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Modification Report Section 4.55(2) Modification

Multi-Trades and Digital Technology Hub and Car Park, TAFE Meadowbank



Prepared for Hansen Yuncken
Submitted to DPIE

**SSD 10349 (Modification 2)
November 2021**



This report has been
 prepared by:

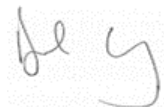


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Cover image: the site (Source: Gray Puksand)

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Appendix 3	Architectural Design Statement
Appendix 4	Traffic Impact Statement
Appendix 5	BDAR Waiver
Appendix 6	Building Code of Australia Report
Appendix 7	Noise and Vibration Impact Assessment
Appendix 8	Lighting Report
Appendix 9	Heritage Impact Statement
Appendix 10	Construction Management Plan

1 Introduction

This Modification Report has been prepared by *Keylan Consulting Pty Ltd* (Keylan) to accompany a section 4.55(2) application to modify the State Significant Development approval (SSD 10349) to facilitate the construction of 2 additional levels to the approved 2 storey car park on See Street at the TAFE Meadowbank campus.

The application has been prepared on behalf of *Hansen Yunken* and is submitted to the Department of Planning, Industry and Environment (DPIE) pursuant to section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This application is the second modification sought to SSD 10349, which was approved by the Minister for Planning and Public Spaces on 25 August 2020. A copy of the Development Consent (as modified) is provided at Appendix 1.

The modification seeks to construct an additional 2 levels to the approved car park located on the site's See Street frontage. This will increase the approved height of the car park by 6.8 metres. This modification will facilitate the provision of an additional 149 car parking spaces, increasing the total parking provision within the multi store car park to 394 spaces.

The proposed modification is in response to the reallocation of car parking within the campus, including the future removal of 100 at grade car parking spaces from the western side of the campus. In addition, the amendment will assist with alleviating existing car parking demand associated with the site that currently occurs on the surrounding streets.

The application is supported by a BDAR Waiver Request prepared by EMM Consulting (Appendix 5). This report concludes that the proposal will not result in additional biodiversity impacts beyond those that were previously assessed under SSD 10349.

The following reports and updated plans have been prepared in support of this application:

Appendices	Supporting documentation
Appendix 1	SSD 10349 (as modified) Development Consent
Appendix 2	Architectural Drawings
Appendix 3	Architectural Design Statement
Appendix 4	Traffic Impact Statement
Appendix 5	BDAR Waiver
Appendix 6	Building Code of Australia Report
Appendix 7	Noise and Vibration Impact Assessment
Appendix 8	Lighting Report
Appendix 9	Heritage Impact Statement
Appendix 10	Construction Management Plan

Table 1: List of Appendices

This report concludes that the proposal is substantially the same development as that approved and will not result in any significant environment impacts. Accordingly, we recommend that the proposed modification be supported by DPIE and approved.

2 The site and locality

2.1 Site Description

The campus in its entirety encompasses an area of approximately 5.6 hectares and is occupied by buildings of varying heights and designs, public domain and recreational spaces and on-site car parking areas. The campus currently provides for approximately 13,559 students and 595 staff.

The campus sits upon undulating topography and is constrained by an elevated rail line (the T9 Northern Line) and dense vegetation coverage along the western site boundary.

There are a number of access points to the campus including primary pedestrian access from Constitution Road adjacent to Meadowbank Train Station and secondary pedestrian access from Rhodes Street. Vehicular access to on-site car parking areas is provided via See Street and egress provided via both See Street and Rhodes Street.

The multi storey car park (subject of this modification) is bound by See Street to the east, Buildings F, G and an internal access road to the north and Building J to the south and west. The multi storey car park is currently under construction for the first 2 storeys as per SSD 10349.

The site's location in context to the Parramatta CBD and Sydney CBD is shown in Figure 1. The site's boundaries are shown in Figure 2.

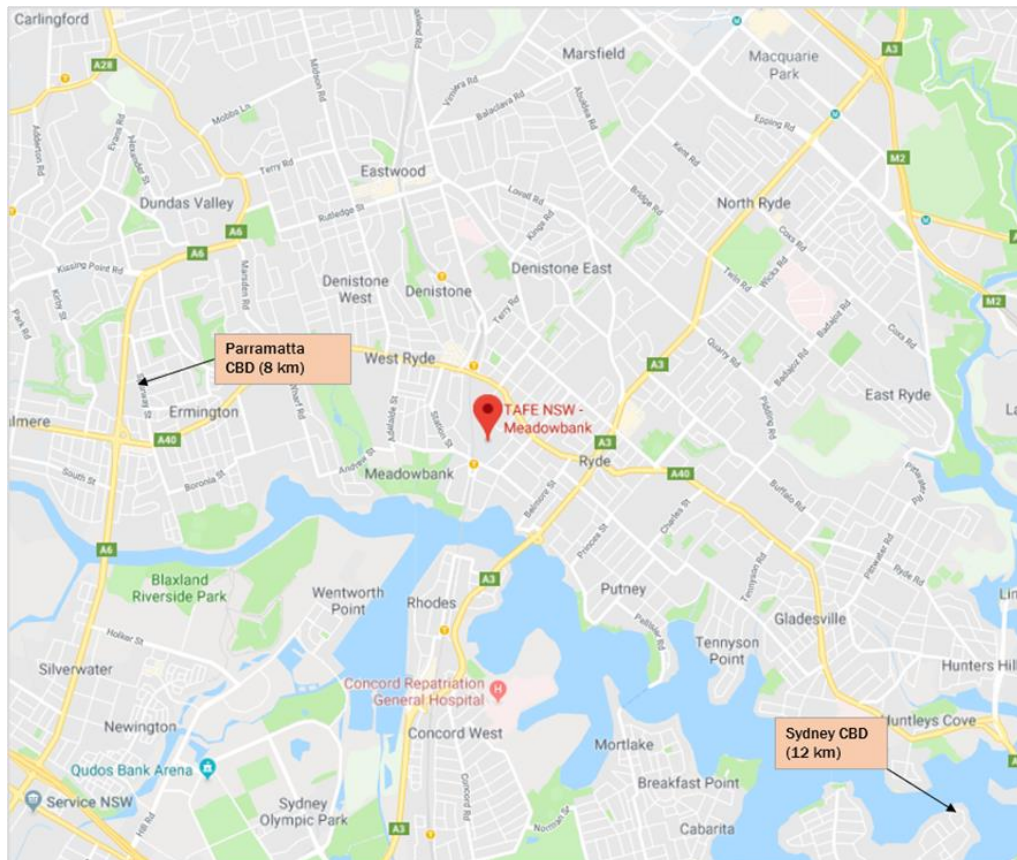


Figure 1: Site Context (Source: Google Maps)



Figure 2: Site location (Source: Near Maps)

2.2 Surrounding Locality

The TAFE NSW Meadowbank Campus (the campus) is located approximately 5 kilometres (km) south-west of Macquarie Park, 8 km north-east of the Parramatta central business district (CBD) and 12 km north-west of the Sydney CBD.

