

# **Response to Submissions**

**State Significant Development Application (SSD 10349)**

**Multi-Trades and Digital Technology Hub**

**TAFE NSW Meadowbank Campus  
Meadowbank Education and Employment Precinct**



**Prepared for TAFE NSW**

**Submitted to the Department of Planning, Industry and  
Environment**

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Cover image: The Multi-Trades and Digital Technology Hub, viewed from See Street in Meadowbank (Source: Gray Puksand)

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# 1 Introduction

## 1.1 Background

This Response to Submissions (RtS) has been prepared by Keylan Consulting Pty Ltd (Keylan) on behalf of TAFE NSW (the Applicant).

The RtS is submitted following the public exhibition of the Environmental Impact Statement (EIS) for a new Construction and Buildings Trade Facility (known as the Multi-Trades and Digital Technology Hub) at the TAFE NSW Meadowbank Campus (the campus) in the City of Ryde local government area.

The SSD application and supporting EIS sought approval for:

- a maximum building height of six storeys, presenting as a two-storey building at its frontage to See Street
- a gross floor area (GFA) of approximately 13,930 m<sup>2</sup>
- various learning spaces, workshop areas, digitally enabled spaces, seminar rooms and industry engagement spaces
- amenities, end-of-trip facilities and storage areas
- activation of the laneway and courtyard space adjacent to Building P
- 200 basement car parking spaces
- loading dock and services accessible from See Street
- outdoor spaces and on-site landscaping

The Multi-Trades and Digital Technology Hub will be an active learning environment co-locating disciplines under building, construction, engineering and manufacturing that are united by a focus on new digital technologies.

The development forms part of the NSW Government's investment to transform the TAFE Meadowbank campus into a technology-focused campus and a key component of the Meadowbank Education and Employment Precinct.

## 1.2 Public exhibition

The SSD application and supporting EIS were lodged with the Department of Planning, Industry and Environment (DPIE) in October 2019. The EIS was publicly exhibited from 24 October 2019 to 20 November 2019.

A summary of the submissions received during the public exhibition period is provided at Section 2. A response to the matters raised is provided in Section 4 (agency submissions) and Section 5 (public submissions).

## 1.3 Project amendments

The project has been amended since the public exhibition to include the addition of a new multi-storey carpark at the TAFE Meadowbank campus, approximately 100 metres to the south of the Multi-Trades and Digital Technology Hub.

The facility will comprise three levels of car parking and present as a two-storey structure. The facility includes a total of 241 car parking spaces with access and egress provided from See Street. The new facility will:

- provide additional car parking spaces for TAFE NSW students and staff
- reduce reliance on on-street car parking availability surrounding the campus
- expedite the construction program of the Multi-Trades and Digital Technology Hub

As a result of the new carparking facility, the number of car parking spaces proposed within the Multi-Trades and Digital Technology Hub is reduced to 36 spaces. Consequently, there is a significant reduction in the size of the basement level floorplates for Level 01 and Level 02. The amount of excavation works required as part of the development is, therefore, considerably reduced.

Tree removal is also proposed as part of application. A total of 113 trees are proposed to be removed including 97 trees to accommodate the Multi-Trades and Digital Technology Hub and 16 trees to accommodate the multi-storey carpark.

A description of the project amendments are outlined in further detail at Section 3.

## 2 Summary of submissions

The application received a total of 17 submissions throughout the exhibition period, including 5 submissions from NSW government agencies and 12 submissions from the public. A summary of the submissions is provided below.

### 2.1 Agency submissions

The 5 submissions received from State government agencies included those from:

- Transport for NSW (incorporating Roads and Maritime Services and Sydney Trains)
- Environment Protection Authority (EPA)
- Environment, Energy and Science Group (EESG)
- Heritage Council of NSW
- Sydney Water

The key matters raised in the agency submissions were primarily in response to:

- traffic modelling, vehicle access and loading facilities
- car parking and end-of-trip facilities
- mode share targets set out in the Travel Plan
- background noise modelling and noise level assumptions for the outdoor workshops and external loading yard
- construction noise impacts and hours of construction
- soil sampling and testing

DPIE and the Government Architect NSW (GANSW) also provided TAFE NSW with comments on the application, which are addressed as part of this RtS.

The City of Ryde Council (Council) did not provide a submission on the application. Correspondence from Council has been provided separately to the Meadowbank Education and Employment Precinct Working Group in respect to both the subject application (SSD 10349) and the Meadowbank Education and Employment Precinct Schools application (SSD 9343). The matters raised by Council will be addressed directly by the Working Group.

A detailed response to the matters raised in the agency submissions is provided in Section 4.

### 2.2 Public submissions

The matters raised in the 12 public submissions primarily related to:

- timing of the traffic surveys used to inform the traffic impact assessment
- inadequate car parking supply for students and staff
- increased traffic throughout the broader precinct
- traffic impacts and delays at key intersections
- local streets being used as short-cuts or 'rat-runs'
- pedestrian safety from increased traffic

A detailed response to the matters raised in the public submissions is provided in Section 5.

### 3 Project amendments

The project has been refined in response to the matters raised in the State agency and public submissions and to address potential environmental impacts during the construction phase of the project. The amendments to the project are summarised below:

- construction of a new multi-storey carpark
- amendments to the basement levels of the Multi-Trades and Digital Technology Hub
- tree removal
- amendments to the project boundary

Further detailed description of the project amendments is provided in Section 3.1 to Section 3.4.

#### 3.1 Multi-storey carpark

The SSD application is amended to include a new, standalone carpark. The facility will comprise three levels of car parking and present as a two-storey structure from See Street.

The site of the new carpark has a total area of approximately 3,400 square metres and is located at the south-eastern extent of the campus, to the east of campus Building J and will replace an existing at-grade staff carpark at that location. Vehicular access to the new carpark will be provided via the existing carpark entry and exit point at See Street.

The design and construction of the Multi-Trades and Digital Technology Hub has been further considered following submission of the EIS, including further investigation of the sub-soil and geotechnical conditions at the site.

It was found that sub-surface conditions of the site present potential constructability issues due to the presence of extremely hard rock (sandstone) that would need to be excavated. The considerable rock breaking and excavation activities needed to construct the two basement carpark levels of the Multi-Trades and Digital Technology Hub building would likely result in significant construction noise impacts on the surrounding residential and educational receivers, over a longer period of time.

Therefore, TAFE NSW has chosen to pursue an alternative design solution to minimise environmental impacts during construction of the project, while also providing an appropriate solution for the provision of adequate on-site car parking supply for TAFE NSW students and staff by constructing a new, standalone multi-storey carpark facility on the campus.

The Multi-Trades and Digital Technology Hub continues to include two basement levels within the building, including the retention of 36 car parking spaces (reduced from 200 spaces originally proposed). However, the floorplate of the two basement levels (Level 01 and Level 02) are considerably reduced in size to reduce the amount of excavation and rock breaking activities. The amendments to the Multi-Trades and Digital Technology Hub are described further at Section 3.2.

The multi-storey car park is proposed to include floor plates of approximately 2,200 sqm per floor and a total floor area of approximately 6,600 sqm.

The location and building footprint of the new multi-storey carpark, shown in context to the broader TAFE NSW Meadowbank campus and the Multi-Trades and Digital Technology Hub is shown in Figure 1 and Figure 2.



Figure 1: Site plan – TAFE NSW Meadowbank Campus (Source: Gray Puksand)

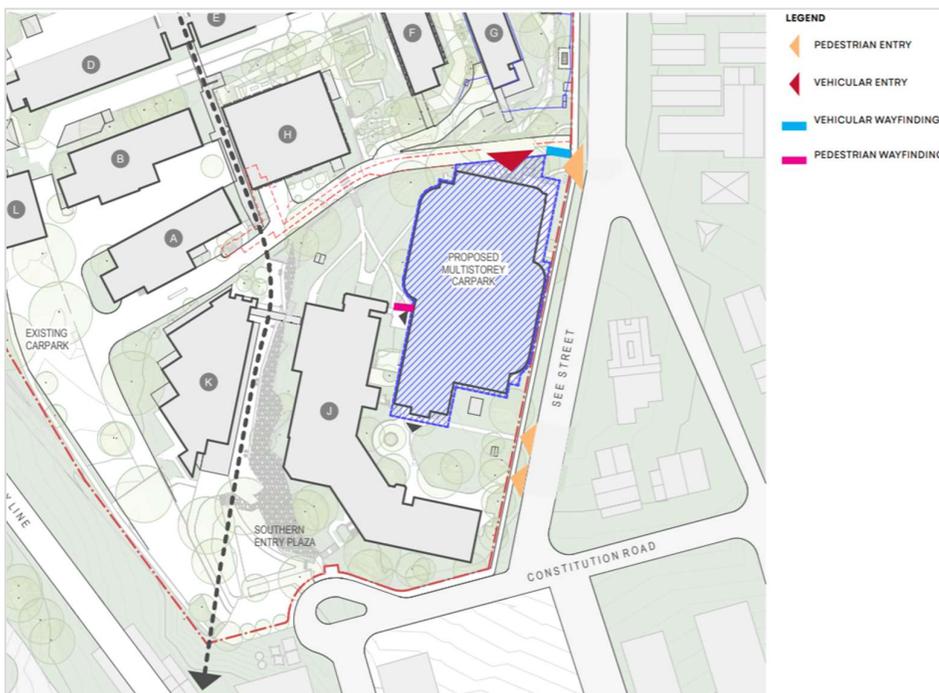


Figure 2: Site plan – multi-storey carpark (Source: Gray Puksand)

The facility will be accessible from See Street (at the existing entry point for the at-grade carpark) and will comprise three levels of car parking with a total of 241 spaces, including:

- 77 spaces on the ground floor (including 6 accessible spaces)
- 75 spaces on Level 1
- 89 spaces on Level 2

The 241 spaces within the new car parking facility and the 36 spaces within the Multi-Trades and Digital Technology Hub will replace 212 spaces currently provided at the north-eastern extent of the campus and the 77 spaces located at the south-eastern extent of the campus.

A summary of the car parking arrangement for the development is provided in Table 1 and shown in Figure 3.

Building	New car parking spaces provided	Existing car parking spaces removed
Multi-Trades and Digital Technology Hub	36	212
Multi-Storey Carpark	241	77
<b>Total</b>	<b>277</b>	<b>289</b>

Table 1: Car parking summary

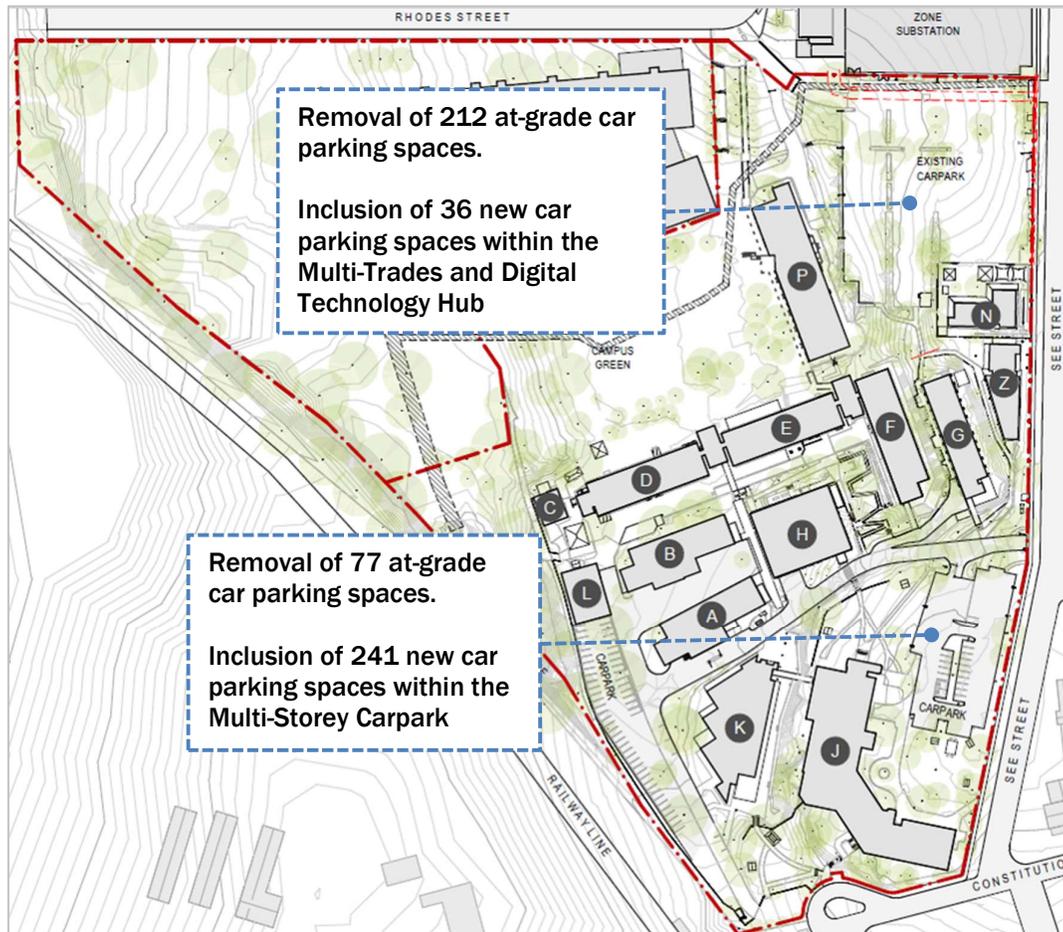


Figure 3: Location of existing car parking removed from the campus (Source: Gray Puksand)



