



3 December 2021

Ms Kiersten Fishburn
Secretary
NSW Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: James Groundwater James.Groundwater@planning.nsw.gov.au

Dear Mr Groundwater,

**RE: STATE SIGNIFICANT DEVELOPMENT APPLICATION FOR DORAN DRIVE
PLAZA PRECINCT (SSD-15882721)**

School Infrastructure NSW (SINSW) as part of Department of Education (DoE) welcomes the opportunity to provide comments on the public exhibition for State Significant Development Application (SSD-15882721) for the Doran Drive Plaza Precinct at 2 Mandala Parade, Castle Hill (the site).

SINSW has reviewed the documentation on public exhibition and notes that SSD-15882721 seeks development consent for:

- Construction of a 20-storey mixed use development across four (4) residential towers above a 2-4 storey retail / commercial podium, comprising:
 - A supermarket
 - Liquor store
 - Commercial and retail tenancies
 - Community spaces
 - 431 residential apartments
- Six (6) levels of basement car parking comprising 772 car parking spaces (including 431 residential spaces and 341 retail / commercial spaces).
- Infrastructure upgrades:
 - Outdoor public plaza at ground level fronting Doran Drive

SINSW works to ensure that any school-aged child in NSW seeking a public education has access to a school. The proposed SSDA is likely to affect the intake areas (and by extension, the student capacity) of the following schools:

- Excelsior Public School
- Castle Hill Public School
- Castle Hill High School
- Samuel Gilbert Public School

SINSW have reviewed the exhibited SSDA documentation, and provides the following matters for consideration.



Primary and Secondary School Capacity

SINSW uses population and dwelling projection data provided by the Department of Planning, Industry and Environment (DPIE) as the basis for school planning. These form the Department's Student by Area (SbA) projections. This data allows SINSW to assess schools within an area or region to identify the best way to distribute student numbers and deliver new and upgraded facilities.

SINSW has taken the proposed residential growth in the Doran Drive Precinct into consideration in its planning to ensure provision of education infrastructure to meet the anticipated primary and secondary school enrolment demand. Further, upgrades have been recently completed or in planning for Castle Hill, Excelsior, Matthew Pearce and Samuel Gilbert Public Schools. As a result, SINSW has determined that both primary and secondary level enrolment demand associated with the proposal can be met through existing facilities in the surrounding locality.

SINSW is committed to working with DPIE and Council to ensure that public schools are supporting community needs and continue to be appropriately resourced to respond to changes to its student population. Any growth and change identified for the locality will need to be considered carefully by SINSW with respect to the education needs of the community. For this reason, school intake areas are reviewed regularly to balance demand and capacity across the area.

Traffic Impacts and Sustainable Travel

Increased growth will place further pressure on the existing transport networks in and around the precinct. As a result, it is essential that all modes of travel throughout the LGA are catered for. SINSW is therefore supportive of various actions that seek to deliver opportunities for greater active and public transport opportunities and recommends that the proposal consider the following actions to encourage and promote active and sustainable travel:

Active Transport

SINSW notes that there are currently no residents on the northern side of Carrington Road (adjacent to where the development site is located). As a result, it is likely that the majority of the pedestrian demand for this part of the precinct will be generated by the proposal.

Additionally, students are considered vulnerable road users for transport purposes. Students are considered within walking or riding distance of their primary or secondary school if they live within a straight line distance of 1.6km from the primary school or 1.9km from the secondary school. This is referred to as the 'active travel zone' (ATZ). Outside this zone, students are eligible for the Subsidised School Transport Scheme (SSTS) for free public transport or school bus access to school.

Based on the above, SINSW seeks clarification on the active and public transport networks capacity to meet the demand at the site, given the Metro only caters for two directions of travel demand. SINSW expresses concern that students located



outside the ATZ (and thus ineligible for the SSTS), will be faced with a formidable journey to both Samuel Gilbert Public and Castle Hill High School. To improve the journey to nearby schools such as Samuel Gilbert, the proposal should include consideration of pedestrian safety measures, as follows:

- A new pedestrian leg on the western side of the intersection of Gilbert Road / Caterson Drive to prevent students crossing the driveways and intersections on the east side of Gilbert Road.
- A school service or new bus route between the development and Samuel Gilbert Public School.

Intersection Signalisation

SINSW notes that increased growth will place further pressure on the surrounding intersections. To operate safely, the proposal should review the traffic signal operations and remove double phasing before AM and after PM bell times at the following locations:

- Showground Road intersection with Gilbert Road (for students walking to Samuel Gilbert Public School).
- Showground Road / Carrington Road (for students walking to Castle Hill High School).

Car Park / Loading Dock Design

The proposal seeks to provide access to the loading dock via Andalusian Way along the eastern frontage of the site. SINSW notes that Drawing DA-110-010 of the Architectural Plans and the Vehicular Servicing and Management Plan details trucks entering / exiting the loading dock in a forward direction. However, further detail is required regarding measures to manage conflicts between trucks entering / exiting the loading dock and pedestrians utilising the Andalusian Way footpath. SINSW recommends that further review is completed and consideration is made for a pedestrian crossing in this area.

Further, it appears from the Architectural Plans that the mouths of the Andalusian Way and De Clambe Drive driveways are setback within the building line behind the pedestrian pathway, meaning that vehicles entering and exiting the site will not be immediately apparent to pedestrians using the footpath. Conversely, pedestrians will not be immediately visible to vehicles exiting the site. As a result, this could be dangerous to pedestrians surrounding the site. As above, it is recommended that the applicant further considers the interaction between vehicles and pedestrians for these driveways.

Traffic Assessment

SINSW has reviewed the Traffic and Parking Assessment exhibited as part of the SSD package (prepared by Varga Traffic Planning). The Assessment does not adequately detail the cumulative impact of the proposal in the context of surrounding Showground Station Precinct. SINSW requests that this be outlined



within the assessment in order to determine how the surrounding road network will operate under this scenario.

Furthermore, the report remains silent on the pedestrian travel demand anticipated to stem from the development. SINSW requests that this be clarified within the assessment to determine whether the pedestrian network can accommodate the increased load.

Should you require further information about this submission, please contact the SINSW Statutory Planning team at StatutoryPlanning@det.nsw.edu.au

Yours Sincerely,

A handwritten signature in black ink, appearing to read "Paul Towers", with a stylized flourish at the end.

Paul Towers

Executive Director - Infrastructure Planning