The campus is bordered by Constitution Road, See Street, McPherson Street, Rhodes Street and the T9 Northern Line rail corridor in the suburb of Meadowbank within the City of Ryde local government area (LGA).

The campus is strategically located within 5 km of the Eastern Economic Corridor and the Greater Parramatta to the Olympic Peninsula (GPOP) and is accessible from Macquarie Park and Parramatta centres within 30 minutes via public transport. There are several heritage items located nearby the site, within the Ryde LGA (Figure 11).



Figure 3: Surrounding Locality (Source: Six Maps)

Meadowbank Education and Employment Precinct

The Multi-Trades and Digital Technology Hub is a key component of the Meadowbank Education and Employment Precinct (the Precinct) that has been established in collaboration between various NSW Government agencies and the Greater Sydney Commission (GSC). The Precinct includes redeveloped TAFE Meadowbank facilities, the relocation of existing school communities, the construction of the new Meadowbank Education Precinct Schools and the establishment of new transport links.

The Meadowbank Schools Project approved under SSD 9343 adjoins the north-eastern boundary of the site and is currently under construction.

3 Application history

On 25 August 2020, the Minister of Planning and Public Spaces granted approval for the Multi-Trades and Digital Technology Hub at TAFE Meadowbank (SSD 10349) including:

Construction of a multi-trades and digital technology hub at TAFE Meadowbank, including various learning spaces, workshop areas, digitally enabled spaces, seminar rooms and industry engagement spaces, and associated works.

Specifically, the approval comprises:

- excavation, tree removal and remediation (as necessary);
- demolition and removal of hazardous materials;
- construction of the Multi-Trades and Digital Technology Hub building comprising:
 - an up to six storey building providing 13,930m² gross floor area for tertiary education use;
 - 36 car parking spaces, loading dock and 30 bicycle parking spaces and end-of-trip facilities;
- construction of car park comprising an up to two storey (three level) car park providing for 241 car parking spaces.
- landscaping works including hard and soft landscaping, through site link and landscaped laneway; and
- business identification and way finding signage.

A copy of the original Development Consent is provided at Appendix 1.

A modification application to the SSD 10349 (Mod 1) was submitted to DPIE for the removal of three additional trees impacted by the building works. On 8 April 2021, Mod 1 was approved by the Minister for Planning and Public Spaces.

There are no other modification applications relating to the SSD.

4 Proposed Modification

This Modification Application seeks approval for the construction of 2 additional levels to the approved 2 storey car park on See Street at the TAFE Meadowbank campus.

The approved car park comprises a two storey structure consisting of 3 internal car parking levels. The proposed amendments will increase the height by 2 additional levels, resulting in a four storey structure and five levels of parking. This equates to a 6.8 metre increase in building height (Figure 6).

The amended car park will provide the following car parking spaces:

- Ground level: 81
- Level 1: 75
- Level 2: 75
- Level 3: 75
- Level 4: 88
- **Total: 394**

A total of 149 spaces additional spaces are proposed, increasing the total parking provision within the multi-storey car park from 245 to 394 spaces.

As part of the original SSD application, a total of 289 car parking spaces are to be removed, including the following:

- 212 spaces in the location of the multi-trades and digital technology hub
- 77 spaces in the location of the multi-storey car park.

An additional 100 spaces were also available on the western side of the campus at the time of the original SSDA submission. However, it is proposed that these spaces will be removed under a separate planning pathway relating to accessibility and landscaping upgrades within the TAFE campus. This equates to a total of 389 spaces to be removed from the campus.

The new multi-trades and digital technology hub and multi storey car park including the two additional levels of parking will therefore provide an additional 426 car parking spaces, including the following:

- 32 spaces in the multi-trades and digital technology hub (no change)
- 394 spaces in the multi-storey car park

The proposed modification will result in a net increase of 149 spaces within the multi storey car park. These additional spaces are in response to the reallocation of car parking across the TAFE Campus as detailed above.

The amended car parking provision results in a surplus of 33 spaces against Ryde DCP 2014 guidance. As such, the additional car parking further to that required by the project will assist with alleviating any of the existing car parking demand associated with the site that currently occurs on the surrounding streets.

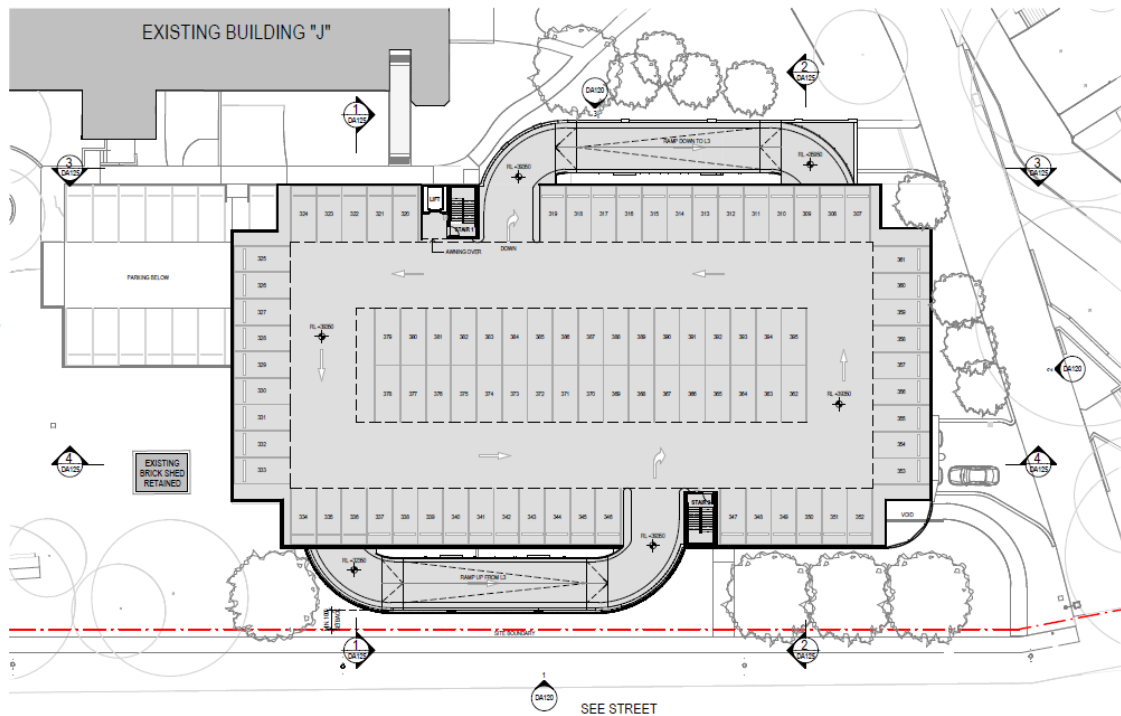


Figure 5: Level 4 Floor Plan (Source: Gray Puksand)