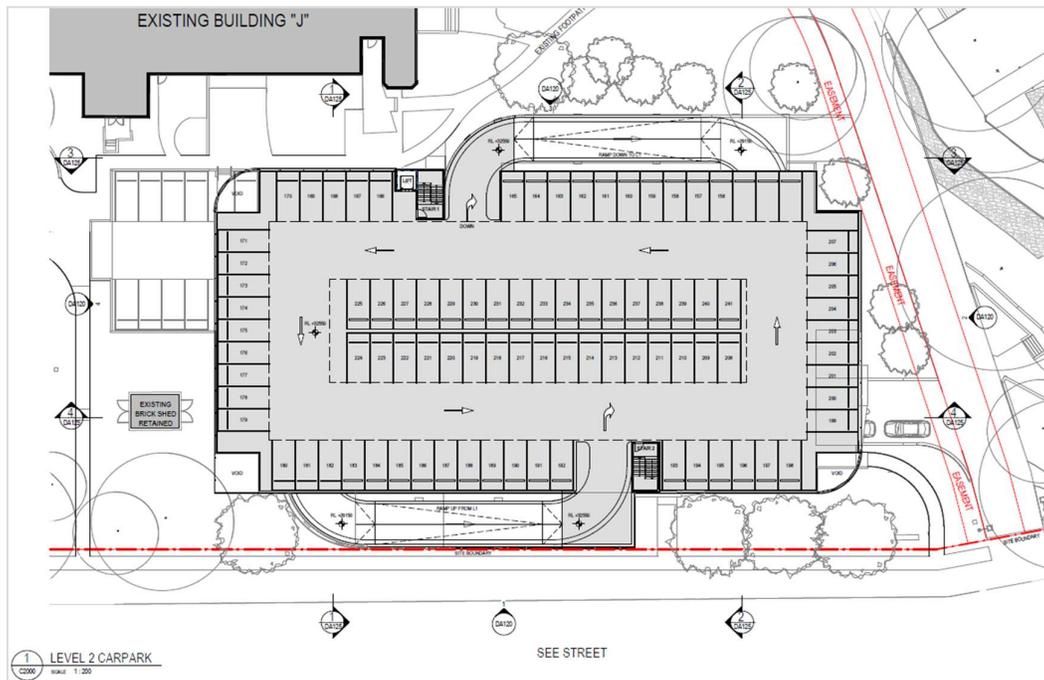


Figure 6: Level 2 – multi-storey carpark (Source: Gray Puksand)

The multi-storey carpark development is supported by technical reports, submitted as part of this RtS, to assess the impact of the development including a Site Contamination Assessment, Transport and Accessibility Impact Assessment, Noise and Vibration Impact Assessment, Flooding Assessment and Heritage Impact Statement that demonstrate minimal environmental impact.

### Multi-storey carpark design, materiality and façade

The multi-storey carpark has been carefully designed to provide maximum efficiency, whilst respecting how it relates to the adjoining residential area to the east along See Street. The decision to omit a roof structure has ensured it presents at a similar scale to the proposed Multi-Trades and Digital Technology Hub to the north, echoing the architecture of the main building. This enables minimal impact to the amenity enjoyed by the adjoining residences, with overshadowing kept predominantly to See Street, utilising the favourable north to south orientation of the site.

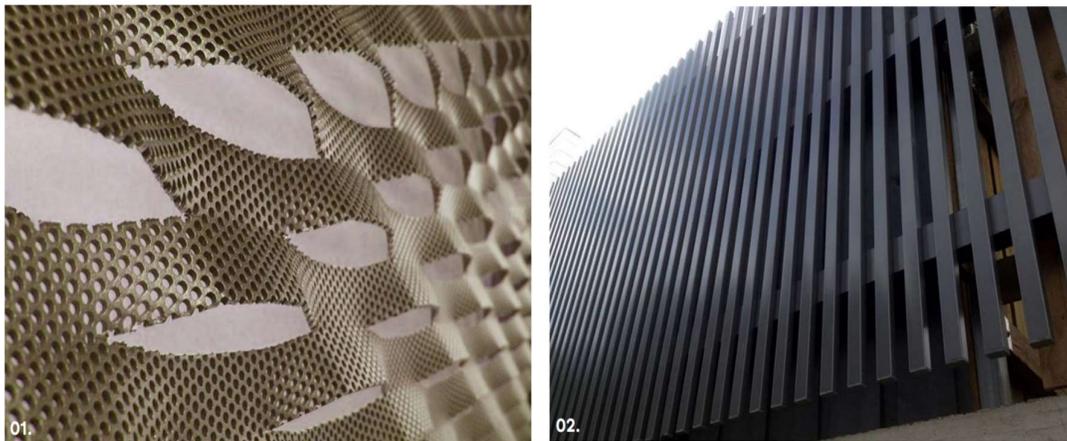
Design features of the multi-storey carpark will incorporate simple, segmental perforated metal screening system that is proposed to the main façade of the building. The perforated material will provide suitable airflow to achieve the natural ventilation requirements to each enclosed floor plate. The fabric will echo the modular cladding system and materialistic tones that are proposed as part of the Multi-Trades and Digital Technology Hub.

A feature vertical batten system with a dark powder coat finish will clad the main inter-floor ramps to the eastern See Street elevation. This will create a contrast the primary cladding and follow the form of the ramps to anchor the structure on the southern-most touch point, the only place where the main building cladding will reach ground level.

An indicative view of the multi-storey carpark from See Street is shown in Figure 7. The external materials to be used are shown in Figure 8.



Figure 7: Indicative view of from See Street, looking south (Source: Gray Puksand)



01. Lasercut perforated mesh screen

02. Dark powdercoated vertical screen

Figure 8: Materials – multi-storey carpark (Source: Gray Puksand)

### Reflectivity

Reflectivity of the proposed cladding materials has been considered in the development of the design for the car parking structure. The perforated nature of the proposed screen, combined with a matte finish, minimises the potential reflectance of morning sun to the east facing façade on See Street, due to its relative transparency.

## Independent Design Review

The design of the new multi-storey carpark was presented to the Government Architect NSW (GANSW) to enable an independent design review, prior to the submission of the RtS.

The GANSW indicated its support for the proposed reduction in basement car parking, noting that there will be no visual impacts to the design of the Multi-Trades and Digital Technology Hub building from the reduced car parking spaces. It was recommended that the carpark be designed to facilitate campus-wide objectives in response to wayfinding and pedestrian connectivity, provide a clear address, maximise tree canopy coverage and to provide for landscape amenity in the public domain. The proposed screening of the car park structure is supported in principle.

GANSW also advised during its meeting with the TAFE NSW that consistency with the vision and principles of the Meadowbank Education and Employment Precinct Preliminary Master Plan, prepared by the Greater Sydney Commission (GSC), should be demonstrated in the amended application.

The Supplementary Architectural Design Statement prepared by Gray Puksand (refer **Appendix C**) states that the new carparking facility has been developed in association with the master planning work undertaken by the GSC for the Meadowbank Education and Employment Precinct (including the TAFE Meadowbank campus) which has influenced the specific location of the new facility within the campus.

The new facility demonstrates consistency in relation to the desired future connectivity for pedestrians and cyclists across the campus, with the western extent of the campus (adjacent to the railway corridor) identified as a location for improved pedestrian and cyclist connections and the eastern extent of the campus identified as a key education entry point (from See Street) on the draft master plan.

Further, trees have been retained on the site (where possible) to ensure adequate tree canopy coverage is maintained, and replacement tree plantings and garden beds are proposed along the See Street frontage. The Landscape Design plan for the new multi-storey carpark is included at **Appendix C**.

## 3.2 Amendments to the Multi-Trades and Digital Technology Hub

The original SSD application proposed two basement levels as part of the Multi-Trades and Digital Technology Hub building to provide approximately 200 car parking spaces, bicycle storage, end-of-trip facilities and workshop areas.

As discussed at Section 3.1, the construction of the new multi-storey carpark has allowed the floorplates of the two basement levels within the Multi-Trades and Digital Technology Hub to be considerably reduced in size due to the reduction of car parking spaces.

The proposed bicycle storage, end-of-trip facilities and workshop areas will be retained within the two basement levels of the building. However, the number of car parking spaces is reduced from 200 spaces to 36 spaces. Approximately 3,800 sqm of floor space is, therefore, proposed to be removed from Level 01 and approximately 1,400 sqm of floor space is proposed to be removed from Level 02 as part of the RtS.

The revised architectural plans for the building are provided at **Appendix A**. It is noted that building will continue to present as a two-story structure from See Street and the design of the building remains consistent with that presented to the State Design Review Panel and documented in the EIS.

The net reduction in excavation material resulting from the proposed reduction in underground car parking is estimated at approximately 38,480 cubic metres. This is further outlined in the Construction Waste Management Statement at **Appendix X**.

### 3.3 Tree removal

Tree removal to facilitate construction of the development is now sought as part of the application. A total of 113 trees are required to be removed from the site, including:

- 97 trees to construct the Multi-Trades and Digital Technology Hub
- 16 trees to construct of the multi-storey car park

Separate Arboricultural Impact Assessments (AIAs), prepared by Tree Survey Arboricultural Consultants, are provided as part of the RtS which address tree removal at the north-eastern and south-eastern areas of the campus.

Each AIA provides the following:

- an identification of the trees within and adjacent to the proposed construction footprints
- an assessment of the current health and condition of the subject trees
- an assessment of the potential impacts of the development on the subject trees
- an evaluation of the significance of the subject trees and an assessment of their suitability for retention.

The AIAs are provided at **Appendix J** and **Appendix K**.

#### **Biodiversity Development Assessment Report Waiver**

The revisions to the project scope, including revised development footprint to include the new multi-storey carpark require a new Biodiversity Development Assessment Report (BDAR) waiver to be issued.

A new BDAR waiver request has, therefore, been prepared by EMM and is included at **Appendix U**. The report concludes that the revised development footprint will not result in additional biodiversity impacts beyond those that were previously assessed and considered as part of the original BDAR waiver request. Overall, it is found that the revised project will not result in significant impacts on threatened species, populations or communities.

The new BDAR waiver request was submitted to DPIE on 9 April 2020 and referred to the Environment, Energy and Science Group (EESG) for consideration and determination.

EESG has determined that the proposed development is not likely to have any significant impact on biodiversity values. The application, therefore, does not need to be accompanied by a BDAR. TAFE NSW was formally advised of the BDAR waiver in a letter received from DPIE and dated 6 May 2020. A copy of the letter is included at **Appendix V**.

### 3.4 Project boundary

The SSD application boundary is amended as part of the RtS to include the footprint of the new multi-storey car park at the south-eastern part of the site. The SSD application boundary encompassing both the Multi-Trade and Digital Technology Hub and the new multi-storey car park is shown in Figure 1.

It is acknowledged that the SSD application boundary now includes the fuel tank and generator services rooms at Level 03 (one storey below See Street level) of the Multi-Trades and Digital Technology Hub building, which has been amended following submission of the EIS.

The SSD application boundary, as proposed in the EIS, is shown at Figure 9. The amended SSD application boundary, proposed as part this RtS, is shown at Figure 10.

