



SECTION 4.55(1A) APPLICATION TO AMEND SSD_9343 (MOD 4) FOR MEADOWBANK SCHOOLS

Submissions Report

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CONTENTS

Executive Summary.....	4
1. Introduction	7
1.1. Exhibited Modification	7
1.2. Amended Modification	7
1.3. Supporting Documentation	8
2. Analysis of Submissions.....	9
2.1. Breakdown of Submissions	9
2.2. Categorising Key Issues	9
3. Actions Taken Since Exhibition.....	10
3.1. Further Engagement	10
3.2. Additional Impact Assessment.....	10
4. Response to Submissions	14
5. Updated Project Justification	36
Disclaimer.....	37

Appendix A	Submissions Register
Appendix B	Stantec Response to DPE Comments
Appendix C	PTC Response on Active Transport Assessment
Appendix D	DoE Response to Council Submission

TABLES

Table 1 Supporting Documentation	8
Table 2 - Response to Submissions	14

EXECUTIVE SUMMARY

This Submissions Report has been prepared on behalf of NSW Department of Education (DoE) to address the matters raised by government agencies, local Council, the community and relevant stakeholder groups during public exhibition of the proposed modification to SSD 9343 at Meadowbank Education and Employment Precinct Schools Project, at 2 Rhodes Street, Meadowbank (Lot 10 123584).

NSW Department of Planning and Environment (DPE) issued a letter to the Applicant on 21 January 2022 requesting a response to the issues raised during the public exhibition of the application.

The following specific matters were identified by DPE in their Request for Additional Information:

- Further information must be provided which assesses whether the proposed pedestrian infrastructure changes are suitable in the context of providing safe and convenient passage for pedestrians and cyclists in order to achieve the mode share target of the Student Travel Plan.
- The Hermitage Road Active Transport Assessment must consider cyclist demand on the assumption that the future cycle path along the rail line may not be constructed.
- The Hermitage Road Active Transport Assessment must assess likely points of destinations or interests for students walking or cycling to/from school.
- Consideration of the requested proposed wording to condition E22 as outlined in Council's submission dated 20 October 2021.
- Clarification whether NSW Department of Education requests Condition D14(h), relating to new streetlights, be deleted from the instrument of approval, if not, provide advice and further clarification on what requirements the Department is seeking.

This Submissions Report responds to DPE's request for additional information.

Background to the Public Domain Conditions in SSD 9343

The SSD project's intention was to investigate and deliver a public domain strategy with DPE conditioning specific public domain requirements, subject to further investigation.

Consultation on the public domain strategy began with City of Ryde Council (Council) in September 2020. Following productive discussions, agreement with Council was achieved for all public domain works, except for works that Council requested be deleted or modified and the 2.5m Shared User Path (SUP) on Hermitage Road. DoE has completed extensive investigation as part of the design of the 2.5m SUP on the western side of Hermitage Road and has positively identified a large number of existing services that are required to be relocated to facilitate the SUP. The DoE then confirmed that the anticipated demand of Hermitage Road was low, and that there are existing alternative pathways that should be used instead.

The proposed modification (as amended) is considered suitable due to the proposed measures we are taking to address safety, practicality and useability.

Overview of Submissions

The SSDA was on public exhibition between Friday 3 December 2021 to Thursday 16 December 2021 which was extended to Friday 14 January 2022. A total of 41 submissions were received from State and local government agencies (2), individuals (36) and special interest groups (3), including:

- City of Ryde Council
- Sydney Water
- Marsden High School P&C
- Northern Sydney District Council of P&C Associations

The key issues raised in the submissions can be broadly grouped into the following categories:

- Removal of Hermitage Road infrastructure not supported
- Insufficient transport assessment
- Mode share

- Lack of public exhibition
- Representation by Community
- Risks to safety of school children
- Incorrect details in the application / planning report

Based on the above categories, this Submissions Report provides a response to the key issues at **Section 5**.

Actions Taken Since Exhibition

Since the modification was publicly exhibited, the Applicant has undertaken further consultation with Council to discuss the issues raised within their submissions. Additional assessments have also been prepared to respond to the issues raised within the submissions. These include:

- Active Transport Assessment
- Stantec Response to DPE comments

Based on further consultation with City of Ryde Council, Ausgrid and School Community Stakeholders since the submission of the Modification, the conditions now proposed to be amended are:

- *B44(a) - provision of a 2.5 metre Shared User Path (SUP) on the western side of Hermitage Road*

Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road with the following proposed condition B44(a):

Install a minimum of 1.2 metre up to a maximum 1.5 metre footpath, where feasible, subject to relevant approvals from Council and/or TfNSW.

D9(b) - provision of a pedestrian crossing on See Street where it intersects with Macpherson Street

Following recent representations from the School communities, City of Ryde Council requested a crossing be installed at this location, with approval of the preliminary design provided by Council on 02 February 2022. As the pedestrian crossing on See Street will now be delivered as part of these works, condition D9(b) is now proposed to be amended, rather than deleted.

Delivery of the crossing will be within 3 months of commencement of operation (or timing otherwise agreed by the Planning Secretary). Condition D9(b) has been amended to reflect this. During this 3 month period, traffic controllers will be engaged to manage pedestrian, cyclist and traffic movements to ensure safe passage to school. The following proposed condition D9(b):

the provision of a pedestrian crossing on See Street where it intersects with Macpherson Street within 3 months of commencement/or timing otherwise agreed by the Planning Secretary

- *D10 - consult with Council and TfNSW in relation to the need for the provision of a wombat pedestrian crossing or alternative pedestrian infrastructure upgrade works at the northern end of Mellor Street near/at its intersection with Victoria Road*

Consultation has occurred as required by Condition D10. Council's submission notes that they would be open to alternative works as an appropriate trade-off to this requirement in accordance with the condition of consent. This is addressed in the proposed amended Condition D12. The modification to delete condition D10 is withdrawn.

- *D12 – Any upgrade identified following consultation under condition D10 must be undertaken in place of the proposed crossing on Rhodes Street as identified in the Meadowbank Education and Employment Precinct Schools Project Transport and Accessibility Impact Assessment dated 28 February 2020 and must be installed prior to the commencement of the operation of the new schools.*

Following recent meetings with City of Ryde Council, it was proposed that a pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street be provided. As per Condition D10, an alternative pedestrian crossing is proposed *on Rhodes Street near/at its intersection with Mellor Street*. The modification to delete condition D12 is withdrawn and replaced with the following proposed condition D12:

A pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street must be provided, subject to agreement and relevant approvals from Council and/or TfNSW.

- D14(h) - new street lights using LED luminaire to be designed and installed to Australian Standard AS1158:2010 Lighting for Roads and Public Spaces, with vehicular luminance category V3 and pedestrian luminance category P2 to replace any existing street lighting proposed to be removed as part of the development.

The request to remove condition D14(h) was based on the City of Ryde Council's endorsed Public Domain design which did not require removal of any existing street lighting. However, the new lighting for the raised pedestrian crossings, which have been designed and will be installed as per the Australian Standards and Ausgrid endorsement obtained on 21 December 2021, requires nine existing street lights to be upgrade and six new street lights to be installed as part of the pedestrian crossing upgrades at Bowden and Macpherson Streets. As such, the modification to delete condition D14(h) is withdrawn.

Response to Submissions

In response to the submissions received, further justification and amended information has been provided.

Safety is a key issue raised in the submissions. To address safety, DoE has developed a Transport Access Guide (TAG) in consultation with City of Ryde Council and Transport NSW. The TAG provides suggested safe and accessible transport options for traveling to school. The TAG has been issued to the school communities before the school opens to allow parents and students opportunity to plan their route to school ahead of Day 1 Term 2.

As part of the schools transitioning to the new school facilities and in preparedness for operational readiness, DoE is engaging in a communications campaign with the school communities. The campaign includes information such as how to apply for the School Student Transport Scheme (SSTS), bus routes and times to the new schools, bike/scooter parking at the new facilities etc. The communications to the school facilities is to ensure a successful and safe transition to the new school facilities.

A Travel Coordinator has been engaged and is working with the schools to promote active modes of transport and to ensure the mode share targets set out in the school travel plan are achieved. The Travel Coordinator will complete a survey three months after the new school facilities are opened to measure the mode of transport usage and behaviours, and compare it to the targets in the School Travel Plan. They will continue to work with the schools to increase active modes of transport.

Traffic controllers will be engaged for the start of term to manage pedestrian, cyclist and traffic movements to ensure safe passage to school. They will also implement policies to ensure users of the kiss and drop in front of school are aware of the procedure of using the kiss and drop zone.

The DoE is also facilitating school tours by staff, students and the two school communities prior to the new facilities open. This will provide the school communities an opportunity to become familiar with the school facilities and the surrounding infrastructure.

Updated Justification and Evaluation

We reiterate the justification for the Project as previously outlined in the Modification Report for MOD 4. The approved development was deemed to be in the public interest. The modification is consistent with the approval.

1. INTRODUCTION

This Submissions Report relates to Section 4.55(1a) Application to Amend SSD_9343 (MOD 4) at Meadowbank Education and Employment Precinct Schools Project, located at 2 Rhodes Street, Meadowbank (Lot 10 123584) (**the site**). This Submissions Report has been prepared on behalf of DoE (**the Applicant**), to address the matters raised by public agencies, local Council, the community and other relevant stakeholders throughout the public exhibition period.

The Section 4.55(1a) Application (MOD 4) was lodged with the Department of Planning and Environment (**DPE**) in December 2021. The SSDA was placed on public exhibition between 3 December 2021 and 16 December 2021 which was extended to Friday 14 January 2022.

This Submissions Report has been prepared in accordance with the DPE *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) July 2021*.

1.1. EXHIBITED MODIFICATION

The modification seeks consent to:

- Delete condition B44 (a) for pedestrian Infrastructure Improvements in relation to Hermitage Road.
- Amend Condition B44 (c), Pedestrian Infrastructure Improvements from the eastern side of Bowden Street to the western side of Bowden Street, from Victoria Road to Macpherson Street.
- Amend Condition B44 (d) Pedestrian Infrastructure Improvement so the southern side of Squire Street footpath is 1.35m not 2.5m.
- Amend Condition C5 (c) to allow planned out of hours works such as the night works approved under a s138 Roads Act.
- Delete Condition D9(b) as the provision of a pedestrian crossing on See Street where it intersects with Macpherson Street is not required.
- Delete Condition D10 as the provision of a wombat pedestrian crossing or alternative pedestrian infrastructure upgrade works at the northern end of Mellor Street near/at its intersection with Victoria Road.
- Delete Condition D12 for no pedestrian crossing on Rhodes Street.
- Delete Condition D14(h) as the project is not removing any existing street lighting as part of the development so the condition is not required.
- Amend Condition D15 Public Domain Upgrades to allow timing flexibility where existing overhead/inground services or approvals cause potential delays to the works in Condition D14.
- Amend Conditions E21 Public Domain Works as Executed Plans so the timing aligns with the completion of the public domain works.
- Amend Condition E22 Compliance Certificate –External Works so the timing aligns with the completion of the public domain works.

1.2. AMENDED MODIFICATION

Based on further consultation with City of Ryde Council, Ausgrid and School Community Stakeholders since the submission of the Modification, the conditions now proposed to be amended are:

- *B44(a) - provision of a 2.5 metre Shared User Path (SUP) on the western side of Hermitage Road*

Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 metre up to a maximum 1.5 metre footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road with the following proposed condition B44(a):

Install a minimum of 1.2 metre up to a maximum 1.5 metre footpath, where feasible, subject to relevant approvals from Council and/or TfNSW.

- *D9(b) - provision of a pedestrian crossing on See Street where it intersects with Macpherson Street*

Following recent representations from the School communities, City of Ryde Council requested a crossing be installed at this location, with approval of the preliminary design provided by Council on 02 February 2022. As the pedestrian crossing on See Street will now be delivered as part of these works, condition D9(b) is now proposed to be amended, rather than deleted.

Delivery of the crossing will be within 3 months of commencement of operation (or timing otherwise agreed by the Planning Secretary). Condition D9(b) has been amended to reflect this. During this 3 month period, traffic controllers will be engaged to manage pedestrian, cyclist and traffic movements to ensure safe passage to school. The following proposed condition D9(b):

the provision of a pedestrian crossing on See Street where it intersects with Macpherson Street within 3 months of commencement/or timing otherwise agreed by the Planning Secretary

- *D10 - consult with Council and TfNSW in relation to the need for the provision of a wombat pedestrian crossing or alternative pedestrian infrastructure upgrade works at the northern end of Mellor Street near/at its intersection with Victoria Road*

Consultation has occurred as required by Condition D10. Council's submission notes that they would be open to alternative works as an appropriate trade-off to this requirement in accordance with the condition of consent. This is addressed in the proposed amended Condition D12. The modification to delete condition D10 is withdrawn.

- *D12 – Any upgrade identified following consultation under condition D10 must be undertaken in place of the proposed crossing on Rhodes Street as identified in the Meadowbank Education and Employment Precinct Schools Project Transport and Accessibility Impact Assessment dated 28 February 2020 and must be installed prior to the commencement of the operation of the new schools.*

Following recent meetings with City of Ryde Council, it was proposed that a pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street be provided. As per Condition D10, an alternative pedestrian crossing is proposed *on Rhodes Street near/at its intersection with Mellor Street*. The modification to delete condition D12 is withdrawn and replaced with the following proposed condition D12:

A pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street must be provided, subject to agreement and relevant approvals from Council and/or TfNSW.