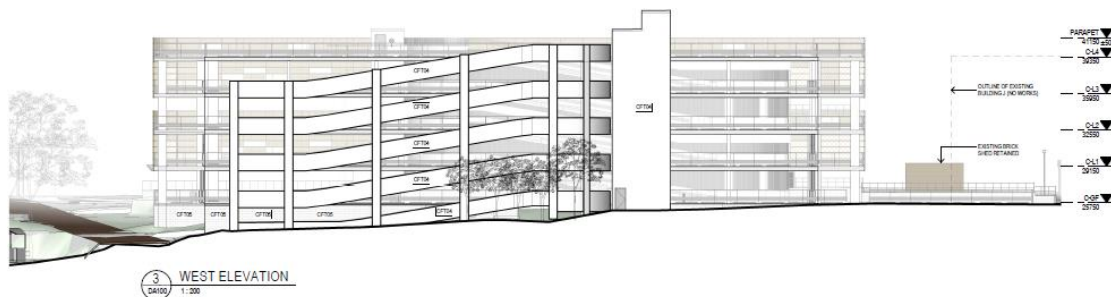


Figure 6: Proposed west elevation (Source: Gray Puksand)

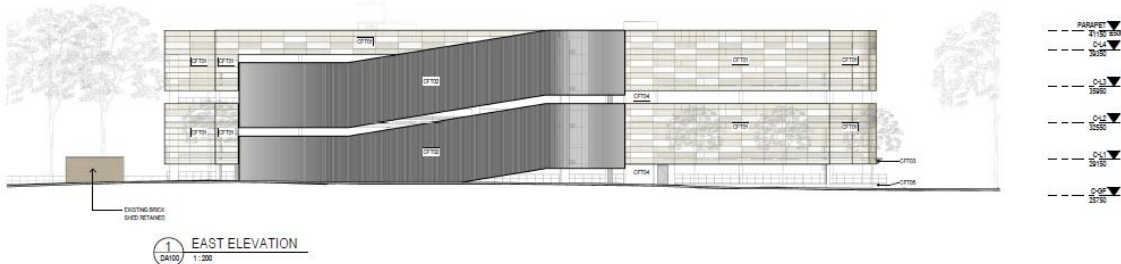


Figure 7: Proposed east elevation (Source: Gray Puksand)

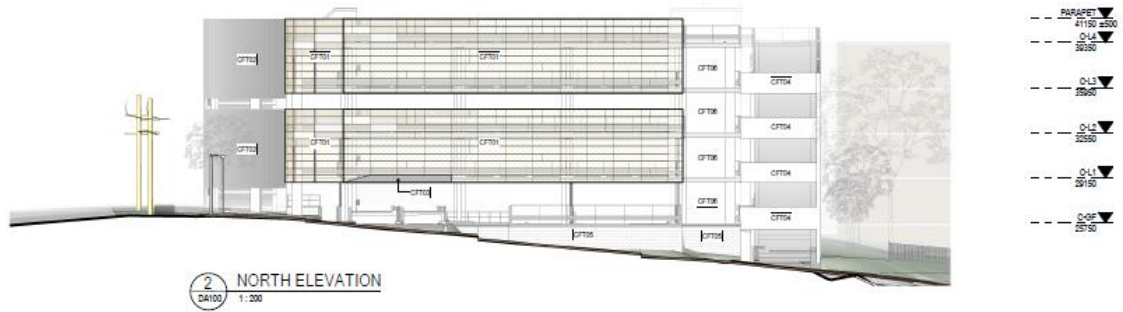


Figure 8: Proposed north elevation (Source: Gray Puksand)

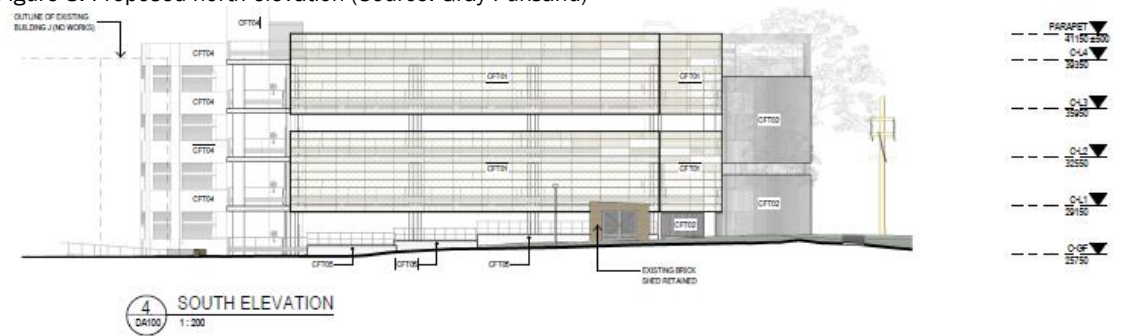


Figure 9: Proposed south elevation (Source: Gray Puksand)

5 Modifications to Conditions of Consent

The words proposed to be inserted are shown in ***bold italics*** and words proposed to be deleted are shown in ~~***bold italics***~~.

- Condition A2 – Terms of Consent
- Condition B31 – Operational Car Parking and Vehicle Access Arrangements

It is recommended that the Conditions be amended as follows:

5.1.1 Terms of Consent

- A2: *The development may only be carried out:*
- in compliance with the conditions of this consent;*
 - in accordance with all written directions of the Planning Secretary;*
 - generally in accordance with the EIS, RtS, SRtS and approved modification applications; and*
 - in accordance with the approved plans in the table below (except as may be amended by the conditions of consent):*

Architectural drawings prepared by Gray Puksand			
Drawing No.	Rev	Name of Drawing	Date
GP-AR-DWG-C1000	1	SITE DEMOLITION PLAN	15-05-20
	2		15-01-21
DA01.1	A	DEMOLITION SITE PLAN NORTH	08-07-2020
DA03	F	PROPOSED SITE PLAN	11-08-2020
DA04	D	PROPOSED SITE PLAN NORTH	08-07-2020
DA05	B	PROPOSED STREET FRONT INTERFACE WORKS - SHEET 1 of 3	09.10.19
DA06	B	PROPOSED STREET FRONT INTERFACE WORKS - SHEET 2 of 3	09.10.19
DA07	B	PROPOSED STREET FRONT INTERFACE WORKS - SHEET 3 of 3	09.10.19
DA08	B D	PROPOSED SITE PLAN SOUTH	11-08-2020 26-03-2021
DA11	D	LEVEL 01 FLOOR PLAN	08-07-2020
DA12	D	LEVEL 02 FLOOR PLAN	08-07-2020
DA13	C	LEVEL 03 FLOOR PLAN	08-07-2020
DA14	C	LEVEL 04 FLOOR PLAN	08-07-2020
DA15	C	LEVEL 05 FLOOR PLAN	08-07-2020
DA16	C	LEVEL 06 FLOOR PLAN	08-07-2020
DA17	C	ROOF PLAN	08-07-2020
DA20	E	EAST & NORTH ELEVATIONS	20-07-2020
DA21	E	WEST & SOUTH ELEVATIONS	20-07-2020
DA25	E	SECTIONS - EAST-WEST	13-07-2020
DA26	E	SECTIONS - SOUTH-NORTH	13-07-2020
DA50	C	GFA PLANS	08-07-2020
DA100	B	GROUND FLOOR PLAN	11-08-20
	D		26-03-2021
	F		03-11-2021

