



Wednesday 20 September 2017

Roads and Maritime Reference: SYD17/01148

Council Reference: 12/2016/PLP

Attention: Bronwyn Inglis

Planning Proposal, Draft Amendments to the Development Control Plan and Draft Voluntary Planning Agreement for 9-10 Roger Avenue and 93-107 Cecil Avenue, Castle Hill

Dear Ms Inglis

I refer to your letter of 21 August 2017 requesting Roads and Maritime Services comments on the abovementioned Planning Proposal in accordance with Section 56(2d) of the Environmental Planning and Assessment Act 1979.

Roads and Maritime has reviewed the submitted documentation and it is noted that the Planning Proposal is seeking to facilitate a mixed use, multi-storey development on the subject site comprising 460 dwellings and at least 8,025m² commercial floor space. Amendments to The Hills Local Environmental Plan 2012 (LEP 2012) include:

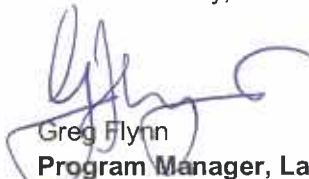
- Rezoning the site from R3 Medium Density Residential and R1 General Residential to B4 Mixed Use;
- Removing the maximum building height applicable to the site; and
- Applying a 'base' floor space ratio of 1:1 across the entire site and an incentivised' floor space ratio of 3.5:1 across the entire site.

Roads and Maritime is concerned that the Planning Proposal and resulting traffic generation and proposed upgrade of the Old Northern Road/Francis Street intersection is being considered as a spot rezoning ahead of Council's development of a precinct plan for Castle Hill South and in the absence of a cumulative traffic and transport assessment that considers all potential future uplift in Castle Hill South precinct. In this regard, following recent advice from Council regarding several transport planning studies currently underway or soon to start, Roads and Maritime recommends the deferment of the Planning Proposal until a comprehensive traffic and transport assessment for the south precinct has been undertaken which identifies a package of transport infrastructure works required to support future uplift supported by an appropriate funding delivery mechanism such as a Section 94 Contributions Plan, Developer Contribution and/or Voluntary Planning Agreement which outlines the cost, timing and trigger points for implementation.

In this regard, a merit assessment of the intersection upgrade at Old Northern Road/Francis Street intersection to traffic signals can be justified by the outcomes of a cumulative traffic and transport assessment. Furthermore, the proposal to upgrade the Old Northern Road/Francis Street intersection to traffic signals, as a stand-alone traffic mitigation measure to support the Planning Proposal, requires further analysis in relation to the matters outlined in Attachment A.

Thank you for the opportunity to provide advice on the subject proposal. If you require clarification on any issue raised, please contact Tricia Zapanta, Strategic Land Use Planner on [REDACTED] or by email on Tricia.Zapanta@rms.nsw.gov.au.

Yours Sincerely,



Greg Flynn
Program Manager, Land Use

Roads and Maritime Services

Attachment A

1. There has been no assessment of mode share to public transport despite the use of a traffic generation rate that assumes a high level of public transport facilities in the area. It is noted that the adopted traffic generation rates have been derived from the traffic generation rates published in the Roads and Maritime Services Technical Direction TD13/04a for high density residential developments where higher level of public transport service is provided. This may be the case when the Sydney Metro Castle Hill Station and other bus network improvements are implemented however; further assessment is required to the mode share and likely public transport demand.
2. The draft strategic concept plan shows a right turn storage bay on Old Northern Road which will require land acquisition along Old Northern Road and a reduction of the existing public footpath posing safety implications for pedestrians and motorists along this section. Roads and Maritime will be seeking confirmation of Council's agreement to the draft strategic concept plan including the matter of land acquisition should the proposal be pursued in the future.
3. Existing traffic data used in the SIDRA modelling for the proposed intersection upgrade of Old Northern Road/Francis Street does not reflect existing conditions. Traffic count data undertaken by Roads and Maritime in 2011 shows a higher number of right turn movements from Old Northern Road into Francis Street, particularly during the PM peak period. Therefore, the length of the right turn lane as proposed needs further analysis and/or justification.
4. The proposed traffic signal design should also take into consideration the adjacent intersection of Old Northern Road/Parsonage Road and the potential queuing of right turning traffic into Parsonage Road and the impact on the operation of the proposed traffic signal at the intersection of Old Northern Road/Francis Street. Council may need to consider banning the right turn movement from Old Northern Road into Parsonage Road if the proposed traffic signal is supported in the future. However, a comprehensive traffic and transport assessment will assist in informing future road network improvements along Old Northern Road and other local and regional roads in the south precinct.
5. It is noted that the proposal is seeking 907 car parking spaces which is considered a high level of provision given the development's proximity to the future Sydney Metro Castle Hill station and public transport services along Old Northern Road. This highlights an inconsistency with the adopted traffic generation rate (and calculation of the associated traffic generation) and total number of car parking spaces.