

22 May 2023

TfNSW Reference: SYD23/00521/01



Mr Michael Edgar
General Manager
Hills Shire Council
3 Columbia Court, Norwest NSW 2153
PO Box 7064, Norwest NSW 2153

Attention: Emma Langan

PRE-PLANNING PROPOSAL (SCOPING REPORT)
1020 MELIA COURT, CASTLE HILL

Dear Mr Edgar,

Transport for NSW (**TfNSW**) appreciates the opportunity to provide comment on the scoping report for 1020 Melia Court, Castle Hill (**Proposal**). TfNSW notes that the pre-Proposal scoping report seeks to amend the *Hills Local Environmental Plan (LEP) 2019* for land at 1020 Melia Court, Castle Hill to:

- Change the zone from 'C4 Environmental Living' to 'R3 Medium Density Residential' and 'C2 Environmental Conservation'
- Increase the height of building (**HOB**) on the site from 9m to 10m.

TfNSW has reviewed the submitted documentation and notes that the master plan envisions a residential development of 150 units and 41 terraces, totalling 191 dwellings, surrounded by environmental conservation areas. TfNSW has identified that the site is currently not subject to floor space ratio (**FSR**) control and there is no FSR control proposed in the scoping report and provides comments in **TAB A**.

Please note that the comments provided above and in TAB A are of a preliminary nature. They are not to be interpreted as binding upon TfNSW and may change should the nature of the Planning Proposal change or further consultation with TfNSW is conditioned as part of any Gateway Determination.

Thank you for the opportunity to provide advice on the scoping report. Should you have any questions or further enquiries in relation to this matter, Xin Zhao, Strategic Land Use Development Case Officer, would be pleased to take your call via phone on 0466 599 538 or email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
A/Director Land Use
Planning and Programs, Greater Sydney Division

TAB A - Detailed TfNSW comments

Comments
<p>The Department of Planning and Environment (DPE) Scoping Proposal Template indicates that the Scoping Proposal should be read in conjunction with the Interim Authority and Government Agency Planning Proposal Pre-lodgement referral checklist (link to document provided below).</p> <p>https://www.planning.nsw.gov.au/-/media/Files/DPE/Guidelines/Attachment-B--Interim-Authority-and-Government-Agency-Planning-Proposal-PreLodgement-Referral-Checkl.pdf?la=en</p> <p>Consistent with the guide, the proponent should provide the following information a part of the transport assessment:</p> <ul style="list-style-type: none"> • Estimated travel demand (number of trips by mode). • Preliminary traffic analysis of traffic and transport impacts to understand: <ul style="list-style-type: none"> ○ high-level pre-development and post-development scenarios ○ potential impacts on existing and future transport networks ○ potential services and mitigating local and state infrastructure required to support the proposal ○ arrangements required to provide the above mitigating local and state infrastructure ○ potential need for / type of traffic modelling ○ approach to on-site car parking (including details on car parking rates such as breakdowns of parking spaces per land use and any proposed shared use arrangements) ○ active transport requirements • Proposed scope and methodology for detailed analysis and proposed assumptions (i.e., traffic generation rates, public transport mode shifts, trip containment, directional split etc).
<p>TfNSW notes that the scoping report outlines that a future traffic impact assessment will be prepared as part of a future planning proposal, with the scope of work including preparing a SIDRA traffic model for the Castle Hill Road/Glen Road intersection and assess existing traffic conditions and possible impacts of the developments. This intersection modelling should include the following scenarios:</p> <ul style="list-style-type: none"> • Base case • Base case + development • Future ten (10) years base case • Future ten (10) years base case + development <p>The agency may request electronic copies of the modelling files as part of any post gateway assessment for review and comment.</p>
<p>Given the subject site is not within easy walking distance (i.e. outside the 800 metre walking catchment) of the Metro, the future transport impact assessment should also include an assessment of the proposal against the objectives outlined in 5.1 - Integrating Land Use and Transport under the Department of Planning and Environment's Key Directions under section 9.1(2) of the Environmental Planning and Assessment Act 1979.</p>