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Senior Planning Officer
Social and Infrastructure Assessments
Department of Planning, Industry and Environment
4 Parramatta Square,
12 Darcy Street Parramatta NSW 2150

16 December 2020

Our reference D20/187055

Dear Andrew Golden,

Council's submission to SSD-10451 for the Royal Institute for Deaf and Blind Children (RIDBC) Centre of Excellence at Macquarie University campus

I refer to the subject matter and wish to advise you that Council has reviewed the available documents being exhibited on the DPIE Planning Portal under Major Projects and makes the following comments and recommendations for the consideration of the DPIE prior to making a determination of the State Significant DA:

Strategic Planning/Urban Design

It is noted that the only interface that the proposal has to a public street is the Culloden Road frontage. The other street interfaces of the proposal (e.g. West Precinct Road and Gymnasium Road) are internal roads within the university campus. Therefore, the comments below focus on the impacts of the proposal on the Culloden Road public domain interface:

Tree Removal

Culloden Road is currently characterised by large canopy trees which contribute significantly to the streetscape character and landscape value of Culloden Road. Aerial images in the Architectural Design Statement indicate that these trees were already well established back in the 1980s. The proposal seeks to remove a large number of the existing trees along the Culloden Road frontage and replace them with medium-size trees. The scale of tree loss near the Culloden Road frontage is detrimental to the leafy character of the street and will adversely impact on the local neighbourhood character. It does not follow the design consideration in the '*Design Guide for Schools*' by Government Architect NSW:

1. Context, built form and landscape

Respect and respond to its physical context, neighbourhood character, streetscape quality and heritage.

Respond to its natural environment including scenic value, local landscape setting and orientation.

Retain existing built form and vegetation where significant.

Vehicle Access

The proposed interface to Culloden Road is dominated by vehicle access, circulation and parking areas with a 95m long drop-off zone running parallel to the street in front of the school entry. The amount of at-grade car parking in front of the school building results in a large extent of hardstand surface and limits the opportunity for soft landscape planting. The school entry is setback by approximately 18m from the public footpath and located behind the drop-off zone in an undercroft area.

It is a poor outcome for the public domain interface as the design will adversely impact on the amenity of the public domain with a large extent of hardstand area for vehicles, reduce the legibility and visibility of the school entry and compromise the wayfinding for first-time visitors. The configuration of the drop-off zone and car parking will also increase the conflict between vehicles and pedestrians as the current design clearly prioritises vehicle circulation and car parking over pedestrian movements and amenity.

The current design of Culloden Road interface does not align with the following design consideration in the 'Design Guide for Schools' by Government Architect NSW:

3. Accessible and inclusive

Provide school frontages and entrances that are visible, engaging and welcoming.

4. Health and Safety

Prioritise pedestrians and avoid conflicts between vehicles and people.

7. Aesthetics

Create engaging and attractive environments.

Provide an engaging environment for pedestrians visually and materially along public street frontages.

Recommendations

In response to the above issues, it is recommended that the design be revised to:

- Relocate the drop-off zone to either side of the school building, so that its visual impact can be mitigated by existing clusters of trees to the north or south of the development.
- Orient the drop-off zone to be perpendicular to Culloden Road instead of being parallel to the frontage. By reconfiguring and reorienting the drop-off zone, it will significantly reduce its impact to Culloden Road, increase the presence of the school building and potentially allow more existing trees along the frontage to be retained.
- Reduce the number of vehicle access point off Culloden Road to a single access point combining entry and exit.

- Where large existing trees are presented, maintain a minimum street setback of approximately 15m to assist with the retention of some trees; where significant trees are unaffected, it is encouraged to reduce the street setbacks, increase the presence of the school and allow the building to address the street.
- Retain existing trees in the street setback zone and maximise deep soil landscape planting to soften the building mass.
- Provide a forecourt fronting Culloden Road with seating and public art installation to provide a welcoming arrival experience and increase the street activation.

Voluntary Planning Agreement (VPA)

The RIDBC is part of the Concept, and under the VPA is Category 3 development, which does not pay developer contributions.