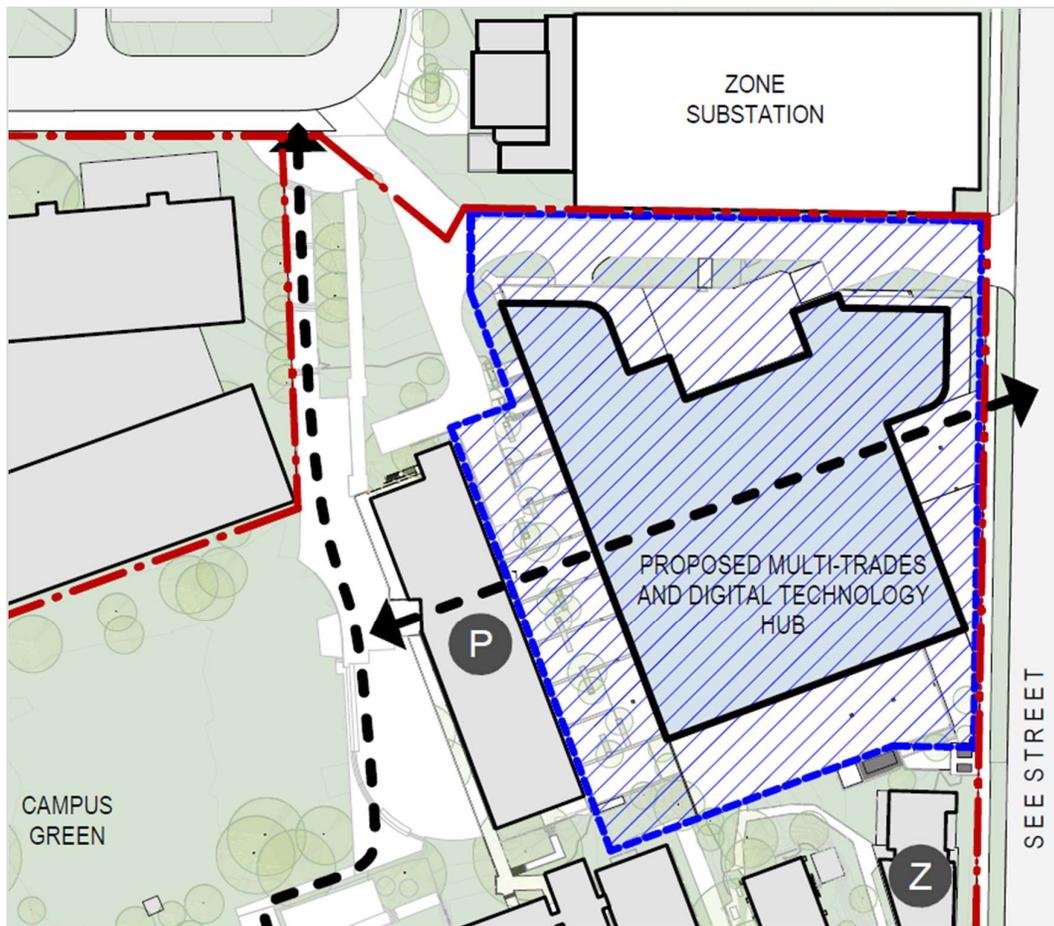


Figure 9: SSD project boundary as shown in the EIS (Source: Gray Puksand)

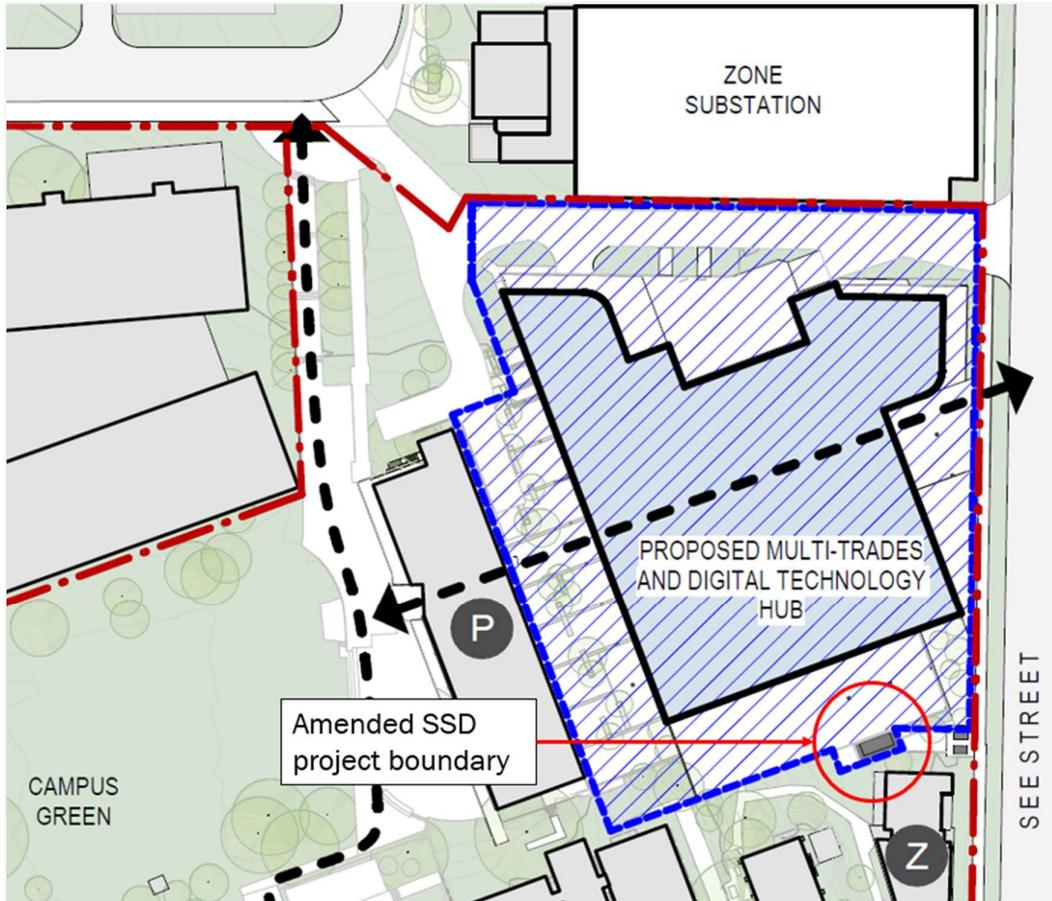


Figure 10: Revised SSD project boundary (Source: Gray Puksand)

## 4 Response to agency submissions

Table 2 below provides a response to the matters raised in the submissions revised from NSW Government agencies, including:

- Department of Planning, Industry and Environment (Table Ref. A)
- Government Architect NSW (Table Ref. B)
- Transport for NSW (Table Ref. C)
- Environment Protection Authority (Table Ref. D)
- Sydney Water (Table Ref. E)
- Environment, Energy and Science Group (Table Ref. F)
- Heritage NSW (Table Ref. G)

Table 2: Response to agency submissions

Ref.	Agency and matters raised	Response
A	Department of Planning, Industry and Environment	
<b>Schedule 1 – Key issues</b>		
<b>Draft Meadowbank Education and Employment Precinct Master Plan (the Master Plan)</b>		
A1	1. <i>The Department notes the EIS provides high-level consideration of the Master Plan at section 6.2.1. Please provide more detailed consideration of the Master Plan including addressing the Master Plan’s ‘ten preliminary ideas’ and associated ‘possible actions’.</i>	<p>The NSW Government’s vision for the Meadowbank Education and Employment Precinct (MEEP) has education at its heart while also connecting students to training and employment opportunities with local industry and the surrounding community.</p> <p>The MEEP Preliminary Master Plan (October 2019) has been developed by the Greater Sydney Commission (GSC) which builds on the NSW Government’s significant investment in education infrastructure. The MEEP Master Plan will support:</p> <ul style="list-style-type: none"> <li>• a connected community of students, workers, residents and businesses with accessible public and active transport;</li> </ul>

Ref.	Agency and matters raised	Response
		<ul style="list-style-type: none"> <li>• local recreation, entertainment and employment opportunities; and</li> <li>• new revitalised public spaces that complement the local natural areas and heritage.</li> </ul> <p>The MEEP Master Plan identifies opportunities for NSW Government investment in the Precinct, enhanced place making, support co-location and deliver a community with a vibrant amenity, high productivity and fine-grained connectivity.</p> <p>The TAFE NSW Meadowbank campus is located within the 'Core' study area of the MEEP Master Plan. The 'Core' study area also encompasses the new Meadowbank Schools, the existing employment lands, Sydney Water pumping station site and land around the Meadowbank Railway Station.</p> <p>The MEEP Preliminary Master Plan outlines ten Preliminary Ideas to deliver on the vision, objectives and guiding principles of the plan. It uses a 'Movement and Place' framework to help outline the implementation strategy. It is noted that the ten Preliminary Ideas are subject to further investigation and funding decisions.</p> <p>Five of the Preliminary Ideas are focused around <b>movement</b> including actions to improve pedestrian, bicycle, public transport and vehicular access and provide new and upgraded connections across the Precinct. The movement ideas include:</p> <p>M1: Improved regional pedestrian/cycle access</p> <p>M2: Enhanced local pedestrian experience</p> <p>M3: New east-west active transport connection</p> <p>M4: New westside bus stop</p> <p>M5: Improved traffic management</p>

Ref.	Agency and matters raised	Response
		<p>Five of the Preliminary Ideas are focused around <b>place</b> and strengthening the qualities of the Precinct by establishing a blue/green link through the Precinct, upgrading station areas, enhancing employment lands, increasing green infrastructure and creating more enlivened and attractive places. The Place ideas include:</p> <p>P1: Blue/green link</p> <p>P2: Upgraded station precincts</p> <p>P3: Enhanced employment precincts</p> <p>P4: Increased green infrastructure</p> <p>P5: Engaging places</p> <p>The ten Preliminary Ideas provide for high-level enhancements and place making initiatives throughout the broader Meadowbank Education and Employment Precinct. The Multi-Trades and Digital Technology Hub will support a number of the Preliminary Ideas by:</p> <ul style="list-style-type: none"> <li>• creating a civic forecourt at the building's See Street frontage which will become a shared domain for social interaction and engagement</li> <li>• activating the laneway and courtyard space between the western extent of the building and existing campus Building P providing an improved public domain and creating engaging spaces</li> <li>• providing adequate bicycle parking and end-of-trip facilities for students and staff which will encourage the use of active transport to and from the Campus.</li> </ul> <p>TAFE NSW will continue to work closely with the GSC and NSW Government agencies to ensure the vision of the MEEP Master Plan is realised.</p>

Ref.	Agency and matters raised	Response
<b>Wind</b>		
A2	<p>2. The Department notes the Wind Assessment included in the EIS is based on a desktop study of the site. Consideration should be given to whether there is a need to undertake a wind tunnel assessment to clarify the likely pedestrian comfort levels (existing and proposed) at key locations on and around the site. In addition, with regard to the proposed wind mitigation measures:</p> <ul style="list-style-type: none"> <li>• confirmation is required that the proposed tree planting (<i>Livistona Australis</i>) within the ground level thoroughfare west of the building achieves the Wind Assessment requirement of being ‘densely foliating’. The Department notes that the typical mature form of this species is tall, thin and with a small crown spread (reinforced by the landscape drawings elevation).</li> <li>• the landscape and architectural drawings should be updated to include the proposed mitigation measures to confirm: <ul style="list-style-type: none"> <li>○ the visual impact of proposed screenings to the appearance of the building</li> <li>○ that the hedging along See Street can be accommodated.</li> </ul> </li> </ul>	<p>Windtech Consultants Pty Ltd has advised that a wind tunnel assessment to clarify the likely pedestrian comfort levels can be carried out during the project’s detailed design stage. It is, therefore, requested for the requirement to undertake a wind tunnel assessment to be conditioned as part of the development.</p> <p>The requirement for densely foliating planting refers to the retention of existing tree species. No new planting of this nature is proposed along the western thoroughfare. Please refer to section 6 of the Wind Assessment Report, which states the following:</p> <p><i>“While the westerly winds may also intermittently impact the Ground Level thoroughfare, these are expected to be somewhat mitigated with the retention of the existing densely foliating evergreen landscaping/tree planting to the west of the Main Civic Plaza along the Campus Green and beyond (noted in the landscape design of the campus masterplan).”</i></p> <p>With respect to the screening referenced, glass balustrades are proposed to the affected areas. No hedges are currently proposed to the main entry. An airlock has been introduced to the main entry to help mitigate pressure driven flow through the main atrium space. Hedges are proposed to mitigate potential winds side streaming along the eastern aspect of the development. This area should form part of the wind tunnel assessment (carried out during the project’s detailed design stage) to confirm if such an inclusion is required, and if the mitigation strategy is effective.</p>

