



Tuesday 17 April 2018

Roads and Maritime Reference: SYD17/01148
Council Ref: 12/2016/PLP

Baulkham Hills Council
Liverpool City Council
Locked Bag 7064
Liverpool BC NSW 1871

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 email of 20 December 2018 which provided Roads and Maritime Services additional traffic information to support the above Planning Proposal. Roads and Maritime apologises for the delay in providing you a response.

Roads and Maritime has reviewed the additional information submitted and it is noted that since our initial correspondence, Council has completed the Castle Hill South Traffic Study which included the proposed development uplift at the subject site. In the absence of a cumulative traffic and transport assessment for the Castle Hill precinct (due to delays in obtaining TfNSW's mesoscopic model), it is noted that the Castle Hill South Traffic Study identified the need for future signalisation of the Old Northern Road / Francis Street intersection.

Roads and Maritime advice in relation to the strategic concept plan and traffic analysis for the intersection is as follows -

Proposed strategic concept design at Old Northern Road / Francis Street

The plans and report states there are four 3.2m through lanes. The kerbside lanes of 3.2m do not include the 0.5m kerb; therefore the actual width is 3.7m. If a raised concrete median is required to deter right turns into and out Church Street and Parsonage Road, the allowable minimum width is 0.5m, as this is adjacent to a right turn lane. To provide for this raised median the kerb side lanes could be reduced from 3.7m to 3.45m. This width of 3.45m is acceptable for buses and other large vehicles.

Roads and Maritime Services

Recommended design widths should be:

- 2 x 3.5m footpath.
- 2 x 3.2m through lanes.
- 2 x 3.45m kerb side lanes.
- 1 x 3.0m right turn lane.
- 1 x 0.5m raised concrete median.

The draft strategic concept plans should be amended to reflect the advice above and re-submitted to RMS for further review.

Traffic signal warrant

The traffic impact assessment has provided 2 hour peak traffic volumes (AM PM) where 4 hourly volumes is required to establish traffic signal warrants. The additional 2 hourly volumes have been estimated. It is essential the required 4 hourly volumes be provided to show the warrant has been satisfied to provide traffic signals.

Draft Voluntary Planning Agreement

It is noted that the upgrade of the intersection and any land acquisition requirements, if agreed to by Roads and Maritime, will be delivered through a draft VPA. Roads and Maritime can provide further comments in relation to the contents of the draft VPA (including trigger points for delivery) following review of the updated strategic concept plan and supporting traffic information as outlined above.

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

**Senior Manager, Strategic Land Use
Sydney Planning**