SPG DEVELOPMENTS (MANAGER) PTY LTD

TRANSPORT REPORT FOR PLANNING PROPOSAL FOR PROPOSED MIXED USE DEVELOPMENT, 21 – 23 VICTORIA AVENUE, CASTLE HILL

JUNE 2025

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TABLE OF CONTENTS

1. INTRODUCTION

1.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by SPG Developments (Manager) Pty Ltd to review the transport aspects of a planning proposal for a mixed use development at 21-23 Victoria Avenue at Castle Hill. The site has frontage to Victoria Avenue, Carrington Road & Salisbury Road, as shown in Figure 1.

1.2 The site is currently occupied by bulky goods, commercial and light industrial development comprising some 9,305m^2 GFA. It has previously been approved for a Masters Home Improvement centre and bulky goods development of some 15,900m^2.

1.3 A planning proposal was lodged in 2020, for which we prepared a report[1]. Amended proposals were lodged in July 2022 and June 2023, for which we also prepared reports[2,3].

1.4 Gateway Determination was granted on 17 October 2024, subject to a number of conditions. Condition 1 of the Gateway Determination includes the following requirements:

[1] Transport Aspects of Planning Proposal for Proposed Mixed Use Development, 21-23 Victoria Avenue, Castle Hill, December 2020.

[2] Transport Aspects of Amended Planning Proposal for Proposed Mixed Use Development, 21-23 Victoria Avenue, Castle Hill, July 2022.

[3] Transport Aspects of Amended Planning Proposal for Proposed Mixed Use Development, 21-23 Victoria Avenue, Castle Hill, July 2023.

- *Update documents within the planning proposal package that will be placed on exhibition so it is consistent with the planning proposal submitted by Council to the Department for Gateway determination. This includes removing the reference to 'shops' in any documentation.*

…

- *Update the Traffic and Transport report to address Transport for NSW's submission dated 10 January 2024.*

1.5 The Transport for NSW correspondence, dated 10 January 2024, is appended to this report. The matters raised in that correspondence are addressed in Chapter 2.

1.6 The planning proposal envisages a scale of development including commercial office uses of 34,470m^2, business uses, food and drink premises and specialized retail of 12,375m^2 and space for a child care centre/gym/medical centre of some 1,440m^2. Vehicular access would be provided from Victoria Avenue, Carrington Road and Salisbury Road.

1.7 The transport aspects of the amended planning proposal are reviewed in the following chapter.

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- previously approved development;
- potential scale of development;
- policy context;
- precinct traffic study;
- public transport, walking and cycling;
- parking provision;
- access, servicing and internal layout;
- traffic generation;
- matters raised by Transport for NSW; and
- summary.

Site Location and Road Network

2.2 The site is at 21-23 Victoria Avenue, on the western part of the block bounded by Carrington Road, Victoria Avenue and Salisbury Road. It is currently occupied by bulky goods, commercial and light industrial development comprising some 9,305m^2 GFA. It has access from Victoria Avenue and Salisbury Road. Turns at the Victoria Avenue driveways are limited to left in/left out by the median in Victoria Avenue. The site location is shown in Figure 1.

2.3 The site is located in an area that provides a cluster of bulky goods retailing, light industrial, recreational, retail and community uses. The bulky goods retailing activities tend to be concentrated along Victoria Avenue. Hills Showground railway station is east of the site on Carrington Road.

2.4 The principal roads accessing to the site include Showground Road, Windsor Road, Victoria Avenue, Carrington Road and Salisbury Road. Showground Road is an arterial road running from Old Northern Road at Castle Hill to Windsor Road, west of the site. It has signal controlled intersections with Victoria Avenue and Windsor Road. Showground Road is generally a four-lane divided road. It has additional lanes at its intersections with Victoria Avenue and Windsor Road.

2.5 Windsor Road is an arterial road running northwest from Parramatta to Windsor. It is a four-lane divided road in the vicinity of the site with additional turn lanes at major intersections. The intersection of Victoria Avenue and Windsor Road is controlled by traffic signals.