Architectural drawings prepared by Gray Puksand

Drawing No.	Rev	Name of Drawing	Date
DA101	B D F	LEVEL 1 FLOOR PLAN	11-08-20 26-03-21 03-11-2021
DA102	B D F	LEVEL 2 FLOOR PLAN	11-08-20 26-03-2021 03-11-2021
DA103	B	LEVEL 3 FLOOR PLAN	03-11-2021
DA104	B	LEVEL 4 FLOOR PLAN	03-11-2021
DA120	B D	ELEVATIONS	11-08-20 03-11-2021
DA125	B D	SECTIONS	11-08-20 03-11-2021
RTS_B-001	A	SIGNAGE LOCATION PLAN	20/07/2020
RTS_B-002	A	SIGNAGE DETAILS	20/07/2020
S3316-08 DWG.8	B	WAYFINDING & SIGNAGES	04.05.2020
S3316-08 DWG.9	B	WAYFINDING & SIGNAGES	04.05.2020

Landscape drawings prepared by Tract

Drawing No.	Rev	Name of Drawing	Date
219-0066-02-SSDA_100	3	PROPOSED SITE PLAN - CAMPUS NORTH	29.01.2020
219-0066-02-SSDA_200	0	SEE STREET CROSS SECTIONS	02.02.2019
219-0066-02-SSDA_201	0	WESTERN ELEVATION	02.02.2019
TR-LA-DWG-C0100	B 8	CARPARK LANDSCAPE PLAN GENERAL ARRANGEMENT PLAN	11.08.20 19.01.21

Civil drawings prepared by Taylor Thomson Whitting

Drawing No.	Rev	Name of Drawing	Date
SKC100	P2	NOTES AND LEGEND SHEET	03/10/19
SKC102	P2	EROSION AND SEDIMENT CONTROL PLAN	03/10/19
SKC110	P2	SITEWORKS AND STORMWATER PLAN	03/10/19
SKC120	P2	TYPICAL DETAIL SHEET 1	03/10/19

Civil drawings prepared by Northrop

Drawing No.	Rev	Name of Drawing	Date
DAC01.11	1	SPECIFICATION NOTES – SHEET 01	24.04.2020
DAC01.12	1	SPECIFICATION NOTES – SHEET 02	24.04.2020
DAC02.01	1	SEDIMENT AND SOIL EROSION CONTROL PLAN	24.04.2020
DAC02.11	1	SEDIMENT AND SOIL EROSION CONTROL DETAILS	24.04.2020
DAC04.01	1	SITEWORKS AND STORMWATER MANAGEMENT PLAN	24.04.2020
DAC04.21	1	STORMWATER LONGITUDINAL SECTION – SHEET 01	24.04.2020
DAC04.22	1	STORMWATER LONGITUDINAL SECTION – SHEET 02	24.04.2020
DAC04.31	1	STORMWATER MANAGEMENT DEVICES	24.04.2020
DAC09.01	1	DETAILS – SHEET 01	24.04.2020
DAC09.02	1	DETAILS – SHEET 02	24.04.2020

5.1.2 Operational Car Parking and Vehicle Access Arrangements

B31: *Prior to the commencement of construction (excluding earthworks and remediation), evidence of compliance of the proposed operational car parking and vehicle access arrangements with the following requirements must be submitted to the Certifier and a copy provided to Council for information:*

- (a) provision of ~~277~~ 427 car parking spaces accommodated in the Level 02 of the Multi-Trades and Digital Technology Hub building and the separate car park for use during operation of the development that have been designed in accordance with the latest versions of AS 2890.1 and AS 2890.6;*
- (b) the swept path of the longest service vehicle entering and exiting both sites as well as manoeuvrability through the sites, is in accordance with the latest version of AS 2890.2; and*
- (c) access to the Multi-Trades and Digital Technology Hub building on-site loading bay area including, vehicle turn table, ramp grades, transitions and height clearance must be designed for safe forward in and forward out access of 12.5m heavy rigid vehicle, as a minimum requirement. The height clearance required is 4.5m, measured from the floor level to any overhead structures such as pipes. Swept path diagrams must include details of the road including, kerb line, line marking, signs, traffic devices, power poles, other structures and neighbouring driveways.*

6 Statutory Planning Framework

6.1 Environmental Planning and Assessment Act 1979

The EP&A Act sets out the statutory planning framework for NSW. The Act aims to promote the orderly and economic use and development of land, facilitate ecologically sustainable development and integrate economic, environmental and social considerations as part of the decision-making processes for environmental planning and assessment matters.

6.1.1 Section 4.55(2) of the EP&A Act

Section 4.55(2) of the EP&A Act states:

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

Section 4.55(2) Provision	Response
(a) <i>it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and</i>	<p>The proposed modification seeks approval for the construction of 2 additional levels to the already approved car park.</p> <p>The additional levels will remain for the purposes of car parking and will not change the approved use.</p> <p>On this basis, the proposal is considered substantially the same as the approved development.</p>
(b) <i>it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 4.8) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and</i>	The proposed modification does not require concurrence.
(c) <i>it has notified the application in accordance with:</i> <ol style="list-style-type: none"> <i>the regulations, if the regulations so require, or</i> <i>a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and</i> 	The Application will be notified accordingly by DPIE.
(d) <i>it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be.</i>	Consideration to submissions will be made following the notification period.

Table 2: Response to section 4.55(2) Provisions

6.1.2 Section 4.55(3) of the EP&A Act

Section 4.55(3) of the EP&A Act states:

In determining an application for modification of a consent under this section, the consent authority must take into consideration of the matters referred to in section 4.15(1) as are of relevance to the development the subject of the application. The consent authority must also take into consideration the reasons given by the consent authority for the grant of the consent that is sought to be modified.

The following section of the report provides an assessment against the statutory environmental planning instruments relevant to the development. The section also includes discussion and evaluation of the key issues and matters for consideration under section 4.15(1) of the EP&A Act.

6.1.3 Section 4.15(1)(a) Planning Instruments

This section provides an assessment against section 4.15(1) of the EP&A Act.