Ref.	Agency and matters raised	Response
<b>Built form</b>		
A3	3. <i>Provide greater design detail of the depth, height and extent of any undercroft area at Level 01 at the north-western corner of the building. If an undercroft area is proposed, confirm what use will be attributed to this space and/or how this space will be treated to prevent anti-social behaviour.</i>	The project Architect (Gray Puksand) confirms that there are no undercroft areas proposed at Level 01 at the north-western corner of the building.
A4	4. <i>Confirm the window to solid built form ratio along the western ground level (level 01) elevation fronting the ground level thoroughfare and provide commentary on the level of activation this space.</i>	<p>The façade along the western ground level (Level 01) elevation is broken into three identifiable categories:</p> <ul style="list-style-type: none"> <li>• solid construction</li> <li>• solid glazing</li> <li>• operable glazing</li> </ul> <p>The solid portion of the façade is kept to a minimum and includes an area of approximately 60 m<sup>2</sup> (16%).</p> <p>Solid glazed façade forms the largest component at Level 01, with an area of approximately 234 m<sup>2</sup> (62.4%) enabling strong visual links to the laneway along the perimeter of the internal teaching, amenity and workshop spaces.</p> <p>Approximately 81 m<sup>2</sup> (21.6%) of the façade will be operable glazing, linking the inside to outside and maintaining visual connectivity when closed.</p> <p>The primary areas the activated façade is connected to includes the student kitchen, amenity space of the main circulation, the main circulation atrium and the plumbing workshops to the south.</p> <p>Gray Puksand have prepared a façade analysis demonstrating the breakdown of the western façade elements at ground level (refer <b>Appendix E</b>).</p>

Ref.	Agency and matters raised	Response
A5	<p>5. <i>The architectural drawings include the provision of a substation fronting See Street (also refer to point 16) and the Department notes this structure sits forward of the general (and proposed building) building-line on this side of the street. Consideration should be given to recessing this structure (into the building if possible) and providing appropriate landscaping to soften its appearance.</i></p>	<p>The substation fronting See Street does not form part of the SSD application and will be carried out as part of a separate development approval process.</p> <p>Notwithstanding, detailed consideration (in coordination with the electrical engineering team) has been given to the substation placement. A number of factors have influenced the placement of the facility, including:</p> <ul style="list-style-type: none"> <li>• the site topography</li> <li>• ongoing access arrangements for maintenance activities</li> <li>• blast exclusion zone requirements to meet the relevant standards</li> <li>• restricted access to the western and southern building edges</li> <li>• the location of the existing high voltage supply from See Street</li> </ul> <p>Landscaping will also be provided to soften the appearance of the substation to See Street (refer revised Landscaping Plan for the Multi-Trades and Digital Technology Hub at <b>Appendix H</b>).</p>
<b>Extension of hours of construction</b>		
A6	<p>6. <i>The Department notes that the Application seeks an extension to the hours of construction beyond the standard hours under the Interim Construction Noise Guideline. In addition, the EIS and Noise and Vibration Impact Assessment state that the reason for this extension is to align with the neighbouring Meadowbank School development.</i></p> <p><i>The Department notes the Meadowbank School site is not located directly adjacent to residential receivers and in addition the EPA has recommended construction work is limited to</i></p>	<p>Part 8.1 of the Ryde Development Control Plan 2014 (RDCP 2014) sets out requirements relating to construction activities, including requirements and advice to applicants in regard to construction site management in the Ryde LGA.</p> <p>Section 4.6 of Part 8.1 of the RDCP 2014 outlines acceptable construction hours, including:</p> <ul style="list-style-type: none"> <li>• 7:00 am to 7:00 pm Monday to Friday</li> <li>• 8:00 am to 4:00 pm on Saturday</li> <li>• No work on Sunday or public holidays</li> </ul> <p>The construction hours specified in the RDCP 2014 permit longer hours than those specified in the Interim Construction Noise Guideline (ICNG), including an</p>

Ref.	Agency and matters raised	Response
	<p><i>standard ICNG hours for that application and the subject application. To inform the Department's assessment of the proposed extended hours of construction, provide further consideration of mitigation measures, including indicating their effect, to justify the request for the extension of hours of construction.</i></p>	<p>additional one hour on weekdays (up to 7:00 pm as opposed to 6:00 pm) and additional three hours on Saturday (up to 4:00 pm as opposed to 1:00 pm).</p> <p>TAFE NSW propose to carry out works during the construction hours permitted under the RDCP 2014, noting that any particularly noisy works (i.e. excavation, rock breaking or piling) will be carried out within the ICNG hours of construction. Any works conducted outside of the ICNG recommended construction hours are subject to more stringent noise management controls as construction noise levels must not exceed rating background levels at surrounding residences by more than 5dB(A).</p> <p>While standard construction hours are proposed in accordance with the RDCP 2014, there may be a need to undertake work outside these hours, at certain times, in accordance with the <i>Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020</i>, dated 31 March 2020.</p> <p>TAFE NSW commits to providing appropriate acoustic screening of construction activities through the use of solid Class A hoarding, temporary acoustic curtains and/or careful construction site planning in order to maintain amenity at the adjacent residential receivers located along See Street. A detailed assessment in the form of a Construction Noise and Vibration Management Plan will be prepared, prior to Construction Certificate, to ensure that the proposed construction works and the recommended noise mitigation measures satisfy the relevant noise criteria.</p> <p><b>Alignment with the adjoining Schools Infrastructure NSW site</b></p> <p>TAFE NSW's approach to carry out works during the construction hours permitted under the RDCP 2014 is consistent with the construction hours proposed for the adjoining Meadowbank Education and Employment Precinct Schools development proposed by School Infrastructure NSW (SSD 9343). It is considered appropriate for the two development sites to have aligned construction hours given their close proximity and planned coordinated</p>

Ref.	Agency and matters raised	Response						
		<p>construction and delivery. Should there be an issue on either development site with any noise non-compliances or community complaints, it will be difficult to 'police' different requirements for each site and will potentially cause confusion between the neighbours and the development sites.</p>						
<p><b>Landscaping</b></p>								
<p>A7</p>	<p>7. <i>The Department notes that the proposal includes the creation of two principal pedestrian links through the site, one east-west through the building and the other north-south along the ground level thoroughfare west of the building. Please confirm whether these pedestrian routes will be available for use by the public, and if so, their proposed hours of operation and any mechanism for securing public access.</i></p>	<p>TAFE NSW's intent is that these pedestrian links through the site are made available to the general public.</p> <p><b>East-west link</b></p> <p>The Multi-Trades and Digital Technology Hub's east-west link will be available during the hours that the building is operational, which is the standard hours of operation for the Campus being generally:</p> <table data-bbox="875 829 1577 922"> <tr> <td>Monday to Thursday:</td> <td>7:00 am – 10:30 pm</td> </tr> <tr> <td>Friday:</td> <td>7:00 am – 7:00 pm</td> </tr> <tr> <td>Saturday:</td> <td>8:00 am – 5:30 pm</td> </tr> </table> <p>The east-west link will be secured during out-of-hours periods by locking the perimeter doors of the building.</p> <p><b>North-south link</b></p> <p>The north-south pedestrian link is located along the western side of the Multi-Trades and Digital Technology Hub building and is an external landscaped area within the Campus. The north-south pedestrian link will be accessible to the public during the standard hours of operation for the Campus and will also be able to be accessed during out-of-hours (as with the rest of the external areas of the Campus) as the TAFE Meadowbank Campus is not a gated campus. CCTV</p>	Monday to Thursday:	7:00 am – 10:30 pm	Friday:	7:00 am – 7:00 pm	Saturday:	8:00 am – 5:30 pm
Monday to Thursday:	7:00 am – 10:30 pm							
Friday:	7:00 am – 7:00 pm							
Saturday:	8:00 am – 5:30 pm							

Ref.	Agency and matters raised	Response
		<p>monitoring and security lighting of the north-south pedestrian link west of the new building will be provided.</p>
A8	<p>8. <i>The Department notes that trees will be removed as part of the site preparation works (not part of this application). The Department recommends that further consideration be given to increasing the number of trees planted on the site. In particular, consider opportunities for additional tree planting within the garden beds on the northern side of the proposed building. Consideration should also be given to the possibility of working with Council to provide street-tree planting within See Street.</i></p>	<p>There are limited clearances surrounding the new Multi-Trades and Digital Technology Hub building to provide for substantial tree planting. Further, the underlying sandstone ground conditions means it is difficult to provide the optimum planting soil volume required for successful tree growth and canopy formation. It is also noted that there are overhead power lines along the boundary of See Street which would prevent the ability to plant large trees.</p> <p>Notwithstanding, the landscaping design proposed as part of the application aims to retain the existing tree plantings on the site (where possible) and proposes the introduction of a variety of shrubs, ground covers, native tree species and fernery that are sympathetic to the site conditions and the proposed built form.</p> <p>The Landscape Plan (refer Appendix E of the EIS) includes plantings on the TAFE NSW site along the See Street frontage and within the courtyard and laneway space that will be created between the proposed new building and existing campus Building P.</p>
A9	<p>9. <i>For information purposes, confirm the number of trees to be removed as part of the site preparation works (not part of this application).</i></p>	<p>The application is amended as part of this RtS to include all tree removal from the site.</p> <p>A total of 113 trees are proposed for removal, including 97 trees from the north-eastern portion of the site (where the Multi-Trades and Digital Technology Hub building will be sited) and 16 trees removed from the south-eastern part of the campus (where the multi-storey carpark will be sited).</p> <p>This RtS provides separate Arboricultural Impact Assessments (AIAs), prepared by Tree Survey Arboricultural Consultants, for the north-eastern and south-eastern parts of the site. The AIAs identify which trees are sought to be removed</p>

Ref.	Agency and matters raised	Response
		<p>from the site and which trees will require specific tree protection measures to be implemented during construction activities.</p> <p>The AIAs are included at <b>Appendix J</b> and <b>Appendix K</b>.</p>
<b>TAFE operation</b>		
A10	<p>10. In addition to responding to the comments provided by Transport for NSW, and to encourage the use of alternative modes of transport other than private cars, the Department recommends consideration be given to:</p> <ul style="list-style-type: none"> <li>• increasing the number of dedicated secure bicycle parking spaces at basement level.</li> <li>• including bicycle parking spaces within the public domain at See Street and the ground level thoroughfare for visitors and students.</li> <li>• providing for adequate end of trip facilities.</li> </ul>	<p>TAFE NSW will provide approximately 30 dedicated, secure bicycle parking spaces in the basement of the Multi-Trades and Digital Technology Hub and end-of-trip facilities within the building.</p> <p>It is noted that, in accordance with the requirements of the Ryde Development Control Plan 2014 (RDCP 2014), a maximum of 11 bicycle parking spaces is required. Accordingly, the development provides close to three times the amount of bicycle car parking spaces than what is required under the RDCP 2014.</p> <p>Additional short-term bicycle parking in the form of U-rails or racks will be installed within the public domain areas, where possible. The specific locations for the short-term bicycle parking will be determined during the detailed design stage of the project.</p>
A11	<p>11. Confirm whether the TAFE facilities are currently, or will be as part of this application, made available to the community for out-of-hours use. If so, confirm the predicted use, frequency, and hours of operation.</p>	<p>Various facilities at the TAFE NSW Meadowbank campus are currently provided for community use at certain times (such as art gallery events and election polling, etc.). Any community use of the TAFE NSW facilities is usually carried out during the standard campus operating hours, which are generally:</p> <p>Monday to Thursday: 7:00 am – 10:30 pm            Friday: 7:00 am – 7:00 pm            Saturday: 8:00 am – 5:30 pm</p>