7.2 of the EIS, p.99 discusses the VPA and Developer Contributions. The only outstanding matter is the intersection works, that are triggered by an 'average of 7,000 vehicle movements per day' measure.

The EIS states the RIDBC will not trigger the 7,000 vehicle threshold. The last count pre-COVID was around 5,000 according to the EIS.

It is Council's request that another count be undertaken 6 months after the RIDBC is opened and fully operational in accordance with the VPA and the results are provided to Council.

Engineering

The following comments are made with regards to the engineering components of the development:

Stormwater Management:

- The subsoil line to the basement perimeter does not follow the basement extent and is to be updated to reflect the architectural drawings.
- The Drains model has not been provided as part of the application and therefore a detailed review of the PSD and SSR was unable to be undertaken. Nevertheless, the Services Report by LP Consulting provides an extract of the drains results which shows general compliance with Council's DCP.
- The MUSIC model has not been provided as part of the application and therefore a detailed review of the WSUD strategy was unable to be undertaken. Nevertheless, the Services Report by LP Consulting provides an extract of the MUSIC results which shows general compliance with Council's DCP.

Vehicle Access and Parking:

The site falls within the Macquarie Park Corridor where maximum parking rates apply for commercial development in accordance with Part 9.3 of Council's DCP

2014. The total GFA's of the building are 3,306sq.m for the School / Pre-school and 7,169sq.m for the Workspace / Renwick Centre. This results in the following parking space requirements:

Use	DGP Requirement	Provided	Compliance
<i>Commercial = 7,169sq.m GFA</i>	<i>Maximum 1 space / 60sq.m GFA = 120 spaces maximum</i>	38	<i>Yes – maximum rates apply</i>
<i>Child Care Centre / Pre-school = 80 children</i>	<i>1 space / 8 children = 10</i>	18	Yes
<i>Visitor – Health Consulting Room</i>	<i>1 patients space / doctor</i>	2	<i>Uncertain as number of doctors not provided</i>
<i>Bicycle</i>	<i>10% of the required car spaces = 12</i>	15	Yes
	TOTAL	73	Yes

A review of the parking layouts and access points into the development has noted the following:

- Three doors open directly onto the basement ramp to the carpark. This is a safety issue with vehicles colliding with the opening doors as well as a safety issue for personnel not paying attention to oncoming traffic. Doors are to open inward to avoid potential hazards and signs or barriers provided to warn personnel to watch for oncoming traffic
- Vehicle swept paths into the loading bay within the basement are required to be provided in order to demonstrate the relevant vehicle is able to enter and exit the basement in a forward direction once loading/unloading is complete.
- Pedestrian walkways or safe walk areas within the basement are to be line marked to ensure pedestrians utilise these designated paths as opposed to walking adjacent vehicular paths.
- It is unclear if the port cochere off Culloden Road is to have kerb running the full length of the port cochere or if the road pavement is to sit flush with the pedestrian forecourt. If kerb is not proposed, then bollards are required to be implemented to avoid the risk of collisions with vehicles and pedestrians.

Flooding and Overland Flow:

A review of Ryde Maps suggests the site is not subject to flooding or overland flow.

Proposed Sub-division:

No objections raised to the proposed sub-division plan. It is noted that easements for drainage and sewerage have not been shown far enough to connect to the public system.

Traffic

The new building is expected to accommodate a maximum population of 80 pre-school children, 120 school children and 300 staff.

Vehicular access to the basement car park containing 38 car parking spaces is proposed via a new driveway off West Precinct Road, being an internal campus road.

An internal student pick-up/drop-off area approximately 66m in length is proposed adjoining the western property boundary. This student pick-up/drop-off area is to be serviced by separate enter and exit driveway connecting with Culloden Road.

The review of the proposal on Traffic issue has been carried out based on the following documents:

- Architectural plans prepared by WMK Architecture dated 11 November 2020; and
- Transport Impact Assessment (TIA) prepared by JMT Consulting dated 11 November 2020.