- *D14(h) - new street lights using LED luminaire to be designed and installed to Australian Standard AS1158:2010 Lighting for Roads and Public Spaces, with vehicular luminance category V3 and pedestrian luminance category P2 to replace any existing street lighting proposed to be removed as part of the development.*

The request to remove condition D14(h) was based on the City of Ryde Council's endorsed Public Domain design which did not require removal of any existing street lighting. However, the new lighting for the wombat crossings, which have been designed and will be installed as per the Australian Standards and Ausgrid endorsement obtained on 21 December 2021, requires nine existing street lights to be upgrade and six new street lights to be installed as part of the pedestrian crossing upgrades at Bowden and Macpherson Streets. As such, the modification to delete condition D14(h) is withdrawn.

1.3. SUPPORTING DOCUMENTATION

This Submissions Report is supported by the following technical reports and documentation.

Table 1 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	Submissions Register	Urbis
Appendix B	Stantec Response to DPE Comments	Stantec
Appendix C	PTC Response to DPE Comments	PTC
Appendix D	DoE Response to Council Submission	DoE

2. ANALYSIS OF SUBMISSIONS

This section provides a summary of the submissions received including a breakdown of respondent type, nature/ position and number of submissions received.

2.1. BREAKDOWN OF SUBMISSIONS

There were 41 submissions received, which includes one from Sydney Water, one from City of Ryde Council, two from special interest groups and 36 from members of the local community and individuals.

All submissions were managed by DPE, which included registering and uploading the submissions onto the 'Major Projects website' (SSD-9343-Mod-4).

2.2. CATEGORISING KEY ISSUES

A response is provided to each submission from DPE, Council and Sydney Water in Section 4. While 36 submissions were received from the public and two from stakeholder groups, the majority raise similar concerns. The submissions have been summarised into key issues and are addressed by issue.

3. ACTIONS TAKEN SINCE EXHIBITION

3.1. FURTHER ENGAGEMENT

Since the modification was publicly exhibited, the Applicant has undertaken further consultation with Council to discuss the issues raised within their submissions. A meeting was conducted with City of Ryde Council staff on 23 November 2021 to discuss Council's submission to DPE on the Modification with a subsequent meeting conducted on 21 February 2022 to discuss provision of a minimum of 1.2 metre up to a maximum 1.5 metre footpath rather than a 2.5 metre Shared User Path on Hermitage Road, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.

At the meeting with Council on 21 February 2022, it was proposed that a pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street be provided. As per Condition D10, an alternative pedestrian crossing is proposed *on Rhodes Street near/at its intersection with Mellor Street*. Condition D12 is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for a pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street.

3.2. ADDITIONAL IMPACT ASSESSMENT

Additional assessments and information have also been prepared to respond to the issues raised within the submissions. These include:

- Stantec Response to DPE comments
- PTC Response to DPE comments

The findings and recommendation of the additional assessments are discussed in detail within **Section 4** of this report.

4. AMENDMENTS TO MODIFICATION REQUEST

Following the further engagement outlined in Section 3 above, the Modification request has been amended. The Modification seeks to amend the conditions as follows, with text proposed to be deleted shown with strike through and new text shown in red:

PART B PRIOR TO COMMENCEMENT OF CONSTRUCTION

Pedestrian Infrastructure Improvements

B44. Within six months of the commencement of construction, *or other timeframe agreed by the Planning Secretary*, the Applicant must prepare a public domain enhancement strategy in consultation with Council and submit this to the satisfaction of the Planning Secretary to encourage walking and cycling to the school. The Strategy must include details for the delivery of ~~2.5 metre Shared User Paths~~ *the following infrastructure along the following locations* prior to commencement of operation of the schools unless otherwise agreed in writing by the Planning Secretary under condition B45:

- (a) *minimum of 1.2 metre up to a maximum 1.5 metre, where feasible, footpath on the western side of Hermitage Road;*
- (b) *2.5m Shared User Path on the southern side of Macpherson Street, between Mellor and Bowden Streets;*
- (c) *2.5m Shared User Path on the ~~eastern~~ western side of Bowden Street, from Victoria Road to Macpherson Street;*
- (d) *1.35m footpath on the southern side of Squire Street; and*
- (e) *2.5m Shared User Path on the southern side of Rhodes Street;*

PART C DURING CONSTRUCTION

C5. Construction activities may be undertaken outside of the hours in condition C3 if required:

- (a) *by the Police or a public authority for the delivery of vehicles, plant or materials; or*
- (b) *in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or*
- (c) *where the works are inaudible at the nearest sensitive receivers; or*
- (d) *where approved in advance in writing by the Planning Secretary or their nominee if appropriate justification is provided for the works.*

PART D PRIOR TO COMMENCEMENT OF OPERATION

Roadworks, Signposting and Associated Markings

D9. Prior to the commencement of the operation of the new schools, the following pedestrian infrastructure must be constructed/installed, subject to agreement and relevant approvals from Council and / or TfNSW:

- (a) *the proposed wombat pedestrian crossing on Macpherson Street where it intersects Mellor Street, as identified in the Meadowbank Education and Employment Precinct Schools Project Transport and Accessibility Impact Assessment dated 28 February 2020;*
- (b) *the provision of a pedestrian crossing on See Street where it intersects with Macpherson Street *within 3 months of commencement/or timing otherwise agreed by the Planning Secretary*;*
- (c) *the upgrade of the existing pedestrian refuge at the Bowden Street roundabout to a wombat pedestrian crossing; and*
- (d) *construct and implement the measures agreed to as part of the public domain enhancement strategy approved under condition B44 to encourage walking and cycling to the school, *with the exception of Hermitage Road, which is to be delivered within 6 months of commencement/or timing otherwise agreed by the Planning Secretary.**

- D12. ~~Any upgrade identified following consultation under condition D10 must be undertaken in place of the proposed crossing on Rhodes Street as identified in the Meadowbank Education and Employment Precinct Schools Project Transport and Accessibility Impact Assessment dated 28 February 2020 and must be installed prior to the commencement of the operation of the new schools.~~ **A pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street must be provided, subject to agreement and relevant approvals from Council and/or TfNSW within 3 months of commencement/or timing otherwise agreed by the Planning Secretary.**
- D14 Prior to the commencement of the operation of the new schools, the Applicant must submit, for approval by Council as the Road Authority, full design engineering plans and specifications and complete the construction to Council's satisfaction for the following infrastructure works:
- ...
- (f) the construction of upgraded footpaths as detailed in the public domain enhancement strategy approved under condition B44, **with the exception of Hermitage Road which is to be delivered within 6 months of commencement and See Street which is to be delivered within 3 months of commencement, or timing otherwise agreed by the Planning Secretary.** The proposed civil works must be in accordance with Council's Specification and Standard Drawing;
- D15 Prior to the commencement of the operation of the new schools, **unless otherwise agreed by the Planning Secretary,** the Applicant must submit evidence to the Certifier demonstrating that the works approved by Council (condition D14) have been carried out. **Where existing overhead/inground services or authority approvals cause delays to the works in Condition D14, evidence must be submitted to the Planning Secretary for an alternative timeframe to be agreed to.**

Public Domain Works-as-Executed Plans

- E21. ~~Prior to the commencement of the operation of the new schools~~ **Upon completion of the Public Domain Works,** work-as-executed (WAE) plans must be submitted to Council for review and approval (within 14 working days of submission). The WAE plans must be prepared on a copy of the approved plans and must be certified by a Registered Surveyor. All departures from the Council approved details must be marked in red with proper notations. Any rectifications required by Council must be completed by the Applicant. In addition to the WAE Plans, a list of all infrastructure assets (new and improved) that are to be handed over to Council must be submitted in a form advised by Council. The list must include all the relevant quantities in order to facilitate the registration of the assets in Council's Asset Registers.

Compliance Certificate – External Works

- E22. Prior to the commencement of the operation of the new schools, a **conditional** compliance certificate must be obtained from Council confirming that all works in the road reserve including all public domain improvement works and restoration of infrastructure assets that have dilapidated as a result of the development works, have been completed to Council's satisfaction and in accordance with the Council approved drawings. The applicant shall be liable for the payment of the fee associated with the issuing of this Certificate in accordance with Council's Schedule of Fees and Charges at the time of issue of the Certificate.

The Conditional Compliance certificate from Council confirming that all external works in the public road reserve and alteration to Council assets have been practically completed and compliance demonstrated with the following:

a) The Conditional Compliance Certificate requirements:

- i. All civil works within the public domain and associated with road widening, must be completed in accordance with the Council requirements and provide a safe and functional public access.**

- ii. *Completion of a final inspection by Council, and rectification to Council satisfaction of any identified defects which are deemed to impact public safety or functional use of the road reserve.*
 - iii. *Submission of compliance documentation to Council from road safety auditor confirming that all the new traffic facilities works have been completed and provide for functional and safe use for the public and that they have no objections to commencement of public use on commencement of operation of the new school.*
 - iv. *Submission to Council of any asset handover documentation required to demonstrate that the completed works are adequate for safe and functional use by the public.*
- b) *Prior to issue of the Final Compliance Certificate for this development issued by Council confirming that all external works in the public road reserve and alteration to Council assets have been completed and compliance demonstrated with the following:*
 - i. *Completion of an additional inspection to verify that all previously identified defects have been adequately addressed to Council's satisfaction. Any additional defects identified in the interim must also be addressed.*
 - ii. *Submission to Council of all documentation associated with asset handover. All documentation must meet Council standards and be resubmitted if required.*
 - iii. *Rectification or finalisation of any issue impacting Council assets arising prior to issue of Final Compliance Certification.*

5. RESPONSE TO SUBMISSIONS

Submissions were received during the public exhibition process, matters raised have been grouped and a response to each matter is addressed in **Table 2**.

Table 2 - Response to Submissions

No.	Summary of Issue Raised	Response	Supporting Document
1	NSW DEPARTMENT OF PLANNING AND ENVIRONMENT		
	Mode Share		
1.1	A full revised active transport assessment is required, to understand the proposed changes to pedestrian and cycle infrastructure to determine if suitable in the context of providing safe and convenient passage for pedestrians and cyclists and achieve the mode share target of the School Travel Plan (STP).	<p>PTC has prepared a statement to address this comment. Austroads, Guide to Road Design Part 6a: Pedestrian and Cyclist Paths (GRD 6A) has a desired width requirement for the forecast demand along Squire Street of 1.2 m to 1.0 m (absolute minimum). Accordingly, the proposed 1.35 m exceeds this requirement and—based on its location, purpose and the anticipated demand on the facility—the proposed path dimensions are acceptable and suitable to achieve the forecast mode share targets of the STP.</p> <p>Classified traffic, pedestrian, bicycle and car parking surveys were undertaken by Matrix Traffic and Transport Data on Thursday 28 February 2018 and 26 June 2018 and these are referenced in the context of the TAIA report. Additionally, the combination of school catchments with existing (survey data) and potential forecast residential density was used in determining the total forecast pedestrian and cyclist volumes on Hermitage Road.</p> <p>Further, the conservative assumption that all trips will be distributed over a 30 minute period before and after school—the peak period of the path—the following Level of Service was forecast for Hermitage Road:</p>	<p>Detailed Stantec response at Appendix B and</p> <p>Detailed PTC response at Appendix C</p>

No.	Summary of Issue Raised	Response	Supporting Document
		<ul style="list-style-type: none"> AM: 2.87 pedestrians/m2 LOS A PM: 2.33 pedestrians/m2 LOS A <p>This result demonstrates the adequacy of the footpath on the Hermitage Road during the peak periods, essentially maintaining free flow conditions and having considerable capacity before a complete breakdown in flow (LOS F).</p> <p>With regard to the removal of the pedestrian crossings, this action is being taken in response to recommended corrective actions identified in the Meadowbank Education Precinct Detailed Design Road Safety Audit carried out on 23-25 February 2021 and does not impact on the forecast mode share targets of the STP. This prioritisation of safety does not affect the Level of Service.</p> <p>Since submitting the modification, City of Ryde Council has requested a pedestrian crossing be constructed at See Street following representations from School stakeholders. The design of the See Street crossing has been developed in consultation with Council and is planned for review by Council's Works and Community Committee in March 2022. Upon approval of the crossing by Council, the DoE will construct/install the crossing within 3 months of commencement/or timing otherwise agreed by the Planning Secretary. Based on these recent developments, the modification to delete condition D9(b) is modified accordingly.</p>	
1.2	A future cycle path along the rail line and cyclist-vehicle conflict on Victoria Road are noted, however there is uncertainty about when/if the future cycle path will be delivered. Consequently, an assessment of the cyclist demand is required on the assumption that the	PTC has prepared a statement to address this comment. The Hermitage Road Active Transport Assessment comprehensively assesses cyclist demand, including public demand, for Hermitage Road, as shown in the detailed desire lines in Section 4.2 and forecast volume data in tables 1-4 of Section 6 of the Hermitage Road Active Transport Assessment. PTC	PTC response at Appendix C

