

21 September 2018

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,

**EXHIBITION OF PLANNING PROPOSAL, DRAFT DEVELOPMENT CONTROL PLAN AMENDMENTS AND
DRAFT VOLUNTARY PLANNING AGREEMENT
40 SOLENT CIRCUIT, BAULKHAM HILLS ('THE GREENS')**

Reference is made to Council's correspondence dated 26 April 2018, 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. Roads and Maritime appreciates the opportunity to provide comment on the proposal.

The subject planning proposal falls within the Norwest Structure Plan precinct area. It is understood that Ministerial 117 Direction, '5.9 North West Rail Link Corridor Strategy' refers to the Norwest Structure Plan that requires a cumulative traffic and transport study to assess the transport impacts and identify any necessary road transport upgrades and associated timing/staging and funding mechanism required to accommodate the additional development uplift associated with this Structure Plan. As Council is aware, the planning proposal precedes the completion of detailed precinct planning and the preparation of a precinct-wide traffic and transport study as mandated in the above Ministerial Direction and Norwest Structure Plan.

Roads and Maritime is of the view that at a minimum a strategic level understanding of the cumulative transport impacts of the Structure Plan should be identified, including potential mitigation measures and funding mechanisms, prior to the gazettal of any planning proposal within the Structure Plan. This would ensure that there is an appropriate funding mechanism and equitable cost apportionment for any identified regional road and transport upgrades.

The strategic assessment methodology to better understand the traffic impacts and associated potential mitigation measures of the cumulative impacts of the Norwest Structure Plan should be in the form of the following methodology:

- Utilising Roads and Maritime's Strategic Traffic Forecasting Modelling (STFM), the following scenarios should be modelled:
 - 2018 base year,
 - 2018 base year + full development of Norwest Structure Plan,
 - 2031 base year,
 - 2031 + full development of Norwest Structure Plan.

- Utilising the outputs from the above STFM models, SIDRA Network Modelling should be undertaken for the following intersections:
 - All existing intersections on Norwest Boulevard between Old Windsor Road and Windsor Road,
 - Balmoral and Old Windsor Road,
 - Brighton Avenue and Old Windsor Road.
- The above two-step modelling exercise is to be utilised to identify regional road infrastructure upgrades to mitigate the traffic impacts arising from the cumulative development uplift associated with the Norwest Structure Plan. The identified upgrades should be overlayed on an aerial map and referred to Roads and Maritime for review and comment.
- Strategic costings of any identified regional road infrastructure upgrades should be undertaken utilising Roads and Maritime standardised global rates and referred to Roads and Maritime for review and acceptance. These costings will be used to inform the equitable cost sharing across the Norwest Structure Plan precinct area.
- A suitable funding mechanism in support of the identified road infrastructure upgrades should be identified and agreed between Council, Department of Planning and Environment and Roads and Maritime.

It is appreciated that the proponent has made an offer to enter into a Voluntary Planning Agreement (VPA) including an offer of \$5.5 million (\$6,366 per dwelling) for regional road infrastructure. Roads and Maritime is of view that without the benefit of the above cumulative transport study it is difficult to determine if the proposed contribution offered in the VPA is adequate for the provision of regional road infrastructure. The cumulative traffic and transport study mandated in the Ministerial Direction 5.9 and Norwest Structure Plan should be used to inform the costings and cost apportionment.

It is also noted that draft amendments to The Hills Development Control Plan (DCP) 2012 Part D Section 8 - Norwest Town Centre Residential Development are required to accommodate the proposed development and also provide development controls for the site. Roads and Maritime raises no objection to these proposed amendments.

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

Yours sincerely,



James Hall
A/Senior Manager Strategic Land Use
Sydney Planning, Sydney Division