Following comments are made for the consideration of the DPIE in the assessment of the State Significant Development Application:

- Section 3.8 of the TIA – No date has been provided on which the traffic surveys were undertaken.
- Section 5.1 of the TIA – The transport assessment should consider the impact on the adjoining public road network associated with all (114 as noted in Table 2) staff arriving to the site during the morning peak hour period and departing the site during the evening peak hour period as a worst case scenario.
- Page 21 of the TIA - The swept path plans based on the template of a 12 seater minibus is required to be updated to show the other side of Culloden Road (including parked vehicles along the western kerb). The swept path assessment is to demonstrate that such vehicles are capable of entering and exiting the internal student pick-up/drop-off zone without affecting the opposing traffic flow, kerbside parking and adjoining public infrastructure (e.g. kerbs).
- Clarification is required with respect to the largest vehicle that is to be serviced within the internal loading dock within the basement car park.
- A queuing analysis is to be undertaken to determine whether the length of the internal student pick-up/drop-off area is adequate to support the maximum vehicle queue generated by the proposed development during peak periods, without spill-over onto Culloden Road. In particular, this assessment is to consider the impact of parking and un-parking manoeuvres to/from the angled and parallel parking spaces, which would require an approaching vehicle to wait within the adjoining internal roadway, potentially culminating in queues which extend onto Culloden Road.

- An assessment is to be undertaken of the existing pedestrian and active transport infrastructure in the surrounding area and whether it is adequate to support/encourage walk and cycle trips to/from the site.
- An operational traffic management plan is to be prepared detailing appropriate measures to effectively manage the safety and efficiency of the student pick-up/drop-off traffic to ensure the impact on the adjoining public road (Culloden Road) is minimised.
- The off-street parking and servicing areas (including the internal pick-up/drop-off zone) is to be designed in accordance with AS2890.1, AS2890.2 and AS2890.6.

Public Domain

Following general comments and recommendations are provided for the consideration of the DPIE in the assessment and determination of the State Significant Development Application:

General Comments

- The development is not subject to the standards and requirements of Macquarie Park Corridor and the City of Ryde Public Domain Technical Manual PDTM, Section 6 – Macquarie Park Corridor.
- There is no kerb and gutter fronting the development site on Culloden Road. As such, the construction of the new kerb and gutter, and full reconstruction of half road pavement along Culloden Road frontage of the development site will be required. Proposed kerb profiles and road design details are to be provided to ensure proper connections to existing kerb and gutter are achieved.
- The development is located on the Culloden Road. As such, the access for the proposed development is to be designed in accordance with City of Ryde DCP 2014 Part 8.3 driveways, Part 8.5 - Public Civil Works, and DCP 2014 Part 8.2 - Stormwater Management.
- All telecommunication and utility services are to be placed underground along full frontages of the site.
- All new/existing Councils drainage components, stormwater pipes, kerb inlet pits, overland flow paths for the new development and discharge points shall be shown on the engineering design plans.
- In order to assess the susceptibility of vehicles to scraping as they pass over the proposed access the applicant shall submit longitudinal sections along each side of the proposed new access drawn at 1:20 Natural Scale. The section shall show the existing and proposed levels to AHD along the vehicle path from the centre of Culloden Road through the gutter/layback to the proposed new driveway. The driveway is to be designed using the B99 Ground Clearance Template from AS2890.1
- The applicant is to provide suitably prepared engineering plans providing details that demonstrate the smooth connection of the proposed works with the remaining street scape. This will include relevant existing and design surface

levels, drainage pit configurations, kerb returns and s-kerbs that would enable street sweepers to properly manoeuvre the indented section of the road pavement.

- The nature strip for the proposed development between the property boundary and the road, shall be landscaped with turf as per Councils' standard turf profile PL7.1 and any landscape requirements from our Landscape team.