Ref.	Agency and matters raised	Response
		The application does not propose any changes to the current community or out-of-hours use arrangement at the campus.
A12	12. Provide comment on the objection raised in public submission that on-street car parking spaces, without parking restrictions, in the broader surrounding area are at present being overparked by TAFE students/staff.	<p>It is acknowledged that the existing TAFE operations rely partly on the availability of on-street car parking spaces within the surrounding local road network in proximity to the campus. However, it is considered that the provision of on-street parking is for the shared use of the community, including for both residential and non-residential uses.</p> <p>The car parking supply proposed as part of the application, including 36 basement car parking spaces within the Multi-Trades and Digital Technology Hub building and 241 spaces within the new multi-storey car park, will provide for the projected additional demand for car parking generated by the development. Therefore, the proposed development will not further reduce the current availability of on-street car parking within the surrounding local road network.</p> <p>Further, the MEEP Preliminary Master Plan sets out broader priorities around active transport improvements and the provision of public transport connections within the Precinct. These initiatives are intended to improve accessibility to the campus and will ultimately reduce the reliance on private vehicles usage and on-street car parking.</p>
A13	13. Confirm that the predicted increase in student numbers facilitated by the proposal is equal to 3,000 students (TAFE total of 16,559 students). In addition, confirm the predicated total (rather than daily average) increase in staff numbers.	<p>The TAFE NSW Meadowbank campus currently provides for approximately 13,559 students and 595 staff.</p> <p>TAFE NSW's enrolment forecast for the Meadowbank campus is approximately 16,603 students by 2032. This is an estimated increase of 3,044 students over the next 12 years.</p> <p>The predicted total staff numbers by 2032 is 728 staff, based on the existing staff to student ratio being maintained. This is an increase of 133 staff by 2032.</p>

Ref.	Agency and matters raised	Response
		Even without the proposed development, TAFE NSW’s enrolment forecast for the Meadowbank campus (i.e. the baseline forecast with no investment) is approximately 14,699 students by 2032. The proposed development, therefore, facilitates an additional 1,904 enrolments by 2032.
<b>Schedule 2 – Additional Information</b>		
<b>Drawings and report</b>		
A14	<p>14. Provide clearer details on proposed signage zones, including:</p> <ul style="list-style-type: none"> <li>confirmation of which signage zones are proposed to be for business identification and for wayfinding.</li> <li>plans showing the location of the proposed signage zones.</li> <li>elevations indicating the dimensions and area of the proposed signage zones.</li> <li>confirmation of which signs may be illuminated and details of likely illumination.</li> </ul>	<p>Signage Plans are provided at <b>Appendix G</b>. The plans confirm the location and dimensions of the proposed business identification sign and wayfinding signage feature at the See Street elevation of the Multi-Trades and Digital Technology Hub.</p> <p>The building identification sign is proposed to be up lit from the ground. The wayfinding signage feature is proposed to be backlit.</p>
A15	<p>15. The landscaping drawings should be reviewed for consistency with the architectural drawings. For instance, the Department notes that the landscaping drawings do not include the proposed electrical substation fronting See Street or the proposed signage zones.</p>	<p>A revised Landscaping Plan is provided at <b>Appendix H</b> which indicates the location of the proposed electrical substation fronting See Street (located outside of the SSD application boundary) and the proposed signage zones.</p>
A16	<p>16. As the landscaping drawings are proposed for approval, they should include drawing numbers and dates in addition to their drawing title.</p>	<p>A revised Landscaping Plan for the Multi-Trades and Digital Technology Hub is provided at <b>Appendix H</b> which includes a drawing number and date.</p> <p><b>Appendix I</b> provides a Landscaping Plan for the new multi-storey car park.</p>

Ref.	Agency and matters raised	Response
A17	17. The Design Report and ESD Report indicate that the proposal includes air-conditioning systems and the 3D image provided on page 60 of the Design Report indicates the provision of a plant enclosure at roof level. However, these elements are not shown on the architectural plans or elevations. Please confirm whether these elements form part of the application, and if so, provide details.	<p>The plant area would not be enclosed as such, rather screened to the perimeter.</p> <p>The design intent is that the plant area (as shown on Drawing DA17 – Roof Plan) sits below the main roof structure with a parapet wall to the perimeter (as shown on Drawing DA20 – Eastern Elevation and Drawing DA21 – Southern Elevation). The top of this parapet sits approximately 1,400 mm above the slab level.</p>
A18	18. Confirm the number and kWp of the solar panels proposed.	<p>A 90 kW Solar Photovoltaic system is proposed to be installed on the roof of the Multi-Trades and Digital Technology Hub building.</p> <p>The total number of solar panels to be used will be confirmed with the manufacturer to ensure the proposed kilowattage is achieved. It is anticipated that there will be approximately 300 panels (each with an area of approximately 1,575 mm x 100 mm) located on the north-facing saw tooth roof.</p>
A19	The ESD report and Design Report refer to the installation of wind turbines, however, wind turbine(s) are not shown on the drawings. Confirm whether wind turbines are proposed as part of this application or are they indicative/information purposes only. If proposed provide details.	<p>A small-scale wind turbine is proposed to be installed to the roof workshop area.</p> <p>The proposed wind turbine will have the ability to generate 2 kW of electricity. This will be primarily for teaching purposes and an opportunity for technology to be utilised for ‘learning on display.’</p>
<b>B</b>	<b>Government Architect NSW</b>	
B1	<u><a href="#">View Assessment</a></u> Comment:	<p>Updated 3D view images have been provided for information at <b>Appendix F</b> to address the Government Architect NSW’s request. The images demonstrate the following features:</p> <ul style="list-style-type: none"> <li>• thinned fascia (now at approximately 800 mm deep)</li> </ul>

Ref.	Agency and matters raised	Response
	<p><i>The project has addressed some but not all of the issues raised via the SRDP process. In particular the 3D views submitted with the EIS are indistinguishable from the views seen at SDRP 2 and therefore the modifications noted in the Architectural Design Statement (Appendix C) cannot be properly assessed.</i></p> <p><i>Recommendations:</i></p> <p><i>Revised views be submitted which clearly illustrate:</i></p> <ul style="list-style-type: none"> <li>• <i>thinned fascia, flattened soffit and transparency at the See St Façade</i></li> <li>• <i>additional skylight introduced at the See St entry</i></li> <li>• <i>4m x 4m sliding door at Level 1 Campus entry to the atrium</i></li> <li>• <i>outdoor workshops and large operable openings linking these to internal workshops</i></li> </ul>	<ul style="list-style-type: none"> <li>• additional skylight over the main entry to See Street</li> <li>• large scale 4 metre x 4 metre door at the Level 01 entry to the atrium</li> <li>• large operable openings linking the outdoor workshop spaces.</li> </ul> <p>Refer images below.</p>  <p>Thinned fascia, flattened soffit and transparency at the See Street facade</p>

Ref.	Agency and matters raised	Response
		 <p data-bbox="877 787 1661 836">Outdoor workshops and large operable openings linking these to internal workshops (Level 1 – facing Building P)</p>  <p data-bbox="877 1307 1661 1330">Sliding door at Level 01 campus entry to atrium (4 m x 4 m)</p>

Ref.	Agency and matters raised	Response
		 <p data-bbox="877 901 1803 925">Outdoor workshops and large operable openings linking these to internal workshops (Level 03)</p> <p data-bbox="877 943 1803 1063">In relation to the new multi-storey carpark, the design was presented to the Government Architect NSW (GANSW) prior to the submission of this RtS. The GANSW indicated its support for the proposed design of the structure including the proposed height and external materials.</p>
<b>C</b>	<b>Transport for NSW</b>	
C1	<p data-bbox="247 1166 478 1193"><u>Mode share targets</u></p> <p data-bbox="247 1214 373 1242"><i>Comment:</i></p> <p data-bbox="247 1263 814 1317"><i>With reference to the initiatives suggested in the Travel Plan, the transport study expected an</i></p>	<p data-bbox="877 1166 1808 1317">GTA has advised that these mode share targets and initiatives are applicable for the entire TAFE Meadowbank campus and not just the Multi-Trades and Digital Technology Hub, as the existing mode share surveys were completed for a sample of the total student and staff population in October and November 2018.</p>

Ref.	Agency and matters raised	Response
	<p><i>increase of combined mode share for PT, walking and cycling to 35% and 65% for staff and students respectively.</i></p> <p><i>Recommendation:</i></p> <p><i>Clarification is needed of whether such initiatives are applicable to the entire campus or just the Hub. It is also recommended that such targeted mode shift should be backed up with empirical evidence i.e. survey of existing staff/students on whether they would be benefited by the suggested initiatives and use more PT/active transport modes.</i></p>	<p>It is noted that a modal shift between 3 to 5 per cent is typically considered achievable (based on knowledge of local and international GTPs and as stated by experts in Land and Environment Court proceedings). The modest mode shift targets should not require any further detailed justification, however, similar or greater mode shift has been achieved for commercial premises and social infrastructure.</p> <p>An updated questionnaire survey is expected to be carried out in early 2020, with the results and associated comparison to the 2018 surveys to form part of the final GTP that will be finalised prior to occupation.</p>
C2	<p><u>Vehicle Access on Rhodes Street</u></p> <p><i>Comment:</i></p> <p><i>Vehicle access is proposed via See Street with a new east-west internal laneway to run along the northern boundary of the site between the hub and the existing substation. Consideration should be made in relation to the Precinct School SSD that indicates the pedestrian access for future high school and primary school will be on Rhodes Street and also in close proximity to the west access of the laneway.</i></p> <p><i>Recommendation:</i></p> <p><i>Use of such laneway should be time restricted or to emergency purpose so as to not interfere with the school users i.e. safety issues.</i></p>	<p>The proposed laneway along the northern boundary of the site provides vehicle access to the loading dock and basement car park, with no regular access beyond the carpark access point (i.e. through to Rhodes Street).</p> <p>It is intended that removable bollards will be positioned at the western end of the laneway to restrict general vehicle access, but still allow for emergency vehicle access or infrequent large deliveries/equipment replacement. The latter would be scheduled outside of school arrival and departure times if and when required.</p> <p>Access to the existing loading dock from Rhodes Street would also be restricted to outside of school arrival and departure times, with management and scheduling to be documented in a Loading Dock Management Plan (LDMP).</p> <p>TAFE NSW considers that the above requirements can be further imposed through the conditions of consent, including:</p> <ul style="list-style-type: none"> <li>• a requirement for deliveries and loading dock access to be undertaken only outside of the scheduled school hours, and</li> </ul>

Ref.	Agency and matters raised	Response
		<ul style="list-style-type: none"> <li>the preparation of a LDMP to document delivery activities and scheduling times.</li> </ul>
C3	<p><u>Parking and end-of-trip facilities</u></p> <p><i>Comment:</i></p> <ul style="list-style-type: none"> <li>11 bicycle parking spaces are proposed in consideration of car parking provision of 104 spaces as per DCP requirement for the Hub</li> <li>the proposed access to bicycle parking and end of trip facilities is via the same vehicle entry ramp into the basement parking area.</li> </ul> <p><i>Recommendation:</i></p> <ul style="list-style-type: none"> <li>consideration should be given to the number and type of bicycle parking and end of trip facilities to be provided for staff and students connecting to the site and campus, given 300 car spaces will be available across the campus</li> <li>provision of separated bi-directional bicycle and pedestrian facilities could be considered to offer a better safety connectivity outcome for pedestrians and bicycle riders as well as street amenity</li> <li>consideration could also be given to E-Transportation charging facilities at the school parking area.</li> </ul>	<p>As discussed in the response to Reference No. A10, TAFE NSW will provide approximately 30 dedicated, secure bicycle parking spaces in the basement of the Multi-Trades and Digital Technology Hub and end-of-trip facilities within the building. Additional short-term bicycle parking in the form of U-rails or racks will be installed within the public domain areas, where possible.</p> <p>Lifts are provided to the bike store room with access from the pedestrian link. The opportunity for dedicated bicycle space on the carpark ramp will be further considered during the detailed design of the project.</p> <p>In regard to E-Transportation charging facilities, it is noted that the TfNSW submission refers to the ‘school parking area’ which does not form part of this application. The project plans to provide services such that E-Transportation charging stations could be installed in the future, however, at this stage does not form part of the proposed development.</p>
C4	<p><u>Loading Facilities</u></p> <p><i>Comment:</i></p>	<p>A swept path analysis has been prepared and is provided at <b>Appendix W</b>.</p>