No.	Summary of Issue Raised	Response	Supporting Document
	future cycle path along the rail line may not be constructed.	has confirmed the assessment of cyclist demand was completed on the basis that the future cycle path along the rail line may not be constructed.	
1.3	<p>The transport assessment is to include likely points of destinations or interests for students walking or cycling to/from school and its demand using Hermitage Road and points of destinations or interest. Submissions which raise concern that students are likely to utilise the convenience store at the corner of Hermitage Road and Victoria Road which may alter the assumed pedestrian/ cycling routes.</p> <p>Note: If the revised assessment alters the predicted use of Hermitage Road, this must be reflected in the overall mode share target.</p>	<p>In determining desire lines for the assessment, traffic generators and attractors were considered within the walking catchment, as well as the possibility of linked trips impacting travel behaviours. The following assumptions are noteworthy when considering the effect of the convenience store altering desire lines.</p> <ul style="list-style-type: none"> Before and after school safety policies and recommendations are that students do not include linked trips or delay their trips unless accompanied by parent/caregiver. The store does not provide seating. Therefore, it is unlikely to be a destination that students would make significant diversions from desire lines along school-home routes that have already been assessed. <p>Notwithstanding the minimal impact of the store on desire lines and unsupported opinions of local residents, it is proposed that the School Travel Plan be reviewed on an annual basis with staff and student travel surveys. Further, the School Travel Plan is proposed to be updated and changed to reflect changing circumstances and local context/facilities. Therefore, it is appropriate to incorporate specific travel questions into the initial and subsequent student/staff surveys and the results used to inform funding allocation for programs and infrastructure.</p>	PTC response at Appendix C
1.4	The NSW Department of Education consideration of the requested proposed wording to condition E22 as outlined in Council's submission dated 20 October 2021 and its position on such.	Council's proposed wording for condition E22 is accepted by DoE.	Refer to Section 4 of this RTS
1.5	Street lighting	Condition D14 (h) requires the project to " <i>replace any existing street lighting proposed to be removed as part of the development</i> ". DoE was	

No.	Summary of Issue Raised	Response	Supporting Document
	Clarification whether NSW Department of Education requests Condition D14(h), relating to new streetlights, be deleted from the instrument of approval, if not, provide advice and further clarification on what requirements the Department is seeking.	<p>seeking to delete Condition D14(h) because the project was not replacing any existing street lighting as shown on the Public Domain design endorsed by City of Ryde Council on the 22 July 2021. However, based on recent consultation with Ausgrid, new and upgraded lighting for the raised pedestrian crossings is required. This has been designed and will be installed as per the Australian Standards and Ausgrid endorsement obtained on 21 December 2021. The design requires six new street lights and nine existing street lights to be upgraded as part of the pedestrian crossing upgrades at Bowden and Macpherson Streets.</p> <p>Based on these recent developments, the modification to delete condition D14(h) is withdrawn.</p>	
2	CITY OF RYDE COUNCIL		
2.1	The application has not been public exhibited.	The modification has now been exhibited between 3 December 2021 and 14 January 2022.	DoE response at Appendix D
2.2	Representation by community	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 metre up to a maximum 1.5 metre footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p> <p>DoE is working with the two School Principals and the two school communities in relation to the Pedestrian Infrastructure Improvements to detail the preferred pedestrian and cycle routes as well as how the Pedestrian Infrastructure Improvements link with the significant public transport options available for the two schools.</p>	DoE response at Appendix D

No.	Summary of Issue Raised	Response	Supporting Document
		DoE is also working with City of Ryde Council regarding issues raised by the two school community groups in relation to infrastructure requirements that are outside the project scope as detailed in SSD 9343.	
2.3	Risks to the safety of school children as a result of proposed modifications	<p>Following actions since the Modification was submitted, the conditions proposed to be modified are as per Section 4 of this RTS.</p> <p>DoE is working with the two School Principals and the two school communities in relation to the Pedestrian Infrastructure Improvements to detail the preferred pedestrian and cycle routes as well as how the Pedestrian Infrastructure Improvements link with the significant public transport options available for the two schools.</p> <p>The DoE has developed a Transport Access Guide (TAG) in consultation with City of Ryde Council and Transport NSW. The TAG provides suggested safe and accessible transport options for traveling to school. The TAG is issued to the school communities before the school opens to allow parents and students opportunity to plan their route to school ahead of Day 1 Term 2.</p> <p>As part of the schools transitioning to the new school facilities and in preparedness for operational readiness, DoE is engaging in a communications campaign with the school communities. The campaign includes information such as how to apply for the School Student Transport Scheme (SSTS), bus routes and times to the new schools, bike/scooter parking at the new facilities etc. The communications to the school facilities is to ensure a successful and safe transition to the new school facilities.</p> <p>A Travel Coordinator has been engaged and is working with the schools to promote active modes of transport and to ensure the mode share</p>	DoE response at Appendix D

No.	Summary of Issue Raised	Response	Supporting Document
		<p>targets set out in the school travel plan are achieved. The Travel Coordinator will complete a survey three months after the new school facilities are opened to measure the mode of transport usage and behaviours, and compare it to the targets in the School Travel Plan. They will continue to work with the schools to increase active modes of transport.</p> <p>Traffic controllers will be engaged for the start of term to manage pedestrian, cyclist and traffic movements to ensure safe passage to school. They will also implement policies to ensure users of the kiss and drop in front of school are aware of the procedure of using the kiss and drop zone.</p> <p>The DoE is also facilitating school tours by staff, students and the two school communities prior to the new facilities open. This will provide the school communities an opportunity to become familiar with the school facilities and the surrounding infrastructure.</p>	
2.4	<p>Incorrect details in the application/ planning report.</p> <p>Council has never requested for the deletion of this important infrastructure upgrade required under the Consent. Council emails (mostly providing updates) and minutes written by the applicant's representative based on discussions that may have taken place at the site are without Council's written endorsement or confirmation. Email exchanges seeking an update or status of a plan can hardly be construed as document indicating Council's official position on such matters of</p>	<p>DoE has been consulting with City of Ryde Council since September 2020 on the public domain enhancement strategy, in accordance with Condition B44. The term "during consultation" used by DoE in the modification report does not relate to site meetings but rather the numerous meetings that were conducted with Council to agree on the scope of the Pedestrian Infrastructure Improvements. Emails and minutes of meetings are an important part of the consultation, however DoE does not view them as City of Ryde Council's final endorsement of the public domain strategy.</p> <p>City of Ryde Council's endorsement of the public domain strategy in relation to Macpherson Street, Rhodes Street, Bowden Street and Squire Street was considered by the City of Ryde Works and Community</p>	DoE response at Appendix D

No.	Summary of Issue Raised	Response	Supporting Document
	critical importance for the locality. In that sense the application for modification is misleading.	Committee (WCC) on 11 May 2021, and via stamped endorsed drawings by Council on 22 July 2021, noting recent agreement on the provision of a minimum 1.2 to 1.5 metre footpath on the western side of Hermitage Road.	
2.5	<p>Council officers have undertaken a review of the proposal. While some of the amendments are agreed to, a number of concerns are being raised which relate to the proposed deletion of the pedestrian infrastructure upgrades.</p> <p>Details of the above issues are included in the submission with Council's strong objection to the removal of a number of critical pedestrian infrastructure upgrades that was mandated under the SSD conditions.</p>	Council's submission has identified each of the proposed amendments and its issues with each. DoE has responded to Council's issues in the amended Conditions in Section 4 of this RTS and a separate document, provided in the attachments.	DoE response at Appendix D
3	SYDNEY WATER		
3.1	<p>Supported.</p> <p>It is not possible to prepare a compliant design to relocate all these services (drinking water, stormwater, optic fibre, Telstra, gas and electricity) within the footpath area of Hermitage Road.</p>	Noted.	
4	MARSDEN HIGH SCHOOL P&C ASSOCIATION		
4.1	Hermitage Road	Refer to comment in Item 2.2 of this Table.	

No.	Summary of Issue Raised	Response	Supporting Document
	<p>Deletion of the requirement to provide a 2.5m wide shared user path along the western side of Hermitage Road not supported.</p> <p>The footpath runs for 100m and turns to grass which is not level to walk on.</p>		
4.2	The data used to justify the removal of an upgrade to Hermitage Road footpath is flawed to anyone who knows the area and how teenagers think and act.	Refer to comment in Item 2.2 of this Table.	
4.3	A Sydney Water expert has confirmed that relocating the watermain is an everyday simple exercise and that the water main that needs to be moved, in accordance with the plans that the developer submitted to Council, are not complex.	<p>DoE has completed extensive investigation as part of the design of the 2.5m shared user path (SUP) on the western side of Hermitage Road and has positively identified a large number of existing services that are required to be relocated to facilitate the footpath.</p> <p>To construct the SUP, the following services will need to be relocated to new positions as detailed below, noting all services will need to be coordinated to establish the required exclusion zones between services as well as meeting current standards, as most existing services have been in use for approximately 50 years.</p> <ul style="list-style-type: none"> ▪ 100mm water main ▪ 250mm water main ▪ 600mm water main ▪ Ausgrid Overhead Cables ▪ Ausgrid Underground Cables ▪ Jemena Underground Service 	

No.	Summary of Issue Raised	Response	Supporting Document
		<ul style="list-style-type: none"> ▪ NBN Underground Service ▪ Optus Underground Service ▪ Telstra Pits <p>Sydney Water was part of these extensive investigations and have provided a concept plan for the relocation of the 100mm water main only. This shows significant works required to relocate this main across to the eastern side of Hermitage Road, impacting traffic, parking and requiring water outages.</p> <p>Based on the number of services impacted by a 2.5 metre Shared User Path and tree removal required prior to construction, provision of a minimum of 1.2 metre up to a maximum 1.5 metre footpath rather than a 2.5 metre SUP has been proposed. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>	
4.4	The catchment area that the data has been taken from simply does not represent accurately where the students travel from and how they will get to school. This is evident from data the P&C have gathered from current students, who travel from places such as Dundas, Rydalmere, Epping, Carlingford, Telopea, Marsfield, Bankstown, Mount Druitt and many other suburbs outside of Ryde.	<p>The data used in the transport assessment is based on student catchment area for Marsden High School and Meadowbank Public School from the 2021 school year.</p> <p>The DoE has up to date data of each student enrolled in both the Meadowbank Public School and the Marsden High School. This data was used in the review of the anticipated demand for the Hermitage Road SUP.</p>	
4.5	Our kids will get off buses either at West Ryde train station or outside the 7eleven on Victoria Road will choose to walk down Hermitage Road as it is the most	Refer to comment in Item 2.2 of this Table.	

No.	Summary of Issue Raised	Response	Supporting Document
	convenient, direct route for kids coming from the direction.		
4.6	Safety of kids travelling in an industrial area with constant flow of work vehicles and heavy trucks.	Refer to comment in Item 2.3 of this Table.	
4.7	Traffic light timing Victoria Road and Hermitage road is too short.	<p>Victoria Road traffic light management and pedestrian access are the responsibility of Transport NSW. While the DoE works in collaboration with numerous agencies on relevant school project matters, public works relating to Victoria Road are not within the project scope, and should be referred the responsible agency.</p> <p>DoE has consulted with TNSW who confirmed it has no current plans to change the timing of the lights as this will have a negative impact on the Victoria Road East/West road users.</p>	
4.8	We would also like to see physical barriers on Victoria Road installed to discourage students from cutting across Victoria Road between traffic lights.	Victoria Road pedestrian management measures are the responsibility of Transport NSW. While the Department of Education works in collaboration with numerous agencies on relevant school project matters, public works relating to Victoria Road are not within the project scope, and should be referred the responsible agency.	
4.9	Changes to footpath upgrade requirements along Bowden Street and Squire Street not supported as these are needed to safely accommodate the number of children and families who will walk the streets to and from school.	<p>DoE has been consulting with City of Ryde Council since September 2020 on the public domain enhancement strategy, in accordance with Condition B44.</p> <p>It was agreed during consultation that a 2.5m shared user path could not be constructed on Squire Street due existing site conditions related to clashes with existing infrastructure and foliage.</p>	

No.	Summary of Issue Raised	Response	Supporting Document
		<p>It was agreed during the consultation that the following scope would be acceptable:</p> <ul style="list-style-type: none"> ▪ 15 existing concrete panels would be made good to rectify trip hazards ▪ 80m of new footpath to match the existing footpath width of 1.35m would be installed. This would ensure the full length of the footpath on the southern side of Squire Street is a consistent width of 1.35m. ▪ It has also been confirmed that the 1.35m footpath on Squire Street is sufficient to meet the anticipated pedestrian demand, as confirmed by Stantec in their correspondence dated 01 February 2022. <p>Also agreed during consultation with Council was to upgrade the western side of Bowden St in lieu of the eastern side, from Victoria Road to Macpherson Street.</p> <p>The public domain strategy in relation to Squire Street and Bowden Street was considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, and endorsed via stamped drawings issued by City of Ryde Council on 22 July 2021. The stamped drawings reflect the above details.</p>	
4.10	See Street Changes not supported	<p>Since submitting the modification, City of Ryde Council has requested a pedestrian crossing be constructed at See St following representations from School stakeholders. The design of the See St crossing has been developed in consultation with Council and is planned for review by Council's Works and Community Committee in March 2022.</p> <p>Upon approval of the crossing by Council, the DoE will construct/install the crossing within 3 months of commencement/or timing otherwise</p>	