Recommendation

- 1. Design and Construction Standards** – All engineering works shall be carried out in accordance with the requirements as outlined within Council's DCP 2014 Part 8.5 *Public Civil Works* and relevant Development Control Plans except as amended by the conditions herein.
- 2. Public Utilities and Service Alterations** – All mains, services, poles, etc., which require alteration due to works associated with the development, shall be altered at the Applicant's expense. The Applicant shall comply with the requirements (including financial costs) of the relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RMS, Council, etc) in relation to any connections, works, repairs, relocation, replacement and/or adjustments to public infrastructure or services affected by the development.
- 3. Works on Public Roads** – Any works performed in, on or over a public road reserve pursuant to this consent must be carried out in accordance with this consent and with the Road Opening Permit issued by Council as required under Sections 138 and 139 of the Roads Act 1993.
- 4. Construction Staging** – For any staging of the public domain works, the applicant shall provide a detailed construction management and staging plan.
- 5. Public areas and restoration works** - Public areas must be maintained in a safe condition at all times. Restoration of disturbed road and footway areas for the purpose of connection to public utilities, including repairs of damaged infrastructure as a result of the construction works associated with this development site, shall be undertaken by the Applicant in accordance with Council's standards and specifications, and DCP 2014 Part 8.5 *Public Civil Works*, to the satisfaction of Council. Council's standards and specifications are available on the Council website.
- 6. Land Boundary / Cadastral Survey** – If any design work is planned which relies on critical setbacks from land boundaries and further subdivisions of the land, it is a requirement that a land boundary / cadastral survey be undertaken prior to design being finalised .
The land boundaries should be marked or surveyed offset marks placed prior to the commencement of any work on site.
- 7. Public domain improvements** - The public domain is to be upgraded in Culloden Road frontage of the development site in accordance with the City of

Ryde Public Manual. The work is to include paving, street furniture and plantings, and must be completed to Council's satisfaction at no cost to Council.

A public domain plan for the following works shall be submitted to and approved by Council's City Works & Infrastructure.

(a) Footpath paving as specified in the condition of consent for public infrastructure works.

(b) Street trees to be provided

Note: In designing the street tree layout, the consultant shall check and ensure that all new street trees are positioned such that there are no conflicts with the proposed streetlights, utilities and driveway accesses. The proposed streetlights will have priority over the street trees. All costs associated with the removal of existing street trees, where required, will be borne by the Developer.

(c) All telecommunication and utility services are to be placed underground along the development site. The extent of works required in order to achieve this outcome may involve works beyond the frontages of the development site. Plans are to be prepared and certified by a suitably qualified Electrical Design Consultant for decommissioning the existing network and constructing the new network; and are to be submitted to and approved by Council and relevant utility authorities.

(d) New street lighting using LED luminaires is to be designed and installed to Australian Standard AS1158:2010. The street lighting will remain on the Ausgrid street lighting network.

Plans are to be prepared and certified by a suitably qualified Electrical Design Consultant and submitted to and approved by Council's City Works & Infrastructure.

8. Public Infrastructure Works – Public infrastructure works shall be designed and constructed as outlined in this condition of consent. The approved works must be completed to Council's satisfaction at no cost to Council.

Engineering drawings prepared by a Chartered Civil Engineer (registered on the NER of Engineers Australia) are to be submitted to, and approved by Council's City Works and Infrastructure. The works shall be in accordance with City of Ryde DCP 2014 Part 8.5 - Public Civil Works, and DCP 2014 Part 8.2 - Stormwater Management, where applicable.

The drawings shall include plans, sections, existing and finished surface levels, drainage pit configurations, kerb returns and other relevant details for the new works and demonstrate the smooth connection to the existing kerb, gutter, footpath and road.

