

24 February 2025

TfNSW Reference: SYD25-00058/01



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

Attention: Kayla Atkins

**PLANNING PROPOSAL TO AMEND THE HILLS LOCAL ENVIRONMENTAL PLAN 2019
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 applicant's response letter (the 'letter') to TfNSW submission to Planning Proposal ('proposal') for 21 to 23 Victoria Avenue Castle Hill (the 'site'), the letter was referred to us in Council's correspondence dated 17 January 2025.

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.

TfNSW notes that the Proposal has received Gateway Determination from Department of Planning, Housing and Infrastructure (DPHI) on 17 October 2024, which includes conditions requiring consultation to be undertaken with TfNSW, and an updated Traffic and Transport study be prepared by the Proponent prior to the public exhibition to address TfNSW's Pre-Gateway submission dated 10 January 2024.

The Proponent is currently updating the Traffic and Transport study from July 2023. In the interim, the Proponent has submitted a letter dated 11 December 2024 in response to TfNSW Pre-Gateway submission, and Council provided further correspondence with the applicant via email dated 12 February 2025.

TfNSW has reviewed the provided letter dated 11 December 2024 and email dated 12 February 2025, and notes that updated SIDRA modelling on the Weekend Peak for key intersections along Victoria Ave could be beneficial to identify any intersection mitigation works that may be required to be escalated or any staged interim upgrade that may be required in the short term compared to the timing of proposed upgrades identified within *The Castle Hill and Norwest Precinct Plans – Transport Study (Stantec study)* as a result of this development. Further details and evidence are provided within **TAB A** for Council's consideration in this matter. However, as Council is the relevant roads authority for Victoria Ave, Council should ultimately determine whether it is necessary to conduct further SIDRA modelling for the Weekend Peak for this proposal.

Should you have any questions or further enquiries in relation to this matter, Xin Zhao, Land Use Planner would be pleased to receive your call on phone 0466 599 538 or via email: development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink that reads "Ikaraman".

Ilyas Karaman
A/Senior Manager Strategic Land Use (Central & Western)
Land Use, Network & Place Planning

OFFICIAL

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TAB A – Detailed TfNSW Comments

SIDRA model

It is noted that *The Castle Hill and Norwest Precinct Plans – Transport Study (Stantec study)* has undertaken traffic modelling for the weekday AM and PM peaks, but did not investigate/model the weekend peak.

As such, with respect to Point 22 in the letter, TfNSW provides the following additional evidence and feedback for Council's consideration:

- It is noted that the Proponent's Traffic and Transport study dated July 2023 identifies that the peak hour traffic generation for the Proposal is likely to be in the vicinity of 650 vph on the weekday PM peak and 600vph on the weekend peak. The weekend peak generation from this proposal is only 50vph less than the weekday PM peak.
- TfNSW has conducted SCATS (Sydney Coordinated Adaptive Traffic System) counts that show that the total hourly traffic volumes passing through the intersection of Showground Road / Victoria Ave / Green Road on the date of Thursday 19th September and Saturday 21st September 2024. The total volume for Thursday PM Peak (4-5pm) was 4849vph whilst the total volume for the Saturday Peak (12-1pm) was 5093vph. This indicates that weekend peak traffic is worse than the weekday peak traffic at the intersection of Showground Road / Victoria Ave / Green Road. Details of these counts are provided via separate attachments.
- *The Castle Hill and Norwest Precinct Plans – Transport Study (Stantec study)* was limited to the weekday peaks due to the fact that TfNSW's Strategic Models (which are used to facilitate future year transport modelling) are limited to providing future traffic growth forecasts for the weekday peaks only. Furthermore, as evidenced by the Land Use trip generation rates within Chapter 5 of the Guide to Transport Impact Assessment, Retail and Hardware and Bulky Goods Stores generate their highest traffic generation rates on the weekend peak. The Norwest Service Precinct (which surrounds this proposal) will continue to be significantly influenced by these land uses in the future. The SCATS count data provided further above supports these statements.
- Updated localised SIDRA modelling on the Weekend Peak will assist Council with understanding any possible need to fast-track upgrades to local intersections including Victoria Ave / Carrington Road and Victoria Ave / Salisbury Road, which are currently proposed to be signalised within the Showground Station Precinct Contributions Plan No 19 and The Hills Section 7.12 Contributions Plan.