No.	Summary of Issue Raised	Response	Supporting Document
		agreed by the Planning Secretary. Based on these recent developments, the modification to delete condition D9(b) is modified accordingly.	
4.11	Rhodes Street and Macpherson Street removal of pedestrian crossing in Kiss and Ride area not supported.	<p>DoE has been consulting with City of Ryde Council since September 2020 on the public domain enhancement strategy, in accordance with Condition B44.</p> <p>Condition D12 identified that further consultation must be undertaken for the crossing on Rhodes St. During consultation with City of Ryde Council it was agreed that due to sight distances and bus routes on Rhodes St the pedestrian crossing was not suitable, and therefore this crossing is not reflected on the City of Ryde's endorsed design.</p> <p>City of Ryde Council's endorsement of the public domain strategy in relation to Macpherson Street, Rhodes Street, Bowden Street and Squire Street, including the Kiss and Ride area, was considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, and via stamped endorsed drawings by Council on 22 July 2021.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street be provided. Condition D12 is proposed to be amended:</p> <p><i>A pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street must be provided, subject to agreement and relevant approvals from Council and/or TfNSW.</i></p>	
4.12	Drop off locations for the schools and TAFE at the same location will cause traffic jams even with different start times.	<p>The "kiss and drop" location for the Schools is adjacent to the Primary School entrance on Rhodes St.</p> <p>Based on the provision of a 'Kiss and Drop' Zone on Rhodes Street with a capacity for 29 on-street pick-up/drop-off spaces and an average dwell</p>	

No.	Summary of Issue Raised	Response	Supporting Document
		time of two minutes per vehicle, the SSD Transport and Access Impact Assessment (TAIA) predicts a capacity of 870 vehicles per hour (vph). However, as both schools operating at full capacity is anticipated to only generate up to 485vph (385 vph less than the maximum capacity of 870 vph), it is anticipated there will be ample space capacity for pick-up/drop-off during peak periods.	
4.13	Roundabout wanted at Hermitage Road and Rhodes Street to allow cars to safely U-turn.	<p>DoE is delivering the Pedestrian Infrastructure Improvements as detailed in SSD 9343 with the exception of works that City of Ryde Council has requested to be deleted or modified and the 2.5m Shared User Path (SUP) on Hermitage Road where a minimum 1.2 metre to 1.5 metre footpath is proposed.</p> <p>The Pedestrian Infrastructure Improvements were considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, with design documentation endorsed by Council on 22 July 2021.</p> <p>Part of the approval process is to undertake an independent safety audit of the design to highlight any potential safety issues. The Audit was completed in August 2021 and the outcome of this report did not recommend a roundabout at Hermitage Road and Rhodes Street to allow cars to safely U-turn, nor highlight any safety concerns.</p>	
4.14	No issues raised with Mellor Street and Victoria Road	Noted	
4.15	Deletion of the requirement to provide upgrades to streetlights not supported.	Refer to comment in Item 1.5 of this Table.	
4.16	No issue raised with the timing of completion of public domain works.	Noted	

No.	Summary of Issue Raised	Response	Supporting Document
4.17	Extension to construction operating hours will cause major impacts to the local community.	<p>This is not a request to extend the operating hours of the construction site.</p> <p>This purpose of this modification is to include a mechanism in the consent conditions to be used in the event the DoE is required to complete out of hours work, such as night works to complete works that cannot reasonably be undertaken during normal working hours. An example of this is construction work to the public domain that cannot be completed during the day as the disruption to local traffic and businesses would not be acceptable.</p> <p>Further to the endorsement of this modification, subsequent prior approval will be provided in advance by the Planning Secretary or their nominee if appropriate justification is provided for the works.</p> <p>This is now a standard SSD condition of consent, introduced after the consent was issued for SSD 9343.</p>	
4.18	<p>Additional problems with the School build impacting the school's operations</p> <p>Need an all-weather surface as the school has a tiny oval at the lowest point in a flood zone.</p> <p>Covered outdoor learning area (COLA) is needed as there isn't enough shared areas for kids to play.</p> <p>Parking, not enough provided for teaching staff. With no all-day street parking nearby or taken up by other nearby workers.</p>	<p>The issues raised are related to the design of the new school facilities and do not relate to the Public Domain Works or any of the Modifications within this Section 4.55 Modification. The project is being carried out in accordance with the approved plans under Condition A2 of the consent.</p>	
5	NORTHERN SYDNEY DISTRICT COUNCIL OF P&C ASSOCIATIONS		

No.	Summary of Issue Raised	Response	Supporting Document
5.1	<p>Safety</p> <p>'Footpath and road crossings are generally inadequate for extra young pedestrians'</p> <p>'Student pedestrians and cyclists are vulnerable to vehicles crossing the footpath, vehicles double parked obscuring vision, vehicles parked on footpaths, frustrated and distracted drivers, and the whims of the students themselves'.</p>	Refer to comment in Item 2.3 of this Table.	
5.2	<p>Timing for external works</p> <p>Condition is important as it provides accountability whilst project team operates properly.</p> <p>These items are often neglected as projects wind down and staff disappear.</p>	<p>D15 is currently a "Prior to Commencement of Operations" condition which creates a risk to the commencement of school operations if unforeseen delays such as authority approvals, inground site conditions, existing overhead/inground services and COVID related procurement delays are encountered. These events could impact the completion of the Public Domain Upgrades and thus delay the opening of the new school facilities.</p> <p>The proposed modification seeks to provide a mechanism in the SSD Conditions to allow an alternative timeframe to be agreed with the Planning Secretary if events such as these are encountered which allows for opening of the new school facilities.</p>	
5.3	<p>Hermitage Road</p> <p>Road is dangerous on the eastern side, with vehicles sometimes emerging from buildings on footpath with no line of sight.</p>	Refer to comment in Item 2.2 of this Table.	
5.4	<p>The Sydney water pipe 100mm in diameter to be relocated is the smallest for Sydney water, with</p>	Refer to comment in Item 4.3 of this Table.	

No.	Summary of Issue Raised	Response	Supporting Document
	Sydney water spending millions each year renewing due to road work. Making the relocation of these services a simple 'bread and butter' exercise.		
5.5	Department of Education has assumed that its MOD 4 Application would be approved. The provisions it seeks approval to remove do not appear in its Marsden High School Info Pack, Page 6, dated back in October, 2021.	<p>The Marsden High School Info Pack, dated October 2021, includes the Public Domain Infrastructure that will be in place for the commencement of operations of the new school facilities on Day 1 Term 2 2022. Should any further infrastructure be required, the relevant packs will be updated and issued to the School communities.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 metre up to a maximum 1.5 metre footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>	
5.6	<p>Completion of works within a reasonable time frame and payment.</p> <p>Whatever the outcome of the MOD 4 application, there needs to be some assurance that the safety works will actually be completed and within a reasonable time frame. It may be that Ryde Council and Sydney Water, or their approved contractors, are contracted by the DoE to undertake these works.</p>	Refer to comment in Item 2.2 of this Table.	
5.7	P&C nominee on Project Reference Groups (PRGs) is unable to communicate with the community due to unnecessarily burdensome Non-Disclosure Agreements.	The issue raised in the public submission is in relation to project governance and communication, and do not relate to the Public Domain Works or any of the Modifications within this Section 4.55 Modification.	

No.	Summary of Issue Raised	Response	Supporting Document
5.8	<p>Other additional issues raised by Marsden High P&C:</p> <ul style="list-style-type: none"> ▪ Small oval for high school is not getting artificial grass, which is less maintenance. ▪ Not enough sun-safe covered outdoor learning areas 	Refer to comment in Item 4.18 of this Table.	
6	PUBLIC SUBMISSIONS		
6.1	<p>Safety</p> <p>Street lighting needed (especially in winter) in general for the area but also for staff and students crime prevention (particular concern for female teachers noted).</p>	Refer to comment in Item 1.5 of this Table.	
6.2	<p>Hermitage Road</p> <ul style="list-style-type: none"> ▪ Number of vehicle cross overs on eastern side of Hermitage Road is unsafe for children to use and cross daily which used by heavy vehicles for the industrial uses along this street. ▪ Current state of the pedestrian pathway on the eastern side of Hermitage Road is unsafe and dilapidated. ▪ Current pathway on Eastern Hermitage Road not wide enough for a pram. 	Refer to comment in Item 2.2 of this Table.	
6.3	Hermitage Road	Victoria Road pedestrian lights are the responsibility of Transport NSW. While DoE works in collaboration with numerous agencies on relevant	

No.	Summary of Issue Raised	Response	Supporting Document
	<ul style="list-style-type: none"> Timing of pedestrian light at Hermitage Road and Victoria Road. Having to cross three (3) streets and sets of traffic lights to get from one side of Victoria Road to the school safely, isn't as safe as constructing the pedestrian pathway. 	<p>school project matters, public works relating to Victoria Road are not within the project scope, and should be referred the responsible agency.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 metre up to a maximum 1.5 metre footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>	
6.4	<p>Hermitage Road</p> <p>Western side of hermitage road, unlevel to safely walk along.</p>	Refer to comment 2.2 of this Table	
6.5	<p>See Street and MacPherson Street</p> <p>Pedestrian way needed at intersection of See and MacPherson Street for children in apartments in this area to safely get to school.</p>	Refer to comment in Item 4.10 of this Table.	
6.6	<p>Bowden Street</p> <p>Bowden street, currently used as an alternative road to Victoria Road ('rat run') making the area unsafe with many people speeding in the area.</p>	DoE is delivering the Pedestrian Infrastructure Improvements as detailed in SSD 9343, including a raised wombat pedestrian crossing on Bowden St. A speed camera has also been installed by Transport NSW at the Bowden St and Victoria Road intersection	
6.7	<p>Victoria Road</p> <p>Physical barriers should be implemented on Victoria Road.</p>	Refer to comment in Item 4.8 of this Table.	

No.	Summary of Issue Raised	Response	Supporting Document
6.8	Transport Assessment: Validity of data not agreed on	Refer to comment in Item 4.2 of this Table.	
6.9	Transport Assessment: Walkability is assumed at 800m, a truer measurement should be expanded to 1.5km (at least) as this would be faster than taking a bus (especially between West Ryde Station and the Schools).	800m is the standard measurement used by transport consultants when working on DoE projects.	
6.10	Transport Assessment: Not accurate representation of the students that are serviced by the school, with some students travelling from Dundas, Telopea, Bankstown and Mt Druitt which have not been considered.	The data used in the transport assessment is based on student catchment area for Marsden High School and Meadowbank Public School. The DoE has up to date data of each student enrolled in both the Meadowbank Public School and the Marsden High School. This data was used in the review of the anticipated approximate demand of Hermitage Road.	
6.11	Transport Assessment: Hasn't included bicycle usage in the area.	The Active Transport Assessment includes the forecast approximate demand of students and staff cycling to work.	
6.12	Transport Assessment: Predominate bus stop used for students that come from the west (Parramatta direction) use bus stops at West Ryde train station and stop in front of 7eleven are more likely to use Hermitage Road.	Refer to comment in Item 1.3 of this Table.	.

No.	Summary of Issue Raised	Response	Supporting Document
	Walkability of other key destinations for students not included, i.e. convenience and fast food stores on Victoria Road.		
6.13	<p>Transport Assessment:</p> <p>Many people don't follow road rules, i.e. speeding, illegal U-turns and Jaywalk increasing safety concern for the area.</p>	<p>DoE is delivering the Pedestrian Infrastructure Improvements as detailed in SSD 9343, including the upgrade of existing footpaths and traffic calming measures such as raised pedestrian crossings. A 40km/hr speed zone will also be in place during AM and PM school times.</p> <p>The DoE is working closely with the schools to implement school travel plans that will encourage students to complete their journey to school in a safe and appropriate manner.</p>	
6.14	<p>Alternative solutions provided:</p> <p>Pathway through Sydney Water site</p>	DoE is delivering the Pedestrian Infrastructure Improvements as detailed in SSD 9343, which includes upgrades to the Public Domain. The DoE is delivering infrastructure upgrades to the public domain that facilitates the safe journey to school for students and staff, and meets the mode share targets set out in the School Travel Plans. A pathway through the Sydney Water site is not required to facilitate these objectives.	
6.15	<p>Alternative solutions provided:</p> <p>Pedestrian bridge over Victoria road to West Ryde Station.</p>	Victoria Road pedestrian management measures, are the responsibility of Transport NSW. While the Department of Education works in collaboration with numerous agencies on relevant school project matters, public works relating to Victoria Road are not within the project scope, and should be referred to the responsible agency.	
6.16	<p>Alternative solutions provided:</p> <p>Mellor Road and Victoria Road opportunities.</p>	An alternative route exists for students travelling to/ from the northwest which involves travelling along the southern side of Victoria Road and using Mellor Street or Bowden Street to connect with the schools.	
6.17	Alternative solutions provided:	Refer to comment in Item 2.2 of this Table.	