- (a) The removal of any redundant vehicular crossings and replacement with new kerb and gutter, and the adjacent road pavement reconstruction in accordance with Council's requirements.
- (b) The construction of new kerb and gutter along the Culloden Road frontage of the development site according to Council's requirements. Proposed kerb profiles are to be provided to ensure proper connections to existing kerb and gutter along Culloden Road.
- (c) The full reconstruction of half road width for the Culloden Road frontage of the development site in accordance with the City of Ryde DCP 2014 *Part 8.5 - Public Civil Works*, Clause 1.1.4 – *Constructing Half Road*.
- (d) Turfing of the nature strips adjacent to the new 1.5 meter concrete footpath across the entire frontage of the development site, in accordance with Council's standard turf profile shown on Drawing No. PL7.1.
- (a) The upgrade of minimum of 1.5 meter concrete footpath due to the major scope of the proposed buildings works between Gymnasium Road and Link Road in order to improve local accessibility and connections. The proposed civil works must be in accordance with Council's specification and Standard Drawing
- (b) Stormwater drainage installations in the public domain in accordance with the DA approved plans.
- (c) Staging of the public civil works, if any, and transitions between the stages.
- (d) The relocation/adjustment of all public utility services affected by the proposed works. Written approval from the applicable Public Authority shall be submitted to Council along with the public domain plans submission. All the requirements of the Public Authority shall be complied with.

Notes:

1. The Applicant is advised to consider the finished levels of the public domain, including new or existing footpaths, prior to setting the floor levels for the proposed building.
2. Depending on the complexity of the proposed public domain works, the Council's review of each submission of the plans may take a minimum of six (6) weeks.
3. Prior to submission to Council, the Applicant is advised to ensure that the drawings are prepared in accordance with the standards listed in the City of Ryde DCP 2014 Part 8.5 - *Public Civil Works*, Section 5 "*Standards Enforcement*". A checklist is also available upon request to Council's City Works & Infrastructure Directorate.

- 9. Vehicle Footpath Crossing and Gutter Crossover** – A new vehicle footpath crossings and associated gutter crossover shall be constructed at the approved vehicular access location/s. Where there is an existing vehicle footpath crossing and gutter crossover, the reconstruction of this infrastructure may be required in order that it has a service life that is consistent with that of the development, and that it is also compliant with current Council's standards and specifications. The

location, design and construction shall be in accordance with City of Ryde Development Control Plan 2014 Part 8.3 *Driveways* and Part 8.5 - *Public Civil Works* and Australian Standard AS2890.1 – 2004 *Offstreet Parking*.

An application shall be made to Council for approval under Section 138 of the Roads Act, 1993, for the construction of the vehicle footpath crossing and gutter crossover. The application shall include engineering design drawings of the proposed vehicle footpath crossing and gutter crossover.

The drawings shall be prepared by a suitably qualified Civil Engineer using the standard B99 vehicle profile. The drawings shall show the proposed vehicle footpath crossing width, alignment, and any elements impacting design such as service pits, underground utilities, power poles, signage and/or trees. In addition, a benchmark (to Australian Height Datum) that will not be impacted by the development works shall be included.

All grades and transitions shall comply with Australian Standard AS 2890.1-2004 *Offstreet Parking* and Council's specifications. The new crossing shall be constructed at right angle to the alignment of the kerb and gutter, and located no closer than 1m from any power pole and 3m from any street tree unless otherwise approved by Council.

Fees are payable at the time of the application, in accordance with Council's Schedule of Fees and Charges.

The Council approved design details shall be incorporated into the plans submitted to the Principal Certifier.

10. Public Domain Works – Defects Security Bond - To ensure satisfactory performance of the public domain works, a defects liability period of twelve (12) months shall apply to the works in the road reserve following dedication of the roads as public roads. The defects liability period shall commence from the date of issue by Council, of the Compliance Certificate for the Public Infrastructure Works. The builder/civil contractor shall be liable for any part of the work which fails to perform in a satisfactory manner as outlined in Council's standard specification, during the twelve (12) months' defects liability period. A bond in the form of a cash deposit or Bank Guarantee of \$50,000 shall be lodged with the City of Ryde, to guarantee this requirement will be met. The bond will only be refunded when the works are determined to be satisfactory to Council after the expiry of the twelve (12) months defects liability period.

11. Engineering plans assessment and works inspection fees – The applicant is to pay to Council fees for assessment of all engineering and public domain plans and inspection of the completed works in the public domain, in accordance with Council's Schedule of Fees & Charges at the time of the issue of the plan approval, prior to such approval being granted by Council.

