

8 March 2019

Roads and Maritime Reference: SYD18/01021/01
Council ref: 5/2015/PLP

The General Manager
The Hills Shire Council
PO Box 7064
BAULKHAM HILLS BC NSW 2153

Attention: Piers Hemphill

Dear Sir/Madam,

**DRAFT VOLUNTARY PLANNING AGREEMENT
40 SOLENT CIRCUIT, BAULKHAM HILLS ('THE GREENS')**

Reference is made to our previous correspondence dated 21 September 2018 and the meeting held on 11 December 2018 with Council and representatives from Mulpha Green, regarding the abovementioned proposal which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with the consultation requirements set out under Section 3.34 of the *Environmental Planning and Assessment Act, 1979* and Gateway determination.

As discussed at the meeting, RMS acknowledges that the intersection of Norwest Boulevard and Solent Circuit has been recently upgraded to provide dual right turn lanes into Solent Circuit from Norwest Boulevard. RMS also notes that traffic conditions at this location have improved and further upgrades to this intersection are not required at this time. In this regard additional modelling to determine cost apportionment for the upgrade of the intersection of Norwest Boulevard and Solent Circuit as indicated previously is no longer required.

As Council would be aware, Ministerial 117 Direction, '5.9 North West Rail Link Corridor Strategy' refers to the Norwest Structure Plan requires a cumulative traffic and transport study to assess the transport impacts and identify any necessary road transport upgrades and associated timing/staging and a funding mechanism required to accommodate the additional development uplift associated with this Structure Plan. In line with this Ministerial Direction, the proponent was previously advised that the planning proposal should be incorporated into the precinct wide cumulative Transport Study associated with the Norwest Structure Plan (i.e. residential population uplift) and the level of developer contribution for the subject planning proposal (The Greens) being commensurate with an identified contribution scheme/levy that may be generated for the Norwest Structure Plan. This would require the gazettal of the planning proposal being deferred until such time that the precinct wide cumulative Transport Study was finalised and funding mechanism for identified infrastructure adopted.

As agreed in the meeting, to minimise delays to this planning proposal ahead of the completion the precinct wide cumulative transport study, the proponent was advised that in the absence of a funding mechanism being established for the Norwest Structure Plan, they may wish to give consideration to increasing the monetary contribution of \$5.5M (which is equivalent to \$6,366 per dwelling) towards regional road and transport infrastructure that is commensurate with the contribution rates for other similar proposals recently exhibited. Examples to consider is the draft

contribution rate for St Leonards/Crows Planned Precinct (\$15,100 per dwelling) and the contribution rates for the North West Growth Area - Balmoral Residential (\$15,267 per dwelling).

The Hills Shire Council is to manage the monies collected under the VPA towards regional road and transport infrastructure until such time that a State Infrastructure Contribution Levy applies to Norwest Precinct (inclusive of this site) upon which the monies should be transferred to the Department of Planning and Environment. The monies collected by Council may be called upon at any time by Roads and Maritime and/or TfNSW for part funding of road and/or transport infrastructure within The Hills Shire Council Local Government Area.

Thank you for the opportunity to provide further advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Nav Prasad would be pleased to take your call on [REDACTED] or e: development.sydney@rms.nsw.gov.au.

Yours sincerely,



James Hall

**A/Senior Strategic Land Use Coordinator
Sydney Planning, Sydney Division**