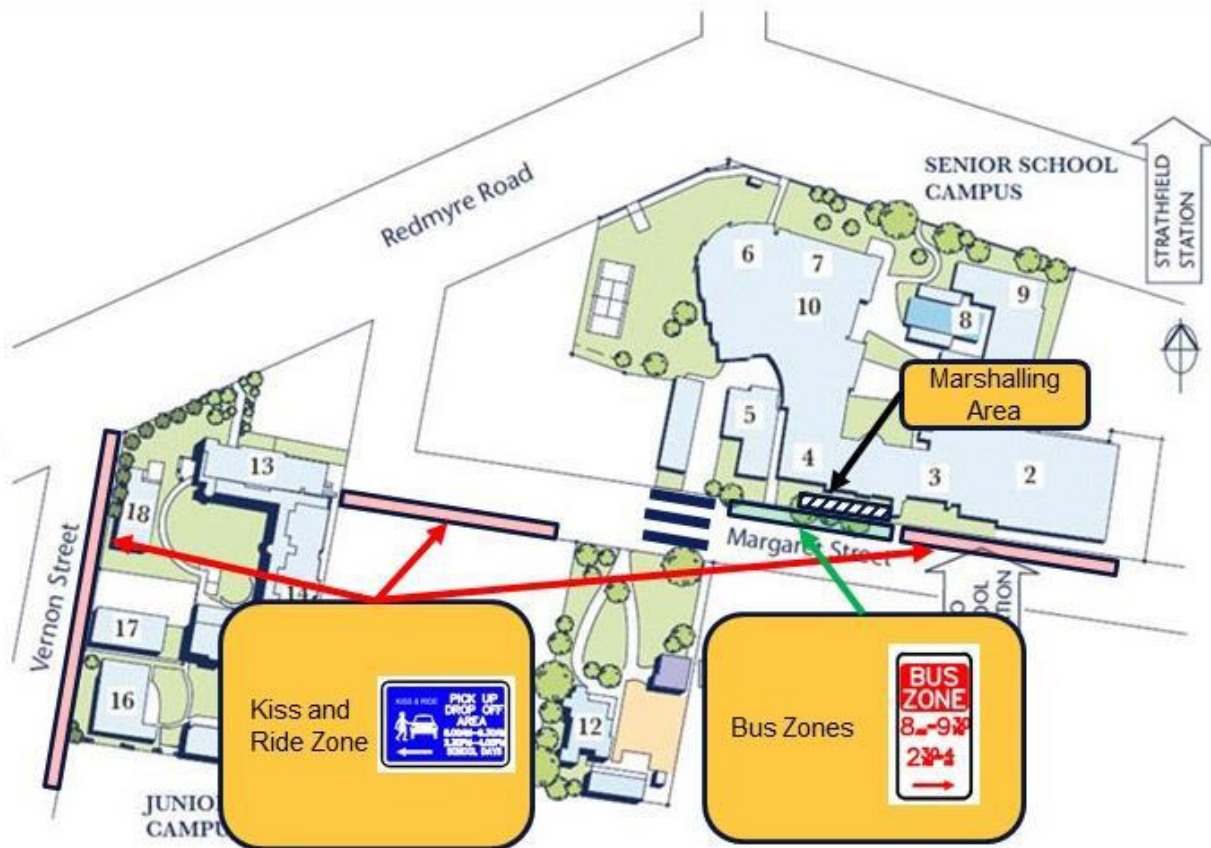
The TPMP must also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan.

The following provides a summary the TPMP response to each of the above. Refer to the TPMP at **Appendix 1** for further details.

### 2.1.1. Vehicle Pick-Up/Drop-Off Management and Orderly Vehicle Queuing

School traffic management zone is illustrated below. Figure 1 also demonstrates the pick-up / drop-off zones on Vernon Street and Margaret Street and the bus zone on Margaret Street.

Figure 1 - School Traffic Management Signs and Zones



Source: Ason

On-street parking spaces are available along Margaret Street, Redmyre Road and Vernon Street. These on-street spaces are time-restricted and are mainly used as designated pick-up/drop-off (PUDO) areas for the school campuses between 8.00am-9.30am and 2.30pm-4.00pm school days.

As detailed in the TPMP, on-street parking rules and restrictions are required to be followed by parents wishing to pick-up / drop-off their children at the school. When "No Parking" and "No Stopping" parking

restrictions are violated during the school AM and PM peak hours, nearby school supervisors are required to notify the driver of their misconducts and advise the driver to vacate the space.

PUDO spaces are to be utilised efficiently and quickly to minimise queuing times. The TPMP requires that all PUDO drivers are to display their child's names on the dashboard to allow PUDO supervisors to efficiently direct the students to their vehicles.

#### **2.1.1.1. Morning Drop-off Periods**

Meriden private school buses arrive at the School between 8:00am to 8:20am. The buses first drop Senior Campus students at Margaret Street at the bus zone before continuing towards Vernon Street for Junior Campus students to disembark at the Kiss and Ride zone along Vernon Street.

Kiss and Drop students are to arrive via The Boulevard to access the Margaret Street Kiss and Drop zones or to access the Vernon Street Kiss and Drop zones via Redmyre Road. Students are able to walk directly to their respective campuses along the existing pedestrian footpaths.

School personnel currently manage the mid-block pedestrian crossing along Margaret Street to ensure students have the right of way and pedestrian safety. Furthermore, School Supervisors manage the Kiss and Ride Zone on Vernon Street for the Junior Campus to ensure students head straight into School grounds on arrival. Under the TPMP, Supervisors are also required to advise drop-off vehicles to hasten their activities if the vehicle's drop-off activity is taking too long and causing a long queue.

#### **2.1.1.2. Afternoon Pick-up Periods**

The PM pick-up period occurs between 2:30PM to 3:30PM.

Currently, four buses are to be waiting at the bus zone on Margaret Street at the start of the afternoon peak period to ensure that students can be loaded onto the buses as soon as possible. Junior Campus students catching buses are escorted from their campus by School Personnel, across the pedestrian crossing, to the bus marshalling zone at the Senior School Campus.

Students at the marshalling zone then board their respective buses and buses leave promptly at 3:20PM. School Supervisors ensure the first fleet of buses are loaded and departed at 3:20PM before the second fleet of school buses arrive. This is to minimise any time that the second fleet of school buses would be queuing in Margaret Street, waiting for the first fleet of buses to leave the bus zone. Students would board these remaining school buses by 3:30PM before the bus departs.

All the management of students for Afternoon Kiss and Ride is operated from within the School Campuses for the Pre-School and Junior School students. Students are required to wait within School boundaries and wait for School staff stationed at the roadside to communicate back to the school grounds via radio when their parents arrive at the Kiss and Ride zone. The student is then escorted out to their respective vehicle. Under the TPMP, parents are required to display their child's name on their dashboard to increase the efficiency of the pick-up operation. Pre-school (2.30pm – 3pm) and Junior Campus (3pm – 3.30pm) afternoon pick-up times are staggered to reduce the peak afternoon traffic around Meriden School.