2.6 Victoria Avenue connects Windsor Road and Showground Road and continues north of Showground Road as Green Road. Victoria Avenue provides the primary access to the bulky retailing/industrial area that includes the subject site. The section between Windsor and Showground Roads is a four-lane divided road with additional kerbside turning/parking lanes. It has signal controlled intersections with Showground Road and Windsor Road. All other intersections in this section, other than Packard Avenue, are controlled by two-lane roundabouts. There are bus stops on both sides of the road, adjacent the site.

2.7 Carrington Road is south of the site and provides access to the trading zone from the east with a connection to Showground Road at its eastern end. It provides one traffic lane and a bus lane in each direction. The intersection of Carrington

Road and Victoria Avenue is controlled by a two lane roundabout. There are bus stops on both sides of the road, adjacent the site. Council intends to upgrade the intersection of Carrington Road with Victoria Avenue to provide traffic signals. Carrington Road is also planned to be widened, including using land from the subject site.

2.8 Salisbury Road is a local access road serving sites east of Victoria Avenue. With Anella Avenue it forms a loop that runs from Victoria Avenue, adjacent to the site, to connect back to Victoria Avenue at Hudson Avenue. West of Victoria Avenue, Salisbury Road provides a connection between Windsor Road and Victoria Avenue. Access between Salisbury Road and Windsor Road is restricted to left turns by the median in Windsor Road. There is a taxi zone on the northern side of Salisbury Road, opposite the site and adjacent Castle Hill Tavern.

Previously Approved Development

2.9 The site has previously been approved for a Masters Home Improvement centre and bulky goods development of some 15,900m^2.

Potential Scale of Development

2.10 The amended planning proposal envisages a scale of development including commercial office uses of 34,470m^2, business uses, food and drink premises and specialized retail of 12,375m^2 and space for a child care centre/gym/medical centre of some 1,440m^2. Vehicular access would be provided from Victoria Avenue, Carrington Road and Salisbury Road.

Policy Context

2.11 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy and the State Infrastructure Strategy 2022-2044.

2.12 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.

2.13 The Future Transport Strategy provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2022–2044 sets out the government's infrastructure vision for NSW the state over the next 20 years.

2.14 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Central City District Plan, in which Castle Hill is located, identifies Castle Hill as a strategic centre. Transit-oriented development is identified for the areas around the railway stations, including the Hills Showground station, the catchment in which the subject site is located.

2.15 There are a number of important features identified for the areas around metro rail stations which are relevant to the subject planning proposal, including:

- facilitating housing and jobs growth; and
- delivering integrated land and transport planning and a 30 minute city.

Precinct Traffic Study

2.16 The council has prepared the *Norwest Strategic Centre Precinct Plan*. This plan identifies high density employment uses up to 12 storeys in the Norwest Service Precinct, in which the subject site is located. This is consistent with the scale of development envisaged in the subject planning proposal.

2.17 In association with this plan, the *Castle Hill and Norwest Precinct Plans – Transport Study* was also prepared by Stantec for the council, in consultation with TfNSW. It identifies road and transport works to accommodate the increased development planned for the precinct.

2.18 The precinct plan and transport study include measures to accommodate the scale of development identified in these plans. These measures include:

- new local roads;
- an extension and upgrade to Carrington Road;
- new pedestrian connections, including through site links and bridges;
- a new bus only link through part of the precinct;
- reduced car parking rates which recognise the accessibility of high frequency public transport services;
- intersection upgrades, including traffic signals and roundabouts; and
- road works at key intersections to improve traffic capacity.

2.19 With regards to the regional road network, the following works are identified in the vicinity of the subject site:

- upgrade to Windsor Road/Showground Road intersection;
- upgrade to Showground Road/Victoria Avenue/Green Road intersection; and
- upgrade to Showground Road/Carrington Road intersection.