Ref.	Agency and matters raised	Response
	<p><i>Section 6.2 of the transport assessment report indicates that preliminary swept path analysis has been carried out for a 12.5m HRV accessing the loading sock and the report recommended that a loading dock management plan be implemented to manage and ensure HRVs accessing the building should be restricted to outside of peak arrival and departure periods.</i></p> <p><i>Recommendations:</i></p> <p><i>The Response to Submissions (RtS) should provide the swept path analysis for review. The applicant should also be conditioned to prepare and commit to implement the loading dock management plan as suggested in the report.</i></p>	<p>The analysis demonstrates that a 12.5 metre heavy rigid vehicle (HRV) can enter and exit the site in a forward direction, passing a B99 car in the laneway connecting to See Street.</p> <p>TAFE NSW accepts the requirement for a Loading Dock Management Plan to be conditioned as part of the development.</p>
C5	<p><u>Modelling Assumptions</u></p> <p>Comment:</p> <ul style="list-style-type: none"> <li>• Section 9.1.6 indicates assumptions had been made to the directional split (inbound and outbound) for students in the AM and PM peak hour</li> <li>• Appendix A.1.1 indicates gap acceptance calibration is adopted to inform intersection assessment (acceptance factor 1.0&gt;0.5). It potentially assumes that all drivers would be willing to accept smaller gaps to turn at intersections. It is not evident as to whether proper methodology is utilised to calibrate gap acceptance per SIDRA recommended practise</li> </ul>	<p><b>Directional split</b></p> <p>It is confirmed that the Transport and Accessibility Impact Assessment (TAIA) submitted as part of the EIS has assumed the same directional split for staff numbers.</p> <p><b>Gap acceptance factor</b></p> <p>The gap acceptance factor assumptions were based on what was observed on-site as shown in Figure A.1 and Figure A.2 of the TAIA.</p> <p>Vehicles were observed to accept smaller gaps. RMS Traffic Modelling guidelines recommends that “Appropriate judgement is required while selecting the critical gap and follow-up headway values to suit the circumstances considering grades, sight distance conditions, opposing movement speeds, number of lanes, and one-way or two-way conditions. Any changes to these values should be justified”. Given that this behaviour was observed on site, GTA</p>

Ref.	Agency and matters raised	Response
	<ul style="list-style-type: none"> <li>• <i>Figure 9.1 Sidra Modeling layout shown for Bowden Road and Stone Street shows stop lines present on all approaches. Bowden Road should not have any stop lines present. The Sidra network layout also does not reflect street parking and bus stops on the kerbside</i></li> </ul> <p><i>Recommendation:</i></p> <p><i>Clarification should be provided as part of the RtS:</i></p> <ul style="list-style-type: none"> <li>• <i>whether the same assumptions of directional split apply to staff for the traffic assessment</i></li> <li>• <i>provide justification for the adopted gap acceptance factor in accordance with the methodology for calibrating gap acceptance as per SIDRA recommended practise</i></li> <li>• <i>Sidra model layout should accurately represent the present and future conditions.</i></li> </ul>	<p>has provided appropriate evidence for changing these parameters and is in-line with the recommended practice.</p> <p><b>SIDRA model</b></p> <p>The SIDRA model for the Bowden Street/Stone Street intersection has been updated to correctly display the priority controls on-site, with the results included in the updated TAIA for the Meadowbank Education and Employment Precinct Schools project as part of the response to submissions for SSD 9343 (refer <b>Appendix L</b>).</p> <p>Kerbside parking lanes are only included in the models if the parking lane has 'No Stopping' or 'No Parking' signage and the parking lane can be used by vehicles to manoeuvre around a right-turning vehicle. The SIDRA models have taken this into account and, where required, flaring at intersections is represented as short turning lanes.</p>
C6	<p><u>Road Network Assessment</u></p> <p><i>Comment:</i></p> <p><i>The current report does not provide enough detail regarding the results of the intersection performance analysis.</i></p> <p><i>Recommendations:</i></p> <p><i>Further details of the SIDRA modelling should be attached as an Appendix to the report including:</i></p> <ul style="list-style-type: none"> <li>• <i>layouts of the networked intersections and standalone intersections</i></li> </ul>	<p>Due to the significant extent of the SIDRA modelling (both in terms of intersections and modelling scenarios), the outputs were not attached as an Appendix to the TAIA.</p> <p>GTA has therefore provided TfNSW with the relevant outputs as a separate document along with the SIDRA models.</p>

Ref.	Agency and matters raised	Response
	<ul style="list-style-type: none"> <li>• <i>SIDRA result summaries</i></li> <li>• <i>Copies of all SIDRA files should be provided for review</i></li> </ul>	
C7	<p><u><i>Travel Plan</i></u></p> <p><i>Comment:</i></p> <p><i>A School Travel Plan is provided as part of the EIS that discusses the objectives and possible travel demand management measures to be implemented. On this note it is recommended that the Travel Plan should:</i></p> <ul style="list-style-type: none"> <li>• <i>consider raising the staff and student target mode share for public transport/walking/cycling and reducing that for private vehicle given the Meadowbank Education and Employment Precinct Masterplan is giving focus on improvements to walking and cycling infrastructure. Travel Plan initiatives should be further reviewed to match with this higher target</i></li> <li>• <i>in addition to proposed lockers, the End of Trip facilities should consider including showers and change room with associated amenities to give further incentives for encouraging mode shift to active transport modes</i></li> <li>• <i>consider installation of next service departure screens for T9 rail services (and bus services if possible e.g. Victoria Road bus services) in the lobby to encourage public transport use</i></li> </ul>	<p><b>Travel plan</b></p> <p>To clarify, the Travel Plan prepared as part of the application (Appendix I2 of the EIS) is for the TAFE development and <u>not</u> the new Meadowbank Education and Employment Precinct Schools project.</p> <p>While aspirational sustainable travel mode shares are desirable, the mode share targets are considered realistic targets (noting the response to Item No. D1 above). It is anticipated that the targets would be revisited as part of the finalisation of the Travel Plan for implementation, as well as part of the ongoing monitoring process. TAFE NSW will finalise the Travel Plan in consultation with Council and TfNSW.</p> <p><b>End-of-trip facilities</b></p> <p>End-of-trip facilities within the Multi-Trades and Digital Technology Hub building include the provision of showers and change rooms at Level 02 to encourage the use of active transport.</p> <p><b>Public transport information screens</b></p> <p>Public transport/next service information screens are considered a beneficial initiative and will be further considered for incorporation within the Multi-Trades and Digital Technology Hub building as part of the detailed design of the project.</p> <p><b>Communications strategy</b></p> <p>A Travel Access Guide and communications strategy would be an essential part of the final Travel Plan and will be implemented prior to the occupation of the building.</p>

Ref.	Agency and matters raised	Response
	<ul style="list-style-type: none"> <li>• <i>develop and deliver a robust communications strategy for the Travel Plan to users of the site prior to occupation which includes key messages on how to travel including prioritising public and active transport as well as road safety messages.</i></li> </ul> <p><i>Many of the proposed actions (e.g. develop map showing public transport routes...) should be rolled up into a high quality Travel Access Guide which provides staff and students and visitors with information on site access by all modes as well as advice and links to travel planning tools, Opal and contactless payments. This should be distributed prior to occupation. In addition, the following details should be reviewed/amended:</i></p> <ul style="list-style-type: none"> <li>• <i>on page 14 Staff Targeted Action item under Cycling, clarity is needed for the reference made to senior students in BUG action i.e. or is it referring to TAFE staff.</i></li> <li>• <i>one of the Staff Targeted Actions under Public Transport suggest "Staff access to the Opal SSTS for up to two public transport trips per weekday". It is noted that broad discussions between TfNSW and NSW Education are already underway regarding the SSTS. It is therefore requested that this item to be excluded from the list of actions.</i></li> </ul> <p><i>Recommendation:</i></p> <p><i>Prior to occupancy, a comprehensive Travel Plan, taking into consideration of the above suggestions, should be prepared in consultation with Council</i></p>	

Ref.	Agency and matters raised	Response
	<p><i>and TfNSW. The issue of details as commented above should also be addressed in the RtS.</i></p>	
<b>D</b>	<b>Environment Protection Authority</b>	
D1	<p><u>Noise and Vibration</u></p> <p><i>Comment:</i></p> <p><i>The EPA reviewed the EIS main report and Noise and Vibration Impact Assessment (NVIA) (Appendix N) for the proposal and considers that a number of technical issues are required to be addressed prior to the EPA providing a position on the proposal. These are as follows:</i></p> <ul style="list-style-type: none"> <li><i>Background noise monitoring is fundamental to deriving project noise trigger levels in accordance with the Noise Policy for Industry (NPfI) (EPA, 2017). The NPfI requires that background noise monitoring be undertaken at the “reasonably most- or potentially most-affected residence(s)”. The NPfI further provides that “where it is impractical or not possible to monitor at the reasonably most- or potentially most-affected location(s), the location selected should be fully justified as being representative of background noise levels”. The NVIA presents the results of background noise monitoring undertaken on the TAFE premises and immediately adjacent to an electricity zone substation. This location needs to be fully justified as being representative of background</i></li> </ul>	<p>An additional unattended noise survey was carried out from Friday, 29<sup>th</sup> November to Friday, 6<sup>th</sup> December 2019. The noise logger was located directly in front of 18 See Street, Meadowbank. This location is considered to be representative of the typical ambient and background noise levels for the nearest residential receivers.</p> <p>A summary of the original and new measurements is provided in the Technical Note prepared by JHA (refer Appendix C of the revised NVIA at <b>Appendix R</b> of the RtS). It is noted that there is a negligible difference between the background noise levels noted in the NVIA (submitted as part of the EIS) and the background noise levels obtained during the additional noise monitoring.</p> <p>A revised NVIA for the construction and operation of both the Multi-Trades and Digital Technology Hub and the multi-storey carpark has been prepared by JHA. The revised NVIA is provided at <b>Appendix R</b>.</p>

Ref.	Agency and matters raised	Response
	<p><i>noise levels at the reasonably most- or potentially most-affected residence(s) and that the monitoring location was not unduly influenced by noise from the zone substation and/or activities on the TAFE site, noting that residences on See Street are significantly further removed from the substation than the background monitoring location.</i></p>	
D2	<ul style="list-style-type: none"> <li>• <i>The NVIA should be reviewed for technical accuracy and completeness. The following points provide examples of areas in the assessment requiring clarification and/or further assessment:</i> <ul style="list-style-type: none"> <li>○ <i>NVIA, s.5.3.1 – Methodology to assess breakout noise from the carpentry workshop. Fully outline and justify the method used to predict noise levels to the nearest sensitive receiver from the use of power tools in the carpentry workshop. The assessment should consider the applicable project noise trigger level derived from the NPfl (EPA, 2017).</i></li> </ul> </li> </ul>	<p>The methodology to assess noise from the carpentry workshop is detailed in the Technical Note prepared by JHA (refer Appendix C of the revised NVIA at <b>Appendix R</b> of the RtS).</p> <p>The predicted noise impact at the nearest sensitive receiver is found to comply with the Noise Policy for Industry (NPI) (EPA, 2017).</p>
D3	<ul style="list-style-type: none"> <li>○ <i>NVIA, s.5.3.2 – Assessment of noise from outdoor workshops. The assessment has considered three educational receiver locations, however has assessed the predicted noise levels against residential assessment criteria and not the criteria applicable to educational facilities. Fully outline and justify the method used to predict noise levels to the nearest sensitive receiver</i></li> </ul>	<p>Three outdoor workshops are proposed as part of the development, including two at Level 3 (referenced as ‘W1’ and ‘W2’ in the NVIA) and one at Level 6 (referenced as ‘W3’). Based on the location of the outdoor workshops, the following noise sensitive receivers are nearest to these workshops:</p> <p>W1: Future Meadowbank Public School (approximately 40 metres) – educational receiver</p> <p>W2: TAFE NSW Meadowbank Building G (approximately 12 metres) – educational receiver</p>