#### **2.1.1.3. Queuing Management**

Under the TPMP, PUDO vehicles arriving along Margaret Street, Redmyre Road and Vernon Street are required to queue in an orderly manner that does not obstruct turning movements at intersections. Vehicles arriving are to park within the designated PUDO areas and other vehicles are to queue orderly in the PUDO area. School Supervisors motion the next vehicle to the front PUDO space, when the previous vehicle has departed.

It is intended that all traffic and pedestrian management operations will remain the same following the SSDA, noting that the SSDA would improve existing facilities and the student number increase is relatively minor. The proposed school facilities do not require any additional changes to the current pedestrian and traffic management plan.

#### **2.1.1.4. Pick-up/drop-off and Bus Marshalling Pedestrian Arrangements**

Student designated pick-up/drop-off waiting areas and bus marshalling areas at the Junior School, Lingwood Campus and Senior School are manned at all times by responsible School Supervisors. Under the TPMP, students are required to remain within the waiting areas until their names or bus are called out.

Roadside School Supervisors are required to direct students to and from the waiting area to their parent's vehicle or bus when they arrive. As stated, under the TPMP, parent's vehicles are required to have their



child's names clearly displayed on the dashboard of the car so School Supervisors can efficiently direct students to their respective vehicles.

### 2.1.2. Bus Accessibility

As detailed in the Transport Assessment prepared by Ason Group, submitted as Appendix J of the SSD application, bus stops are located within 400 metres walking distance from the School in Redmyre Road, The Boulevarde, Albert Road and near Strathfield Station.

A major bus interchange is also located at Strathfield Station providing an accessible location to transfer to different bus services (and between rail and bus).

There are twelve bus routes within walking distance of the School, which are listed in the table below (extracted from the Transport Assessment).

Bus Number	Route
407	Burwood to Strathfield
408	Burwood to Rookwood Cemetery
415	Campsie to Chiswick
480	Strathfield to Domain via Homebush Road
483	Strathfield to Domain via South Strathfield
M90	Metrobus Burwood to Liverpool
913	Strathfield to Bankstown via Greenacre
914	Strathfield to Bankstown via Chullora
950	Strathfield to Hurstville
458	Burwood to Ryde
525	Parramatta to Burwood via Olympic Park
526	Burwood to Rhodes Shopping Centre

Accordingly, the School has excellent access to bus services, noting that Routes 480, 415, 913, 914 and 450 operate via the Redmyre Road and The Boulevarde bus stop is in close proximity to the School.

In addition, the School currently provides private school bus services for its students which operate along the following routes:

- Drummoyne – Russell Lea - Five Dock – Canada Bay - Concord
- Concord – Breakfast Point - Cabarita
- Balmain – Rozelle – Leichhardt – Dulwich Hill
- Summer Hill – (Trinity Grammar)
- Woolwich – Hunters Hill – Gladesville – Putney - Rhodes
- Illawong – Padstow Heights – Beverly Hills
- Taren Point – Miranda – Sylvania – Blakehurst
- Hurstville – Beverly Hills

These bus services typically arrive at the School at around 8.00am and depart the School between 3:20pm and 3:30pm every weekday.

As detailed above, school bus pick-up and set-down zones are located along the northern side of Margaret Street (illustrated in Figure 1), with Junior students escorted by School Supervisors across the pedestrian crossing to the bus marshalling area north of the bus zone within the Senior Campus.

### 2.1.3. Encouraging safe behaviour

The NSW Government provides guidance and education on issues such as illegal parking, unsafe crossing behaviour and pick up and drop off procedures and have produced a *Towards Zero plan*, which outlines safety protocols for parents and student using cars (pick up, drop off), bus, and walk trips. This document is appended to in Appendix B of the TPMP.

The TPMP recommends that the '*Keeping Our Kids Safe Around Schools*' *Fact Sheet* should be summarised and referenced in School Newsletters or emails to promote and remind parents and students of safe behaviour. Some examples of the safe behaviour measures that can be referenced in School Newsletter are outlined below:

- Make sure your children are fastened in the correct child car seat for their age and size and that it is fitted correctly.
- Stick to the 40km/h speed limit in a school zone and look out for children who may be about.
- Watch for flashing lights on buses. They let you know that there may be children crossing or about to cross the road. A 40km/h limit applies when school bus lights flash.
- Always give way to pedestrians particularly when entering and leaving driveways.
- Always park and turn legally around schools. Manoeuvres such as U-turns and three-point turns are dangerous during busy school drop-off and pick-up times.
- Drop your children off and pick them up on the school side of the road in your school's designated drop-off and pick-up area. Never call out to them from across the road – they may run to you without checking for traffic.
- It's safest for children to get out of the car through the Safety Door, away from passing traffic. This is the rear footpath side door of the car.

### 2.1.4. Safe pedestrian movement and minimising vehicle-pedestrian conflict

As detailed in the SSDA, the existing pedestrian access points into Meriden School will be retained (refer to Figure 2). There are multiple main pedestrian accesses along Vernon Street for the Junior Campus and along Margaret Street for all three Meriden School campuses.

It is evident from on-site observations that most students, parents and staff walking to and from the school campuses utilise the desired pedestrian routes detailed in Figure 3. It is particularly noteworthy that these routes coincide with the designated pedestrian crossing on Margaret Street.

Pedestrian access is provided by the existing footpaths along Margaret Street, Redmyre Road, The Boulevarde, Raw Square and the majority of roads within the Strathfield Town Centre. These existing footpaths are generous in width, especially at Margaret Street (the desired pedestrian route) with footpath widths of up to 2.5m provided on both sides of the road. Footpaths near the Strathfield Town Centre are wide and well-integrated into the street amenities to handle large pedestrian volumes. Signalised crossings near the vicinity of the school are available at the following key intersections:

- Redmyre Road / Raw Square;
- Redmyre Road / The Boulevarde; and
- The Boulevarde / Morwick Street / Margaret Street.

These first two intersections mentioned above have staged crossings with pedestrian islands at the centre of the major road. The Boulevarde / Morwick Street / Margaret Street intersection consists of two signalised crossing at the south and west legs and a zebra crossing with a pedestrian island along Margaret Street.