2.20 With regards to the local road network, the following works are identified in the vicinity of the subject site:

- upgrade Carrington Road;
- signalise Carrington Road/Victoria Street intersection;
- signalise Victoria Avenue/Gladstone Road intersection;
- signalise Victoria Avenue/Salisbury Road intersection;
- convert Victoria Avenue/Hudson Avenue to left in/left out;
- upgrade Carrington Road/Middleton Avenue intersection;
- provide roundabout at Middleton Avenue/Fishburn Crescent intersection;
- provide bus-only link connecting Hudson Avenue and Norwest Boulevarde;
- a new road connecting Victoria Avenue and Hudson Avenue;
- a new road connecting Gladstone Road and Salisbury Road;
- new employment roads connecting Carrington Road and Hoyle Avenue;
- new employment roads connecting Carrington Road, Salisbury Road and Anella Avenue; and
- new roundabout at Hudson Avenue and Carrington Road extension.

2.21 To accommodate the upgrade to the Victoria Avenue/Carrington Road intersection, land is required from the subject site. The planning proposal takes into account this land requirement.

2.22 The precinct plan assigns responsibilities to each measure, including TfNSW, the council and relevant developers. Developer responsibilities are typically in the form of voluntary planning agreements. Contributions plans will also fund a significant portion of the measures for which the council is responsible.

Public Transport, Walking and Cycling

2.23 As previously noted, the site is within the walking catchment of the Hills Showground railway station. This station is on the Metro North West Line.

2.24 Services on the Metro North West Line through Hills Showground operate on a 10 minute headway in each direction. During peak periods, services are more frequent.

2.25 As previously noted, there are bus stops on Victoria Avenue, adjacent the site. Bus services also operate to and from the railway station. Services include:

- route 601: Rouse Hill station to Parramatta via Hills Showground;
- route 604: Parramatta to Dural via Castle Hill;
- route 626: Kellyville station to Pennant Hills via Cherrybrook;
- route 633: Pennant Hills to Rouse Hill station via Kellyville and Castle Hill;
- route 651: Epping to Rouse Hill station via Castle Hill;
- route 730: Castle Hill to Blacktown via Norwest and Glenwood;
- route N92: City Town Hall to Tallawong.

2.26 There are good pedestrian links between the site and surrounding areas, including Hills Showground railway station, bus stops on Victoria Avenue and surrounding development. The Showground Precinct Development Control Plan identifies the provision of a through site pedestrian link to connect eastward towards the station. The planning proposal includes provision of this link.

2.27 The site therefore has good access to regular public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.

2.28 The proposed development would increase employment, retail and service densities close to existing public transport services. To support accessibility by bicycles, appropriate bicycle parking, showers and lockers, in accordance with appropriate controls, will be provided.

2.29 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and Central City District Plan as follows:

- enabling commuters and others to readily access trains and buses close to the site;
- providing an appropriate level of on-site parking, with reference to appropriate council and TfNSW requirements, to encourage greater public transport use and increase the proportion of trips by public transport;
- providing a mixed use development, including commercial, retail and services close to Castle Hill and close to other commercial and retail facilities to reduce the need for travel; and
- being located close to other major employment, health and education centres, as well as being readily connected to Parramatta, Rouse Hill and Macquarie Park.

Parking Provision

2.30 Part C, Section 1 of the Hills Development Control Plan 2012 (Parking) includes the following parking rates for development in the service precinct of the Norwest Strategic Centre:

- minimum of one space per 75m^2 and maximum of one space per 60m^2 GFA for commercial premises in the outer catchment;
- minimum of one space per 50m^2 and maximum of one space per 25m^2 GFA for retail premises in the outer catchment;
- minimum of one space per 18.5m^2 for restaurant/café in a retail complex;
- minimum of one space per 25m^2 for gymnasia; and
- minimum of three spaces per consulting room, plus one space per support employee, for medical centres.

2.31 By comparison, the TfNSW "Guide to Traffic Generating Developments" suggests a parking requirement of one space per 25m^2 for medical centres.

2.32 Based on these rates, the development would require some 800 to 1,150 parking spaces as shown for the reference scheme in Table 2.1 below.