Relevant Provision	Comment
(a) the provisions of:	
(i) any environmental planning instrument, and	The relevant environmental planning instruments are addressed at Section 6.
(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	The original SSD addressed the development's compliance against the relevant draft environmental planning instrument.
(iii) any development control plan, and	In accordance with clause 11 of the SRD SEPP, development control plans do not apply to SSD.
(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	The site is not subject to any planning agreements under Section 7.4 of the Act.
(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	The requirements of the EP&A Regulations are addressed in Sections 6.5.
(v) (Repealed)	N/A
(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The impacts of the proposal are addressed in Section 7.
(c) the suitability of the site for the development,	Site suitability is addressed at Section 7.

Relevant Provision	Comment
(d) <i>any submissions made in accordance with this Act or the regulations,</i>	Any submissions made on this subject development application will be duly considered and addressed by Keylan. In addition, DPIE will consider any public submissions relating to the proposal during its assessment.
(e) <i>the public interest.</i>	Public interest is addressed at Section 7.12.

Table 3: Section 4.15(1) Assessment

6.2 State Environmental Planning Policies

The original application for the Multi-trades and Digital Trade Hub (SSD 10349) Development addressed the proposal's compliance against relevant planning instruments, including:

- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No. 64 – Advertising and Signage*
- *State Environmental Planning Policy No. 55 – Remediation of Land*

The proposed modification will not affect the consistency of the proposed development with the relevant planning instruments listed above.

6.3 Ryde Local Environmental Plan 2014

Ryde Local Environmental Plan 2014 (RLEP 2014) is the principal Environmental Planning Instrument applicable to the land. It aims to establish planning principles and development controls that will promote the orderly and economic use of land. The original development application assessed the proposal against the RLEP 2014.

6.3.1 Zoning

Under the RLEP 2014, the subject site is zoned SP2 Educational Establishment (Figure 10). The objectives of the SP2 Infrastructure zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To ensure the orderly development of land so as to minimise any adverse effect of development on other land uses.*

The proposed modification does not affect the approved development's consistency with the SP2 zone objectives as it continues to provide car parking that services the needs of the existing TAFE campus. The provision of additional car parking spaces will not detract from the existing campus nor will it result in any adverse impacts on the surrounding locality as the intent of the modification is to provide ample parking opportunity for TAFE users, ultimately minimising the parking demand and impacts on the surrounding streets. The proposed use as a car park remains permissible with consent under the RLEP 2014.

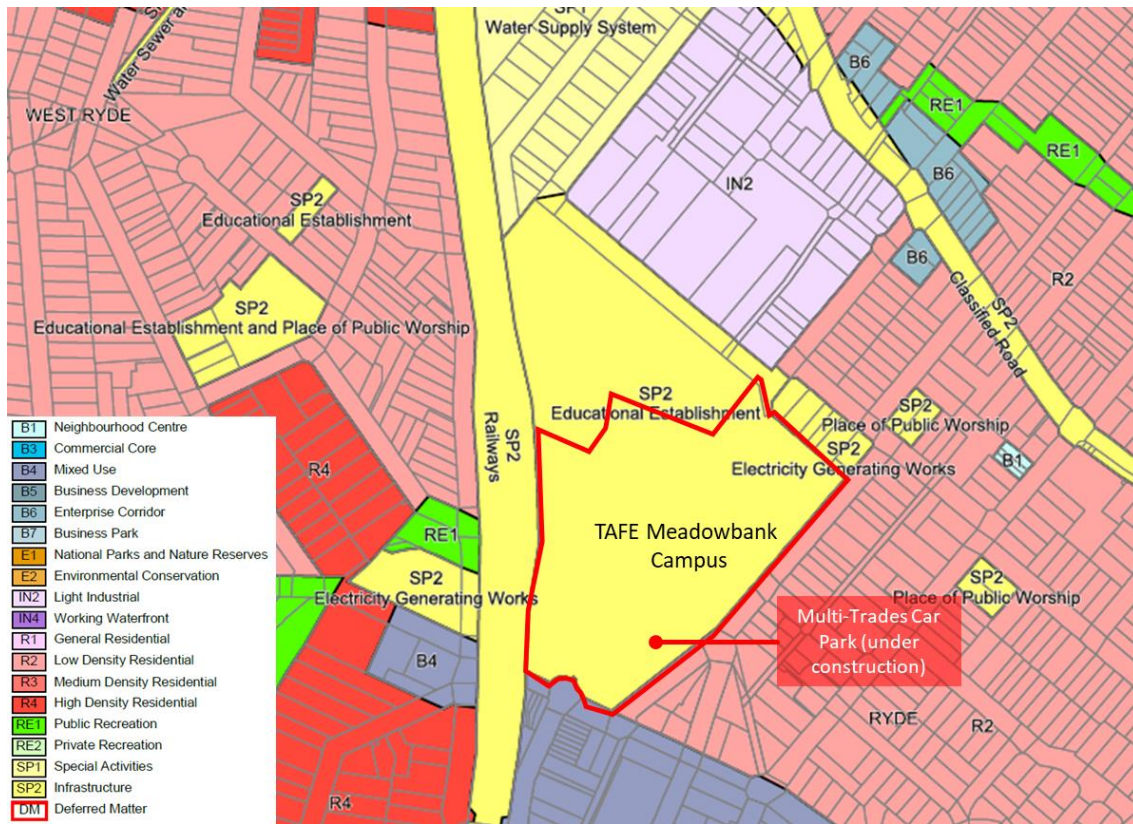


Figure 10: Land Zone Map (Source: RLEP 2014)

6.3.2 Height

Clause 4.3 aims to ensure street frontages of development are in proportion with and in keeping with the character of nearby development and to minimise the impact of development on the amenity of surrounding properties.

The Height of Buildings Map in the RLEP 2014 does not specify a maximum building control for the TAFE Meadowbank site.

The development is consistent with the objectives of clause 4.3 as the proposed building is consistent with the character of surrounding development as it is consistent with the height of other established buildings on the TAFE Meadowbank campus.

Impacts on the amenity of the surrounding properties, including visual impacts and overshadowing are found to be minimal and acceptable.

6.3.3 Floor Space Ratio (FSR)

Clause 4.3 provide effective control over the bulk of future development and allow appropriate levels of development for specific areas.

The Floor Space Ratio (FSR) Map in the RLEP 2014 does not specify a maximum FSR control for the TAFE Meadowbank site.

The development is consistent with the objectives of clause 4.4 as the proposed building design is of an appropriate bulk and scale that proportionate to the bulk and scale of other established buildings on the TAFE Meadowbank campus.

6.3.4 Heritage

Schedule 5 of the RLEP 2014 outlines the items of heritage significance and heritage conservation areas within the Ryde LGA.

There are no listed heritage items on the TAFE Meadowbank site and the site is not located in a heritage conservation area (Figure 11). There are two locally listed heritage items adjacent to the proposed multistorey car park; *Fountain* (Item No. 115) located on the corner of Angas and See Streets and *Attached Dwellings* (Item No. 116) located at 1A Angas and 34 See Street.