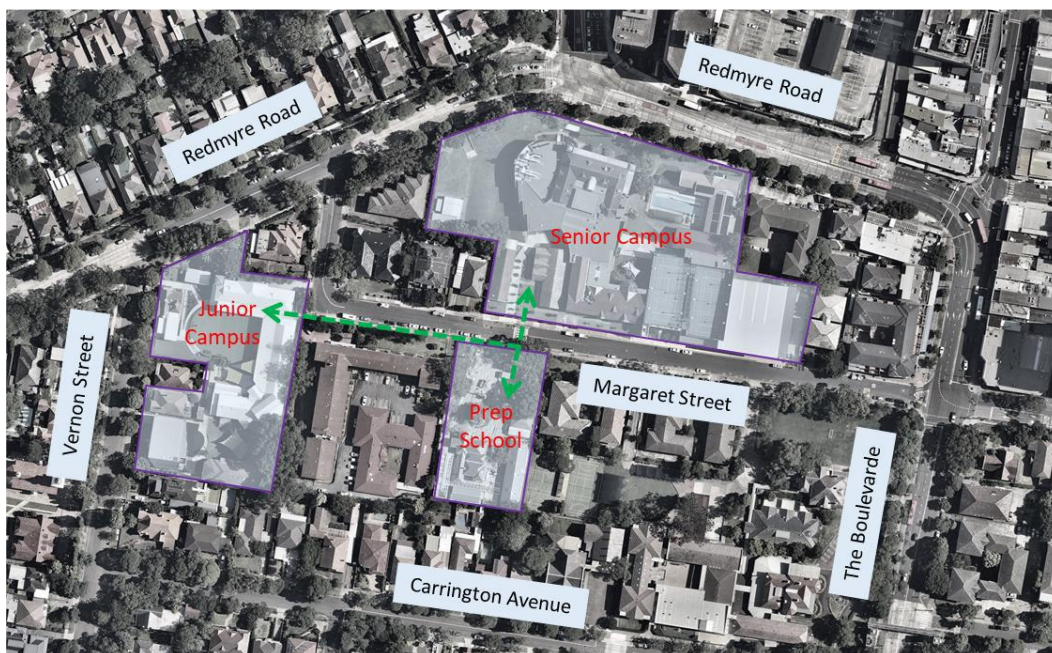
As discussed, a key mid-block pedestrian crossing is located at Margaret Street, which links the southern Lingwood Campus and Junior Campus to the northern Senior Campus. A Crossing Supervisor attends this pedestrian crossing during the peak pick-up and set-down school periods.

Pedestrian movements along Margaret Street and Vernon Street are further supervised by School staff during the School's peak arrival and departure periods.



The intersection at Redmyre Road / Margaret Street provides a pedestrian refuge island at the Margaret Street leg. A pedestrian bridge is also provided over The Boulevarde, located between Russell Street and Carrington Avenue, providing a safe pedestrian access without interacting with vehicles. The following figures detail the desired pedestrian routes between campuses and to and from the campuses, including the key pedestrian crossings around the campuses.

Figure 2 - Desired Pedestrian Routes between School Campuses



Source: Ason Group

Figure 3 - Desired Pedestrian Routes to and from the School



Source: Ason Group

#### 2.1.4.1. Signage

The TPMP requires that internal pedestrian routes within the campuses should be clearly signposted with appropriate wayfinding signage. The wayfinding signages should be provided when the route deviates from a

straight path and requires a turning movement. A comprehensive wayfinding signage plan will be developed at construction certification (CC) stage in consultation with the School, covering internal pedestrian routes.

#### **2.1.4.2. Pedestrian and Crossing Supervisors**

School personnel are currently supervising key pedestrian crossing locations as well as managing the student waiting areas and organising safe pedestrian movements between campuses.

The critical midblock zebra crossing at Margaret Street is currently manned by a Supervisor from the School Staffing body during school peak traffic hour. The Supervisor stops traffic along Margaret Street at the midblock crossing, when pedestrians need to walk to the other side of Margaret Street.

Additionally, students crossing from the Junior Campus to the Senior Campus are accompanied by a Supervisor. This is in a form of a group of junior students being escorted by Supervisors from the Junior Campus to the bus marshalling area at the Senior Campus.

The current pedestrian supervising method remains for the proposal.

#### **2.1.4.3. Movement between campuses**

Students move between campuses during operational School hours. Senior Campus students are required to sign out prior to escorting themselves to the Junior Campus for co-curricular activities (for example, music lessons and practice). Junior Campus students also use the Senior Campus' facilities during school hours. However, Junior Campus students move in class groups and are escorted by teaching staff.

### **2.1.5. Responsibility, review and execution of TPMP**

The Meriden School is the responsible party, who implements, reviews and amends the TPMP as necessary.

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety (WHS) legislation and other business specific policies. All vehicle drivers, including students, teachers and parents should also be familiar with the Driver Code of Conduct (Appendix A of the TPMP) before driving to the School.

The TPMP should be further developed in consultation with the school, Strathfield Council, RMS and TfNSW at Construction Certification stage.

The TPMP will be implemented as part of the ongoing operation of the redevelopment of the School and will be updated annually (if required) or on an "as-required" basis.

## **2.2. CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

A Construction Traffic and Pedestrian Management Plan (CPTMP) prepared by Ason Group was originally submitted as Appendix J of the SSD application and is attached at Appendix E for reference.

This would be developed further in consultation with Council, once more detailed requirements are understood, prior to the issue of a Construction Certificate.

### 3. ACOUSTIC IMPACT

Submissions received by DPIE and surrounding neighbour requested further clarification regarding acoustic measures and the design of the acoustic wall proposed to be installed along the boundary of the proposed playground area within the Junior School Campus.

Landscape architect (Oculus) and acoustic consultant (Wilkinson Murray) provided further assessment and clarification in the following documentation enclosed:

- Updated Landscape Plan - Appendix D and
- Updated Construction & Operational Noise Report– Appendix B.

The architectural plans do not need to be updated, as the detailed design of the playground for the Junior Campus is contained within the Updated Landscape Plan.

#### 3.1. VERNON STREET PLAYGROUND NOISE ASSESSMENT

An updated noise assessment of the proposed playground and its potential acoustic impact on 2 Vernon Street is addressed in detail in the updated Construction and Operational Noise Report prepared by Wilkinson Murray attached at Appendix B. The findings of this updated report are summaries below.

2 Vernon Street is located to the north of the Junior Campus and the dwelling is separated by an approximately 2m wide driveway between the dwelling and the Junior School campus. The proposed playground retains the exiting driveway and is setback approximately 2.5m from the dwelling.

Noise assessment has been based on updated background noise level survey, by installing a logger at the rear of 4 Vernon Street between 11 September and 22 September 2019. This ensured all school days in the week were monitored.

The noise monitoring equipment used for noise measurements consisted of ARL Type EL-215 environmental noise loggers set to A-weighted, fast response, continuously monitoring over 15-minute sampling periods. This equipment is capable of remotely monitoring and storing noise level descriptors for later detailed analysis. The equipment calibration was checked before and after the survey and no significant drift was noted.