Note: An invoice will be issued to the Applicant for the amount payable, which will be calculated based on the design plans for the public domain works.

12. Notice of Intention to Commence Public Domain Works – A *Notice of Intention to Commence Public Domain Works* shall be submitted to Council's City Works Directorate. This Notice shall include the name of the Contractor who will be responsible for the construction works, and the name of the Supervising Engineer who will be responsible for providing the certifications required at the hold points during construction, and also obtain all Road Activity Permits required for the works.

Note: Copies of a number of documents are required to be lodged with the Notice; no fee is chargeable for the lodgement of the Notice.

13. Notification of adjoining owners & occupiers – public domain works - The Applicant shall provide the adjoining owners and occupiers written notice of the proposed public domain works a minimum two weeks. The notice is to include a contact name and number should they have any enquiries in relation to the construction works. The duration of any interference to neighbouring driveways shall be minimised; and driveways shall be returned to the operational condition as they were prior to the commencement of works, at no cost to the owners.

14. Pre-construction inspection - A joint inspection shall be undertaken with Council's Engineer from City Works Directorate. A minimum 48 hours' notice will be required when booking for the joint inspection.

15. Pre-Construction Dilapidation Report - To ensure Council's infrastructures are adequately protected a pre-construction dilapidation report on the existing public infrastructure in the vicinity of the proposed development and along the travel routes of all construction vehicles, up to 100m either side of the development site, is to be submitted to Council. The report shall detail, but not be limited to, the location, description and photographic record (in colour) of any observable defects to the following infrastructure where applicable.

- (a) Road pavement,
- (b) Kerb and gutter,
- (c) Footpath,
- (d) Drainage pits,
- (e) Traffic signs, and
- (f) Any other relevant infrastructure.

The report is to be dated and submitted to, and accepted by Council's City Works Directorate.

All fees and charges associated with the review of this report shall be in accordance with Council's Schedule of Fees and Charges and shall be paid at the time that the Dilapidation Report is submitted.

16. Road Activity Permits - To carry out work in, on or over a public road, the Consent of Council is required as per the *Roads Act 1993*. The relevant works and considering the lead times required for each application, permits for the following activities, as required and as specified in the form "*Road Activity*

Permits Checklist" (available from Council's website) are to be obtained and copies submitted to Council with the *Notice of Intention to Commence Public Domain Works*.

- a) Road Use Permit - The applicant shall obtain a Road Use Permit where any area of the public road or footpath is to be occupied as construction workspace, other than activities covered by a Road Opening Permit or if a Work Zone Permit is not obtained. The permit does not grant exemption from parking regulations.
- b) Work Zone Permit - The applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site. Separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane. A Roads and Maritime Services Road Occupancy Licence shall be obtained for State Roads.
- c) Road Opening Permit - The applicant shall apply for a road-opening permit and pay the required fee where a new pipeline is to be constructed within or across the road pavement or footpath. Additional road opening permits and fees are required where there are connections to public utility services (e.g. telephone, telecommunications, electricity, sewer, water or gas) within the road reserve. No opening of the road or footpath surface shall be carried out without this permit being obtained and a copy kept on the site.
- d) Elevated Tower, Crane or Concrete Pump Permit - The applicant shall obtain an Elevated Tower, Crane or Concrete Pump Permit where any of these items of plant are placed on Council's roads or footpaths. This permit is in addition to either a Road Use Permit or a Work Zone Permit.
- e) Crane Airspace Permit - The applicant shall obtain a Crane Over Airspace Permit where a crane on private land is operating in the air space of a Council road or footpath. Approval from the Roads and Maritime Services for works on or near State Roads is required prior to lodgement of an application with Council. A separate application for a Work Zone Permit is required for any construction vehicles or plant on the adjoining road or footpath associated with use of the crane.
- f) Hoarding Permit - The applicant shall obtain a Hoarding Permit and pay the required fee where erection of protective hoarding along the street frontage of the property is required. The fee payable is for a minimum period of 6 months and should the period is extended an adjustment of the fee will be made on completion of the works. The site must be fenced to a minimum height of 1.8 metres prior to the commencement of construction and throughout demolition and/or excavation and must comply with WorkCover (New South Wales) requirements.
- g) Skip Bin on Nature Strip - The applicant shall obtain approval and pay the required fee to place a Skip Bin on the nature strip where it is not practical

to locate the bin on private property. No permit will be issued to place skips.

