

17 December 2025

TfNSW reference: WST25/00107/003 | SF2025/134382

Your reference: DA/298/2025

General Manager
Orange City Council
By Email: council@orange.nsw.gov.au

Attention: Craig Mortell, Senior Development Assessment Planner

DA 298/2025 – Subdivision (164 lots) – Multiple lots – 3 Redmond Place, Orange

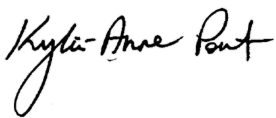
Transport for NSW (TfNSW) is responding to the abovementioned DA298/2025 referred on 28 November 2025 via the ePlanning Portal.

TfNSW has reviewed the information provided, including correspondence from by Mecone dated 05 November 2025, and is generally **supportive** of the proposed development. TfNSW comments are set out in **Attachment 1** to assist the Consent Authority in assessing the development application.

TfNSW notes that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc). Depending on the nature of the works, the Council may require the developer to submit a further environmental assessment for any ancillary road works.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact Alexandra Long, Development Services Case Officer, on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink that reads "Kylie-Anne Pont".

Kylie-Anne Pont
Team Leader Development Services (West)
Transport Planning
Planning, Integration and Passenger

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This attachment relates to TfNSW's response dated 17 December 2025 reference WST25/00107/003.

Context

TfNSW notes that the proposal comprises the following:

- Site preparation works, including demolition of existing structures, bulk earthworks, dam dewatering, removal of 26 trees, installation of a new stormwater management system and sewer pump station and connection to services
- Staged subdivision of the site, being the subdivision of three (3) existing allotments into 164 new lots, with the anticipated delivery of approximately 331 new dwellings, over five (5) stages as follows:
 - Stage 1 – 40x low density residential allotments, 2 x super lots (medium density residential), 2 x open space basin lots, 1 x sewer pump station lot.
 - Stage 2 – 41x low density residential allotments, 2 x super lots (medium density residential)
 - Stage 3 – 34x low density residential allotments, 4 x super lots (medium density residential)
 - Stage 4 – 34x low density residential allotments, 2 x super lots (medium density residential)
 - Stage 4A – 2x super lots (medium density residential)
- Creation of a new local street network
- Creation of a new linear open space corridor, including, the creation and embellishment of three new open space areas, referred to as the northern open space, the central open space and the southern wetland
- The creation of a shared path loop connecting the open space and wetland area
- Installation of a new sign along the eastern boundary of the site
- Landscaping throughout the site, including street tree planting.

Additional transport related context is provided below:

- The site is bordered by the Mitchell Highway (HW7) to the east, a classified (State) road, as well as Redmond Place (north), Dairy Creek Road (also known as Brabham Way) (south) and Lone Pine Road (west), all local roads.
- The proposal seeks to use the existing channelised right-turn (CHR) treatment at the intersection of Mitchell Highway / Redmond Place to facilitate the turn movements for most of the development traffic. Other affected intersections along the Mitchell Highway include Lone Pine Avenue and Dairy Creek Road/Brabham Way. No new intersections to the Mitchell Highway are proposed.
- Council is seeking advice from TfNSW to assist in its assessment under s.2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*, identifying the development as 'traffic-generating'.

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TfNSW Comments

TfNSW's primary interests are in the road network, traffic, and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

TfNSW has reviewed the information submitted including the Traffic Impact Assessment and supporting electronic (SIDRA) intersection analysis, as well as subsequent revisions, and is generally satisfied that the proposal will not adversely impact the classified road network or warrant upgrades to affected intersections along the Mitchell Highway (HW7).

TfNSW highlights that any future increase in lot yield will require an updated Traffic Impact Assessment and should be submitted for TfNSW's review, as warranted by relevant policies (i.e. *SEPP (Transport & Infrastructure) 2021*) or where road upgrades affecting a classified road are required.

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