

11 November 2025

TfNSW Reference: SYD25-01243/01

DPHI Reference: PP-2025-859

Mr Nick Tobin
General Manager
Hunter's Hill Council
PO Box 21
HUNTER'S HILL NSW 2110

Attention: Ms Sarah Valentine

**RE: PLANNING PROPOSAL – GLADESVILLE TOWN CENTRE, AMEND HUNTERS
HILL LEP 2012 – MASSEY STREET, COWELL STREET, VICTORIA ROAD,
GLADESVILLE**

Dear Mr Tobin

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above Planning Proposal as referred to us via NSW Planning Portal on 13 October 2025. We note consultation is being undertaken with TfNSW under Condition 2 of the Gateway Determination dated 22 September 2025.

TfNSW notes that the Planning Proposal seeks following amendments to the Hunters Hill LEP 2012:

- Amend Maximum Height of the building from 16m, 19m, 26m, and 34m to up to 70m.
- Amend Floor Space Ratio from 2.3:1, 2.4:1 and 2.7:1 to 4:1.
- Minimum lot size 13,500m².
- Number of dwellings from 7 (capacity of 352 dwellings) to 522 dwellings.

The objectives of the planning proposal are to:

- Achieve renewal of the Gladesville Town Centre, incorporating: Well-designed buildings.
- Increased public open space.
- A new supermarket with associated retail services.
- A vibrant night economy.
- Improved pedestrian connectivity.
- Increased community facilities.
- Deliver new and well-located housing options within the Gladesville Town Centre.

The planning proposal would facilitate mixed use development on the site comprising 522 dwellings and 5,000m² GLFA of non-residential floor space, including a 3,500m² GLFA supermarket.

TfNSW has reviewed the submitted documentation and provides comments in **Attachment A** for Council's consideration.

Yours sincerely,



Dipen Nathwani
A/Senior Manager Strategic Land Use (Eastern)
Transport Planning, Planning Integration and Passenger

Attachment A –Comments on Planning Proposal PP-2025-859

TfNSW Potential Long-Term Upgrade of Victoria Road

- The planning proposal is located within a corridor currently under investigation by TfNSW for potential long-term upgrades to Victoria Road. TfNSW is exploring a range of options to revitalise Victoria Road and better connect vibrant town centres through safer and more sustainable travel modes for people of all ages and abilities. This vision is to improve the liveability of Victoria Road, to provide better access to different modes of transport, whilst supporting local economies. However, these investigations remain at an early stage and no defined options are available currently.

TfNSW is committed to engaging with stakeholders, including local councils and the community, as planning progresses to help shape the long-term vision for Victoria Road as a high-performing, multimodal corridor.

The project website can be accessed at <https://www.transport.nsw.gov.au/projects/current-projects/victoria-road-vision>.

Transport Impact Assessment (TIA) Report

Residential Visitor Parking

- The report proposes a reduced visitor parking provision of 1 space per 10 residential units, instead of adopting the visitor parking rate of 1 space per 4 units as stated in the *Hunters Hill Consolidated Development Control Plan 2013* (DCP), which results in 78 fewer visitor parking space for the residential development. The report states that commercial parking spaces will always be accessible for residential visitors as peak commercial parking and residential visitor parking demand will likely not coincide. The report however does not provide any evidence to demonstrate that the proposed commercial parking provision will remain sufficient when some spaces are occupied by residential visitors.

As the site is located within a Category 1 car parking area, in accordance with TfNSW Guide to Transport Impact Assessment - Car parking categorisation, it is recommended that visitor parking rate of 1 space per 7 units is adopted if a reduced visitor parking rate is to be adopted. The report should also provide a detailed assessment outlining how the commercial parking supply will remain adequate to meet demand even when some of these spaces may be occupied by residential visitors.