Ref.	Agency and matters raised	Response
	<p><i>from the use of the outdoor workshops, including an assessment to the nearest residential receiver locations. The assessment should consider the applicable project noise trigger level derived from the NPfl (EPA, 2017).</i></p>	<p>W3: TAFE NSW Meadowbank Building P (approximately 17 metres) – educational receiver.</p> <p>The methodology to assess noise from the outdoor workshops is detailed in the Technical Note prepared by JHA (refer Appendix C of the revised NVIA at <b>Appendix R</b> of the RtS).</p> <p>Additional assessment has been carried out against the criteria applicable to educational facilities. The additional assessment finds that the noise level criteria is exceeded for outdoor workshop ‘W2’ at Building G. Additional noise controls at the source shall be implemented at this location, including limitations on the timing of use and providing mobile noise screens. TAFE NSW accepts for such requirements to be included as a condition of consent.</p>
D4	<ul style="list-style-type: none"> <li>○ <i>NVIA, s.5.4 – External Loading Yard. The assessment should consider the applicable project noise trigger level derived from the NPfl (EPA, 2017).</i></li> </ul>	<p>The noise level criteria at the nearest residential receiver is 47dB(A) during day-time period (7:00 am to 6:00 pm) and 43dB(A) during evening time period (6:00 pm to 10:00 pm). The predicted noise impact assessment of the external loading yard is 45dB(A). Therefore, based on the noise impact assessment, external loading yard operations shall be restricted to day-time period only in order to comply with the noise level criteria.</p>
D5	<ul style="list-style-type: none"> <li>○ <i>NVIA, s.5.5 – Traffic Generation – Sleep arousal assessment. The NVIA indicates that “Noise levels have been considered as continuous over a 15-minute assessment period to provide the worst-case scenario”. However, the LAeq assessment in Table 22 then applies a -12dB time correction based on 1m operation over a 15-minute period. The L<sub>Amax</sub> assessment in Table 23 also adopts the -12dB time correction. The application of a time correction for the LAeq</i></li> </ul>	<p>A revised assessment of noise impacts associated with vehicles exiting the basement carpark is detailed in the Technical Note prepared by JHA (refer Appendix C of the revised NVIA at <b>Appendix R</b> of the RtS).</p> <p>It is noted that the predicted LAEQ, 15 min noise level at the nearest residential receiver exceeds the sleep disturbance criteria set out in the NPI by 1dB(A). This exceedance is considered negligible as it would not be discernible to the average listener.</p> <p>The predicted L<sub>Amax</sub> noise level at the nearest residential receiver exceeds the sleep disturbance criteria set out in the NPI by 8 dB(A). However, guidelines that contain additional advice relating to potential sleep disturbance impacts have</p>

Ref.	Agency and matters raised	Response
	<p><i>assessment is inconsistent with the purported worst-case assessment approach adopted for the assessment. Regardless, a time correction should not apply to the L<sub>Amax</sub> assessment due to the nature of the noise descriptor being assessment. The assessment should be revised, and the likely additional impacts considered.</i></p>	<p>been considered, including the Road Noise Policy (RNP). The RNP provides a review of research into sleep disturbance that concludes:</p> <ul style="list-style-type: none"> <li>• one or two events per night, with maximum internal noise levels of 65 dB(A) to 70 dB(A), are not likely to affect health and wellbeing significantly, and</li> <li>• maximum internal noise levels below 50 dB(A) to 55 dB(A) are unlikely to awaken people from sleep. It is generally accepted that internal noise levels in a dwelling with the windows open are 10 dB lower than external noise levels (being opened sufficiently to provide adequate ventilation). Based on this, these noise levels are equivalent to external maximum noise levels of 60 dB(A) to 65 dB(A).</li> </ul> <p>In consideration of the above, internal noise levels are at a level that according to RNP are unlikely to cause awakening reactions.</p>
D6	<p><i>Recommendation:</i></p> <p><i>Further, the NVIA proposes hours of construction work that differ from the recommended standard hours of construction described in Table 1 of the Interim Construction Noise Guideline (DECCW, 2009) (ICNG) without any justification. The EPA recommends that construction work is limited to the standard ICNG construction hours.</i></p>	<p>These proposed construction hours are in accordance with the RDCP 2014 and are a minor exceedance of the ICNG recommended construction hours. The construction hours are proposed in order to achieve alignment with the neighbouring school development construction hours and fast-tracked program for completion of the Meadowbank Education and Employment Precinct.</p> <p>Higher noise-generating construction activities will be kept within the ICNG recommended construction hours of 7:00 am to 6:00 pm (Monday to Friday) and 8:00 am to 1:00 pm (Saturday).</p> <p>In order to comply with the noise level criteria for any works carried out outside of the standard ICNG hours works, the following mitigation measures are proposed:</p> <ul style="list-style-type: none"> <li>• unattended noise monitoring at locations agreed with the project manager and acoustic engineer with real time alerts to the builder / site manager when the noise criteria are exceeded</li> </ul>

Ref.	Agency and matters raised	Response
		<ul style="list-style-type: none"> <li>no particularly noisy works (i.e. excavation, rock breaking or piling) will be carried out during out of ICNG recommended construction hours</li> <li>provide acoustic screening of construction activities through the use of solid Class A hoarding, temporary acoustic curtains and/or careful construction site planning.</li> </ul> <p>Further to the above, a detailed assessment in the form of a Construction Noise and Vibration Management Plan shall be provided, prior to Construction Certificate, to ensure that the proposed construction works and the mitigation measures satisfy the relevant noise level criteria.</p>
D7	<p><u>Contaminated Lands</u></p> <p><i>The EPA reviewed the EIS main report, the Preliminary Site Investigation (PSI) (Appendix P), the Report on Limited Detailed Site (Contamination) Investigation (LDSI) (Appendix P1), and the Report on Remediation Action Plan (RAP) (Appendix P2), in its review of contaminated land matters and considers that contamination assessment has only been partially addressed.</i></p> <p><i>The main contaminants of concern identified in on-site soils include:</i></p> <ul style="list-style-type: none"> <li>heavy metals</li> <li>total recoverable hydrocarbons (TRH)</li> <li>benzene, toluene, ethylbenzene (BTEX)</li> <li>polycyclic aromatic hydrocarbons (PAH)</li> <li>polychlorinated biphenyls (PCB)</li> <li>organochlorine pesticides (OCP)</li> <li>organophosphorus pesticides (OPP)</li> </ul>	<p>Typically, at least three groundwater monitoring wells would be installed if groundwater flow direction is critical. In this case, the proximity of Parramatta River governs groundwater flow direction to the south, whilst the steep topography governs seepage water flow to the west. It is noted that no significant off-site contamination sources are known, and no groundwater contamination has been found in the two groundwater monitoring wells that were sampled.</p> <p>Whilst providing additional information and confirmation of groundwater flow direction, a third groundwater monitoring well is unlikely to produce any changes to the assessment of groundwater quality at the site. An additional groundwater monitoring well is, therefore, not required to determine the direction of groundwater flow.</p>

Ref.	Agency and matters raised	Response
	<ul style="list-style-type: none"> <li>• phenols and asbestos</li> </ul> <p>The results of chemical testing of soil and groundwater indicates that the measured levels of contaminants were below the laboratory practical quantification limits (PQL) and therefore less than the adopted site acceptance criteria, with the exception of some heavy metals that exceeded groundwater criteria. However, the EPA notes that only two groundwater monitoring wells were installed at the site. This is not sufficient to determine the direction of groundwater flow. The EPA advises that at least one additional well is required to be installed and sampled and results included in the Response to Submissions.</p>	
D8	<p>The sampling density reported in the LDSI for the site with approximate area of 0.79 hectares is less than the recommended number of sampling locations. For sites of this size, the EPA (1995) sampling guidelines recommend a minimum of 19 sampling points. On this basis, the density of investigation completed for statistical assessment of certain contaminants of potential concern has not been adequately addressed. Unless justification is provided for this insufficient sampling density, the EPA considers that the site has not been sufficiently characterised to determine that the proposed remediation and management measures are appropriate.</p>	<p>The Limited Detailed Site (Contamination) Investigation (LDSI) prepared by Douglas Partners (included at Appendix P1 of the EIS) states that a total of seven sampling locations provides reasonable coverage of the site as the development will involve the bulk excavation of soils over virtually the entire footprint (undertaken as part of a separate development approval process) and due to the relatively low potential for contamination at the site.</p> <p>Furthermore, the LDSI and the Remediation Action Plan (RAP) prepared by Douglas Partners (included at Appendix P2 of the EIS) recommend additional soil sampling and testing as part of a waste classification exercise (noting an additional 13 sampling locations are recommended in the RAP).</p> <p>TAFE NSW, therefore, confirms that further testing and validation sampling will be undertaken prior to bulk excavation and removal of material from site as per the RAP.</p>

Ref.	Agency and matters raised	Response
D9	<i>The EPA requires additional investigation to address the data gaps, as part of Response to Submission, to properly characterise the site and refine the management measures proposed in the Remediation Action Plan. The EPA also requests the applicant to consolidate all soil analytical results (if there are other soil sampling events not reported in the subject EIS) and present these locations on a map.</i>	Refer response to Reference No. D7 above. TAFE NSW is not aware of any other soil sampling events within the subject site.
D10	<i>Due to limited sampling undertaken, the EPA believes that the LDSI and other contamination reports have not yet demonstrated that the site is suitable for the proposed use in accordance with the requirements of SEPP55. The potential remains for isolated pockets of contamination to be present in untested areas of the site.</i>	The potential remains for isolated pockets of contamination to be present in untested areas of the site under any sampling regime. As the site is proposed for bulk excavation, the significance of this, and of variability in the fill on site will be reflected in the waste classification, required for the disposal of surplus soils. The bulk excavation works will remove all fill from the basement footprint, therefore removing any isolated pockets of contamination.
D11	<i>It is noted that a RAP included a section on unexpected finds protocol to address the potential risks that may be posed by the above contaminants of concern. Following additional investigations, the unexpected finds protocol will require updating ahead of commencement of the site's redevelopment.</i>	TAFE NSW accepts for this requirement to be included as a condition of consent.
D12	<i>The LDSI stated that there was anecdotal evidence to suggest the site was previously used as a military base during the war. The EPA is concerned that a site containing unexploded ordnance (UXO) represents a safety hazard and must be assessed</i>	The potential use of the site as a military base was flagged in the Preliminary Site Investigation (PSI) prepared by Greencap (included at Appendix P of the EIS). However, the PSI also states there are potential data gaps including that 'it cannot be confirmed if the site was used a military base during ownership of King George the Sixth' (refer Section 5.3 of the PSI). It is also noted that the

Ref.	Agency and matters raised	Response
	<p><i>by a qualified expert to determine if the site is safe, or an appropriate level of site investigation has occurred to identify the presence or likelihood of UXO being found on site.</i></p>	<p>anecdotal evidence provided by Greencap was formed on the basis of a site walkover only.</p> <p>The Heritage Impact Assessment (HIA) prepared by AMBS (included at Appendix K of the EIS) also provides a detailed review of the site's historical context including former land owners and associated land uses. There is no indication in the HIA that the subject site, or the TAFE Meadowbank campus more broadly, was previously used for any form of military activity.</p> <p>An Unexploded Ordnance (UXO) search was carried out via the Department of Defence UXO Mapping Application. The search found there to be no potential for UXO on the TAFE NSW Meadowbank campus or in the immediate surrounding locality.</p>
D13	<p><i>Recommendations:</i></p> <p><i>1. The unexpected finds protocol in the Remediation Action Plan must be refined to include the potential for unexploded ordnance (UXO) (noting that the Preliminary Site Investigation indicates a low likelihood of UXO being present). This will enable the applicant to appropriately manage unexpected potential contamination issues which might be encountered during development works. The protocol should include a detailed procedure for identifying and dealing with unexpected contamination, asbestos and other unexpected finds. The applicant must ensure that the procedure includes details of who will be responsible for implementing the unexpected</i></p>	<p>As discussed at Reference D13 above, a UXO search carried out via the Department of Defence UXO Mapping Application determined there to be no known risk at the TAFE NSW Meadowbank campus.</p>

Ref.	Agency and matters raised	Response
	<i>finds procedure and the roles and responsibilities of all parties involved.</i>	
D14	<i>2. If unexpected contamination is found, the applicant must update the Remediation Action Plan. If remediation is required, the applicant must engage an EPA accredited Site Auditor to provide increased certainty to planning authority of the nature and extent of contamination, the appropriateness of the Remediation Action Plan and the suitability of this site for the proposed use. The applicant must adhere to the remediation and management measures accepted by the Auditor.</i>	TAFE NSW accepts for this requirement to be included as a condition of consent.
D15	<i>3. The processes outlined in State Environmental Planning Policy 55 - Remediation of Land (SEPP55) be followed in order to assess the suitability of the land and any remediation required in relation to the proposed use.</i>	This comment is noted.
D16	<i>4. The applicant must ensure the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site that would result in significant contamination</i>	TAFE NSW accepts for this requirement to be included as a condition of consent.
D17	<i>5. The EPA is to be notified under section 60 of the Contaminated Land Management Act 1997 for any contamination identified which meets the triggers in the Guidelines for the Duty to Report Contamination</i>	TAFE NSW accepts for this requirement to be included as a condition of consent.