No.	Summary of Issue Raised	Response	Supporting Document
	Western side of Hermitage Road, safer alternative as it has less vehicle crossovers.		
6.18	<p>Construction Hours:</p> <p>Not supported as reduces street parking for workers in the area and unwanted impacts to nearby residents with normal construction hours considered sufficient.</p>	Refer to comment in Item 4.17 of this Table.	
6.19	<p>Management of the project:</p> <ul style="list-style-type: none"> ▪ Poor management of the project and it's funds ('blowing budget') not a justification for the proposed modification and safety of children. ▪ Cost is not a matter for consideration for a school that costs millions in tax payers money. 	Refer to comments in Item 2.2 of this Table.	
6.20	<p>Procedural comments:</p> <p>Consultation with Sydney Water indicated that the servicing that is to be moved is not complex and not too costly.</p>	Refer to comments in Item 4.3 of this Table.	
6.21	<p>Project related - Relating to the original approval.</p> <ul style="list-style-type: none"> ▪ Insufficient parking on site for the teachers and parents and in the greater area. ▪ Need for additional/larger COLA (covered outdoor learning area). 	<p>The issues raised are related to the design of the new school facilities and do not relate to the Public Domain Works or any of the Modifications within this Section 4.55 Modification.</p> <p>The SSD requires that the development may only be carried out in accordance with the approved plans</p>	

No.	Summary of Issue Raised	Response	Supporting Document
	<ul style="list-style-type: none"> ▪ Insufficient outdoor/ oval area for students. ▪ Outdoor area of poor quality, 'bowl shaped' and flood prone, with want for all-weather area. ▪ Not ideal location for a school due to traffic congestion in the area from existing TAFE, water servicing plant and industrial area. ▪ Poor sun protection in outdoor play areas. 		

6. UPDATED PROJECT JUSTIFICATION

The primary objective of this application is to address the small number of 'Prior to Commencement of Operations' conditions that remain to be completed, noting the significant amount of pedestrian infrastructure that has been completed through the cooperative efforts of DoE and City of Ryde Council.

A Hermitage Road Active Transport Assessment dated 05 October 2021 has been undertaken by PTC, which concludes there is minimal demand and low expected school usage of Hermitage Road by students. There is also significant timing and cost constraints on the Hermitage Road works due to the complexity of relocating multiple services that are in the proposed works area. For these reasons, a minimum of 1.2 metre up to a maximum 1.5 metre footpath has been proposed by DoE rather than a 2.5 metre Shared User Path. Condition B44(a) has been amended to reflect this strategy, rather than be deleted.

Student safety is of paramount importance for DoE. DoE is working with the two School Principals and the two school communities in relation to the Pedestrian Infrastructure Improvements to detail the preferred pedestrian and cycle routes as well as how the Pedestrian Infrastructure Improvements link with the significant public transport options available for the two schools. The preferred travel path for students is Bowden and Macpherson Streets for the reasons detailed in Section 5.

The modification will ensure the schools can commence operation on the currently planned opening of Day 1 Term 2 2022 (26 April 2022). The two school facilities provide a significant social and economic benefit.

The proposed modification remains suitable for the subject site.

The approved development was deemed to be in the public interest. The modification is consistent with the approval.

Having considered all relevant matters, we conclude that the proposed modification is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

DISCLAIMER

This report is dated 4 February 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Client Name (**Instructing Party**) for the purpose of Response to Submissions (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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

APPENDIX A

SUBMISSIONS REGISTER

APPENDIX A – SUBMISSIONS REGISTER

Group	Name ¹	Relevant Section
Public Authorities (State or Commonwealth Agencies and Council)	Sydney Water	Refer to Section 3 & Appendix A, B, C and D
Council	City of Ryde Council	Refer to Section 2 & Appendix A, B, C and D
Stakeholder Groups	Marsden High School P&C Associations	Refer to Section 4.1
	Northern Sydney District Council	Refer to Section 5
Individuals	Michael Watson (<5km)	Refer to Section 6.4
	Russell Gabbe (<5km)	Refer to Section 6.19 & 6.21
	Kirralie Thomas (<5km)	Refer to Section 6.2
	Yuefan Li (<5km)	Refer to Section 6.4, 6.20, 6.10, 6.12, 6.3, 6.13, 6.7, 6.5, 6.16, 6.18 & 6.21
	Michael Ridger (<5km)	Refer to section 6.5
	Ruth Nahlous (<5km)	Refer to section 6.4, 6.20, 6.12, 6.10, 6.2, 6.7, 6.5 & 6.20
	Bernard Purcell (<5km)	Refer to section 6.19
	Alison Chan (<5km)	Refer to section 6.2, 6.12, 6.3 & 6.21
	Sarah Maclellan(<5km)	Refer to section 6.2,
	George Keosseian (<5km)	Refer to section 6.2 & 6.21
	Kate Elwin (<5km)	Refer to section 6.2 & 6.7
	Joanna Harvey (<5km)	Refer to Section 6.9, 6.5 & 6.1
	Leigh Smart (Formula Chemicals Pty Ltd) (<5km)	Refer to Section 6.2, 6.8, 6.12, 6.7, 6.13, 6.14, 6.1, 6.21, 6.5 & 6.18
	Sara Andersson (<5km)	Refer to Section 6.12, 6.7 & 6.21
	Stephen Gulliver (<5km)	Refer to Section 6.2 & 6.19
	Tracey Smart (<5km)	Refer to Section 6.8, 6.7 & 6.21
	Sue Mifsud (<5km)	Refer to Section 4
	Douglas Partners Pty Ltd – Christal Medrano (<5km)	Refer to Section 6.2 & 6.1
	Greg Malouf (<5km)	Refer to Section 6.13, 6.21 & 6.16
	Lisa Tahatos (<5km)	Refer to Section 6.4, 6.20, 6.8, 6.10, 6.2, 6.13, 6.7, 6.5, 6.1, 6.21 & 6.18
	James McCullough (<5km)	Refer to Section 6.2
	Anonymous (West Ryde) - (<5km)	Refer to Section 6.2
	Anonymous (Ryde) - (<5km)	Refer to Section 6.2 & 6.1
	Anonymous (West Ryde) - (<5km)	Refer to Section 6.2, 6.18 & 6.13
	Anonymous (Ryde) - (<5km)	Refer to Section 6.2, 6.12, 6.13, 6.7, 6.5, 6.15, 6.1, 6.18 & 6.21
	Anonymous (Ryde) - (<5km)	Refer to Section 6.21, 6.2, 6.5 & 6.18
	Anonymous (Ermington) - (<5km)	Refer to Section 6.21, 6.2, 6.13 & 6.7
	Anonymous (Newington) - (<5km)	Refer to Section 6.2 & 6.1

Group	Name ⁱ	Relevant Section
	Anonymous (Eastwood) - (<5km)	Refer to Section 6.2
	Anonymous (West Ryde) - (<5km)	Refer to Section 6.5 & 6.2
	Anonymous 10 (West Ryde) - (<5km)	Refer to Section 6.5 & 6.1
	Anonymous 11 (West Ryde) - (<5km)	Refer to Section 6.5 & 6.2
	Anonymous 12 (Ermington) - (<5km)	Refer to Section 6.2 & 6.10
	Anonymous 13 (Meadowbank) - (<5km)	Refer to Section 6.19 & 6.2
	Anonymous 14 (West Ryde) - (<5km)	Refer to Section 6.2
	Anonymous 15 (West Ryde) - (<5km)	Refer to Section 6.2

ⁱ Where submitters have requested their name be withheld from publication, their name has been shown as 'Anonymous'.

APPENDIX B

STANTEC RESPONSE TO DPE COMMENTS

1 February 2022

Phillipa Aiken

Colliers International
Level 30, Grosvenor Place, 225 George Street
SYDNEY NSW 2000

Dear Phillipa

This letter has been prepared to respond to comments by the Department of Planning, Industry and Environment (DPIE) on the MOD 4 submission for the Meadowbank Schools Project (SSD-9341) as it relates to traffic and transport. Specifically, this letter seeks to respond to Comment 1 of the DPIE letter dated 21 January 2022 which has been reproduced below, together with our response:

Comment 1: The Department's traffic and parking assessment of the original SSD application relied upon the mode share target set out in the Transport and Accessibility Impact Assessment (dated 14/10/19, revised 27/02/20). The development consent requires the implementation of a School Travel Plan (STP) to achieve the mode share target.

The modification application includes a Hermitage Road Active Transport Assessment which assesses the impacts of not providing the shared user path along Hermitage Road. However, the application does not include a full revised active transport assessment; therefore, it is not known whether the other proposed pedestrian infrastructure changes (listed below) are suitable in the context of providing safe and convenient passage for pedestrians and cyclists in order to achieve the mode share target of the STP:

- ***a reduction of the path along Squire Street to 1.35m wide***
- ***the removal of the pedestrian crossing at See Street's intersection with Macpherson Street***
- ***the removal of the pedestrian school crossing along Rhodes Street.***

Further information must be provided which assesses the suitability of the above listed changes and if/how the proposed changes above impact the overall mode share target.

Response: A detailed School Transport Plan (STP) dated 17 December 2021 has been prepared in consultation with the school principals, Council and Transport for NSW outlining mode share targets for staff and students, consistent with those in the Transport and Accessibility Impact Assessment (dated 27/02/20), along with management measures and planned infrastructure improvements that will be implemented to achieve those targets.

With regard to the width reduction of the path along Squire Street to 1.35m wide and the removal of the pedestrian crossing at See Street's intersection with Macpherson Street, these infrastructure improvements were not proposed in the original application (SSD-9341) and therefore were not considered necessary to meet the mode share targets outlined in the Transport and Accessibility Impact Assessment (dated 27/02/20). The infrastructure needs have again been assessed during the development of the detailed STP. In particular, the provision of a 1.35m footpath on Squire St is sufficient to provide

Reference: 301401106

safe and convenient passage for pedestrians and cyclists to/from school, and does not impact achieving the mode share targets.

Notwithstanding the above and in response to further consultation with SINSW, Council and the school community, it is understood that a marked pedestrian (zebra) crossing as opposed to a raised crossing will be provided as part of the public domain works, prior to the opening of the schools. The Department of Education is currently in consultation with Council with regard to the design of the proposed marked pedestrian (zebra) crossing.

In addition, the school crossing on Rhodes Street that was proposed as part of the original application (SSD-9341) was intended to provide a crossing opportunity for students travelling to/ from the northwest of the schools via the eastern side of Hermitage Road and northern side of Rhodes Street, noting the lack of footpath on the western side of Hermitage Road. The Hermitage Road Active Transport Assessment (ptc., 5 October 2021) demonstrates that the anticipated demand that was expected to use this route would be around 48 students before school and 32 students after school which is minor. This demand was further assessed and discussed with transport stakeholders during the development of the detailed STP. An alternative route exists for students travelling to/ from the northwest which involves travelling along the southern side of Victoria Road and using Mellor Street to connect with the schools. Demand has been further minimised through the bus service planning and proposed student communication, reinforcing the use of bus stops in the vicinity of Bowden Street for those students not using the new services that travel directly to the schools. No further pedestrian route upgrades are considered necessary along Victoria Road, Hermitage Road, Mellor Street (north of Macpherson Street) or Rhodes Street to support this anticipated minor demand.

Considering the above, the pedestrian infrastructure changes proposed as part of MOD 4 are suitable in the context of providing safe and convenient passage for pedestrians and cyclists to/from school, and would not impact achieving the overall mode share targets outlined in the STP.