17. Temporary Footpath Crossing - A temporary footpath crossing, if required, must be provided at the vehicular access points. It is to be 4 metres wide, made out of sections of hardwood with chamfered ends and strapped with hoop iron, and a temporary gutter crossing must be provided.

18. Ryde Traffic Committee Approval - A plan showing details of the proposed signage and line marking, and/or traffic devices including pedestrian refuge, pedestrian crossing or LATM measures, shall be submitted to the Council and approved by the Ryde Traffic Committee prior to the installation of any traffic devices, signage and linemarking.

19. Hold Points during construction - Public Domain – Council requires inspections to be undertaken by a Chartered Civil Engineer (registered on the NER of Engineers Australia), for the public domain, at the hold points shown below.

The Applicant shall submit to Council's City Works Directorate, certification from the Engineer, at each stage of the inspection listed below, within 24 hours following completion of the relevant stage/s. The certificates shall contain photographs of the works in progress and a commentary of the inspected works, including any deficiencies and rectifications that were undertaken.

- a) Prior to the commencement of construction and following the set-out on site of the position of the civil works to the levels shown on the approved civil drawings.
- b) Upon excavation, trimming and compaction to the subgrade level - to the line, grade, widths and depths, shown on the approved civil engineering drawings.
- c) Upon compaction of the applicable sub-base course.
- d) Upon compaction or construction of any base layers of pavement, prior to the construction of the final pavement surface (e.g. prior to laying any pavers or asphalt wearing course).
- e) Upon installation of any formwork and reinforcement for footpath concrete works.
- f) Final inspection - upon the practical completion of all civil works with all disturbed areas satisfactorily restored.

20. Vehicle Footpath Crossing and Gutter Crossover – Construction - The proposed vehicle footpath crossings and gutter crossover shall be constructed and the Works may include the removal of any redundant vehicle footpath crossing and gutter crossover and reinstatement of kerb and gutter and restoration of road pavement.

Any adjustment or relocation of underground utilities as a result of the driveway construction must be carried out in accordance with the requirements of the utility authority. Minimum cover requirements of utility authorities must be maintained.

- 21. Compliance Certificate – Vehicle Footpath Crossing and Gutter Crossover - A** Compliance Certificate shall be obtained from Council's City Works Directorate and a copy submitted to the Principal Certifier, confirming that the vehicle footpath crossing and gutter crossover have been constructed in accordance with the Council's standards and requirements. Fees are payable for the issue of the Compliance Certificate, in accordance with Council's Schedule of Fees and Charges.
- 22. Public Domain Improvements and Infrastructure Works – Completion – All** public domain improvements and infrastructure works shall be completed to Council's satisfaction, in accordance with the approved public domain plans and at no cost to the Council.
- 23. Restoration – Supervising Engineer's Certificate - The Applicant shall submit** to Council a certificate from the Supervising Engineer confirming that the final restoration of disturbed road and footway areas for the purpose of connection to public utilities, including repairs of damaged infrastructure and replacement of any redundant vehicular crossings as a result of the construction works associated with this development site, have been completed in accordance with the Council's standards and specifications, and DCP2014 Part 8.5 *Public Civil Works*, or the Roads and Maritime Services' standards and specifications, where applicable.
- 24. Compliance Certificates – Street Lighting –The Applicant shall submit to** Council, a *Certificate of Compliance - Electrical Work (CCEW)* from the Electrical Contractor, and certification from a qualified Electrical Engineering consultant confirming that the street lighting in the public domain has been constructed in accordance with the Ausgrid approved drawings and City of Ryde standards and specifications.
- 25. Compliance Certificate – External Landscaping Works –The Applicant shall** submit to Council, certification from a qualified Landscape Architect confirming that the public domain landscaping works have been constructed in accordance with the Council approved drawings and City of Ryde standards and specifications.
- 26. Public Domain Works-as-Executed Plans – To ensure the public infrastructure** works are completed in accordance with the approved plans and specifications, Works-as-Executed (WAE) Plans shall be submitted to Council for review and approval. The WAE Plans shall be prepared on a copy of the approved plans and shall be certified by a Registered Surveyor. All departures from the Council approved details shall be marked in red with proper notations. Any rectifications required by Council shall be completed by the Developer.