The logger determines LA1, LA10, LA90 and LAeq levels of the ambient noise. The LA1 is indicative of maximum noise levels due to individual noise events such as the occasional pass-by of a heavy vehicle. The LA90 level is normally taken as the background noise level during the relevant period.

The measured ambient noise level at 2 Vernon Street is as follows (extract from Wilkinson Murray Report):

**Table 3-1 Summary of measured ambient noise levels**

Location	RBL (dBA)			
	Daytime 7am-6pm	Evening 6-10pm	Night Time 10pm-7am	Saturday 8am-1pm
1. 15 Margaret Street boundary	46	43	37	46
2. Lingwood site	43	40	36*	42*
3 2 Vernon Street	38	35	31	36

\* Estimated from graphic results

Noise levels emanating from the proposed playground will be associated with physical education (PE) classes and children playing, which are typical school activities that already occur in the play area to the north of Vernon Street. Play activities in the new playground will occur during normal school hours.

Noise modelling has been conducted based on the following scenarios and the background noise level:

- 36 Students using the area for PE.



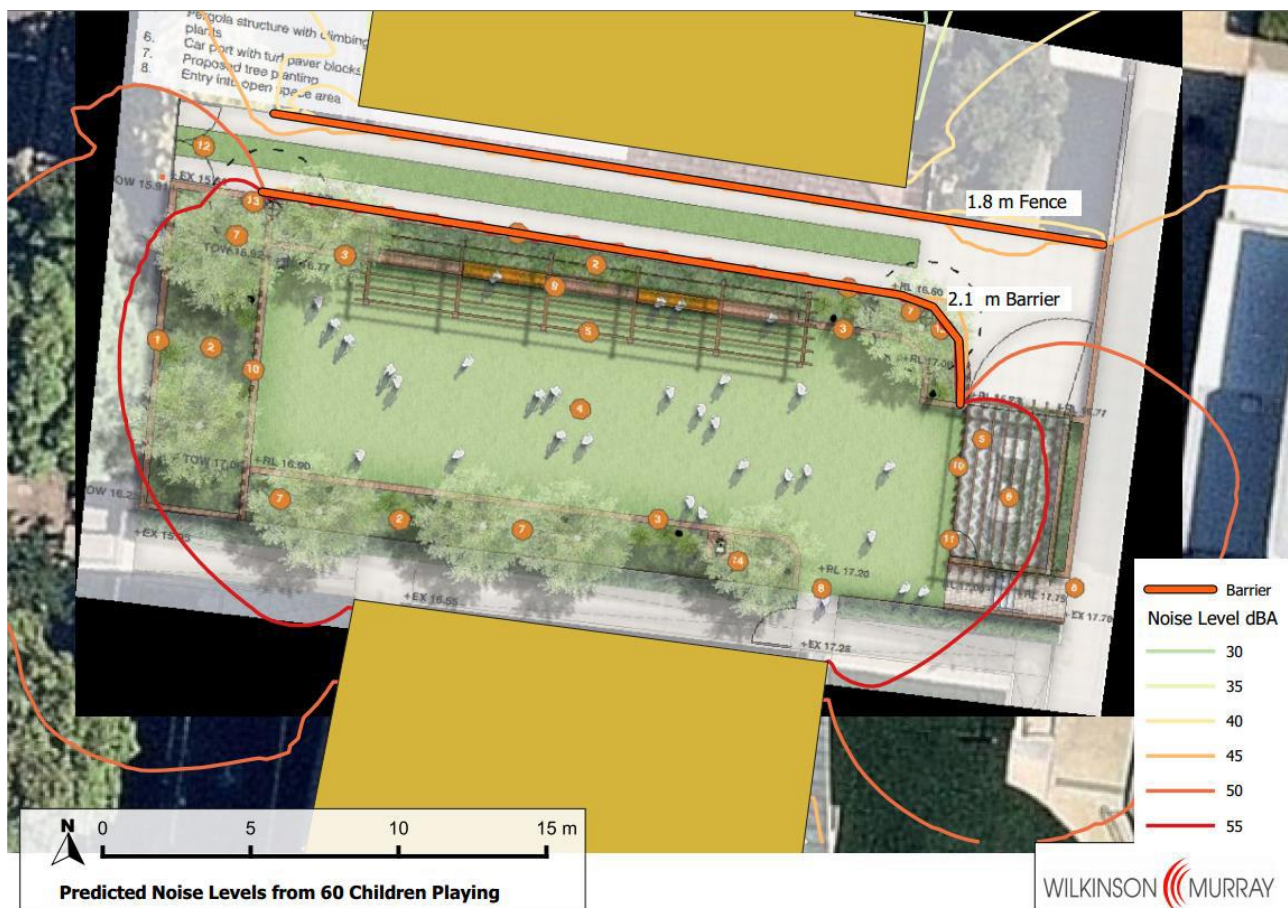
- 60 Students using the area for play during normal school hours (8.25am to 3.05pm).

Based on the above scenarios, the following LAeq (15 minute) noise levels at 2 Vernon Street are predicted indicating compliance with the following established noise criteria:

- 36 Children in PE class 23 dBA.
- 60 Children at Play 42 dBA.

The noise contours shown in Figure 4 is based on the 60 Children playing scenario, which is the maximum number of children occupying the space within a given time.

Figure 4 – noise contours



## 3.2. PROPOSED ACOUSTIC WALL

As a result of noise modelling, it has been determined that a 2.1m high noise barrier is required on the northern boundary as shown in Figure 5 and illustrated in the Landscape Plan attached at Appendix D.

The proposed acoustic wall is required to be 2.1 metres from the playground level and should be a continuous fence constructed of any of the following materials:

- Hebel or masonry panels;
- Continuous metal fencing at least 0.8mm thick;
- Fibre Cement at least 12mm thick; or
- Plywood at least 18mm thick.

Upper levels of the barrier could consist of transparent material such as glass or Perspex if required.

In addition, the existing 1.8m timber fence between the school property and 2 Vernon Street should be made good so that there are no gaps in the timber construction.

The Updated Landscape plan clearly show a 2.1m continuous acoustic walls to be constructed to Acoustic Consultants specifications. The Updated Landscape Plan also shows that the existing 1.8m timber fence between properties (adjacent to 2 Vernon Street) be made good so that there are no gaps in the timber construction. Accordingly, noise generated by students from within the new playground can be adequately mitigated as recommend in the updated Acoustic Report.

Figure 5 – Proposed noise barrier location



Source: Oculus



## 4. COMMUNITY SUBMISSIONS

Six submissions (two of which were from the same landowner) from the community were received during the notification period. The items raised relate to traffic, construction, building design, amenity impact, heritage, acoustic and student numbers. For each item raised a summary is provided and a response given in **Table 2**.