A Heritage Impact Statement has been prepared by AMBS Ecology & Heritage and is included at Appendix 9. The HIS notes that the visual corridor from these heritage items to the north and west are dominated by the extant Meadowbank TAFE buildings. However, the mature trees that line See Street and the trees within the Building J Staff car park soften the visual discord between the heritage items and the large-scale TAFE buildings.

Furthermore, the HIS concludes that the proposed addition of two upper storeys to the multi storey car park is a minor amendment to the design and will not have any further impact on the visual amenity of the surrounding heritage items. As such, the minor additional heritage impacts of the two additional storeys of the proposed car park are considered acceptable.

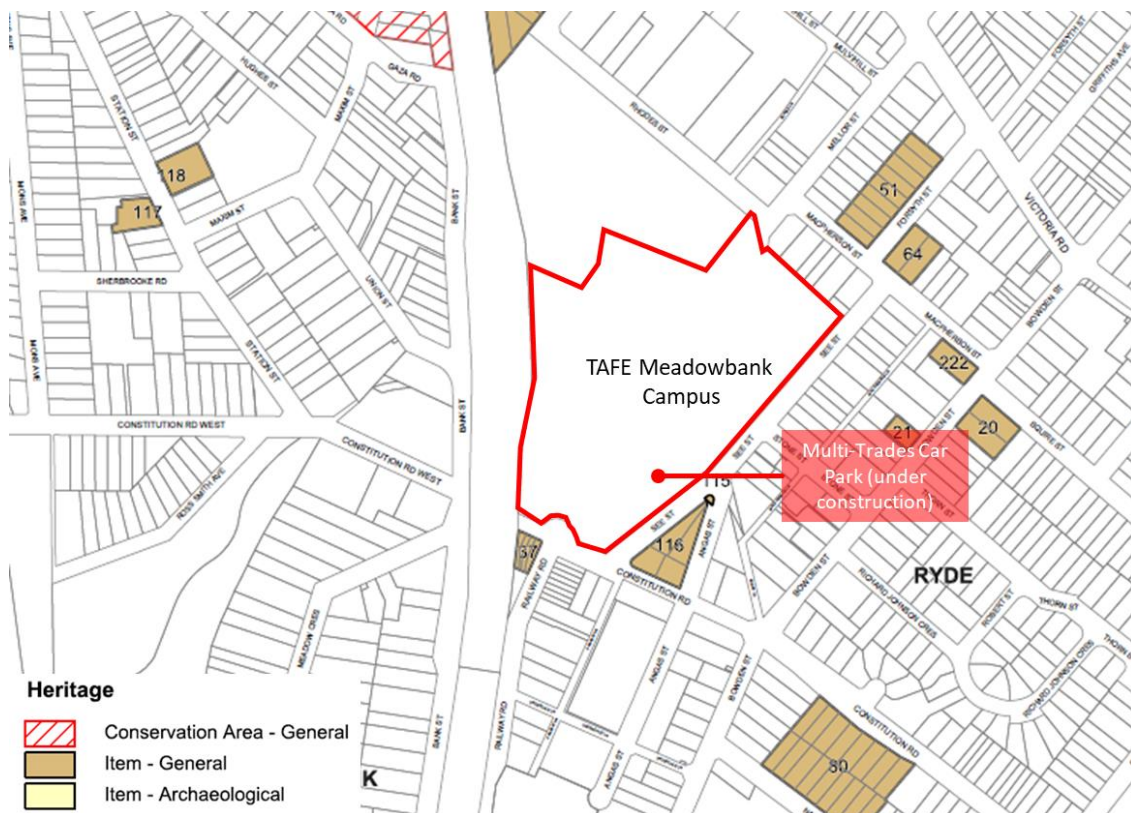


Figure 11: Heritage Map (Source: RLEP 2014)

6.3.5 Other matters

Relevant Clause	Comment	Compliance
Acid Sulphate Soils	The site is located on land classified as 'Class 5' Acid Sulfate Soils. There are no works proposed as part of this modification that will further disturb the soil.	Yes
Earthworks	There are no earthworks beyond those approved as part of this modification.	N/A

Table 4: Other matters in the RLEP 2014

6.4 Ryde Development Control Plan 2014

The *City of Ryde Development Control Plan 2014* (RDCP 2014) provides detailed planning and design guidelines and development controls for the City of Ryde LGA.

Under clause 11 of the SRD SEPP, development control plans do not apply to SSD. Notwithstanding, certain provisions under the RDCP 2014 have been considered in the preparation of the revised car park design, specifically in relation to car parking provisions (Part 9.3 of the RDCP 2014).

6.5 Environmental Planning and Assessment Regulations

There are no known matters prescribed by the *Environmental Planning and Assessment Regulation 2000* that are relevant to the consideration of this application. The proposal will remain compliant with the BCA.

7 Environmental Planning Assessment

The modification is consistent with the conclusion of the EIS submitted with the original DA.

Notwithstanding, Section 4.15(1) of the EP&A Act requires an assessment of the impact of development on environmental impacts (natural and built) and social and economic impacts. These are discussed in detail below.

7.1 Built Form

A Design Statement has been prepared by Gray Puksand to detail the proposed alterations to the design of the multi storey car park and is provided at Appendix 3.

In response to the surrounding built form, the proposed additional car parking levels will not alter the approved contextual response. The proposed modification replicates the current building form and follows the approved vehicular and pedestrian circulation strategy.

The car park continues to implement a 'square and rounded corner' design motif, assisting to soften the bulk and scale of the car park. This is continued to be supported by the proposed landscaping and the preservation of significant trees.

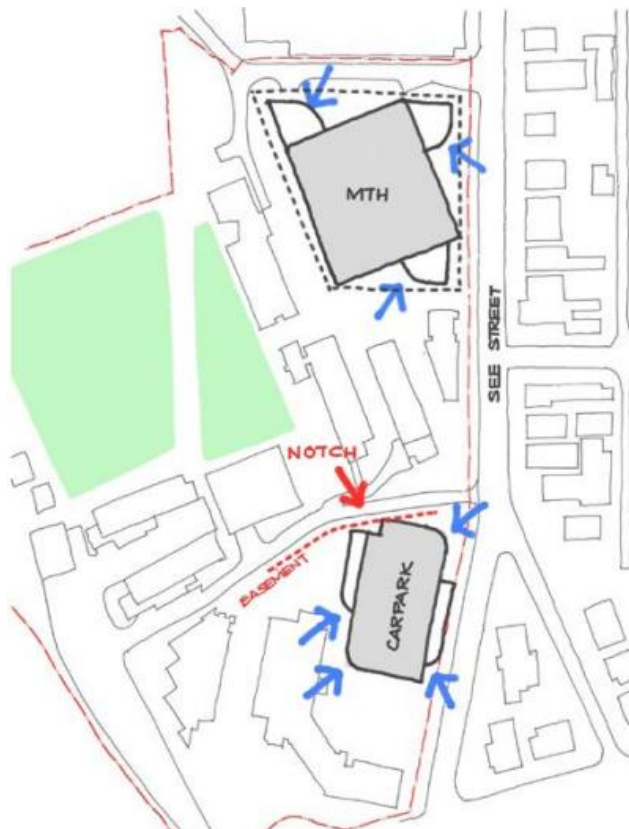


Figure 12: Square and rounded corner treatment (Source: Gray Puksand)

The proposed modification to the car park has been carefully considered to maintain the approved design whilst maintaining efficiency and respecting the amenity of the adjoining residential area. The proposals response to the built form incorporates the following key design elements:

Horizontal break up of façade screen at high level Level 2 before Level 3 emphasizes the horizontality of the structure which aesthetically alleviates the scale of the building increased in height together with the selection of screen finish fading out to neutral silver to diminish into skyline.