I trust this letter provides the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

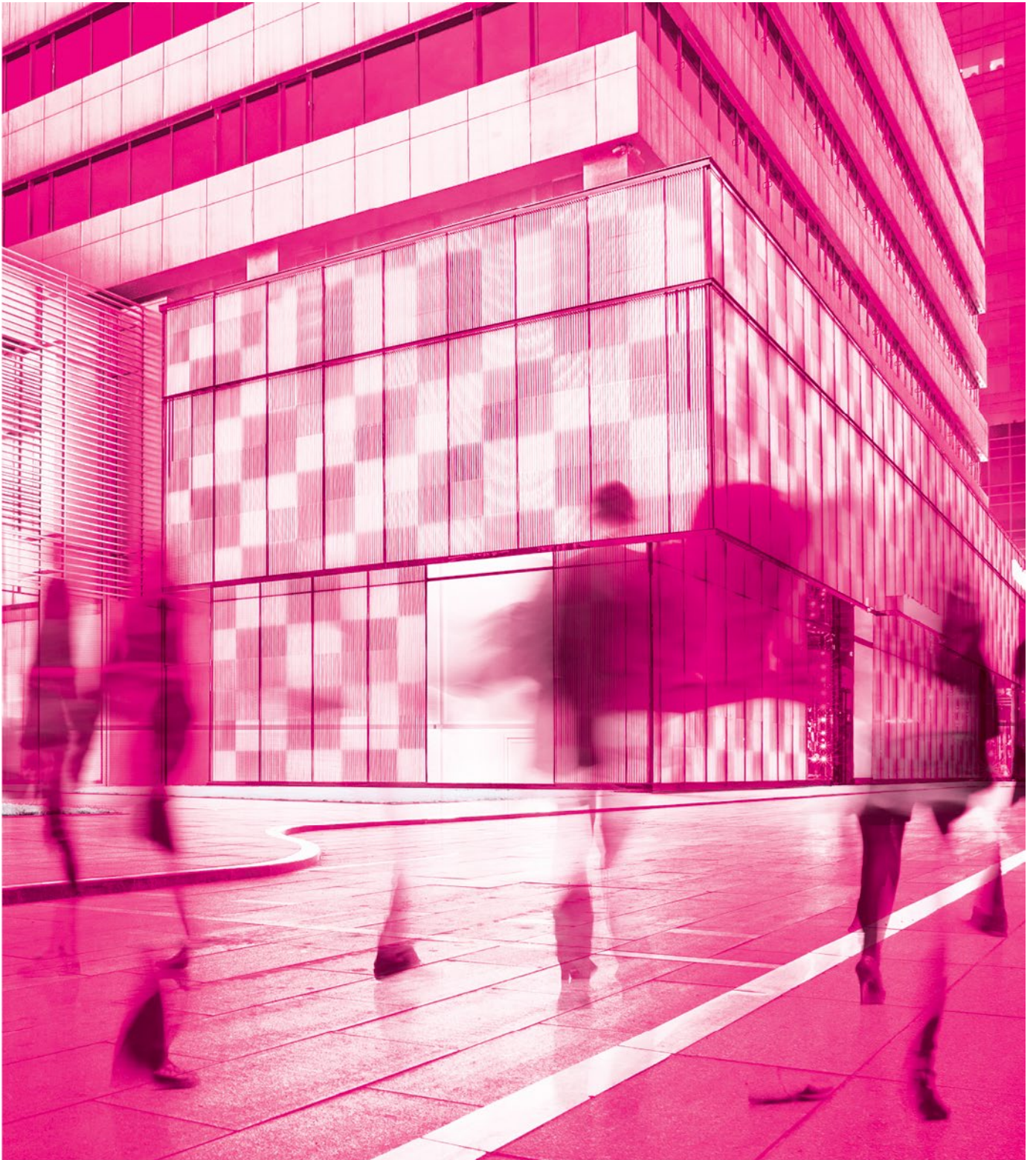
Regards

A handwritten signature in black ink, reading "Brett Maynard". The signature is written in a cursive, flowing style.

Brett Maynard
Senior Principal Transportation Engineer

APPENDIX C

PTC RESPONSE ON ACTIVE TRANSPORT ASSESSMENT



Responses to Modification No. 4 Submissions – Active Transport Assessment

Schools at Meadowbank
Employment & Education
Precinct

For School Infrastructure NSW
10 February 2022

**parking;
traffic;
civil design;
wayfinding;
ptc.**

Document Control

Schools at Meadowbank Employment & Education Precinct, Hermitage Road Active Transport Assessment

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	08/02/2022	Final Version 1	David Kui	Dan Budai	Phillipa Aiken
2	09/02/2022	Revised Final	David Kui	Dan Budai	Phillipa Aiken
3	10/02/2022	Revised Final	David Kui	Dan Budai	Phillipa Aiken

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Contents

1	Introduction	1
1.1	Referenced Documents	1
2	Specific DPIE Responses	2
3	Conclusion	4

1 Introduction

The exhibition of the modification request for Meadowbank Schools Project (SSD-9341-Mod-4) ended on Friday 14 January 2022 and the NSW Department of Planning, Industry and Environment (DPIE) requires a written response to issues raised in the submissions, as required under clause 82(2) of the Environmental Planning and Assessment Regulation 2000. Accordingly, it is intended that this report will accompany the Submissions Report being prepared with regard to the State Significant Development Guidelines (2021).

DPIE has also undertaken a review of the modification request and in addition to the issues raised in the submissions, requires the matters in Attachment 1 of NSW Department of Planning, Industry and Environment, *Meadowbank Schools Project (SSD-9341 – Mod 4) Response to Submissions*, 21 January 2022 (DPIE RTS) be addressed in full.

This report also addresses the specific issues raised with regard to previous assessments undertaken by ptc.

1.1 Referenced Documents

The documents referenced in the preparation of this report are as follows:

- NSW Department of Planning, Industry and Environment, *Meadowbank Schools Project (SSD-9341 – Mod 4) Response to Submissions*, 21 January 2022 (DPIE RTS)
- Submission from: Sara Andersson of 6 Dunshea Street Denistone West
- GTA *Meadowbank Education and Employment Precinct Schools Project – Transport and Accessibility Impact Assessment*, May 2020 (TAIA Report)
- ptc. *Meadowbank Education Precinct Detailed design road safety audit*, 28 February 2021
- ptc. *Hermitage Road Active Transport Assessment*, 5 October 2021
- ptc. *Alternative Pedestrian Route Assessment*, 28 June 2021

2 Specific DPIE Responses

With reference to Attachment 1 – Key Issues of the DPIE RTS:

- (1) *The Department's traffic and parking assessment of the original SSD application relied upon the mode share target set out in the Transport and Accessibility Impact Assessment (dated 14/10/19, revised 27/02/20). The development consent requires the implementation of a School Travel Plan (STP) to achieve the mode share target.*

The modification application includes a Hermitage Road Active Transport Assessment which assesses the impacts of not providing the shared user path along Hermitage Road. However, the application does not include a full revised active transport assessment; therefore, it is not known whether the other proposed pedestrian infrastructure changes (listed below) are suitable in the context of providing safe and convenient passage for pedestrians and cyclists in order to achieve the mode share target of the STP:

o a reduction of the path along Squire Street to 1.35m wide

o the removal of the pedestrian crossing at See Street's intersection with Macpherson Street

o the removal of the pedestrian school crossing along Rhodes Street

Further information must be provided which assesses the suitability of the above listed changes and if/how the proposed changes above impact the overall mode share target.

Response

Austrroads, *Guide to Road Design Part 6a: Pedestrian and Cyclist Paths* (GRD 6A) has a desired width requirement for the forecast demand along Squire Street of 1.2 m to 1.0 m (absolute minimum). Accordingly, the proposed 1.35 m exceeds this requirement and—based on its location, purpose and the anticipated demand on the facility—the proposed path dimensions are acceptable and suitable to achieve the forecast mode share targets of the STP.

Classified traffic, pedestrian, bicycle and car parking surveys were undertaken by Matrix Traffic and Transport Data on Thursday 28 February 2018 and 26 June 2018 and these are referenced in the context of the TAIA report. Additionally, the combination of school catchments with existing (survey data) and potential forecast residential density was used in determining the total forecast pedestrian and cyclist volumes on Hermitage Road.

Further, the conservative assumption that all trips will be distributed over a 30 minute period before and after school—the peak period of the path—the following Level of Service was forecast for Hermitage Road:

- AM: 2.87 pedestrians/m² LOS A
- PM: 2.33 pedestrians/m² LOS A

This result demonstrates the adequacy of the footpath on the Hermitage Road during the peak periods, essentially maintaining free flow conditions and having considerable capacity before a complete breakdown in flow (LOS F).

With regard to the removal of the pedestrian crossings, this action is being taken in response to recommended corrective actions identified in the Meadowbank Education Precinct Detailed Design Road

Safety Audit carried out on 23-25 February 2021 and does not impact on the forecast mode share targets of the STP. This prioritisation of safety does not affect the Level of Service.

Since submitting the modification, City of Ryde Council has requested a pedestrian crossing be constructed at See Street following representations from School stakeholders. The design of the See Street crossing has been developed in consultation with Council and is planned for review by Council's Works and Community Committee in March 2022.

Based on these recent developments, the modification to delete condition D9(b) is withdrawn.

(2) The Hermitage Road Active Transport Assessment does not assess cyclists using Hermitage Road – we believe the Assessment does assess cyclists using Hermitage Road, and as such will reach out to DPIE to further clarify this comment.

Additionally, the transport assessment does not assess likely points of destinations or interests for students walking or cycling to/from school. This is reflected in public submissions which raise concern that students are likely to utilise the convenience store at the corner of Hermitage Road and Victoria Road which may alter the assumed pedestrian/ cycling routes.

Response

The Hermitage Road Active Transport Assessment comprehensively assesses cyclist demand—including public demand—for Hermitage Road, detailing desire lines in Section 4.2 and concluding with the forecast volume data shown in tables 1–4 of Section 6. The assessment of the cyclist demand was completed on the basis that the future cycle path along the rail line may not be constructed.

In determining desire lines for the assessment, traffic generators and attractors were considered within the walking catchment, as well as the possibility of linked trips impacting travel behaviours. The following assumptions are noteworthy when considering the effect of the convenience store altering desire lines.

- Before and after school safety policies and recommendations are that students do not include linked trips or delay their trips unless accompanied by parent/caregiver.
- The store does not provide seating. Therefore, it is unlikely to be a destination that students would make significant diversions from desire lines along school-home routes that have already been assessed.

Notwithstanding the minimal impact of the store on desire lines and unsupported opinions of local residents, it is proposed that the School Travel Plan be reviewed on an annual basis with staff and student travel surveys. Further, the School Travel Plan is proposed to be updated and changed to reflect changing circumstances and local context/facilities. Therefore, it is appropriate to incorporate specific travel questions into the initial and subsequent student/staff surveys and the results used to inform funding allocation for programs and infrastructure.

3 Conclusion

In summary, the previous assessments do address the issues raised by DPIE. Therefore, it is not considered necessary to conduct "...a full revised active transport assessment..." or update the Hermitage Road Active Transport Assessment with more than what is provided within this report.

Therefore, it is recommended that public domain focus is placed on ensuring the safety and amenity of students walking from Stop 1, adjacent to Bowden Street, to the schools instead of via Hermitage Road.

It is further recommended that when the School Travel Plan is updated and changed to reflect changing circumstances and local context/facilities, that specific travel questions be included in the student/staff surveys that capture specific data relating to before and after school linked trips to be used to inform funding allocation for programs and infrastructure.

APPENDIX D

DOE RESPONSE TO COUNCIL SUBMISSION

Item No. & Document	City of Ryde Response to Mod 4	DoE Response
1. Cover Letter	You are advised that strong representations have been made by residents and the Meadowbank Public and Marsden High School P&C Groups in relation to inadequate infrastructure upgrades such as footpath, cycle ways and pedestrian crossings and connectivity for safety of the students. Similarly, Council has been seeking that the Applicant provide all of the pedestrian infrastructure upgrade works that are mandated by Conditions of the SSD Consent.	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5 metre footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p> <p>DoE is working with the two School Principals and the two school communities in relation to the Pedestrian Infrastructure Improvements to detail the preferred pedestrian and cycle routes as well as how the Pedestrian Infrastructure Improvements link with the significant public transport options available for the two schools.</p> <p>DoE is also working with City of Ryde Council regarding issues raised by the two school community groups in relation to infrastructure requirements that are outside the project scope as detailed in SSD 9343.</p>
2. Cover Letter	Further, the Planning Report for MOD 4 states that Council has requested for most of the proposed modifications “during consultation”. Consultation probably refers to site meetings for work verification that Council Officers were requested to attend. Contrary to the details contained in the application, Council wishes to make it clear that Council has not requested for the deletion of this important infrastructure upgrade required under the Consent particularly the proposed removal of pedestrian crossings and works on Hermitage Road.	<p>The term “during consultation” used by DoE in the modification report does not relate to site meetings but rather the consultation with Council since September 2020 on the public domain enhancement strategy, in accordance with Condition B44.</p> <p>The scope of the Pedestrian Infrastructure Improvements was considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, with design documentation endorsed by Council on 22 July 2021 which included the following comment 'Civil Works detail on Hermitage Road to be confirmed with Council prior to the commencement of construction works on Hermitage Road' as agreement had not been reached on Hermitage Road.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m</p>

		<p>footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>
<p>3.</p> <p>Cover Letter</p>	<p>Council is extremely disappointed that the indications provided early in the project that Schools would be supported by the necessary infrastructure to be delivered by the Applicant now appear to be watered down.</p>	<p>DoE is delivering the Pedestrian Infrastructure Improvements as detailed in SSD 9343 with the exception of works that City of Ryde Council has requested be deleted or modified, and the 2.5m SUP on Hermitage Road.</p> <p>The Pedestrian Infrastructure Improvements was considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, with design documentation endorsed by Council on 22 July 2021 which included the following comment 'Civil Works detail on Hermitage Road to be confirmed with Council prior to the commencement of construction works on Hermitage Road' as agreement had not been reached on Hermitage Road.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>
<p>4.</p> <p>Attachment 1 - Executive Summary</p>	<p>Representation by community</p> <p>Strong representations have been made by residents and the Meadowbank Public and Marsden High School P&C Groups in relation to inadequate infrastructure such as footpath, cycle ways and pedestrian crossings and connectivity for safety of the students. It is reasonable for local communities to expect delivery of schools include the necessary upgrades to allow children to safely access those schools.</p>	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p> <p>DoE is working with the two School Principals and the two school communities in relation to the Pedestrian Infrastructure Improvements to detail the preferred travel routes and how they link with the significant public transport options available for the two schools.</p>