In addition to the WAE Plans, a list of all infrastructure assets (new and improved) that are to be handed over to Council shall be submitted in a form advised by Council. The list shall include all the relevant quantities in order to facilitate the registration of the assets in Council's Asset Registers.

27. Registered Surveyor Final Certificate – Upon completion of all construction works, a Registered Surveyor should be submitted to Council, stating that all works (above and below ground) are contained within the site's boundaries as defined according to the Consent Condition about the Land Boundary / Cadastral Survey.

28. Supervising Engineer Final Certificate – The Applicant shall submit to Council, a Final Certificate from the Supervising Engineer confirming that the public domain works have been constructed in accordance with the Council approved drawings and City of Ryde standards and specifications. The certificate shall include commentary to support any variations from the approved drawings.

29. Post-Construction Dilapidation Report – To ensure Council's infrastructures are adequately protected a post-construction dilapidation report on the existing public infrastructure in the vicinity of the completed development and along the travel routes of all construction vehicles, up to 100m either side of the development site, is to be submitted to Council. The report shall detail, but not be limited to, the location, description and photographic record of any observable defects to the following infrastructure where applicable.

- (a) Road pavement,
- (b) Kerb and gutter,
- (c) Footpath,
- (d) Drainage pits,
- (e) Traffic signs, and
- (f) Any other relevant infrastructure.

The report shall include summary statement/s comparing the pre and post construction conditions of the public infrastructure. The report is to be dated and submitted to, and accepted by Council's City Works Directorate. The report shall be used by Council to compare with the pre-construction dilapidation report, and to assess whether restoration works will be required prior to the issue of the Compliance Certificate for External Works and Public Infrastructure Restoration.

All fees and charges associated with the review of the report shall be in accordance with Council's Schedule of Fees and Charges, and shall be paid at the time that the Dilapidation Report is submitted.

30. Final Inspection – Assets Handover - For the purpose of the handover of the public infrastructure assets to Council, a final inspection shall be conducted in conjunction with Council's Engineer from City Works Directorate following the completion of the external works. Defects found at such inspection shall be rectified by the Applicant prior to Council issuing the Compliance Certificate for the External Works. Additional inspections, if required, shall be subject to fees payable in accordance with Council's Schedule of Fees & Charges at the time. A minimum 48 hours' notice will be required when booking for the final inspection.

31. Compliance Certificate – External Works and Public Infrastructure Restoration- A compliance certificate shall be obtained from Council's City Works Directorate 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.

32. Engineering Condition – Public Domain Works - All outstanding civil works associated with new development and all other road works, kerb and gutter, footpath, vehicular crossings and stormwater drainage works for this development site shall be completed in accordance with Council's specifications and to the satisfaction of Council.

Thank you very much for providing Council the opportunity to comment on the SSD for the proposed construction of a multi-storey building for the Royal Institute for Deaf and Blind Children (RIDBC) Centre within Macquarie University land adjacent to south-eastern corner of Culloden Road and Gymnasium Road, Macquarie Park. It is Council request that the comments made in this submission are taken into consideration in the assessment and determination of the SSD.

If you require any additional information regarding this matter, please contact me on 9952 8234 or by contacting the Customer Service on 9952 8222 or by e-mail to zahmed@ryde.nsw.gov.au.

Yours sincerely,

Signed

Zia Ahmed

Client Manager – Building and Development Advisory Service