

10 January 2024

TfNSW Reference: SYD23/01165/01



Mr Michael Edgar  
General Manager  
The Hills Shire Council  
PO Box 7064  
Norwest, NSW 2153

Attention: Laura Moran

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**PLANNING PROPOSAL TO AMEND THE HILLS LOCAL ENVIRONMENTAL PLAN 2019 – TO FACILITATE THE DELIVERY OF A NEW MIXED USE PRECINCT AT 21-23 VICTORIA AVENUE, CASTLE HILL.**

Dear Mr Edgar,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the Planning Proposal ('proposal') for 21 to 23 Victoria Avenue Castle Hill (the 'site') referred to us in Council's correspondence dated 18 October 2023.

TfNSW notes that the Proposal seeks to amend The Hills Local Environmental Plan (LEP) 2019 to:

- Amend Schedule 1 Additional permitted uses to include development for the purposes of 'shop' (up to 3,300 sqm of GFA) to be permissible with consent.
- Increase the maximum permissible building height on the Site to allow for buildings up to RL140.5 metres AHD (equivalent to 12 storeys above existing ground level); and
- Increase the maximum permissible floor space ratio (FSR) on the Site to 2.3:1.

It is understood that the Planning Proposal amendments would also be supported by a draft site specific DCP that would include further details and controls in relation to:

- Building height / setbacks / design.
- Active frontages.
- Public domain.
- Landscaping and deep soil.
- Parking, loading and access, and
- Stormwater management

TfNSW's detailed comments are provided in **TAB A**. It is requested that the comments provided are satisfactorily addressed and/or considered by the proponent and Council in the preparation of a planning proposal for the site, *prior* to any submission of the planning proposal to the Department of Planning, Housing and Infrastructure (DPHI) for Gateway determination.

Should you have any questions or further enquiries in relation to this matter, Jeanne Roach, Land Use Planner would be pleased to receive your call on phone 0459 880 838 or via email: [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Peter Mann".

**Peter Mann**  
**Senior Manager Strategic Land Use**  
**Planning and Programs, Greater Sydney Division**

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OFFICIAL

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## TAB A – Detailed TfNSW Comments

### Traffic and Transport Matters

Should this proposal receive Gateway Approval, an updated Traffic and Transport Study should be prepared to support the Planning Proposal which addresses the following matters:

- While it is acknowledged that Council are currently undertaking precinct master planning and modelling for this locality, the traffic generation of the site is substantial enough, that at minimum, localised SIDRA network modelling should be undertaken for adjacent intersections along Victoria Avenue and access points to the development. This should be conducted for the Thursday PM Peak and Weekend Peak (i.e. existing and existing plus development uplift scenarios). Also, noting that the signalised intersection of Showground Road / Victoria Avenue / Green Road causes significant traffic congestion along Victoria Avenue (particularly in the weekday PM peak) therefore we would recommend that this intersection also be included to ensure traffic queues and congestion along Victoria Avenue are reasonably replicated.

NOTE: A key reason for this modelling is to determine whether future mitigating intersection upgrades need to be accelerated to accommodate this development and the fact that Council's broader precinct wide modelling has only examined the weekday peaks.

- The submitted traffic report notes that the peak hour traffic generation for the planning proposal is likely to be in the vicinity of 650 vehicles on the weekday PM peak and 600 on the weekend peak. Noting that the existing site currently generates traffic, the updated report needs to also identify the additional net increase in traffic generation as a result of this Planning Proposal.
- The modelling needs to take into account any future planned committed and funded intersection and corridor upgrades that are contained within Council's S7.11 and S7.12 Contributions Plans.
- Council needs to be satisfied that traffic assessment accompanying this proposal does not exceed the expectations of the projected land uses for this location. It is noted that TfNSW is working in consultation with Council in this aspect.
- The requested modelling results would also provide insight into queueing impacts at significant intersections to the Site and any potential accessibility issues they present.