Table 2.1: Parking

Component	Size	Parking rate		Parking required	
		Minimum	Maximum	Minimum	Maximum
Commercial	34,470m^2	1/75m^2	1/60m^2	460	575
Business[1]	493m^2	1/75m^2	1/60m^2	7	8
Retail	10,602m^2	1/50m^2	1/25m^2	212	424
Gym/medical[2]	1,440m^2	1/25m^2		58	
Food & drink	1,280m^2	1/18.5m^2		69	
Total				**806**	**1,134[3]**

[1]Assessed at commercial rate

[2]Includes potential child care centre, assessed at rate for gym/medical of 1/25m^2

[3]Includes requirements for gym, medical and food and drink

2.33 The proposed parking provision will be within this range which is appropriate for the current stage of the planning process. Final parking provision will be determined at the development application stage, when the final sizes and mix of uses are known. Appropriate bicycle and motor cycle parking will also be included in the development.

Access, Servicing and Internal Layout

2.34 Vehicular access to the site would be provided from Victoria Avenue, Carrington Road and Salisbury Road. Customer and tenant access would be provided from these streets. Service access would be provided from Carrington Road and Salisbury Road.

2.35 The access points to the car park and loading areas would be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2 – 2002.

2.36 Car parking would be provided in two basement levels and four podium levels. Loading areas would be provided on the ground level. Loading bays would provide for semi-trailers and rigid trucks to service the various components of the development. Service vehicles will be able to enter and exit in a forward direction.

2.37 Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances would be designed in accordance with AS 2890.1:2004 and AS 2890.2:2018.

Traffic Generation

2.38 Traffic generated by the proposed development will have its greatest effects during weekday afternoon and Saturday peak periods when it combines with other traffic on the surrounding road network.

2.39 Surveys undertaken by TfNSW have found the following two-way (sum of both directions) peak hour traffic generation rates:

- large format retail: 1.01 and 2.24 vehicles per 100m^2 on weekday afternoons and Saturdays respectively;
- gymnasia: three vehicles per 100m^2 in mixed use developments;
- commercial offices: 0.54 vehicles per 100m^2 during weekday afternoons; and
- food and drink premises: five vehicles per 100m^2.

2.40 Other surveys of similar developments have found a traffic generation rate of four vehicles per 100m^2 for larger medical centres. The development would therefore have a traffic generation of some 410 vehicles during weekday peak periods and some 370 vehicles on weekends.

2.41 The mix of uses on the site means that traffic generation would likely be lower. For example, the child care centre is likely to be used by children of people working in the commercial component. Similarly, the retail uses and food and drink premises would also be used by people working in the development.

2.42 As previously noted, the previous planning for the precinct has identified road and transport works to accommodate the development of the precinct, including the subject site. Appropriate contributions will be made towards these works in association with the development.

Matters Raised by Transport for NSW

2.43 Gateway Determination was granted on 17 October 2024, subject to a number of conditions. Condition 1 of the Gateway Determination includes the following requirements:

- *Update documents within the planning proposal package that will be placed on exhibition so it is consistent with the planning proposal submitted by Council to the Department for Gateway determination. This includes removing the reference to 'shops' in any documentation.*

…

- *Update the Traffic and Transport report to address Transport for NSW's submission dated 10 January 2024.*

2.44 The Transport for NSW correspondence, dated 10 January 2024, is appended to this report. It should be noted that the TfNSW correspondence was prior to the finalization of the precinct planning and transport study completed by the council. In that context, the matters raised by TfNSW are discussed below.

Traffic and Transport Matters

- *While it is acknowledged that Council are currently undertaking precinct 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 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.

2.45 The precinct planning and transport study by council/TfNSW/Stantec has now been finalised. Road works, responsibility for implementation and funding arrangements are provided within that planning framework. The land required for the upgrade to Carrington Road/Victoria Avenue is included in the voluntary planning agreement for the site.

2.46 It should also be noted that the final transport study adopted the following approach:

- SIDRA network modelling, for 'strategic network capacity analysis'; then
- an evaluation of those findings; prior to
- detailed traffic microsimulation modelling using AIMSUM.