		<p>DoE is also working with City of Ryde Council regarding issues raised by the two school community groups in relation to infrastructure requirements that are outside the project scope as detailed in SSD 9343.</p>
<p>5.</p> <p>Attachment 1 - Executive Summary</p>	<p>Risks to the safety of school children as a result of proposed modifications</p> <p>Council had previously raised issues relating to increased infrastructure that would be required because of the school project. Not all issues raised by Council during initial consultation were taken into consideration for implementation by Department of Education and DPIE. The issues were watered down by conditions of SSD consent as it captured only selected public domain upgrade works. For example, inadequate car parking, inadequate pedestrian infrastructure upgrades and so on. In addition based on the trip demand generated by the school development, Council considers that the infrastructure required to be delivered by the Schools project under the approved consent is inadequate to mitigate the traffic/transport and road safety issues expected to be generated by the development.</p> <p>Council is extremely disappointed that the indications provided early in the project that it would be supported by the necessary infrastructure appear to be watered down. In particular, the DPIE, in its initial assessment of the proposal had identified a number of challenges relating to pedestrian access and the necessary upgrades required to support the schools. Now some of these works are being abandoned by the state government to the detriment of the community.</p> <p>As such, Council cannot support the applicant's proposal to cut back on the infrastructure works required under the current consent without appropriate alternatives. The risks to the safety of school children and others travelling within the precinct are too great.</p>	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p> <p>DoE is working with the two School Principals and the two school communities in relation to the Pedestrian Infrastructure Improvements to detail the preferred pedestrian and cycle routes as well as how the Pedestrian Infrastructure Improvements link with the significant public transport options available for the two schools.</p> <p>The DoE has developed a Transport Access Guide (TAG) in consultation with City of Ryde Council and Transport NSW. The TAG provides suggested safe and accessible transport options for traveling to school. The TAG is issued to the school communities before the school opens to allow parents and students opportunity to plan their route to school ahead of Day 1 Term 2.</p> <p>As part of the schools transitioning to the new school facilities and in preparedness for operational readiness, DoE is engaging in a communications campaign with the school communities. The campaign includes information such as how to apply for the School Student Transport Scheme (SSTS), bus routes and times to the new schools, bike/scooter parking at the new facilities etc. The communications to the school facilities is to ensure a successful and safe transition to the new school facilities.</p>

		<p>A Travel Coordinator has been engaged and is working with the schools to promote active modes of transport and to ensure the mode share targets set out in the school travel plan are achieved. The Travel Coordinator will complete a survey three months after the new school facilities are opened to measure the mode of transport usage and behaviours, and compare it to the targets in the School Travel Plan. They will continue to work with the schools to increase active modes of transport.</p> <p>Traffic controllers will be engaged for the start of term to manage pedestrian, cyclist and traffic movements to ensure safe passage to school. They will also implement policies to ensure users of the kiss and drop in front of school are aware of the procedure of using the kiss and drop zone.</p> <p>The DoE is also facilitating school tours by staff, students and the two school communities prior to the new facilities open. This will provide the school communities an opportunity to become familiar with the school facilities and the surrounding infrastructure.</p>
6. Attachment 1 - Executive Summary	<p>Incorrect details in the application/ planning report</p> <p>The Planning Report states that Council has requested for most of the proposed modifications included in the application (MOD 4) “during consultation” which probably refers to site meetings for work verification that Council Officers were requested to attend. Contrary to the details contained in the application, Council wishes to make it clear that Council has never requested for the deletion of this important infrastructure upgrade required under the Consent. Council emails (mostly providing updates) and minutes written by the applicant’s representative based on discussions that may have taken place at the site are without Council’s written endorsement or confirmation. Email exchanges seeking an update or status of a plan can hardly be construed as document indicating Council’s official position on such matters of critical importance for the locality. In that sense the application for modification is misleading.</p>	<p>DoE has been consulting with City of Ryde Council since September 2020 on the public domain enhancement strategy, in accordance with Condition B44. The term “during consultation” used by DoE in the modification report does not relate to site meetings but rather the numerous meetings that were conducted with Council to agree on the Pedestrian Infrastructure Improvements. Emails and minutes of meetings are an important part of the consultation, however DoE does not view them as City of Ryde Council’s final endorsement of the public domain strategy.</p> <p>City of Ryde Council’s endorsement of the public domain strategy in relation to Macpherson Street, Rhodes Street, Bowden Street and Squire Street was considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, and via stamped endorsed drawings by Council on 22 July 2021, noting recent agreement on the provision of a minimum 1.2 to 1.5 metre footpath on the western side of Hermitage Road.</p>

<p>7.</p> <p>Attachment 1.</p>	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road.</p> <p>City of Ryde strongly objects to the proposed deletion of works required under Condition B44(a) for the reasons provided below and seeks that the works as required under this condition be completed to ensure connectivity and safety of the children and users of the road.</p> <p>Council had reiterated via correspondence from Assets and Infrastructure Team that the requirement to construct a 1.2m wide footpath on Hermitage Road adjoining the elevated SUP walkway is to be shown on the revised plans.</p> <p>The pedestrian/cyclist infrastructure facilities along the western side of Hermitage Road are critical for accommodating the safe movement of pedestrians and cyclists to and from the school. The demand generated by the school will undoubtedly be significant. The justification provided by the applicant for the removal of Condition B44(a) is unsatisfactory for the following reasons:</p> <ul style="list-style-type: none"> • The designated on-street kiss and ride facility along the southern side of Rhodes Street is inadequate to support the student pick-up/drop-off demand generated by the schools, which are proposed to have an ultimate population of 2,620 students. As such, many students are expected to: <ul style="list-style-type: none"> ○ Be dropped off/picked up along the western side of Hermitage Road and walk from there to the schools. 	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p> <p>The additional 1.2m wide footpath on Hermitage Road is not specified in the SSDA and is an additional scope item requested by City of Ryde Council.</p> <p>There is very limited capacity on the western side of Hermitage Rd to support the pickup and drop of students. The industrial units on the eastern side of Hermitage Rd utilise these parking spaces and arrive early in the morning prior to school start times and generally park all day as parking on Hermitage Road is not time limited. DoE is not aware of any Council plans to limit parking times on Hermitage Road that would change this parking demand.</p> <p>Based on the provision of a 'Kiss and Drop' Zone on Rhodes Street with a capacity for 29 on-street pick-up/drop-off spaces and an average dwell time of two minutes per vehicle, the TAIA predicts a capacity of 870vph. However, as both schools operating at full capacity is anticipated to only generate up to 485vph (385 vph less than the maximum capacity of 870 vph), it is anticipated there will be ample space capacity for pick-up/drop-off during peak periods.</p>
<p>8.</p>	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p>	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this</p>

Attachment 1.	<ul style="list-style-type: none"> ○ Board and alight public buses which stop at West Ryde Railway Station or the bus stop along the northern side of Victoria Road to the east of Hermitage Road 	requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.
9. Attachment 1.	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p> <ul style="list-style-type: none"> ○ Walk and cycle from their homes to the schools, noting in particular the catchment for the high school will be concentrated in areas to the north of the new schools, and the need to support active travel which supports the health of school children. 	Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.
10. Attachment 1.	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p> <p>Further, the lack of parking provided on site will result in staff parking along the western side of Hermitage Road and walking to the site. Therefore, the removal of Condition B44(a), which requires the applicant to provide a 2.5m wide shared user path along the western side of Hermitage Road will present an unacceptable risk to the safety of staff, parents/ guardians, visitors, and in particular, school children who will be forced to interact with heavy vehicles and all other vehicles accessing the industrial sites on the eastern side of the road, or walk on the road itself on the western side. It would be negligent for the proponent not to provide this infrastructure.</p>	<p>60 staff parking spaces are being provided in the new school facilities.</p> <p>There is also very limited capacity on the western side of Hermitage Rd to support staff parking. The industrial units on the eastern side of Hermitage Rd utilise these parking spaces and arrive early in the morning prior to school start times and generally park all day as parking on Hermitage Road is not time limited. DoE is not aware of any Council plans to limit parking times on Hermitage Road that would change this parking demand from the industrial units, noting that timed parking would also prevent staff from parking in this area.</p> <p>Staff are encouraged to walk, cycle or take public transport to access the new school facilities where possible.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>

<p>11. Attachment 1.</p>	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p> <ul style="list-style-type: none"> The Schools project was approved on the basis of the transport study prepared by GTA Consultants/Stantec dated 14 October 2019. Section 8.2 of this study specifically recommended for the “continuation of the existing Hermitage Road shared path from the Sydney Water driveway to the Rhodes Street site access” to help to support approximately 650 cycling trips per day to and from the school given “There are limited cyclist provisions surrounding the site, which is considered insufficient to support the cyclist demand associated with the proposed development, particularly given students will be the main cyclists to and from the site”. The latest information submitted by the applicant in support of the deletion of Condition B44(a) based on low pedestrian and cyclist demand therefore contradicts the original assessment that led to the approval of the development. 	<p>The <i>Transport and Accessibility Impact Assessment</i> anticipated 650 trips per day on all surrounding infrastructure, not specifically on Hermitage Road.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>
<p>12. Attachment 1.</p>	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p> <ul style="list-style-type: none"> The DPIE Assessment Report for the Schools SSD Application had relied upon these improvements as a requirement/ precondition for the project to proceed. The report had noted that road and pedestrian upgrades are required to provide safe routes to the school site and that the School would provide sufficient pedestrian access as per the conditions. The conditions required public domain enhancements and installation of pedestrian crossings/ road upgrades to provide appropriate and safe crossing points on nearby roads (pvii). Condition B44(a) is one of those conditions. Council fails to understand how this is still the case when these conditions are being removed/ deleted. 	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>
<p>13. Attachment 1.</p>	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p>	<p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended,</p>

	<ul style="list-style-type: none"> Students accessing the new school site from Victoria Road (closest to West Ryde station) do not have a safe access to school. The community has expressed frustration that there are no alternate arrangements provided that will work. 	rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.
14. Attachment 1.	<p>1. The application proposes to delete Condition B44(a), that is, removal of pedestrian infrastructure improvements from the western side of Hermitage Road (cont.)</p> <p>The new footpath adjacent to the SUP along the western side of Hermitage Road is intended to provide safe and efficient pedestrian connectivity to the school entrance for students picked-up and dropped-off along the western side of Hermitage Road. In this regard, it is strongly advised that the provision of this at-grade footpath be included as part of the public domain works that is to be delivered by SINSW at no cost to Council as it is primarily for the benefit of the future schools, which is in line with condition B45(b) of the consent.</p>	<p>The additional 1.2m wide footpath on Hermitage Road is not specified in the SSDA and is an additional scope item requested by City of Ryde Council.</p> <p>In addition, there is no capacity on the western side of Hermitage Rd to support the pickup and drop of students. The industrial units on the eastern side of Hermitage Rd utilise these parking spaces and arrive early in the morning prior to school start times and generally park all day as parking on Hermitage Road is not time limited. DoE is not aware of any Council plans to limit parking times on Hermitage Road that would change this parking demand from the industrial units.</p> <p>Following recent meetings with City of Ryde Council, it was proposed that a minimum of 1.2 up to a maximum of 1.5m footpath be provided rather than a 2.5 metre SUP, as this requires significant services relocation and tree removal prior to construction. Condition B44(a) is now proposed to be amended, rather than deleted, to reflect the agreed public domain enhancement strategy for the western side of Hermitage Road.</p>
15. Attachment 1.	<p>2. The Application proposes to amend Condition B44(c) to replace the word “eastern” with the word “western” to refer to the works required on western side of Bowden Street – connecting SUP from Victoria Road to Macpherson Street.</p> <p>No issues are raised in relation to this matter as it will correctly reflect where the works are required. Council had acknowledged via 21/5/2020 correspondence to the applicant that works under this condition are for western side of Bowden Street and not the eastern side.</p> <p>Council does not consider the change in the location of the SUP from the eastern side to the western side of Bowden St to be an issue as it is better aligned with the future raised pedestrian/cyclist crossing across Macpherson Street and the future SUP along the southern side of</p>	Noted.