Omission of roof structure to the 4th level ensured it presents at a similar scale to the proposed Multi Trades and Digital Technology Hub to the North of the Campus, echoing the architecture of the main building, as opposed to refashioning the previously approved conceptual approach.

The proposed modification ensures minimal impact to the amenity of the adjoining residences, with overshadowing kept predominately to See Street, utilising the favourable north to south orientation of the site. As a result, the additional levels will not result in any additional overshadowing of residential properties on See Street until approximately 5pm at the winter solstice.

Design features and materiality of the proposed levels will be the same as the approved car parking levels. The design features are selected to provide suitable airflow, achieving natural ventilation requirements. (Figure 13).

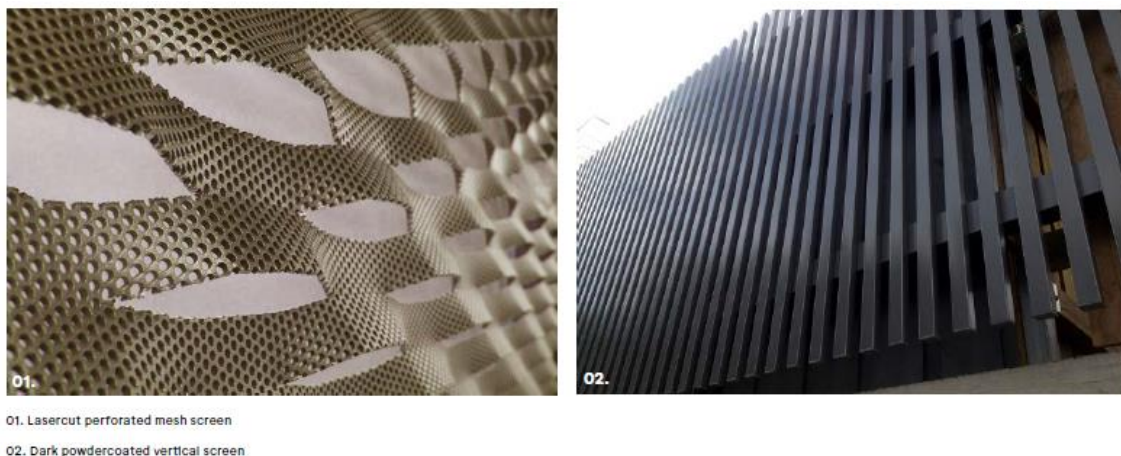


Figure 13: Materials (Source: Gray Puksand)

7.2 Crime Prevention Through Environmental Design (CPTED)

DPIE's *Crime Prevention Legislative Guidelines* outline the importance of considering the safety and security of users throughout the design of developments.

The guidelines outline the best approach to planning and design to prevent crime and create safe places through the 4 key principles:

- Surveillance
- Access control
- Territorial reinforcement
- Space management

The proposed development has been designed to create, and continue to promote, a safe neighbourhood, buildings, spaces and public domain, in accordance with the CPTED

principles. The proposal provides for a safe environment through surveillance and activation, including:

- clear site lines
- open and well-lit spaces
- easily identifiable entry points

As detailed within the Lighting Report (Appendix 8), the proposed illumination strategy for the multi storey car park will assist in creating a safe environment for the users, ensuring they feel safe leaving their cars within the car park while using the TAFE facilities and attending classes. The illumination strategy will also ensure the car park is lit to avoid crimes and vandalism. Special consideration will be applied to eliminate glare and shadowing throughout the car park.

The proposed modification is considered to be consistent with the key CPTED principles and will continue to provide a well-designed and safe development.

7.3 Traffic

A Traffic Impact Assessment has been prepared by Stantec and is included at Appendix 4. The statement assesses the car parking and traffic appraisal.

The approved car park comprises a two storey structure comprising of 3 internal car parking levels. The proposed amendments will increase the height by 2 additional levels. The amended car park will provide the following car parking spaces:

- Ground level: 81
- Level 1: 75
- Level 2: 75
- Level 3: 75
- Level 4: 88
- **Total: 394**

A total of 149 additional spaces are proposed, increasing the total parking provision within the car park from 245 to 394 spaces.

As part of the original SSD application, a total of 289 car parking spaces are to be removed, including the following:

- 212 spaces in the location of the multi-trades and digital technology hub
- 77 spaces in the location of the multi-storey car park.

An additional 100 spaces were also available on the western side of the campus at the time of the original SSDA submission, however it is understood that these spaces will be removed under a separate planning pathway relating to accessibility and landscaping upgrades within the TAFE campus. This equates to a total of 389 spaces to be removed from the campus.

The new multi-trades and digital technology hub and multi-storey car park including the two additional levels of parking will provide an additional 426 car parking spaces, including the following:

- 32 spaces in the multi-trades and digital technology hub (no changes as approved)
- 394 spaces in the multi-storey car park

The proposed modification will result in a net increase of 149 car parking spaces within the MSCP. These additional spaces are in response to the reallocation of car parking across the TAFE Campus as detailed above.

Based on the above, the report concludes

The proposed additional car parking levels within the MSCP will result in a surplus in parking from DCP 2014 requirements and would assist with internalising some of the existing car parking demand that currently occurs on-street.

The proposed increase in parking within the MSCP would not result in any increase in traffic generation from that previously assessed in the original TAIA (GTA, 2020), however a minor redistribution of traffic could be expected on the surrounding local road network associated with some staff/ visitors who would have otherwise been parking on the surrounding local streets, now parking within the MSCP.

Overall, the proposal would not cause any discernible change to the anticipated operation of key intersections surrounding the site from that assessed in the original TAIA (GTA, 2020).

7.4 Noise

A Noise and Vibration Impact Assessment has been prepared by JHA Consulting Engineers and is included at Appendix 7.

An assessment of the noise emissions relating to the operation of the multi storey car park is included in the report. The potential noise sources associated with the car park are identified as follows:

- noise generated by vehicle movements, i.e. acceleration up and down access ramps, entering and existing spaces, rubber tires rotating on polished concrete
- noise generated through 'slamming' of car doors.