### Intersection Design and Proposed Land Acquisition

- TfNSW is supportive of land acquisition for the intersection upgrade outlined in the concept plan, **Victoria Ave Salisbury Road TfNSW Design.pdf** as this layout has been tested in the broader regional precinct wide modelling due to the projected growth in the area. The modelling clearly show a considerable congestion along Victoria Avenue and all the way up to and including the Showground Road/Green Road/Victoria Avenue intersection especially in the PM peak in 2036 scenario even after the proposed upgrades at the intersection.
- Victoria Avenue and Salisbury Road intersection upgrade designs should consider the preference for continuous bus lanes for current and future bus movements in an active transport supportive environment.

### Accessing the Site

- From a safety perspective, consideration should be given to addressing locations where pedestrian desire lines would intersect vehicular traffic accessing the Site.
- Visibility from all access points shall be maintained between any opposing traffic and pedestrian flows.
- Considerations for loading bay requirements should be met and considered to ensure separation from other vehicles/pedestrians where possible. Details should align with relevant guidelines (i.e. TfNSW Freight and Servicing Last Mile Toolkit).
- Interaction, road and pedestrian safety, and accommodation of the adjacent bus stop to Victoria Ave fronting the development should be considered.

### Parking

The planning proposal provides some conflicting information within the package of reports provided. It refers to the generous parking provision with reference regards to the likely parking requirements based off Part C, Section 1 of The Hills Development DCP (2012) and TfNSW's Guide to Traffic Generating Development parking requirements. It also states that at this stage it does not commit to a specific parking rate for the planning proposal but states that this will be resolved at the Development Application Stage. It is recommended that parking provision is to consider proximity to Hills Showground Metro Station, available alternative sustainable transport systems available and the draft Norwest Precinct Plan proposed parking rates when determining parking provision for the planning proposal.

However, we also acknowledge that the Draft Site Specific Development Control Plan (4.2021) specifies the following proposed car parking rates below:

Car parking is to be provided in accordance with the following rates:

Land Use	Minimum	Maximum
Commercial	1 space per 75m <sup>2</sup>	1 space per 60m <sup>2</sup>
Retail	1 space per 50m <sup>2</sup>	1 space per 25m <sup>2</sup>

The amount of parking spaces provided in at-grade or above ground parking areas shall not exceed 344 car spaces.

The abovementioned draft Site Specific DCP car parking rates align with the recently exhibited The Hills Shire Council Transit Centres – Car Parking Requirements Report and draft Norwest Precinct Plan which encourages lower car mode share. TfNSW has provided correspondence to Council supporting these proposed car parking rates and would recommend the use of these proposed car parking rates within the draft Site Specific DCP. Therefore, the updated Traffic and Transport Study and Planning Proposal Report should include further details of the total parking and parking breakdowns based off these proposed car parking rates within the draft Site Specific DCP.

### Sydney Metro

- Please note that the Sydney Metro Second Reserve appears to be incorrect as shown on page 6 of *Appendix K – Preliminary Impact Assessment Proposed New Development 21-23 Victoria Avenue, Castle Hill, prepared by Douglas Partners dated 17 December 2020*. Please ensure this is updated / addressed as part of any future Planning Proposal (post Gateway) and for any future DA lodgements.
- Documentation should be provided demonstrating compliance with the Sydney Metro Underground Corridor Protection Guidelines and/or Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines as applicable (<https://sydneymetro.info/sites/default/files/2021-09/SM-Underground-Corridor-Protection-Technical-Guidelines.pdf>).
- The applicant is to engage in ongoing discussions with Sydney Metro in relation to the location and nature of substratum structures (including but not limited to critical loading). Please ensure this is updated / addressed as part of any future Planning Proposal (post Gateway) and for any future DA lodgements.

### Transit Oriented Development

- The proposal is located approx. 650m (suitable walking distance) from the Hills Showground Metro station with great opportunities to deliver a transit-oriented development (TOD) by taking advantage of the high frequency transport service offered by Sydney Metro. The updated Traffic and Transport Study should also include the following key items for investigation:
  - It is recommended the planning proposal will need to consider the necessary facilities within the development to support a transit-oriented development principles, including mechanisms to support parking demands, bicycle parking, associated active transport links to surrounding nodes and active transport facilities (including end of trip facilities), car share, motorcycle parking and public transport travel modes; and
  - Development of a Green Travel Plan to further encourage and monitor the objectives of a sustainable TOD.