2.47 As noted in the Stantec report, '*the Stage 1 SIDRA traffic models were used as to provide insights into the future performance at an intersection level and inform a decision from THSC* [the council] *on whether further microsimulation modelling was required.*'

2.48 On this basis, more detailed modelling has already been undertaken than that requested by TfNSW.

2.49 With regards to the intersection of Showground Road/Victoria Avenue/Green Road, the precinct planning has included this intersection and identified measures for improvement and upgrades.

2.50 With regards to weekend peak periods, we note that the scale of development envisaged in the planning proposal would generate less traffic on weekends than during weekday peaks. The measures identified in the precinct planning to accommodate weekday peak period traffic are therefore also appropriate to cater for weekend traffic from the subject development.

- *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.*

2.51 With regards to this matter, we note that:

- the amended scale of development would have a lower traffic generation of some 410 vehicles during weekday peak periods and some 370 vehicles on weekends;
- some tenancies on the site are currently vacant. However, based on the existing floor area of some 9,305m^2, and TfNSW surveyed traffic generation rates of 1.2 and 2.3 vehicles per hour per 100m^2 during weekday afternoons and Saturdays respectively, the existing development would potentially generate some 110 and 210 vehicles per hour respectively at these times. The increase would be therefore be some 300 and 160 vehicles per hour respectively.

- *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.*

2.52 A small number of the works contained in the precinct plans are already in the council's contributions plans. It is anticipated that new works identified in the precinct planning will be included in future contributions plans or required as part of developer agreements.

- *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.*

2.53 As discussed above, the precinct planning includes the scale of development envisaged in the planning proposal for this site.

- *The requested modelling results would also provide insight into queuing impacts at significant intersections to the Site and any potential accessibility issues they present.*

2.54 These matters are discussed in the transport study prepared by Stantec in association with the precinct planning.

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.*

2.55 These are matters for the council and are noted.

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.*

2.56 These matters are noted and are able to be included at future stages of the planning process.

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*

Control 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^2*	*1 space per 60m^2*
Retail	*1 space per 50m^2*	*1 space per 25m^2*

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.

2.57 These matters are noted. The council DCP includes these lower parking rates for the development.

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 Sydney Metro Underground Corridor Protection Technical Guidelines*

- *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.*

2.58 These matters will be addressed by other study team members in association with future development applications.

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.*

2.59 It is these characteristics that make the site and precinct suitable for rezoning. The details associated with transit-oriented development are able to be provided at the development application stage.

Summary

2.60 In summary, the main points relating to the transport aspects of the amended planning proposal are as follows:

i) the site has previously been approved for a Masters Home Improvement and bulky goods development;

ii) the planning proposal would provide for commercial office uses of 34,470m^2, business uses, food and drink premises and specialized retail of 12,375m^2 and space for a child care centre/gym/medical centre of some 1,440m^2;

iii) the planning proposal is consistent with the planning framework for the area, including the *Norwest Strategic Centre Precinct Plan* and supporting studies;

iv) the council has recently completed the *Castle Hill and Norwest Precinct Plans – Transport Study*, which identifies works required to accommodate future development;

v) the development would increase employment, retail and service densities close to existing public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;