Table 2 – Community Submission

Issue	Response
<b>Traffic Impact</b>	
Traffic impact associated with the proposed development, including potential traffic congestion and traffic management measures.	<p>The updated Transport Assessment prepared by Ason Group is attached at Appendix B, which reassessed the traffic impact of 50 student increase in the Senior Campus only.</p> <p>Traffic impact was also discussed in detail at Section 6.3 of the Environmental Impact Assessment (EIS) prepared by Urbis, which supported the SSDA.</p> <p>The traffic assessment concluded that the development and the increase of 50 students in the senior campus would result in a maximum of:</p> <ul style="list-style-type: none"> <li>- 25 additional trips in the AM peak hour for the 50 additional students. This represents some 14 additional arrival trips in the morning peak and 11 additional departure trips in the morning peak.</li> <li>- 20 additional trips in the PM peak hour for the 50 additional students. This represents some 9 additional arrival trips in the afternoon peak and 11 additional departure trips in the afternoon peak.</li> <li>- 2 additional trips in the AM peak for the 2 additional staff in the worst-case scenario.</li> <li>- 2 additional trips in the PM peak for the 2 additional staff in the worst-case scenario.</li> </ul> <p>Therefore, the total traffic generation increase from the development would be:</p> <ul style="list-style-type: none"> <li>- 27 additional trips in the AM peak hour</li> <li>- 22 additional trips in the PM peak hour</li> </ul> <p>Traffic has been split based on the position of the senior pickup/ drop-off area and on-site observations. As such, the majority of senior student traffic would enter via the Margaret Street / Redmyre Road intersection to access the senior pick-up/drop-off area.</p> <p>The updated SIDRA analysis illustrates that the road and intersection network would be capable of accommodating the trips generated by the student increase in the senior campus.</p>



Issue	Response
	<p>The analysis demonstrates that the net traffic generation volumes are of a sufficiently low order that once distributed across the surrounding road network, the impacts of these volumes at the key intersections would be negligible and the intersections would operate as currently occurs.</p> <p>The result of the 10-years of traffic growth demonstrated that all key intersections are expected to be approaching, or exceeding, capacity in 2029 in the baseline assessment. However, the impact of the additional traffic generated by the Proposal is expected to be marginal, with the LOS under the 'with development' scenario remaining consistent with the baseline scenario, with very similar AVDs under these design scenarios. As such, it is concluded that the Proposal is supportable from a traffic impact perspective.</p> <p>Therefore, no infrastructure upgrades or mitigation measures are required as a result of the Proposal, and the Proposal can be fully supportable from a traffic impact perspective.</p>
<b>Construction</b>	
<p>Concerns on noise, dust, traffic and privacy aspects associated with the proposed building activities are likely to have adverse effects on the enjoyment of daily lives.</p>	<p>A Construction Management Plan (CMP) had been prepared by Gledhill Constructions and was submitted as Appendix I of the EIS to support the SSDA. The CMP outline the proposed construction methodology and mitigation measures to be implemented during construction to minimise impact on amenity.</p> <p>The purpose of this CMP is to outline provisions to manage safe access, methods of loading and unloading, storage of materials, erosion and sediment control, site and pedestrian safety, traffic control and General Site management during the construction process. A key objective is to ensure public safety in all affected areas and minimise disruption to existing pedestrian and vehicular flow. The plan complies with all relevant Strathfield Council Guidelines.</p> <p>Construction noise impact assessment and mitigation measures are discussed in Section 6.8.1 of the EIS and the updated Acoustic Report attached at Appendix B.</p> <p>Noise levels from construction at the CMD and Lingwood sites will be greatest at residences across the road at 12-14 Margaret Street where exceedances of up to 16dBA can be expected during construction and demolition activities however critically <b>the maximum construction limit of 75dBA is not exceeded.</b></p>

Issue	Response
	<p>In the case of residences to the west at 15 Margaret Street, noise levels are expected to be lower due to shielding by the existing intervening school building.</p> <p>Noise levels from construction at the Junior school site will be greatest for residences at 2 Vernon street. Exceedances of up to 13dBA can be expected during construction and demolition activities, however critically the <b>maximum construction limit of 75dBA is not exceeded</b>.</p> <p>It is not envisaged that any vibration intensive equipment will be associated with the construction of any of the proposed facilities and as such vibration should not be an issue.</p> <p>Careful management will be required to minimise acoustic impacts during construction. These measures will be accurately determined in detail when a contractor has been engaged. Notwithstanding this, the following project-specific mitigation measures have been recommended during construction:</p> <ul style="list-style-type: none"> <li>• Installation a 2.4 metre plywood hoarding around the construction site;</li> <li>• Selection of quietest feasible construction equipment;</li> <li>• Localised treatment such as barriers, shrouds, and the like around fixed plant, such as pumps, generators, and concrete pumps.</li> <li>• Closing of classroom windows;</li> <li>• Relocating classes during busy construction periods; and</li> <li>• Scheduling works during school holidays.</li> <li>• A Construction Noise &amp; Vibration Management Plan for the site is recommended which should be prepared by the successful contractor.</li> <li>• An effective community relations programme should be put in place to keep the community up to date, including neighbouring dwellings that has been identified as being potentially affected by the proposed works.</li> <li>• Plant Noise Audit – Noise emission levels of all critical items of mobile plant and equipment should be checked for compliance with noise limits appropriate to those items prior to the equipment going into regular service. To this end, testing should be established with the contractor.</li> <li>• Operator Instruction – Operators should be trained in order to raise their awareness of potential noise</li> </ul>

Issue	Response
	<p>problems and to increase their use of techniques to minimise noise emission.</p> <ul style="list-style-type: none"> <li>• Equipment Selection – All fixed plant at the work sites should be appropriately selected, and where necessary, fitted with silencers, acoustical enclosures, and other noise attenuation measures in order to ensure that the total noise emission from each work site complies with EPA guidelines.</li> <li>• Site Noise Planning – Where practical, the layout and positioning of noise-producing plant and activities on each work site should be optimised to minimise noise emission levels.</li> <li>• All of these measures have being incorporated into the Risk Assessment and Mitigation Measures at Section 9 of the EIS submitted to support the SSDA.</li> </ul> <p>A Construction Traffic and Pedestrian Management Plan (CPTMP) prepared by Ason Group is attached at Appendix E and was originally submitted as Appendix J of the SSD application. The CPTMP is also discussed in detail in Section 6.3 of the EIS prepared by Urbis.</p> <p>The Preliminary CPTMP has been prepared to ensure appropriate pedestrian, cyclist and traffic management is undertaken during construction.</p>
<p>Requesting on information on how the proposed construction will be carried out. e.g. The extent of excavation, associated foundation work, drainage, and piling work etc, all potentially may have detrimental effects to the structural integrity of existing residence.</p>	<p><b>Potential construction impact on No. 12-14 Margaret Street</b></p> <p>Basement shoring for the Centre of Music and Drama (which is located on the other side of Margaret Street to 12-14 Margaret Street) will be designed to limit lateral movements to mitigate damage to existing adjacent buildings. Except for the adjacent school buildings, the nearest developments are more than 17m away and outside of the zone of influence (ZOI) affected by the basement excavation for the Centre of Music and Drama. 12-14 Margaret Street is located approximately 30m from the Centre of Music and Drama and will not be impacted.</p> <p>The new administration and student centre at Lingwood campus does not propose a basement and SDA Structures have certified the structural design of the works in accordance with the relevant structure clause of the current NCC BCA and SAA Codes of Practice.</p> <p><b>Potential construction impact on No. 4 Vernon Street:</b></p> <p>The proposal relates to demolition of an existing dwelling and construction of a new landscaped playground area.</p>

