

Lawrence Huang
Department of Planning, Housing and Infrastructure
lawrence.a.huang@dpie.nsw.gov.au

Re: SSD-94006708 - Mixed Use Development - 15-21 Cottonwood Crescent, Macquarie Park

Dear Mr Huang,

The Department of Education (the department) welcomes the opportunity to provide comments on the above state significant development application (SSDA).

The department understands that the SSDA seeks development consent for redevelopment a residential development comprising two residential flat buildings above a common basement car park / sleaved podium incorporating residential, car parking, and a retail component within the Waterloo Road frontage.

The proposal also includes provision to amend Clauses 4.3 and 4.4 of the *Ryde Local Environmental Plan 2014* by virtue of the concurrent rezoning process. This includes the following amendments:

- Clause 4.3 – Height of Buildings: amend the current 65m maximum building height to 212m (RL258)
- Clause 4.4 – FSR: amend the current FSR of 4.5:1 to 16.8:1.

The site is in proximity to Macquarie Park Public School, announced for opening in 2027, is planned to meet demand from this precinct. Accordingly, the department has reviewed the SSDA documentation. The department will continue to monitor dwelling growth throughout Macquarie Park and plan school infrastructure to meet enrolment demand.

The department raises no objection to the proposal. However, the successful operation of schools relies on safe pedestrian, cyclist and vehicle access and minimal noise and vibration interference. As such, consideration and incorporation of the following will assist to limit and manage any impacts to the school and its students:

- Overshadowing
 - It is noted that the proposed building height (212m) is significantly higher than the current building height limitation (65m) under the *Ryde Local Environmental Plan 2014*. The siting and design of the proposed buildings should not have unreasonable overshadowing impacts on Macquarie Park Public School. In particular, the development should ensure that the open play space areas and classrooms buildings are not negatively impacted by overshadowing during the school hours.
- Traffic and Transport
 - Traffic generated by the development should not result in significant congestion on local roads and appropriate works be undertaken where required to ensure satisfactory intersection performance, particularly on travel routes to the schools' pick-up and drop-off areas. A transport assessment should be prepared that considers potential impacts.

Measures should be incorporated in the development to encourage sustainable and active travel as part of the development to minimise impacts on the road network and air quality in proximity to the schools. Adequate pedestrian infrastructure, including footpaths and crossing points should also be included to encourage active travel to local schools.

- Environmental Wind Impacts
 - The significant increases in building heights, up to 60 storey buildings, should ensure there are no adverse impacts on pedestrian comfort and safety of students and staff within Macquarie Park Public School.
- Construction Management Plan (CMP)
 - Prior to construction, the proposal should be supported CMP which specifically considers impacts to the school as a sensitive receiver including student safety, traffic, noise, vibration and air quality. The CMP should include appropriate mitigation measures where impacts are identified.
- Construction Traffic
 - If approved, it is recommended the proposal be conditioned to prohibit construction vehicles accessing and egressing the site during school drop-off and pick-up times (30 minutes before and after school start and finish times).
 - Work zones should not be proposed in locations that will compromise pedestrian, cyclist and vehicular access to the school and associated drop-off and pick-up spaces.
 - Pedestrian and cyclist safety should be closely considered and managed including where necessary, traffic controllers for construction vehicle entry and exit movements.
 - If any impacts to school bus services are anticipated, these should be addressed and mitigated through the CMP.
- Noise and Vibration
 - Noise and vibration assessments are to assess construction noise impacts and consider the school as a sensitive receiver.
 - If noise and vibration exceedances at the school are identified, mitigation measures should be developed consistent with NSW EPA construction noise guidelines. The mitigation measures should seek to maintain internal noise levels for classrooms required by the department's Educational Facilities Standards and Guidelines (EFSG).
 - If necessary, a mitigation measure should also be included to provide periods of respite during the school day to limit impacts to student learning.
- Air Quality
 - Consideration should be given to air quality impacts arising from construction dust including appropriate mitigation measures as necessary.

Should you require further information, please contact the department's Statutory Planning team at StatutoryPlanning@det.nsw.edu.au.

Sincerely,



Jason Maslen

A/Director, Statutory Planning