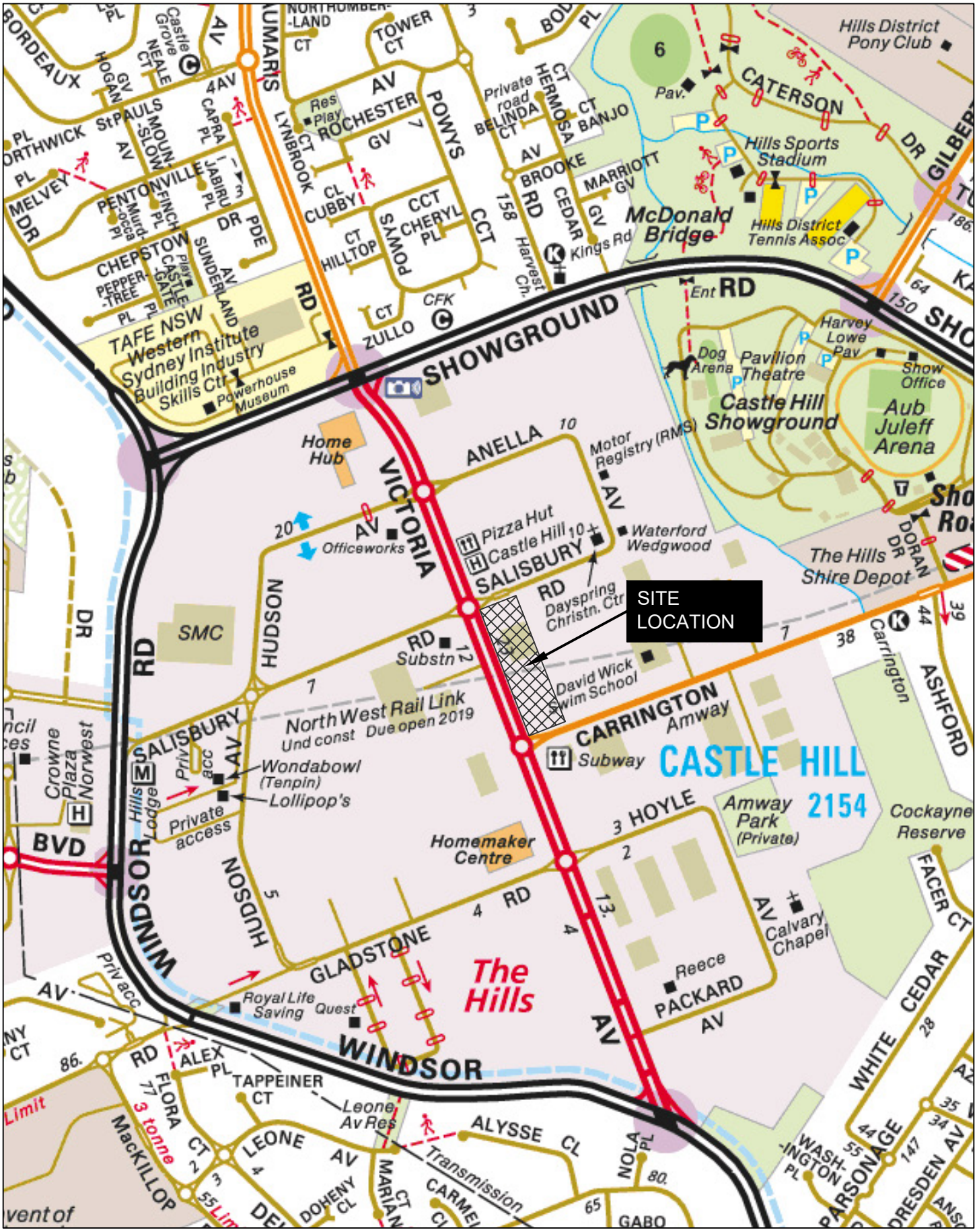
vi) appropriate on-site parking for cars and bicycles will be provided;

vii) access, internal circulation and layout will be provided in accordance with Australian Standards;

viii) the development would have traffic generations of some 410 vehicles per hour two-way during weekday peak periods and some 370 vehicles on weekends;

ix) the development will make appropriate contributions towards road works identified in the precinct planning, either as part of developer agreements or contributions plans; and

x) Gateway conditions are addressed in paragraphs 2.43 to 2.59.



Location Plan

Colston Budd Rogers & Kafes Pty Ltd

Drawn By: CBRK Pty Ltd_mr Ref: 11397 19 November 2020

Figure 1

APPENDIX

TFNSW CORRESPONDENCE

Transport for NSW

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

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.

Yours sincerely,

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

Level 4, 4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

PO Box 973 Parramatta CBD NSW 2124

W transport.nsw.gov.au

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^2	1 space per 60m^2
Retail	1 space per 50m^2	1 space per 25m^2

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.