- The TIA report claims that by converting 20% of residential car parking spaces into unbundled spaces, parking provision can be reduced by 20%. While the TfNSW Guide to Transport Impact Assessment indicates that unbundled parking can improve affordability and increase parking utilisation, the report provides no supporting evidence or analysis to justify the proposed reduction in parking supply. As such, the statement needs further justification.
- Section 4.2.5 of the report states 5 parking spaces can be offset for each carshare space provided, without providing the exact number of on-site carshare spaces and evidence supporting this statement. Further details need to be provided to support this statement.
- Given the proximity of the site to nearby bus stops and Gladesville Town Centre, consideration should be given to the adopt lowest applicable car parking rate within the DCP to encourage the mode shift to public and active transport modes.

Traffic Generation

- The TIA report only provides the total number of trips for the proposed development. It does not provide an assessment of trips generated under existing conditions and how many additional trips will be generated because of the proposed development. The TIA report should be updated to provide details of existing traffic generation on site and clarify the net increase resulting from the proposed development.
- The TIA report states that the proposed development would generate a total of 565 trips in the AM peak and 829 trips in the PM peak. This is expected to have impact on the intersection of Victoria Road / Cowell Street, particularly the right turn from Victoria Road into Cowell Street, however any impact mitigation measures, such as extension to right turning lane or lane reallocations would be subject to further investigation. SIDRA modelling to assess the traffic impact on the surrounding road network should therefore be undertaken and not be exempted for a development of this scale.

Internal laneway from Cowell Street to Massey Street

- In reference to the recommendation stated on page 18 & 19 of the TIA report to '*restrict service vehicle access to 6-10am for laneway internal to precinct*' this in principle is not supported, given the likelihood of conflict involving high volume of daily movements of pedestrians and cyclists passing through the site on their commute. It is recommended changing this to either another time of day or night when the movement of pedestrians and cyclists are lowest (noting a study/count may be required) or restrict this timeframe to 5-8am similar to the Pitt Street mall site in the Sydney CBD.

Active Transport

- Consideration should be given to investigate delivery of a connected active transport network that includes providing safe and convenient crossing facilities generally every 130m and prioritising active transport at intersections, consistent with the Network Planning in Precincts (NPP) Guide.
- Consideration should be given to investigate the provision of separated cycleways on streets with speed limits exceeding 30 km/h (including Cowell, Flagstaff, and Massey Streets), particularly near schools and in areas with high vehicle movement volumes, in line with the NPP Guide.
- Consideration should be given to investigate the provision of footpaths with adequate widths on both sides of all streets (comprising the precinct) in accordance with the NPP Guide to support safe and equitable access to the walking network for vulnerable users without needing to cross the road. This includes children, older adults, people with disabilities, and those using prams without requiring them to cross the street.
- In reference to TfNSW's Strategic Cycleway Corridor (SCC) program, we note that Gladesville is a centre node, and that two SCC corridor connections pass through the site's footprint (connections from Gladesville to Hunters Hill, and Gladesville to Ryde). As such, we recommend considering how the streets comprising the precinct could form part of the SCC network. We note the proposed shareway zone may assist in providing part of this connection, however consideration is required north to reach the centre node at the intersection of Victoria Road and Pittwater Road (such as connecting north through Massey Lane) and south-east to reach Ryde (via Cowell Street and/or Flagstaff Street). In collaboration with Transport's SCC team, a Minimum Viable Alternative (MVA) assessment should be undertaken to ascertain the feasibility of potential route alignments and whether dedicated facilities can be delivered as part of this Master Plan to contribute to Transport's SCC network.

Public Transport

- As stated on page 17 of the TIA report, the future town centre can be better supported through higher quality bus stop infrastructure. To provide accessibility for visually impaired people, upgrades to bus stops must include tactile ground surface indicators (TGSI) in accordance with *The Disability Standards for Accessible Public Transport* (DSAPT) and TfNSW's *Bus Stop Urban Design Guideline*) and in consultation with TfNSW.

General Comments

- It is suggested that a site-specific DCP be prepared to help manage proposed changes to the site and any impact to the surrounding road network.
- Consideration should be given to develop a Green Travel Plan for the precinct utilising travel demand management measures to identify how residents, workers and visitors will make their transport decisions.