Issue	Response
	<p>The proposed finished ground levels of the playground are above the existing levels, as such only minor excavation is expected over the site, and based on the available site information, this should not compromise the integrity of any adjacent structures.</p> <p>The Structural Schematic Design Report and Structural Design Certificate prepared by TTW &amp; SDA Structures has been submitted as Appendix U, contains detailed structural description and confirms the structural integrity of all of the proposed development.</p>
<b>Structural Capacity</b>	
<p>Is part of the design to provide enough structural capacity to allow the new buildings to have additional floors if the building heights are increased in the future or will the new buildings have to be demolished to allow a taller building.</p>	<p>The Centre of Music and Drama is not proposed to be constructed with additional floors in the future.</p> <p>The building structural design is not currently provisioned to allow for future vertical extension.</p>
<b>Amenity impact from the proposed Centre of Music and Drama (CMD)</b>	
<p>Potential overshadow, privacy and noise impact to nearby dwellings from the proposed Centre for Music and Drama.</p>	<p>Overshadowing:</p> <p>Analysis on the potential overshadowing associated with the proposed built form elements at each campus has been prepared by AJ+C submitted as Appendix D of the SSD application, and is assessed in detail at Section 6.2.1 of the EIS.</p> <p>Shadow diagrams have been provided for every hour of summer and winter solstices from 9am to 3pm. The shadow diagrams assist the assessment of solar access and overshadowing impacts.</p> <p>The proposed CMD is anticipated to result in the following additional shadow impacts in winter:</p> <ul style="list-style-type: none"> <li>At 9am, additional shadow is cast over the landscaped area to the west of the CMD within the senior campus and onto Margaret Street.</li> <li>At 12pm, additional shadow is cast over the front setback of the CMD and onto Margaret Street. A minor amount shadow also falls to the east of the CMD within the senior campus.</li> <li>At 3pm, additional shadow moves further to the east, falls within the front setback of the senior campus and onto Margaret Street.</li> </ul>

Issue	Response
	<p>Overall, no additional shadow impacts the dwelling to the west of the site, located at 15 Margaret Street. The majority of the additional shadow cast is restricted to within the school campus.</p> <p>Accordingly, the proposed CMD will not cause additional shadow to nearby residential dwelling. The proposed CMD is will not have any adverse shadow impacts on neighbours compared to the existing built form within the Senior school.</p> <p>Privacy:</p> <p>Privacy is discussed in detail at Section 6.2.3 of the EIS.</p> <p>To the north and east of the new CMD is the existing school campus and Margaret Street is located to the south of the building. A residential flat building is located to the west of the CMD at 15 Margaret Street.</p> <p>The proposed new CMD is setback approximately 16m from the boundary of 15 Margaret Street. The 16m setback provides sufficient separation distance between the CMD and the existing residential flat building at 15 Margaret Street.</p> <p>Further, the western setback of the CMD is also heavily landscaped. Buffer planning is proposed along the western boundary with mature trees scattered around the setback. The buffer landscaping provides further privacy screening for 15 Margaret Street.</p> <p>Accordingly, the proposed CMD will not have any significant adverse privacy impact to nearby dwellings.</p> <p>Noise:</p> <p>An updated Noise Impact Assessment has been prepared by Wilkinson Murray Pty Ltd and is attached at Appendix B. It assesses the noise and vibration generated during operational phase of the new CMD. The Assessment also includes mitigation measures to minimise the potential noise impacts on surrounding dwellings. Operational noise impact was also discussed in detail at Section 6.8.2 of the EIS (which supported the SSDA).</p> <p>Noise levels from construction at the CDM site will be lower than the site-specific noise criteria for 15 Margaret Street and are therefore acceptable.</p> <p>For 15 Margaret Street, no additional acoustic treatment is likely to be required for any mechanical plant.</p> <p>Potentially significant noise emanating from the new CMD building is likely to be associated with music practice in the</p>

Issue	Response
	<p>large ground level classrooms and the level 2 common staff area, which may be used for functions and small performances.</p> <p>The likely noise levels at the nearest residence, being the 15 Margaret Street residence has been predicated with the assumptions that the glazing is least 6.38mm laminated glass. Based on the noise predictions the following conclusions are made:</p> <ul style="list-style-type: none"> <li>• Functions in the common staff area with and without a small band are predicted to comply with noise criteria during proposed hours of operation.</li> </ul> <p>Notwithstanding, the following mitigation measures have being recommended to minimise any potential noise impact:</p> <ul style="list-style-type: none"> <li>• Western windows to the large classrooms when band rehearsal / performance occur should be closed during these activities. In addition, during weekend and evening it may necessary to close the Western doors of classroom 1 when band activities occur.</li> </ul>
<b>Heritage</b>	
<p>Concerns on the proposal being out of character and the proposed demolition at 4 Vernon Street will impact on the Vernon Street Conservation Zone.</p>	<p>Urbis Heritage reviewed the submission in relation to heritage impact and respond as follows:</p> <p><i>“The dwelling at 4 Vernon Street is a modified example of its type and is not of the dominant significant typology which defines the collective significance conservation area. Its inclusion within the conservation area more broadly does not necessarily mean that it provides a defining contribution to the significance of the area, and this is also true of other buildings in the vicinity, including the dwelling at 2 Vernon Street, the Blackmans Auditorium and contemporary dwellings located in the conservation area.</i></p> <p><i>While a number of external architectural features are extant, these are typical of the period and do not demonstrate any particular architectural refinement or technical achievement.</i></p> <p><i>The loss of the dwelling at 4 Vernon Street, being a typical Federation dwelling, will not have any negative heritage impacts on the core heritage values of the C16 Vernon Street Conservation Area, being that it “contains many buildings from the late Nineteenth Century. It is of local significance as the villas retain their form and scale and they combine to provide an attractive streetscape. The villas are predominantly single storey with asymmetrical facades and projecting bays”. The subject dwelling is not from the later nineteenth century, is not a ‘villa’ of the form described in the statement of significance for the area.</i></p>