Ref.	Agency and matters raised	Response
	<p>(<a href="http://www.epa.nsw.gov.au/resources/clm/150164-report-land-contamination-guidelines.pdf">www.epa.nsw.gov.au/resources/clm/150164-report-land-contamination-guidelines.pdf</a>)</p>	
D18	<p>6. <i>The EPA recommends the use of “certified consultants”. Please note that the EPA’s Contaminated Land Consultant Certification Policy, Version 2, November 2017, (<a href="http://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/clm/18520-contaminatedland-consultant-certification-policy.pdf?la=en">http://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/clm/18520-contaminatedland-consultant-certification-policy.pdf?la=en</a>) supports the development and implementation of nationally consistent certification schemes in Australia, and encourages the use of certified consultants by the community and industry. Note that the EPA requires all reports submitted to the EPA to comply with the requirements of the Contaminated Land Management Act 1997 to be prepared, or reviewed and approved, by a certified consultant.</i></p>	<p>TAFE NSW accepts for this requirement to be included as a condition of consent.</p>
D19	<p><u>Waste, Water, Air Quality</u></p> <p><i>The consent conditions should ensure that the development complies with standard requirements regarding waste management, water management (preventing run-off and subsequent pollution of waters) and appropriate site management to minimise air quality impacts, particularly dust.</i></p>	<p>This comment is noted. TAFE NSW understands that relevant conditions of consent will be imposed.</p>

Ref.	Agency and matters raised	Response
E	Sydney Water	
E1	<p><b>Water Servicing</b></p> <ul style="list-style-type: none"> <li>Water services are available via a 600mm CICL watermain (laid in 1976) on Hermitage Rd and a 100mm CICL rider main (laid in 1912) on Rhodes St. Amplifications and extensions of Sydney Water assets will be required to connect to the potable water network.</li> </ul>	This comment is noted and will be further considered at the detailed design stage.
E2	<p><b>Recycled Water Servicing</b></p> <ul style="list-style-type: none"> <li>Sydney Water are currently investigating opportunities to extend the recycled water network in the adjacent Greater Parramatta to Olympic Park (GPOP) precinct growth area. The proponent may wish to consider dual pipes in their development to allow for future connections to recycled water services.</li> </ul>	This comment is noted and will be further considered at the detailed design stage.
E3	<p><b>Wastewater Servicing</b></p> <ul style="list-style-type: none"> <li>Wastewater services are available via a 225 SGW wastewater main (laid in 1957) within the property boundary. Amplifications and adjustments to Sydney Water assets may be required.</li> </ul>	This comment is noted and will be further considered at the detailed design stage.
E4	<p><b>Development Impact on Existing Assets</b></p> <p>It is noted that there is a potential risk to existing Sydney Water assets in the development of new</p>	This comment is noted. Sydney Water will be further consulted at the Section 73 application stage.

Ref.	Agency and matters raised	Response
	<p><i>roads, building structures and associated infrastructure. These risk will be considered at the Section 73 (Sydney Water Act) application stage and as part of the Building Plan Approval requirements. Please see attachments 1 &amp; 2 for further details.</i></p> <p><i>This advice is not formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our web page in the Land Development Manual.</i></p>	
F	<b>Environment, Energy and Science Group</b>	
F1	<p><u><i>Aboriginal Cultural Heritage Assessment Report</i></u></p> <p><i>If the application is granted approval, EES recommends that any conditions recommended by the Aboriginal Cultural Heritage Assessment Report be included as conditions of consent.</i></p>	TAFE NSW accepts for this requirement to be included as a condition of consent.
F2	<p><u><i>Biodiversity</i></u></p> <p><i>A Biodiversity Development Assessment Report (BDAR) waiver was approved on 25 September 2019.</i></p>	This comment is noted.

Ref.	Agency and matters raised	Response
F3	<p><i>Flooding</i></p> <p><i>Please be advised that the flood impact report prepared by Taylor Thomson Whitting dated 3 October 2019 is considered to be adequate.</i></p>	This comment is noted.
<b>G</b>	<b>Heritage NSW</b>	
G1	<p><i>As per our email correspondence dated 27 June 2019, the subject site is not listed on the State Heritage Register (SHR), nor is it in the immediate vicinity of any SHR items. It does not contain any known historic archaeology. Accordingly, we reiterate that no further comments are required from the Heritage Council of NSW. The Department does not need to refer subsequent stages of this proposal to the Heritage Council of NSW.</i></p>	This comment is noted.
G2	<p><i>As there are local heritage items in the vicinity of the site, advice should be sought from the Ryde City Council.</i></p>	The SSD application was referred to Council for comment during the EIS exhibition period. No comments were received from Council in relation to local heritage.

## 5 Response to public submissions

A total of 12 public submissions were received on the application. The matters raised in the public submissions are addressed in Table 3 below.

Table 3: Response to public submissions

Ref.	Matters raised	Response
<b>A</b>	<b>Public submissions</b>	
A1	<p>TAFE NSW has reviewed all public submissions received on the application.</p> <p>Of the 12 public submissions received, one submission was in support of the application while five submissions provided objections. Six submissions provided comments on the application.</p> <p>The key matters raised in the submissions in objection to the application primarily relate to traffic, transport and car parking. A summary of the key matters raised is provided below:</p> <ul style="list-style-type: none"> <li>• timing of the traffic surveys used to inform the traffic impact assessment</li> <li>• inadequate car parking supply proposed as part of the development for students and staff</li> <li>• increased traffic throughout the broader Meadowbank Education and Employment Precinct which will add further traffic congestion to the surrounding residential area</li> <li>• traffic impacts at key intersections in proximity to the site</li> <li>• local streets being used as short-cuts or 'rat-runs'</li> <li>• safety impacts for pedestrians (including school children) from the increased traffic throughout the precinct</li> </ul>	<p><b>Timing of traffic surveys</b></p> <p>GTA commissioned pedestrian and vehicle counts (surveys) to inform the Transport and Accessibility Impact Assessment (TAIA), submitted as part of the EIS. The surveys were carried out on Tuesday, 20 August 2019 (during term) to understand the existing campus visitation profile throughout the day. The surveys were completed outside of both the TAFE NSW and school holiday periods.</p> <p><b>Car parking supply</b></p> <p>The TAIA submitted as part of the EIS acknowledges the development will be located on the existing at-grade car parking area, requiring the removal of 212 parking spaces.</p> <p>The development originally proposed approximately 200 basement car parking spaces, while an additional 100 spaces have recently become available on the western side of the campus following completion of existing construction works for a separate component of the TAFE Meadowbank redevelopment. This resulted in a net increase of 88 spaces and, therefore, a minor shortfall of 16 spaces against the provisions of the Ryde Development Control Plan 2014 (RDCP 2014).</p>

Ref.	Matters raised	Response
	<p>A number of the submissions raised matters in connection with the adjoining Meadowbank Education and Employment Precinct Schools application (SSD 9343) which was publicly exhibited at the same time as the Multi-Trades and Digital Technology Hub EIS. This report provides a response only to the matters raised that are relevant to the TAFE NSW application (SSD 10349). School Infrastructure NSW has prepared a separate Response to Submissions report relevant to the school application (SSD 9343).</p>	<p>The on-site car parking supply is increased as part of this Response to Submissions due to the inclusion of a new multi-storey car parking facility at the south-eastern part of the campus, which will be accessible from See Street (referred to as the Block J car park).</p> <p>Accordingly, the proposal now results in the removal of around 289 on-site car parking spaces, including 212 spaces removed from the existing at-grade carpark (where the proposed Multi-Trades and Digital Technology Hub will be constructed) and 77 spaces removed from the existing at-grade carpark adjacent to Block J (where the proposed new multi-story carpark will be constructed).</p> <p>The car parking spaces removed from the site will be replaced by 277 new spaces as part of the application, including:</p> <ul style="list-style-type: none"> <li>• 36 spaces in the basement level of the Multi-Trades and Digital Technology Hub</li> <li>• 241 spaces in the new multi-storey car park</li> </ul> <p>The revised car parking arrangement represents a minor shortfall of 16 spaces against the provisions of the RDCP 2014, which is consistent with the shortfall originally presented in the EIS. The TAIA notes that the minor shortfall against the RDCP 2014 provisions is within the day-to-day variation in parking demand and tolerance of future staff and student estimates. The proposed parking supply is therefore considered acceptable, noting that travel planning and management initiatives are also proposed to reduce future parking demand.</p>

Ref.	Matters raised	Response
		<p><b>Increased traffic throughout the broader precinct</b></p> <p>The TAIA and associated intersection modelling indicates the increase in traffic generated from the proposed development at opening year can be adequately accommodated within the surrounding network.</p> <p>TAFE NSW will continue to work closely with the GSC and NSW Government agencies to ensure improved pedestrian, bicycle, public transport, vehicular access and upgraded connections are provided across the broader Meadowbank Education and Employment Precinct.</p> <p><b>Local streets becoming rat-runs</b></p> <p>The TAIA indicates that the development would not change the existing travel patterns for students and staff to and from the TAFE Meadowbank campus.</p> <p><b>Pedestrian safety</b></p> <p>The TAIA states that pedestrian footpaths are generally provided along all the roads surrounding the TAFE Meadowbank campus. The pedestrian footpaths are generally concrete paths with a width of 1.2 metres. The primary pedestrian link to Meadowbank Station is along See Street and Constitution Road or through the Meadowbank campus. There is no requirement for pedestrians to cross roads along this route to access the train station. Pedestrian footpaths are also provided on both sides of Forsyth Street, Bowden Street and Macpherson Street (between these two streets), providing safe connection to the bus stops on Victoria Avenue.</p> <p>Primary pedestrian access to the Multi-Trades and Digital Technology Hub will be from See Street. The existing north-south</p>

Ref.	Matters raised	Response
		pedestrian through-site access will be improved as part of future minor upgrade works to the campus' internal pedestrian network (subject to a separate approval process). The future upgrades will provide a direct pedestrian connection between the development and Meadowbank train station and will provide an improvement over the existing on-street route.

## 6 Conclusion

This RtS has been prepared by Keylan Consulting Pty Ltd on behalf of TAFE NSW (the Applicant) to support a SSD application for the Multi-Trades and Digital Technology Hub at the TAFE NSW Meadowbank Campus.

The RtS provides a response to the matters raised in submissions received from NSW government agencies and the community following the exhibition of the SSD application and supporting EIS in October and November 2019.

The RtS proposes a number of amendments to the project, including:

- construction of a new multi-storey carpark with 241 car parking spaces
- amendments to the basement levels of the Multi-Trades and Digital Technology Hub including a considerable reduction in the amount of excavation required to construct the basement levels
- tree removal
- amendments to the project boundary

TAFE NSW has chosen to develop a new, standalone multi-storey carpark on the campus to minimise environmental impacts during construction, while also providing an appropriate solution for the provision of adequate on-site car parking supply for TAFE NSW students and staff.

The project amendments are supported by technical reports to assess the impact of the development, including an Architectural Design Statement for the multi-storey carpark, Transport and Accessibility Impact Assessment, Noise and Vibration Impact Assessment, Flooding Assessment and Heritage Impact Statement that demonstrate minimal environmental impact. Further, the new multi-storey car park has been carefully designed to provide maximum efficiency, whilst respecting how it relates to the adjoining residential area to the east along See Street.

Overall, the development will provide a significant public benefit through the provision of a major new tertiary educational facility. The development will contribute to the broader vision of the Meadowbank Education and Employment Precinct as a world-class education precinct that will provide a continuous pathway for students from school to vocational training or higher education.

The conclusions and recommendations provided in the accompanying technical reports confirm the development will not have a significant or detrimental impact on the amenity of the surrounding locality or upon the existing environment.

Based on the above, the development is considered to be in the public interest and therefore warrants approval.