	Macpherson Street, which is required to be delivered by the applicant in accordance with Condition B44.	
16. Attachment 1.	<p>3. Amend Condition B44(d) Pedestrian Infrastructure Improvements so the southern side of Squire Street footpath is 1.35m not 2.5m.</p> <p>City of Ryde objects to the proposed reduction in the width of the pathway in absence of other related works that would be required to mitigate the impact reduced width. A safe access arrangement for pedestrians being dropped off/picked up from the western side of the Hermitage Road will be required.</p> <p>The proposed reduction in the width of the cycle path contradicts the recommendations provided within the latest Draft Transport Plan (School Travel Plan) prepared by GTA Consultants/ Stantec on behalf of the applicant dated 8 November 2021.</p> <p>The Report was prepared to address Condition D17 of the consent, whereby section 1.7.2 of the Plan specifically recommends for an off-road cycle path within Squire Street. See extract below of Figure 1.27 of the Plan for reference.</p> <p>A concession for a reduction to the width of the off-road path (from 2.5m to 1.35m) along the southern side of Squire Street can be considered provided other works such as the provision of a 1.2m wide footpath along the western side of Hermitage Road in addition to the 2.5m wide shared user path (as previously recommended by Council staff and shown within the approved Construction Certificate civil plans) can be delivered by the applicant, which would be considered an appropriate trade-off. A 1.2m wide footpath on the western side of Hermitage Road would provide safe access for pedestrians being dropped off/picked up on this side of the road.</p>	<p>During consultation with City of Ryde Council it was agreed that due to the existing site conditions on Squire Street, a 2.5m wide shared user path could not be delivered.</p> <p>It was agreed during the consultation that the following scope would be acceptable:</p> <ul style="list-style-type: none"> • 15 existing concrete panels would be made good to rectify trip hazards • 80m of new footpath to match the existing footpath width of 1.35m would be installed. This would ensure the entire footpath is a consistent width of 1.35m <p>The public domain strategy in relation to Squire Street was considered by the City of Ryde Works and Community Committee (WCC) on 11 May 2021, and endorsed via stamped drawings issued by City of Ryde Council on 22 July 2021. The stamped drawings reflect the above details.</p> <p>The additional 1.2m wide footpath on Hermitage Road is not specified in the SSDA and is an additional scope item requested by City of Ryde Council.</p>
17. Attachment 1.	<p>4. Proposed amendment to Condition C5(c) to allow construction activities to be undertaken outside of the approved hours where a variation is approved in advance by the Planning Secretary or their nominee if appropriate justification is provided for the works.</p>	<p>The project is not seeking extended construction hours, rather it is seeking permission to undertake planned out of hours works such as night works required under a separate approval, such as s138 Roads Act.</p>

	<p>Council raises objection to any change to the approved standard construction hours with an exception for works required in an emergency to avoid loss of life or damage to property.</p> <p>Several residents have complained about the construction works being carried out outside of the approved hours in regard to the TAFE development (adjoining site), with no proper recourse for complaints to be heard and dealt with by the SI and DPIE. Residents have advised that they are directed to Council rather than their complaints dealt with in accordance with protocols set up under the Consent. Council has raised this issue as part of the Independent Audit recently conducted pursuant to Condition A of SSD-9343. A copy of the submission sent for the Independent Audit is attached (ATTACHMENT 2).</p> <p>The Interim Construction Noise Guideline 2009 (ICNG) includes noise management level (NML) guidelines and standard hours of construction which apply to NSW. While Condition C5 allows for a more generous construction hours than the ICNG, aligning with Council's adopted standard hours, any further extension (or a variation) would not be acceptable given the extent of breach and lack of acceptable recourse experienced by the residents with respect to works carried out at the adjoining TAFE site.</p> <p>Council is of the view that the noise generated outside of normal construction periods will have adverse impacts to our residents who have also suffered considerably from the works that have been undertaken in this precinct.</p> <p>Any further variation to allow works outside of standard hours is not supported.</p>	<p>This is now a standard SSD condition of consent, introduced after the consent was issued for SSD 9343, where a variation to the approved hours is approved in advance by the Planning Secretary or their nominee if appropriate justification is provided for the works.</p>
<p>18.</p> <p>Attachment 1.</p>	<p>5. Proposed to delete Condition D9(b) that requires provision of a pedestrian crossing on See Street where it intersects with Macpherson Street.</p> <p>The Planning Report (by URBIS dated 2 November 2021) seems to imply that that this modification was requested by Council during site meetings. The reason provided by the applicant is that "it is not required" and that its deletion was "requested by Council". The Planning</p>	<p>Since submitting the modification, City of Ryde Council has requested a pedestrian crossing be constructed at See St following representations from School stakeholders. The design of the See St crossing has been developed in consultation with Council and is planned for review by Council's Works and Community Committee in March 2022.</p>

	<p>Report (URBIS) states that Council has requested for this modification “during consultation” which probably refers to site meetings for work verification that Council Officers were requested to attend. Contrary to the details contained in the application, Council wishes to make it clear that Council has never requested for the deletion of this important infrastructure upgrade required under this Condition. Council Officers have responded to emails (mostly providing updates) and minutes written by the applicant’s representative based on discussions that may have taken place at the site are without Council’s written endorsement or confirmation. Email exchanges seeking an update or status of a plan can hardly be construed as document indicating Council’s official position on such matters of critical importance for the locality.</p> <p>Email exchanges regarding project updates and have been uploaded on the SSD website as a support document for the application. Such a document can hardly be relied on as basis for seeking to water down the required public domain upgrade works, especially when correspondence have been provided by Council reaffirming that the works are required and the applicant must complete these works in accordance with the conditions of consent.</p> <p>City of Ryde respectfully disputes this assertion by the applicant and advises that Council did not seek or formally agree to this request. The pedestrian crossing on See Street should be provided for safety of students and parents crossing the road to access the school. Any alternatives or other options have not been formally agreed to date.</p> <p>It should be noted that the significant pedestrian demand reflected within the applicant’s School Transport Plan (see extract of Figure 1.23 of the Plan below for reference) would suggest that a pedestrian crossing on See Street at Macpherson Street is warranted.</p> <p>Council Officers do not support the removal of this condition. However, Council would be open to alternative works as an appropriate trade-off to this requirement in accordance with the condition if consent.</p>	<p>Upon approval of the crossing by Council, the DoE will construct/install the crossing within 3 months of commencement/or timing otherwise agreed by the Planning Secretary. Based on these recent developments, the modification to delete condition D9(b) is modified accordingly.</p>
19.	<p>6. Proposed to delete Condition D10 that requires provision of a wombat pedestrian crossing or alternative pedestrian</p>	<p>Consultation has occurred as required by Condition D10. Council’s submission notes that they would be open to alternative works as an appropriate trade-off to this</p>

Attachment 1.	<p>infrastructure upgrade works at the northern end of Mellor Street near/at its intersection with Victoria Road.</p> <p>Council objects to the deletion of Condition D10.</p> <p>The relevant Condition reads as follows: <i>D10. Prior to the commencement of the operation of the new schools, the Applicant must consult with Council and TfNSW in relation to the need for the provision of a wombat pedestrian crossing or alternative pedestrian infrastructure upgrade works at the northern end of Mellor Street near/at its intersection with Victoria Road.</i></p> <p>Council Officers do not support the removal of this condition. However, Council would be open to alternative works as an appropriate trade-off to this requirement in accordance with the condition if consent.</p> <p>It is important to note that the Condition also requires input from Transport for NSW (TfNSW). The implementation of this condition requires approval from both Council and TfNSW. TfNSW have indicated on numerous occasions that they do not support the proposal for a pedestrian crossing across Mellor St near to Victoria Road, due to traffic (e.g. queuing onto Victoria Rd) and pedestrian safety implications. This view is reiterated in their latest correspondence to the applicant on the school travel plan (email from TfNSW to the applicant dated 16/11/2021). As such Council would be open to alternative works as an appropriate trade-off to this requirement in accordance with the condition if consent.</p>	<p>requirement in accordance with the condition of consent. This is addressed in the proposed amended Condition D12. The modification to delete condition D10 is withdrawn.</p>
20. Attachment 1.	<p>7. Proposed to delete Condition D12 in relation to the need for the provision of a wombat pedestrian crossing at the northern end of Mellor Street near/at its intersection with Victoria Road.</p> <p>Council Officers do not support the removal of this condition as it relies on the outcome of consultation under Condition D10. Council would be open to alternative works as an appropriate trade-off to this requirement in accordance with the condition if consent.</p>	<p>Following recent meetings with City of Ryde Council, it was proposed that a pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street be provided. As per Condition D10, an alternative pedestrian crossing is proposed on Rhodes Street near/at its intersection with Mellor Street.</p> <p>The modification to delete condition D12 is withdrawn and replaced with the following proposed condition D12: <i>A pedestrian crossing on Rhodes Street near/at its intersection with Mellor Street must be provided, subject to agreement and relevant approvals from Council and/or TfNSW.</i></p>

<p>21.</p> <p>Attachment 1.</p>	<p>8. Delete Condition D14(h) relating to new streetlights that were to be installed/ upgraded to the correct luminance.</p> <p>This item must remain unchanged and must be enforced as per the approved condition D14 (h), dated 21/05/2021. This is a new development and the existing streetlights must be brought up to the current Australian Standards. This development will increase the road users pattern flow for this area, as such it must comply with current AS1158 (figure 2.19 below), distributor/collector roads needs to be lit to V5/PR2. This requirement as per Australian Standard AS1158 will ensure a safe movement of people and vehicles on public roads, and hence from a safety compliance perspective the new developments should ensure the compliance to this standard for the new school development.</p>	<p>The request to remove condition D14(h) was based on the City of Ryde Council's endorsed Public Domain design which did not require removal of any existing street lighting. However, the new lighting for the raised pedestrian crossings, which have been designed and will be installed as per the Australian Standards and Ausgrid endorsement obtained on 21 December 2021, requires nine existing street lights to be upgrade and six new street lights to be installed as part of the pedestrian crossing upgrades at Bowden and Macpherson Streets. As such, the modification to delete condition D14(h) is withdrawn.</p>
<p>22.</p> <p>Attachment 1.</p>	<p>9. Amend Condition D15 Public Domain Upgrades to allow timing flexibility where existing overhead/inground services or approvals cause potential delays to the works in Condition D14.</p> <p>Council is mindful of the timelines and potential delay that may occur in relation to this matter. Based on this, Council has no objection to the condition being amended to allow for such contingency and that a workable arrangement is discussed and agreed with Council. Therefore, Council will agree to this amendment subject to the addition of word "and Council" as shown in bold text below.</p> <p>D15. Prior to the commencement of the operation of the new schools, <u>unless otherwise agreed by the Planning Secretary and Council, the Applicant must submit evidence to the Certifier demonstrating that the works approved by Council (condition D14) have been carried out. Where existing overhead/inground services or authority approvals cause delays to the works in Condition D14, evidence must be submitted to Council and the Planning Secretary for an alternative timeframe to be agreed to.</u></p>	<p>DoE does not agree with the amended wording proposed by Council.</p> <p>D15 is currently a "Prior to Commencement of Operations" condition which creates a risk to the commencement of school operations if unforeseen delays such as authority approvals, inground site conditions, existing overhead/inground services and COVID related procurement delays are encountered. These events could impact the completion of the Public Domain Upgrades and thus delay the opening of the new school facilities.</p> <p>The proposed modification seeks to provide a mechanism in the SSD Conditions to allow an alternative timeframe to be agreed with the Planning Secretary if events such as these are encountered which allows for opening of the new school facilities.</p>
<p>23.</p> <p>Attachment 1.</p>	<p>10. Amend Conditions E21 Public Domain Works as Executed Plans so the timing aligns with the completion of the public domain works.</p> <p>Council support the proposed amendment to this condition and that all completed civil works for this development are adequately completed to Council's satisfaction and as per the approved Roads Act plans, the public</p>	<p>Noted.</p>

	domain Works as Executed Plans must be submitted to Council subject to the proposed amendment to condition E22.	
24. Attachment 1.	<p>11. Amend Condition E22 Compliance Certificate – External Works so the timing aligns with the completion of the public domain works.</p> <p>No clear reasons have been provided with the application as to any alternate timelines for the works to be completed. The reason contained in the Planning Report (URBIS) is “amend Condition E22 Compliance Certificate – External Works so the timing aligns with the completion of the public domain works”. The condition requires that pedestrian infrastructure, works in the road reserve including all public domain improvement works and restoration of infrastructure assets that have dilapidated as a result of the development works are completed before the school commences operation. This would be the safest and appropriate approach.</p> <p>The proposed manner in which the outcome sought by the applicant is achieved, is only partially supported. However, the following alternative is offered as suggested in the revised wordings indicated below:</p> <p>Suggested wordings by Council for Condition E22: (changes shown as underlined and bold text:</p> <p>E22. <i>Prior to the commencement of the operation of the new schools, a <u>conditional</u> compliance certificate must be obtained from Council confirming that all works in the road reserve including all public domain improvement works and restoration of infrastructure assets that have dilapidated as a result of the development works, have been completed to Council’s satisfaction and in accordance with the Council approved drawings. The applicant shall be liable for the payment of the fee associated with the issuing of this Certificate in accordance with Council’s Schedule of Fees and Charges at the time of issue of the Certificate. <u>The Conditional Compliance certificate from Council confirming that all external works in the public road reserve and alteration to Council assets have been practically completed and compliance demonstrated with the following:</u></i></p>	Council’s proposed wording for condition E22 is accepted by DoE.

A) The Conditional Compliance Certificate requirements:

- All civil works within the public domain and associated with road widening, must be completed in accordance with the Council requirements and provide a safe and functional public access.
- Completion of a final inspection by Council, and rectification to Council satisfaction of any identified defects which are deemed to impact public safety or functional use of the road reserve.
- Submission of compliance documentation to Council from road safety auditor confirming that all the new traffic facilities works have been completed and provide for functional and safe use for the public and that they have no objections to commencement of public use on commencement of operation of the new school.
- Submission to Council of any asset handover documentation required to demonstrate that the completed works are adequate for safe and functional use by the public.

B) Prior to issue of the Final Compliance Certificate for this development issued by Council confirming that all external works in the public road reserve and alteration to Council assets have been completed and compliance demonstrated with the following:

- Completion of an additional inspection to verify that all previously identified defects have been adequately addressed to Council's satisfaction. Any additional defects identified in the interim must also be addressed.
- Submission to Council of all documentation associated with asset handover. All documentation must meet Council standards and be resubmitted if required.
- Rectification or finalisation of any issue impacting Council