Issue	Response
	<p><i>This SSD application assesses the individual contribution of the dwelling at 4 Vernon Street to the collective significance of the C16 Vernon Street Conservation Area, as described in the statement of significance adopted by Strathfield Council. This contribution has been reviewed and in our expert opinion, we conclude that the dwelling at 4 Vernon Street does not reflect the defining heritage values of the conservation area as outlined in the Strathfield Consolidated Development Control Plan 2005.</i></p> <p><i>The southern section of the conservation well represents the defining heritage values of 'nineteenth century villas with projecting front bays' and boasts almost a dozen examples of the typology. However, there is only one building located north of Carrington Avenue which may reasonably be considered representative of the defining values of the C16 Vernon Street Conservation Area, and this is 10 Vernon Street, which although a heavily altered and extended dwelling, is the only nineteenth century villa typology building north of Carrington Avenue in the conservation area.</i></p> <p><i>Urbis maintains that the heritage value of the conservation area to the north of Carrington Avenue is questionable not only for the presence of much later and contemporary buildings, but also for its lack of cohesive streetscape character."</i></p>
<b>Acoustics Impact to 2 Vernon Street</b>	
<p>The acoustic report prepared by Wilkinson Murray report consider that LA90+5dB is a suitable noise criterion for the assessment of noise from the school. The level of noise is however considered 'offense' as defined in the Protection of the Environment Operations Act 1997 (POEO Act).</p> <p>The proposed noise mitigation measures for the proposed play area in the form of a 1.8m high noise barrier along the full length of the common property boundary is considered to be unsubstantiated based on incorrect background noise level and incorrect number of children occupying this space.</p> <p>Recommend to further assess the noise mitigation measures to achieve</p>	<p>An updated Acoustic Report is attached at Appendix B. Detailed acoustic assessment and mitigation measures are discussed in Section 3 of this report.</p> <p>The updated acoustic assessment is based on the correct background noise level and number of children who will occupy the playground area. The acoustic assessment has been updated based on additional ambient noise logging, measurement of students in play areas and computer noise modelling at 2 Vernon Street.</p> <p>The following LAeq (15 minute) noise levels at 2 Vernon Street are predicted indicating compliance with established noise criteria.</p> <ul style="list-style-type: none"> <li>• 36 Children in PE class 23 dBA.</li> <li>• 60 Children at Play 42 dBA.</li> </ul> <p>An acoustic wall 2.1m in height and constructed of masonry and existing fence maintenance obligations are recommended to adequately minimise noise impact to 2 Vernon Street. These have being adopted and included in the Updated Landscape Plan for the site.</p>

Issue	Response
the nominated noise criteria to the occupants at 2 Vernon street.	
<b>Student Number</b>	
<p>A letterbox communication titled 'Improvements to Meriden School' was received, dated April 2019, from Principal, Dr Julie Greenhalgh. It clearly states that the upcoming development application was 'not intended to drive an increase school student numbers'.</p> <p>The intent of the proposal and the communication material issued by the School is inconsistent.</p>	<p>For clarification, only the proposed new Centre of Music and Drama on the Senior Campus will comprise new classrooms and therefore only the Senior Campus will accommodate an increase of 50 students as a result of the proposed development. Once completed, the Senior School Campus will be able to accommodate a total of 950 students (on site at any one time).</p> <p>A new playground will be constructed at the Junior School Campus, with no new classrooms proposed. The proposed development will therefore not result in the increase of students within the Junior School.</p> <p>The new Student and Administration Centre within the Lingwood campus will provide for additional administration spaces and a Year 12 student centre. No new classrooms are proposed, which does not result in the increase of students within the Lingwood campus as part of this development.</p>



## 5. STUDENT NUMBERS ON THE SENIOR CAMPUS

The Senior Campus currently has a student capacity of 900 students imposed by a previous local development consent issued by Strathfield Council on 16 September 2014 (Condition 7 of DA 2014/023). However, this consent relates only to the Senior Campus.

There are no student caps applying to the Junior or Lingwood Campuses, both of which have been subject to recent local development consents from Strathfield Council, which permitted increased classrooms and consequent increased capacity. As part of the assessment of these recent local development applications, Strathfield Council did not determine that there was any need to place student caps on either of these campuses.

The Environmental Impact Assessment and the accompanying Engagement Report and Architectural Design Report described student number as follows:

*“Once completed, the proposed new teaching facilities will result in an increased capacity of approximately 50 students across all three campuses. Increasing the school’s current total capacity from approximately 1,500 students to approximately 1,550 students across all three campuses.*

*The School currently employs a total of 242 permanent teachers and administration staff across all three campuses. A total of two additional teachers and administration staff positions will be created as a result of the proposal “*

For clarification, the proposed development will result in the increase of 50 students within the Senior School only. A total of two additional teachers and administration staff positions will also be created as a result of the proposed development.

A new playground will be constructed at the Junior School Campus and no new classrooms are proposed. The new Student and Administration Centre within the Lingwood Campus will provide for additional administration spaces and a Year 12 student centre. Given these two campuses are currently not subject to student caps and new classrooms are not proposed on these campuses, it is entirely unnecessary and unreasonable to place a cap on either the Junior and Lingwood Campuses as part of this SSDA. Further, a cap on these campuses would have the unintended consequence of preventing any additional classroom(s) on the Junior Campus (which is not heritage listed) being permitted as ‘complying development’ if demand for additional capacity on the Junior Campus arises in the future.

The proposed new Centre of Music and Drama comprises new classrooms and will accommodate the increase of 50 students within the Senior School. Once completed, the Senior School will be able to accommodate a total of 950 students on site in classrooms at any one time.

Ason Group has provided an updated Traffic Report with updated traffic generation modelling attached at Appendix B.

The updated traffic demand analysis confirmed that the increase of 50 students in Senior Campus would result in 27 additional vehicle trips on the surrounding road network during morning evening peak hour, and 22 trips in the afternoon peak hour. The increase of 50 students in the Senior Campus results in a reduced traffic generation rate compared to the increase of 50 students across the entire School (36 in Senior and 14 in Junior School). This is due to the difference in travel behaviour and traffic survey in the Senior Campus, as more senior students are taking public transport to School, which reduces car dependency rate (in terms of drop off). The mode share summary is provided below (reference from Ason Group).

**Table 2: Existing Mode Share Summary**

Travel Mode	Existing Mode Share of Junior Students	Existing Mode Share of Senior Students	Existing Mode Share of Staff
Vehicle driver	N/A	6%	69%
Dropped Off	86%	36%	0%
Taxi / Uber	0%	0%	0%
Train	1%	32%	24%
STA Bus	1%	7%	2%
Meriden School Bus	5%	11%	N/A
Bicycle	0%	0%	0%
Walk	5%	5%	2%
Other mode	2%	3%	3%

The updated SIDRA analysis illustrates that the road and intersection network would be capable of accommodating the trips generated by the student increase in the senior campus. The analysis demonstrates that the net traffic generation volumes are of a sufficiently low order that once distributed across the surrounding road network, the impacts of these volumes at the key intersections would be negligible and the intersections would operate as currently occurs.

