



Monday 2 July 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 the meeting between Council, Roads and Maritime and the proponent on 23 May 2018 in relation to the abovementioned planning proposal. Roads and Maritime has reviewed the additional traffic information submitted and it is noted that the proponent is withdrawing the proposal to signalise the existing priority intersection at Old Northern Road / Francis Street.

Roads and Maritime does not support the proposal to maintain the existing priority intersection for the reasons outlined in **Attachment A**. It is strongly recommended that Council now proceed with the precinct-wide traffic and transport assessment to identify / confirm long term traffic management mitigation measures for Old Northern Road / Francis Street and other intersections in the precinct (including travel demand management measures such as car parking). It is recommended individual planning proposals are deferred until such time that the cumulative / precinct wide transport study is complete and a funding mechanism for the required schedule of infrastructure works is in place. Should Council resolve to endorse forwarding the planning proposal to DPE for finalisation, the issues detailed at Attachment A should be addressed prior to the making of the plan.

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 [Development.Sydney@rms.nsw.gov.au](mailto:Development.Sydney@rms.nsw.gov.au).

Sincerely,

Rachel Nicholson  
**Senior Strategic Land Use Coordinator**  
**Sydney Planning, Sydney Division**

**Roads and Maritime Services**

## **ATTACHMENT A**

1. Previous traffic analysis submitted by the proponent's traffic consultant (December 2017) to support the planning proposal and Council's Castle Hill South Traffic Study (December 2017) have indicated the need to upgrade the Old Northern Road / Francis Street intersection from priority intersection to traffic signals. It is Roads and Maritime's view that this proposal should not be assessed as a stand-alone rezoning but be considered in the context of development growth within the precinct with the view of delivering a long term road network response that addresses the cumulative increase in development uplift and road network improvements identified in Council's Castle Hill South Traffic Study.
2. Recently submitted traffic analysis that seeks to justify that the proposal does not require intersection upgrade at Old Northern Road / Francis Street will need to reconcile the inconsistent traffic data used in the December 2017, May 2018 and Castle Hill South Traffic Study modelling assessments. Further justification is required to explain the difference in traffic data used for the traffic studies -
  - Traffic volume data in and out of Francis Street (May 2018) for the future AM and PM peak at the intersection of Old Northern Road / Francis Street with stop control is much lower than the traffic volume data in and out of Francis Street used in the December 2017 modelling assessment for the same period.
  - Traffic volume data and cycle time used in May 2018 is much lower than the traffic volume data and the cycle time used in December 2017 for both intersections at Old Northern Road and Cecil Avenue and Terminus Street and Crane Road.
  - Traffic modelling for the northbound right turn movement from Old Northern Road into Francis Street (AM and PM respectively) in the May 2018 assessment showed minimal queue and delay along Old Northern Road. However, the modelling submitted in 15 December 2017 (AM and PM peaks future) showed a queue distance of 985.3m and average delay of 1496.7 sec in the AM peak and a queue distance of 1311.7m and average delay of 2237 sec in the PM peak.
  - Right turn out of Francis Street – the May 2018 assessment states there will be only three vehicles per hour during the AM peak and one vehicle per hour during the PM peak however, the modelling submitted in December 2017 shows 109 vehicles per hour during the AM peak and 74 vehicles per hour during the PM peak.
3. Roads and Maritime is of the view that traffic signals (or interim treatment) at this intersection is required as highlighted in Council's Castle Hill South Traffic Study however, its delivery including land components may not be the responsibility of one proponent. With the Castle Hill South Traffic Study confirming the need for traffic signals at this intersection, it is recommended that Council undertakes further detailed assessment to identify an Infrastructure Staging Plan which identifies an infrastructure contribution and development triggers for the intersection upgrade including timing, cost and appropriate funding mechanism for delivery.
4. The draft VPA supporting the planning proposal should include a condition that an infrastructure contribution is required prior to the development on the land consistent with the developer contribution identified for the Castle Hill Precinct / Castle Hill North precinct or Castle Hill South precinct whichever is identified first.
5. Until the work outlined in item 3 has been undertaken, the traffic impacts associated with the planning proposal and other proposals anticipated to be submitted to Council in the area bounded by Old Northern Road, Cecil Ave, Orange Grove Road and Francis Street may require an interim traffic management measure at the Old Northern Road / Francis Street intersection. This intersection is currently experiencing extensive queues for the right turn movement from Old Northern Road to Francis Street as indicated in the December 2017 traffic assessment, the Castle Hill South Traffic

Study and the intersection crash accident history. Old Northern Road will continue to function as a movement corridor carrying significant volumes of local and regional traffic including buses and trucks. This is expected to increase in the future with the growth anticipated in the Caste Hill Precinct. In this regard, maintaining the priority intersection is not supported. The proposal to divert traffic northbound to alternative local roads as discussed under Option 1 and 2 is difficult to implement without an interim traffic management measure at the Old Northern Road / Francis Street intersection. A left in / left out movement should be considered at the Old Northern Road / Francis Street intersection which would address the existing crash accident history, limit increasing demand for the right turn movement into Francis Street and enable right turning traffic to divert to alternative local roads as proposed.

6. Additional traffic analysis is therefore required to assess the impact of a left-in / left-out at Old Northern Road / Francis Street and the diversion of traffic associated with the development to the surrounding local road network including impacts on the Old Northern Road / Cecil Ave and Old Northern Road / Crane Road intersections. It is noted that these intersections are currently experiencing congestion and capacity issues which will need to be mitigated as a result of future development growth in the precinct. The proponent may need to prepare a TMP and undertake community consultation to the satisfaction of Council in relation to the proposed right turn restriction outlined above.