Based on the results of the noise assessment, the predicted operational noise level of the multi-storey car park is expected to comply with the NSW NPI day time criteria.

In addition, the acoustic assessment includes a sleep disturbance analysis given the multi storey car park will operate until 10.30pm. Both slamming of car doors and departing car noise impacts from the development were considered in this assessment.

The maximum noise level from car door slams is expected to exceed the NSW NPI criteria. However, the NSW Road Noise Policy states that internal noise levels shall be greater than 50- 55dB(A) in order to cause awakening reactions. Therefore, as the number of occurrences during the night time period, between 10pm and 10:30pm, are expected to be low, and the

internal noise levels are predicted to be below 50dB(A) maximum, the assessment identifies that the sleep disturbance criteria to the most affected residences should be met.

The acoustic assessment concludes that the proposal will not result in adverse noise impacts:

Reasonable and feasible mitigations measures have been considered for both car parks, however they are limited in respect to vehicles entering and exiting onto the road. Nevertheless there is not expected to be any adverse impact on receivers due to the additional vehicle movements associated with this development during the day or night.

7.5 Lighting

A Lighting Report has been prepared by JHA Consulting Engineers and is included at Appendix 8. The report assesses the proposed external and internal lighting for the multi-storey car park.

The report JHA outlines that external lighting will be provided in the street entrance, landscaped areas and building façade. The external lighting will be LED type light sources and will be controlled via a combination of photo electric cells and timers, control system with a manual override control. Light fittings are to be provided with a finish to the Architect's colour scheme requirements.

Only low-level safety lighting will be provided. Lighting will generally be low height, low intensity and discreetly positioned so as to avoid spill lighting and compliance with AS1158.1 and AS4282.

Obtrusive lighting is to be carefully considered during the external lighting design to ensure compliance with AS4282 and to minimise any spill onto neighbours or to the night sky.

The multi storey car park lighting will also be LED type light sources complete with weatherproof and vandal resistant luminaires. Lighting will be controlled via time clock and occupancy sensors.

Outside the time clock zone, the occupancy sensors will switch on relevant lighting zones for a predetermined time (30min-2hours) before the lights are switched off automatically. 24 hour lights during unoccupied hours will dim to 50% where possible with minimum safety lighting requirements being met at all times.

The report concludes the lighting design of the proposed multi storey car park will reduce adverse effects to nearby residents and will ensure that the vehicle drivers have a smooth transition from the high external illuminance to the lower illuminances within the interior to the car park.

7.6 Heritage

A Heritage Impact Assessment (HIA) addendum has been prepared by AMBS Ecology and Heritage to assess the implications of the proposed additional car parking levels on nearby items of heritage significance. The report is included at Appendix 9.

The HIA concludes:

that the proposed addition of two upper storeys to the multistorey car park is a minor amendment to the design, and will not have any further impact on the visual amenity of the surrounding heritage items. As such, the minor additional heritage impacts of the two additional storeys of the proposed car park are considered acceptable.

As such, no additional heritage assessments or approvals under the Heritage Act 1977 are required for the proposed additional two storeys to the new Multistorey Car park at Meadowbank TAFE.

Based on the above, the additional levels will not adversely impact on the heritage significance or character of the neighboring heritage items.

7.7 Biodiversity

A new Biodiversity Development Assessment Report (BDAR) waiver request has been prepared by EMM Consulting to include the modifications proposed to the multi-storey car park and is included at Appendix 5.

The report concludes that the modified design will not result in significant impacts on threatened species, populations, or communities and requests that DPIE waive the BDAR requirement for the modification application, given the highly disturbed nature of the site.

7.8 Construction Management

A Preliminary Construction Management Plan was prepared by GHD for SSD 10349 and is provided at Appendix 10. The report outlines the methodologies for carrying out construction work at the site in order to minimise the impact of development activities on nearby residents.

It is noted the multi-storey car park, as approved under SSD 10349, is currently under construction. As such, the approved construction management methodologies and strategies are currently being implemented and will be continued throughout the construction of the additional 2 storeys, subject to this modification.

7.9 Building Code of Australia

A Building Code of Australia Compliance and compatibility report has been prepared by Metro Building Consultancy and is included at Appendix 6.

The report provides an assessment of the design of the proposed additional car parking levels against the provisions of the Building Code of Australia 2019 Amendment 1 (BCA). The report addresses the following key sections of the BCA:

- Construction and Fire Resistance ratings
- Egress
- Accessibility
- Services and Equipment
- Health and Amenity
- Energy Efficiency

With regard to accessible car parking, the BCA requires 1 accessible cars pace for every 100 car parking spaces or part thereof. The multi storey car park, as amended, will contain 394 spaces. In accordance with the BCA at least 4 accessible car spaces are to be provided. The ground floor drawings outline 6 accessible car spaces are to be provided. As such, the accessible car parking provision remains compliant with the BCA.

The report concludes that the proposed alteration to the car park is capable of achieving compliance with the requirements of the BCA 2019.

7.10 Suitability of the site for the development

The site remains suitable for the proposed development for the reasons outlined in the EIS submitted with the original DA.

7.11 Submissions

The proposed development will be notified in accordance with DPIE's notification policy. DPIE will consider any submissions received prior to the determination of the application.

7.12 Public interest

The proposal continues to be in the public interest as the modification will provide additional car parking spaces for the TAFE Meadowbank staff and students, ultimately providing relief to the on-street car parking demand in surrounding neighbouring areas.

In addition, DPIE will consider any public submissions relating to the proposal during its assessment. Accordingly, it can be concluded that the proposed development is entirely in the public interest.

8 Conclusion

The modification applications seeks to amend SSD 10349 to facilitate the construction of 2 additional levels to the approved 2 storey car park on See Street at the TAFE Meadowbank campus.

The proposed modifications are in response to the reallocation of car parking within the campus and will assist with alleviating any of the existing car parking demand associated with the site that currently occurs on the surrounding streets.

Following a detailed consideration of the proposal in its legislative and physical context, it is determined that approval of the modification is warranted on the basis that:

- The proposal is substantially the same development as that approved
- The proposal is suitable for the site and the area, after consideration against Section 4.15(1) of the EP&A Act.
- The proposal complies with the relevant objectives of the Ryde LEP 2014
- The proposal complies with key development standards and controls applying to the site
- The bulk and scale of the development will be consistent with surrounding developments within the TAFE campus
- The proposed amendments will have no significant impacts on the amenity of the area
- The proposal will not cause any significant amenity impacts on surrounding land
- The proposal is consistent with objectives relating to heritage conservation and will not cause any adverse impacts on the heritage significance of neighboring heritage items
- The proposed use is suited to the site and area
- The proposal will not result in any significant environmental impacts or adverse impacts on the amenity of surrounding land

Consequently, approval of this modification application is recommended.