The result of the 10-years of traffic growth, all key intersections are expected to be approaching, or exceeding, capacity in 2029 in the baseline assessment. Critically – the impact of the additional traffic generated by the Proposal is expected to be marginal, with the LOS under the ‘with development’ scenario remaining consistent with the baseline scenario, with very similar AVDs under these design scenarios. As such, it is concluded that the Proposal is supportable from a traffic impact perspective and no infrastructure upgrades or mitigation measures are required as a result of the Proposal.

To provide certainty to Council, DPIE, Meriden School and the local community regarding the capacity of the Senior School campus, the following condition is proposed:

*“The number of students in classrooms on the Senior Campus at any one time must not exceed 950. The applicant is required to prepare an updated Traffic and Parking Management Plan, which must be submitted to the DPIE for approval prior to any increase in student numbers above 950 on the Senior Campus”.*

As detailed in the Department *Circular Regulating the Expansion of Schools*, non-government schools can experience fluctuations in staff and student numbers for various reasons, and flexibility to accommodate additional students in the future is required in order to deliver the best level of access to education for children. The proposed “outcome-based condition” will therefore allow the Senior School to accommodate the expected growth in student numbers as a result of providing the new proposed classrooms on the Senior Campus. However, importantly it provides a future avenue for the school to seek incremental increases in capacity over time (without the need for a new application) through a detailed assessment of traffic and parking impacts, which must demonstrate that any potential impacts can be managed and mitigated to the satisfaction of the consent authority prior to any further increase in student numbers on the site.

To avoid ambiguity, confusion and conflict between the SSD consent and Council's previous consent (DA 2014/23), we also request that the Department include a condition of consent that requires the modification of DA 2014/023 – specifically the removal of Condition 7, pursuant to Section 4.17(1)(b) of the *Environmental Planning and Assessment Act 1979*.

## 6. AGENCY CONDITIONS OF CONSENT

Sydney Water, TfNSW and RMS recommended conditions of consent be included as part of the determination of this application. These are documented as follows, together with a summary of the Applicant's position on each of these conditions:

Table 3 – Recommended Conditions of Consent - Agencies

Agency	Recommended Condition	Applicant Response
<b>Sydney Water</b>	<p><i>The approved plans must be submitted to Sydney Water online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and /or easement, and if further requirements need to be met.</i></p> <p><i>A section 73 compliance certificate under the Sydney Water Act 1994 must be obtained from Sydney Water.</i></p>	Noted.
<b>TfNSW and RMS</b>	<p><i>All buildings and structures, together with any improvements integral to the future use of the site are to be wholly within the freehold property (unlimited in height or depth), along the Redmyre Road boundary.</i></p> <p><i>All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Redmyre Road.</i></p> <p><i>A Construction Traffic Management Plan detailing construction vehicle routes, total number of trucks, constructions vehicle lengths, ingress/egress routes, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.</i></p> <p><i>A Traffic and Parking Management Plan (TPMP) is to be prepared by the proponent, which details the measures to safely manage the daily transport task to/from the respective school campuses. Traffic management measures that need to be addressed include:</i></p>	<p>Noted. All buildings and associated works which relate to this SSDA are contained wholly within the freehold property along the Redmyre Road boundary.</p> <p>A Construction Traffic and Pedestrian Management Plan (CPTMP) prepared by Ason Group is attached at Appendix E for reference and was originally submitted as Appendix J of the SSD application.</p> <p>This would be developed further in consultation with Council prior to the issue of a Construction Certificate.</p> <p>The Applicant has prepared a Traffic and Parking Management Plan attached at Appendix A. The plan will be implemented as part of the ongoing operation of the School and can be updated annually or on an "as-needs" basis into the future.</p>

- *vehicle pick-up/drop-off management and orderly vehicle queuing;*
- *maintaining bus accessibility and student waiting areas;*
- *safe parent and student behaviour during pick-up/drop-off; and*
- *safe pedestrian movements to the school entrances, minimising vehicle pedestrian conflicts.*

*The TPMP shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan.*

*It is recommended that the TPMP should be implemented as part of the ongoing operation of the school, to manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.*

## 7. CONCLUSION

This response has considered the submissions received from DPIE, TfNSW, RMS and the 6 submission from the community during the exhibition of the EIS for the proposed Alteration and Additional to Meriden School campuses.

Following consideration of the authority and public submissions, the applicant has:

- Provided updated information where requested;
- Resolved to accept the majority of requested conditions; and
- Proposed a new student capacity condition for the Senior School, to avoid ambiguity and provide certainty to Council, DPIE, Meriden School and the local community regarding the capacity of the Senior School campus as a result of this development.

Overall, the authorities review of the proposal found that generally there are no significant adverse impacts associated with the Project, and recommendations have been made for mitigation measures to reduce these impacts further during construction and operation of the Project.

The Proposal in its current form is considered entirely appropriate for the location and should be supported by the Minister for the following reasons. The Proposal:

- is classified as an 'educational establishment' and is within the R3 Medium Density zone, which is a prescribed zone for the purposes of the *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*.
- has been prepared having regard to Council's planning policies and generally complies with the aims and objectives of the planning controls for the site.
- is suitable for the site as evidenced by the site analysis and various site investigations, including site contamination, flora and fauna and European and aboriginal heritage.
- does not have any unacceptable off-site impacts on adjoining or surrounding properties or the public domain, in terms of traffic, amenity, noise and environmental impacts.
- Ensures adequate and additional acoustic and traffic management measures can be incorporated to address any community concerns.
- is of a high quality in terms of built form, bulk and architectural treatment and responds positively to adjoining development.
- will make a positive contribution to the visual appearance of the school and create an attractive streetscape.
- significantly improves the landscaping and open space areas of the school with upgraded recreational and learning areas and landscape improvements.
- will result in an improved educational environment for the school through:
  - providing additional open space for students;
  - enabling an excellent academic programme;
  - supporting a fulfilling and diverse extra-curricular experience; and
  - providing new state-of-the-art, efficient, effective, expressive and environmentally sustainable facilities.

Considering the above and the limited issues raised by the community and Government Agencies, it is recommended that the Department approve this SSD Application, subject to appropriate conditions.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above/.

# **APPENDIX A      TRAFFIC AND PARKING MANAGEMENT PLAN**

**APPENDIX B      UPDATED TRANSPORT ASSESSMENT  
REPORT**



# **APPENDIX C      UPDATED CONSTRUCTION & OPERATIONAL NOISE REPORT**

**APPENDIX D      UPDATED LANDSCAPE PLAN**

# **APPENDIX E      CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN**



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